

Shawnee Township Comprehensive Plan

October 2009



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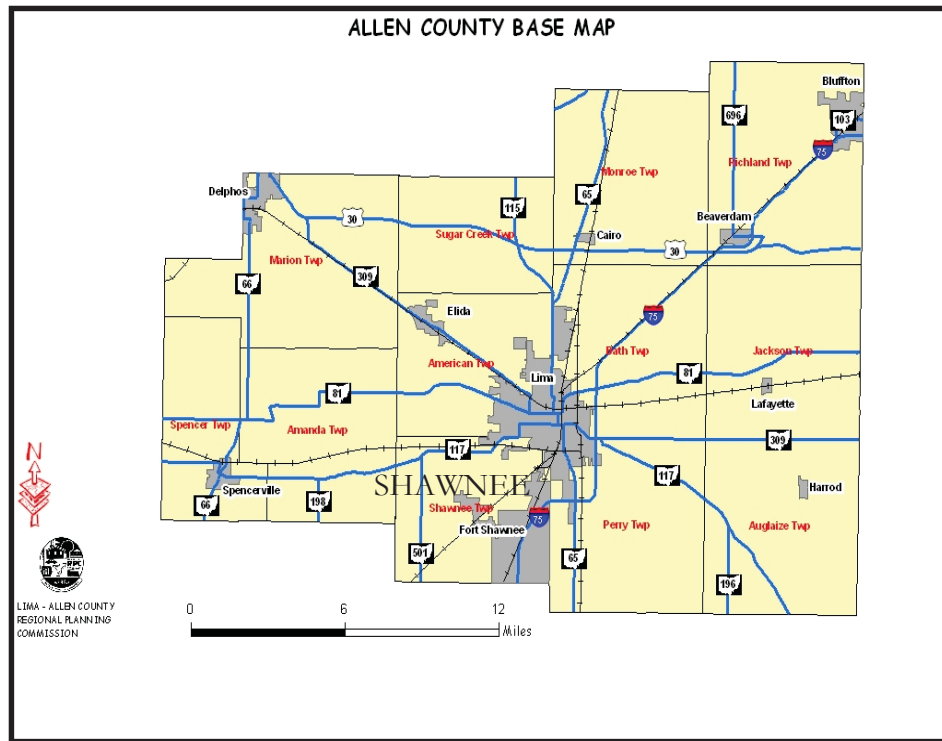
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Chapter 1: Shawnee Township – Site and Setting

Shawnee Township encompasses 29.3 square miles, and is located adjacent to and southwest of the City of Lima. It includes the Village of Fort Shawnee, which accounts for 7.2 square miles of the Township's area, leaving an unincorporated area of 22.1 square miles. The Township's location is depicted on the Allen County Base Map which follows:



Shawnee Township is located in the center of the southern tier of townships, bordering Auglaize County to the south. Portions of the Township have been annexed to the City of Lima to the north.

Growth and development of the township has been influenced by its proximity to the City of Lima, the County and region's largest urbanized area, and by the retail growth witnessed just west of Lima (and north of Shawnee Township) in American Township. Further development has been a function of the alignment of a major interstate highway, I-75, within Fort Shawnee. I-75 links the Lima area to Toledo and Detroit to the north, and to Dayton, Cincinnati, and more southerly destinations to the south. The presence and proximity of an Interstate highway with an intersection at Breese Road in Fort Shawnee presents further opportunity for future development.

The character and predominant land use of Shawnee Township changes dramatically as one travels from northeast to southwest, away from Lima. At the northeastern corner, the predominant land use is heavy industry, with the Husky Lima Refinery, employing 400, and the nearby Joint Systems Manufacturing Center, managed by General Dynamics for the

Department of Defense and employing 1,000. A number of other industrial concerns are located in this portion of the township.

To the south and west, the Township can best be described as an attractive “bedroom community”, as its historic grid pattern of township roads has been filled in with winding roads and cul de sacs for the numerous residential subdivisions that have been developed over the past few decades.

To serve the convenience needs of the residents of these subdivisions and of nearby Fort Shawnee, a significant stretch of Shawnee Road has grown as a commercial and service corridor, with a growing number of businesses, offices, commercial establishments, and restaurants. Shawnee Road can be considered the commercial center of the Township. East of the township, highway oriented businesses, including an industrial park and such high-exposure businesses as a Harley-Davidson distributorship, have been established within close proximity of I-75. Farther south and west, beyond the subdivisions, the township becomes primarily agricultural, with a number of farms capitalizing on the prime farmland of the area.

The regional context in which the Township is situated ranges from the urbanized area directly to the northeast, and a regional suburban commercial center that pulls business from Shawnee Township, to the northwest in American Township, to primarily agricultural land uses to the south and west. The Village of Cridersville (2000 population: 1,817) is just south of the Township in Auglaize County.

Land Use and Conversion Patterns

Land use conversion and development in the Township has been a function of particular attributes of any given parcel, including its access or proximity to utilities, roadways, waterways, services, and markets. The proximity of the Township to the employment, shopping, and cultural center of Lima, coupled with its relatively rural setting and a limited number of environmental constraints, has served it well as a growing residential center.

General classifications of economic land uses typically include agricultural, commercial, industrial, residential, recreational, utility/transportation, and public/quasi public land use patterns. Table 1-1 presents the relative scale of these land uses as of 2008.

Interestingly, agriculture still consumes virtually half of the Township’s acreage, or 6,710 acres, with 168 parcels averaging 39.9 acres. Residential use accounts for another 4,297 acres, or 30.4 percent of the Township’s total area. According to the 2008 data, there were 3,640 residential parcels averaging 1.2 acres, representing relatively large, suburban lots.

Industry accounted for another 1,096.2 acres (or 7.8 percent of total area, on 71 parcels) and commercial uses took up 341 acres (2.4 percent) on 134 parcels. Public, quasi-public, recreational (including a metro park) and railroad uses accounted for another 1,426.6 acres, or 10.1 percent of the Township’s land area, in total.

While Table 1-1, below, offers a static view of the relative size of each land use, Table 1-2 (also below) provides a look at dynamic changes in land use over time.

TABLE 1-1 SHAWNEE TOWNSHIP: LAND USE BY TYPE, ACRES AND PARCELS					
Land Use Type	Total Acres	Percent of Total Area	Total Parcels	Percent Total Parcels	Mean Parcel Size
Shawnee Township	14,140.8	100.0	4,149	100.0	3.4
Agricultural Uses	6,710.5	47.5	168	4.0	39.9
Commercial Uses	341.2	2.4	134	3.2	2.5
Industrial Uses	1,096.2	7.8	71	1.7	15.4
Residential uses	4,296.7	30.4	3,640	87.7	1.2
Public/Quasi Public Uses	815.5	5.8	60	1.4	13.5
Recreational Uses	445.3	3.1	8	0.2	55.7
Railroad	165.8	1.2	21	0.5	6.1
Unassigned	269.5	1.9	47	1.1	5.7

Note: Land use, acreage and parcel data is reflective of 2008 Allen County Auditor data. Such data incorporates acreage consumed by land supporting transportation activities, some overlap also exists between agricultural and residential due to residential and farming uses occurring on the same parcels. Statistical accuracy assumed at 98th percentile.

TABLE 1-2 SHAWNEE TOWNSHIP LAND USE CHANGE 2002 – 2008				
Year	Land Use by Type and Acreage			
	Residential	Commercial	Industrial	Agricultural
2002	4,000.6	327.5	1,088.2	7,101.2
2008	4,296.7	341.2	1,096.2	6,710.5
Net Gain/Loss	296.1	13.7	8.0	-390.7

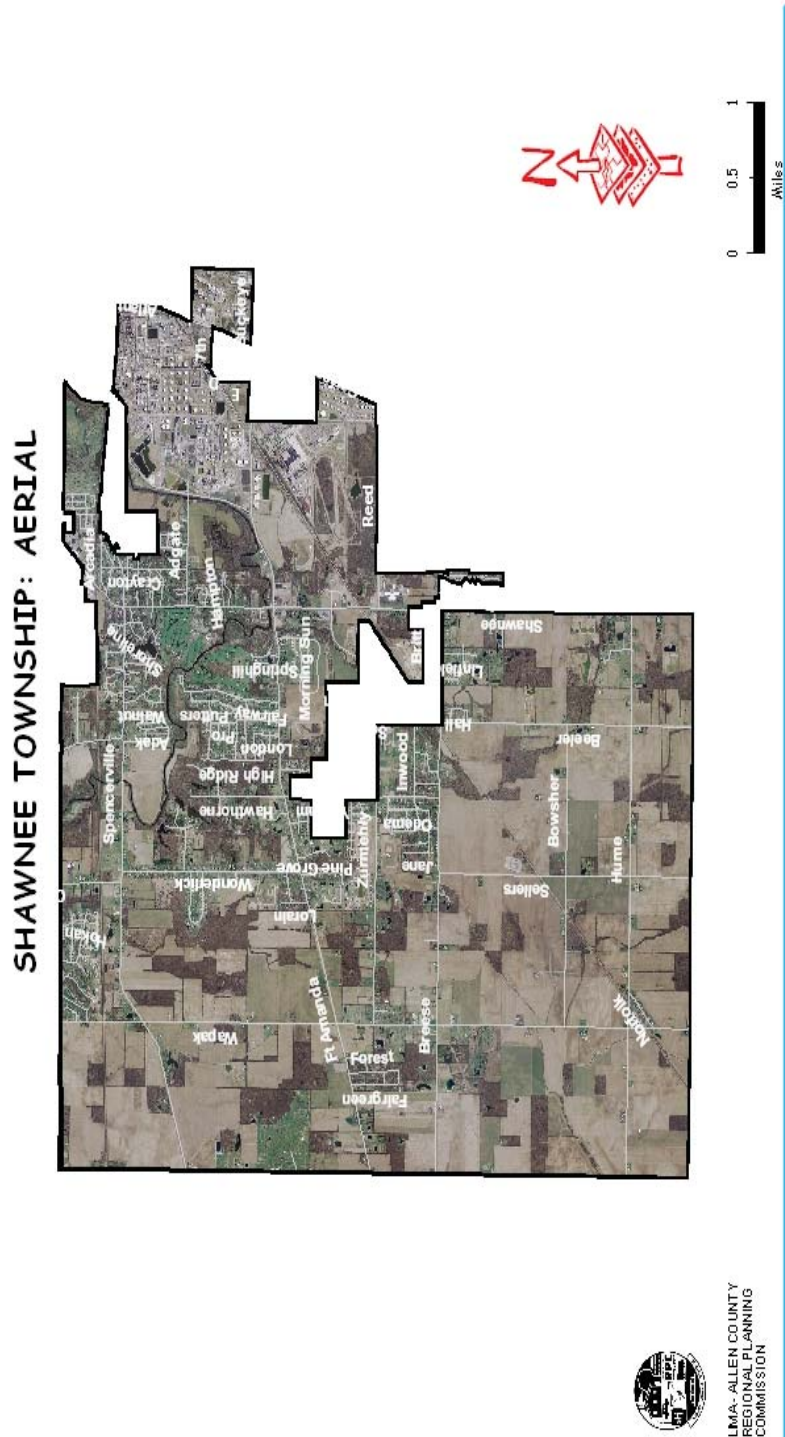
As shown in Table 1-2, residential use increased by 296 acres and commercial by 13.7, while just under 400 acres were taken out of agricultural production between 2002 and 2008. This pattern of loss of agricultural use to residential growth is typical for areas such as Shawnee Township, which could be categorized as suburban, or at the edge of an urbanized area. Industrial growth added only eight acres to that use over the noted time period. Natural features of the Township are described in more detail in Chapter 3.

Township Government

Shawnee Township is governed by a three-member, elected Board of Township Trustees, each with a four-year term, and an elected Township Clerk, who also serves a four-year term. Map 1-2 (next page) provides an aerial view of Shawnee Township.

Shawnee Township provides a number of services often associated with a municipal government. In addition to an active Roads department that handles Township road maintenance, snow plowing, and related work, the Township supports a full-time Police Department and Fire Department. There is also a Zoning Administrator on staff.

MAP 1-2



LIMA-ALLEN COUNTY
REGIONAL PLANNING
COMMISSION

The above map helps depict the previous description of land uses. As one can see, Breese Road currently provides a rough boundary between residential development to the north and agricultural uses to the south.

The general recent pattern has been a push of residential development to the south and west, expanding in those directions to Breese Road to the south and, in general, to Wonderlick and just beyond in the northwestern portion of the Township. Land use is described in more detail in Chapter 9.

Community Character

Community character is the sum of all the attributes and assets that make a community unique, and that establish a sense of place for its residents. Some traits, such as “small town charm”, cannot be measured or depicted in a photograph, while others, such as the attractive residential character of the Township, can be more specifically described.

When describing the positive attributes of a community, it is most helpful to listen to those who know it best – its residents. Opportunity for input was provided during a planning meeting of the Shawnee Township Comprehensive Plan Steering Committee, and during a public meeting that was promoted and advertised within the Township. The following is a list of assets attributed to the Township by committee members, and then by community members in attendance at the public meeting.

Steering Committee Responses: Shawnee Township Assets

- ✓ Schools (Shawnee, Apollo)
- ✓ Industries
- ✓ The people of the Township
- ✓ Township services: Fire Dept., Police, Road Dept., EMS
- ✓ Small business owners
- ✓ Access by rail and Interstate highway
- ✓ Balance between residential and agricultural use – maintaining rural character
- ✓ Proximity to the Civic Center, symphony, other cultural opportunities
- ✓ Productive and well-drained soils
- ✓ Business and residential uses are already well separated – easy to build on this in planning for future uses
- ✓ The river – should have potential
- ✓ Community pride – people’s pride in the Township (example: the recently passed school bond issue)
- ✓ Churches
- ✓ The township’s sectors and interest groups are tied together in accomplishing things
- ✓ Shawnee is “the most desirable township to live in”
- ✓ Good leadership and integrity of its zoning
- ✓ The tank plant
- ✓ Awareness and participation (example is this committee’s membership)

Another question posed to the Committee was, in forming a vision for their township twenty years from now, what qualities did they want to make sure to retain? This question elicited the following responses:

- ✓ Agricultural activity in the southwest portion of the township
- ✓ Existing school systems – Apollo and Shawnee schools
- ✓ Parks
- ✓ Fire Department
- ✓ Site of Shawnee Council House
- ✓ Older homes on Shawnee Rd. and elsewhere
- ✓ Drainage

Community members in attendance were also asked to identify Township assets, and the question during this forum brought forth the following Township attributes:

- ✓ Schools
- ✓ Services, fire police
- ✓ Park
- ✓ Physical safety
- ✓ Neighbors/neighborliness
- ✓ Lack of political infighting in the township
- ✓ Access to Interstate
- ✓ Appearance
- ✓ Trains – railroad
- ✓ Industry
- ✓ Churches
- ✓ Athletic facilities
- ✓ Agriculture
- ✓ River walk

Most of these assets were previously mentioned within the Steering Committee; their mention here helped confirm that the Committee was accurately portraying the perceptions of the public at large.

Members of the public were asked to describe their vision of the Township as they would like to see it twenty years later. Many of the components of their vision also related directly to the elements that shape the positive character of their Township. Such elements of the vision that help describe the character of the community include the following:

- ✓ Rural flavor – green space, waterways, bike path, sidewalks (Participants wanted to retain the rural qualities of the Township and accessibility to green spaces and rural areas)
- ✓ Activities and activity center for kids; Schools – performing arts center; Activities for young adults in 20's and 30's (Residents wanted to retain and develop programs, activities, and a physical location for activities to take place that would attract younger residents)

- ✓ Senior citizen facility and housing (assisted, etc.) (Participants were concerned that elderly residents in the Township should be given alternatives that make it possible for them to remain in their community and “age in place”)
- ✓ Lower density, more upscale housing (Participants wanted to retain the quality of housing for which the Township was noted).

A Vision for Shawnee Township in 2030

Written descriptions were also solicited of those attending the public meeting and, coupled with the work of the Steering Committee, a vision statement has been drafted to describe a desired future for Shawnee Township. While this description does not capture all the recorded responses from all meetings, it provides an overview of the desired future. The described vision is presented on the next page.

Vision Statement: Shawnee Township in 2030

Shawnee Township appears to residents and visitors alike as a clean, attractive, and pleasant community that reflects the quality and high expectations of its residents. The Township is noted for its quality school systems – both the Shawnee public school district and the Apollo Career Center – both of which are credited with preparing their students for careers and success, as well as matching their curricula with the needs of area employers. Their excellence is reflected in state “scorecards”, graduation rates, National Merit Scholars, and other measurable outcomes.

Local government is viewed positively – and it provides excellent basic services including the highest standards of emergency services (police, fire, and EMS) and maintenance of roadways. The roadway system safely and efficiently moves people and goods within and through the Township. A cooperative and efficient governmental structure has evolved that effectively covers the entirety of the Township, including the Village of Fort Shawnee, and which is fiscally healthy, owing to a steady and sufficient tax base.

Shawnee Township has achieved a desirable balance of land uses, allowing for continued growth of quality housing of flexible design to meet the changing needs and wants of residents; the emergence of a commercial and service district that provides convenient goods and services and small and specialized shopping opportunities within close proximity of home; targeted land for accessible industrial development as well as the retention of existing businesses and the development of diverse employment opportunities that are attractive to the area’s younger residents; and preservation of prime farmland to the south and west.

Programs and facilities have been developed in response to residents’ needs and desires. A Community Center provides popular facilities and programming for all ages. Medical facilities and specialized housing allows the Township’s senior citizens to remain within the Township as life-long residents.

Growth and development has been accommodated within a culture that treasures and protects its assets and resources. Development has been guided in a manner that preserves historic resources and protects natural resources such as the riparian corridors of the Ottawa and Little Ottawa Rivers and related streams. Green spaces have been set aside and preserved, and parks, public areas, and pathways including the River Walk and an expanded bike path network have been maintained and further developed in response to the recreational and aesthetic desires of the residents of the Township. The historically rural and agrarian character of the Township has been maintained throughout the decades of growth and development.

Utilities including water and sewer lines of sufficient size and capacity for planned growth have been extended to accommodate and guide desired development, and a Township-wide recycling program has met with a high level of participation. Residents have a sense of community and belonging; they overwhelmingly state that they live in Shawnee Township because they would rather be here than anywhere else!

Focal Points, Corridors, and Gateways: The Image of the Township

Planners refer to certain physical, highly visible elements and attributes that often define the character of a community by their mere presence and visibility. These elements typically include:

- ✓ **Gateways:** the intersection of a major corridor with the community's edge, serving as the community's "front door" and first impression.
- ✓ **Corridors:** High profile, high traffic roadways, where large numbers of residents and visitors are exposed to an image of the community through the built environment.
- ✓ **Focal points and activity centers:** Locations within the community that are defined by a large amount of activity and that serve as major points of exchange.
- ✓ **Landmarks:** These may be focal points as well, but they serve as site-specific reference points for the community, promoting an image reflecting the community at large.
- ✓ **The urban edge:** Where the community's built environment meets undeveloped land.
- ✓ Important **Civic or Public Space:** Parks and common public areas within the community.

These attributes combine, in varying degrees, to project an image of the community and its character. It is helpful to review these elements briefly, in order to view the Township from the perspective of the visitor.

Gateways



Some examples of community gateway treatments and landscaping

There are several approaches to Shawnee Township, many of which are along Township roads into the Township's agricultural or residential areas. Spencerville Road skirts the northern portion of the township, exiting Lima and traveling westerly toward the western portion of Allen County. This road passes a number of low-density homes and some subdivisions, but there is no sense of entering a unified "community" within the Township.

The three most prominent gateways, where there is a sense of transition or entry into the Township, appear to be the following:

1. Shawnee Road at boundary at the City of Lima. This road is a major arterial carrying traffic between Lima, Shawnee Township, and destinations to the south including Cridersville. Shawnee carries significant traffic from homes to employers, to the area's

schools (both Apollo and the Shawnee district schools), and to the commercial corridor located within the Township. Land uses transition from north to south, from higher density apartments and homes, to commercial uses, and then to lower density housing and agricultural use to the south. The gateway as one exits Lima is depicted below.



2. Fort Amanda Road: This roadway also provides an important entry point into the City of Lima, and passes the western edge of the Township’s industrialized area, including the Husky refinery. The road travels to the southwest, past the Township’s administration buildings, then turns westerly. The gateway at the boundary with Lima is constrained by a narrow railroad bridge which can barely accommodate two lanes of traffic. The Ft. Amanda gateway is depicted below:



3. Breese Road, at the I-75 Intersection: Breese Road is a major entryway into Shawnee Township from the east. This road carries traffic from the I-75 interchange, and provides access into Fort Shawnee and to the nearby industrial sites. The gateway into Fort Shawnee includes the intersection of Breese with Dixie Highway, which travels north-to-south from Lima, through Fort Shawnee, and south into the Cridersville area in Auglaize County. Travelers exiting I-75 and approaching Fort Shawnee and Shawnee Township view these scenes:



Currently, there is no identifying marker or sign to welcome people to the Township. Several locations may be appropriate sites for welcoming signage; because it is difficult to discern whether one is in Fort Shawnee or Shawnee Township, signage could welcome visitors to “Shawnee Country” or some other, more generic identifier.

Corridors

The most significant corridors within the Township have been discussed and described previously in the “Gateway” section. To reiterate, these include the following roadways:

- ✓ **Shawnee Road**, traveling north to south through the Township, carrying significant loads of through traffic including employment-based commuter traffic between Lima and Cridersville. This corridor is the focus of a traffic study that includes planning for widening a



bridge and changing intersection treatments at Fort Amanda Road to improve roadway capacity. This corridor also includes, roughly between Breese and Fort Amanda Roads, the commercial and service center for the Township.

- ✓ **Fort Amanda Road**, traveling south from Lima past the west edge of the Township’s heavily industrialized area, paralleling the Ottawa River and River Walk bicycle path, past the Township’s administration buildings, and turning west to access a number of residential subdivisions.



- ✓ **Breese Road**, an east-west roadway that provides access along the southern border of the heavily residential portion of the Township, as well as access to the local schools and travel through the Village of Fort Shawnee.



- ✓ **Spencerville Road** (State Route 117), providing access from Lima to the western portions of the County including the Village of Spencerville.
- ✓ **Wapak Road** (State Route 501), offering north-south access along the western, less developed portion of the Township.

Along the length of most of these corridors, land use and scenery change considerably, such as along Ft. Amanda Road, which transitions from industrial, to a busy commercial intersection, to service as a collector street for a number of subdivisions, and finally to relatively undeveloped, agricultural land. This transition, east to west, is also true for Reed/Breese Road, and from north to south, for Shawnee Road. Thus, these corridors do not present any unifying or consistent image of Shawnee Township as a singular community. This presents a challenge in tying the Township together with any unifying “sense of place”, which may only be achieved to a limited degree through the use of uniform but distinctive signage throughout the Township.

Focal Points, Activity Centers, and Landmarks

Because of the function of much of Shawnee Township as a residential center or “bedroom community”, there is limited opportunity to promote any focal points or landmarks. It is likely that the foremost institutional activity center that attracts the largest number of residents are the school buildings for the Shawnee School District, and especially the Middle School (grades 5-8) and high school (grades 9-12) located adjacent to one another on Zurmehly Road. School events affecting these grade levels draw friends and relatives from throughout the district. The other schools within the district are the Elmwood Primary School (Kindergarten through second grade), located on Shawnee Road south of Breese Road, and Maplewood Intermediate School (grades 3-4) located in the western portion of the Township on Wonderlick Road.



Above left and right: Shawnee High School and Middle School; Below right: Apollo Career Center

Another focal point that attracts traffic from a region beyond just Shawnee Township is the **Apollo Career Center** located on Shawnee Road just north of Breese Road. This education center offers curricula in twenty career fields to students from eleven of the area’s school districts.



Another regional facility that attracts people to the Township is ***Heritage Park***, owned and maintained by Allen County's Johnny Appleseed Metro Park District. This 81 acre park is on the site of the last Shawnee Indian reservation in the State of Ohio, and its features include shelters, hiking trails, play equipment, horseshoe and volleyball courts, a one-acre fishing pond, and a wooded picnic area. Importantly, Heritage Park is the southern terminus and trail head for the Rotary Riverwalk that runs northward through the Township, following the course of the Ottawa River.



Urban Boundary

Shawnee Township has experienced several decades of residential growth, and the pressure to create new and attractive housing for residents within the Lima metropolitan area has resulted in continuous expansion of this residential land use to the south and west.

A fairly clear southern boundary for this residential growth is Breese Road, as evidenced by this photograph of homes along Breese taken from the south.



The western boundary appears to be more flexible as residential growth continues in this direction. Several subdivisions currently exist along the west side of Wonderlick Road, and are bordered to the west by farm land. Recommended growth area boundaries will be discussed in more detail in the Land Use chapter.

Signage and Branding

The current Shawnee Township zoning code devotes twenty pages to signs and outdoor advertising structures. It recognizes that the control of signs is a matter of safety and aesthetics, with purposes including the control of traffic and of visual clutter by restricting the physical characteristics (color, height, area, construction materials, location) but not the content of billboards and business signs.

The Township code controls aesthetics by limiting signage to incorporate no more than two types and three sizes of lettering, and three colors (plus black and white), by requiring landscaping for permanent ground mounted signs, and by restricting lighting. The code also regulates, among other things, free standing signs in business and manufacturing districts. Section 1805.10 describes allowable size (a function of the number of lanes in the adjacent roadway, and of the zoning classification), distance to the street, and heights. Each operation or establishment is limited to one free standing sign, and with only one “Joint Identification Sign” allowed when more than one business is located on a single tract. There are further provisions for canopy and marquee signs, awning signs, projecting signs, under canopy signs, outdoor displays of merchandise, special event signs, and the aforementioned joint identification sign.

Another portion of the zoning code defines a legal nonconforming sign as one that complied with the sign regulations in effect at the time it was erected, but no longer meets the requirements of new regulations. Such signs must be brought into conformance with the new regulations if the sign is damaged more than 50 percent of its replacement value, the business to which it pertains expands its gross floor, parking, or loading area by 20 percent or more from the date of the zoning resolution, a permit to alter its structural support is requested, a building permit to improve the façade of the building associated with the sign is requested, the sign’s area of sign copy size or shape of the sign changes, or the sign is relocated.

Some communities have looked at urban design techniques, such as signage, to preserve or establish a character that produces a sense of place. Stricter control of signage, in an effort to promote uniformity and aesthetics, is one way to improve the quality and appeal of the built environment. In some cases, planners and officials endeavor to create districts and corridors that reflect a distinct character. Zoning regulations sometimes include an “overlay” district that provides an added level of detail, often including signage, to provide a sense of uniformity within the chosen district.

Any strengthening of sign regulations should only be undertaken if there is sufficient local support for such objectives as strengthening the identity of the community, encouraging creative design that adds character to the area, and protecting historic areas, landmarks, and public views and vistas. In addition to locally agreed upon objectives, certain design principles should also be followed, including allowance for creative and whimsical signage, regulations that allow small business to compete with national brands and corporate brands whose identifying symbols are well known, signage that complements the surrounding architecture, and the treatment of free standing signs are part of the landscape.

In general, signs should contribute to building the image of the community by conveying quality and distinctive character. At the same time, signs in Shawnee Township, as indeed in most of the United States, are designed to capture the interest of people driving by in automobiles, and thus allowance must be made for signs to perform that function. Further, overall signage policy should reflect the context in which a local image is nurtured. That includes the regional setting and distinctive qualities about that region, the community setting and those characteristics that set the community apart, and the business setting and the structure and type of economic activity within the community, which can range from national franchises to local “mom-and-pop” stores.



Examples of context-sensitive signage in other communities

In the case of Shawnee Township, signage is concentrated along the Shawnee Road corridor, where a number of commercial, restaurant, and office businesses vie for attention, with other mixed uses including churches, institutional uses (such as Apollo Career Center), and some residences. A commercial arterial such as Shawnee Road can be referred to as “strip commercial”, where buildings are set well back from the street, often behind parking lots, and where it is largely necessary to drive from one destination to another. According to Mark Hinshaw in “Context-Sensitive Signage Design”, this is a form of commercial development that tends to most frequently generate disagreement regarding the characteristics that should be allowed for signs. With more discordant arrangements of buildings, parking, and accessibility, larger and more signs are used to attract customers. Signage changes may be just one component in an overall “makeover” of a corridor. Other elements may include allowing buildings set closer to the street, sidewalks, landscaping, street trees, and uniform decorative lighting. An example of transforming a commercial or mixed-use corridor along a stretch of arterial roadway, in Seymour, Indiana, is presented below.



The photo to the left depicts the unplanned corridor as it existed previously, and the right photo shows how the visual impact of the corridor was enhanced through new roadway treatment, removal of overhead wires, installation of sidewalks for pedestrian access and safety, and signage regulations.

Such highly visible changes can usually come about only when a comprehensive set of changes and enhancements are developed with the involvement of the community and the business sector, when there is a method for phasing in changes over time, and with incentives for property owners to undertake the changes (such as business improvement loans). Requiring significant changes in signage will only be effective, and businesses will only be receptive, if aesthetic signage controls are tied into a larger, more holistic vision for

the entire corridor area, where the proposed “big picture” is viewed as beneficial and profitable for all stakeholders involved. Bozeman, Montana, for example, has designated seven arterial streets as “entryway corridors”, and guidelines addressing site design, building design, and sign design are tailored for each.

In the case of Shawnee Road, the cluster of commercial businesses is fairly compact, extending south from Fort Amanda Road (and to a lesser degree, north as well), and mixing with residences, a church, office parks, and the Apollo Career Center south of Reed Street. If consensus favors enhancement of the corridor, including signage regulations, it is highly important to recognize the financial value of signs to area businesses, to address signs in the overall design context of the community, to abide by the law and not restrict owners’ First Amendment rights regarding content; and to address traffic and pedestrian issues.

While this section has focused on regulation of private signage, there are steps the Township could take to promote a sense of identity through signage as well. Street signage could take a distinctive pattern (examples below), and directional and other signs could incorporate a “Shawnee” logo.



Chapter 2: Population and Demographics

It is important to review the demographic makeup of an area in order to understand its past development as well as prospects for future growth. There are numerous variables to consider, including age, gender, race and ethnicity, household characteristics, education, and income factors. Also, it is important to review both the static “snap shot” of how the Township looks as recently as possible, as well as the dynamic patterns of change over the past.

The likely change in the size and characteristics of the resident population will help project future demand for Township and other public services, as well as the need for new housing, acreage for development, and related infrastructure.

Population and Change over Time

The 2000 Census indicated Shawnee Township’s population (not including the Village of Fort Shawnee) to be 8,365. This represents 7.7 percent of Allen County’s total population of 108,473. As is typical of most geographic areas, the history of the Township is one of growth and decline over time, with no general, observable trend over any long period. The following table captures the comparative growth of the Township in recent decades:

Political Subdivision	1960	1970	1980	1990	2000	Percent Change
Allen County	103,691	111,144	112,241	109,755	108,473	4.6
City of Lima	51,037	53,734	47,381	45,549	41,578	-18.5
City of Delphos	6,960	7,608	7,314	7,093	6,944	-0.3
American Twp.	9,184	8,766	11,476	10,921	12,108	31.8
Bath Twp.	8,307	9,323	10,433	10,105	9,819	18.2
Perry Twp.	4,206	3,751	3,586	3,577	3,620	-14.0
Shawnee Twp.*	9,658	8,345	7,803	8,005	8,365	0.2
Amanda Twp.	1,217	1,498	1,769	1,773	1,913	57.2
Auglaize Twp.	1,740	1,940	2,042	2,241	2,359	35.5
Jackson Twp.	1,523	1,761	2,214	2,288	2,632	72.8
Marion Twp.	2,222	2,644	2,734	2,775	2,845	28.0
Monroe Twp.	1,386	1,490	1,621	1,622	1,720	24.0
Richland Twp.	1,530	1,515	1,628	1,821	2,015	31.7
Spencer Twp.	883	960	925	832	870	-1.5
Sugar Creek Twp.	1,166	1,209	1,242	1,311	1,330	14.0

* Annexation during 1960s by creation of Fort Shawnee.

The table indicates a loss of population during the 1970's, followed by slow and steady growth over the following 20 years, resulting in a 2000 population total that was equivalent to the 1970 total. Most recently, the Township's population increased by 4.6 percent from 1990 to 2000, with an additional 360 residents. This followed a smaller increase, by 202 (or 2.6 percent), between the 1980 and 1990 Census.

Only two other townships (Perry and Spencer) showed a decline in population over the 1970's; both have subsequently experienced a slight increase, but have not regained their 1970 total. American Township, to the immediate north, has experienced a significant uptick, by 18.5 percent, in the 1970's, and it has also felt a similar growth spurt over the 1990's, with a 13 percent increase to 12,108 persons, making it the county's largest township. After American and Bath (with 9,819 persons) Townships, Shawnee holds on as the third largest in the County.

In a larger context, while Shawnee Township has held steady since 1970, Allen County as a whole has shed 2,389 persons, and the neighboring City of Lima has lost 12,156 residents since 1970. Thus, Shawnee Township is "holding its own" within a climate of overall slight population loss.

Looking at the period from 1970 to 2000, the following population changes occurred:

- ✓ For **Ohio**, a **6.5% increase**, from 10,652,017 to 11,353,140.
- ✓ For **Allen County**, a **2.56% decrease**, from 111,144 to 108,473.
- ✓ For the **City of Lima**, a **22.7% decrease**, from 53,734 to 41,578.
- ✓ For **Shawnee Township**, a **2.4% increase**, from 8,345 to 8,365.

In some senses, these numbers point to a likely pattern of sprawl into Shawnee Township, especially during the 1970's, as residents sought a more suburban and rural lifestyle.

Age and Gender

A review of population by age helps suggest levels of certain needs for public services, such as school enrollment, and services for elderly residents such as medical care and EMS service. This analysis can also point toward a need for differing housing types, to allow residents to remain within their community, but in more livable housing units, as they age.

Table 2-2 (on the next page) presents an age cohort analysis for Shawnee Township. The table breaks down the population by age and gender. The bottom portion of the table compares the Township's age classifications along with those of Allen County and Ohio. This comparison reveals a slightly smaller proportion of pre-school children, and a very similar – but slightly higher – proportion of school-age (5 to 19 years old) children and youth.

One unfortunate finding is that the proportion of young adults, aged 20 to 34, is much less than the equivalent percentages for the county and state, fully six percent lower than the county and seven less than the state. While this difference points to a large out-migration of

young adults after completing high school, one reason is the relatively large number of high school graduates who likely leave the area to attend college, then seek an out-of-town career.

This loss of young adults is offset by a five percent or greater disparity in the older, working age population aged 35-64. The Township’s percentage of people in this cohort is significantly higher than the State or County incidence.

Finally, the Township’s proportion of elderly (aged 65 and over) is in line with the County’s portion, and slightly higher than the State’s percentage (14.8 vs. 13.1 percent).

The overall impact is a significantly older median age within the Township, at 40.6 years, than at the County (36.3) or State (36.2) levels. This median age has increased greatly in just ten years. The median age for Shawnee Township reported in the 1990 Census was 35.9 years (at which time Allen County’s was 33.0 and Ohio’s was 33.3).

**TABLE 2-2
SHAWNEE TOWNSHIP POPULATION BY AGE COHORTS & GENDER**

Cohort	Male	Percent	Female	Percent	Total	% Total
< 5	217	2.6	223	2.7	440	5.3
5-9	287	3.4	311	3.7	598	7.2
10-14	367	4.4	346	4.1	713	8.5
15-19	317	3.8	309	3.7	626	7.5
20-24	139	1.7	153	1.8	292	3.5
25-29	142	1.7	154	1.8	296	3.5
30-34	227	2.7	239	2.9	466	5.6
35-39	263	3.1	313	3.7	576	6.9
40-44	347	4.1	331	4.0	678	8.1
45-49	361	4.3	370	4.4	731	8.7
50-54	356	4.3	360	4.3	716	8.6
55-59	271	3.2	283	3.4	554	6.6
60-64	218	2.6	225	2.7	443	5.3
65-69	174	2.1	179	2.1	353	4.2
70-74	149	1.8	137	1.6	286	3.4
75-79	105	1.3	170	2.0	275	3.3
80-84	67	0.8	112	1.3	179	2.1
85+	36	0.4	107	1.3	143	1.7
Totals	4,043	48.3	4,322	51.7	8,365	100.0

Age Cohort	Ohio #	Ohio %	Allen #	Allen %	Shawnee #	Shawnee %
Under 5	754,930	6.6	7,258	6.7	440	5.3
5 -19	2,461,025	21.7	24,500	22.6	1,937	23.2
20-34	2,248,822	19.8	20,305	18.7	1,054	12.6
35-64	4,380,606	38.6	40,954	37.8	3,698	44.2
65 and over	1,507,757	13.3	15,366	14.2	1,236	14.8
Median Age:	36.2		36.3		40.6	

Households

In general throughout the United States, the number of households has increased at a greater rate than population. This is caused by the shrinking of average household sizes throughout the country. Shawnee Township is no exception to this occurrence, as shown in Table 2-3.

Political Subdivision	Year 2000 - Total Households	Year 2000 - Average Household Size	Year 1990 - Total Households	Year 1990 - Average Household Size	Total Households- % Change
Amanda Township	684	2.76	605	2.93	13.06
American Township	4,933	2.38	4,165	2.59	18.44
* Village of Elida	698	2.75	527	2.82	32.45
Auglaize Township	843	2.79	770	2.91	9.48
* Village of Harrod	173	2.84	182	2.95	-4.95
Bath Township	3,815	2.54	3,718	2.72	2.61
City of Lima	15,410	2.42	16,311	2.79	-5.52
Jackson Township	956	2.78	771	2.97	23.99
* Village of Lafayette	118	2.58	160	2.81	-26.25
Marion Township	966	2.83	1,245	3.14	-22.41
* City of Delphos	2,717	2.52	2,650	2.68	2.53
Monroe Township	607	2.74	559	2.90	8.59
* Village of Cairo	181	2.76	169	2.80	7.10
Perry Township	1,417	2.50	1,300	2.75	9.00
Richland Township	685	3.10	594	2.92	15.32
* Village of Beaverdam	140	2.54	164	2.85	-14.63
* Village of Bluffton	1,329	2.32	1,173	2.87	13.30
Shawnee Township	3,097	2.63	2,818	2.78	9.90
* Village of Fort Shawnee	1,524	2.53	1,555	2.65	-1.99
Spencer Township	304	2.86	291	2.86	4.47
* Village of Spencerville	845	2.54	841	2.72	0.48
Sugar Creek Township	476	2.79	453	2.89	5.08
Allen County	40,646	2.52	39,408	2.66	3.14%
Ohio	4,445,773	2.49	4,087,546	2.59	8.76%

Shawnee Township experienced a nearly ten-percent (9.9%) increase in the number of households over the 1990's, a much greater increase than experienced county-wide (3.14%), and equivalent to the state average of 8.76 percent. Indeed, average household size has shrunk in the Township, following the national trend, but it has remained somewhat larger than the county or state averages. This indicates a somewhat greater incidence of families with children in the township. However, in terms of household size, Shawnee ranked ninth among the county's twelve townships.

The number of households within the Village of Fort Shawnee, which are counted separately from the Township's here, actually decreased slightly, from 1,555 to 1,524 households. Assuming the trend toward smaller household size continues, the implications of such a trend, with more two- and single-person households, and changing needs for housing size and type, should be analyzed.

Families

The U.S. Census defines families differently than households: A family consists of a group of two or more people who reside together and are related by birth, marriage or adoption. In Shawnee Township, the number of families increased by a modest 1.74 percent over the 1990's, from 3,499 to 3,560, with average family size shrinking from 3.11 to 2.99 persons.

County-wide, the number of families actually decreased by 2.6 percent, from 28,973 to 28,213, and its comparatively larger average family size diminished from 3.16 to 3.05. Statewide, the number of families increased by 3.38 percent, and family size decreased from 3.12 to 3.04 persons. Thus, Shawnee Township experienced a slight growth within a county that experienced a net loss, but the rate of growth, at 1.74 percent, was about half the state's growth rate.

Household, Family, and Per Capital Income

Table 2-4 presents the three most commonly used measures of income for Shawnee Township, Ohio, and Allen County. These income figures are derived from the 1990 and 2000 Censuses, where information was actually gathered in 1989 and 1999 respectively.

TABLE 2-4 COMPARATIVE INCOME MEASURES BY DECENNIAL CENSUS					
Income: By Type & Year	Shawnee Township	Ohio	Allen County	Shawnee Township as % of Allen County	Shawnee Township as % of Ohio
2000					
Median Household	\$57,039	\$40,956	\$37,048	153.9	139.3
Median Family	\$62,950	\$50,037	\$44,723	125.8	125.8
Per capita	\$27,108	\$21,003	\$17,511	129.0	129.0
1990					
Median Household	\$43,040	\$28,076	\$27,166	158.4	153.2
Median Family	\$47,463	\$34,351	\$32,513	145.9	138.1
Per capita	\$19,951	\$13,461	\$11,830	168.6	148.2

By all three measures, Shawnee Township's median or per capita income is roughly between one-third and one-half greater than that for Allen County as a whole, and also much greater than Ohio's. The ratio of the Township's income to that of the County remained about equal from 1990 to 2000. However, compared with the State, the Township lost a little ground by all three measures, with median household income dropping by nine percentage points, median family income by nearly eight, and per capita income by over thirteen

percentage points. However, the Township remained well above the State as a whole in all three categories.

The Township’s median household income grew by 36.6 percent over the 1990’s, a somewhat slower pace than Ohio’s 45.9 percent, but very close to Allen County’s overall increase of 36.4 percent.

Table 2-5 offers a more detailed breakdown of household income. The top half breaks out households, families, and non-family households by income level. As is typical, families generally fare better than non-family households, which typically consist of single persons living alone.

TABLE 2-5 INCOME IN 2000 BY SHAWNEE TOWNSHIP HOUSEHOLD TYPE						
Income Range	Household		Families		Non Family Household	
	Number	Percent	Number	Percent	Number	Percent
Less than \$10,000	124	4.1	70	2.9	53	13.3
\$10,000 - \$14,999	104	3.4	46	1.9	49	12.3
\$15,000 - \$24,999	236	7.8	141	5.8	80	20.1
\$25,000 - \$34,999	325	10.7	188	7.8	69	17.3
\$35,000 - \$49,999	476	15.7	388	16.0	84	21.1
\$50,000 - \$74,999	723	23.8	632	26.1	34	8.5
\$75,000 - \$99,999	483	15.9	447	18.4	33	8.3
\$100,000 - \$149,999	341	11.2	305	12.6	5	1.3
\$150,000 - \$199,999	62	2.0	52	2.1	0	0.0
\$200,000 or more	166	5.5	156	6.4	0	0.0
Totals	3,040	100.0	2,425	100.0	399	100.0

Household Income...	% Shawnee	% Allen	% Ohio
Less than \$10,000	4.1	10.9	9.1
\$10,000 - \$14,999	3.4	7.4	6.4
\$15,000 - \$24,999	7.8	14.4	13.4
\$25,000 - \$34,999	10.7	14.5	13.6
\$35,000 - \$49,999	15.7	17.9	17.3
\$50,000 - \$74,999	23.8	19.8	20.4
\$75,000 - \$99,999	15.9	8.4	10.0
\$100,000 - \$149,999	11.2	4.9	6.5
\$150,000 - \$199,999	2.0	0.6	1.6
\$200,000 or more	5.5	1.1	1.7
Totals	100.0	100.0	100.0

Households with less than \$15,000 income accounted for 7.5 percent of all households in Shawnee Township. This compares to only 4.8 percent of families, but 25.6 percent of non-family households, making less than that amount.

Among households, distribution by income level appears to generally follow a bell curve, with the largest percentage (23.8%) of households in the \$50-74,999 range, followed by 15.9

percent between \$75,000 and \$99,999, and a nearly matching 15.7 percent at \$35,000-49,999. Over eighteen percent of households (18.7%) earned six figures in the 2000 Census.

The bottom portion of Table 2-5 compares the distribution of income between the Township, Allen County, and Ohio. One can conclude that Shawnee Township households are, on average, wealthier than are households throughout Allen County and Ohio. Within the Township, 15.3 percent of households earned less than \$25,000, while the percentages for the county and state were 32.7 and 28.9 percent, respectively. At the other end of the income spectrum, 34.6 percent of Township households claimed income of \$75,000 or greater, while the comparative totals for the County and State were 15.0 and 19.8 percent, respectively.

Persons and Families in Poverty

Data from the 2000 Census indicate that there were some 130 families and 555 individuals in poverty within Shawnee Township at the time the Census was conducted.

TABLE 2-6 : POVERTY STATUS BY FAMILY STATUS		
Family Type by Presence of Related Children		
Total Families	2,425	100
Married – Related Children	927	38.2
Male Alone – Related Children	19	0.8
Female Alone – Related Children	92	3.8
Family – No Children	1,387	57.2
Poverty Status of Families with Related Children		
Total Families below poverty level	102	4.2
Married – Related Children	38	1.6
Male Alone – Related Children	4	0.2
Female Alone – Related Children	30	1.2
Family – No Children	30	1.2

In Shawnee Township, 4.2 percent of families and 5.5 percent of individuals were found to be in poverty. County-wide, these figures are significantly greater, at 9.6 and 12.1 percent, respectively. Throughout Ohio, 7.8 percent of families and 10.6 percent of individuals were in poverty. Table 2-6 indicates that the 102 families in poverty included 38 married couples with children, 30 single females with children, four single males with children, and 30 families with no children.

TABLE 2-7 RATIO OF INCOME TO POVERTY LEVEL AMONG INDIVIDUALS		
Below 50% of Poverty Level	227	2.8
50% to 99% of Poverty Level	220	2.7
100% to 149% of Poverty Level	323	4.0
150% to 199% of Poverty Level	270	3.4
200% of Poverty Level or more	7,013	87.1
Non-institutionalized Population		

Table 2-7 points to the 447 individuals in poverty being split, with 227 below 50 percent of poverty and the other 220 between 50 and 99 percent of poverty. Further, another 593 persons are between poverty level and twice the poverty level.

TABLE 2-8 OCCUPANTS PER ROOM AS POVERTY INDICATOR						
Tenure	Shawnee Township	Percent	City of Lima	Percent	Allen County	Percent
Owner Occupied	2,658	100	8,796	100.0	29,290	100.0
0.5 or less	2,180	71.3	6,983	79.4	22,736	77.6
0.51 to 1.00	466	15.2	1,681	19.1	6,266	21.4
1.01 to 1.50	12	0.4	105	1.2	261	0.9
1.51 to 2.00	0	0.0	15	0.2	15	0.1
2.00 or more	0	0.0	12	0.1	12	0.0
Renter Occupied	398	100	6,645	100.0	11,356	100.0
0.5 or less	267	67.1	4,082	61.4	7,436	65.5
0.51 to 1.00	109	27.4	2,336	35.2	3,614	31.8
1.10 to 1.50	0	0.0	185	2.8	242	2.1
1.51 to 2.00	22	5.5	34	0.5	56	0.5
2.00 or more	0	0.0	8	0.1	8	0.1

Household size and overcrowdedness is frequently examined as a proxy for poverty. Ratios exceeding 1.5 persons per room are often considered as indicators of overcrowded households. The 2000 Census found no owner-occupied units and just 22 rental units where this ratio was exceeded.

Educational Attainment

Table 2-9 presents a picture of the educational attainment levels of Shawnee Township residents aged 25 or more in 2000.

TABLE 2-9 EDUCATIONAL ATTAINMENT FOR THE POPULATION 25 YEARS & OVER						
Educational Attainment	White Population		Minority Population		Total Population	
	Persons	Percent	Persons	Percent	Persons	Percent
Less than 9th grade	87	1.7	24	5.1	111	2.0
9th to 12th grade, no diploma	305	5.9	44	9.3	349	6.2
High school graduate, GED	1,702	33.1	150	31.6	1,852	32.9
Some college, no degree	1,193	23.2	85	17.9	1,278	22.7
Associate degree	487	9.5	9	1.9	496	8.8
Bachelor's degree	783	15.2	49	10.3	832	14.8
Graduate/professional degree	592	11.5	114	24.0	706	12.6
Totals	5,149	100.0	475	100.0	5,624	100.0

Educational Attainment (%)	Shawnee	Allen	Ohio
Less than 9th grade	2.0	4.4	4.5
9th to 12th grade, no diploma	6.2	13.1	12.6
High school graduate, GED	32.9	42.6	36.1
Some college, no degree	22.7	18.7	19.9
Associate degree	8.8	7.8	5.9
Bachelor's degree	14.8	8.5	13.7
Graduate/professional degree	12.6	5.0	7.4
Totals	100.0	100.0	100.0

Interestingly, the Township's minority population has a significantly higher incidence of persons receiving less than a high school degree than the white population, but also a greater incidence of persons obtaining graduate degrees (the latter may include persons in the medical professions working at nearby medical facilities).

The bottom portion of Table 2-9, above, compares the Township's educational attainment with that at the county and state levels. In general, those obtaining less than a high school degree or equivalent are significantly less than the county or state percentages. Those in the township with an Associate, Bachelor's, and/or graduate degree total 36.2 percent, over one-third of residents age 25 or older. These proportions for the County and State are 21.3 and 27.0 percent, respectively, indicating a somewhat greater incidence of post-secondary schooling and, as discussed previously, partially explaining the relatively smaller proportion of the Township's population aged 20-34.

Higher education levels are known to correlate to higher income levels as well, and Shawnee Township's residents appear to benefit from this relationship. Conversely, those with lower educational attainment levels typically experience higher levels of unemployment and less income when they do find employment.

A number of educational opportunities exist within close proximity of the Township, making it relatively easy to pursue an education and career training beyond high school, whether one is a recent graduate or a lifelong learner.

Labor Force Profile

The civilian labor force includes all persons age 16 or older who are identified as either employed or unemployed, as well as members of the armed forces. According to the 2000 Census, the total available civilian labor force (or the total population age 16 or older) in Allen County was 83,540 persons, and those not in the labor force totaled 18,686 or 22.4 percent of the of the available labor force. The County's total civilian labor force was 50,886 in 2000, of which 94.2 percent were employed. The labor force for Shawnee Township (not including Fort Shawnee) was 4,173, or 66.0 percent of the total 16+ population of 6,326. Of these 4,173 in the labor force, 4,044 were employed. Of these employed persons, 2,225 or 55.0 percent were male, and 1,819 or 45.0 percent were male.

The Township's participation rate of 66.0 percent is somewhat greater than the County rate (60.9 percent) and slightly higher than the Ohio rate of 64.8 percent.

The proportion of persons age 16 and over who are in the workforce remained very steady over the 1990's. The 1990 Census found 66.6 percent of the 16+ population (6,074 persons) to be in the labor force.

Table 2-10, below, examines the number of employed persons by type of occupation, and helps identify the predominant economic sectors in which residents are employed.

TABLE 2-10 2000 SHAWNEE TOWNSHIP RESIDENT EMPLOYMENT BY SECTOR			
Sector	NAICS	Employees	Percent
Agricultural, Forestry, Fishing & Hunting – Services	11	19	0.5
Mining	21	0	0.0
Utilities	22	24	0.6
Construction	23	182	4.5
Manufacturing	31-33	856	21.2
Wholesale Trade	42	200	4.9
Retail Trade	44-45	534	13.2
Transportation & Warehousing	48-49	84	2.1
Information	51	84	2.1
Finance & Insurance	52	160	4.0
Real Estate and Rental & Leasing	53	40	1.0
Professional, Scientific & Technical Services	54	130	3.2
Management of Companies/Enterprises	55	0	0.0
Administrative Support & Waste Management Services	56	88	2.2
Education Services	61	447	11.1
Health Care/Social Assistance	62	636	15.7
Arts/Entertainment /Recreation	71	50	1.2
Accommodation & Food	72	247	6.1
Non-Public Other Services	81	107	2.6
Public Administration	92	156	3.9
Total		4,044	100

Table 2-10 indicates the major employment sector is manufacturing, with 856 employees, and then educational, health, and social services, with 636 persons employed in this sector, owing in great part to the presence of nearby St. Rita's and other medical employers. Third is retail trade, with 534 residents employed in this sector. A strong fourth place is held by education services, owing to the presence of the Shawnee local school district within the Township, as well as the Apollo Career Center, both of which have a large number of employees.

TABLE 2-11 SHAWNEE TOWNSHIP: RESIDENTS EMPLOYED IN MANUFACTURING 1990-2000								
	1990				2000			
	Township	%	County	%	Township	%	County	%
16+ Population	6,034	75.3	82,737	75.3	6,326	75.9	83,540	77.0
Workforce	3,976	65.8	50,789	61.4	4,173	66.0	50,866	60.9
Employed	3,819	96.0	46,585	91.7	4,044	98.0	47,951	94.3
Unemployed	150	4.0	2,380	8.3	129	2.0	2,915	5.7
Manufacturing	980	25.6	11,777	25.3	856	21.2	11,510	24.0

Table 2-11 indicates the change in manufacturing employment between 1990 and 2000. The number of County residents employed in this sector decreased slightly, from 11,777 to 11,510, a decrease of 267, and the Township’s employment in manufacturing (including Fort Shawnee residents) decreased by 216 people, from 1,572 to 1,356 (in Table 2-11, the Fort Shawnee population was subtracted from the totals). The Township is home to 11.8 percent of the County’s manufacturing employees.

Race and Ethnicity

Of Shawnee Township’s 8,365 residents counted in the 2000 Census, racial composition broke down as follows:

<u>Summary of Racial Composition – Shawnee Township, 2000</u>	
One race: White:	7,721, 92.3%
Black/African American	386, 4.6%
American Indian	5, 0.1%
Asian	143, 1.7%
Native Hawaiian, Pacific Islander	1, 0.0%
Two or more races	92, 1.1%

The Hispanic population is counted separately as an ethnic group, and not as a specific race. The Hispanic/Latino population totaled 81 persons, or 1.0 percent of the total population. The largest country of origin for this population was Mexico.

When asked to identify one’s ancestry, the largest number of residents (2,753) mentioned German, followed by Irish (1,260), English (976), and American (704).

Population Projections

Existing and past population levels by age cohort can be used to project future population, which is helpful in planning for the necessary growth of public facilities and infrastructure. Previous sections of this chapter examine population change and composition by various characteristics. Projections by Township have been prepared by the Lima-Allen County Regional Planning Commission, and they indicate continued slow growth for each five-year

segment within the projection period. LACRPC utilizes a linear trend analysis that incorporates the existing 1960-2000 population figures. Coupled with the population estimate is an estimate of household size, also based on linear trend analysis, and thus a projection for the number of households can also be made over time. The following table presents the results of the LACRPC projection that includes Shawnee Township and Fort Shawnee:

Year	Population	Households	Persons per Household
1980	12,344	4,128	2.96
1990	12,133	4,373	2.73
2000	12,220	4,621	2.60
2010	13,475	5,598	2.40
2020	14,227	6,277	2.22
2030	14,979	6,956	2.04

The projections show an increase in population from 12,220 as reported in the 2000 Census to 14,979 in 2030, an increase of 22.6 percent over the thirty year projection period. The twenty-year increase from 2000 to 2020 is 16.4 percent.

Also important, the LACRPC projects a continuing decrease in the average size of a household, and a drop in the number of persons per household. This trend showed a decrease from 1980 to 2000 that witnessed the decrease in household size from 2.96 persons to 2.60 persons. Further regression of this trend projected continued drops to 2.40 persons per household in 2010, to 2.22 persons in 2020, and to just over two persons per household (2.04) in 2030.

This drop in persons per household leads to a projection of a dramatic increase in the number of households (and thus the demand for housing) within the township to 2030. This number is projected to increase from 4,621 households counted in the 2000 Census to 6,956 households in 2030 – an increase of 2,335 households over thirty years, or an increase of 50.5 percent. Within just ten years, the increase is projected to be by 977 households, or a 21.1 percent growth in the number of households.

The Regional Planning Commission projected the population for the unincorporated portion of the Township alone, and in employing the same linear trend analysis, it found that population would increase from 8,365 in 2000 to 9,845 in 2030. This is an increase of 1,480 people, or 17.7 percent over thirty years. However, a greater impact is felt in the increase in the number of households, given the assumption of a continuously decreasing average household size, reaching 2.04 persons per household on average in 2030. This would result in a need to provide housing to accommodate another 1,728 households by 2030, or an average of 57.6 new households annually over the three-decade period. This increase in projected housing demand is the result of a combination of added population in the Township and shrinking household sizes.

Chapter 3: Natural Features

Shawnee Township's topography is mostly level or gently sloping and its soils are generally excellent for agricultural use. This ability to adequately support agricultural uses is due in great part to the Township's former location within the Great Black Swamp, once a glacial lake that covered much of northwest Ohio.

Climate

Shawnee Township experiences a relatively moist climate, relatively cold winters, and warm summers, moderated somewhat by proximity to the Great Lakes. The warm summers contribute to a growing season that is five to six months long. Winters bring blustery winds and snowfall, and occasional blizzards. Winter precipitation results in a good accumulation of soil moisture by spring and minimizes drought during summer.

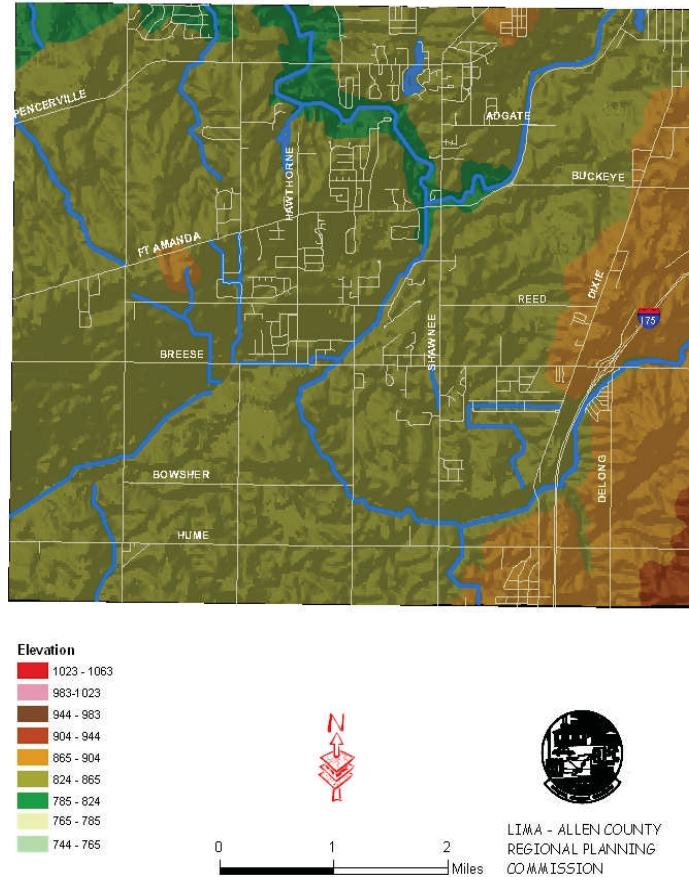
The Allen County Interim Soil Survey found the average daily maximum temperature to be 60.9 degrees and the average daily minimum to be 41.1 – with an average daily temperature of 51.0 degrees. Average precipitation was measured at 35.98 inches annually, with two years in ten experiencing less than 20.05 inches, and two in ten having more than 50.15 inches. The average number of days with at least 0.10 inches of precipitation is 69. Average snowfall is 19.2 inches per year, with the greatest snowfall, averaging 4.8 inches, in January. On the average, 40 days annually have at least one inch of snow on the ground.

Average relative humidity in the afternoon is sixty percent, humidity is higher at night, and the average at dawn is about 82 percent. The sun shines 74 percent of the time possible in the summer and 45 percent in the winter. The prevailing wind is from the west/southwest. Average wind speed is highest, at 12 miles per hour, from January through April.

Physiology, Relief, and Drainage

Shawnee Township, like most of Allen County aside from its extreme northwest segment, is on the Indiana and Ohio Till Plain portion of the Central Lowland Physiographic Province. As indicated in Map 3-1, the Township is largely characterized by flat to gently rolling topography. The more sloping relief is along the Ottawa River. USGS topographic maps indicate the Township's elevation ranging from 825 feet along the Ottawa River to 875 feet. The Township is relatively flat, with some rolling terrain in the vicinity of the Ottawa and Little Ottawa Rivers.

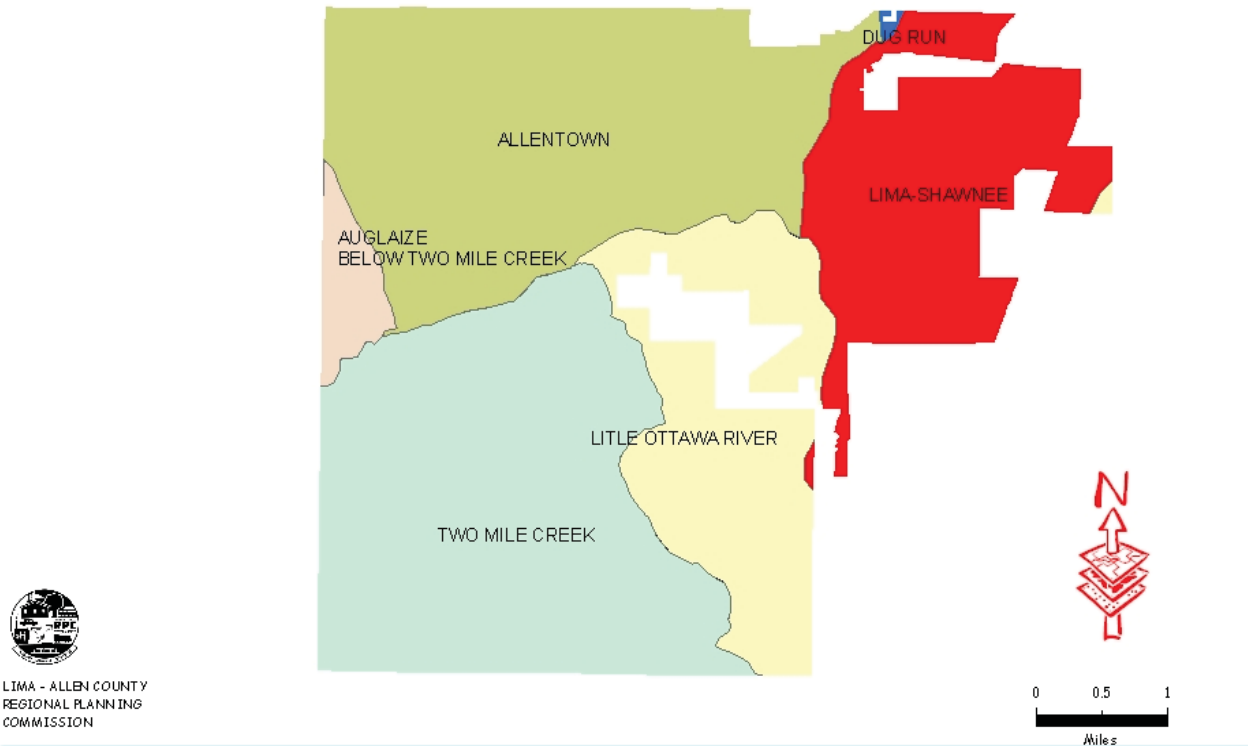
**MAP 3-1
SHAWNEE TOWNSHIP TOPOGRAPHY**



Watersheds

Shawnee Township is located within several named watersheds, as depicted in Map 3-2 on page 3. The Ottawa River runs through the northern portion of the Township, flowing southwest from Lima along Fort Amanda Road, then flowing northwest into American Township. Several water courses exist further south in the Township, including the Little Ottawa River which originates as far south as Hume Road. Streams in the southwestern portion of the Township, in the Two Mile Creek watershed, flow to the west, into the Auglaize River in adjacent Amanda Township.

MAP 3-2
SHAWNEE TOWNSHIP: WATERSHEDS



Flood Plains and Wetlands

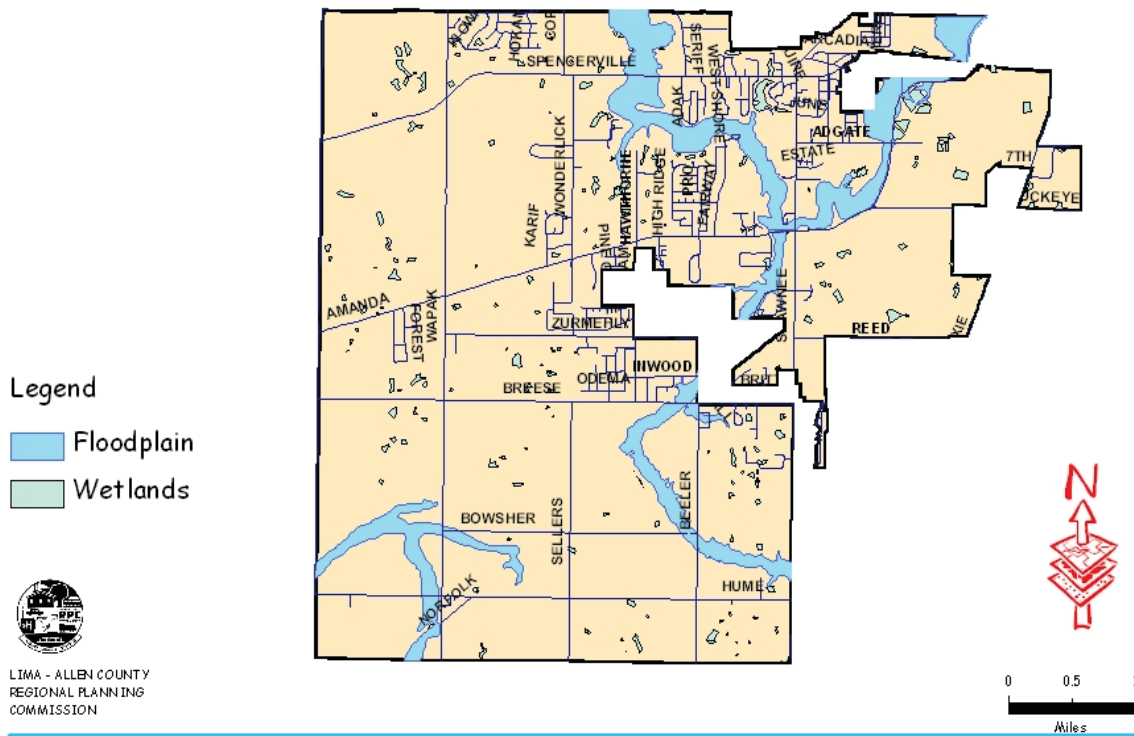
The relatively flat topography of Shawnee Township and the moderate precipitation experienced in the area leads to localized flooding and seasonal ponding. However, there is potential for occasional severe flooding because of the Township's and Allen County's relative position within the larger Maumee River watershed.

Flood plains are those high hazard areas identified by the Federal Emergency Management Agency (FEMA) as areas with at least a one percent chance annually of flooding. FEMA Flood Insurance Rate Maps are predicated on detailed reports compiled by the U.S. Army Corps of Engineers and the United States Department of Agriculture's Soil Conservation Service. Flood plains are generally located within the Township's riparian corridors, along the Ottawa and Little Ottawa Rivers and their tributaries. Map 3-3 (next page) depicts wetlands and flood plains in Shawnee Township.

Wetlands are lands that are flooded and saturated at or near the ground surface for varying periods of time during the year. Wetlands are formally delineated by the United States Department of the Interior and the National Wetlands Inventory. Mapped results of the USDA Wetlands Inventory are based on survey work conducted by the U.S. Fish and Wildlife Service (FWS) using remote sensing and information obtained from U.S. Geological Survey quadrangle maps. The FWS considers wetlands as lands that are transitional between terrestrial and aquatic systems where (a) hydrophytes (plants that can exist with the periodic

flooding and anaerobic soil conditions) exist, (b) hydric soils are located, and/or (c) non-soil substrate is saturated or covered with water at some time during the growing season. Wetlands that take up little land area can be found throughout Shawnee Township, and such wetlands exist throughout Allen County.

**MAP 3-
SHAWNEE TOWNSHIP: WETLANDS/FLOODPLAINS**

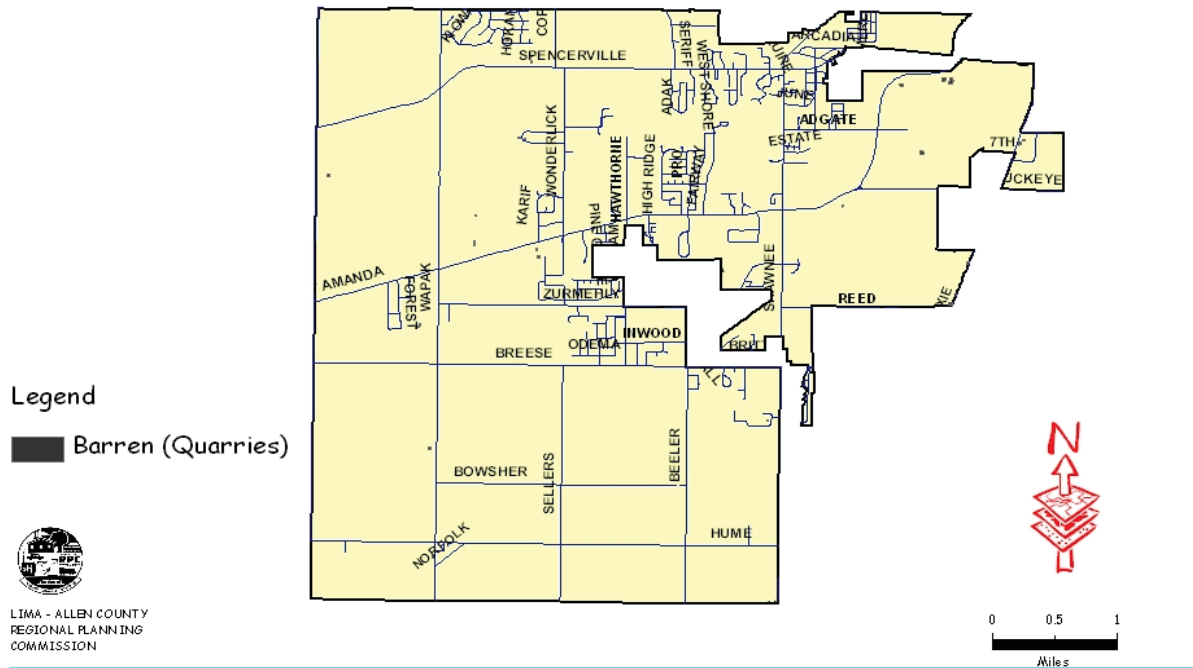


Mineral Resources

The mineral resources of Allen County include bedrock, water, sand, and gravel, existing to a minor extent. Most of these resources are of minor importance because of the relatively thin deposits of any high-quality materials for wide commercial use. Dolostone is the major component of bedrock in Allen County, with some limestone present. Both have been mined and quarried in some portions of Allen County. Because bedrock is at or near the surface in Allen County, many inactive quarries are scattered throughout the County. Map 3-4 (next page) identifies the quarries in Shawnee Township; a few inactive quarry sites are located in the northern portion of the Township.

MAP 3-4

SHAWNEE TOWNSHIP: MINES & QUARRIES



Soils

A detailed soil analysis for Allen County was published in 2002 by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS). This survey identified sixty-nine soil types in Allen County.

Soils and their physical characteristics are one of the most significant factors impacting the suitability of a site or area to support development. The ability of a soil type to support a foundation, handle on-site sewage disposal, or nurture vegetation are a few of the variables making soils a significant land use planning factor. It is important to match proposed development and growth areas with suitable soil types. Further, development should be discouraged in areas that contain soils that are recognized for high agricultural productivity. Map 3-5, on the next page, identifies by type the soils found in Shawnee Township.

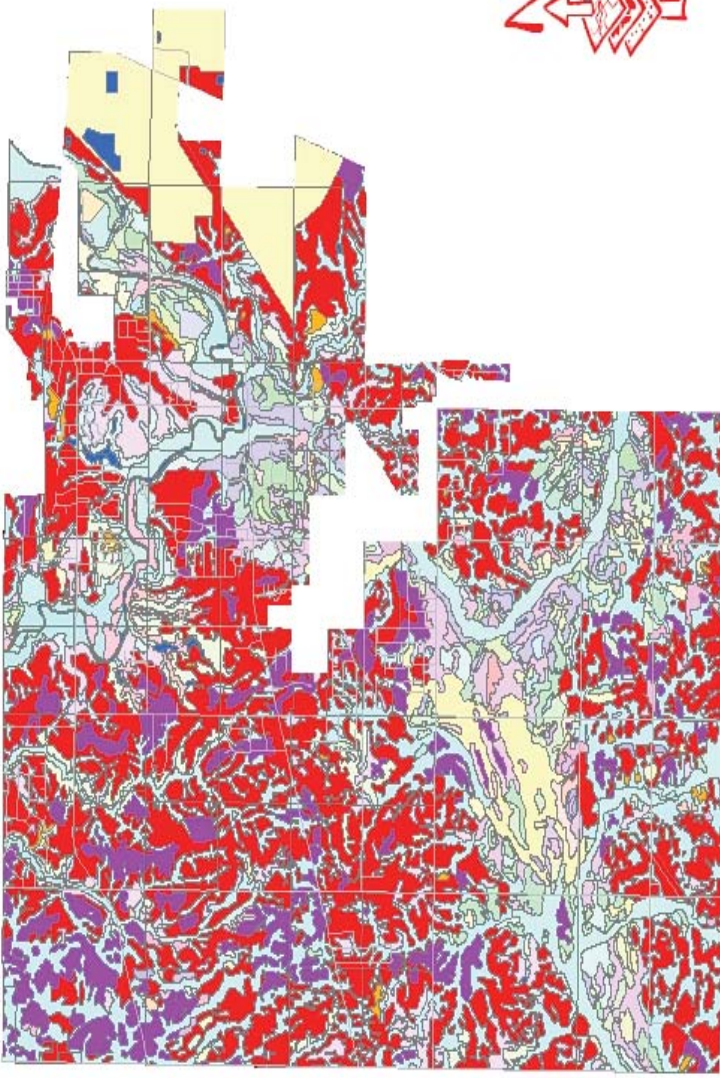
Three general soil types can be found in Shawnee Township:

1. **Blount-Pewamo:** This soil type is found in the northwest corner of the Township, as well as in a thick band running northeasterly from the southwest corner to the middle of the eastern border of the Township. Blount-Pewamo soils are very deep, level to gently sloping, somewhat poorly drained and very poorly drained soils that formed in till. These soils are suitable for cropland, pasture, and woodland.

MAP 3-5

SHAWNEE TOWNSHIP: SOILS BY TYPE

	Soil Type
	Soil 1
	Soil 2
	Soil 3
	Soil 4
	Soil 5
	Soil 6
	Soil 7
	Soil 8
	Soil 9
	Soil 10
	Soil 11
	Soil 12
	Soil 13
	Soil 14
	Soil 15
	Soil 16
	Soil 17
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	Soil 87
	Soil 88
	Soil 89
	Soil 90
	Soil 91
	Soil 92
	Soil 93
	Soil 94
	Soil 95
	Soil 96
	Soil 97
	Soil 98
	Soil 99
	Soil 100



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Concerns for development include seasonal wetness, erosion, ponding, and compaction.

2. Blount-Glynwood-Pewamo: This general soil type can be found in the southeast corner, the central portion of the western edge, and the central and eastern portion of the northern edge of the Township. This soil type is comprised of very deep, level to strongly sloping, somewhat poorly drained, moderately well drained, and very poorly drained soils that formed in till. These soils are suitable for cropland, pasture, woodland, and urban uses. Concerns include erosion, seasonal wetness, ponding, and compaction.

3. Westland-Gallman-Thackery: This third soil group exists in a small band running from southwest to northeast and generally following the Little Ottawa and Ottawa Rivers. This group consists of very deep, level to strongly sloping, very poorly drained, and moderately drained soils that formed in loamy deposits and the underlying outwash. Such soils are suitable for cropland and woodland. Concerns include seasonal wetness, erosion, compaction, and ponding.

Hydric Soils

Hydric soils are soils that formed under conditions of saturation, flooding, or ponding. Such soils tend to support the growth and regeneration of vegetation that depends on continued high water saturation. Some hydric soil types encounter periods when they are not saturated and depend on the existing water table, flooding, and ponding for survival. The presence of hydric soils is an indicator of wetlands and floodplain areas. However, areas with hydric soils must also meet EPA criteria in order for them to be classified as a wetland.

Hydric soils have a number of agricultural and nonagricultural limitations. Such limitations can be minimized with sound policy decisions predicated on local land use planning, conservation planning, and assessment of potential wildlife habitats. Hydric soils are presented in Map 3-6.

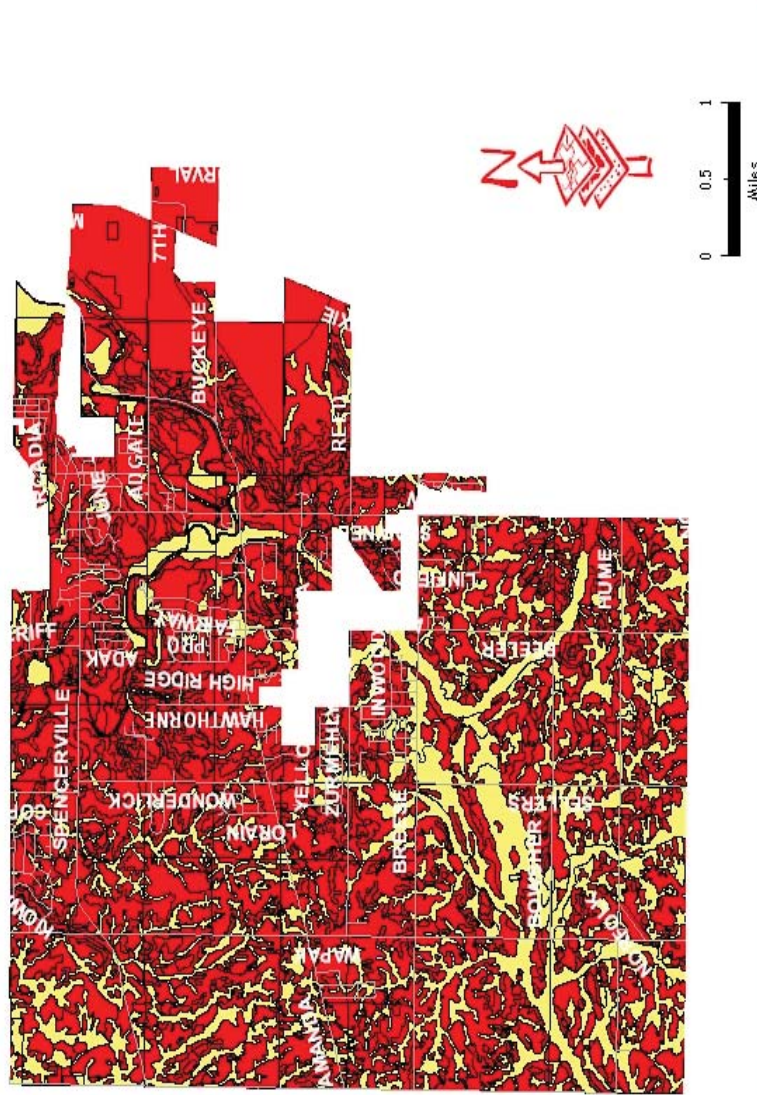
Prime Farmland

The USDA has defined prime agricultural land as the land best suited for the production of food, feed, forage, fiber, and oilseed crops. Prime farmland is defined as areas of land that possess the ideal combination of physical and chemical properties necessary for crop production. Prime farmland is predicated upon soils that have permeability for both air and water but retain adequate moisture-holding capacity. Prime soils are those which are not prone to flooding or are protected from flooding. Such soils have natural fertility and an acceptable level of alkalinity or acidity. Prime soils have limited relief, typically having slopes of zero to six percent. Further, prime farmland produces the highest yields with minimal inputs of energy and economic resources, and farming prime farmland results in the least damage to the environment.

Approximately 234,400 acres or 90.2 percent of the total acreage of Allen County meets the general soil requirements for prime farmland as defined by the USD-NRCS. Examining specific limitations, however, reveals that most of that prime farmland is prone to occasional flooding and standing water, and requires appropriate drainage improvements. Classifying soil by crop productivity capabilities and site limitations, Allen County has 23,773 acres of

MAP 3-6

SHAWNEE TOWNSHIP: HYDRIC SOILS

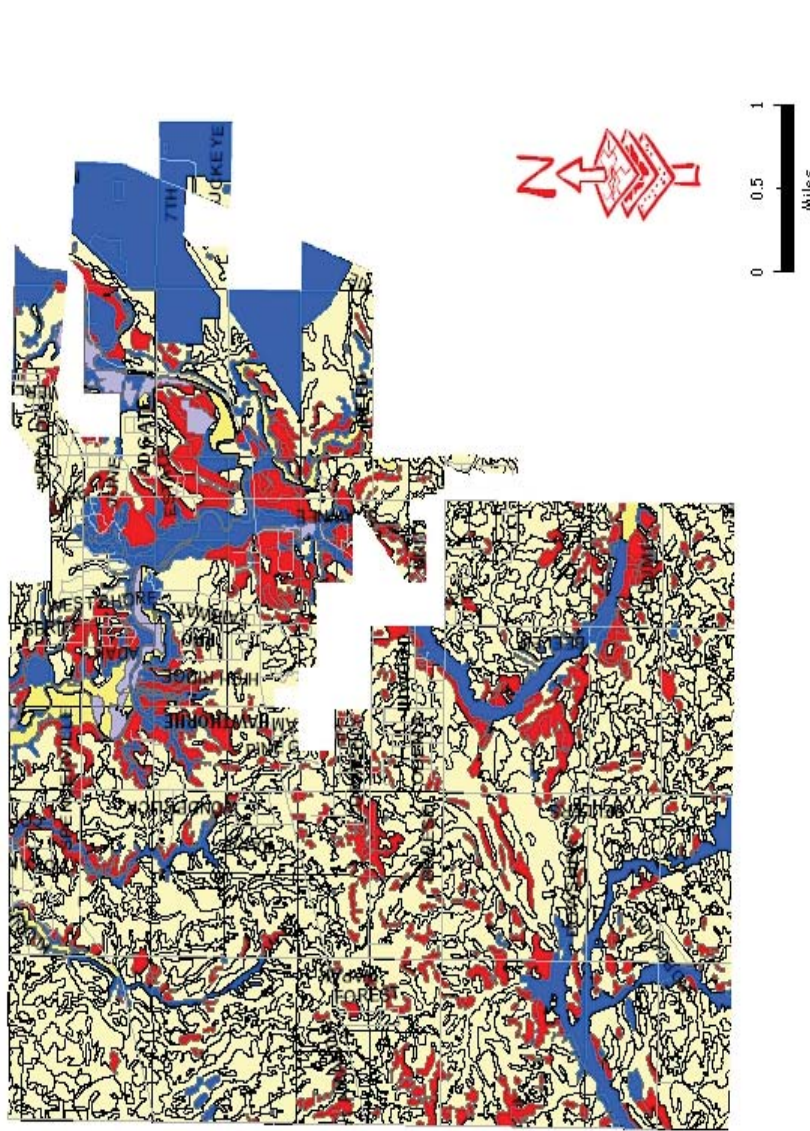


Legend
Hydric Soils
 Non-Hydric
 Hydric


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MAP 3-7

SHAWNEE TOWNSHIP: PRIME SOILS



Legend

Shawnee Soils

- Non-Prime
- Prime Were Drained
- Prime No Flooding
- Prime Drained / No Flooding
- Prime Unconditional



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prime farmland and 210,621 acres of prime farmland with limitations. Map 3-7 depicts the ranked location of prime farmland by condition.

Prime farmland is found throughout the Township, with non-prime land concentrated within close vicinity of the river corridors. The greatest amount of acreage depicted on the map consists of “prime where drained” land. In general, Shawnee Township is known for its wealth of agriculturally productive prime soils.

Wood Lots

Much of Shawnee Township was once covered with broadleaf deciduous forests. Much less is covered by forests today, as land use was converted to agricultural use initially, and then to other uses as homes and residential subdivisions were developed. As Map 3-8 indicates, there is a somewhat higher concentration of wood lots in the northern half of the township, where they form barriers between subdivisions and buffers between land uses, as well as buffers along the courseway of the Ottawa River, than in the southern portion, where land has been largely cleared for farming operations.

Most of the wood lots today are concentrated in small stands of deciduous trees between properties and along river corridors. Woodlots also continue to exist within the preserved Heritage Park area as well as the Rotary path that begins at Heritage Park and extends to the north and along the Ottawa River into Lima.

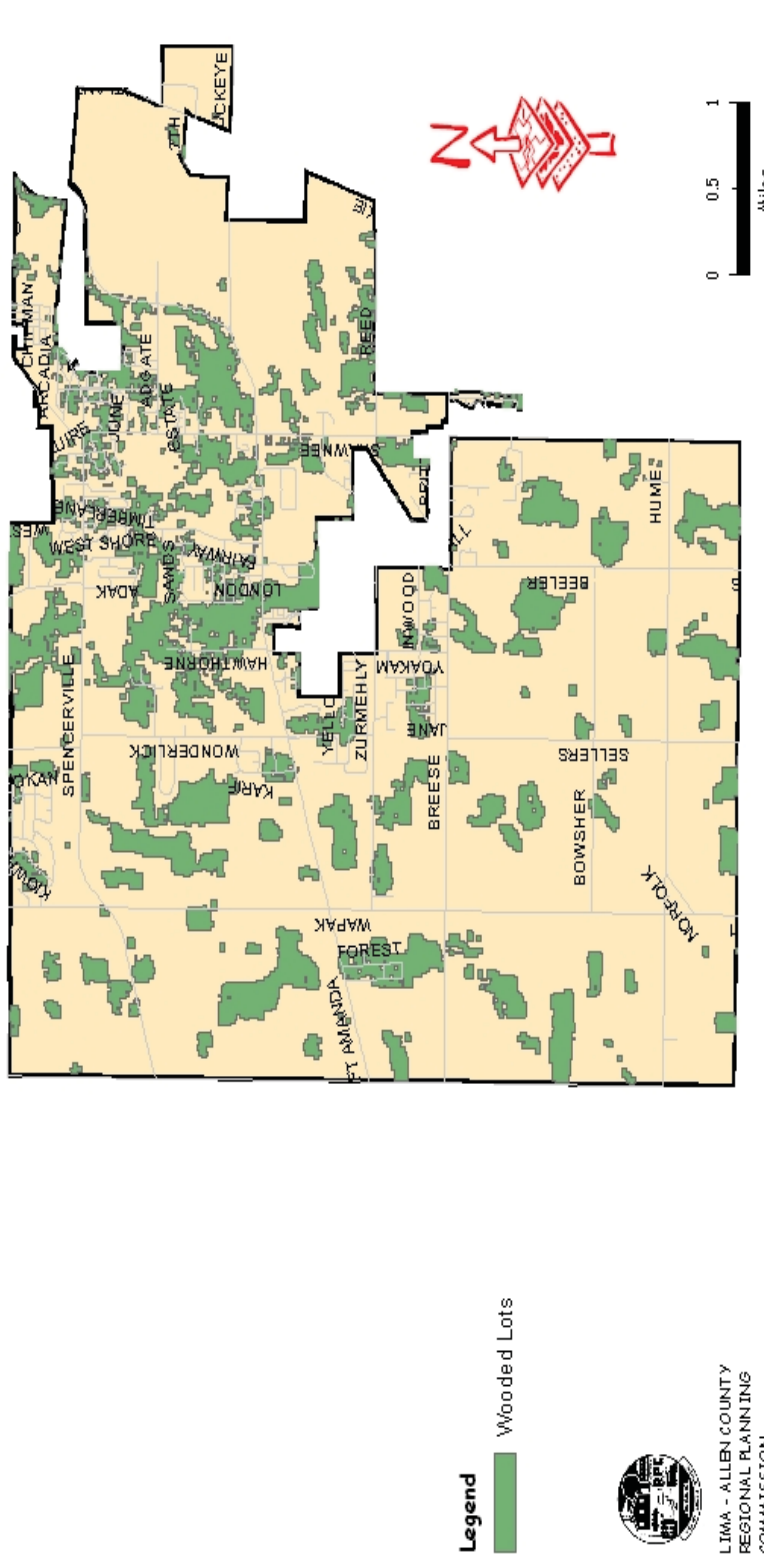
A loss of an original stand of trees is often considered a loss to the natural landscape of a community such as Shawnee Township, and it should not be condoned by local development policies. The benefits of maintaining high quality tree cover include erosion control, wildlife habitat protection, cleaner air, shading, and wind buffering. Aesthetic and economic benefits include the visually pleasant view, increased housing and property values from lots with trees present, and reduced energy bills from the trees’ cooling effect.

The Ottawa River and Tributaries

The Ottawa River and its tributaries play an important role in Shawnee Township’s natural environment. The River and its tributaries (as well as a few tributaries of the Auglaize River in the southwest portion of the Township) provide necessary drainage for the area, a riparian habitat for a variety of animal and plant species, natural migration routes for birds and other species, and open spaces that offer visual relief and recreational amenities for the community. It is important to inventory, monitor, and protect these waterways to ensure access, natural beauty, habitat, and recreational value for the Township’s residents and visitors for decades to come. Map 3-9 summarizes some of the Township’s natural resources, including waterways, wooded lots, recreational areas, and wetlands.

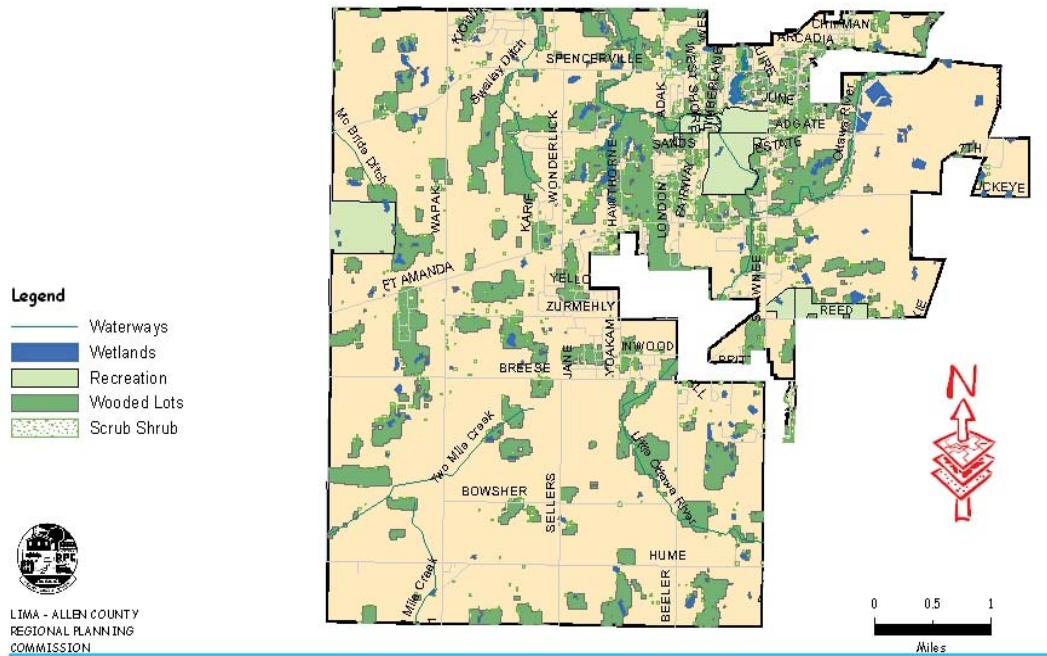
The Ottawa River originates at Hog Creek near Ada in Hardin County and flows into Allen County in a westerly direction through Lima and the northern portion of Shawnee Township before turning north toward its confluence with the Auglaize River in western Putnam County. Allen County contains approximately 318 linear miles of major streams and rivers. There are also some 114 miles of county-maintained ditches and numerous miles of privately maintained ditches used for land drainage throughout the County.

**MAP 3-8
SHAWNEE TOWNSHIP: WOODED LOTS**



While there are no naturally occurring lakes in Allen County, six reservoirs have been constructed for water supply purposes. None of these reservoirs are located in Shawnee Township, although the Township relies on them for its water supply. The reservoirs cover a total of 1,279 surface acres.

**MAP 3-9
SHAWNEE TOWNSHIP: NATURAL RESOURCES**



In general, according to the Ohio State University Extension publication, “Water Resources of Allen County”, Ohio receives an average of 38 inches of precipitation per year, of which about 10 inches become runoff, moving immediately to surface water bodies such as the Ottawa River and reservoirs. Two inches are retained at the ground surface and evaporate back into the atmosphere. The remaining 26 inches enter the soil surface through infiltration. Of these 26 inches, twenty go into soil storage and are returned to the atmosphere through evaporation and transpiration, and the remaining six inches have the potential to recharge the groundwater supply. In the case of Allen County, with some 36 inches of precipitation, about 9.4 inches are runoff to streams and lakes, and about 5.8 inches have the potential to recharge aquifers annually.

Runoff and sediment from residential development, construction sites, and agricultural lands may enter the Ottawa River and its tributaries. Runoff may carry other pollutants as well, such as lawn and agricultural chemicals (including pesticides and fertilizers), effluent from septic systems, oil and gas from spills, and industrial wastes. The Ohio Environmental Protection Agency has identified those streams that are affected by nonpoint source (NPS) pollution, and an NPS Management Program has been implemented to help improve the quality of the state’s waters. Allen County streams affected by NPS pollution include Cranberry Run, Plum Creek, Sugar Creek, and the Auglaize River (Two-Mile Creek to Six-

Mile Creek; Six-Mile Creek to Jennings Creek). Other County streams are affected by point source pollution (consisting of municipal and/or industrial wastewater). These streams include the Ottawa River (Hog Creek to Little Ottawa River), Cridersville Tributary, and Six-Mile Creek.

Streamflow and water quality analysis performed by the Ohio EPA has found excessive nitrite plus nitrite nitrogen during a runoff event, but not during low flow. The EPA sampled nineteen sites, including the Ottawa River at Shawnee Road, the Little Ottawa River just south of the Ottawa River, and the Ottawa River at State Route 117. Also, during a runoff event, five pesticides (of 48 analyzed) were detected in all samples. Additionally, 25 major ions and trace elements were tested for, of which fifteen were detected in all the samples. The report summary states, however, that “Neither the pesticide nor the major ion and trace element data are unexpected, as both sets of analyses were targeted during times when environmental conditions could cause the pesticides and major ions and trace elements to be at high concentrations.”

Goals and Objectives

Goal A: Maintain a desirable balance between agricultural land use and Township growth. Ensure that the rural character of the Township, particularly in the southwest portion of the Township, is preserved.

1. Preserve agriculture as an important economic sector within Shawnee Township. (LACRPC, Township officials, Farm Bureau, Soil and Water Conservation District [SWCD], Ohio Dept. of Agriculture [ODA], OSU Extension)
 - a. Encourage continued agribusiness, and support measures that assist them in remaining successful within the Township.
 - b. Identify prime agricultural land to be preserved. Encourage the potential use of land trusts to accept land for preservation through donation or acquisition.
 - c. Make agricultural land owners aware of opportunities, including Land Trusts, state programs to preserve farmland including conservation easements, and other means.
 - d. Review the Township's zoning ordinance and map to ensure that it is supportive of the continuation of agricultural land use, through designation of agricultural zoning districts and other means.
 - e. Provide information to new and prospective residents in fringe areas, to familiarize them with possible impacts from living in agricultural areas (such as pesticide applications, farm equipment on roadways, and other impacts).
2. Encourage and direct development to areas that are adjacent to existing utilities, to minimize the effects of sprawl in encroaching on agricultural land. (Township zoning officials and Trustees, LACRPC)
 - a. Determine capacity of existing utility lines to support contiguous development.
 - b. Build capacity, where needed, to support contiguous development.
 - c. Use capital improvement planning by utility providers to undertake proactive development of water and sewer service to contiguous areas, and to guide new developments to targeted growth areas that minimize intrusion into productive agricultural areas.
3. Ensure that new development decisions are based on site-specific criteria that incorporate consideration of environmental impacts, effective use of existing infrastructure (and thus minimization of the need for new infrastructure), and impact on agricultural use of area land. (LACRPC, County Auditor, OSU Extension, Natural

Resource Conservation Service [NRCS], SWCD, Farm Service Administration, Farm Bureau, Allen County Sanitary Engineer's Office [ACSEO], Allen County Engineer's Office [ACEO], Township zoning officials and Trustees)

- a. Support consideration of agricultural uses and minimization of urban encroachment in Township zoning – possibly incorporating the creation of large lot Agricultural Protection Districts, with ability to regulate land use conversion.
- b. Calculate the impact of proposed residential subdivisions on existing infrastructure, and the cost of improvements needed to accommodate the new population and density, and use these calculations to determine adequate impact fees for new developers.
- c. Promote and continue the County and Township's use of the Land Evaluation and Site Assessment (LESA) system as a basis for allowing land use change. Further develop this inventory and classification system that facilitates the conversion of agricultural ground based on need as well as compatibility with existing development, infrastructure, and soil characteristics. This system is used by the Lima Allen County Regional Planning Commission.
- d. Support development proposals that are consistent with this Comprehensive Plan, as well as other plans such as the Allen County Sanitary Sewer plan.

Goal B: Support development and utility extensions based on site-specific considerations such as proximity to existing infrastructure, environmental factors, and agricultural operations and soil suitability. Manage future growth and development to assure that it is consistent with the natural limitations of the land, the availability and provision of public services in a cost effective manner, and the protection of the Township's rural character.

1. Stress good design, wherever possible, including efficient, compact development that minimizes parking lots and roadways, in order to achieve minimal impervious surfaces related to new development, thereby minimizing stress on the drainage system. (Township Trustees and zoning officials, LACRPC, ACEO)
2. Require floodplain and riparian areas to be preserved and protected through good storm water management, stream buffers, and other methods. Publicize the available programs of the Soil and Water Conservation District and other entities to provide incentives for management practices that promote protection of these sensitive areas. (Township officials, ACSEO, SWCD, Ottawa River Coalition [ORC])
3. Ensure the community's awareness of environmentally sensitive areas such as flood plains and wetlands, by controlling development through zoning and other means. Maintain updated maps of flood plains and wetlands for public examination. (Township zoning officials, LACRPC, SWCD, ORC)

4. Protect soils from runoff associated with development by coordinating zoning review with county, state, and federal storm water and sediment and erosion control measures. (Township zoning officials, LACRPC, SWCD, NRCS)
5. Within the characteristics considered in any use of a land evaluation and site system, discourage the construction of buildings in hydric soils. (Zoning officials, LACRPC, SWCD)
6. Continue to consider subdivision proposals that incorporate Planned Unit Developments, where housing units may be more densely sited in return for the designation of open space or “green space”, especially that which makes use of environmentally significant or sensitive areas. (Township zoning officials, LACRPC, SWCD)
7. Preserve existing scenery and views in areas such as parks and green space by maintaining landscaping at focal points such as gateways and scenic river views. Civic and garden clubs should be encouraged to participate in the maintenance of specified landscaping. (Civic and garden clubs, Township Trustees, Township and Village officials)
8. Coordinate any Township level planning to protect natural resources with the long range strategic plan of the Allen Soil and Water Conservation District, the Shawnee Township Storm Water Management Plan, the Ottawa River Watershed, and any other local, county, regional, or state plans that apply. (Township officials, SWCD, LACRPC, ORC)
9. Encourage infill development wherever feasible. Development should be encouraged where public utilities are already in place or easily accessible. (Township zoning officials, LACRPC)
10. Promote clustering of development where possible, in such a way that the use and conversion of buildable land is minimized, houses and other buildings are located closer together, and open space can be maximized. A rural cluster development typically consists of residential subdivision lots grouped together on a portion of a property being subdivided with the remaining area placed into a permanent preservation parcel. (Township zoning officials, LACRPC)

Rural cluster development regulations encourage the preservation of the rural and scenic quality of the landscape and farmland while allowing attractive low density clustered residential development. Cluster development may be permitted only when it is located and designed to minimize adverse impacts on agricultural land, surrounding farming operations, sensitive environmental features, and the intended use of the proposed preservation parcel(s) for the subdivision.

11. Follow established procedures for erosion and sedimentation control. New developments often result in an increase in the area exposed to soil erosion and runoff, increased volumes of runoff, soil movement, sedimentation, and peak flows

caused by removal of natural cover, increase in impervious surface areas, changes in drainage areas and the volume and duration of water concentration caused by grading and related factors, reduction of water intake of soils from compaction by construction equipment, and prolonged exposure of water unprotected sites to adverse weather. Four basic principles to provide a helpful framework for looking at storm water plans were cited in an Ohio State University Extension document entitled “Storm water and Your Community”. (Township officials, LACRPC, ACSEO, ACEO, ORC) These include:

- a. Control, divided into source control and runoff control. Source control measures focus on pollution prevention through containment measures, spill prevention and cleanup, waste reduction, public education, and reduced use of fertilizers and pesticides. Runoff control measures focus on minimizing runoff from new developments, and siting infrastructure to discourage development in environmentally sensitive areas.
 - b. Collection or capture and storage of runoff for more timely release through use of retention basins (holding storm water until it infiltrates in the ground) and detention basins (designed to slow and hold storm water before releasing it).
 - c. Conveyance, through the use of systems to drain and direct the flow of runoff generated on a site. This is often accomplished with catch basins feeding into storm sewers, or through the use of vegetated depressions and swales.
 - d. Cleansing, commonly accomplished through techniques that promote filtration and settling of pollutants and their natural processing by vegetation and soil. Filtering devices include engineered structures like sediment basins and porous pavement, but also include natural systems like stream buffers and vegetated filter strips. Ponds and constructed wetlands can also serve to clean water.
12. Within the fiscal constraints of the Township’s budget, implement the recommendations of the March 2003 *Stormwater Management Plan for Shawnee Township*. This plan includes six minimum control measures that are expected to result in significant reductions in pollutants discharged within Shawnee Township into the Little Ottawa River and the Ottawa River. Causes of impairment are varied and, within the Township, include agricultural practices and urban development. The six minimum controls that address the identified water quality pollutants include:
- a. **Public Education and Outreach:** Activities include distributing educational materials to the public, or equivalent outreach programs and activities about the impact of the storm water discharges on the local waterways. Other specific activities include appointment and support of a Citizens Advisory Committee (CAC), training of township employees, development of educational materials, CAC review of best management practices, mailing

inserts and newsletters, an informational website, and public education workshops.

- b. **Public Participation and Involvement:** Citizen support of for the storm water management program is seen as important to long term sustainability of the plan. This component will not necessarily differentiate between residential and commercial property owners. Quarterly stakeholder meetings, annual public meetings, and a regular clean-up campaign are some of the recommended practices; the Township will support the public involvement and participation efforts of the Ottawa River Coalition, as well as clean-ups of the Little Ottawa River and Ottawa River.
- c. **Illicit Discharge Detection and Elimination:** A program will be put in place to detect and eliminate illicit discharges into its public facilities and/or notify the jurisdiction and Ohio EPA of their existence. The Township relies on a number of agencies that have the technical expertise to detect, monitor and enforce illicit discharges. Activities include constructing and maintaining a storm sewer map for the Township, identifying and mapping all home sewage treatment system property owners, researching the legal authority to address illicit discharges and enforcement, developing a plan to detect illicit discharges, initiating dry weather screening to assess water quality, and reporting on activities and findings annually.
- d. **Construction Site Runoff Control:** According to the plan, Shawnee Township must develop, implement, and enforce a program to reduce pollutants in any storm water runoff from construction activities that result in land disturbance of greater than or equal to one acre. The Township will address this control measure for site runoff by supporting the Allen County Storm Water and Sediment Control Regulations. Activities include revising these regulations, implementing staff training, developing a site inspection checklist for area contractors, supporting site inspections under the revised regulations, developing and implementing a public records access policy, and program documentation.
- e. **Post-Construction Storm Water Management in New Development and Redevelopment:** Appropriate strategies are needed to address post-construction runoff from new development and redevelopment projects. Then appropriate strategies need to be developed and implemented which include a combination of structural and nonstructural best management practices (BMPs). Other specific activities include revising the county storm water and sediment control regulations, developing and implementing litter collection programming and a catch basin cleaning program, and program documentation.
- f. **Pollution Prevention and Good Housekeeping for Municipal Operations:** Employee training is needed to prevent and reduce storm water pollution from activities such as park and open space maintenance, fleet and building maintenance, new construction and land disturbances, and

storm water system maintenance. Also, controls need to be put in place for reducing or eliminating the discharge of pollutants from streets, roads, highways, municipal and township parking lots, maintenance shops and yards, and salt storage locations. Activities include a fleet maintenance program, pollution prevention training, a salt program and policy, and program documentation.

Goal C: Address the problems and challenges associated with the Ottawa River:

- ✓ ***Take an aggressive role in the improvement and protection of the Ottawa River and its clean-up.***
 - ✓ ***Study the viability of the Ottawa River without any chemical or refinery spills.***
 - ✓ ***Protect critical stream corridor areas, and consider all waterway functions, including watershed drainage, floodwater storage, filtration of pollutants from surface and ground water, wildlife habitats, and scenic and recreational resources.***
1. Support efforts to clear the Ottawa River and its tributaries to maximize its ability to provide drainage to the area, balancing such efforts with the need to maintain a slower stream flow, minimize the potential for downstream damage, and protect ecosystems. Simultaneously, provide education through the Watershed Consortium's website and other means concerning downstream problems related to surface runoff. (LACRPC, ACEO, SWCD, ORC, Township officials)
 2. Continue to explore the benefits of alternative methods of storm water management for the Shawnee Township area and other areas within the Ottawa River watershed. (ACSEO, LACRPC, Township officials)
 3. Continue to support efforts to improve the water quality of the Ottawa River and its tributaries through education and financial support for best management practices, which include planting of filter strips and buffer zones, conservation tillage, animal waste management, and other practices. Pay special attention to the River's greatest challenges, which have been documented to be: nutrients, ammonia, flow alterations, habitat issues, chlorine, metals, oil and grease, and siltation, according to the Watershed Coordinator. Update the Township zoning code as feasible to provide protection of riparian corridors from development that could compromise water quality. (ORC, SWCD, ACSEO, Township zoning officials)
 4. Similarly, support the media campaign devoted to water quality and improvements to the Ottawa River, including the new website, www.thisismyriver.org. (ORC, Township officials, interested citizens)
 5. Coordinate any Township-level efforts to preserve and improve the Ottawa River with the efforts of the Ottawa River Watershed Coalition and its member organizations. Ensure that Shawnee Township is represented within the Coalition.

Goal D: Enhance the visibility of the Township's parks and river and grow the natural environment whenever possible and feasible. Improve access to these areas by car, as well as by bicyclists and pedestrians.

1. Consider all functions of such waterways when updating site review standards and in reviewing site plans. In addition to the drainage of an area, waterways also provide floodwater storage, filtration of pollutants from surface and ground water, wildlife habitats, and scenic and recreational resources. (Township officials, zoning officials, LACRPC)
2. Continue to coordinate with the Park District to bring programs and improvements to Heritage Park, the Riverwalk, and any emerging opportunity to expand parks, public greenways, and trails. (Park District, Township officials)

Goal E: Explore alternatives to provide a viable recycling program for Shawnee Township residents and businesses, and put a program in place.

Currently, Shawnee Township does not provide any opportunity for households to recycle those household items that are commonly recycled in other communities. These may include certain plastics and metal cans, newsprint and office paper, magazines, and cardboard.

1. Provide a centralized collection point for household recyclables, installing one or more containers, clearly marked with what items can be recycled, in a central and accessible location such as the high school parking lot or Township administration building. (Township officials, solid waste industry officials, Shawnee Schools, Ohio Department of Natural Resources, North Central Ohio Solid Waste District, interested citizens)
2. Research and identify markets or buyers for the collected recyclables, in an effort to minimize the need for Township involvement. A waste management company that is willing to manage a community recycling program may be the most effective method to manage such a program.
3. Research grants and funding sources to help fund the recycling effort, needed equipment, and an educational and outreach component. Discuss this project with the solid waste management district of which Allen County is a part, and with the Ohio Department of Natural Resources.

Chapter 4: Economic Development

Shawnee Township houses a mixture of economic activity ranging from the heavy industry found in its northeastern portion to a nascent commercial sector largely oriented along Shawnee Road, and to the agricultural land that supports crops and livestock, primarily in the southern half and western portion of the Township. Shawnee Township has historically relied on its agricultural base, with most of its land devoted to crops and livestock. However, the close proximity of the City of Lima and the Interstate highway to the east has led to more intensive land uses closer to these attractors.

Residential land use has seen the most growth within the Township, with new subdivisions pushing out to the west and south from Lima. The growth of the Township as an attractive residential location has strained some roadways, water distribution lines, and sanitary waste collectors. It has led to the growth of the Township's Police and Fire Departments, and has brought a number of solid waste collection firms into the Township to enter into contracts with residents, as well as businesses.

The expansion of public services accompanying this residential growth comes at a cost, and it is important to maintain and expand a tax base within the Township that can provide the financial support necessary for the Township budget. The location of new commercial and industrial businesses can also help provide employment opportunities for local residents as well.

Cost of Services studies typically find that a balance of land uses – with a mix of residential, commercial, and industrial properties – is required to make public services affordable. A heavy tilt toward residential uses generally provides less public revenue, but a greater demand for public services, particularly including public schools. Added to this necessary balance is the desire to preserve productive farmland and maintain a viable agribusiness sector.

The need to allow such diverse sectors to coexist and grow requires forethought and planning. It is important to understand the existing economic makeup of the Township, in order to plan for orderly future growth with a minimum of conflict. This chapter provides information on the status and characteristics of economic activity in the Township, and offers some recommendations and potential strategies to follow the desired course of development.

Existing Economic Development Planning

Economic development planning and activity is carried out by a number of interlinked entities, many of which are housed in the Allen County Center for Business Services, located at 147 North Main Street in Lima. Those entities of most interest to Shawnee Township are:

- The **Allen Economic Development Group (AEDG)**, charged with business retention, expansion and attraction services for all of Allen County. This professional, full service organization's services include demographic profiling, retail attraction, and development of industrial sites and buildings. AEDG also offers technical assistance with structuring

of incentive packages for development projects, workforce training, and infrastructure development and financing. AEDG also administers a revolving loan fund for businesses. www.aedg.org

- The **Lima/Allen County Chamber of Commerce**'s mission is to “serve, represent, and enhance business growth and success.” Among the Chamber’s long term goals are:
 - Be a catalyst for business and education to increase the number of students and adults achieving post secondary education.
 - Work collaboratively with individuals, businesses and governmental entities in developing a community vision to focus on planned growth of the Lima/Allen community.
 - Identify and advance opportunities to support economic development and expansion of small business.www.limachamber.com
- The **Lima/Allen County Convention and Visitors Bureau** promotes Lima/Allen County as a destination site to leisure and business travelers as well as organizational and group event planners, creating awareness about Lima and Allen County and increasing the number of visitors to the area, targeting especially overnight visitors. www.lima-allencvb.com
- The **Allen County Port Authority** provides a source of business investment financing with small business loans and other incentives, and also has the capability to own and lease industrial and other properties, serving as a development catalyst. The Port Authority also holds a lease on a railway. It is located at 545 W. Market St., Suite 300, in Lima.

State Partners

- The State of Ohio and its **Ohio Department of Development** are partners in development activities. Specific programs provide business and infrastructure financing for qualifying projects. A regional economic development representative is located in Lima at 545 W. Market Street, Suite 305. <http://development.ohio.gov>
- The **Small Business Development Center (SBDC)** at Rhodes State College, 4240 Campus Drive in Lima, offers free-of-charge business counseling and seminars pertaining to entrepreneurship and business planning and operations. <http://www.solutions-etc.com/entrepreneurship/sbdc>

Previous Planning: *2020 Visioning Project Task Force*

A task force within the multi-discipline “2020 Visioning” project focused upon economic development and found the following factors to foster economic development:

- An environment which provides the opportunity or the creation of wealth for the benefit of the community and all its residents. This includes the areas of agriculture, retail, services, medical, industrial, and leisure, and new job creation in these areas.

- An environment which creates both the private and public opportunities for economic development to happen, opportunity to create jobs and better living.
- A climate that empowers existing businesses to prosper and attracts new business.

Proposed actions resulting from the work of the task force, as outlined in the report prepared by this citizen-led group, included initiating a county-wide economic development strategic plan; collaborating regionally on economic development under the direction of the regional economic development group (AEDG); developing a land use plan for Allen County with focus on retail and industry, and setting up regulations or a plan; identifying target industry groupings with a list of industries that would match the resources offered, such as agriculture, alternative fuels, and logistics; and educating the public about the economic development strategic plan.

Comprehensive Economic Development Strategy for Allen County (CEDS)

The development of a CEDS is a prerequisite for funding from the U.S. Department of Commerce's Economic Development Administration, and its generation requires the formation and engagement of a county-wide committee from all economic sectors and interests. Under the economic development leadership of AEDG, a CEDS document was prepared by the Lima Allen Regional Planning Commission in 2005, with updates listing priority projects in 2006 and 2007.

The process resulted in the vision that "Allen County is a community that supports the aspirations of its residents by providing an environment where a high quality of life is supported by locally-based and globally-competitive businesses that offer ever increasing job opportunities and growing personal incomes for area residents."

Based upon a SWOT (strengths, weaknesses, opportunities, and threats) analysis and the inclusion of values and beliefs of participants, a set of "common sense supportable goal statements" was derived. The ten strategic goals were supported by a set of 41 goal statements. The ten goals are as follows:

1. Attract, expand, and retain jobs that share wage rates equal to, or greater than, comparative statewide averages.
2. Preserve and enhance agriculture as a competitive industry and way of life.
3. Reduce long-term unemployment and poverty, especially among minority groups.
4. Rehabilitate unsafe, aging and insufficient infrastructure to include roads, utilities, schools, parks, and housing.
5. Increase residents' educational attainment and skill levels through improved access to educational/vocational facilities/programs.
6. Alleviate local government fiscal strain.
7. Monitor and improve Allen County's national, state, and regional competitiveness in attracting new business.
8. Promote and increase entrepreneurial spirit within the community.
9. Balance the protection of our natural resources such as ground water, wetlands, and animal habitats with growth and prosperity.

10. Guide controlled residential developments into planned places and encourage urban redevelopment.

These goals were then accompanied by measurable benchmarks to assess progress and re-evaluate strategies implemented.

The Economic Base of Shawnee Township

The U.S. decennial Census provides a look at employment by sector at the township level. The table on the following page offers a count of Shawnee Township residents by economic sector.

TABLE 4-1 2000 SHAWNEE TOWNSHIP RESIDENT EMPLOYMENT BY SECTOR			
Sector	NAICS	Employees	Percent
Agricultural, Forestry, Fishing & Hunting – Services	11	19	0.3
Mining	21	0	0.0
Utilities	22	24	0.4
Construction	23	284	4.7
Manufacturing	31-33	1,356	22.4
Wholesale Trade	42	255	4.2
Retail Trade	44-45	831	13.7
Transportation & Warehousing	48-49	153	2.5
Information	51	136	2.2
Finance & Insurance	52	201	3.3
Real Estate and Rental & Leasing	53	46	0.8
Professional, Scientific & Technical Services	54	153	2.5
Management of Companies/Enterprises	55	0	0.0
Administrative Support & Waste Management Services	56	154	2.5
Education Services	61	633	10.4
Health Care/Social Assistance	62	910	15.0
Arts/Entertainment /Recreation	71	72	1.2
Accommodation & Food	72	372	6.1
Non-Public Other Services	81	195	3.2
Public Administration	92	268	4.4
Total		6,062	100

The above table presents data for all of Shawnee Township. Percentages vary somewhat in some cases (such as manufacturing) between tables 4-1 and 4-2. This is because the former is counted using Shawnee Township as the place of residence, where the latter is based on the Township being the place of employment. Both tables show that manufacturing remains vitally important, accounting for nearly one-fourth of the jobs held by Township residents (1,356 jobs; 22.4% in Table 4-1). Other strong sectors include retail trade (831 jobs or 13.7%; including residents employed at the retail center to the immediate north in American Township, among other areas) and health care/social assistance (910 jobs, 15.0%; owing in large part to the proximity of the St. Rita's Medical Center and Lima Memorial Hospital.

After those three sectors, which together account for approximately 51 percent of all jobs, the next common ones are education services (633 jobs, 10.4%; with the Township hosting a public school system and the Apollo Career Center), accommodations and food (372 jobs, 6.1%), construction (284 jobs, 4.7%), and public administration (268 jobs, 4.4%).

TABLE 4-2 WORK BEING PERFORMED IN SHAWNEE TOWNSHIP AND ALLEN COUNTY BY NAICS IN 2000 CENSUS					
Sector	NAICS	Shawnee Township		Allen County	
		Number of Employees	%	Number of Employees	%
Agricultural, Forestry, Fishing & Hunting - Services	11	0	0	81	0.1
Mining	21	0	0	76	0.1
Utilities	22	6	0.1	188	0.3
Construction	23	302	6.6	2,046	3.5
Manufacturing	31-33	1,782	38.9	11,224	19.4
Wholesale Trade	42	94	2.1	3,028	5.2
Retail Trade	44-45	123	2.7	7,289	12.6
Transportation & Warehousing	48-49	33	0.7	1,709	3.0
Information	51	3	.01	1,125	1.9
Finance & Insurance	52	54	1.2	1,676	2.9
Real Estate & Rental & Leasing	53	22	0.5	589	1.0
Professional, Scientific & Technical Services	54	330	7.2	1,262	2.2
Management of Companies/Enterprises	55	71	1.6	22	0.0
Administrative Support/Waste Mgmt. Services	56	103	2.2	1,135	2.0
Education Services	61	528	11.5	4,110	7.1
Health Care/Social Assistance	62	574	12.5	11,322	19.6
Arts/Entertainment/Recreation	71	61	1.3	668	1.2
Accommodation & Food	72	237	5.2	4,579	7.9
Non-public Other Services	81	101	2.2	2,379	4.1
Public Administration	92	156	3.4	3,220	5.6
Total		4,580	100	57,728	100%

Table 4-2 compares the work being performed by establishments located within Shawnee Township and throughout Allen County. Based on place of work, manufacturing is a much more predominant sector within the Township, employing nearly four out of ten Township employees (38.9%). The next largest sector, health care/social assistance, employs only one-eighth (12.5%, or 574) of the Township's employees. The next sectors, in order, are education services (528, 11.5%), professional, scientific, and technical services (330, 7.2%), and construction (302, 6.6%).

Greatest proportionate variations between the Township and Allen County as a whole include the manufacturing sector, where county-wide, only half the Township's proportion, or 19.4 percent of the labor force, works; retail trade, where only 2.7 percent work in the Township but 12.6 percent work county-wide; health care, where 12.5 percent work in the Township compared with 19.6 percent county-wide; and to a lesser extent, professional,

scientific, and technical services, where 7.2 percent work in the Township but only 2.2 percent work county-wide.

It is important to note changes by sector over time, to determine trends and identify growth sectors for potential future development. Table 4-3 provides data on employment by sector in 1990 and 2000.

Sector	1990 Census	Percent	2000 Census	Percent	Percent Net Change
Employed 16 and over	3,819	100	4,044	100	7.9
Agriculture, Forestry, Fishing, Hunting & Mining	29	0.6	19	0.3	-34.5
Construction	182	4.7	182	4.7	0.0
Manufacturing	980	27.1	856	22.4	-16.7
Transportation & Warehousing	188	4.7	84	4.2	-55.3
Wholesale Trade	175	4.5	200	13.7	14.3
Retail Trade	684	17.6	534	2.9	-21.9
Information	0	0.0	84	2.2	100.0
Professional Management, etc.	57	4.2	218	4.1	282.5
Finance, Insurance & Real Estate	215	6.1	200	3.4	-7.0
Health, Education & Social Service	781	18.5	1,083	25.5	38.7
Entertainment, Recreation, Food & Accommodations	106	3.3	297	7.3	180.2
Other Services	223	4.7	107	3.2	-52.0
Public Administration	128	3.9	156	4.4	21.9

How has the Township's employment changed over time? Table 4-3 shows a decline in manufacturing, with a net loss of 124 jobs in that sector, despite a 7.9 percent increase in overall employment from 3,819 to 4,044. Transportation/warehousing also experienced a decline, cutting the former employment level of 188 by more than half, to 84. Retail employment also fell, by nearly 22 percent, from 684 to 534, a loss of 150 jobs.

Other sectors have more than made up for this loss. Health, education and social services increased by over one-third, adding 302 jobs. Other big gainers included professional management (adding 161), and entertainment, recreation, food and accommodations (adding 191). Overall, employment in the Township increased by 225 jobs between 1990 and 2000.

Table 4-4 (next page) indicated the work force population by type of occupation, as reported in the 2000 Census. The Township experiences a large proportion of workers who are managers, professionals, or in related positions. This reflects the relatively "white collar" nature of the Township and its residents. While 1,608 are in these professional positions, another 1,060 work in sales or office occupations. By contrast, only 681, or 16.8 percent of the workforce, are in production, transportation and material moving occupations, many of the traditional "blue collar" jobs.

Occupation	Number	Percent
Management, Professional and Related Occupations	1,608	39.8
Service Occupations	471	11.6
Sales and Office Occupations	1,060	26.2
Farming, Fishing, and Forestry Occupations	14	0.3
Construction, Extraction, and Maintenance Occupations	210	5.2
Production, Transportation and Material Moving Occupations	681	16.8
Total	4,044	100

Employment by Sector

Manufacturing

Table 4-5 reveals changes in specific manufacturing firms within the Township. In total, manufacturing employment has increased by 8.8 percent among these firms. Fortunately, none of the larger businesses has experienced a significant loss (beyond the 49 jobs lost at BP Chemicals), and General Dynamics, the largest employer, experienced an employment growth of over one-third.

Table 4-5 indicates that three businesses, with a combined 61 jobs, ceased to operate during this time frame, but another four businesses began operations and hired some 133 individuals.

Company Name	2001	2005	% Change
General Dynamics	476	644	+35.2%
Premcor / Husky	409	400	-2.3%
BP Chemicals	390	341	-12.6%
Whemco-Ohio Foundry	145	131	-9.7%
Superior Forge	131	105	-19.9%
Lima Precision Group	33	0	-100%
Lima Cement Products	17	0	-100%
Ran Mor Corp.	11	0	+100%
Akzo Nobel Chemicals	0	79	+100%
Oberfield Building Materials	0	20	+100%
Katies Lighthouse	0	19	+100%
Leadar Roll	0	15	+100%
Total	1,612	1,754	+8.8%

Wholesale Trade

Table 4-6 presents the wholesale trade sector, a relatively small segment within the Township representing only 94 jobs. However, despite the limited number of jobs within most of the

listed businesses, the overall trend has been toward an increased employment level, from 58 to 94 jobs, and with the introduction of nine new businesses (outnumbering the loss of four businesses). This may indicate a growing recognition of the advantageous location of the Township, in close proximity to I-75, as an asset that can draw wholesale sector business.

TABLE 4-6 SHAWNEE TOWNSHIP: CHANGES IN WHOLESALE TRADE SECTOR (2001-2005)			
Company Name	2001	2005	%Change
Marathon Oil	20	17	-15.0%
GMR	10	0	-100%
Lima Supply	9	0	-100%
T J Ellis	7	0	-100%
Clifford Frysinger	6	0	-100%
The BOC Group	6	6	0.0%
Better Brake Parts	0	39	+100%
Flex Rod Sewer Equip.	0	2	+100%
HJP	0	7	+100%
AGA Gas	0	15	+100%
BASF	0	1	+100%
M & M Belton	0	3	+100%
R J Pets	0	1	+100%
G & B Tools	0	2	+100%
Preston Sales	0	1	+100%
Total	58	94	+62.0%

Retail Trade

Table 4-7 depicts the major retail businesses within the Township. The trend has been a decrease in employment, from 221 to 132 jobs, in this sector between 2001 and 2005. The major cause of such a decline appears to be the closing of a large retailer within the Township, Dave's Markets, a supermarket that remains vacant today, eliminating 53 jobs. This is offset partially by the growth of De Haven Home and Garden. It appears that Shawnee Township has been displaced, to some degree, by other nearby locations (especially American Township) as a regional location for more than routine items purchased at a pharmacy or convenience store.

The current state of the retail sector in 2005 in Shawnee Township points toward a limited number of small establishments. Not counting the De Haven Home, employment in this sector only reaches 59, and there are only thirteen establishments with employees on this list.

TABLE 4-7 SHAWNEE TOWNSHIP: CHANGES IN RETAIL TRADE SECTOR (2001-2005)			
Company Name	2001	2005	%Change
Pine Market Auto Sales	4	0	-100%
Radio Shack	3	0	-100%
De Haven Home & Garden	29	73	+151.7%
Dave's Markets	53	0	-100%

Company Name	2001	2005	%Change
Pony Keg	10	10	0.0%
Rite Aid	22	15	-31.9%
Marks Marathon	8	3	-62.5%
BP / Dutchess	10	10	0.0%
Fisca Oil	4	3	-25.0%
Miles Meldisco	1	0	-100%
Sterling Jewelers	7	0	-100%
Ranes Jewelry	1	1	0.0%
Ames Department Store	48	0	-100%
Family Florist	6	0	-100%
Hallmark Gold Crown	7	9	+28.5%
Cottage Treasures	4	4	0.0%
Vintage Boutique	2	0	-100%
Engelfield Oil	0	10	+100%
F & L Jewelry	0	1	+100%
Family Florist	0	5	+100%
Tom the Tool Man	0	1	+100%
Total	221	132	-40.3%

Health and Social Services

The health and social service sector has witnessed 30 percent growth between 2000 and 2007. The Township has seen the addition of several medical facilities, including two dental offices, the Cora Health Services center that hired 70 people, Briarwood Manor, and Burton's Ridge. Over the same time, four medical-related businesses ceased operations in the Township, with a combined loss of 79 jobs. However, despite these losses, the Township has followed national trends in the growth in this service sector.

TABLE 4-8 SHAWNEE TOWNSHIP: CHANGES IN HEALTH & SOCIAL SERVICE SECTOR FOR FIRMS WITH 10 OR MORE EMPLOYEES (2001-2005)			
Company Name	2000	2007	% Change
Charles Butts DDS	0	12	+100%
Children's Smiles Dental care	0	11	+100%
Cora Health Service	0	70	+100%
Private Duty Services	26	12	-54.2%
Shawnee Manor	235	174	-26.0%
Briarwood Manor	0	139	+100%
Ottawa Valley Center	16	16	0.00%
Burtons Ridge	0	30	+100%
Community Health Professionals	10	0	-100%
Continued Care Inc.	19	0	-100%
Health Pro Medical Billing	27	0	-100%
Beverly Rehabilitation	23	0	-100%
Total	356	464	+30.3%

Food and Accommodations

The food and accommodations sector has increased between 2000 and 2007, with the addition of four new businesses, including an Arby's franchise and Ike's and Jerry's, which together have added 150 new Township jobs. Employment in this sector increased by eighty-five percent during these seven years. Further growth in this sector is expected.

TABLE 4-9 SHAWNEE TOWNSHIP: CHANGES IN FOOD & ACCOMMODATIONS SECTOR FOR FIRMS WITH 10 OR MORE EMPLOYEES (2000-2007)			
Company Name	2000	2007	% Change
Northern Ohio Pizza	16	0	-100%
Beer Barrel Pizza	12	43	+258.3%
WG Grinders	48	0	-100%
Burger King	29	17	-41.4%
McDonalds	35	50	+42.9%
Taco Bell	22	17	-2.7%
Ike's & Jerry's	0	80	+100%
Custer's Chateau	0	10	+100%
Arby's Roast Beef	0	70	+100%
Subway	0	14	+100%
Total	162	303	+85.5%

Transportation and Warehousing

Transportation and warehousing has decreased in employment between 2000 and 2007, due in great part to the loss of one business that employed fifty persons, as well as the discontinuation of a K&L Truck Lines facility that employed five.

TABLE 4-10 SHAWNEE TOWNSHIP: CHANGES IN TRANSPORTATION / WAREHOUSING SECTOR FOR FIRMS WITH 10 OR MORE EMPLOYEES (2000-2007)			
Name	2000	2007	% Change
DAP Lumping Srvc.	50	0	-100%
K & L Trucking	5	0	-100%
Buckeye Pipeline	0	11	+100%
Fed Ex	0	26	+100%
Total	55	37	-32.8%

Agriculture

The 2000 Census identified only 19 persons who were claiming to be employed in "Agricultural production, forestry, fishing and hunting". This number is a decrease from 26 in this category in the 1990 Census, but the agricultural sector, while using a significant portion of Allen County's acreage, is not a major full-time employer. However, it is fairly common for a larger number to be employed full-time in occupations outside of agriculture, but to also work part-time in agriculture, often on their own property. Further, family farms are considered owner-occupied and their owners are classified as self-employed, rather than

as employees of an enterprise. Thus, the number of workers employed in agriculture, particularly those who are part-time, are typically under counted.

While data on farm outputs and sales are very limited on the township level, the following tables offer insight into the scale of acreage and land value that is used in agriculture, as well as other sectors, in Shawnee Township.

Tax Base

A review of the Township's local tax base provides an overview of the nature and origin of the community's assets and liabilities regarding taxes and government services.

It also helps provide some perspective on the balance and relative size of land uses within the Township.

Land Use	Acres	Value	Gross tax
Residential	4,296	\$522,806,330	\$8,550,558
Agriculture	6,710	\$9,466,360	\$161,419
Commercial/Trans/Other	341	\$33,287,500	\$656,587
Industrial	1,096	\$36,962,400	\$720,857
Quasi Public	815	\$48,621,300	\$15,285
Total	13,258	\$651,143,890	\$10,104,706

Table 4-11 helps bring into focus the relatively large portion of developed acreage, land value, and gross taxes. Of the Township's 13,258 acres, just over half (50.6 percent) is devoted to agriculture, for tax calculation purposes. Roughly another third (32.4 percent) is in residential use, leaving approximately one-sixth of the Township's acreage for other uses, including 8.3 percent for industrial use, 6.2 percent for quasi-public uses, and 2.6 percent for commercial, transportation, and other uses.

In terms of gross taxes, the residential sector plays an even larger role. Of the total \$10,104,706 in gross taxes, nearly 85 percent is derived from the residential sector. Second in importance are industrial uses, accounting for just 7.1 percent, followed closely by commercial, transportation, and other, with 6.5 percent.

Table 4-12 presents data made available by the Allen County Auditor's office and depicting tax valuation trends over time, for the five-year period from 2003 to 2007, for Shawnee Township. Because of changes in Ohio's property taxes and replacement of personal property tax with the commercial activity tax system, personal property taxes are no longer a viable measure, and the severe change in personal property in 2007 is not a cause for concern.

A review of the real property tax valuations (Table 4-12, next page) shows a growth trend in real property taxes for all sectors measured.

TABLE 4-12					
TAX VALUATION BY TYPE & YEAR					
Type	Year				
	2003	2004	2005	2006	2007
Real Property					
Agricultural & Residential	203,491,360	209,237,120	214,914,990	239,447,800	243,367,010
Commercial & Industrial	32,906,770	33,408,480	33,659,120	36,269,800	37,023,730
Utilities	92,150	91,830	94,540	107,100	125,320
Sub Total	236,490,280	242,737,430	248,668,650	275,824,700	280,516,060
Personal Property					
Utility Personal	18,072,020	18,155,120	18,295,120	19,049,070	18,263,200
Tangible Personal	121,441,170	109,953,748	85,913,835	60,287,799	110,408
Sub Total	139,513,190	128,108,958	104,208,955	79,336,869	18,373,608
Total	376,003,470	370,848,388	352,877,605	355,161,569	298,889,668

Over the five year period covered by Table 4-12, with respect to real property:

- Agricultural and residential valuation increased by 19.6 percent, or \$39,875,650.
- Commercial and industrial valuation increased by 12.5 percent, or \$4,116,960.
- Utility tax valuation increased greatly on a proportionate basis (36 percent), but by only \$33,170 in absolute terms.

In 2007, agricultural and residential real property tax valuation was 86.8 percent of total valuation. This is very close to its portion of total valuation in 2003, 86.1 percent, thus there is no significant trend and only a slight upward movement in its overall importance. The percentage for commercial and industrial property diminished slightly from 13.9 percent in 2003 to 13.2 percent in 2007, indicating that these sectors actually lost ground to agricultural and residential valuation in recent years.

The upward trend in tax base, which coincides largely with the construction of new residential units and subdivisions in the Township, has been helpful to the budgets of those entities that rely on real property taxes, notably the public school district, but also of those Township services that rely upon property tax levies for operating revenue. It could be argued that economic development initiatives targeted toward the generation of desired new and balanced economic activities that in turn generate new tax base should be encouraged and carefully planned. Further, the impact of the decline in personal property tax revenues and their replacement by alternative revenue sources should be analyzed to ensure the proper funding of essential and desired services.

Goals and Objectives

The Steering Committee, with input from a public meeting, developed a series of seven economic development goals. Those goals are presented below, with more specific recommendations describing methods by which to achieve each goal.

Goal A: Take actions to expand and diversify the Township's tax base, with increased land available for development reflecting a mix of uses including residential, as well as existing and newly attracted businesses.

This goal is directly responsive to the above analysis of the Township's tax valuation and its paramount importance.

1. Plan for the accommodation of a variety of new businesses, as the economy becomes more diversified and service businesses become more prominent. (AEDG, Chamber of Commerce, LACRPC, Township Trustees)
2. Promote the concept of co-locating residential, retail, finance, personal and business service, entertainment and restaurants, and governmental services to create a vibrant community center. Review the Township zoning code to ensure that it can allow for such mixed uses, rather than the segregation of uses. (LACRPC, Township Trustees, Zoning Commission)
3. Wherever transitional areas emerge between residential areas and mixed use/commercial districts, support their development with proper roadway designs accommodating pedestrians and bicycles as well as vehicles. Development should be limited in such transitional areas to a scale designed to serve residents in the immediate area. (Allen County Engineer's office, LACRPC, Township Trustees, Road Supervisor, Zoning Commission)
4. Encourage mixed use planned unit developments, in cases where they conform to local requirements and are compatible with this comprehensive plan. (ACEO, LACRPC, Township Trustees, Roads Supervisor and Zoning Commission)

Goal B: Provide and promote additional capacity for expansion to meet the growing needs of the community, possibly accommodating a new grocery, hotel, franchise opportunities, and meeting facilities.

1. Work with the Allen Economic Development Group, Lima/Allen Chamber of Commerce, developers, and Realtors to catalog and market available industrial and commercial buildings and sites within the Township. Such properties should be served with adequate utilities, free of any environmental obstacles to their use, adjacent or near roadways that can handle projected traffic generated by anticipated occupant businesses, and listed for a specific selling price. Identify existing utility service and capacity (water, sanitary sewer, energy) by site. (AEDG, Chamber of Commerce, Township Trustees, Visitors Bureau)

2. Make economic development officials, Realtors, and other stakeholders in the community aware of the desire to target specific businesses, such as a grocery store or hotel, and help in the recruitment of such specific businesses as opportunities arise. (AEDG, Chamber, Township Trustees, Realtor's association)
3. Work with AEDG to analyze and identify specific business clusters that would be most advantageously matched with the identified assets of Shawnee Township. Consider alternative energy providers as one potential sector. (AEDG, Township Trustees)

Goal C: Ensure that traffic problems in commercial areas are overcome through planning for optimal economic development:

- a. ***Reconstruction of the bridge and intersection (Shawnee Road; Intersection with Fort Amanda Road) will address significant current problems.***
- b. ***Address access management along business corridors (such as Shawnee Rd.) by limited access/egress points, use of access roads, and other means.***
- c. ***Plan transportation access to accommodate new residential developments, such as between Fort Amanda and Zurmehley Roads.***

This goal is included here because of its implications for economic development, and the intrinsic linkage between economic development and transportation. The intricacies of this goal and its component parts are discussed in more detail in the transportation chapter (Chapter 6) of this plan.

Goal D: With improved Shawnee Road access, grow the selection of shopping and commercial opportunities, and add office parks.

Recent growth along the Shawnee Road corridor has seen the development of mixed uses ranging from commercial and restaurant business to professional and medical office developments. This goal would involve developers with the County Engineer and, in some cases, ODOT; and also the Township Trustees, zoning officials, and the Road Supervisor, as well as LACRPC, AEDG, and the Chamber.

1. Ensure that roadway and infrastructure improvements are designed to accommodate projected business-generated traffic and demands.
2. Integrate pedestrian accommodation with site planning along the corridor.
3. Plan integrated activities within this corridor to develop it as a focal point of activity within the Township.
4. Encourage development that takes a nodal spatial pattern, with a central focal point, rather than linear strip development.

Goal E: Do whatever is necessary to catalyze significant local investments, such as the planned Husky expansion.

1. Maintain lines of communication between Township officials and county and regional economic development officials. (AEDG, Ohio Dept. of Development, Chamber of Commerce, regional economic development associations, Township Trustees)
2. Assist AEDG in undertaking an ongoing program of “retention and expansion” visits to the Township’s major employers. It is important to maintain communication with such employers, so local officials will be aware of planned expansion projects and investments in time to accommodate those expansions, and provide incentives in cases where such incentives can help drive a locational decision in favor of the Township. (AEDG, Chamber, local officials including Township Trustees, employers)
3. Identify and facilitate infrastructure and corridor roadway development and improvements that will support industrial development, and help overcome future infrastructure and roadway capacity constraints (AEDG, LACRPC, Allen County Engineer’s office, Allen County Commissioners, ODOT, ODOD; see recommendations in Chapter 6, “Transportation”).
4. Work to accommodate business needs for high capacity broadband communication and wireless telecommunications. (AEDG, Township Trustees, telecommunications suppliers)
5. Consider improving and expanding strategic and requested truck routes among roadways that can withstand the weight requirements of freight-carrying trucks within the Township. Maximize safety and minimize congestion along appointed truck routes. (AEDG, LACRPC, Allen County Engineer’s office, Allen County Commissioners, ODOT, ODOD; see Chapter 6, “Transportation”)
6. Take actions to appeal to local entrepreneurs as an ideal location for investment in their new business start-ups. Incorporate the availability of Apollo Career Center in training employees, and related services such as the Small Business Development Center and the availability of Chamber of Commerce activities and programming. (Chamber, AEDG, Apollo Career Center, Shawnee Schools, Small Business Development Center)
7. Incorporate into any incentive package a workforce development component, possibly including programming offered by Apollo Career Center as well as other successful workforce development or training/retraining programs offered within Allen County. (AEDG, Apollo Career Center, other workforce service providers, County Dept. of Job and Family Services/Job Store)

Goal F: Ensure the Township is appealing to existing and prospective businesses to develop in the area.

1. Work with AEDG and the Chamber to identify and publicize available economic development incentives that can decrease the cost of developing a desired economic development project in Shawnee Township. (AEDG, Chamber, Township Trustees)

2. Pursue the use of additional incentive programs, such as the Community Reinvestment Area program and the creation of a Joint Economic Development District or other means of joint development with Fort Shawnee, to maximize the attractiveness of the Township to potential desired economic activity. Implementation of this objective must include a cost/benefit analysis of the use of such incentives, to ensure that revenues will be sufficient to offset any marginal costs in providing services to new economic activities. (AEDG, State Governor's Representative, Ohio Dept. of Development, Township Trustees)
3. Maintain and expand those amenities that provide an attractive quality of life for Township residents, employees, and employers. This includes the park system, the possible development of a community center, and the recruitment of such business-related entities as a hotel and restaurants with conference or meeting facilities. (AEDG, Chamber of Commerce, Visitors' Bureau, Ohio Dept. of Development, Township Trustees)
4. Improve the image of the Shawnee Township area as a potential business location, including signage, landscaping, and other visual improvements at key gateways, such as the Breese Road interchange at I-75. (ODOT, Allen County Engineer's office, Township Trustees, LACRPC, Fort Shawnee Village)
5. Continue to maintain a licensing/permitting approval process that serves all necessary public functions of safety and aesthetics, but which is also efficient, time-saving, and business friendly. Advocate for a "one stop" approach to permitting, with a flowchart for applicants that describes the permitting process and key contact points. (LACRPC, Township Trustees and officials)

Goal G: Encourage and support the rehabilitation and reuse of vacant industrial and commercial structures and properties.

1. Maintain a data base of existing and vacant industrial and commercial properties, and ensure that they are accurately represented, updated to reflect currently available properties, and marketed regionally and statewide through established marketing networks. (AEDG, Ohio Dept. of Development, Township Trustees)
2. Support infill development and the identification, mediation, and development of any brownfield sites with potential for development. In the case where a brownfield site or building is identified, work with local and State government to obtain resources that can assist in identifying and correcting any environmental obstacle to development. (AEDG, LACRPC, State and Federal agencies as required, Township Trustees)
3. Encourage the redevelopment of the several vacant retail properties in the Township, including the former supermarket, where significant parking exists for an intensive commercial use, including reinvestment in a community supermarket. Adaptive reuse of such properties should also be considered. (AEDG, Chamber, Township Trustees)

Chapter 5: Housing

The 2000 Census provides a good statistical profile of housing for any local jurisdiction. Since the Census data for Shawnee Township include a count within the Village of Fort Shawnee, the tables in this chapter have largely been developed by subtracting the Village’s numbers from the Township total. Thus the following data largely describe the unincorporated portion of the Township.

Housing Profile: Within the Township, the Census counted 3,183 total housing units. The largest number (1,538) had three bedrooms, but 833 had four, 556 had two, 147 had five or more, and 109 had one bedroom. There were 2,658 owner-occupied units and 398 rental units among those counted as occupied, for a ratio of 87 percent owner-occupied and 13 percent tenant-occupied. This varies quite a bit from the County-wide ratio of 72 percent owner-occupied and 28 percent renter-occupied; Shawnee Township tends more toward homeownership and fewer rental alternatives than the county as a whole.

Age of Housing Units: Table 5-1 presents data on the age of housing units in Shawnee Township and other jurisdictions.

TABLE 5-1 HOUSING UNITS BY AGE IN SELECTED TOWNSHIPS						
Year	Bath	American	Shawnee	Perry	Auglaize	Allen County
Total	4,058	5,215	3,183	1,492	891	44,245
Prior to 1940	7.2%	3.3%	232 7.3%	17.3%	24.5%	24.0%
1940 to 1959	22.7%	18.5%	767 24.1%	25.5%	15.9%	26.9%
1960 to 1969	17.7%	21.1%	583 18.3%	11.5%	6.4%	13.8%
1970 to 1979	27.7%	29.5%	871 27.4%	16.8%	19.8%	16.9%
1980 to 1989	13.5%	13.3%	332 10.4%	14.1%	11.7%	8.1%
1990 to 1994	5.5%	5.8%	216 6.8%	2.7%	13.0%	4.6%
1995 to 2000	5.7%	8.4%	182 5.7%	12.1%	8.8%	5.7%

Shawnee is quite similar to the other townships listed, very closely paralleling Bath Township. Some townships, such as Perry and Auglaize (and the County as a whole) show a much higher percentage of older housing built prior to 1940. Indeed, much of Shawnee Township’s residential growth took place during the 1950’s and later, when its suburban subdivisions were developed. Its older housing is likely to be largely located in the agricultural areas in the southern and western portions of the Township. Shawnee Township also shows that growth was most pronounced in the 1970’s, with 871 units – over one-fourth of the Township’s total housing stock – constructed during that single decade.

Recent Housing Construction: In the two most recent years for which information is available, the Shawnee Township zoning office reports that there were 27 single family homes or condominium units built in 2006, with a total value of \$7,076,472 (or average value of \$262,092 per home), another 19 built in 2007 (with a total value of \$4,633,000, or average value of \$243,842), and 12 in 2008 (average value \$278,397; see table 5-8, page 5-7).

Vacancy Status: Vacancy status provides some measure of the viability of the local housing market. Table 5-2 provides the number of vacant units by jurisdiction over time, from the 1980 to the 2000 Census.

TABLE 5-2 VACANCY STATUS BY POLITICAL SUBDIVISION 1980-2000					
Political Subdivision	1980 Census	1990 Census	2000 Census	Change 1980-2000	
				Amount	Percent
Allen County	2,698	3,350	3,599	901	33.40%
Amanda Township	36	24	27	-9	-25.00%
American Township*	243	212	326	83	34.16%
Auglaize Township*	36	39	50	14	38.89%
Bath Township	227	168	243	16	7.05%
Jackson Township*	34	31	36	2	5.88%
Lima City	1,572	2,355	2,221	649	41.28%
Marion Township*	79	103	152	73	92.41%
Monroe Township*	43	32	23	-20	-46.51%
Perry Township	51	54	75	24	47.06%
Richland Township*	67	79	130	63	94.03%
Shawnee Township*	230	192	224	-6	-2.61%
Spencer Township*	63	42	70	7	11.11%
Sugar Creek Township	17	19	22	5	29.41%

* Includes Incorporated villages and Delphos City (pt.).

The Shawnee Township numbers have only slightly diminished between 1980 and 2000, indicating a fairly steady number of vacant properties over time. Among the twelve townships, Shawnee Township, with 224, ranks third in the number of units.

Subtracting the units in Fort Shawnee, the unincorporated portion of Shawnee Township had 127 vacant units in the 2000 Census, of which 36 were for rent, 34 were for sale, 22 were rented or sold but not yet occupied, 18 were considered seasonal, recreational, or occasionally occupied, and 17 were of some other status. Thus, of the 3,183 housing units in the Township, 1.1 percent were vacant and for rent, and another 1.1 percent were vacant and for sale.

Units in Structure: Shawnee Township's housing units are largely owner-occupied, as quantified earlier, and they are mainly detached single family units, as indicated in the following table depicting units per structure.

As shown in Table 5-3 (next page), compared to Allen County as a whole, Shawnee Township is somewhat more prone to development of single family, detached houses, with a slightly smaller proportion of multi-unit structures overall, especially with regard to duplex (2-unit) structures. Also, while mobile homes account for one in every twenty housing units County-wide, there are only nineteen in total (less than one percent) counted in Shawnee Township.

Units in Structure	Number Units	Percentage – Shawnee Twp.	Percentage-Allen County
1-unit, detached	2,709	85.1	74.6
1-unit, attached	78	2.5	1.9
2 units	48	1.5	5.3
3 or 4 units	161	5.1	4.2
5 to 9 units	20	0.6	3.0
10 to 19 units	34	1.1	1.8
20 or more units	114	3.6	4.0
Mobile home	19	0.0	5.1
Boat, RV, van, etc.	0	0.0	0.1
Total	3,183	100.0	100.0

Year Householder Moved In: Analyzing the year householders moved into their current units helps describe the nature of the Township’s residents and their stability – whether there is a predominance of long-time residents, or an influx of newer residents. Table 5-4 presents the information on this factor.

Year	Number Shawnee Twp.	Percent Shawnee Twp.	Percent Allen County
1999 to March 2000	368	12.0	16.2
1995 to 1998	850	27.8	25.0
1990 to 1994	550	18.0	17.1
1980 to 1989	619	20.3	15.7
1970 to 1979	401	13.1	12.1
1969 or earlier	268	8.9	13.9

In relation to the County, the Township has a smaller proportion of residents who moved into their housing prior to 1970 (8.9% vs. 13.9%). The most significant larger proportion for the Township was during the 1980’s, when over one-fourth moved in. In all, six in ten have been in their current home since 1990 or earlier.

Heating Source: By far, the most common heating source for Township homes is utility gas, used by 2,341 homes, or over three fourths of all homes (76.6%). The next most common fuel is electricity, used in 504 homes (16.5%). This is followed by fuel oil or kerosene (94 homes), Bottled, tank, or LP gas (72), wood (39) and other fuels (6).

Occupants per Room: The number of occupants per room is sometimes used as a proxy for measuring poverty, when an inordinate percentage of households lives in overcrowded conditions exceeding 1.5 persons per room. In Shawnee Township, of 3,056 units counted, 3,022 (or 98.9 percent) claimed 1.00 persons per room or less, 12 units had 1.00 to 1.50 persons per room, and 22 had 1.51 or more – reflecting a relatively small number of overcrowded units.

Value of Owner-Occupied Units: A comparison of the stated value of specified owner-occupied units in Shawnee Township with those County-wide reveals a relatively high-value

housing stock in Shawnee Township. However, there are a relatively large number of units (772) in the \$50,000-\$99,000 range, reflecting a sizeable pool of affordable housing units.

Table 5-5 indicates that Shawnee Township has a limited supply of the most affordable units in the “under \$50,000” range, relative to the County and State, and higher percentages of housing for every value range from the \$100,000-\$149,999 range on up, aside from the very highest range of houses valued at over \$1 million.

Value	Shawnee #	Shawnee %	Allen Co. %	Ohio %
Less than \$50,000	30	1.2	19.4	8.5
\$50,000 - \$99,999	772	32.1	47.4	39.3
\$100,000 - \$149,999	777	32.3	21.7	28.0
\$150,000 - \$199,999	430	17.9	7.4	12.9
\$200,000 - \$299,999	207	8.6	2.7	7.8
\$300,000 - \$499,999	172	7.1	1.2	2.8
\$500,000 - \$999,999	19	0.8	0.2	0.7
\$1,000,000 or more	0	0.0	0.0	0.2

While a median housing value is not available for the unincorporated portion of the Township, the median for the Township including Fort Shawnee was \$108,400 in the 2000 Census (reflecting values in 1999, or approximately one decade prior to this plan). For comparative purposes, the median value for Fort Shawnee alone was \$89,300, for all of Allen County was \$81,800, and for Ohio was \$103,700. The relatively high value of housing in Shawnee Township reflects its relatively newer construction, and corresponds to the relatively high median income of Township households.

Gross Rent: Table 5-6 presents comparative percentages for gross rent in Shawnee Township, Allen County, and Ohio.

Gross Monthly Rent	Shawnee #	Shawnee %	Allen Co. %	Ohio %
Less than \$200	0	0.0	8.7	6.8
\$200 to \$299	6	1.6	7.3	5.9
\$300 to \$499	156	40.5	44.6	32.0
\$500 to \$749	168	43.6	28.2	36.1
\$750 to \$999	26	6.8	4.3	10.3
\$1,000 to \$1,499	0	0.0	1.3	3.0
\$1,500 or more	18	4.7	0.6	1.0
No cash rent	11	2.9	5.0	4.8

As it has with owner-occupied housing, Shawnee Township has a very limited supply of the most affordable apartments with rents under \$200. However, the vast majority (84.1 percent) have rents in the range between \$300 and \$749 monthly.

The median rent for Shawnee Township (including Fort Shawnee) was \$528 in the 2000 Census, compared to \$446 in all of Allen County, and a relatively similar \$515 for Ohio.

Thus, rental housing is somewhat more expensive in Shawnee Township than throughout the County in general.

Housing Sales

LACRPC provided a list of residential properties that sold throughout the Township in 2005, 2006, and 2007. There were 142 sales in 2005, 144 sales in 2006, and 143 sales in 2007, indicating a very steady pattern of sales over those three years.

Looking at the purchase price reveals the following frequency by price range. It is assumed that prices under \$75,000 are largely lot sales in undeveloped subdivisions.

Price Range	2005	2006	2007
\$0 - \$75,000	19	10	17
\$75,001 - 100,000	10	22	12
\$100,001 - 150,000	39	33	43
\$150,001 - 200,000	33	42	28
\$200,001 - 300,000	21	17	24
\$300,001 - 400,000	13	12	13
\$400,001 - 500,000	4	5	3
Over \$500,000	3	3	3

The sale prices are fairly steady over these three years, with the higher-cost homes (\$300,000 and over) remaining relatively stable, and the largest number of homes falling in the \$100,001-\$150,000 range in 2005 and 2007, and the slightly higher \$150,001-\$200,000 range in 2006.

The geographic distribution of these homes is depicted on map 5-1 on the next page. Housing sales are scattered throughout the Township, with concentrations in a large number of newly developing subdivisions.

Future Housing Demand in Shawnee Township

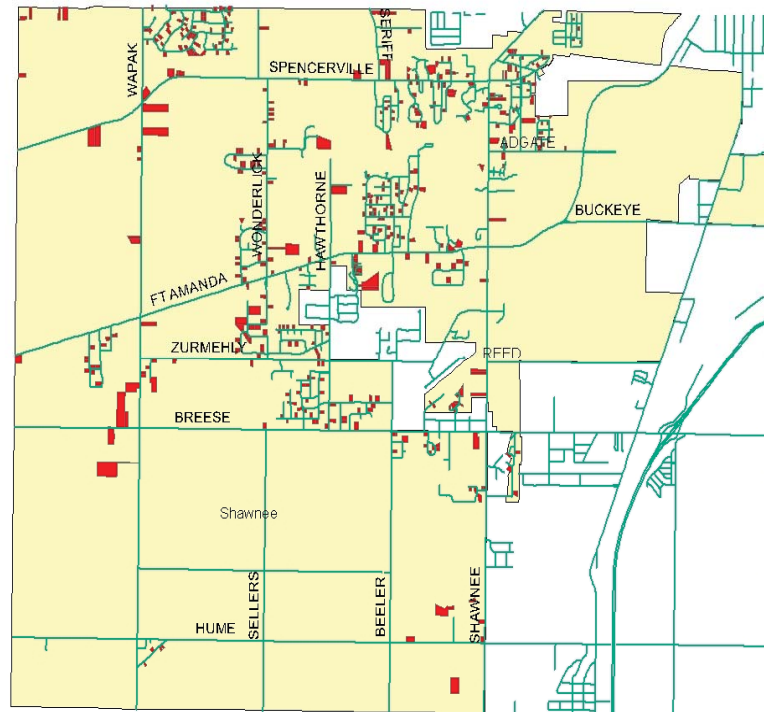
The current national downturn in new housing starts notwithstanding, Shawnee Township continues to be an attractive location for new housing in a suburban setting that combines rural aesthetics with close proximity to shopping and employment destinations. There is no reason to expect these attractors to diminish.

It is likely, however, that some characteristics of the future housing stock may vary from the present, to meet the shifting needs of a changing population. Most notably, the Township's population is aging and household sizes are shrinking to accommodate the needs and desires of the retiree and "empty nest" segments. This is likely to lead to greater demand for smaller and more accessible housing units, and possibly for more housing in condominium associations, where property maintenance is provided.

The population projection for the unincorporated portion of the Township forecast an increase from the 2000 Census population of 8,365 to a 2030 projection of 9,845. This represents an increase of 1,480 people over this thirty-year period. An average household size of 2.04 is forecast for 2030; LACRPC projects that the increase of 1,480 people could lead to an increase of some 1,728 new housing units, averaging approximately 58 new units per year. Of course, with changing needs as the population ages, many of these new units will likely be apartments or multi-unit condominiums.

MAP 5-1

HOUSE SALE LOCATIONS IN SHAWNEE TOWNSHIP:
2005 - 2007



New Housing Permits

The Shawnee Township Zoning Department has maintained data on housing and related permits for construction over the past several years. The following table presents information from that office pertaining to housing construction permits and the value of new construction.

TABLE 5-8 CONSTRUCTION PERMITS 2006-2008						
Building Type	2006		2007		2008	
	No.	Ave. Value	No.	Ave. Value	No.	Ave. Value
Single family homes/condos	27	\$262,092	19	\$243,842	12	\$278,397
Residential additions/pools	22	40,916	25	47,385	16	31,724
Residential garages/pole bldg	16	12,691	19	32,747	18	18,233
Non-residential buildings	0	0	0	0	1	4,000
Commercial buildings	1	1,700,000	3	901,667	7	609,286
Commercial additions	0	0	1	300,000	1	310,000
Ponds	5	7,300	1	20,000	1	-
Rezoning/variance applications	6	0	3	0	0	0
Signs/awnings	11	8,145	5	1,760	3	-
Demolition	7	-	1	-	2	2,750
Conditional use	2	-	4	-	5	-
Total	97	-	81	-	66	-

Source: Shawnee Township Zoning Dept.

Building activity has followed national trends in declining over the past three years. In 2006, permits were issued for 27 housing units, with construction costs totaling \$7,076,472. In 2007, this decreased to 19 units totaling \$4,633,000 in construction activity, and in 2008, it decreased further to 12 units totaling \$3,340,768. However, the cost per unit was maintained in the upper \$200,000 bracket.

Residential additions also decreased, from 22 projects totaling \$900,150 in 2006 to 16 projects totaling \$507,580 in 2008. There was a noticeable increase in commercial building activity, with one building valued at \$1,700,000 in 2006, three buildings totaling \$2,705,000 in 2007, and seven building permits totaling \$4,265,000 in 2008.

In total, there were 97 permits, representing \$10,005,772 in activity in 2006, falling to 81 permits representing construction valued at \$9,473,617 in 2007, and falling further to 66 permits valued at \$8,761,048 in 2008.

Goals and Objectives

Goal A: Protect and preserve the established and desired residential character through zoning enforcement, and with inspections and rehabilitation of multi-family housing, where necessary.

1. Encourage procedures that encourage and enforce housing quality and responsiveness to needs and expectations. It is evident that Township residents place a high value on the quality and appearance of their neighborhoods and housing stock. Thus, it is of interest to the Advisory Committee and the Trustees that the quality and diverse needs for housing be addressed. This can be done through a variety of means. To this end, the Lima Allen RPC recommended consideration of several options within another Township's comprehensive plan, and they are included here for consideration:
 - Accessibility standards for new development
 - Standardized exterior maintenance codes
 - Standardized residential building codes
 - Landlord training and occupancy permits

It would be important for any new initiative such as those itemized above, which may become codified into Township legislation, to strike a balance between serving a recognized public purpose and improving housing quality, appearance, value, and safety without becoming overly burdensome to housing developers and homeowners. However, an initiative to establish an exterior maintenance code should be viewed as an effort to maintain and protect property values and thus the residents' investments in their homes. In turn, it will help protect the local property tax base.

A residential building code would help protect property buyers with inspections of major structural systems, insuring a minimum standard of safety and uniformity of quality. One potential code worth consideration is the Building Officials and Code Administrators' (BOCA) Property Maintenance Code. The Report from the County-wide Allen 2020 Visioning Project Task Force recommended the adoption of county-wide, comprehensive standards for building and property maintenance with consistent enforcement. (LACRPC and other County offices, Township Trustees and Zoning officials)

2. Identify areas and properties where housing conditions or values are declining or unstable and develop an appropriate response to improve the environment. This may include identifying and inventorying existing code violations and safety concerns. (County officials, LACRPC, Allen County Health District, Township Trustees and officials)
3. Promote and encourage traditional neighborhood developments. Such design elements, often discussed within the rubric of "new urbanism", follows practices that were commonplace in early 20th century villages and neighborhoods. Traditional Neighborhood Developments (TND's) are typically designed on a walkable scale, with a

five to ten minute walk from core to edge. There is typically a discernable community center or core area, with a mix of residential and non-residential land uses. Housing density is moderate to high, with 8 units per acre being common. Streets are part of a dense, interconnected pattern, permitting multiple routes to diffuse traffic and shorten walking distances. Buildings are oriented toward the street, with buildings within the core area placed close to the street, and all lots and sites having pedestrian connections. Sidewalks should be on both sides of the street, with continuous pedestrian network adjacent to streets, and connected to alternative trails and pathways where feasible. Curb cuts should be minimized to reduce conflicts with pedestrians.

TND's do not need to be superimposed on all parts of the Township. Established areas can have a range of living environments to capture different segments and interests. Compact housing for seniors, singles, and others for which it is especially suited, but larger lot housing should also be made available, possibly closer to the edge of the TND. (LACRPC, Township Trustees and Zoning officials, developers)

4. Encourage the redevelopment, renovation, or adaptive reuse of existing structures to bring alternative housing options to the Township's residents. (Township officials, LACRPC, property owners and Realtors)
5. Enhance the appeal of Shawnee Township's housing and neighborhoods by encouraging and supporting neighborhood programs, events, and service projects that foster neighborhood pride. Support and publicize clean-up days, planting and landscaping programs and projects, festivals and block parties, and holiday-related programs. (Township Trustees and other officials, neighborhood association leadership)
6. Encourage the historic preservation of the Township's older, more historic housing stock. (Township Trustees and Zoning officials, historic preservation organizations)

Goal B: Maintain a balance of housing options to meet the needs of all residents.

1. Ensure that zoning and subdivision regulations in place do not discourage or impede the development of affordable housing. For example, impediments which artificially increase housing costs without improving public health, safety, or welfare should be disallowed. (LACRPC, Township Trustees and zoning officials)
2. Encourage efforts to increase new homeownership, when financially prudent, through down payment assistance and housing counseling programs. Support efforts undertaken through the County's Comprehensive Housing Improvement Strategy and finance programs. (Allen County Commissioners and Housing officials, Community Action Agency, local lenders, LACRPC)
3. Facilitate the development of housing for special needs groups when a need is identified within the township. This may include elderly-assisted housing, discussed elsewhere in this section, physically disabled residents, and independent living options for mentally disabled residents (See Goal F, below). (County and Township officials, MRDD Board and associated agencies, senior advocacy groups, developers, local partnering agencies)

Goal C: Ensure that housing growth is slowed and controlled to a manageable pace.

1. There is some concern about the continuing growth of residential land use within the Township, at the expense of open space and agricultural land. As noted elsewhere in this plan, some 300 acres of productive farmland has been taken out of production and converted to residential land over the 1990's. In an effort to minimize the impact of the Township's inevitable growth on agricultural land uses, the following practices should be encouraged and employed (LACRPC, Township Trustees and Zoning officials):
 - a. Protect prime farmland for agricultural production, through consideration of agricultural district zoning and Agricultural Protection Districts – with large lot agricultural protection zoning to minimize urban encroachment on agricultural ground, conflicting land use activities, and nuisance lawsuits.
 - b. Educate property owners and others about funding and options to promote farmland preservation, including land trusts and land conservancy districts.
 - c. Minimize encroachment on agricultural acreage by encouraging development in areas contiguous to existing public utilities and developments, limiting new water and sanitary sewer extensions to these contiguous areas, guiding controlled residential development into areas served by public utility systems, and reviewing and revising (as necessary) existing zoning regulations governing required utilities and improvements based on density and land use.
 - d. Consider implementing a Land Evaluation and Site Assessment (LESA) system, so conversion of agricultural land is based on need as well as proximity to existing development, existing infrastructure and soil characteristics. Within this system, prime agricultural land should be identified and preserved.

Goal D: Call for the development of housing that is well planned, organized, and within the constraints of available or planned water, sewer, and roadway infrastructure.

1. Encourage housing development that is adjacent to existing utility lines (water and sewer) and that do not require significant extension of distribution lines (also included in Goal C recommendations). (LACRPC, Township officials, utility providers)
2. Monitor the Township's plan review, permitting, and inspection processes to ensure they are efficient and timely, while making sure they address the critical issues of site development and compatibility with adjoining land uses. (LACRPC, Township officials)

Goal E: Maintain and update, when necessary, the Township's zoning code, as a tool that can guide development.

1. Conduct a periodic review of the Township's zoning code. (Township zoning officials and boards, with LACRPC assistance).

2. Review the zoning code for compatibility with this comprehensive plan. Ensure that the requirements of the zoning code are supportive of the goals of the comprehensive plan.

Goal F: Encourage housing development that meets the needs of elderly and disabled residents, allowing them to “age in place”, including exclusively senior housing developments with related amenities. Also, encourage the location of such developments in areas (such as near schools) that promote intergenerational integration.

1. Consider accessibility standards for new development, as noted above under Goal A. Shawnee Township’s median age, at 40.6, exceeds the median for the County and State, and is expected to continue to increase. The 35-64 age cohort in Shawnee Township is proportionately greater than that for the County and State, and points toward a significantly greater elderly population in the future. The development of accessibility standards, to encourage smaller floor plans and single level housing, should be considered. (LACRPC, Township Trustees and officials, developers, senior advocacy groups)
2. With the increase in the elderly population will also come a change in the need for housing, regardless of the use of accessibility standards. The trend will likely be to smaller, more accessible, single story housing units. This change will further lead beyond the design of single units, to the possible development of such alternatives as accessible independent living condominiums, assisted living housing development, continuing care facilities, housing units built at a higher density of two to four units per acre, and multi-unit subsidized senior housing. Such alternatives, blended into the Township’s neighborhoods to present intergenerational housing choices, should be encouraged as an ongoing effort to allow the Township’s seniors to age in place, in proximity to their friends and families. Facilitate new developments targeted to the elderly through provision of information on area demographics and market, advocacy for housing developments, and support for proposals requesting senior housing funds or tax credits. (Township Trustees, LACRPC, Allen County Commission on Aging, developers)
3. Housing designed to accommodate seniors should be accompanied by services to promote their independence. This may include (but not be limited to) home delivered meals, senior center activities with socialization and activity choices, and public transportation for the elderly. (Allen Co. Commission on Aging, Allen Co. Regional Transit Authority, County and Township officials)
4. Make information available to elderly and disabled households on programs and resources that can assist them in maintaining and adapting their homes to remain independent. Programs may include the county-wide CHIP rehabilitation and repair program, USDA Section 502 and 504 programs, and other resources that can provide accessibility, including handicap ramps. (Township officials, senior and disabled population advocacy agencies, Allen County Commission on Aging)

Goal G: Encourage the development of nearby amenities and mixed but compatible land uses through Planned Unit Developments and other means.

1. Allow for higher and mixed densities in housing, to accommodate varied demands and needs. Encourage clustered residential development and open or green space offsets, especially when it is used to protect environmentally, culturally, or topographically sensitive areas. (LACRPC, Township Trustees and Zoning officials)
2. Promote mixed use Planned Unit Developments (PUD's) when their composition is supported by market studies and known demand. The zoning code should be reviewed to ensure that the design and development of PUD's is not inhibited. (LACRPC, Township Trustees and Zoning officials)

Chapter 6: Transportation

Functional Classifications

Shawnee Township is traversed by a variety of roads and highways, ranging from arterials to collectors and local roads. Maps 6-1 and 6-2 on the next page depict the Township's major roadways by functional classification and by jurisdiction providing maintenance. Roads are categorized as Principal (major) Arterials, Minor Arterials, Major Collectors, Minor Collectors, or Local Roadways. Rural Principal Arterials are the major routes that serve corridor movements with substantial area wide or interstate travel and connect larger population areas. Minor Arterials connect cities, larger towns, and other major destinations, and are generally spaced at intervals so that all developed areas are within a reasonable distance of an arterial. Rural Arterials are characterized by high travel speeds and minimum interference.

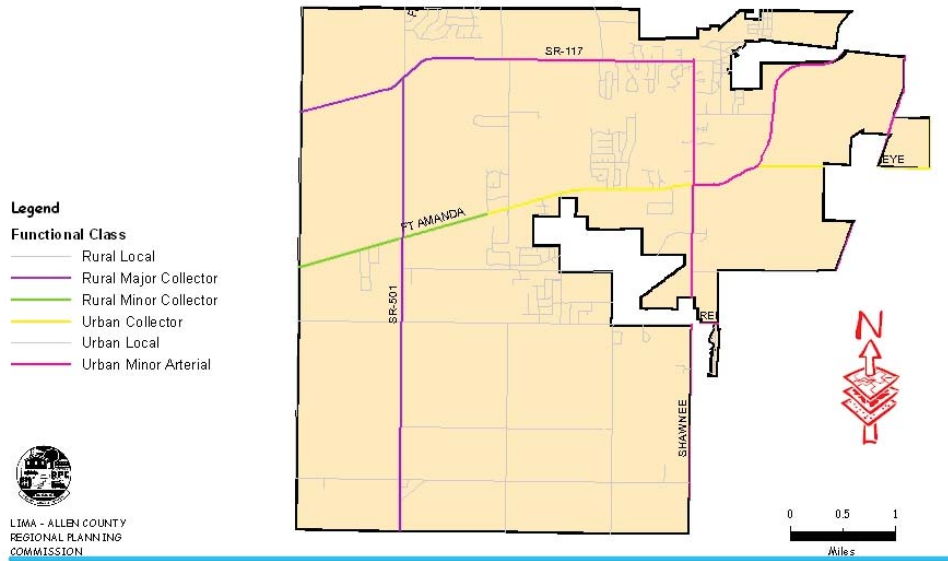
Rural Collectors are primarily intra-county and serve more moderate travel speeds and distances than arterials. While major collectors provide service to the county seat and larger towns as well as such destinations as consolidated schools and parks, minor collectors generally collect traffic from local roads and bring all developed areas within reasonable distance of a collector, as well as providing service to smaller communities and connecting locally important traffic generators within outlying rural areas. Rural Local Roads provide access to adjacent land and accommodate travel over relatively short distances.

Definitions and uses change somewhat for urban classifications. Urban Minor Arterials augment principal arterials and interconnect them, serving moderate-length trips and providing urban connections for rural collectors. Urban Collectors provide land access and traffic circulation in residential, commercial, and industrial areas, penetrating residential neighborhoods, and distributing trips between local streets and arterials. Urban Locals provide direct access to adjacent land, and are not intended to carry any through traffic movement. Here is a list of the roadways depicted on the map on the following page:

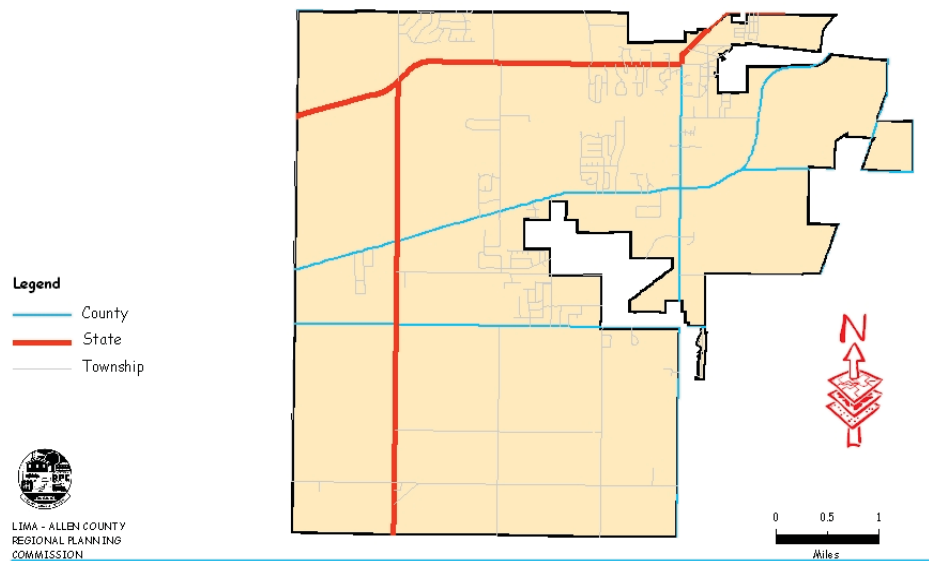
- State Route 117, an Urban Minor Arterial traveling east to west along the northern portion of the Township, from Lima to a point east of SR 501, then serving as a Rural Major Collector in the western portion of the Township.
- State Route 501, a Rural Major Collector travelling north to south across the western, less densely populated portion of the Township.
- Fort Amanda Road, which changes in functional classification, from an Urban Minor Arterial through the industrial area from Lima to Shawnee Road, to an Urban Collector through a number of residential subdivisions between Shawnee and a point just east of SR 501, then to a Rural Minor Collector through the western portion of the Township.
- Shawnee Road, classified as an Urban Minor Arterial.
- Buckeye Road, running east to west through the Township's northeastern industrial area, is classified as an Urban Collector.

Within the network of the above Arterials and Collectors are a number of urban and rural local roads that feed the collectors and arterials.

Maps 6-1 and 6-2
SHAWNEE TOWNSHIP: FUNCTIONAL CLASSIFICATION



SHAWNEE TOWNSHIP: MAINTENANCE BY JURISDICTION



Map 6-2 depicts the jurisdiction responsible for each roadway. The Ohio Department of Transportation is responsible for State Routes 117 and 501, and Allen County’s Highway

Department maintains the County Routes that include Shawnee, Fort Amanda, Buckeye, and Breese Roads.

Table 6-1, below, quantifies the mileage for each classification by its responsible jurisdiction. As the table indicates, the Ohio Department of Transportation is responsible for 10.49 miles of highway, the County has 19.11 miles of roadway, and the Township has 58.64 miles of roads to maintain, ranging from urban minor arterials to rural local roads. The largest portion of the Township’s responsibility, by far, is with urban local streets, which account for just over 43 miles of roadway, much of which are in residential subdivisions or more traditional township roads following the historic grid pattern.

Functional Class	State Routes	County	Township	Municipal	Total Miles
Urban Principal Arterial – Other	0.00	0.00	0.00	0.00	0.00
Urban Minor Arterial	4.06	8.48	0.37	0.00	12.91
Urban Collector	2.32	3.83	0.26	0.00	6.41
Urban Local	0.00	1.75	43.04	0.00	44.79
Rural Minor Arterial	0.00	0.00	0.00	0.00	0.00
Rural Major Collector	4.11	1.88	0.00	0.00	5.99
Rural Minor Collector	0.00	0.00	0.00	0.00	0.00
Rural Local	0.00	3.17	14.97	0.00	18.14
Total Miles	10.49	19.11	58.64	0.00	88.24

Indeed, in total, of the 88.24 miles of roadway described in the above table, just over half (44.79 miles) consists of urban local roads, and another 18.14 miles are rural local roads.

Traffic Counts on State Routes

The Ohio Department of Transportation provides periodic 24-hour traffic counts at specified points along State and Federal highways. The most recent traffic count for Allen County was in 2005. The following table provides traffic count data for State Routes 117 and 501, comparing the 1999 count with 2005.

	1999			2005		
	Pass & A Comm	B & C Comm	Total Vehicles	Pass & A Comm	B & C Comm	Total Vehicles
S.R. 117 at...						
SR 198	3970	150	4120	3880	140	4020
SR 501	5840	230	6070	5750	200	5950
T-149 (Seriff Rd.)	6700	260	6960	6980	220	7200
C-152 (Shawnee Rd.)	14930	540	15470	15970	420	16390
W. Corp. Lima Cable Rd.	7840	300	8140	7690	180	7870
S.R. 501 at...						
Auglaize County Line	3120	120	3240	3300	90	3390

Table 6-2 indicates that vehicle counts are greatest within the Township along SR 117 at its intersection with Shawnee Road, where vehicle counts are twice as large as they are at the next location. This indicates that much traffic is then absorbed through turning movements onto Shawnee Road and to destinations within the Township in the vicinity of this intersection. This very intersection is the subject of an ODOT study that is well underway, to select from among alternative methods to accommodate the traffic flow and increase capacity along the Shawnee Road corridor.

Deficient Pavement Widths

TABLE 6-3 DEFICIENT PAVEMENT WIDTH IN SHAWNEE TOWNSHIP						
Deficient Pavement Width	Urban Minor Art.	Urban Collector	Urban Local	Rural Minor Collector	Rural Local	Total Miles
6	0.00	0.00	0.09	0.00	0.00	0.09
5	0.00	0.00	0.35	0.00	0.00	0.35
4	0.00	0.00	2.45	0.00	1.27	3.72
3	0.00	0.25	6.71	0.00	5.81	12.77
2	4.72	2.77	8.39	0.00	6.92	22.8
1	0.00	2.87	2.25	0.00	0.00	5.12
Total Miles	4.72	5.89	20.24	0.00	14.0	44.85

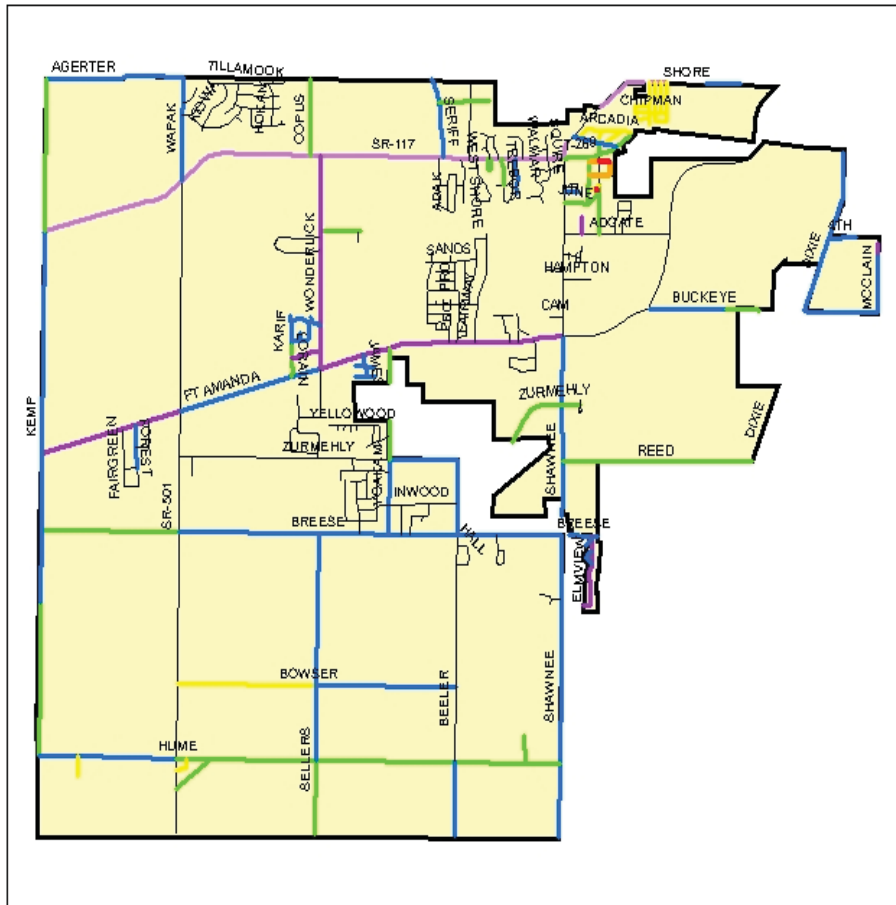
Roadway pavement widths are monitored for their compliance with Federal Design Standards. Table 6-3, above, identifies 44.85 miles of deficient roadway related to pavement width by functional classification. Of this total, 20.24 miles of deficient roadway are along urban local streets, typically within residential subdivisions, and another 14 miles are along rural local streets. Map 6-3 on page 6-5 provides a location of the deficient roadways within the Township, with color codes depicting the number of feet by which the pavement is deficient. As one can see from the map, the deficiencies are dispersed throughout the Township.

Map 6-4 on page 6-6 identifies the Township's two deficient bridges. Perhaps most notable is the bridge serving Shawnee Road at its intersection with S.R. 117. As noted previously, this bridge and the intersection and traffic control device at that intersection are all the subject of a study commissioned by the Ohio Department of Transportation, and alternative designs for the intersection are being analyzed.

The second deficient bridge identified on page 6-6 is in the extreme northeast portion of the Township, along Dixie Highway, serving the industrial area along that roadway.

MAP 6-3

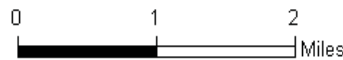
SHAWNEE TOWNSHIP: ROADWAY DEFICIENCIES BY ROADWAY WIDTH



Legend

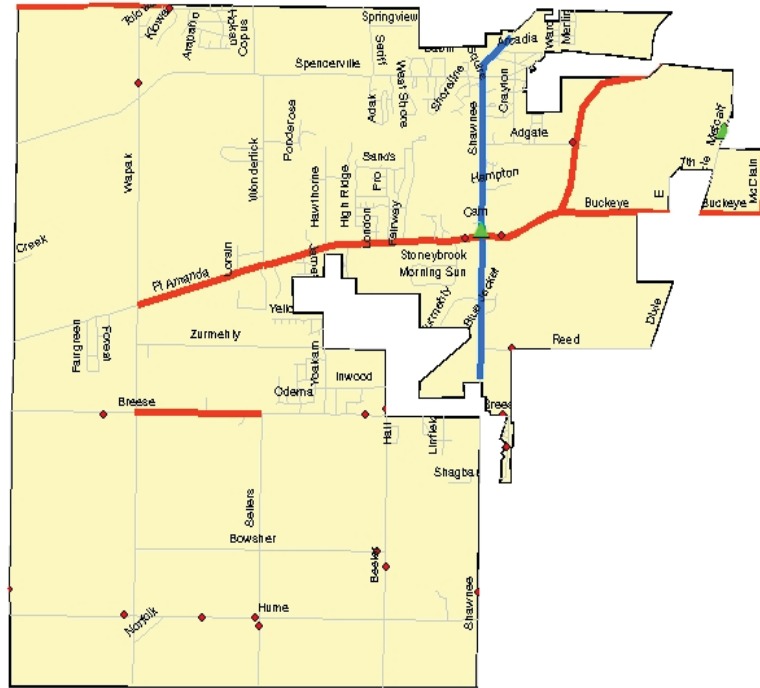
Based on 12 Ft Standard Lane Width

- Not Deficient
- 1 Foot Deficient
- 2 Feet Deficient
- 3 Feet Deficient
- 4 Feet Deficient
- 5 Feet Deficient
- 6 Feet Deficient



LIMA - ALLEN COUNTY
REGIONAL PLANNING
COMMISSION

MAP 6-4 SHAWNEE TOWNSHIP: DEFICIENT BRIDGES WITH ACCESS MGMT. IMPAIRED

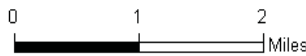


Legend

- ◆ Bridges
- Access Roads
- CLASS
- III Low
- IV High
- ▲ Deficient Bridges



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REGIONAL PLANNING
COMMISSION



High Crash Incidence Intersections

Shawnee Township’s most high-incident crash intersections between 2002 and 2004 were at the intersection of Ft. Amanda and Shawnee Roads, and at the intersection of Cable and Spencerville Roads. Both totaled twenty-four reported crashes over those three years.

More recently, the Lima Allen Regional Planning Commission conducted a Traffic Crash Incident Summary Report that found that, in 2006, 247 of Allen County’s 3,904 reported crashes (or 6.3 percent) occurred in Shawnee Township, resulting in one death, 78 injuries (52 crashes involved injuries), and 194 property damage only crashes.

A ten-year summary covering the years from 1997 to 2006 found Shawnee Township to have a ten-year annual average of 253 reportable crashes: one fatal, 61 with injuries, and 191 property damage crashes. Over the ten years covered, the number of crashes ranged from 198 (in 1998) to 314 (in 1999).

Another table in the October 2007 crash incident summary report listed eleven intersections that were the scene of five or more crashes between 2004 and 2006. They were as follows:

Rank	Intersection	Frequency
1	Ft. Amanda and Shawnee	21
2	Spencerville and Wapak	18
3	Buckeye and Ft. Amanda	9
4	Copus and Spencerville	8
4	Ft. Amanda and Wapak	8
4	Ft. Amanda and Yoakam	8
5	Shawnee and Spencerville	7
5	Shawnee and Zurmehly	7
6	Adgate and Shawnee	5
6	Breese and Wapak	5
6	Cam Ct. and Shawnee	5

The above intersections are spread throughout the Township, with three along the westerly Wapak (SR 501) corridor, three along SR 117, four along Ft. Amanda Rd., and five along the Shawnee corridor between SR 117 and Zurmehly Road. The Ft. Amanda and Shawnee intersection remained the most frequent site of crashes for both the 2002-2004 and 2004-2006 analysis. Plans and implementation are underway for better controls at the Spencerville/Wapak (State Routes 117 and 501) intersection.

Shawnee Township's Road Department

Shawnee Township is responsible for the maintenance of 56.15 miles of Township roadway. The Township operates with a workforce of one supervisor and four laborers. Equipment currently includes two 1-ton and two single axle dump trucks, a backhoe, two chippers, and two leaf machines. In addition to road maintenance, the responsibilities of the department include collecting leaves in the fall, plowing snow (where it takes twelve to fourteen hours to plow the main roads and every subdivision once), and repair and maintenance of storm drainage lines (where a reported ten to twelve tiles need repairs currently).

The department improves roadways to the extent allowed by their budget, and with the addition of matching grant funds from Issue 1 or other sources. In 2007, the department was able to upgrade approximately 2.1 miles of roadway, and in 2008, another 4.5 miles was paved, with the assistance of Issue 1 funds.

The Township performs an annual assessment of the roadway system with the County Engineer to determine priorities and needs for road improvements and repaving or reconstruction. Current priorities include a need to improve Zurmehly Road by reducing the

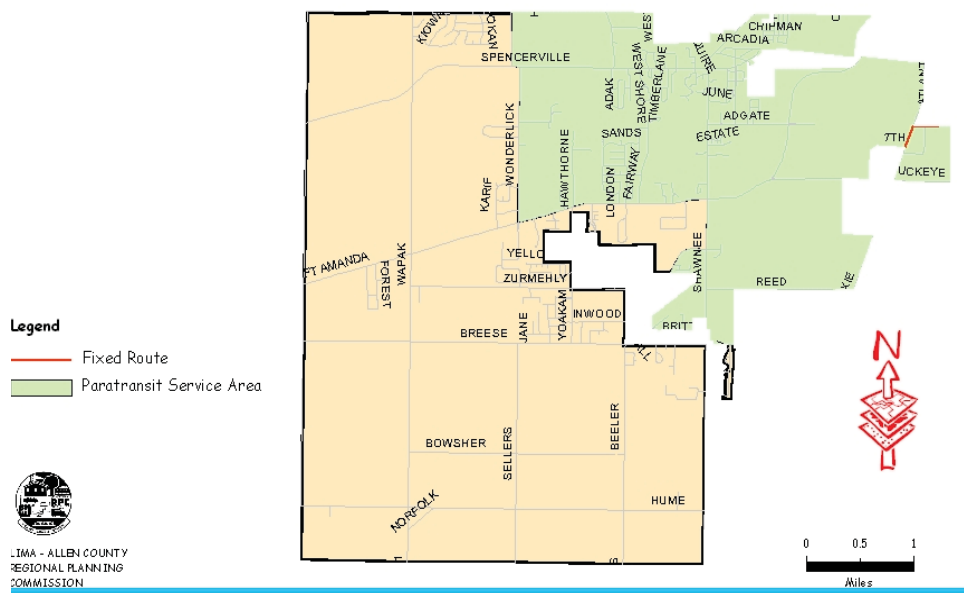
curve in the road and removing some trees along the right of way. There is also a recognized need for better control of traffic at the intersection of State Routes 117 and 501.

Public Transit in Shawnee Township

Allen County Regional Transit Authority (ACRTA) provides fixed route public transit within the City of Lima. These fixed routes do not extend into Shawnee Township. However, ACRTA’s UPLIFT paratransit service is provided to mobility impaired residents of the County within a three-mile radius of the fixed route service. The service area thus includes many of the households and subdivisions within the northern portion of Shawnee Township, as depicted below. Service is provided to qualified individuals on the same day and same hours as fixed route service, although trip requests may be scheduled through an answering machine during non-office hours.

MAP 6-5

SHAWNEE TOWNSHIP: ACRTA FIXED ROUTE & PARATRANSIT SERVICE AREA



Transportation Planning: Statewide Issues

The Ohio Department of Transportation, in their planning document, “Access Ohio 2004-2030”, pointed out some large demographic trends that will impact transportation patterns for years to come. The report noted that Ohio’s population is shifting more than it is growing, with an overall pattern of some decentralization of the population, spreading out and creating a new configuration of urban boundaries. The resulting lower development density results in an increased dependence on the private automobile and growing demand on the State’s highway system. A longer driving distance may extend peak commuting

periods. ODOT also envisioned a trend toward increased single-occupancy driving and vehicle miles traveled.

Another trend is that Ohio's population is aging, and that the aging "baby boom" population includes approximately one-third of the state's total population. It was projected that between 2000 and 2030, the number of those over 65 years of age will increase by 750,000 or 49.8 percent, and those aged 35-54 will decrease by about 250,000 or 7.4 percent. This suggests that there will be fewer people in the traditional workforce making trips during peak travel times. Also, an increase in the number of older drivers may result in a greater mid-day peak.

Although people over age 65 make 22 percent fewer overall trips than younger people, their number of non-work trips is comparable to those made by people aged under 65. It is found that older men make substantially more non-work trips and travel slightly more miles than younger men, but because of their flexibility, they tend to avoid peak times and make most of their trips between 9:00 a.m. and 1:00 p.m.

Between 1990 and 2000, the number of households in Ohio grew 8.7 percent, approaching twice the rate of increase in general population growth of 4.7 percent. In 2000, Ohio's average household size was 2.49 persons, less than the national average of 2.59 persons, and this trend toward smaller household size, already noted for Shawnee Township, is expected to contribute to an increase in the number of vehicle trips per person.

Between 1960 and 2000, the number of registered vehicles in Ohio grew by 264 percent, from 3.9 million to 10.3 million. More recently, the number of registered vehicles has exceeded the number of people in Ohio, with 11.9 million vehicles registered in Ohio in 2002, including 8.3million passenger cars, 1.7 million noncommercial trucks, and 900,000 commercial vehicles. Rates of automobile ownership in Ohio are not expected to increase as rapidly as they have in the past because the U.S. market for automobiles is expected to reach a saturation point between 2015 and 2025.

Since the publication of the 2004 report by the Ohio Department of Transportation, world oil prices and the price of gasoline have increased dramatically, and the upward price trend is expected to continue as world supplies become scarce and demand expands. The full impact of the cost of transportation fuel and the true elasticity of demand for gasoline remain unknown, but it is expected that continued price increases should result in a lessening of trips and vehicle miles traveled as trip purposes are combined and people share vehicles. This impact may partly counteract the projected increases in vehicle trips, and may also lead to an increase in development density, as practices such as infill development become more financially warranted.

Transportation Planning: County-Wide Issues

Transportation planning functions are carried out in Allen County by the Lima Allen Regional Planning Commission. Their most current long range plan, the 2030 Long Range Transportation Plan, is intended to identify socioeconomic trends affecting transportation; identify existing transportation characteristics, including current operating conditions and deficiencies; identify and assess alternatives and recommend methods and actions to alleviate

deficiencies; and qualify warranted transportation improvement projects for eligibility for federal funding. Shawnee Township was involved in the development of this plan. Some of the findings and recommendations within this plan, of particular interest to Shawnee Township, are the following:

- In an effort to quantify the number of persons likely to be dependent on transportation services, the plan found Shawnee Township to include 1,236 elderly, 423 total mobility impaired, 47 households with no cars available, and 447 persons below poverty level.
- The plan included a discussion of pedestrian, bicycle, and trail systems. It included a description of the trails at Heritage Park in Shawnee Township, as well as the 5.2 mile Rotary River Walk that ties into the paved loop trail at Shawnee Road and provides access as a multi-use trail, from Heritage Park north to the Collett Street Recreational area, Faurot Park, and Hover Park located in Lima, then farther north to Schoonover Park on SR 81. A proposed bike path, included in the 2030 plan, would travel parallel to east-west R.J. Corman Railroad tracks from Lima west to Spencerville. This route would travel across the northern portion of the Township.
- The plan listed a number of deficient roadway corridors throughout the County, based on an analysis of their Level of Service (“LOS”) and identifying those with a level of “D” (approaching unstable traffic flow, where small increases in volume could cause substantial delays) or worse. A level of “E” signifies operations characterized by significant approach delays and average travel speeds of one-half to one-third the free-flow speed, with unstable flow. An “F” level entails forced-flow operations with high approach delays at critical signalized intersections; speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.

Corridors within Shawnee Township included on the list of projected deficient corridors by 2030 include the following, some of which may travel into the Village of Fort Shawnee:

- Breese Road: Beeler to Shawnee (LOS D)
- Buckeye Road: Fort Amanda to E St. (LOS D); E St. to Dixie Highway (LOS E)
- Fort Amanda Road: Buckeye Rd. to Shawnee Rd. (LOS D)
- Shawnee Rd: Spencerville Rd. to Dodgewood Rd. (LOS E); Rose Ave. to Maplewood Dr. (LOS D); Buckeye Rd. to Breese Rd. (LOS F); Garden Blvd. to Cable Rd. (LOS E)
- Spencerville Rd.: Copus Rd. to Wonderlick Rd. (LOS F); Walmar Ave. to Peacock Dr. (LOS D); Kemp Rd. to Wonderlick Rd. (LOS F)
- Wapak Rd.: Rose Rd. to Spencerville Rd. (LOS E)
- Wonderlick Rd.: Groves Rd. to Spencerville Rd. (LOS D)
- Yoakum Rd.: Reed Rd. to Fort Amanda Rd. (LOS F)

The Long Term Planning Process then developed a series of goals and objectives to achieve the mission of economical, efficient and safe movement of goods and people. The goals and objectives are as follows:

Goal 1: Develop a safe and efficient transportation system

- (1) Preserve and maintain the capacity of the existing transportation system;
- (2) Systematically rehabilitate, reconstruct and improve the region's existing transportation infrastructure to provide satisfactory levels of service (LOS C);
- (3) Protect existing transportation corridors including rights-of-way for future transportation improvements;
- (4) Reduce at-grade rail crossing delays experienced within urban areas and develop at-grade separation to ensure the necessary access for fire, police and emergency medical services.

Goal 2: Develop a transportation system which will support and strengthen economic development initiatives within Allen County.

- (1) Advance transportation infrastructure improvements which support industrial development initiatives and the creation of jobs;
- (2) Implement transportation infrastructure improvements which promote Center City and Central Business District revitalization within the City of Lima;
- (3) Support and enhance the development of freight and passenger traffic with intermodal facilities through the integration of transit, highway and rail infrastructure;
- (4) Use transportation facilities, enhancements and services to support and promote tourism in Allen County;
- (5) Provide public transportation to employment sites and institutions in Allen County.

Goal 3: Coordinate transportation facilities and land use in order to promote desirable development patterns within Allen County with a priority placed on urban revitalization and reinvestment.

- (1) Promote transportation improvements which will minimize adverse land use effects on neighborhoods, existing activity centers as well as historical and cultural sites;
- (2) Promote reinvestment in present urban areas over continued suburban expansion.

Goal 4: Generate a transportation system which will minimize adverse environmental impacts.

- (1) Undertake the development of transportation facilities and related improvements which will tend to decrease single occupant vehicle commuters and vehicle miles traveled;
- (2) Evaluate and recommend transportation related improvements which will ensure compliance with existing air quality standards;
- (3) Advocate transportation related improvements which preserve the quality and aesthetics of environmentally sensitive areas.

Goal 5: Create a transportation system which is fully integrated and which will provide adequate mobility and mode choice for all persons.

- (1) Ensure system connectivity between modes;
- (2) Integrate multiple modal choices within the transportation system including such options as transit, passenger rail, bikeways and pedestrian travel;
- (3) Establish transit routes and bikeways within reasonable distance to major residential, commercial, industrial and recreational/institutional centers;
- (4) Ensure equal opportunity and access to transportation improvements and related services to

individuals with respect to socioeconomic status and disabilities; (5) Develop project design and operational features which make systematic improvements “user friendly”.

The plan outlined ninety recommended transportation projects throughout Allen County, out of which the following would occur within Shawnee Township:

- Fort Amanda Road: Shawnee Road intersection improvement. Widen to five twelve-foot lanes at intersection, transition to three twelve-foot lanes for 1,700 linear feet and signalization as warranted.
- Eastown Road: Construct 5,200 linear feet for four twelve-foot lanes with curbs, gutters, storm sewers, and signalization as needed from Elm Street to Spencerville Road (SR 117).

Both of the above projects are moving forward. The Fort Amanda Road/Shawnee Road corridor project has been subjected to intensive planning and public input processes, and alternative designs have emerged to address the Shawnee/Fort Amanda intersection.

The Eastown Road project is also moving forward to completion. This road, in the northwest portion of the Township and extending northward into American Township, will relieve the significant traffic generated by the American Township retail and commercial area, and provide a route for traffic wishing to access that area from Lima via Spencerville Road (SR 117), as well as from throughout Shawnee Township. The resulting road will take considerable pressure off of the existing road system, particularly including Sheriff Road.

Project-specific planning has been underway for some time regarding the Shawnee Road corridor and its intersection with Fort Amanda Road. The Allen County Engineer received funding to replace the Shawnee Road bridge, located 150 feet north of the Fort Amanda Road intersection, and the Shawnee/Fort Amanda intersection and the corridors along those routes have undergone a safety analysis study. Traffic on Shawnee Road is expected to increase by 19.3 percent between 2010 and 2030; traffic on Fort Amanda Road is expected to increase by 4.8 percent over that same timeframe. Listed needs include replacing the structurally deficient bridge over the Ottawa River, improving the capacity issues associated with the Shawnee/Fort Amanda intersection (improving capacity and reducing delay along the Shawnee Road corridor to a level of service of C or better), and improving safety with the capacity modifications (reducing the number of mid-block crashes along Shawnee Road, especially south of Fort Amanda Road).

Potential solutions have included making no improvements and maintaining the existing bridge, or replacement of the bridge with a new bridge containing three, four, or five lanes. Feasible alternatives ranged in estimated cost from \$6.46 million to \$8.09 million. Projected start of the bridge construction is 2012.

Another project that has an impact on Shawnee Township is the Ohio Department of Transportation’s planning of intersection alignment changes for the Breese Road interchange on I-75. Under one option being considered, the existing southbound exit ramp onto Breese Road would be removed and replaced with a new exit ramp located farther north. This ramp would lead traffic to a newly constructed Fort Shawnee Industrial Drive that would

connect the currently disconnected segments to the north and south. Traffic destined for Shawnee Township would turn left (south) on Fort Shawnee Industrial Drive, then either immediately right on Reed Road or onto Breese Road, farther south. This option will provide better access to the industrial park area, and potentially open more property for development.

Access Management

An Access Management Plan was developed for the Allen County Engineer in 2005, following the Ohio State Highway Access Management Manual. That plan notes that “The implementation of an Access Management Plan provides a systematic method for the approval and design of new driveways, intersections, and other points of vehicular access to public roads. When access management techniques are applied, highway congestion is reduced, traffic delays are minimized, highway capacity is preserved, and safety is enhanced.”

“Access management also has the ability to improve the business environment, by establishing a more desirable, attractive and safe location for employees, visitors and customers, and with the implementation of other enhancements, increases the sense of community.”

The plan includes an inventory listing the access category of each section of County and Township roadway in Allen County. Applications for direct access to any of the categorized County or Township roadways in Allen County would then follow a specified process, with final authority for reviewing completeness and conformity with the plan, and issuing an access permit, resting with the County Engineer.

With regard to the inventory of Township and County roads, the Plan provides functions and operational standards for Category III and IV roadways. The inventory found no Township roads within Shawnee Township that would, by virtue of their function or classification, require conformity with the Access Management process. However, the inventory did include the following County road segments. Also, this plan advocates consideration of reclassification of Breese and McClain Roads from Category IV to Category III for purposes of consideration of these corridors for access management improvements.

Route	Section	Functional Class	Category
Breese Rd.	Wapak Rd. to Sellers Rd.	Local	IV
Buckeye Rd.	Ft. Amanda to McClain	Minor Collector	IV
Ft. Amanda Rd.	Wapak Rd. to Lima	Minor Collector	IV
McClain Rd.	Breese Rd. to 4 th St.	Minor Collector	IV
Shawnee Rd.	Breese Rd. to Cable Rd.	Major Collector	III

Principles of Access Management

(Source: National Transportation Research Board)

1. **Provide a Specialized Roadway System:** Different types of roadways serve different functions. It is important to design and manage roadways for the primary functions that they are expected to serve.
2. **Limit Direct Access to Major Roadways:** Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.
3. **Promote Intersection Hierarchy:** An efficient transportation network provides appropriate transitions from one classification of roadway to another. For example, freeways connect to arterials through an interchange that is designed for the transition. Extending this concept to other roadways results in a series of intersection types that range from the junction of two major arterial roadways, to a residential driveway connecting to a local street.
4. **Locate Signals to Favor Through Movements:** Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired speed. Failure to carefully locate access connections or median openings that later become signalized, can cause substantial increases in arterial travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.
5. **Preserve the Functional Area of Intersections and Interchanges:** The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. This is the area where motorists are responding to the intersection or interchange, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in crashes and congestion.
6. **Limit the Number of Conflict Points:** Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.
7. **Separate Conflict Areas:** Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.
8. **Remove Turning Vehicles from Through Traffic Lanes:** Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn. This reduces the severity and duration of conflict between turning vehicles and through traffic and improves the safety and efficiency of roadway intersections.
9. **Use Non-traversable Medians to Manage Left-Turn Movements:** Medians channel turning movements on major roadways to controlled locations. Research has shown that the majority of access-related crashes involve left turns. Therefore, non-traversable medians and other techniques that minimize left turns or reduce the driver workload can be effective in improving roadway safety.
10. **Provide a Supporting Street and Circulation System:** Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers. Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.

Allen 2020 Visioning Project

On a larger scale, the citizen-based Allen 2020 Visioning Project Task Force on infrastructure developed a series of proposed actions, some of which involved transportation. The relevant actions, which have potential bearing on Shawnee Township, include the following:

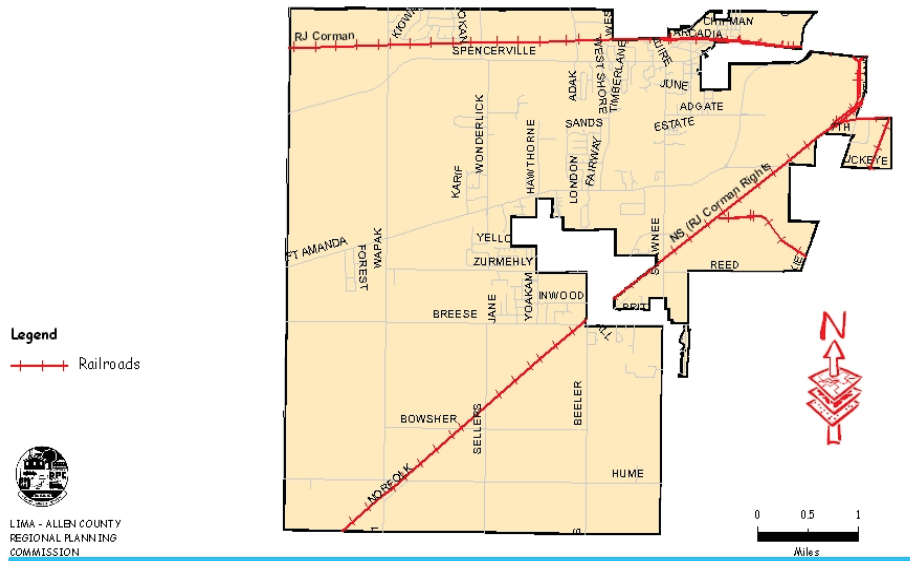
- Promote the development of green infrastructure; create a network of bike paths, as open space corridors to connect existing parks throughout Allen County; complete proposed bike paths currently planned for the county; and identify funding sources such as ODNR, ODOT T-21 funds, Clean Ohio funds, Safe Routes to School funds, to connect existing parks or create new parks.
- Expand scope of corridor/entranceway improvements through the community on all appropriate routes throughout the county; improve the aesthetics, efficiency and safety of existing entranceways.
- Undertake a roadway expansion program; facilitate increased accessibility and safety across the County with the expansion/development of east-west and north-south corridors; keep the aesthetically pleasing green space goal in mind; and develop an outer belt by expanding/improving Bluelick to Eastown, expanding/improving Eastown from Elm to Rt. 117, Rt. 117 to I-75 on Erie Lackawanna rail bed, and extending Eastown to Rt. 30.

Rail Service

As depicted in map 6-6 on the following page, Shawnee Township is traversed by two rail lines. Allen County, as a whole, has some 99.12 documented miles of rail. The line traveling from the northeastern corner and industrial area to the southwest is the Norfolk Southern Railway, a major Class I rail carrier. Traveling east to west across the northern edge of the Township is the line serviced by R.J. Corman. This line terminates in Lima at the north-south line operated by the Indiana and Ohio Railway, and travels west through Spencerville.

Rail travel has experienced resurgence as a competitive transportation mode, and Allen County's industrial strategy focuses upon strengthening and increasing the area's rail infrastructure.

Map 6-6
SHAWNEE TOWNSHIP: RAIL INFRASTRUCTURE



Along the plan’s recommendations was developing rail access from the Indiana and Ohio main line to the Allen County Industrial Park East with an at-grade crossing at SR-65. This project, while not within Shawnee Township, is located within close proximity, just east of I-75, with the industrial park extending south nearly to Breese Road.

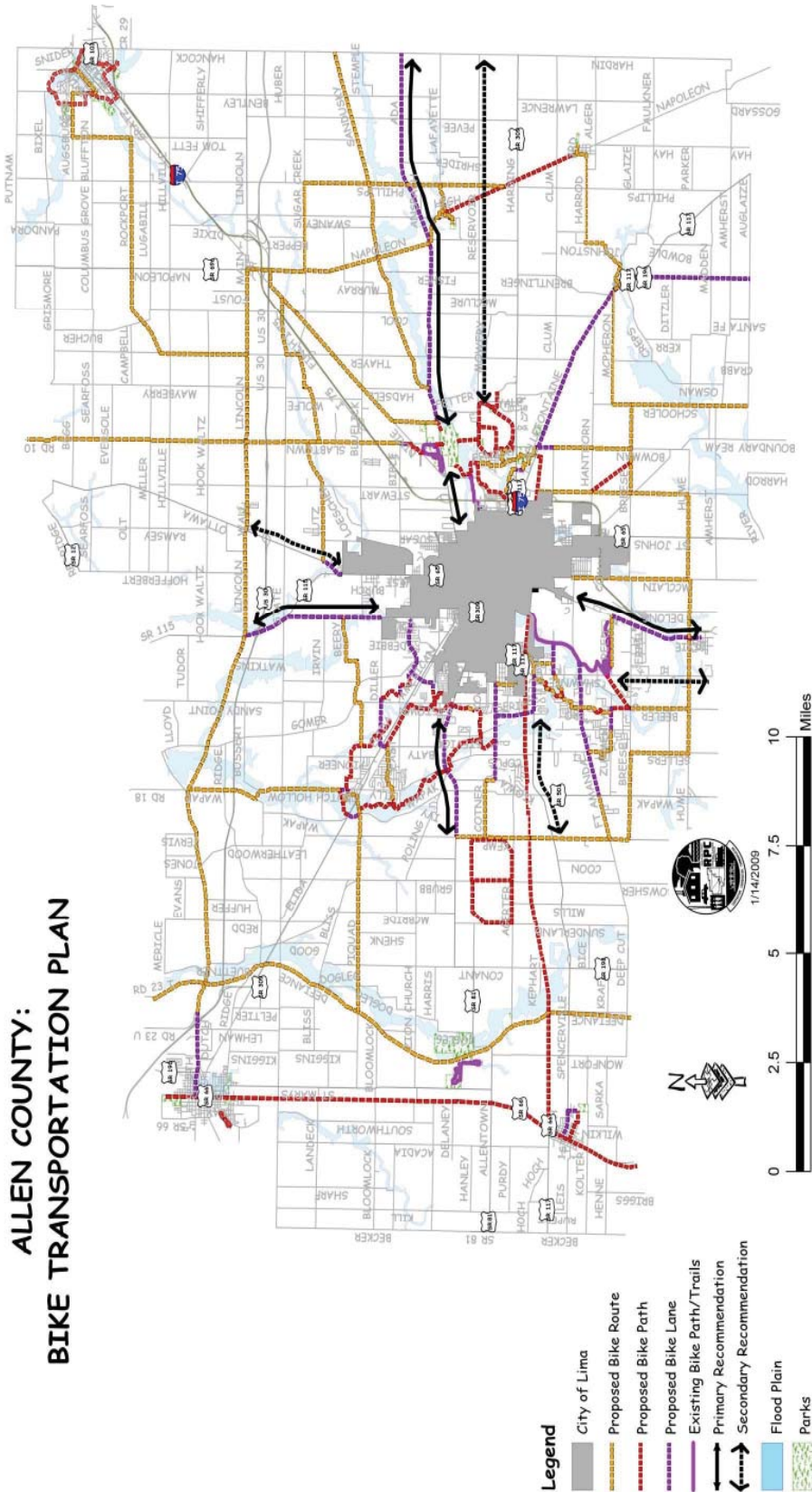
Another nearby industrial park is Enterprise Park, located on Ft. Shawnee Industrial Drive in Fort Shawnee. This park is bounded on the west by CSX Railroad tracks, and rail access could be feasible.

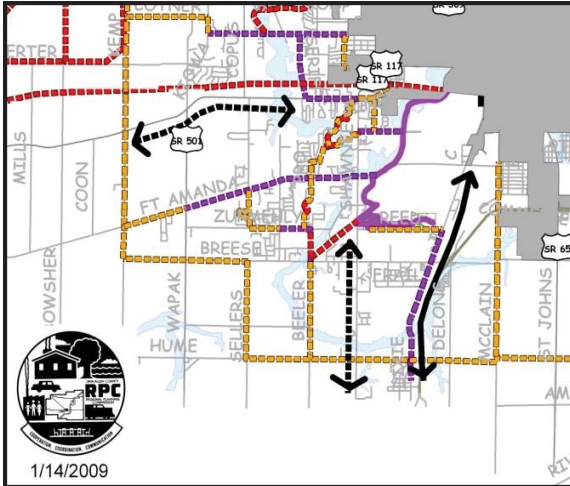
Bicycle Paths

The Southern terminus of the Rotary Riverwalk bikeway, a multi-use, paved path, is at Heritage Park in Shawnee Township. The path then follows the former Erie Lackawanna railroad right-of-way, with significant points along the path including the Shawnee Township Police and Fire station, some 1.42 miles from the park, Adgate Road (another two-thirds of a mile), and the Collett Street recreation area (1.51 miles from Adgate Road). From the Township building northward, the path parallels the Ottawa River and Ft. Amanda Road. Ultimately, the path follows the river through the City of Lima, and will travel from Lima under I-75 into the Ottawa Metro Park.

Further bike trail plans include a westerly trail from Shawnee Township to Spencerville, following the R.J. Corman right-of-way. Map 6-7 on the following page presents a proposed, conceptual bike transportation plan for all of Allen County. An insert that includes just Shawnee Township and its immediate environs is included on the following page.

MAP 6-7





See key to symbols on Map 6-7, previous page

The bike path plan proposes a combination of new trails along with the use of existing roadways, rights of way, and railroad property. Paths tie in with the existing Rotary River Walk, providing access into the neighborhoods to the west, accessing the Middle and High School, providing a bike lane along Fort Amanda Road, a combination of lanes and paths along Zurmehly, and a new path along the east-west railroad tracks in the northern edge of the Township (extending west to Spencerville), and following a number of more rural routes and new paths from the school campus north to Route 117.

Goals and Objectives

Goal A: Expand roadways to provide adequate access to I-75 to and from Shawnee Township, including better access for agriculturally related traffic.

Steering Committee members expressed concerns that truck traffic was not allowed on Breese Road through Fort Shawnee, effectively eliminating the most direct route for agriculturally related truck traffic from the farm operations in southern and western Shawnee Township to the Breese Road interchange at I-75. Thus, the following objectives are recommended:

1. During the planning of the modified Breese Road/I-75 interchange, include within the discussion a provision for a suitable truck route from I-75 at Breese Road to the west. (County Engineer's Office, Township Trustees and Road Superintendent, Fort Shawnee officials, LACRPC, Fort Shawnee Village officials)
2. Work with the Village of Fort Shawnee to determine the feasibility of allowing truck traffic on Breese Road to the west. If Breese Road requires improvements, such as a reconstructed base, pavement widening, or increased turning radii, work with the Village determine the cost, feasibility, and potential funding sources for these upgrades.
3. If the Village is resistant to an upgrade of Breese Road, consider Reed Road or other relatively direct routes as an alternative.
4. Improve the gateways to the Shawnee Township/Fort Shawnee area, possibly in concert with any planned upgrade to the I-75 intersection at Breese Road, but also entering the Township from Lima on Shawnee/Spencerville Road and Fort Amanda/Collett Road. Gateway treatments with uniform signage, landscaping, and other attractive, eye-catching

design elements, can assist in creating a sense of place and a “brand” for the area. (Township Trustees, County Engineer).

Goal B: Facilitate the efficient movement of people and goods.

1. Continue to identify and document unsatisfactory levels of service (LOS) on area roadways based on established volume to capacity ratios. (County Engineer’s Office; ODOT; LACRPC; Township Road Superintendent and Trustees)
2. Develop warranted improvements and seek necessary funding to correct LOS deficiencies including geometric deficiencies. (County Engineer’s Office; ODOT; LACRPC; Township Road Superintendent and Trustees)
3. Continue to identify and document unsatisfactory levels of service (LOS) at roadway intersections based on established measures of delay. (County Engineer’s Office; ODOT; LACRPC; Township Road Superintendent and Trustees)
4. Develop warranted improvements and seek necessary funding to improve LOS including capacity and deficient roadway geometrics. (County Engineer’s Office; ODOT; RPC; Township Road Superintendent and Trustees)
5. Better coordinate transportation, land use, and urban development. (County Engineer’s Office; ODOT; RPC; Township Zoning Commission)

Goal C: Ensure that all transportation and traffic planning and project implementation takes into account the safety of motorists, pedestrians, and bicyclists.

1. Continue the practice of systematically identifying crash locations based on frequency, severity, and rates. (Lima Allen RPC; County Engineer’s office; ODOT; Township Police and Fire Department officials, and Trustees)
2. Complete detailed analysis of locations, develop warranted improvements, and seek necessary funding to correct safety deficiencies. (LACRPC; County Engineer’s office; ODOT; Township Road Superintendent and Trustees)
3. Include safety as a primary consideration in the planning of the Breese Road corridor and the Breese/Fort Amanda intersection. (Lima Allen RPC; County Engineer’s office; ODOT; Police and Fire Department officials, and Trustees)
4. Enforce traffic laws to curb at-risk behaviors, with the Township Police Department concentrating on known frequent crash locations. (Township Police Department; Allen County Sheriff’s Office; Ohio State Highway Patrol; LACRPC; Township Trustees)
5. Promote safe driving behavior through public education and awareness. (Township Police Department; County Sheriff’s Office; Ohio State Highway Patrol; Shawnee School District; RPC; Township Trustees)

Goal D: Promote multimodal circulation by creating an efficient road network, alleviating traffic congestion through a network of interconnected roads, pedestrian paths, and bicycle paths.

As the Township's population grows and lifestyles change, with greater emphasis on reducing energy costs and promoting healthy lifestyles, the interest in and use of safe and efficient bicycle and pedestrian pathways throughout the Township is likely to increase. For such facilities to be most useful, they should be designed to serve multiple functions of providing for passive recreation and exercise, while also connect people's homes and neighborhoods with destinations (such as schools, shopping areas, and restaurants). The benefits of the promotion and facilitation of pedestrian and bicycle travel include lower vehicle operation costs, less crowded streets; lower street maintenance costs, and better air quality, as well as the obvious health benefits.

1. Work with the Johnny Appleseed Metropolitan Park District, County Engineer, Rails-to-Trails organizations, and interested citizens to promote and expand the system of pedestrian and bicycle paths within the Township. (for all these recommendations, involved parties include the County Engineer's Office, LACRPC, Township Trustees and Road Superintendent, developers, property owners including the Railroad, and interested citizens)
2. Consider, develop, and enforce sidewalk requirements for new developments, and incorporate easements for connecting pathways into new subdivision and development plans.
3. Develop an overall concept plan for bicycle/pedestrian pathways and sidewalks throughout the developed portion of the Township.
4. Seek funding from the Ohio Department of Transportation, Ohio Department of Natural Resources, Johnny Appleseed Metropolitan Park District, and other sources for new pathways within the Township. Costs include acquisition of property or easements, as well as construction and ongoing maintenance costs.
5. Work with rails-to-trails advocates, including the Metropolitan Park District, to promote the development of a trail along the R.J. Corman (Conrail) right-of-way – with an ultimate goal of connecting Lima and the Rotary trail to the Miami Erie Canal trail through Spencerville and Delphos.

Goal E: Upgrade Shawnee Road access and traffic flow, particularly at the Fort Amanda Road intersection.

As this plan is being developed, an area of immediate focus is the growing commercial corridor along Shawnee Road. In addition to the changing destinations along that corridor, Shawnee Road also serves as an important commuter route connecting Cridersville and other southerly points with the City of Lima and its outlying destinations. This corridor is the focus of a study of alternative measures to increase roadway capacity and traffic flow, to improve the capacity of the Shawnee Road/Fort Amanda Road intersection, and to enhance safety as traffic moves within this study area, particularly during peak traffic times.

A formal planning process is underway to examine alternatives, inform the public and key officials of the benefits and weaknesses, as well as the estimated costs, of each alternative considered, and arrive at a conclusion and a preferred alternative. Options include widening the bridge north of the intersection to three, four, or five lanes, changing the traffic control device at the intersection, and even replacing the traffic light at this intersection with a roundabout.

Because of the ongoing planning process that is being conducted with the participation of ODOT, the County Engineer, the Township Trustees, and engineering consultants, this plan recommends participation of interested residents and others in that process, disclosure to the broad public of the ongoing findings of the planning process, and continued means for public input into the plan.

Beyond the improvements to Shawnee Road, the Shawnee/Fort Amanda intersection, and other roadways in the immediate vicinity, this plan also recommends the analysis, development, and implementation of access management methods along the commercial corridor.

1. Maximize public and local official input in the Shawnee Road Corridor project planning process, as well as any future transportation improvement projects within the Township. (Involve County Engineer, ODOT, LACRPC, Township Trustees and Road Supervisor, local businesses and other interested parties including residents)
2. Apply principles of access management to improve traffic flow along the Breese and Shawnee Road corridors and at the intersection of Shawnee Road with Fort Amanda Road. Access management involves minimizing the number of intersections with major arterials; eliminating or prohibiting entrances to and egress from individual private establishments; limiting traffic turning conflicts through the use of medians, right-turn-only driveways, and other means; and developing parallel service roads to handle local traffic (See the summary of access management presented on page 6-21).
3. Carefully coordinate the site planning of each new business, institution, or other development within the Shawnee Road corridor with overall access management planning. (Township officials, developers, LACRPC, County Engineer)
4. It may be helpful to eventually develop a more comprehensive corridor plan for the Shawnee Road corridor, possibly including Shawnee from Breese Road, to the south, to Adgate Rd., to the north. (County Engineer, ODOT, LACRPC, Township officials)
5. Encourage consideration of the reclassification of Breese and McClain Roads as Category III roadways for purposes of analysis as to access management improvements. (County Engineer, ODOT, LACRPC, Township officials)

Goal F: Improve access to downtown Lima from the Township, including improvement to the railroad overpass over Collett Street.

1. Study traffic flow and document any findings regarding any unsatisfactory Level of Service at the entrance to Lima, and specifically due to the railroad overpass. (County Engineer's office, LACRPC, Township Trustees, Railroad officials)
2. Similarly, study and document the crash statistics in and near the site of the overpass.
3. Advocate for the reconstruction of the overpass to better accommodate two-way traffic and eliminate safety concerns.

Goal G: Develop and improve roadways with affordability of continued maintenance of high quality pavement in mind.

1. Follow a pavement management system: Inventory existing roadway pavement conditions and prioritize necessary maintenance and rehabilitative actions based on established threshold levels and priorities. (County Engineer's Office; ODOT; RPC; Township Road Superintendent and Trustees)
2. Seek and develop the necessary funding to sustain satisfactory roadway maintenance. (Allen County Engineer's Office; ODOT; LACRPC; Township Road Superintendent and Trustees)
 - a. Identify total funding needs for warranted roadway improvements, transportation enhancements, maintenance or replacement of equipment, and personnel costs.
 - b. Identify all potential funding streams to adequately address roadway maintenance issues.
 - c. Implement those actions necessary to finance warranted transportation improvements.
3. Monitor and identify deficient roadway conditions and correct them as Township staffing and equipment will allow. (County Engineer's office; ODOT; LACRPC; Township Trustees and Road Superintendent)
 - a. Maintain a prioritized list of transportation improvement projects.
 - b. Develop, implement, and deploy necessary roadway maintenance and equipment.

Goal H: Consider the land use and developmental implications of any transportation improvement.

1. Promote transportation related infrastructure improvements which will minimize adverse land use effects on adjacent properties. (County Engineer's Office; ODOT; LACRPC; Township Road Superintendent and Trustees)

- a. Implement transportation infrastructure improvements and services within and to new development areas where warranted:
 - i. Require Traffic Impact Studies of new developments to ensure compatibility and sustainability.
 - ii. Support alternative modes of transportation wherever feasible (including bicycle/walking pathways).
- b. Assess and execute all transportation-related improvements with regional and local infrastructure improvement plans.
 - i. Identify, monitor, and maintain appropriate levels of service.
 - ii. Support existing residential, industrial, and commercial development.
 - iii. Minimize the loss of agricultural ground.
 - iv. Maximize the use of limited available financial resources.

Goal I: Plan and implement all improvements in cooperation with the Allen County Engineer, Ohio Department of Transportation, and adjacent jurisdictions.

1. Continue to coordinate transportation planning within the Township with all relevant State, County, and Township officials to ensure that planning and priority projects are coordinated, designed, and implemented with the full knowledge, input, and support of leadership at all levels. (Relevant entities include Ohio Department of Transportation, County Engineer's Office, LACRPC, County Commissioners, City of Lima, Village of Fort Shawnee, adjacent Township Trustees, Shawnee Township Trustees, Road Superintendent, and Police Department).
 - a. Gain support of all officials and document this coordination in support letters signed by all relevant officials.
 - b. Conduct forums or meetings on a regular basis where representatives from all named coordinating entities are present.
 - c. When appropriate, include representatives from adjacent jurisdictions (Townships, Village of Fort Shawnee, City of Lima) in discussions and meetings.
2. Provide information to the residents, businesses, and other interested parties in the Township regarding transportation plans and projects either underway or in the planning stages. Use available media, including press releases to local newspapers, radio, and television, the Township web site, community meetings as appropriate and other means.

Chapter 7: Public Services and Facilities



Township administrative offices and Police Department on Fort Amanda Road.

Just as land use patterns, infrastructure, transportation, and natural resources all affect development within any jurisdiction, so do the services provided by that jurisdiction and the major institutions and other authorities that have a presence or a stake within the Township. This chapter summarizes the services provided to residents and businesses directly by Shawnee Township, as well as other public services provided within the Township by the Johnny Appleseed Metropolitan Park District, and by the two area education systems, the Shawnee School District and Apollo Career Center.

Roads Department

Shawnee Township houses a Roads Department charged with maintaining the system of Township roads, as well as storm drainage lines that have existed since major subdivisions were first developed in the 1950's. In 2008, ten to twelve drainage tiles were noted to need to be repaired. The Department paved 4.5 miles of roadway in 2008, and intends to pave another 4.3 miles of roadway in calendar 2009. In the vast majority of cases, the Department coordinates its efforts with the Allen County Engineer's Office. The Department operates with a supervisor and four crew members. There was once a seven-person staff, but the Department now operates at its limit with five.

Department officials conduct an annual review of all the roads in their jurisdiction, which includes 56.15 miles of Township roadway. Equipment owned by the Township includes two one-ton trucks, two single axle dump trucks, a backhoe, two chippers, two leaf machines (the Department collects leaves each fall), a sewer jetter, and two side ditch mowers.

Needed improvements include the realignment of Zuehmely Road, where a curve with adjacent trees needs to be modified and replaced with a straighter alignment. Another area of concern, for reasons of safety, has been the intersection of State Routes 501 and 117. Additionally, the Supervisor looks forward to the completion of the Eastown Road extension, as it will reduce the use of nearby Seriff Road, which is not wide enough for the increase in traffic to American Township commercial centers, and which also has too many curves for the traffic it carries.

Police Department

The Shawnee Township Police Department has eleven full-time and two part-time officers, two detectives, and eight dispatchers. There are five marked and two unmarked police cars in the Township, which also has a four-wheel drive vehicle. There is a garage that allows the cars to be maintained out of the elements; a detective office and an interrogation room were recently constructed.

Fifty-four miles of roadway within the jurisdiction are patrolled daily, and vehicles patrol over 3,000 miles per month. The Department routinely works with and assists the Allen County Sheriff's Department, as well as the Lima and Fort Shawnee Police Departments. The Department responds to over 5,645 calls annually.

The Department uses a computer aided dispatch system and, through grants, has been able to utilize camera surveillance at the chemical plant in the northern portion of the Township. Training programs have increased in the Department, with supervisory, investigator, and policy and procedure training.

Issues in the Township cited by the Chief include an increase in car-deer accidents as development pushes into formerly undeveloped areas, underage drinking, and the abuse of prescription drugs. In terms of more major crime, the Township witnesses a burglary every month or two.

Cooperation with the local schools is viewed as positive, with good mutual aid, and police participation in programs such as a third grade seat belt awareness program. There is, however, a need for lockdown training.

The Chief feels the Trustees have supported the efforts of the Police Department, and he also feels that a merger with the Fort Shawnee Police Department would be beneficial, since there are now two police chiefs within a twelve square mile area, and the Township is generally present at every call. Feelings are mixed, however, with some reservations, regarding any movement toward a centralized or county-wide dispatch system.

Fire Department



New Public Safety Training Tower on Reed Street

The Township Fire Department operates with twenty-one fire fighters (three crews of seven) plus the Chief, and it also has fifteen volunteers. Equipment includes two fire engines, one tanker, one rescue vehicle, and two ambulances. A new ladder truck is also being added to the fleet. The Department operates the EMS system for the Township, and every firefighter is also trained as a paramedic.

The Department also has a grass fire truck and a trailer that can produce 13,000 gallons of foam as necessary. The Township additionally

has a hazmat trailer, and it is responsible for covering some limited mileage along I-75 in case of spills. Some of this equipment is also necessary because the Township Department also covers the Joint Manufacturing Systems Center, Husky refinery, and BP chemical plant.

Of the 1,100 or so calls a year to the Fire Department, approximately 75 percent are EMS calls, another five percent are for hazmat problems, and the remaining 20 percent include fires and miscellaneous calls.

The Township's fire station was constructed in 1960 to house four fire fighters. It now houses as many as ten, with seven sleeping during their shift. The Chief considers the fire station to be adequate but crowded. Average response times are under five minutes; however, a call to the northeast corner of the Township will require about eight minutes to respond. It is believed that there is an emerging need for an outstation closer to the Interstate (I-75). Cridersville is on the southern border of the Township; Shawnee Township jointly shares its staff with Cridersville when the need arises.

One option that has been mentioned is consolidation of services among adjacent Fire Departments. For example, American Township has five acres available for development of a consolidated station just north of Shawnee Township. A joint Fire District could incorporate the Village of Fort Shawnee and Shawnee Township. The Department approves the installation of every fire hydrant in the Township, and water pressure is considered adequate throughout the Township.

Planning and Zoning

The Township has a zoning administrator. The Township's zoning resolution has recently been upgraded and updated. Some of the features and issues within the Township are as follows:

- The Township has some large agricultural districts. In fact, a number of subdivisions are currently zoned agricultural.
- There is a Planned Unit Development on Zurmehly Road that includes multifamily condominiums. There appears to be a growing demand for single family condominiums.
- Some commercial growth has been noticed along the Shawnee Road corridor, with a new Tim Horton's restaurant being the latest planned commercial enterprise. There has been some conversion of residential zoning to a business category to accommodate the new business development. Also, some believe that the eventual development of access roads on both sides (although especially on the east side) of Shawnee through this commercial corridor would be helpful.
- What is needed in the Township? In the view of some officials, there is a need to control the rate of growth in certain portions of the Township, and to preserve agriculture where it is still predominant. Continuation of existing patterns of development would be advisable, with industrial uses to the north and in the easterly

portions near I-75, agriculture preserved to the south and west, and plenty of suitable locations for retail and services, such as motels. A need is also foreseen for elderly housing, as that population segment continues to increase, with a desire to “age in place”.

The Township Zoning Commission has five members, and it is charged with assisting in the amendment, interpretation, administration and enforcement of the Zoning Resolution. The Zoning Commission recommends approval or denial in cases of requests for changes in zoning, and it is responsible for the review and approval of Planned Unit Developments.

The Township's five-member Zoning Board of Appeals hears and decides on variance requests, grants conditional zoning certificates for land use, and revokes authorized variances or certificates for conditional use should violations occur.

The Township's zoning code allows for four categories of Residential districts (R-I through R-IV, with increasing degrees of density), agricultural districts, four categories of Business and Commercial (B-I through B-IV), Industrial and Manufacturing (I), Planned Unit Development districts, and Floodplain Districts.

R-I districts include single family dwellings and buildings accessory to them with some exceptions. R-II districts allow single family dwellings and double family dwellings. R-III districts allow double and multiple family dwellings, including condominiums, not exceeding four families and accessory buildings. Lastly, R-IV districts allow for multiple family dwellings, including condominiums, exceeding four families.

Shawnee Township's Agricultural districts permit any use permitted in R-I districts, as well as agricultural uses (farming, dairying, pasturage, agriculture, horticulture, aquaculture, hydroponics, foresting, floriculture, viticulture, animal and poultry husbandry, and licensed mineral mining), golf courses, and farm implement sales and service. Many of the Township's single family housing subdivisions are located in agricultural districts, and officials should consider changing the district designation in such cases.

With regard to business districts, B-I districts allow office buildings, professional offices (medical, attorneys, insurance, architect, etc.), banks, savings and loans, travel bureau, contractor offices, and lodge halls, among other similar uses.

B-II districts allow any permitted B-I use, as well as a number of specified retail establishments, including a restaurant and banquet hall, funeral home, parking garage or lot, grocery store, hardware store, drive-thru convenience, florist, and a number of other retail uses. B-III districts allow for any B-I and B-II use, plus any indoor theater, bowling alley, commercial swimming pool, skating rink, indoor or outdoor recreation center, job printing or newspaper printing plant, hospital, or hotel or motel. B-IV districts add as permitted uses a gasoline filling station with underground tanks, new and used auto, truck and trailer sales and repair, auto wash, auto service shop, wholesale business, auction house, dairy and locker plant, rental storage facility, bar and night club (excluding any nudity), and lottery arcade.

Industrial and Manufacturing districts permit any industrial or manufacturing use (materially and continually changing the character of a product by assembly, mixing, refining or

alteration), or business or agricultural use including storage yards. Also permitted are warehouse and distribution centers.

The Planned Unit Development (PUD) District is provided “to promote the general welfare by encouraging the efficient use of land and resources, promoting greater efficiency in providing public and utility services, and encouraging innovation in the planning and building of a development which integrates residential, commercial, industrial, and any other use. Within a Planned Unit Development, the zoning regulations need not be uniform, but may vary in order to accommodate unified development...”. Plans for a PUD shall require a variety of building designs, preservation of trees, groves, waterways, scenic and historic points, and the natural beauty of the community. A PUD site cannot be less than ten acres when more than one land use is proposed; smaller parcels may be considered on the basis of the developer’s potential to satisfy the intent of the creation of the PUD district. The land proposed must be compatible with surrounding land uses.

Solid Waste and Recycling

There is no single designated waste hauler for Shawnee Township. A number of firms serve their residential and commercial clients throughout the Township, including two firms with a local presence: Waste Management of Ohio – Lima, located at 1550 4th Street in Lima, and EOLM (a repository), located at 1500 Fort Amanda Road. It is typical for multiple firms’ trucks to serve different addresses within the same subdivision in a given week.

A plan is being created to address residential recycling, which has not been an option previously. Under one alternative, the Township garage could be the site for a drive-through household recycling operation, perhaps one day per month.

The Township does offer seasonal leaf and brush pick up to residents, and this is provided on Thursdays and Fridays during the months of April through October. Brush from routine yard maintenance and pruning is acceptable.

Quality of Life

While Allen County and the greater Lima area offer a variety of cultural and recreational amenities, it is perceived that there are few such opportunities within the Township for local residents. However, there are perceived positive factors as well. Recent development along Shawnee Road is one measure of growth and success. The school system is also a positive draw for the Township, as is the presence of the Apollo Career Center within the Township.

The Rotary River Walk is a positive feature within the Township, as is Heritage Park, where the River Walk’s southern terminus is located. Plans are underway for the River Walk concept to be joined with new branches of the walk reaching the High School and Middle School, as well as nearby residential areas.

Other developmental recommendations gathered through a public meeting held in 2008 and key informant interviews included:

- Burying overhead power lines, to avoid power outages when straight line winds blow down power lines and poles.
- Guiding new subdivisions to open land existing between developed ones (“infill”), rather than extending further to the west and beyond SR 501. Keeping residential development relatively compact will be advantageous for purposes of maintenance, development of infrastructure, and transportation system costs.
- Surveying higher-traffic areas for sidewalk installation. For example, it is apparent that Cable and Amanda Roads need sidewalks.
- Developing an Arts Center within proximity of I-75, providing cultural opportunities for local residents as well as those traveling through the area.

Parks

Shawnee Township benefits from the location of one of the Johnny Appleseed Metropolitan Park District's premier parks within its bounds. Heritage Park is located on Reed Road, between Shawnee Road and South Dixie Highway. In 1973, 81 acres were acquired from the Joint Manufacturing Systems Center (the former tank plant), and this Federal land was deeded to the Park District. Up to 162 acres could be made available in total, with another 81 acres being used at the time for a test track. Eventual plans call for expansion of Heritage Park onto this additional government property, including fifty acres east of the current park along Reed Road.

The 81-acre park today includes three shelters, two miles of hiking trails, play equipment, horseshoe and sand volleyball courts, three restroom facilities, a one acre pond for fishing, and a large wooded picnic area, and the southern terminus of the Rotary Riverwalk, all in an attractive natural setting.



The land including Heritage Park was the last Shawnee Indian reservation in the State of Ohio, and the Shawnee council house, erected in 1790, was located on this reservation. This building, which stood until 1834, was the center of the Hog Creek and the Wapakoneta Shawnees' activities.

The Rotary Club initially oversaw the development of the Riverwalk, which began at Heritage Park and followed the Ottawa River north through Lima. When complete, it will extend from Lima under I-75 into Ottawa Metro Park.

The expressed purpose of the River Walk was to offer a multi-use path to provide Lima and Allen County residents a scenic and safe thoroughfare for non-motorized recreation. Construction on this project began in 1992. It is administered within the Township by the Johnny Appleseed Metropolitan Park District, and within the City of Lima by the City Parks Department. The distance along the River Walk from Heritage Park to the Township Police and Fire station on Ft. Amanda Road is 1.42 miles, and from the Police/Fire station to Adgate Road is another 0.68 miles. The River Walk portion in Shawnee Township is constructed of ten foot wide asphalt, and includes three bridges and one underpass.

Plans are underway to provide more extensive bicycle and pedestrian walkways within the Township and throughout Allen County. These walkways would use a combination of existing rights of way and new pathways, offering access to residential areas and schools, among other destinations. Those plans are covered more extensively in the Transportation chapter of this plan.

Aside from Heritage Park, there are no designated park areas in the Township. The athletic fields of the school system are used for a variety of organized and unorganized activities. Also, the northwest corner of the Township is adjacent to the southeast edge of the Bressler Reservoir, which provides some passive recreational opportunities. The Township is home to two private golf courses as well.

Educational Facilities

Shawnee Township is distinguished by the educational facilities within its borders. The Shawnee Local School District operates from its administrative offices at 3255 Zurmehly Road, and covers a 42 square mile area, mainly encompassing Shawnee Township, with some adjacent households, and serving a population of 16,205. The enrollment in March 2009 was 2,643. During 2007-2008, the District employed 103 teachers, 52 percent of whom had been in the district for ten years or more.



Shawnee Middle School and administrative offices

The school district maintains four school buildings, each of which serves a specific range of grades. Elmwood Primary School, located south of Breese Road at 4295 Shawnee Road, serves Kindergarten through second grade students, with 606 students in 2007-2008 and 573 in March 2009.

Maplewood Intermediate School is located in the

northwest portion of the Township at 1670 Wonderlick Road. This school houses students in grades 3 and 4, and had 393 students in 2007-2008, with 420 in March 2009.

The Middle and High Schools are located adjacent to one another in a campus-like setting at 3255 and 3333 Zurmehly Road, respectively. The Middle School serves grades 5 through 8, and had a 2007-2008 average daily enrollment of 808 and a March 2009 enrollment of 804. Shawnee High School serves grades 9 through 12, with an average daily 2007-2008 enrollment of 891 and a March 2009 enrollment of 846. The high school and middle school have both been designated “Excellent” by the Ohio Department of Education’s most recent grade card, based on the State’s achievement scoring system.

While the school system is achieving impressive outcomes with their students and graduates, these two buildings are aging, and plans will need to be developed for their eventual renovation or replacement. The middle school was completed in 1926, and a maintenance program has kept these buildings in highly functional shape. There are no plans at this time for new school buildings; the most recent major project involved a new gymnasium and classrooms at the Elmwood Primary School. That facility had been originally built for 450 students and more recently has held as many as 600, requiring the additional space. Currently, the greatest capital improvement need is for a new roof and HVAC system for the Maplewood school on Wonderlick Road; that facility was constructed in 1971.

School officials have noted that total enrollment has been very steady over the past few years, averaging 2,600 students, with fluctuations of plus or minus 100 students. More populous grade levels within the system (such as this year’s second grade, with 220 students) are typically offset by smaller ones (such as the Kindergarten class of 160). The school system acquired 64 acres of land adjacent to their high school and middle school, which will help with any future facility needs, but there are no specific plans for the use of that property at this time.

Officials have also not observed any marked geographic shifts throughout the Township. Bus routes, for example, have remained essentially the same.

One demographic shift has been the qualification of a greater percentage of students, based on household income, for free lunches. This percentage reached twenty percent at Elmwood (then lowered somewhat in subsequent years), and is expected to reach twenty percent at Maplewood as well. Shawnee remains a strong academic district, with some 80 percent of its graduates continuing on to four-year college.

Apollo Career Center

North of Breese Road, at 3325 Shawnee Road, is the campus of the Apollo Career Center, a facility that serves eleven participating school districts with career-based education in twenty career fields for high school students. Courses of study include college tech prep programs, such as computer science, health, manufacturing engineering technology, landscaping and turf, tech prep, and Internet design. Carpentry students enrolled at Apollo build a house every year as part of their course work.

The Adult Education component at Apollo also provides courses for careers in



administrative assistance, early childhood, law enforcement, nursing, light commercial and residential construction, manufacturing training, medical assistantship, and computer network

systems, among others. Apollo also offers strong programs in fire and EMT training, as well as truck driving, STNA training, and an LPN program. Apollo partners with Rhodes State College for its popular Tech Prep program, where statewide college credit can be earned.

The facility has an enrollment of some 700 students in 2008-2009, an increase from approximately 500 students just five years ago. The facility draws most of its student body from the eleven participating school districts, and this includes portions of Allen County, Wapakoneta and Cridersville to the south, and portions of Putnam County to the north.

The Apollo facility is at capacity, and in addition to a need for additional space, there is also a desire to expand existing classrooms from their current 720 to 900 square feet. This can be accomplished within the existing building by demolishing connecting walls and combining classrooms. School officials have voiced a need for the addition of new facilities, including an improved testing center, a seminar facility, and expanded classrooms. It is believed that such expansions of facilities, which are not planned for immediate implementation, could be undertaken within the existing Apollo site on Shawnee Road.

The Allen 2020 Visioning Process

The Allen 2020 citizen-based county-wide planning process included a number of task force subcommittees whose topics and issues included items discussed in this chapter. Relevant subcommittees included Public Safety, Leisure, the Arts, Education, and Human Services. Recommendations from those subcommittees that are especially appropriate to Shawnee Township are included below. While this plan does not necessarily support each recommendation, it is important to acknowledge the findings and recommendations of that process, summarized below.

Public Safety: Improve and consolidate emergency services communications throughout Allen County (consider a central communication center). Expand the Lima Area Security Emergency Response organization. Establish a regional safety services continuing education academy for licensing and certification. Adopt the Ohio Fire Code for use countywide, including the National Standard Thread for all county and city fire hydrants. Establish or expand recruitment processes to increase minority personnel.

Leisure: Showcase the leisure opportunities Allen County offers by developing and updating a compilation of leisure activities. Target and incentivize small business creation in

the leisure industry. Develop a master plan for public use of schools and other tax-supported buildings for leisure activities. Pursue a comprehensive renovation and update of existing shopping venues and/or the construction of new venues to include leisure/entertainment facilities.

Human Services: Develop a permanent Strategic Planning Committee for human services. Analyze partnerships between agencies. Encourage preventive services. Secure sustainable funding. Establish an Allen County Human Services Volunteer and Mentoring program to match volunteers with community needs.

Education: Make schools a central access point to engage local residents from all backgrounds in an educational setting that provides comprehensive, year-round service and support through full-service schools. Transform schools to year-round, full-service providers of community services and education – that support families, workforce development, learning in retirement, and year-round services. Position full-service schools to provide workforce development opportunities for all residents.

The Arts: Develop arts and cultural activities along the Ottawa River Walk for all ages; build River Walk programs (cultural arts day, ethnic arts festival). Target areas where permanent public art could be installed.

Township-Municipality Merger to Improve Services

During the course of the planning process, input was received advocating an analysis of the merger of Shawnee Township with the Village of Fort Shawnee to provide services to the area more efficiently. Some believe a combined Police Department, for example, would be more effective in serving the area. This may be true of other public functions as well, including fire fighting, street maintenance, and snow plowing functions.

Section 709.44 of the Ohio Revised Code provides for the merger of one or more municipal corporations with another municipal corporation, or for the unincorporated portion of a township with one or more municipal corporations. To begin the process, a petition must be filed with the County Board of Elections proposing the merger. The petition must contain the signatures of electors of the municipality and unincorporated area of the Township to be merged numbering not less than ten percent of the number of electors who voted for Governor in the most recent general election.

If the petition is sufficient, the Board of Elections then poses the question as to whether a commission shall be chosen to draw up a statement of conditions for merger of the given political subdivisions, for the approval or rejection of the electors of each subdivision proposed to be merged, at the next general election subsequent to a 75-day period after the filing of the petition.

Provision is also made on the ballot for the election, from each subdivision, of five electors who will constitute the commission to draw up the statement of conditions for merger of the subdivisions. At a public meeting at least thirty days before the election, each legislative authority and the Township Trustees must state and explain their position on the proposed merger.

If the question of merging is approved by a majority in each political subdivision proposed to be merged, the five candidates from each subdivision shall be elected to the commission to formulate the conditions for the merger. The commission must formulate conditions for the merger that are satisfactory to a majority of the members of the commission from each political subdivision. The costs of the commission are divided among the participating subdivisions in proportion to their populations.

The commission works collaboratively to seek consensus as to the best proposal, and it may seek the advice of public and private sources to help understand the merger situation. The commission should consider the increase and decrease of certain funding sources due to the unincorporated Township area becoming incorporated territory.

Once the proposed merger conditions are prepared, the commission votes on them. It is possible that a majority of commission members from each jurisdiction cannot agree on the conditions, in which case no further proceedings shall take place. If conditions are agreed upon, the commission shall prepare a report listing the conditions agreed to and the reasoning behind each condition. The list of merger conditions is then certified to the Board of Elections and the question of the approval or rejection of the merger conditions is submitted to the voters at the second general election occurring after the election of the commission members.

If merger conditions are approved by a majority in each affected political subdivision, the merger is effective on the first day of January of the year following the certification of the election results. The form of government, ordinances, resolutions, and other rules of the municipality applies throughout the newly included territories. The corporate existence and offices of the Township proposed to be merged terminate on that date. The municipality and County Commissioners must meet to negotiate an agreement for the County to continue to provide, within the unincorporated area for a determined period of time after the merger, the County services it was providing. A transition plan must be created, by compromise between the County and municipality, to address such items as the time period for providing County services and payment by the municipality to the County for the services.

A major change in governance such as this requires significant study and analysis. There must be a clear reason for the merger, specifically addressing the comparative costs of governance and services. The most common reasons typically cited for a merger are to prevent annexation, to encourage economic development, and to protect a tax base for a school system. Townships benefit from cost savings, since the County is responsible for considerable road maintenance within the Township, while municipalities are responsible for all of their road maintenance. However, in the case of Shawnee Township and Fort Shawnee, both jurisdictions operate Police and Fire Departments, and this duplication of services could be eliminated.

Capital Improvements Programming

It is recommended that the Township adopt Township-wide, interdepartmental Capital Improvements Planning. While individual departments prioritize, budget, and schedule major capital improvements projects, there may not appear to be a “big picture” where all

such projects are viewed as a whole.

The basic function of a Capital Improvements Plan (CIP) is to provide a formal mechanism for decision making, a link to long range planning as documented within the Comprehensive Plan, a financial management tool, and a reporting document.

As a financial management tool, the CIP can prioritize current and future needs to fit within the anticipated level of financial resources, considering the operating and maintenance costs that will be incurred along with the construction or replacement of infrastructure. A CIP can also communicate to citizens the Township's capital priorities and plans, as well as expected sources of funding for projects.

In terms of planning, a CIP can ensure that the projects that are selected are the ones that best serve the needs of a majority of citizens. Further, during the CIP process, it is important to coordinate the Township's needs with its ability to pay.

A jurisdiction-wide CIP will improve inter- and intra-governmental cooperation and communication. Opportunities may exist to schedule projects from different departments in a coordinated manner to ensure an effective use of resources, to reduce duplication of programs between departments and units of government, and to share in joint efforts that could reduce the costs to all residents. The multi-year focus of the CIP process allows for scheduling of phases of projects that can be coordinated to ensure the projects are finished on time. Finally, when capital projects are prioritized and scheduled to fit within expected funding, the planning will reduce the occurrence of dramatic tax increases or user fees to fund capital projects.

Suggested steps in the formalized Capital Improvements Planning process include the following:

1. Establish the administrative structure and identify all participating departments and individuals, as well as a central coordinating office or individual.
2. Establish the policy framework for the CIP (such as a desired level of service).
3. Formulate evaluation criteria to determine capital spending levels and to guide capital project selection. Criteria to evaluate projects should be clearly defined and agreed upon before the selection of capital projects begins. Criteria may include fiscal impact, health and safety effects, community economic effects, and environmental and social effects.
4. Prepare a capital needs assessment, taking into account the maintenance of existing infrastructure as well as the construction of new infrastructure. It is helpful to develop an inventory of assets, including the age, condition, maintenance history and replacement cost of the asset. Also, it is important to identify future needs by reviewing and forecasting demographic information, land use patterns, and other relevant information.
5. Determine the status of previously approved projects and identify new projects.

6. Assess the financial capacity of the Township to undertake new capital projects. Look at past, present, and future trends in revenue generation, debt levels and ratios, changing regulations, and shifting demographics, to determine the amount of funds available from existing revenue sources to pay for capital projects.
7. Evaluate funding options. It is important that the Township look at all possible financing options.
8. Compile, evaluate and rank project requests and undertake financial programming. This is where project requests are evaluated and prioritized, and projects are ranked. Once the ranking is completed, funding sources are identified and the year the project will be undertaken will be determined.
9. Adopt a capital program and a capital budget.
10. Implement and monitor the capital budget and projects.
11. Evaluate the CIP process.

In general, the CIP process will help Township officials in making correct and optimal long term decisions that will benefit their jurisdiction as a whole, from the perspective of finances as well as service delivery and quality of life.

Goals and Objectives

Public Services Goals

- A. *Plan for and provide new facilities to serve planned growth and improve efficiency of service. Consider an annex building for the Fire Department if deemed necessary and affordable to build, staff, and operate.***
1. Analyze the need for new facilities based on Township growth and national measures of service effectiveness, including staffing ratios and response times. (Fire Chief and key staff, Trustees, outside resources)
 2. When a new facility or capital improvement is determined to be necessary, include it within Township capital improvements planning, and ascertain how revenues or a finance plan will be sufficient, within Township budget, to secure the capital improvement.
 3. If the Township, with or without the cooperation of the Village of Fort Shawnee, determines that a new ancillary fire station is necessary, take steps to study the need, benefits, and the resulting cost of constructing and equipping the new facility, as well as additional ongoing operational costs of maintaining and staffing the facility. Planning steps may include:

- a. Assigning a blue ribbon committee to review and study alternatives, which may include a fully staffed facility, unmanned facility housing equipment, or no new facility.
- b. The committee should have representation from the Fire Department, and should be granted access to Fire Department records and reports, for a clear understanding of need.
- c. Any final report of the committee should include a thorough discussion of current and projected needs, costs and benefits of alternatives, likely needed budgets for construction and equipment and for annual operations and staffing, and alternative locations for a new facility.

B. Consider the provision of public transportation from a central Township location into the City of Lima.

1. Monitor or survey Township demand for public transportation provided by the Allen County Regional Transit Authority, which currently only offers its Uplift curb to curb service to an extended zone that includes northeast Shawnee Township. Fixed route transit only exists within the City of Lima. (Trustees, Allen County Regional Transit Authority, LACRPC)
2. If demand warrants it over time, and can be documented through surveys or other means, discuss potential services and revenues resulting from transit service into Shawnee Township by Allen County RTA.

C. Provide for the service providers themselves to be key decision makers in planning any upgrading or development of services or facilities.

1. Include officials from the affected Department in any decision-making process. For example, should the Township pursue planning for a new second fire station as outlined in objective (A)(3) above, include the Fire Chief or his appointee in the blue ribbon committee. (Township department heads and key staff)
2. Encourage Township staff to serve on Township, County, and regional level committees and associations that are relevant to their department and to the Township's development and well-being.

Public Facilities Goals

D. Maintain and upgrade the existing outstanding Township emergency service facilities including Police, Fire, and Emergency Medical Services; upgrade those facilities found to be aging or obsolete.

1. Periodically review adequacy of current facilities, measure against national standards, and plan improvements when deemed necessary do deliver services adequately. (Township public safety officials, Trustees)

2. When improvements to facilities are determined to be necessary, include them in Capital Improvements Planning for the Township. (Department heads, Township clerk and financial officials, Trustees)

E. Construct or enlarge community facilities in an appropriate manner, in the best interest of identified community goals. Maintain and upgrade existing community facilities, where it is deemed necessary, and provide new facilities to serve anticipated population, employment, and economic growth.

1. Incorporate needed facility improvements within capital improvements planning. (Township financial officials, Trustees, affected department heads, outside architect/engineer)
2. Ensure that maintenance costs for new facilities are sufficiently covered within annual budgets.
3. Coordinate facilities planning with the latest available projections for growth within the Township, including projections incorporated within this Plan. (LACRPC)

F. Develop facilities that represent a Township that is welcoming and attractive to visitors and residents, including a new entrance from I-75 to the area.

1. Support and encourage ***gateway planning*** included elsewhere within this Plan. (Township and Fort Shawnee Village officials, ODOT, County Engineer, Township Trustees, citizen committee, LACRPC, zoning inspector)
2. Support and encourage ***corridor development***, particularly along Breese Road and Shawnee Road, as well as along State Route 117 (Spencerville Road), that includes architectural, signage, landscaping, and other requirements that will enhance the attractiveness, uniformity, and place identification of Shawnee Township's most well-traveled routes. (Zoning inspector, Trustees, Zoning Board, LACRPC)

Education Goals

G. Continue the educational programs in the Shawnee Schools to maintain the District as one of the best in Ohio. Maintain the integrity and quality of the Shawnee School system by maintaining its integrity with fiscal responsibility, high standards, and keeping quality teachers. Upgrade existing schools and plan for new school facilities to accommodate projected enrollment growth, curriculum changes, new programs, and technological advances.

1. Support School District plans and efforts to upgrade physical plant, buildings, equipment, and curriculum, and to maintain quality faculty. (School district officials, Trustees)
2. Support District planning to upgrade available technology, including computer accessibility for students.

3. Coordinate roadway and other planning with the safety and transportation needs of the School District. Maintain safe roads and, where appropriate, pedestrian and bicycle access, to the District's four schools. (Township Roads Department, Police Dept., School district officials, County Engineer as needed)
4. Support initiatives that encourage community participation in school events and other programs and projects that utilize school resources for community activities. (School District officials, Township Trustees, Police Dept., civic and community organizations that may plan community activities and events)
5. Support any future efforts to develop new or upgraded school facilities, including planning for fiscally responsible revenue sources. (Township Trustees, School District officials, key community leadership)

H. Accommodate any planned expansion of the Apollo Career Center facility to provide more options for local students and adults; consider the possibility to tie Apollo to the Lima branch of The Ohio State University or Ohio Northern University programs.

1. Support initiatives by Apollo to upgrade their campus, expand their buildings, acquire new equipment and technology, maintain an effective and quality faculty, and add new curricula and programs. (Township Trustees and other officials, Apollo Career Center leadership)
2. Coordinate roadway, safety force, and other Township planning with the safety and transportation needs of the Apollo Career Center. Maintain safe and efficient vehicular access and egress at the campus. (Township Trustees, Township roads department, Apollo officials, County Engineer)
3. Support continued and expanded partnerships between Apollo Career Center and area industries and employers (who provide recommendations regarding current and emerging workforce training needs, and also who provide current and updated equipment and technology for training purposes). (Apollo officials, industrial sector leadership, key employers, Township Trustees)
4. Support continued and expanded partnerships between Apollo and area colleges and universities, to provide a diverse and seamless mix of educational choices and curricula. (Apollo officials, leadership from other colleges and universities within area wide proximity, Township officials)

I. Promote densities and land uses that provide an adequate tax base to support the growing needs for area schools.

1. Promote, encourage, and facilitate new industrial and commercial activity within the Township and the Shawnee Local Schools district that will benefit school revenues through real property taxes. (Township officials, Allen Economic Development Group, Chamber, LACRPC, developers and contractors)

2. Facilitate the development of new residential developments that are of sufficient quality of construction to retain or appreciate their value, to ensure a secure residential tax base for local educational systems that rely on real property tax for much of their revenue. (Township Zoning Inspector and Zoning Board, LACRPC, Township Trustees, County Engineer)

Quality of Life Goals

J. Maintain a high quality education, public resources, and expanded infrastructure to maintain the already high quality of life. Continue to provide the quality of life that Shawnee Township residents have come to expect by offering public facilities and services to meet current and future demands.

1. Continue to emphasize the benefit to the Township and its residents of maintaining an appropriate standard of quality in the development of new physical facilities and infrastructure. (LACRPC, Township Zoning Inspector and Zoning Board)
2. Advocate for building standards and land use regulations that enforce those standards of quality that reflect the interests and preferences of the community and its residents. (LACRPC, Township Zoning Inspector and Zoning Board)

K. Encourage development design elements (building facades, setbacks and landscaping, signage, and other elements) that present Shawnee Township as distinctively attractive.

1. Determine the level of community interest in more restrictive design elements, in order to bring uniformity and a unifying, positive image to the Township in its most publically visible areas.
2. Obtain sample guidelines from other communities in which local officials have a positive interest.
3. Develop draft guidelines for local discussion. Incorporate elements of sample guidelines that appear to have a consensus of approval among zoning board members and other officials. Consider allowing the grandfathering of existing physical elements, while applying the new guidelines to proposals for new buildings, landscaping, surface treatments, and signage. (County zoning inspector and zoning board, LACRPC, other Township officials)

L. Provide adequate space and facilities for neighborhood level and community-level recreational needs of current and future Shawnee Township residents.

1. Promote the maintenance and further development of Heritage Park to meet the needs and desires of Township residents and others who utilize the facility. (Metropolitan Park officials, Township officials)
2. Promote, wherever feasible, the use of Planned Unit Development zoning to allow developers to build neighborhood-level parks or open and green space into their

plans for new residential areas. (Township zoning inspector and zoning board, Township Trustees, LACRPC)

M. Encourage and promote burying of utility wires (power, cable, telephone) wherever feasible.

1. Work with the utility companies serving the area to advocate the planning of buried electric, cable television, and telecommunications wires in new subdivisions.
2. Work with utility companies to determine the feasibility of burying utility wires in areas where current overhead wires present a visually distasteful image.

Governance Goals

N. Consider the consolidation of Shawnee Township with Fort Shawnee Village to create a single governmental entity, while being sensitive to issues of annexation and being mindful of the best interest of the Township. Explore the relative benefits and costs of such consolidation. Consider how high quality services would be maintained for all in the event of consolidation of Shawnee Township with Fort Shawnee.

1. Determine the level of interest in considering a merger of the municipal and Township jurisdictions, most likely resulting in the creation of a new municipality that is of sufficient size to be a City. Explore the potential of a merger of the jurisdictions of Shawnee Township and Fort Shawnee, including a detailed analysis of benefits, costs, manpower implications, tax revenue implications, costs of extending unduplicated services, and effect of merger on existing physical facilities. (Township and Village officials, legal counsel, residents and stakeholders)
2. Consider a joint meeting of Township and Village officials to ascertain the level of preliminary interest in a merger. If grassroots support appears to be sufficient, conduct a preliminary study of the impact of consolidation on finances (tax revenues, costs of service provision), human resources, the provision of public services including public safety, street and road maintenance, zoning and land use controls, and the provision of utilities, and utilization of public facilities in the Village and Township. Include sufficient cost/benefit analysis to be able to assess the fiscal viability of consolidation, and its impact on residents of the current Village and Township.
3. Should mutual interest be sufficient to warrant it, consider following the procedures outlined in ORC 709.44, beginning with a petition process and the establishment of a committee to further explore the merger and to develop a statement of conditions for the merger.

O. Ensure that all commissions, committees, and task forces meet their goals to improve the Township and better serve residents.

1. Promote volunteerism among residents and Township stakeholders to serve on

decision-making commissions, committees, and task forces. (Township officials, community organizations and service clubs, institutions, and informal social networks)

2. Provide oversight and support to these groups, including providing background information and other resources, as necessary to enable them to effectively perform their duties and meet their goals and objectives with as complete knowledge of the pertinent issues as possible.

P. Establish and maintain partnerships with neighboring governments and other entities.

Township officials should always be receptive to the community with a transparent and open door policy. The community must remain the top priority with the best service.

1. Participate in County-level and regional organizations and forums that allow the Township to maintain communication and exchange information with adjacent jurisdictions. Such entities include the Lima-Allen County Regional Planning Commission, the Allen Economic Development Group, and other partnerships that may be established by the Allen County Commissioners or other County-level office holders.
2. Maintain working relationships with abutting Townships, the City of Lima, and the Villages of Fort Shawnee and Cridersville. Within this relationship, consider such items as mutual aid agreements, and compatible zoning districts along adjacent areas.

Chapter 8: Infrastructure

Transportation infrastructure was covered separately in chapter 6 of this Plan, and storm drainage was discussed briefly in chapter 3. This chapter presents a survey of the infrastructure elements that are provided in Shawnee Township by a variety of public, private, and quasi-public entities. This includes sanitary sewers and wastewater, water distribution, and electricity and natural gas.

Sanitary Sewers and Wastewater Treatment

Shawnee Township falls under Allen County's Long Range Sewer Plan, as a part of the County's sewer district. The Allen County Sewer District falls under the authority of the County Sanitary Engineer's office, located at 3230 North Cole Street in Lima.

Sewer development typically does not guide development; residents or developers who desire new sewer service in an unsewered area typically request it and are often called upon to help underwrite the cost of sewer extensions. Map 8-1 (next page) indicates that sewer service has been extended largely in the northeastern portion of the Township, where housing densities have been relatively high and residential neighborhoods have developed over the past few decades. Sanitary sewer coverage has been extended to the south and west as new, relatively low density subdivisions have been planned and constructed with lot sizes that would preclude on-site septic systems.

Sewers extend south to Breese Road, with a few neighborhoods south of Breese near Fort Shawnee also being served. Sewers have also been installed as far west as Wonderlick Road and some adjacent residential streets just west of Wonderlick. Sewers further serve a residential area west of Wonderlick and east of Wapak Road in the very northernmost portion of the Township. Pump stations have been extended where needed to overcome topography in bringing sanitary sewage to the regional wastewater treatment plant.

Sewer District officials feel that, within Shawnee Township, likely future areas for residential development include the area bounded by State Route 117 to the north, Wapak Road generally to the west, with the Fort Amanda Road corridor extending further to the west. Wapak Road is considered the general western boundary for sanitary sewer development, reaching as far south as Breese Road. Spencerville Road (S.R. 117) from Wapak Road to the east could also see development over the next twenty years.

Another area viewed as likely to see sewer extensions for residential development in the more immediate future is the area south of Breese Road and bounded to the east by Shawnee Road and to the west by Beeler. Current sewer service areas are indicated on Map 8-1.

Generally expected patterns of development to the west and south, with the infill of developable areas, should guide the further extension of sewer systems over the next twenty years, and are depicted on map 8-2. This map indicates the limits where higher density, residential growth and the subsequent development of sanitary sewerage are expected to

occur over the twenty-year planning horizon of this Plan. Land farther west and south is expected to remain agricultural, with low-density residential uses continuing.

A recent System Evaluation Capacity Assurance Plan (SECAP) report was completed for the Shawnee Collection System to develop a capital improvement program that will eliminate six sanitary sewer overflows (SSOs) that were constructed in the early 1970's to provide backup relief to customers during heavy rain events. The SECAP developed five alternatives ranging from replacing a portion of the Shawnee trunk sewer located along the Ottawa River to constructing a major pump station to eliminate a portion of the Shawnee trunk sewer. The cost estimates for the alternatives ranged from \$4.94 million for a new trunk sewer using conventional excavation to \$13.73 million utilizing tunneling techniques.

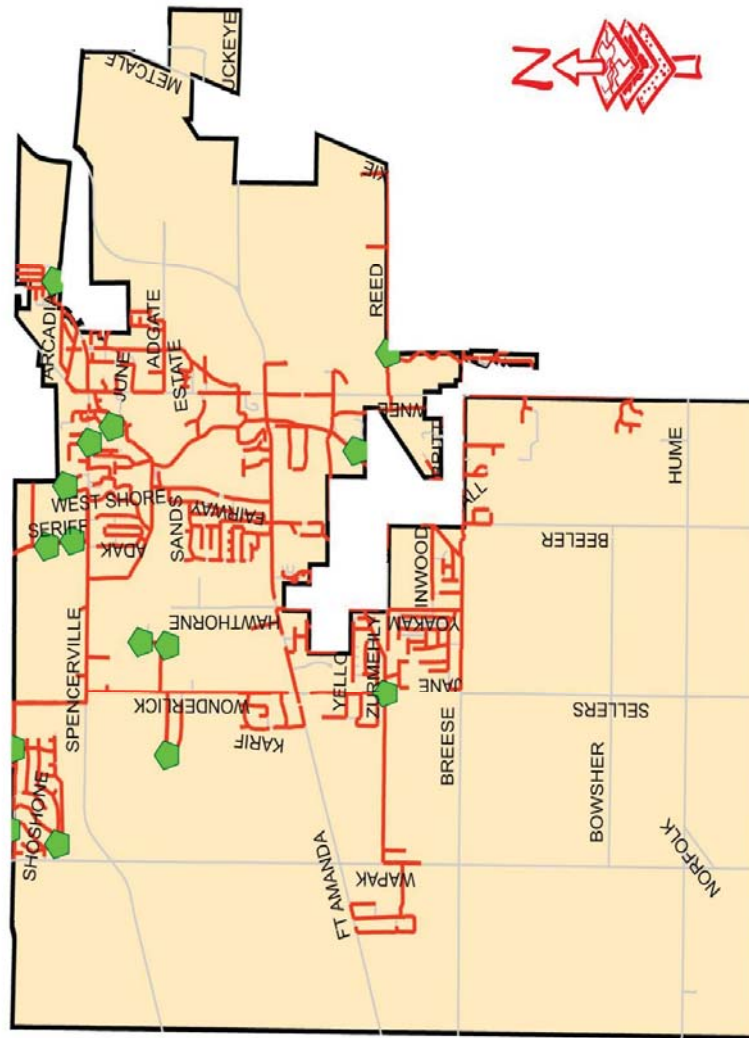
The cost effective and environmentally acceptable solution appears to be the installation of a new pump station and force main, eliminating a portion of the trunk sewer, at a cost of \$6.75 million to transport the majority of the Township's waste to the wastewater treatment plant. A final decision will be made in the fourth quarter of 2009.

The Shawnee II wastewater treatment plant serving the sewer district within Shawnee Township was put on line in 1974, designed as a conventional activated sludge plant. It is one of three facilities (the others are the American Bath and American #2 treatment plants) that were initially designed to be temporary facilities, whereby all sewage in the county would eventually be tied into the City of Lima's system. However, these facilities have subsequently been expanded and are currently considered to be permanent facilities.

The Shawnee II plant was designed to treat 1.2 million gallons per day and process sludge at the rate of 10 gallons per minute. The plant, like the sewer system, is operated by the Allen County Sanitary Engineering Department. There was a 3.0 million dollar plant upgrade and expansion in 1994 that increased the pumping capacity to 2.0 million gallons per day and a wet weather pumping capacity of 3.5 million gallons per day. Improvements included increased wastewater pumping capacity, a new sequencing batch reactor, new chlorine disinfection system, and additional sludge treatment capacity. Annual production is 740 million gallons and the plant removes 282 dry tons of annual solids. Officials have noted that the plant has recently been near, at, or over capacity, due in part to infiltration of storm water.

Regardless of the cause, continued development and growth in Shawnee Township will increasingly tax the existing system. Further, a 2003 report from the County Sanitary Engineer noted that "the 30-year old wastewater treatment plant being used for additional sludge treatment is deteriorating to a point that repairs are cost prohibitive", and that design and construction of some \$4 million in needed improvements will begin in 2010. Also planned was a "complete investigation of the integrity of the sanitary sewer collection system so a priority list of rehabilitation projects may be developed and implemented to reduce the amount of storm water entering the collection system."

MAP 8-1 SHAWNEE TOWNSHIP: CURRENT SEWER SERVICE

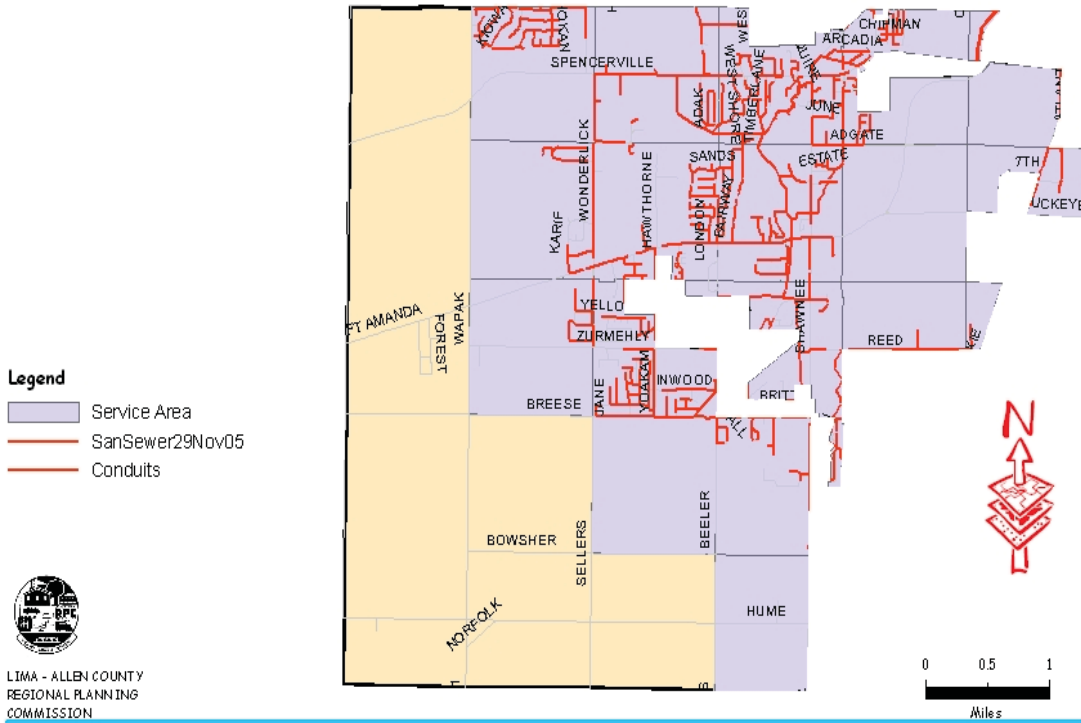


- Legend**
-  Pumpstations
 -  Sewer Lines



LIMA - ALLEN COUNTY
REGIONAL PLANNING
COMMISSION

MAP 8-2 LONG RANGE SHAWNEE TOWNSHIP: CURRENT & PROJECTED SEWER SERVICE



Water Distribution

Water is distributed to residences in Shawnee Township by the following providers. The City of Lima’s municipal system provides water through its own distribution lines in the northeastern portion of the Township. For the remainder of the Township where a public distribution system is available, water is provided by the Allen Water District, whose offices are located within the Township on Shawnee Road; also, the Board of County Commissioners owns waterlines that serve Township residents in a similar fashion as the Allen Water District.

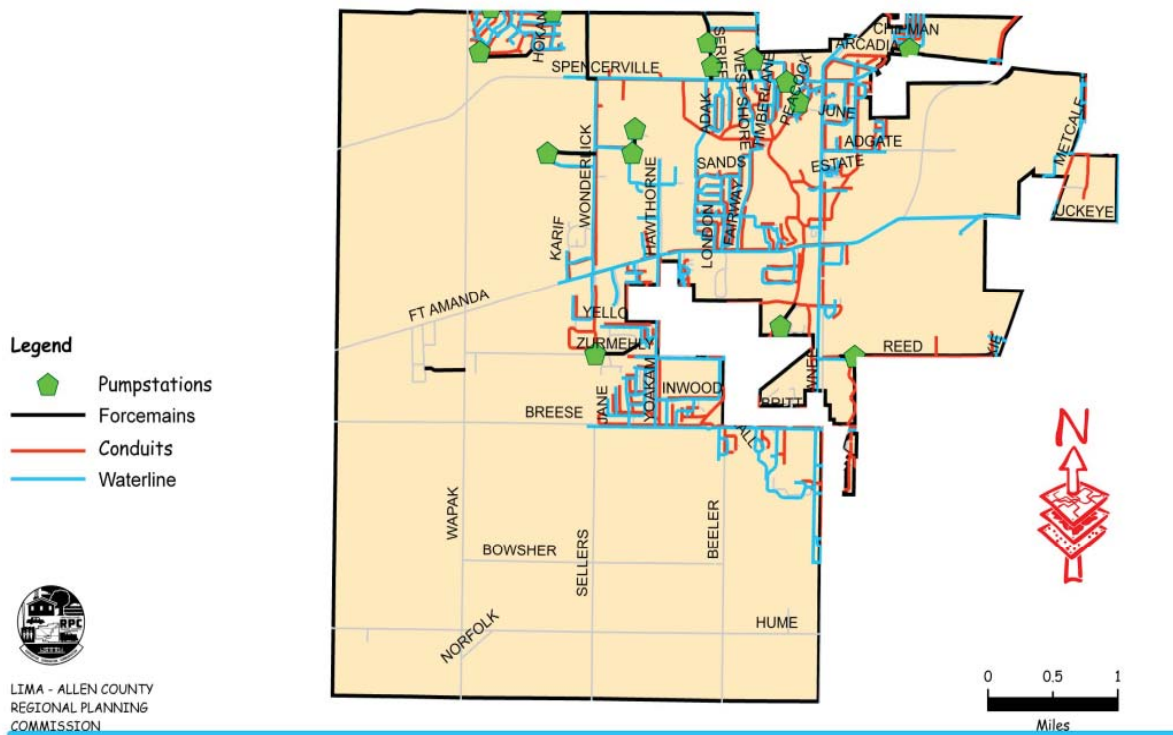
The Allen Water District was created by the Court of Common Pleas of Allen County in accord with Section 6119 of the Ohio Revised Code, to provide water services to the residents of Bath, American, Perry, and Shawnee Townships. The District is managed by a five-member board.

The Lima municipal water supply is derived from the Auglaize and Ottawa Rivers, and raw water is stored in four upground reservoirs. The water treatment plant serves a one hundred square mile area, including the portions of Shawnee Township depicted in the following

map. The water system, with its water treatment plant located on 1100 E. Wayne Street in Lima, pumps over 15 million gallons per day through 350 miles of water main to over 70,000 citizens.

Water, like sewer service, has been extended throughout the northeast portion of the Township. Aside from a development on the northern edge of the Township adjacent to SR 117, water lines have not extended west of the western side of Wonderlick Road, and for the most part, they have not been extended into the agricultural area south of Breese Road, aside from a line along Shawnee Road.

**MAP 8-3
SHAWNEE TOWNSHIP: CURRENT SEWER SERVICE
WITH CURRENT WATER SERVICE**





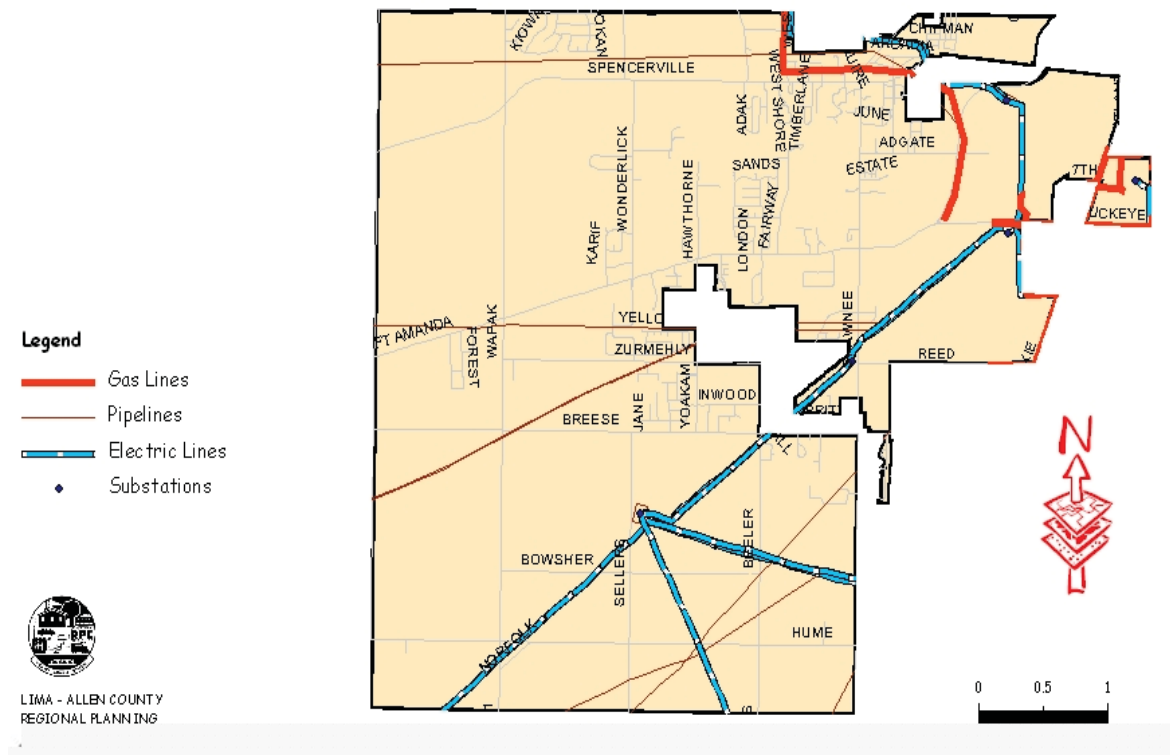
Energy Utilities

Electric power throughout the Township is provided by American Electric Power, which undertakes the transmission and distribution of electricity within its service area that includes Shawnee Township.

Natural gas is distributed to a very limited area within the Township (see map, next page) by West Ohio Gas, and propane is offered by a number of providers in the area, including Amerigas, Moulton Gas Service, Pearl Gas, Farrell Gas, Hancock Gas Service, and Level Propane.

Map 8-4 indicates the limited availability of natural gas in the Township, with gas lines largely serving the industrialized northeastern portion. Major electric lines are also depicted on the map, following the Norfolk Southern rail line from northeast to southwest.

MAP 8-4
SHAWNEE TOWNSHIP: PIPELINE & ELECTRIC INFRASTRUCTURE



As indicated on the map, a major AEP electric transmission line follows the Norfolk Southern railroad tracks through Shawnee Township, and there are three power substations along that line, north of Bowersher and east of Sellers, west of Shawnee near Reed, and at Buckeye in the industrial district.

Telecommunications

Telephone service in Shawnee Township has traditionally been provided by Sprint Telephone Service. New technology and the ability of additional companies to enter into competition has led to some additional choices within the Township, coupled with the bundling of telephone, Internet, and even television services. Communications Option, Inc. (COI) is another provider that is offering long distance and local exchange service in the area. Another provider with a long history in close proximity to the Township is the Telephone Service Company (TSC), which offers telephone, Internet (through bright.net) and television service where they have established lines. TSC has offices in Cridersville, Wapakoneta, and St. Marys.

Cell Towers

Shawnee Township has not been the chosen location for a large number of cellular communications towers. Such towers in the Lima area are largely clustered along the I-75 corridor. There are three towers either within or in close proximity to Shawnee Township:

- Toledo MA LP doing business as Alltel, located near Blue Jacket Court, in the vicinity of Fort Amanda Road.
- Nextel, located near 3434 Dixie Highway, Fort Shawnee
- Buckeye Pipe Line Company, located near 3250 Dixie Highway.



Another tower, owned by WATCH TV company, is located south of the Township, at 19507 State Route 501, west of Cridersville. A number of towers are also sited immediately east or northeast of the Township, allowing access to the City of Lima and to I-75 traffic.

The Telecommunications Reform Act of 1996 (S. 652) allows local and long distance telephone, cable television, and other companies to compete within the same market areas.

This Act effectively forbids local government from using zoning to prohibit such uses as communications towers. Further, local governments must respond to requests in a timely, nondiscriminatory, and equitable manner. While a local government cannot discriminate, it can encourage co-location of providers on a single tower. Guidance can include a minimum lot size and setback for towers, as well as requiring that applicants provide a site plan that includes nearest property lines, setbacks, and tower height and configuration.

Ohio zoning law (specifically, ORC 519.211(B)) “confers power on a board of Township Trustees or Board of Zoning Appeals with respect to the location, erection, construction, reconstruction, change, alteration, removal, or enlargement of a telecommunications tower.” – but not with respect to the maintenance or use of such a tower or any change or alteration that would not substantially increase the tower’s height. Such a tower only applies if it meets all the following criteria: it is a free-standing or attached structure proposed to be constructed on or after October 31, 1996; it is proposed to be owned or principally used by a public utility engaged in the provision of telecommunications services; and it is proposed

to be located in an unincorporated area of a Township, in an area zoned for residential use.

The conferred power shall apply to a particular telecommunications tower only upon the provision of a notice to the person proposing to construct the tower. The person proposing to construct the tower must give notice to Township Trustees and contiguous and adjacent property owners, and the Trustees or property owners may object to the proposed tower by written objection, to the Trustees, within fifteen days. If there is no objection, there is no basis or right to exercise the authority to regulate the tower. If there is an objection, the County or Township's zoning regulations must contain provisions that regulate cell towers specifically.

Wind Turbines



Utility-scale wind turbine in Bowling Green

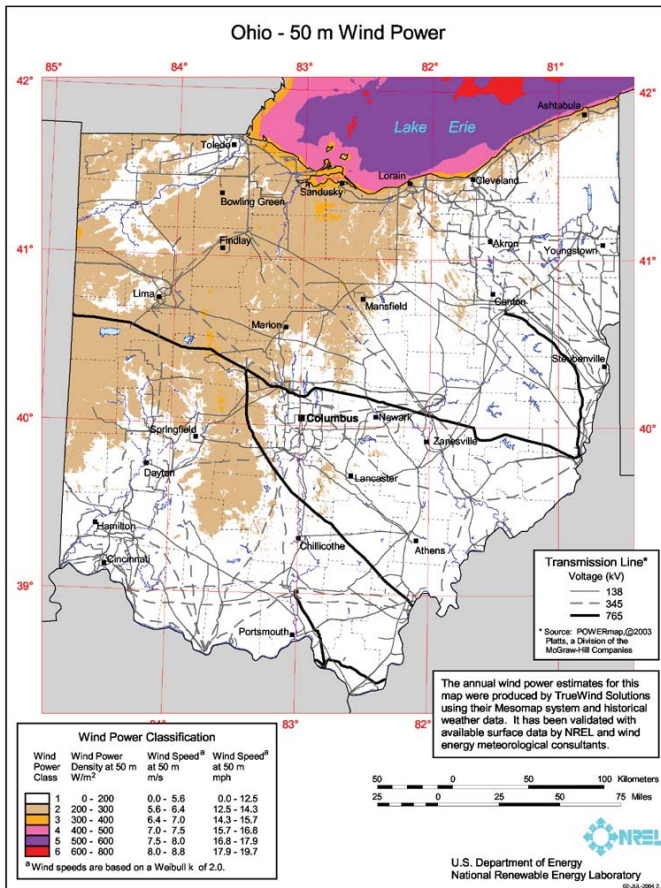
A new challenge in local jurisdictional planning is the siting and acceptance of alternative energy structures, including wind turbines and solar panel arrays. Sections 519.02 to 519.25 of the Ohio Revised Code confer no power on any Board of Township Trustees or Board of Zoning Appeals in respect to the location, erection, construction, reconstruction, change, alteration, maintenance, removal, use, or enlargement of any buildings or structures of any public utility or railroad, whether publicly or privately owned. The definition of a “public utility” is not provided in the ORC, but is defined by the Ohio Supreme Court such that the nature of the operation is a “matter of public concern and membership is indiscriminately and reasonably made available to the general public”.

If the wind turbine operator is a public utility, then zoning may not regulate the use of the land or the location, erection, construction, alteration, maintenance, removal, or enlargement of the buildings or structures.

While turbines constructed and owned or used by public utilities cannot be controlled by Township government, individual residential and commercial property owners are increasingly considering the installation of a smaller grade wind turbines for use in their homes or local businesses. Such turbines are typically 50 to 100 feet tall; heights exceeding 120 feet usually become infeasible because of construction costs. On average, a residential wind turbine operates at 25 to 40 percent of its rated capacity.

As the Wind Power map to the left indicates, Lima and Shawnee Township are within the larger northwestern Ohio Class 2 area where wind speed at 50 meters' altitude is in the 12.5 to 14.3 mph range. The use of wind turbines, while not as profitable as in other regions of the country where wind speeds and consistency are higher, is more feasible in this northwestern Ohio region than elsewhere in the State, and several turbine installations, both private and commercial, are on the drawing board or have been completed.

Average cost of a typical residential-commercial turbine system is typically between \$17,000 and \$40,000, and financing is beginning to become available from some banks. There are other incentives available, including grants to homeowners and business incentives. On lots where a new housing unit is being constructed, the wind turbine can be lumped into the total



mortgage amount.

Local Township zoning can help control wind turbine installations that are not under a public utility’s control. When zoning for wind turbines, zoning officials should consider the following:

- Wind turbines could be made a permitted use up to an established height, and any proposed turbine over that height would require a conditional use permit.
- Local officials should consider requiring that a parcel where a wind turbine is proposed must be large enough to accommodate a “clear drop zone” where, should the structure fall, it would not fall on the primary

residence on the property, or onto a neighboring property.

- A detailed engineering report should be requested with each permit request. This would provide information on the size and depth of any mounting pads, average decibel rating, safety measures such as grounding apparatuses and lightning protection, anti-climb devices, and a maintenance plan. Documentation from the area’s electric utility company could indicate what happens to any excess power that may be generated. Plans should include kilowatt size and generating capacity.
- Decibel levels should be limited to a maximum level, for all units, of 50-70 decibels.

Goals and Objectives

The Steering Committee developed the following set of goals; additional recommendations in the form of more specific objectives are provided for each goal. A sixth goal (F) has been added by the Plan’s author to address issues posed by newer technology.

Goal A: Maintain and upgrade the Township’s existing utility infrastructure, including public water, wastewater treatment, sanitary sewers, and storm water management.

1. Communicate to residents the status of the Township's infrastructure, including age and condition of water distribution systems, sanitary sewer systems, and storm water provisions. (LACRPC, County Sanitary Engineer, County Engineer, Soil and Water Conservation District, City of Lima utilities, Allen Water District, Township Trustees).
2. Ensure that all providers of essential utilities and services are in close contact with Township officials with regard to their plans for growth, upgrading of physical plant and distribution facilities, maintenance of existing facilities, and new construction.

Goal B: Plan and implement new utility infrastructure to replace aging and obsolete systems that serve redevelopment areas.

1. Utility providers should make local officials aware of priority replacement and rehabilitation projects, as well as planned new construction (County Sanitary Engineer, City of Lima utilities, Allen Water District, County Engineer, County Soil and Water District).
2. Coordinate planned construction on public rights-of-way with traffic patterns and needs. (Utility providers, County Engineer).
3. Coordinate planned extensions of utilities with the growth planning incorporated in this Comprehensive Plan, and with the Township zoning resolution, to provide for consistency with long-range planning (Township Trustees, Township zoning officials, LACRPC, utility providers).
4. Incorporate redevelopment, replacement, and rehabilitation projects within over capital improvement planning (Utility providers, Township officials).

Goal C: Plan for expansion of utility distribution to planned growth areas; Encourage development and infill in areas already contiguous to existing utilities.

1. Use the comprehensive plan text and maps to guide development decisions and the extension of utilities as well as the promotion of the public's health, safety and welfare. (LACRPC, Township Zoning Commission, Township Trustees, developers, utility providers).
 - a. Educate the public and Township officials on findings and recommendations of the Plan.
 - b. Amend the plan as conditions change.
 - c. Review zoning resolution to reflect shared community standards.
 - d. Plan infrastructure to have sufficient design capacity to serve immediate areas under development as well as the projected land uses for adjacent planned growth areas.

2. Coordinate land use changes with available municipal services; ensure concurrency of land uses with the infrastructure necessary to support those uses. (Sanitary Engineer's office, LACRPC, Allen Water District, City of Lima Utilities Department, Township Trustees)
 - a. Establish the existing capacity of all municipal water and sanitary sewer services.
 - b. Develop local recognition of feasible limits for municipal services and develop a utility, service district.
 - c. Minimize the potential for urban sprawl, loss of farmland, and leap-frog development; encourage and promote development within infill areas or adjacent to existing infrastructure of adequate capacity for growth.

Goal D: Consider creating an independent entity to exclusively address water distribution in the Township.

1. Analyze the effectiveness of the current provision of water throughout the Township by two separate entities, and identify any shortcomings, such as inability to deliver adequate water to any portion of the Township. (Township officials, County officials)
2. Determine whether the potential advantages of a combined provider would outweigh the benefits of continuing under the present arrangements. (Township officials, County officials)

Goal E: Ensure utility improvements and services are cost effective and affordable.

1. Support the co-location of municipal water and sanitary sewer services. (Allen County Sanitary Engineer's Office, Allen Water District, City of Lima Utilities Department, Township Trustees)
2. Eliminate unplanned and/or unnecessary costs of infrastructure extensions or upgrades.
3. Maximize the cost-effectiveness of delivering utility services through careful study of benefits, costs, and alternatives.
4. Consider the use of impact fees to provide a source of infrastructure project funding from those developers and property owners who most directly benefit from the development of the infrastructure. (Township officials, legal counsel, LACRPC, developers)

Goal F: Ensure that utility improvements and services are safe and cause minimal aesthetic impacts on surrounding and nearby properties.

1. Wherever possible, encourage burial of electric, telephone, and cable wires in residential areas, and in other areas where feasible. (Township zoning officials, developers, utilities)

2. Monitor and, where applicable, guide the development of new cellular telephone and communications towers within the Township. Work to minimize their visual impact and safety concerns (Utilities, Township and County officials).

3. Consider developing a section within the Township's Zoning Resolution that addresses and controls the construction of wind turbines throughout the Township, for private commercial/industrial as well as residential use. Within the new zoning language, include consideration of adequate fall zones, plans for maintenance and eventual decommissioning/ demolition of the turbine, noise, and structural integrity. (LACRPC, Township zoning officials, Township Trustees).

Chapter 9: Current and Future Land Use

The central purpose of a comprehensive plan is to project future needs for a number of specific land uses, then to provide guidance in the orderly location of those uses and overall development patterns to best serve the residents and property owners of the Township, and to make the most efficient use of the land resources and local government services available. This chapter presents some projections of space requirements for a series of land uses, based on historical growth and population projections. Also included in this chapter are a series of considerations, recommendations, and the goals and objectives that have been developed by the plan's advisory committee.

Map 9-1 on the next page depicts the general pattern of current land uses in Shawnee Township. In very general terms, land uses follow a transitional pattern, changing from more “urban” and intensive land uses in the northeast (where the Township abuts the regional center, the City of Lima), to more “rural” and low-density uses of land to the south and west.

**TABLE 9-1
SHAWNEE TOWNSHIP:
2008 LAND USE BY TYPE, ACRES AND PARCELS**

Land Use Type	Total Acres	Percent of Total Area	Total Parcels	Percent of Total Parcels	Mean Parcel Size
Shawnee Township	14,140.8	100.0	4,149	100.0	3.4
Agricultural Uses	6,710.5	47.5	168	4.0	39.9
Commercial Uses	341.2	2.4	134	3.2	2.5
Industrial Uses	1,096.2	7.8	71	1.7	15.4
Residential uses	4,296.7	30.4	3,640	87.7	1.2
Public/Quasi Public Uses	815.5	5.8	60	1.4	13.5
Recreational Uses	445.3	3.1	8	0.2	55.7
Railroad	165.8	1.2	21	0.5	6.1
Unassigned	269.5	1.9	47	1.1	5.7

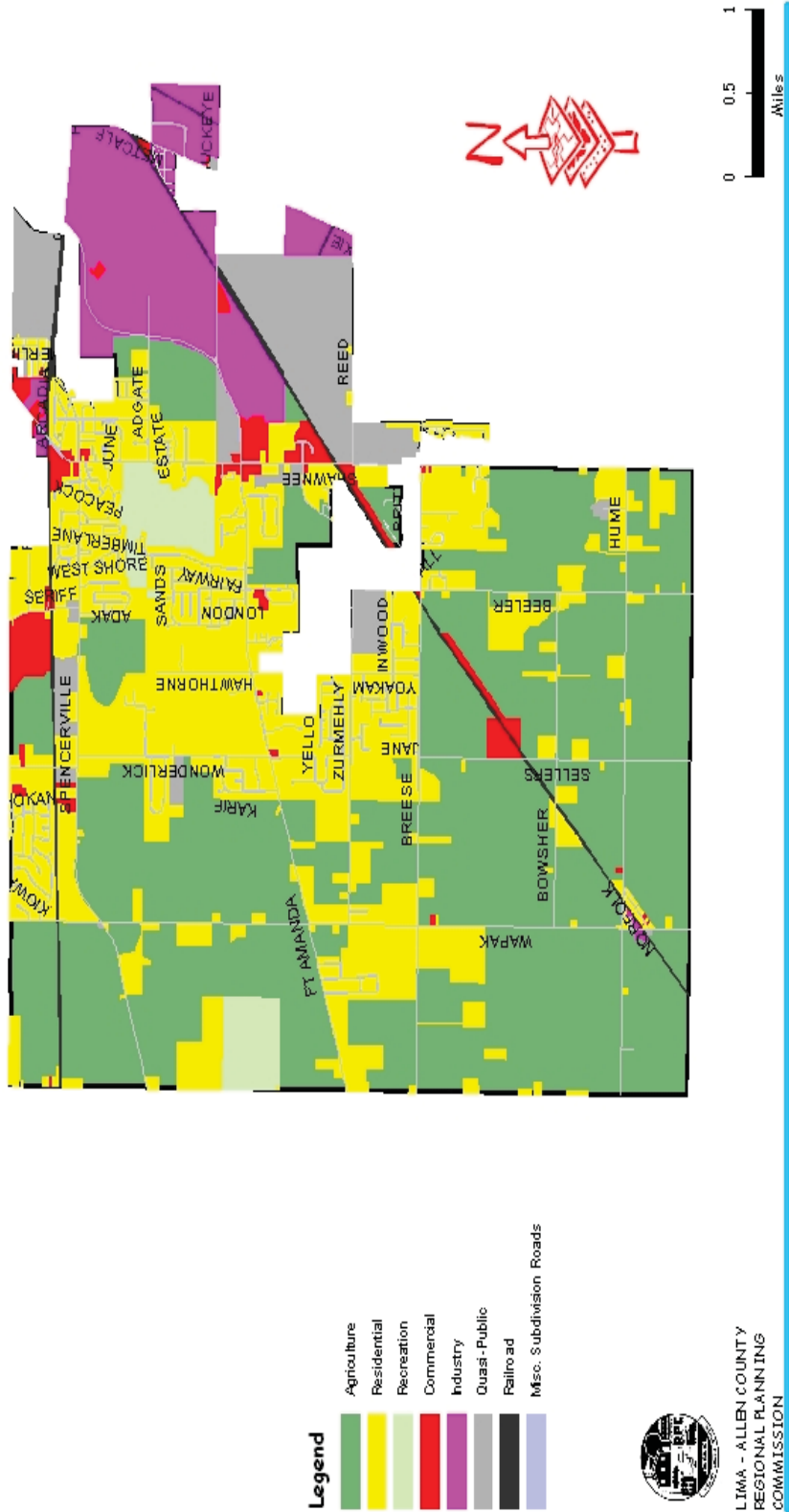
Note: Land use, acreage and parcel data is reflective of 2008 Allen County Auditor data. Such data incorporates acreage consumed by land supporting transportation activities; some overlap also exists between agricultural and residential due to residential and farming uses occurring on the same parcels. Statistical accuracy assumed at 98th percentile.

**TABLE 9-2
SHAWNEE TOWNSHIP LAND USE CHANGE 2002 – 2008**

Year	Land Use by Type and Acreage			
	Residential	Commercial	Industrial	Agricultural
2002	4,000.6	327.5	1,088.2	7,101.2
2008	4,296.7	341.2	1,096.2	6,710.5
Net Gain/Loss	296.1	13.7	8.0	-390.7

MAP 9-1

SHAWNEE TOWNSHIP: GENERALIZED LAND USE



The following is a general discussion of each of the major land use classifications and their patterns and trends in the Township. The reader is advised to consult both the preceding map 9-1 and Table 9-1, which depicts land use by type, acreage, and parcels. The table indicates that, in 2008, the year in which these data were most recently developed by the Allen County Auditor's office, the Township's roughly 14,141 acres were divided into 4,149 parcels, with a mean parcel size of 3.4 acres.

Residential Uses



Shawnee Township had 4,296.7 acres in residential use in 2008, representing 30.4 percent of the total land in the Township. This use represented 87.7 percent of the Township's total parcels, with 3,640 parcels. Dividing acreage by the number of parcels, mean parcel size is 1.2 acres, indicating a relatively low density in housing. Residential use grew by 296.1 acres, or 7.4 percent, between 2002 and 2008.

While residential use is spread throughout much of the Township, it is quite heavily concentrated in the northeastern quadrant (excepting the industrialized area to its east). Development of new housing has followed a standard radial pattern away from the City of Lima, with older subdivisions located closer in toward Lima, and newer subdivisions locating on adjacent land to the west and south.



As one may expect, high density housing predominates closer to urbanized Lima. Several apartment buildings are located along the northern portion of Shawnee Road as it approaches Lima. Additionally, multi-unit condominium projects have appeared farther to the south, within close proximity of Shawnee Road. Condominiums have proven to be a popular housing choice with many among the growing “baby boomer” population segment, who have become “empty nesters”, and many of whom are approaching retirement and seeking a more maintenance-free lifestyle. However, single family units remain the predominant housing type throughout the Township and its numerous housing subdivisions.

Before the current national slowdown in housing starts, the demand for Shawnee Township housing was causing the conversion of farm land in a push to the west and south. This trend has reached beyond Wonderlick Road to the west and Breese Road to the south.

The Lima-Allen Regional Planning Commission has created a projection of the demand for new housing throughout the Township, based on historic square footage data, where the sum of floor area for residential use reached 8,053,968 square feet by 2002. Using a linear regression, based on historic trends, the LACRPC found a future projected demand for 2,691,080 additional square feet, an increase of 33.4 percent, between 2002 and 2030. This projection may be tempered somewhat by the current and far-reaching slowdown in housing construction and household income, the trend toward smaller households, projections of increased energy costs that may lead to more compact construction, and significant increases in the number of elderly households, also requiring smaller housing units. The population and demographics chapter of this plan projected an increase of roughly 57.6 households annually, with population increasing 17.7 percent and the number of households (and thus the demand for housing units) growing by as much as 50.5 percent.

Using the LACRPC residential land use increase projection of 33.4 percent, based on historic acreage per housing unit, would yield a demand for an additional 1,347 acres for housing between the 2002 base acreage of 4,000.6 acres and the new total of 5,336.8 acres. This is based on a projected 2030 population of 9,845, requiring some 1,728 additional housing units. The need for 1,347 acres is close to the acreage in projected sewer areas, which amounts to 1,311 acres. There are currently 588 acres available in platted subdivisions. It is possible that the demand for acreage could decrease somewhat if Township homebuyers opt for higher density housing over time, including condominiums and apartments. Within the Village of Fort Shawnee, it is projected that the population will reach 5,134 by 2030, requiring another 1,038 houses and some 726 additional acres. This will present a challenge, as there are only 69.1 acres within the Village vacant and with available sewer service, according to LACRPC projections.

Industrial Uses



Industrial land uses accounted for 1,096.2 acres in 2008, or 7.8 percent of the total land area. This area was comprised of 71 parcels, or just 1.7 percent of the Township's total number of parcels. The mean size of a parcel was 15.4 acres. Industrial use increased very slightly by 8.0 acres or 0.7 percent, between 2002 and 2008, indicating very slight industrial growth in the Township.

Heavily industrial land use is concentrated in the far northeastern portion of Shawnee Township. This has historically been a very intensive industrial area, with a large refinery, the

military-related tank plant, and other industrial concerns in the area. Some small parcels along State Route 117 (Spencerville Road) are also classified as industrial.

More light industry has tended to locate in smaller industrial parks close to the I-75 corridor, in Fort Shawnee or nearby townships with exposure and access to I-75, and the industrial base within Shawnee Township largely consists of a few large, heavy industries. They are broken down more specifically in the economic development chapter.

The northeast portion of the Township lends itself to industrial land uses for several reasons: proximity to the rest of the Lima metropolitan area; proximity to I-75 and also to the Dixie Highway, as well as Class IV roadways in the area (Ft. Amanda Road, Buckeye Road); the predominance of non-hydric soils in the area; municipal and regional water and sewer service availability; rail service in the area (the Norfolk Southern line running from northeast to southwest); and electric service of adequate capacity for heavy industry (triple phase, 220 kv).

The Lima-Allen County RPC projected future demand for industrial property based on annual floor area data since 1910. There were some 888,135 square feet of built up floor area in 2002, and using regression analysis, LACRPC found the trend lines to point toward a need for another 241,821 square feet by 2030, using a linear model. However, the range of projection varied widely, from -3.6 percent at the 95% (minimum) to 58.0 percent at the 95% (maximum) confidence levels. The linear model, on the other hand, projected a 27.2 percent increase through 2030 from the existing floor area in 2002. Applying a 27.2 percent increase to existing acreage would yield a conversion of 295 acres to industrial use over this time period. With the large variance in projections, it is not possible to accurately project the demand for future industrial acreage. However, if the demand is close to the above-mentioned 295 acres, industrial needs may be satisfied by the 273 acres now identified as available within the Village of Fort Shawnee's existing industrial parks. LACRPC projects an additional demand through 2030 for 188.5 industrial acres within the Township; there are only 33.8 acres in the unincorporated Township that are vacant and suitably zoned for industry. Thus there is a potential need to identify and reclassify suitable acreage for long-range industrial development.

The projection of industrial need may, like the housing projection, be tempered somewhat by the realities of the current economy, and the slowdown in manufacturing worldwide that is resulting in excess capacity. The call for expansion has been limited during this recessionary period, and it may take some time to resume a vigorous growth pace. However, it is of great importance that future industrial development be guided to areas that are compatible with and supportive of industry, and that Shawnee Township (and the Village of Fort Shawnee, which has more available and suitable industrial space) not overlook the benefits to attracting new compatible, job-producing industry to suitable areas within their jurisdiction. Those areas are likely to largely remain within or in the vicinity of the northeastern and far eastern portions of the Township.

Commercial Uses

Shawnee Township does not serve as a commercial center for its region, ceding that function



to adjacent American Township, to the north, and other regional commercial locations. Instead, the commercial businesses in the township are largely convenience stores or restaurants, serving the needs of local residents to purchase needed items or a quick meal without driving far from home. There has, however, been some significant growth in the development of office uses, with medical and professional

parks growing along the Shawnee Road corridor. That corridor appears to be the most appropriate location to cluster such business, by virtue of its proximity to the residential areas, its location on a well-traveled road with relatively high capacity cross streets penetrating into those residential areas, and the compatibility with such businesses with adjacent and nearby uses. Other commercial uses are located along the Norfolk Southern rail line to the south, and along Arcadia and Spencerville Road (S.R. 117) in the northeast section of the Township. These are commercial uses that are located in close proximity to their Lima market.

The 2008 data from the County Auditor revealed 341.2 acres, or just 2.4 percent of the Township's acreage, devoted to commercial use. There were 134 commercial parcels (or 3.2 percent of all parcels), with an average size of 2.5 acres. Commercial acreage increased very slightly, by 13.7 acres, between 2002 and 2008, representing a 4.2 percent increase.

The LACRPC separated the projection of all commercial land uses into retail establishments, banks and medical facilities, and other commercial facilities, and found a variety of projected growth rates between these sectors. Retail establishments were projected to grow from 347,129 square feet in 2002 to 403,788 in 2030, a 16.32 increase that would add 56,659 square feet. Banks and medical facilities, however, would grow by 70.3 percent, from 129,832 to 221,115 square feet. All other commercial uses would grow by 36.31 percent, from 449,897 to 613,256 square feet.

The LACRPC projections forecast a 31.7 percent increase in commercial floor area for all commercial land uses, from 1,179,482 square feet in 2002 to 1,553,491 in 2030, an increase of 374,009 square feet. The 95% confidence intervals ranged from 25.28 percent to 38.14 percent increases. LACRPC projects a demand for an additional 282.4 acres of commercial development within the Township to 2030, while there are currently only 23.1 acres of vacant property zoned for commercial use within the Township. This points toward a need to identify and target additional prime acreage for commercial uses. It is recommended that such sites be located within close proximity of the Shawnee Road commercial corridor, or such secondary corridors as Breese Road immediately east of Shawnee, or the State Route 117 corridor.

LACRPC also projected a need for an additional 36.7 acres of commercial property within the Village of Fort Shawnee, where there is currently a total of 13.6 vacant acres zoned for commercial use.

Agricultural Use

In terms of land area, Shawnee Township is still largely agricultural. Nearly half of its land area (6,710.5 acres, or 47.5 percent) is devoted to agriculture. This land is divided into 168 parcels, averaging 39.9 acres apiece. Agricultural acreage decreased by 390.7 acres between 2002 and 2008, reflecting nationwide trends in the conversion of agricultural land. This represents a 5.5 percent decrease over six years.



As noted elsewhere, agricultural uses exist throughout the western and southern portions of the Township. Over time, agricultural land to the east and north of these existing predominantly agricultural areas has been converted to residential development, and only a few agricultural “islands” still exist within the more residential areas to the north and east, providing possible opportunities for future infill.

Other Uses

Public and quasi-public uses accounted for 815.5 acres or 5.8 percent of the Township's land area in 2008. These parcels include the Apollo Career Center and Shawnee Schools campuses, outlying schools to the west and south, and Township property and facilities along Fort Amanda Road and elsewhere. In Shawnee Township, there were 60 public and quasi-public parcels, or 1.4 percent of all parcels, with a mean parcel size of 13.5 acres.

Recreational uses occupy 445.3 acres, or 3.1 percent of the Township's land. These include just eight parcels, with a mean parcel size of 55.7 acres. Property termed “recreational” includes the golf course in the northeastern portion of the Township and a large plot of land in the west-central area, as well as the Heritage Park property north of Reed Road and abutting Shawnee Road.

Railroad property accounted for 165.8 acres on 21 parcels, with an average parcel size of 6.1 acres. Railroads accounted for 1.2 percent of Township property in 2008. This property largely consists of the two rail lines traversing through the Township. Unassigned acreage totaled 269.5 acres, or 1.9 percent of the Township's land area in 2008, with 47 unassigned parcels averaging 5.7 acres apiece.

Allen 2020 Visioning Project

The Allen 2020 project incorporated one team that addressed land use. This group began with a definition of “good land use” as “the efficient and economic use of land for the betterment and sustainability of the community, its citizens and natural resources. Concepts and strategies guiding much current land use thinking include but are not limited to sustainable growth, planned growth, sensitive design, low impact, performance-based development, resource preservation, and conservation of natural resources.”

The vision of the work group was to have a county-wide land use plan in place by 2020 that would enable informed decisions; make existing urban, suburban and small town areas of the county more attractive places to live by facilitating redevelopment and infill development of deteriorating or under-utilized urban/suburban areas, and protect rural and natural areas; and optimize Allen County's economic viability, lifestyle choices, environmental sustainability, and overall attractiveness. The work group developed the following proposed actions, which are listed here to provide background information regarding identified local priorities. Some, but not all, of these actions are reflected in this plan's recommendations at the end of the chapter.

Proposed actions included the following:

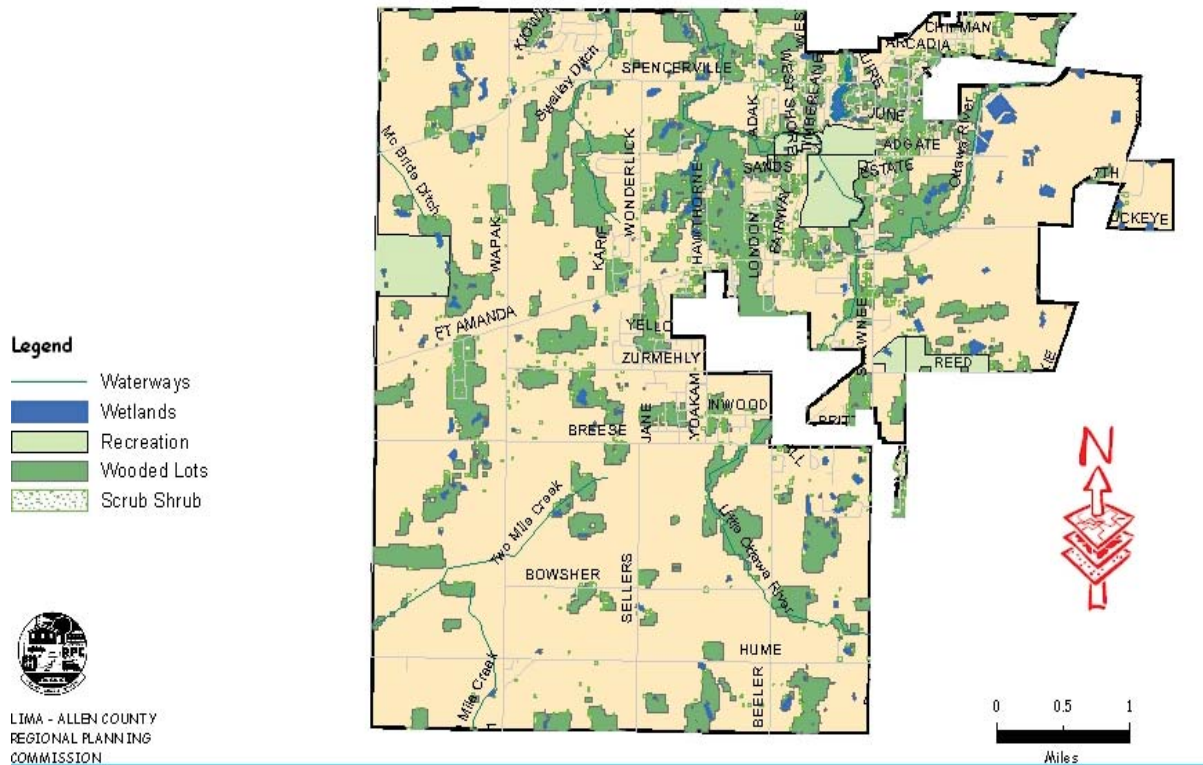
- Conduct a cost of services analysis, covering fiscal implications of providing public services for differing kinds of land uses, and inform the public and elected officials regarding the costs and benefits of various kinds of economic and land use activities. In this way, costs and benefits of differing land uses for today and the future are recognized and understood by taxpayers.
- Create an informed citizenry to participate in land use discussions and provide direction to elected officials. Activities would include a public awareness campaign and grass-roots participation in the development of a county-wide land use plan.
- Develop a comprehensive land use plan for Allen County, utilizing a citizens' task force.
- Establish mechanisms to conserve agricultural land and protect environmentally sensitive land. Establish measures to encourage agricultural enterprise, including a diversity of smaller scale family farms producing for local consumption. Protect environmentally sensitive land, and collaborate with the West Central Ohio Land Conservancy, Ottawa River Coalition, and other organizations.
- Establish a county-wide utilities department, combining the Allen Water District with the Allen County Sanitary Engineer's office and relevant permitting functions of the Allen County Health Department and the City of Lima.
- With regard to **Government Operations**: Establish a county-wide coordinating commission that encourages better communications between governmental entities and utilities. Cooperate in creating sources for future economic growth (health care facilities and medical center, wellness programs). Coordinate communications equipment. Establish an entity that could procure options for planned development. Establish a clearinghouse at Chambers of Commerce to provide one-stop resource centers for commercial and residential funding sources, permitting, demographic information, utilities, licensing, etc.

LAND USE CONSIDERATIONS

Natural Resources Considerations

Land use planning must be mindful of natural resources and features that may prohibit or guide optimal development. Wetlands and flood plains, for example, present areas that must be avoided. Soils must be suitable for load bearing and stability. The general locations of these features were presented in the Natural Resources chapter. Map 9-2 (next page) depicts a summary of environmental features throughout the Township.

**MAP 9-2
NATURAL RESOURCES**



Open space and critical environmental areas should be preserved. Preserving open space can boost the local quality of life, maintain desirable community character and amenities, and indirectly boost property values. Sites with critical or extraordinary natural or environmental value should be set aside as open space or “greenways”. Preserving such space can help prevent flood damage by allowing for drainage, help a watershed in channeling surface water into natural waterways, and preservation of prime soils. Other benefits of open space planning include protecting habitat, combating air pollution, attenuating noise, controlling wind, providing erosion control, and even moderating temperatures that can be exacerbated by extensive pavement.

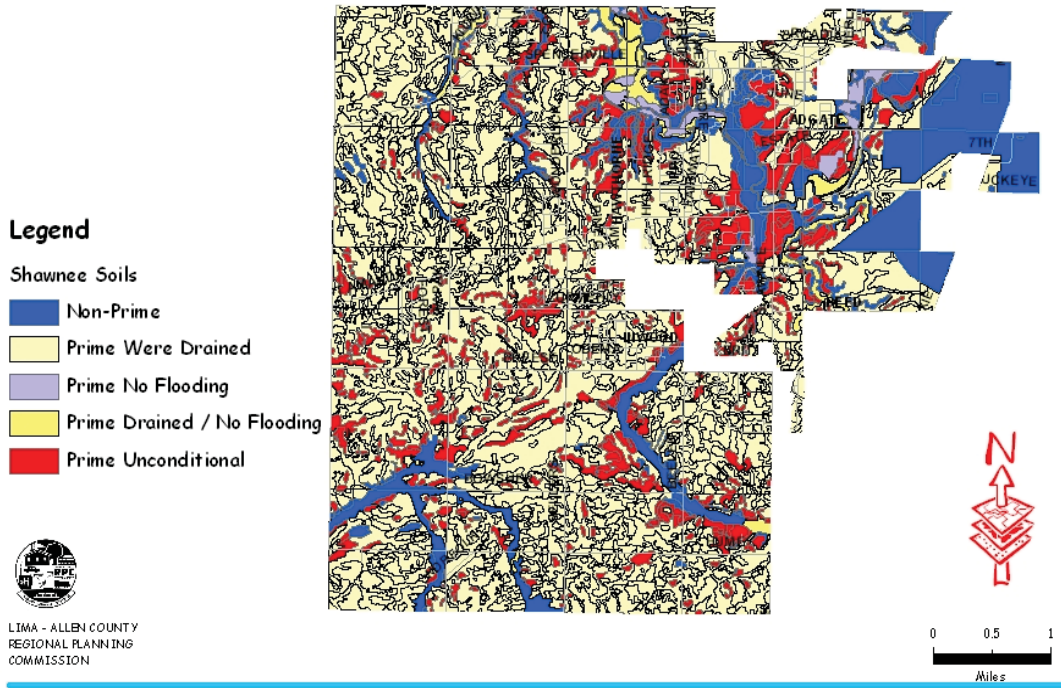
Preserving Agricultural Land

There is an inherent interest in preserving Shawnee Township’s agricultural character and farmland within the Township. As noted previously, there were 6,710 acres of agricultural land (47.5 percent of total acreage) in the Township in 2008, which is almost 400 acres less than in 2002. It is inevitable that some farmland will be converted to new uses over time, whether in whole tracts that become residential subdivisions or single frontage lots along rural roadways. With conversion and development of subdivisions adjacent to cropland or animal pasturing lands can come significant land use conflicts, with new homeowners subjected to livestock noises, manure odors, and the environmental challenges that accompany chemical spraying on crops.

Prime soils can be found throughout the Township, although the northeastern portion has been developed and farms are largely found to the south and west. Non-prime soils generally follow riparian corridors in these areas. The most suitable agricultural land is located where prime soils are found. The following map delineates such soils.

MAP 9-3

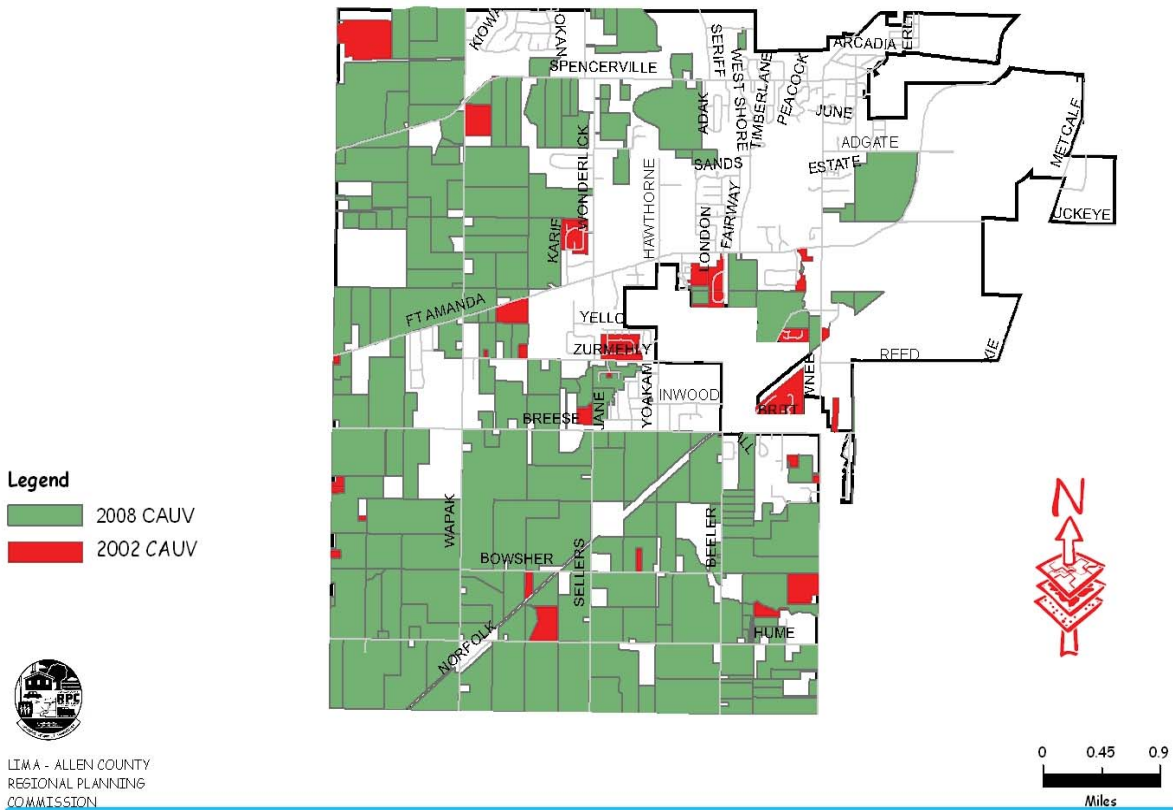
SHAWNEE TOWNSHIP: PRIME SOILS



Map 9-4 depicts lost CAUV land between 2002 and 2008. The 2002 CAUV locations represent the loss of some 390 acres of land between 2002 and 2008. Those locations are dispersed throughout the Township, rather than indicating a trend toward conversion from CAUV in one specific area.

While this plan does not propose specific growth boundaries, the future land use map does draw some conclusions regarding the limits of residential build-out, beyond which it is anticipated that agricultural uses will continue. There are a number of tools that can also be used to facilitate the preservation and continued productive use of agricultural land.

MAP 9-4
SHAWNEE TOWNSHIP: LOST CAUV LAND 2002-2008



Effective controls are needed to minimize the conflicts between agricultural uses and their neighbors. It is beneficial to include buffer zones to separate subdivisions from agricultural property.

The **agricultural easement** can be an effective legal tool for the permanent protection of farmland, in the form of a flexible agreement between a landowner and a government entity. The owner can permanently protect the land from non-agricultural development without giving up ownership. An agricultural easement is treated the same as a conservation easement under federal tax law. The easement is filed with the County Recorder and its terms are binding on future landowners as well as current ones. When a landowner donates an agricultural easement, he or she still owns the land, manages the land for farming, pays taxes on the property, and retains the right to sell it or pass it on to heirs.

Benefits of an agricultural easement include an income tax deduction as a charitable gift (based on the difference between appraised values before and after the easement), and a lower appraised value that results in lower estate taxes, with a second estate tax reduction of up to 40 percent or \$500,000.

Agricultural zoning is a method for protecting agricultural land use by stipulating a minimum lot size or limitation on non-farm uses. In Ohio, agricultural activities cannot be prohibited by township or county zoning ordinances, except in a platted subdivision or an area consisting of 15 or more contiguous lots approved under section 711.131 of the Ohio Revised Code.

Agricultural zoning can help protect rural farming areas from becoming fragmented by residential development. Residential development often leads to higher property taxes and nuisance suits filed by new neighbors unaccustomed to the noise and odors produced by agricultural operations. However, if community attitudes or policies change, an ordinance can be eliminated, so this tool is vulnerable to change.

Shawnee Township includes provision for agricultural districts in its zoning code. The Township's Agricultural districts permit any use permitted in R-I districts (mainly single family dwellings and buildings accessory to them), as well as agricultural uses (farming, dairying, pasturage, agriculture, horticulture, aquaculture, hydroponics, foresting, floriculture, viticulture, animal and poultry husbandry, and licensed mineral mining), golf courses, and farm implement sales and service.

A formal method of quantifying site-specific locational considerations such as proximity to infrastructure, environmental sensitivity, soil productivity, and existing agricultural activities is promoted by the Lima Allen Regional Planning Commission. The methodology, known as the Land Evaluation and Site Assessment (LESA) system, provides a means of inventory and classification that facilitates the conversion of agricultural ground based on need, proximity to existing development, existing infrastructure, and soil characteristics. The method can be used to identify prime agricultural land to be preserved.

Another method of agricultural preservation practiced elsewhere is the **Purchase of Development Rights**, a government initiative that provides for the acquisition of farmland in order to keep it in agricultural use. Governments using these techniques generally establish a formal program with specific criteria for prioritizing acquisitions. Voluntary participation is solicited from landowners in the targeted areas. If landowners participate, they must sell the development rights to the land, while retaining all other rights associated with ownership (including the right to lease or sell the land, and in the case of farmland preservation, the right to sell the land). Local governments and charitable organizations are eligible to apply for grants to purchase agricultural easements. Ohio has made funding available, through the Clean Ohio Fund as established under S.B.223 (ORC 5301.69 (B)(1), (C), and (E)), under which grants were issued for up to 75 percent of the value of the easement.

Finally, an important ongoing activity is simply **education** and support of the agricultural industry and its contributions. Prospective homeowners on the edge of agricultural areas

should be made aware of the “spillover effects” of such a location, including the smells and sounds of agribusiness, the potential effects of upwind spraying, and farm machinery traveling on rural roads.

Sustainability and Orderly Growth

The word, “Sustainability”, is used a lot in planning circles. It generally speaks to an ability to develop in a way that can be maintained into the future, that minimizes the need to provide new services and facilities, and that makes efficient use of resources. Sustainability is often associated with growth management and public facility controls.

Some methods used to support sustainability include *targeted infrastructure investment*, since many studies have shown that growth generally follows infrastructure. With targeted infrastructure investment, local government can acknowledge the secondary effects of their investments and deploy them with the explicit plan to encourage growth in particular areas.

A Township utility extension policy should clarify the intent of the Township to guide development to preferred areas. As an example of such a policy, the comprehensive plan for Lincoln, Nebraska states: “Urban development will occur in areas immediately abutting the City that reflect a logical and timely extension of urban infrastructure. The City of Lincoln shall only provide water and waste water service to properties located within the corporate limits of the City. This policy provides for contiguous growth, allows for efficient long range planning and cost effective construction and management of the system.” In the case of Shawnee Township, the Township should coordinate its policies with the County and other affected entities both at the planning stage and at the implementation stage, where the extension policies should be coordinated with county subdivision regulations.

Capital improvements include any physical improvements identified and needed by a community. The most common types of projects involve construction and maintenance of roads, municipal buildings, acquisitions of real property, or acquisition of vehicles and equipment. One tool to help prioritize projects is the employment of *Capital Improvements Planning*. Capital Improvements Plans communicate to developers and others the order and priority of improvements to public facilities. If a locality adheres to a policy of following the schedule of improvements listed within its capital improvements plan, it can effectively guide new development to designated growth areas as developers realize that local government will not allow the development community to dictate the location and timing of public facility improvements.

A capital improvement should adhere to the vision of the comprehensive plan, but it is only effective if the locality follows the schedule of improvements laid out in the capital improvements plan. In the case of Shawnee Township, overall capital improvement planning and coordination is difficult since the provision of various public improvements falls under the jurisdiction and control of a number of different offices. A given roadway, for example, may fall under the control of the Ohio Department of Transportation, the Allen County Engineer, or the Township Roads Department. Likewise, water service may be controlled by the City of Lima or the Allen Water District, while sanitary sewer is controlled by Allen County's wastewater district. Regardless of the entity in charge, care should be

taken to ensure that public facilities are not extended to unplanned, undeveloped areas in a manner that facilitates sprawl.

An increasing number of local governments rely at least in part on **impact fees** to provide a partial funding source for the expansion of infrastructure. Impact fees are assessments levied on new development to help pay for the construction of off-site capital improvements that benefit the contributing development. This approach can be combined with **Adequate Public Facilities (APF) controls**, but in some ways it is a more proactive approach, by developing funding and planning the necessary facilities. APF controls require that adequate basic services and facilities be provided at that same time as, or concurrent with, any new development, going beyond standard land development regulations to ensure that new development will not cause unacceptable reductions in services for existing area residents.

There is an expressed interest within the Township in preserving the suburban to rural character of the community. There are several policies or practices that can help achieve this goal, many of which have been touted as “New Urbanism”, “Neo-Traditionalism”, or “Smart Growth”. This planning philosophy, which has emerged over the past ten years or so, promotes physical attributes that were created and valued in the past, encouraging such characteristics as interaction with others and reduced reliance on the automobile. Principles of New Urbanism include the following.

1. **Walkability:** Pedestrian-friendly street design; buildings close to the street, tree-lined streets, on street parking, hidden parking lots, sidewalks, narrow and slow speed streets.

There may be less need for universal sidewalk requirements in a jurisdiction that is largely residential, with significant distances from many homes to such destinations as convenience stores or the elementary school. However, walkability can be enhanced through the provision of sidewalks on major arterials, sidewalk connectivity with the existing Rotary River Walk, and the extension of the River Walk with new bikeways and trails within the Township into the residential areas to its west, and to the high school campus on Zurmehly Road.

2. **Connectivity:** An interconnected street grid network that disperses traffic and eases walking; a high quality pedestrian network and public realm that makes walking pleasurable.

Care should be taken in the design of subdivisions to include stub streets that can later be connected to adjacent developments. In cases where such stubs already exist, connections should be designed to provide a number of commuting options within the neighborhood. Walkability and transportation efficiency can be addressed by planning for new roadways that connect existing roads and include sidewalks. The simultaneous use of traffic calming methods (such as pavement bump-outs or speed bumps) can allow for the addition of new connecting streets without inducing drivers to travel at unsafe speeds or endanger pedestrians and bicyclists.

3. **Mixed Use and Diversity:** The allowance of mixed uses provides for a mix of shops, apartments, offices, and homes on a site. Mixed use can be encouraged within neighborhoods, within blocks, and within buildings in many areas.

Conventional land use regulations, which often unnecessarily segregate land uses and thus lengthen trips, should be reconsidered when the costs of such practices exceed the benefits to the community and its residents.

The potential for mixed use is addressed in Shawnee Township through provisions for Planned Unit Developments. Some of the Township's corridors, such as Shawnee Road from Breese northward, can be viewed as sites for mixed developments, since a variety of uses already exist.

4. **Mixed Housing:** This refers to a range of housing types, sizes, and prices in closer proximity.

With a growing elderly segment and smaller households comes the need for a diversity of housing types. Smaller housing sizes come into greater demand, as does the option of living in a condominium, with provided maintenance, and multi-family assisted housing. A diversity of housing types, with the choices such diversity can bring, can help the local real estate market in a time where individual consumer needs and wants for housing are more diverse. Research based on new development has shown that well-designed, compact communities that include a variety of housing sizes and types may command a higher market value on a per square foot basis than housing in adjacent conventional suburban developments. Further, housing should be encouraged in “infill” sites within the Township.

Wherever possible, new housing should be located in areas that mitigate the environmental impacts of automobile-dependent locations, and thus that maximize easy accessibility to shopping, employment, services, schools, and other destinations. As written elsewhere in this plan, housing should be developed on land that is already served by adequate infrastructure.

5. **Quality Architecture and Urban Design:** Emphasis should be placed on beauty, aesthetics, human comfort, and creating a sense of place, and on special placement of civic uses and sites within the community.

Although it is particularly challenging in a Township with no discernable “central business district” or community center, achieving a sense of place for residents requires the use of man-made boundaries or landmark to create a sense of defined neighborhoods. New development proposals should be reviewed to maximize their degree of “fit” and continuity within the context of neighboring developments and the context of the community. Infill neighborhoods should generally conform to the degree of density of their neighbors, and new businesses should conform, as much as feasible, to the color, style, and texture of their neighbors. The shopping center at Shawnee and Fort Amanda could be the basis for the eventual development of a multi-use “Township Commerce Center”.

6. ***Traditional Neighborhood Structure:*** This concept includes discernable center and edge to the neighborhood, with public space at the center, and the importance of a quality public realm, with public open space designed as civic art. It should contain a range of uses and densities within a ten-minute walk, being progressively less density from the center to the edge. There should exist support for nature and habitats, and the “urban to rural transect” should have appropriate building and street types for each area along the continuum.

This principle is particularly challenging in the context of a suburban/exurban Township with no central business district or “downtown”, or any civic focal points. Creative planning should target possible high-visibility sites as future landmarks and focal points upon which to build community identity such as the possible conception of a “Township Center” described above.

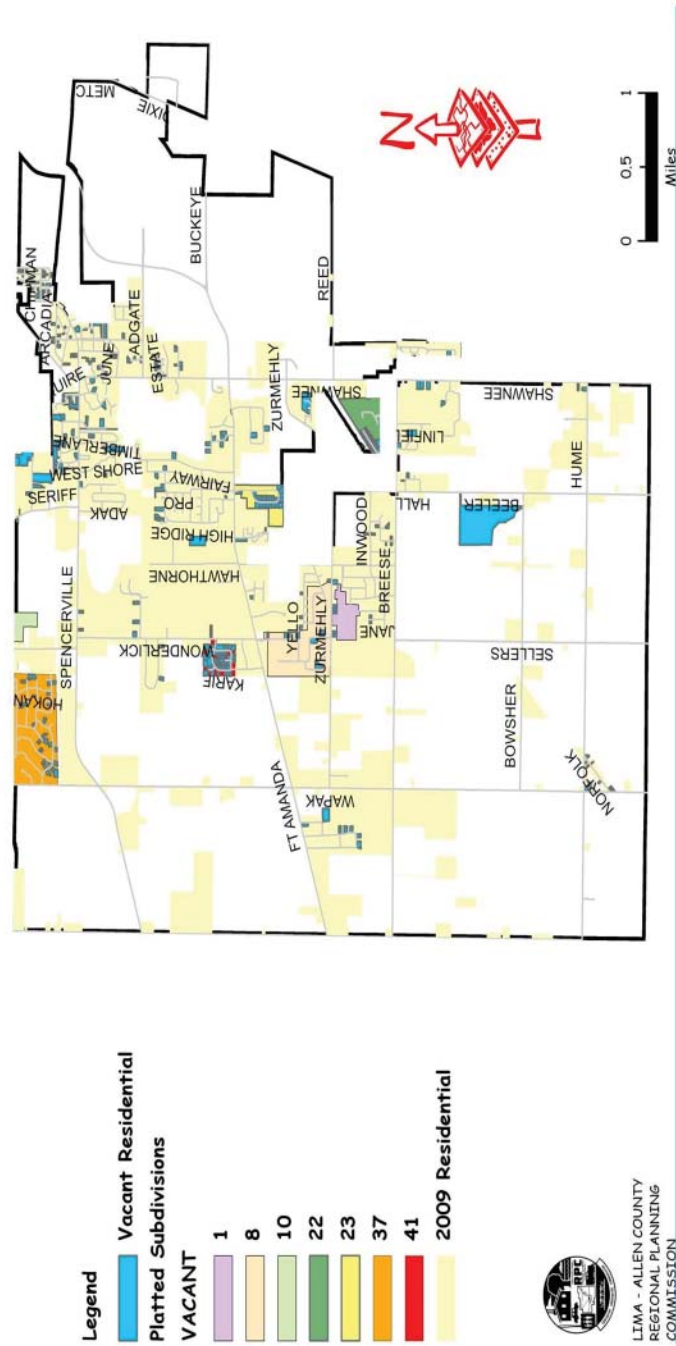
7. ***Increased density:*** This involves more buildings, shops, residences, and services closer together for ease of walking, to enable a more efficient use of services and resources, and to create a more convenient, enjoyable place to live.
8. ***Smart Transportation:*** This incorporates a pedestrian-friendly design that encourages a greater use of bicycles, roller blades, and walking as daily transportation.
9. ***Sustainability:*** There should be minimal environmental impact of development and its operations; use of an eco friendly techniques, and respect for ecology and the value of natural systems.
10. ***Quality of Life:*** Taken together, these add up to a higher quality of life and create places that enrich, uplift, and inspire. There is an interest in preserving and promoting “quality” in any new development within the Township. This can be promoted through more stringent zoning requirements involving such physical elements as landscaping, building materials and colors, and signage.

Future Land Use in Shawnee Township

Based on the above considerations, preferences for development among the various land uses and its location, and the likely demand for land for development among the uses described above, the following map is a representation of future land use in Shawnee Township as further development is built out.

MAP 9-5

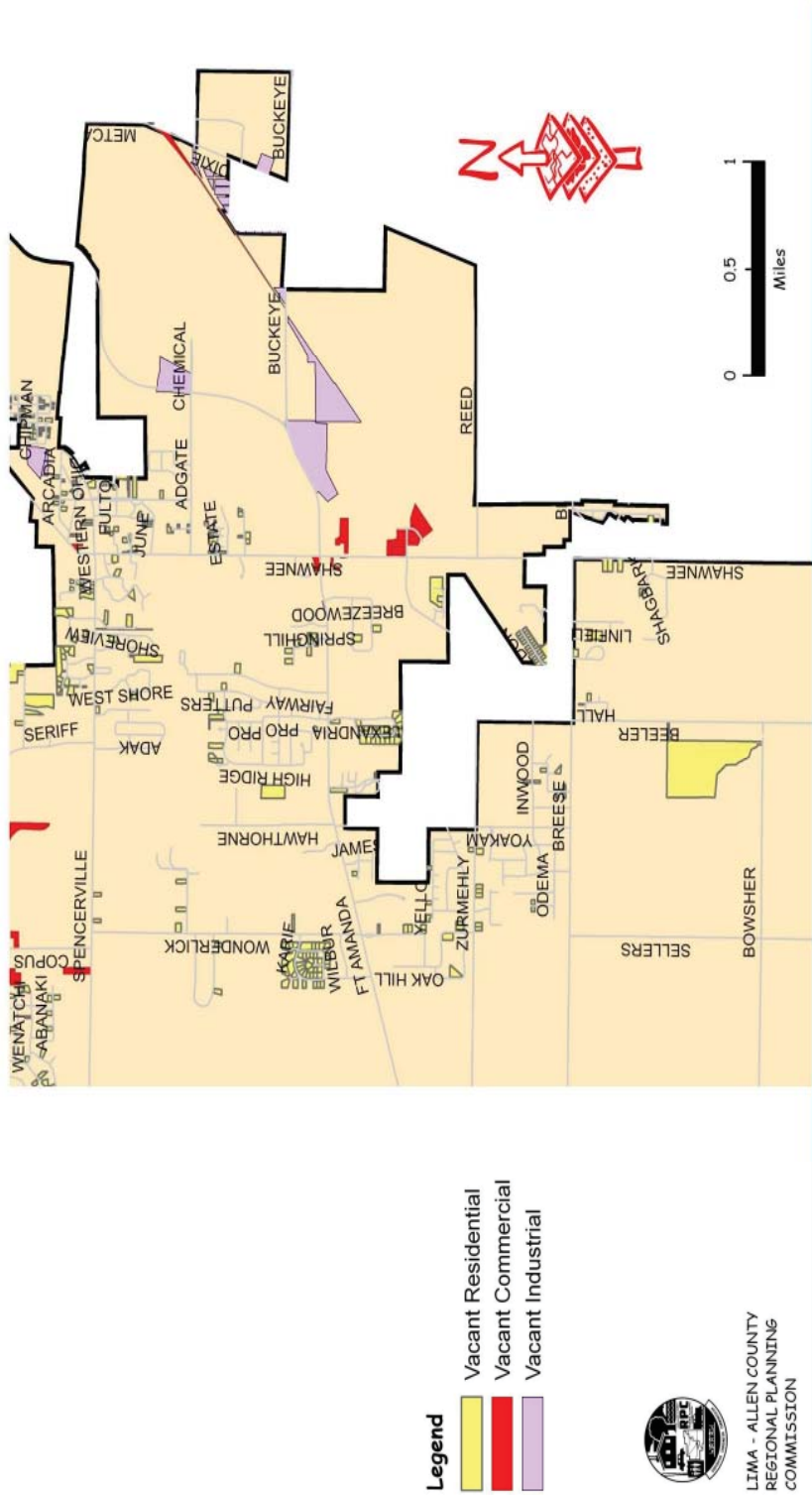
SHAWNEE TOWNSHIP: PROJECTED DEVELOPMENT LOCATIONS



LIMA - ALLEN COUNTY
REGIONAL PLANNING
COMMISSION

MAP 9-6

SHAWNEE TOWNSHIP: DEFICIENT & VACANT LAND USE



LIMA - ALLEN COUNTY
REGIONAL PLANNING
COMMISSION

Goals and Objectives

Every chapter of this plan contributes to the overall conceptual plan and goals for Shawnee Township as it changes and grows over time. The general concepts underlying the plan are summarized here, and are presented in map form. Attention should be paid to the interconnection between the Township's systems: roadways and transportation; infrastructure (particularly water and sanitary sewer); and public facilities and services, including safety services. Taken together, these systems and their guiding principles form a picture of a future Shawnee Township that incorporates the ideals presented by those who contributed their input to the planning process.

This land use plan is intended to promote the Township's values and goals that are reflected in this plan and the planning efforts of the past and present. The land use plan map is intended to be general in nature, with land use boundaries that are not specific to roads or lot lines. As the Township evaluates changes in the zoning map over time, they should analyze and determine the feasibility of specific land uses and their appropriateness based on the future land use map.

It will be important to continue to monitor population, age, and household trends to better plan for the future facility and service needs of Township residents. It will also be necessary to maintain communication between the Township and the Shawnee School District, particularly pertaining to proposed residential developments, so the school district can better anticipate changes in future enrollment. Additionally, the Township should continue to work with the several County offices that address many of the functional topics included prominently in this plan, such as the provision of water and sanitary sewer facilities, storm water management, recreational facilities, State and County roadway enhancements, and economic and business development.

Future Land Use Patterns

The following is a description of a preferred future Shawnee Township, based on input received during the planning process. The following list describes land use patterns which should help guide development over the next twenty years, to 2030.

1. Aside from agriculture, the primary land use within the Township, in terms of existing and potential future acreage, is residential. Residential growth is anticipated, although the nature of desired residential properties may be expected to change as residents have smaller households, and a larger portion of the Township's residents are elderly. Nevertheless, it is expected that existing agricultural and open space acreage will be converted to residential use, with the bounds of that space expected to conform largely to the projected service area for sanitary sewers in the Township, as depicted in Map 8-2. Adherence to the boundaries of the projected service area will help preserve the agricultural heritage and productive land in the Township's western and southern reaches.

As described elsewhere, housing may take several forms by 2030, with the larger single family units now complemented with smaller, single floor units and

condominiums on small, maintenance-free lots. Traditional subdivisions may give way increasingly to Planned Unit Developments, with homes on smaller lots, compensated for with planned green space or park area, and with a potential for mixed uses within the planned development. There may also be an increased market for multi-story or garden apartments, to allow senior citizens to continue to reside within their home Township.

2. Commercial development is likely to remain largely of a “neighborhood convenience” nature, with no emerging regional center. However, the Shawnee Road corridor, from Fort Amanda Road south to Breese Road, could continue to emerge as a commercial and service center for the Township.

Shawnee Township has no Central Business District, nor does it have a center of civic activity. Aside from school functions, and functions carried out by area churches, there is no community center where residents gather, or which they would point to as the community “gathering place”. There is benefit in planning new commercial, service, restaurant, entertainment, and other growth along the Shawnee corridor to function, not as single, isolated activities, but as components of an over-arching, planned “town center” concept. It will take considerable time to evolve such a concept, especially since there are a large number of isolated businesses, particularly along the east side of Shawnee Road, within that corridor. However, there should be some appeal to prospective service, restaurant, and perhaps niche retail stores to a location along a major arterial road into Lima, passing within a short distance of a heavily residential area with a relatively high degree of affluence.

Thus, it is the conclusion of this plan that new retail and service land uses should be encouraged to concentrate in the Shawnee Road corridor, with some allowance for development along the Breese Road corridor as well, and to adhere to planning that incorporates a “town center” theme and integrates each business into a holistic concept, including access management. This also leads to advocacy for more controlled and uniform regulations within the next zoning revision, to ensure uniformity and a higher level of appearance standards.

3. Industrial development is an important component in the overall development of a jurisdiction. It provides basic employment for a segment of the area's population, it generally provides an influx of funding into the area in exchange for the export of its manufactured product out of the area, and the taxable assets of the business within the jurisdiction provide a desirable tax base that, in Ohio today, provides a large portion of local school systems' revenue base. The demand for new industrial acreage within the Township can largely, if not completely, be satisfied with undeveloped land now existing within the Township's northeastern quadrant and within adjacent Fort Shawnee. Because of the nature of the Township-Village boundaries, and the location of both jurisdictions within the Shawnee School District, it is not as important to differentiate between the two or give preferential treatment to one over the other. More important is the need to confine future industrial or distribution uses to sites that are zoned for industry, improved with adequate utilities, equipped with acceptable truck ingress and egress to a road system

that can accommodate the truck traffic and weights, and bordered by compatible, properly buffered uses.

4. There is no expressed need for new public or institutional facilities, or for new school facilities or off-site improvements to Apollo Career Center. However, within the next twenty years, additional need may be expressed for new public or institutional facilities, such as an outlying fire station, and effort should be expended to find optimal locations for such facilities, with excess roadway capacity, adequate utilities, easy access for residents if needed, and compatibility (and even complementarity) with adjacent and nearby uses, making the new public or civic facility part of a planned center.

The land use patterns described above are also depicted on the following map on page 9-22, which presents the conceptual profile of a desired Shawnee Township of 2030.

Goal A: Provide for the development and re-development of land within the Township in a manner that respects, preserves, and enhances the unique residential character of the Township's neighborhoods.

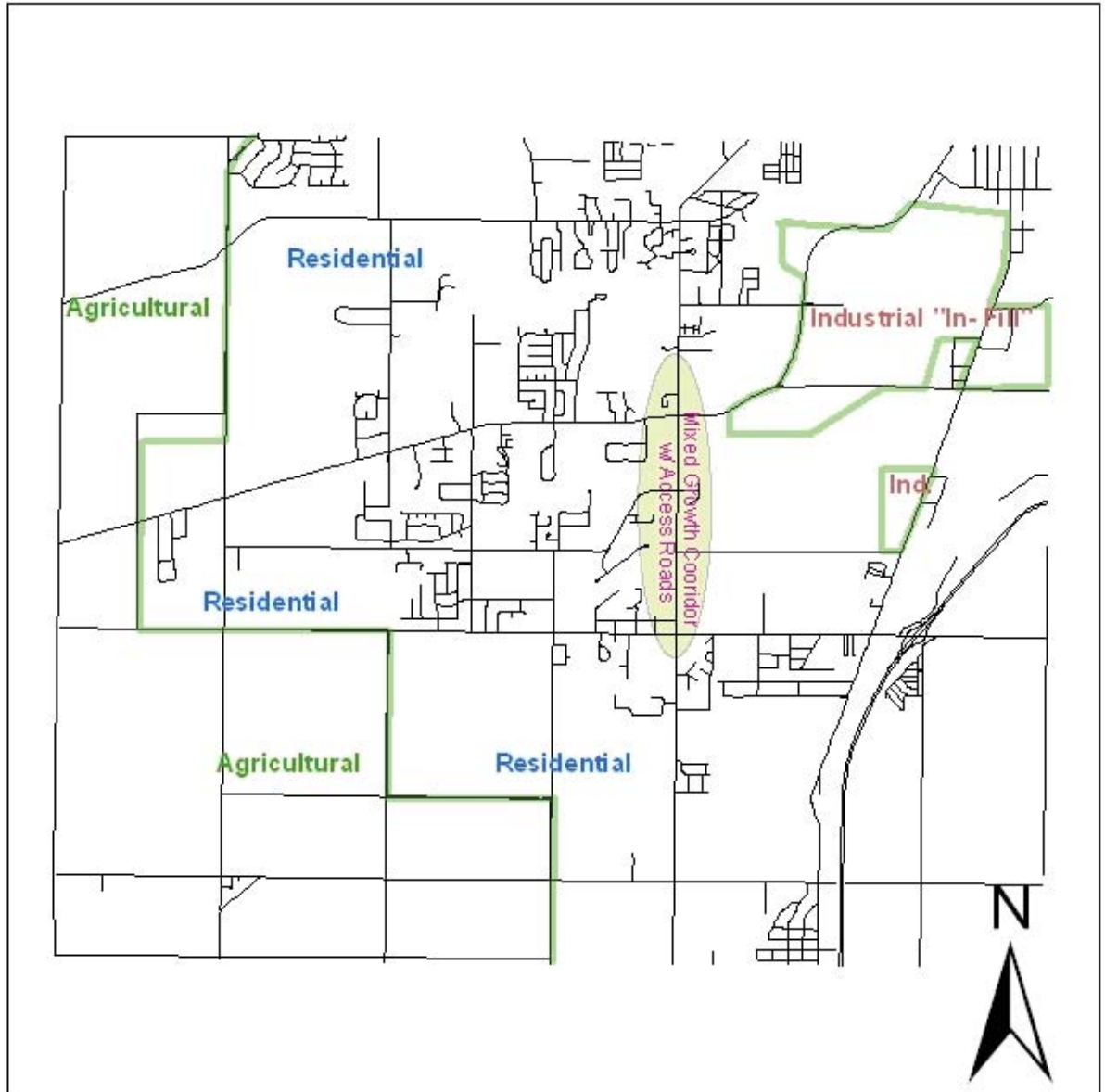
Shawnee Township has experienced growth over recent decades, not so much due to its position as an employment center or as the location of major commercial centers, amenities, or cultural opportunities within the Township. Rather, Shawnee Township is characterized and perhaps best known by its attractive residential environment, a good school system, and the provision of convenient necessities within easy reach. With its growth as a residential center have come more services targeted to its residents.

Officials should consider housing density as an important variable affecting the type of housing to be developed in the future. While generally lower densities would encourage higher priced housing, well planned design of these developments and the smart use of open space would add to the value of lots that are only one half to three quarters of an acre or more in size. Providing for higher densities brings more opportunity to provide housing at a range of price levels and styles, including condominiums.

Subdivision regulations are design standards for street widths, setbacks, open space, and other features to ensure livability in new subdivisions. These regulations, enforced in unincorporated townships by the Lima-Allen County Regional Planning Commission, protect the quality of life in new subdivisions by requiring minimum design features, including open space. They can include provisions for safe traffic movement, access to potable water and sanitary sewer facilities, and emergency service accessibility, and density can be regulated. They provide proper development standards to meet the goals and policies of the community.

1. Encourage creative site design and flexible zoning standards to accommodate housing that blends into the character of the surrounding landscape. To that end, be open to and consider the acceptance of cluster developments and Planned Unit Developments within the Township.

MAP 9-7
FUTURE CONCEPTUAL LAND USE



Cluster Development is the grouping of houses on a property in a more concentrated manner than local zoning ordinances typically require, in order to protect sensitive, scenic, and agricultural or other resources. This technique strikes a balance between land preservation and growth. New development pays for the protection of open space since the cost of preserving the open space is included in the selling price of the houses. Cluster development can be less costly since the developer spends less on infrastructure. In many cases, the open

space is owned and controlled in common by residents through a homeowners' association.

The ***Planned Unit Development*** (PUD) is similar to cluster development, and it can allow commercial units and mixed land uses, such as convenience stores or office space, along with residential units. The creation of a PUD zone allows flexible design and concentration of dwelling units in higher densities than originally zoned. This concentration can increase common open space, reduce the necessary amount (and thus cost) of roadway and sewer and water lines, and stimulate creativity in development beyond the normal restrictions of conventional zoning. (This objective involves Township Zoning officials, LACRPC, developers)

If centralized sewer is available in low density residential areas, developments should be encouraged to allow for clustering of dwellings. PUD procedures should allow for a sliding scale of allowed density. As more features and trees are protected, a larger number of housing units may be allowed per housing acre. Higher density should only be considered through the use of the PUD process, or through conservation design that protects the natural resources and characteristics of the township that residents desire to retain in the future. Further, since a variety of housing choices will continue to be sought in the Township, it is likely that some provision will still need to be made for the limited development of larger lot residences.

2. Work with developers to encourage neighborhood owned mini parks and green space in new residential neighborhoods. These facilities should be located in condominium complexes, apartment complexes, senior communities and similarly high density communities. (Township zoning officials, Trustees, LACRPC)
3. Consider extending the provisions for maintenance of residential property throughout the Township, with a uniformly enforceable property maintenance code, subject to limitations on Township powers to impose such restrictions. Such as code should strike a balance between the public good, including preservation of property values, and individual property rights. (Township Trustees, zoning officials)
4. Ensure that varied housing types are available to accommodate changing residential needs in those portions of the Township designated for growth. For example, encourage the location of one or more retirement communities within the Township to meet the extended care needs of Township residents and to allow them to “age in place” within their home community. (Township officials, LACRPC, developers)
5. If future development warrants it, identify appropriate locations for one or more neighborhood service nodes (zoning districts that allow for convenience and local service businesses marketing to local neighborhoods) providing for small

scale retail uses, office uses, and higher-density residential uses. Ensure that each neighborhood service node is consistent with and respects the existing or planned character of the neighborhood area in which it is located. (Township zoning officials and Trustees, LACRPC)

Goal B: Promote “Village” type, mixed use development, including a mix of residential and non-residential uses, within the Township’s existing retail areas.

1. Mixed use development should be encouraged in areas zoned to support it. The Shawnee Road corridor from Fort Amanda Road south to Breese Road is a prime example of a good location for existing and planned mixed development. Mixed land use development can promote diversity within the community's economic base and choice of lifestyle. Officials should recruit and promote the co-location of residential, retail, finance, entertainment, government service, and restaurant uses to create a vibrant activity center. Steps should be considered to develop an attractive central focal point in the community, encouraging the clustering of activities within the community center rather than a series of strip developments along the arterial roadway frontage. The number of driveways and curb cuts should be limited to the minimum necessary to provide for safe ingress and egress. Design criteria can be developed to enable the integration of signage, landscaping, and open space into the activity center. Developers should be encouraged to consider their individual projects are part of a unified whole, contributing to the development of the community's center as the site of shared, complementary, multiple commercial and civic destinations (Township officials, LACRPC, developers).
2. Plan for and support the integration of varied land use activities with the infrastructure necessary to accommodate both pedestrian and vehicular traffic in the transitional areas between residential and commercial districts. Develop corridor plans specifying necessary traffic improvements, land use controls, signage, and streetscape and parking standards supported with curbs/gutters (when feasible), sidewalks, and lighting. Identify and seek ways to overcome potential obstacles to mixed-use developments including land development codes covering environmental and health issues. (Allen County Engineer's office, LACRPC, ODOT, Township officials)
3. Encourage redevelopment of vacant retail space as a preference to additional new retail construction. Encourage a nodal pattern of retail and service/professional development. (Township officials, LACRPC).
4. Build enough flexibility into the development process to encourage mixed-use development patterns as well as to promote innovative design concepts that protect environmental resources and seek adaptive reuse of cultural resources throughout these mixed-use service areas. Promote an overlay district that allows a mix of uses, considering form-based zoning rather than strict land use classifications. The Shawnee Road corridor can support a number of complementary uses, including retail, office and professional, schools, and

restaurants, as well as nearby residential uses. (Township zoning officials, LACRPC).

Goal C: Assure that land use regulations continue to accommodate a comprehensive variety of uses that will promote the fiscal health of the Township, particularly as land is developed or re-zoned. Maintain the diversity of land uses through careful land use planning.

The wide variety of land uses throughout the Township contributes to its rich character and quality of life, as well as providing opportunity for continued growth in a number of sectors and protection of a stable economic and tax base. Future plans should facilitate the growth of the industrial sector and its important contribution to the local tax base in the northeast portion of the township, the commercial corridor described previously, and the expanding and increasingly varied residential sector.

1. Create safe and aesthetically pleasing corridors (especially Shawnee Road and, to a lesser extent, Breese Road) to support viable commercial, office, service, and, where appropriate, industrial development and redevelopment. Use the findings and recommendations of corridor plans as guidance for development and coordination of future transportation, land use, and urban design issues with respect to (re)development proposals. (ODOT, Allen County Engineer's office, LACRPC, AEDG, Township officials).
2. With assistance from AEDG, create and maintain an inventory of sites within the Township that can be developed for a variety of economic uses, including light manufacturing or distribution, commercial uses, and professional or corporate offices. Locate and assemble one or more large, 50 to 100 acre, parcels that could be developed as an industrial park or site. Such a site should be served with adequate power, utilities, and roadway that is suitable for truck traffic, and a fixed selling price should be established. Rail access would be preferable. Work with the AEDG, LACRPC, and State officials to identify, improve, and market such sites.
3. Consider the use of ***Development Agreements*** when working through the approval process for new commercial developments. Development Agreements are contracts between the developer and a local government, where the developer provides compensation to the local government for off-site impacts such as traffic control, storm water and other environmental impacts. In exchange, the local government agrees to approve the development proposal. (Township officials)
4. Keep the concept of ***concurrency*** in mind when negotiating new development within the Township. Concurrency is a governmental policy requiring the availability of adequate public services (water, sewer, roads, schools, public safety forces, etc.) before a new development is approved for construction. Concurrency compares the availability and adequacy of the provision of public services and facilities to the timing and amount of new and emerging land uses

being demanded. This ensures that new facilities can be financed based on the contributions of new development (through development fees, provision of infrastructure by developers, and added tax base) and that development and services occur simultaneously. The localities and developers “pay as they grow” for necessary support facilities.

Impact Fees can be charged to developers. Impact fees or exactions are fees for infrastructure improvements required from a developer to offset the cost of new development. Impact fees require developers to pay a calculated charge based on the type of development that they plan to build and the projected impact that it will have on local public facilities. This allows new development to pay for the added burden that it places on public facilities and services, and allows those public facilities to grow proportionately with new development. (Township officials, developers, LACRPC, AEDG).

5. Encourage the practice of **Capital Improvements Programming (CIP)** as a central component in Township planning. CIP is the guiding and pacing of development by scheduling budgetary expenditures for infrastructure and other capital improvements (such as police cars, fire engines, or building expansions) within the local government. CIP provides a timetable for financing the extension of public facilities. The CIP process starts with the preparation of a five-to-ten year budget, taking into account revenues and expenditures, and a projection of the improvements the community can afford. The process helps developers understand community priorities and planning for such things as utility extensions. Capital Improvements Programming is an important management tool for budget planning, and for planning for replacement and maintenance costs. By controlling its investment, the community can guide where development occurs. (Township departments, Clerk/Finance officer, Trustees).
6. Coordinate Township planning and communicate Township goals to relevant County level offices and officials. This Plan recognizes that agencies outside the Township regulate many elements of the community (sewers, water, transportation, storm water). In fact, the Township is restricted in its participation in the review of subdivision plans, a function of the LACRPC. The Township can best serve as a coordinator and identify ways to make improvements in the community that will be most efficient and benefit the entire region. One of the simplest strategies for implementing many of the recommendations is to communicate with the appropriate agencies, inside and outside the Township, making them aware of Township policy and the preferences of the community. (Township and County officials).
7. Provide for flexibility in land use ordinances and regulations to encourage innovative site design and alternatives to conventional subdivisions. Maintain sufficient flexibility in development regulations to permit a variety of housing. Encourage the use of design techniques that result in energy and water conservation and minimize the impact of development on the everyday

environment. (Township zoning officials, LACRPC,)

Goal D: Maintain a desirable balance between agricultural land use and Township growth. Ensure that the rural character of the Township, particularly in the southwest portion of the Township, is preserved.

Over the years, prime farmland has occasionally been appropriated indiscriminately for development, especially for single family homes in new subdivisions, resulting in relatively haphazard development that has pushed out to the west and south, with requirements for the extension of utilities and municipal infrastructure to meet the needs of the new uses. The new water and sewer line extensions then open further property to development, and increase the public's demand for other municipal services, including fire, law enforcement, and emergency medical services. As development extends farther into the former agricultural reaches, emergency response times increase.

Shawnee Township's agricultural base continues to be under threat of conversion to suburban residential development. With unmitigated residential development as a potential threat, it is recommended to take some steps to preserve the prime farmland in the township and to maintain agribusiness as a viable component of and contributor to the local economy.

To preserve rural character within the Township, non-agricultural uses should be avoided within the heavily agricultural portions of the Township, with limitations placed on urban encroachment including utilities and dwelling units. To preserve the rural landscape and control rural sight lines, local regulatory controls must address building setbacks and landscaping or buffering requirements.

Protecting Agricultural Areas

1. Continue to encourage the practice of ***Large Lot Agricultural Protection Zoning*** to minimize urban encroachment on agricultural land, conflicting land use activities, and nuisance lawsuits. Large Lot Zoning is used in rural areas to minimize the detrimental impacts of development by limiting the number of dwelling units that can be developed on a parcel of land. This requirement states that each new residence within a selected agricultural or rural area must be constructed on a specified minimum number of acres. This method of zoning is often used to ensure that the acreage is sufficient to support a well and septic system on site. However, with the mandate that houses be farther apart, the cost of providing public services, including public infrastructure per housing unit, increases. Large lot zoning can in fact have a detrimental effect in taking more farmland per housing unit out of production. (Township zoning officials, LACRPC).

Agricultural zoning reduces conflicts that may occur between farmers and non farmers due to situations such as chemical irritants spilling into adjacent properties or the littering and vandalism of agricultural land; Ag zoning encourages orderly growth, which in turn enhances aesthetics and minimizes the cost of public services. Agricultural zoning protects the agricultural land base

and productive soils and is most effective when applied to large areas of contiguous farmland. It corresponds with conservation movements such as retaining open space, protecting environmentally sensitive wetlands, and protecting water resources and air quality.

2. The Township can develop ***Protected Agricultural Districts*** (PAD's). The PAD should be established with a minimum of 40 acres, to sustain the core agricultural ground necessary for continued agricultural activities. Agricultural support services should be allowed in the PAD to sustain the basic agriculture. Standards for PAD zoning should reflect the same shared community design criteria as other zoning districts. Further, the Township should consider such changes when accompanied by a LESA analysis of the site in question.

ORC section 929.01-929.05 establishes a program of agricultural districts for the State of Ohio. An Agricultural District is land that has been devoted exclusively to agriculture. A legal designation that allows qualifying farmers to defer utility assessments if farming is continued on the land. Ohio farmers are eligible if they have at least ten acres of land that have been in agriculture for the past three years. Farmers who are property owners can enact this through the County Auditor's office. Ag districts allow farmers to defer utility assessments until they change the use of the land. The districts also give farmers legal protection against nuisance lawsuits and provide for possible further review in the event that the local government utilizes in powers of eminent domain. (Allen County Auditor's office, OSU Extension, NRCS, SWCD, ACSEO, LACRPC, Farm Bureau, Township officials).

3. When considering cases involving the development of frontage along a rural roadway, determine population density along the impacted roadway and the costs associated with providing the required infrastructure improvements and local services, to establish a basis for impact fees. (Allen County Health Dept., ACEO, Drainage Engineer, ACSEO, Water District, LACRPC, Township officials)
4. Consider the development proposal for any orderly planned conversion of agricultural land when they can be supported based on their compatibility with comprehensive plans for the provision of adequate utilities, and with resource planning developed by the City of Lima, Allen County, and the Allen County Water District. (Allen Water District, ACSEO, City of Lima, SWCD)
5. Identify and support specific agricultural high value and Best Management Practices that improve agricultural productivity. (Allen County Commissioners, Ohio Farmland Preservation Office, Ohio Dept. of Agriculture, Farm Services Administration)
6. Establish or research the establishment of a Land Trust, where specific farmland property can be preserved for future generations, and public appreciation and fiscal support for farmland preservation can be promoted. (Allen County Auditor's office, OSU Extension, NRCS, SWCD, LACRPC, Farm Bureau,

Township officials)

7. Educate farm owners regarding funding and programs available for conservation efforts, and work with landowners to find workable conservation easement alternatives to development of entire parcels. (SWCD, NRCS, LACRPC)

Protecting Rural Character

This Plan encourages ***conservation development*** as a way to achieve a balance between conservation and development goals. Good conservation development will necessitate more detailed review, to address natural constraints and opportunities on the site. This process creates a trade-off between more efficient development patterns, with their cost savings and natural amenities, and the need to follow a somewhat more detailed review and standards requirement.

8. Consider incorporating design standards in future revisions to the Township zoning resolution that will guarantee that conservation developments cluster development in areas where soils and other resources are appropriate to sustain it, while protecting the most important resources and rural characteristics as tracts are developed. (LACRPC, Township officials)
9. Consider the use of ***Conservation Easements*** as a conservation tool. Conservation Easements are a means to set aside, and protect from unwanted development, open fields, wooded streams, historic sites, green spaces, and other sensitive areas in an otherwise urbanizing area. A conservation easement is the transfer of land rights to a qualified recipient organization. That organization is then responsible for monitoring the land and its use, and ensuring that restrictions are being met. This provides long-term protection of the land, and the easement can be modified to fit different situations. While the owner relinquishes some or all of the development rights, he reserves the right to use the land, the right to privacy, and the right to lease or sell the land. The landowner may also be eligible for state and federal income tax, capital gains tax, and estate tax. (Township officials, property owners, conservation organization)
10. Related to conservation easements, a ***Conservation Land Trust*** is a private, non profit conservation organization that works to protect such assets as productive agricultural and forested land, scenic and recreational resources, wildlife habitat, historic sites, open space, and ecologically sensitive areas. The organization protects the land by acquiring outright ownership, receiving conservation easements or by the transfer of ownership or easements to other conservation organizations that will ensure protection of the resources. (Township officials, property owners, conservation organizations)
11. Discourage the disruption of interior woodlands, expand riparian buffer zones, and encourage reforestation along waterways (NRCS, SWCD, Township officials).

Goal E: Support development and utility extensions based on site-specific considerations such as proximity to existing infrastructure, environmental factors, and agricultural operations and soil suitability.

1. Review, study, and implement the ***Land Evaluation and Site Assessment*** (LESA) System as a basis for land use change. Develop an inventory and classification system which will facilitate conversion of agricultural land based on need as well as proximity to existing development, existing infrastructure, and soil characteristics. Use the LESA System to identify prime agricultural land to be preserved. (Allen County Auditor's office, OSU Extension, NRCS, SWCD, Farm Service Administration, LACRPC, Farm Bureau, Township officials)
2. Practice the orderly extension of utility systems to selected growth areas, located adjacent to existing development or within "infill" areas, that do not remove, or minimize the removal of prime farmland from production. Determine where and at what density development can occur in these areas adjacent to existing systems, and facilitate orderly extension of services through capital improvements programming (described previously). Guide controlled residential development to those areas that are most cost-effectively served by utilities, and permit more intensive development only in areas where infrastructure is either available or planned and programmed. (ACSEO, Allen Water District, Lima Utilities Dept., Allen County Health Dept., LACRPC, Township officials)
3. Consider addressing storm water management through techniques such as maximum lot coverage, impervious surface ratios, and alternative parking or landscaping standards. (County officials, LACRPC, ORC, Township zoning officials)
4. Evaluate public safety force response times, distances to their nearest station, natural and man-made obstructions to service, and similar factors when siting and designing roadways and new facilities. (developers, Township officials)

Goal F: To the maximum extent possible, maintain a compact community pattern and promote efficiency in circulation and public services.

Utility service areas should be expanded only when they are necessary to ensure long-range sustainability of economic activities and land uses, including agriculture, and accounting is made for the maintenance of the Township's rural character, while protecting the public health and water quality. Expanded utility service areas, once they have been accepted, should accommodate growth and allow for increased density to minimize the amount of agricultural land lost to urban development.

1. Use this Plan and its recommendations, in coordination with the Township zoning resolution, as a decision-making guide when reviewing and approving development proposals and variance requests. The public should be educated and informed regarding the proposed goals and objectives of this Plan. The Plan should be amended as conditions change. Further, the zoning resolution

- should be reviewed to ensure that it reflects shared community standards, commensurate with the recommendations of this Plan. (LACRPC, ACEO, Township Zoning Commission and Trustees)
2. Support the co-location of municipal water and sanitary sewer services, and coordinate land use changes with available municipal services. Establish the existing capacity of all municipal water and sanitary sewer services, eliminate unplanned or unnecessary costs of extension or upgrades, and thus minimize the potential for urban sprawl, loss of farmland, and “leapfrog” development. (ACSEO, Allen Water District, City of Lima Utilities, LACRPC, Township officials).
 3. Coordinate land use changes with available regional and municipal utility services. Establish existing capacities of all municipal water and sanitary sewer services. Seek to avoid unplanned or unnecessary costs of infrastructure extensions or upgrades, and maximize the cost effectiveness of delivering utility services. Develop a local recognition of the feasible limits for municipal services, thereby seeking to minimize the potential for urban sprawl, loss of farmland, and leapfrog development. Utility planning can thus encourage more compact, “walkable” pedestrian-oriented communities and neighborhoods that seek to maximize the preservation of open space and natural resources while discouraging an undue reliance on the automobile. (Township officials, developers, economic development entities, LACRPC)
 4. **Infill development** makes productive use of undeveloped sites within the urbanized area. However, these infill sites tend to be small, often have challenging configurations, and are typically surrounded by built-out areas. Overcoming these constraints often involves encouraging higher density development of unique types and designs that mitigate potential negative impacts on surrounding development. Higher allowed densities, when there are no damaging impacts, can attract developers to design and implement creative development, while taking advantage of existing facilities and services. (Zoning officials, Township officials, LACRPC, developers)
 5. Wherever it is practical, concentrate future commercial development in a walkable, village-like setting to encourage pedestrian-friendly development and a neighborhood atmosphere. **Pedestrians and bicycles** may be accommodated through shared use of vehicular rights of way and through the creation of separate rights of way. Bike paths, trails, and other provisions for these activities function as recreational opportunities, neighborhood connections, and alternatives to automobile routes. It is important to provide a safe separation of pedestrian activity from auto traffic. A pathway system should provide links to related recreational opportunities, and link new and existing neighborhoods. Routes in urbanized areas will tend to focus on improvements in existing parks and rights of way. Routes in transition and rural areas should identify the best, shared use opportunities for conventional rights of way, plus networks of paths in preserved open space and/or stream corridors.

The Township should work with other agencies (including the County Engineer, metropolitan park district, NRCS and SWCD) to study the feasibility of expanding the existing River Walk to provide bike routes in stream corridors that connect with neighborhood systems, in order to form a Township-wide network while providing access to the area's scenic resources. These bike routes should be routed to minimize threats to water quality and damage to the bike route from flooding or stream bank erosion.

Bicycle path planners should develop a plan to connect key locations and population centers, designing a "trail plan" with maps, then undertake development and implementation of ordinances to support the trail plan as land development proceeds. The trail plan, which has already been designed in large part, in time should be made compatible with and linked to new subdivision plans. Private property must be respected throughout the process of trail development.

As the Township grows, so shall its need for open space. There is a growing demand for space to accommodate passive recreational activities, such as walking, bicycling, or just enjoying the outdoors. Shawnee Township has a great start with the development of Heritage Park and the River Walk. The greenway concept promulgated through the River Walk could be extended westward into the "suburban" residential areas and to the high school campus. As new housing developments are constructed, provision should be made for new open space in proportion to the developed acreage, allowing for smaller lots as a tradeoff for the development of open recreational space.

Explore "Rails to Trails" opportunities when planning bike paths and trails. One opportunity under consideration is the railroad right of way along the northern portion of the Township, traveling west to Spencerville.

Develop a program to inform and educate the public about the opportunities generated by a greenway and trail system. Create options and incentives that will encourage landowner participation in the establishment of greenways and trails. Encourage and plan multi-use trails within major roadway corridors where they are feasible, both in terms of affordability and the provision of adequate trail width. Pursue grant funding for greenway and trail projects that can be combined with other transportation goals and policies. Assist the park district in holding easements to guarantee long term protection of any greenways or trail rights-of-way. Incorporate greenways and trail planning into overall economic development planning and promotion. (Township and County officials, bicycle trail advocates, Metropolitan Park District, LACRPC)

6. Advocate and work for construction of *sidewalks* along corridors where significant pedestrian traffic is generated or projected. A recommended target area includes the Shawnee Road corridor, and the east-west roads that link to it. Sidewalks can link to a township trail system. Ensure that all new development

in the Township – residential, commercial and industrial, includes sidewalks along streets. (Township officials, ACEO, LACRPC, property owners).

7. Build toward a walkable, compact township commercial center that maximizes vehicular traffic flow, provides adequate access management, and protects and encourages pedestrians. Create opportunities for community interactions – small scale shopping, sidewalks, a community center, and events. Work toward development of a viable small commercial center with specialty shops and professional services. (Township officials, LACRPC, AEDG, Chamber, developers)
8. In the course of planning new developments, encourage relatively compact retail, commercial, and industrial land uses, taking advantage of shared amenities such as parking, vehicle and pedestrian access, landscaping, and signage. Locate commercial and industrial centers in clusters rather than in isolated, scattered locations. Build toward the coordinated “community center” concept described previously. Discourage strip commercial development. Locate such centers where there is direct access to existing or planned major transportation facilities. (Township zoning officials, developers)

Goal G: Plan for development within the regional context of the Lima metropolitan area and development and planning within adjacent jurisdictions.

Effective land use planning should recognize the relationships between distinct but related uses, such as the spatial relationship between residential areas and employment centers. In the case of Shawnee Township, most major employment destinations aside from the industrialized area in its northeastern portion are outside the township, largely to the north in the City of Lima and suburban areas. Development along commuting corridors should thus minimize commuting time and congestion. New mixed use developments are encouraged within this plan; however, they should be located where they are accessible to residents, without disrupting traffic patterns.

1. To the maximum extent practicable, encourage development within and in close proximity to existing development. It is less costly to develop land that is already served by infrastructure, and to conserve open space and irreplaceable natural resources on the urban fringe. In many cases, developers and community officials are recognizing the opportunities presented by infill development. This is backed by demographic shifts and a growing awareness of the fiscal, environmental, and social costs of development focused disproportionately on the urban fringe and beyond. (Township officials, developers, property owners, LACRPC)
2. Cooperate with nearby municipalities (Fort Shawnee, Cridersville) and adjacent townships in regional land use planning efforts. (Township officials, LACRPC, municipal officials).
3. Identify and reserve appropriately zoned land for future industrial development

within the northeastern portion of the Township that has historically supported industry. Scattered and uncoordinated industrial development should be discouraged. Prohibit spot zoning of industrial land due to incompatibility with adjacent uses and the lack of adequate services. (Township officials, LACRPC, AEDG)

4. Direct new development toward designated urban service areas to prevent “leap frog” or sprawl development patterns and allow for the cost-efficient provision of public services and facilities to township residents. (Township officials, LACRPC).

Goal H: Support developments that do not produce land use conflicts. Encourage transitional development areas between areas of differing intensities of use, and between more “urbanizing” and relatively rural uses.

1. Support mitigation of any land use conflicts, through the designation and careful development of transitional areas. ***Buffer areas or strips*** can provide a transition area between an exclusive residential or largely agricultural zone and one that includes more intensive development. Buffer areas can, for example, provide for single family homes on specified lot sizes while still permitting continued agricultural production. Buffer strips provide a physical distance or barrier between land uses. They can protect the long-term integrity of a low-intensity area by placing physical barriers between potentially conflicting land uses. (Township zoning officials, LACRPC)
2. Make sure that Township zoning provides for landscape, setback, and fencing requirements, when needed, to buffer adjacent land uses that are not fully compatible. (Township zoning officials)

Goals to Enhance Community Character

Goal I: Preserve and maintain the existing character and mix of the Township’s commercial, residential, and other land uses. Maintain the Township’s desirable characteristics that have created a sincere, proud, and close-knit community.

Land use policies should strive to maintain and enhance community character, protect the integrity of existing neighborhoods, and prevent the intrusion of incompatible new development.

1. Incorporate high quality site design into development with the Township. For purposes of uniformity and supporting a sense of place, the Township could consider developing and adopting a public signage design theme. Directional signs throughout the township could help visitors locate popular destinations, such as schools, the park, the Rotary River Walk, and shopping facilities. (Township officials, LACRPC, ACEO, ODOT, Roads department)
2. Examine, adjust, and enforce regulations governing signage along commercial

and gateway corridors to balance the marketing and awareness goals of area businesses with concerns for an attractive and enticing, relatively uniform Township image. Propose code changes if new needs are discovered regarding aesthetics, uniformity, need for clarity, potential new overlay districts, or growth corridors. (Township officials, LACRPC, local businesses)

3. Ensure that development densities and intensities are planned at levels which do not exceed the capacity of the natural environment, current infrastructure, and neighboring land uses. (Township officials, LACRPC, developers)
4. Coordinate Township planning with the strategic and physical plans of the Shawnee School District, Apollo Career Center, and County agencies with physical facilities or infrastructure located within the Township. Make sure all planning take place in an environment of cooperation and compatibility. (Township officials, County officials, Shawnee School District and Apollo Career Center officials).

Goal J: Convey the character of the community by developing attractive gateways to the Township at entrances from I-75.

1. Work in cooperation with the Village of Fort Shawnee to develop attractive gateways at the Breese Road exit welcoming visitors driving west to “the Shawnee District” or another name linking the area to the concept, “Shawnee”. The Gateway could also mention the two jurisdictions, Shawnee Township and Village of Fort Shawnee. Project could be overseen by a Citizen Committee selected by the Township and Village. Identify locations for gateway structure to be constructed and landscaped, develop a plan for site control at those locations, develop a plan for ongoing maintenance of the gateway, develop cost estimates and budget, and research project funding resources. (Township and Village officials, County officials, ODOT, Citizen’s Committee on project design)
2. Provide way-finding signage on major roads and at gateway locations to facilitate circulation and identify the route to key activity centers and destinations in the Township. (County Engineer, ODOT, Township Roads Department)

Goal K: Make sure the Township’s zoning code, and any zoning amendments, are designed to maintain and preserve the positive character of the Township and its neighborhoods.

1. Enforce Township zoning to ensure that development in any transition area will be designed to connect neighborhoods to one another, as well as to schools, parks and appropriate commercial and employment uses via pedestrian and bicycle routes. Where possible this will be done using networked open space, but with as minimum amount of impervious surface. (Township zoning officials, LACRPC)

2. Enact zoning that will encourage clustering and other best management practices by providing incentives, including allowable smaller lot sizes, in exchange for meeting environmental objectives. (Township zoning officials, LACRPC)
3. Encourage the redevelopment of underutilized properties through proper and flexible zoning. Provide for the possibility of mixed use developments along the Shawnee Rd. corridor that incorporate retail, office and variable density housing. Consider a neighborhood commercial zoning district that allows for smaller scale commercial or office development in a residential setting that is more in scale with the surrounding neighborhood. (Township zoning officials, LACRPC, AEDG)
4. Consider the following zoning principles (Township zoning officials, LACRPC, Trustees):
 - Zoning should be consistent with the proposed Land Use Map within the adopted comprehensive master plan.
 - Any rezoning should also be consistent with the policies and principles adopted by the Township Zoning Board and Township Trustees.
 - Zoning should satisfy a public need and not constitute a grant of special privilege to an individual owner. The request should not result in spot zoning.
 - Granting a request for zoning should result in equal treatment of similarly-situated properties.
 - Zoning should allow for the reasonable use of a property.
 - Zoning changes should promote compatibility with adjacent and nearby uses and should not result in detrimental impacts to neighborhood character.
 - Zoning should promote a transition between adjacent and nearby zoning districts, land uses, and development intensities.
 - Zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors, in line with State and County transportation standards and the goals of the County Transportation Enhancement Planning.
 - The request for zoning should serve to protect and preserve places and areas of historical and cultural significance.
 - Zoning should promote clearly identified community goals such as creating employment opportunities or providing a choice of housing types.
 - A change in conditions in an area may indicate that there is a basis for changing the originally established zoning and/or development restrictions for the property.

Citizen participation in Land Use Planning:

Goal L: Recognize and encourage citizen involvement to build a sense of community and create a genuine investment in the future of the township. Continue and expand interactive citizen involvement, and opportunities for citizens to get involved, so it is known that citizens' involvement and their opinions will be heard and noticed by the Trustees and other officials.

1. Provide means for public access to and review of this plan, including a public meeting to summarize planning recommendations. Further, consider:
 - Placing copies of the plan in public places, libraries, the Township Hall, schools, and other locations
 - Putting the plan, or an executive summary and future land use map, on the Township web site.
 - Make copies available to Township and County officials.
2. Appoint a Plan Monitoring Committee to meet at regular intervals (perhaps every two years) to monitor community progress in meeting plan goals and objectives, and to recommend changes over time to allow the plan to reflect current realities. (Township Trustees and zoning officials, interested citizens)

Chapter 10: Summary of Recommendations

This chapter presents, in table form, a summary of all the goals and recommendations that have been made in previous chapters (chapters 3-9). This chapter is intended to be a summary reference of all recommended actions, collected in one place. The tables that follow can be used by a future committee or individual charged with reviewing progress in adhering to and accomplishing the tasks or policies recommended in the plan.

The intent is for this Shawnee Township Comprehensive Plan to be a working document, which can be consulted and utilized by a variety of local officials to manage growth and development, and work toward the desired future described in the vision statement and future land use map.

Implementation of this Plan is the responsibility of the Township Trustees, the Township departments that fall under their leadership, and the Township's Zoning Commission.

The Plan can be utilized in several important ways. First, the document should help guide and direct future land use decisions. Development proposals can now be reviewed by the following criteria:

- ✓ Does the proposed development conform to the policies and recommendations of the Plan?
- ✓ Does the proposed development conform to land use patterns that exist throughout the Township?
- ✓ Does the proposed development build toward the desired future that is described within this Plan?

In addition, this Plan should be considered throughout the decision-making process whenever revisions are proposed for the existing zoning resolution or map.

As noted in Chapter 9, steps should be taken to ensure that the Plan remains current and relevant as it ages. It is strongly recommended that a committee be established within three or four years, to review progress made in reaching each objective listed in the following table. Further, the twenty-first century world is characterized by change, and Shawnee Township is part of that world. The Committee will benefit from reviewing not only progress in working toward each recommendation, but also in reviewing whether the recommendations still stand as sound priorities for the Township.

The following table presents and numbers each recommendation made in the preceding nine chapters. The table also lists recommended active participants in achieving the recommended objectives. Finally, the table also posits an approximate time frame in which the recommendations can be carried out. Time frames are depicted in three columns: short term (one to two years), medium term (three to ten years), and long term (eleven to twenty years). Many of the recommendations require ongoing applications, and thus all three

columns are shaded. These include recommendations where certain practices or policies are continuously encouraged.

Several agencies are cited in the following table, and to present as compact a table as possible, acronyms are used to identify certain entities. The following is a key to the acronyms employed:

Acronym	Agency/Entity
ACCoA	Allen County Council on Aging
ACDJFS	Allen County Dept. of Job and Family Services
ACEO	Allen County Engineer's Office
ACHD	Allen County Health District
ACRTA	Allen County Regional Transit Authority
ACSEO	Allen County Sanitary Engineer's Office
ACSC	Allen County Senior Centers
AEDG	Allen Economic Development Group
AWD	Allen Water District
FSA	Farm Services Administration
JAMPD	Johnny Appleseed Metropolitan Parks District
LACRPC	Lima Allen County Regional Planning Commission
NCOSWD	North Central Ohio Solid Waste District
NRCS	Natural Resources Conservation Service
ODNR	Ohio Department of Natural Resources
ODOD	Ohio Department of Development
ODOT	Ohio Department of Transportation
ORC	Ohio River Coalition
STT	Shawnee Township Trustees
SWCD	Soil and Water Conservation District

Chapter 3: Natural Resources					
#	Recommended Objective	Active Participants	Timeframe		
			1-2 years	3-10 years	11-20 years
Goal A: Maintain a desirable balance between agricultural land use and Township growth. Ensure that the rural character of the Township, particularly in the southwest portion of the Township, is preserved.					
3.A.1	Preserve agriculture as an important economic sector within Shawnee Township. Encourage continued agribusiness, and support measures that assist it in remaining successful: Identify prime agricultural land; Encourage land trusts, conservation easements, and other means; ensure that local zoning is supportive of the continuation of agricultural land use, through designation of agricultural zoning districts; provide information on living in ag areas to new and prospective residents in fringe areas. Large Lot Zoning, with a minimum lot size, is used in rural areas to minimize the detrimental impacts of development by limiting the number of dwelling units that can be developed on a parcel of land.	LACRPC, Township officials, Farm Bureau, SWCD, Ohio Dept. of Agriculture, OSU Extension			
3.A.2	Encourage and direct development to areas that are adjacent to existing utilities with adequate capacity, to minimize the effects of sprawl in encroaching on agricultural land. Use capital improvement planning to provide service to contiguous areas and targeted growth areas.	Township Zoning officials and STT, LACRPC			
3.A.3	Ensure that new development decisions are based on site-specific criteria that incorporate consideration of environmental impacts, effective use of existing infrastructure, and impact on agricultural use of area land. Support agricultural uses and minimization of urban encroachment in Township zoning – consider large lot Agricultural Protection Districts, with ability to regulate land use conversion. Calculate the impact and cost of proposed residential subdivisions on existing infrastructure, determine adequate impact fees for new developers. Promote and continue the County and Township’s use of the Land Evaluation and Site Assessment (LESA) system as a basis for allowing land use change. Support development proposals that are consistent with this Comprehensive Plan, as well as other plans such as the Allen County Sanitary Sewer plan.	LACRPC, County Auditor, OSU Extension, NRCS, SWCD, FSA, Farm Bureau, ACSEO, ACEO, Township Zoning officials and STT			
Goal B: Support development and utility extensions based on site-specific considerations such as proximity to existing infrastructure, environmental factors, and agricultural operations and soil suitability. Manage future growth and development to assure that it is consistent with the natural limitations of the land, the availability and provision of public services in a cost effective manner, and the protection of the Township's rural character.					
3.B.1	Stress good design including efficient, compact development that minimizes parking lots and roadways, to achieve minimal impervious surfaces related to new development and minimum stress on drainage.	Township Trustees and zoning officials; LACRPC, ACEO			
3.B.2	Require floodplain and riparian areas to be protected through good storm water management, stream buffers, and other best management practices of the Soil and Water Conservation District and other entities.	Township officials, ACSEO, SWCD, ORC			
3.B.3	Ensure the community’s awareness of environmentally sensitive areas such as flood plains and wetlands, by controlling development through zoning and other means. Maintain updated flood plain and other maps.	Township zoning officials, LACRPC, SWCD, ORC			
3.B.4	Protect soils from runoff associated with development by coordinating zoning review with county, state, and federal storm water and sediment and erosion control measures.	Township zoning officials, LACRPC, SWCD, NRCS, ACEO, ORC			
3.B.5	Discourage the construction of buildings in hydric soils.	Zoning officials, LACRPC, SWCD			
3.B.6	Consider subdivision proposals that incorporate Planned Unit Developments, where housing units may be more densely sited in return for the designation of open space or “green space”.	Township zoning officials, LACRPC			

3.B.7	Preserve existing scenery and views in areas such as parks and green space by maintaining landscaping at focal points such as gateways and scenic river views.	Civic, garden clubs, STT, Twp and village officials			
3.B.8	Coordinate Township planning to protect natural resources with the long range strategic plan of the Allen Soil and Water Conservation District, the Shawnee Township Storm Water Management Plan, the Ottawa River Watershed, and any other plans that apply.	Township officials, SWCD, LACRPC, ORC			
3.B.9	Encourage infill development where public utilities are already in place or easily accessible.	Twp Zoning officials, LACRPC			
3.B.10	Promote clustering of development where the use and conversion of buildable land is minimized, houses and other buildings are located closer together, and open space can be maximized.	Twp zoning officials, LACRPC			
3.B.11	Implement the recommendations of the March 2003 <i>Stormwater Management Plan for Shawnee Township</i> . The six minimum controls that address the identified water quality pollutants include: Public Education and Outreach; Public Participation and Involvement; Illicit Discharge Detection and Elimination; Construction Site Runoff Control; Post-Construction Storm Water Management in New Development and Redevelopment; and Pollution Prevention and Good Housekeeping for Municipal Operations (also 9.E.3).	Township officials, LACRPC, ACSEO, ACEO, ORC			
Goal C: Address the problems and challenges associated with the Ottawa River: Take an aggressive role in the improvement and protection of the Ottawa River and its clean-up. Study the viability of the Ottawa River without any chemical or refinery spills. Protect critical stream corridor areas, and consider all waterway functions, including watershed drainage, floodwater storage, filtration of pollutants from surface and ground water, wildlife habitats, and scenic and recreational resources.					
3.C.1	Support cleaning the Ottawa River to maximize its drainage to the area, balancing such efforts with the need to maintain a slow stream flow, minimize the potential for downstream damage, and protect eco- systems.	LACRPC, ACEO, SWCD, ORC, Township officials			
3.C.2	Continue to explore the benefits of alternative methods of storm water management for the Shawnee Township area and other areas within the Ottawa River watershed.	ACSEO, LACRPC, Township officials			
3.C.3	Support efforts to improve the water quality of the Ottawa River and its tributaries through education and financial support for best management practices. Pay special attention to nutrients, ammonia, flow alterations, habitat issues, chlorine, metals, oil and grease, and siltation. Update the Township zoning code as feasible to provide protection of riparian corridors from development that could compromise water quality.	ORC, SWCD, ACSEO, Township zoning officials			
3.C.4	Support the media campaign devoted to water quality and improvements to the Ottawa River, including the new website, www.thisismyriver.org . Coordinate any such Township-level efforts with those of the Ottawa River Watershed Coalition and its member organizations.	ORC, Township officials, interested citizens			
Goal D: Enhance the visibility of the Township's parks and river and grow the natural environment whenever possible and feasible. Improve access to these areas by car, as well as by bicyclists and pedestrians.					
3.D.1	Consider all functions of such waterways when updating site review standards and in reviewing site plans: drainage, floodwater storage, filtration of pollutants, wildlife habitats, and scenic and recreational resources.	Township officials, zoning officials, LACRPC			
3.D.2	Continue to coordinate with the Park District to bring programs and improvements to Heritage Park, the River Walk, and any emerging opportunity to expand parks, public greenways, and trails.	Park District, Township officials			
Goal E: Explore alternatives to provide a viable recycling program for Shawnee Township residents and businesses, and put a program in place.					
3.E.1	Provide/maintain a collection point for household recyclables, installing one or more containers in a central and accessible location. Support retaining the Shawnee Schools as an active participant.	Township officials, solid waste industry officials, Shawnee Schools, ODNR, NCOSWD, interested citizens			
3.E.2	Research and identify markets or buyers for the collected recyclables; minimize Township involvement. A waste management company may be the most effective method to manage a recycling program.				

3.E.3	Research grants and funding sources to help fund the recycling effort, needed equipment, and an educational and outreach component. Discuss this project with the solid waste management district.				
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Chapter 4: Economic Development

#	Recommended Objective	Active Participants	Timeframe 1-2 3-10 11-20 years		
Goal A: Take actions to expand and diversify the Township’s tax base, with increased land available for development reflecting a mix of uses including residential, as well as existing and newly attracted businesses.					
4.A.1	Plan for the accommodation of a variety of new businesses, as the economy becomes more diversified and service businesses become more prominent.	AEDG, Chamber, LACRPC, STT			
4.A.2	Co-locate residential, retail, finance, personal and business service, entertainment and restaurants, and governmental services to create a vibrant community center. Ensure that Township zoning can allow for such mixed uses, rather than the segregation of uses.	LACRPC, STT, Zoning Commission			
4.A.3	Support mixed use development areas with proper roadway designs accommodating pedestrians and bicycles as well as vehicles. Development should be limited to serve residents in the immediate area.	ACEO, LACRPC, STT, Roads Supervisor, Zoning Commission			
4.A.4	Encourage such mixed use planned unit developments in cases where they conform to local requirements and are compatible with this comprehensive plan.				
Goal B: Provide and promote additional capacity for expansion to meet the growing needs of the community, possibly accommodating a new grocery, hotel, franchise opportunities, and meeting facilities.					
4.B.1	Work with the Allen Economic Development Group, Lima/Allen Chamber of Commerce, developers, and Realtors to catalog and market available industrial and commercial buildings and sites in the Township. Identify existing utility service and capacity (water, sanitary sewer, energy) by site.	AEDG, Chamber of Commerce, STT, Visitors Bureau			
4.B.2	Make economic development officials, Realtors’ Ass’n., and others in the community aware of targeting specific businesses, such as a grocery store or hotel, and help recruit such specific businesses as opportunities arise.	AEDG, Chamber, STT, Realtor’s Ass’n.			
4.B.3	Analyze and identify specific business clusters that would be best matched with the Township’s identified assets. Consider alternative energy providers as one potential sector.	AEDG, STT			
Goal C: Ensure that traffic problems in commercial areas are overcome through planning for optimal economic development: a. Reconstruction of the bridge and intersection (Shawnee Road; Intersection with Fort Amanda Road) will address significant current problems. b. Address access management along business corridors (Shawnee Rd.) by limited access/egress points, use of access roads, and other means. c. Plan transportation access to accommodate new residential developments, such as between Fort Amanda and Zurmehly Roads.					
Goal D: With improved Shawnee Road access, grow the selection of shopping and commercial opportunities, and add office parks. Recent growth along the Shawnee Road corridor has seen the development of mixed uses ranging from commercial and restaurant business to professional and medical office developments. This goal would involve the County Engineer and, in some cases, ODOT; and also the Township Trustees and Road Supervisor, as well as LACRPC, AEDG, and the Chamber.					
4.CD.1	Ensure that roadway and infrastructure improvements are designed to accommodate projected business-generated traffic and demands.	ACEO, LACRPC, Township officials, developers			
4.CD.2	Integrate pedestrian accommodation with site planning along the corridor.				
4.CD.3	Plan integrated activities within this corridor to develop it as a focal point of activity within the Township.	Twp. Officials, LACRPC, zoning officials, developers			

4.CD.4	Encourage development that takes a nodal spatial pattern, with a central focal point, rather than linear strip development.	Twp. Officials, LACRPC, zoning officials, developers			
Goal E: Do whatever is necessary to facilitate significant local investments, such as the planned Husky expansion.					
4.E.1	Maintain lines of communication between Township officials and county and regional economic development officials.	AEDG, ODO, Chamber, E.D. Ass'ns, STT			
4.E.2	Assist AEDG with "retention and expansion" visits to the Township's major employers.	AEDG, Chamber, STT, employers			
4.E.3	Identify and facilitate infrastructure and corridor roadway development and improvements that will support industrial development, and help overcome future infrastructure and roadway capacity constraints.	AEDG, LACRPC, ACEO, Allen Co. Commissioners, ODOT, ODO			
4.E.4	Accommodate business needs for high capacity broadband communication and wireless telecommunications	AEDG, STT, telecommunications			
4.E.5	Consider improving/expanding strategic and requested truck routes that can withstand the weight requirements of freight-carrying trucks within the Township. Maximize safety and minimize congestion along appointed truck routes see Chapter 6, "Transportation"	AEDG, LACRPC, ACEO, Allen Co. Commissioners, ODOT, ODO;			
4.E.6	Appeal to local entrepreneurs as an ideal location for investment in their new business start-ups. Incorporate Apollo Career Center in training employees, and related services such as the Small Business Development Center and the availability of Chamber of Commerce activities and programming.	Chamber, AEDG, Apollo Career Center, Shawnee Schools, SBDC			
4.E.7	Incorporate workforce development into any incentive package, including Apollo Career Center and other successful workforce development or training/retraining programs offered within Allen County.	AEDG, Apollo, other workforce service providers, ACDJFS/Job Store			
Goal F: Ensure the Township is appealing to existing and prospective businesses to develop in the area.					
4.F.1	Identify and publicize available economic development incentives that can decrease the cost of developing an economic development project in Shawnee Township.	AEDG, Chamber, STT			
4.F.2	Pursue additional incentive programs, such as the Community Reinvestment Area program and the creation of a Joint Economic Development District, to maximize the attractiveness of the Township to potential desired economic activity. Include a cost/benefit analysis of the use of such incentives.	AEDG, State Governor's Rep., ODO, STT			
4.F.3	Maintain and expand amenities that provide an attractive quality of life for Township residents, employees, and employers: park system, possible community center, and the recruitment of a hotel and restaurants.	AEDG, Chamber, Visitors' Bureau, ODO, STT			
4.F.4	Improve the image of the Shawnee Township area as a potential business location, including signage, landscaping, and other visual improvements at key gateways, such as Breese Road and I-75.	ODOT, ACEO, STT, LACRPC, Ft. Shawnee			
4.F.5	Continue to maintain a licensing/permitting approval process that serves all necessary public functions of safety and aesthetics, but which is also efficient, time-saving, and business friendly.	LACRPC, STT and officials			
Goal G: Encourage and support the rehabilitation and reuse of vacant industrial and commercial structures and properties.					
4.G.1	Maintain data base of industrial and commercial properties, ensure they are accurately represented, updated to reflect currently available properties, and marketed regionally and statewide through established networks.	AEDG, ODO, STT			
4.G.2	Support infill development and the identification, mediation, and development of Brownfield sites with development potential. Where a Brownfield is identified, obtain resources to identify and correct any environmental obstacle to development.	AEDG, LACRPC, State and Federal agencies as required, STT			

4.G.3	Encourage the redevelopment and adaptive reuse of the several vacant retail properties in the Township, including the former supermarket at the Shawnee/Fort Amanda intersection.	AEDG, Chamber, STT			
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Chapter 5: Housing

#	Recommended Objective	Active Participants	Timeframe 1-2 3-10 11-20 years		
Goal A: Protect and preserve the established and desired residential character through zoning enforcement, and with inspections and rehabilitation of multi-family housing, where necessary.					
5.A.1	Encourage procedures that reinforce housing quality and market demand. Consider accessibility standards for new developments, as well as adoption of standardized residential building codes, landlord training, and occupancy permits.	LACRPC and other County offices, STT and Zoning officials			
5.A.2	Identify areas and properties where housing conditions or values are declining or unstable and develop an appropriate response to improve the environment. Identify and inventory existing code violations and safety concerns.	County officials, LACRPC, ACHD, STT			
5.A.3	Promote and encourage traditional neighborhood developments (“new urbanism”) designed on a walkable scale, with a discernable community center or core area, and a mix of residential and non-residential land uses. Plan compact housing for seniors, singles, and others for which it is especially suited, but larger lot housing should also be made available, closer to the edge of the developed portion of the Township.	LACRPC, STT and Zoning officials, developers			
5.A.4	Encourage the redevelopment, renovation, or adaptive reuse of existing structures to bring alternative housing options to the Township’s residents.	Twp. officials, LACRPC, property owners and Realtors			
5.A.5	Enhance the appeal of Shawnee Township’s housing and neighborhoods by encouraging and supporting neighborhood programs, events, and projects that foster neighborhood pride, including clean-up days, planting and landscaping programs and projects, festivals and block parties, and holiday-related programs.	STT and other officials, neighborhood association leadership			
5.A.6	Encourage the historic preservation of the Township’s older, more historic housing stock and facilities.	STT and Zoning officials, preservation orgs.			
Goal B: Maintain a balance of housing options to meet the needs of all residents.					
5.B.1	Ensure that zoning and subdivision regulations do not discourage or impede the development of affordable housing. For example, impediments which artificially increase housing costs without improving public health, safety, or welfare should be disallowed.	LACRPC, STT and Zoning officials			
5.B.2	Encourage efforts to increase new homeownership, when financially prudent, through down payment assistance and housing counseling programs. Support efforts undertaken through the County’s Comprehensive Housing Improvement Strategy and finance programs.	Allen Co. Commissioners, housing officials, Community Action, local lenders, LACRPC			
5.B.3	Facilitate the development of housing for special needs groups within the Township. This may include elderly-assisted housing, discussed elsewhere in this section, physically disabled residents, and independent living options for mentally disabled residents (See Goal F, below).	County and Twp officials, MRDD, senior groups, developers, local agencies			
Goal C: Ensure that housing growth is slowed and controlled to a manageable pace.					
5.C.1	Protect prime farmland (agricultural district zoning, Agricultural Protection Districts, large lot ag protection zoning); educate property owners about funding and options to promote farmland preservation; minimize encroachment by encouraging development in areas contiguous to existing public utilities and developments; and consider implementing a Land Evaluation and Site Assessment (LESA) system. (see Goal 3.A)	LACRPC, STT and Zoning officials			

Goal D: Call for the development of housing that is well planned, organized, and within the constraints of available or planned water, sewer, and roadway infrastructure.				
5.D.1	Encourage housing development that is adjacent to existing utility lines (water and sewer) and that do not require significant extension of distribution lines (also included in Goal C recommendations).	LACRPC, Township officials, utility providers		
5.D.2	Monitor the Township’s plan review, permitting, and inspection processes for efficiency, while making sure they address the critical issues of site development and compatibility with adjoining land uses.	LACRPC, Township officials		
Goal E: Maintain and update, when necessary, the Township’s zoning code, as a tool that can guide development.				
5.E.1	Conduct a periodic review of the Township’s zoning code.	Twp Zoning officials, LACRPC		
5.E.2	Review the zoning code for compatibility with this comprehensive plan.			
Goal F: Encourage housing development that meets the needs of elderly and disabled residents, allowing them to “age in place”, including exclusively senior housing developments with related amenities. Also, encourage the location of such developments in areas (such as near schools) that promote intergenerational integration.				
5.F.1	Consider accessibility standards for new development, as noted above under Goal A, to encourage smaller floor plans and single level housing.	LACRPC, Twp Trustees and officials, developers, senior advocacy groups		
5.F.2	Encourage accessible independent living condominiums, assisted living housing development, continuing care facilities, housing units built at a higher density of two to four units per acre, and multi-unit subsidized senior housing. Provide information on area demographics and market, advocacy for housing developments, and support for proposals requesting senior housing funds or tax credits.	STT, LACRPC, ACSC, ACCoA, developers		
5.F.3	Facilitate services to promote seniors’ independence, including (but not limited to) home delivered meals, senior center activities with socialization and activity choices, and public transportation for the elderly.	ACSC, ACCoA,, ACRTA, County and Twp. officials		
5.F.4	Make information available to elderly and disabled households on programs and resources that can assist them in maintaining and adapting their homes to remain independent.	Twp officials, ACSC, ACCoA, disabled agencies		
Goal G: Encourage the development of nearby amenities and mixed but compatible land uses through Planned Unit Developments and other means.				
5.G.1	Allow higher and mixed densities in housing, to accommodate varied demands and needs. Encourage clustered residential development with or dependent upon open or green space offsets.	LACRPC, STT and Zoning officials		
5.G.2	Promote mixed use Planned Unit Developments (PUD’s) when supported by market studies and demand. The zoning code should be reviewed to ensure that the design and development of PUD’s is not inhibited.	LACRPC, STT, and Zoning officials		

Chapter 6: Transportation					
#	Recommended Objective	Active Participants	Timeframe		
			1-2 years	3-10 years	11-20 years
Goal A: Expand roadways to provide adequate access to I-75 to and from Shawnee Township, including better access for agriculturally related traffic.					
6.A.1	During the planning of the modified Breese Road/I-75 interchange, include a discussion of developing a suitable truck route from I-75 at Breese Road to the west. (linked to 4.E.5)	ACEO, STT and Road Sup’t., Fort Shawnee, LACRPC			
6.A.2	Work with the Village of Fort Shawnee to determine the feasibility of allowing truck traffic on Breese Road to the west. Work with the Village to determine the cost, feasibility, and potential funding sources for any required upgrades.	ACEO, STT and Road Sup’t., Fort Shawnee Village, LACRPC			
6.A.3	If the Village is resistant to an upgrade of Breese Road, consider other relatively direct routes as an alternative.				
6.A.4	Improve the gateways to the Shawnee Township/Fort Shawnee area, and entering the Township from Lima on Shawnee/Spencerville Road and Fort Amanda/Collett Road. Assist in creating a sense of place and a “brand” for the area.	STT, ACEO			

Goal B: Facilitate the efficient movement of people and goods.				
6.B.1	Continue to identify and document unsatisfactory levels of service (LOS) on area roadways based on established volume to capacity ratios.	ACEO, ODOT; LACRPC; Twp Road Superintendent and Trustees; Zoning Commission		
6.B.2	Develop warranted improvements and seek necessary funding to correct LOS deficiencies including geometric deficiencies.			
6.B.3	Continue to identify and document unsatisfactory levels of service (LOS) at roadway intersections based on established measures of delay.			
6.B.4	Develop warranted improvements and seek necessary funding to improve LOS including capacity and deficient roadway geometrics.			
6.B.5	Better coordinate transportation, land use, and urban development.			
Goal C: Ensure that all transportation and traffic planning and project implementation takes into account the safety of motorists, pedestrians, and bicyclists.				
6.C.1	Continue the practice of systematically identifying crash locations based on frequency, severity, and rates.	LARPC; ACEO; ODOT; Township Police and Fire Department officials, Township Road Superintendent, and STT		
6.C.2	Complete detailed analysis of locations, develop warranted improvements, and seek necessary funding to correct safety deficiencies			
6.C.3	Include safety as a primary consideration in the planning of the Breese Road corridor and the Breese/Fort Amanda intersection.			
6.C.4	Enforce traffic laws to curb at-risk behaviors, with the Township Police Department concentrating on known frequent crash locations.	Twp Police; Allen Co. Sheriff's Office; Highway Patrol; LACRPC; STT; Shawnee Schools		
6.C.5	Promote safe driving behavior through public education and awareness.			
Goal D: Promote multimodal circulation by creating an efficient road network, alleviating traffic congestion through a network of interconnected roads, pedestrian paths, and bicycle paths.				
6.D.1	Work with the Johnny Appleseed Metropolitan Park District, County Engineer, Rails-to-Trails organizations, and interested citizens to promote and expand the system of pedestrian and bicycle paths within the Twp.	ACEO; LACRPC, STT and Road Superintendent; developers; JAMPD; rails to trails organizations; property owners including the Railroad; and interested citizens		
6.D.2	Consider, develop, and enforce sidewalk requirements for new developments, and incorporate easements for connecting pathways into new subdivision and development plans.			
6.D.3	Develop an overall concept plan for bicycle/pedestrian pathways and sidewalks throughout the developed portion of the Township. (This has been initiated; see map 6.7)			
6.D.4	Seek funding from ODOT, ODNR, Johnny Appleseed Metropolitan Park District, and other sources for new pathway acquisition, construction, and maintenance within the Township.			
6.D.5	Work with rails-to-trails advocates to promote the development of a trail along the R.J. Corman (Conrail) right-of-way – to connect Lima and the Rotary trail to the Miami Erie Canal trail.			
Goal E: Upgrade Shawnee Road access and traffic flow, particularly at the Fort Amanda Road intersection.				
6.E.1	Maximize public and local official input in the Shawnee Road Corridor project planning process, and any future transportation improvement projects within the Township.	ACEO, ODOT, LACRPC, STT and Road Sup't, local businesses, other interested parties including residents		
6.E.2	Apply principles of access management to improve traffic flow along the Breese and Shawnee Road corridors and at the intersection of Shawnee Road with Fort Amanda Road. (See the summary of access management presented on page 6-21).			
6.E.3	Carefully coordinate the site planning of each new business, institution, or other development within the Breese Road corridor with overall access management planning.	Twp officials, developers, LACRPC, ACEO		
6.E.4	Consider the eventual development of a more comprehensive corridor plan for the Shawnee Road corridor, possibly including Shawnee from Breese Road, to the south, to Adgate Rd., to the north.	ACEO,, ODOT, LACRPC, Twp. Officials		
6.E.5	Encourage consideration of the reclassification of Breese and McClain Roads as Category III roadways for purposes of analysis as to access management improvements	ACEO, ODOT, LACRPC, Twp officials		

Goal F: Improve access to downtown Lima from the Township, including improvement to the railroad overpass over Collett Street.					
6.F.1	Study traffic flow and document any findings regarding any unsatisfactory Level of Service at the entrance to Lima, and specifically due to the railroad overpass.	ACEO, LACRPC, STT, Railroad officials			
6.F.2	Similarly, study and document the crash statistics in and near the site of the overpass.				
6.F.3	Advocate reconstruction of the overpass to accommodate two-way traffic and eliminate safety concerns				
Goal G: Develop and improve roadways with affordability of continued maintenance of high quality pavement in mind.					
6.G.1	Follow a pavement management system: Inventory existing roadway pavement conditions and prioritize necessary maintenance and rehabilitative actions based on established threshold levels and priorities.	ACEO; ODOT; LACRPC; Township Road Sup't and STT			
6.G.2	Seek and develop necessary funding to sustain satisfactory roadway maintenance. Identify total funding needs for warranted roadway improvements, transportation enhancements, maintenance or replacement of equipment, and personnel costs; identify funding streams; work to finance needed improvements.				
6.G.3	Monitor and identify deficient roadway conditions and correct them as Township staffing and equipment will allow. Maintain a prioritized list of transportation improvement projects.				
Goal H: Consider the land use and developmental implications of any transportation improvement.					
6.H.1	Promote transportation related infrastructure improvements which will minimize adverse land use effects on adjacent properties. Develop transportation infrastructure improvements and services within and to new development areas where warranted: Require Traffic Impact Studies or new development to ensure compatibility and sustainability; support alternative modes of transportation wherever feasible (including bicycle/walking pathways).	ACEO ODOT, LACRPC, Township Road Superintendent, STT			
Goal I: Plan and implement all improvements in cooperation with the Allen County Engineer, Ohio Department of Transportation, and adjacent jurisdictions.					
6.I.1	Continue to coordinate Township transportation planning with State, County, and Township officials to ensure that planning and priority projects are coordinated, designed, and implemented with the full knowledge, input, and support of leadership at all levels. Gain support of all officials. Conduct forums or meetings on a regular basis where representatives from all named coordinating entities are present. When appropriate, include representatives from adjacent jurisdictions (Townships, Village of Fort Shawnee, City of Lima) in discussions and meetings.	ODOT, ACEO, LACRPC, County Commissioners, City of Lima, Village of Fort Shawnee, adj. Twp Trustees, STT, Road Sup't, and Police Dept.			
6.I.2	Provide information to the residents, businesses, and other interested parties in the Township regarding transportation plans and projects either underway or in the planning stages. Use available media, including press releases to local newspapers, radio, and television, the Township web site, community meetings as appropriate and other means	Twp. Officials, ACEO, LACRPC.			

Chapter 7: Public Services and Facilities					
#	Recommended Objective	Active Participants	Timeframe		
			1-2	3-10	11-20
			Years		
A. Plan for and provide new facilities to serve planned growth and improve efficiency of service. Consider an annex building for the Fire Department if deemed necessary and affordable to build, staff, and operate.					
7.A.1	Analyze the need for new facilities based on Township growth and national measures of service effectiveness, including staffing ratios and response times.	Fire Chief and key staff, Trustees, outside resources, Village officials (Ft. Shawnee),			

7.A.2	When a new facility or capital improvement is determined to be necessary, include it in capital improvements planning, and ascertain how revenues or a finance plan will be sufficient.	consultant, Blue Ribbon Committee members			
7.A.3	If the Township determines that a new fire station is necessary, take steps to study the need, benefits, and cost of constructing and equipping the new facility, as well as additional ongoing operational costs of maintaining and staffing the facility. Assign a committee to review and study alternatives. Include a thorough discussion of needs, costs and benefits of alternatives, budgets for construction and equipment and for annual operations and staffing, and alternative locations.				
B. Consider the provision of public transportation from a central Township location into the City of Lima.					
7.B.1	Monitor or survey Township demand for public transportation from the Allen County Regional Transit Authority.	STT, ACRTA, LACRPC			
7.B.2	If documented demand warrants it over time, discuss potential services and revenues from transit service.				
C. Provide for the service providers themselves to be key decision makers in planning any upgrading or development of services or facilities.					
7.C.1	Include officials from the affected Department in any decision-making process. For example, should the Township pursue planning for a new second fire station as outlined in objective 7.A.3 above, include the Fire Chief or his appointee in the blue ribbon committee.	Township department heads and key staff			
7.C.2	Encourage Township staff to serve on Township, County, and regional level committees and associations that are relevant to their department and to the Township's development and well-being.	Key Township staff			
D. Maintain and upgrade the existing outstanding Township emergency service facilities including Police, Fire, and Emergency Medical Services; upgrade those facilities found to be aging or obsolete.					
7.D.1	Periodically review adequacy of current facilities, measure against national standards, and plan improvements when deemed necessary do deliver services adequately.	Township public safety officials, STT			
7.D.2	When improvements to facilities are determined to be necessary, include them in Capital Improvements Planning for the Township.	Dept. heads, Twp. clerk and financial officials, STT			
E. Construct or enlarge community facilities in an appropriate manner, in the best interest of identified community goals. Maintain and upgrade existing community facilities, where it is deemed necessary, and provide new facilities to serve anticipated population, employment, and economic growth.					
7.E.1	Incorporate needed facility improvements within capital improvements planning.	Township financial officials, Trustees, affected department heads, outside architect/engineer, LACRPC			
7.E.2	Ensure that maintenance costs for new facilities are sufficiently covered within annual budgets.				
7.E.3	Coordinate facilities planning with the latest available projections for growth within the Township, including those incorporated within this Plan.				
F. Develop facilities that represent a Township that is welcoming and attractive to visitors and residents, including a new entrance from I-75 to the area.					
7.F.1	Support and encourage <i>gateway planning</i> included elsewhere within this Plan. (see 6.A.4)	Twp and Ft Shawnee, ODOT, ACEO, STT, citizen committee, LACRPC, Zoning Inspector			
7.F.2	Support and encourage <i>corridor development</i> , particularly along Breese Road and Shawnee Road, as well as along State Route 117 (Spencerville Road), that includes architectural, signage, landscaping, and other requirements that will enhance the attractiveness, uniformity, and place identification of Shawnee Township's most well-traveled routes.				
G. Continue the educational programs in the Shawnee Schools to maintain the District as one of the best in Ohio. Maintain the integrity and quality of the Shawnee School system by maintaining its integrity with fiscal responsibility, high standards, and keeping quality teachers. Upgrade existing schools and plan for new school facilities to accommodate projected enrollment growth, curriculum changes, new programs, and technological advances.					
7.G.1	Support School District plans and efforts to upgrade physical plant, buildings, equipment, and curriculum, and to maintain quality faculty.	School district officials, STT			

7.G.2	Support District planning to upgrade available technology, including computer accessibility for students.			
7.G.3	Coordinate roadway and other planning with the safety and transportation needs of the School District. Maintain safe roads and, where appropriate, pedestrian and bicycle access, to the District’s four schools.	Twp Roads Dept., School district officials, ACEZO as needed		
7.G.4	Support initiatives that encourage community participation in school events and other programs and projects that utilize school resources for community activities.	School District officials, STT, civic and community orgs. that plan community activities/events		
7.G.5	Support any future efforts to develop new or upgraded school facilities, including planning for fiscally responsible revenue sources.	STT, School officials, community leaders		
H. Accommodate any planned expansion of the Apollo Career Center facility to provide more options for local students and adults; consider the possibility to tie Apollo to the Lima branch of The Ohio State University or Ohio Northern University programs.				
7.H.1	Support initiatives by Apollo to upgrade their campus, expand their buildings, acquire new equipment and technology, maintain an effective and quality faculty, and add new curricula and programs.	STT and other officials, Apollo leadership		
7.H.2	Coordinate roadway, safety force, and other Township planning with the safety and transportation needs of the Apollo Career Center. Maintain safe and efficient vehicular access and egress at the campus.	STT, Twp. Roads Dept., Apollo officials, ACEO		
7.H.3	Support partnerships between Apollo Career Center and area industries and employers (who provide recommendations regarding current and emerging workforce training needs, and current and updated equipment and technology for training purposes).	Apollo officials, industrial sector leadership, key employers, STT		
7.H.4	Support continued and expanded partnerships between Apollo and area colleges and universities, to provide a diverse and seamless mix of educational choices and curricula.	Apollo officials, leadership from other area universities/colleges, Twp. officials		
I. Promote densities and land uses that provide an adequate tax base to support the growing needs for area schools.				
7.I.1	Promote, encourage, and facilitate new industrial and commercial activity within the Township and the Shawnee Local Schools district that will benefit school revenues through real property taxes.	Twp. officials, AEDG, Chamber, LACRPC, developers and contractors		
7.I.2	Facilitate the planning and construction of new residential developments that are of sufficient quality of construction to retain or appreciate their value, to ensure a secure residential tax base for local educational systems that rely on real property tax for much of their revenue.	Twp. Zoning Inspector and Zoning Board, LACRPC, STT, ACEO		
J. Maintain a high quality education, public resources, and expanded infrastructure to maintain the already high quality of life. Continue to provide the quality of life that Shawnee Township residents have come to expect by offering public facilities and services to meet current and future demands.				
7.J.1	Continue to emphasize the benefit to the Township and its residents of maintaining an appropriate standard of quality in the development of new physical facilities and infrastructure.	LACRPC, Township Zoning Inspector and Zoning Board		
7.J.2	Advocate for building standards and land use regulations that enforce those standards of quality that reflect the interests and preferences of the community and its residents.	LACRPC, Township Zoning Inspector and Zoning Board		
K. Encourage development design elements (building facades, setbacks and landscaping, signage, and other elements) that present Shawnee Township as distinctively attractive				
7.K.1	Determine the level of community interest in more restrictive design elements, in order to bring uniformity and a consistent and positive image to the Township in its most publically visible areas.	LACRPC, Township Zoning Inspector and Zoning Board		
7.K.2	Obtain sample guidelines from other communities in which local officials have a positive interest.			
7.K.3	Develop draft guidelines for local discussion. Incorporate elements of sample guidelines that appear to have a consensus of approval among zoning board members and other officials. Consider allowing the	LACRPC, Township Zoning Inspector and Zoning Board, STT		

	grandfathering of existing physical elements, while applying the new guidelines to proposals for new buildings, landscaping, surface treatments, and signage.			
L. Provide adequate space and facilities for neighborhood level and community-level recreational needs of current and future Shawnee Township residents.				
7.L.1	Promote the maintenance and further development of Heritage Park to meet the needs and desires of Township residents and others who utilize the facility.	JAMPD, Township officials		
7.L.2	Promote Planned Unit Development zoning to allow developers to build neighborhood-level parks or open and green space into their plans for new residential areas.	Twp Zoning Inspector/ board, STT, LACRPC		
M. Encourage and promote burying of utility wires (power, cable, telephone) wherever feasible.				
7.M.1	Work with the utility companies serving the area to advocate the planning of buried electric, cable television, and telecommunications wires in new subdivisions.	Twp. Officials, utility companies and agencies		
7.M.2	Work with utility companies to determine the feasibility of burying utility wires in areas where current overhead wires present a visually distasteful image.	Twp. Officials, utility companies and agencies		
N. Consider the consolidation of Shawnee Township with Fort Shawnee Village to create a single governmental entity, while being sensitive to issues of annexation and being mindful of the best interest of the Township. Explore the relative benefits and costs of such consolidation. Consider how high quality services would be maintained for all in the event of consolidation of Shawnee Township with Fort Shawnee.				
7.N.1	Determine the level of interest in and explore the potential of a merger of the jurisdictions of Shawnee Township and Fort Shawnee, including a detailed analysis of benefits, costs, manpower implications, tax revenue implications, costs of extending unduplicated services, and effect of merger on physical facilities.	Township and Village officials, legal counsel, residents and stakeholders		
7.N.2	Consider a joint meeting of Township and Village officials to ascertain preliminary interest in a merger. If grassroots support appears sufficient, conduct a preliminary study of the impact of consolidation on finances, human resources, public services including public safety, street and road maintenance, zoning and land use controls, utilities, and public facilities in the Village and Township. Include sufficient cost/benefit analysis to be able to assess the fiscal viability of consolidation, and its impact on residents.	Township and Village officials, legal counsel, residents and stakeholders		
7.N.3	Should mutual interest be sufficient to warrant it, consider following the procedures outlined in ORC 709.44, beginning with a petition process and the establishment of a committee to further explore the merger and to develop a statement of conditions for the merger.	Township and Village officials, legal counsel, residents and stakeholders		
O. Ensure that all commissions, committees, and task forces meet their goals to improve the Township and better serve residents.				
7.O.1	Promote volunteerism among residents and Township stakeholders to serve on committees.	Township officials, community organizations and service clubs, institutions, and informal social networks		
7.O.2	Provide oversight and support to these groups, including background information and other resources, as necessary to enable them to effectively perform their duties and meet their goals and objectives with as complete knowledge of the pertinent issues as possible.			
P. Establish and maintain partnerships with neighboring governments and other entities. Township officials should always be receptive to the community with a transparent and open door policy. The community must remain the top priority with the best service.				
7.P.1	Participate in County-level and regional organizations and forums to maintain communication and exchange information with adjacent jurisdictions.	LARPC, AEDG, County offices		
7.P.2	Maintain working relationships with abutting Townships, the City of Lima, and the Villages of Fort Shawnee and Cridersville. Within this relationship, consider such items as mutual aid agreements, and compatible zoning districts along adjacent areas.	Neighboring jurisdictions		

Chapter 8: Infrastructure					
#	Recommended Objective	Active Participants	Timeframe		
			1-2 Years	3-10 Years	11-20 Years
Goal A: Maintain and upgrade the Township’s existing utility infrastructure, including public water, wastewater treatment, sanitary sewers, and storm water management.					
8.A.1	Communicate to residents the status of the Township’s infrastructure, including age and condition of water distribution systems, sanitary sewer systems, and storm sewage provisions.	LACRPC, ACSEO, ACEO, SWCD, water utilities, STT			
8.A.2	Ensure that all utility and service providers are in close contact with Township officials regarding their growth plans, upgrading of physical plant and distribution facilities, maintenance of existing facilities, and new construction.	Utility and service providers; Township officials			
Goal B: Plan and implement new utility infrastructure to replace aging and obsolete systems that serve redevelopment areas.					
8.B.1	Utility providers should make local officials aware of priority replacement and rehabilitation projects, as well as planned new construction	ACSEO, Lima utilities, AWD, ACEO, SWCD			
8.B.2	Coordinate planned construction on public rights-of-way with traffic patterns and needs.	Utility providers, ACEO			
8.B.3	Coordinate planned extensions of utilities with the growth planning incorporated in this Comprehensive Plan, and with the Township zoning resolution, to provide for consistency with long-range planning	STT, Twp. Zoning officials, LACRPC, utilities			
8.B.4	Incorporate redevelopment, replacement, and rehabilitation projects within capital improvement planning	Utilities, Township officials			
Goal C: Plan for expansion of utility distribution to planned growth areas; Encourage development and infill in areas already contiguous to existing utilities.					
8.C.1	Use this Comprehensive Plan to guide development decisions and the extension of utilities as well as the promotion of the public’s health, safety and welfare. Educate the public and Township officials on findings and recommendations of the Plan. Amend the plan as conditions change. Review zoning resolution over time to reflect shared community standards. Plan infrastructure with sufficient design capacity to serve immediate areas under development as well as the projected land uses for adjacent planned growth areas.	LACRPC, Township Zoning Commission, STT, developers, utility providers			
8.C.2	Coordinate land use changes with available municipal services; ensure concurrency of land uses with the infrastructure necessary to support those uses. Establish the existing capacity of all municipal water and sanitary sewer services. Recognize feasible limits for municipal services and develop a utility service district.	ACSEO, LACRPC, AWD, Lima Utilities Dept., STT			
Goal D: Consider creating an independent entity to exclusively address water distribution in the Township.					
8.D.1	Analyze the effectiveness of the provision of water throughout the Township by two separate entities, and identify any shortcomings, such as inability to deliver adequate water to any portion of the Township	Township officials, County officials			
8.D.2	Determine whether the potential advantages of a combined provider would outweigh the benefits of continuing under the present arrangements.	Township officials, County officials			
Goal E: Ensure utility improvements and services are cost effective and affordable.					
8.E.1	Support the co-location of municipal water and sanitary sewer services.	ACSEO, AWD, Lima Utilities Dept, STT			
8.E.2	Eliminate unplanned and/or unnecessary costs of infrastructure extensions or upgrades.				
8.E.3	Maximize the cost-effectiveness of delivering utility services through careful study of benefits, costs, and alternatives.				
8.E.4	Consider the use of impact fees to provide a source of infrastructure project funding from those developers and property owners who most directly benefit from the development of the infrastructure	Twp. officials, legal counsel, LACRPC, developers			
Goal F: Ensure that utility improvements and services are safe and cause minimal aesthetic impacts on surrounding and nearby properties.					

8.F.1	Wherever possible, encourage burial of electric, telephone, and cable wires in residential areas, and in other areas where feasible.	Township Zoning officials, developers, utilities			
8.F.2	Monitor and, where applicable, guide the development of new cellular telephone and communications towers within the Township. Work to minimize their visual impact and safety concerns	Utilities, Township and County officials			
8.F.3	Consider developing a section in the Zoning Resolution addressing and controlling wind turbines, for private commercial/industrial and residential use. Include consideration of adequate fall zones, plans for maintenance and eventual decommissioning/ demolition of the turbine, noise, and structural integrity.	LACRPC, Township Zoning officials, Township Trustees			

Chapter 9: Current and Future Land Use

#	Recommended Objective	Active Participants	Timeframe		
			1-2 Years	3-10 Years	11-20 Years
Goal A: Provide for the development and re-development of land within the Township in a manner that respects, preserves, and enhances the unique residential character of the Township’s neighborhoods.					
9.A.1	Encourage creative site design and flexible zoning standards to accommodate housing that blends into the character of the surrounding landscape. Be open to and consider the acceptance of cluster developments and Planned Unit Developments within the Township. Cluster Development is the grouping of houses in a more concentrated manner than local zoning ordinances typically require, to protect sensitive, scenic, and agricultural or other resources. This technique strikes a balance between land preservation and growth. The Planned Unit Development (PUD) is similar to cluster development, and it can allow commercial units and mixed land uses, such as convenience stores or office space, along with residential units.	Township Zoning officials, STT, LACRPC, developers			
9.A.2	Work with developers to encourage neighborhood owned mini parks and green space in new residential neighborhoods. These facilities should be located in condominium complexes, apartment complexes, senior communities and similarly high density communities.	Township Zoning officials, STT, LACRPC			
9.A.3	Consider extending the provisions for maintaining residential property throughout the Township by adopting a property maintenance code, with zoning provisions that address property maintenance to the extent such provisions are allowed. Seek to strike a balance between the public good, including preservation of property values, and property rights.	STT, Zoning officials			
9.A.4	Ensure that varied housing types are available to accommodate changing residential needs in those portions of the Township designated for growth. Encourage the location of retirement communities to meet the extended care needs of Township residents and to allow them to “age in place”.	Township officials, LACRPC, developers			
9.A.5	If future development warrants it, identify appropriate locations for neighborhood service nodes (districts that allow for convenience and local service businesses marketing to local neighborhoods) providing for small scale retail uses, office uses, and higher-density residential uses, consistent with and respecting the character of the neighborhood in which it is located	Township zoning officials and STT, LACRPC			
Goal B: Promote “Village” type, mixed use development, including a mix of residential and non-residential uses, within the Township’s existing retail areas.					
9.B.1	Mixed use development should be encouraged in areas zoned to support it, such as the Shawnee Road corridor from Fort Amanda Road south to Breese Road. Recruit and promote the co-location of residential, retail, finance, entertainment, government service, and restaurant uses to create a vibrant activity center and central focal point in the community. Encourage the clustering of activities rather than a series of strip	Township officials, LACRPC, developers			

	developments. Limit driveways and curb cuts. Develop design criteria to integrate signage, landscaping, and open space in the activity center. Consider projects as contributing to the development of the community's center as the site of shared, complementary, unified multiple commercial and civic destinations.				
9.B.2	Plan for and support the integration of varied land use activities with the infrastructure necessary to accommodate both pedestrian and vehicular traffic in the transitional areas between residential and commercial districts. Develop corridor plans specifying necessary traffic improvements, land use controls, signage, and streetscape and parking standards supported with curbs/gutters (when feasible), sidewalks, and lighting. Identify and seek ways to overcome obstacles to mixed-use developments.	ACEO, LACRPC, ODOT, Township officials			
9.B.3	Encourage redevelopment of vacant retail space as a preference to additional new retail construction.	Township officials, LACRPC			
9.B.4	Build enough flexibility into the development process to encourage mixed-use development patterns as well as to promote innovative design concepts that protect environmental resources and seek adaptive reuse of cultural resources. Promote an overlay district (specifically along the Shawnee Road corridor) that allows a mix of uses, considering form-based zoning rather than strict land use classifications.	Township zoning officials, LACRPC			
Goal C: Assure that land use regulations continue to accommodate a comprehensive variety of uses that will promote the fiscal health of the Township, particularly as land is developed or re-zoned. Maintain the diversity of land uses through careful land use planning.					
9.C.1	Create safe and aesthetically pleasing corridors (especially Shawnee Road and, to a lesser extent, Breese Road) to support viable commercial, office, service, and, where appropriate, industrial development and redevelopment. Use corridor plans as guidance for development and coordination of development.	ODOT, ACEO, LACRPC, AEDG, Township officials			
9.C.2	With AEDG, create and maintain an inventory of sites that can be developed for economic uses, including light manufacturing/distribution, commercial, and professional/corporate offices. Assemble one or more large, 50 to 100 acre, parcels that could be developed as an industrial park or site, served with power, utilities, and roadway that is suitable for truck traffic, and with a fixed selling price. Rail access would be preferable. Work to identify, improve, and market such sites.	Township officials, AEDG, LACRPC, State officials			
9.C.3	Consider the use of Development Agreements when working through the approval process for new commercial developments. Under Development Agreements, the developer provides compensation to the local government for off-site impacts such as traffic control, storm water and other environmental impacts.	Township officials			
9.C.4	Keep the concept of concurrency in mind when negotiating new development within the Township. Concurrency requires the availability of adequate public services (water, sewer, roads, schools, public safety forces, etc.) before a new development is approved for construction, ensuring that new facilities can be financed based on the contributions of new development (through development fees, provision of infrastructure by developers, and added tax base) and that development and services occur simultaneously. Impact fees, a calculated charge based on the type of development, are fees for infrastructure improvements required from a developer to offset the cost of new development, allowing new development to pay for the added burden that it places on public facilities and services.	Township officials, developers, LACRPC, AEDG			
9.C.5	Encourage the practice of Capital Improvements Programming (CIP) as a central component in Township planning. CIP is the guiding and pacing of development by scheduling budgetary expenditures for infrastructure and other capital improvements (such as police cars, fire engines, or building expansions) within the local government.	Township departments, Clerk/Finance officer, STT			

9.C.6	Coordinate Township planning and communicate Township goals to relevant County offices and officials (sewers, water, transportation, storm water). Serve as a coordinator and identify ways to make improvements in the community that will be most efficient and benefit the entire region	Township and County officials			
9.C.7	Provide for flexibility in land use regulations to encourage innovative site design and alternatives to conventional subdivisions. Maintain sufficient flexibility to permit a variety of housing. Encourage the use of design techniques that result in energy and water conservation and minimize the impact of development.	Township Zoning officials, LACRPC			
Goal D: Maintain a desirable balance between agricultural land use and Township growth. Ensure that the rural character of the Township, particularly in the southwest portion of the Township, is preserved. (See also the discussion under Goal 3.A)					
9.D.1	Continue to encourage the practice of Large Lot Agricultural Protection Zoning to minimize urban encroachment on agricultural land, conflicting land use activities, and nuisance lawsuits.	Township Zoning officials, LACRPC			
9.D.2	Consider developing Protected Agricultural Districts (PAD's). The PAD should be established with a minimum of 40 acres, to sustain the core agricultural ground necessary for continued agricultural activities. PAD Standards reflect the same shared community design criteria as other zoning districts. Consider such changes when accompanied by a LESA analysis of the site in question.	County Auditor, OSU Extension, NRCS, SWCD, ACSEO, LACRPC, Farm Bureau, Twp. officials			
9.D.3	When considering cases involving the development of frontage along a rural roadway, determine population density along the impacted roadway and the costs associated with providing the required infrastructure improvements and local services, to establish a basis for impact fees.	ACHD., ACEO, Drainage Engineer, ACSEO, AWD, LACRPC, Township officials			
9.D.4	Consider the development proposal for any orderly planned conversion of agricultural land when they can be supported based on compatibility with comprehensive plan and planning developed by the City of Lima, Allen County, and the Allen County Water District, and the provision of adequate utilities.	ACWD, ACSEO, City of Lima, SWCD			
9.D.5	Identify and support specific agricultural Best Management Practices that improve agricultural productivity.	County Commissioners, State Farmland Preservation Office, Ohio Dept. of Agriculture, FSA			
9.D.6	Establish or research the establishment of a Land Trust, where specific farmland property can be preserved for future generations, and public appreciation and fiscal support for farmland preservation can be promoted.	Allen County auditor, OSU Extension, NRCS, SWCD, LACRPC, Farm Bureau, Twp			
9.D.7	Educate farm owners regarding funding and programs available for conservation efforts, and work with landowners to find workable conservation easement alternatives to development of entire parcels.	SWCD, NRCS, LACRPC			
9.D.8	Guarantee that conservation developments cluster development in areas where soils and other resources are appropriate, while protecting the most important resources and rural characteristics as tracts are developed.	LACRPC, Township officials			
9.D.9	Consider the use of Conservation Easements as a conservation tool. Conservation Easements are a means to set aside, and protect from unwanted development, open fields, wooded streams, historic sites, green spaces, and other sensitive areas in an otherwise urbanizing area. A conservation easement is the transfer of land rights to a qualified recipient organization, which is then responsible for monitoring the land and its use, and ensuring that restrictions are being met., providing long-term protection of the land.	Township officials, property owners, recipient conservation organization			
9.D.10	Consider implementing a Conservation Land Trust is a private, non profit conservation organization that works to protect such assets as productive agricultural and forested land, scenic and recreational	Township officials, property owners, conservation			

	resources, wildlife habitat, historic sites, open space, and ecologically sensitive areas. The organization acquires outright ownership, receiving conservation easements or by the transfer of ownership or easements to other conservation organizations that will ensure protection of the resources.	organizations			
9.D.11	Discourage the disruption of interior woodlands, expand riparian buffer zones, and encourage reforestation along waterways	NRCS, SWCD, Township officials			
Goal E: Support development and utility extensions based on site-specific considerations such as proximity to existing infrastructure, environmental factors, and agricultural operations and soil suitability.					
9.E.1	Review, study, and implement the <i>Land Evaluation and Site Assessment</i> (LESA) System as a basis for land use change. Develop an inventory and classification system which will facilitate conversion of agricultural land based on need as well as proximity to existing development, existing infrastructure, and soil characteristics. Use the LESA System to identify prime agricultural land to be preserved. (3.A.3)	County Auditor, OSU Extension, NRCS, SWCD, FSA, LACRPC, Farm Bureau, Township officials			
9.E.2	Practice the orderly extension of utility systems to selected growth areas, located adjacent to existing development or within “infill” areas, that do not remove, or minimize the removal of prime farmland from production. Coordinate development locations with available and planned utilities. (See 3.A.2)	ACSEO, Water District, Lima Utilities Dept., ACHD, LACRPC, Township officials			
9.E.3	Consider addressing storm water management through maximum lot coverage, impervious surface ratios, and alternative parking or landscaping standards.	County officials, LACRPC, ORC, Twp Zoning officials			
9.E.4	Evaluate public safety force response times, distances to their nearest station, natural and man-made obstructions to service, and similar factors when siting and designing roadways and new facilities.	Developers, Township officials			
Goal F: To the maximum extent possible, maintain a compact community pattern and promote efficiency in circulation and public services.					
9.F.1	Use this Plan and its recommendations, in coordination with the Township zoning resolution, as a decision-making guide when reviewing and approving development proposals and variance requests. Involve the public; allow for amendments, and coordinate zoning with this Plan.	LACRPC, ACEO, Township Zoning Commission and STT			
9.F.2	Support the co-location of municipal water and sanitary sewer services, and coordinate land use changes with available municipal services. Establish the existing capacity of all municipal water and sanitary sewer services, and eliminate unplanned or unnecessary costs of extensions or upgrades. (See 8.E.1)	ACSEO, ACWD, Lima Utilities, LACRPC, Township officials			
9.F.3	Recognize the feasible limits for municipal services, and minimize the potential for urban sprawl, loss of farmland, and leap-frog development. Use utility planning to encourage more compact, “walkable” pedestrian-oriented communities and neighborhoods that seek to maximize the preservation of open space and natural resources while discouraging an undue reliance on the automobile. (See 8.C.2)	Township officials, developers, economic development entities, LACRPC			
9.F.4	Encourage Infill development , which uses undeveloped sites within the urbanized area. Where appropriate within designated infill areas, encourage higher density development of unique types and designs that mitigate potential negative impacts on surrounding development, and to attract developers to design and implement creative developments, while taking advantage of existing facilities and services. (See 3.B.9)	Zoning officials, Township officials, LACRPC, developers			
9.F.5	Wherever it is practical, concentrate future commercial development in a walkable, village-like setting to encourage pedestrian-friendly development and a neighborhood atmosphere. Encourage and plan multi-use trails within major roadway corridors where they are feasible, both in terms of affordability and the provision of adequate trail width. (See 6.D.1)	Township and County officials, bicycle trail advocates, JAMPD, LACRPC			
9.F.6	Advocate and work for construction of sidewalks along corridors where significant pedestrian traffic is generated or projected. A recommended target area includes the Shawnee Road corridor, and the east-west roads that link to it. Ensure that all new development in the Township – residential, commercial and industrial, includes sidewalks along streets.	Township officials, ACEO, LACRPC, property owners			

9.F.7	Build toward a walkable, compact township commercial center. (See 5.A.3, 4.A.2) Create opportunities for community interactions – small scale shopping, sidewalks, a community center, and events.	Twp officials, LACRPC, AEDG, Chamber, developers			
9.F.8	Encourage relatively compact retail, commercial, and industrial land uses, taking advantage of shared amenities such as parking, vehicle and pedestrian access, landscaping, and signage. Locate commercial and industrial centers in clusters rather than in isolated, scattered locations. Discourage strip commercial development. Locate centers where there is access to existing or planned major transportation facilities.	Township Zoning officials, developers			
Goal G: Plan for development within the regional context of the Lima metropolitan area and development and planning within adjacent jurisdictions.					
9.G.1	Encourage development within and in close proximity to existing development. It is less costly to develop land that is already served by infrastructure, and to conserve open space and irreplaceable natural resources on the urban fringe. (See 3.B.9)	Township officials, developers, property owners, LACRPC			
9.G.2	Cooperate with nearby municipalities (Fort Shawnee, Cridersville) and adjacent townships in regional land use planning efforts. (See 7.P.2)	Township officials, LACRPC, municipal officials			
9.G.3	Identify and reserve appropriately zoned land for future industrial development within the northeastern portion of the Township. Scattered and uncoordinated industrial development should be discouraged. Prohibit spot zoning of industrial land.	Township officials, LACRPC, AEDG			
9.G.4	Direct new development toward designated urban service areas to allow for the cost-efficient provision of public services and facilities to township residents.	Township officials, LACRPC			
Goal H: Support developments that do not produce land use conflicts. Encourage transitional development areas between areas of differing intensities of use, and between more “urbanizing” and relatively rural uses.					
9.H.1	Support mitigation of any land use conflicts through the designation and careful development of transitional areas. Buffer areas or strips can provide a transition area between an exclusive residential or largely agricultural zone and one that includes more intensive development. Buffer strips provide a physical distance or barrier between land uses. They can protect the long-term integrity of a low-intensity area by placing physical barriers between potentially conflicting land uses.	Township Zoning officials, LACRPC			
9.H.2	Make sure that Township zoning provides for landscape, setback, and fencing requirements, when needed, to buffer adjacent land uses that are not fully compatible.	Township Zoning officials			
Goal I: Preserve and maintain the existing character and mix of the Township’s commercial, residential, and other land uses. Maintain the Township’s desirable characteristics that have created a sincere, proud, and close-knit community.					
9.I.1	Incorporate high quality site design into development with the Township. Consider developing and adopting a public signage design theme. Directional signs throughout the township could help visitors locate popular destinations, such as schools, the park, the Rotary River Walk, and shopping facilities.	Township officials, LACRPC, ACEO, ODOT, Roads department			
9.I.2	Examine, adjust, and enforce regulations governing signage along commercial and gateway corridors to balance the marketing and awareness goals of area businesses with concerns for an attractive and enticing, relatively uniform Township image.	Township officials, LACRPC, local businesses			
9.I.3	Ensure that development densities and intensities are planned at levels which do not exceed the capacity of the natural environment, current infrastructure, and neighboring land uses.	Township officials, LACRPC, developers			
9.I.4	Coordinate Township planning with the strategic and physical plans of the Shawnee School District, Apollo Career Center, and County agencies with physical facilities or infrastructure located within the Township. Make sure all planning take place in an environment of cooperation and compatibility.	Twp. And County officials, Shawnee School District and Apollo Career Center.			

Goal J: Convey the character of the community by developing attractive gateways to the Township at entrances from I-75.				
9.J.1	Work in cooperation with the Village of Fort Shawnee to develop attractive gateways at the Breese Road exit welcoming visitors driving west to “the Shawnee District” or another name linking the area to the concept, “Shawnee”. Identify locations for gateway structure, develop a plan for site control and ongoing maintenance of the gateway, develop cost estimates and budget, and research project funding resources.	Township and Village officials, County officials, ODOT, Citizen’s Committee on project design		
9.J.2	Provide way-finding signage on major roads and at gateway locations to facilitate circulation and identify the route to key activity centers and destinations in the Township.	County Engineer, ODOT, Twp. Roads Department		
Goal K: Make sure the Township’s zoning code, and any zoning amendments, are designed to maintain and preserve the positive character of the Township and its neighborhoods.				
9.K.1	Enforce Township zoning to ensure that development in any transition area connects neighborhoods to one another, and to schools, parks and commercial and employment uses via pedestrian and bicycle routes. Use networked open space where possible, but with a minimum amount of impervious surface.	Township Zoning officials, LACRPC		
9.K.2	Enact zoning that will encourage clustering and other best management practices by providing incentives, including allowable smaller lot sizes, in exchange for meeting environmental objectives	Township Zoning officials, LACRPC		
9.K.3	Encourage the redevelopment of underutilized properties through proper and flexible zoning. Provide for mixed use developments along the Shawnee Rd. corridor that incorporate retail, office and variable density housing. Consider a neighborhood commercial zoning district that allows for smaller scale commercial or office development in a residential setting that is more in scale with the surrounding neighborhood.	Township Zoning officials, LACRPC, AEDG		
9.K.4	Consider the following zoning principles: consistency with the land use map and with established policies and principles; consider public needs and not special privileges; treat similarly situated properties equally; allow for the reasonable use of property; promote compatibility with adjacent and nearby uses; promote transitions between adjacent and nearby districts; locate intensive uses near arterial intersections; protect places of historical and cultural significance; promote clearly identified community goals; and changing conditions may lead to a subsequent change in zoning or development restrictions.	Township Zoning officials, LACRPC, STT		
Goal L: Recognize and encourage citizen involvement to build a sense of community and create a genuine investment in the future of the township. Continue and expand interactive citizen involvement, and opportunities for citizens to get involved, so it is known that citizens’ involvement and their opinions will be heard and noticed by the Trustees and other officials.				
9.L.1	Provide means for public access to and review of this plan, including a public meeting to summarize planning recommendations. Further, consider: Placing copies of the plan in public places, libraries, the Township Hall, schools, and other locations; Putting the plan, or an executive summary and future land use map, on the Township web site; and Making copies available to Township and County officials.	STT and Zoning officials, interested individuals		
9.L.2	Appoint a Plan Monitoring Committee to meet at regular intervals to monitor community progress meeting plan goals and objectives, and to recommend changes over time to allow the plan to reflect current realities.	STT and officials, interested citizens		