

The Village of **Harrod**



**2020
-2040**

A Comprehensive Plan

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Section 1

INTRODUCTION

SECTION 1 INTRODUCTION

Comprehensive plans, otherwise known as general or master plans, are created to identify a vision for the future of a municipality. The initial plan is used – in part – to establish baseline data for the community. As a living document, the plan shall be updated over time to track progress and adjust to the goals set by the community. Documented plans are a vital resource for local governments as decision-makers come and go with each election. A written plan documents the desires of the community and important statistics to local officials in order to eliminate the guesswork in planning decisions. A thorough comprehensive plan is an invaluable tool for community stakeholders.

1.1 History of Community Development & Planning

The history of planning and local community development is shared in terms of its nature and scope. Civil engineering in the Township is addressed by the Allen County Engineer's Office (ACEO) which has provided professional engineering guidance to manage safety on the Township roadway system; while the Village typically relies on private sector consultants. The ACEO works collaboratively with the Township and the Village to manage drainage across the community; however, the Village must rely on its infrastructure and means to adequately address spot flooding. Villages and Townships within the county have come to rely upon the Allen Economic Development Group (AEDG) to market and guide local economic development initiatives at the primary level.

The Lima-Allen County Regional Planning Commission (LACRPC) has historically played a supportive role with respect to demographic, transportation, and land-use analyses. The LACRPC has also provided technical assistance with respect to developing regulatory language governing zoning and platting processes. The Village of Harrod has developed the necessary operators and maintenance of municipal wastewater services; the Allen County Public Health (ACPH) regulates the permitting process related to the construction of private water wells and wastewater systems. The Ohio Environmental Protection Agency (OEPA) is responsible for the permitting of commercial and industrial wastewater systems. With the exception of the OEPA, the Board of Allen County Commissioners has supported each of the aforementioned agencies financially and politically.

Village officials have recognized a master plan is imperative to the progress of modern municipalities. By adopting a plan, the village is opening the door to funding streams that require the protections offered by a documented comprehensive plan. The current Village administration is eager to move forward with proposed improvements to enhance the quality of life for Harrod residents.

1.2 Planning Philosophy

The preparation of this document was predicated upon the long-standing relationships that the LACRPC has forged with the Village of Harrod. The strength of LACRPC lies in the insights gained over 40 years of serving Auglaize Township and the other 20-member political subdivisions within Allen County during the planning and implementation of specific programs, projects, and activities.

The planning document recognizes the community's diversity in terms of population characteristics, its economic base, and infrastructure. The document also recognizes political subdivisions possess inherent strengths and weaknesses and aspire to new opportunities. The community hopes to use this plan in an effort to capitalize upon shared concerns and ambitions.

The task was to support and engage existing community leaders in the preparation of a Comprehensive Plan to further cooperative efforts to address local needs. The LACRPC was charged with the responsibility of providing technical resources/assistance to assure the Village of Harrod their concerns were identified and addressed. Thus, the ultimate objective of the planning process is to assess the current conditions of the community as it relates to developing a Plan that best utilizes the local resources of the Village for the positive development of the larger community.

1.3 Comprehensive Planning Process

The comprehensive planning process is comprised of a series of data collection efforts. The Comprehensive Plan contains the following:

- Background and history of the site and the situation of the area covered with a discussion of the economy, including as appropriate: population, demographics, labor force, law enforcement, fire or crime and emergency medical services resources, infrastructure, and the environment.
- A discussion of community development problems and opportunities, including the incorporation of any relevant materials and suggestions from other government-sponsored or supported lands.
- A discussion setting forth goals and objectives for taking advantage of the opportunities and solving the problems of the area.
- A plan of action, including suggested projects to implement established objectives and goals.
- Performance measures that will be used to evaluate whether, and to what extent, goals and objectives have been or will be met.

1.4 Plan Organization & Management

The Comprehensive Plan was prepared by LACRPC based on input from local residents and area officials. The Advisory Committee approved the draft Comprehensive Plan document and presented it to the Village of Harrod's Planning Commission who then presented it to the Village Council for review and subsequent approval.

1.5 Chronology of Events

The following is a summary of events leading to the final approval of this Comprehensive Plan:

- **Public Participation:** An Advisory Committee was organized in June of 2020 to identify those elements most important to the community's character, its assets, community liabilities, utopian visions and actions to be taken. In September, Harrod officials disseminated two surveys to residents via hard copy and online formats.
- **Issues of Concern:** Based on prior input from the advisory committee, community surveys, and data analysis completed by the LACRPC, a roster of key issues was prepared
- **Goals and Objectives:** Using Advisory Committee discussion and recommendations, goals, and actions were developed for review and finalization during the Summer of 2020.
- **Action Plan:** The recommendations of the Advisory Committee were formulated into specific actions that were considered and incorporated into the final document in the Autumn of 2020.
- **Final Adoption of the Plan:** Local officials took formal action to adopt the Plan after the mandatory public hearings in the Winter of 2020-2021.

1.6 Major Community Development Issues

Based on the comments, the Advisory Committee was formed to address specific issues over the course of Plan preparation. These issues, identified by residents, farmers, and business owners include the following:

- Housing conditions should be stabilized to support the quality of life.
- Housing and building maintenance codes along with mechanisms to support the same are necessary to maintain acceptable appearance property values and affordability.

- Specific roadway corridors should be targeted to develop infrastructure improvement aimed at improving highway safety, encourage commercial growth, and diversify the economic base. These corridors serve as gateways to the Village and should be improved. Truck traffic should also be addressed in an effort to minimize negative impacts on community infrastructure.
- Flooding issues should be evaluated to determine appropriate methods of remediation. Additionally, a plan to address and fund recommended improvements should be developed by the Village.
- Incidents of reckless driving have increased alarmingly throughout the community. Proper enforcement, infrastructure upgrades – i.e., traffic calming measures – are necessary to provide a safer environment for residents.

1.7 Community Vision

Harrod remains a quiet, friendly community with residents who know and care for their neighbors. It's a community that emphasizes family values and personal responsibility. The Village of Harrod provides some government services including emergency medical, fire, and municipal sewer services. The Village post office, shops, and community center provide for relaxed conversations and recreational activities. The Village is a great place to raise children. The Allen East School campus, located just north of the village, is the hub of academic affairs. Outside the confines of the Village, the rural landscape is adorned with fields, fencerows, barns, and farmhouses.

Section 2

SITE & SITUATION

SECTION 2

SITE & SITUATION

By assessing the site and situation of the community, its future potential can be identified. A land-use plan can be developed to define current land use and determine future land use. The purpose of this assessment is to provide a way to manage future growth and guide landowners, developers, and administrators in making decisions. This section of the Harrod Comprehensive Plan is intended to provide a concise overview of the physical properties of the land. The information and maps in this section are provided to support land use and community development discussions and decisions.

2.1 Location Attributes & Composition

The Village of Harrod is approximately 0.24 square miles and is located in the southeast corner of Allen County within Auglaize Township. The Village of Harrod is governed by a Village Mayor and Council form of government. The Village was founded circa the 1880s. Map 2-1 shows the location of the Village of Harrod with respect to other political subdivisions in Allen County. Map 2-2 provides an aerial view of the Village.

2.2 Climate & Natural Features

The Village itself is located in a relatively flat area of the county. The greatest elevation change within the village is less than 30 feet. Harrod sits upon very rich soils due to its location within the historic Great Black Swamp. This swamp was a significant feature of Allen County and encompassed almost 7000 square miles of prime timber and flooded prairies.

Harrod is located in a moist mid-latitude climate and has relatively cold winters. The Village experiences warm summers and cold winters largely because of its general location within North America. The warm summers contribute to a growing season that ranges from 5 to 6 months long. During summers, there are often humid evenings and thunderstorms. This area has relatively cold winters with blustery winds, snowfall, and severe blizzards.

2.2.1 Climate

The Village experiences relatively cold temperatures in winter and hot temperatures in the summer. In winter, the average temperature is 28.8 degrees Fahrenheit and the average daily minimum temperature is 18.8 degrees. The lowest temperature on record is -20 degrees Fahrenheit in January of 1985. In summer, the average temperature is 70.3 degrees and the average daily maximum temperature is 84.1 degrees. The highest recorded temperature is 109 degrees and occurred in July of 1936.

The average annual precipitation is 37.3 inches. Of this, roughly 20 inches usually falls from May through October. The growing season for most crops occurs within this period. The heaviest one-day rainfall on record during this period was 4.38 inches on June 14, 1981. On average, thunderstorms occur 39 days each year, most between the months of April and September.

The average relative humidity in mid-afternoon is about 60%. It is generally higher at night and reaches about 82% at dawn. The sun shines about 74% of the possible time during summer and about 45% during winter. The prevailing wind is from the west/southwest. The average wind speed is highest from January through April, reaching 12 miles per hour.

During the winter months, the average snowfall is 26.5 inches. The greatest one-time snow depth on record was 19 inches. About 40 days of the year have at least 1 inch of snow on the ground, but this number varies from year to year. The heaviest 1-day snowfall on record was more than 18.0 inches on January 13, 1964.

2.2.2 Physiography, Relief & Drainage

The Village of Harrod is located in the Till Plains physio geographic region of Ohio. As shown in Map 2-3, Harrod is characterized by a bowl-shaped topography sloping inward from the north, south, and west to the numerous creeks that flow through the center of the village. There is a fall of some 29' moving generally from West to East with a low level of 973 feet above sea level and a high point of 1002 feet above sea level.

The community has been covered by multiple ice sheets in its history. Over time the process of glacial advancement and retreat resulted in the terrain we see today and the productive soils but with relatively poor drainage. The Village is drained into a number of municipally maintained ditches and subsequently the Auglaize River which in turn flows to the Maumee River.

2.2.3 Floodplains & Wetland

The Village of Harrod resides in a low-lying area of the county. The lower relative elevation coupled with the presence of numerous waterways and the local climate result in flooding during times of heavy precipitation. It has been indicated by the residents that the flooding is increasing in both severity and frequency.

Floodplains are those high hazard areas identified by the Federal Emergency Management Agency (FEMA) as areas with a 1.0% chance per annum of flooding. FEMA has not identified any portion of the village as high hazard areas.

All of the incorporated areas of Harrod are located within the Auglaize River watershed. This watershed drains into the Maumee River and ultimately Lake Erie. It's nearly 1,666

square miles of land in northwestern Ohio and is responsible for FEMA floodplain areas throughout the county.

Of the waterways that have been surveyed for attainment status, all are currently in full attainment. However, there are other waterways within the watershed that have not been studied and their status is therefore unknown. Currently, there are no threatened or endangered species that have been found within the watershed boundaries but there have been species found in all the adjacent watersheds in Allen County.

2.3 Mineral Resources

The mineral resources of Harrod and the surrounding area are limited to bedrock, sand, and gravel. Most of these resources are of little commercial importance. Any high-quality materials are relatively thin deposits not suitable for wide commercial use. Dolomite is the major component of bedrock in the area, although limestone is also present. Both have been mined near the village.

2.4 Soils

Soil types are a significant factor in the ability or inability of land to support a foundation, handle onsite sewage disposal, or nurture vegetation. Development should be encouraged in areas where the soil is suitable. Areas with poor drainage or high agricultural productivity should not be developed. These soils can be seen on Map 2-4 and 2-5. The Village of Harrod has a strong mixture of both hydric and non-hydric soils within the corporation limit.

Based on a soil analysis completed by the United States Department of Agriculture (USDA) Natural Resource Conservation Services (NRCS), two localized soil types were classified as hydric. Hydric soils are those that formed under conditions of saturation, flooding, or ponding and are a good indicator of wetlands and flood plains.

Hydric soils may meet criteria established by the Environmental Protection Agency (EPA) and be classified as a wetland as they can support vegetation that depends on continued high-water saturation. Some hydric soils have periods with no saturation and depend on the existing water table, flooding, and ponding for survival.

Hydric soils have a number of limitations. Some of these limitations can be reduced with decisions based upon local land-use planning, conservation planning, and assessment of wildlife habitats. The hydric soils in the Village of Harrod are presented in Map 2-5.

2.5 Land Use Patterns

The use of land is dependent upon particular qualities including size, shape, and relative location. Land-use is affected by access or proximity to utilities, roadways, waterways, services, and markets. Environmental attributes, such as minerals, topography, soils, and water, can also influence the use of the land.

By analyzing the manner in which land is used over time, patterns can be seen. Though the use is often scattered, general classifications of economic use include agricultural, commercial, industrial, residential, recreational, utility transportation, and public/quasi-public uses.

Most of the Village of Harrod is classified as residential property, with a spattering of commercial property located at the center of the village. Some public and quasi-public areas are also located within the village limits as shown in the generalized land use Map 2-6.

2.6 Summary

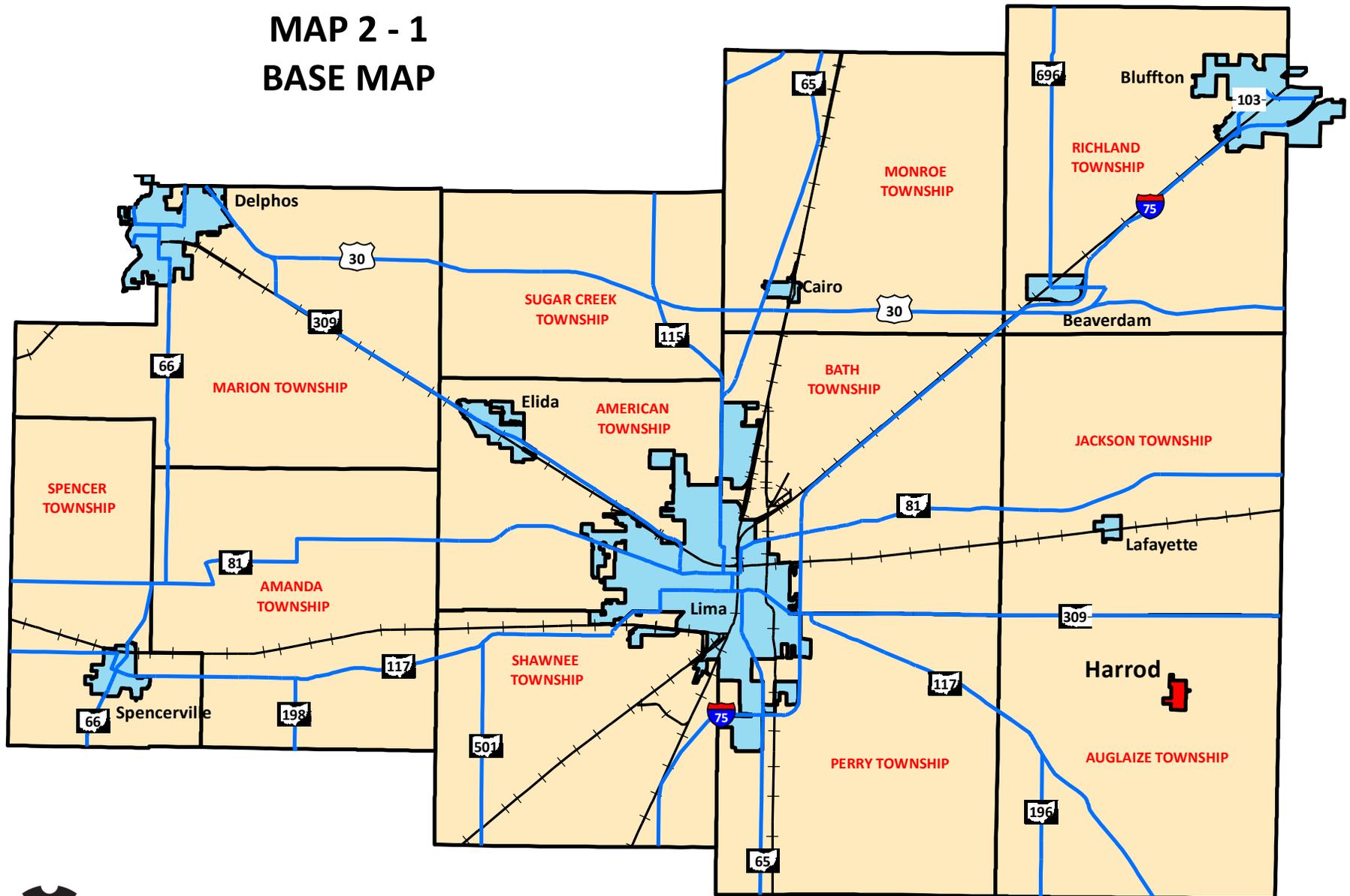
The Village of Harrod has been able to support a large residential component. Its ability to support increased future residential development is dependent on the municipal sewer infrastructure and the possibility of municipal water. Its small-town residential character contributes to a rich quality of life and needs to be protected.

Infrastructure refers to facilities and services necessary to support a community's homes, employment, and recreational needs. The term is often used to reference the transportation network, water distribution and wastewater collection systems, and most often includes the community's stormwater and drainage systems. Such systems are a concern of the public and rightfully so; taxpayers are responsible for the maintenance of such infrastructure.

Privately-owned utilities such as natural gas, electricity, and communications, including voice and digital, are also part of a community's infrastructure. Infrastructure also includes overhead wires, underground pipes, and cables that are the conduits necessary to support a community's economic activities. To economic developers, infrastructure is largely concerned with the ability to move goods, products, and services as efficiently and safely as possible between suppliers and markets. In community development, infrastructure includes not only hard physical infrastructure but the facilities and services necessary to support and sustain the local community. This softer side of infrastructure includes a community's housing stock, its parks, schools, fire, emergency medical services, and law enforcement components. Housing, public utilities, roadways, and rail crossings are addressed in this section; park amenities are addressed in Section 5; the remaining infrastructure and services will be addressed throughout the report. This attempts to present baseline information on the community's existing infrastructure. The success of the planning process and the future development of the Village of Harrod is dependent

upon examining, and subsequently establishing, a balance between the infrastructure now serving the community and the infrastructure needed to serve residents and businesses in the future.

MAP 2 - 1 BASE MAP



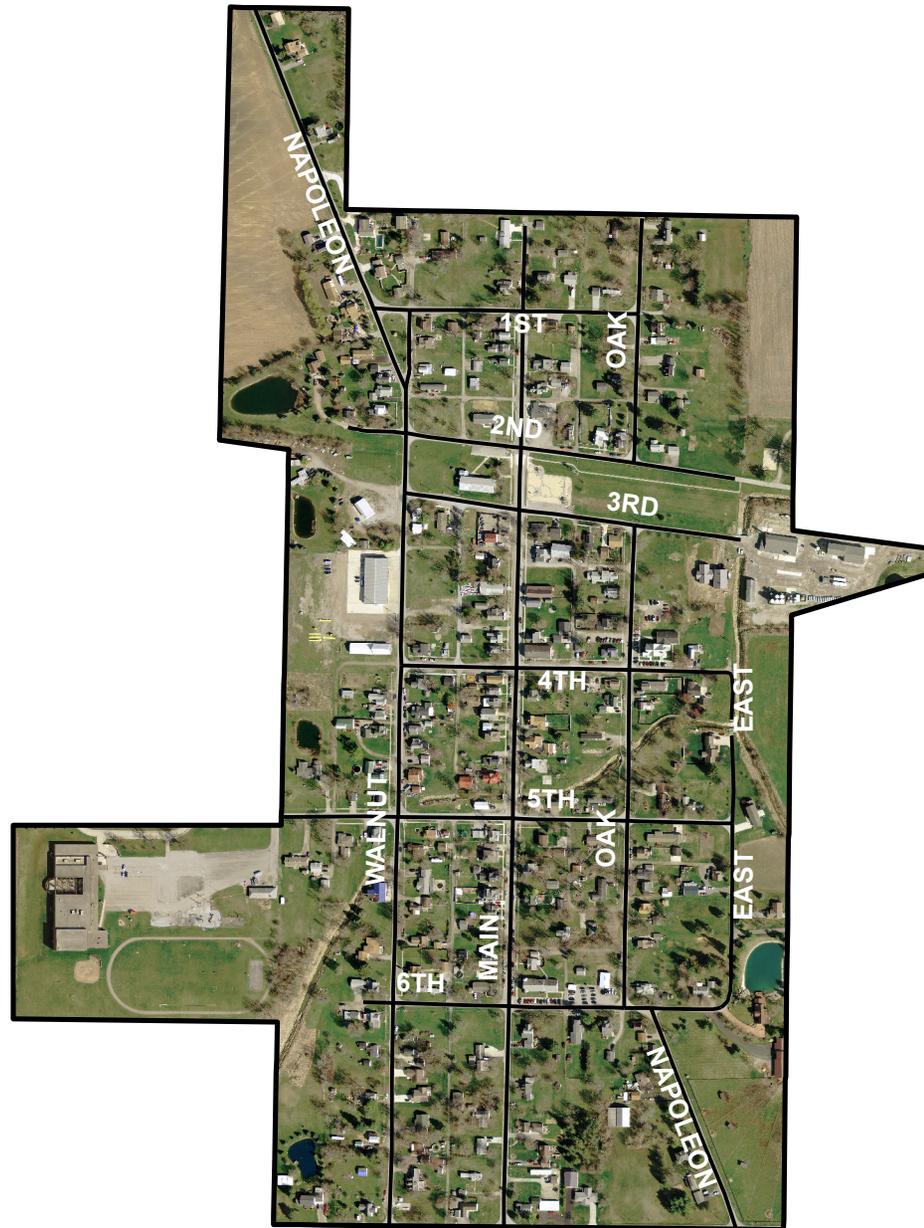
December 2020



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MAP 2 - 2 VILLAGE OF HARROD AERIAL VIEW



Legend

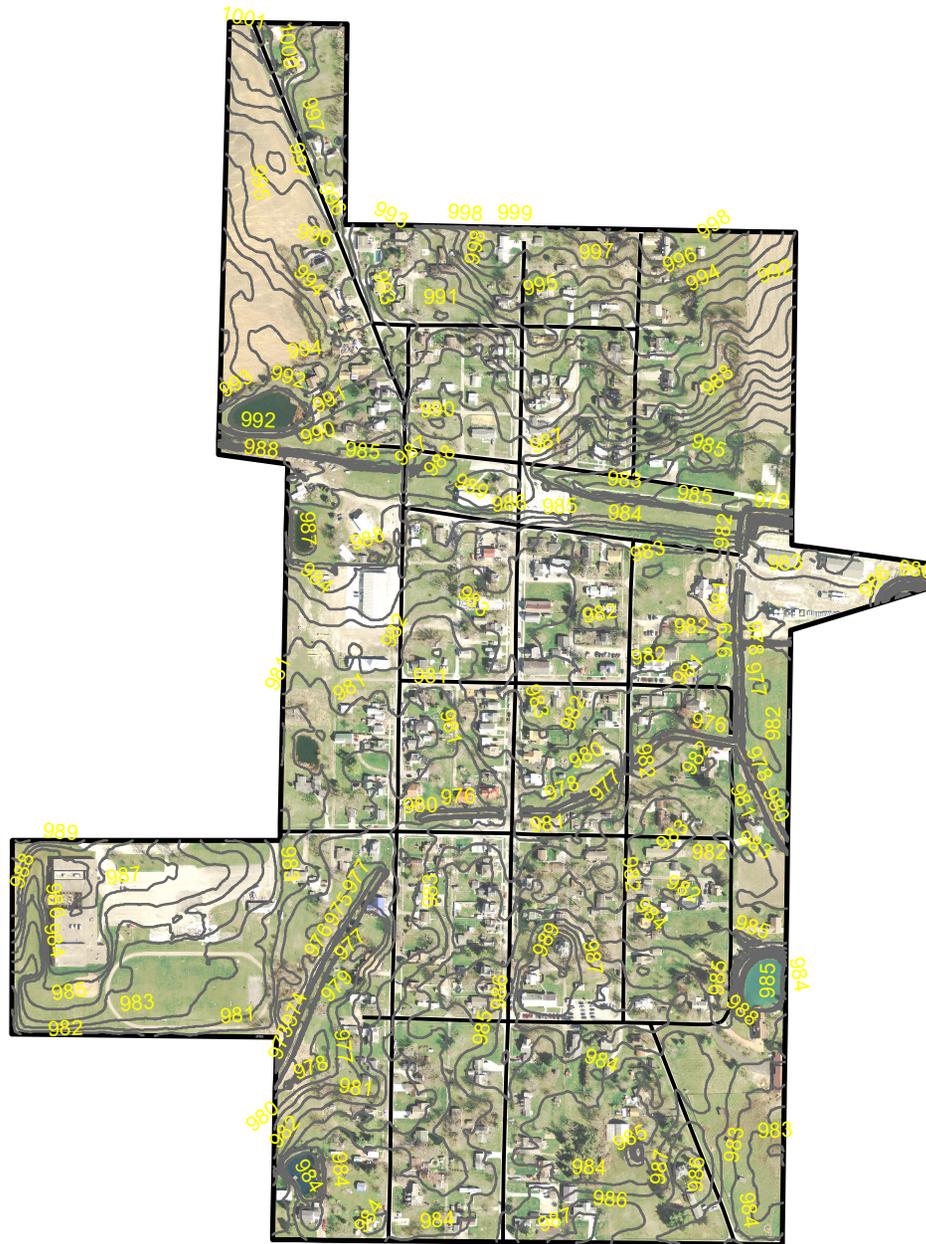
 Village of Harrod



December 2020



MAP 2 - 3 VILLAGE OF HARROD TOPOGRAPHY



Legend

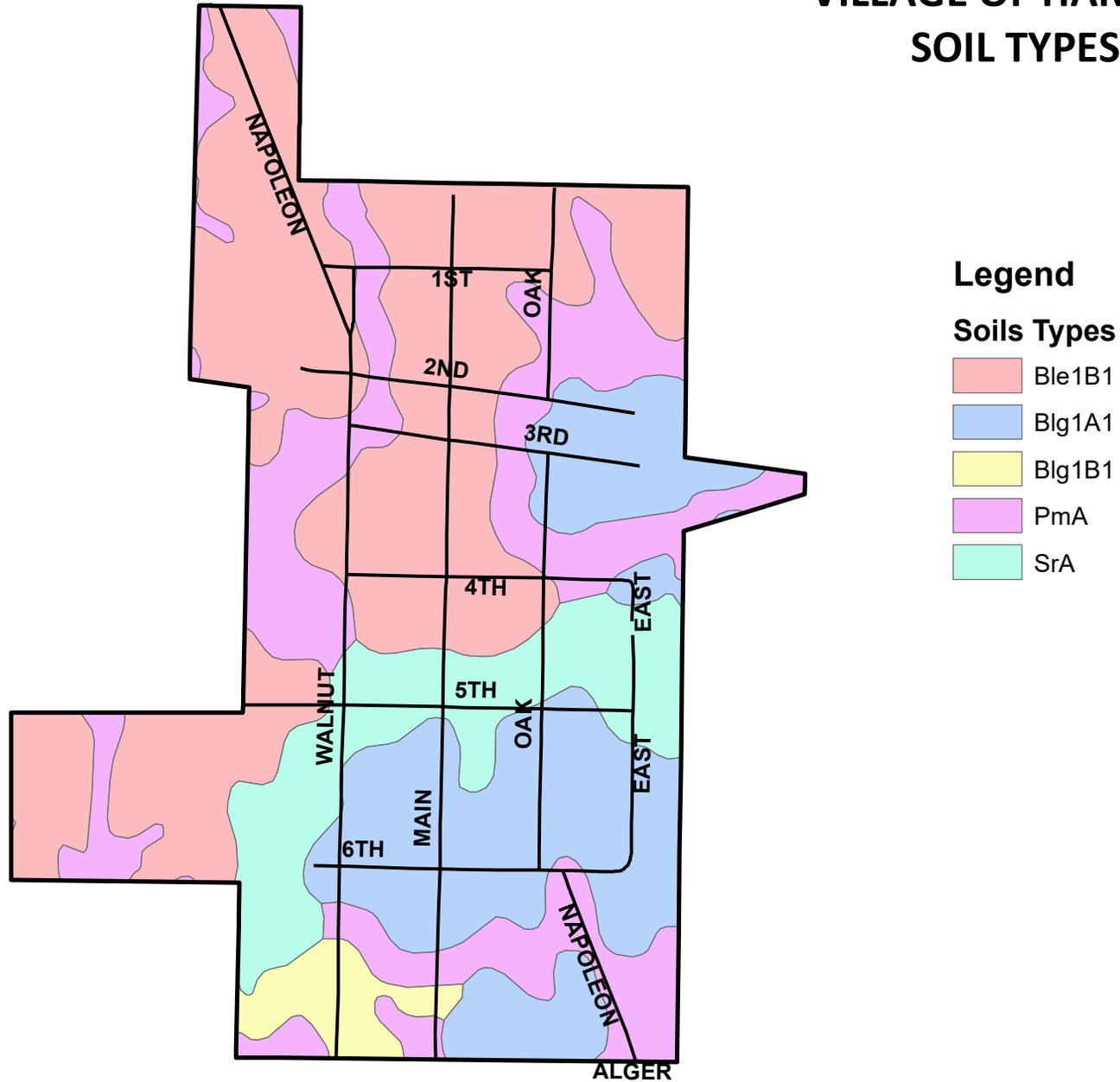
- Contours
- ▭ Village of Harrod



December 2020



MAP 2 - 4 VILLAGE OF HARROD SOIL TYPES



Legend

Soils Types

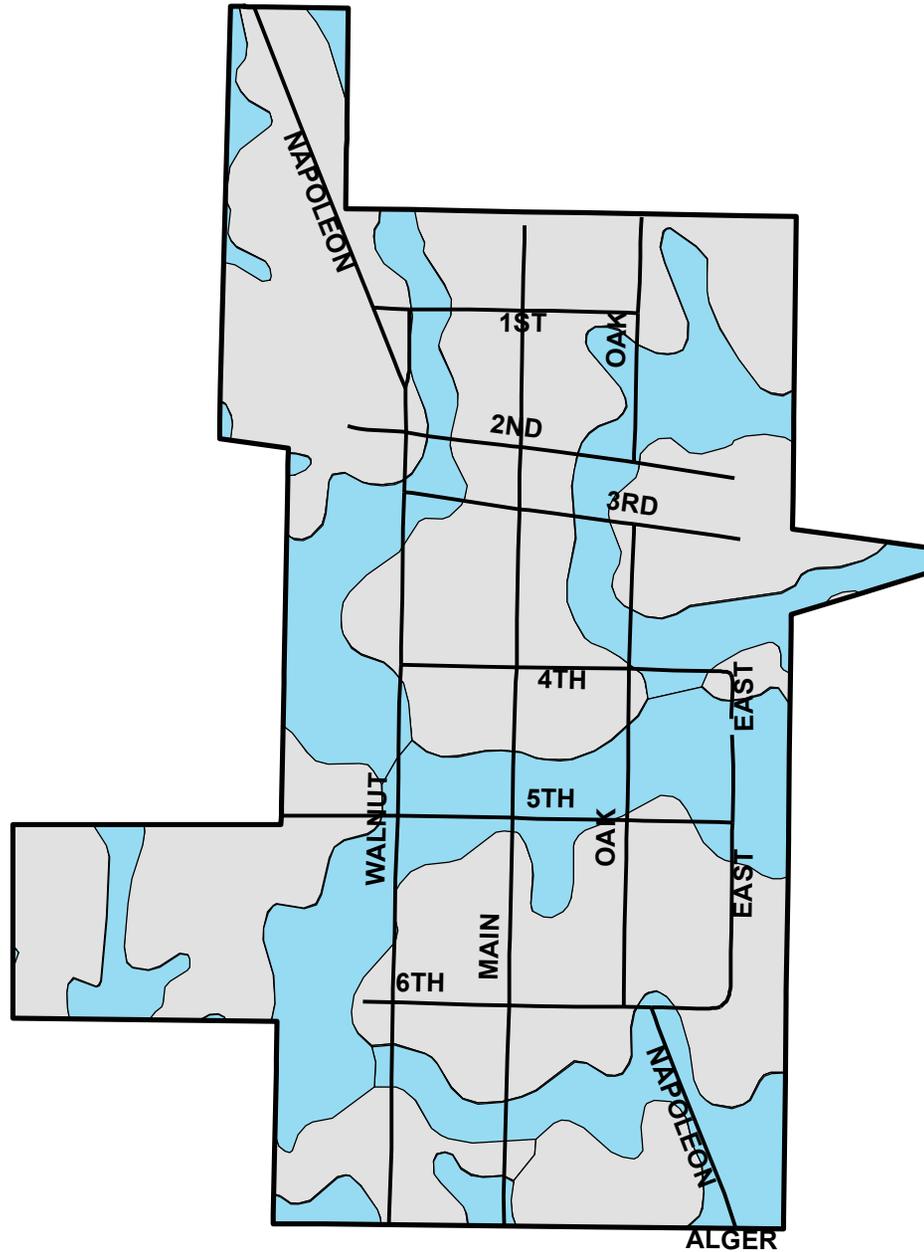
- Ble1B1
- Blg1A1
- Blg1B1
- PmA
- SrA



December 2020



MAP 2 - 5 VILLAGE OF HARROD HYDRIC SOILS



Legend

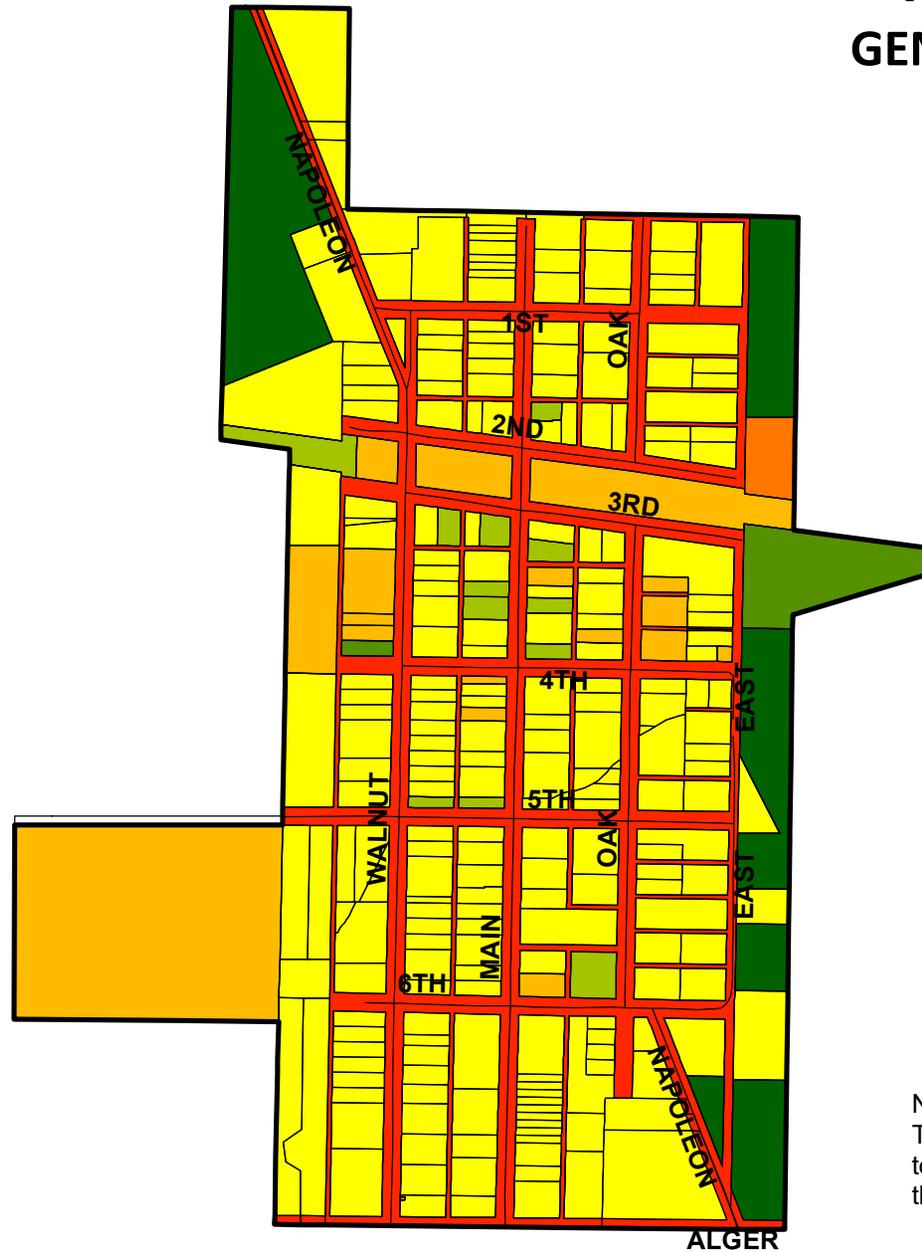
-  Hydric Soils
-  Non-Hydric Soils



December 2020



MAP 2-6 VILLAGE OF HARROD GENERALIZED LAND USE



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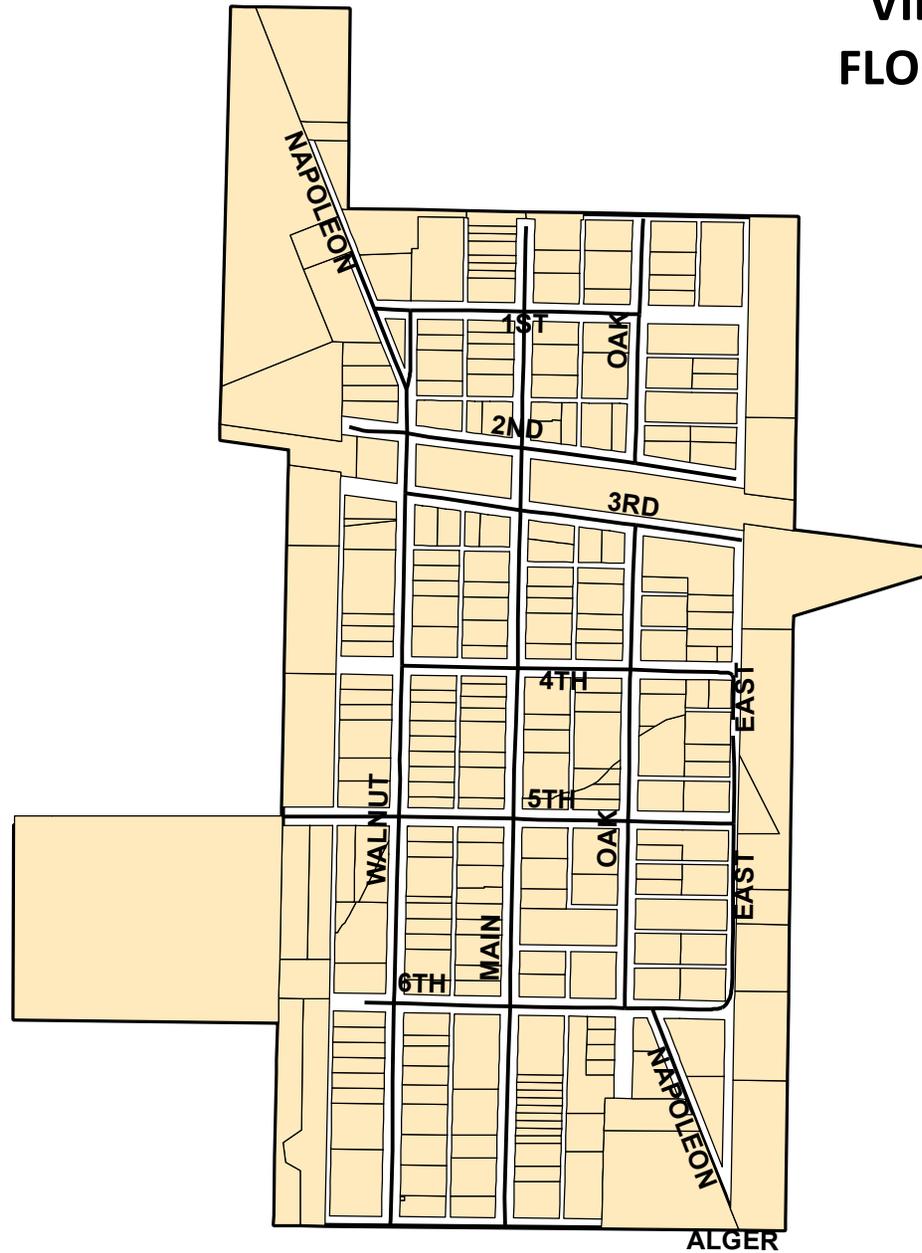
LandUse

- Agriculture
- Industrial
- Commercial
- Residential
- Public
- Recreation
- Transportation

Note:
This land use map displays data given to the LACRPC in 2016. This represents the most current data within our system.



MAP 2 - 7 VILLAGE OF HARROD FLOODPLAIN EFFECTED PARCELS



Legend

-  Effected Parcels
-  Non-Effected Parcels



December 2020



Section 3

POPULATION CHARACTERISTICS

**SECTION 3
POPULATION CHARACTERISTICS**

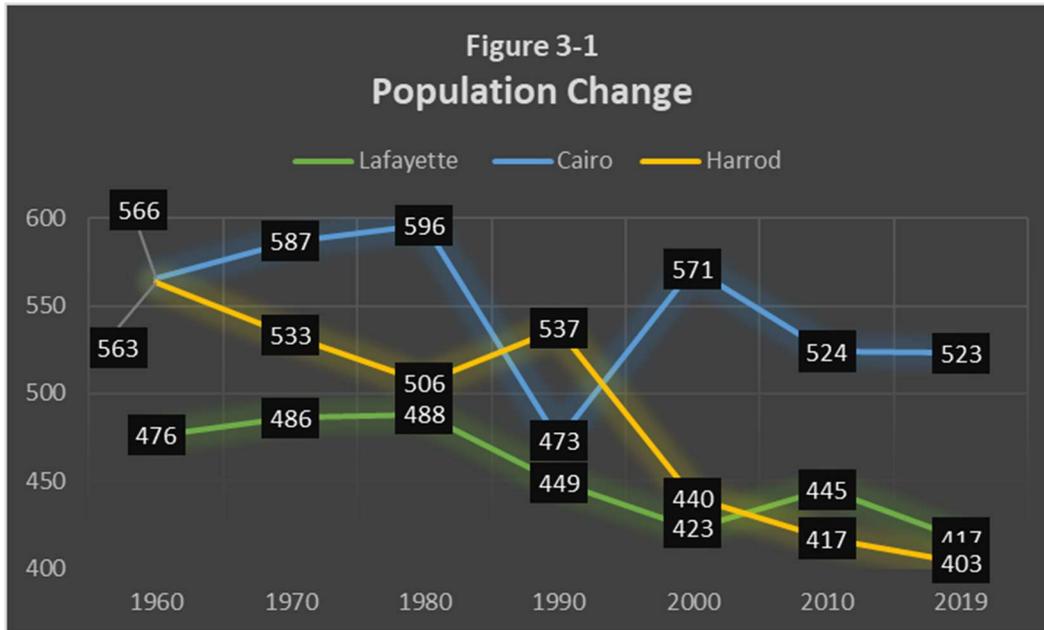
A thorough analysis of the Village of Harrod’s population requires the use of demographic constructs including gender, household size, age, race/ethnicity, educational attainment, income, and employment. Assessing a community’s population and its respective demographic measures is important to understanding the demand for, and consumption of infrastructure including land, roads, utilities, and housing, as well as public services such as education, police, fire, and emergency medical services. Such an understanding is also necessary to broaden the community’s economic base and support the local labor force. Moreover, population data and demographic characteristics provide good indicators of future population growth or decline and allow a community to better assess policy decisions, the proposed development, and the wise expenditure of public funds. This section attempts to highlight specific characteristics of the community’s population and provide broad generalizations that will further strengthen the strategic planning process.

3.1 Population:

Historically, when left to its own accord, a population will change rather slowly over time. Today, however, based on various competing and intervening factors, populations can change with relative speed and catch a community off-guard and unprepared. In today’s economic climate and social conditions, populations are much more fluid. In order to address the community’s economic well-being, a better understanding of the local population was undertaken. In the context of this report, the term population refers to the number of inhabitants in a given place estimated by the American Community Survey (ACS). Herein, population data reflects the residents of the Village of Harrod with comparisons to local populations provided.

Population change, whether growth or decline, is neither static nor uniform. In fact, many political subdivisions within Allen County have experienced extended growth periods, while others have experienced overall growth in cyclical spurts. Table 3-1 identifies each of the various political subdivisions by its population over the last several decades. Figure 3-1 illustrates the change in population between 1960 and 2019 by selected jurisdiction.

Jurisdiction	1960	1970	1980	1990	2000	2010	2019	Growth
Allen County	103,691	111,144	112,241	109,755	108,473	106,206	102,351	-4%
City of Lima	51,037	53,734	47,381	45,549	41,578	38,839	36,659	-6%
Lafayette	476	486	488	449	423	445	417	-7%
Cairo	566	587	596	473	571	524	523	0%
Harrod	563	533	506	537	440	417	403	-3%
Ohio	9,706,397	10,657,423	10,797,603	10,847,115	11,353,140	11,536,182	11,689,100	1%



According to the ACS, the population of the Village of Harrod in 2019 was 403 persons. Table 3-1 reveals that the village has experienced an overall population decline of 37% when examining the period between 1970 and 2019. After doing an extensive analysis of local data including a review of historical demolition reports, building permits, and utility service by address the population total for the year 2000 in Harrod was adjusted to 491 persons, a difference of 42 persons. Based on the population change, between the 2010 and 2019 Census periods, the population of the Village of Harrod decreased 3.36%, while Allen County experienced a .02% decline. By comparison, Ohio grew by 1.3% over the same period.

3.2 Age and Gender:

Both age and gender are critical characteristics of a community's population. Age reflects certain attitudes and beliefs. It also reflects demands for education, employment, housing, and services. Age cohorts identify specific population groupings and are important to identify specific needs or the degree to which specific services will be required by that particular population segment. Age and gender data not only provide valuable insights into fertility and morbidity issues but also provides data on workforce availability by age and gender.

The 25-34 cohort represents the highest group in Harrod. People of this age group are possibly the most mobile and are choosing locations to establish a life for themselves and their families. Quality infrastructure, public school systems, and other enriching amenities are important to attract and retain this demographic.

3.3 Housing:

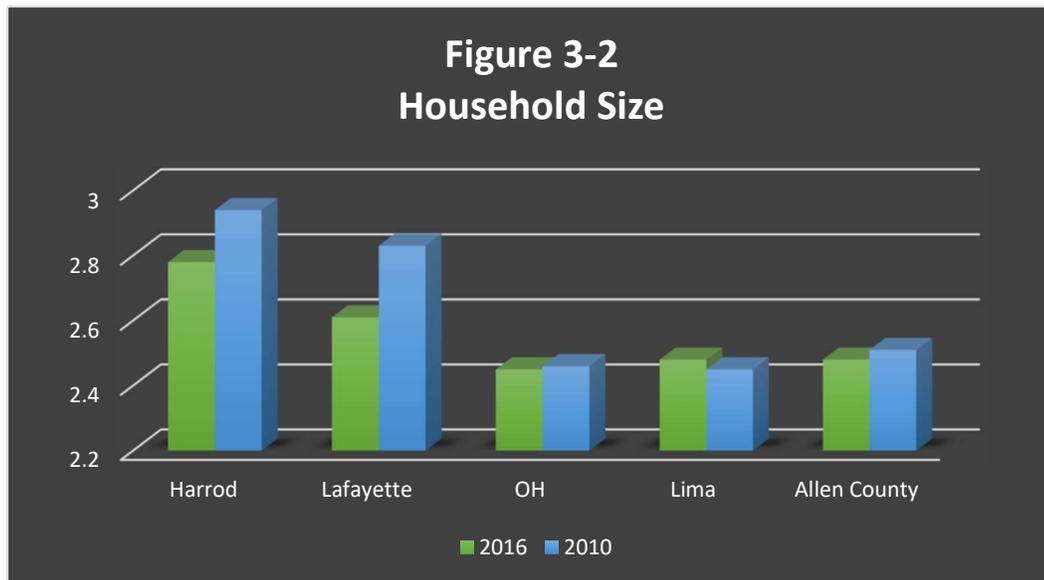
Housing is a major determinant to a community's vitality. Harrod's housing stock is among the oldest in the area. The Auglaize Township Historical Society traces much of the village's current housing back to the post-Civil War era. Over 50% of the community's housing was constructed prior to 1940.

Older housing requires a greater commitment from both the homeowner and the Village. Consequential code enforcement can be necessary in preserving older homes. Should a number of these houses fall out of favor at the same time, the village would be further hampered by a housing shortage. Houses of this vintage can serve as an asset with proper management.

Designated Historic Districts are often employed to turn a would-be liability into an asset. Selecting sites or neighborhoods for such a designation promotes those homes/buildings as real estate of value. Homes boasting that label sell for higher prices and attract buyers ostensibly invested in preserving architecture from bygone times.

3.4 Households and Household Size:

Households refer to any housing unit that is occupied; the total population divided by households establishes household size. Change in the total number of, and the respective size of households, is an important demographic measure. This measure is important since each household requires a dwelling unit, and in most cases, the size of the household will determine specific housing components such as number of bedrooms, bathrooms, square footage, play area, etc. Therefore, as households change in terms of number and/or character, housing consumption changes. If the number of households increases, then the housing supply must adjust to reflect the growth. As the characteristics of the household change, new residency patterns are established.



From a public policy perspective, it is important to balance the available housing supply with housing demand; otherwise, unmet needs result in out-migration, excess housing costs, vacancy and/or unmet demands for public service.

The number of homes in Harrod has risen since our oldest point of data collection in 1990. There was a sharp decline from 2000 to 2010 indicating 16 homes had exceeded their welcome in the village. In the next ten years, 14 homes were constructed to fill the housing need.

As stated earlier, household size is also an important factor as it relates to housing and the size of homes with respect to the number of bedrooms, bathrooms, yard area, etc. Table 3-2 presents information relative to the changing status of household size, as does Figure 3-2. While the household size of the county is expected to continually decline, Harrod appears to stabilize over the next 20 years.

Political Subdivision	2018		2010		Change in Households	Change Avg Household Size
	Total Households	Avg Household Size	Total Households	Avg Household Size		
Allen	41,204	2.4	40,619	2.47	1%	-3%
Lima	14396	2.4	14221	2.42	1%	-1%
Lafayette	158	2.72	161	2.76	-2%	-1%
Cairo	184	2.67	198	2.65	-8%	1%
Harrod	134	2.78	143	2.92	-7%	-5%

3.5 Families:

The U.S. Census defines a family as a group of two or more people who reside together and are related by birth, marriage or adoption. Census data suggests 159 families resided in the Village of Harrod in 2010. Between 2010 and 2018 the number of families residing in Harrod dropped dramatically from 159 to 105.

3.6 Income Household, Family & Per Capita:

Data for the indices of income, including household and family income, are displayed in Table 3-3 by political subdivision and census period. As seen in Figure 3-3, data suggests Harrod's household median income is suffering relative to 2010.

As the number of families living in Harrod dropped, household income also experienced a noticeable decline. This trend reinforces the idea that a decline in family size is likely a result of more single parents raising children and people starting families later in life. Smaller households mean more housing per capita and less income per household. This phenomenon supports diverse housing for vibrant communities.

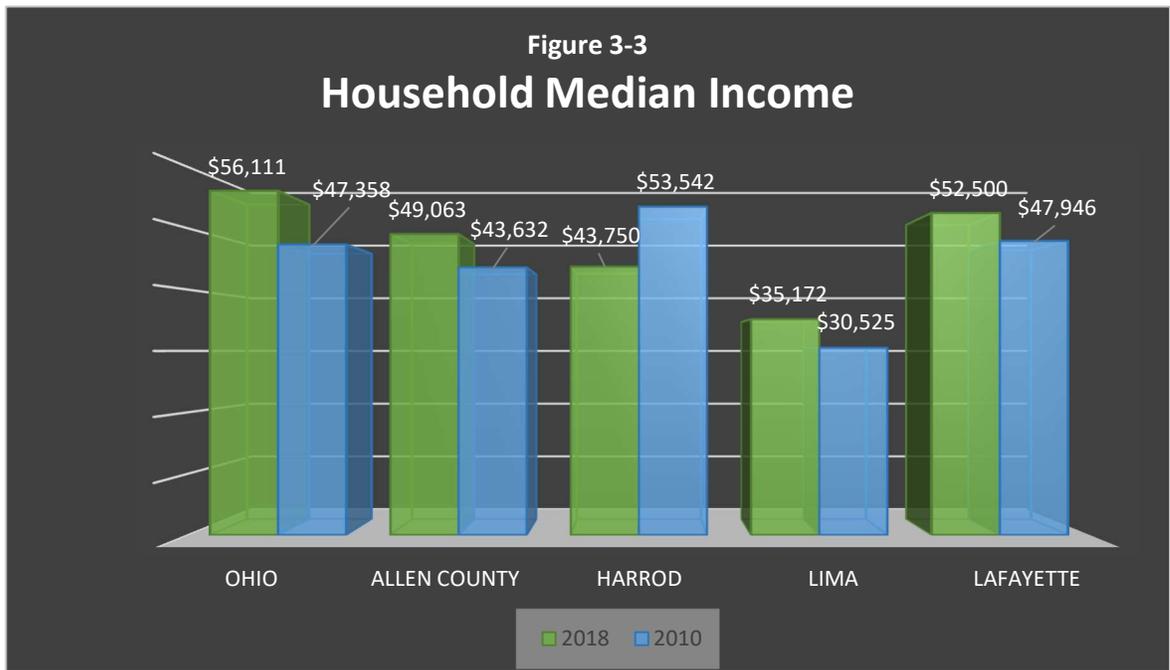
	Harrod Households	Harrod Families	Married-couple Families	Non-family Households
	134	105	88	29
Less than \$10,000	5.2	4.8	5.7	6.9
\$10,000 to \$14,999	8.2	9.5	4.5	3.4
\$15,000 to \$24,999	7.5	7.6	2.3	6.9
\$25,000 to \$34,999	14.2	5.7	6.8	44.8
\$35,000 to \$49,999	20.1	19	20.5	24.1
\$50,000 to \$74,999	14.2	14.3	14.8	13.8
\$75,000 to \$99,999	7.5	9.5	11.4	0
\$100,000 to \$149,999	21.6	27.6	31.8	0
\$150,000 to \$199,999	0	0	0	0
\$200,000 or more	1.5	1.9	2.3	0
Median income (dollars)	43750	54250	67500	28125
Mean income (dollars)	61637	69638 (X)		32662

3.7 Poverty Status:

The 2018 ACS 5-Year estimates provide information regarding the number of individuals and families whose incomes fell below established poverty levels. ACS tabulations reveal that 17 families in Harrod were determined to be below the poverty level in 2018.

Families with a female as head of household and related children were more likely to encounter poverty status than those families headed by a married couple with related children. In fact, of all families suffering from poverty, all 17 (100%) had children. Relevant information on family households and poverty status is presented in Table 3-4.

Table 3-4 Poverty Status by Family Type	
Family Type by Presence of Related Children	
Total Families	105
Married - Related Children	53
Male Alone	8
Female Alone	9
Family - No Children	37
Below Poverty Level	
Total Families	17
Married - Related Children	11
Male Alone	0
Female Alone	6
Family - No Children	0



3.8 Educational Attainment:

Table 3-5 presents data summarizing the educational attainment levels of the Village of Harrod residents aged 25 years and over in 2018 and 2010. Harrod falls below the state and national averages for the percentage of residents who have completed a four-year degree program. This measurement had improved since the last estimation in 2010.

Many factors affect employment and income rates among adults. None, however, may be as important as educational attainment levels. Higher levels of educational attainment have repeatedly demonstrated higher income earnings regardless of gender. In addition, positions requiring higher educational attainment levels tend to offer more job satisfaction. Moreover, individuals with lower educational attainment levels, specifically those with no high school diploma, experience higher rates of unemployment (nearly three times the rate of those that have completed a bachelor’s degree). Therefore, it is extremely important to support local school initiatives, post-secondary advancement, and continuing education programs to strengthen the skill sets of the local population and labor force.

	2018		2010	
	Harrod Residents	Percent of Residents	Harrod Residents	Percent of Residents
Population 25 years and over	247		366	
Less than 9th grade	3	1.2	5,856	1.6
9th to 12th grade, no diploma	23	9.3	43	11.7
High school graduate (includes equivalency)	114	46.2	170,922	46.7
Some college, no degree	52	21.1	64	17.5
Associate's degree	35	14.2	55,998	15.3
Bachelor's degree	13	5.3	18	4.9
Graduate or professional degree	7	2.8	8,052	2.2
High school graduate or higher	221	89.5	317	86.6
Bachelor's degree or higher	20	8.1	25,986	7.1

3.9 **Labor Force Profile:**

The civilian labor force consists of all non-institutionalized people 16 years of age or older who are identified as either employed or unemployed. This includes those individuals who are currently members of the armed forces.

According to 2018 ACS 5-Year estimates, the civilian labor force in Harrod totaled 191 persons. Examining employment rates, 7.0% of the population was unemployed compared to 6.0% unemployment county-wide.

A better perspective of the Harrod labor force can be gained by examining the number of employed persons by type of occupation. Table 3-6 uses 2018 ACS 5-Year estimates to identify the dominant occupation sectors of village residents; Educational Services, Healthcare & Social Assistance, are followed by manufacturing which employs roughly half the former.

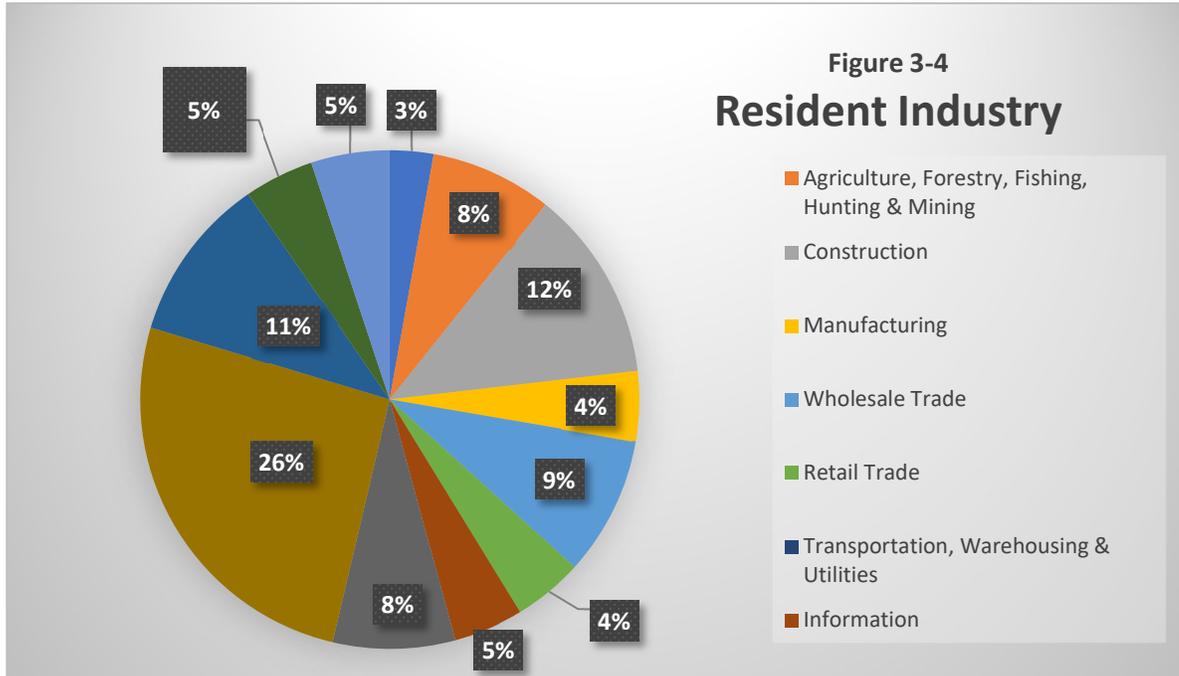


Table 3-6 Resident Industry

	Residents	% of Residents
Civilian Employed Pop 16+	177	
Agriculture, Forestry, Fishing, Hunting & Mining	5	2.8
Construction	14	7.9
Manufacturing	22	12.4
Wholesale Trade	8	4.5
Retail Trade	16	9
Transportation, Warehousing & Utilities	8	4.5
Information	0	0
Finance & Insurance, Real Estate	8	4.5
Professional, Scientific, Mgmt, Admin & Waste Mgmt	14	7.9
Educational Services and Healthcare and Social Asst	46	26
Arts, Entertainment, Recreation & Food Services	19	10.7
Other	8	4.5
Public Admin	9	5.1

3.10 Summary

This is a crucial time for Harrod as the village's population is comprised by a high percentage of the most mobile of age groups (25-34). Addressing the issues and concerns identified by survey participants and village officials is paramount to retaining its citizenry. Parents raising children in the community are more likely to be invested in bolstering the standard of living.

This age group is traditionally an ally to educators as they have children in the local school system. An education system that is well supported helps the community grow and foster new generations of supportive members. Educational attainment is rising in Harrod, and increases should continue to be an objective moving forward.

The number of housing units in Harrod has been fluid over the past 20 years which is proof that future housing needs can be met. Code enforcement may prove to be an important function to extending the useful life of the housing stock in the Village. Although the population is projected to continue a gradual decline, an additional number of homes will be required to support its population.

Section 4

INFRASTRUCTURE

**SECTION 4
INFRASTRUCTURE**

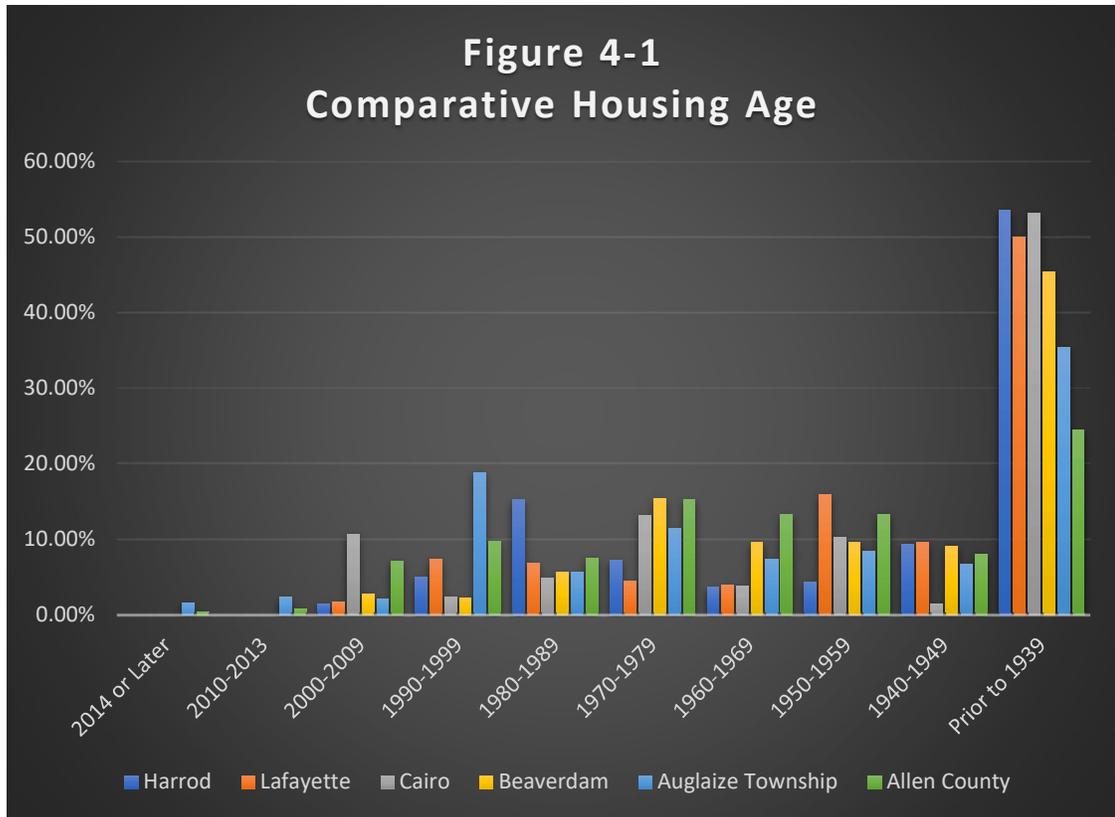
4.1 Housing

Local housing characteristics reflect the number and type of units available, their age, and overall physical condition; both interior, and exterior. Examining the distribution of housing units by year of construction provides some insight into the history of residential development in the area, and may indicate potential problem areas in housing conditions due to the age of structures. The following subsections attempt to identify the condition of the Village of Harrod’s housing stock using census data and comparisons to other political subdivisions. Using similar municipalities as a point of reference allows us to move forward with remedies containing a degree of proven ability to effect change.

4.1.1 Age of Housing Stock

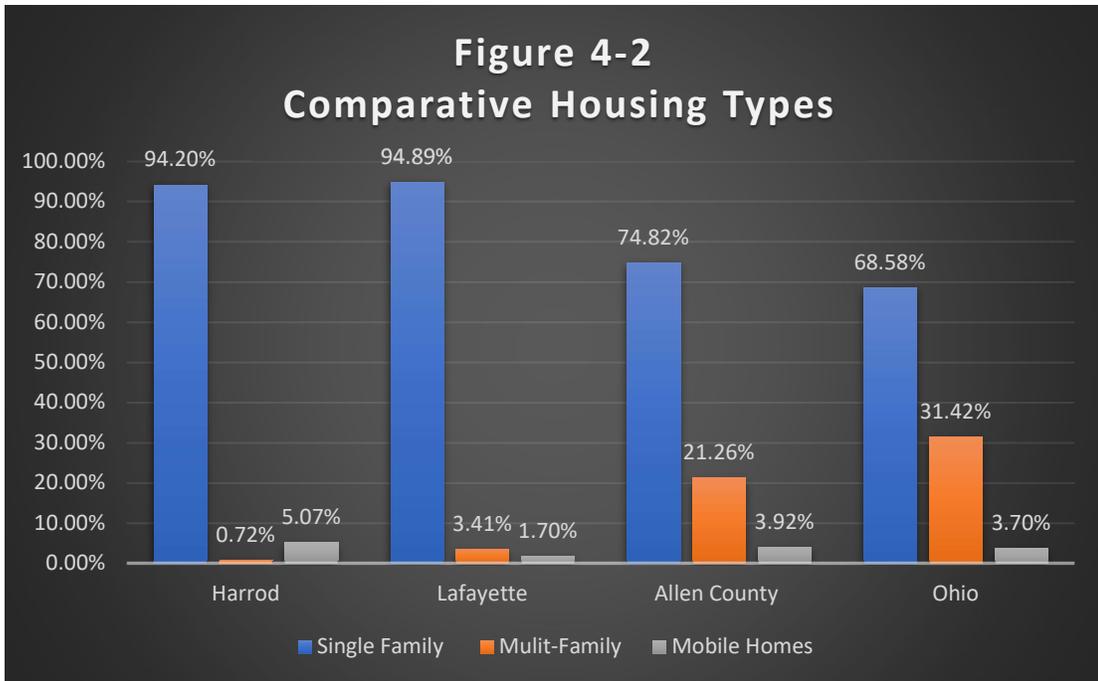
Table 4-1 provides insight into the 138 housing units within the village. Table 4-1 reveals that 67.39% of Harrod’s housing was built before 1960. Figure 4-1 shows a comparison of housing stock based on age between county and village level data sets. Locally, Harrod has one of the oldest housing stocks in Allen County. Comparatively, just under half (45.84%) of the housing in Allen County was built before 1960.

Table 4-1 Housing Units by Age in Selected Political Subdivisions						
Year	Harrod	Lafayette	Cairo	Beaverdam	Auglaize Township	Allen County
Total	138	176	205	176	1077	45063
2014 or Later	0.00%	0.00%	0.00%	0.00%	1.58%	0.39%
2010-2013	0.00%	0.00%	0.00%	0.00%	2.32%	0.87%
2000-2009	1.45%	1.70%	10.73%	2.84%	2.14%	7.16%
1990-1999	5.07%	7.39%	2.44%	2.27%	18.85%	9.71%
1980-1989	15.22%	6.82%	4.88%	5.68%	5.66%	7.55%
1970-1979	7.25%	4.55%	13.17%	15.34%	11.42%	15.21%
1960-1969	3.62%	3.98%	3.90%	9.66%	7.43%	13.26%
1950-1959	4.35%	15.91%	10.24%	9.66%	8.45%	13.34%
1940-1949	9.42%	9.66%	1.46%	9.09%	6.69%	8.06%
Prior to 1939	53.62%	50.00%	53.17%	45.45%	35.47%	24.44%
*2018: ACS 5-Year Estimates Data						



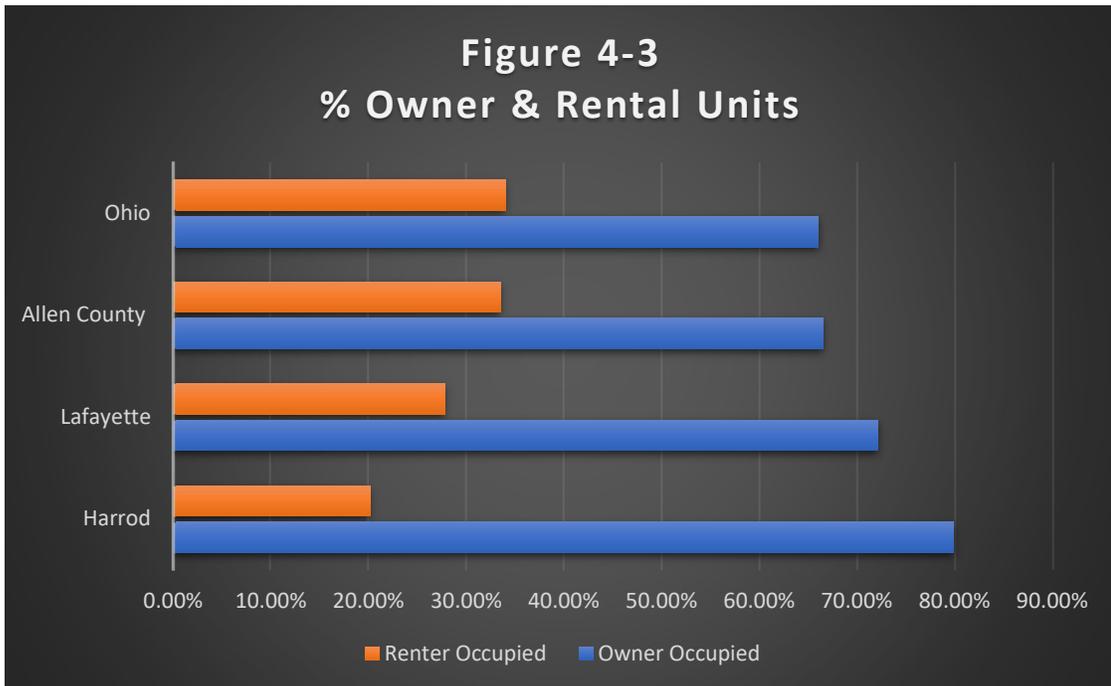
4.1.2 Types of Housing Units

The identification of housing units by type helps determine the housing choices available to local residents and allows issues of housing accessibility and affordability to be determined. The vast majority of homes in the Village of Harrod are single-family units. Communities with less housing diversity produce higher rates of both sales and foreclosures. A diverse housing stock able to withstand economic hardships results in residents with long-term ties to the village. Figure 4-2 reveals the overdependence on single-family homes. Parcel data and census estimations reveal 94.20% of Harrod’s housing stock is single-family. Typical rates for the area (Allen County, 74.82%; Lafayette, 94.89%) are significantly higher than the Ohio average (68.58%). When examining multi-family units, the Village of Harrod’s (0.72%) does not compare to either the state or county averages. The proportion of multi-family units, including apartments, is less than that of Allen County (21.26%) and Ohio (31.42%). The presence of manufactured/mobile homes has been minimized and the Village now has a low percentage of such units. There are seven mobile homes in the Village of Harrod which is higher than the proportion found in Allen County (3.92%) and Ohio at (3.70%).



4.1.3 Owner vs. Renter-Occupied Housing

The Village of Harrod has a greater level of homeownership with fewer rental units when measured against larger communities in the area and the state as a whole. As shown in Figure 4-3, Harrod (79.85%) is slightly higher than Allen County (66.49%) and Ohio (66.04%).



4.1.4 Rental Costs

Table 4-2 reveals the cost of rental housing within the Village of Harrod compared to villages in the surrounding area. Harrod has very few rental properties in comparison. However, according to 2018 ACS 5-Year estimates, the Village of Harrod has a much higher median rental cost of \$715, when compared to Auglaize Township (\$626), Allen County (\$687), and Cairo (\$639). The Village of Lafayette however has the highest rental costs in the area (\$858).

Year	Harrod	Lafayette	Cairo	Beaverdam	Auglaize Township	Allen County
Median	\$ 715.00	\$ 858.00	\$ 639.00	\$ 809.00	\$ 626.00	\$ 687.00
Less Than \$500	0	1	2	0	7	2,516
\$500 to \$999	20	19	17	36	130	8,475
\$1000 to \$1499	1	9	0	0	1	1,622
\$1500 to \$1999	0	0	0	0	9	175
\$2000 to \$2499	0	0	0	0	0	46
\$2500 to \$3000	0	0	0	0	0	24
Greater than \$3000	0	0	0	0	0	80

*2018: ACS 5-Year Estimates Data

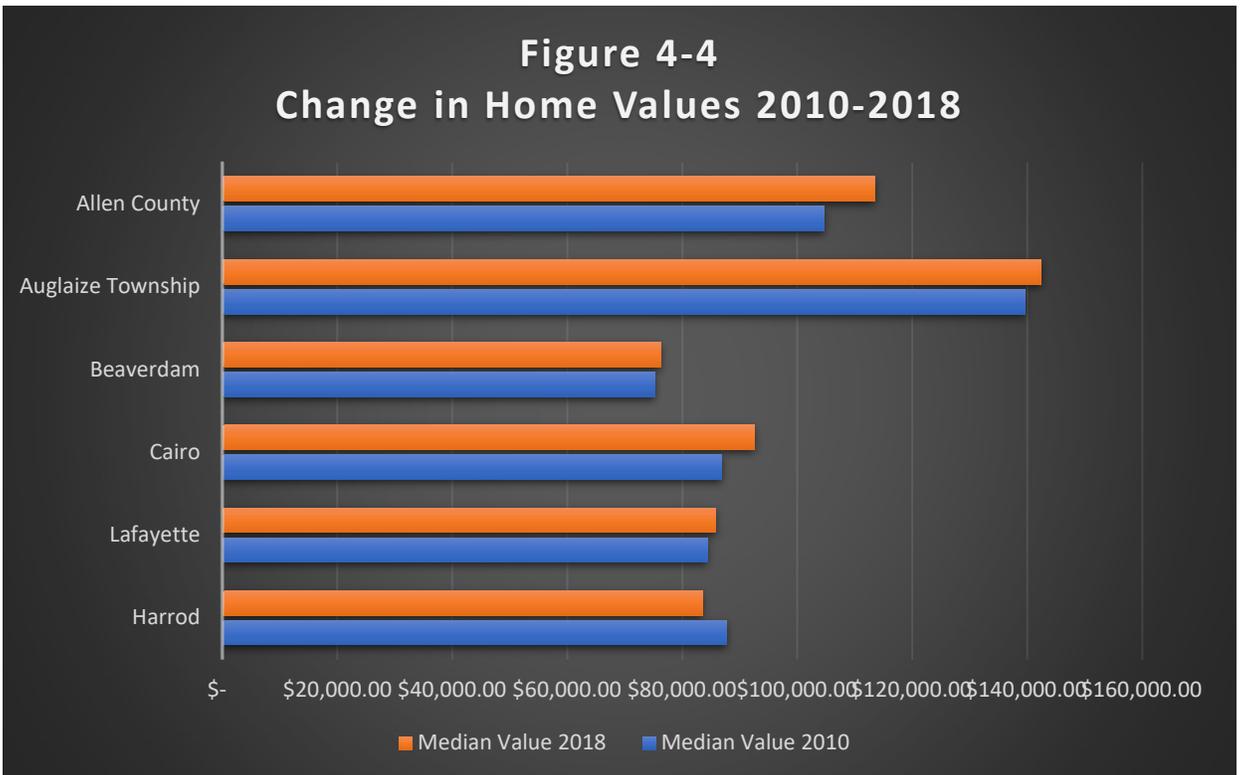
4.1.5 Home Values

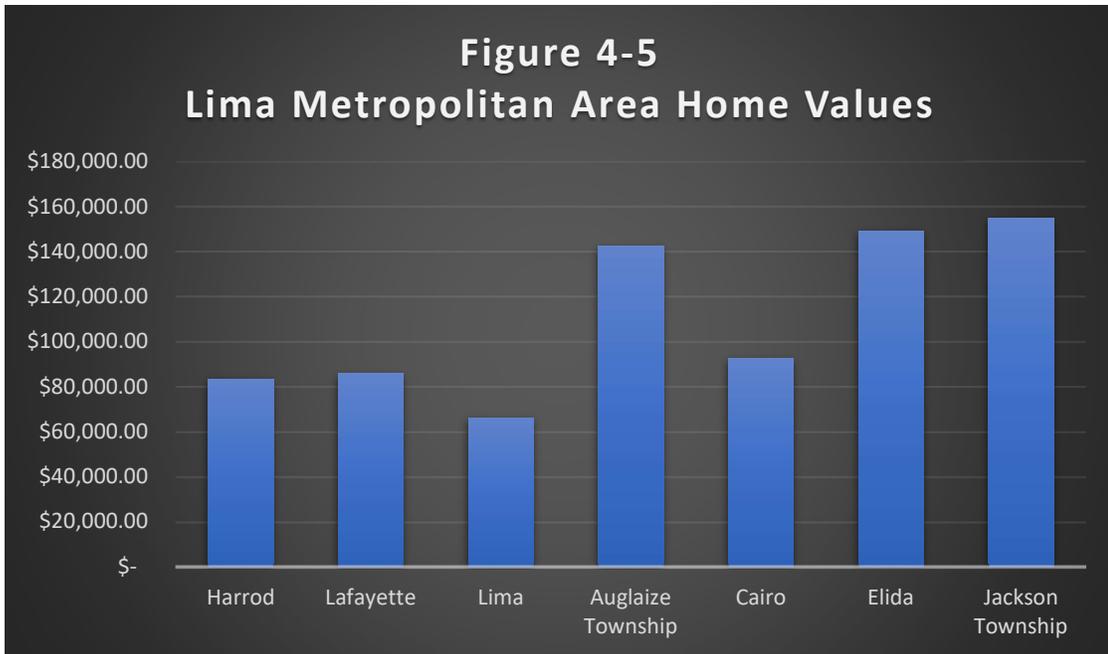
The median home value in the Village of Harrod between 2010 and 2018 fell from \$87,700.00 to \$83,500. The 2018 median home value was found to be substantially higher both Allen County (\$113,500.00) and Auglaize Township (\$142,400.00). The median home value was 53.12% of Ohio's median home value (\$157,200.00). The median home value in the village as compared to Allen County reflects the relative age, square footage, unit size, and lot size upon which the village's housing stock is situated. Figure 4-4 reveals the change in the median value of owner-occupied units in the Village of Harrod between 2010 and 2018. Data suggests the decreased valuation experienced in Harrod over the 8-year period reflected a 5.03% decrease (\$4,200.00) which was in sharp contrast to the surrounding areas which realized increases in values ranging from 1.31% to 7.67%.

As shown in Figure 4-5, Harrod compares favorably with other villages in the Lima Metropolitan Area with regard to home value. Maps 4-1 and 4-2 identify sales and new construction by location, year, and value. Table 4-3 identifies home sales and new construction in the Village of Harrod from 2010 through 2018 by address and value. When looking at new construction and housing sales since the census, the average value for the 48 identified properties has been \$72,769.79.

Table 4-3					
Home Sales and New Construction 2017-2019					
Address	Sale Amount	Address	Sale Amount	Address	Sale Amount
W 7TH ST	\$ 2,000.00	221 S OAK ST	\$ 50,000.00	108 W 6TH ST	\$ 95,000.00
100 S WALNUT ST	\$ 5,000.00	121 WALNUT ST	\$ 52,000.00	221 S NAPOLEON RD	\$ 98,000.00
124 W 2ND ST	\$ 10,500.00	312 N MAIN ST	\$ 62,500.00	232 S MAIN ST	\$ 99,900.00
141 E 2ND ST	\$ 11,000.00	233 E 6TH ST	\$ 63,700.00	201 S MAIN ST	\$ 106,000.00
107 W 7TH ST	\$ 15,000.00	224 S MAIN ST	\$ 69,000.00	398 S WALNUT ST	\$ 108,000.00
N MAIN ST	\$ 16,000.00	264 S MAIN ST	\$ 70,000.00	120 S WALNUT ST	\$ 116,000.00
373 S MAIN ST	\$ 18,500.00	101 N MAIN ST	\$ 74,000.00	140 E 5TH ST	\$ 120,000.00
N MAIN ST	\$ 20,000.00	N MAIN ST	\$ 75,000.00	337 S WALNUT ST	\$ 125,500.00
117 N MAIN ST	\$ 20,000.00	325 N MAIN ST	\$ 75,000.00	359 S MAIN ST	\$ 128,000.00
OAK ST	\$ 25,000.00	N MAIN ST	\$ 75,000.00	141 N OAK ST	\$ 130,000.00
229 E 4TH ST	\$ 25,000.00	N MAIN ST	\$ 75,000.00	124 W 2ND ST	\$ 135,000.00
OAK ST	\$ 25,000.00	225 W 5TH ST	\$ 75,000.00	340 S NAPOLEON RD	\$ 139,900.00
100 S OAK ST	\$ 37,000.00	N MAIN ST	\$ 75,000.00	359 S MAIN ST	\$ 142,000.00
112 OAK ST	\$ 40,000.00	N MAIN ST	\$ 75,000.00	120 W 2ND ST	\$ 142,500.00
201 S MAIN ST	\$ 48,000.00	236 W 5TH ST	\$ 79,000.00	W 2ND ST	\$ 142,500.00
113 OAK ST	49000	272 MAIN ST	\$ 87,450.00	230 W 7TH ST	\$ 165,000.00
Average	\$ 72,769.79				

*2018: ACS 5-Year Estimates Data





4.1.6 Homes Sales & Foreclosures

Few homes have been sold or newly constructed in the past three years. Between 2017 and 2019, 46 homes were built or sold. Table 4-3 identifies the 46 units by address and value. There were no mortgage foreclosures within village limits during the 2017 to 2019 period.

4.1.7 Housing Vacancy

The vacancy rates indicate the relative demand for housing in a community and are often used as a proxy for desirability and/or the condition of vacant units. According to the 2010 census, Ohio has one of the lowest vacancy rates in the nation at 10.2%. In 2010 there were only 18 vacant units in the village (11.2%). Examination of 2018 statistics show the number of vacant units were further reduced to four units (2.9%). Table 4-4 presents the location of vacancies in the Village.

Table 4-4 Vacancy Status by Political Subdivision 2010-2018						
Housing Units & Political subdivision	2010 Census	Percent Vacant	2018 ACS Data	Percent Vacant	Change	
					Amount	Percent
Allen County	4380	6	4728	10.5	348.0	4.5
Beaverdam	9	5.9	9	5.1	0.0	-0.8
Bluffton	91	6	35	2.1	-56.0	-3.9
Cairo	16	7.5	21	10.2	5.0	2.7
Delphos	130	7.5	314	10.0	184.0	2.5
Elida	33	4.5	34	4.2	1.0	-0.3
Harrod	18	11.2	4	2.9	-14.0	-8.3
Lafayette	11	6.4	18	10.2	7.0	3.8
Spencerville	69	7.8	17	1.9	-52.0	-5.9

4.1.8 Housing Maintenance/Construction

The majority of homes in the village were built before 1940 which will result in ongoing maintenance issues. The adoption of specific regulations, as well as the enforcement of those already in place, are methods in which current housing stock can be improved. Restoration or removal of these units would greatly improve the desirability and aesthetic appeal of the Village. Preservation of older buildings will require ongoing efforts of local residents, businesses, and other groups. New home construction located on the periphery of the village or on neglected and fire-damaged lots should be developed with respect to the character of the existing area and adjacent housing stock. Any new or infill development should look to integrate new structures harmoniously into the local landscape to improve and enrich the adjacent properties as well as increase the value of the new unit itself. Structures should be of similar size, scale, and density as existing adjacent uses. The home design, the streetscape, and the garage and parking areas need to be coordinated to ensure a pleasant, positive community impact.

4.2 Water, Wastewater, & Stormwater Infrastructure

Managing the need for, and removal of water in its various forms requires infrastructure. Such infrastructure reflects public utilities and services addressing drinking water, sanitary sewer, stormwater drainage, and irrigation as well as snow removal and flood control. These public utilities are necessary in order to sustain current activities and support future development.

4.2.1 Water

Harrod residents currently rely on individual water wells located on the premises. Plans have been approved to extend a municipal water line to Harrod within the next two years. This will provide clean, safe drinking water to the entire community. The timeframe for project completion may be extended beyond the anticipated completion date due to the COVID-19 pandemic of 2020.

4.2.2 Wastewater

The Village provides wastewater treatment services both inside and outside the village's corporation limits, serving a portion of the population north of the village along Napoleon Rod, as well as, a portion west of the village along Harrod Road. The function of a wastewater treatment plant is to remove the solids from contaminated wastewater and return it to its natural state. The initial solids removed without any treatment are defined as "sludge," and once treated these solids are known as "biosolids." Treatment helps prevent disease and contamination of soil, surface water, and groundwater. According to village officials, the treatment plant was originally constructed in 1984 and a substantial renovation was made in 2018. It has a total capacity of 90,000 gallons and a daily discharge capacity of 30,000 gallons. The Harrod wastewater treatment plant is a lagoon-style treatment facility. This style of facility utilizes a series of settling ponds, chemical flocculants, and mechanical aerators in order to effectively separate solid waste from the water as well as chemically degrading any harmful bacteria within the effluent. As water moves through the system it progressively deposits more solids to the bottom of each lagoon finally emerging from the last lagoon in the series as clean treated water. Periodically, the lagoons must be dewatered and the solid waste manually removed from the bottom of the pond. The waste is first dried and then disposed of in a municipal solid waste landfill. The closest disposal facility to the Village of Harrod is the Evergreen landfill located in Northwood, Ohio. The facility is operated by Waste Management and also takes the majority of the other municipal waste generated by the village. Again, according to village officials, this total clean-out process is only conducted approximately every decade. As the village grows it may become necessary to expand or update the existing wastewater treatment plant. For this reason, it may behoove the Village to increase its sanitary sewer utility in order to help offset any future costs. Map 4-4 depicts the current sanitary sewer system in place within the village.

4.2.3 Stormwater

The village stormwater facilities consist of a number of drains located throughout the municipality. These drains are tied to one of two drainage ditches that flow through Harrod. While the village seems to have sufficient drainage, it experiences regular inundation during periods of heavy precipitation. Based on residential reporting, water drains quickly once the precipitation subsides. This would suggest the flooding issue(s) is predicated upon the timing and volume of the event, as well as the carrying capacity of

its ditches. Possible solutions may be to slow the runoff leaving impervious surfaces or to develop a detention system so as not to overwhelm the current drainage network. Both of these solutions would require a substantial investment. The implementation of a stormwater utility could help to offset these costs.

4.3 Transportation & Transportation Services

Transportation infrastructure is an important tool in community building and economic development activities. Transportation infrastructure includes roads, bridges, and rail. It not only connects people to important goods and services but to other residents in the community. It reflects freight service as well as inter and intra-city public transport services, sidewalks, and bikeways. The Village should seek to construct an inclusive transportation network that allows people of all social, economic, and physical abilities to be able to effectively move throughout their community.

Traffic safety is also a concern of any community especially small rural communities like the Village of Harrod. Police presence has proven to be less than adequate due to the village's rural location and its limited funding. Road diets and other traffic calming measures may be achievable solutions to this advisory committee concern. Lima Allen County Regional Planning Commission and the Village have discussed these types of solutions as a part of the current planning process. These and other options are under review by village officials.

4.3.1 Transportation System

The transportation system in Harrod is composed of two distinct elements in terms of the federal functional class system. A major collector represented by Napoleon Road (Main Street) and local roadways (all other roadways within the Village). Map 4-5 depicts the federal functional classification of the area roadways by type. The administration of these roadways is delegated to state and local political subdivisions.

The functional classification of the respective roadways establishes the function of roadways by type and often determines funding eligibility. The roadway system mileage within the Village of Harrod consists of 3.62 miles. Major collector roadways total .88 miles and account for 24.31% of total system mileage. Rural major collectors are eligible for federal funding. The remaining roadway system (2.74 miles) is classified as local in nature for which the Village itself is responsible. According to 2020 estimates of daily vehicular miles of travel (VMT), total VMT approach 625,636 vehicles on the Village roadways annually.

Various roadway pavement widths have been identified in Map 4-6. Ohio Department of Transportation (ODOT) design standards require 9-12-foot lane widths dependent on average daily traffic (ADT) and roadway functional classification. Map 4-7 identifies 1.11 miles of deficient roadway.

In addition to addressing roadway widths, there are also local streetscape concerns. Streetscapes consist of those areas within the public road right of way and include pavement, curb, gutter, and sidewalk conditions. It also includes overhead and pedestrian lighting, trees, banners, benches, trash receptacles, etc. Curbs and gutters are missing along many local streets; and, while the lack of curbs and gutters promote sound drainage, their absence can exacerbate local roadway pavement conditions and drainage issues. Large portions of Harrod have degraded or non-existent sidewalks. These conditions deter active transportation as well as lead to increased pedestrian-related traffic crashes.

4.3.2 Crash Data

Table 4-7 summarizes crash data for the Village of Harrod. There were eight crashes that occurred from 2015 to 2019, none of which were fatal. All eight crashes involved property damage and no injuries were reported. Table 4-5 indicates the severity of those crashes, while Map 4-18 shows the locations of each crash within the village. The Village has expressed concern regarding the dangerous speed of traffic through the village. Regional Planning collected data in June of 2020 showing 85th percentile speeds above 44mph in multiple locations. A number of potential solutions have been proposed to the Village for consideration.

Table 4-5				
Crashes by Year in The Village of Harrod				
Year	fatal	Injury	PDO	Reportable
2015	0	0	2	2
2016	0	0	3	3
2017	0	0	0	0
2018	0	0	1	1
2019	0	0	2	2
Total	0	0	8	8

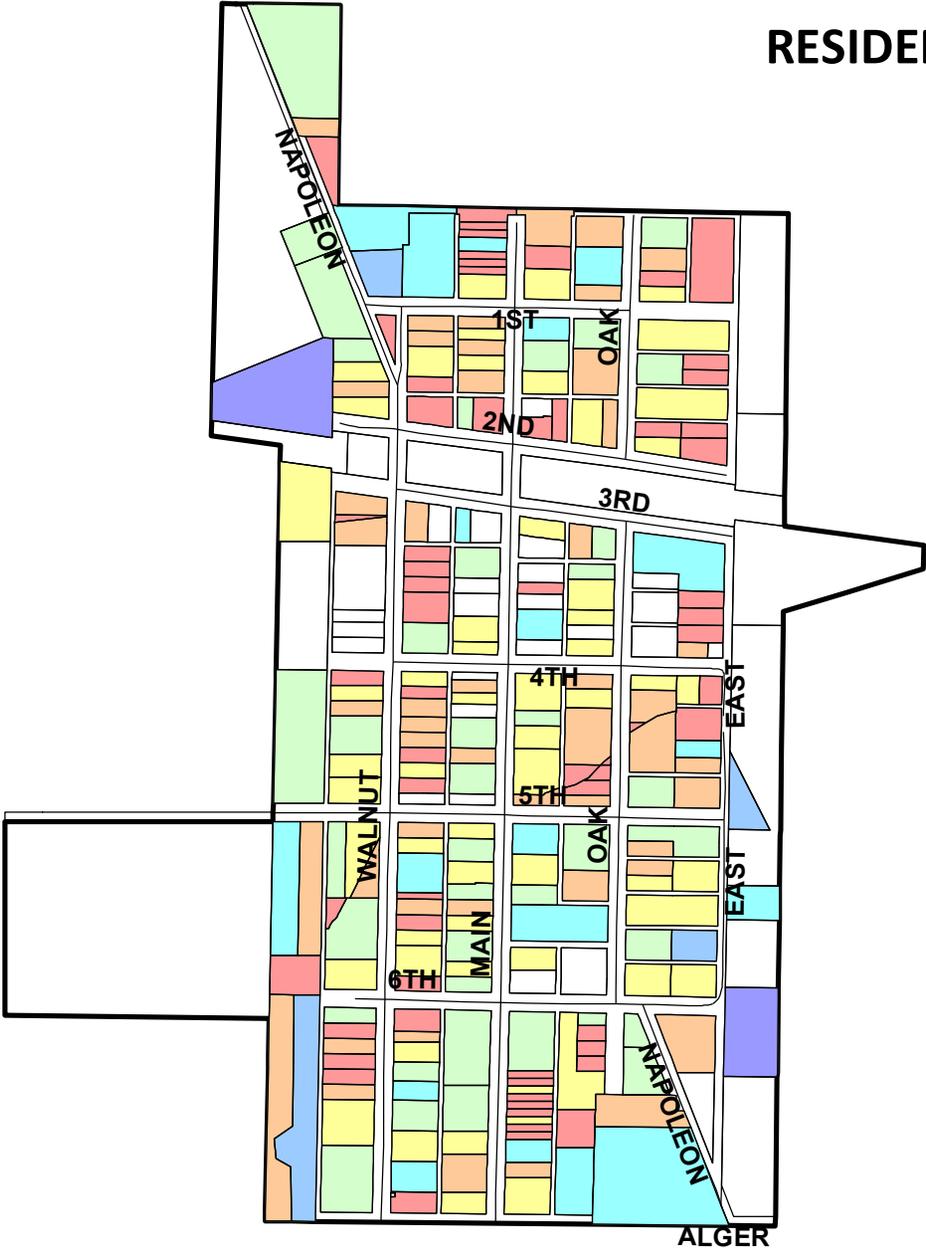
4.5 Summary

The 2018 ACS census update reported a total of 138 housing units in Harrod, a decrease of 29.9% or 59 units over the previous 8-year period. Concerns regarding residential development include the aging population, ability of the existing housing supply to meet future demands, age and condition of existing housing stock, and the status of available codes and programs to support redevelopment of older housing stock. These concerns were identified and prioritized through surveys of community members and, in turn, validated by data. The key areas of concern as they relate to future development revolve

around the availability, adequacy, and costs required for the development of infrastructure and utility services necessary for growth. The community's transportation network and drainage systems are typical infrastructure concerns of the public. Unfortunately, mandated, and oftentimes unanticipated, improvements to public utilities are expensive for residents and businesses alike.

The link between community development and transportation cannot be minimized. The Village is continuously working to make sidewalk and mobility improvements. These efforts have been applauded by residents and serve to increase the community's attractiveness to a variety of potential new residents. The adequate funding of the community's transportation infrastructure, including sidewalks, is also important. Some village streets do not meet minimum design standards and need to be improved in order to safely facilitate daily traffic flow. Adequate maintenance of roadways is also an important issue for the village. Multiple transportation funding resources are identified in the appendices of this document.

MAP 4-1 VILLAGE OF HARROD RESIDENTIAL PROPERTY VALUES



Legend

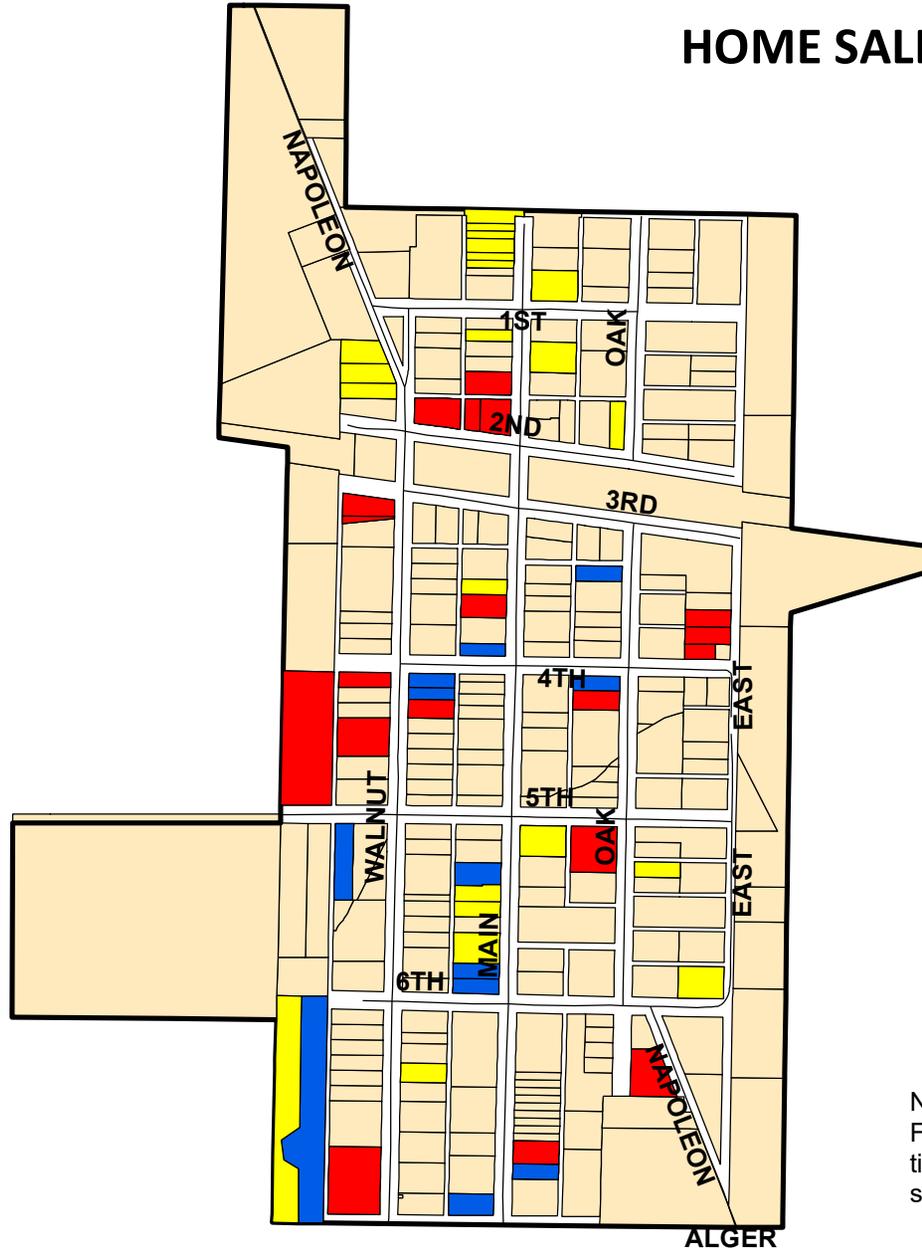
Housing Value

	100 - 16500
	16501 - 50000
	50001 - 75000
	75001 - 100000
	100001 - 150000
	150001 - 200000
	200001 - 207400

Note:
The land use map used to create this data was given to the LACRPC in 2016. This represents the most current data within our system.



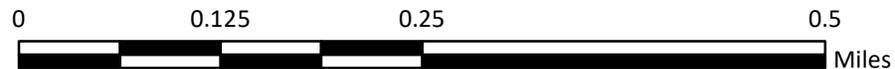
MAP 4-2 VILLAGE OF HARROD HOME SALES AND NEW CONSTRUCTION



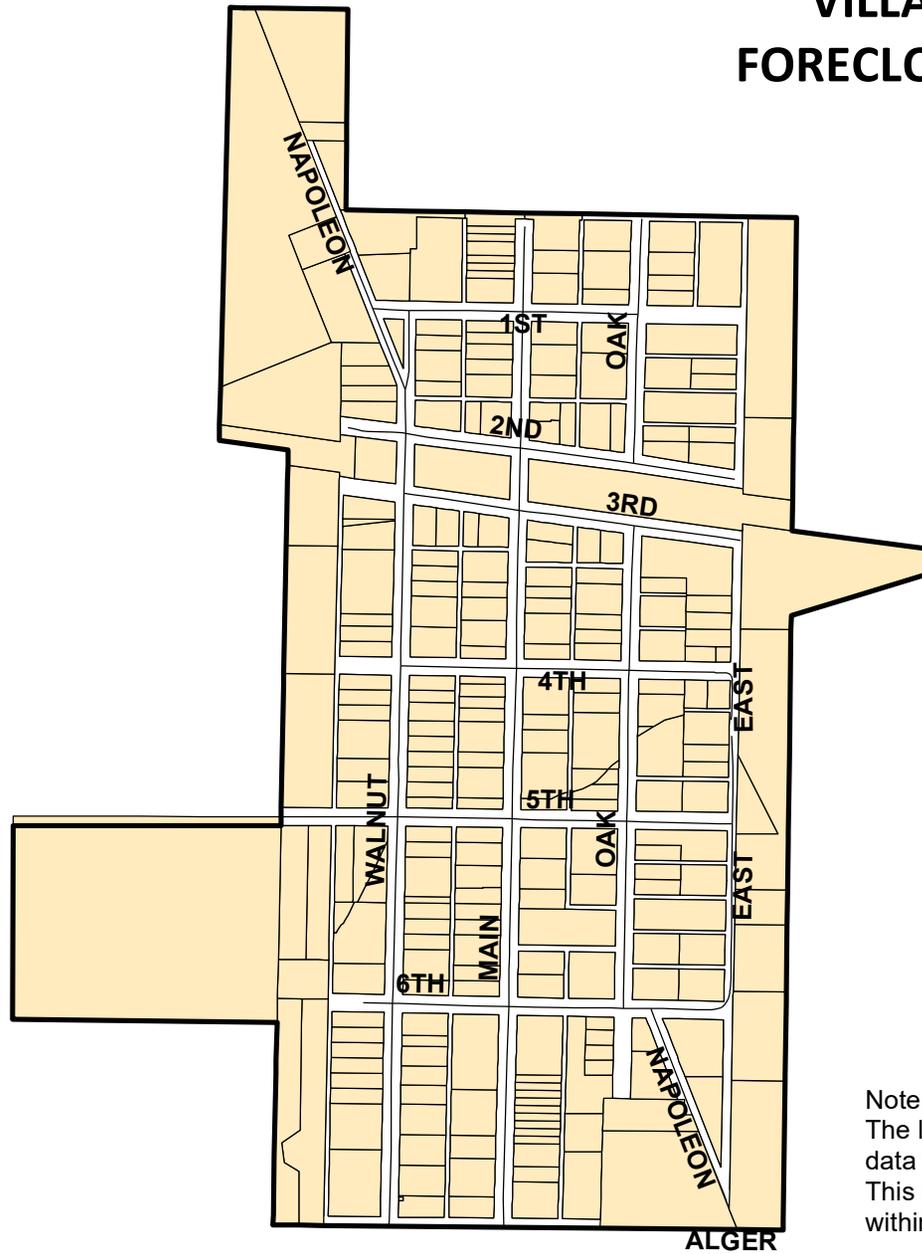
Legend

- 2019
- 2018
- 2017

Note:
For parcels that have been sold more than one time in the given time period the most recent sale is displayed.



MAP 4-3 VILLAGE OF HARROD FORECLOSURES 2017-2019

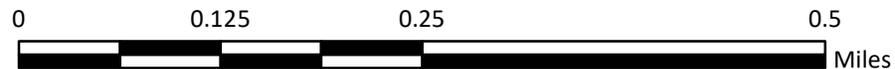


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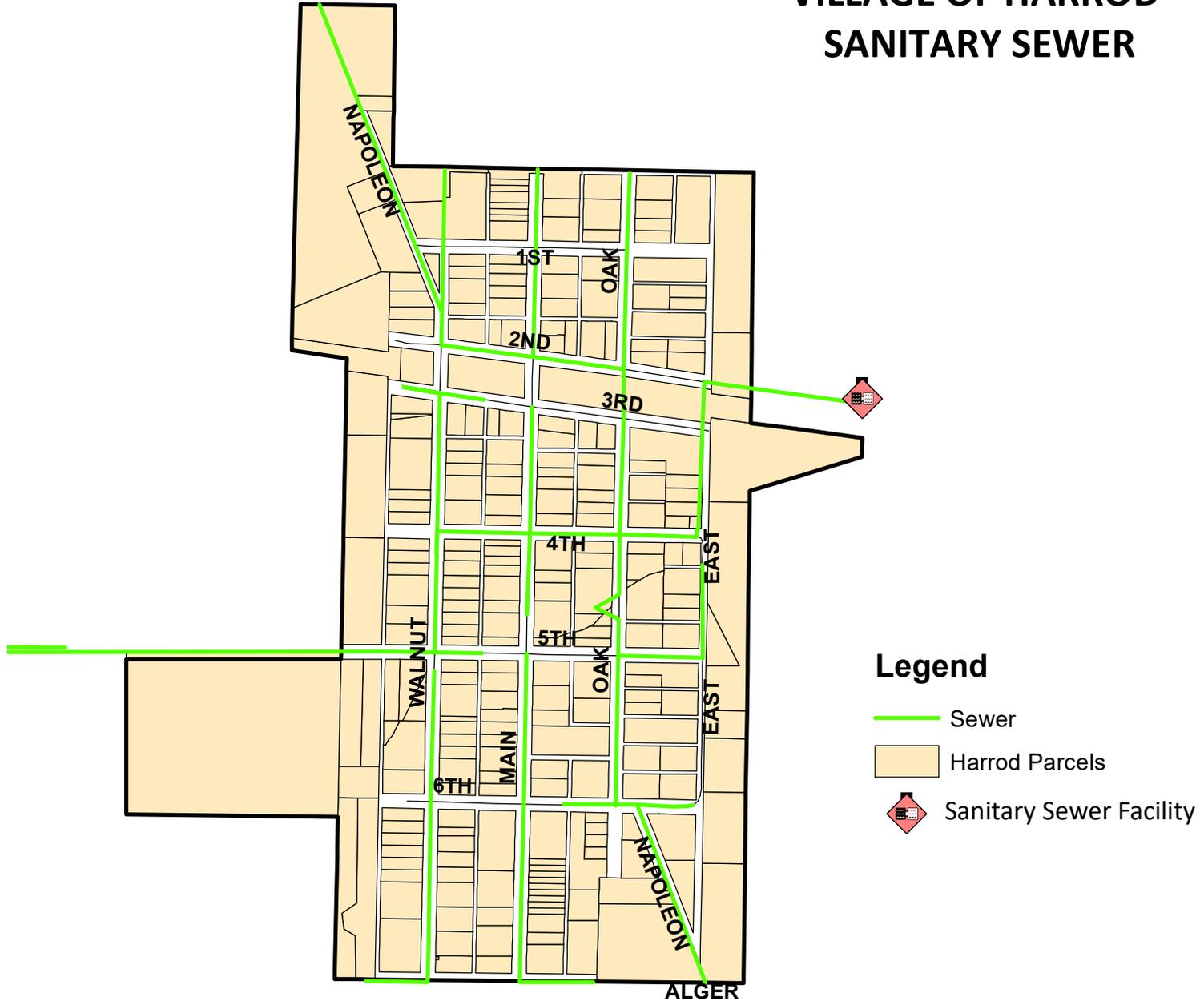
Note:
The land use map used to create this data was given to the LACRPC in 2016. This represents the most current data within our system.



December 2020



MAP 4-4 VILLAGE OF HARROD SANITARY SEWER

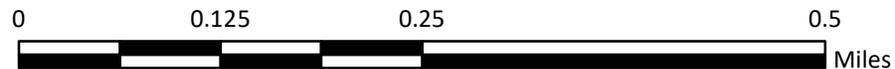


Legend

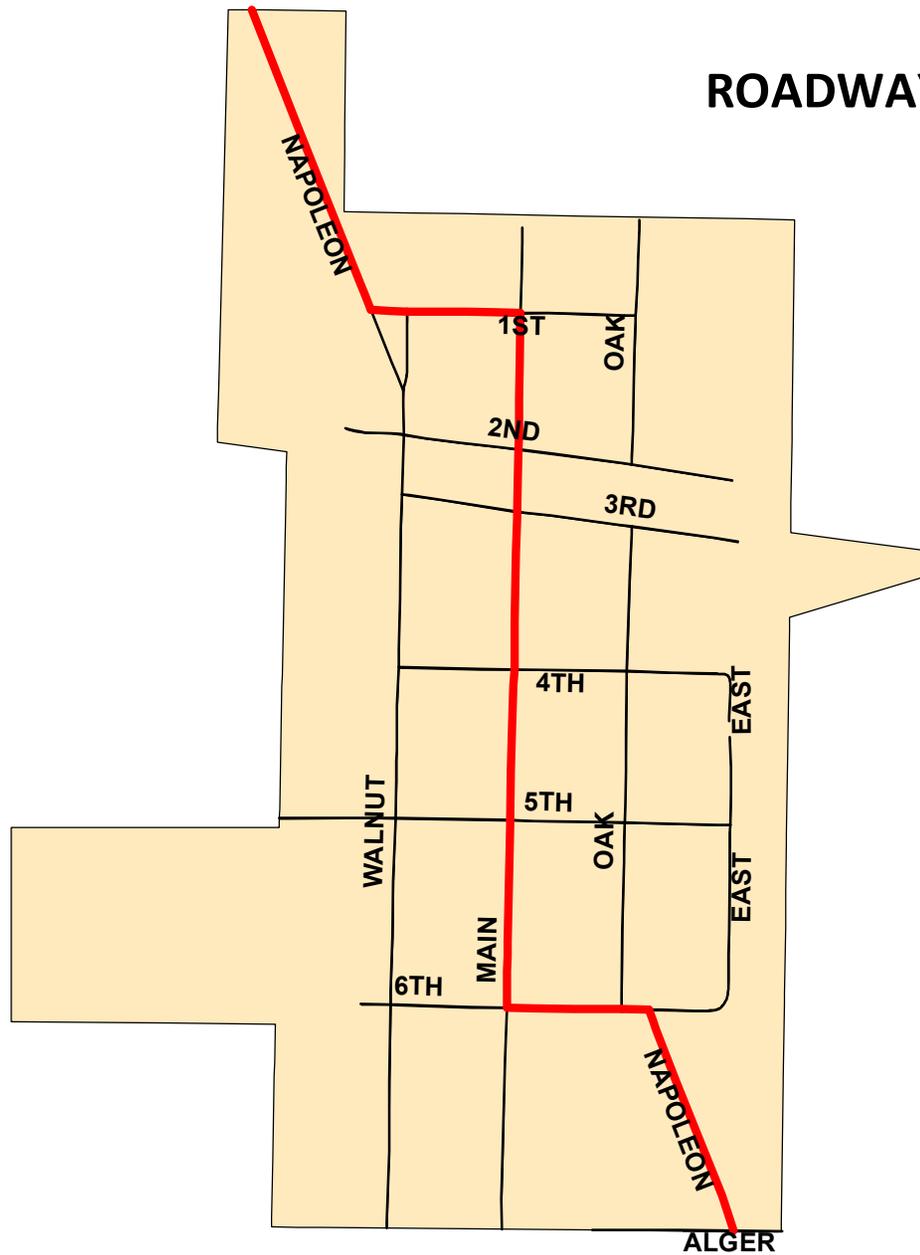
-  Sewer
-  Harrod Parcels
-  Sanitary Sewer Facility



December 2020



MAP 4-5 VILLAGE OF HARROD ROADWAY FUNCTIONAL CLASSIFICATION



Legend

-  Major Collector
-  Local Roadways
-  Village of Harrod

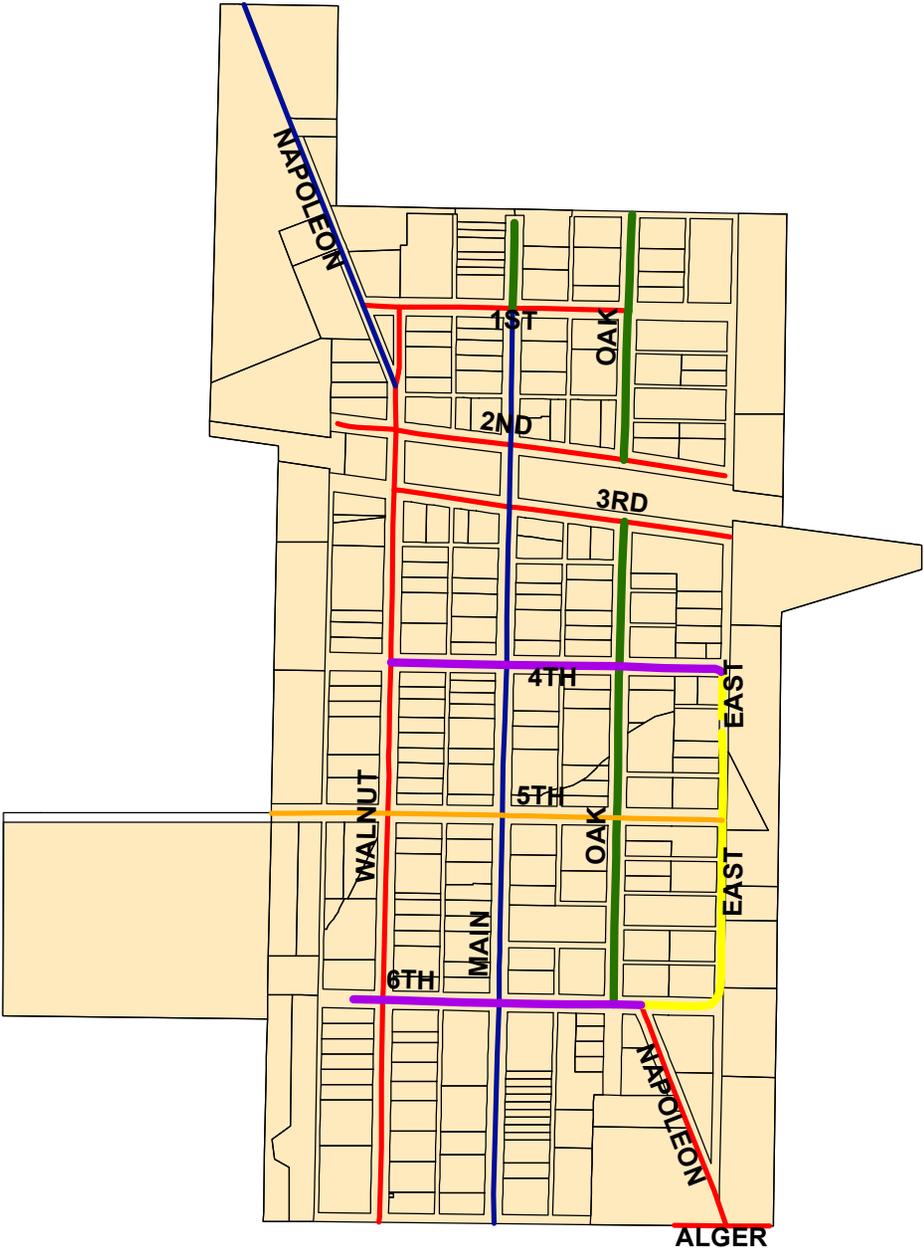
Note:
The land use map used to create this data was given to the LACRPC in 2016. This represents the most current data within our system.



December 2020



MAP 4-6 VILLAGE OF HARROD ROADWAY WIDTHS



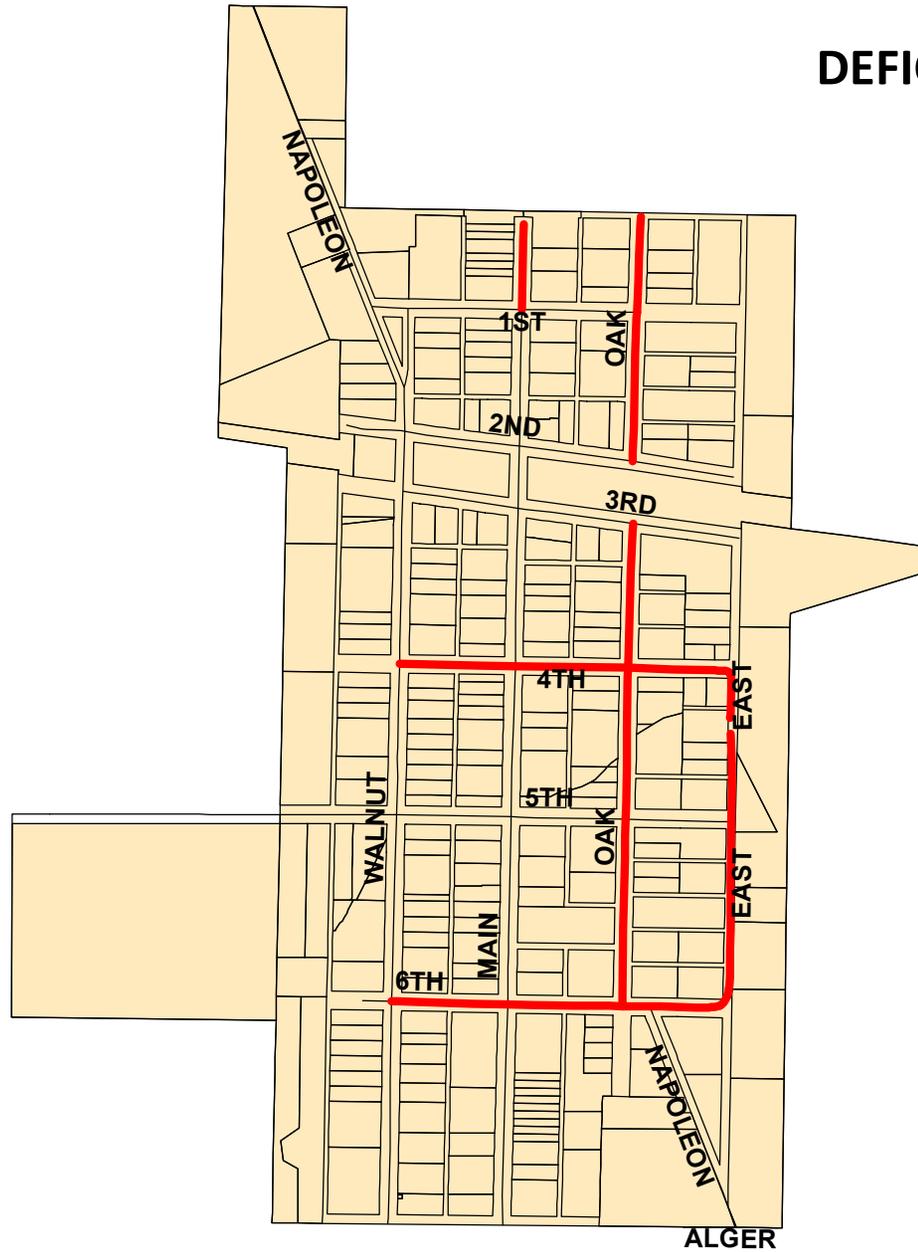
Legend

- 12' Road Width
- 16' Road Width
- 18' Road Width
- 20' Road Width
- 22' Road Width
- 24' Road Width
- Village of Harrod

Note:
The land use map used to create this data was given to the LACRPC in 2016. This represents the most current data within our system.



MAP 4-7 VILLAGE OF HARROD DEFICIENT ROADWAY WIDTHS



Legend

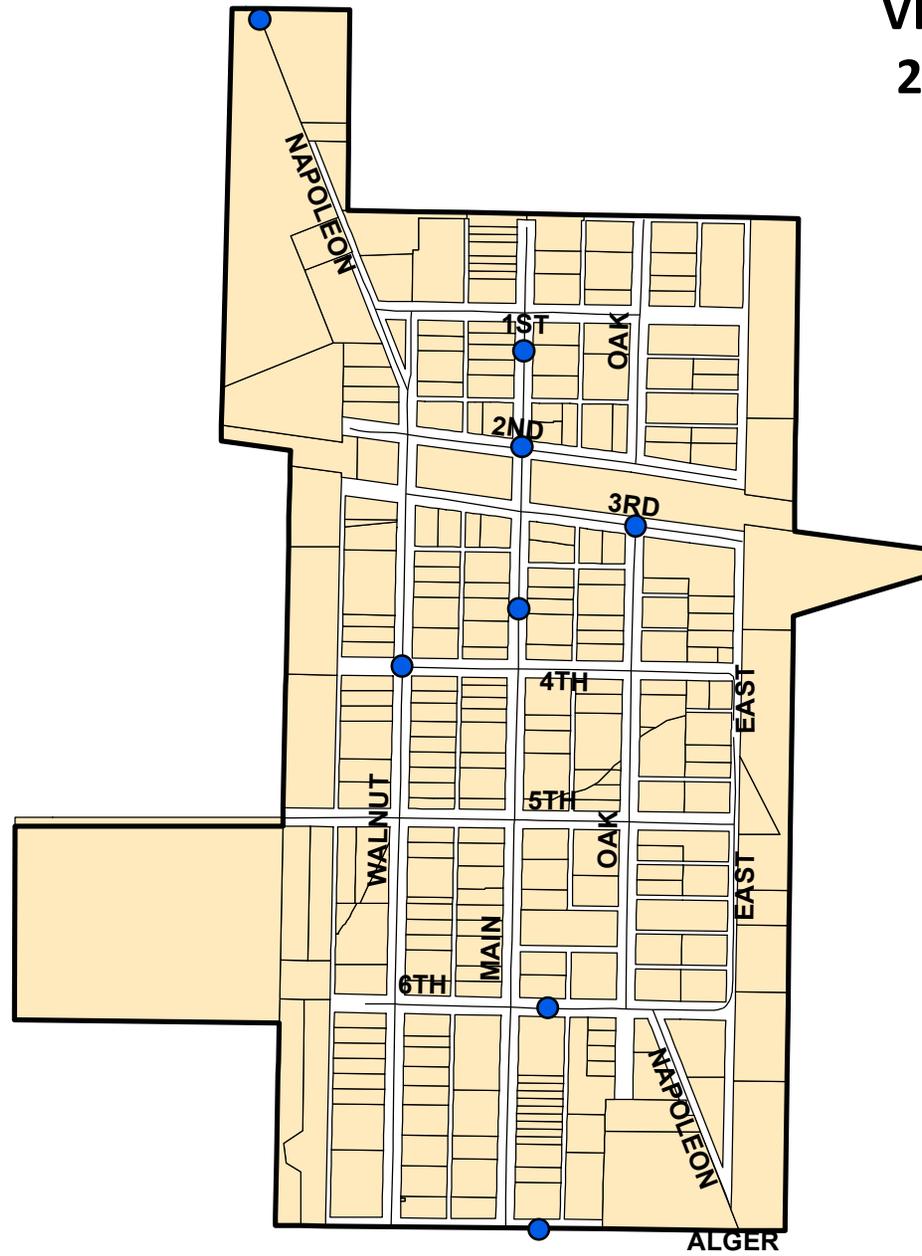
- Deficient Roadway Widths
- Harrod Roadways
- Village of Harrod

Note:

- The land use map used to create this data was given to the LACRPC in 2016. This represents the most current data within our system.
- Total deficient roadway length 5,864.21' or 1.11 miles



MAP 4-8 VILLAGE OF HARROD 2015-2019 CRASHES



Legend

Crash Severity

-  Property Damage Only
-  Harrod Parcels



December 2020



40



Section 5

ENVIRONMENTAL FACTORS

SECTION 5 ENVIRONMENTAL FACTORS

5.1 Solid Waste Issues

On average, local residents generate roughly 4.4 pounds of waste per day. The total population for the Village of Harrod would produce roughly 1,645 pounds of waste per day, or 600,425 pounds per year. The closest sanitary landfill to the Village of Harrod is the Cherokee Run facility in Bellefontaine, Ohio. This facility was run by Allied Waste Systems, Inc., but has since closed. The next closest recipient for the village's solid waste is the Evergreen Landfill Facility, operated by Waste Management and located in Northwood, Ohio. This facility accepts nearly 60% of Allen County waste. Outside Allen County, there are 10 other landfills that accept a portion of local waste. Those facilities include Mercer, Logan, Wyandot, and Hancock counties. Both of Allen County's landfills are now closed.

The county is required by the State of Ohio to maintain a current County Solid Waste Plan. The North Central Ohio Solid Waste District (NCOSWD) is the 6-county consortium to which Allen County belongs. It was formed to develop an inclusive, cooperative, district-wide approach to solid waste disposal problems. The Village of Harrod is located within Auglaize Township and is represented in the solid waste planning process by the Allen County Commissioners who are voting members of the NCOSWD.

NCOSWD and the Ohio Department of Natural Resources (ODNR) provide an anti-litter program to reinforce educational outreach efforts, public awareness activities, and media releases. There is an Annual Household Hazardous Waste event sponsored by NCOSWD that helps eliminate the dumping of illegal toxic waste. The Village does support a recycling program every third Tuesday of the month.

The Village of Harrod is not served by any particular trash service, each citizen is responsible for arranging their own refuse collection. Designing and implementing a standard process could allow waste to be addressed and begin long-term development of minimization of waste disposal. Litter's effects are inescapable and far-reaching. Developing environmentally friendly methods of disposal of solid waste is challenging for villages with constrained budgets. The first step in the process is to acknowledge those challenges. Residents should realize annual litter cleanups are not viable, long-term litter prevention. The Village may want to partner with external organizations and introduce programming such as Adopt-A-Highway, Adopt-A-Roadway, and Adopt-A-Waterway. Though such programs exist, they do not contribute significantly to waste prevention, as they are an after-the-fact method of disposal. The best way to approach the problem is at its source with enforcement and public education.

Waste, seen as litter, reaches far into the planning process including stormwater management, building codes, zoning regulations, exterior maintenance codes, etc. The

village does have a current exterior maintenance ordinance in place but strengthening the ordinance or implementing a more aggressive fee schedule could help to further promote exterior property maintenance.

5.2 Air Quality Issues

Because of the continuing development and urbanization of the United States, air quality continues to be a major concern for citizens. The Village of Harrod rests within Auglaize Township in Allen County, which is located between the major urban areas of Fort Wayne, Indiana, Toledo, OH, and Dayton, OH. In 2003 Allen County was identified as being noncompliant with the National Ambient Air Quality Standards (NAAQS). Noncompliance indicated ozone limits set by USEPA are exceeded. On May 16, 2007, the USEPA published a notice addressing Allen County and re-designated it to a maintenance attainment status with respect to 8hr ozone. This designation was effective on June 15, 2007. The Ohio Department of Transportation (ODOT) and Ohio Environmental Protection Agency (OEPA) are working with Allen County through interagency cooperation to maintain air quality compliance pursuant to USEPA's 8-HR Non-attainment Area Conformity Analysis required by Section 40 CFR 93.119.

5.3 Water Quality Issues

Water pollution is a major concern of local, federal, and state officials. In 2002 and 2004 the Ottawa River and its tributaries were studied by the USEPA for conformity to the Clean Water Act. Several of its tributaries were found to be impaired, specifically the Ottawa River and Lost Creek in Bath Township (which is just northwest of the village). The most important threat to water quality is agricultural runoff and its intensity as well as septic systems of individual households, and municipal discharges coming from the surrounding watershed.

To maintain compliance with federal legislation as well as USEPA and OEPA mandates, the village must address the following ideas to meet the limits of the Total Maximum Daily Loads (TMDL) established by the USEPA and OEPA.

- Identify and eliminate pollutant discharges from wastewater treatment facilities and combined sewer overflow.
- Manage stormwater runoff as well as the time of concentration, to slow down surface water flow thus encourage the deposit of suspended solids and nutrients before reaching a more turbid environment. This in turn reduces sediment in waterways, reduces nutrient loading thus reducing harmful algae blooms, and reduces flooding events downstream.

Implementation of stormwater management policies and adoption of floodplain regulations would complement the creation of a stormwater utility. Stormwater utilities are one tool that communities have used to develop alternative funding sources to

address drainage and stormwater issues. Stormwater utilities provide a stable dedicated funding stream for stormwater programming. The utility has been determined to be a more equitable long-term solution to addressing pressing budgetary problems and drainage.

5.4 The Natural Environment

The natural environment of the Village of Harrod has shaped its site and situation. The local geographic and geologic conditions provide the topography, drainage patterns, and vegetative cover. The natural environment has been modified and is now obligated to carry the burden of human activities inclusive of littering, illegal dumping, roadway salts, and chemical contamination. The natural environment plays a vital role in many of the village's memories and the vision for the village's future. The extent to which the modification of the natural landscape continues unrestricted, especially its wooded lots and natural waterways, will be the basis upon which this planning document will be judged in the future.

5.4.1 Local Water Sheds

A broad understanding of how watersheds function is necessary to appreciate the relationship between Harrod waterways and the larger natural environment. There are two major creeks within Harrod, both unnamed. The streams both drain into Auglaize river which eventually flows to the Maumee River and terminates into Lake Erie. These streams provide the necessary drainage for Harrod, as well as provide riparian habitat for a variety of flora and fauna provided as natural migration routes for birds and other wildlife. Such resources must be protected for posterity. In fact, these waterways and their riparian habitat should be inventoried and monitored as to their health and protected to ensure access to their natural beauty for future generations. It is especially important that early order streams and tributaries, such as the creeks near Harrod, are protected for sustainability since these waterways have a big effect on higher-order streams and rivers they feed into.

5.4.2 Floodplains

Historically communities were often established in close proximity to a source of freshwater. This proximity was imperative as it provided drinking water when the long-distance conveyance of water was impractical if not impossible. Additionally, access to fresh, often moving, water allowed for easy waste disposal, improved irrigation, transportation, and food. Unfortunately, despite the benefits of being close to bodies of freshwater the location has a number of distinct disadvantages; the greatest of which is the increased risk of periodic flooding. The adjacent, often low-lying, areas surround bodies of water that are subject to regular inundation (and are all too frequently the location of urban developments) are referred to as floodplains. Floodplains serve many

purposes in nature including water storage, as well as breeding grounds for local flora and fauna.

In the past, building in floodplains was at times, a necessary risk. Advancements in water conveyance and transportation have evolved to a point where that practice is no longer necessary nor encouraged. Continuing the exercise only exacerbates flood damage, degrades water quality, damages delicate ecosystems, and contributes to expedited erosion of valuable land. It is for these reasons, future development must consider floodplains and other riparian areas, and strive to preserve them.

5.4.3 Public Lands, Parks, and Recreation

The Village of Harrod has a well-established and well-maintained system of public lands, parks, and recreational spaces. These areas are essential for the quality of life enjoyed by residents. When surveyed, 55% of respondents noted public spaces like the parks and community center as the most positive attributes of the village. The Village of Harrod supports approximately 22.5 acres of recreational space that includes a public track, a multi-use field, a community center, public pavilions, a veteran's memorial, three baseball fields, and a children's playground. Future development should consider the importance of the continued availability of these grounds for public use. Additionally, development should strive to make the existing infrastructure more accessible to residents by tying the different pieces together. The advisory committee has supported these notions throughout the comprehensive planning process.

5.5 Historical Structures

There are seven (7) historical structures remaining within the corporation limits of Harrod as identified by the Ohio Historical Society: Harrod United Church of Christ, Harrod Municipal Building, Harrod State Bank, Old Methodist Church, Harrod United Methodist Church, the Paul Winegardner House, and the Melvin M. Miller House. Historical structures are important cultural landmarks for residents and provide a sense of connection to the village. It is imperative these buildings be preserved in their original state. There are multiple federal programs available to assist in the preservation of historic structures. Ohio also offers programs administered by the Ohio Development Services Agency and the Ohio Historic Preservation Office. Map 5-1 details the location of such structures.

5.6 Planning for Future Growth and Development

In Allen County, local governments do not have a long history of local county land-use planning. However, Auglaize, Bath, and Richland townships have adopted such plans and Jackson Township has recently begun development of a land-use plan. To support zoning and subdivision, floodplain management, and health code regulations such plans are

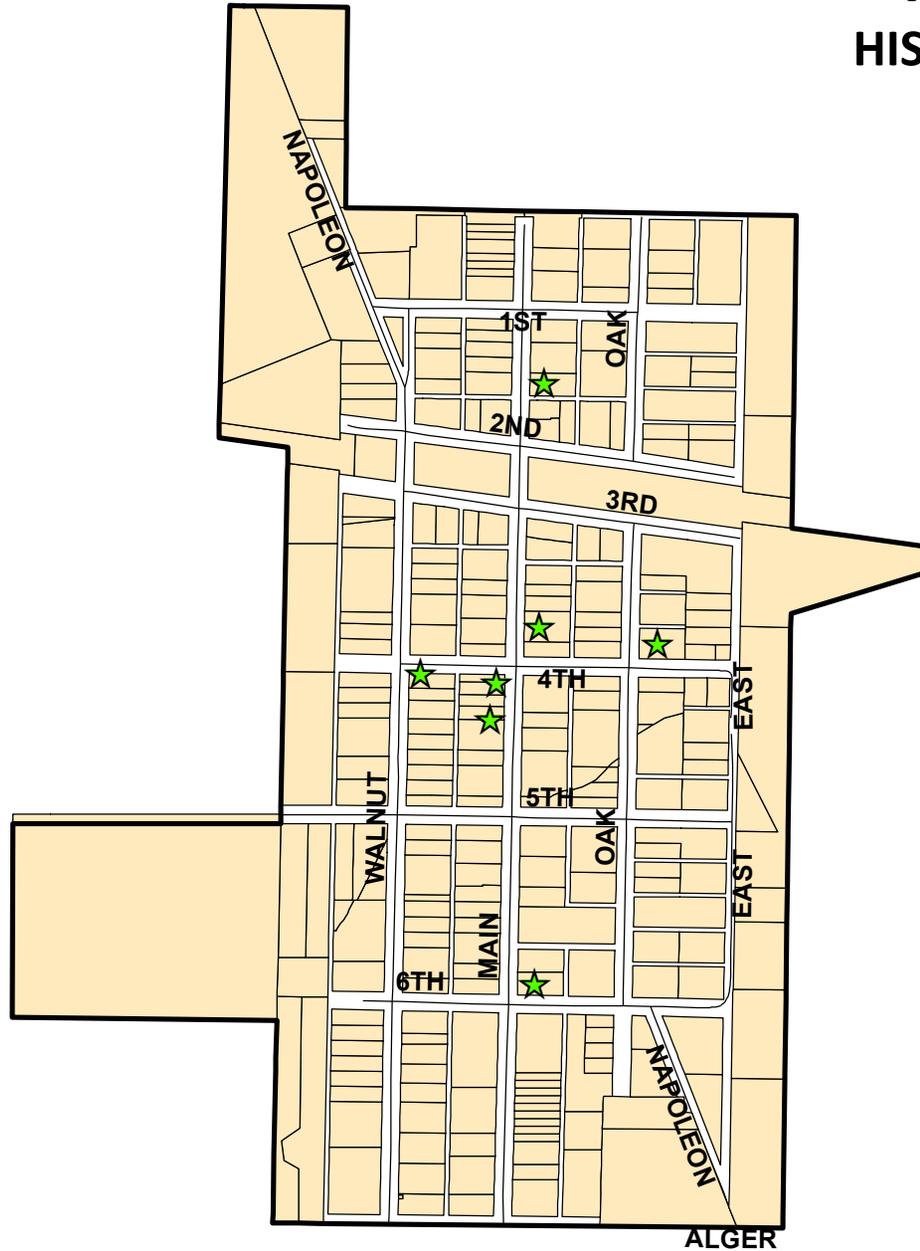
essential to developing specific policies and directives that will directly improve the local community.

The Village of Harrod currently has no public water utility and services are restricted to individual residential wells, however, a project is underway to extend public water service to the citizens of Harrod. This project is scheduled for completion within the next two years, however, the COVID-19 pandemic of 2020 may extend this timeline. According to Village officials, the treatment plant was originally constructed in 1984 with a substantial renovation completed in 2018. It has a total capacity of 90,000 Gallons with a daily discharge capacity of 30,000 gallons. The Harrod wastewater treatment plant is a lagoon-style treatment facility. This type of facility utilizes a series of settling ponds, chemical flocculants, and mechanical aerators to effectively separate solids from the water. Chemical treatment is used to degrade any harmful bacteria within the effluent. As water moves through the system it progressively deposits solids to the bottom of each lagoon. It finally emerges from the last lagoon as clean, treated water. Periodically, the lagoons must be dewatered and the solid waste manually removed from the bottom of the ponds. The waste is then dried before being disposed of in a municipal solid waste landfill. The closest of which is the Evergreen landfill located in Northwood, Ohio. The facility, operated by Waste Management, also takes the majority of the municipal waste generated by the Village. According to village officials, the clean out process is conducted approximately once every decade. As the village grows it may become necessary to expand or upgrade its existing facilities. For this reason, it may behoove the Village to evaluate its sanitary sewer utility in order to help offset future financial obligations.

5.7 Summary

Comprehensive planning will assist the Village in effectively identifying environmental problems or concerns and explore potential funding streams. A successful and thoroughly representative comprehensive plan, as well as, effective environmental policy can only be achieved through the cooperation of multiple agencies, local and state officials, as well as, local residents. Meaningful regulations supported by various levels of government will help to address some of the issues highlighted in this section without compromising the needs of residents nor the future success of the village.

MAP 5-1 VILLAGE OF HARROD HISTORICAL STRUCTURES



Legend

-  Historical Structures
-  Harrod Parcels



December 2020



Section 6

ECONOMIC OVERVIEW

SECTION 6 ECONOMIC OVERVIEW

The Village of Harrod was first known to Anglo-Saxon settlers as “Harrods” before the turn of the 20th century. The Chicago and Atlantic Railway laid tracks through town in 1882 and the first train chugged through the outpost roughly one year later. By 1884, the rail depot had turned Harrods into a promising settlement with a postal office in operation. The railroad brought settlers, livestock, and goods to the village and proved a key piece to the economic puzzle through 1972 when the rail depot was demolished. Historically, Harrod was an economy built on the success of the railroads and logging industry with multiple sawmills in such a small community. As with most 21st century American villages, Harrod has gone the way of a commuter town. Harrod has few commercial entities left. The overwhelming majority of working residents commute to their places of employment.

6.1 Employment Status:

The U.S. Census Bureau provides employment data across 20 employment categories. The Village of Harrod has approximately 13 separate employment categorizations represented in census data between 2010 and 2018 (most recent ACS data available). The largest percentage of village residents work in Educational Services, Healthcare, or Social Assistance (26%) while Manufacturing represents the second-largest category at 12.4%. These two categories account for over one-third of the village’s population. These are followed by Arts, Entertainment, Recreation, and Food Services (10.7%), Retail Trade (9.0%), Construction (7.9%), and Professional, Scientific, Management, Administration, and Waste Management (7.9%). The remaining population is spread out relatively evenly across the seven remaining categories. For a full breakdown see the list below:

- Agriculture, Forestry, Fishing, Hunting, and Mining (2.8%)
- Construction (7.9%)
- Manufacturing (12.4%)
- Wholesale Trade (4.5%)
- Retail Trade (9.0%)
- Transportation, Warehousing, and Utilities (4.5%)
- Information (0%, included because of its presence in the 2010 data)
- Finance and Insurance, Real Estate (4.5%)
- Professional, Scientific, Management, Administration, and Waste Management (7.9%)
- Educational Services, and Healthcare and Social Assistant (26%)
- Arts, Entertainment, Recreation, and Food Services (10.7%)
- Other (4.5%)
- Public Admin (5.1%)

Collectively, the top five highest employment categories (Manufacturing, Construction, Retail Trade, Educational Services, and Healthcare and Social Assistant, and Arts, Entertainment, Recreation, and Food Services) represent 7 of every 10 of those residents who are employed. Table 6-1 displays a comparative data analysis of occupations pursued by Harrod residents for the years 2010 to 2018.

According to 2018 ACS estimates, 177 Harrod residents were actively employed. Table 6-1 indicates employment within the Village of Harrod declined 61% between 2010 and 2018. Such data lies in sharp contrast to the growth experienced by Allen County (1.0%) and Ohio (3.0%) over the same eight-year period.

Since 2010, there has been a sharp decline in the number of employed individuals within the Village. This is mirrored in the working population of the Village as well (-51% in population 16 and older). The changes in the employment sector have been drastic over the past eight years, i.e., a 192.9% reduction in construction employment. Although when looking at the percentage of change as part of the current working population, the changes are more subtle (Construction saw a 5.8% increase when examining data based on current working population). This trend is relatively consistent across the present employment sectors. This data shows a dramatic decrease in the working population over the past eight years making a direct comparison difficult. Table 6-1 identifies the occupation and compares the employment of Harrod residents between 2010 and 2018.

A summary follows a short overview of the Village tax base:

Sector	2010 Census	Percent Total Employment	2018 ACS Data	Percent Total Employment	Change	
					Amount	Percent
Civilian Employed Pop 16+	285.0	100.0%	177.0	100.0%	-108.0	-61.0%
Agriculture, Forestry, Fishing, Hunting & Mining	0.0	0.0%	5.0	2.8%	5.0	100.0%
Construction	41.0	14.4%	14.0	7.9%	-27.0	-192.9%
Manufacturing	49.0	17.2%	22.0	12.4%	-27.0	-122.7%
Wholesale Trade	18.0	6.3%	8.0	4.5%	-10.0	-125.0%
Retail Trade	7.0	2.5%	16.0	9.0%	9.0	56.3%
Transportation, Warehousing & Utilities	18.0	6.3%	8.0	4.5%	-10.0	-125.0%
Information	16.0	5.6%	0.0	0.0%	-16.0	0.0%
Finance & Insurance, Real Estate	3.0	1.1%	8.0	4.5%	5.0	62.5%
Professional, Scientific, Mgmt, Admin & Waste Mgmt	6.0	2.1%	14.0	7.9%	8.0	57.1%
Educational Services and Healthcare and Social Asst	73.0	25.6%	46.0	26.0%	-27.0	-58.7%
Arts, Entertainment, Recreation & Food Services	4.0	1.4%	19.0	10.7%	15.0	78.9%
Other	27.0	9.5%	8.0	4.5%	-19.0	-237.5%
Public Admin	23.0	8.1%	9.0	5.1%	-14.0	-155.6%

6.1.1 Agriculture, Forestry, Fishing, Hunting, and Mining:

This sector has gained contributors among residents of the village between 2010 and 2018. In 2010 zero residents held employment within the Agriculture, Forestry, Fishing, Hunting, and Mining sector. In 2018, however, five residents or 2.8% of the total village employment held similar jobs. For comparison purposes, Allen County experienced a 15% increase in Agriculture, Forestry, Fishing, Hunting, and Mining jobs over the same time period, while Ohio experienced a much smaller increase of 3%.

6.1.2 Construction:

ACS tabulations show decreased employment (-192.0%) in this sector among residents of the village between 2010 and 2018. In 2010, 41 residents held employment within the Construction sector or 14.4% of the total village residents. However, in 2018, 14 residents (7.9%) of employed residents held similar jobs. Allen County experienced an 2% increase in construction jobs over the same time period while Ohio experienced a 3% decrease.

6.1.3 Manufacturing:

Manufacturing experienced a 122.7% decrease in employment among village residents between 2010 and 2018. In 2010, 49 residents (17.2%) held employment within the manufacturing sector. In 2018, however, 22 residents (12.4%) held similar jobs. Allen County experienced an increase of 12.0 % in manufacturing jobs over the same time period while Ohio experienced a slight decrease of 1%.

6.1.4 Wholesale Trade:

Between 2010 and 2018 this sector fell by 125%. There were 18 residents (6.3%) holding employment within Wholesale Trade in 2010. Only eight residents (4.5%) held similar jobs in 2018. In comparison, Allen County experienced a 32% decrease over the same time period while Ohio experienced a 10% decrease.

6.1.5 Retail Trade:

Retail Trade employment increased by 56.3% between 2010 and 2018. There were seven residents (2.5%) employed within retail trade in 2010. In 2018 there were 16 residents or 9% of number of employed residents holding similar positions. Allen County experienced a 4% decrease over the same time period while Ohio experienced a 2% increase.

6.1.6 Transportation, Warehousing, and Utilities:

ACS estimates show decreased employment in this sector. Between 2010 and 2018 there was a decline of 125%. Eighteen residents (6.3%) held employment within the Transportation, Warehousing, and Utilities in 2010. In 2018 there were eight residents or

4.5% holding similar jobs. Allen County experienced an increase of 4% in this sector over the same time period while Ohio experienced an 5% increase.

6.1.7 Information:

This sector saw a dramatic decrease of 100%. In 2010, 16 residents (5.6%) held employment within the industry while zero were employed in 2018. It should be noted that decreased employment in the information sector was a statewide trend over the same time period.

6.1.8 Finance and Insurance, and Real Estate:

Estimates show an increase of 63.0% in this sector between 2010 and 2018. Three residents (1.1%) were employed Finance and Insurance, Real Estate in 2010. However, in 2018, there were eight residents (4.5%) holding similar positions. In comparison, Allen County experienced a 3% decrease over the same time period while Ohio experienced a 1% increase.

6.1.9 Professional, Scientific, and Healthcare and Social Assistance:

Employment in this sector saw a 57.0% increase between 2010 and 2018. In 2010, nine residents (2.1%) were employed in the Professional, Scientific, Management, Administration, and Waste Management sector. However, in 2018, there were 14 residents (7.9%) holding similar positions. Allen County experienced a 13% decrease over the same time period while Ohio experienced an 11% increase.

6.1.10 Education Services, and Healthcare and Social Assistance:

This category fell 59.0% between in the assessment period. There were 73 residents (25.6%) employed in this sector. In 2018, 46 residents (26.0%) held similar jobs. In comparison, Allen County experienced a 2% increase over the same time period while Ohio saw a 6% increase.

6.1.11 Arts, Entertainment, Recreations, and Food Services:

Employment saw a 79.0% decrease in this sector between 2010 and 2018. There were four residents (1.4%) employed in this sector in 2010 while 19 residents (10.7%) held similar positions in 2018. Allen County experienced an 4% increase over the same time period while Ohio saw a 10.0% increase.

6.1.12 Other:

Decreased employment in this sector continues to represent a decline in employment throughout the village. This category fell 238% between 2010 and 2018. In 2010 there 27

residents (9.5%) employed within the unspecified other category. The most recent data shows 8 residents or 4.5% in similar jobs. Allen County experienced an 4.5% increase over the same time period while Ohio noted a 2.0% increase. That decline was congruent across Allen County.

6.1.13 Public Administration:

Public Administration employment fell by 156%. In 2010 there were 23 residents (8.1%) employed in the Public Administration sector. There were only nine residents (5.1%) holding similar positions in 2018.

6.2 Income:

The overall household income has increased significantly (10.64%) over the past eight years which can be seen in Table 6.2. The median household income, however, saw a significant decrease in the past eight years. Similarly, Table 6.3 looks at individual families versus households in general. This data shows very similar trends in increases over the past decade. Per capita income also shows an increase in mean income but a significant drop in median income. This supports the nationwide trend of a shrinking middle class and a greater separation of income brackets.

	2018 Estimate		2010 Census	
	Estimate	Percent	Number	Percent
Total households	134.0	--	197	--
Less than \$10,000	7.0	5.22%	22	11.17%
\$10,000 to \$14,999	11.0	8.21%	7	3.55%
\$15,000 to \$24,999	10.0	7.46%	16	8.12%
\$25,000 to \$34,999	19.0	14.18%	11	5.58%
\$35,000 to \$49,999	27.0	20.15%	38	19.29%
\$50,000 to \$74,999	19.0	14.18%	42	21.32%
\$75,000 to \$99,999	10.0	7.46%	41	20.81%
\$100,000 to \$149,999	29.0	21.64%	20	10.15%
\$150,000 to \$199,999	0.0	0.00%	-	0
\$200,000 or more	2.0	1.49%	-	0
Median household income (dollars)	43750.0	(X)	53,542	(X)
Mean household income (dollars)	61637.0	(X)	55,074	(X)
With earnings	112.0	83.58%	176	89.34%
Mean earnings (dollars)	60926	(X)	51,939	(X)
With Social Security	30	22.4	62	31.47%
Mean Social Security income (dollars)	17450	(X)	14,523	(X)
With retirement income	31	23.13%	32	16.24%
Mean retirement income (dollars)	17148	(X)	13,325	(X)
With Supplemental Security Income	1	0.75%	10	5.08%
Mean Supplemental Security Income (dollars)	N	N	1,810	(X)
With cash public assistance income	2	1.49%	2	1.02%
Mean cash public assistance income (dollars)	N	N	1,050	(X)
With Food Stamp/SNAP benefits in the past 12 months	12	9%	28	14.21%

	2018 Estimate		2010 Census	
	Estimate	Percent	Number	Percent
Families	105	--	159	--
Less than \$10,000	5	4.76%	10	6.29%
\$10,000 to \$14,999	10	9.52%	-	0.00%
\$15,000 to \$24,999	8	7.62%	12	7.55%
\$25,000 to \$34,999	6	5.71%	11	6.92%
\$35,000 to \$49,999	20	19.05%	30	18.87%
\$50,000 to \$74,999	15	14.29%	42	26.42%
\$75,000 to \$99,999	10	9.52%	34	21.38%
\$100,000 to \$149,999	29	27.62%	20	12.58%
\$150,000 to \$199,999	-	0.00%	-	0.00%
\$200,000 or more	2	1.90%	-	0.00%
Median family income (dollars)	54,250	(X)	56,771	(X)
Mean family income (dollars)	69,638	(X)	60,831	(X)
Per capita income (dollars)	22,123	(X)	19,189	(X)
Nonfamily households	29	27.62%	38	23.90%
Median nonfamily income (dollars)	28,125	(X)	16,250	(X)
Mean nonfamily income (dollars)	32,662	(X)	30,984	(X)
Median earnings for workers (dollars)	27,024	(X)	26,027	(X)
Median earnings for male full-time, year-round workers (dollars)	49,375	(X)	38,393	(X)
Median earnings for female full-time, year-round workers (dollars)	32,500	(X)	32,083	(X)

6.3 Summary:

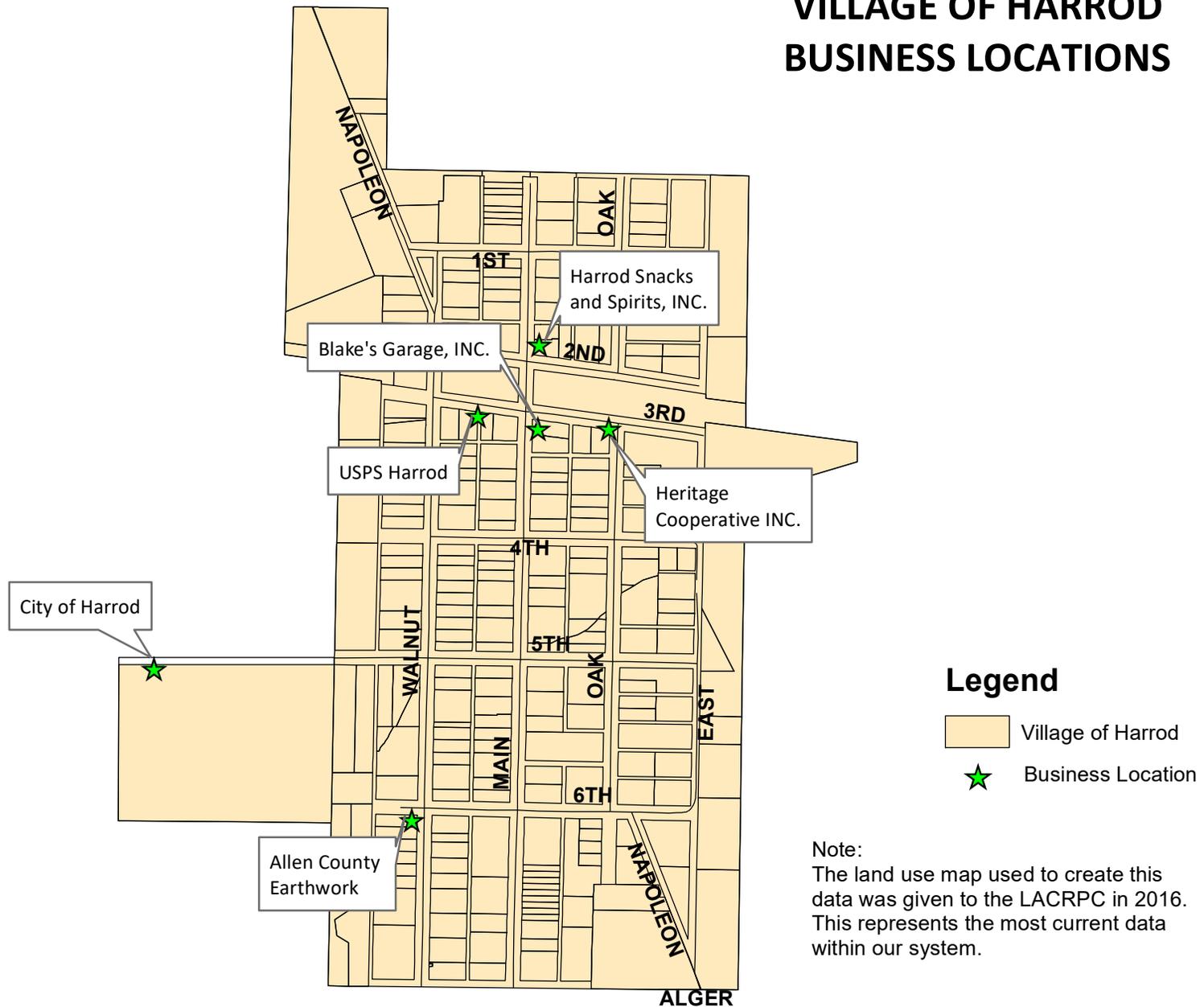
The data in this section illustrates a 61% reduction in families in the village. This reflects in the village workforce as well as the village's population as a whole. The drastic difference in village population makes a historical comparison difficult and tends to skew the statistics especially in such a sparsely populated political subdivision. Keeping that in mind, a brief summarization of the most compelling statistics found upon examination of Harrod employment conditions follows.

There are six businesses operating within the village corporation limits in 2020. Two are classified as public administration (Village of Harrod and United States Postal Service). One construction sector business (Allen County Earthwork), two retail trade establishments (Harrod Snacks and Spirits Inc. and Blakes Garage, Inc.), and finally, one wholesale trade operation (Heritage Cooperative Inc.). Furthermore, significant increases can be seen in Finance and Insurance, Real Estate (62.5%), Professional, Scientific, Management, Admin, and Waste Management (57.1%), and Arts, Entertainment, Recreation, And Food Services (78.9%). For more detailed statistics please see the provided data tables.

While the workforce has decreased substantially in Harrod, the community has experienced some substantial growth within a few different sectors. It is important for the village to support its existing business to retain jobs and provide the resources needed

for new ventures to develop and thrive. Improving aspects of the village such as public infrastructure, housing availability and maintenance, along with the addition of public water would undoubtedly attract more businesses to Harrod.

MAP 6-1 VILLAGE OF HARROD BUSINESS LOCATIONS



Note:
The land use map used to create this data was given to the LACRPC in 2016. This represents the most current data within our system.



Section 7

PROJECTIONS & ACTION PLAN

SECTION 7 PROJECTIONS & ACTION PLAN

The development of a community is directly related to the dynamics of population and place over a period of time. The population is directly attributable to available infrastructure, employment opportunities, commercial/industrial activities, and levels of technology. In general, however, population growth trends, age of the population, and household size create the basis for the changing demands in housing infrastructure and services, both public and private.

Based on current trend lines, policies, and practices, the Village of Harrod is projected to lose population through the year 2040. There are several factors that suggest this decline: past trends, lack of municipal water services (although the village will have water within the next few years), commercial disinvestments, lack of internal employment opportunities, and the limited mix and character of the housing stock. This section attempts to identify the implications of a declining population and develop an action plan to sustain and invigorate the community over the 2040 planning horizon.

7.1 Population Projection:

Based on a regression analysis conducted by LACRPC using US census data we can expect the population of Harrod to continue to decline slightly year to year. This has been an observable trend since the 1990 census when the village hit its 50-year population height (533 citizens). By the Year 2040, a population of approximately 337 people can be expected, this projection is further supported by R² values of 0.93 and determined reasonable for predictive purposes. Figure 7-1 suggests that the village will lose approximately 60 more residents between 2020 and 2040. The projected decline for Harrod will impact the demand for community facilities, housing supply, and land use allocation within the village unless program policies are implemented. Section 3.2 identified existing demographic characteristics of the Village of Harrod and the larger community. Based on existing data and future trends, Harrod's median age is expected to gradually increase over time as shown in Figure 7-2. Over the next 20 years, the population within the village should experience an increase in the average age of 2.0 years. By the year 2040, the median age should be approximately 37.5 years of age.

Figure 7-1
Village of Harrod Population Projections 1970-
2040

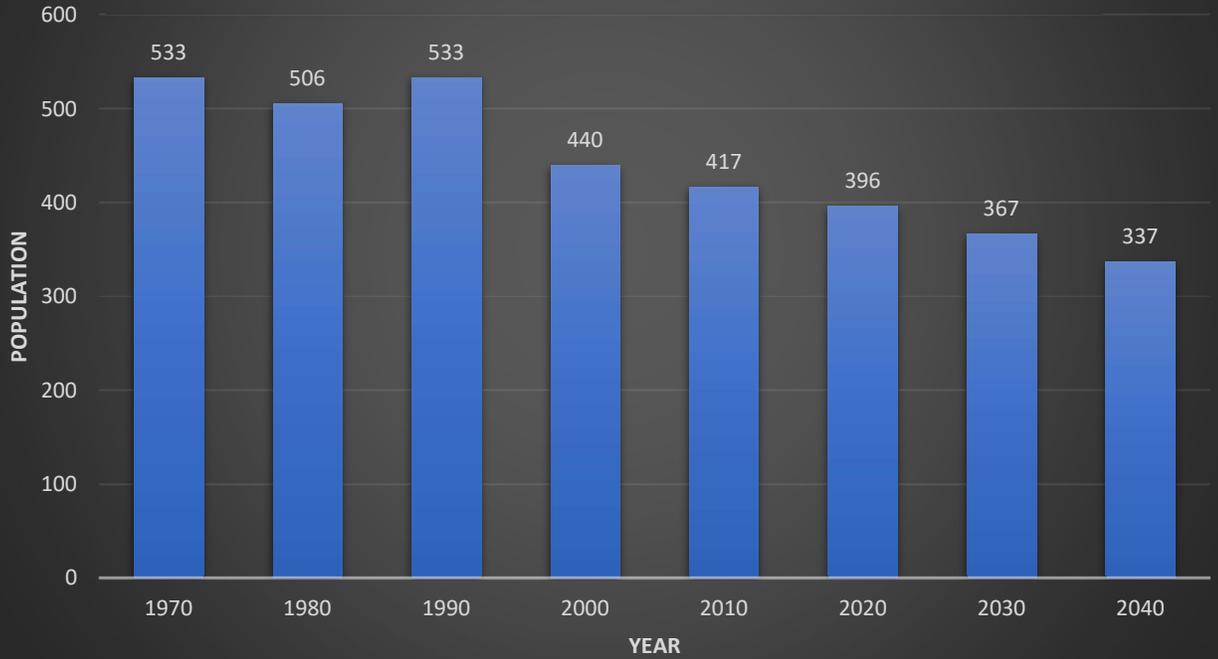
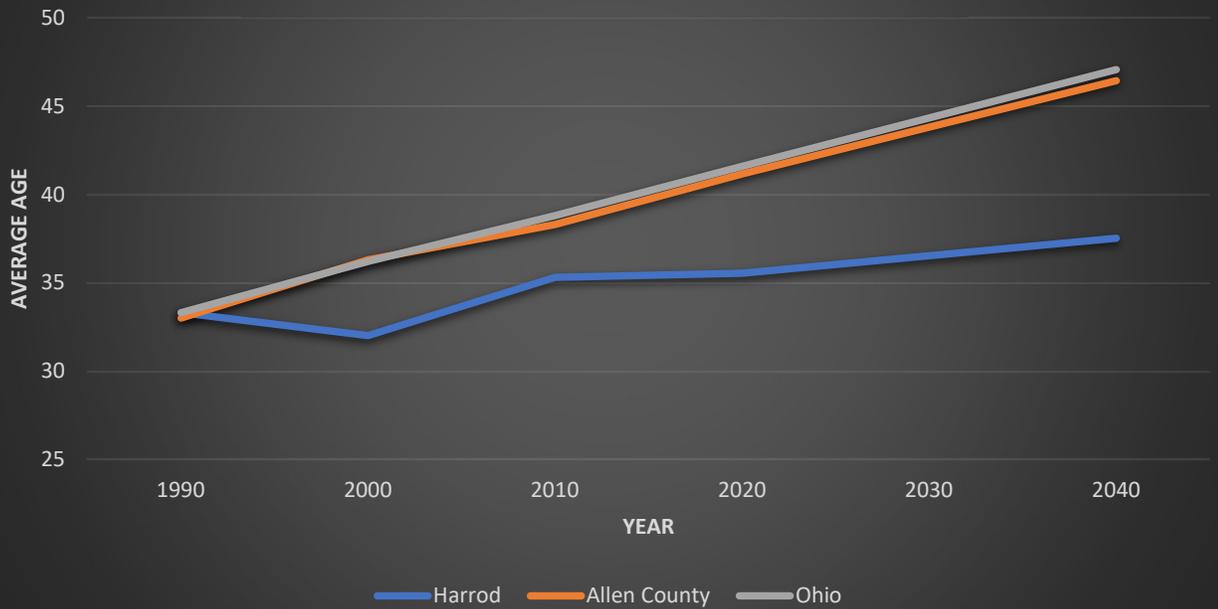
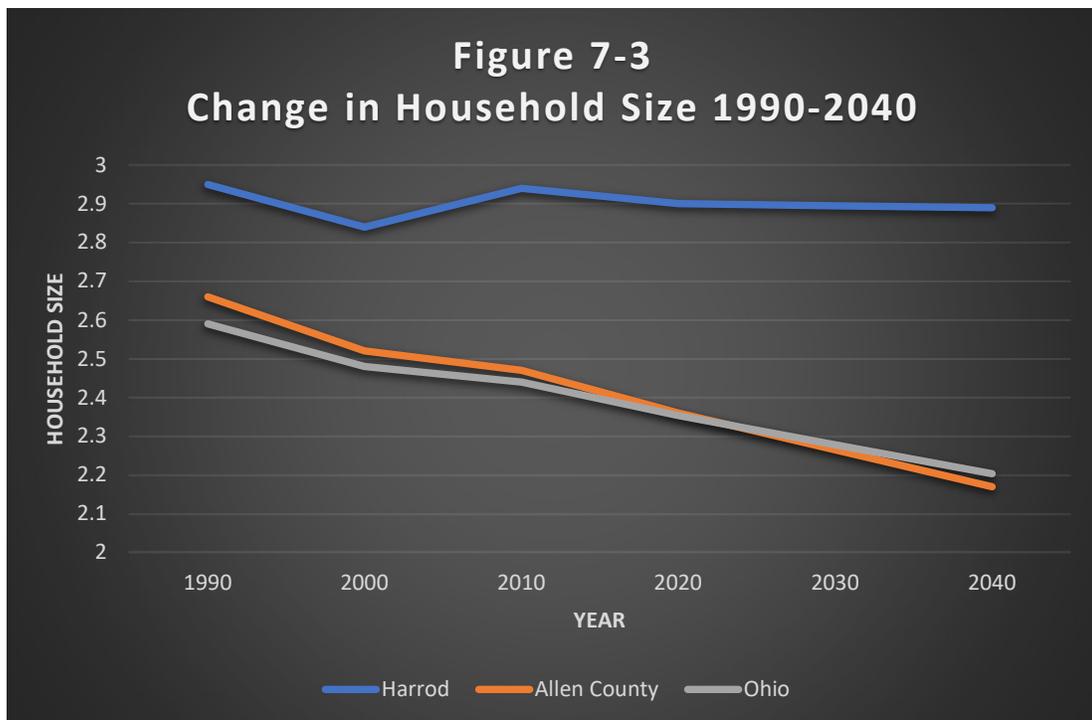


Figure 7-2
Change in Median Age 1990-2040



7.2 Household Size:

Like most communities across the United States, households in the Village of Harrod are declining in size. Harrod has experienced precipitous declines of 2.03% since 1990. In comparison, Allen County (-18.42%) and Ohio as a whole (-14.93%) both experienced a decline in average household size over the same time period. There are several reasons for the decline in household size. More people are choosing to remain single rather than getting married. Further, married couples are tending to have fewer children, and only after they are well settled in their careers; or prefer not to have children at all. Divorce and increased longevity also contribute to decreased household size. The result of decreased household size is that more dwellings must be constructed to house the same number of people. The Village's household size has decreased from 2.95 persons per household in 1990 to 2.94 in 2010. Please note there was a sharp decline in 2000 that recovered slightly in 2010 but then continues to drop after the 2010 census. Harrod's household size is projected to fall to 2.89 people per household by 2040. According to the Census 2010 data, of the 197 households in the village, 21.83% of households had at least one individual age 65 or older. Of the 60+ individuals identified as being over the age of 65, more than half (44/67.6%) are female in 2010. Recognizing the structural elements, the personal demands of an aging population need to be considered by the village in terms of housing and services to be provided by both the public and private sectors.



7.3 Employment:

Employment in the Village of Harrod, presented in Section 3, identified the type of employment performed by residents of the village. The Plan recognizes the community's existing economic base is undergoing a transition from a traditional manufacturing base to a more service-oriented finance and insurance economy. It is also recognized that any movement in employment by the region's larger employers, including P&G, Dana Automotive Systems Group, Ford, DTR Industries, Precision Thermoplastic Components, and Pepsi will have dramatic impacts on the local economy. Determining future employment is somewhat more difficult as more retirees will be expected to re-enter the labor pool, at least to some degree, as life expectancy continues to increase. The economy is expected to provide jobs for workers at all educational levels, but individuals with more education and training will enjoy both higher pay and greater job opportunities. This fact is supported by a report released by the Ohio Department of Job and Family Services (ODJFS/2010) that suggests occupational growth rates in Ohio thru 2018 suggest a 20.8 percent in occupations requiring moderate-term on-the-job training and occupations requiring an associate degree. Further, all occupations that require at least post-secondary training are projected to grow faster than the 4.3 percent average growth rate of total occupations.

Based on Local trends the Village of Harrod can expect to see continued growth in service-related industries as well as agriculture, FIRE, waste management, education, and science related fields. These are largely consistent with neighboring small communities and Allen County as a whole.

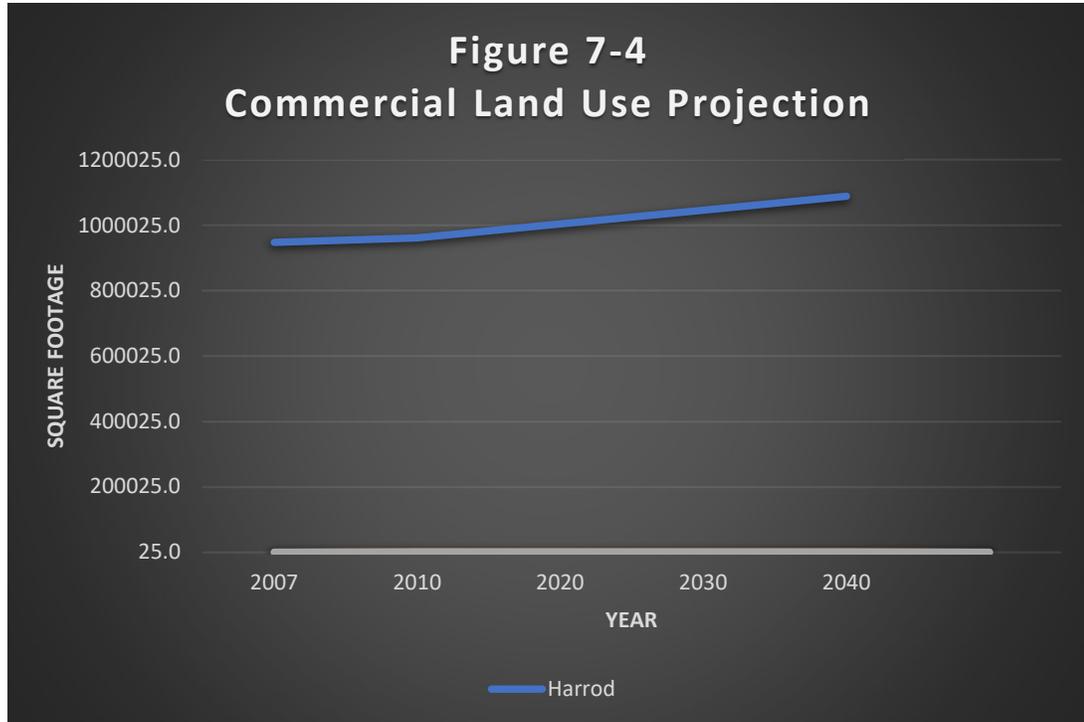
7.4 Land Use Projection:

Data made available by the Allen County Auditor's Office (ACAO) was analyzed by the Regional Planning Commission in order to produce an accurate land-use prediction. All existing land-uses within the Village of Harrod were examined through the 2040 planning horizon. The basis of the examination was the raw square footage of each land-use category at a number of different sample times spanning the previous decade. Special attention was made to collect data before and after the 2008 recession. While some census data is available there seems to be numerous discrepancies when compared to the ACAO data. It is for this reason the census was not examined within the predictive model.

7.5 Commercial Land Use:

Allen County Data spanning the previous decade projects that the existing amount of commercial land within the Village at approximately 1,004,174.2 square feet. This represents a significant slight since 2010 (4.23%). There are currently 6 businesses in Harrod as well as a number of abandoned commercial parcels. If this trend holds through the 2040 planning horizon the village can expect another period of slight but consistent

commercial growth increasing the amount of commercial land another 8.5% to 1,089,261.4ft². This data will be able to be confirmed later this year when the 2020 census is completed. Please see figure 7-4 below for a graphical representation of commercial land use within the Village.



7.6 Quasi-Public Land Use:

Quasi-public land use includes a mix of private and public facilities including churches and educational facilities. Land use consumption would reflect worship/fellowship facilities, day care centers, and playgrounds. Current quasi-public land use occupies slightly less than 1 acre (26281.2 ft²), and is projected to remain at that level through the planning period. Due to the presence of 2 main line churches and a declining population base, the extent of existing quasi-public property within the Village is expected to remain adequate at present levels thru the 2040 planning period.

7.7 Public Land use:

Public land use includes a mix of public facilities including emergency service buildings and government facilities. Land use consumption would reflect parking areas, stormwater retention/detention areas, school buildings, libraries, playgrounds, Fire/EMS, administration buildings, utilities, maintenance facilities and staging areas. Current public land use occupies approximately 548,904.1ft². This land use category has seen a sharp decline in recent years, falling from 1,370,354.04ft² in 2010. This is consistent with a

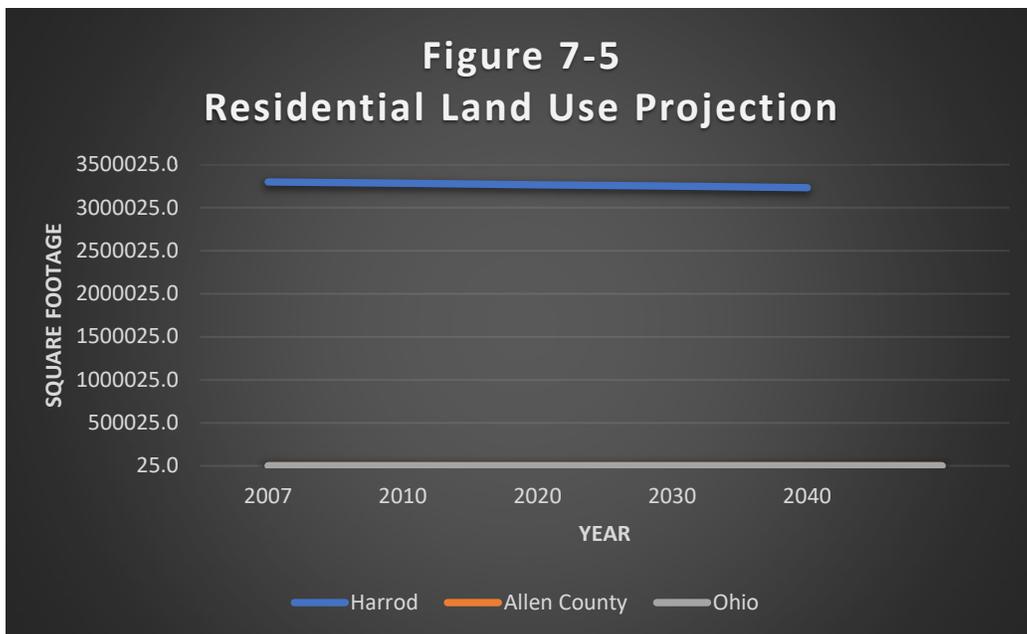
declining population as fewer people need less public space to achieve the same quality of life. Upon completion of the 2020 census this category should be examined again to ensure that it stabilizes. While a reduction is expected it is vital to retain public land, so an effort needs to be made to preserve and improve what is already present within the village.

7.8 Residential Land Use:

Residential land use includes a range of single family through multi-family dwellings. Included in this classification would be apartments, condominiums, duplexes, manufactured home parks, as well as any associated secondary uses such as parking, storage, and open space. In the Village of Harrod residential land use utilizes approximately 3,301,935 0 ft² of land.

Based on ACAO data, 2040 residential land use projections were developed from existing interior square footage of residential units by date of construction and their respective lot size. Figure 7-5 depicts the historical growth in residential development since 2007 with projected demand shown through 2040. Figure 7-5 suggests that 33,890.0 square feet of residential land could be lost by 2040.

Given the 33,890.0 sq ft decrease in residential space projected and based on the average size of an Ohio home (1,620 sq feet), projections suggest 21 existing homes may be lost over the next 3 decades. With current population and family size trends this cannot be allowed to occur. There is already a shortage of available housing within the village and any reduction will only exacerbate the problem. There must be a concerted effort to preserve and improve existing housing stock.



7.9 Agricultural Land Use:

Given the community's rural nature it should not be a surprise to find 7,845,881.7 ft² of agricultural land located on within the Village. This Accounts for approximately 176.6 acres of the total village area. There are several prominent agricultural businesses within the village that account for the lion's share of this area. Additionally, this amount of land use has been incredibly stable over the past 20 years only expensing a 4.3% reduction in total area since 2002. Based on this data and the community's strong agricultural ties no addition or reduction of land is expected on the 2040 planning horizon.

7.10 Infrastructure Projections:

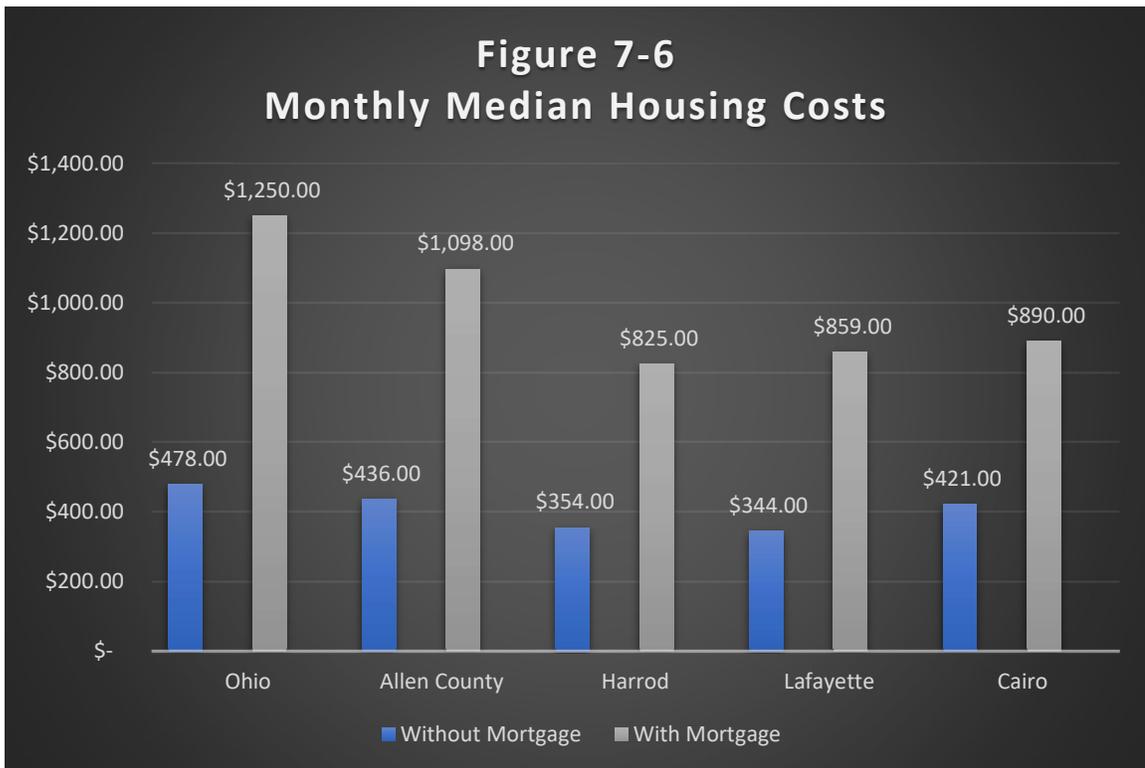
Earlier sections of this document attempted to provide a clear and concise snapshot of the current infrastructure within the village. Projections of population decline and insights into the challenges the village will face with respect to its infrastructure competitiveness are identified herein for local policymakers.

Infrastructure improvements are long-term costly investments and should be carefully examined before any decisions are finalized and taxpayer funding is committed to a project. All existing infrastructure needs continuous, scheduled maintenance in order to remain functional and safe within the community. In addition to regularly scheduled maintenance, all infrastructure should be periodically examined in order to assess an overall condition as well as to ensure that it still meets the demands of the village. Any piece of infrastructure found to be deficient should be updated or replaced as quickly as is feasible. While these investments can be costly, they are essential to the continued survival of the village. Careful infrastructure investment can improve the overall quality of life for residents of the village and increase its appeal to those looking for homes in the area as well as businesses looking for a location. It is for these reasons that plans for updated systems and increased maintenance are part of the action plan for this community. Infrastructure improvements are expensive, long-term investments and a cost-benefit analysis should proceed before any investment decisions are finalized.

7.11 Housing:

As previously identified throughout this report, housing is a necessary component of the community's infrastructure. The amount and condition of housing within the village is absolutely imperative for both the quality of life of citizens as well as the ability of the village to draw new residents to the community. Village data from the 2010 census indicates there are approximately 197 total housing units within the village corporation limits. While no vacancy data exists from 2010, when examining the 2018 ACS update the vacancy rate is approximately 2.9% (4 homes). Furthermore, upon investigation, it was determined that the housing stock is rapidly aging, in some cases relatively poor quality, largely restricted to single-family, and overwhelmingly lived in by the owner. Data also

suggested that the Village of Harrod’s housing costs were relatively low when compared to the County and the State but similar to other similar-sized villages as identified in Figure 7-6. Projected population loss within the Village is estimated at 19.2% by 2040.to help combat both the advanced age of the existing housing stock as well as the shrinking size of families within households, it is highly advisable that the Village construct new homes. Vacant land is available across the Village so depending upon the location of any new developments, the land needed for such structures is not anticipated to require a conversion from one land-use type to another. Policies examining the type, size, condition, and construction, including amenities, of the community’s housing stock, must be debated, clarified, and once codified made available to the general public.



7.12 Water, Wastewater, & Stormwater:

The plan recognizes the limited utility services currently available and the need for improved utility services in the community. Harrod currently does not operate municipal water services, but an approved county water line extension has been approved and is currently in the process of connecting the entire village to municipal water. This project was slated to be completed by 2022, but with the current COVID-19 pandemic this deadline may change. The village is currently served by a lagoon-style wastewater treatment facility, constructed in 1984, that was last updated in 2018. The village will need to continually assess the treatment facility to ensure that it conforms to the most current standards put forth by the Ohio Environmental Protection Agency (OEPA). Stormwater management is also a major concern as storms have resulted in some

dangerous flooding events. Per conversations with village residents as well as examining photographic, evidence several areas have been identified within the village that flood frequently. Residents, also expressed that once the rain event subsides standing water drains quickly. This Indicates that the flooding problem is likely not a symptom of insufficient drainage, but more likely the result of short times of concentration and insufficient storage. Village officials have expressed their openness to a potential retention facility within the corporation limits, this would undoubtedly help in controlling flooding. It would also behoove the village to consider the implementation of a stormwater utility to help offset the cost of the aforementioned improvements as well as future improvements. It should be noted, however, that before any substantial improvements can be made within the village a formal hydraulic study should be conducted by a registered engineer. This would ensure that all problems are addressed correctly and without unforeseen side effects.

7.13 Transportation:

The Village of Harrod is currently serviced by 3.62 miles of roadways that provide approximately 1714.01 vehicle miles of travel per day. Harrod is responsible for the maintenance and upkeep of all 3.62 miles of roadway within its village boundaries. With that in mind though approximately 0.39 miles of roadway within the village are on the federal functional classification system as a major collector. This is a relevant detail because it provides the village with a potential pathway to offset some maintained costs for that section of roadway. While not specific estimates have been completed for a comprehensive roadway repair within the village it would certainly be in the 7-figure range. Lacking pressure from population and employment growth, increased traffic is not a major issue, this conclusion is supported by relatively consistent traffic counts over the past few years. The village does, however, have a documented speeding issue, due to lack of funding and personnel local law enforcement officers are unable to help mitigate the problem, it is for this reason the village is currently seeking an infrastructural solution. There are roadways in need of repair and a lack of maintenance will only exacerbate future conditions. Funding for such improvements is available from a variety of sources but the Council will need to be proactive in securing such funds. The Village should undertake a pavement assessment to prioritize needed improvements and better preserve its roadway in a financially sound approach. The major collector status of portions of Napoleon, Main, 1st, and 6th provide a stable federal funding source for improvements. There are at present no at grade rail crossings within the Village corporation limits.

7.14 The Planning Process:

Because the Village has never had a comprehensive plan completed, both village officials, as well as residents, felt as though they were missing a lot of potential funding opportunities that the surrounding communities were taking advantage of. Additionally, the village was concerned that without the opportunity for increased funding some

critical improvements would be impossible. It is for these reasons that the Village reached out to regional planning to begin this process. The report has highly relied upon the Village of Harrod board both for direct information on areas of concern as well as their help in reaching out to residents to get their input. The plan is a result of input from various persons all across the community and is offered as a concise report that addresses specific issues or areas that are important to the future of the village.

7.15 Action Plan:

The Plan is driven by various interrelated factors associated with population change (including the demand for housing, goods and services, and employment opportunities), existing infrastructure, and the quality of life. Goals of the Plan have been bundled to address multiple concerns raised during the planning process and include:

- Transportation Corridors & Gateway Aesthetics (7.5.1)
- Furthering Local Development & Diversification of the Tax Base (7.5.2)
- Housing: Developments & Design Criteria (7.5.3)
- Protection of Natural Resources & Environmental Conservation (7.5.4)
- Economic Development (7.5.5)
- Quality of Life Issues (7.5.6)

Those issues initially identified in Section 1.4 are being discussed further to address various aspects of such concerns including regulatory issues and pending actions. Specific policies, strategies, and objectives are identified to achieve the desired outcomes of the Plan outlined earlier in the text. As the planning process continues, progress on each of the goals should be assessed and if necessary, said goals/objectives modified. Evaluation criteria should be identified and used in order to further the planning process. Such criteria should then be utilized to evaluate the success or appropriateness of specific goals and objectives. The remainder of this section is designed to expand upon issues and concerns related to the goals mentioned above and to provide the implementation phase with specific tangible/quantifiable objectives furthering the planning process.

7.16 Improving Transportation Corridors and Gateway Aesthetics:

The community is serviced by approximately 3.62 miles of roadways that facilitate more than 1700 vehicle miles of travel on a daily basis. This section of the Plan attempts to highlight specific issues especially regulatory controls and policies identified during the planning process. Of specific interest was:

- Roadway Safety
- Pavement Conditions (Study will need to be conducted at a later date)
- At-Risk Behaviors
- Improved Aesthetics

7.17 Roadway Safety:

Pursuant to the Ohio Revised Code, the local governments are charged with the maintenance and repair of local roadways within the municipality's jurisdiction. At the current time, no pavement condition study has taken place due to major projected road work approved to take place later this year. Following the water line extension, the Village must undertake measures to document existing roadway conditions and make necessary improvements as conditions arise. It would also benefit the community to work to identify future funding sources in order to offset the cost of future improvements. Appendix B identifies a variety of transportation funding sources. Although, according to the village council as well as private citizens the biggest threat to safety on Harrod's roads is excessive driver speed. According to a speed study conducted by LACRPC in the summer of 2020, the majority of roadways within the village have their 85th percentile speed greater than 35MPH (10MPH over the speed limit), and the problem only becomes more pronounced the street moves to the corporation limit. This topic will be discussed further in the at-risk behavior section below.

7.18 Pavement Conditions:

The roadway condition is imperative for roadway user's safety as well as for supporting growth in both residential and commercial sectors. For the purposes of this report, a pavement condition analysis was not conducted as a major waterline extension project has been approved and will be beginning this year. This project will undoubtedly change the condition of the existing pavement dramatically with the Village. It was for this reason that this organization has chosen to wait to evaluate any road condition until the completion of the waterline extension. Creation and implementation of a pavement management system would further aid in local safety initiatives as well as allow the village to better maintain existing traffic conditions. ODOT and LACRPS can aid in the proposed initiatives.

7.19 At-Risk Behaviors:

As previously mentioned, the single greatest risk behavior in Harrod seems to be excessive speed. The problem was originally brought to LACRPC's attention by members of the Village government early in the summer of 2020. Harrod is a small community and the safety of their fellow citizens is a high priority for the village as a whole. Because of the village's compact nature, many of its citizens rely on active transportation for their main mode of transportation as well as recreation, cars traveling in serious excess of the speed limit pose a very real danger to others in the roadway. It is for this reason that LACRPC was contacted to put numbers to the Boards observation. The speed study conducted by LACRPC over the summer of 2020 revealed that 10 different locations within the Cities corporation limit have 85th percentile speeds exceeding 35MPH. This is the minimum of 10 MPH over the speed limit used to determine if speeding poses a serious threat to the safety of the residents. Although 10 MPH over was the baseline 85th

percentile speeds as high as 56.44 MPH were found. It was also determined that the highest values we found on the road the enter or exit the village. This would suggest that the majority of the speeding problem stems from other citizens using the city streets as a bypass for more rural roads and not from those who reside in the village. These results were presented to members of the village council as well as several suggestions for possible solutions. Because of inadequate funding and staffing, local police departments have been unable to have a strong enough presence within the village to deter the problem.

7.20 Improved Aesthetics:

The overall appearance of the village helps those who visit form their first opinion of Harrod. It also serves as a sense of pride for local residents. Clean streets with proper curb and gutters, a complete and inclusive sidewalk system, as well as properly maintained landscaping help to bolster the community's image and attract attention from prospective investors and residents. All streets and their associated rights of way should be understood as valuable assets that need to reflect the pride and capabilities of the community.

Recognizing the condition of some of the streets and crossings may send a counterproductive message to motorists traversing these roadways – as chaotic, unattractive, and littered. The Village should approach those existing conditions capable of generating an unfavorable impression of the community and raise questions regarding potential investments and likely missed opportunities for further community development.

Receiving the appropriate mix of physical improvements, development guidelines, and regulatory controls, would allow the streets to better serve the local community. Corrected sightlines, street trees, and landscaping provide softer, cleaner, greener and more attractive public spaces.

The Village lacks the entryway signage necessary to convey the history and pride of the community. The Village should take immediate steps to identify potential programs and funding sources including state and federal funds to improve the appearance of local streets especially the higher-order roadway that serves as gateways to the community such as Napoleon Road and Main Street. Community beautification projects could involve a shared cost tree program supported in part with funding from the Ohio Department of Natural Resources, as well free grass and flower seed programs sponsored by local Keep America Beautiful affiliates, 4-H programs, and garden clubs.

Improvements should also be supported with site enhancements at key locations in the Village. Important and highly visible sites such as the public facilities including the Fire Department and Library/Village Administration Building would be well served with increased attention paid to landscape elements. Appropriate landscaping will not only

improve the overall appeal of such sites it will establish a certain community standard that private property owners can be expected to meet.

7.21 Furthering Development and Diversification of the Tax Base:

The community is founded on the people and infrastructure that support local economic, social, and cultural institutions and activities. It is this same infrastructure and these institutions that residents must collectively rely upon to stimulate further opportunities for future community growth including those for employment and the necessary procurement of goods and services.

Rather than accept current trends and declining population, the Village needs to position itself to grow in population and improving its property values and quality of living. Growth can sometimes be painful but a certain decline also comes with personal and financial heartaches. Arguing for growth and further development specific policies must be developed, supported, and implemented to ensure that the community maximizes its investments in infrastructure and services and protects natural resources. This section recognizes specific issues and concerns important to the Plan including:

- Infrastructure Coordination to Support and Sustain Development
- Diversification of the Tax Base
- Costs of Community Services & Reinvestment in the Community

7.22 Infrastructure Coordination:

In any community coordination between different regulatory bodies is exceptionally important. Coordination helps to mitigate costs of infrastructure repair or replacement, prioritize any proposed construction work, maximize economic potential, expedite projects, lessen negative impacts on citizens, and help to draw new residents and businesses to the area. This is no more apparent than in the water line extension currently approved to connect the Village of Harrod to safe municipal drinking water. Because of county-wide coordination, the Village will get to utilize existing infrastructure at a much smaller cost than it would have been for them to construct a new independent water treatment facility and the accompanying pipe network.

Continuing this coordination will undoubtedly improve the community as a whole year after year. The maintenance and success of this plan depend heavily upon the careful and deliberate actions taken by those agencies vested with guarding the public's health, safety, and welfare. The future coordination of utilities and other relevant infrastructure should be guided by this plan especially its land use, water, and wastewater elements. This plan should be consulted and supported by the various entities that provide supporting documentation for its releases, as well as those who will be expected to take future actions on behalf of the public.

7.23 Tax Base Diversification:

Tax base refers to the total wealth in terms of land, property, and income that is subject to taxation. The community receives tax revenues for real and personal property to support local services. The concept of a diversified economic base reflects risk management practices, I.E. a diversified portfolio is less likely to be subject to catastrophic market changes. Practices that suggest a community's dependency upon any one sector or any one company for employment or revenue threatens the economic vitality of the community especially as an economic downturn, an environmental disaster, or horrific incident might negatively impact that sector or facility and ultimately the community. From a risk management perspective, a broad base of employment opportunities across a number of divergent sectors better serves the community.

7.24 Cost of Community Services:

The community should underwrite a community services assessment to identify the cost of providing specific services; and those costs associated with supporting specific types of land use activities. The community needs to undertake an assessment of its financial situation to benchmark the value and appropriateness of certain land use and utility decisions as changes will affect the respective demand for services and ultimately costs incurred. Indexing the financial resources of the community against future costs can better prepare the community to address long-term development and sustainability. An analysis to assess future solvency was beyond the scope of this Plan but specific indicators to underwrite preliminary assessments should be considered. Such an assessment would necessarily target:

- Infrastructure investments and cost of service versus valuation
- The percentage of tax valuation attributable to specific land uses
- The percentage of tax revenue available for discretionary and/or extraordinary capital improvements
- The ratio of the general fund costs to revenue source increases
- The availability of non-dedicated funding sources for ongoing administrative costs

Recovery policies would address services that are similar to those provided by the private sector to either reflect market costs or be discontinued. For those services provided by the community, recoupment of costs such as those associated with calls for service including false alarms and ambulance runs should also be assessed. General administrative costs need to be assessed against the available general fund and, regulatory fees, such as building/driveway permits should be evaluated to reflect total costs. Policies should reflect the total cost of providing such services including all direct and indirect costs program-wide.

Furthermore, the community should recognize the shift in state taxation programs/policies and the cumulative impact of tax abatements on local government services as well as changes in the way personal property is now taxed. The community should assess the long-term implications of these on the existing tax base against the Plan's stated goals and objectives and develop fiscal alternatives. In order to better prepare for declining state support, the community should undertake an assessment of all available revenue streams including the provision of new or special services, developing improvement districts, the ability to assess franchise fees, and/or the support of specific public taxes/levies. The local communities should consider the implications of revenue generated from such sources based on a cost-benefit analysis and with respect to the Plan's stated goals and objectives. The community should consider the implementation of additional utilities (such as stormwater or increases in wastewater), this increase in capital could help to offset future construction costs as well as the cost of ongoing maintenance. Finally, the Plan recognizes the need to preserve its economic base and historical reliance upon the manufacturing sector. The Plan recognizes changes but suggests the support of existing manufacturing activities and embracing green technologies will advance the local tax base.

7.25 Green Infrastructure:

While local economic development professionals push for spec buildings, sound roads, and utility upgrades/extensions, local community development professionals argue the need for communities to develop green infrastructure. Green infrastructure includes a community's parks, trees, shrubs, lawns, and open space areas; grey refers to buildings, roads, utilities, and parking lots. Green infrastructure is living, breathing, and porous. Green infrastructure cleans the air producing oxygen and allows water to percolate down through the soils which naturally filters pollutants before entering local waterways, it also aids in the mitigation of floods by removing water from already crowded sewer systems. Grey surfaces are imperviously forcing water to runoff thru unnatural channels which must be managed and cleaned before entering our creeks and rivers.

While both grey and green infrastructures are important to the community, this Plan specifically calls for a wider consideration of green development. There are a number of reasons for the community to embrace the development of natural plantings and open space. Communities that foster green development wherever possible are more livable, produce fewer pollutants, and are more cost-effective to operate.

Undertaking a community-wide landscaping and scenic beautification program would prove beneficial to community development on an ecological, social, and fiscal basis. Data suggests that developing green infrastructure will not only improve the appearance of the community, it will increase property values.

Such reports suggest that the impact albeit not uniform is generally applicable to both urban and rural settings. This Plan calls for the development of green infrastructure whenever and wherever possible to improve the overall appeal and livability of the community. This Plan calls for the community to aspire to Tree City USA status.

7.26 Housing Demand, Accessibility, and Stabilization:

An examination of Harrod's existing housing stock, as well as the population demographic and projections, have allowed a few important conclusions can be drawn about the Village. To generalize, the majority of homes within the village are greater and 80 years old, the population has fallen considerably and is projected to continue with that trend, and finally, the average size of households within the village are shrinking. All trends are consistent across the greater Allen County area. These factors indicate that the need for additional new, affordable housing will only increase in the coming years. In addition, a substantial amount of attention should be paid to the existing housing stock to ensure that it remains in sound structural shape and available to residents of the village. In an attempt to address the community's diverse housing needs of the future, the Plan calls for the Village to consider developing and implementing procedures regarding accessibility standards for new development while enforcing existing standardized exterior maintenance codes and standardized residential building codes. It also strives to showcase the village's potential for further development and sustainable growth. It would also benefit the village to consider a standard zoning code to aid in responsible development.

7.27 Accessibility Standards:

The Plan reports that greater than 2/3 of all residential units (68.78%) of the Village's housing stock were built prior to 1960. And, that this housing stock primarily reflects the family demands of the post-World War II era and the baby-boomer generation. By 2040, the projected household size will be less than 2.89 persons per household in Harrod. Given the changing demographics and declining household size, it is clear that measures need to be taken now to ensure adequately designed residences with specific accessibility designs identified for an aging senior component. Consideration should be given to those development proposals that include single floor designs or ranch type homes with smaller square footage requirements. Design criteria could easily be supported in developments of 4 to 6 units per acre when public utilities are provided.

New housing design should be able to serve not just the community's aging population but be reflective of property maintenance from a structural and aesthetic perspective including landscaping, accessibility, and supporting community services. Such issues should be addressed by proponents at the preliminary planning stage. Regulatory language and policy guidelines for the design criteria of units should be reviewed/revised/adopted. Issues to be addressed include types of units, sizes of units, parking, pedestrian lighting, and accessibility standards.

7.28 Maintenance & Building Codes:

The topic of residential property maintenance and building codes repeatedly came up in discussions with council members. It should not be surprising given that housing typically represents a family's largest single investment, residents want to protect such an investment. Housing is also important to the community as it represents one of the largest components of its tax base in terms of valuation. As a result, the community should take steps to ensure that such properties are kept in good repair and remain a valuable asset within and for the community.

The community should uphold the existing exterior maintenance code to ensure that the outward appearance of properties is maintained and somewhat uniform to acceptable neighborhood standards. When individual properties are allowed to slip into disrepair, they not only negatively impact the salability and valuation of the individual property but the adjacent properties as well, not to mention posing a substantial health and safety risk to people in the area. Left unattended such sites tend to result in a pattern of disinvestment culminating in depressed areas demanding public attention with little valuation to support public investments.

The community should also enforce the existing standardized residential building code. A standardized code protects the consumers of new residential housing by guaranteed inspections of the unit's major structural components. A standardized code would assist consumers in comparison-shopping between similar units constructed by different builders ensuring that all structural elements are uniform to code and thereby helping to ensure the safety of its occupants.

7.29 Environmental Stewardship and sustainability:

The Plan recognizes that environmentally sensitive areas of the community have hidden assets that are many times overlooked by developers and property owners who thoughtlessly destroy such resources. Such areas to be protected include the Village's waterways, wooded lots, and open space. The Plan acknowledges that these resources must be protected legislatively with policy changes to Zoning Ordinances, Stormwater Management Plans, and Floodplain regulations. The Village argues for reciprocal support from State and County level agencies addressing such resources including the Allen County Floodplain Management Regulations, the Allen County Stormwater, Sediment & Erosion Control Regulations, and Allen County Subdivision Regulations.

Trees and grasses have the ability to purify our air and water. Trees provide valuable shade and cleanse the air. Grasses slow stormwater runoff and allow rainwater to percolate into the soils replenishing our groundwater resources. Floodplains and wetlands mitigate flood damage by acting to temporarily store the floodwaters and associated runoff. Moreover, such wetlands and riverine environments can effectively

remove the damaging effects of urban pollutants including total suspended particles (45%-99%), phosphorous (23%-96%), nitrogen (up to 90%), and hydrocarbons (40%-60%); while supporting the linkage necessary to provide shelter and refuge for bird and animals migrating across the community.

The Plan argues that these resources are too important to the overall ecology of the Village to allow development to destroy or minimize their effectiveness. The Village argues for specific actions including (1) an inventory of all waterways and ditches be established and monitored for flow, maintenance, water quality and illicit discharges; (2) a further inventory of all environmental, social, cultural and historic sites to assist with preliminary planning activities; (3) an inventory of existing wood lots by type of trees to help develop tree planting standards and sightline requirements for designated overlay and street tree districts; (4) an inventory of animal/bird nesting/feeding areas to sustain and protect the migration of same across the community; and, (5) the development of a recreational open space development plan.

The Plan recognizes the importance of these resources to the natural environment and suggests that the documentation and incorporation of these resources in greenway or corridor planning activities. Such planning activities could provide the necessary personal human interaction to support the future diversity of the community's plant/wildlife communities. It is with the same logic that the Village supports developing such corridors in order to provide both recreational and transportation opportunities that will positively influence economic and community development. The Plan suggests that such a component will support and augment landscaping, buffering, and sightline corridor requirements identified earlier.

7.30 Economic development:

Community investment in essential public infrastructure is necessary to generate and retain private-sector jobs and investments, attract private sector capital, and support a community's quality of life. Investments that expand and upgrade infrastructure are necessary to retain and attract local employers, support area businesses, and provide the foundation upon which communities are built.

This document has already focused on specific aspects of community infrastructure investments in terms of water, wastewater, transportation, and housing. It has also documented a stagnant population and a decline in the number of local employers. And while the report addressed aspects of resident employment and the larger employment base, little has been presented to address those economic development initiatives that could be undertaken to broaden economic opportunities for existing and future area residents and businesses alike.

Economic development should be considered as one of the cornerstones of the Plan because it is a central factor in the community's ability to sustain itself. This particular

subsection will attempt to address public and private sector economic development initiatives to support further local community development.

The Plan's economic development goal is "***To create and retain quality jobs that promote small-town ideals***". The remainder of this subsection flushes out many of the key policies and strategies considered to be effective in delivering same.

7.31 Stakeholders in Economic Development:

Affecting change, especially positive change is sometimes difficult. To support change in terms of economic development requires stakeholder input and support of specific policies, programs, services and activities. Additionally, support is needed from the community, without resident buy-in lasting change is not possible.

Broadly speaking, local stakeholders are those individuals, organizations, agencies and/or groups that have an investment, share, and/or interest in the development of the community. Stakeholders are those who cause, support, or are affected by the legislation, policies, program services, or projects undertaken to affect development. In terms of this Plan, local stakeholders include local elected officials, property owners, residents, employers, and their employees; and, area stakeholders - the county, regional, state agencies, organizations, and or groups that are directly or indirectly impacted by changes in the local economy.

For purposes of this Plan, there are specific entities, both public and private, supportive and/or charged at some level of delivering legislative, technical, or fiscal support for local economic development initiatives. Those entities include the Harrod Village Council, Auglaize Township, Allen Economic Development Group, Lima Area Chamber of Commerce, Regional Planning Commission, and area financial institutions.

7.32 Government Involvement in Economic Development:

Government involvement in the economy has increased tremendously over the last several decades, and its actions taken at the national, state and local levels, have largely been undertaken in support of economic development aimed at increasing competitiveness. The new global marketplace requires local governments and institutions to reassess their role with the increased competition for industries and employment.

Local government can affect some of the factors important to advancing economic development by embracing its traditional role as a public service provider and regulator. In addition, and to be more proactive, the government can also embrace a more entrepreneurial role as a deal-maker and business recruiter. Recognizing that the government's role as the provider of quality basic services and regulatory efficiency is critical, the government can further local development by providing additional incentives to businesses to retain and attract businesses, employment, and families.

Legislative initiatives at the local, county, state, and federal levels have permitted government involvement in economic development to include activities grouped collectively as:

- providing amenities and infrastructure;
- promoting economic development;
- supporting institutions that provide job training;
- changing the tax structure to promote economic development;
- clearing and assembling adequate land for business;
- underwriting risk; and,
- modifying regulations that are seen as burdensome to business.

While many such activities have been incorporated into federal/state government functions, many require local enabling legislation to be undertaken.

7.33 Economic Development Intervention:

Economic development is predicated upon specific goals, policies, strategies, and objectives. There are a variety of potential strategies local governments can utilize, either alone or jointly with other stakeholders, to effect change and community improvements including:

- Coordination of Economic Development Programs & Services;
- Business Development; Business Attraction & Retention;
- Incentives & Financing;
- Workforce Development,
- Training & Education;
- Land Supply/Assembly;
- Infrastructure Investments; and,
- Investments in Quality-of-Life Factors.

7.34 Coordination of Economic Development Programs & Support Services:

The coordination of economic development programs and support services at the very broadest level is the effort to avoid competition among communities within a region. There are various degrees of coordination. At one end of the spectrum is the establishment of a formal organization to perform the necessary planning, financing, recruitment, and retention functions across the community or region – such as that performed by the Allen Economic Development Group. At the other end is the more informal coordination provided by the local Chamber of Commerce where government and business representatives talk to each other on a regular basis or on an ad-hoc, as-needed basis for specific issues. A component of intraregional coordination is the pooling

of available resources to attract companies to the community or region. The motivating factor for this coordination is the recognition that job creation and retention have economic effects that spill across political subdivision boundaries. If a company comes to the Lima or Delphos area, for example, residents and businesses from nearby communities can benefit through increased spending and new business purchases within the region. Such successful coordination results in a multiplier effect positively impacting the entire region.

7.35 Business Development Programs:

As identified earlier in Section 6, employment within the community is limited largely to the services and food and drink as well as manufacturing; and, all local private-sector employers are classified as small businesses.

Locally, the Village has access to a wide range of business development agencies such as the Small Business Development Center (SBDC) at Rhodes State College and the Walter C. Potts Entrepreneurial Center located in the Lima Chamber of Commerce. Both facilities provide needed technical support and assistance to local entrepreneurs.

Case studies have shown that entrepreneurship programs can play a vital role in fostering small business growth when supported by economic development professionals and workforce development personnel. In fact, some communities have adopted entrepreneurship as their core strategy. Known as “economic gardening,” this approach focuses on economic development investments in home-grown start-ups and existing small business owners to create jobs and wealth in the community. While this strategy may grow jobs more slowly than incentive-induced transaction-driven strategies, it can transform the local economy by creating new types of businesses and create a range of opportunities across various skill and educational levels.

The SBDC provides small business management training, counseling, consulting, and research services, for small firms. Programs respond to the needs that individual businesses identify in the areas of technology transfer, management, financing, marketing, and workforce training. A variant on the small business center is the entrepreneurship training whereby local School District students and Rhodes State faculty establish local business education programs. Another component is the annual business start-up fair where prospective entrepreneurs meet with those who have experience launching a business or who can offer other useful support services. At a start-up fair, an economic development agency places the fledgling business in contact with low-cost or no-cost mentors (such as retired executives) who can provide advice for small businesses in the area of management, marketing, accounting, financing, and other skills.

While the Village has ready access to such programs and is already in place, increased participation across a wider student body could certainly advance the potential for local entrepreneurship. Perhaps the inclusion of the microenterprise program supported by

the West Ohio Community Action Partnership (WOCAP) would add further diversification and educational information. Increased involvement in and between the Lima Area Chamber of Commerce would ensure a wider distribution of concerns and ideas across the region and ensure that political leadership was receiving consistent information.

7.36 Business Attraction & Retention:

The Ohio Development Services Agency (ODSA) and other state agencies charged with community development, transportation, agriculture, and tourism employ a variety of business attraction and retention techniques as a matter of course. Area governments and non-profits including the AEDG utilize such techniques to ensure personal contacts at a regional level. Locally, the various Chambers of Commerce act as the vehicles to discuss, analyze, and support a business-friendly environment.

Marketing to attract businesses is predicated upon specific strategies that employ targeting techniques identifying a business group the development organization wants to reach. Targeting usually focuses on sectors with growth potential, linkages to existing businesses in the area, and reasons to be attracted to the particular region or local government setting because of particular competitive factors.

The direct marketing techniques to emphasize the identified assets of the community, available land, rail, buildings, and workforce employed as part of a business attraction strategy can take many forms, including:

- Brochures or pamphlets, either general in nature or targeted to a specific industrial classification, about the region's or local government's attractions to business and industry
- Websites
- Maintenance of a publicly accessible database of available commercial and industrial land and buildings

Most employment gains are generated by existing businesses. Therefore, business retention is a primary importance to economic development. Business retention is predicated upon the ability to maintain an on-going honest, confidential communication with local businesses and industries in an attempt to support their continued profitability and existence in the community. In some cases, the government can support business retention by reducing development or operation costs with financial incentives, waivers or fees or taxes, or in-kind services. Some of the common techniques used by governments and economic development organizations include:

- Surveys of local businesses to determine plans for changes or expansions and attitudes toward local governments
- Periodic business roundtables or breakfasts

- Regular personal visits by local government officials to businesses

Such activities work toward furthering communication and trust between local businesses and government. Increased information resulting from such activities can also provide the means to respond with immediacy in and under emergency situations. Both the Lima Area Chamber of Commerce and the Allen Economic Development Group are willing to discuss local business concerns with the Village and its employers.

7.37 Incentives & Financing:

State and local governments offer incentives to attract or retain businesses on the theory that the incentives will lead to business investment and therefore jobs. The resultant investments and jobs will produce an additional increase in demand for goods and services. In turn, that demand will result, through a multiplier effect, in increased demand for an additional round of services.

Economic development resulting from incentives should also increase the tax base, allowing either expanded public services or lower taxes on residents. Local governments can offer a variety of financial incentives, including loans, bonds, lowered interest rates, lowered tax rates, and tax credits, either directly or through the state.

One of the best-known financial tools is tax-increment financing (TIF). The TIF method of financing redevelopment activities is directly tied to the success of the activities. The local government conducts a study of the need for TIF and prepares a plan for the area to be designated as the TIF district. The local government determines property tax revenue collected in that area before redevelopment occurs and borrows money by obtaining loans or selling bonds. The borrowed funds are used in various ways to improve the development prospects of the area:

- Construction or improvement of any publicly owned building, facility, structure, landscaping, or other improvements within the project area from which the tax increment funds were collected
- Paying for the installation of publicly owned utilities in the project area
- Meeting the cost of administrative, overhead, legal, and other operating expenses of the redevelopment agency created to oversee the TIF program

As private development occurs in the TIF defined area, tax revenue increases and the excess above the pre-redevelopment property tax revenue in the area pays off the loans or bonds and finances further redevelopment activities. That excess is the "tax increment" in TIF. Another incentive is the tax-exempt Private Activity Bonds also known as industrial development bonds. Such bonds finance land, buildings, or equipment to develop or expand businesses and have a lower interest rate than conventional financing because they are issued by the state.

The AEDG can assist local efforts to identify the most appropriate financial incentives available to local governments and businesses necessary to support the type and level of economic development desired. Appendix B provides a general overview of financing and incentives options. Any financial technique that raises money that a local government can use to contribute to any of the multiple costs of development can have a similar effect. Ultimately, all these financial incentives offer the means to reduce the development costs for private sector development.

Locally, AEDG, SBDC, and ODSA are able and willing to support informational requests and technical assistance regarding business development incentives and financing. In addition, the AEDG has access to the Allen County Revolving Loan Fund, the D'Arcy Loan Fund, the SBA 504 Loan Program, the SBA 7(A) Loan Guaranty, the Regional 166 Direct Loan, 166 Direct Loan, and the Ohio Enterprise Bond Fund which offer a flexible source of financing for local expansion or relocation projects, and remodeling and infrastructure improvements. The community has created a Community Improvement Corporation as a non-profit vehicle that can be used to assemble, hold, and finance local projects. The community could also petition the Allen County Port Authority to access its full financial resources and bonding capabilities in order to support local development efforts.

7.38 Infrastructure Investments:

Communications infrastructure, water supply, sewers, roads, sidewalks, parks, and transit services are critical components of a community's development capacity and long-term competitiveness. Businesses rely on infrastructure to conduct their work and transport their goods and services. Also, a well-maintained community makes it a more pleasant place in which to live and work. Local government is responsible for most of these infrastructure components and can therefore exert significant influence on development type and pattern. Economic development interests can spur or expand infrastructure improvements.

Capital improvement programs (CIP) typically reflect a 5-year schedule of capital improvement projects. The CIP is one of the local government's most powerful tools for implementing a local comprehensive plan and supporting both commercial/industrial and residential growth. By carefully selecting and timing capital projects, the CIP process can ensure that a local government:

- repairs and replaces existing infrastructure;
- meets needs in mature, growing, and redeveloping areas;
- coordinates activities or various government departments; and,
- ultimately influences the pace and quality of development in a community.

The CIP document consists of project descriptions along with schedules and tables showing revenue sources and expenditures by year. Capital improvements include major nonrecurring expenditures for such projects as community centers, fire and police

stations, parks, playgrounds, street construction or reconstruction, sewage and water treatment plants, water and sewer lines, and swimming pools. Costs associated with capital improvement projects include architectural and engineering fees, feasibility studies, land appraisal/acquisition, and construction. The Village of Lafayette needs to develop and maintain such a document.

7.39 Quality of Life:

A community's "quality-of-life" (QOL) is a fuzzy term used to describe various, sometimes intangible factors, that support a community's attractiveness as a place to live. All too often it reflects the more objective measures stressing popular cultural demands for material wealth, social status, and physical well-being at the expense of the more subjective feelings of comfort and satisfaction with things in general.

A quality-of-life strategy assumes government involvement in a public/private partnership is able to have a significant influence on these factors that can over time improve a community. In theory, new businesses will be attracted to communities with the most appropriate combination of factors, and existing businesses will expand for the same reason. People also use quality-of-life indicators to measure neighborhood and community desirability. Some of these factors include:

- Affordable medical care
- Clean air
- Clean water
- Close to colleges/universities
- Close to relatives
- Good schools
- High civic involvement
- Inexpensive living
- Low crime rate
- Low housing prices
- Low-income taxes
- Low property taxes
- Low risk of natural disasters
- Low sales tax
- Low unemployment
- Nearby hospitals
- Nearby museums
- Near places of worship
- New business potential
- Plentiful doctors
- Recent job growth
- Short commutes

While the importance placed on quality-of-life factors vary by age, gender, income, and educational levels, those factors associated with cleanliness, aesthetics, safety, and security seem to be uniformly important across all demographic indices.

Of real concern, however, is the changing face of the rural residential communities as young adults increasingly leave to pursue opportunities unavailable to them in their hometown. The ability to retain and attract young adults is critical to ensuring a prosperous and growing community. The ability to support and entertain the 25 through 34 age cohort is critical to providing the family base of the community, the area labor force, and leaders for tomorrow. Current local leaders need to be able to address this important cohort in their policy decisions.

Today, within the realm of economic development and the energies exerted over the recruitment of employers/employees, new residents, and economic growth, QOL is used as a marketing tool emphasizing the advantages of a particular location over another in terms of specific rankings or measures of community attributes. While cognizant of the community's assets and incorporating the shared values and vision for the community, the Plan recognizes and embraces the concept of QOL rankings from the perspective of providing baseline measures for monitoring and quantifying aspects and progress in terms of achieving the Plan's goals and objectives.

Recognizing that assessing QOL in a community can be subjective based on the methods and measures used. Research however has indicated that certain dimensions of QOL can be measured using indicators related to determinants of health and community wellbeing. Especially important in the community development process are those dimensions of QOL that include the perceptions of residents about aspects of their neighborhoods and community that either enhance or diminish their quality of life. From this perspective, the Plan could use annual QOL indicators to track community growth and community concerns within the Village of Harrod based on the criteria that Harrod identifies as important.

Examining public safety and welfare, efforts should focus on crime by type and location; as well as vehicle crashes by location, age, and contributing factors. The community's perception of crime; the location, nature of calls for service requiring the response of Fire and/or Emergency Medical Services (EMS) personnel, and response times should also be assessed to gauge coverage disparities across the community.

Indicators of QOL should focus on aspects of: public safety & welfare, jobs & economic vitality, and health & education. For example, to assess economic vitality, the Village could use employment by industry, weekly wage by industry and unemployment rates to assess change over time. Specific objectives identified elsewhere in the Action Plan could then be coordinated with these measures to provide an annualized quantitative assessment from which future actions could be taken.

Health and education issues are critical to supporting family values in the community. Efforts to improve communications between the Allen County Health Department, the Allen County Safe Community Coalition, should be explored and expanded to include Village representatives. Health issues should examine and identify teen pregnancy issues, prenatal health care, communicative diseases, accessibility to health care, and leading causes of death to measure community health concerns. Educational measures might rely upon high school dropout rates, standardized test scores, funding levels per student, teacher-student ratios, class availability, the availability of extracurricular activities, student participation rates, and safety in schools to assess progress or needed improvements

Section 8

PLANNING PROCESS, SUMMARY, & RECOMENDATIONS

SECTION 8

PLANNING PROCESS, SUMMARY, AND RECOMMENDATIONS

This Plan has been developed to provide the foresight and guidance necessary to preserve the community's existing quality of life. The Plan strives to balance shared community values with the need for, and implications stemming from, population growth and village development. This Plan recognizes the consequences of unplanned growth and carefully considered the environmental implications of such growth on water quality. The Plan calls for increased coordination between development and utility service areas and open space. The Plan also calls for increased coordination between the Village and the various other local, state, and county agencies charged with regulatory oversight in the areas of transportation, parks, and education. The Plan should be considered managed growth. It is offered as a vision for the future based on existing opportunities and current challenges within the community. The Plan provides the insight and direction necessary to affect change to the extent necessary to realize the community's shared hopes and dreams.

8.1 The Planning Process

The need for the Plan grew in part out of frustration on the part of local village officials who realized that improvements needed to be made within the community but that they lacked the information necessary to document and operationalize the various state/federal programs and prioritize their projects. Harrod officials recognized that a comprehensive examination of the various factors impacting development within the community was the prudent track to pursue and engaged the Planning Commission independent of the Township to take advantage of an available window of time and staffing.

The plan was constructed with the input of various actors including representatives of the Allen County Engineer, the Allen County Sanitary Engineer, the Allen Water District, the Allen Economic Development Group, the Lima Area Chamber of Commerce, and the Regional Planning Commission. The input was presented for comments and corrective action by an Advisory Committee reflecting Village Council and Board of Public Affairs

The Plan is relatively concise, comprised of separate and distinct sections that address specific issues, areas or functions important to the future of the community. Although mutually supportive of the entire Plan, each section of the report is independent. Goals were identified by the Advisory Committee and refined during the visioning process. The policies, strategies, and objectives were identified over the course of the planning process. Policies are the fundamental assertions targeting the fulfillment of the goal. Strategies were developed as a systematic approach to be taken to support a particular policy and/or stated goal. Objectives were specific tasks to realize strategic points or policy items.

8.2 Plan Summary & Recommendations

This section attempts to address the issues raised in earlier sections with summary recommendations. Section 7 of this report includes tables that identify goal-driven specifics on policies, strategies and objectives particularly important to the identified goals in a timeline format that provides strategic benchmarks for measuring future success. The policies, strategies, and objectives included in the matrix were identified over the course of the planning process. The respective highlights of the planning process and summary recommendations for the various components are presented below.

8.2.1 Population

The Plan suggests that the Village of Harrod will continue to experience a steady decline in population over the next 20 years unless local policies and programs are developed and implemented to counteract the trends established to date. The Plan argues that the average age of village residents is getting older at a much slower rate than the county or state. In 2040, the average age in the Village projects to be 37 years old. The state and county will both be around ten years older.

The Plan argues that local policies should be developed to increase opportunity, choice, and costs in housing based on both physical and financial considerations. Local policies must also acknowledge that growth is largely reflective of and dependent upon those in the 25-34 age cohort. This cohort is very mobile and will often make residential decisions based upon available amenities. Quality schools, ready access to parks and other recreational activities and entertainment facilities are critical to attracting this population. Local decision-makers must recognize and prioritize land-use decisions and capital expenditures based on such information.

8.2.2 Housing

This Plan acknowledges the historical consequences of land consumption and household size. The Plan identifies the population dynamics impacting the community and attempts to satisfy the appetite for housing consumption based on a realization of changing household size and decreasing population. The Plan argues that housing should meet the needs of a diverse community, a community of all ages and incomes. The Plan supports zoning codes and recommends enforcement of the exterior maintenance code which has been identified as a concern of residents in the community surveys. Based on population estimates and residential land use projections, the Village will need an additional 8 residential units by the year 2040; this does not reflect the number of homes that will need to be built to replace those lost to acts of God and poor maintenance. The Village must commit to more integrated, sustainable housing; housing that will meet the needs of a diverse community, a community of all ages and physical capabilities.

8.2.3 Land Use

The Plan recognizes the relationship between the unincorporated agricultural areas bounding the Village, existing residential housing, and employment opportunities on commuting patterns. Housing, as a basic need of the community, is estimated to consume an additional 2.67 acres of the community's undeveloped land if the historical pattern of residential development is continued.

8.2.4 Transportation

Increased development will result in increased traffic. The Plan identifies specific corridors as important to the community's future development and calls for increased capacity and aesthetic upgrades. The community advances specific projects to improve safety. The Plan mandates a transportation system that operates at a satisfactory level of service; a transportation system that is efficient.

The Plan calls for the standardization of roadway widths on the major rural collector roads. The Plan recognizes Napoleon Road, First St. between Napoleon and Main St., Main St. between First and 6th St., and 6th St. between Main and Napoleon and Napoleon south to the corporation limit as major thoroughfares serving the community. Village roads meant to specifically serve residential traffic cannot be expected to meet the same standards. In fact, the Village may find that adopting low volume roadway design and maintenance standards more fiscally responsible over the planning period.

The Plan identified no high crash intersection locations along village roadways, nor were any intersections projected to become deficient due to future traffic volume. The most pressing issue to the transportation of the village has been expressed at length by elected officials and echoed among residents in community surveys.

LACRPC was contacted by village council in the summer of 2020 regarding concerns of hazardous driving on village roadways. The 85th percentile speeds for traffic within the village are alarming and dangerous for the pedestrians frequenting village streets. LACRPC has discussed the appropriate and industry-accepted signage and pavement markings that coincide with the implementation of those measures with the advisory committee. Improvements are being considered by village officials.

Noting roadway pavement widths deficient by ODOT design standards, necessary improvements are having been programmed in the Long-Range Plan. The project, estimated at \$2.3M scheduled and to break ground in 2035, extends through the village along the functional classification route.

The Plan further recommends that a pavement management system be integrated within normal roadway maintenance operations to improve capital improvement program planning and budgetary requirements. Appendix B identifies the various Transportation funding sources by project type and funding program.

8.2.5 Environmental Conservation

Effective January 1 of 2018, the U.S. EPA established the ozone National Ambient Air Quality Standards of .070 ppm. Allen County was designated as an attainment area. The assessment is the last on record for the county.

Within the Village, the Little Hog Creek watershed is considered to be largely in compliance with federal Clean Water Act standards. The health of the riverine system was seriously taken into consideration during the planning process. The Plan identifies existing and future areas of medium density residential development coupled with commercial uses. The Plan also identifies such uses and their proximity to endangered riverine environments and natural areas including mature tree stands and parks.

The Plan promotes the protection and integration of environmentally sensitive areas within quality, high value-added developments, and/or public control through acquisition to protect access for future generations. More specifically, the Plan identifies the inclusion of (a) mandated riverine buffers to be established to improve water quality; and, (b) landscaped buffers around commercial sites as important to ensuring pleasant sightlines, containment of site generated litter, and minimal night glaze.

Appendix A

PUBLIC PARTICIPATION SURVEY

A. Public Participation Surveys:

A number of different surveys were conducted over the course of this reporting process. This type of public participation serves to better understand not only the needs of the community, but their concerns, and priorities as well. All surveys are available upon request from Lima Allen County Regional Planning Commission. Please call 419-371-4536 for any survey requests or further questions.

Appendix B

FUNDING SOURCES

A. Funding Sources:

APPENDIX-B FINANCING & INCENTIVES	
INCENTIVES:	
<ul style="list-style-type: none"> → Job-Creation-Tax-Credit (JCTC): The Job-Creation-Tax-Credit is a refundable tax credit to companies creating at least 25 new full-time jobs (within 3 years) in Ohio. The credit may also be available for certain high-wage industries creating 10 or more new full-time jobs within 3 years. The refundable tax credit is measured as a percentage of the state income tax withholdings for all new employees hired under the program, and is applied toward the company's commercial-activity-tax liability. Should the amount of the credit exceed the company's CAT liability for any given year, the difference is refunded. Approved projects generally range between a 25 and 55 percent credit for a period of 5 to 7 years. The business must apply for the credit before committing to the project. → Job-Retention-Tax-Credit (JRTC): The Job-Retention-Tax-Credit is a non-refundable tax credit to companies retaining at least 1,000 full-time jobs in Ohio. Companies must also commit to new fixed-asset investment of either \$100 million, if the average wages of the retained jobs exceed 400 percent of the federal minimum wage (equal to \$20.60 per hour), or \$200 million, if the average wages of the retained jobs does not exceed 400 percent of the federal minimum wage. The credit is measured as a percentage of the state income tax withholdings for all employees retained under the program. Approved projects generally range up to 75 percent for 10 years. The business must apply for the credit before committing to the project. → Local-Property-Tax-Exemptions & Community Reinvestment Areas: Local communities in Ohio are authorized to collect property taxes on real property (land and buildings) and tangible personal property (machinery and equipment, furniture and fixtures, and inventory). Through the Ohio Enterprise Zone and Community Reinvestment Area programs, local communities can elect to abate a portion of property taxes owed by a company. Typical abatement under the Ohio Enterprise Zone are 50 to 75 percent of taxes exempted for 10 to 15 years, on real or tangible personal property. Under the Community Reinvestment Area program, real property taxes can be abated up to 100 percent for 15 years. Note that tangible personal property taxes in Ohio are being phased out through 2009. → Rapid-Outreach-Grant: These grant funds are for on- or off-site infrastructure improvements, including water, sewer, road and rail improvements. This fund is for companies primarily engaged in manufacturing, R&D, high technology, corporate headquarters, and distribution. Given the demand for limited grant funds, qualified projects must involve substantial job creation or retention, and all other public and private sources of financing must be considered before the availability of Rapid-Outreach funding is determined. 	
FINANCING:	
<ul style="list-style-type: none"> → Allen-County-Revolving-Loan-Fund: The Allen-County-Revolving-Loan-Fund (RLF) is a flexible source of financing for businesses expanding or locating to Allen County. Loan amounts are subject to the availability of funds. → D'Arcy-Loan-Fund: The D'Arcy-Loan-Fund is a local funding source for businesses expanding or locating to Allen County. The fund provides low interest loans to assist with Allen-County economic development projects. Loan amounts are subject to the availability of funds. → SBA-504-Loan-Program: Proceeds from a 504 loan can be used for major fixed-asset projects such as the purchase of land, buildings, or equipment. Funds can also be put toward construction, remodeling, and infrastructure improvements. → SBA-7(a)-Loan-Guaranty: SBA 7(a) loan proceeds may be used to establish a new business or to assist in the operation, acquisition, or expansion of an existing business. These may include (non-exclusive): purchase land or buildings, to cover new construction, as well as expansion or conversion of existing facilities; acquire equipment, machinery, furniture, fixtures, supplies, or materials; long-term working capital, including the payment of accounts payable and/or for the purchase of inventory; refinance existing business indebtedness, which is not already structured with reasonable terms and conditions; short-term working capital needs, including seasonal financing, contract performance, construction financing, export production, and for financing against existing inventory and receivables under special conditions; or, purchase an existing business. → Regional-166-Direct-Loan: Manufacturers may use funds from a Regional-166 to finance land and building acquisition, new construction, renovation projects, or new or used equipment purchases. → 166-Direct-Loan: Provides loans for land and building acquisition, expansion or renovation, and equipment purchase. → Ohio-Enterprise-Bond-Fund: Provides loans for land and building acquisition, construction, expansion or renovation, and equipment purchases for eligible businesses. → Volume-Cap: Provides allocations to eligible issuers the ability to issue tax-exempt Private Activity Bonds up to a state limit known as "Volume Cap" that is determined annually on a per capita basis for projects consisting of multi-family housing, single-family housing, exempt facilities, manufacturing, and student loan bonds. 	

TRANSPORTATION FUNDING SOURCES																	
	MPO			CEAO			ODOT							OPWC	ORDC	ODNR	ODOD
	CMAQ	STP	TE	STP	LBR	SRTS	Safety	Small City	Local Major Bridge	TE	Muni Bridge	Grants	SIB				
Roads																	
Maintenance		X		X										X	X		
Capacity Expansion	X	X		X				X						X	X		
Turn Lanes	X	X		X				X						X	X		
Street Lighting		X					X				X			X	X		
Signalization	X	X		X			X	X	X					X	X	X	
Sidewalks/Curbs	X	X	X				X	X	X		X			X	X		
ROW Purchase	X	X					X	X						X	X	X	X
Utilities Installation	X	X		X	X		X	X	X		X			X	X		
Bridge Replace/Rehab			X	X	X		X	X		X	X	X		X	X	X	
Environmental	X	X	X	X			X	X						X			
Preliminary Design	X	X	X				X	X						X	X	X	
Final Design	X	X	X	X			X	X						X	X	X	
Noise Walls		X	X											X			
Safety	X	X		X			X	X	X		X			X	X	X	
ADA Projects	X	X	X				X	X			X			X	X	X	
Aviation		X											X	X			
Public Transportation																	
Capitol	X	X	X											X	X		
Operations	X	X												X			
Bicycle/Pedestrian Facilities	X	X	X				X	X			X			X			X
Enhancement Projects		X	X								X			X			X
Water/Sewer	X	X	X	X				X	X					X	X		
Rail/Rail Freight	X	X	X						X					X	X		

NOTES: This matrix is a guide; please contact the appropriate agency for specific eligibility criteria.

X – Eligible

X – Conditions Apply

MPO – Metropolitan Planning Organization

CEAO – County Engineers Association of Ohio

ODOT – Ohio Department of Transportation

OPWC – Ohio Public Works Commission

ORDC – Ohio Rail Development Commission

ODNR – Ohio Department of Natural Resources

ODOD – Ohio Department of Development

OPWC offers funding to local governmental entities. OPWC funds may be used on State Routes as long as the route falls within municipal limits.

Appendix C

RESOLUTION

