

**Scenic Byways
of
Granville and Granville Township
Management Plan**



Prepared by

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Introduction

Scenic byways, as defined by both the Federal Highway Administration and the Ohio Department of Transportation, are roads that possess one or more of the identified intrinsic qualities – archaeological, cultural, historic, natural, recreational, or scenic. A preliminary evaluation of potential scenic byways in Granville and Granville Township was conducted in 2000 and submitted to the Ohio Department of Transportation (ODOT) for review. At that time, over forty miles of roads in the village and township were identified as potentially eligible for scenic byway status. A review of the roads identified in 2000 was conducted in 2006 as part of an update of the Granville/Granville Township Comprehensive Plan. All of the potential scenic byways identified in 2000 still possess the intrinsic qualities that were identified in that preliminary application. The development of a Byway Management Plan and its review and acceptance by ODOT is the next step in the scenic byway designation process. This management plan is a companion to the application filed in 2000. All of the recommendations contained here are also included in the Granville Comprehensive Plan.

Scenic byway designation is a program that promotes appreciation for and enjoyment of roads that have retained a special character. It is an honorary program that does not place any specific burden on property owners along the roads. Rather, it provides a framework for identifying, documenting, preserving and promoting the special character of the individual roads for enjoyment by the public.

Byway Goals

- **To enhance and preserve the cultural and natural resources along the routes.**
- **To increase awareness and appreciation for the byways through interpretation.**
- **To encourage use of the byways by residents and visitors utilizing motorized and non-motorized modes of transportation.**
- **To encourage economic and recreational development that enhances rather than detracts from the intrinsic qualities of the byways.**





Byways Summary

The proposed *Scenic Byways of Granville Township* cover approximately 40.7 miles and include seven different routes through the township. Although each route is unique, all of the roads possess special characteristics that contribute to the **scenic, historic, cultural, archaeological** and **recreational** significance of Granville and Granville Township. With the exception of Rt. 16, from the township line on the west to Cherry Valley Road on the east and New Burg Street, all of the proposed scenic byways are historic roads and appear on both 1866 and 1875 maps of the township. The proposed scenic byways include all or portions of Loudon Street, Burg Street, SR 661, Hankinson Road, Cambria Mill Road, Welsh Hills Road, Jones Road, SR 16/Old Columbus Road, Silver Street, SR. 37, and Broadway/Newark-Granville Road. Broadway/Newark-Granville Road runs through the center of the village of Granville and provides the physical and historical connection that links the proposed byways into several loops radiating from the center of the village.

Byway Criteria

The seven proposed *Scenic Byways of Granville Township, Licking County, Ohio* meet all of the Scenic Byway criteria established by the Ohio Department of Transportation.

- The proposed byways all have legal, public access.
- proposed byways can safely and conveniently accommodate two-wheel drive automobiles with standard clearances.
- The combined length of the proposed byways is at least five miles in length.
- The proposed byways possess the following intrinsic qualities:

Scenic – All of the seven proposed byways possess scenic qualities that are both natural (hilly landscape, wooded areas and creek valleys) and manmade (farm fields with farm houses, barns, fences and other structures). These features define Granville Township and its rural agricultural and New England village character.

Historic -- All of the proposed byways have a significant number of historic homes and buildings located along them, but two of the byways are particularly rich in terms of historic resources. Byway Loop # 6 still retains at least six farmhouses dating from the 1820s along it (an unusually large number to have survived in such a small area). Byway Loop #7 passes through the center of a large National Register Historic District in the village of Granville and also includes several homes individually listed in the National Register along Newark-Granville Road including Bryn Du Mansion.

Cultural – Byway #4 retains a strong relationship to the early 19th century Welsh immigrants who settled this section of the township. The roads with Welsh names and the Philipps and Welsh Hills Cemeteries are permanent evidence of the influence of this particular ethnic group on the history and development of Granville Township.

Archaeological – Although not visible from the road, Alligator Mound (an archaeological site of statewide significance) is publicly accessible only from Newark-Granville Road on Byway #7.

Recreational – The village of Granville and Granville Township are fortunate to have a large number of recreational facilities. All of these facilities – both publicly and privately owned are accessible from the proposed scenic byways. Access to a variety of recreational facilities including parks, nature preserves, golf courses, athletic fields, swimming facilities and the bike paths is provided by Byways # 1, 2, 3, 5, 6, and 7.

Overview of Granville Township & Village of Granville

Granville Township encompasses about 25 square miles, just west of Newark in the center of Licking County, Ohio. Remarkably, the history of the township can still clearly be read in the landscape today, as the physical setting, layout of roads, and settlement patterns still convey the evolution of the township over a period of 200 years.

Physical Setting

The township lies at the boundary between the unglaciated Appalachian Plateau, which covers eastern Ohio, and the vast till plains, which extend to Ohio's western border, giving the township its characteristic rolling hills. Thick layers of sandstone, alternating with shale, make up the hills of the township. Finely-grained Waverly sandstone, found locally, was used by builders in the early 19th century and some of these structures are located along the proposed scenic byways. There are large areas in the township – especially in the northeastern quadrant – that are forested with oak, beech and ash trees as the most common species. Raccoon Creek passes through the township, from west to east, just south of the village of Granville. Other smaller creeks are located throughout the township and empty into Raccoon Creek.

History of Early Settlement

There is evidence of ancient settlement in the township as evidenced by the mounds in the region. *Alligator Mound* lies within the boundaries of the village of Granville, another small mound is located in Salt Run Park, and an early settlement site has been conserved by the Granville Township Trustees in Raccoon Valley Park. The “Moundbuilders” were thought to inhabit this area of Ohio centuries before any Native American settlement in the area. At the time the first white European settlers arrived, c.1800, there was only one sizeable Native-American settlement remaining in the county. It was a Wyandotte settlement located near Johnstown in Monroe Township, in the northwestern section of the county.

Granville Township was surveyed in 1797 as part of the U.S. Military District. These were lands set aside for those who had served in the Revolutionary War. Land was acquired, according to an act of Congress in 1796, in units of 4,000 acres. This stipulation may explain why Granville Township was laid out in a five-mile square of 16,000 acres instead of a six-mile square, which is far more common in Ohio.

There were two groups of people who settled in the township during the first decade of the 19th century and they left a lasting imprint on the physical character that defines the township’s distinctive sense of place. The first to arrive were the Welsh, as 4,000 acres in the northeast quadrant of the township was sold to Sampson Davis, a Welshman living in Philadelphia. In 1801, he sold 1,800 of his acres to Thomas Philipps and Theophilus Rees, two men who left homes in Wales in 1795 and settled briefly in Philadelphia before moving to Beulah, in Cambria County, Pennsylvania (about eighty miles east of Pittsburgh). Prior to the earliest Welsh settlers arriving in the township in 1802, there were squatters on land, but the Welsh were the first settlers to own the deeds to the land that they occupied. Most of the population of Beulah eventually followed Philipps and Rees to Ohio. This area of the township still bears the imprint of the early settlers by the Welsh names given to the roads – Jones Road, Welsh Hills Road, Cambria Mills Road, Philipps Road, and Philipps Glen Road. The Welsh Hills Cemetery and the Philipps Cemetery are both located in this area of the township and contain a number of the graves of the early Welsh settlers.

The second significant group of settlers, from Granby, Connecticut and Granville Massachusetts (neighboring New England communities) were responsible for the establishment of the village of Granville. People from both communities came together to send an advance party to Ohio to scout property for future settlement. The returning party recommended the purchase of 12,000 acres or the remaining three quarters of what would become Granville Township, as well as other land nearby. As a result, the Licking Company was formed in 1804 with 107 subscribers to purchase 26,000 acres of land. They acted quickly and by 1805 the families were moving to a new settlement in Ohio to be named Granville. The town plat of Granville reflects its New England origins, with its grid plan and village square, and acreage set aside for school and cemetery.

The settlement at Granville quickly took on the character of a village as permanent buildings, constructed in the styles common in New England during the period, appeared along the regular grid pattern of streets. A number of buildings from the first decades of Granville’s history survive today, especially some of the houses, St. Luke’s Church, and the Buxton Inn, all along Broadway.

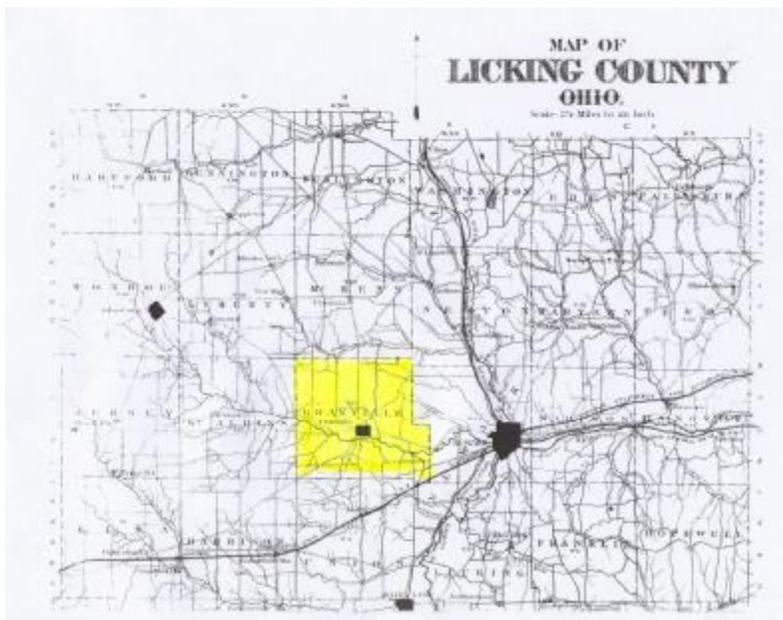
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Seminary and the Granville Literary and Theological Institution (it later became Denison University) were both located in the area west of the village green with Denison located on college hill above the village center. Although the Granville Female Seminary ceased to exist by the 1890s, especially some of the houses, St. Luke's Church, and the Buxton Inn, all along Broadway.

Granville was the home to five schools in the early 1830s. Two of them the Granville Female Seminary and the Granville Literary and Theological Institution (it later became Denison University) were both located in the area west of the village green with Denison located on college hill above the village center. Although the Granville Female Seminary ceased to exist by the 1890s, Denison University continues today to exert a major influence on the character of the village. Its historic campus is included in the National Register listed Granville Historic District.

Within a short time after the Village of Granville was established, attention was turned to building roads to connect the village with other nearby communities. Although these "roads" were probably little more than cleared trails, the first roads were planned to connect Granville with Lancaster (State Route 37) to the south; Mt. Vernon (State Route 661) to the north; and Newark and Worthington (State Route 161/16) to the east and west. A road connecting Granville to the state capitol in Columbus (State Route 16) was also planned. All of these early transportation routes are included in the proposed scenic byways.

Other roads in the rural township were well established by the mid-19th century, which allowed the village of Granville to serve as *"an active trading center for a large community of prosperous farmers, a community extending within at least four miles in every direction."* (Utter, p.215) Other than paving, these early roads have varied little since the 19th century, as evidenced by the similarity between historic maps (from 1866 and 1875) and a current map of the township. All of the proposed scenic byways -- with the exception of State Route 16, which runs along the south side of the village of Granville and New Burg Street, which connects Burg Street and North Street (SR 661) -- appeared on the 19th century maps of Granville Township.



Map from 1866 *Atlas of Licking County, Ohio*, by L. H. Everts



**Map from 1875 *Atlas of Licking County, Ohio* by Beers, Soule & Co.
Proposed scenic byways are highlighted in yellow.**

The village of Granville and the surrounding township continued to grow, although at a relatively slow pace. In 1825, the Ohio Legislature authorized the construction of a canal system joining Lake Erie to the Ohio River. The eastern section would join Cleveland, Zanesville and Marietta; the western section would join Toledo, Dayton and Cincinnati; and a third section would the eastern system of the Muskingum valley with the Scioto at a point south of Columbus. This third section of the canal would use the valley of the Licking River and would transform an area known as the “Great Swamp” into a reservoir for the canal later known as Buckeye Lake. A special celebration marking the construction of the canal system was held at Licking Summit near Newark. Granville businessmen seized upon the opportunity of the canal passing through the center of Newark to create a feeder canal into Granville. By 1830, the canal from Newark to Cleveland was completed and the section to the south a few years later. The Granville feeder canal was completed in 1833, which allowed Granville to send and receive shipments to both the east coast and New Orleans, the isolation of the pioneer era ended.

Within a few decades after the completion of Ohio’s canal system, railroads began to have a dramatic impact on many Ohio communities and usage of the canal waned. Although Ohio’s railroads began to transform communities by the mid-19th century, the first railroad didn’t reach

Granville until 1880 and by that time had little impact on the course of the village's development. The introduction of the interurban lines connecting Granville to Newark, and later Columbus, did have a greater impact on the commercial development in Granville by introducing greater competition for local businesses. As a result of the interurban, and later automobiles, that offered increasing mobility to the local population, the commercial center of the village remains relatively small even today.

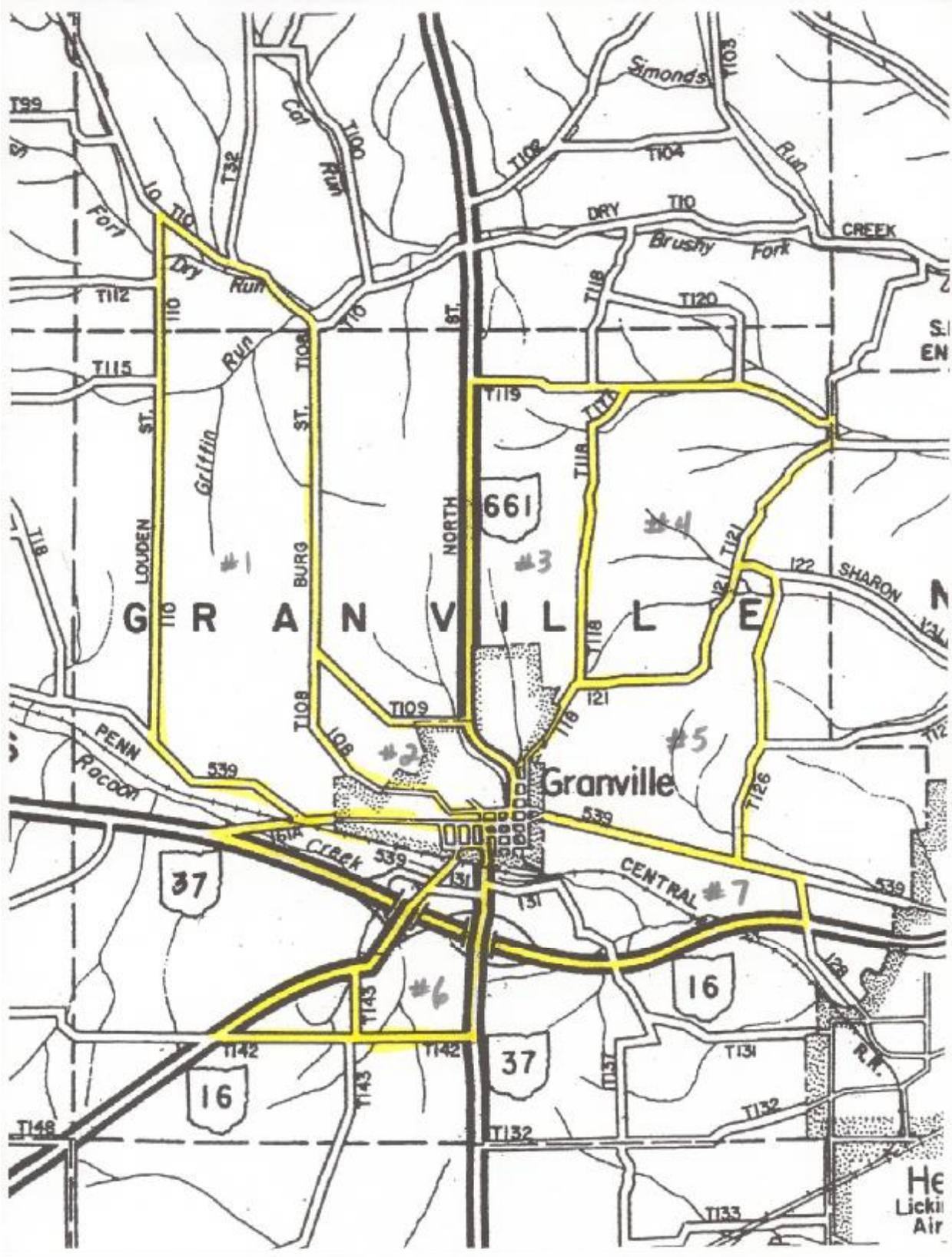
Granville Today

Just as the history of the village of Granville and Granville Township are intertwined, so is the present. Although the village is incorporated, it is still part of Granville Township and its citizens vote for township trustees and other township issues on the ballot. Today, nearly 200 years after the first permanent settlers arrived, Granville Township has a population of slightly over 8,000 with 4,518 of the residents living within the village boundaries. The proximity of the village and township to the Columbus metropolitan area has increased development pressures on both. In spite of this increased pressure, the village and township have managed to retain their distinctive village/rural character without the suburban sprawl so common throughout central Ohio. To ensure that the village/rural character is preserved, voters in the village and township passed two recent open space levies to generate funding to purchase land to preserve as green space. The first levy of 1.0 mill, passed in 1997 and renewed in 2002 and 2006, generates \$190,000 a year for five years, while the second levy of 2.5 mills, passed in 2000 and renewed in 2005, generates \$500,000 a year for five years. The expenditure of this money has already resulted in the purchase of land slated for development that will now be preserved as open space. Village and township citizens have also worked cooperatively in 2006-2007 to update the comprehensive plan that will manage growth while preserving the historic and rural character of the village and the surrounding township.



Granville Township residents are fortunate to have a number of fine recreational facilities and parks available for their use. Those that are accessible from one of the proposed scenic byways include the T.J. Evans Foundation Bike Path, which connects Newark and Johnstown through the township; Raccoon Valley Park and Salt Run Park, owned by the Township; Franchion Lewis Park, Sugar Loaf Park, and Wildwood Park, owned by the Village; and the privately owned Denison University Biological Preserve, Lake Hudson, Granville Golf Course and Raccoon International Golf Course. The Village and Township have also cooperated on the purchase of two pivotal properties for preservation and use by the public — Bryn Du Mansion which is used for a wide variety of events and activities and Spring Valley which will be converted to a nature preserve.

Proposed Scenic Byways



Byway #1 Broadway, Loudon Street, Dry Creek Road, Raccoon Valley Road, Burg Street and Plum Street (approximately 11.2 miles)

Loudon Street, Dry Creek Road, Raccoon Valley Road and Burg Streets are located in the north-west section of the township. Loudon Street and Burg Street are both major north/south streets. Loudon Street intersects with Raccoon Valley Road west of the village of Granville and Plum Street intersects with Broadway in the center of the village. At the northern end of the loop, Burg Street runs into Dry Creek Road (in McKean Township), which then connects with Loudon Street. Loudon Street continues in a northwesterly direction before joining County Road 13, east of Hartford, in Hartford Township (Licking County). The short sections of Dry Creek Road and Loudon Street, south of Dry Creek Road, in McKean Township are the only portions of the proposed scenic byway that are not located within Granville Township.

Within the village, Burg Street climbs a hill adjacent to the Denison University campus in a historic area with brick street paving and late 19th and early 20th century homes on the west side and a steep hill of the Denison campus on the east side of the street. As the road leaves the village the landscape turns to rural countryside with rolling hills and farm fields. Loudon Street passes through rural countryside for its entire length as does Raccoon Valley Road. The bike path, which connects Newark and Johnstown, parallels Raccoon Creek and Raccoon Valley Road. Access to the bike path is possible at the intersection of Raccoon Valley Road and Broadway.

All three roads are historic roads and have changed little since the 19th century. They are all hilly two-lane roads that pass through rural countryside, with a number of scenic vistas of open farmland interspersed with farmhouses, barns and other farm outbuildings.

There are several historic homes located along these roads. The earliest is the John R. Owens House, located approximately 3.2 miles north of the village center on Burg Street. It was built c. 1812 by Owens, an early Welsh settler. At one time there was a sign on the front porch that read “Bryn Triion” which is Welsh for Pleasant Hill. Newer homes are located on all three roads, but they tend to follow the historic rural pattern of individual houses on large tracts of land, facing the road, rather than as subdivisions with internal streets and multiple properties surrounded by open space.

Byway #1 meets Scenic Byway designation criteria for its **scenic** rural landscape qualities, its **historic** properties along the route; and its **recreational** value as an access point for the T.J. Evans





Byway #2 New Burg Street (approximately 4.1 miles)

This is the smallest byway of the seven proposed scenic byways in Granville Township. It connects Burg Street on the west with North Street (State Route 661) on the east and is the only connection between these two roads north of Broadway in the village center. Both Burg and North Streets are discussed in more detail in the descriptions of Byway #1 and Byway #3.

New Burg Street is a two-lane paved road that is bordered by wooded areas and a complex of Granville school buildings and athletic facilities at the eastern end, and farm fields at the western end of the road. A bike path passes through a wooded area across from the school complex, providing a pedestrian/bike connection between New Burg Street and the center of the village of Granville.

Byway #2 meets Scenic Byway designation criteria for its **scenic** wooded and rural landscape and for its access to school and bike path **recreational** facilities.





Byway #3 State Route 661, Hankinson Road, Cambria Mill Road and Welsh Hills Road (approximately 6.8 miles)

Byway # 3 includes four historic township roads, which are located directly north of the village of Granville. State Route 661 and Hankinson Road run in a north/south direction. They are joined by Cambria Mill Road just south of the township line. Hankinson road intersects with Welsh Hills Road as it enters the village. SR 661 intersects with Welsh Hills Road and continues into the village to intersect with Broadway.

State Route 661 leaves the village of Granville and continues directly north into Knox County. It is a heavily traveled route, however it is still a hilly two-lane road which passes through rural countryside with vistas of farm fields and farms with barns and other farm outbuildings. As one approaches the village of Granville from the north, this route provides a clear view of the Swasey Chapel (Denison University) spire, which is one of the most distinctive visual landmarks in Granville. The Denison University Biological Reserve encompasses 350 acres and is located along SR 661 just north of the village of Granville. In addition to the lab and the educational programs sponsored by Denison, the Biological Reserve also has extensive walking trails and is open to the public.

Welsh Hill Road joins Hankinson Road at the northern end of the village. Hankinson Road continues north as a slightly winding and hilly two-lane road that passes through a rural landscape of rolling hills, pastures, barns and a few wooded areas. At the intersection with Cambria Mill Road, is a particularly scenic view with a split rail fence and weeping willow trees.

Cambria Mill Road is one of the historic Welsh roads established by earlier settlers in the township. Only the western third of Cambria Mill Road is included in Byway #3, with the remainder of it is located in Byway #4. This two-lane road is hilly and winding and is bordered by open farm fields and farm complexes, interspersed with wooded areas.

There are historic buildings located along these roads — especially SR 661 — which has an early 19th century sandstone residence, built c. 1820, located adjacent to the entrance to Denison University in the village, as well as several fine examples of mid-late 19th century Italianate farmhouses in the township. Newer homes have also been built along all of these roads, although they tend to follow the traditional rural development pattern of individual houses on large lots facing the road.

Byway #3 meets Scenic Byway designation criteria for its **scenic** rural landscape qualities, for its **historical** buildings, and for its access to **recreational** and educational facilities at the Denison University Biological Reserve.



Byway #4 Welsh Hills Road, Cambria Mill Road and Hankinson Road (approximately 7.2 miles)

This proposed scenic byway passes through the center of the early Welsh settlement in Granville Township. The names of two of the roads – Cambria Mill and Welsh Hills – reflect the historic and cultural association with that particular ethnic group. Hankinson Road (described in Byway #3) forms the western edge of this loop with Cambria Mill Road along the northern edge and Welsh Hills Road forming both the eastern and southern edges of the loop.

Both Welsh Hills and Cambria Mill Road are winding and hilly two-lane roads. They pass entirely through rural countryside with open farm fields and wooded areas bordering the roads. There are a number of historic barns that contribute to the quality of the scenic vistas. Two historic cemeteries are located along this proposed byway. Philipps Cemetery is very small and dates from the early 19th century. It is located just north of Cambria Mill Road on Philipps Road. Named after one of the earliest Welsh settlers in the township, this cemetery is filled with historic sandstone grave markers, many with artistic stone carvings and Welsh inscriptions. Nearly every person buried in this cemetery was of Welsh descent. The Welsh Hills Cemetery is located along Welsh Hills Road just north of the intersection with Hankinson Road. It is much larger than the Philipps Cemetery and although it is historic it is still being used today. A number of the people who contributed to the growth and development of Granville Township are buried here.

Byway #4 meets Scenic Byway designation criteria for its **scenic** rural landscape qualities; its **historic** properties; and its **cultural** association with the early Welsh settlers in Granville Township.





**Byway #5 Jones Road, Sharon Valley Road, Welsh Hills Road, Newark-Granville Road
(approximately 6.3 miles)**

This byway, along with Byway #4, is located in the area that had the greatest Welsh settlement in the early 19th century and it is reflected in the names found in the area. Jones Road, named after an early Welsh settler and a common Welsh surname, is a north/ south road that runs between Newark-Granville and Sharon Valley Roads. A short section of Sharon Valley Road connects Jones Road with southern portion of Welsh Hills Road. This portion of Welsh Hills Road is also included in Byway #4.

Jones Road is a hilly, two lane road that passes through both rural countryside and wooded areas. At the northwest corner of Jones Road and Newark-Granville Road is the Bryn Du Mansion (which means “black hill” in Welsh) one of the most important historic houses in the village of Granville. It was built in the mid 19th century as an Italian Villa and modified in the early 20th century to create its current Georgian Revival appearance. The house and all of its historic outbuildings are constructed in native stone. The buildings are all set far back from the road with a large lawn (used as a polo grounds) creating a large open green space at the eastern end of the village. Another early 19th century stone residence – Ty Tawel -- is located on Jones Road adjacent to Ty Tawel Farm Memorial Park. Ty Tawel is a Welsh name meaning “quiet house.” Ty Tawel is believed to be the oldest Welsh house still standing in the county, once again reflecting the early Welsh heritage of the area. The park is owned by the village of Granville and covers a site with rolling hills, meadows, woods, and a small pond that are linked with walking trails. A barn, located at the entrance is the only permanent structure in the park. A combination of single family homes and farms are scattered along Jones Road.

Welsh Hills Road is a hilly and winding two-lane road that passes through rural countryside. The Welsh Hills Cemetery (which is described in Byway #4) is located along this section of Welsh Hills Road.

Byway #5 meets Scenic Byway designation criteria for its **scenic** rural landscape qualities; its **historic** properties; and for its access to the natural **recreational** area of Ty Tawel Farm Memorial Park and to the polo and soccer fields at Bryn Du.





Byway #6 State Route 16 (including short Old Columbus Road segment), Silver Street, State Route 37, Main Street, Broadway, Cherry Street (approximately 5.3 miles)

This byway, located in the southwestern corner of the township, is the only scenic byway located south of the village of Granville. It is roughly triangular in shape with SR 16 extending to the southwest from the village of Granville, to Pataskala (Licking County) and beyond to downtown Columbus; Silver Street which is an east/west road, connects SR 16 to SR 37; and SR 37 which is the historic north/south road connecting Granville to Lancaster in Fairfield County. Main Street, Broadway and Cherry Street link this loop with the center of the Village of Granville.

State Route 16, Silver Street and State Route 37 are two lane roads that pass through the rolling hills of rural Granville Township. The vistas are mainly of farm fields and barns, although there is a new housing development that is accessible from both Silver Street and SR 37 near the intersection of those two roads. This development is one of the few examples of residential subdivisions located along proposed scenic byways.

This byway is unusual for the large number of surviving early 19th century homes located along both Silver Street and SR 37. They include the Roderic Jones House, built c. 1820, at 1776 Silver Street; the D.M. Baker House, also built c. 1820 at 2111 Silver Street; the Daniel Howe House, c. 1820, located at the southwest corner of Silver Street and SR 37; the Jenkin Jones House, built in 1818, on SR 37 about 1.6 miles south of the Granville village center; the Joseph Linnell House, built in 1822, about 1.3 miles south of Granville; and the Jonathon Wilson House, c. 1820, located about .9 mile south of the village center. All of these early homes were part of large farms at one time and reflect the historic and current agricultural character of the township.

As SR 37 enters the village it connects with Main Street. The Old Colony Burying Ground, established in 1805, is located along Main Street, and is operated as a Union Cemetery managed by both the Village and the Township. The early stone retaining walls and grave markers are made of local sandstone. A short section of Broadway forms the northern edge of this byway, as it passes the lower campus of Denison University before joining Cherry Street. As Cherry Street leaves the village at the south end, it turns into State Route 16.

A small section of Old Columbus Road, which parallels and was bypassed by SR 16, is included in this byway. It is a hilly two-lane road with 19th and early 20th century houses located along it.

There is one privately owned recreational area along this proposed byway -- Lake Hudson, along State Route 37. The former Spring Valley Pool is now owned by the township and is being converted into a nature preserve. It is located along State Route 16, outside the village boundaries. Salt Run Park is a 52 acre park, owned by the township, bordering State Route 16. The Township Trustees used money from the open space levy to purchase another 122 acres to be maintained as open space, across from the entrance to the Spring Valley property.

Byway #6 meets Scenic Byway designation criteria for its **scenic** rural landscape qualities; for its **historic** significance representing the early agricultural heritage of Granville Township; and for its access to multiple local **recreational** facilities.



Byway # 7 Broadway/Newark-Granville Road, State Route 16, and Cherry Valley Road (approximately 8.0 miles)

This is a long and narrow loop, which passes through the village of Granville from west to east along Broadway and Newark-Granville Road and connects with SR 16 at Cherry Valley Road. SR 16 was constructed as a bypass around the village of Granville and it is one of only two non-historic road proposed for scenic byway status. Although it is a four-lane divided highway, it has limited access and there is very little development along it because of the floodplain of Raccoon Creek that parallels the road. There are vistas of open land and wooded hillsides and it provides access to Raccoon International Golf Course (privately owned) at the western end of the byway and to River Road where the township maintains the 40-acre Raccoon Valley Park, just west of Cherry Valley Road.

Broadway and Newark-Granville Road form the spine that passes through the heart of the village and extends along a historic road that connected Granville and Newark since the early 19th century. The core of the village is listed in the National Register of Historic Places as a historic district and is centered on Broadway. There are also a number of individual historic buildings along Newark-Granville Road that have been individually listed in the National Register. Broadway is a wide avenue that passes through the historic commercial center of Granville. It has a planted median strip west of the intersection with Main Street in the residential area of town. The road narrows to two lanes on the eastern edge of the historic village boundaries, now the location of the Granville Golf Course, where it becomes known as Newark-Granville Road. The Granville Golf Course was designed by noted golf course architect Donald Ross in 1924, at the same time Columbus architect Frank Packard designed the Granville Inn on Broadway. The Inn and Golf Course were operated together until 1976, when they were sold at a foreclosure sale. The Inn has been privately owned and operated since 1976 but the golf course became a public facility. Houses line both sides of the street until the road reaches Bryn Du Woods (a residential development begun in the 1980s) on the north side of the road adjacent to a large tract of land still associated with the house known by the same name.

Within Bryn Du Woods is a major archaeological site – the Alligator Mound -- one of the early Moundbuilder sites. The site has been left undisturbed by the development and is accessible by public road through the neighborhood. Other burial mounds were historically located on Sugar Loaf Hill and Mt. Parnassus, both adjacent to Broadway. Additional new development occurs east of Jones Road on both sides of the road, until Cherry Valley Road. Cherry Valley Road is a short road that connects Newark-Granville Road to State Route 16, before it continues south and enters the city of Newark.

There are four public parks located along Broadway – Bicentennial, Wildwood Park and Sugar Loaf Park– all at the western edge of the village and Bryn Du at the eastern edge. Wildwood Park is an active park with a playground, athletic fields, a community garden for junior gardeners, and a shelter facility. The park is also a major access point for the Newark-Johnstown bike path. Sugar Loaf Park is a smaller park with a wooded hilltop setting. The Township purchased three lots, on a wooded hillside across the street from Sugar Loaf Park, to preserve as open space. Bicentennial Park is a small park located adjacent to the bike path and forms a staging and parking area for cyclists. Bryn Du is in public ownership and the front lawn is used for polo, cross-country races, and soccer matches. Two township parks – Raccoon Valley Park and Salt Run Park are both accessible from this byway, as is the T.J. Evans Foundation Bike Path.

Byway #7 meets Scenic Byway designation criteria for its **scenic** rural landscape qualities; its **historic** significance passing through the National Register Granville Historic District; its **archaeological** significance as an access point to Alligator Mound; and for its access to a variety of community **recreational** facilities.







Management Recommendations

The Granville community (both village and township) is fortunate to have so many miles of roads that retain the intrinsic qualities required for Scenic Byway designation. However, the Granville area is likely to undergo substantial growth and change in the coming decade. This is largely due to the expansion of State Rt. 161 as a four-lane highway connecting Columbus and its suburban areas west of Granville, to Newark, which is immediately east of Granville. Suburban expansion has permanently altered many of the rural areas of central Ohio (especially in southern Delaware County and northern Fairfield County) over the last 20 years. In many cases, these areas have lost all of their rural character – with farm fields becoming endless subdivisions, loss of historic resources, and seriously compromised scenic views among the most common results. Granville could be subject to the same fate if the community is not proactive in protecting its character.

Fortunately, the Granville community places a high priority on retaining the Village of Granville and Granville Township's special character and sense of place as they grow and evolve. To that end, the village and township have jointly undertaken an update of the Granville Comprehensive Plan and are considering strategies to be proactive in planning for the future. One aspect of this comprehensive plan is the consideration of scenic byways and how to manage and protect them. The recommendations contained in this byway management plan grew out of the comprehensive planning process. This process extended over a 12-month period (2006-2007) and included extensive public participation. The public was involved through a village-township steering committee; public workshops; extensive telephone, mail and online surveys; and detailed coverage in the *Granville Sentinel*, a local weekly newspaper. (see appendix for sample of this information)

The recommendations are grouped in several categories: Identification, Protection, Interpretation, Transportation, Tourism and Byway Management.

Identification

Identification of the Scenic Byways is the important first step to creating greater awareness about this important designation. While the Ohio Department of Transportation will provide Scenic Byway signage for the individual byways, there is also an opportunity to build upon this designation with special signage at key locations in the community.

- **Create gateways at entrances in to Granville and Granville Township along scenic byways – signage, landscaping and other elements – used consistently.**

Potential scenic byways are located throughout Granville Township and also pass through the center of the Village of Granville. The creation of special gateway signage at the entrances to the township will reinforce the special character of these roads. The gateways could be as simple as consistent signage or they could be more elaborate with landscaping or other distinctive design elements. Gateways in high-traffic areas might receive greater emphasis, although all of the gateways should share some design elements to ensure a high level of quality and consistency.

Protection

The byways have been identified because of their intrinsic qualities and steps should be taken to provide greater protection of these qualities. These include actions that can be undertaken by individual property owners, non-profit organizations, and village and township elected officials.

- **Adopt Open Space zoning in the township to maximize preservation of open space, woodlands, waterways, vistas, and historic sites while respecting a reasonable level of development.**

The most common type of new development in the U.S. today is low-density and automobile-oriented, which has led to sprawl in metropolitan areas and its rural fringes, increased traffic and demands of infrastructure, and loss of open space. The loss of rural character can be minimized by utilizing smart growth principles that emphasize compact development; connectivity through trails and greenways to provide transportation alternatives; and the preservation of open space, woodlands, wetlands and other natural environmental features.

One way to accomplish this type of smart growth is to adopt open space zoning in the township. This type of zoning seeks to maximize the unique features of each site, while still allowing for an appropriate density of development. This should become the norm with any variation that sacrifices open space and rural character for suburban sprawl requiring extensive reviews and trade-offs before approvals are granted. It is important to change the paradigm of development if Granville is going to avoid the type of sprawl already evident in southern Delaware, eastern Franklin, eastern Madison, and western Licking counties in central Ohio. Bath Township in Summit County (which also has an extensive network of Ohio Scenic Byways) took steps several years ago to reconfigure its zoning code and to develop design guidelines focused on the goals of allowing development without sacrificing any more of its rural character. Bath Township provides a model for Granville to consider.

- **Re-examine the Village's zoning code for suburban and planned unit development (PUD) to ensure that any development adjacent to the developed areas of the village adopt traditional neighborhood design principles, which continue the established pattern of village development.**

The historic form of the village was established when it was first platted and that form continued to be reinforced for over 150 years. The streets are interconnected and reflect a hierarchy of Broadway (one of the scenic byways) as the primary street with narrower residential side streets; houses share common setbacks and all face the primary street; sidewalks provide connectivity; and there are few, if any physical or visual separations that indicate when individual annexations took place. By contrast, typical new residential development is suburban in nature, with limited connectivity to the existing pattern of streets; wide streets, sometimes without sidewalks; physical separation between individual developments; and examples of rear elevations of buildings facing primary roads. Traditional development patterns such as those found in Granville have been recognized in recent years by planners as the building blocks of attractive and livable communities. Traditional neighborhood zoning codes have been developed for communities across the country that

wish to recreate the sense of place that these type of communities tend to foster. In the case of Granville, this is not a new idea, rather it respects and honors the past by continuing to create new areas that blend seamlessly with the existing village. It also serves to clearly reinforce the traditional village and rural character.

- **Continue the outstanding work undertaken to preserve open space in Granville and consider the solicitation of historic façade easement donations, as well as scenic easements.**

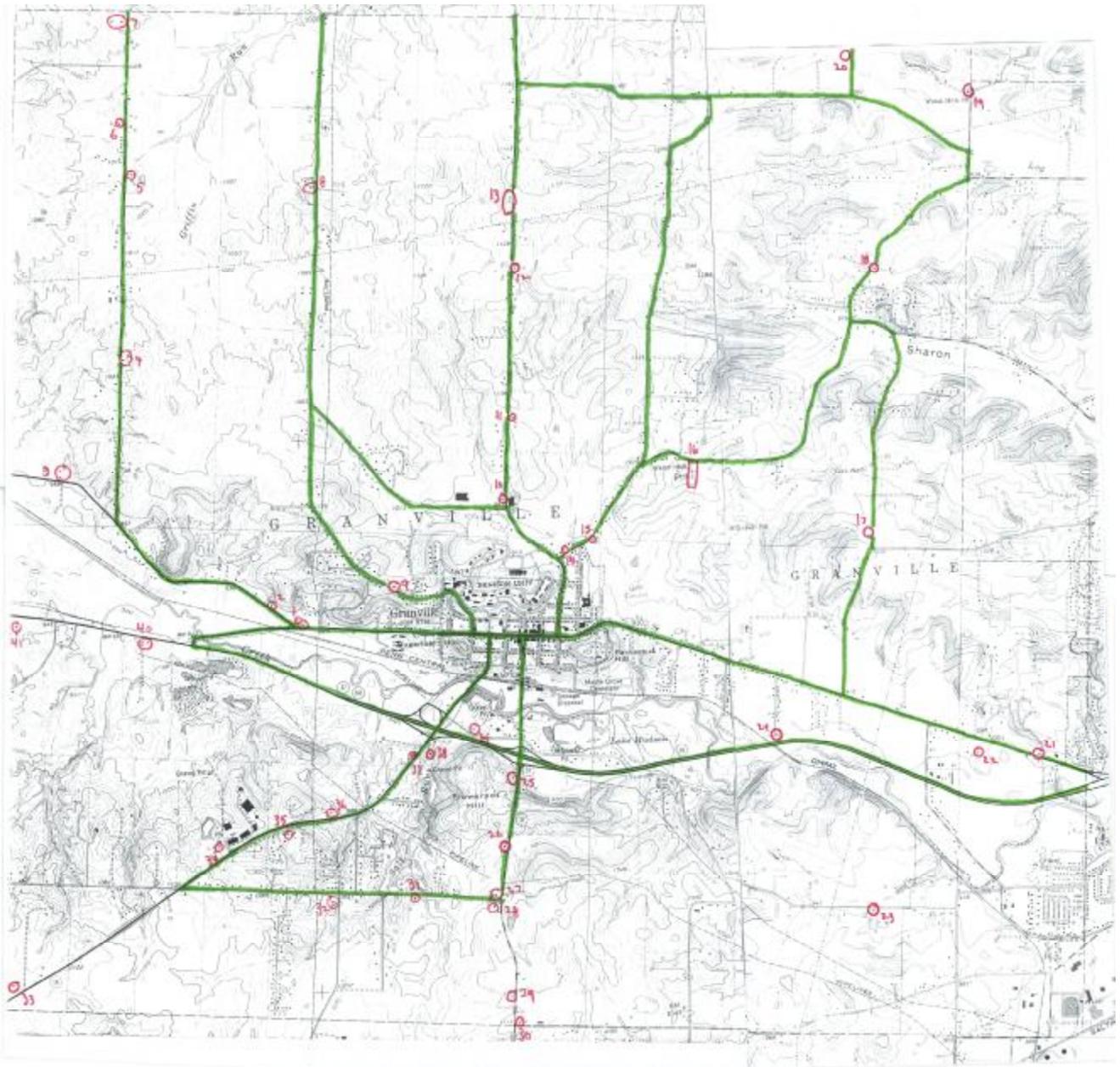
The combination of the open space levies that have been passed by Granville township and village voters and the outstanding work of the Licking Land Trust have resulted in the preservation and protection of over 500 acres of open space in Granville Township. Among the protected areas are buffers on the edges of the village and also unique areas like Spring Valley and the front lawn of Bryn Du. The permanent protection of these open spaces cannot be underestimated, as they were selected for their strategic locations and special qualities.

Another type of easement might also help to protect the intrinsic qualities of the scenic byways with historic significance – historic façade easements. These easements, like open space easements, place restrictions on current and future owners which results in a reduction of value that can be claimed as a federal income tax deduction. In the case of façade easements, the limitation is usually on significant exterior alterations or demolition without the permission of the easement holder. There is an example of a property in a high-growth area on the edge of Dayton in that was recently listed in the National Register of Historic Places. It included a house, barn, several small outbuildings, open fields, woods and a creek. The owner donated a façade and scenic easement to Preservation Ohio (a statewide preservation organization) to ensure that the buildings would not be demolished and the property subdivided for development. The Licking Land Trust has a reputation for efficient and professional management of its easements and might consider accepting façade easements on historic properties, as well.

- **Explore the feasibility of nominating properties to the National Register of Historic Places.**

A portion of the Village of Granville was listed in the National Register of Historic Places in the early 1980s; the nomination identified approximately 135 buildings in the village, properties on the Denison University campus; and individual properties on SR 661. Bryn Du was listed in the National Register, as was the Alligator Effigy Mound. As part of the comprehensive planning process, the historic resources of the village and township were evaluated to identify those that may qualify for listing in the National Register. Through this process, 41 properties within the township were identified , as well as a proposed expansion of the boundaries for the Granville Historic District.

The National Register of Historic Places is administered by the National Park Service, U.S. Department of the Interior. Advantages of listing include access to the 20% federal Historic Tax Credit and 25% Ohio Historic Tax Credit for the rehabilitation of qualified income-producing structures; recognition for a property for its local, state or national significance in the areas of history and/or architecture; and a measure of protection from adverse affects from a federal undertaking through the Section 106 Review process. National Register listing does not place any limitations on the property owners to rehabilitate, restore, or maintain the property; dictate any use of the property; or require any type of design review before undertaking work on the property (unless the owner is using Historic Tax Credits or federal funds).



Map of Scenic Byways and locations of properties that may qualify for listing in the National Register of Historic Places.

National Register nominations can take several forms – individual property nominations; historic district nominations; and multiple property documentation nominations.

- An Individual nomination involves a single property, although there might be multiple buildings such as a farmhouse with barns and outbuildings or an estate like Bryn Du with multiple buildings. These buildings, which have a physical and historical association with one another are nominated as a single entity.
- Historic District nominations include multiple properties within an established set of boundaries. All of the properties within the boundaries are described in the nomination and are identified as either contributing or non-contributing to the character of the district. When establishing historic district boundaries it is important that the vast majority of the properties are considered contributing and there are not significant gaps in the streetscape (due to loss of historic buildings, severe alterations to historic structures or with incompatible new construction).
- A Multiple Property Documentation (MPD) nomination establishes temporal, historic, and geographic parameters (such as 19th and early 20th century rural development in Granville Township) which establish the time period that will be covered, the theme for significance, and the geographic area. The nomination serves as a background document for defining the significance for all eligible properties within this context. This form, allows multiple properties that are not physically connected to be nominated over a period of time. Individual nominations can accompany a MPD nomination or they can follow at a later date. For example, an MPD for Granville Township could include one, five or all of the properties that have been identified as being potentially eligible for the National Register. If however, some owners do not wish to pursue nomination at that time, the property can still be nominated at a later date and refer to the MPD for the section of the nomination form that deals with the statement of significance. In short, the MPD makes it possible to nominate multiple properties in an efficient and logical manner.

The first step in the nomination process is to meet with property owners to determine interest in pursuing the nomination. Owners of all of the potentially eligible properties in the village and township should be invited to a meeting to learn about the National Register and the process of nomination. If there is an interest in pursuing any of the nominations, the village and township should work with the owners to accomplish this goal.



- **Develop and publish comprehensive design/development guidelines for the Village of Granville, especially in the Village (1159), Architectural Overlay (1161) and Transportation Corridor Overlay (1176) Districts.**

While the Village of Granville’s Zoning Code does include some design standards for the zoning districts identified above, these standards can be open to significant interpretation. By developing illustrated design guidelines specific to these districts and by making them widely available, the design review process can be more easily understood and administered. Well-written design guidelines can facilitate the process by allowing property owners to know what is expected of them, while also providing the framework for the village staff and planning commission to make objective and consistent decisions. The design guidelines should address alterations to existing buildings, including additions; new construction; landscaping and site features; setback, form and scale.



- **Promote the use of the 20% federal Historic Tax Credit and the 25% Ohio Historic Tax for the substantial rehabilitation of income-producing properties that are listed in the National Register of Historic Places.**

Income-producing properties listed in the National Register of Historic Places may be eligible for use of the 20% federal 25% Ohio historic tax credits for rehabilitation. In order to qualify the property must be individually listed in the National Register or certified as contributing to the character of a National Register district; rehabilitation work must be reviewed and approved by the Ohio Historic Preservation Office as meeting the Secretary of the Interior's Standards for Rehabilitation. In the case of the federal tax credit, the work is also reviewed and approved by the National Park Service; and the work undertaken must qualify as "substantial" rehabilitation equal to the adjusted basis in the property or \$5,000, whichever is greater. The Ohio Historic Tax Credit is a two-year pilot program which is limited to 100 projects per year (state FY2008-2009 and 2009-2010). For the state tax credit some additional documentation is also required.

Among the income-producing properties in Granville and Granville Township that might qualify for use of the credits are downtown commercial buildings; income-producing residential, including single-family houses, apartments and residential uses above commercial space; and barns and other historic agricultural buildings. To date, the 20% Historic Tax Credit has only been used on only a few properties in Granville, including the Sinnett House rehabilitation at 22 South Prospect Street and Bryn Du (in the mid-1980s). As a dollar-for-dollar savings on federal and state taxes, the Historic Tax Credits can be significant economic incentives for property owners undertaking rehabilitation of qualified historic structures.



Interpretation

The interpretation of the scenic byways provides the opportunity to educate both residents and visitors about the special characteristics of each road. All of the roads have multiple-intrinsic qualities.

- **Develop a Scenic Byway interpretation plan.**

Travel on scenic byways can enhance the experience of travel – whether by automobile or other mechanized vehicle, bicycle or on foot. Each Granville scenic byway has a different combination of intrinsic qualities that can be shared with residents and visitors alike. An interpretation plan can tell the stories and highlight the features of each of the byways. Traditional methods such a written guide or illustrated map, and interpretive signage can be employed. Other methods that take advantage of technology should also be considered. Many museum and cultural institutions utilize websites, podcasts and cell phone tours to enhance visitor experiences. All of these methods can be adapted to interpret scenic byways. Suggested tours and narrative of highlights could be included on a website for printing or downloading as a podcast to be used at a later time. Cell phone tours allow the user to customize a tour by using a cell phone to call a specified number and then select specific topics for interpretation – such as history, archaeology, scenic features, and natural resources. All of these methods of interpretation allow the individual user to take the time to slow down and to appreciate the experience of travel through a place.

Transportation

Scenic byways are first and foremost transportation routes. Among the criteria for designation as an Ohio Scenic Byway is that all proposed byways have legal, public access; and that they can safely and conveniently accommodate two-wheel drive vehicles and automobiles with standard clearances. All of Granville Township’s byways meet these criteria. However, enhancing the experience for other types of transportation is a desirable goal.

- **Develop bicycle and/or pedestrian access to the Scenic Byways.**

Granville Township already has a network of bicycle/walking trails in place with more mileage planned. Portions of the byways are accessible in this manner – Broadway and Newark-Granville Road, and Burg Street, which connects the village to parks and schools are examples. As the trail network is being expanded, the community should identify opportunities to connect with the scenic byways. Another option is to provide bicycle lanes along some of the quiet rural township roads, which don’t carry as much vehicular traffic as the state routes.

Tourism

Heritage/cultural tourism is defined as “travel directed toward experiencing the arts, heritage and the special character of place” (White House Conference on Travel & Tourism, 1995). The creation of scenic byways provides the ideal opportunity for visitors to experience the history and character of a place, while also supporting the economic vitality of the community. According to a study conducted by the Travel Industry Association (TIA) in 2003, “81% of the 146.4 million U.S. adults who took a trip of 50 miles or more away from home in the past year can be considered cultural and heritage tourists. Compared to other travelers, cultural and heritage tourists: spend more \$623 vs. \$457; use a hotel, motel or B&B – 62% vs. 55%; are more likely to spend \$1,000+ -- 19% vs. 12%; and travel longer – 5.2 nights vs. 3.4 nights” on average when compared to the average tourist. Granville with its historic village populated with interesting restaurants, shops, lodging, museums and special events, and its well-preserved rural areas are ideally suited to capitalize on this trend.

- **Develop a heritage tourism plan to support the economic vitality of the community while also respecting the historic character of place.**

Village and township public officials, businesses, non-profit organizations and the community should work together to develop a heritage tourism plan that reflects the authenticity of the place; encourages economic activity; and respects the balance between livability for local residents and tourism activity. Soft-tourism, which is dependent on individual travelers rather than larger group tours with tour buses, is likely the most appropriate way to approach the effort in Granville. Authenticity is one of the most critical elements of heritage/cultural tourism, and it also contributes to the quality of life of residents. The more livable and real a place is the more it is likely to attract heritage tourists. With planning and cooperation, Granville can develop a comprehensive heritage tourism plan to promote and package activities that will maximize the potential of this segment of the tourism industry.



Summary

Granville has many of the elements in place to manage its scenic byways – cooperation between the township and village; joint planning efforts; a proactive program to protect open space; and a strong community consensus about the need to protect and preserve the village and rural character of the community. The recommendations contained in this plan are also reflected in the Granville Comprehensive Plan. Although implementation may occur over time, the scenic byways can be enjoyed immediately through designation and identification.



Potential Funding Sources

Some of the recommendations contained in this plan will require funding to accomplish – such as development of interpretive and tourism plans, design guidelines and National Register nominations. However, there are funding sources available that can leverage local dollars to maximize the impact of local funding. The following is a sampling of some of these sources, but it is not intended to be a comprehensive list of all sources of federal, state, local or non-profit funding that might be available.

- **Certified Local Government (CLG) Program, Ohio Historic Preservation Office.**

The Certified Local Government Program (CLG), established by the National Park Service and administered by the Ohio Historic Preservation Office, recognizes and supports communities that are proactive in identifying and protecting their historic resources. In order to qualify for this program, a community must have an ordinance in place that establishes a process for identification and protection of historic resources, as well as other related requirements. Once designated, a CLG community becomes eligible to apply for funding from the Ohio Historic Preservation Office to undertake preservation activities locally. At least 10% of Ohio's annual funding from the National Park Service is set aside for regrants to CLGs. There are currently 43 Certified Local Governments in Ohio. Funding can be used for a wide variety of preservation activities, including preparation of National Register nominations and design guidelines; education/public awareness programs; feasibility studies for reuse of historic buildings; among other activities. Information is available at www.ohiohistory.org/resources/histpres/ and click on Certified Local Governments.

- **Preserve America**

Preserve America is a White House initiative in partnership with the U.S. Departments of Agriculture, Commerce, Housing & Urban Development, Interior, National Endowment for the Arts and other federal agencies to “recognize exceptional efforts to use cultural sources to promote tourism and community revitalization, to create jobs and to educate the public.” Granville is one of only eight Ohio communities to have received this designation. One of the major benefits of the program is eligibility to apply for funding on an annual basis to develop heritage tourism, planning and educational programs focused on community heritage. These 50% matching grants range from \$20,000 - \$150,000. Among the types of projects that can be funded are nominations to the National Register of Historic Places, planning for heritage tourism, development of interpretive and educational programs, and heritage tourism marketing and advertising campaigns. More information can be found at www.preserveamerica.org.

- **Transportation Enhancement Program**

The Ohio Department of Transportation (ODOT) sets aside a portion of its annual federal funding to grant to local communities to preserve historic transportation sites, provide landscaping and other scenic enhancements to local roadways and add pedestrian bicycle and walking paths throughout Ohio. This source of funding could be used to implement

some of the recommendations contained in this plan. Projects funding categories include Bicycle/Pedestrian, Scenic and Environmental and Historical and Archaeological. More information about the program can be found on ODOT's website www.dot.state.oh.us, Office of Local Projects and click on Transportation Enhancements..

- **National Scenic Byways Program**

This program is administered by the U.S. Department of Transportation, Federal Highway Administration (FHWA) to encourage grass-roots local collaboration to identify, preserve, protect, manage and enhance the nation's scenic byways. Funding is made available on an annual basis for programs along designated byways. Although the funding priority is for those byways that have received national designation (such as the National Road in Ohio), it does fund programs for state-designated byways, as well. Additional information about the national byways program and funding opportunities can be found at www.bywaysonline.org



Attachments

Resolutions

Granville Township Trustees

Granville Village Council

Powerpoint Presentation from Public meeting

GRANVILLE TOWNSHIP TRUSTEES

BOX 315
GRANVILLE OH 43023-0315

Business Office 740-587-3885
Facsimile 587-7206
Cemetery Office 587-1477
Fire Department Bus. Office 587-0261
Roads Department 587-0229

Website: WWW.GranvilleTownship.org

January 22, 2008

The following is a true and exact copy of a resolution which appears in the November 28, 2007 minutes of the Board of Granville Township Trustees:

On a motion by Trustee Habig and a second by Trustee King, by a unanimous affirmative vote it was agreed to adopt the following resolution:

RESOLUTION ADOPTING A SCENIC BYWAY MANAGEMENT PLAN FOR GRANVILLE TOWNSHIP

WHEREAS, a Scenic Byway Management Plan for Granville Township has been drafted by the Benjamin D. Rickey Company under contract to the township as part of the comprehensive plan update, and

WHEREAS, the plan identifies roads that possess one or more of the identified intrinsic qualities – archaeological, cultural, historic, natural, recreational, or scenic, and

WHEREAS, over forty miles of roads in the incorporated and unincorporated areas of the township have been identified as potentially eligible for scenic byway status, and

WHEREAS, the development of a Scenic Byway Management Plan and its review and acceptance by ODOT is the next step in the scenic byway designation process, and

WHEREAS, Scenic Byway designation is a program that promotes appreciation for and enjoyment of roads that have retained a special character. It is an honorary program that does not place any specific burden on property owners along the roads. Rather, it provides a framework for identifying, documenting, preserving and promoting the special character of the individual roads for enjoyment by the public, and

WHEREAS, Scenic Byway Goals are:

- To enhance and preserve the cultural and natural resources along the routes.
 - To increase awareness and appreciation for the byways through interpretation.
 - To encourage use of the byways by residents and visitors utilizing motorized and non-motorized modes of transportation.
- To encourage economic and recreational development that enhances rather than detracts from the intrinsic qualities of the byways.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF GRANVILLE TOWNSHIP TRUSTEES:

- Section 1. That it hereby adopts the Scenic Byway Management Plan.
- Section 2. That, once the Granville Village Council adopts this plan, the Township Fiscal Officer is authorized to submit it to ODOT for approval.
- Section 3. That the township proceed to implement the plan after ODOT approval.



William C. Habig, Vice Chair
GRANVILLE TOWNSHIP BOARD OF TRUSTEES

/s/ Norman S. Kennedy
Granville Township Fiscal Officer

RESOLUTION NO. 08-05

A RESOLUTION TO ADOPT A SCENIC BYWAY MANAGEMENT PLAN

WHEREAS, as part of the process of updating the Granville Comprehensive Plan, a Scenic Byway Management Plan was drafted by the Benjamin D. Rickey Company under contract to Granville Township; and

WHEREAS, the plan identifies roads that possess intrinsic qualities of an archaeological, cultural, historical, recreational, or scenic nature; and

WHEREAS, over forty miles of roads in the Village and Township have been identified as potentially eligible for scenic byway status; and

WHEREAS, the development of a Scenic Byway Management Plan and its review and acceptance by the Ohio Department of Transportation is the next step in the scenic byway designation process; and

WHEREAS, scenic byway designation is a program that promotes appreciation for and enjoyment of roads that have retained a special character. It is an honorary program that does not place any specific burden on the property owners along the roads. Rather, it provides a framework for identifying, documenting, preserving, and promoting the special character of the individual roads for the enjoyment by the community and the general public; and

WHEREAS, the goals of the Scenic Byway program are:

- To enhance and preserve the cultural and natural resources along the routes;
- To increase awareness and appreciation for the byways through interpretation;
- To encourage use of the byways by residents and visitors utilizing motorized and non-motorized modes of transportation; and
- To encourage economic and recreational development that enhances rather than detracts from the intrinsic qualities of the byways.

NOW, THEREFORE, be it resolved by the Council of the Village Granville, Ohio, that:

Section 1. It hereby adopts the Scenic Byway Management Plan.

Section 2. The Clerk of Council shall notify the Fiscal Officer of Granville Township that the Village has adopted the plan.

Section 3. The Village, along with Granville Township, shall proceed to implement the plan after approval by the Ohio Department of Transportation.

Section 4: This resolution shall take effect and be in full force immediately upon passage.

Passed this 16th day of January, 2008.

a/k/a Melissa Hartfield
Mayor Melissa Hartfield

Attest:

a/k/a Mollie Prasher
Mollie Prasher, Clerk of Council

Approved as to form:

a/k/a D. Michael Crites
D. Michael Crites, Law Director

CERTIFICATE OF COPY
ORIGINAL ON FILE

The State of Ohio, Licking County, Village of Granville

I, Mollie Prasher, duly qualified Clerk of Council for the Village of Granville, within and for said County, and in whose custody the Files and Records of said Granville Village Council and Planning Commission are required by the laws of the State of Ohio to be kept, do hereby certify that the foregoing are copies of the original application, now on file, that the foregoing has been compared by me with said original document, and that the same is a true and correct copy thereof.

Mollie Prasher, Clerk of Council
Village of Granville

