



Goshen Township

Future Land Use Plan
2026



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Introduction

Every community facing rapid change and evolving challenges needs a forward-thinking framework to guide development and inform major capital investments. Recognizing this imperative, Goshen Township has crafted an updated Land Use Plan that serves as a clear blueprint for our future—one that champions resilience, economic vitality, and responsible stewardship of natural resources. This forward-looking plan will help ensure that growth is managed thoughtfully, infrastructure investments are strategic, and community values remain at the forefront of decision-making.

This plan blends time-tested planning principles with modern strategies, balancing growth with long-term sustainability and resident well-being. While detailed objectives are outlined in later sections, they are anchored in a central vision: fostering economic opportunity, safeguarding natural resources, and enhancing the quality of life for all residents. By adhering to these goals, we can ensure that every new development—whether residential, commercial, or industrial—contributes positively to the community fabric and reinforces what makes Goshen Township special.

Strategically located along State Route 28 — a key corridor recently highlighted as a major growth area — Goshen Township stands at the crossroads of suburban expansion and rural preservation. Proximity to the Cincinnati metropolitan area has brought increasing development interest to our once primarily rural community. In fact, the State Route 28 corridor has emerged as one of the region’s fastest-growing residential areas, with significant new housing projects proposed along its length. The accompanying land use map visually represents this shared vision for managing growth, and it will assist local officials and stakeholders in making informed decisions that harmonize new development with our community’s values and character.

By anticipating future challenges and opportunities, this Land Use Plan empowers local leadership and residents alike to guide growth in a way that preserves Goshen’s unique character while embracing progress. In doing so, we commit to a dynamic, adaptive planning process that will shape a vibrant and sustainable future for the Township.

There is an online ArcGIS StoryMap that is intended to serve as a living document that incorporates up-to-date data, plans, mapping, and ongoing implementation efforts. Rather than functioning as a strict regulatory tool, this plan is designed to guide decision-making, manage growth, inform updates to Township regulations, and support long-term planning initiatives. While this plan provides a framework for future development, the Township Trustees retain the authority to make land use decisions that may not be explicitly outlined herein.

Executive Summary

Goshen Township residents strongly value the community's **rural character, open space, and farmland**. Nearly 68% of Goshen is currently agricultural or undeveloped, and survey responses made clear that preserving this agricultural heritage is the top priority. At the same time, residents want modest local amenities (restaurants, shops, parks) and well-maintained infrastructure (roads, drainage) – **but only if growth is concentrated in appropriate nodes and corridors**. In short, Goshen's new Land Use Plan should protect farms and forests, allow limited growth along major corridors, and add only small-scale housing and businesses. This report makes detailed recommendations on land use, zoning, transportation, conservation, and implementation. Key points include:

Protect Farmland and Open Space. Use tools like conservation easements, agricultural security areas, and “cluster” subdivisions to preserve large blocks of farmland and natural areas. Encourage low-density rural housing (≤ 1 per 2–4 acres) except where sewer is available.

Focus Growth at Nodes. Direct new development into the SR 28, SR 48, and SR 132 corridors and the proposed Goshen “town center” along SR 28, avoiding sprawl in the interior. Emphasize a nodal development pattern that clusters homes and shops with shared access and green buffers.

Scale Up Amenities Carefully. Add restaurants, grocery/retail, community parks and trails, and small offices – but on a village or neighborhood scale. Mixed-use “center” areas can accommodate more housing and commerce, as the 2023 SR 28 Corridor plan envisions. These centers should remain pedestrian-friendly and green.

Limit Density and Incompatible Uses. Retain very low residential densities in most of the township (matching the public's 0.5–1.5 units/acre preference) and prohibit high-density apartments, large trailer parks, and “big box” strip commercial outside designated centers. The old Growth Plan's guideline of 2 units/acre max (with only small higher-density pockets) remains a useful benchmark.

Improve Infrastructure Responsibly. Plan SR 28 widening, intersection fixes, and a multi-use trail in tandem with development to manage traffic (as recommended by county studies). Require on-site stormwater retention for all new projects to prevent flooding of downstream areas. Upgrade township roads, culverts, and drainage systems especially where growth is anticipated.

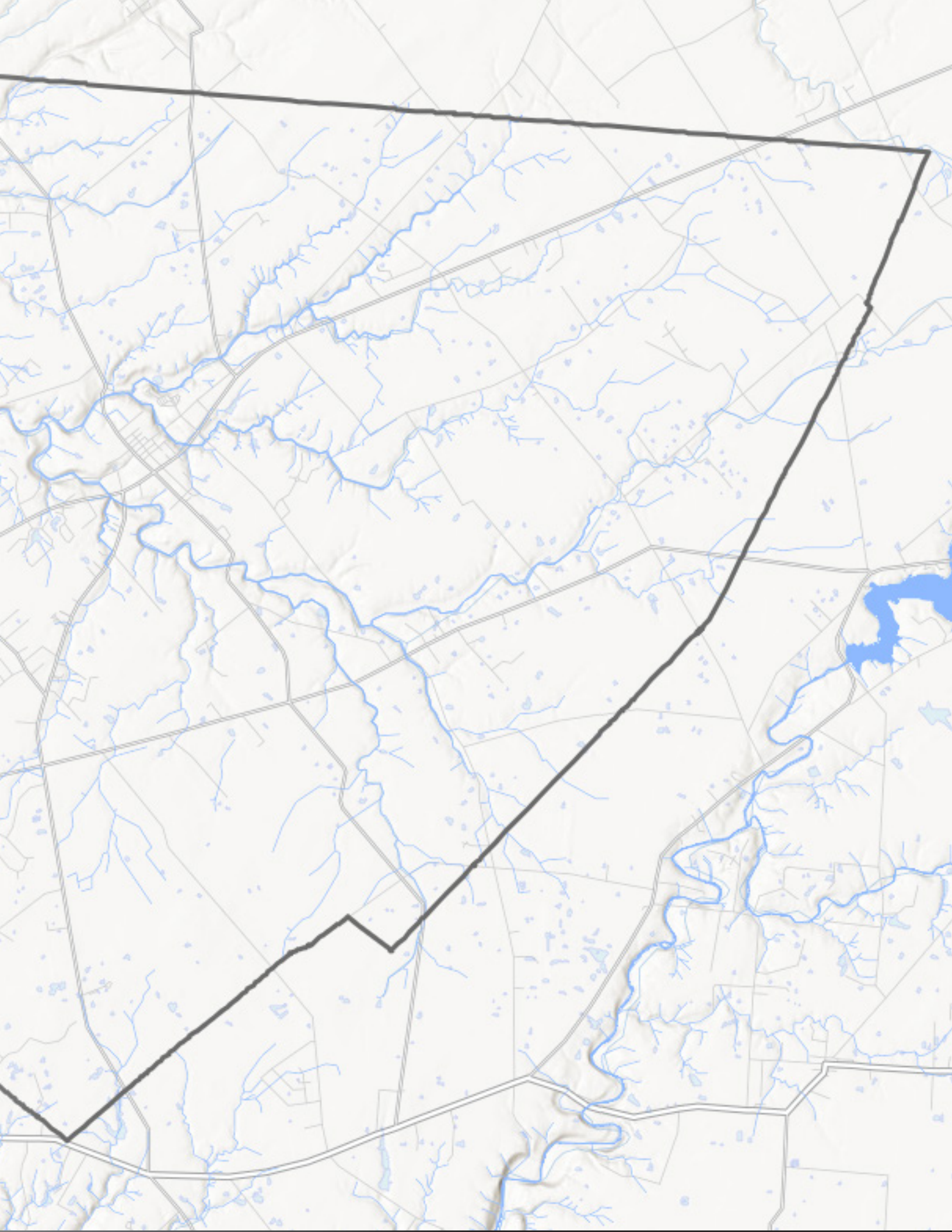
Implement Through Zoning. Update the zoning code to include new districts or overlays for conservation agriculture, mixed-use centers, and cluster subdivisions. Offer incentives (e.g. density bonuses) for developments that preserve open space or provide public amenities.

Phasing and Engagement. Adopt the plan and new ordinances soon (2026–27), then phase in projects: first priority can be rezoning and small public improvements (parks, sidewalks), followed by infrastructure (roads, sewer) in later years. Continue robust public outreach (email, social media, meetings) to keep residents informed and involved.

Overall, the proposed plan strikes a balance between the community's desire to “keep Goshen rural” and the need to accommodate some growth. It aligns with earlier planning goals (e.g. the 2000 Growth Plan's emphasis on preserving open space) while reflecting updated vision from the 2023 SR 28 Corridor Plan and the recent resident survey. In the coming years, progress can be measured through metrics like acres of farmland preserved, miles of new sidewalks/trails, traffic level-of-service, and public satisfaction surveys (see below).

A topographic map showing terrain contours, a network of roads, and a blue drainage system. A thick black line traces a boundary across the map. The text 'Existing Conditions' is overlaid in the lower-left quadrant.

***Existing
Conditions***



Current Zoning

Township Zoning Resolution

Adopted 2017, Revised 2025

The Goshen Township zoning resolution is a robust framework that governs land use, building construction, and overall community development. Its detailed provisions serve to protect the public welfare, preserve the township's character, and guide development in a manner consistent with both local and state regulations. Recent amendments—particularly those addressing alternate energy—demonstrate the township's ongoing commitment to updating its policies in response to technological advances and changing community needs. Its stated goals include:

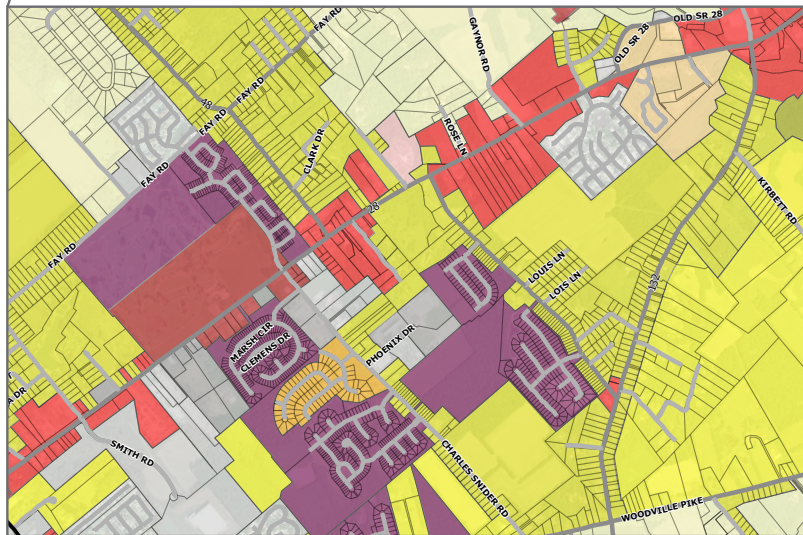
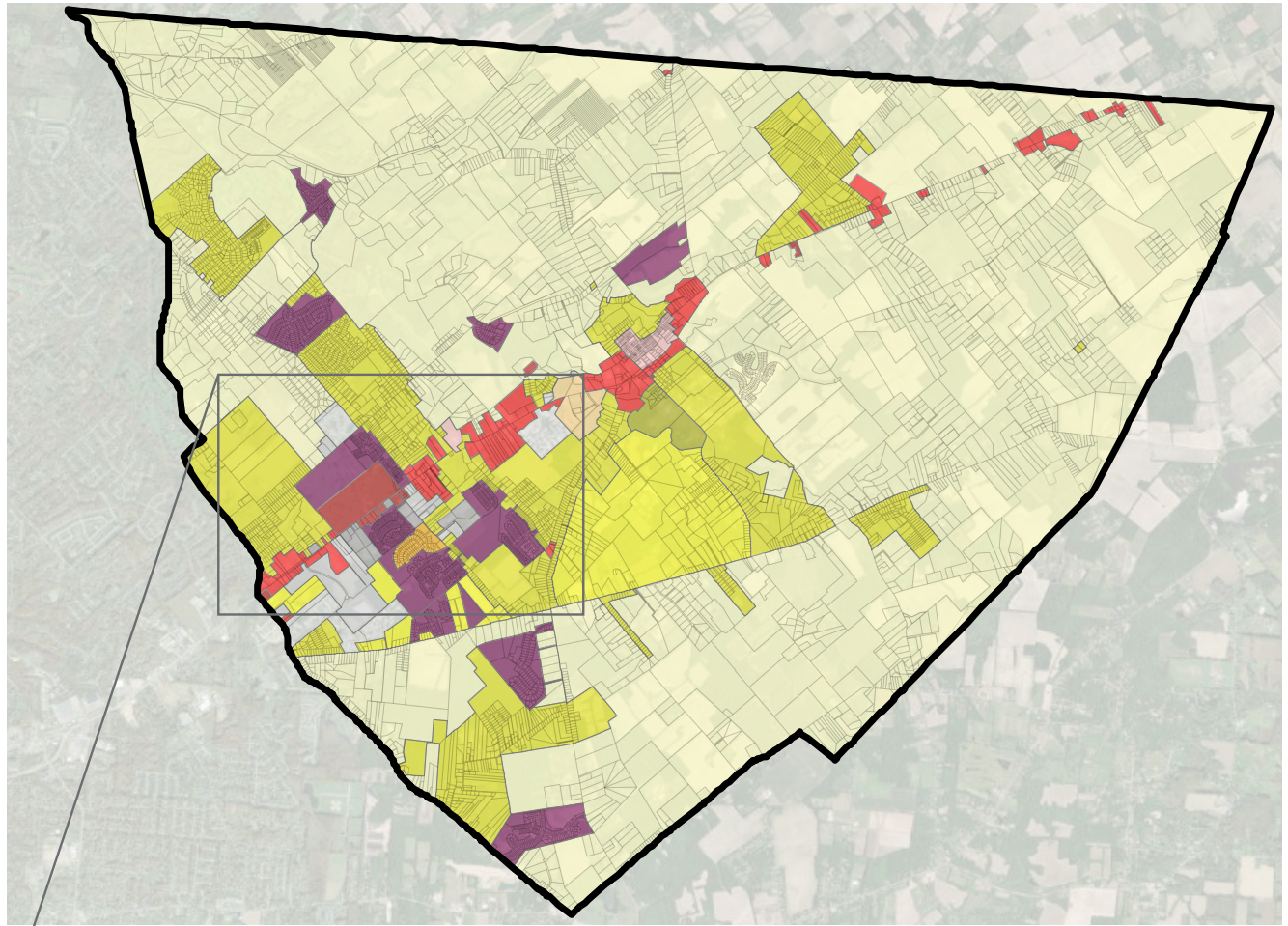
- Protecting property values and the character of existing neighborhoods.
- Providing clear guidelines for the placement, size, and use of buildings and other structures.
- Regulating land use—whether for residential, commercial, industrial, or agricultural purposes—in accordance with both local comprehensive plans and state law (specifically under Ohio Revised Code 519.02).













Zoning Districts and Land Use Categories

The resolution divides the township into distinct zoning districts, each with its own set of rules tailored to the intended land use. Typical districts include:

- Residential Districts (R-1, R-2, R-3, R-4, R-5, R-6): Each tailored to different scales and types of residential development—from rural residences to urban infill and multi-family dwellings.
- Business and Industrial Districts (B-1, B-2, M-1, M-2): Established to manage commercial and industrial activities while mitigating any adverse effects on adjacent areas.
- Planned Development Districts (PD-R, PD-B, PD-M): Special districts allowing for greater design flexibility and mixed-use development when properly coordinated with community goals.

By classifying land in this way, the resolution establishes clear guidelines that dictate standards - from permissible uses, to the density of development, building setbacks, and yard dimensions.



- | | | | |
|---|--------------|---|-------------|
|  | GOSHEN, M-1 |  | GOSHEN, R-1 |
|  | GOSHEN, M-2 |  | GOSHEN, R-2 |
|  | GOSHEN, PBDD |  | GOSHEN, R-3 |
|  | GOSHEN, PUD |  | GOSHEN, R-4 |
|  | GOSHEN, B-1 |  | GOSHEN, R-5 |
|  | GOSHEN, B-2 |  | GOSHEN, R-6 |

Above: Current Zoning designations along State Route 28, a highly-traveled and attractive corridor for real estate developers.



Above: Local partners and representatives celebrate the new Fire/EMS Station 19

Existing Plans

Goshen Township Growth Management Plan

2000

The Goshen Township Growth Management Plan, adopted in December 2000 with assistance from McBride Dale Clarion, was created to guide future development, zoning, and infrastructure investments amid mounting growth pressures along the State Route 28 and 48 corridors.

At that time, Goshen's only formal planning guidance came from the 1978 Clermont County Land Use Plan, which still designated most of the Township for agricultural use. Recognizing that suburban expansion from Hamilton County was "knocking at Goshen's door," township leaders sought to craft a proactive plan before uncontrolled development occurred.

The planning process involved a 21-member citizen committee, representing a cross-section of residents, businesses, schools, and farmers, supported by the Township's trustees and zoning boards. Two major public meetings in 2000 identified community priorities—specifically, the need to attract commercial and industrial development to expand the tax base and to limit residential density to a maximum of two units per acre along State Route 28.

While the plan provided a comprehensive framework—including land use, transportation, and parks components—it was ultimately text-heavy and map-limited. It did not feature a parcel-level, GIS-based Future Land Use Map, instead relying on general land-use descriptions (e.g., "Rural Activities," "Moderate Density Suburban," "Transitional Residential") and broad corridor concepts. As a result, decision-makers have had to interpret its intent through zoning text and staff review rather than mapped specificity.

Despite these limitations, the 2000 Plan offered detailed policy direction that still influences local review standards today. Its land development policies stressed clustering, open-space preservation, and improved site design; its transportation plan advocated access management and parallel service roads along SR 28; and its parks plan initiated goals for a township-wide park system despite having no dedicated parkland at the time. It also urged updates to the zoning resolution, adoption of binding development agreements, and the use of cluster zoning as proactive regulatory tools.

In the 25 years since adoption, Goshen Township has undergone major change—most notably, expanded infrastructure, corridor growth along SR 28, and renewed residential activity influenced by the Clermont County Water and Wastewater Master Plans. Yet, the 2000 Growth Management Plan has never been formally updated or replaced, leaving its land-use designations increasingly disconnected from on-the-ground realities. Modern development now occurs at densities, locations, and scales not envisioned in the 2000 document, particularly near the SR 28 corridor.

Looking ahead, a comprehensive update could address these shortcomings by incorporating:

- A **GIS-based Future Land Use Map** defining clear areas for agricultural preservation, suburban residential growth, and mixed-use corridors;
- **Infrastructure coordination** with county utilities and TID roadway improvements to align growth with service availability;
- **Sustainability elements** such as floodplain protection, stormwater management, and rural road design standards; and
- A formal review and **implementation schedule** with measurable benchmarks and responsibilities.



STATE ROUTE 28 CORRIDOR DEVELOPMENT PLAN



Corridor Planning

State Route 28 Corridor Development Plan

2022

The State Route 28 Corridor Plan, completed in 2022 through a collaboration between Goshen Township, Clermont County, and Kleingers & Associates, provides a focused land-use and design framework for one of the county's most important transportation and development corridors. The plan arose from recognition that State Route 28—stretching from the Miami Township line eastward through Goshen's central district—had become the township's primary growth axis. Rapid suburban expansion, traffic congestion, and inconsistent access management along the route had underscored the need for a unified vision linking land use, mobility, and infrastructure planning.



At its core, the Corridor Plan establishes a development vision rooted in safety, functionality, and coordinated growth. It divides the corridor into distinct character areas—Gateway, Town Center, and Rural Transition—each with recommended land uses, design standards, and infrastructure improvements. The plan promotes commercial reinvestment and mixed-use infill near the SR 48 intersection and central Goshen area while calling for low-intensity, context-sensitive development toward the eastern segments. These designations balance market opportunity with the Township's intent to preserve its rural edges and manage incremental suburban growth.

The Plan also introduces a suite of access management and mobility recommendations, including shared driveways, internal cross-access between parcels, and the creation of service roads paralleling SR 28 to reduce turning conflicts. Intersection upgrades and pedestrian enhancements—such as sidewalks, shared-use paths, and improved crosswalks—are identified as priorities. Collectively, these proposals aim to improve corridor safety while reinforcing SR 28's role as a multimodal link between residential neighborhoods, local businesses, and regional destinations.

State Route 28 Corridor Development Plan *(continued)*

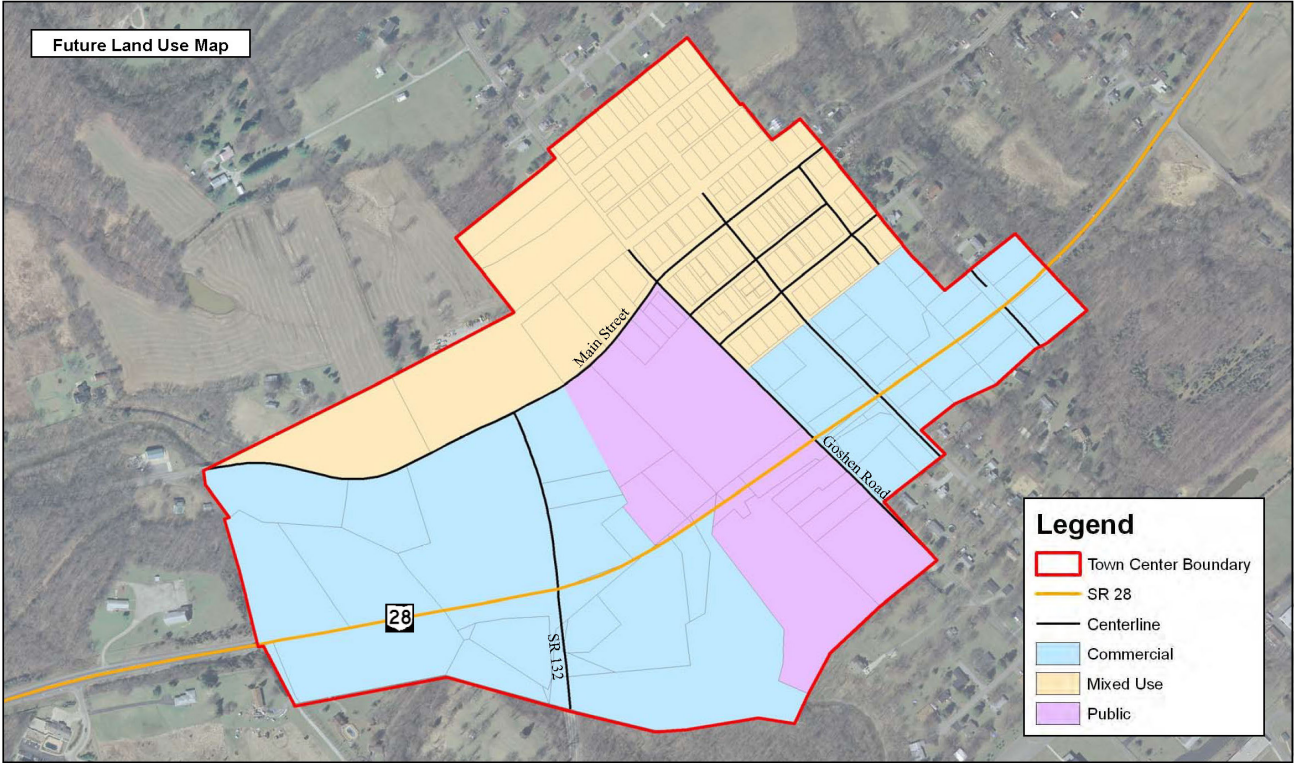
Unlike the broader 2000 Growth Management Plan, the Corridor Plan includes GIS-based mapping and parcel-level analysis, enabling decision-makers to visualize existing zoning, development potential, and environmental constraints in detail. Its future-land-use map delineates areas for Neighborhood Commercial, Community Commercial, and Office/Light Industrial uses, layered with recommendations for open-space buffers and streetscape improvements. The plan also highlights opportunities for redevelopment of underutilized parcels, particularly aging commercial strips near the township center.

However, despite these strengths, the SR 28 Corridor Plan functions largely as a stand-alone guidance document, not a full update to the Township's overarching land-use plan. While it effectively addresses corridor-specific issues, it stops short of providing township-wide growth allocations or implementation schedules.

Looking ahead, Goshen Township can build on the State Route 28 Corridor Development Plan by:

- Integrating its recommendations into a township-wide **Land Use Plan** update and zoning resolution revisions;
- Utilization of the **State Route 28 Planned Development Overlay District** to formalize design and access standards;
- Aligning **capital-improvement programming** and **utility planning** with identified redevelopment nodes; and
- Creating a **multi-year implementation matrix** linking projects to funding sources and responsible agencies.

By aligning the SR 28 Corridor Plan with a comprehensive township strategy, Goshen can transition from reactive zoning decisions to a coordinated, policy-driven approach that balances growth, safety, and long-term community identity.



Visual Analysis of Representative Future Land Uses



Mixed-Use



Public Open Space



Neighborhood Retail

Also included within the State Route 28 Corridor Development Plan was the vision of a **Goshen Town Center** with public open space, mixed-use development, and neighborhood retail. As mentioned in the Plan, the intent was to create a unique and vibrant community core for Goshen township. Featuring a mix of land uses including traditional multi-story mixed-use, neighborhood commercial and highway commercial designations, this new center seeks to create an interwoven fabric of commerce, living, and recreational options for the residents and visitors of Goshen Township. The Goshen Town Center vision emphasizes:

- Building on community assets and character;
- Increased mix of uses (residences, shopping, jobs, services);
- Enabling and providing incentives for a variety of higher density housing for different needs and ages
- Creating high quality and vibrant neighborhoods;
- Providing convenient and safe access for vehicles and pedestrians;
- Providing a community gathering space and public spaces; and
- Creating a safe, comfortable, interesting walking and biking environment through the efficient use of land.

Infrastructure Planning

Clermont County Water Resources Department

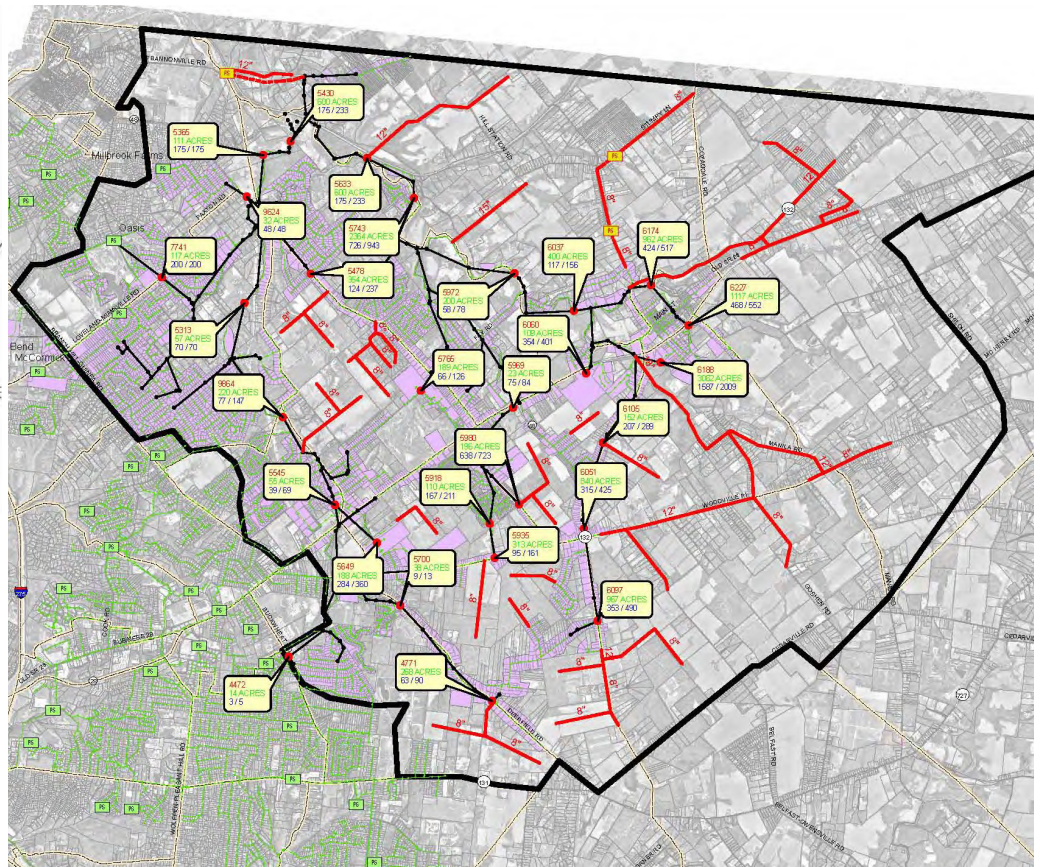
Wastewater Master Plan (2011)

The Clermont County Wastewater Master Plan Update (2011) provided a comprehensive, long-term strategy for managing and improving the County's wastewater infrastructure to support public health, environmental protection, and continued growth through 2030. The plan responds to rapid population growth and increasing regulatory requirements by evaluating existing system conditions, forecasting future wastewater demands, and identifying capacity limitations across collection, conveyance, and treatment systems. A key focus was addressing aging and undersized infrastructure, excessive infiltration and inflow, and the significant portion of the population still relying on on-site sewage treatment systems. The plan emphasized coordinated planning with local jurisdictions and stakeholders to ensure wastewater services align with land use, economic development, and environmental goals.

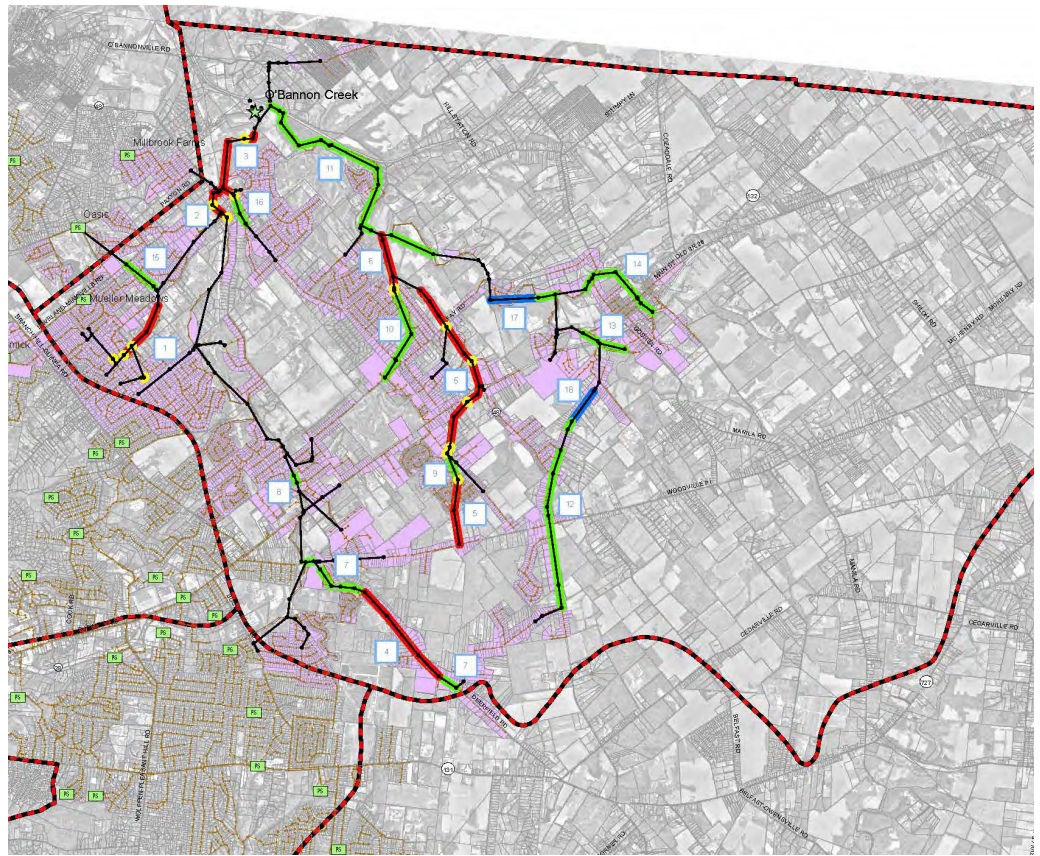
To meet these challenges, the plan outlined a prioritized capital improvement program totaling approximately \$291.2 million across 85 projects, categorized into near-term (2010), intermediate-term (2020), and long-term (2030) needs. Recommended improvements included upgrading and expanding sewer infrastructure, addressing system deficiencies such as sewer overflows and basement backups, extending service to unsewered areas, and consolidating treatment facilities to improve efficiency. Projects were prioritized using a data-driven approach that considers environmental, social, and economic benefits to ratepayers. Ultimately, the plan served as a strategic guide for sustainable investment in wastewater infrastructure, balancing financial constraints with the need to maintain service levels, support growth, and protect water quality over the last 20 years.

Looking ahead, the Wastewater Master Plan Update is due for revision to reflect current growth patterns, regulatory changes, and evolving infrastructure needs since its original 2030 planning horizon. As this update process begins, it will be critical to actively engage local jurisdictions—particularly Goshen Township—as key stakeholders in shaping future wastewater strategies. Given Goshen Township's continued development and reliance on both centralized and on-site systems, its input will be essential in identifying priority service areas, coordinating land use and infrastructure planning, and ensuring that future investments align with community goals. Early and consistent collaboration will help produce a more responsive, cost-effective, and forward-looking plan that supports sustainable growth across Clermont County.

- ★ TREATMENT PLANT
- PS LIFT STATION
- MODELED MANHOLES
- MODELED SEWERS
- MANHOLES
- SEWERS
- 2020/2030 FORECASTED PLANNING AREA BOUNDARY
- 2009 CLERMONT COUNTY TAZ BOUNDARY
- OKI FACILITY PLANNING AREAS
- O'BANNON CREEK MODELED AREA
- Subcatchment ID
Subcatchment Area
2020 Population /
2030 Population
- FUTURE LOADING NODE
- PS FUTURE PUMPSTATION
- FUTURE SEWER
- FUTURE FORCEMAIN



- 1 IDENTIFIED PROBLEM
- ★ TREATMENT PLANT
- PS LIFT STATION
- MANHOLES OVERFLOWING DURING DESIGN STORM
- MODELED MANHOLES
- MODELED SEWERS
- MANHOLES
- SEWERS
- PROBLEMS IDENTIFIED FOR 2010 FLOWS
- PROBLEMS IDENTIFIED FOR 2020 FLOWS
- PROBLEMS IDENTIFIED FOR 2030 FLOWS
- 2009 WIB COMPLAINTS
- OKI FACILITY PLANNING AREAS
- O'BANNON CREEK MODELED AREA



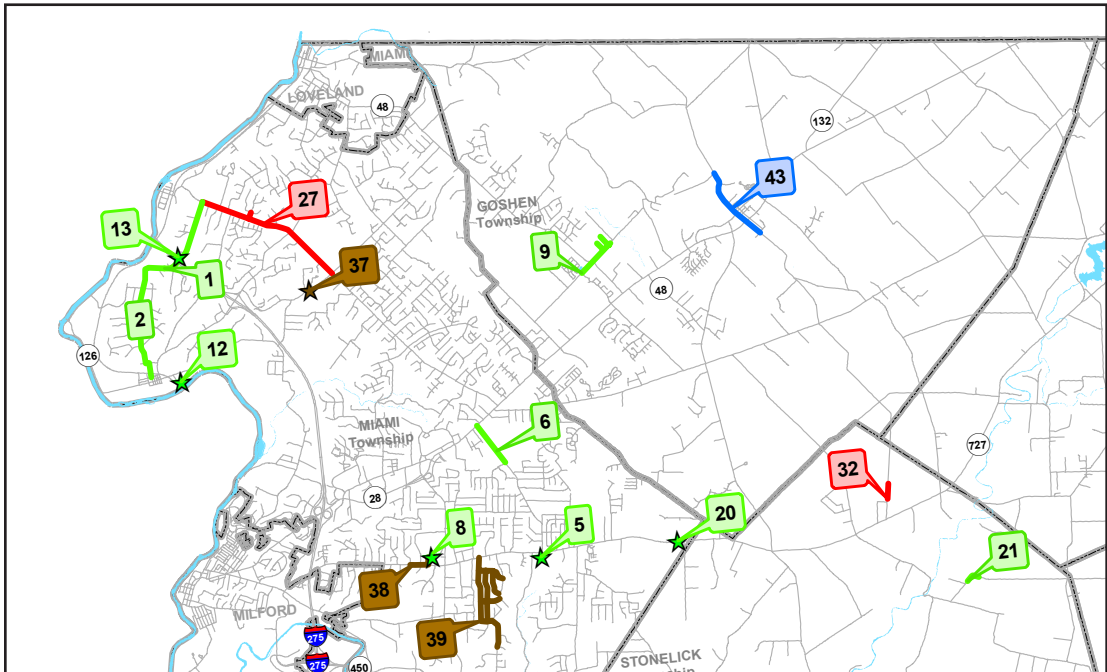
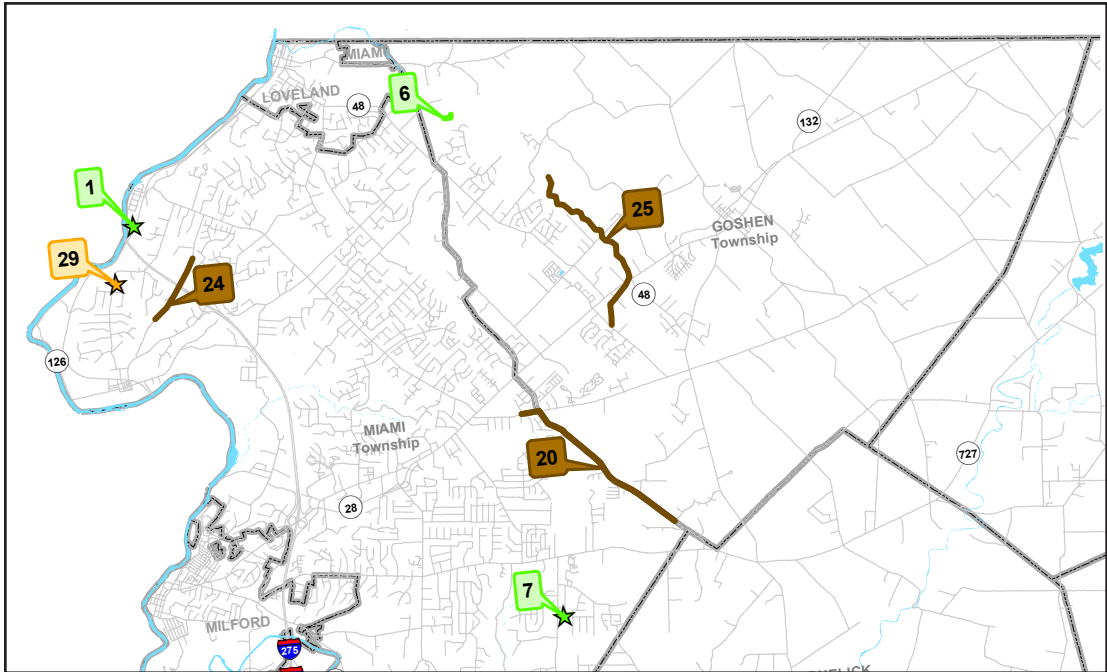
Clermont County Water Resources Department
(continued)

The CCWRD is also responsible for water service to a significant portion of Goshen Township. However, Western Water is also a provider to a significant number of households. Based on pipe sizes and stricter regulations, the CCWRD is likely the most capable of handling additional development. See below for the water service map. Similar to the Wastewater Master Plan, there is a Waterworks Master Plan from 2009. This plan will likely be updated simultaneously with a new Wastewater Master Plan.

In addition to these Master Planning Efforts, the CCWRD undergoes 5-year Capital Improvement Planning. In their most recent CIP, projects identified in Goshen Township include: O’Bannon Trunk Sewer Improvements + Relocation, Deerfield Rd Sewer Improvements, Fay Rd Water Main Replacement, and Goshen Rd Water Main Replacement. These projects are shown on the maps on the next page. The top map reflects Wastewater projects, and the bottom map represents Waterworks projects.

2025 Wastewater Capital Improvement - Project Summary

Description	Master Plan	Funding Source	Planned	Prior Yr CTD	2025	2026	2027	2028	2029	2030-Beyond	Total	*Adj. 5 Yr Total
		Capital Improvement Fund	-	295,040	(290,000)	-	-	-	-	-	5,040	(290,000.00)
		Assessment	-	-	179,000	-	-	-	-	-	179,000	179,000.00
		Loan	-	-	-	-	-	-	-	-	-	-
		Grant ARPA	-	-	114,000	-	-	-	-	-	114,000	114,000.00
Deerfield Road Sewer Improvements	OBN-P1-01	-	3,917,100	-	200,000	215,100	1,002,000	2,500,000	-	-	3,917,100	3,917,100
		Capital Improvement Fund	-	-	200,000	215,100	1,002,000	2,500,000	-	-	3,917,100	3,917,100
		Assessment	-	-	-	-	-	-	-	-	-	-
		Loan	-	-	-	-	-	-	-	-	-	-
		Grant	-	-	-	-	-	-	-	-	-	-
O'Bannon Trunk Sewer Improvements - Phase I	OBN P1-02	-	5,142,940	158,840	260,000	222,100	1,002,000	3,500,000	-	-	5,142,940	4,984,100
		Capital Improvement Fund	-	158,840	260,000	222,100	1,002,000	3,500,000	-	-	5,142,940	4,984,100
		Assessment	-	-	-	-	-	-	-	-	-	-
		Loan	-	-	-	-	-	-	-	-	-	-
		Grant	-	-	-	-	-	-	-	-	-	-
O'Bannon Trunk Sewer Improvements - Phase II	OBN-P2-13	-	3,328,000	-	-	-	-	250,000	60,000	3,018,000	3,328,000	310,000
		Capital Improvement Fund	-	-	-	-	-	250,000	60,000	3,018,000	3,328,000	310,000
		Assessment	-	-	-	-	-	-	-	-	-	-
		Loan	-	-	-	-	-	-	-	-	-	-
		Grant ARPA	-	-	-	-	-	-	-	-	-	-
O'Bannon Trunk Sewer Relocation	-	-	379,127	50,127	329,000	-	-	-	-	-	379,127	329,000
		Capital Improvement Fund	-	50,127	329,000	-	-	-	-	-	379,127	329,000
		Assessment	-	-	-	-	-	-	-	-	-	-
		Loan	-	-	-	-	-	-	-	-	-	-
		Grant	-	-	-	-	-	-	-	-	-	-
O'Bannon WWTP Bio-Solids Dewatering	-	-	1,880,000	-	-	-	-	-	80,000	1,800,000	1,880,000	80,000
		Capital Improvement Fund	-	-	-	-	-	-	80,000	1,800,000	1,880,000	80,000
		Assessment	-	-	-	-	-	-	-	-	-	-
		Loan	-	-	-	-	-	-	-	-	-	-
		Grant	-	-	-	-	-	-	-	-	-	-



Infrastructure Planning

Transportation

A variety of entities are involved in transportation improvements. When it comes to roadway improvements, entities such as the Township, Clermont County Transportation Improvement District, Clermont County Engineer's Office, the Ohio Department of Transportation, and OKI Regional Council of Governments each play a role in the planning and implementation phases.

Clermont County Transportation improvement District

The Clermont County Transportation Improvement District (CCTID) works across geographic and political lines to improve the quality of life in Clermont County by stimulating economic development through transportation improvements. Projects advanced by the CCTID ease congestion, expand access to current and future business and shopping locations, and improve safety for all who travel through the area.

Clermont County Engineer's Office

The County Engineer works with the County Commissioners and Township Trustees to carry out a wide variety of obligations. The County Engineer is responsible for all maintenance, repair, widening, resurfacing, and (re)construction of pavements and bridges in the **County roadway system**. Maintenance duties include traffic control, safety projects, mowing, and snow and ice control. The County Engineer serves as the engineering **advisor to the Township Trustees** for the maintenance, widening, and repair of their roads. The County Engineer is fully **responsible for the bridges and culverts** on both the County and Township roadway systems as well as certain bridges within municipalities. The CCEO also has an ongoing list of current and future projects, along with a road resurfacing program.

Ohio Department of Transportation

ODOT develops and maintains the STIP — or Statewide Transportation Improvement Program — is the state's federally mandated short-term (4-year) planning document. It captures the results of Ohio's transportation programming process identifying projects scheduled for some phase of implementation during the state fiscal 4-year period. The state fiscal year begins July 1 and ends June 30. Types of federally funded and regionally significant projects in the STIP include highway, public transit, rail, freight, bicycle, and pedestrian.

OKI Regional Council of Governments

As the Metropolitan Planning Organization (MPO) for the region, we coordinate, cooperate and communicate with local governments, businesses, community groups, and the larger public to create an efficient multimodal transportation system and improve the economic vitality of the region.

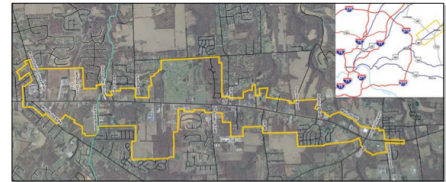
EXECUTIVE SUMMARY

Section 1: Project Overview

Clermont County, through the Clermont County Transportation Improvement District (CCTID), initiated this project to examine land use, zoning, and capacity and to develop a comprehensive access management strategy for the corridor. The project will consider both physical improvements to the roadway and its connections and assist the county in developing policies to manage future growth in this dynamic corridor.

Project Goals: The following project goals were developed from conversations with project stakeholders from the CCTID, Miami Township, and Goshen Township. These goals will be used as the basis for comparing alternatives and, ultimately, selecting a preferred alternative for this portion of the State Route 28 Corridor.

- To develop an access management plan for the Corridor with a focus on:
 - Long-term safety and congestion management
 - Economic development
- To provide a land-use planning tool
- To establish NEPA groundwork to help secure funding for infrastructure improvements
- To promote cooperation amongst stakeholders for their mutual benefit



Section 2: Land Use—Transportation and the Master Plan

The design of transportation facilities such as roads, driveway access points, sidewalks, and bike routes has a major impact on the community character of Miami Township and Goshen Township. These facilities are the result of land use decisions. This land use section provides planning and analysis on linking land use decisions with transportation facilities planning, funding, and development. It serves to integrate and enhance the local master planning and corridor planning efforts of both communities to further the local community's development and transportation goals and objectives.

Future Corridor Land Use Plan: The future land use plan for the corridor study area establishes a framework for development patterns and assists in guiding land use decisions as new development and redevelopment activity takes place. The intent of this future land use plan is to display a picture of a possible build-out scenario for the corridor study area.

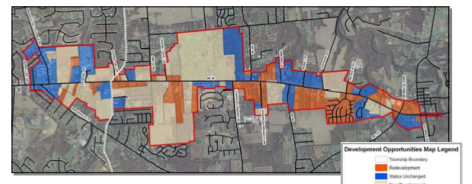


Section 3: Corridor Development Capacity

This Development Capacity Analysis seeks to establish a build-out threshold for the parcels within the study area designated as either "New Development" or "Redevelopment". These two types of designated areas form the foundation of the nodal development pattern suggested for the corridor study area.

Study Area Build Out Capacity Totals

Net Building Capacity	5,153,675 sq. ft.
Annual Property Tax Revenue	\$10,133,420
Projected FTE Creation	5,726
Annual Income Tax Revenue (Based on a JEDD Scenario)	\$1,079,584



Relevant Plans

State Route 28 Corridor Improvements (above)
CCTID

Statewide Transportation Improvement Program (right)
ODOT

2050 Metropolitan Transportation Plan
OKI

County Engineer's Projects and Plans
CCEO



STIP STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

transportation.ohio.gov/stip

STATE FISCAL YEARS
2026-2029



Ohio Department of Transportation



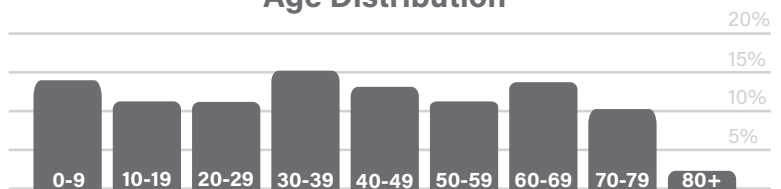
Demographics

Reference: ACS 2023 5-year data

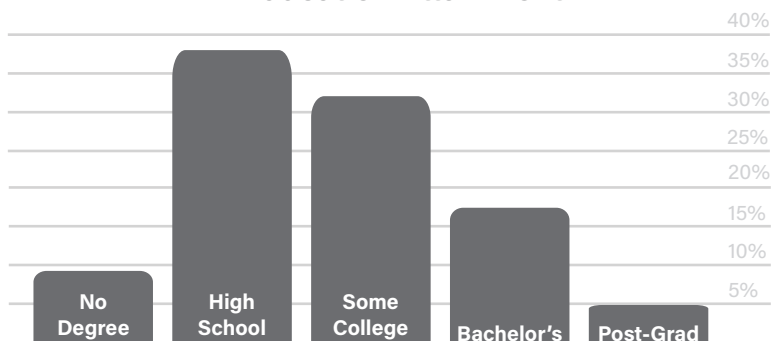
Age distribution trends in Goshen Township generally reveal a balanced mix of generations, although many rural townships in Ohio tend to have higher median ages than their urban counterparts. The census data indicates a significant number of long-term residents who have deep family roots in the area, contributing to a stable community environment. At the same time, there is a notable proportion of children and young families, which underlines the importance of local schools and community services. Such demographic stability, coupled with gradual shifts toward modest diversification, mirrors broader regional trends observed throughout the American Midwest.

Population **16,199** Median Age **39.2**

Age Distribution

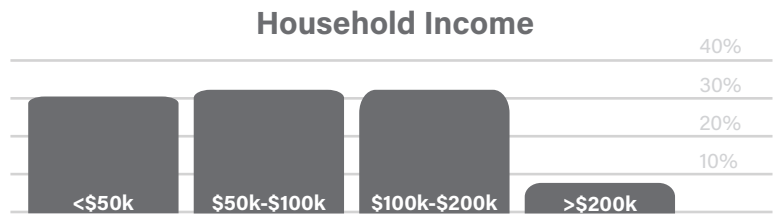


Education Attainment

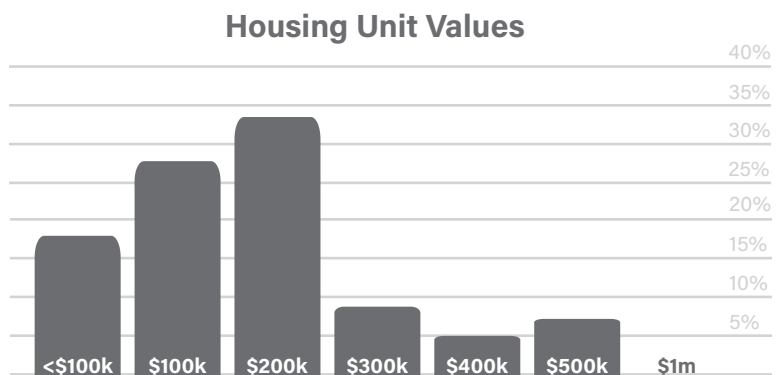


Economic indicators and household characteristics also play a crucial role in defining the township's demographic profile. Census figures often highlight that Goshen Township is characterized by modest household incomes and a predominance of owner-occupied homes, reflecting a community built on long-term stability rather than transient populations. The typical household comprises a mix of traditional family units and individuals, with educational attainment levels that align closely with rural and small-town benchmarks across the region. Over recent decades, while there have been incremental economic improvements and slight diversifications in occupational sectors, the fundamental demographic dynamics—such as the value placed on community, familial continuity, and a measured pace of growth—remain central to the character of Goshen Township.

These layers of demographic detail, drawn from census records, not only provide insights into the current state of the community but also serve as a historical snapshot of the evolving social and economic landscape in this part of Clermont County, Ohio. As newer census data becomes available, it is likely that the picture of Williamsburg Township will continue to evolve slowly, integrating changes that reflect both regional developments and broader national trends in rural America.



<p>Median Household Income</p> <p>\$81,111</p>	<p>Per Capita Income</p> <p>\$37,070</p>
--	--



<p>Housing Units</p> <p>6,496</p> <p>Single Unit</p> <p>83%</p>	<p>Median Household Value</p> <p>\$213,500</p> <p>Owner-Occupied</p> <p>86%</p>
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County Housing Study

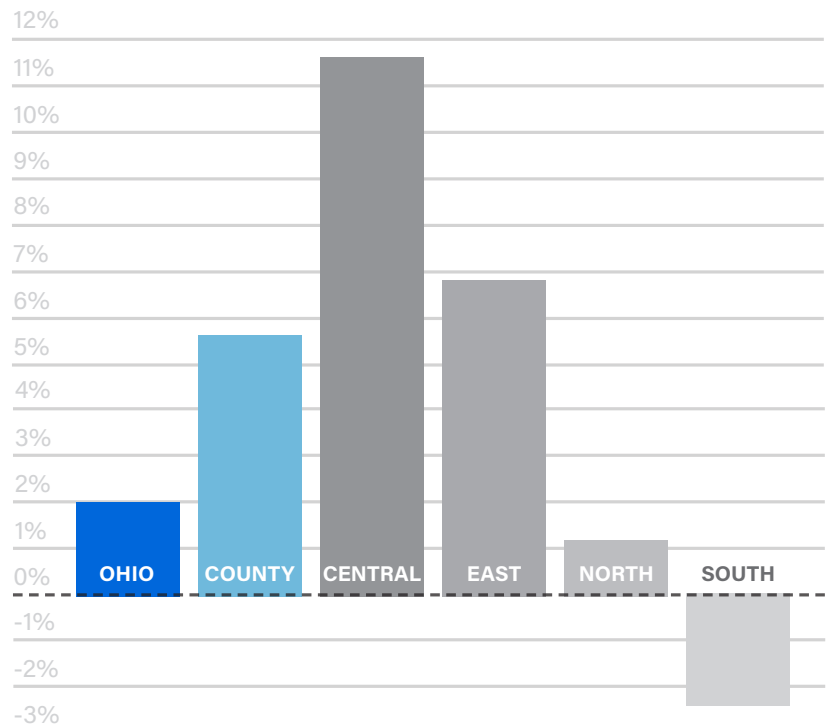
Comprehensive Survey + Housing Analysis

July 2025

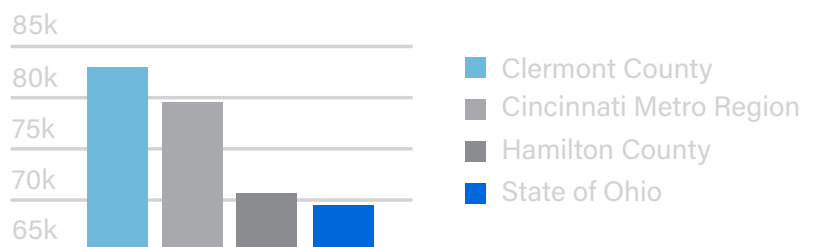


Population growth (2013-2023)

Divided into submarkets, including municipalities, compared to State + County

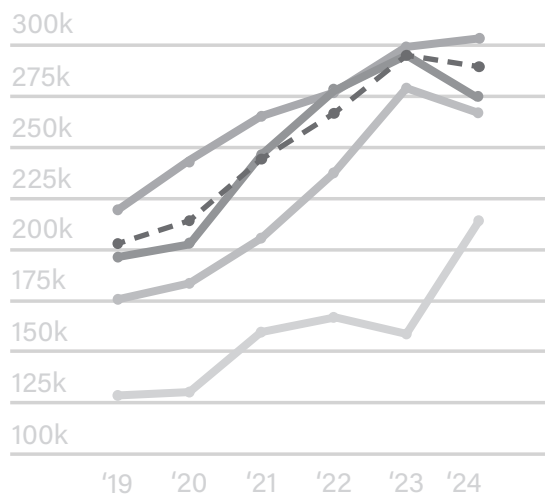


Median Household Income (2023)



Median Sale Price (2019-2024)

By submarket, compared to County



“Clermont County’s home prices have been steadily increasing from 2010 to 2024—41.5% increase at annualized rate of 9.9%.”

Top Sales in Goshen Twp.

2024-2025



6431 SR 132
Sold 8/25/25
\$1,200,000
4,025 Sq. Ft.
8.86 Acres



6639 Saddleback Way
Sold 9/7/24
\$1,975,000
5,195 Sq. Ft.
1.21 Acres



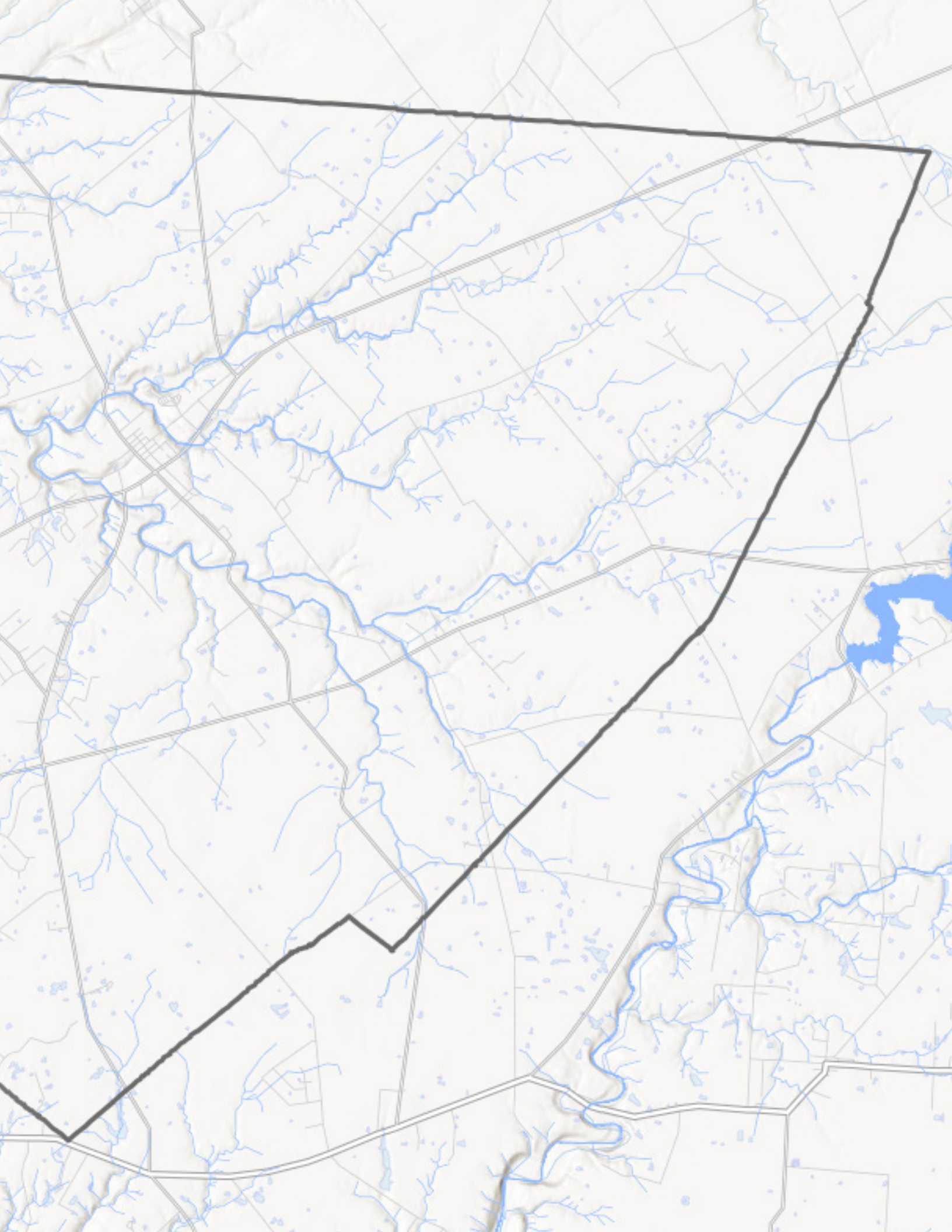
6580 SR 48
Sold 8/7/24
\$1,336,500
1,139 Sq. Ft.
78.3 Acres



6618 Manila Rd
Sold 9/17/25
\$1,200,000
3,738 Sq. Ft.
34.74 Acres

A topographic map of a region, likely a watershed, with a black boundary line tracing a path. The map shows terrain contours, a network of blue lines representing streams and rivers, and a grid of roads. The word "Analysis" is overlaid in a large, bold, italicized black font on the left side of the map.

Analysis



Community Engagement

Summary

Our team started the process in late 2025 by presenting at a Goshen Township Trustee meeting on September 8. At the meeting, Clermont County staff discussed the anticipated process with the trustees and presented the existing conditions of the Township through an ArcGIS StoryMap, which allows for online sharing and interactive capabilities for anyone interested in following the process. At the conclusion of the meeting, the Trustees voted to initiate the process, granting the Township staff the approval necessary to undergo the update to the Plan.

The next few months were dedicated to improving the StoryMap, planning the engagement process, and continuous gathering and mapping of existing conditions. On February 3rd, a survey opened to the public. The survey was available both physically and digitally, announced at public meetings, and posted on forums available to the public.

The Land Use Plan Survey was conducted to gather community input on the future growth and development of the township. The survey aimed to understand residents' priorities regarding land use, housing, economic development, infrastructure, and environmental preservation. Specifically, it sought feedback on the character residents want to preserve, the types of amenities and development they would like to see, and where growth should or should not occur. The results are intended to help guide the development of the Goshen Township Land Use Plan by ensuring that future planning decisions reflect the values, concerns, and vision of the community.

3 Key Survey Findings

1. Rural character is the top priority.

Survey responses consistently emphasized protecting Goshen Township's farmland, open space, and small-town feel.

2. Residents want growth managed carefully.

Many respondents expressed concern that development is occurring too quickly and should be strategically planned rather than widespread.

3. Amenities are desired—but at a small-town scale.

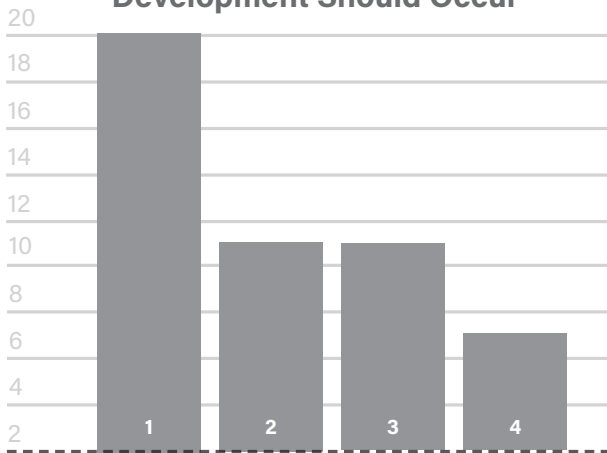
Residents want more local restaurants, shops, and community spaces, but generally prefer development concentrated near existing commercial areas and major roads rather than spread across rural areas.

Survey Responses by Location



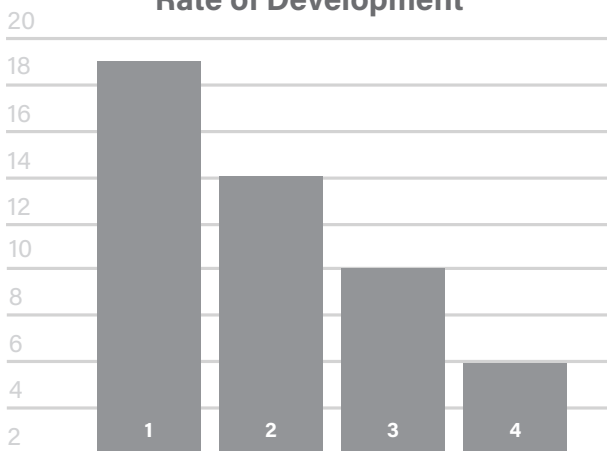
- **Goshen East**
13 responses / 26.5%
- **Goshen North**
11 responses / 22.4%
- **Goshen Central**
10 responses / 20.4%
- **Goshen West**
8 responses / 16.3%
- **Goshen South**
7 responses / 14.3%

Where Residents Think Development Should Occur



- 1. Limit development/nowhere**
20 responses
- 2. Spread Evenly**
11 responses
- 3. Along major corridors (SR 28, SR 48, SR 132)**
11 responses
- 4. Near existing commercial areas**
7 responses

Opinions on the Current Rate of Development



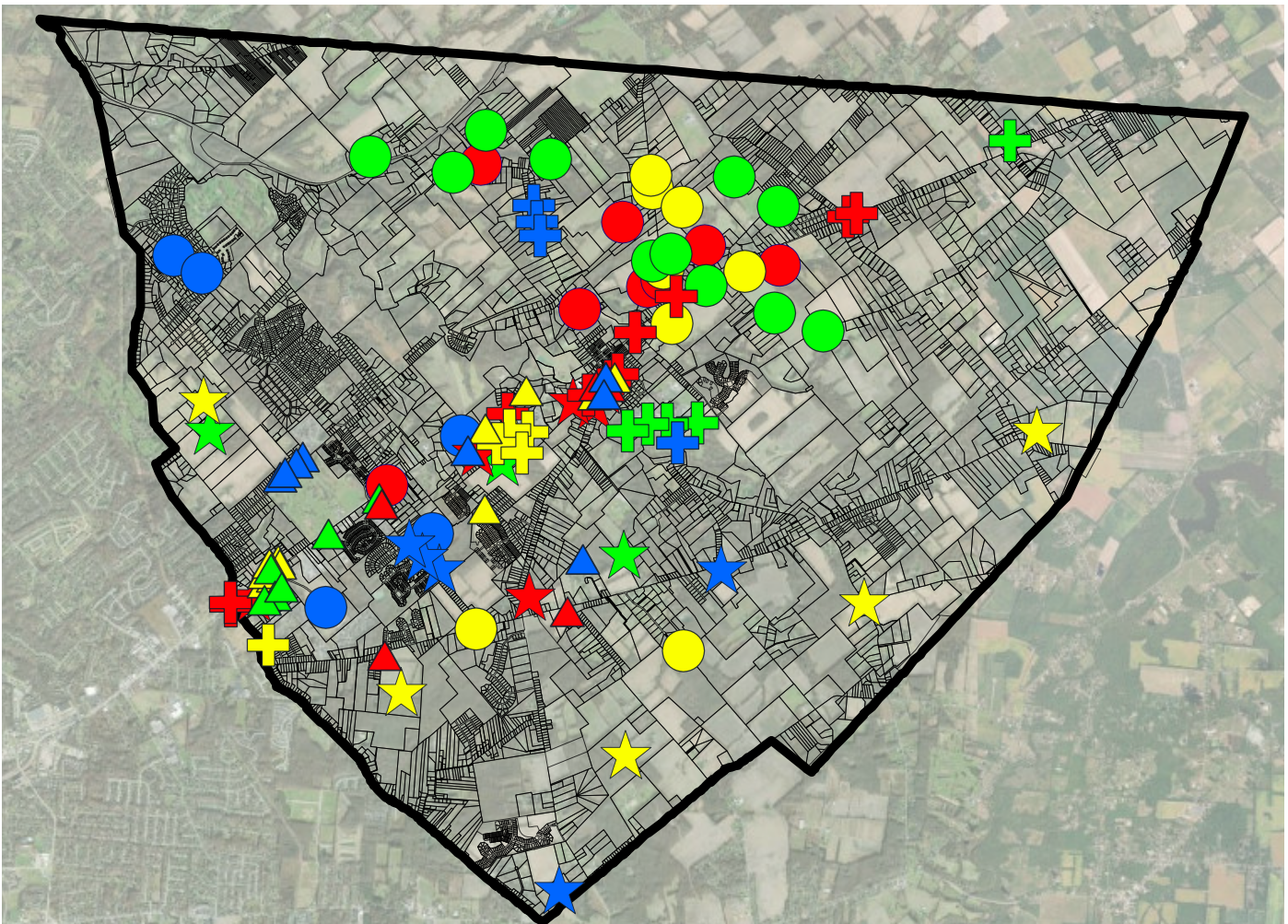
- 1. Too fast**
19 responses
- 2. Moderate/ Acceptable**
14 responses
- 3. Too slow**
11 responses
- 4. Slightly fast**
6 responses

Mapping Exercise + SWOT Analysis

As part of the Goshen Township Land Use Plan process, a public mapping exercise was conducted to gather location-specific input from residents regarding future growth, preservation, and community priorities. This interactive activity allowed participants to identify areas of concern and opportunity directly on a map of the township, providing more detailed and spatially relevant feedback than a traditional survey alone.

Participants were asked to mark locations throughout the township and provide comments tied to specific places. The exercise was designed to better understand where residents want to see growth occur, where they want to limit it, and what areas should be preserved or improved.

Following the mapping exercise, residents took part in a SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis of the Township. To the right is a summary on what was heard.



GROW



Where are properties currently underutilized that could accommodate development?



Where should industrial uses be expanded or located?



Where should most new residential be directed?



Where should commercial growth be encouraged?

REINVEST



Where would facade improvements or redevelopment make the biggest difference?



Where are properties that should transition to a new use over time?



Where are properties that detract from corridor aesthetics or functionality?



Where are there vacant, blighted, or underperforming properties?

PRESERVE



Which areas should remain rural or agricultural long-term?



Where are existing patterns of development that work well and should be maintained?



Which gateway areas are especially important to maintain rural character?



Where should future growth and density be actively limited?

IMPROVE



Where would parks, pedestrian connections, open spaces, or community spaces be most beneficial?



Where are there drainage or stormwater problem areas?



Where are there aging subdivisions or areas lacking infrastructure upgrades?



Where are the most serious traffic or safety concerns?



Guiding Values

5 Main Priorities

1. Preserve Rural Character and Farmland
2. Support Small-Scale, Community-Focused Amenities
3. Address Infrastructure Needs
4. Direct and Manage Future Growth
5. Maintain Compatible Housing Options

Strengths

- Strong sense of community
- Rural character and open space
- Quiet, safe environment
- Family-friendly atmosphere
- Schools and local identity

Weaknesses

- Lack of local commercial amenities
- Traffic and congestion
- Rapid or uncoordinated growth
- Limited infrastructure
- School capacity

Opportunities

- Add local businesses + services
- Expanding community spaces
- Thoughtful, planned development
- Improving infrastructure
- Creating a stronger local town center

Threats

- Overdevelopment or uncontrolled growth
- Loss of farmland and rural character
- Increasing traffic and congestion
- Strain on schools and infrastructure
- Incompatible development

Theme One

Preserve Rural Character and Farmland

Preserve Farmland via Easements. Pursue state and county farmland preservation programs. Work with the Clermont Soil & Water Conservation District to place willing farms into agricultural easements or the state's Clean Ohio Farmland Preservation Fund. Also work with partners such as Cardinal Land Conservancy to protect key parcels (e.g. along creek corridors or with prime soils) in perpetuity.

Develop an Open Space Plan. Identify green corridors and public parklands. The township should map priority natural areas (stream buffers, wetlands, ridge tops) and avoid development there. In cluster subdivisions or commercial developments, require greenway buffers of native vegetation between developments and adjacent farms or streams.

Set Aside Parks and Trails. Following the Growth Plan's parks policies, require new neighborhoods to dedicate small park/play areas or pay a fee for nearby public parks. Develop a trail network linking residential areas to schools, shops, and parks (see Transportation below). Work with the Clermont Park District to expand facilities in Goshen.

Implement Stormwater Controls. As already noted, every new project must manage runoff on-site. Update the zoning code to require rain gardens, swales, or detention ponds meeting county standards. Prohibit drainage that sends water onto neighbors. In particular, protect the Southern/Eastern sectors with poorly drained hydric soils by limiting impervious cover.

Environmental safeguards were mentioned frequently in open responses (flooding, drainage, habitat loss). By protecting sensitive lands and embedding stormwater retention in regulations, the plan addresses these concerns. The survey and the 2000 plan both support open space preservation. For example, the Clermont SWCD notes that conservation easements and agricultural easements are proven tools to “protect land that has unique conservation value” and keep farmland in production. These steps will help maintain Goshen’s rural identity and water quality as development proceeds.



Agricultural Easement Program

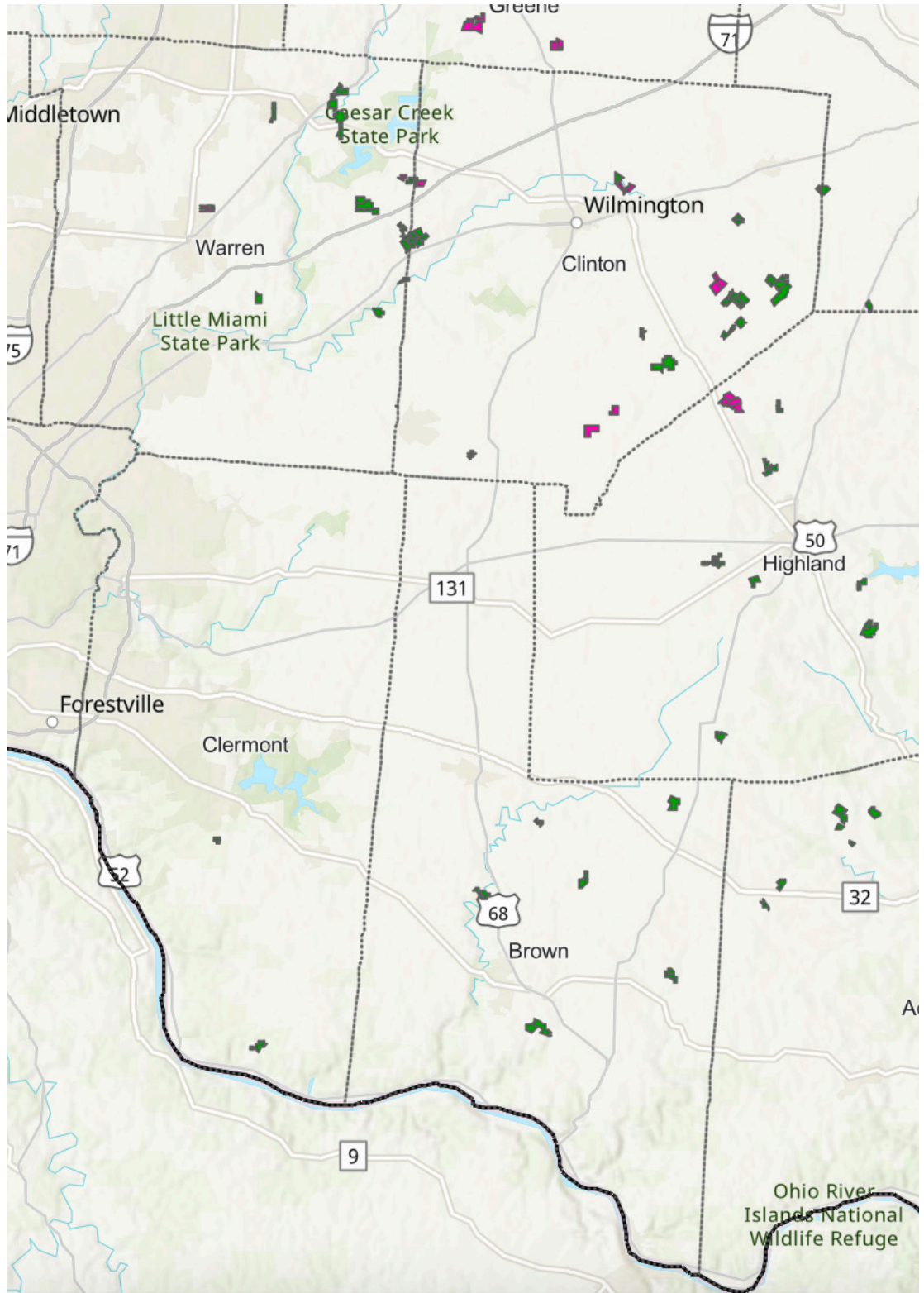
A major point of emphasis of the future land use plan, based on the analysis of development trends and feedback, is the preservation/conservation of farmland and openspace.

One major tool that is utilized throughout the State of Ohio is the Clean Ohio Local Agricultural Easement Purchase Program (LAEPP), which provides funding to farmland owners for placing an agricultural easement on their property. Monies are issued for up to 75 percent of the appraised value of a farm's development rights. A payment cap has been set at \$2,000 per acre, with a maximum of \$500,000 per farm. All easement transactions are recorded on the property deed and transfer with the land to successive owners.

Top 12 AEPP Easements Purchased

January 1, 2023 - December 31, 2023

Landowner	County	Acreage	Value
Bentley	Fayette	191	\$382,380
Rowe	Highland	209	\$352,718
Barker	Morrow	160	\$320,000
Iddings	Miami	156	\$312,320
Doorley	Aulagize	138	\$273,864
Rickly	Fairfield	163	\$270,656
Fackler	Huron	134	\$269,200
Bechtel	Knox	132	\$263,836
Moss	Huron	132	\$263,440
Tavener-Walrath	Licking	117	\$233,438
Watkins	Delaware	100	\$200,000
Goecke	Allen	99	\$197,860



10 YEARS OF PRESERVATION

2015

Cardinal Land Conservancy Begins

The Land Conservancy of Hamilton County, Clinton County Open Lands, and Southern Ohio Farmland Preservation Association **merge to form Cardinal Land Conservancy.**

Cardinal receives a capacity-building grant from the Greater Cincinnati Foundation to hire an Executive Director.

2017

The First Preserve

The Todd's Fork Nature Preserve is acquired—Cardinal's **first large-scale publicly accessible preserve and restoration project.**

2021

Donations Significantly Increase

Cardinal hires a development professional.

Bahr Farm is donated to Cardinal, and becomes Cardinal's **first fee-simple agricultural property.**

Cardinal receives multiple thousand-acre agricultural easement donations.

2024

Cardinal Finds a New Home

Cardinal's Loveland nature preserve and home office in Loveland, the former Grailville is purchased—**A new home office for Cardinal** and open space project to showcase the impact of our mission.

2016

The Mission Solidifies

The Board elects to include open space in **land protection focus**—Until this point, Cardinal primarily held agricultural easements.

2019

Accreditation and Growth

Cardinal receives accreditation via the Land Trust Alliance, securing **protection of all Cardinal land in perpetuity** and elevating our organizational status.

First additional staff members hired.

2022

Innovation In Land Monitoring

Cardinal launches the drone program—modernizing and increasing the **efficiency of easement monitoring.**

2025

Expanding Our Impact

Cardinal's **community-centered conservation** project is launched.

OHC merger: Cardinal **expands its service area to Southeast Indiana** by merging with Oak Heritage Conservancy and acquiring their 3,000 acres of protected land.

Cardinal's Loveland Nature Preserve

Land Conservation Partners

Identifying partners and grant opportunities, such as the Natural Resource Assistance Council, should be a top priority for conserving undeveloped land.

An organization such as the **Cardinal Land Conservancy** protects and restores natural lands with significant habitats that support native wildlife and create scenic vistas for public enjoyment, as well as agricultural lands suitable for the production of food, timber, or other cultivated or natural products. Cardinal acquires conservation interests in real properties which it then monitors and stewards in perpetuity. These include conservation easements, fee simple title, and other conservation interests which are acquired through donations and purchases guided by, and executed through, Cardinal. Once obtained, Cardinal monitors and otherwise stewards the properties and interests through regular oversight, periodic assessment and, if needed, protective action and legal defense. Our service area includes the Southwestern Ohio counties: Adams, Brown, Clermont, Clinton, Hamilton, Highland, and Warren.

STRATEGIC PRIORITIES

The Why & How: The categories of impact we aim to achieve. These are long-term commitments that define the organization's purpose.

Biodiversity and Habitat Protection

Wildlife need connected, thriving habitats. From grassland birds to mature forests; rare plants to aquatic habitats, we protect and restore landscapes that sustain diverse species and strengthen ecological health.

Farmland Preservation

Working lands are part of our heritage and our food security. We partner with farm families to keep fertile soils in production, safeguard rural character, and ensure farmland remains viable for future generations. Ecologically sound agriculture is the future of a diverse, connected ecosystem.

Community Access to Nature

Conservation is about people as much as land. We are working with the community and associated neighborhoods to provide accessible greenspaces that serve the surrounding communities and directly benefit large numbers of people. Exposure to nature for passive recreation and access to local, nutritious food improves the health of all residents.

Culturally Important Lands

We greatly value the history of the region and the inhabitants of the land that came before us. We seek to preserve the story those lands tell by conserving the lands that were vital to the people that lived, worked, and played here many generations ago.

CONSERVATION TARGETS

The What: The specific land types or ecological assets we focus on protecting or restoring. These are measurable or identifiable conservation elements that guide project selection and stewardship actions.

Habitat for Threatened and Endangered Species

This includes habitat for freshwater mussels, endangered bats, wildflowers, amphibians, and birds.

Wetlands

The kidneys to our waterways and a home to many at-risk species, they are our most valuable ecosystem.

Mature Forests

The strongest forests are old (over 100 years), climate resilient, climate connected, and large enough to make a difference to the native plants and animals that reside in them.

Ecologically Sound Agriculture

Mainly through agricultural easements, our agricultural protection efforts will focus on water quality, pollinator habitat, and putting carbon back into the soil.

Urban Open Space

Our newest addition to our mission, we have the capacity to protect urban environment lands more effectively than our government partners.

Passive Recreation on Properties We Own

Connection with nature makes a positive impact on our physical and mental health. We seek to make it easier for our members and the public to access and enjoy the last great places.

Cardinal's Loveland Nature Preserve



Theme Two

Support Small-Scale, Community-Focused Amenities

Multi-Use Path and Bike/Ped. Along SR 28 and connecting local roads, build a multi-use trail as envisioned by the corridor plan. Also add sidewalks or shoulders in new developments and near schools. This supports safe biking/walking (a corridor plan goal) and offers more options.

Small-Scale Retail and Dining. Pursue targeted commercial development at nodes (as above). Particularly, attract a full-service restaurant, a small grocery or general store, and a coffee/shop in the Town Center area. Update zoning to allow these uses in small footprints; for example, permitting drive-thru restaurants only with strict placement limits and landscaping.

Pursue Community Improvement Opportunities. By continuing to leverage partnerships such as the Clermont County Community and Economic Development (CED) Department, the Township can transform under-utilized properties into community assets. Currently available programs include the Brownfield Remediation Program, Building Demolition and Site Revitalization Program, Community Development Block Grants, the HOME Investment Partnerships Program, and more that can utilize outside funding opportunities for local community improvements.

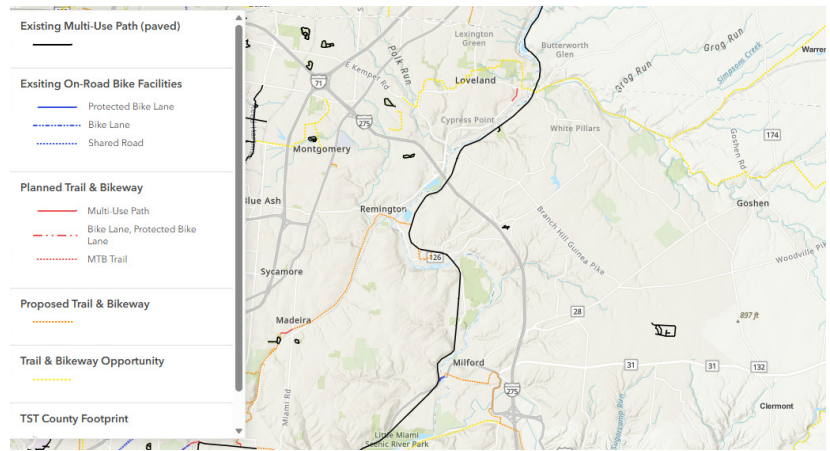
Proactively Plan with Goshen Local School District. Consistently listed as a Township strength, continuing to plan and implement improvements in and around school properties emphasizes the continued investment in Goshen Township families.

The survey clearly shows a need for more local services (restaurants, shops) so residents don't have to drive out of town. The Growth Plan also noted "a need for commercial and industrial uses to supplement the tax base". By concentrating these in mixed-use nodes and keeping them small (2,000–5,000 ft stores rather than big boxes), the township can enhance quality of life without sacrificing rural character. Careful zoning controls will prevent unwanted uses (survey said "no dollar stores, car lots, etc.") from proliferating.



Pedestrian Pathways

The Tri-State Trails Regional Trails Plan (pictured to the right) was originally developed in 2014 through a collaborative community engagement process with local government partners and advocates. This is a fluid document that evolves as new paths are developed and new ideas are documented. Included here is a path connecting Goshen Township to the Loveland bike trail corridor, which is connected to the Little Miami Scenic Trail. Please note that “proposed” and “further study” routes are in some cases highly conceptual and may not reflect actual conditions on the ground like topography, bodies of water, and publicly held property.

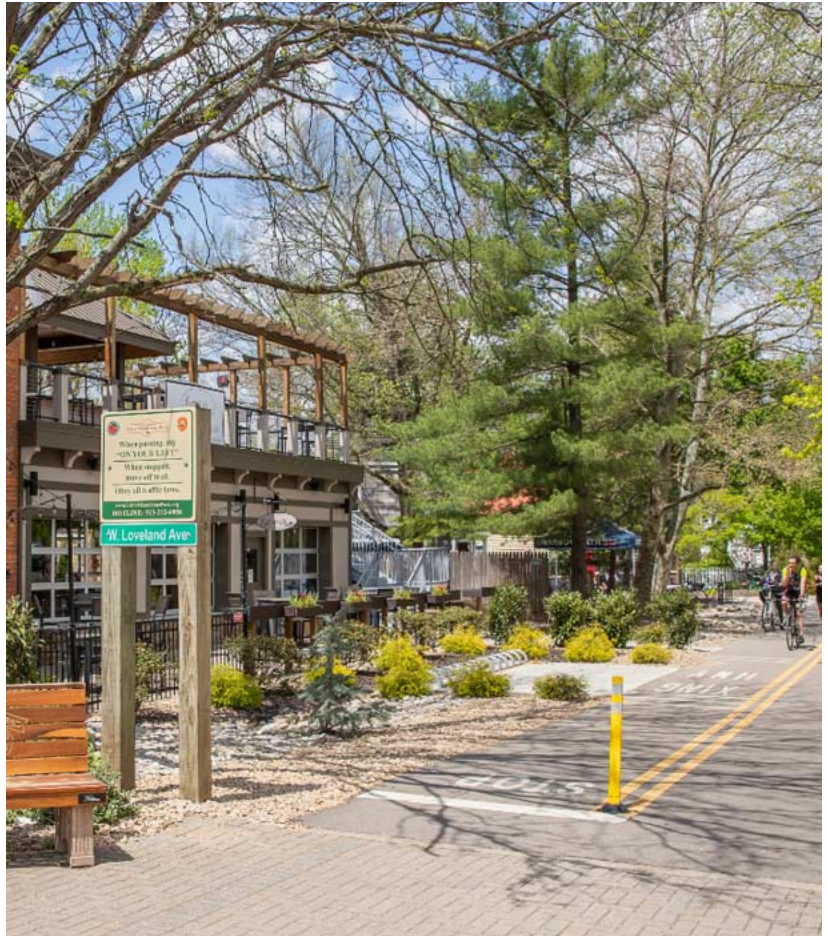


Pursuing multi-use path grant opportunities, such as ODOT’s Transportation Alternatives Program or ODNR’s Recreational Trails Program, and combining them with grant opportunities for sidewalks, such as ODOT’s Safe Routes to Schools Program, provides tremendous opportunity to add these community amenities and connect major community assets, such as the schools.



Community Amenities

Loveland is a great example of how small-scale retail and dining, combined with community amenities, has been successful. Requiring certain design guidelines and pursuing amenities such as trail connections would transform Goshen's Town Center into a thriving local community gathering space. Connecting to the trail would also allow residents to travel from Loveland to Milford (southbound) which is 9.5 miles, and Loveland to Morrow (northbound) which is 13.5 miles. In total, the Little Miami Scenic Trail is more than 78 miles long, starting at Springfield in Clark County and ending in Hamilton County. Cities along the trail include Yellow Springs, Xenia, Corwin, Oregonia, Morrow, Foster, Loveland, Milford, and Terrace Park.



Architectural Design Standards

Thoughtful design standards and pedestrian-scale mixed-use development play a key role in helping communities like Milford maintain their historic charm while fostering a strong sense of place. By emphasizing walkable streets, appropriately scaled buildings, active ground-floor uses, and cohesive architectural character, these approaches reinforce the traditional development patterns that make historic areas feel inviting and unique. Rather than large, auto-oriented development, this type of planning encourages human-scale environments where people can live, work, shop, and gather in close proximity—supporting local businesses and enhancing community identity.



Community Improvements

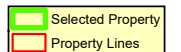
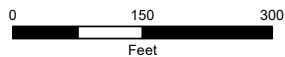
The cleanup and redevelopment of the former Combs Dump site represents a significant opportunity for environmental restoration and community reinvestment in Goshen Township. Historically used as an unregulated dumping area, the site has posed long-term environmental and safety concerns, including potential soil and groundwater impacts. Through coordinated efforts, remediation of the site is helping to eliminate blight, reduce environmental risk, and return previously unusable land to a condition that can support productive use. Addressing sites like this is a critical step in protecting public health, improving surrounding property values, and restoring confidence in affected areas.

The Clermont County Land Reutilization Corporation (Land Bank) plays a central role in this process by facilitating acquisition, cleanup, and strategic reuse of distressed or environmentally challenged properties. By leveraging grant funding, partnerships, and redevelopment tools, the Land Bank helps transform liabilities into community assets. In the case of the Combs Dump site, this approach not only addresses past environmental issues but also creates opportunities for future land uses that align with Township goals—whether that be open space, compatible development, or other community-oriented uses. This type of proactive intervention demonstrates how targeted reinvestment can support long-term planning objectives and strengthen the Township as a whole.



The information contained on this map is a public resource for general information and is provided for use only as a graphical representation. Clemont County makes no warranty as to the content, accuracy, or completeness of the information contained herein and assumes no liability for any errors. Any reliance on this information is at the exclusive risk of the user.

Map prepared by Clemont County GIS (513) 732-7309



Theme Three

Address Infrastructure Needs

Roads and Traffic. Plan for multi-modal upgrades on SR 28. Based on county studies, widen SR 28 to four lanes through the busiest segments with turn lanes at major intersections. Realign offset intersections (e.g. Woodville Pike, Branch Hill-Guinea Pike) into single four-leg intersections to improve safety. Within the township, maintain/repave rural roads yearly and improve signing/stripping. Encourage the Ohio Department of Transportation (ODOT) to consider roundabouts or traffic signals at key cross roads when volumes increase.

Water and Sewer. The township has limited sewer capacity. Update the township's water/sewer master plan in coordination with Clermont County to identify when service might reach low-density zones. In the meantime, require new homes to install septic and wells that meet Ohio Public Health standards.

Stormwater Infrastructure. For existing problem areas (low spots, recurrent flood sites), work with the county engineer to improve drainage ditches and culverts. In new developments, enforce the on-site detention requirement. Consider a stormwater utility fee or developer impact fee in major new projects to help fund drainage improvements. Follow Ohio EPA's MS4 (Municipal Separate Storm Sewer) guidelines by planting rain gardens, permeable pavements or other green infrastructure to reduce runoff.

Survey respondents highlighted traffic congestion, road maintenance, and flooding as top concerns. The county's SR 28 study warns that by 2030 the two-lane road will be over capacity, so preemptive widening and access management are prudent. At the same time, the survey desire for sidewalks and trails can be met by the recommended multi-use paths. Strict stormwater controls (requiring retention on site) address the complaint about wet yards and flooded areas. Overall, these infrastructure strategies keep Goshen functioning as it grows, without undermining the rural environment.



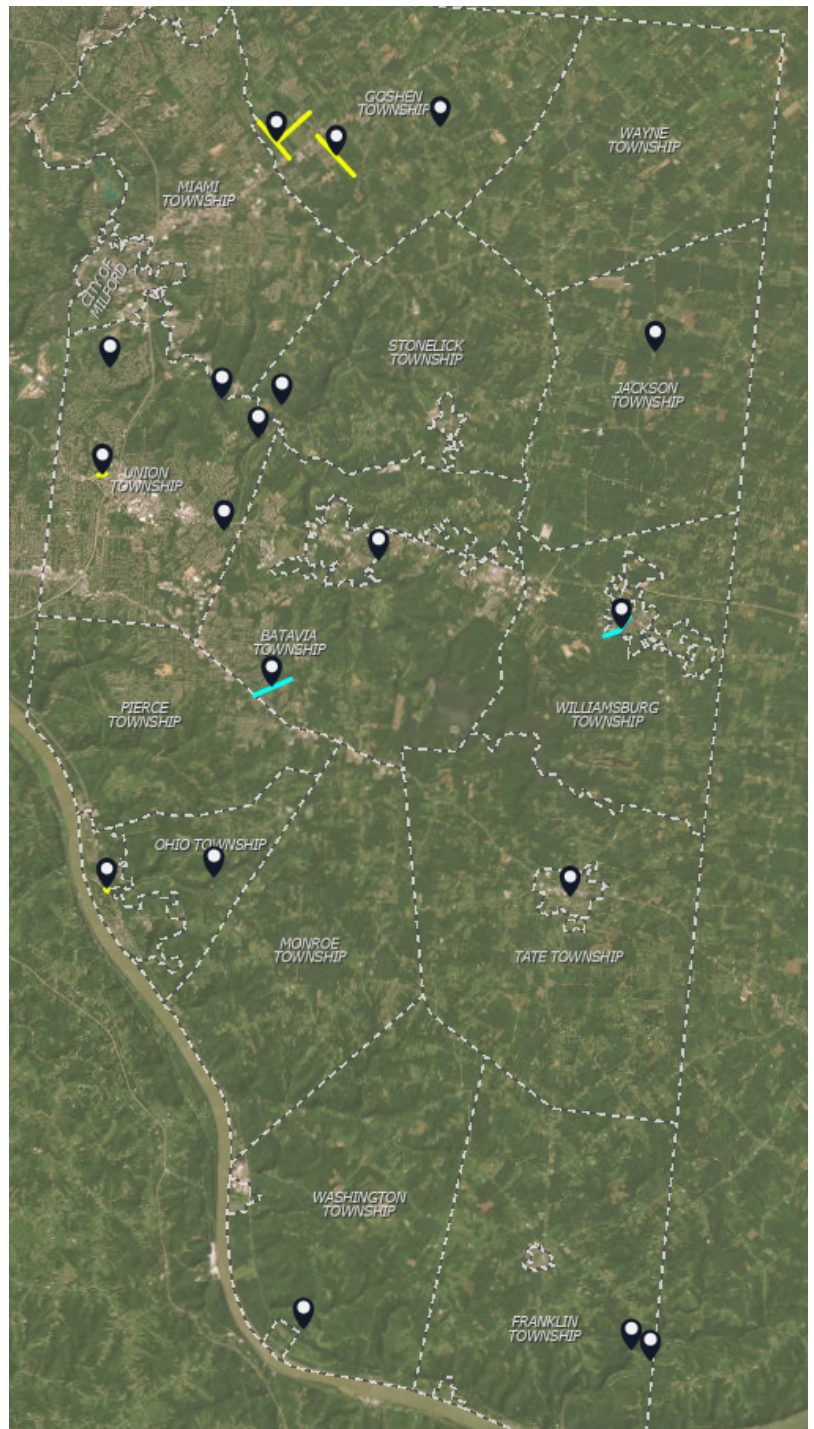
Roadway Improvements

A variety of entities are involved in transportation improvements. When it comes to roadway improvements, entities such as the Township, Clermont County Transportation Improvement District, Clermont County Engineer's Office, the Ohio Department of Transportation, and OKI Regional Council of Governments each play a role in the planning and implementation phases. Click each of the linked organizations to view more information, including future plans and current and past projects related to transportation infrastructure within Goshen Township, Clermont County, the State of Ohio, and the region as a whole.

The Ohio Traffic Monitoring Management System provides up-to-date traffic counts of Average Annual Daily Trips (AADT). By monitoring this data, the Township and other agencies can address significant traffic issues and advocate for improvements to alleviate congestion. As noted here, there are more than 18,500 average daily trips through the SR 28 and SR 48 intersection, nearly 12,000 trips through the town center on SR 28, and more than 34,000 trips through the SR 28/ Buckwheat Rd. intersection.

Infrastructure Grants

The Ohio Public Works Commission (OPWC) (map of awarded projects pictured to the right) provides funding for capital improvement (infrastructure) projects through the State Capital Improvement Program (SCIP), Local Transportation Improvement Program (LTIP) and the Revolving Loan Program (RLP). A total of \$7,343,376 was awarded to the County in 2025. The Township should continue the pursuit of infrastructure grants through the Ohio Public Works Commission . Funding is provided through grants, loans, and/or loan assistance or local debt support. Grants are available for up to 90% of the total project costs for repair/ replacement, and up to 50% for new/ expansion. Loans can be provided for up to 100% of the project costs. Grant/ loan combinations are also available. Awarded projects for the past cycle include Smith, Fay, and Charles Snider Repaving (\$495,540) and Linton Road Bridge Replacement (\$572,000).



Theme Four

Direct and Manage Future Growth

Major Highway Corridors (SR 28, SR 48, SR 132). Focus new commercial and higher-density housing along these routes, where utilities and traffic capacity can support them. For example, encourage a small “town center” node at SR 28/SR 48, and a cluster of shops/offices at SR 28/SR 132. Use the nodal development strategy: channel growth into a few inter-connected clusters with cross-access, rather than allowing continuous strip development. Outside the nodes, enforce large lot requirements.

Town Center and Business Core. As noted above, designate the SR 28/Glendale-Mt. Carmel area as the primary “Goshen Town Center” with mixed uses. Also allow limited expansion of the existing commercial areas (e.g. near St. Joseph or Goshen Center) in a controlled way. Avoid letting retail creep along rural roads – instead concentrate it where parking and traffic improvements can be made.

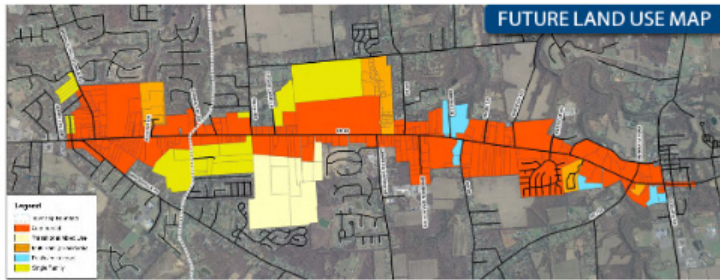
Industrial Development. Focus industrial and employment-based development in strategic locations where infrastructure, access, and compatibility support long-term success. By directing industrial uses to areas with adequate road capacity and access to higher-capacity infrastructure, the Township can attract investment and strengthen its tax base while minimizing conflicts with residential and rural areas.

Preserve the Rest as Rural. All remaining parcels (especially in the eastern and southeastern sectors, identified in 2000 as having poor soils) should stay at very low density with no new roads cut through fields. This implements the 2000 plan’s Rural Activities concept and addresses stormwater concerns.

Residents consistently said “development only on major roads” and “not scattered”. The County’s SR 28 Improvement study similarly promotes development “clustered into nodal districts” to avoid sprawl. Concentrating development in a few nodes lets the township “focus infrastructure dollars” on those areas and preserves the rest. It also enhances walkability and shared access, matching resident interest in parks and sidewalks. (Notably, about 20 of 49 survey responses explicitly said “limit development / nowhere”, so the plan must show that growth is highly targeted, not widespread.)

STATE ROUTE 28 LAND USE

The Link Between Land-Use and Transportation



The design of transportation facilities has a major impact on the community character of Miami Township and Goshen Township. These facilities are the result of land use decisions. This study will provide planning and analysis on linking land use decisions with transportation facilities planning, funding and development.

Future Land Use Map

This map serves to integrate and enhance the local master planning and corridor planning efforts of both Miami Township and Goshen Township to further their development and transportation goals and objectives.

Planning for Controlled Development Patterns

Taking direction from both the Miami Township Vision 2025 Plan and the Goshen Township State Route 28 Corridor Development Plan, the future land use pattern for most of this Study Area is a mix of commercial, office and professional service uses. This land use pattern maximizes the value of the SR 28 frontage areas in seeking business uses that will produce tax revenues and create new jobs.

Promoting a Nodal Development Pattern

What are Nodal Development Patterns?

The concept of Nodal Development Patterns concentrates development (e.g., creates concentrated and planned activity centers) to encourage higher density development around planned roadway and intersection improvements so that land between nodes can be used for lower density, lower traffic land uses.

Advantages of Nodal Development:

- The avoidance of scattered sprawl.
- Concentration of uses allows the communities to focus development-infrastructure dollars in one or two areas at a time.
- Unified development is more easily achieved including...
 - consistent design themes;
 - greater potential for mixed-use development; and
 - better control of traffic and preservation of roadway capacity.

Local Zoning Strategies to Consider

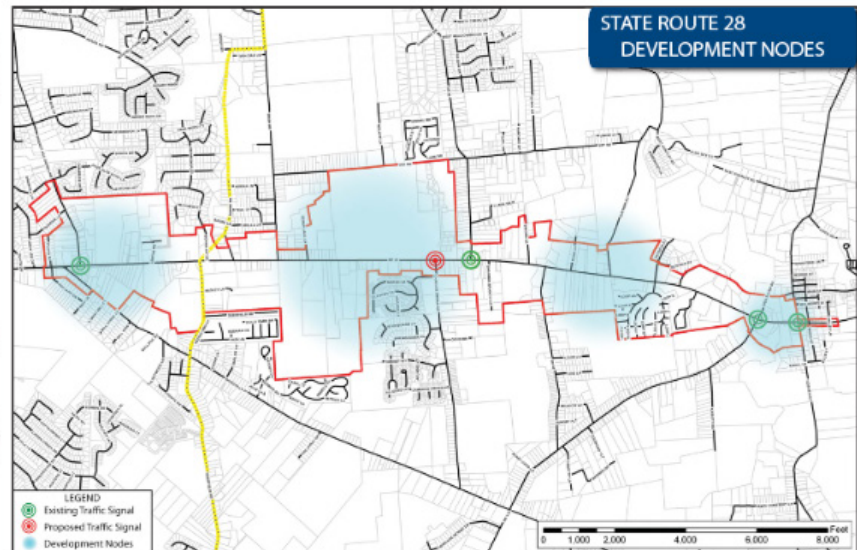
Both Miami Township and Goshen Township may consider zoning strategies to assist in the development that will both generate tax revenues while preserving the corridor's access flow.

Zoning Overlay Districts

The adoption of zoning overlay districts create a specific set of land use and design regulations for a defined "district" which is tailored to the types of business and the look and feel of the development desired for the particular district.

Mixed-Use Planned Developments

The use of Planned Unit Development (PUD) zoning provides valuable flexibility to the Townships when planning future development nodes.

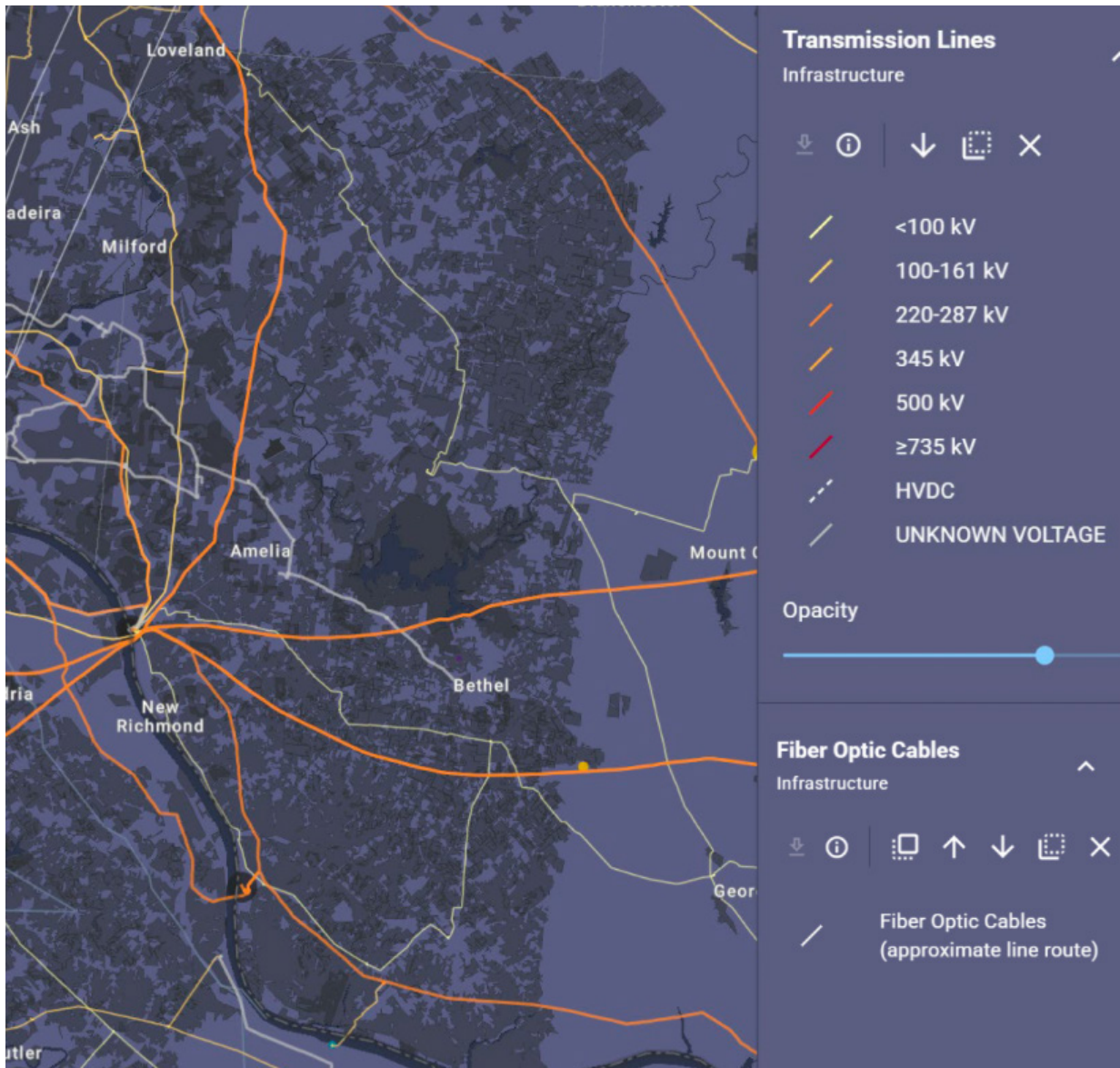


TRANSPORTATION IMPROVEMENT DISTRICT CLERMONT COUNTY, OHIO



SR 28 Nodal Development Patterns

The SR 28 Land Use Study by the CCTID (shown above) envisions most of SR 28 developed as a mix of commercial, office, and professional service uses, focusing that growth into concentrated nodal centers at key intersections. In this nodal development pattern, compact activity centers around planned roadway improvements allow areas between nodes to remain lower-density and lower-traffic. This would avoid scattered sprawl and concentrate infrastructure investment in a few areas, enabling unified design and mixed-use development while improving traffic control and preserving roadway capacity. Recommended local strategies include zoning strategies and mixed-use Planned Unit Developments to guide these nodes and maintain corridor access, with the intended outcome of boosting tax revenues and job creation without overloading the roadway.



Industrial Development Patterns

Electric transmission lines—and particularly their voltage capacity—can significantly influence where industrial development is most appropriate along with additional utility locations and capacities. Higher-voltage transmission infrastructure is often a key asset for energy-intensive uses such as manufacturing, logistics, and data facilities, making nearby land more attractive for industrial investment. At the same time, required easements, setback considerations, and safety constraints can limit residential or sensitive uses in these areas. As a result, transmission corridors often present a strategic opportunity to direct industrial or employment-based development to locations where infrastructure already supports it, while minimizing land use conflicts and making efficient use of available capacity. Where appropriate, the Trustees should consider allowing certain industries when meeting specific criteria.

Theme Five

Maintain Compatible Housing Options

Rural Single-Family Lots. The highest support was for “rural lots” with large lot sizes. Maintain current rural residential zoning (e.g. A-1 or R-1) that typically requires 1–2 acres per home. If demand grows, allow cluster provisions as noted above. This meets the request for “small subdivisions” rather than dense housing.

Senior and Workforce Housing. In or near the Town Center area, permit modestly denser options: e.g. duplexes, triplexes, or cottage court developments (4–6 units) on acre or sub-acre sites. These can help local seniors downsize and families with modest incomes. Encourage such housing in Planned Development (PD) projects with extra open space. Ensure designs fit a village style (buildings with front porches, central green).

Avoid High-Density Apartments. Do not allow large apartment complexes or manufactured home parks outside of designated zones. But given survey resistance, any multi-family should be small-scale and within a mixed-use area, not free-floating.

Workforce/Entry-Level Homes. This was a moderate priority in responses. It suggests allowing smaller single-family lots (e.g. 0.25–0.5 ac) in or near the town center. These could be zoning allowances or PD bonus units for providing community amenities.

Survey respondents prioritized low-density housing (rural lots by far, plus senior/workforce) and rejected apartments or dense subdivisions. Our recommendations mirror this: retain 0.5–1 ac lots outside nodes, allow up to 2/ac in suburban areas if sewers exist, and limit multi-family to designated areas and at a small scale. This range aligns with the 2000 plan (2 du/ac general maximum, slightly higher near SR28) but with more emphasis on farmland preservation. By providing some smaller and senior units in mixed-use projects, the plan addresses affordability without large apartments.

Suburban Sprawl

Modern suburbanization - particularly large-lot, spread-out development - tends to be far more expensive over time. Suburban sprawl requires extensive infrastructure networks (roads, water lines, sewer systems, and utilities) to serve new households, driving up per-capita costs. These developments often fail to generate enough tax revenue to cover the long-term maintenance and replacement of that infrastructure, placing fiscal strain on rural communities. Additionally, dispersed growth patterns increase reliance on cars, extend emergency response times, and can lead to the loss of productive farmland and environmentally sensitive land. Altogether, this pattern of development is not only inefficient but can create lasting financial and environmental burdens that rural communities are often ill-equipped to manage.

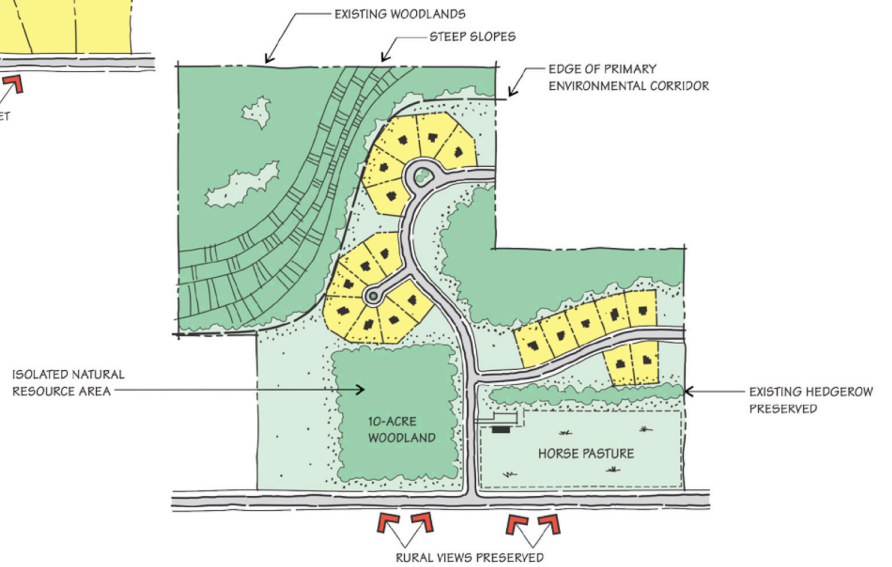
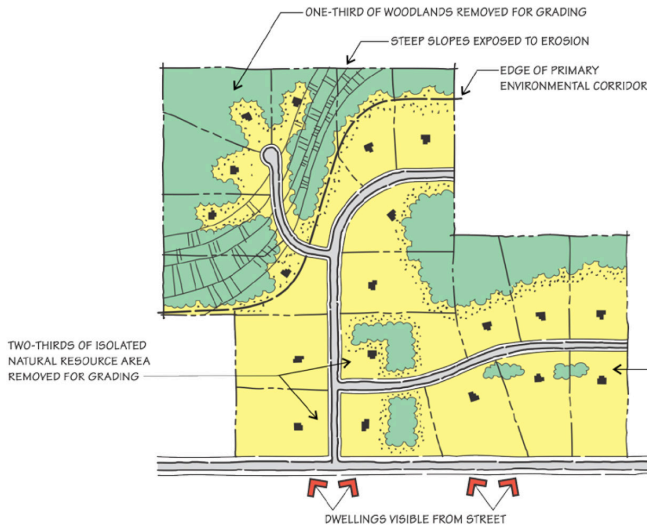
Cluster Subdivisions

Cluster subdivisions (pictured to the right) are often a better fit for rural communities because they allow the same number of homes to be built on smaller, grouped lots while preserving large areas of open space, farmland, or natural features. This design reduces the amount of land consumed by development and helps maintain the rural character that residents value.

By concentrating homes, cluster developments also require shorter roads, less piping, and fewer utility extensions, which lowers both upfront construction costs and long-term maintenance obligations for local governments. In turn, this makes public services like emergency response, school transportation, and road upkeep more efficient and financially sustainable in areas with limited tax bases.



Acre: 105
 Lots: 20 plus Farmstead
 Density: 1 Dwelling Unit / 5 Acres
 Average Lot Size: 1/2 Acres
 Common Open Space
 and Preserved Farmland: 85%



Open Space subdivisions can preserve environmental features and views.

Case Study

Aberlin Springs

Warren County, Ohio

Aberlin Springs in Warren County, Ohio is a strong example of how Goshen Township can accommodate growth while preserving rural character. The development uses clustered housing and permanent open space preservation to protect natural features and farmland, aligning with community feedback that emphasizes conservation and low-density living. It demonstrates how thoughtfully designed subdivisions can provide amenities and housing options without the impacts of traditional large-scale or high-density development. This model also shows how growth can be strategically planned rather than dispersed, helping to reduce sprawl and protect large contiguous areas of open land. By integrating conservation with development, it creates a balance between accommodating new residents and maintaining community identity.



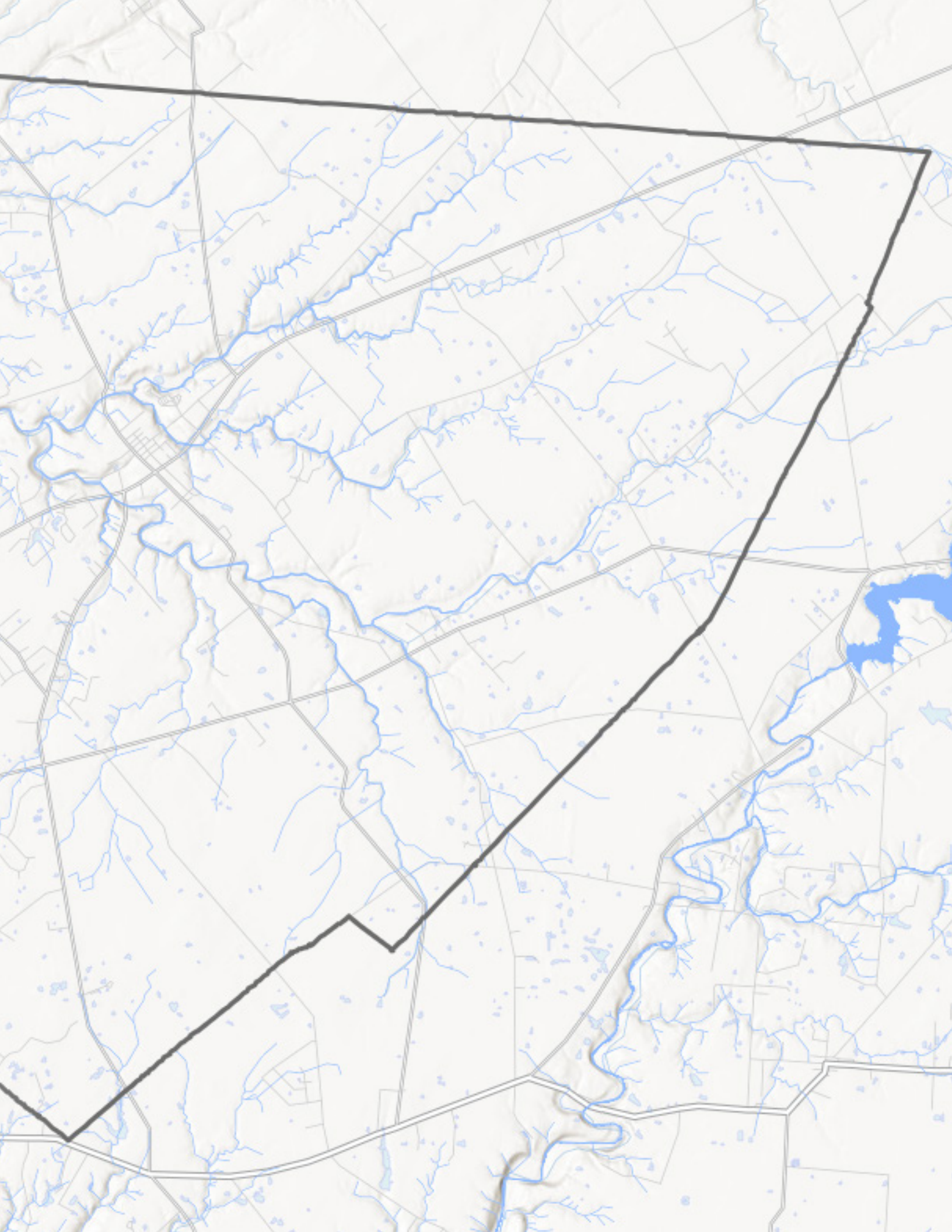
Aberlin SPRINGS
AGRI-COMMUNITY



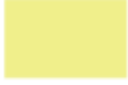







		
Basic (100' x 100')	Mini (75' x 100')	Country (60' x 100')

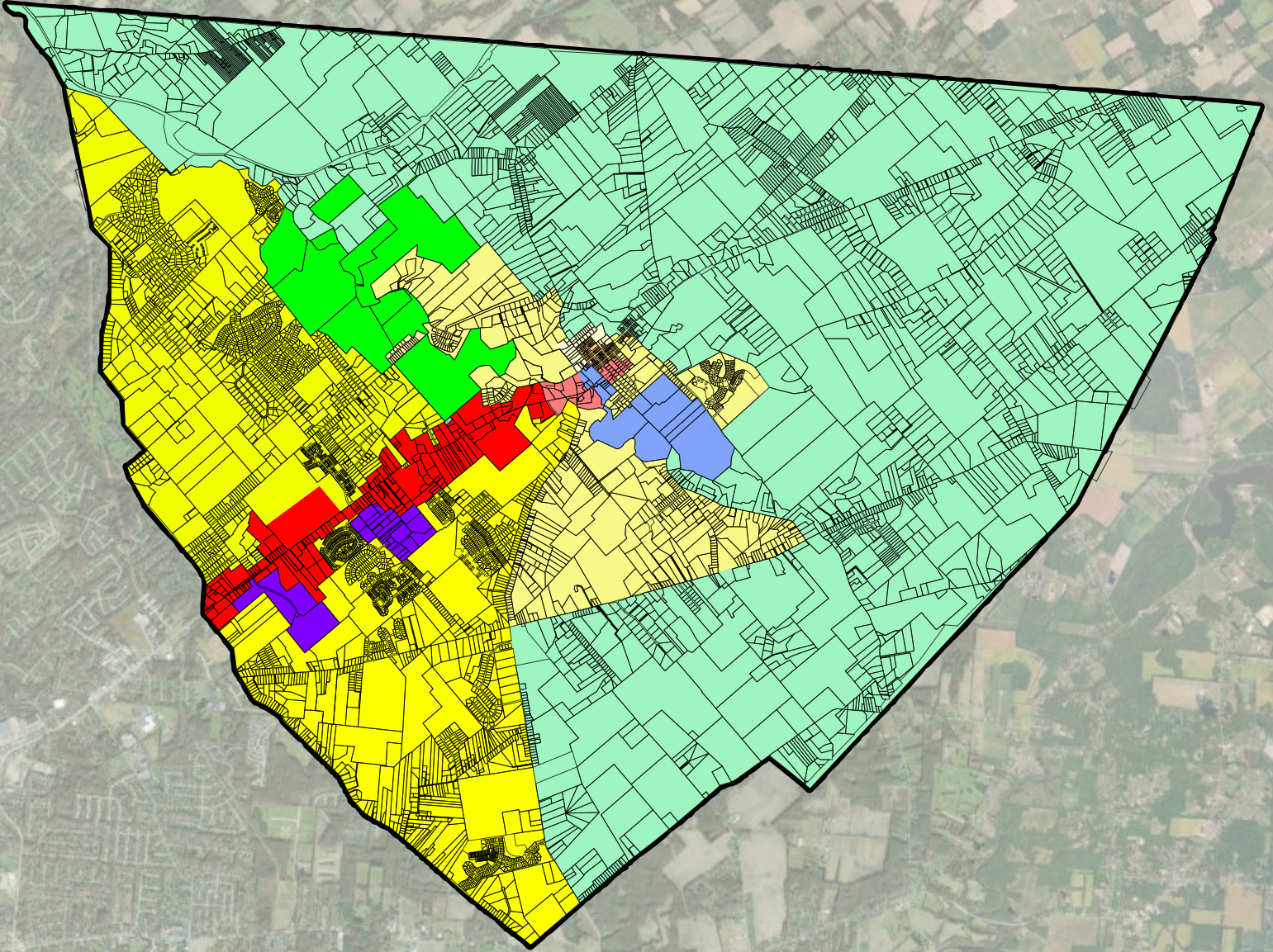


A topographic map of a region, likely a watershed, with a black boundary line tracing a specific area. The map shows terrain contours, a network of roads, and a complex system of blue lines representing waterways. The text "Planning + Implementation" is overlaid in a large, bold, italicized font.

Planning + Implementation



-  Cincinnati Nature Center
-  Rural Preservation
-  Rural/Suburban Option
-  Moderate Density Suburban Residential
-  Commercial
-  Commerce/Industry
-  TC Public/Semi-Public
-  TC Residential
-  TC Mixed Use
-  TC Commercial



Rural Preservation

Definition: Lands reserved primarily for agriculture, natural resource protection, and very low-density uses, to retain the rural character and productive open space. These areas emphasize farming, woodland, streams, and similar uses over development.

Typical Uses: Crops and livestock farming; “farm markets”; forest management; hunting clubs; rural residences (large lots, e.g. farmstead homes); very limited, farm- or home-based businesses.

Density/Scale: Very low (around 0.5 dwelling units per acre or less). Lot sizes typically 2+ acres for any dwelling. Building heights generally one story (plus barn/outbuilding), low floor-area ratio (FAR). (No fixed high density allowed.)

Implementation Tools: Agricultural zoning (e.g. R-1 or a dedicated “Agricultural District”); conservation/open-space overlays or easements; large-lot or cluster-subdivision regulations; steep slope/stream buffers; rural-design standards (e.g. prohibitions on curb-gutter, requiring swales). No water/sewer hook-ups generally (restrict density).

Mapping Notes: Show as expansive contiguous areas (often green). It should cover the majority of land currently used as farms or woodlots. Avoid designating this near existing or planned sewers (unless future sewer growth has been explicitly allowed), to prevent sudden pressure for subdivision. Edge buffers are often drawn between this and adjacent residential to avoid sprawl.

Rural/Suburban Option

Definition: Very low-density neighborhood uses outside sewered areas, allowing single-family homes on large lots (often on well or septic). This category bridges farms and suburban lots – it remains rural in feel but accommodates a few rural homesteads.

Typical Uses: Single-family homes on 1–3 acre lots; accessory farm buildings (barns, silos); hobby farms, animal shelters; small kennels or stable (by conditional use). Some utility uses (e.g. well fields) or low-impact institutions (a small church).

Density/Scale: Generally ≤ 0.5 –1 du/acre (e.g. 1–2 acre lots) – similar to Agricultural/Preservation. Building height 1–2 stories; FAR remains very low.

Implementation Tools: Zoning districts like R-1 or a “Rural Residential” district; minimum lot sizes (≥ 1 –2 acres) and septic-suitability requirements; access management on rural roads; clustering allowances (if conservation subdivisions are used, with 50–70% open space). Lot split/minimum spacing rules.

Mapping Notes: Typically wraps or punctuates farmland areas, often along rural road corridors. On the Future Land Use Map, mark these next to Agriculture or Conservation. Conflicts to avoid: do not put intensive uses here (like apartments or strip malls), which would overload local wells/roads. Also avoid abutting a town center or commercial area without a buffer of neighborhood-scale housing

Moderate Density Residential

Definition: Single-family housing on smaller lots (often with public water/sewer) reflecting existing subdivisions outside the Town Center. This category provides the classic suburban neighborhood pattern.

Typical Uses: Detached single-family homes (platted subdivisions); secondary dwellings (if allowed); neighborhood parks, stormwater ponds; schools serving the area. Small civic or religious uses on corner lots (e.g. a church or community center) may be allowed as conditional uses.

Density/Scale: Up to about 1–2 du/acre (roughly 20,000–43,000 sq ft lots). Residential zoning R-2/R-3 typically apply. Houses often 2 stories, 2,000+ sq.ft. Block length and cul-de-sac patterns typical of 20th-century suburbs. In cases where a developer is proposing a cluster subdivision, provide allowances for higher densities and smaller lots in exchange for more dedicated open space that protects buffer zones and view sheds.

Implementation Tools: R-2/R-3 zoning (or “Suburban Residential” districts) with lot area ~1 acre (R-2) or ½ acre (R-3) minimum. Suburban design standards: sidewalks, street trees, front yards, rear garages or alley access. Buffers along arterials. Architectural controls (if PD).

Mapping Notes: Fill areas already having single-family neighborhoods (e.g. the older cores around SR 28 or new subdivisions). On the map, they appear as contiguous residential clusters. Avoid placing this on isolated farm lots; also avoid abutting heavier uses (industrial/commercial) without transitional uses.

Commercial

Definition: Non-residential areas for shops, offices, and services oriented to motor vehicles, often along highways and busy corridors. May include general retail centers and standalone businesses.

Typical Uses: Retail (grocery, discount stores, shops, restaurants), offices, personal services (salons, clinics), banks, hotels/motels, fitness centers. Some “light service” industrial (dry cleaning, small repair) that is compatible with customers. Auto-oriented uses (gas stations, car washes, drive-thrus) included.

Density/Scale: Varies by sub-type: Neighborhood-scale (B-1) uses often on small lots ($\frac{1}{4}$ – $\frac{1}{2}$ acre) with 1–2 story buildings; General/Highway (B-2) uses can occupy multiple acres (strip plazas, big boxes) with 1–2 stories. Floor-area ratio typically 0.1–0.3 in strip centers; building height 30–40 ft.

Implementation Tools: B-1 (Local Business) for neighborhood shops; B-2 (General Business) for highways. Design standards: large building setbacks, parking in front, driveways with access management. High-sight distance signage along state routes (but regulated by 519.241 et seq.). Corridors buffered from homes by landscaping or transition zones. Split zoning (B-1 along a road, then R behind it) can create a gradation.

Mapping Notes: Tag commercial along SR-28 and major crossroads, and the existing commercial strip in the Township Center (now “TC Commercial”). Avoid slapping commercial onto low-density interior areas. Also, note that “Commercial” on the future map is guidance – existing zoning still controls auto sales, etc. Conflicts to avoid: placing heavy commercial (gas stations, 24-hr drive-thrus) adjacent to quiet residential without a buffer.

Commerce/Industry

Definition: Areas reserved for employment uses including manufacturing, warehousing, distribution, and large offices – uses that support jobs but generate more traffic or noise than retail. (Often grouped as “light industry” or “employment centers.”)

Typical Uses: Light manufacturing, research/development, distribution centers, corporate offices, contractor shops. Also larger scale businesses like laboratories, breweries, or data centers. Public utilities or major infrastructure plants may locate here. Some heavy business uses (truck terminals) in true industrial areas.

Density/Scale: Larger lots (5+ acres) and buildings with expansive footprints. FAR low (0.1–0.25). Building height typically 30–50 ft (often one story with high clearance). Minimal residential component (maybe an on-site supervisor’s house as accessory).

Implementation Tools: Industrial or Planned Manufacturing zoning (M-1, PD-M). Performance standards: emissions/noise limits, mandatory yard landscaping, screening from roads. Truck access roads, turning radius standards. Parkland or habitat buffers next to streams. Utility-ready (power, broadband) sites. High setback from residential (100–200 ft) and screen walls if needed.

Mapping Notes: Mark existing industrially-zoned areas (e.g. near corners of SR-28 with I-275 access). Show as clusters often adjacent to (or buffered by) commercial. Do not locate adjacent to low-density homes. If such conflicts arise, require strong buffers or consider relocating residential to other side of a major road.

Town-Centered Uses

Definition: Areas designed for a blend of residential, commercial, and civic uses in a compact form, typically around the Goshen Town Center or along designated corridors. Promotes walkable, village-style development.

Typical Uses: First-floor shops/offices (grocery, drugstore, bank, cafes); second-floor or rear-unit apartments/lofts; offices (small firms, clinics); civic uses (library, post office, religious congregation); upper-story hotels or senior housing. Some light services (beauty salons, pet care).

Density/Scale: Moderate FAR (~0.5–1.0) and 6–12 du/acre for the residential mix. (Township Center areas in Goshen plan allow up to 6 du/acre for single-family, but mixed-use areas effectively have more units per acre.) Building height 2–3 stories (up to 45–50 ft) is common, with no rigid lot size.

Implementation Tools: “Town Center” or mixed-use zoning overlay (e.g. Goshen’s TC district) allowing both B-1 (neighborhood business) and residential. Form-based standards: zero front setbacks, sidewalk frontage, parking behind/under buildings. Pedestrian amenities (wide sidewalks, plazas). Design review board to ensure architectural compatibility. Horizontal mixed-use allowed (e.g. shops next to apartments) and vertical mixed-use in same building. Possibly parking districts or shared parking.

Mapping Notes: Center these near Goshen’s core (e.g. around Goshen-O’Bannonville) and key intersections identified in corridor studies. On the map, illustrate as “Town Center” or “Mixed Use – Village” nodes. Avoid placing this category where freeway-scale commerce belongs. Ensure a clear boundary (e.g. marked as a special district).

Implementation

Steps and Prioritization

1. **Adopt the Updated Plan.**

(2026)

Finalize and officially adopt the Land Use Plan in early 2026. This provides the policy basis for all subsequent actions.

2. **Engage Public & Stakeholders.**

(Ongoing)

Use email newsletters, social media, the township website, and periodic community meetings to strategize, implement, or update the plan's goals based on evolving needs of the community. Update residents quarterly on progress. Continue engagement with stakeholders regarding infrastructure improvements and opportunities for community improvements.

3. **Continue Implementation of State Route 28 Corridor Development Plan.**

(Ongoing)

By implementing the strategies outlined throughout the State Route 28 Corridor Development Plan, the Township capitalizes on valuable planning efforts that provide specific action items that help in accomplishing the plan's goals.

4. **Focus Area Planning**

(2026-27)

Work with staff and stakeholders to establish Focus Area Plans as shown in Miami Township's 2023 Land Use Plan. This strategy allows for detailed analysis at key nodes with recommendations and action items related to priorities, infrastructure improvements, land use, zoning, and access management that prepare the Township for incoming development pressures. These focus area plans would be developed, adopted, and integrated with this document.

5. Zoning Amendments

(2026–27)

Draft zoning text amendments and new district maps to implement the recommendations throughout this document. Consider a complete update with community engagement and public meetings throughout the process. Key changes: add Agriculture/Conservation district; detail and enforce Town Center mixed-use; create corridor overlay districts; allow cluster subdivisions; tighten stormwater standards. Estimated cost: Low (staff time/legal).

6. Pursue Preservation Programs.

(2027)

Explore grants or public-private opportunities for farmland easements and set up a process to apply on behalf of landowners. Estimated cost: Low/Medium(depends on grants sought).

7. Infrastructure Projects.

(2027–2031)

Start planning SR 28 improvements in coordination with ODOT and OKI (metropolitan planning organization). Seek state/county funding for widening and trail construction. Prioritize intersection improvements in 2028–29. Simultaneously, upgrade township roads and drainage in identified trouble spots (yearly budget as available). Work with the County Departments on updated comprehensive planning and Capital Improvement Programs. Estimated cost: High (major capital projects).

8. Parks and Trails.

(2027–2029)

Acquire or secure property/easements for additional community spaces such as parks or trails. Build initial park amenities or community green in the Town Center. Search for partners and grant opportunities to assist with trail construction and connections to larger trail networks. Estimated cost: Medium (depends on land acquisition vs. donation).

9. Development Review & Enforcement.

(Ongoing)

Once new rules are adopted, apply them rigorously to all subdivision and site plans. Ensure new developments dedicate required open space, drainage, and facilities as promised. Train township staff on inspection/enforcement of stormwater and erosion controls.

10. Evaluation & Adjustment.

(2029+)

Two years after adoption, survey residents on perceived changes. Measure key metrics (below) annually. If needed, refine zoning (e.g. adjust density caps or uses) and update the plan consistently.

