



“SHAPING OUR FUTURE”

North Gate Alliance
Cooperative Economic Development Agreement

STRATEGIC LAND USE PLAN

Final Plan and Report

March 10, 2013

ASHVILLE

PICKAWAY COUNTY

WORKING TOGETHER

HARRISON TOWNSHIP

SOUTH BLOOMFIELD



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Commissioner, Vice President

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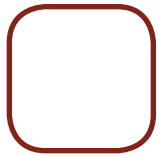
Village of South Bloomfield

Rick Wilson,
Mayor





Executive Summary



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Executive Summary

“Make not little plans; they have no magic to stir men’s blood and will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency.”

Daniel Burnham
Architect (1846-1912)



I. Why a Joint Planning Effort?

Communities are constantly changing. In village and rural environments, buildings are often constructed, torn down, renovated and abandoned while roads and public facilities are built or improved. Residents of this physical environment also change over time. They age, form families, and move through various stages of life looking for different things from the community in which they live. Attending to these changes, village and township leaders typically address various issues and concerns on an individual basis. Meeting agendas are filled with consideration of individual projects and proposals at various locations throughout the community. In addition, smaller communities such as villages and townships often struggle with the costs and complexities of providing and maintaining essential services and infrastructure.

With the passage of time, communities often recognize the need for a more comprehensive and long-term view of change. This is typically in response to a deep human need to grasp a bigger picture and to have some sense of “where we are going” and “how do we get there?” For all of these reasons there are many advantages to planning jointly. Individual communities can establish a road map for achieving their individual goals while also exploring opportunities to share resources and identify common goals for the benefit of all.

The benefits of joint planning have become even more evident with the establishment of the North Gate Alliance CEDA (Community Economic Development Agreement). This agreement, established between Pickaway County, the Village of South Bloomfield, the Village of Ashville, and Harrison Township, has outlined a process that will enable each of these communities to collaborate and succeed both individually and together. No longer do these individual communities, who’s futures are already intertwined by their proximity, have to compete with each other for the next annexation or economic development success. This plan will further that joint effort and explore ways to promote the most efficient use of land to meet the needs of the entire community and provide recommendations that will reflect the desires of residents and leaders from both villages and the township.



Fig ES-1. - Project Logo (Source: G2 Planning+Design)

Our Vision for the Future:

“Our Township and Village residents and leaders value their small town friendliness, community charm, and agricultural heritage and in the future, through smart growth policies and the coordination of local government resources and efforts, our entire community will promote balanced growth opportunities, coordinated transportation and pedestrian connectivity, and environmentally responsible industry that respects our environment, enhances our small village centers, and increases the success and quality of life of our families and employers.”



II. What Is a Comprehensive Plan?

A Comprehensive Plan is a forward-thinking, long range document that looks years ahead to anticipate the future challenges and needs of a community, and describe the long-term vision that a community wants to achieve. It provides the framework and policy direction for future development decisions and helps to promote and preserve the community character. A Comprehensive Plan is a broad look at the entire community in terms of where it is now and where it would like to be in the coming years. This vision of the future is depicted with maps showing future land uses and conditions, and with goals and policies that describe how the community wants to grow. Once adopted, the comprehensive plan becomes a flexible guide for the community to follow in order to achieve their desired vision for the community. The comprehensive plan also becomes the basis for many other planning activities, such as the creation of development regulations, transportation planning, park and open space planning, and economic development strategies. Given the ever changing nature of communities, demographics, housing and development needs, and other trends, the comprehensive plan is intended to be a living document which is continually revisited and revised to make sure that it meets the needs and desires of the community.

Along with the knowledge of what a comprehensive plan is and does, it is also important to describe what a comprehensive plan does not do. Because a comprehensive plan is big picture oriented and strategic in scope it does not typically focus on detailed elements. The comprehensive plan is also not a regulatory document, such as a zoning code, but is a policy plan. A common misconception among property owners is that a comprehensive plan represents a change in their existing land use or zoning. A comprehensive plan does not automatically re-zone land as a result of its adoption but instead makes recommendations as to what future land uses would be desirable if land is to be developed. In short this plan becomes a guide for how future requests for re-zoning and development would be evaluated.

Creating a Plan

Creating a plan begins with 3 simple steps that can best be summarized as questions:

Where are we now? - What makes up our community, what factors affect our future, and what are our needs?

Where do we want to be? - What is our vision for the future and the goals that will guide our future decisions.

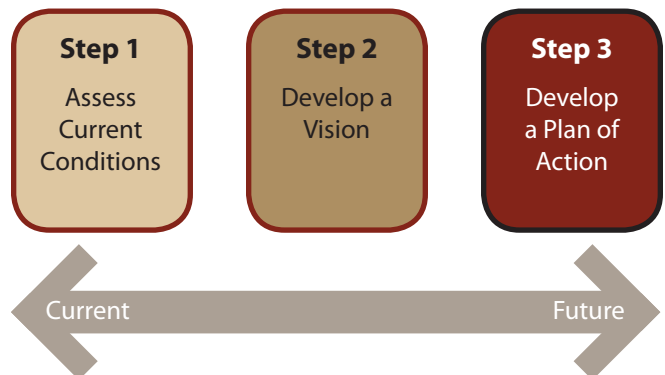
How do we get there? - What steps must we take to create the community we envision?

The Plan is:

- A guide for community leaders to look to when making future development and policy decisions.
- A reflection of the communities long term vision, goals and priorities.
- A supporting document to each communities zoning code when making critical decisions.
- A way for the residents, landowners, and developers to be aware of the communities vision and to meet those expectations.
- A flexible document that can be updated as changes in the community and changes in trends take place.

The Plan is not:

- A change in existing zoning
- Overly specific in it's recommendations
- A legally binding document
- A permanent document
- An exact outline of every future project



III. How To Use This Plan

This plan has been written so that it can be read either cover to cover or consulted as a reference when needed. The Executive Summary provides instant access to the major findings of this study, the results of the public visioning, and some of the more important maps. Chapters 1 through 4, outlines the existing conditions and trends that affect the planning area and the vision and goals developed by the community that determine the desired future. Chapters 5 through 8 detail 4 main categories that provide recommendations to help the township and villages to achieve those goals. These main categories are Future Land Use, Infrastructure and Community Facilities, Community Character, and Economic Development Opportunities. The recommendations in each of these categories, along with the interaction between them, must be considered for their relation to the overall growth and vision of the community. Creating a healthy and sustainable community depends on the successful interaction between these parts, resulting in a community that is environmentally friendly, fiscally sound, and maintains its desired “small-town” charm and appeal. Finally chapter 9 identifies the appropriate “action items” and suggested timelines for their completion. These action items provide the township and villages with the next steps that are necessary to move the community toward its desired vision.

The Township Trustees, Village Council members, and associated planning staff should turn to this plan when considering policy matters. They should consult this document to review the basic direction it sets forth for the community and the more specific recommendations outlined for the various areas. This plan, in conjunction with the zoning code, will provide a guide for the township and villages in evaluating, and approving or denying, land use and development proposals. To establish the appropriate expectations, this plan should also be reviewed by developers and landowners seeking rezoning in the Township and Villages for guidance on land use and development issues. In general, this plan should be used as a reference for providing guidance on a wide variety of issues, problems and challenges facing the township and villages and how to effectively overcome them.

This Plan is a policy document that should be used regularly to:

Guide zoning and subdivision approvals...

The plan should be used during all zoning and subdivision processes. While the plan is not a legally binding zoning document, it sets forth the land use vision for the community as well as policies to help achieve that vision. Proposed plans that are presented to the township or villages should be evaluated based on their compatibility with the future land use map and the supporting goals and vision.

Inform capital improvements planning...

Capital improvements should be planned in accordance with the recommendations in the plan. This mainly includes recommendations from the Future Land Use, Infrastructure and Community Facilities, and Community Character sections. If there are major additions to the list of capital improvements that will affect future land use planning (a newly proposed road as example), the land use plan should be updated accordingly.

Guide the creation of economic incentives...

The township, villages, county and the P3 Partnership should work together and use the plan when deciding the composition of economic incentive packages and who they will be targeted toward. The plan outlines several recommendations regarding locations and types of businesses desired.

Direct community initiatives...

Community organizations should use the recommendations in the plan to direct new programs and initiatives. Organizations should work with the township and villages to make sure they are following the goals and vision of the plan while helping create a better community through outreach and activities.



IV. Market Analysis

As part of this planning effort a comprehensive study of Demographics and Market Conditions was conducted. This study was done for the purposes of informing the plan of future land use needs, identifying future trends and changes in demographics, and identifying potential economic development opportunities in untapped commercial and industrial demand. From this study a summary of the top 8 market factors that affect the planning area are as follows:

Continuing Demand for Large-Lot Rural Single Family Homes:

The township and both villages (hereinafter referred to as the “planning area”) is expected to lose around 60 people (20 households) in the next five years. However, the planning area is expected to grow 57% from 2016-2035 according to the Ohio Department of Development. This study is not as optimistic as ODOD, but it is still believed that a growth of 40% from 2016-2035 is feasible. The bulk of this growth is expected to occur in the unincorporated parts of the township. We expect an increase in the population of 13% for Ashville (500 people) and 18% for South Bloomfield (300 people), by the year 2035. The ODOD predicts this growth under the assumption that land uses will not change. We know that the land uses probably will change to accommodate for the growth. Therefore, we believe that the demand for rural large lot single family homes may actually be greater than is currently forecast. If land uses remain unchanged, we predict an explosion in the amount of frontage development for single family homes. This could pose additional land use efficiency, safety and transportation challenges for the community. This plan recommends incorporating organized large lot subdivision development to accommodate the predicted growth in rural housing.

Households Earning Less Money = Low-Income Housing Demand Increasing:

Unfortunately, low-income households are the strongest growing demographic within the planning area. The growth is not occurring via migration into the planning area. The growth is occurring as a result of households falling from a higher earning income bracket. The median income within the planning area is currently \$44,691 which is approximately 10% less than the median income for the U.S. (\$49,445). Approximately 20% of households within the planning area (564) are at or below the poverty line (\$22,350). From 2000-2011, the median income increased 10.6% while inflation increased 30.6% during this same period.

As a result the residents are earning less money and it is affecting their housing choices. There is a 100% occupancy rate for low-income rental multi-family units. The excessive demand for these units is currently being absorbed by single-family homes; primarily in Ashville. Unless more low-income multi-family rentals are brought online, the demand will continue to be absorbed by single-family housing. There are positives and negatives with this approach. The positive is that this is a possible use for the increasing number of vacant homes, especially in Ashville. The negative is that it could permanently change the character of housing in the older parts of Ashville and eventually South Bloomfield. We recommend planning to allocate space for low-income multi-family rentals. The next 5-10 years could support an additional 60+ units of low-income multi-family rentals in the planning area.

Little Demand Exists for Additional Condos:

Demand for the existing condos in Ashville is light and the project will struggle to absorb what has already been built. It is unlikely that the project will attempt to engage in the second phase of the development. Rural condos were a tough sell during a strong housing market and are almost an impossible sell now.

Build Out of the Existing Platted Subdivisions in Villages is not Expected Soon; Long Term Outlook\Need is Modest:

It appears the housing market has not yet bottomed out in the planning area. Recent sales activity indicates that the market is slowing again (close to 2008 levels). Under optimistic scenarios, the villages could achieve subdivision build-out by 2027. However, locations and preferences change over time. In addition, the ODOD does expect modest growth (10-13%) in both villages by 2035. This will put pressure on additional subdivision development within the villages. In the short term (less than 10 years), we do not believe it is wise for either village to pursue additional subdivision development. However, the 11-23 year outlook suggests that further subdivision development is likely. Further, we recommend planning for this as a way to attract the households that are expected to migrate into the planning area per the ODOD. History suggests that large-lot rural frontage development has been meeting demand for housing at greater price points. Therefore, including housing of this type in future development may be a good idea. It is much more efficient to locate housing close to the cores of the villages than in the township’s unincorporated areas. We recommend the villages plan for a total 200-300 acres of space for single-family homes to be built 11-23 years from now, some of which should be targeting higher price points.

Demand for Senior Care Facilities is High and Will Remain High:

Both short and long term demand for Assisted Living facilities is high. As the residents in the planning area continue to grow older, demand should only increase. In addition, support for such facilities can come from a larger area than support for traditional housing. There is expected to be demand for at least 70 Assisted Living units for the next 10 years. We recommend planning on allowing 1 acre for every 6 units of assisted living. There is an overabundance of nursing care facilities and this is expected to continue. We don't recommend building any more nursing care only facilities.

There is also strong demand for independent living facilities. Current occupancy rates are at an unhealthy 97.8% and there is expected to be demand for up to 100 units of this type within the next 10 years. We recommend planning on allowing 1 acre for every 6 units of independent living.

Retail Demand is Ready for Expansion in Some Sectors:

There are five industry groups which currently have demand that exceeds supply within the Primary Trade Area and/or Competitive Trade Area. Those groups are: Food and Beverage Stores, Health & Personal Care Stores, Gasoline Stations, Clothing & Clothing Accessory Stores, and Sporting Goods, Books & Movie Stores. In addition, the data indicates that there is currently ample support for a mid-sized supermarket (around 60,000 square feet). Support for this would come primarily from both Villages. Within the planning area the median yearly sales for supermarkets is \$24.2 million and there is currently a gap of \$16 million. The location of a supermarket should be in a highly visible area with good traffic and access for residents of both Villages - preferably off of US 23. The support for the remaining four groups is strong enough to warrant consideration for development. However, there are currently vacant commercial spaces in both South Bloomfield and Ashville.

The traffic and visibility of US 23 make this the most desirable commercial corridor for retail expansion. In addition, clustered retail is desirable because it discourages "bounce". We recommend planning for minor expansion of commercial development around US 23; however, we urge the Village of South Bloomfield to consider issues of traffic and access when expanding commercial opportunities.

Office and Industrial Space will be driven by the Pickaway County Economy:

Although the surveys of residents indicated a desire for

a consolidated medical office facility, the data does not indicate that there is currently enough support for it. Most residents are traveling to either Circleville or Grove City to receive medical treatment that requires a visit to more than one facility. Consolidated medical office facilities in the suburbs of Columbus (Dublin, Hilliard, Grove City, Gahanna, Westerville, etc.) have proven to be successful primarily because there are large population bases in place to support it. In addition, most of those population bases are aging and thus more are more likely to seek medical treatment. In light of the fact that the population figures are expected to remain stagnant for the next 10 years, it is unlikely the area could support much additional medical office.

There is projected to be little increase in professional jobs (Finance, Insurance and Information) over the next 10 years; therefore, demand for additional office space will remain low.

We must note that predicting demand for Industrial and Office space in a rural environment similar to this planning area, is a tricky proposition. Demand for such space is generally related to regional demand. Although the planning area is included in Columbus MSA, it is not directly influenced by regional demographic trends. These trends have historically affected the northern portions of the MSA more than southern portions. In addition, there is ample space for light industrial and warehouse use in southern Franklin County. Businesses seeking 100,000 or less square feet of space have plenty of currently available space to choose from already in Franklin County.

Demand for significant (> 100,000 sq ft) Industrial and Office space is likely to come from a single source. In other words, a local factory is expanding or an assembly plant decides to locate in the planning area. These decisions are generally made independent of demographic outlooks. Instead, these decisions are based on the economic conditions that the business is experiencing and expecting to experience into the future. We recommend that the Plan allow for this type of expansion but cannot recommend a specific amount of acreage to set aside.

North of Duvall - The Rickenbacker Intermodal Facility.

Because of the uniqueness of the Intermodal facility, this area is being considered separately from the Market Analysis (see Economic Development Chapter). However, we can safely make the following suggestions. First, do not allow for additional housing within the established JEDD area. Second, besides light industrial and warehouse (hyper-logistics) uses, the plan should allow for opportunities for ancillary development, i.e. the trucking industry.

Overall Community Goals:

1. Continue to promote cooperation and collaboration between the township and villages to share resources, plan collectively, promote economic development, and make decisions that improve the quality of life for the entire community.
2. Protect the rural character, small town charm and agricultural heritage of the community.
3. Protect the character of 23 and establish a new gateway / sense of entry into the community and Pickaway County.
4. Preserve and/or support farmland as a viable industry where appropriate.
5. Promote economic development and the growth of jobs and industry north of Duvall Road and east of US 23 while protecting the character and environmental resources of the area.
6. Provide targeted areas for growth and development in and around the villages that do not require extensive infrastructure costs to the community and that protects the character of the villages and the environment.
7. Provide walking and biking connections between the villages, into targeted areas of the township and to important community facilities such as schools.
8. Develop consistent policies and regulations between the township and villages for the use of the 100 year floodplain.
9. Develop consistent zoning regulations and unified development standards between the village and the township for new growth and development.
10. Examine alternatives to address the concern over at-grade railroad crossings and the need for the fire department to reach all areas of the community.

(Established During the Public Participation Process)

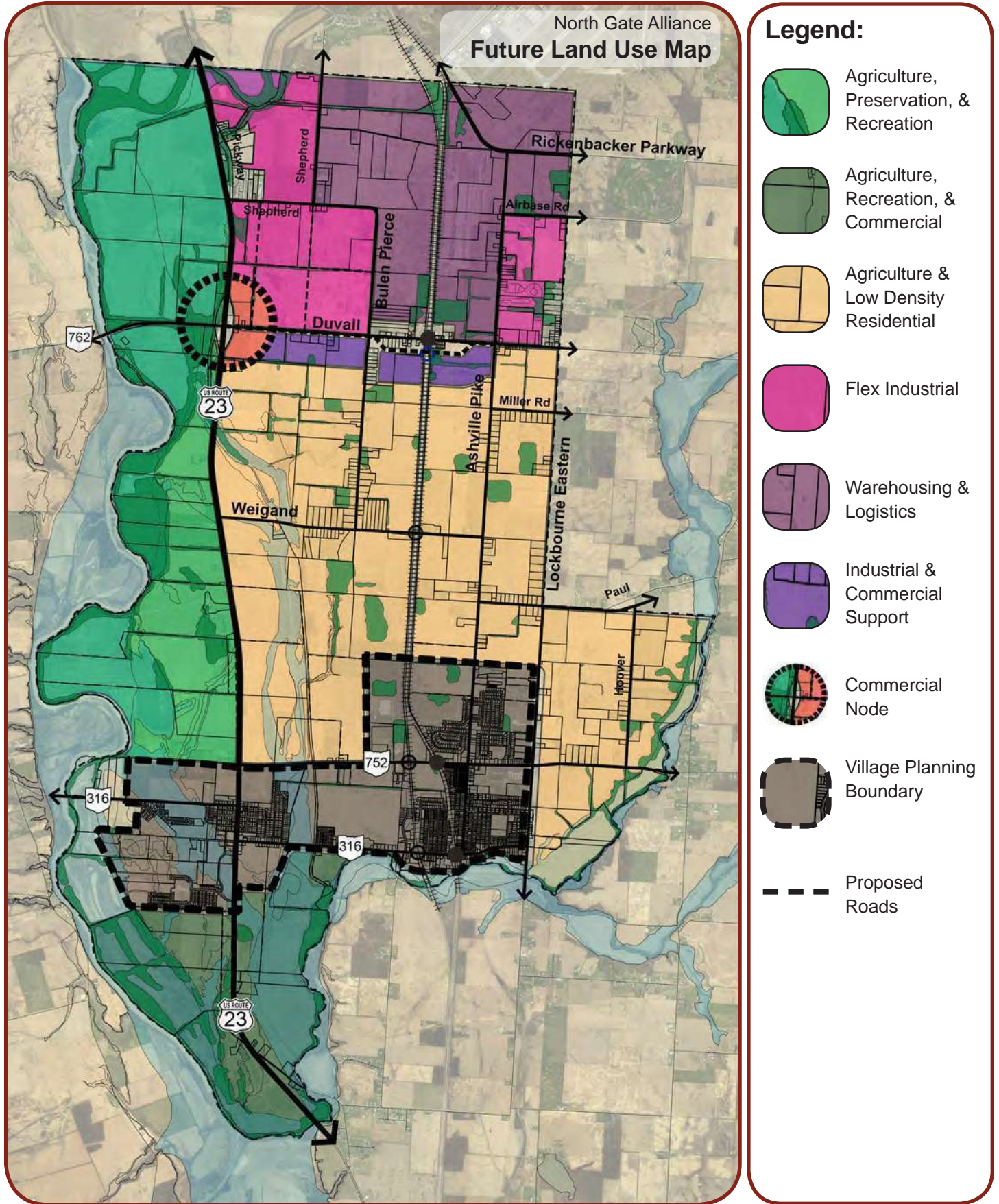
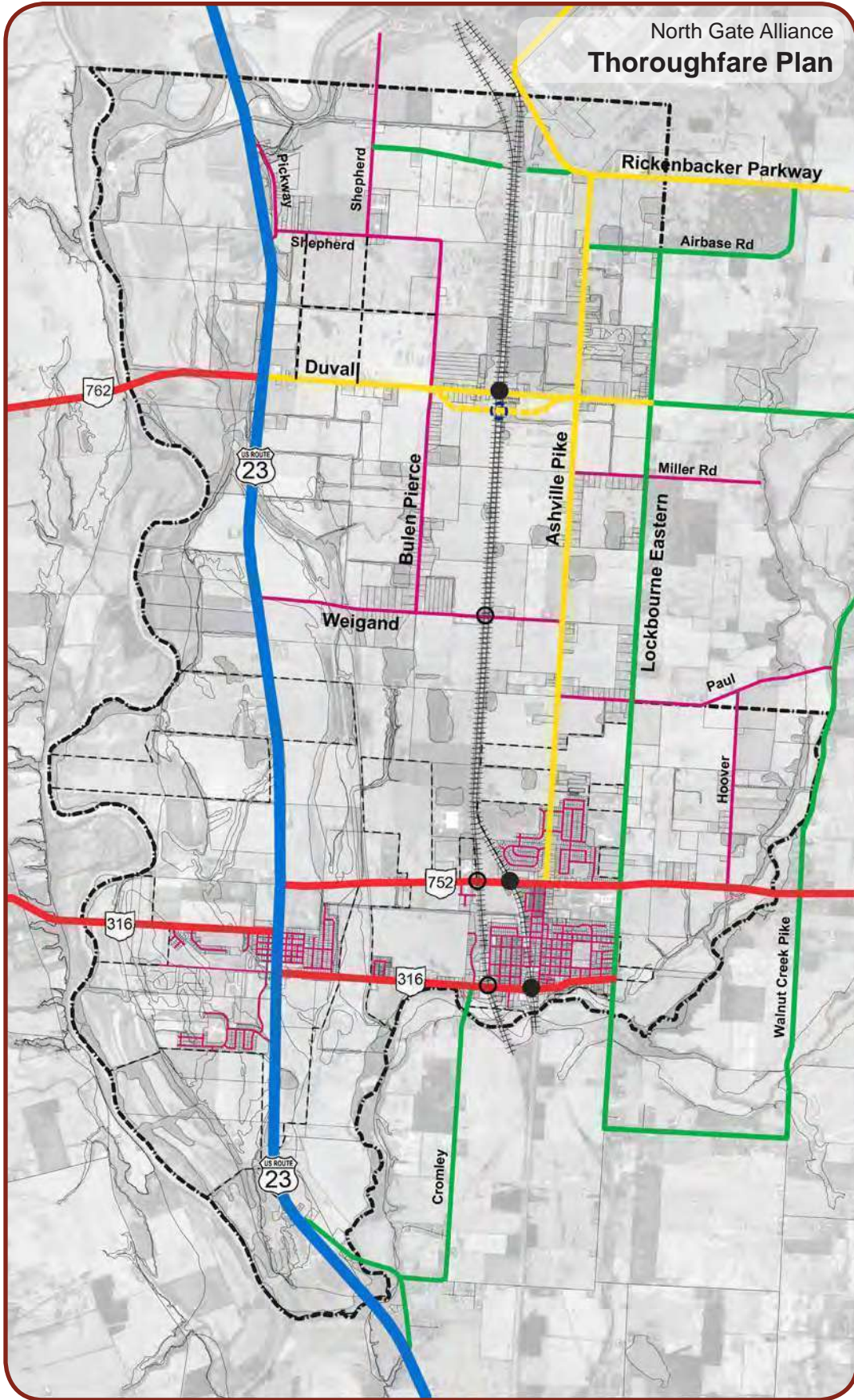


Fig. ES-2 - Future Land Use Plan (Source: G2 Planning & Design) - See Chapter 4 for explanation of land uses

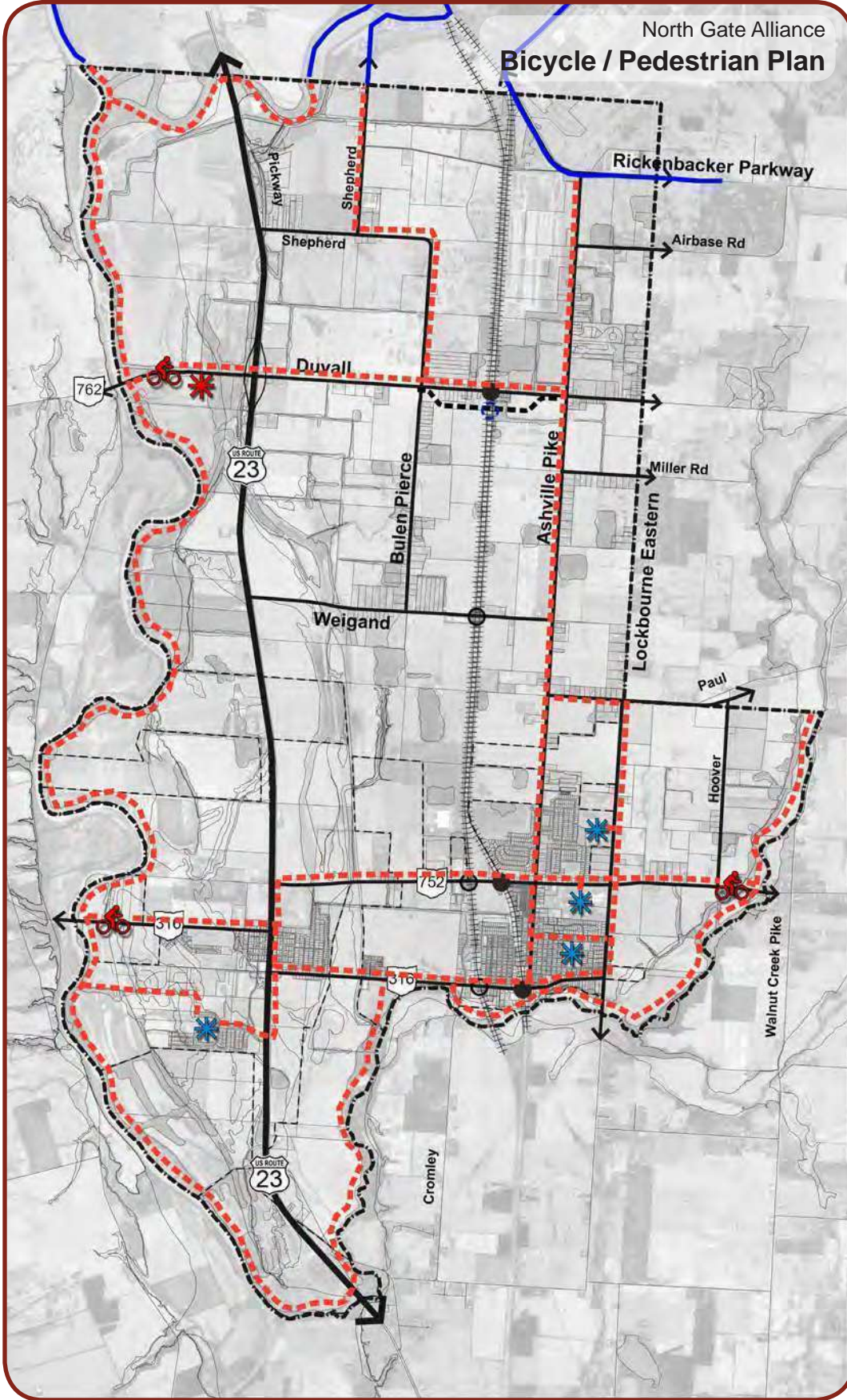


Legend:

- █ US Route
- █ State Route
- █ Major Collector
- █ Minor Collector
- █ Local Road
- Proposed Roads
- Ex. at-Grade Railroad X-ing
- Ex. Separated Railroad X-ing
- ⊞ Future Separated Railroad X-ing

Fig. ES-3 - Thoroughfare Plan (Source: G2 Planning & Design) - See Chapter 5

North Gate Alliance Bicycle / Pedestrian Plan



Legend:









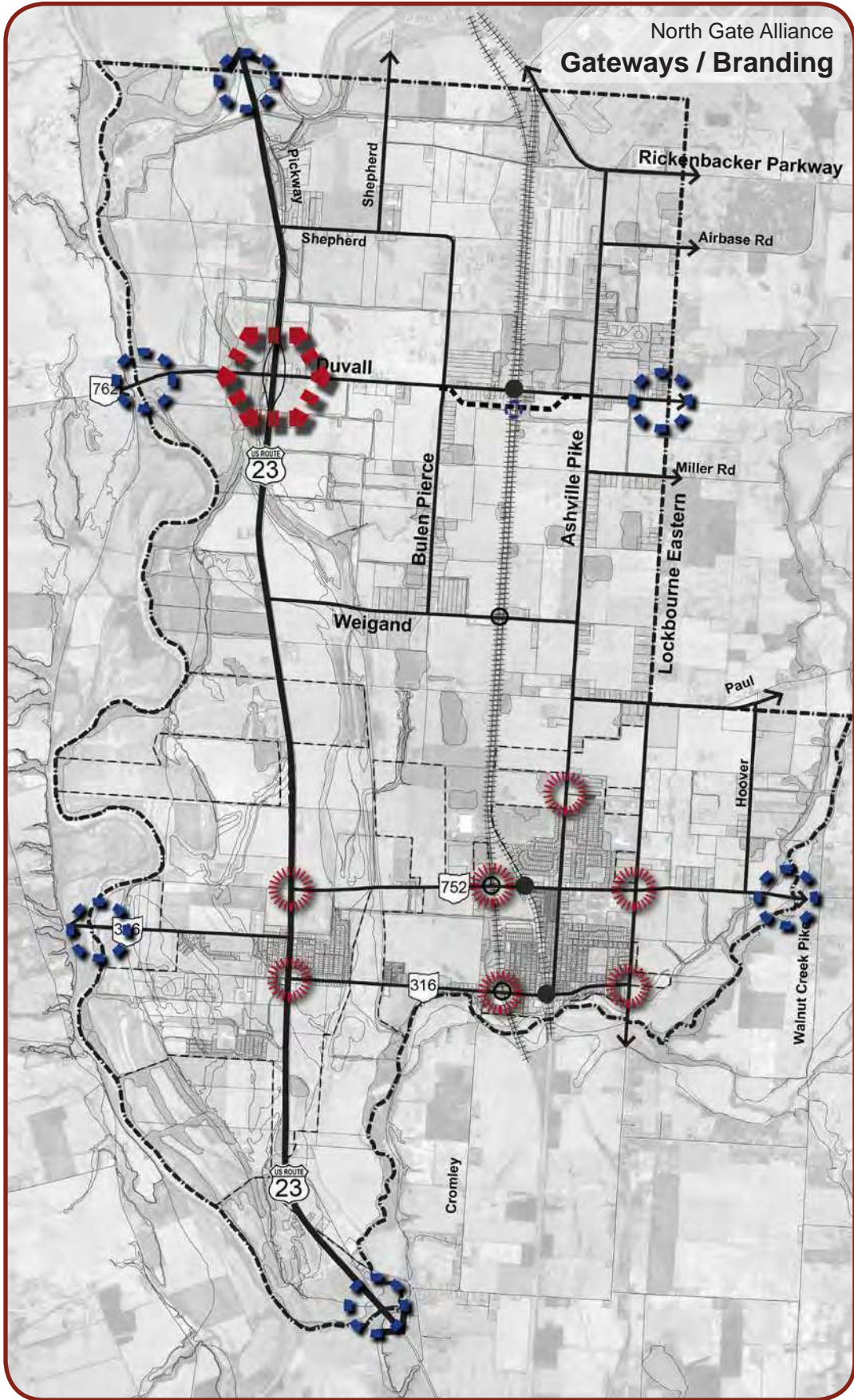
-  Proposed Regional Trails (Source: MORPC)
-  Recommended Local Trails
-  Recommended Connection Points
-  Mackey Ford Wildlife Preserve
-  Potential Trail Head Location
-  Ex. at-Grade Railroad X-ing
-  Ex. Separated Railroad X-ing
-  Future Separated Railroad X-ing

Fig. ES-4 - Future Pedestrian / Bikeway Connections (Source: G2 Planning & Design) - See Chapter 5



Legend:







-  Major Gateway Opportunity
-  Minor Gateway Opportunity
-  Village Branding Opportunity
-  Ex. At-Grade Railroad X-ing
-  Ex. Separated Railroad X-ing
-  Future Separated Railroad X-ing

Fig. ES-5 - Gateways / Community Branding (Source: G2 Planning & Design) - See Chapter 6



Chapter 1 Introduction

"The beginning is the most important part of the work"

Plato
Greek Philosopher (427 - 347 BC)



I. Introduction

This document is the final product of 10 months of research, public input, conceptual planning and the formation of strategies that will guide the future development of the North Gate Alliance communities. Each of these partner jurisdictions, including the Village of Ashville, Village of South Bloomfield, Harrison Township, and Pickaway County, have come together to commission this study in an effort to continue forward with the recommendations of the CEDA agreement and to create a cohesive vision for a better future for the entire community.

In this document the words “**Community**” and “**Planning Area**” are intended to mean the combined political jurisdictions of the Village of Ashville, Village of South Bloomfield, and Harrison Township. Despite their political boundaries, the proximity of all three of these entities and the shared community facilities and services makes it important to develop a plan that will insure their mutual success thereby improving the quality of life for all.



Fig 1-1 - Scioto River Corridor



Fig 1-2 - Harrison Township Bldg.



Fig 1-3 - Ex. Power Plant

II. Study Area

The project study area includes all of the remaining unincorporated areas of Harrison Township in Pickaway County, Ohio (Fig. 1-4) which includes a total of approximately 13,531 acres. Harrison Township is located in North-Central Pickaway County between Scioto Township to the west and Madison Township to the east. The northern border of the township lies about 11 miles south of downtown Columbus making the township a convenient location for future growth and development. Given the economic potential of the Rickenbacker International Airport, the Intermodal facility, US route 23, and the Villages of South Bloomfield and Ashville this area has been the focus of many recent studies. As a result there is also a large interest in ensuring that future development protects the economic potential of the area and fits well within the desired character of the community.

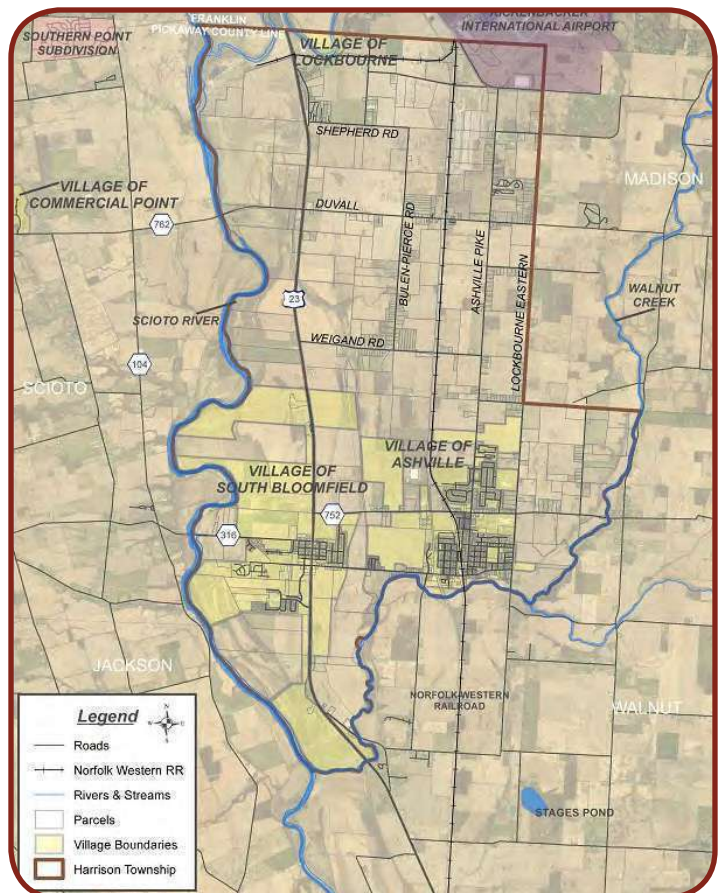


Fig 1-4 - Township and Village Boundaries



III. Planning Process

The planning process has taken place over 10 months and has included the following steps:

Work Step 1 - Existing Conditions Analysis

This planning step officially began November 1, 2011 with a kick off meeting for the North Gate CEDA Partners group, and meetings with several stakeholder groups. Throughout this phase information was gathered and major issues were identified that might have an impact on future policy and land use decisions made through the planning process. Information was collected through various sources and detailed GIS maps showing various site and environmental conditions were provided by the Pickaway County GIS department and the Pickaway County office of Development and Planning. Meetings were held with various stakeholders and state and local agencies (Including the County Engineer, County Health Department, County Soil and Water Conservation Service, State of Ohio Department of Natural Resources, Earnhart Hill Sewer and Water District, Ohio Department of Transportation, Harrison Township Fire Department, Regional Airport Authority, and several local landowners and developers).

While the existing conditions were being analyzed a separate effort was also conducted to provide a full demographic and market analysis study. This study was provided to inform the plan as to the projections for growth in the community as well as determine future needs for various development types.

Work Step 2 - Public Involvement and Visioning

This step involved a process of collecting information from the community and engaging residents and community leaders in determining the communities strengths and weaknesses, forming a new vision for the future of the communities, and developing individual goals to help drive the planning decisions. This step included an online survey, several public meetings, meetings with the North Gate CEDA group, and a public review of the draft land use plan.

Work Step 3 - Draft Land Use Plan

The draft of the Land Use Plan was conducted through meetings with a Steering Committee appointed by the North Gate CEDA Partners and representatives from G2 Planning & Design and Urban Decision Group. These meetings were focused on developing sustainable land use patterns, addressing transportation and mobility concerns, and determining the desired community character. The draft concepts were centered on establishing sustainable growth and annexation patterns centered around the

Project Meeting Summary:

November 1, 2011 - Stakeholder meeting 1
November 3, 2011 - Stakeholder meeting 2
November 8, 2011 - Stakeholder meeting 3
November 12, 2011 - Stakeholder meeting 4
November 16, 2011 - CEDA Partners Kick Off
December 14, 2011 - Public Visioning Meeting 1
January 25, 2012 - CEDA Partners Update
February 1, 2012 - Public Visioning Meeting 2
February 17, 2012 - Steering Committee Meeting
March 1, 2012 - Steering Committee Meeting
March 14, 2012 - Steering Committee Meeting
April 2, 2012 - Presentation to South Bloomfield
April 18, 2012 - Steering Committee Meeting
April 25, 2012 - CEDA Partners Presentation
May 2, 2012 - Public Draft Land Use Review

villages with higher density and more intense uses centered around the villages where infrastructure was available, and concentrating industrial and employment opportunities around the growing infrastructure of the Rickenbacker International Airport and the Intemodal Facility. These concepts were presented for consideration in a presentation to the North Gate CEDA Partners and to the community during an open house meeting.

Work Step 4 - Final Plan Development

This final work step included revisions and refinements to the plan and the combination of all of the research, visioning, community goals, and recommendations on sand use, infrastructure, community character, and economic development into one final document. This document was presented to the North Gate CEDA Partners on *Date xx, xxxx* for review and final comment. The Documents were revised and the final North Gate CEDA Land Use Plan was presented to the Partners on *Date xx, xxxx* for formal adoption.

IV. Public Involvement

The input of stakeholders and residents of the community is an integral part of developing any community plan. The future growth and development of a community affects each person who lives, works and visits the community. The input of the stakeholders and community relay's important information about the history and issues facing the community and also shapes the creation of a desired vision and goals. Community input into this process also provides transparency in the decision making process and fosters increased support for the recommendations of the plan. With this input as well as periodic review and feedback, the plan becomes an accurate reflection of a communities vision for the future. Four major opportunities for stakeholder and public involvement were offered through the planning process. Public involvement opportunities were advertised through the local paper (Circleville Herald), on township and village web sites, notices in trash collection and water bills, and through notices sent home with local students.

Stakeholder Meetings

At the beginning of the planning process the project team held 4 separate meetings to engage various stakeholders in discussions about the future of the community. These meetings focused on pointed topics as well as allowed an open forum form discussing needs and concerns that could be addressed through the development of the plan. The Stakeholders engaged in this process included:

- Pickaway County Engineer
- Pickaway County Health Department
- Pickaway Soil and Water Conservation District
- Pickaway County Department of Planning and Development
- Earnhart Hill Sewer and Water District
- Ohio Department of Transportation
- Ohio Department of Natural Resources
- Harrison Township Fire Department
- Regional Airport Authority
- Duke Realty (developer of the global logistics park)
- Berger Health Systems (local landowner and community business)
- Mark Leatherwood (local developer)

During those meetings a variety of topics and concerns were discussed and documented. Those topics and concerns informed future conversations with community residents and influenced the development of community goals.

Key Points from the Stakeholder Meetings:

Drainage and the Environment

- Drainage and flooding is a major challenge
- Railroad poses as a drainage barrier
- Scioto River is an important local resource that should be tied in with the community

Transportation

- East / West Connector will have a major impact in the area and represents a large investment.
- Access management is a large concern especially as it relates to US 23.
- Need to adopt a thoroughfare plan in the future.
- At grade crossings are a concern with only one fire station serving both halves of the township.
- Future trail and pedestrian access are very desirable to link various neighborhoods to community services and assets.

Utilities

- Current JEDD agreement provides for sewer and water north of Duvall Road for economic development only.
- The cost of providing, maintaining, and expanding services puts a large burden on both villages.
- Scioto River is an important local resource that should be tied in with the community.

Cooperation

- Cooperation provides critical opportunities to share resources and increases both communities chances at being successful and sustainable.
- Unified development standards are needed to promote an overall community character.

Development

- Updating the County Subdivision Regulations and each communities zoning regulations will help provide continuity in development.
- Agriculture is still a viable economic engine and farmland preservation is still a key goal.
- Quality of life and sense of community is expected to increase through this planning process.
- Development of logistics is expected to increase again in 2014.
- Continuity in regulations and approvals are needed to increase speed to market and make opportunities more attractive.



S.W.O.T. Analysis:

The following are the answers that ranked the highest by participants of the SWOT analysis:

Question 1:

1. Great Schools
2. Desirable place to raise a family
3. Low Crime
4. Proximity to Columbus (without being in Columbus)

Question 2:

1. Better employment opportunities
2. Unemployment too high
3. Need more support for existing and future businesses
4. Need improved roadway system

Question 3:

1. Well paying jobs
2. Small friendly neighborhoods
3. Connected (all modes of travel)
4. Educated community

Question 4:

1. Recreation Center
2. Bike paths and connections
3. Elderly living and support services
4. More trees
5. Walkable community

Question 5:

1. Great Schools
2. Industry and Jobs
3. Small community feel
4. Logistics industry

Question 6:

1. Money (or lack thereof)
2. Fear of Change
3. Lack of Community Involvement
4. Attracting the right businesses

Public Meeting #1

The first public meeting took place December 14, 2011. At this meeting participants were introduced to the project, informed about the results of the research and analysis, and asked to participate in several exercises to brainstorm the wants and needs of the community, and to discuss what residents love about the community and what they wanted to change. During the meeting participants took part in a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis, identified their most favorite and least favorite places on a map, and were asked to identify key words which identified the community today and the desired future.

S.W.O.T. Analysis

The first exercise that participants were asked to participate in was a SWOT analysis. Participants were asked a series of questions the answers to which were recorded on a large tablet and hung up around the room. Participants were then asked to rank the top three answers that best reflected their priorities in each category. The following questions were asked of the group:

Question 1 - What do you love about the community as it exists today?

Question 2 - What things about the community today do you wish you could change?

Question 3 - How would you describe the ideal future of the community?

Question 4 - What amenities and services would be available in this future community?

Question 5 - What strengths can we build upon?

Question 6 - What challenges could stand in our way?

Community Key Words:

In this exercise the participants were given a note card and asked to write on the front of the card 3 individual words which they would use to describe the community today. Participants were then asked to write on the reverse side of the card 3 individual words which reflected how they would prefer to describe their ideal community in the future.

Our Community Today

- Safe
- Small
- Friendly
- Quality Schools
- Potential

Our Future Community

- Connected
- Safe
- Prosperous
- Smart Growth
- Character

Public Meeting # 2

The second public meeting took place February 1, 2012. At this meeting participants from the community were brought up to date on the research and analysis and the results of the market study. Building upon the exercises from the first public meeting residents and community leaders were then asked to participate in developing a vision statement that reflects the desired future of the entire community as well as main goal statements. The Steering Committee then followed up on that effort to further refine the vision statement and articulate clear goals for the future of the community.

Ingredients of a Successful Vision Statement:

The National Civic League Press identifies the following ingredients as necessary for a successful vision statement:

- Positive, present-tense language
- Qualities that provide the reader with a feeling for the regions uniqueness.
- Inclusive of the regions diverse population
- A depiction of the highest standards of excellence and achievement
- A focus on people and quality of life

In addition, a vision statement should look forward to a desired future with confidence that such a future can be achieved through proper planning and the continued efforts of the community to accomplish their goals. The North Gate CEDA Alliance Vision Statement is a reflection of just such an attitude of determination.

Our Vision for the Future:

“Our Township and Village residents and leaders value their small town friendliness, community charm, and agricultural heritage and in the future, through smart growth policies and the coordination of local government resources and efforts, our entire community will promote balanced growth opportunities, coordinated transportation and pedestrian connectivity, and environmentally responsible industry that respects our environment, enhances our small village centers, and increases the success and quality of life of our families and employers.”

Overall Community Goals:

1. Continue to promote cooperation and collaboration between the Township and Villages to share resources, plan collectively, promote economic development, and make decisions that improve the quality of life for the entire community.
2. Protect the Rural character, small town charm and agricultural heritage of the community.
3. Protect the character of 23 and establish a new gateway / sense of entry into the community and Pickaway County.
4. Preserve and/or support farmland as a viable industry where appropriate.
5. Promote economic development and the growth of jobs and industry north of Duvall Road and east of US 23 while protecting the character and environmental resources of the area.
6. Provide targeted areas for growth and development in and around the villages that do not require extensive infrastructure costs to the community and that protects the character of the villages and the environment.
7. Provide walking and biking connections between the villages, into targeted areas of the township and to important community facilities such as schools.
8. Develop consistent policies and regulations between the township and villages for the use of the 100 year floodplain.
9. Develop consistent zoning regulations and unified development standards between the village and the township for new growth and development.
10. Examine alternatives to address the concern over at-grade railroad crossings and the need for the fire department to reach all areas of the community.



Chapter 2 Demographics and Market Analysis

"If we could first know where we are, and whither we are tending, we could better judge what to do, and how to do it.

Abraham Lincoln
16th President of the United States (1809-1865)



The foundation for a great plan requires an analysis of historical demographic trends and the projection of data into the future. Projecting future growth will allow the Township to anticipate demand for housing, retail services, infrastructure, and basic public services. The following section provides a look into the demographic characteristics of Harrison Township's past as well as a projection of what the demographics will look like in the future.

I. Population

The population of Harrison Township was 7,593 as of the 2010 Census. That represents an increase of 18.20% since the 2000 Census. This equates to 1.82% annual growth. That is slightly less than the annual population growth that occurred from 1990 to 2000 (2.14%). The majority of the population growth has occurred in the villages of Ashville and South Bloomfield. From 1990 to 2010, the Township gained 2,301 people which equates to an increase of 43%. Of those, 2,021 (87%) live in either South Bloomfield or Ashville. The Township's growth from 1990-2010 (43%) exceeds that of both Pickaway County (15.43%) and the Columbus MSA (30.70%). The Township has also increased in relative terms. In 1990, Harrison Township represented 11% of the population of Pickaway County. In 2010, Harrison Township constituted 14% of the County's population.

Several years ago, the Mid Ohio Regional Planning Commission (MORPC) projected population, household, and employment numbers out to the year 2035 for most of the area covered by the Commission. The entirety of Pickaway County was not included in this projection, but Harrison Township was included. We have provided two projection numbers for the Township. 2035 Projected refers directly to the MORPC projection, while 2035 Adjusted reflects the original projection adjusted using a new baseline rooted in the actual 2010 Census taken from January to April 2010. Even after making the adjustment, the Township is expected to increase in population approximately 42% by the year 2035. However, we believe this estimate is still likely too high and does not accurately reflect the impact of the most recent economic recession. We believe the long, slow recovery, as well as a possible second recession; will have a dampening affect on population growth throughout the Central Ohio region.

The following maps illustrate the raw change in population from 1990-2011 at the Census Block Group level for the Township as well as the Block Groups surrounding the Township, and the same change in population expressed as a percent change.

The population maps show exactly where the population growth is occurring. There are two areas in the Township where the population has decreased since 1990. The area north of Duvall Road is experiencing a decline in population but that is not surprising. This area has been the focus of a lot of attention due to the location of Rickenbacker Airport and the intermodal facility. The other area of population decline is located in the older sections of Ashville on the Village's south side. Though the decline in population is modest (26 people in two Block Groups), the contrast with the increase in population that has occurred in the northern Block Group is striking. The northern area has increased by over 1,880 people in the last 21 years. Please note that this area also includes the western side of South Bloomfield - including the subdivisions of Bloomfield Hills, Scioto Estates, and River Bend. The fact that this is the area

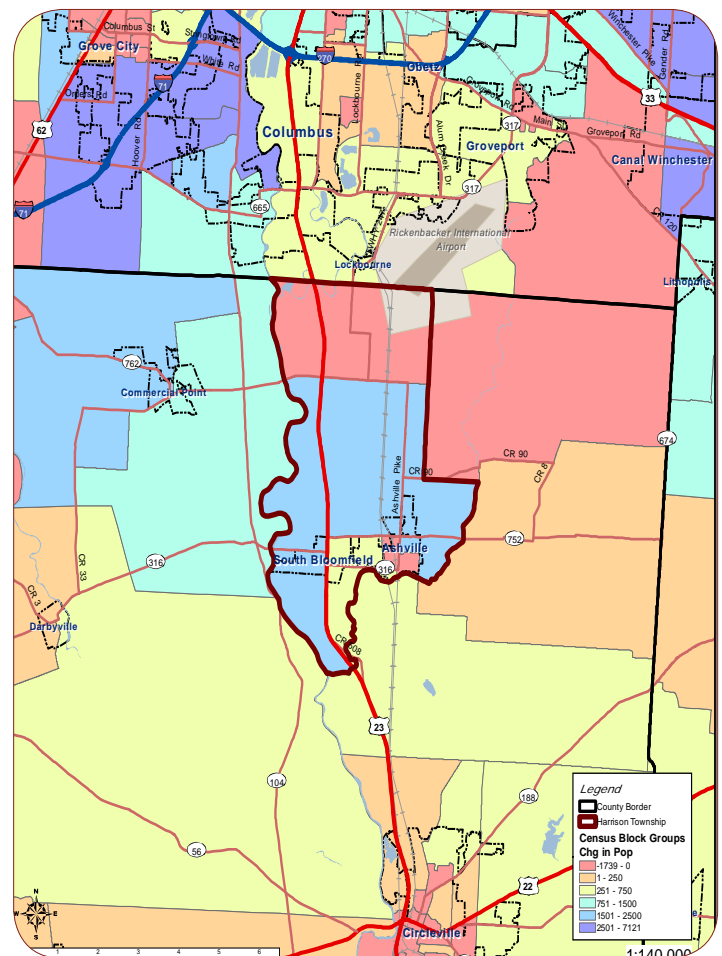


Fig. 2-1 Change in Total Population 1990-2011 (Source: U.S. Census Bureau, ESRI)

Demographics

	South Bloomfield		Ashville		Harrison Township		Pickaway County		Columbus MSA	
	Population	% Change	Population	% Change	Population	% Change	Population	% Change	Population	% Change
1990 Census	976		2,853		5,292		48,250		1,405,157	
2000 Census	1,218	25%	3,262	14%	6,424	21%	52,721	9%	1,612,674	15%
2010 Census	1,744	43%	4,097	26%	7,593	18%	55,698	6%	1,836,536	14%
2011 Estimated	1,702	-2%	4,022	-2%	7,423	-2%	56,006	1%	1,850,162	1%
2016 Projected	1,686	-1%	4,030	0%	7,365	-1%	57,966	3%	1,931,601	4%
2035 Projected	1,991	18%	4,568	13%	11,590	57%	NA	NA	NA	NA
2035 Adjusted					10,431	42%				

Table 2-1: Population Trends (Source: U.S. Census Bureau, ESRI, Mid Ohio Regional Planning Commission, Urban Decision Group)

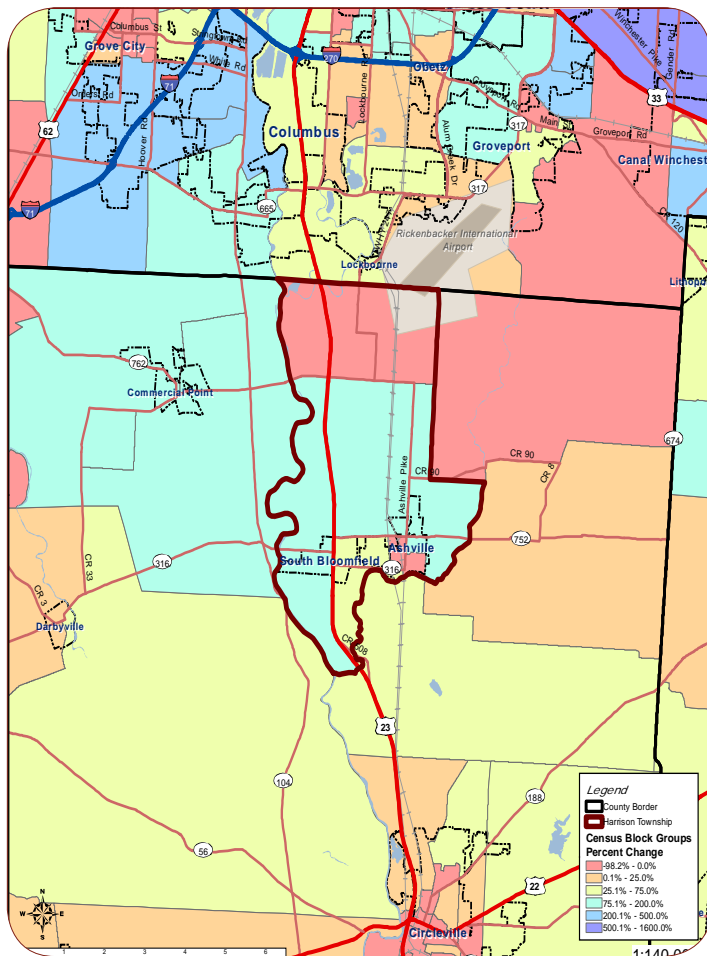


Fig. 2-2: Percent Change in Population 1990-2011 (Source: U.S. Census Bureau, ESRI)

with the growth is not unexpected. However, the population stagnation in the other two Block Groups should be watched carefully because it could be foretelling future housing vacancies and subsequent blight.

II. Households

According to the 2010 Census, Harrison Township has a total of 2,901 households which amounts to an increase of 17.45% from 1990-2010. This is similar to the percentage increase in the population. In fact, the persons per household for the Villages and the Township are very close to what they were in 1990. South Bloomfield's figure is the same as it was in 1990 (2.76) while Ashville's has declined slightly (2.71 to 2.56). Changes in the household size are generally due to an increase in single person households, children moving out of the house, the death of a family member, or a reduction in the birth rate. The consistency of the Township's historical household numbers generally indicate a stable/static population base that is not likely to experience any noticeable changes in demographic composition for the foreseeable future.

	Harrison Township			Pickaway County			Columbus MSA		
	2011	2016	% Change	2011	2016	% Change	2011	2016	% Change
19 & UNDER	2,274	2,081	-9%	14,671	14,422	-2%	508,606	518,071	2%
20 TO 24	456	567	24%	3,315	3,748	13%	138,712	143,747	4%
25 TO 34	1,001	1,018	2%	7,278	7,607	5%	272,569	289,570	6%
35 TO 44	1,118	1,057	-6%	8,130	8,053	-1%	259,886	260,921	0%
45 TO 54	1,059	964	-9%	8,494	8,040	-5%	265,426	253,283	-5%
55 TO 59	439	473	8%	3,690	4,089	11%	113,346	125,080	10%
60 TO 64	336	350	4%	3,128	3,412	9%	92,840	104,853	13%
65 TO 69	289	320	11%	2,451	3,115	27%	64,575	84,568	31%
70 TO 74	171	243	42%	1,845	2,260	23%	47,512	57,572	21%
75 TO 79	123	143	16%	1,297	1,455	12%	34,756	39,279	13%
80 TO 84	103	90	-13%	925	904	-2%	27,500	27,252	-1%
85 & OVER	54	59	9%	782	861	10%	24,433	27,405	12%
TOTAL	7,423	7,365	-1%	56,006	57,966	4%	1,850,161	1,931,601	4%
Median Age	35	35		38	39		35	36	

Table. 2-2 Population by Age 2011-2016 (Source: U.S. Census Bureau, ESRI)

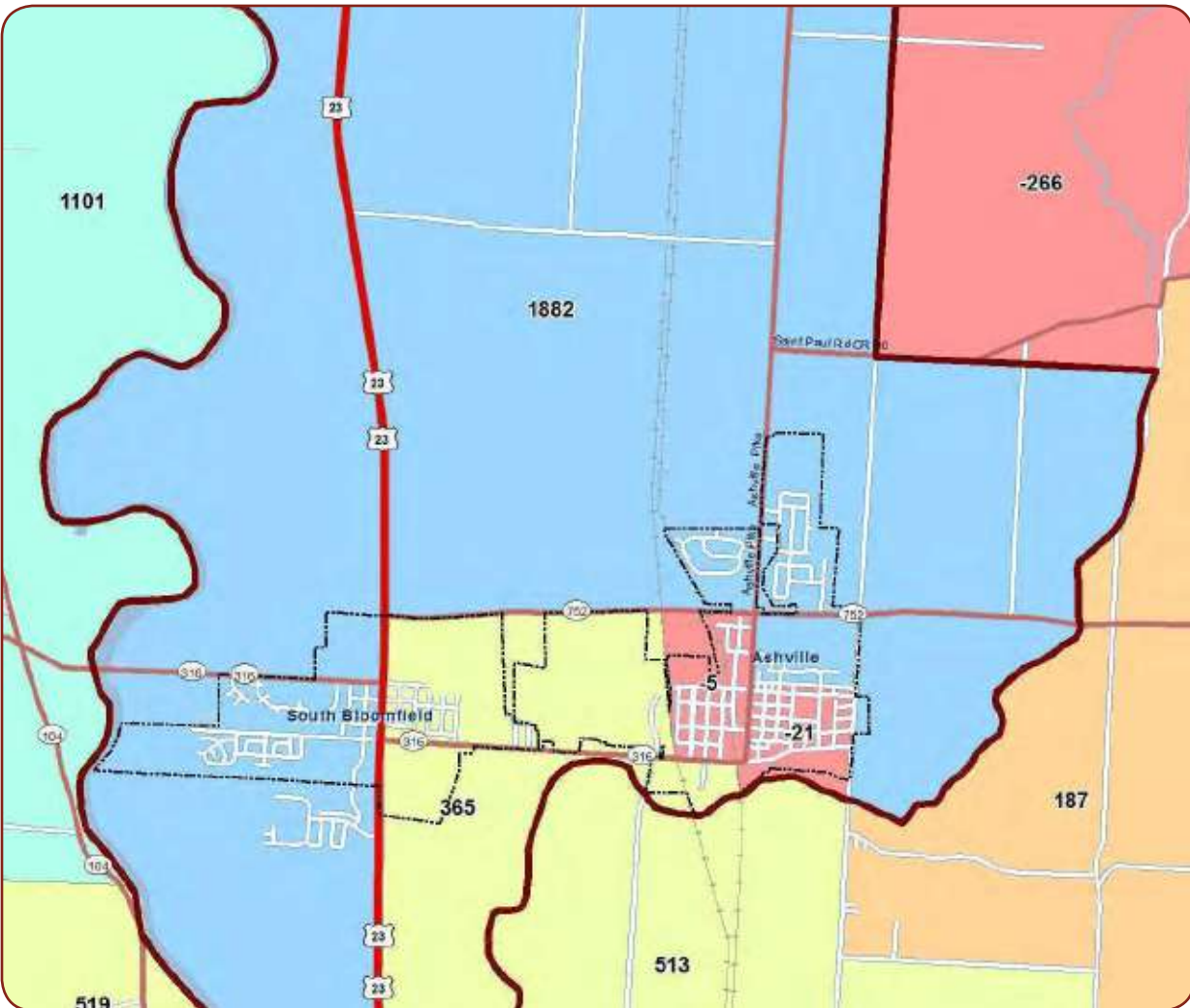


Fig. 2-3 Raw Population Growth in Villages of South Bloomfield and Ashville 1990-2011 (Source: U.S. Census Bureau, ESRI)

Demographics

	South Bloomfield		Ashtville		Harrison Township		Pickaway County		Columbus MSA	
	Population	% Change	Population	% Change	Population	% Change	Population	% Change	Population	% Change
1990 Census	365		1054		1941		15601		534126	
2000 Census	486	33%	1270	20%	2470	27%	17598	13%	636594	19%
2010 Census	654	35%	1598	26%	2901	17%	19624	12%	723571	14%
2011 Estimated	639	-2%	1574	-2%	2842	-2%	19742	1%	729033	1%
2016 Projected	631	-1%	1580	0%	2826	-1%	20523	4%	761357	4%
2035 Projected	735	16%	1671	6%	4181	48%	NA	NA	NA	NA

Table 2-3: Household Trends (Source: U.S. Census Bureau, ESRI)

Harrison Township	2000 (CENSUS)		2011 (ESTIMATED)		2016 (PROJECTED)	
	Number of Households	Percent of Households	Number of Households	Percent of Households	Number of Households	Percent of Households
\$0-10,000	192	8%	216	8%	210	7%
\$10,000-20,000	254	10%	265	9%	259	9%
\$20,000-30,000	350	14%	355	13%	343	12%
\$30,000-40,000	425	17%	383	14%	372	13%
\$40,000-50,000	372	15%	432	15%	422	15%
\$50,000-60,000	309	13%	326	12%	327	12%
\$60,000-75,000	258	11%	360	13%	365	13%
\$75,000-100,000	245	10%	295	10%	304	11%
\$100,000-125,000	35	1%	150	5%	154	6%
\$125,000-150,000	8	0%	26	1%	35	1%
\$150,000-200,000	13	1%	17	1%	17	1%
\$200,000+	10	0%	18	1%	18	1%
TOTAL	2,470	100%	2,842	100%	2,826	100%
Median Household Income	\$40,407		\$44,691 (+10.6%)		\$45,408 (+1.6%)	

Table 2-4: Harrison Township Household Income 2000-2016 (Source: U.S. Census Bureau, ESRI)

Pickaway County	2000 (CENSUS)		2011 (ESTIMATED)		2016 (PROJECTED)	
	Number of Households	Percent of Households	Number of Households	Percent of Households	Number of Households	Percent of Households
\$0-10,000	1,372	8%	1,391	7%	1,397	7%
\$10,000-20,000	2,130	12%	2,076	11%	2,086	10%
\$20,000-30,000	2,298	13%	2,188	11%	2,214	11%
\$30,000-40,000	2,312	13%	2,299	12%	2,340	11%
\$40,000-50,000	2,128	12%	2,177	11%	2,240	11%
\$50,000-60,000	2,004	11%	2,029	10%	2,088	10%
\$60,000-75,000	2,015	12%	2,509	13%	2,610	13%
\$75,000-100,000	2,011	11%	2,496	13%	2,668	13%
\$100,000-125,000	785	5%	1,436	7%	1,561	8%
\$125,000-150,000	253	1%	608	3%	696	3%
\$150,000-200,000	187	1%	314	2%	368	2%
\$200,000+	102	1%	219	1%	255	1%
TOTAL	17,598	100%	19,742	100%	20,523	100%
Median Household Income	\$43,226		\$48,806 (+12.9%)		\$49,929 (+2.3%)	

Table 2-5: Pickaway County Household Income 2000-2016 (Source: U.S. Census Bureau, ESRI)

Columbus MSA	2000 (CENSUS)		2011 (ESTIMATED)		2016 (PROJECTED)	
	Number of Households	Percent of Households	Number of Households	Percent of Households	Number of Households	Percent of Households
\$0-10,000	50,881	8%	52,271	7%	52,871	7%
\$10,000-20,000	69,055	11%	68,028	9%	68,767	9%
\$20,000-30,000	81,417	13%	79,662	11%	80,713	11%
\$30,000-40,000	81,372	13%	83,771	12%	85,454	11%
\$40,000-50,000	68,589	11%	76,282	11%	78,837	10%
\$50,000-60,000	62,875	10%	65,026	9%	67,472	9%
\$60,000-75,000	74,228	12%	84,293	12%	87,880	12%
\$75,000-100,000	71,255	11%	92,037	13%	97,681	13%
\$100,000-125,000	35,504	6%	55,000	8%	59,675	8%
\$125,000-150,000	15,430	2%	29,204	4%	32,660	4%
\$150,000-200,000	13,183	2%	20,871	3%	23,777	3%
\$200,000+	12,806	2%	22,587	3%	25,569	3%
TOTAL	636,594	100%	729,033	100%	761,357	100%
Median Household Income	\$45,186		\$501,692 (+12.2%)		\$52,080 (+2.7%)	

Table 2-6: Columbus MSA Household Income 2000-2016 (Source: U.S. Census Bureau, ESRI)

III. Income

The U.S. has seen inflation increase a total of 30.6% from the year 2000 up through 2011. However, incomes within Harrison Township, Pickaway County, and the Columbus MSA have failed to keep up with inflation. Harrison Township’s median incomes rose only 10.6% since 2000 to a value of \$44,691.

The national median income in 2011 was \$49,445. In 2011, the national poverty line for a family of four was \$22,350 (add an additional \$3,820 for each additional family member). Therefore, approximately 20% of the Township’s households are at or below the poverty line. To put this in a regional context, HUD’s 2012 Area Median Household Income (AMHI) for a family of four living within the Columbus MSA, is \$67,500. Housing assistance eligibility is usually stated as a percent of AMHI. The most common thresholds are 30% (\$20,250) and 60% (\$40,500) of AMHI. Therefore, approximately 17% of households in the Township are at 30% of AMHI and 43% of households are at 60% of AMHI.

Although the Township, Pickaway County, and the Columbus MSA have all failed to keep pace with inflation, the Township is in danger of falling behind the rest of the County and the region. For a detailed comparison of Harrison Township, Pickaway County, and the Columbus MSA, please review the previous household income tables.

IV. Expectations

Harrison Township is likely to experience a modest, but steady increase in population over the next 20 years. Without careful planning and managed development, much of that growth will occur in areas that are currently unincorporated. The trend in decreasing incomes, coupled with steady population growth, is a predictor that a larger percentage of households will be characterized as low-income and will thus have different needs than those classified as middle- and upper-income households.

Housing affects everyone that lives within the Township. Not only is it shelter, but for many it will be their largest investment. Recent disturbances within the housing market have made it tough on buyers, sellers, and renters. In order for the Plan to adequately provide for future housing demand, we must first examine the current state of housing and then predict sector demands. To achieve this, the following section examines four housing sectors: single-family homes, condominiums, multi-family rental apartments, and senior care facilities.

I. Single-Family Homes

A. Housing Overview

There are 2,515 residential parcels in Harrison Township (land use codes 500-599). Most of these parcels are within the Villages of South Bloomfield (698) and Ashville (1,419). Many of the remaining parcels are rural large-lot parcels.

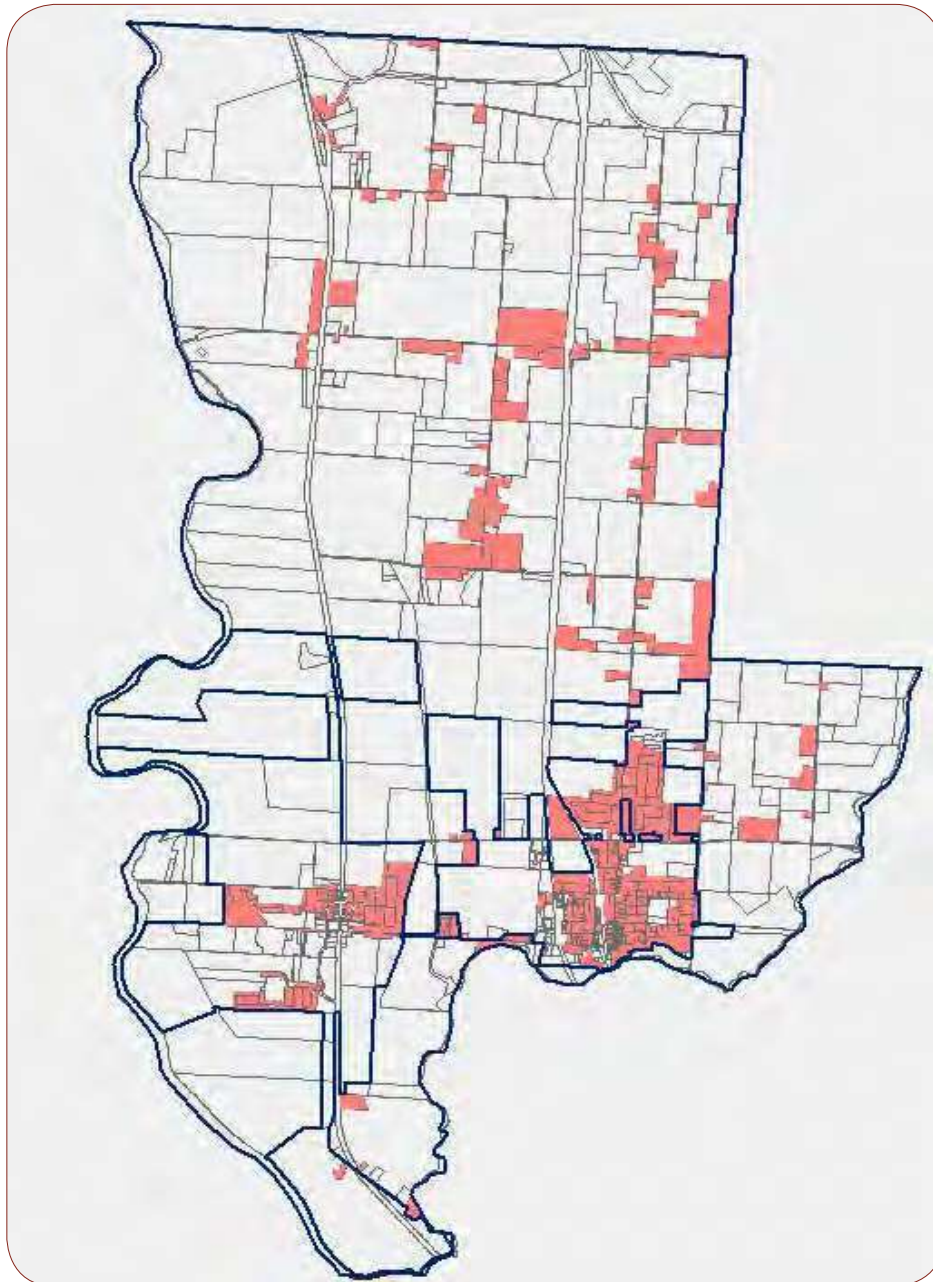


Figure 2-4: Harrison Township Residential Parcels (Source: Pickaway County Auditor, Urban Decision Group)

There are 1,812 *single-family* parcels (land use codes 510-513) in the Township, of which 462 are within the Village of South Bloomfield and 1,052 are within the Village of Ashville. As a percentage, 83.6% of the single-family parcels reside within the Villages.

There are six “Neighborhoods” in Harrison Township as defined by the Pickaway County Auditor. The average age of housing in the Township is 47 years (year built 1965). The oldest housing stock is located in southeast Ashville while the newest housing is in southern South Bloomfield and northern Ashville.

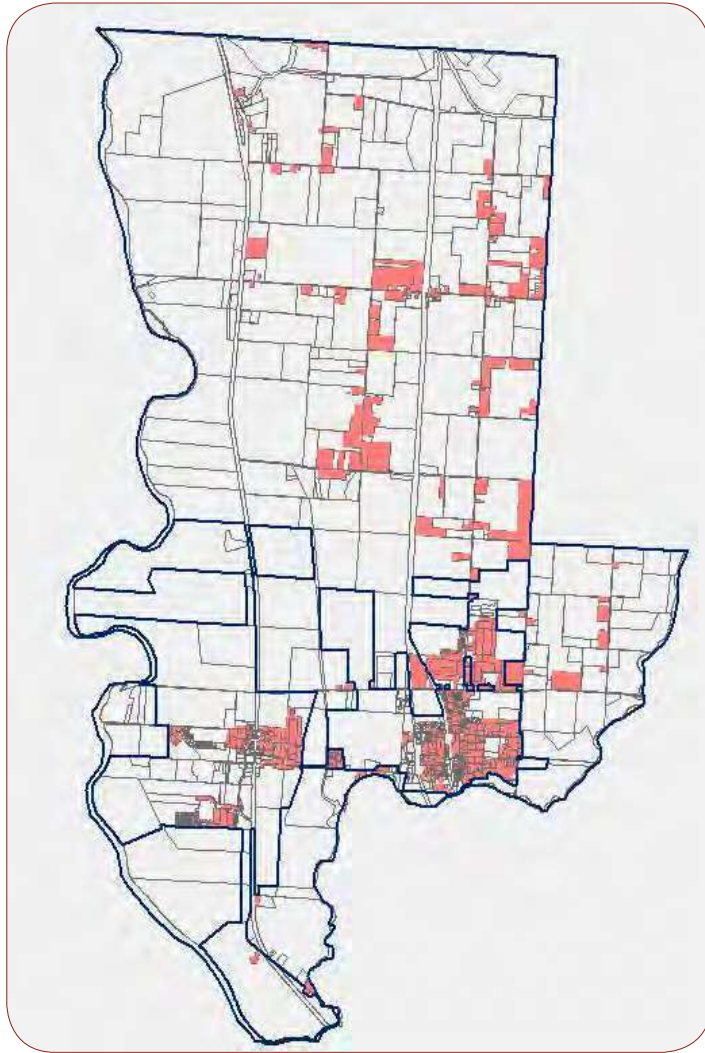


Fig 2-5: Harrison Township Single-Family Parcels (Source: Pickaway County Auditor, Urban Decision Group)

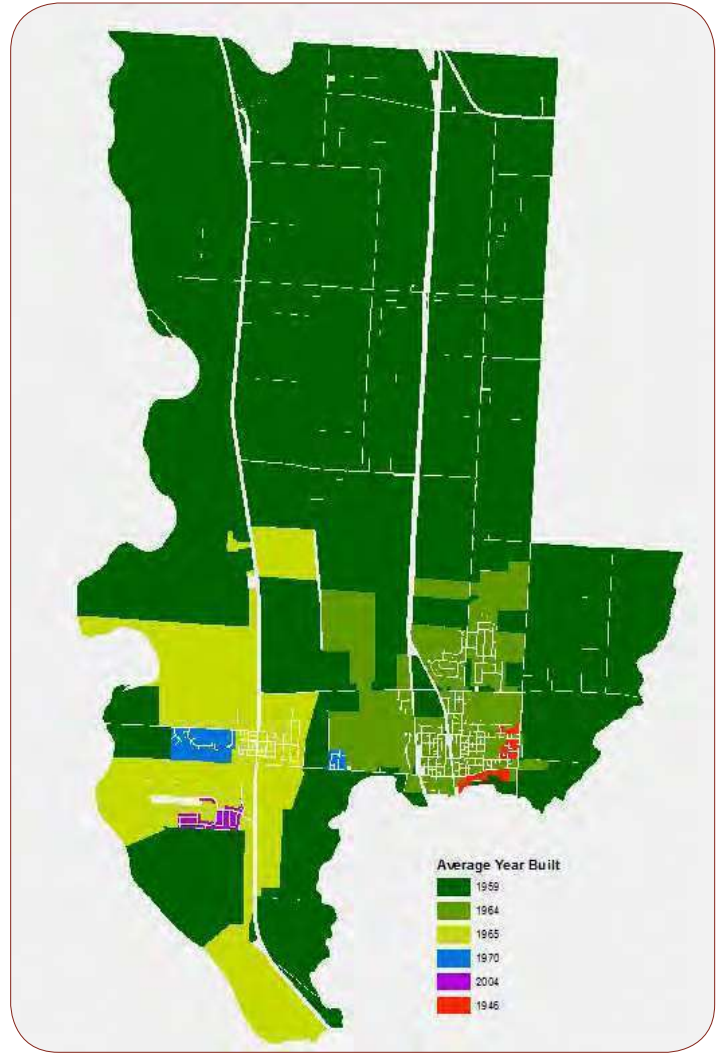


Fig 2-6: Average Age of Housing in Harrison Township (Source: Pickaway County Auditor, Urban Decision Group)

B. Vacant Housing

The number of vacant homes has risen dramatically in the Township over the past decade. According to the 2000 Census there were 176 vacant homes. The 2010 Census now reports 324 vacant homes in the Township - an increase of over 84%. The number of vacant homes is expected to increase 3.8% over the next five years. South Bloomfield actually saw the number of vacant homes decline from 36 to 33 over this period - a decrease of 8.3%. The number of vacant homes is expected to remain steady in South Bloomfield over the next five years. The Village of Ashville saw the number of vacant homes increase from 85 in 2000 to 124 in 2010 - an increase of almost 45.9%.

	Harrison Twp	South Bloomfield	Ashville
2000	176	36	85
2010	324	33	124
2000-2010 % Change	84%	-8%	46%
2011	320	33	121
2016	332	34	124
2011-2016 % Change	4%	3%	3%

Table 2-7: Vacant Housing Trends (Source: Census Bureau, ESRI)

	Harrison Twp	South Bloomfield	Ashville
2010 For Rent	196	16	47
2010 Rented or Not Occupied	1	0	1
For Sale	57	12	29
Sold	5	1	1
Seasonal/Rec	8	2	5
Other	57	10	35

Table 2-8: Vacant Housing Detail (Source: Census Bureau)

While the amount of vacant housing in the Villages is significant (especially in Ashville), it still only amounts to 48% of the vacant housing in the Township. The majority of vacant housing is in the rural parts of Harrison Township. While rural vacant housing is not desirable, it is more desirable than vacant housing in more densely populated areas like the Villages. Vacant housing affects the value of the homes around it, attracts pests and rodents, and has a

psychological impact on those that live around it. In addition, vacant housing attracts crimes like copper theft - quickening the pace at which a home falls into disrepair. The National Homebuilders Association estimates that a typical home that remains vacant for over a year is 10 times more likely to become blighted and eventually require demolition.

C. Home Sales

As of December 31, 2011, there were 150 single-family homes or lots for sale within the housing market area. Of those, 97 are located within Harrison Township, 33 are within South Bloomfield, and 58 are within Ashville.

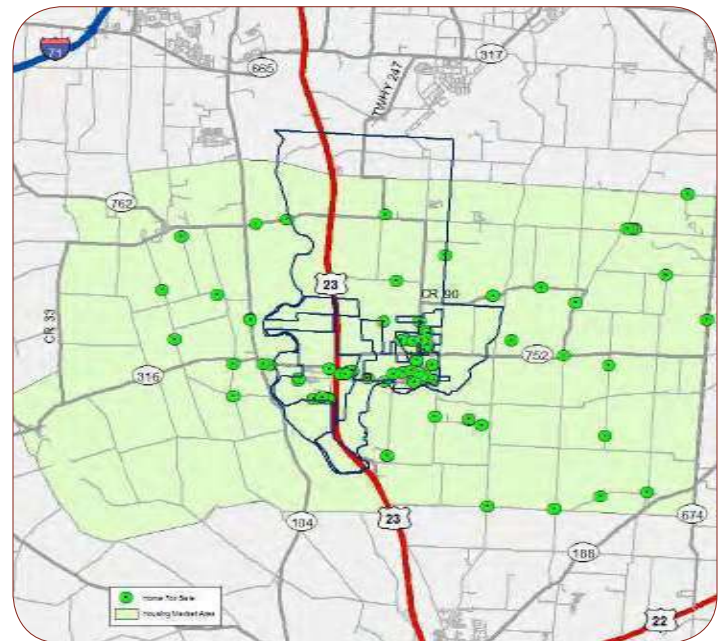


Fig 2-7: Single family homes for sale in and around Harrison Township. (Source: MLS, Zillow, Urban Decision Group)

Year	Number of Sales	Days on Mkt.	Median List Price	Median Sales Price	Difference between Median List and Sale	Average List	Average Sale	Difference between Average List and Sale
2011	76	130	136,588	128,950	-7,638	144,859	136,649	-8,210
2010	92	90	148,000	138,625	-9,375	148,304	142,557	-5,747
2009	106	96	130,000	123,750	-6,250	138,774	133,350	-5,425
2008	78	103	144,538	137,500	-7,038	159,881	151,688	-8,193
2007	94	108	139,700	134,500	-5,200	161,236	154,668	-6,567
2006	94	83	146,900	141,825	-5,075	163,238	157,452	-5,786
2005	111	93	156,400	148,325	-8,075	162,332	155,907	-6,426
2004	88	106	151,475	147,275	-4,200	164,422	159,946	-4,476
2003	78	84	139,250	135,000	-4,250	150,265	145,357	-4,908
2002	61	71	129,900	127,000	-2,900	144,128	140,740	-3,388
2001	59	80	147,900	145,000	-2,900	155,700	151,448	-4,252
2000	61	73	133,900	130,000	-3,900	144,841	140,522	-4,319
Average	83	93	142,046	136,479	-5,567	153,165	147,524	-5,641

Table 2-9: Historical Single-Family Home Sales 2000-2011 (Source: MLS, Urban Decision Group)

Based on historical single-family home sales, we estimate that there is a 12-15 month supply of homes on the market within the market area and an 11-12 month supply within the Township itself.

The housing market within the Township has followed the national housing market over the last decade. For this analysis, we looked at three variables as indicators of the health of the housing market: number of days on the market, the difference between the list price and the sales price, and the number of annual sales. From 2000-2006, the Township averaged 79 sales per year, homes spent an average of 84 days on the market, and the difference between the list price and the sales price averaged \$-4,471. By contrast, from 2007-2011 home sales increased to 89 sales per year, but homes spent an average of 105 days on the market and the difference between the list and sales price increased to \$-7,100. While 2010 saw an improvement in the market, 2011 saw sales decrease to 76 and the length of time spent on the market increased dramatically to 130 days. We believe that the housing market has regressed slightly in the last couple of years and the bottom of the market has not yet been reached.

D. Recent Subdivision Developments

In an effort to anticipate the demand for new home construction, we conducted field surveys of the existing product and analyzed historical sales in recent subdivision developments in the Villages of South Bloomfield and Ashville. In South Bloomfield we researched the following developments: Bloomfield Hills, Scioto Estates, River Bend, and Canal View Estates I and II. In Ashville we researched: Suburban Village, Ashton Crossing, Ashton Village I and II, and Ashton Woods.

The data we used to compile historical sales in recent subdivisions comes primarily from the Multiple Listing Service (MLS). Attempts to compile a definitive source for building permit data were unsuccessful as they were inconsistent across multiple data sources. Therefore, we have considered new home sales and sales of existing homes from MLS when estimating the build-out date for each subdivision - the year in which a subdivision is expected to be at capacity.

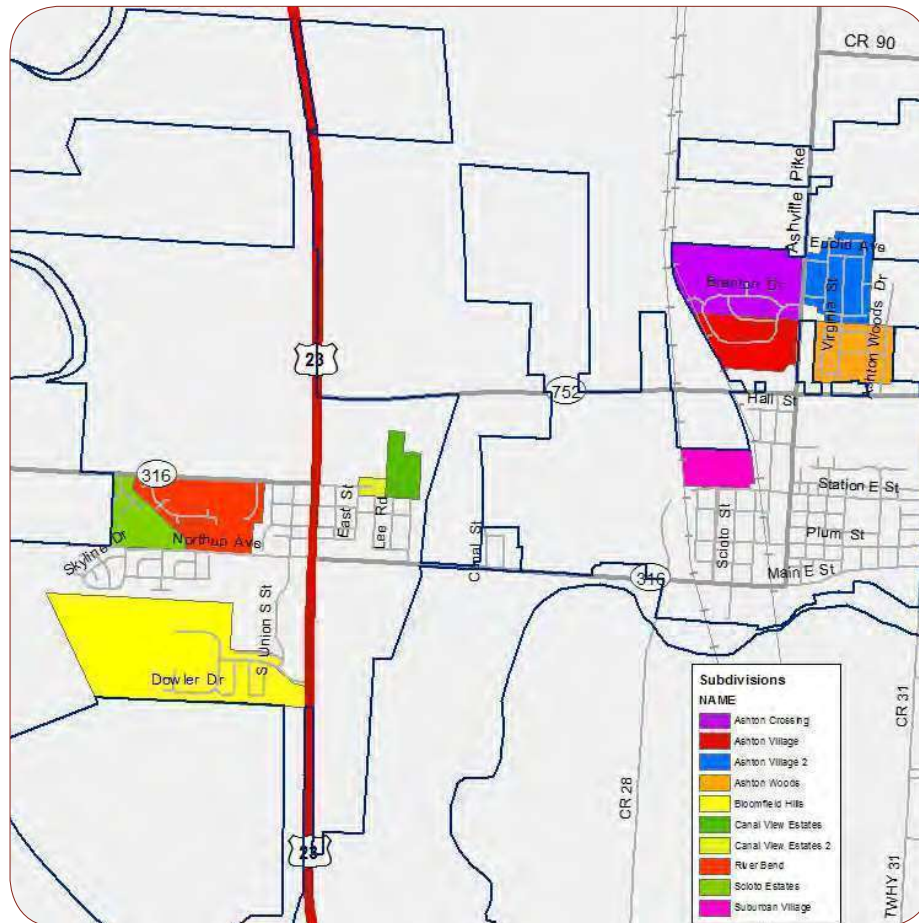


Fig. 2-8: Recent Subdivision Developments. (Source: Urban Decision Group, Pickaway County Auditor)

Subdivision Name	2011	Average Sale Price	2010	Average Sale Price	2009	Average Sale Price	2008-2000 Total Sales	2008-2000 Avg. Price	Sales Start Year	Sales\ Year	Number Available	Earliest Build Out Year	Latest Build Out Year
Ashton Crossing	3	138,800	1	160,600	4	169,400	5	153,400	2005	2	20	2022	2033
Ashton Village	6	121,000	8	144,300	17	137,800	53	139,600	1994	7	0		
Ashton Village 2	1	146,000	2	146,000	1	172,200	1	160,500	2002	0	0		
Ashton Woods	2	104,800	4	151,200	0	0	27	151,600	1994	3	0		
Bloomfield Hills	9	129,300	5	141,400	6	128,300	49	142,200	2002	7	72	2021	2032
Canal View Estates 1 & 2	2	112,000	2	122,500	0	0	23	120,200	1999	2	0		
River Bend	1	72,500	2	122,500	5	143,200	11	138,900	2002	2	57	2041	2071
Scioto Estates	3	25,000	1	18,500	3	21,100	3	25,800	1999	0	0		
Suburban Village	0	0	1	147,000	0	0	3	155,000	2006	0	27	2052	2092

Table 2-10: Recent Sales in Harrison Township Subdivisions, 2000-2011 (Source: Pickaway County Auditor, MLS, Urban Decision Group)

Sales within recent subdivisions have been slowing down since 2007. However, there are only four subdivisions in the market that have available lots for new construction: Ashton Crossing, Bloomfield Hills, River Bend and Suburban Village. In Ashville, the Ashton Crossing development is still building new homes in the current development phase. In addition, Ashton Crossing is planning on adding up to five more sections over the next several years. The current phase has 20 lots available for building but sales have slowed recently. Based on historical sales data, we anticipate the phase to build-out in 10 years. However, since the developer (Maronda Homes) is planning on up to 188 new lots in the future, it is quite possible that the developer will discount the existing lots to quicken the pace of development.

The Suburban Village development is struggling and has not recorded a new construction sale within the last four years. It is possible this development will not be fully built-out without manipulating the market by including incentives and discounts. In South Bloomfield, the Bloomfield Hills development has been leading new home sales. Although sales have been steady since its inception in 2002, we do not anticipate complete build-out to occur for another nine years. This development also includes plenty of land that is yet to be platted - more than enough to absorb new home demand at the offered price points (between \$140,000 - \$225,000).

Under current market conditions and considering only the available platted lots, we anticipate complete build-out within the existing subdivisions to occur no earlier than 2027 and as late as 2042. If the available land within Ashton Crossing and Bloomfield Hills is to be platted and put on the market there will be an ample supply of new home choices within the sub \$225,000 price point. However, based on historical sales, prevailing economic conditions, and the tendency for consumer preferences to change over time, we would be surprised if the developers' ever achieve full build-out.

F. Rural Single-Family Home Sales

Sales of new and existing single-family homes have been remarkably steady in the unincorporated parts of the Harrison Township. Over the last 12 years, rural home sales have averaged 36 sales per year with an average of 101 days on the market. Sales remained steady throughout the current downward trending housing market. However there is some indication that even rural sales are not immune to downward market pressure - in 2011, rural homes spent an average of 171 days on the market.

The average sale amount of rural homes has exceed those within the Villages by over \$30,000. This is could be an indication that demand for homes at a higher price point are not being met by the product that is available within the Villages and it is being transferred to the rural areas. It could also simply be an indication of preference for rural living. Either way, the rural market is healthier than the markets within South Bloomfield and Ashville.

Year	No. of Sales	Days on Mkt.	Median List Price	Median Sale Price	Difference between Median List and Sale	Average List Price	Average Sale Price	Difference between Average List and Sale
2011	30	171	187,200	172,500	-14,700	196,262	185,531	-10,731
2010	36	83	179,700	173,700	-6,000	183,725	177,073	-6,652
2009	30	111	174,900	165,000	-9,900	177,499	169,037	-8,463
2008	32	118	179,900	172,500	-7,400	193,421	184,461	-8,960
2007	32	122	189,450	178,500	-10,950	220,959	210,841	-10,119
2006	33	81	190,500	189,900	-600	208,013	201,408	-6,606
2005	58	110	183,500	182,950	-550	187,560	181,151	-6,409
2004	37	106	162,825	158,625	-4,200	179,116	174,330	-4,786
2003	36	86	178,400	166,250	-12,150	179,243	172,561	-6,682
2002	27	76	145,000	142,000	-3,000	162,285	158,115	-4,170
2001	42	70	155,400	150,000	-5,400	163,293	158,319	-4,974
2000	40	72	139,900	132,500	-7,400	160,490	155,430	-5,060
Average	36	101	172,223	165,369	-6,854	184,322	177,355	-6,968

Table 2-11: Historical Rural Single-family Home Sales 2000-2011(Source: Urban Decision Group, MLS, Pickaway County Auditor)

G. Expectations and Recommendations

The Villages of South Bloomfield and Ashville have an excess of platted and soon to be platted residential land - enough to handle demand for new homes for at least the next 15 years. However, because consumer preferences change over time, we can anticipate that there will be pressure for developers to acquire land suitable for residential development within or near the Villages. We recommend that the land use plan take this into consideration and communicate it to the Villages.

The historic strength of the rural housing market is likely to continue. Thus far, the majority of new rural construction has been frontage development. Frontage development is when a farmer subdivides the portion of a farm field that “fronts” the road. While this is a fairly simple, and potentially lucrative process, it is an inefficient method of allocating space for housing. We recommend the land use plan allocate space for rural housing. Most rural development is at least one acre. We anticipate new home construction to constitute 10-30% of the rural housing market into the future (based on historical building permit data furnished by HUD). Therefore, we recommend allowing at least 200 acres of rural development over the next 20 years.

The preponderance of vacant housing in the Village of Ashville has the potential to absorb a portion of the demand for housing, but there are barriers to entry to consider. First, the property may be owned by a bank, holding company, or an out of state resident, thereby making it difficult to consult with the owner or acquire the property. Second, if the property has been vacant for an extended period of time

(over one year), it may have significant internal and external damage. In other words, it may be cheaper to tear it down than to renovate it which provides little incentive to the current owner to actively manage the property. However, these challenges are not insurmountable and there are plenty of examples of villages, towns, and cities that are tackling the vacant housing issue head-on. We recommend the Village of Ashville establish a land-bank as a means of acquiring and redistributing vacant housing to prospective home owners or property developers.

II. Condominiums

A. Condominium Overview

Rural and suburban condominiums are a bit of a niche market. There is a very select segment of the population that is interested in owning a condominium outside of denser urban cores. In the last decade, the Central Ohio condominium market became overbuilt and many suburbs had a 2-5 year supply of condominiums on the market. The recent downturn in the national housing market has hit condominiums especially hard. Nationally, home prices are down 34% from their peak in the second quarter of 2006 - in most markets, condominiums have lost more value than single-family homes.

B. Product Supply Analysis

There is a single condominium development in Harrison Township. The Reserve at Ashton Village I & II is located on the east side of Ashville Pike on the northern edge of Ashville (just south of the next phase of Ashton Crossing).

The Reserve at Ashton Village reports they have 32 existing units. According to MLS records, 13 of those have been sold since 2003. Our interviews and field research indicate that there are nine available units for purchase. We believe that there are probably up to ten units being used as rentals. The Reserve at Ashton Village has averaged 0.5 sales per year.

Over the last five years, condominium sales are not even averaging 0.5 per year. The average sale price at this development is just over \$108,000. At price points this low, the development is competing against older, single-family homes in Asheville, and rental properties.

C. Expectations and Recommendations

Based on historic and current absorption rates, we don't expect The Reserve at Ashton Village to sell the nine remaining condos until 2019 at the earliest and perhaps as late as 2031. It's possible that some of the remaining stock will be converted to market-rate rental properties. The developer of the project has stated that there is a second phase planned for the development that would add 20 units. We believe it is unlikely that the second phase would ever get built and if it did, we would expect many of them to be converted to rental properties. Given the poor performance of this development and the general lack of demand for rural condominiums, we do not recommend allocating any space for future condominium development.



Fig. 2-9: Surveyed Condominium Housing (Source: Urban Decision Group)



Fig. 2-11: The Reserve Condo Development Detail (Source: Urban Decision Group)



Fig. 2-10: The Reserve Condo Development (Source: Urban Decision Group)

Year	Number of Sales	Days on Mkt.	Average List Price	Average Sale Price	Difference between Avg List and Sale
2011	0	0	0	0	0
2010	1	181	112,000	112,000	0
2009	0	0	0	0	0
2008	0	0	0	0	0
2007	1	104	90,000	85,000	-5,000
2006	2	207	133,450	129,750	-3,700
2005	3	4	112,000	112,000	0
2004	5	237	122,800	122,800	0
2003	1	139	87,000	87,000	0
Average	1	97	109,542	108,092	-1,450

Table 2-12: Harrison Township Condo Sales (Source: Urban Decision Group, MLS, Pickaway County Auditor)

Complex Name	Sales Start Year	Sales Per Year	Number Available	Earliest Build Out	Latest Build Out
Reserve at Ashton Village II	2005	0	4	2019	2027
Reserve at Ashton Village I	2008	0	5	2021	2031
Totals/Averages		1	9	2020	2029

Table 2-13: Harrison Township Condo History (Source: Urban Decision Group, MLS, Pickaway County Auditor)

III. Conventional Multi-family Rentals

A. Rental Housing Overview

After several years of decline, the demand for rental housing is on the rise in the U.S. In the early part of the last decade, the U.S. saw a major push at the federal level for home ownership. This put downward pressure on the demand for rental housing even as there were more consumers entering the marketplace.

	1990	2000	2010	2011 (Estimated)	2016 (Projected)
Percent Renters	36	34	35	36	35
Percent Owners	64	66	65	64	65

Table 2-14: Housing Tensure in US 1990 - 2016 (Source: U.S. Census Bureau, ESRI)

The ongoing housing market crash has had a major impact on the rental housing market. First, most of the households that have lost their homes as a result of foreclosure have become participants in the rental housing market. Second, many homeowners have entered the rental market by simply selling their homes to avoid a loss or cut their losses. Third, there is a whole new generation of renters that would have entered the market to buy a home, but they are afraid

to. This generation is also carrying unprecedented amounts of student loan debt which further reduces their buying power. All of these factors when considered together are contributing to the strength of the rental market. Further, there does not appear to be an end in sight - the rental market is expected to increase in strength or hold steady for at least the next five years and probably more.

B. Product Supply Analysis

We surveyed ten conventional multi-family rentals within the housing market area. All of the properties are located within the Village of Ashville. Of the ten properties surveyed, eight of them are market-rate properties. Market-rate properties receive no government assistance and their rents are basically set by what the free market can bear.

The market-rate properties have an average year built of 1978 and an average occupancy rate of 88.0%. The low-income rentals (government-subsidized and tax credit) have an occupancy rate of 100.0% and were built in 1997 and 2007. The market for all types of rental units is very strong within the market area as evidenced by the occupancy rate. Further, our interviews with the property managers indicate that the rental market appears to be strengthening, especially for low-income rentals.

B-1. Surveyed Multi Family Homes



Property Name:	Ashville Court Apartments
Address:	33 South Street E., Ashville, OH 43103
Phone:	740-983-4304
Website:	goo.gl/wB9JJ
Notes:	Currently renovating 2 units. Current vacancies are attributed to new management. Security deposit of \$250. No waiting list. Average quality.
Total Units\Vacancies:	41\11
Percent Vacant:	27
Year Built:	1977
Type:	Market-rate
Collected Rent Low\High:	\$450\,\$600



Property Name:	Westview Apartments
Address:	200 Miller Ave., Ashville, OH 43103
Phone:	740-983-4135
Website:	None
Notes:	Housing Choice Vouchers accepted for eight of the units. Complex was a tax credit property at one time. Currently no waiting list. Average quality.
Total Units\Vacancies:	41\3
Percent Vacant:	7
Year Built:	1989
Type:	Market-rate
Collected Rent Low\High:	\$585\585



Property Name:	Prairieview Apartments
Address:	99 Miller Ave., Ashville, OH 43103
Phone:	740-477-1655
Website:	None
Notes:	Housing Choice Vouchers accepted for twenty of the units. There is a two month waiting period for two bedroom units.
Total Units\Vacancies:	32\1
Percent Vacant:	3
Year Built:	1996
Type:	Market-rate
Collected Rent Low\High:	\$450\500



Property Name:	Louise Terrace
Address:	270 Lexington Ave., Ashville, OH 43103
Phone:	740-983-2912
Website:	goo.gl/ie4vr
Notes:	HUD Section 8 and HUD 202. Current waiting list is 5 to 6 months.
Total Units\Vacancies:	41\0
Percent Vacant:	0
Year Built:	1994
Type:	Government-subsidized
Collected Rent Low\High:	\$0\0



Property Name:	Ashville Senior Apartments
Address:	108 Abby Circle, Ashville, OH 43103
Phone:	740-983-2222
Website:	None
Notes:	60% of AMHI. Vouchers accepted on eleven of the units. Units with patios command higher rents. Above average quality. Extensive waiting list - 12 households currently on list.
Total Units\Vacancies:	40\0
Percent Vacant:	0
Year Built:	2007
Type:	Tax credit
Collected Rent Low\High:	\$498\524



Property Name:	Cookson Apartments
Address:	99 Long St., Ashville, OH 43103
Phone:	740-983-2011
Website:	goo.gl/5ZUe2
Notes:	Housing Choice Vouchers accepted for approximately thirteen units. Older building converted to apartments. Slightly below average quality.
Total Units\Vacancies:	36\2
Percent Vacant:	6
Year Built:	1948
Type:	Market-rate
Collected Rent Low\High:	\$485\525



Property Name:	Jefferson Apartments
Address:	200 Jefferson Ave., Ashville, OH 43103
Phone:	740-334-0244
Website:	None
Notes:	Vouchers not accepted. Vacancies due to recent evictions and management changes.
Total Units\Vacancies:	15\4
Percent Vacant:	27
Year Built:	1974
Type:	Market-rate
Collected Rent Low\High:	\$450\450



Property Name:	Lakes at Ashton Village
Address:	800 Long St., Ashville, OH 43103
Phone:	740-983-1991
Website:	none
Notes:	Phase two was completed in 2002 (12 units) and these units command higher rents. Above average quality.
Total Units\Vacancies:	192\19
Percent Vacant:	10
Year Built:	2000
Type:	Market-rate
Collected Rent Low\High:	\$515\785



Property Name:	241 Jefferson Avenue
Address:	241 Jefferson Ave., Ashville, OH 43103
Phone:	740-983-3900
Website:	None
Notes:	Average quality.
Total Units\Vacancies:	3\0
Percent Vacant:	0
Year Built:	1975
Type:	Market-rate
Collected Rent Low\High:	\$500\500



Property Name:	28 Wright Street
Address:	28 Wright St., Ashville, OH 43103
Phone:	740-983-3900
Website:	None
Notes:	Vouchers accepted. Average quality.
Total Units\Vacancies:	6\1
Percent Vacant:	1
Year Built:	1969
Type:	Market-rate
Collected Rent Low\High:	\$450\495

C. Product Demand Analysis

Demand for multi-family rental housing has historically been a function of income and past preferences. In other words, those that have rented in the past will probably rent in the future as long as they don't experience any dramatic increases in income. This is essentially the methodology that third-party data providers use when projecting demographic variables into the future. However, within the last five years the U.S. has seen a shift in this philosophy - more people are choosing to be renters even if they can technically afford to buy a home. Therefore, we have factored this shift in consumer preferences in our demand calculation.

Percent of AMHI Income Range	0% - 30%	31% - 60%	61% - 100%	101% - 140%
	\$0 - \$21,600	\$21,601 - \$43,200	\$43,201 - \$72,000	\$72,001 - \$100,800
2011 Income Qualified Households	429	405	286	73
2016 Income Qualified Households	432	409	293	80
Annual Growth in Households	1	1	1	1
5-year Growth	3	4	7	7
Total Units Needed for a Balanced Market (95%)				
2011 Income Qualified Renter HH (Occupied Units)	429	405	286	73
+ 5 Year Growth	3	4	7	7
= 2016 Income Qualified HH	432	409	293	80
Rental Units Needed for Balance (95%)	455	431	308	84
- Planned & Proposed	0	0	0	0
Total Units Needed Over 5 Years				
	23	22	15	4

Table 2-15: Apartment Demand Five Years from Now (Source: Urban Decision Group)

Demand for multi-family rental housing basically falls into two categories: low-income and market-rate. Low-income demand is a function of the income qualifications that are set by the Department of Housing and Urban Development (HUD). The income qualifications are based on a percentage of the area median income set by HUD. Based on our assumptions and demographic projections, we can expect there to be demand for an additional 45-53 units of low-income rental housing within the next five years. In addition, we anticipate there will be a demand for an additional 13-21 units of market-rate rental units in that same time period.

Percent of AMHI Income Range	0% - 30%	31% - 60%	61% - 100%	101% - 140%
	\$0 - \$21,600	\$21,601 - \$43,200	\$43,201 - \$72,000	\$72,001 - \$100,800
2011 Income Qualified Households	429	405	286	73
2021 Income Qualified Households	435	411	299	88
Annual Growth in Households	1	1	2	2
5-year Growth	6	6	13	15
Total Units Needed for a Balanced Market (95%)				
2011 Income Qualified Renter HH (Occupied Units)	429	405	286	73
+ 5 Year Growth	6	6	13	15
= 2021 Income Qualified HH	435	411	299	88
Rental Units Needed for Balance (95%)	458	433	315	93
- Planned & Proposed	0	0	0	0
Total Units Needed Over 5 Years				
	23	22	16	4

Table 2-16: Apartment Demand Ten Years from Now (Source: Urban Decision Group)

Income is expected to stabilize by 2016 which would stabilize the demand for multi-family rental housing. The ten year demand basically mimics the five year demand, thereby reinforcing the necessity of meeting the demand in the short term as a means of stabilizing the market in the long term.

D. Expectations and Recommendations

The market for rental housing is strong and is expected to remain strong. The market for low-income housing is expected to outpace the demand for market-rate rentals. This trend started in last part of the previous decade and will continue as long as incomes remain depressed and are outflanked by the increase in inflation. The demand for low-income rentals is currently being met by the conversion of traditional single-family homes into rental properties. While this is an acceptable method of meeting short term changes in demand, it is not a viable long term strategy. A preponderance of single-family home rentals can have a negative impact on the character of the neighborhood. If this situation is allowed to persist, the long term effects could be difficult to reverse. In an effort to avoid such a shift, we recommend planning for the construction of low-income multi-family rental apartments. To date, the Village of Ashville has absorbed this burden, but at some point there will be pressure on the housing market of South Bloomfield to provide affordable rental housing choices. If the low-income segment of the market is not addressed soon, we expect more single-family homes in South Bloomfield to be converted to rentals.

IV. Senior Care Facilities

A. Senior Care Overview

Senior housing falls into three primary categories: independent, assisted, and nursing. Independent housing facilities are simply any housing arrangement designed exclusively for seniors. A senior is typically defined as anyone 55 or older. Housing styles can vary from detached single-family homes to apartments and condominiums. The developments are built specifically for older adults and generally include such amenities as compact housing with little or no stairs, little or no yard, onsite landscaping provisions, and special lanes for golf carts and scooters. Assisted living is similar to independent living but it includes personal care and support services onsite when needed. Assisted living communities are designed to provide residents with assistance for basic activities of daily life such as bathing, grooming, dressing, and more. Nursing care facilities are group quarters facilities that provide around-the-clock nursing care. Residents typically need assistance in all daily life activities. These facilities are the most expensive of all senior care facilities.

Type	Total Projects	Total Units\Beds	Occupancy Rate
Independent Living	1	45	98%
Assisted Living	2	35	89%
Nursing Care	4	341	93%

Table 2-17: Types of Senior Living Facilities in Harrison Township (Source: Urban Decision Group)

B. Product Supply Analysis

For our analysis of senior care facilities, we considered the entirety of Pickaway County to be the market area. In other words, any senior residing within Pickaway County is a potential senior care facility resident. Within Pickaway County, we identified four different licensed facilities offering three types of living arrangements. All of these facilities are located within Circleville.

There is currently only one facility that is providing independent living accommodations - Pickaway Manor Village. They have newer facilities that provide a total of 45 beds with a single vacancy (occupancy rate of 97.8%).

There are two facilities that provide assisted living accommodations - Brown Memorial Home and The Studios at Pickaway Manor. Those two facilities provide 12 and 23 beds respectively. Brown Memorial Home is an older facility that started operations in 1973 but utilizes a building constructed in 1896. Of the 12 beds, there are three that remain unoccupied (occupancy rate of 75.0%). The Studios at Pickaway Manor are much newer facilities (2000) and have a much higher occupancy rate (95.7%). In addition, The Studios has a higher price point and this is reflected in the quality of the facility, which in turn is influencing the desirability of the facility - resulting in a higher occupancy rate.

There are four facilities that provide nursing care residency options - Circleville Care & Rehabilitation Center, Pickaway Manor Care Center, Brown Memorial Home, and Logan Elm Health Care collectively provide 341 beds that are 92.7% occupied. The facilities have an average opening date of 1978.

C. Product Demand Analysis

Demand for different types of senior housing is largely a function of the number of seniors whose income and assets qualify them as potential consumers of such housing. To that end, we have computed five and ten year demand tables for assisted, nursing, and independent living scenarios.

	For Profit	Year Built	Total Beds/Units	Vacant	Occupancy Rate
The Studios at Pickaway Manor	Yes	2000	23	1	96%
Pickaway Manor Care Center	Yes	1969	99	6	94%
Pickaway Manor Village	Yes	2005	45	1	98%
Brown Memorial Home (Assisted Living)	No	1896	12	3	75%
Brown Memorial Home (Nursing Care)	No	1896	44	5	89%
Logan Elm Health Care Center	Yes	1979	101	4	96%
Circleville Care & Rehabilitation Center	Yes	1980	97	10	90%

Table 2-18: Surveyed Senior Living Facilities in Pickaway County (Source: Urban Decision Group)

Income Qualified Senior Households	397
Non-Income Qualified Senior Households	2,033
Total Expenses	\$137,175
Housing Assets Needed (50% of Total Expenses)	\$68,588
Non-Income Qual HH x Share of Age 75+ Owner HH	2,033 x 73.6% = 1,496
x Share of Homes Valued Above Housing Assets Needed	1,496 x 78.3% = 1,172
Total Asset Qualified Senior Households	1,172
Total Income & Asset Qualified Senior Households	397 + 1,172 = 1,569
as a Percent of All Age 75+ HH	1,569 / 2,430 = 64.6%
HH to Individuals Based Upon 1 Person per HH (Age 75+)	1,569 x 1 = 1,569
Total Income & Asset Qualified Individuals	1569
x Share with 3 to 6 Additional Assistance Needs	1,569 x 18.3% = 287
x Rate of Institutionalization	287 x 33.3% = 96
- Number of Competitive Beds	96 - 35 = 61
- Number of Planned Beds	61 - 0 = 61
Net Support Estimate for 2016	61

Table 2-19: Pickaway County Demand for Assisted Living Facilities Five Years from Now (Source: Urban Decision Group)

Income Qualified Senior Households	469
Non-Income Qualified Senior Households	2,125
Total Expenses	\$137,175
Housing Assets Needed (50% of Total Expenses)	\$68,588
Non-Income Qual HH x Share of Age 75+ Owner HH	2,125 x 73.2% = 1,556
x Share of Homes Valued Above Housing Assets Needed	1,556 x 79.6% = 1,238
Total Asset Qualified Senior Households	1,238
Total Income & Asset Qualified Senior Households	496 + 1,238 = 1,707
as a Percent of All Age 75+ HH	1,707 / 2,594 = 65.8%
HH to Individuals Based Upon 1 Person per HH (Age 75+)	1,707 x 1 = 1,707
Total Income & Asset Qualified Individuals	1,707
x Share with 3 to 6 Additional Assistance Needs	1,707 x 18.4% = 314
x Rate of Institutionalization	314 x 33.3% = 105
- Number of Competitive Beds	105 - 35 = 70
- Number of Planned Beds	70 - 0 = 70
Net Support Estimate for 2016	70

Table 2-20: Pickaway County Demand for Assisted Living Facilities Ten Years from Now (Source: Urban Decision Group)

Income qualifications are calculated by assuming a standard monthly fee similar to that levied by existing facilities and a rent to income ratio of 80%. Therefore, of the approximately 2,430 senior households age 75 plus, there are 397 income qualified households and 2,033 non-income qualified households.

Demand is strong for assisted living in Pickaway County for at least the next ten years. There is expected to be demand for an additional 61 units within five years and 70 units (9 more) within 10 years. The demand is largely a result of the increase in the number of age and income qualified households and the current lack of adequate supply.

Housing

Income Qualified Senior Households	138
Non-Income Qualified Senior Households	2,292
Total Expenses	\$148,581
Housing Assets Needed (50% of Total Expenses)	\$74,291
Non-Income Qual HH x Share of Age 75+ Owner HH	$2,292 \times 73.6\% = 1,687$
x Share of Homes Valued Above Housing Assets Needed	$1,687 \times 76.9\% = 1,298$
Total Asset Qualified Senior Households	1,298
Total Income & Asset Qualified Senior Households	$138 + 1,298 = 1,436$
as a % of All Age 75+ HH	$1,436 / 2,430 = 59.1\%$
HH to Individuals Based Upon 1 Person per HH (Age 75+)	$1,436 \times 1 = 1,436$
Total Income & Asset Qualified Individuals	1436
x Share with 3 to 6 Addl. Assistance Needs	$1,436 \times 18.3\% = 263$
x Rate of Institutionalization	$263 \times 100.0\% = 263$
- Number of Competitive Beds	$263 - 310 = -47$
- Number of Planned Beds	$-47 - 0 = -47$
Net Support Estimate for 2016	-47

Table 2-21: Pickaway County Demand for Nursing Care Facilities Five Years from Now
(Source: Urban Decision Group)

Income Qualified Senior Households	166
Non-Income Qualified Senior Households	2,428
Total Expenses	\$148,581
Housing Assets Needed (50% of Total Expenses)	\$74,291
Non-Income Qual HH x Share of Age 75+ Owner HH	$2,428 \times 73.2\% = 1,777$
x Share of Homes Valued Above Housing Assets Needed	$1,777 \times 78.4\% = 1,394$
Total Asset Qualified Senior Households	1,394
Total Income & Asset Qualified Senior Households	$166 + 1,394 = 1,560$
as a % of All Age 75+ HH	$1,560 / 2,594 = 60.1\%$
HH to Individuals Based Upon 1 Person per HH (Age 75+)	$1,560 \times 1 = 1,560$
Total Income & Asset Qualified Individuals	1,560
x Share with 3 to 6 Addl. Assistance Needs	$1,560 \times 18.4\% = 287$
x Rate of Institutionalization	$287 \times 100.0\% = 287$
- Number of Competitive Beds	$287 - 310 = -23$
- Number of Planned Beds	$-23 - 0 = -23$
Net Support Estimate for 2021	-23

Table 2-22: Pickaway County Demand for Nursing Care Facilities Ten Years from Now
(Source: Urban Decision Group)



Income Qualified Senior Households	590
x Share with 3-6 Additional Assist. Needs (18.3%)	108
- Existing Independent Living Units	45
Net Support Estimate for 2016	63

Table 2-23: Pickaway County Demand for Independent Living Facilities Five Years from Now (Source: Urban Decision Group)

Income Qualified Senior Households	668
x Share with 3-6 Additional Assist. Needs (18.3%)	122
- Existing Independent Living Units	45
Net Support Estimate for 2021	77

Table 2-24: Pickaway County Demand for Independent Living Facilities Ten Years from Now (Source: Urban Decision Group)

When examining demand for nursing care, we found there to be only 138 income qualified households. This assumes: an income qualification of \$82,543, a housing asset qualification of over \$74,000, and a monthly fee of just over \$5,503. The result of the calculations asserts that there is more than enough current supply in the market for the next ten years. If we assume the existing facilities will continue to operate as they have in the past, then there is no obvious need to construct additional nursing care facilities in the short term. However, we know that the population base is going to continue to get older because birth rates and migration into the region is not increasing enough to outpace the aging population base. Therefore, it is likely that demand for additional nursing care facilities will appear at least twelve years from now.

Independent living qualifications are much lower because the level of services offered is much lower than that of nursing care or assisted living. A rent to income ratio of 40% is assumed and as a result, the number of qualified households is higher than in the previous analyses. The demand for these types of facilities is currently high and will continue to climb for at least the next five to ten years. In five years, we anticipate support for an additional 63 units. This is significant considering the market currently has only 45 such units. Demand will increase an additional 14 units in ten years – requiring a total of 77 additional units of independent living units within 10 years. Therefore, we recommend planning for the construction of such facilities in the near term. We must note that since we considered the entirety of Pickaway County as the market area; the construction of such facilities anywhere within the County would likely be adequate to absorb future demand. However, we recommend considering Harrison Township as a potential location for such facilities given the probability for success for this sector and the intent of this plan as not just a guide for future land use allocations, but as a catalyst for future economic development.

Commercial

Commercial property is defined as any property that is intended to generate a profit. For this analysis, we have further defined this to exclude rental housing - this is discussed in a separate section. The success of commercial property is dependent upon factors such as location, management, and ultimately, demand for a product or service. For this analysis we personally surveyed 154 commercial properties with the Township.

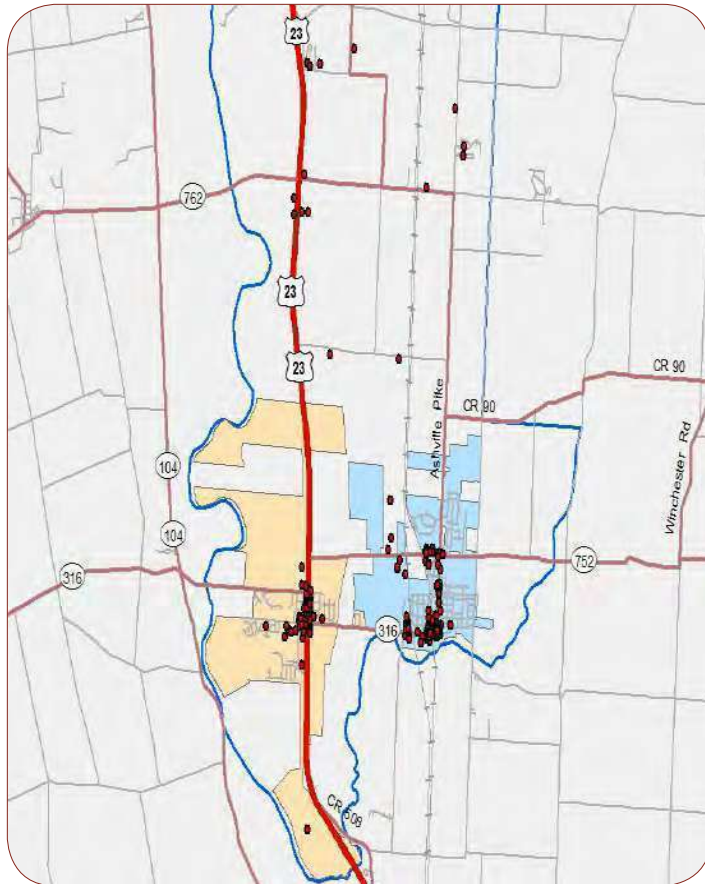


Fig 2-12: Harrison Township Surveyed Commercial Properties (Source: Urban Decision Group)

We characterized each of the properties as one of the following: General Commercial, Flex, Industrial, Office, and Retail (includes most services). For each site, we paid close attention to the overall quality of the site - considering such factors as access\visibility, structure quality (if applicable), and vacancy. Based on our field observations, each site was rated in terms of Overall Quality (on a scale of 1 to 10 where 10 indicates the highest quality) and Access\Visibility (on a scale of 1 to 5 where a 5 indicates an easily accessible and visible site). Each site was considered separately from the others. In other words, if a site was intended to be accessed primarily by trucks, we looked for things like truck parking and turn around space and did not focus on sidewalk access or visibility.

Commercial property analysis requires the establishment

of new market areas because many of the competitors to the businesses within the Township actually reside well outside of the Township. Therefore, in addition to analyzing the market within the context of a Primary Trade Area, we establish a larger Commercial (or Competitive) Trade Area (CMA) to inform us of the level of competition that Harrison Township-based businesses must contend with. The following map illustrates the location of the Primary Trade Area and the Commercial Trade Area. It should be noted, all points within the CMA are accessible by car in less than 30 minutes.

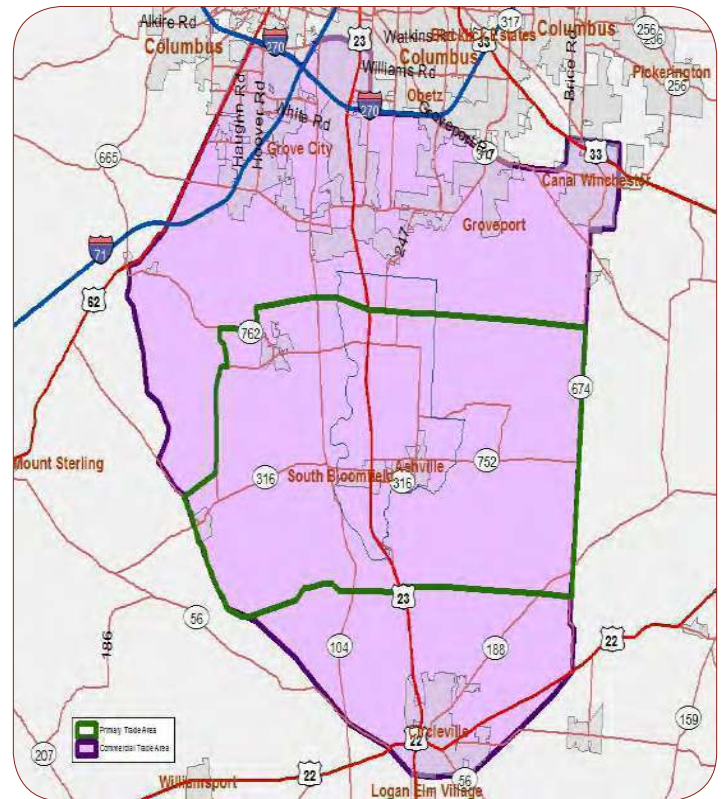


Fig 2-13: Harrison Township Primary and Commercial (Source: Urban Decision Group)

The residents within the Primary Trade Area are the ones most likely to patronize a business or service within the Township. However, the Commercial Trade Area represents the approximate distance these residents are willing to travel to have their consumer needs met.

I. General Commercial

A. General Commercial Observations

We personally surveyed 48 properties that we have classified as General Commercial. Vacant properties or empty lots account for 23 of these properties. We made several attempts to contact the property owners and/or managers of each of the vacant properties - to give us an idea of what the lease or sales costs are for the properties.

However, we were unable to establish any baseline lease rate or sales price for the vacant properties due to the general lack of response.

The vacant/empty properties are almost evenly split between Asheville and South Bloomfield (some are located outside of the corporation limits but have local addresses). These properties are of average quality but have above average accessibility.

The remaining stock of General Commercial properties include uses such as trailer parks, civic associations, storage facilities, home sales and home builders, and non-public recreation facilities.

The structures' quality can be characterized as average with slightly above average accessibility. There were five storage facilities surveyed - all of them had plenty of available space and the average monthly rate was \$70. There were six trailer parks surveyed and four of them were seeking to fill vacant lots.

Cooks Creek Golf Course was included in this category and



Fig. 2-15: Surveyed General Commercial Property - Mobile Home Park (Source: Urban Decision Group)



Fig. 2-16: Surveyed General Commercial Property - Multi-purpose Facility (Source: Urban Decision Group)



Fig. 2-17: Surveyed General Commercial - Storage Facility (Source: Urban Decision Group)



Fig 2-14: Harrison Township Vacant Commercial Properties (Source: Urban Decision Group)

received the highest ratings for quality and accessibility/visibility. It is strategically located between the Villages and the City of Circleville.

This facility is providing recreational services for not just the residents of Harrison Township, but for the residents of Pickaway County. Although it is located in the southernmost tip of the Township, it is well positioned to be the cornerstone of ancillary development like single family housing, other recreational ventures, and miscellaneous retail and services.



Fig. 2-18: Surveyed General Commercial - Golf course (Source: Urban Decision Group)

The remainder of the properties in this category are uses like home sales models, museum space, and a pay lake. The quality and overall attractiveness of these uses is average to below average with the exception of the museum space.

B. General Commercial Expectations

There is an ample supply of vacant, available space for the development of commercial business of a general nature, however, each project is different and may require more space than is currently available - for example, a new or used car dealership requires a large, visible space whereas an upholstery business does not have the same space and visibility constraints. The anticipated demand for such businesses is also very different. A car dealership can draw from miles away, whereas a storage facility is primarily dependent upon the population that is within a 5-10 minute drive.

The vacant commercial parcels occupy approximately 54 acres of land and are located primarily within the incorporated Villages. The majority are located along primary roadways and are thus considered to have desirable locations. These parcels would be considered

appropriate for almost any commercial use, excluding light industrial uses.

The occupied, General Commercial properties reside on a total of 120 acres (excluding the golf course which sits on 308 acres). If you exclude the trailer parks, the average parcel size for one of these entities is just under 3 acres of land (a total of approximately 57 acres). If you assume MORPC's adjusted population growth model (total of 42% population growth in the entire Township up to the year 2035), then we can anticipate allocating an additional 24 acres of land for general commercial uses. Note, this excludes the allocation of large tracts of land for recreational purposes - for example, establishment of a natural wildlife habitat or a designated primitive hunting zone in a flood plain zone.

II. Light Industrial/Warehouse

A. Light Industrial/Warehouse Observations

We surveyed six properties whose activity can best be described as light industrial. All these businesses were located outside of any incorporated area including four properties with a Lockbourne address. The businesses were deemed to be of above average quality with above average accessibility/visibility.

These businesses appear to be in good economic health but this information is difficult to verify. We did not come across



Fig. 2-19: Surveyed Light Industrial/Warehouse (Source: Urban Decision Group)



Fig. 2-20: Surveyed Light Industrial\Warehouse (Source: Urban Decision Group)

any vacant-immediately available space. The amount of land required for these businesses varies greatly. Several of them occupy a space equal to one acre or less, while the larger ones occupy between 20 and 40 acres.

B. Light Industrial\Warehouse Expectations

Demand for the products and services that are provided by such businesses is a function of the economic health of the region (including Circleville and greater Columbus) and is not as dependent upon basic localized population growth.

There is a large amount of warehouse and light industrial\ flex office space available in southern Franklin County. In fact, of the 58 million square feet of space we surveyed in southern Franklin County (within a 20 minute drive of the North of Duval area), approximately 35% of these properties have vacancies and are leasing at an average of \$3.02 per square foot. Therefore, there is a large amount of flexible, available space within close proximity to the Township. Immediate demand would likely be met by the existing supply in Franklin County or Circleville. However, long term demand needs are likely to be met by the area North of Duvall Road which is the focus of major shifts in land-use as a result of the expected growth of the Rickenbacker Intermodal Facility. This area will be discussed in greater detail in Chapters 7 and 8.

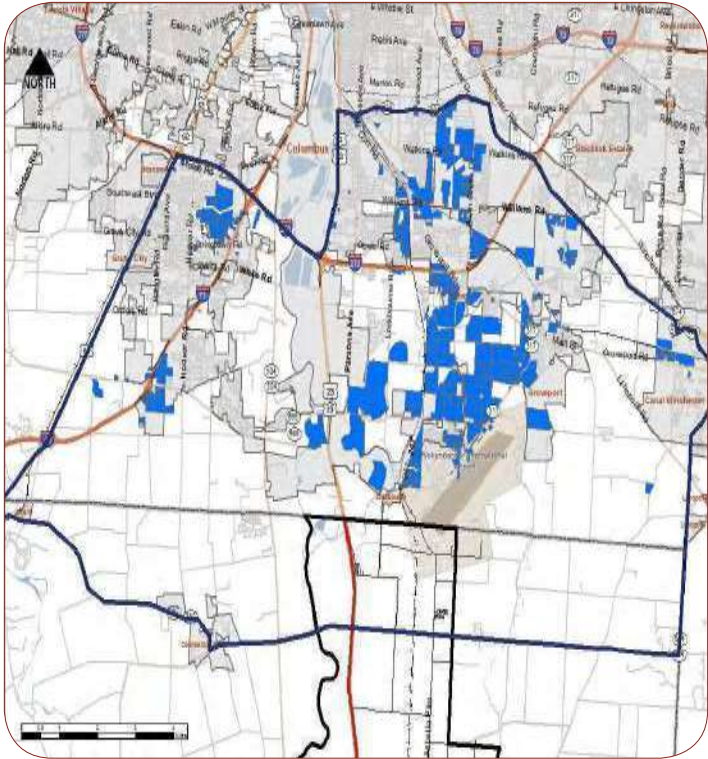


Fig. 2-21: Surveyed Light Industrial\Warehouse in southern Franklin County (Source: Urban Decision Group)

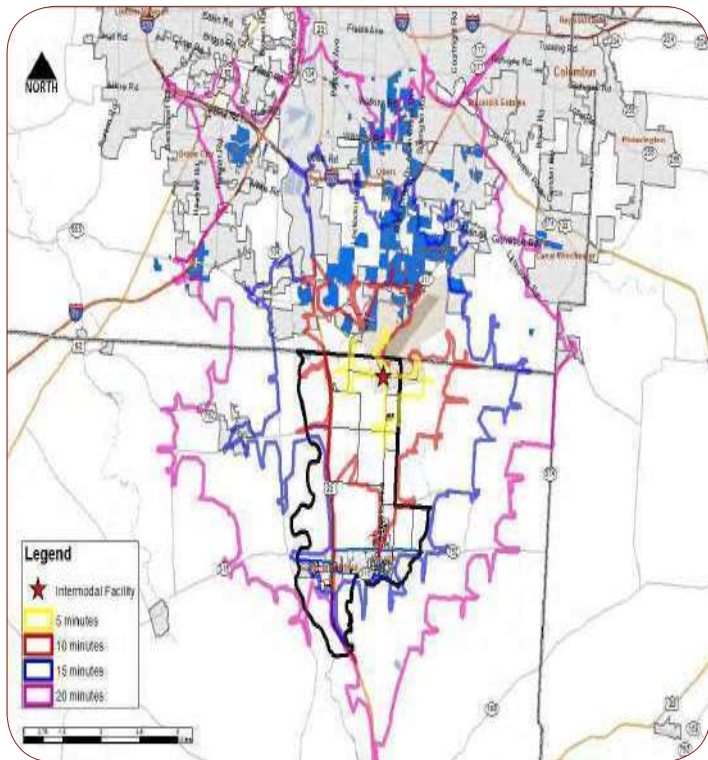


Fig. 2-22: Drive Time from the area north of Duvall Rd. (Source: Urban Decision Group)

Commercial

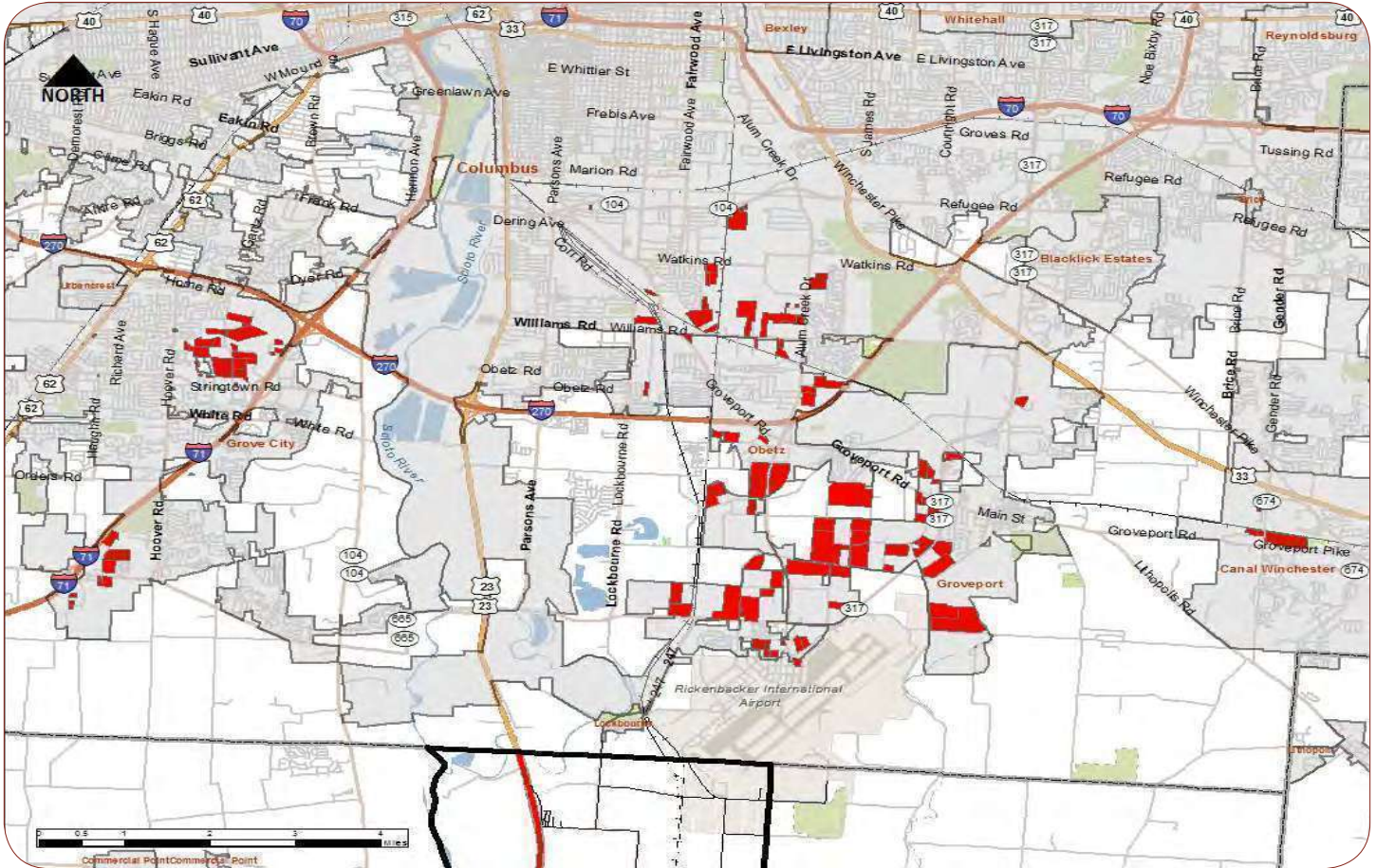


Fig. 2-21: Vacant Light Industrial/Warehouse in southern Franklin County (Source: Urban Decision Group)

Land Use Type	Land Use Code	Total	Total Sq. Feet	Total Vacant	Available Vacant Sq. Feet	Vacancy Rate	Price\Sq. Foot\Year
Industrial Vacant Land	300	117	10,157,101	18	8,795,216	87%	4
Landfill or Other Industrial	301	4	56,049				
Lumber Yards or Other Industrial	302	3	7,011	1	2,800	40%	Not Available
Aviation Facility or Other Industrial	304	1	43,666				
Food and Drink Processing Plants and Storage	310	9	321,411				
Foundries and Heavy Manufacturing Plants	320	3	68,454				
Medium Manufacturing & Assembly	330	13	351,841				
Light Manufacturing & Assembly 0-10% Office	340	29	1,447,676	2	114,394	8%	Not Available
Light Manufacturing: 11-20% Office or Other Industrial	341	2	191,228				
Light Manufacturing: 21-30% Office or Other Industrial	342	3	52,918				
Light Manufacturing: Over 30% Office or Other Industrial	343	1	419,217				
Warehouse: 0-5% Office	350	153	31,822,405	52	7,993,347	25%	3
Warehouse: 6-15% Office or Other Industrial	351	48	2,653,229	7	601,627	23%	3
Warehouse: 16-25% Office or Other Industrial	352	13	356,072	2	162,010	46%	Not Available
Warehouse: 26-35% Office or Other Industrial	353	11	406,549	1	24,000	6%	6
Warehouse: 36-50% Office or Other Industrial	354	1	12,627				
Distribution Warehouse Centers or Other Industrial	355	18	6,391,340	7	1,824,486	29%	3
Cold Storage Facility or Other Industrial	357	4	404,457				
Industrial Truck Terminals	360	12	463,120	1	125,017	27%	Not Available
Small Shops (Machine, Tool & Die, etc.) 0-10% Office	370	25	342,270	3	151,587	44%	3
Small Shops: 11-20% Office	371	11	133,848	1	9,951	7%	1
Small Shops: Over 20% Office	372	12	97,638				
Mines or Quarries	380	14	117,569	1	1,154	1%	3
Grain Elevators	390	1	9,184				
Other Industrial	391	1	85,877				
Other Industrial Structures	399	33	724,518	2	402,065	56%	Not Available
Medical Clinics and Offices	442	40	301,917	6	28,100	9%	2
Office Building (1 and 2 stories)	447	55	485,802	5	58,769	12%	Not Available
Condominium Office Building	450	3	35,155	1	6,461	18%	Not Available
TOTALS		640	57,960,148	110	20,300,985	35%	3

Table. 2-25: Surveyed Light Industrial\Warehouse in southern Franklin County (Source: Urban Decision Group)

III. Office\Flex Office

A. Office\Flex Office Observations

We surveyed 38 properties that offer office or flexible office work space. This equates to approximately 110,000 square feet of office space occupying approximately 95 acres of land. Given this current rate of land use, office property in the township is utilizing approximately 2.5 acres of land per structure.

The surveyed properties had a quality that was above average and accessibility\visibility was also found to be above average. The majority of the office space surveyed would be classified as Class B or Class C space. There were very few vacancies among these properties. In fact, we found less than 7,500 sq feet of available office space for rates that the owners\property managers would only describe as “negotiable”.



Fig. 2-22: Surveyed Office\Flex Office (Source: Urban Decision Group)



Fig. 2-23: Surveyed Office\Flex Office (Source: Urban Decision Group)



Fig. 2-24: Surveyed Office\Flex Office (Source: Urban Decision Group)

	2000	2011	Employment Change	Percent of Workforce	2016	2035 (adjusted)
Total Employment Base	3,146	3,223	77		3,491	8,118
Information Technology	67	54	-13	2%	58	135
Finance\Insurance	119	130	11	4%	140	324
Real Estate	72	75	3	2%	81	187
Technical	79	92	13	3%	99	229
Health Services	196	277	81	9%	298	691
Government	214	220	6	7%	237	548
Total Potential Office Workers	747	848	101		913	2,114
MORPC estimated workers in Twp		290			312	719
Max Square Feet Requirements		101,500			109,200	251,650
Min Square Feet Requirements		72,500			78,066	179,750
Acreage		95				155-216

Table 2-26: Harrison Township Projected Office Space Requirements (Source: MORPC, ESRI, Urban Decision Group)

B. Office\Flex Office Expectations

Support for the development of additional office and flex space is typically estimated based upon anticipated employment growth, particularly within office and industrial users. When estimating potential support for office space, we utilize an industry standard dictating that for each professional services job, demand for 250 to 350 square feet of office space is created. Using a liberal benchmark figure of 350 square feet per employee, we can estimate that total demand for office space in Harrison Township to be just under 110,000 square feet by 2016.

The current occupancy of the office market in Harrison Township is estimated to be 93%. This rate indicates that this is very healthy market. To maintain the same occupancy rate, the Township must add approximately 7,000 square feet of office space by the year 2016. If we continue with this methodology into the year 2035, the Township will need to add a minimum of 82,000 square feet (conservative estimate) and a maximum of 159,000 square feet (liberal estimate). Keep in mind, these numbers are calculated using an adjusted MORPC estimate on the number of office jobs in the Township and are not necessarily reflective of the full impact of the current recession. In addition, these numbers are reflective of a market that is at 93% occupancy. We believe the conservative estimate is a better estimate of the expected growth in office jobs within the Township up to the year 2035. Therefore, we recommend allocating a minimum of 60 acres of land for office use by the year 2035.

IV. Retail

A. Retail Observations

We surveyed 65 businesses, services, and zoned empty

parcels that we characterized as Retail. These businesses are utilizing approximately 230,000 square feet of building space on approximately 88 acres of land. If you remove two large parcels that are vacant and yet to be subdivided, you are left with 47 acres - a better representation of the amount of land actually being used for Retail purposes. This equates to each retail business utilizing approximately 0.7 acres of land.

The majority of the retail businesses reside in three primary corridors: U.S. 23 (Walnut St.) in South Bloomfield, OH 316 (Main St.) in Ashville, and OH 316 (Long St.) in Ashville. In fact, over 85% of the Township's Retail businesses reside in one of these three corridors.

The Retail properties received a quality rating of average and an accessibility/visibility rating of slightly above average. The majority of the properties would be classified by commercial realtors as Class B or Class C space.

We only identified three vacant storefronts with a total of approximately 8,700 square feet of floor space. There were two empty parcels accounting for 15 acres one large 27 acre parcel with a single business that will eventually be subdivided - a total of 42 acres that can easily be utilized for a retail business or service.

Using third-party data, we can estimate the sales revenue generated by the retail businesses within the Township to be approximately \$26 million annually - this is an average of \$433,000 in revenue for each retail business or service. Therefore, each acre of land that whose land use is allocated for retail purposes, is generating on average, \$620,000 in sales revenue.



Fig. 2-25: Harrison Township Surveyed Retail Properties(Source: Urban Decision Group)



Fig. 2-26: Harrison Township Retail Property (Source: Urban Decision Group)



Fig. 2-27: Harrison Township Retail Property (Source: Urban Decision Group)



B. Retail Corridor Differences

Not all retail is created equal. The retail corridors within the Township have different factors that impact the success or failure of a business. For example, although the retail corridor on U.S. 23 in South Bloomfield is patronized by residents of the Villages, many of the businesses along that corridor are dependent upon people passing through - fast food and gas\convenience stores are a good example of this. To give us an idea of the volume of traffic passing through this corridor, we looked at historical traffic counts on the U.S. 23 corridor.

Traffic counts have remained surprisingly consistent\unchanged over the last 15 years. This implies that even during times of great economic expansion within the region, the result was not a significant increase in car and truck traffic south of the Township. Therefore, the retail health of the corridor, and its ability to expand, is primarily dependent upon population and household growth in the Villages of South Bloomfield and Ashville.

C. Retail Observations

Within the Primary Trade Area, every single retail sector is experiencing leakage. This means consumer demand is being met by businesses and services that reside primarily outside of the Primary Trade Area. However, consumer goods are subject to principles of elasticity of demand. This basically means you are willing to travel further away from your home for larger purchases, while you are less likely to travel far for smaller purchases - a function of sensitivity to changes in price. This concept is important because we need to understand how consumers behave in order to interpret the leakage\surplus report. Therefore, we must examine consumer behavior in a larger context - within the Competitive (Commerical) Trade Area. This area is much larger and it represents the distance that consumers are currently willing to travel to have there demands met.

There are several sectors that are fit for expansion based on consumer demand ,the price elasticity of demand, and the current physical state of the retail market. We feel this is a significant target for economic development and have therefore placed our recommendations for retail expansion within Chapters 7 and 8 - Economic Development and Implementation Strategies, respectively.



Fig. 2-28: Harrison Township Retail Property (Source: Urban Decision Group)



Fig. 2-29: Harrison Township Retail Property (Source: Urban Decision Group)



Fig. 2-30: Harrison Township Traffic Counts (Source: Urban Decision Group)

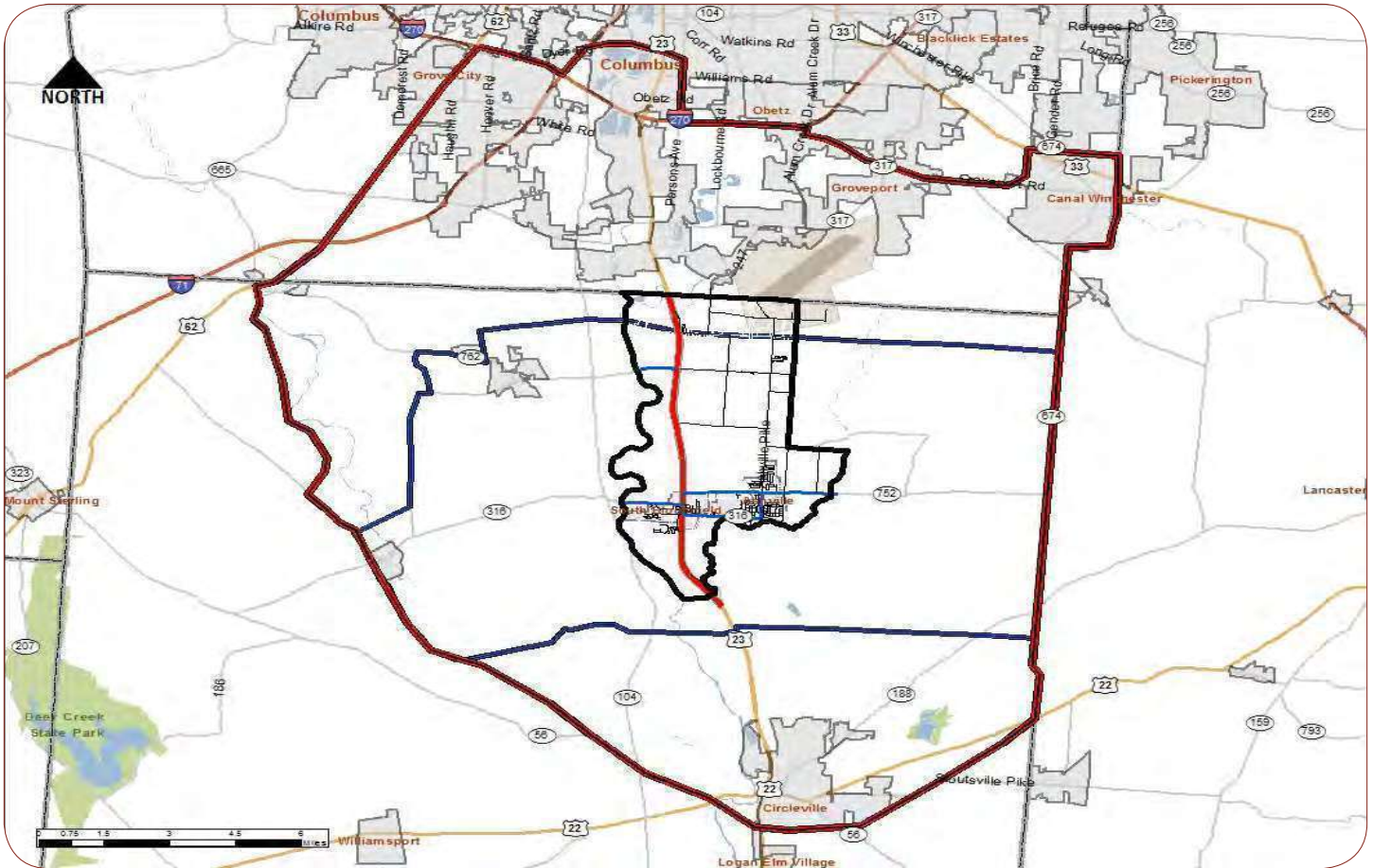


Fig. 2-31: Primary and Competitive Retail Trade Areas (Source: Urban Decision Group)

Industry Group	NAICS code	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage Factor	Businesses
Motor Vehicle & Parts Dealers	441	\$27,218,260	\$3,862,853	\$23,355,407	75	10
Furniture & Home Furnishings Stores	442	\$2,955,158	\$150,554	\$2,804,604	90	2
Electronics & Appliance Stores	4431	\$3,035,733	\$373,961	\$2,661,772	78	2
Bldg Materials, Garden Equip. & Supply Stores	444	\$4,702,985	\$321,799	\$4,381,186	87	5
Food & Beverage Stores	445	\$20,691,111	\$4,719,206	\$15,971,905	63	7
Health & Personal Care Stores	446, 4461	\$5,445,337	\$486,353	\$4,958,984	84	1
Gasoline Stations	447, 4471	\$23,572,485	\$10,484,133	\$13,088,352	38	4
Clothing & Clothing Accessories Stores	448	\$2,000,982	\$0	\$2,000,982	100	0
Sporting Goods, Hobby, Book & Music Stores	451	\$1,879,320	\$65,959	\$1,813,361	93	2
General Merchandise Stores	452	\$19,000,852	\$2,681,092	\$16,319,760	75	1
Miscellaneous Store Retailers	453	\$3,042,865	\$326,615	\$2,716,250	81	6
Food Services & Drinking Places	722	\$19,283,805	\$6,545,256	\$12,738,549	49	17

Table. 2-27: Retail Gap (Leakage\Surplus) within the Primary Trade Area (Source: Urban Decision Group, ESRI)

Industry Group	NAICS code	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage Factor	Businesses
Motor Vehicle & Parts Dealers	441	\$178,400,531	\$142,471,867	\$35,928,664	11	70
Furniture & Home Furnishings Stores	442	\$21,823,303	\$28,075,375	(\$6,252,072)	-13	22
Electronics & Appliance Stores	4431	\$25,745,306	\$18,876,940	\$6,868,366	15	25
Bldg Materials, Garden Equip. & Supply Stores	444	\$30,988,213	\$50,931,785	(\$19,943,572)	-24	47
Food & Beverage Stores	445	\$139,308,770	\$240,351,825	(\$101,043,054)	-27	42
Health & Personal Care Stores	446, 4461	\$28,671,050	\$38,740,436	(\$10,069,386)	-15	38
Gasoline Stations	447, 4471	\$132,651,776	\$199,821,688	(\$67,169,913)	-20	34
Clothing & Clothing Accessories Stores	448	\$23,903,263	\$14,233,851	\$9,669,412	25	35
Sporting Goods, Hobby, Book & Music Stores	451	\$11,666,290	\$6,390,649	\$5,275,641	29	36
General Merchandise Stores	452	\$121,843,340	\$382,249,526	(\$260,406,186)	-52	28
Miscellaneous Store Retailers	453	\$19,253,056	\$30,652,565	(\$11,399,510)	-23	92
Food Services & Drinking Places	722	\$129,466,442	\$183,175,677	(\$53,709,234)	-17	253

Table. 2-28: Retail Gap (Leakage\Surplus) within the Commercial (Competitive) Trade Area (Source: Urban Decision Group, ESRI)



Chapter 3

Regional and Local Influences

"The beginning is the most important part of the work"

Plato

Greek Philosopher (427 - 347 BC)



I. Introduction

An important part of the process in creating any plan begins with an examination of all of the current conditions and trends in and around the planning area. It is difficult to make informed decisions on the future of growth and development in the township and villages without first understanding the conditions that influence those decisions and make the community unique. These conditions and trends include, but are not limited to: demographics, housing, economic development, transportation, land use, open space, natural resources, recreation, site conditions, political climates, growth trends, utilities, and community facilities. All of these factors help to determine future land use and community needs, infrastructure demands, and environmental and political constraints on land development. Examining this information provides a baseline of information from which decisions can be made and concepts can be developed.

This chapter, in concert with Chapter 2, examines the factors that have had an impact on the development of the land use plan. In broad categories those factors include regional and local influences, environmental conditions, and demographics and market demands.



Fig. 3-1 - Community Character (Source: G2 Planning & Design)

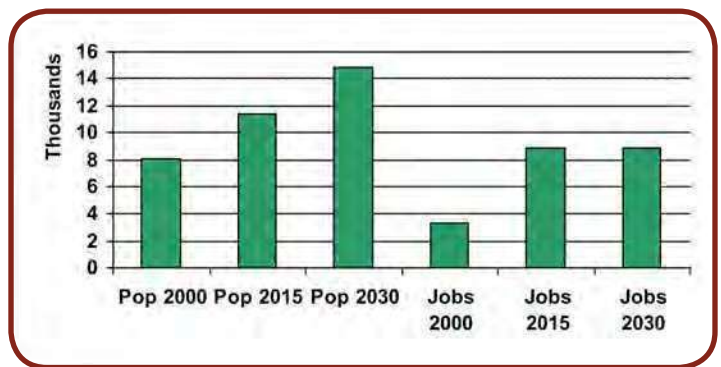


Fig. 3-2 - Projected Growth - Northeast Pickaway County (Source: MORPC)

II. Regional Conditions

Introduction

The long range future growth of the township and villages cannot be considered on the internal characteristics of the township only. There are many influences inside and outside of the planning boundaries that will have an effect on the growth and character of the community. Harrison Township and both villages are situated in a rapidly growing corridor of Pickaway County within a short driving distance from the cities of Columbus, Circleville, Grove City, Groveport and Canal Winchester. Harrison is also surrounded by several townships including Scioto and Jackson Township to the west and Madison and Walnut Townships to the east. The long term growth and planning of these municipalities and townships will have an effect on the growth within and around Harrison Township.

In addition, the development of the Rickenbacker International Airport, the adjacent Intermodal Facility and the East-West Connector are several internal influences that will have a large impact on the growth of the township, villages and the region. Each of these will be explored further within this document along with the existing land use, zoning and transportation networks within the study area boundaries.



Fig. 3-3 - Regional Context Map (Source: G2 Planning & Design)



Regional Policies

North Gate Alliance CEDA

The North Gate Alliance CEDA (Cooperative Economic Development Agreement) is an agreement entered into and signed on December 13th, 2004 between Pickaway County, Harrison Township, the Village of Ashville, and the Village of South Bloomfield. This agreement establishes a cooperative partnership between the entities in relationship to economic development, provision of services and utilities, sharing of revenue, and planning and zoning and is the basis for this planning effort. The main objectives of this agreement, as established in the beginnings of the document are:

- Cooperation between the entities in creating and preserving jobs and employment opportunities and to cooperate in inducing and fostering economic development within the State of Ohio,
- Cooperation between the entities in improving and advancing the welfare of the citizens of Pickaway County residing in the planning area, including but not limited to making water and sewer services more widely available and promoting economic development and uniform planning standards
- Facilitating responsible development within the territory of the township while preserving the geographic integrity of the township to the extent consistent with the wishes of the township's landowners.
- Furthering the economic welfare of the people of the county, township and both villages and facilitating the provision of quality education and the availability of appropriately skilled workers.
- Share the burdens of designing and constructing public improvements.

The North Gate Alliance CEDA document specifies the following agreements:

- **Annexation** - The CEDA provides specific future annexation areas for each village (shown in figure x) and policies that support legitimate annexations while preventing changes in the township's geographical boundaries.
- **Services** - The CEDA outlines the requirements for each jurisdiction in the provision of sanitary, water, police, fire, road construction and maintenance, and zoning services. The agreement also allows for each to enter into mutual aid agreements if mutually advantageous.

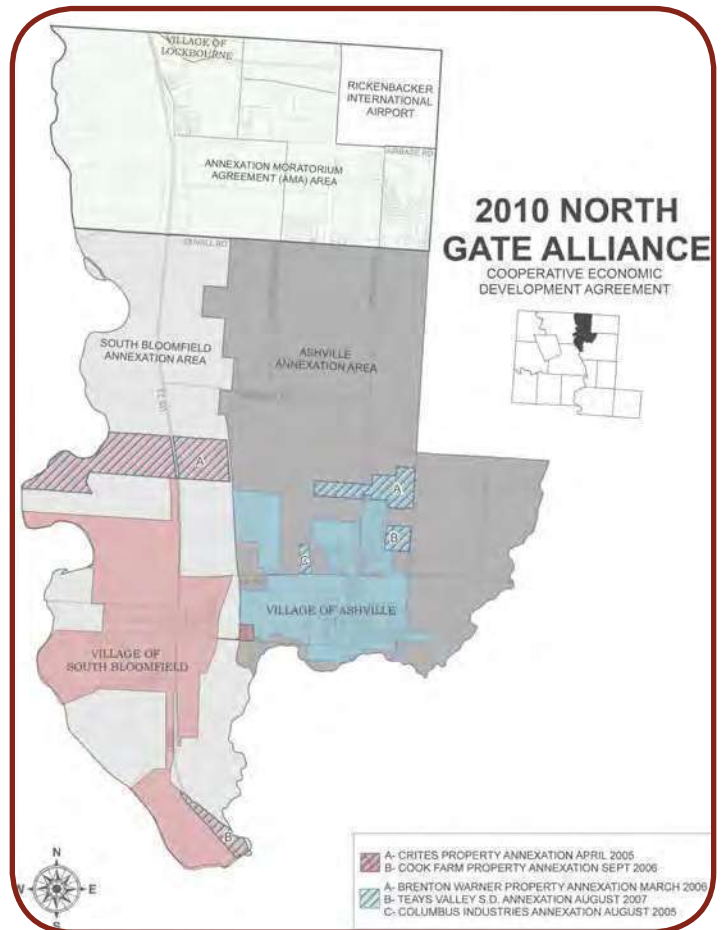


Fig. 3-4 - North Gate CEDA Map (Source: Pickaway County GIS Dept.)

- **Revenue Sharing** - The CEDA outlines the sharing of new income tax revenue between each Village and the Township in consideration for the mutual provision of services. Revenue sharing is to be an even 1/3 between each entity on all new income tax revenues generated from the future growth and annexation areas.
- **Water and Sewer Utility Services** - The CEDA establishes an agreement to negotiate in good faith toward the formation of a regional water and sewer district to provide sewer services within the CEDA territory and the requirements for such district.
- **Land Use** - The CEDA establishes an agreement to pursue a joint planning and zoning board and joint land use planning.

This agreement sets the stage for cooperation between the entities toward the mutual benefit of all of the leaders, stakeholders and residents and is, in effect, the basis for the development of this Land Use Plan.

Northern Pickaway County Joint Economic Development District and Annexation Moratorium Agreement

The Northern Pickaway County Joint Economic Development District (JEDD) and the Annexation Moratorium Agreement (AMA) are joint agreements between the City of Columbus, Harrison Township, and Village of Ashville entered into on August 30, 2007. In light of the economic potential of the Rickenbacker International Airport and the Intermodal terminal these agreements establish revenue sharing, and provision of services within the territory established. These agreements allow for the entities to collaborate on, rather than compete for, economic development opportunities surrounding the Rickenbacker International Airport and Intermodal Terminal. In addition these agreements allow the Township to maintain its original boundaries and a certain amount of control over the development of the area. The major provisions of each agreement are as follows:

Annexation Moratorium Agreement (AMA)

This agreement places a 50 year moratorium (Expiration date of January 1, 2056) on the annexation of any township lands within the area identified on the adjacent map. This moratorium establishes the basis for cooperation on economic development initiatives within the Pickaway County portion of the area surrounding the Rickenbacker International Airport. In addition to the restriction on annexations the AMA also establishes the preliminary agreements to be finalized within the JEDD in regards to the provision of utilities, road construction and maintenance, and governmental services. This agreement preliminarily assigns the City of Columbus as the provider of sanitary sewer services, and the Earnhart Hill Regional Sewer and Water District as the provider of water distribution services.

Northern Pickaway County Joint Economic Development District (JEDD)

The purpose of the Northern Pickaway County JEDD agreement is to allow opportunities for the City of Columbus, Harrison Township, and the Village of Ashville to build upon the AMA and collaborate on economic development. In addition to finalizing agreements on the provision of services the JEDD establishes a 2% income tax within the area to be collected and distributed equally between two funds: The Partner Proceed Fund and the Partner Investment Reimbursement fund. The Investment Reimbursement fund establishes a mechanism to repay a portion of the infrastructure and capitol improvements investments made by each community. The Partner Proceed Fund distributes the remaining income tax revenues as follows: 70% to the City of Columbus and 15% each to the Village of Ashville and Harrison Township.

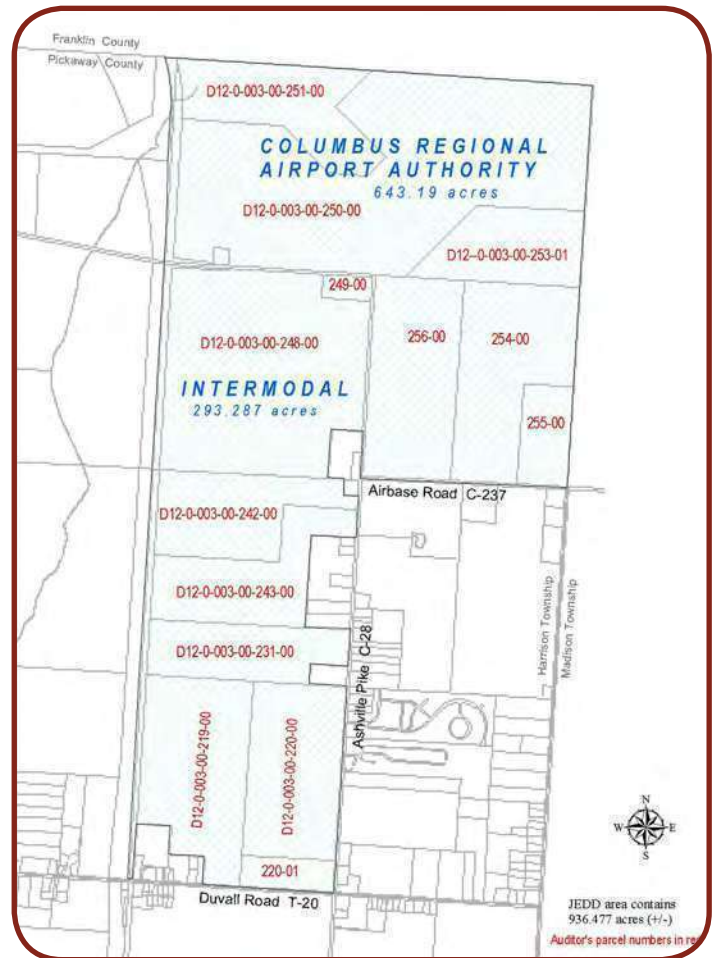


Fig.3-5 - Northern Pickaway County JEDD map

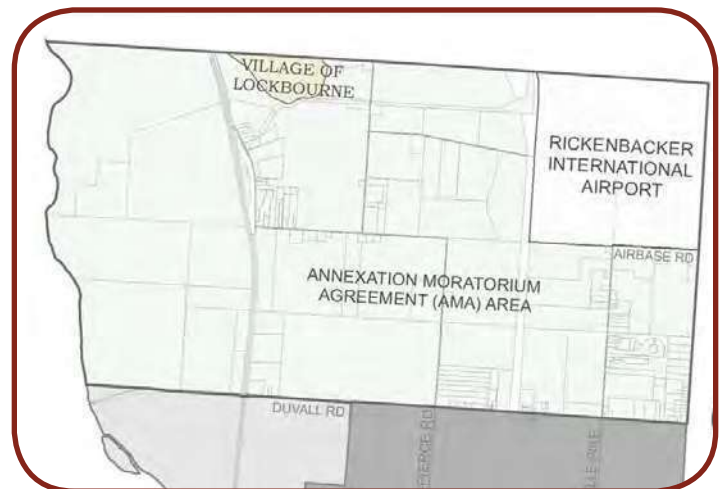


Fig. 3-6 - Annexation Moratorium Agreement Area



Rickenbacker International Airport & Intermodal Terminal

One of the larger influences within the planning area is the Rickenbacker International Airport / Global Logistics Park and the Norfolk Southern Intermodal Terminal. Rickenbacker is a joint civil-military airport named after Columbus native and famous aviator Eddie Rickenbacker. Formerly a U.S. Air Force base the airport is now managed by the Columbus Regional Airport Authority and serves primarily as a cargo airport moving air cargo for global leaders such as FedEx and UPS. These facilities are considered an anchor to the global supply chain and have received a significant amount of attention, study, and funding from various local, state, and federal agencies. As a result of its projected economic development potential there have been several hundred million dollars invested in infrastructure improvements, planning studies, and regional partnerships to ensure the success of this facility.



Fig. 3-7 (Source: NCFRP - report 13)

Rickenbacker Quick Facts:

- 12 miles southeast of Columbus, Ohio
- Within a one day drive of 50% of the U.S. and Canadian population. International cargo-dedicated airport with two 12,000 foot runways.
- 15 year, 100 percent property tax abatement on new development.
- Handled over 69,000 metric tons of air cargo in 2010.
- Rail Intermodal terminal on schedule to complete 150,000 loads this year.
- NS Heartland Corridor Project provides double-stack rail service to/from Port of Norfolk, Virginia.
- Over 38 million square feet of industrial development, ultimately employing over 12,000 workers.
- Host to cargo airlines, logistics companies, retailers, corporate aviation, manufacturers, distribution centers and trucking companies of the intermodal facility.
- Active Foreign Trade Zone #138.



Fig. 3-8 (Rickenbacker Global Logistics Park Signage - Source:G2)

Pickaway East-West Connector

The East-West Connector project has been under study for some time and has received a tremendous amount of attention on a local, state and federal level. ODOT District 6 reports that this project is one of its highest priority projects and several funding sources are being pursued for this projected \$25 million dollar infrastructure investment. The single largest driver behind the need for this project is the anticipation of increased traffic growth with the continued growth of the Rickenbacker area, and to promote and ensure the continued success of the Rickenbacker Global Logistics park and the Norfolk Southern Intermodal Facility.

The U.S. Department of Transportation has recently awarded the East-West Connector project a 16 million dollar Tiger III grant to help pay for the improvements necessary to bring this project to reality. According to the Tiger III grant application, and the Ohio Department of Transportation, this project will benefit the region and the nation in the following ways:

- The project will alleviate the expected spike in Average Daily Traffic (ADT) along State Route 762 and Ashville Pike. Traffic along these roads as a result of the growth of Rickenbacker and the Intermodal are expected to increase by more than 1,200% over the next 20 years.
- The project will help support and connect the region to the project 12,000 new jobs over the next 30 years.
- The project is estimated to reduce CO2 emissions by 16 million Kg over the life of the project.
- The construction of the project will result in approximately 174 direct and 99 indirect jobs.
- The project will increase lane widths and pavement thicknesses to provide a safer experience requiring reduced long term maintenance.
- The project will provide a grade separated railroad crossing over two railroads reducing travel time and increasing public safety.
- The project will provide a faster, safer connection between a rail stop on the Heartland corridor, and one of the only cargo oriented airports in the nation, and the national highway system.
- A future grade separated interchange at US 23 and 762 would reduce travel times and turning conflicts on US 23, and increase public safety.

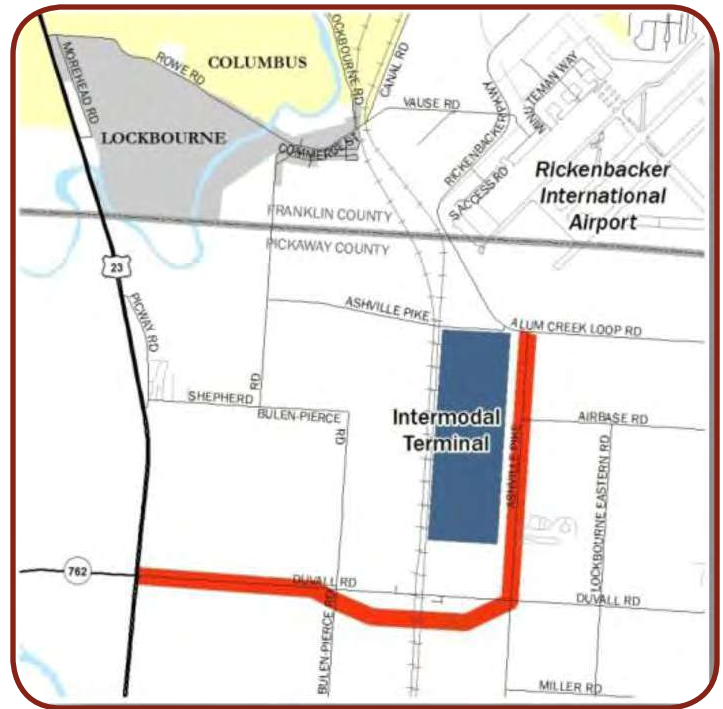


Fig. 3-9 - Pickaway East West Connector (Source: Tiger III Grant Application)

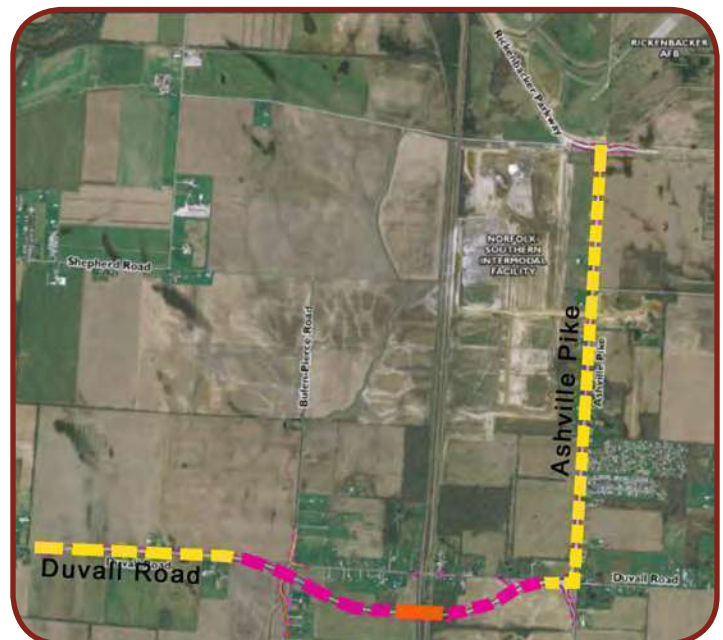


Fig. 3-10 - Proposed Road Alignment (Source: Tiger III Grant Application)



Fig. 3-11 - Existing Duvall Road Character (Source: G2 Planning & Design)

Impacts to Duvall Road Corridor

The East-West Connector project, although necessary to support the future economic well being of the area, will certainly have a direct impact on the character and desired land uses within the corridor.

Currently the project is anticipated by ODOT to be constructed in 3 major phases and consists of the following improvements as shown in figure 3-10:

- Widening of Duval Road to a 5 lane section between US 23 and Bulen Pierce Road (see road section below).
- Swings south to a new 5 lane road section and railroad overpass south of Duvall between Bulen Pierce and Ashville Pike (see figure 3-10).
- Widening of Ashville Pike to a 5 lane road section between Duvall Road and Rickenbacker Parkway.
- A future grade separated interchange at US 23 and 762.



Fig. 3-12 - Existing Village of Duvall (Source: G2 Planning & Design)

These improvements will require an additional 80 - 100 feet of right-of-way to be purchased and more than double the width of pavement currently existing along Duvall Road. This will certainly change the character from a small country road to a large commercial corridor and will have an impact on the existing homes lining the corridor. As traffic continues to increase along this road the location will become increasingly desirable for more commercial uses. If the residents within the small Village of Duvall wish to remain in their homes, the Alliance partners will have to take extra measures to ensure that future development proposals properly insulate these homes from development. These measures could include increased setbacks, heavier screening requirements, and reduced lighting in areas near the village.

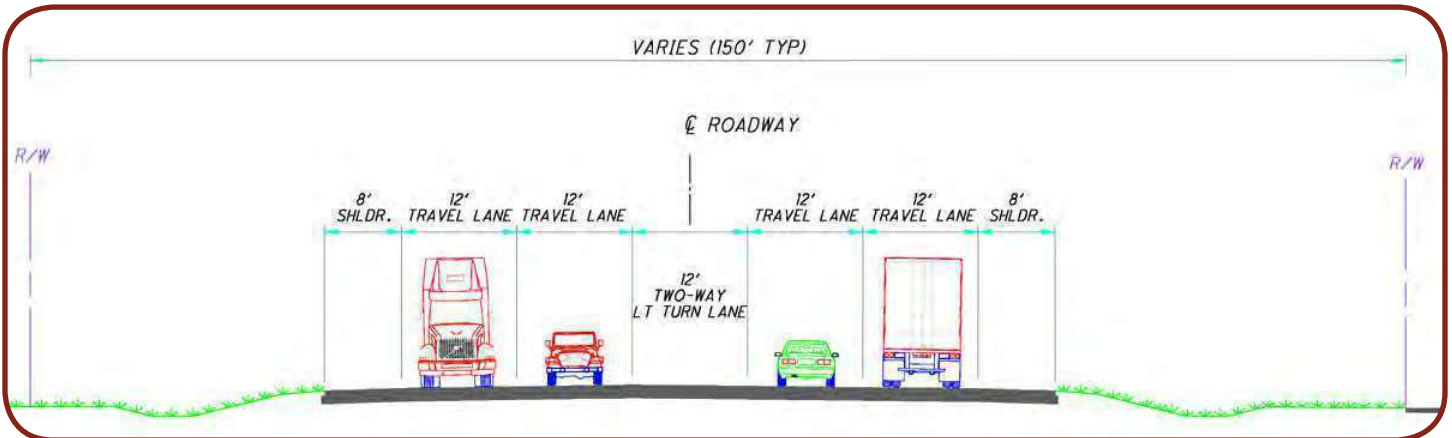


Fig. 3-13 - Proposed East-West Connector Roadway Section (Source: Ohio Department of Transportation)

Rickenbacker Area Noise Influences

Noise issues related to Airport and Freight operations can have a significant impact on the ability to market and use land for various purposes. Most affected by the high level of noise associated with these facilities are residential uses. In addition the location of residential land uses near airports can make it more difficult for airports to expand in the future due to complaints from increasing noise and potential legal issues over declining residential values. Any prudent land use planning effort and/or zoning regulations must consider these potential impacts when making decisions regarding land use.

In response, the Federal Aviation Administration has developed policies that deal with how these issues should be studied and mitigated (FAR part 150). The Part 150 Study at Rickenbacker International Airport establishes noise exposure maps (NEM) and analyzes existing noise abatement measures and recommended noise abatement and land use management strategies for the existing and future forecast condition.

The current and anticipated noise levels as identified in the study are shown here in figures 5 and 6. The noise levels are identified on the diagram by contours identifying the Day-Night Average Sound Level or (DNL). According to FAA guidelines, areas within the 65 DNL and higher are considered to be “significantly” impacted by airport and aircraft noise. Within these areas FAA compatibility guidelines suggest that residential land uses are incompatible and undesirable. Areas under 65 DNL are not considered significantly impacted although they are still subject to fly overs that produce single-event noise levels that some residents may find offensive. Noise levels lower than 60 DNL are not included in the study or recommendations.

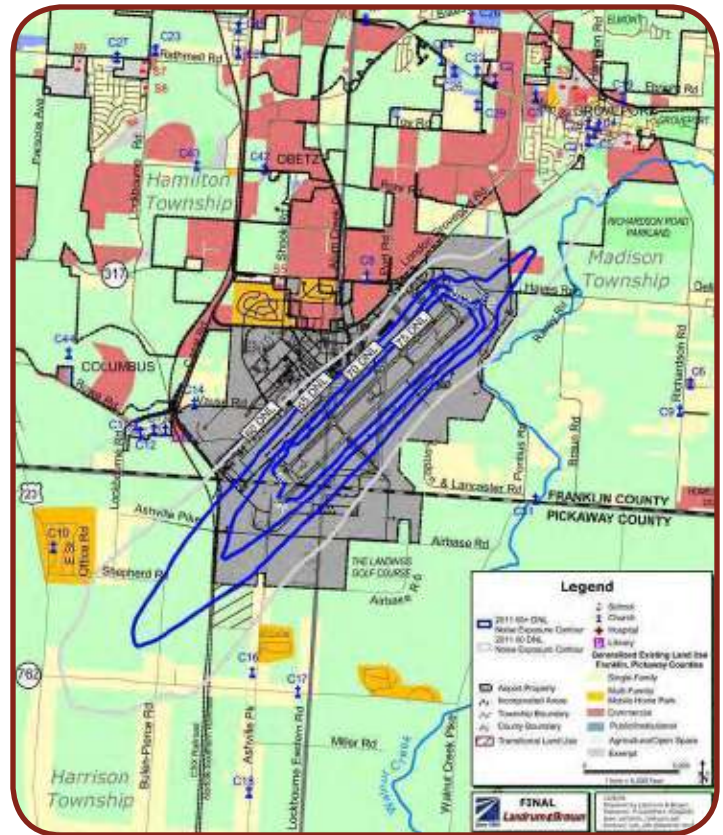


Fig. 3-14 - Noise Level Contours (Source: FAR part 150 Study)

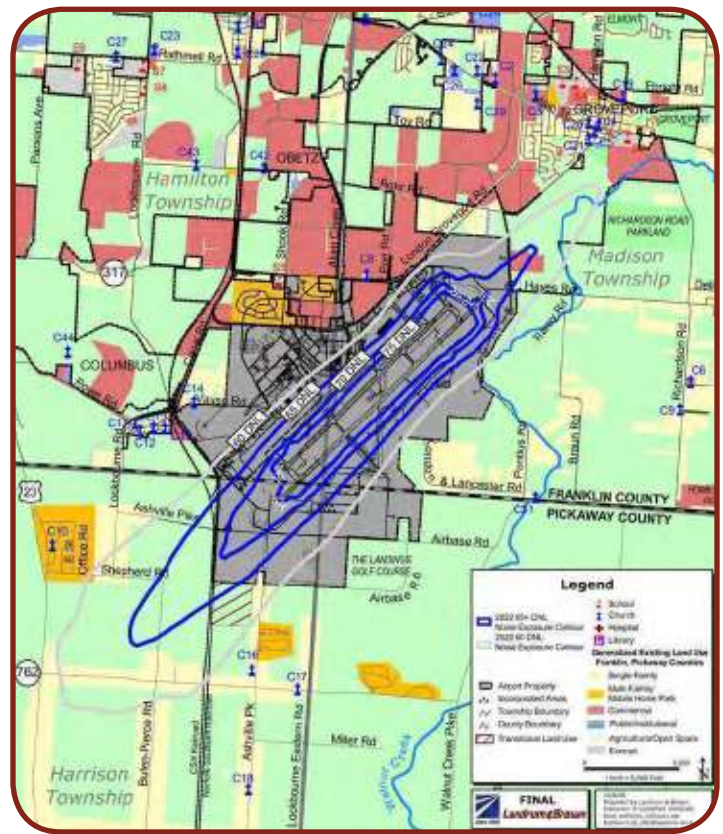


Fig. 3-15 - Noise Level Contours (Source: FAR part 150 Study)



Rickenbacker Airport Land Use Management District

As a part of the FAR part 150 study the Columbus Regional Port Authority identified land use management strategies for areas immediately surrounding the airport. The study identifies recommended district based upon noise influences which are divided into sub-districts which are described as follows:

Sub-district “A” – Area of highest airport noise where residences, schools and other noise sensitive uses are not permitted.

Sub-district “B” – Area of noticeable airport noise where noise sensitive uses are discouraged, Existing noise-sensitive buildings may be sound insulated if eligible for an airport noise mitigation program.

Sub-district “C” – Area of occasional noise where all types of development is permitted. Where new development or major modifications are permitted owners are required to recognize the “right to fly over” the property and grant an aviation easement to the airport.

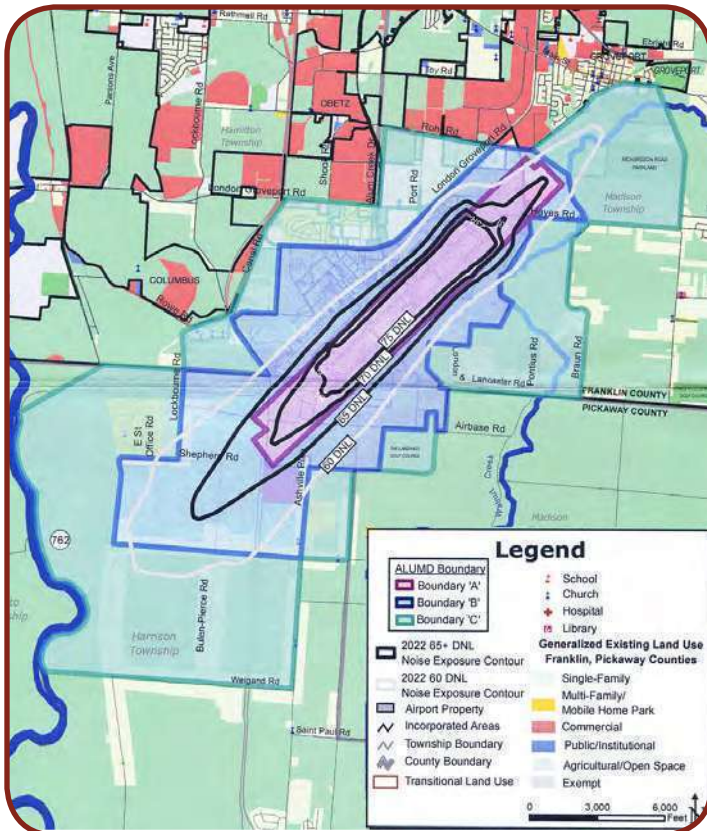


Fig. 3-16 - Airport Land Use Management District (Source: FAR part 150 Study)

Important Considerations...

- Noise levels can affect desirability and viability of different land uses.
- Noise concerns limited to areas north of Duvall Rd and east of Ashville Pike.
- Public safety issues increase with proximity to airport within established flight patterns.
- Future expansion of the airport and economic development could be negatively impacted by incompatible land uses.
- More intense land uses are generally considered more compatible with airport and freight operations.

III. Local Conditions

Existing Land Use

The existing land uses in the planning area are very similar to the pattern of land use in many townships and small villages. The predominant land use in the community is agricultural despite the recent annexations and rezonings. These land use patterns have evolved over time based more upon market conditions than any long range planning efforts. As indicated the villages of Ashville and South Bloomfield represent the most concentrated areas of development due primarily to the availability of sewer and water systems.

The Village of South Bloomfield has developed around US 23 with a more commercial corridor feeling while the Village of Ashville has a development pattern based more upon a traditional downtown core.

Residential development in the township has typically taken the form of large lot frontage development with no real "pattern" while the availability of sewer and water have permitted more typical subdivision development in the villages.

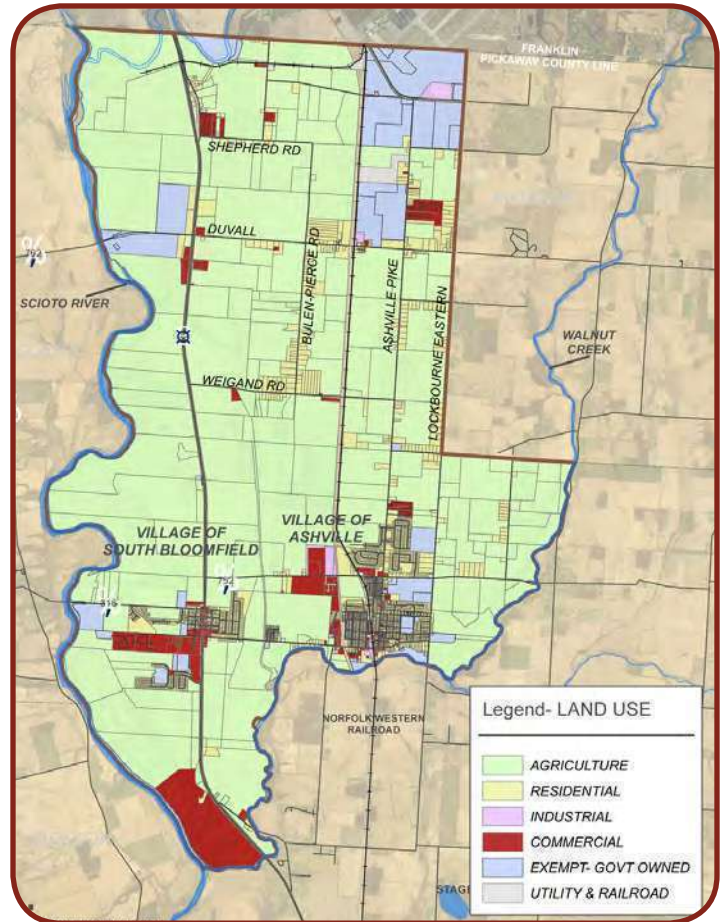


Fig. 3-17 - Existing Land Use (Source: Pickaway County GIS)

Existing Zoning

Harrison Township

The current zoning of the township was last amended in 2007 and is broken up into 5 standard zoning districts, 3 planned districts and 1 Floodplain Overlay District.

As indicated a majority of the land in Harrison Township is zoned in the Farm Residential District. The other two districts that make up the balance of the zoning in the township are the General Business District and the Rickenbacker Development District. The remaining districts are not utilized at this time or are utilized very little.

This current configuration has provided with reasonable standards to regulate land use in the township based upon the demand for development to date but is seemingly very general in the regulation of land use and development standards. After land use goals and plans are established a more thorough evaluation of the code will be undertaken to determine suitability to meet those new objectives.

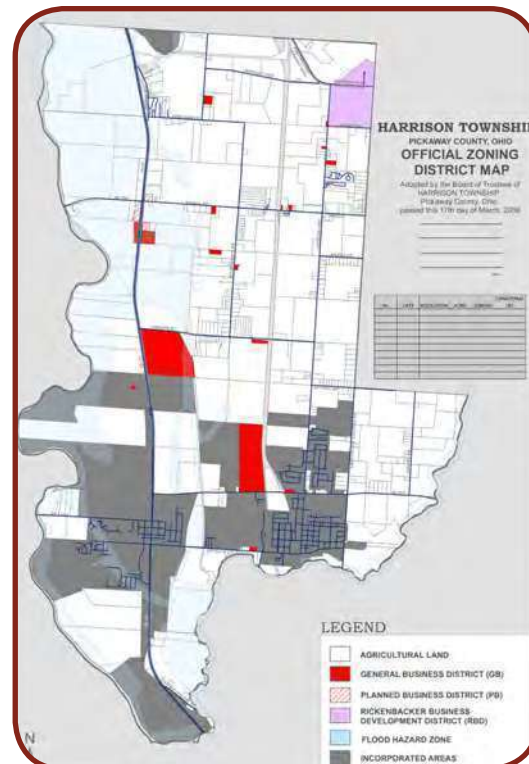


Fig. 3-18 - Harrison Township Zoning (Source: Pickaway County GIS)

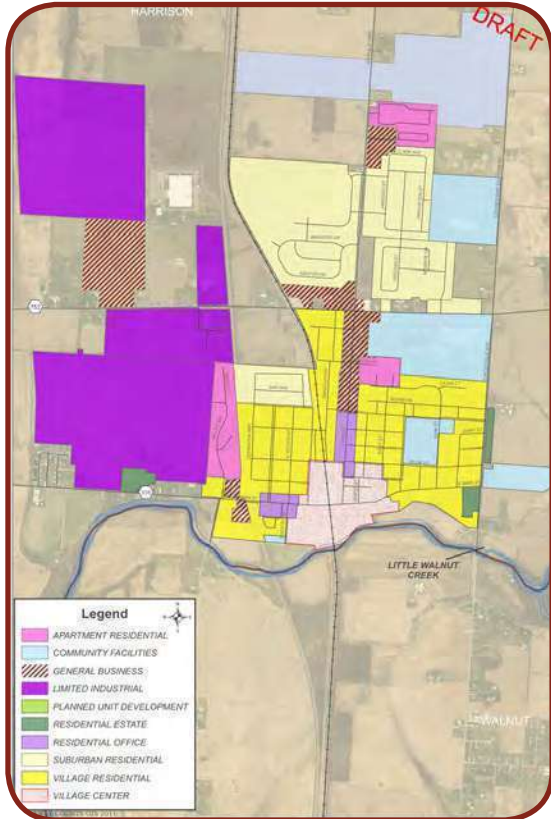


Fig. 3-19 - Village of Ashville Existing Zoning (Source: Pickaway County GIS)

Village of Ashville

The Current Village of Ashville Zoning Code, as posted on the Conway Greene website, is much more comprehensive in nature and is divided into 16 total districts. These districts include 12 standard zoning districts and 1 Planned District along with a Floodplain Overlay District, a Design Review District, and a Highway Corridor Overlay district. The structure of this code provides the Village of Ashville with a variety of land use controls and various mechanisms to protect the integrity of development within the village core

As with the township code the Village of Ashville Zoning Code will be reviewed further once future land use policies are established to determine if any updates or changes are needed.

Comparison of Zoning Codes

One of the items discussed during previous meetings was the need to have some level of coordination between the village zoning codes and the township zoning code as it relates to development standards. This would provide both authorities with the tools necessary to ensure that future development occurs with a similar level of standard in both the township and village. Ideally this standard would be based upon what the community as a whole wants to see for new growth. This topic will also be addressed later in the planning process.

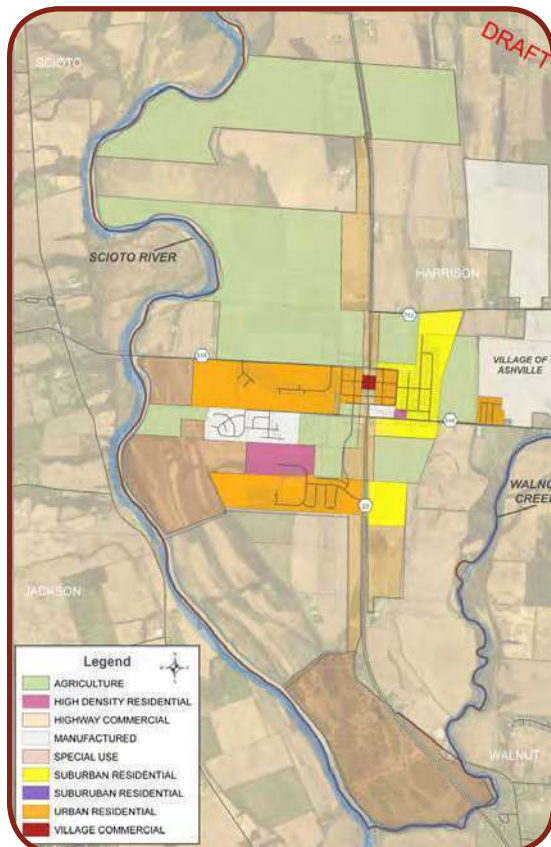


Fig. 3-20 - Village of South Bloomfield Existing Zoning (Source: Pickaway County GIS)

Important Considerations for Land Use and Zoning...

- Existing land uses must be taken into consideration when determining future land use.
- Existing land use pattern indicates a “one zoning at a time” approach to land use.
- Future land use plans must make more efficient use of land and infrastructure.

Parcel Size

The division of land into parcels and the general size and location of those parcels can have a large influence on the suitability of land for different types of use and development. As the adjacent figure indicates a majority of parcels in the Harrison township study area are in the 25 acre and above category. In general, the existence of larger parcels provides opportunity for a wider variety of uses.

Agriculture

The existence of larger parcels is critical to promote agricultural uses. Large areas of land are easier and more efficient to farm and the amount of crops produced by any one farm is directly proportional to the amount of tillable land. In addition larger parcels are, generally speaking, less costly per acre to acquire for agricultural uses.

Residential

Many residential developers prefer to buy raw land in larger parcels because it is often cheaper to buy on a per acre basis than buying up 3-5 acre homesteads. When all other factors are equal this amounts to lower development costs. In turn developers can sell lots more competitively or earn higher profits. Over the years this practice has resulted in a lot of land speculation and increased sprawl as new greenfield homes can often be sold for the same price or less than homes in existing neighborhoods.

Economic Development

Many types of commercial and industrial uses require larger tracts of land to accommodate. In addition larger parcels having access to major roadways become even more attractive for these types of uses.

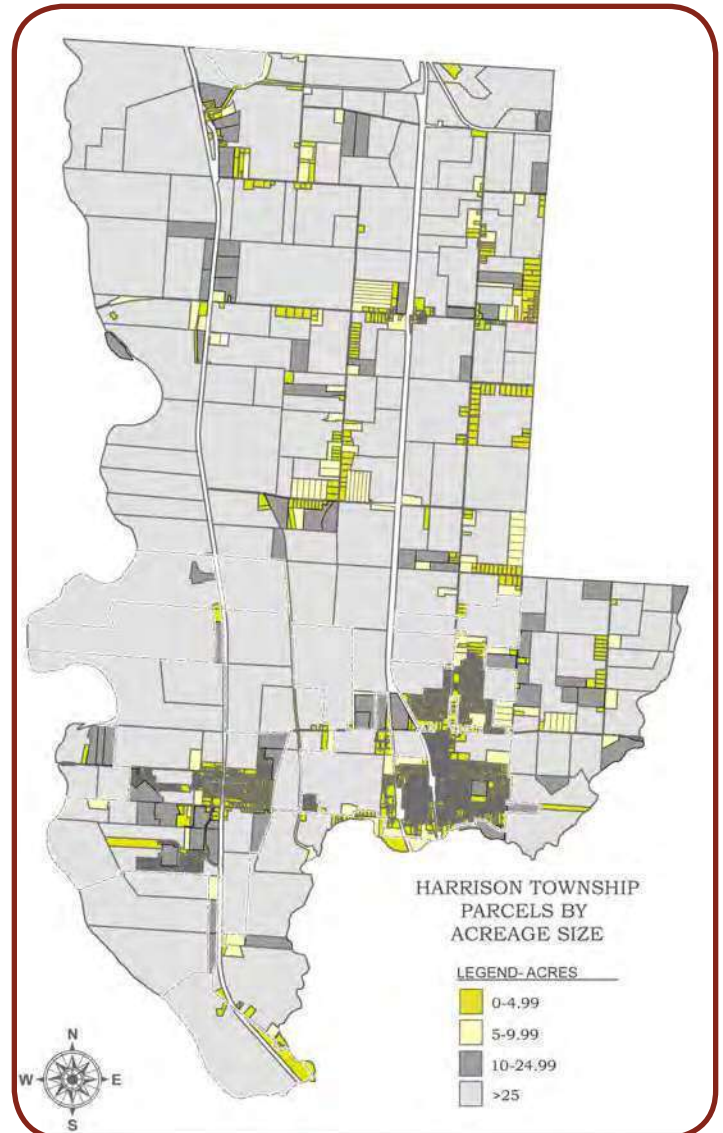


Fig. 3-21 - Land Configuration and Parcel Size (Source: Pickaway County GIS)



Parcel Ownership

In addition to parcel size the ownership and availability of land can play a critical role in what land becomes available for development. As evidenced by the adjacent diagram a large portion of the undeveloped land in the township is under the ownership of either private individuals or corporations having an address outside of the township. Several of these parcels are under the ownership of the Airport Authority, AEP, The City of Columbus, and the Ohio Department of Natural Resources most of whose plans for the property are clear. However, it is a reasonable assumption that many of the remaining parcels are being leased to farmers, and kept in agricultural valuation, until conditions are right for development or an attractive purchase offer is made.

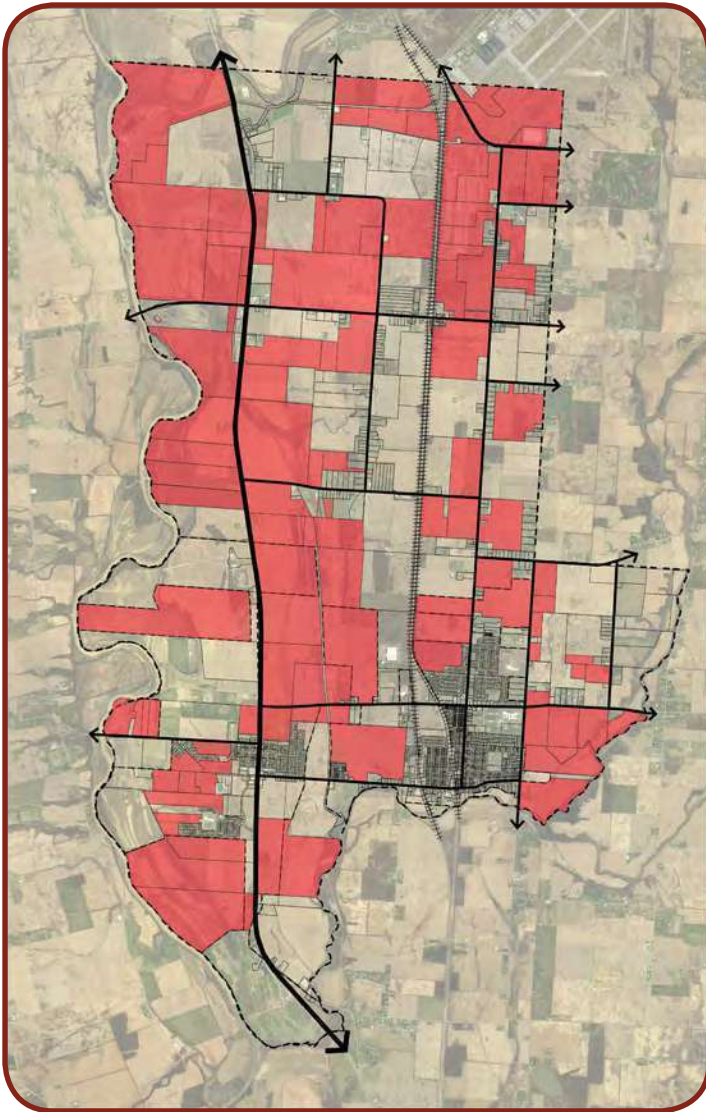


Fig. 3-22 - Non-Resident Ownership (Source: G2 Planning + Design)

Community Facilities

Schools

For many communities large and small the local school system plays a very important role in the social and economic environment and the sense of community experienced by many of the residents. School sporting events often become where people gather and interact. School facilities because of their size and types of spaces often become the place to hold meetings and various other events in the community. For these and other reasons the success and desirability of the community is often closely related to the quality of the local school system. These factors mostly apply to families with children in the schools but often have a trickle-down effect for younger families and empty nesters as well.

The entire planning area is located within the Teays Valley School District which was officially established in 1963 when the Ashville-Harrison, Walnut Township and Scioto Township High Schools combined. The district covers a land area of approximately 175 square miles and has a total enrollment of nearly 4000 students. Teays Valley Schools is also one of the larger employers in the area with approximately 340 full time staff members.

For the 2010 – 2011 School year various schools within the district achieved accountability ratings ranging from one rating of effective to multiple ratings of excellent to excellent-with-distinction. These ratings are established by the Ohio Department of Education and measure multiple criteria including academic performance, yearly progress and state indicators.

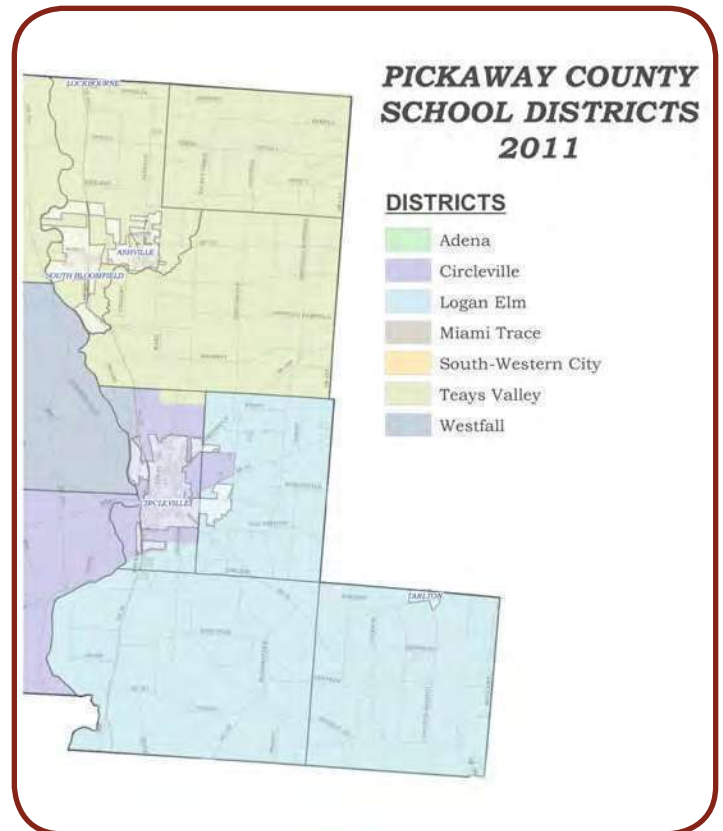


Fig. 3-23 (Source: Pickaway County GIS Department)

Important Considerations...

- The schools play an important role in not only education but attraction, economic development, and social interaction.
- The future of the community is closely tied to the success of the schools
- The township and villages should continue to do everything possible to support the school system
- Connectivity to these resources are an important component of the community. The township and villages should continue to look for opportunities to provide walking connections and safe routes to schools options for the community.



Community Facilities

In addition to the Schools the types and quality of civic facilities and parks and recreation opportunities can play a large role in the social and economic conditions of the community. More often than not, when choosing a community, people look for contributors to their quality of life in addition to access to employment and good schools. Many people look at the accessibility of parks, recreation, libraries, and churches as being important contributors to their quality of life.

For parks and recreation a benchmark for the provision of park space, as established by the National Parks and Recreation Association, used to be 10 acres of park for each 1,000 residents. For the township and villages this would amount to approximately 65 acres of parkland. This formula lately has become more of a guide than a standard and the recommendation is now that park space be provided based upon the needs of the community. This includes types, sizes and locations of parks as well. As evidenced from the display maps the community offers a wide variety of churches and public facilities.

From the modest number of responses attained from the survey respondents typically felt that adequate park space is available but if given the choice they would prefer to see the development of more walking / bicycling paths and public hunting grounds. Even more surprising is that a majority of respondents indicated a willingness to pay a modest increase in taxes to provide these facilities.



Fig. 3-24 - Community Facilities (Source: Pickaway County GIS Department)

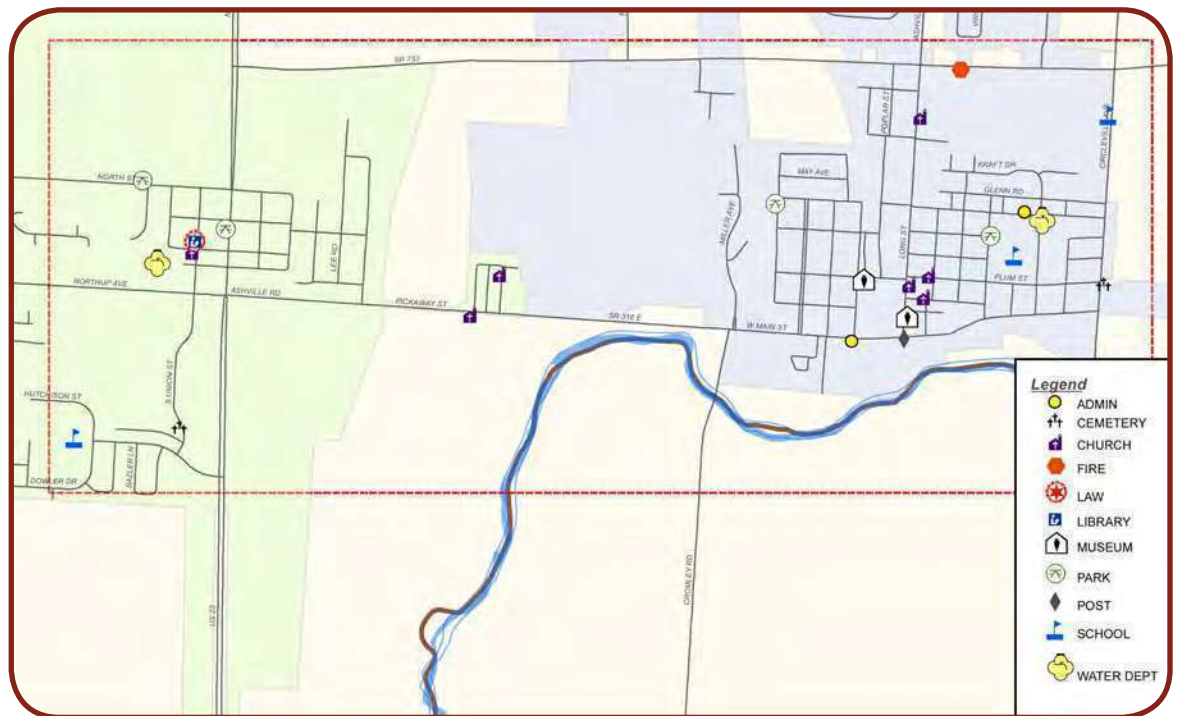


Fig. 3-25 - Community Facilities (Source: Pickaway County GIS Department)

Sewer and Water

Utilities are one of the most critical elements that support growth and development. In most cases and for most communities this typically relates to the availability of public sewer and water services as energy and communications related utilities are generally readily available in various forms. The lack of sanitary sewers and water distribution systems severely limits the scale and density of development. This is especially true in cases like Harrison Township where periodic flooding, floodplains and high water tables limit the capacity of on-site sewerage treatment systems.

Both the Village of Ashville and the Village of South Bloomfield own and operate water treatment and distribution facilities and sanitary sewer treatment facilities. These facilities have made the current village growth patterns possible. Any meaningful development in the community will rely on the ability of these two municipalities to provide these services.

The image to the right outlines the existing and future sanitary sewer service areas for both communities as agreed upon in the Northgate CEDA Agreement. These service areas define the territory each municipality is allowed to annex and the boundaries in which each can provide utilities. Given the cost and expense of upgrading capacity, and extending and maintaining utility infrastructure new land use patterns should take into account the service needs of each land use and the proximity to existing infrastructure. The practice of “leapfrogging” development, or jumping over vacant tracts of land to provide utilities to other areas, can become extremely expensive and financially unsustainable for smaller communities.

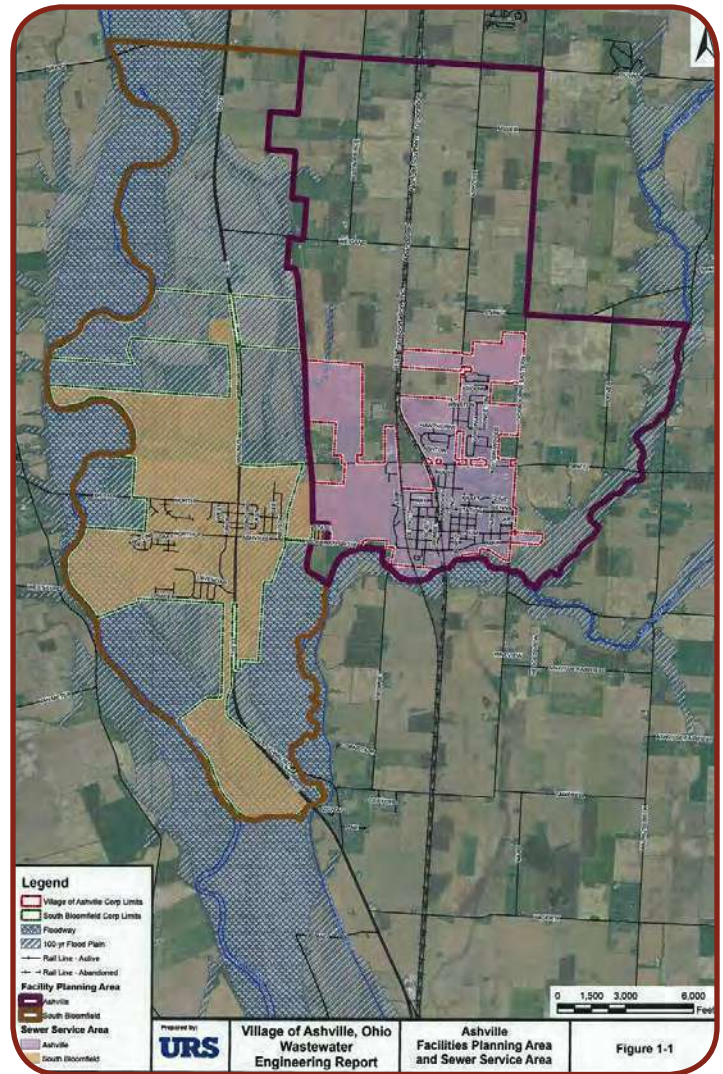


Fig. 3-26 - Sewer Service Areas (Source: Ashville Sewer Study - URS)



Sewer and Water Cont'd

In 2004 ms consultants completed an infrastructure study to examine the capacity of infrastructure to serve current and future land use needs in the villages and township. Some conclusions from that study are as follows:

South Bloomfield:

The Village of South Bloomfield operates a gravity sewer system and a 160,000 gallon per day extended aeration treatment system constructed in 1992. In 2004 the system averaged 90,000 gallons per day and generally met permit limits. Water treatment and distribution is also provided by the village with a capacity of 250,000 gallons per day and average daily use of 125,000 gallons per day at that time. Based upon future land use demand it was projected that South Bloomfield would need to provide a total wastewater capacity of up to 512,000 gallons per day and a total water treatment and distribution capacity of up to 600,000 gallons per day. At that time the projected costs to upgrade both systems to meet this capacity was approximately \$5 million dollars.

Ashville:

At the time of the 2004 study the Village of Ashville owned and operated a sanitary treatment facility designed for 600,000 gallons per day with a daily average of 423,000 gallons per day. The village also operates a water treatment and distribution facility permitted for 500,000 gallons per day with an average service of 322,000 gallons per day. Based upon estimated future land use demand it was concluded that the Village of Ashville would need to provide a wastewater treatment capacity of 1 million gallons per day and a water treatment and distribution capacity of 1 million gallons per day. In 2004 the estimated cost to upgrade these systems to meet this capacity was approximately \$5.5 million dollars.



Fig. 3-27 - Sanitary Sewer System (Source: Ashville Sewer Study - URS)

IV. Environmental Conditions

Introduction

The existing environmental conditions of a site or a region can have a profound impact on the suitability of various lands for development. Factors such as flooding, topography, soil conditions, tree cover and vegetation, and water table can influence the decisions on the most suitable use for lands. As an example; land subject to periodic flooding may not be suitable for the development of habitable or commercial structures, poor soil conditions may make the use of on-site septic treatment systems infeasible, and steep slopes and low depth to water table can increase construction costs considerably.

For these reasons, and to evaluate areas more suitable for preservation, it is important to gain an understanding of existing environmental conditions prior to forming decisions on the suitability of land for various uses.

Prime Farmland

As evidenced by the existing land use and zoning patterns, farming has been and still is a large part of the Harrison township community. Agricultural uses have defined the character of the unincorporated areas of the township and still continue to be a strong part of the local economy. According to the U.S. Department of Agriculture, prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing feed, forage, fiber, and oilseed crops, and is available for these uses. As illustrated by Figure 3-28, the majority of the Harrison township study area is considered to consist of prime farmland soils. However, the productivity of the soil varies by location.

Continued growth of the community can present various challenges for the agricultural community. Aside from the consumption of land for new development the outcomes of growth often conflict with existing farming operations. New residents located near farms are often not accustomed to the noise and odors produced by farming operations and increased traffic often conflicts with large and slow moving agricultural equipment.



Fig. 3-28 - Prime Farmland Map (Source: Pickaway County GIS)

Important Considerations...

- Farming remains an important and viable industry in Harrison Township and Pickaway County.
- Important to balance new development with the preservation of farmland.
- Need to establish land use patterns and controls that will accommodate potential new growth while mitigating “sprawl” and preserving farmland where possible.
- Need to be conscious of conflicts between agricultural operations and various types of development and find strategies to mitigate those conflicts.



Streams, Floodways & Floodplains

The Scioto River corridor and the Walnut Creek comprise nearly 68% of the border of the township and provide a significant natural, cultural and recreational resource for the community. A significant amount of land within the township falls within the 100 year floodplain of the Scioto River or Walnut Creek as indicated by the adjacent image. Most of the area designated as 100 year floodplain lies to the east of State Route 23 and covers over 50% of the usable land between US 23 and the western border. The 100 year floodplain as identified by FEMA is an area that has a 1% chance in any given year of being covered by floodwaters. The term 100 year flood is potentially misleading in that it is entirely possible to have more than one single 100 year flood event within a 100 year period.

Development in these areas should be either restricted or managed very carefully to prevent damage to the natural systems and increases in the instances of flooding, and to protect the health, safety and welfare of the community. It is important to have codes or guidelines that deal with development in the floodplain.

Pickaway County, The Village of Ashville and Harrison Township all have regulations concerning development in the floodplain, however, only Harrison Township has regulations preventing development within the floodplain. Both the County and Ashville have regulations that allow development as long as development meets certain engineering criteria.

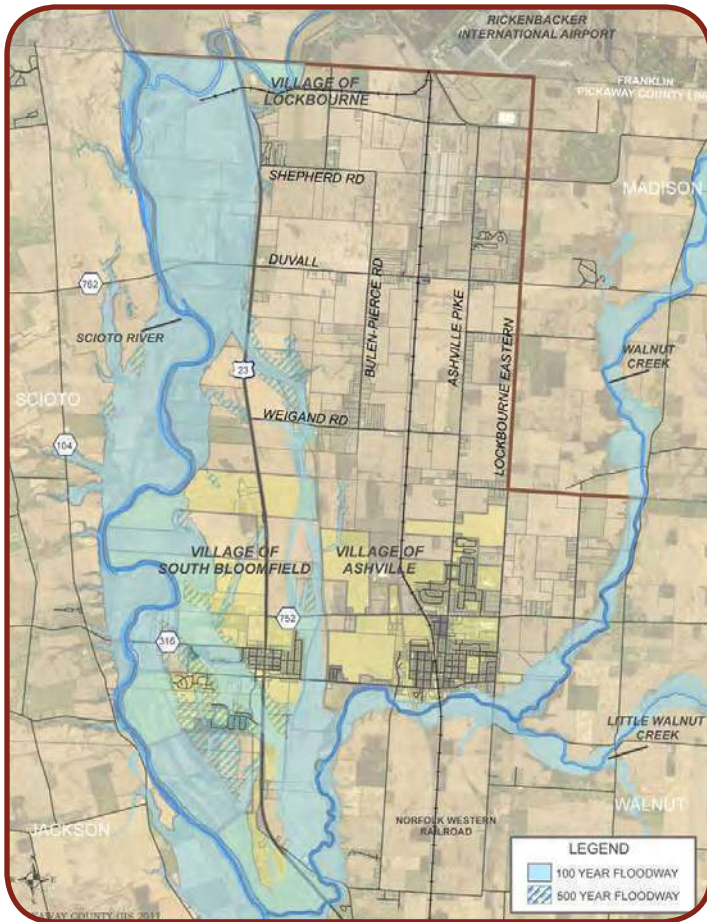


Fig. 3-29 - Floodplain (Source: Pickaway County GIS)

Important Considerations...

- Floodplains are designated as hazard areas and are regulated to protect health and safety, mitigate impacts to the environment, and reduce potential damage and loss of property from instances of flooding.
- Floodplain areas are generally associated with waterways and can provide potential recreation opportunities and access to the water in the absence of development.
- The County, Village and Township should establish consistent regulations concerning development within floodplain areas.

Soil Associations

The adjacent map represents the 4 general soil associations present in Harrison Township. These associations consist of combinations of dominant soil types that may affect various types of development and is intended to provide general information about the soils in the planning area. These four general associations are characterized as follows:

Crosby-Brookston-Celina

- Broad, nearly level and gently sloping lands.
- Crosby and Brookston soils are somewhat to very poorly drained.
- Celina soils occur on gently sloping areas and are moderately well drained.
- Wetness and temporary ponding are the major development concerns of this association.
- Moderately slow to slow permeability are another concern.

Miamian-Kendallville-Eldean

- Gently sloping to sloping soils.
- Typically classified as well drained.
- Moderate to severe erosion hazard depending on percent of slope.
- Few limitations to non-farm development.

Westland

- Generally small areas.
- Very poorly drained soils on level and depressed areas.
- Seasonal wetness and occasional flooding are the major development concerns.

Eldean-Warsaw-Genesee-Ross

- Nearly level to gently sloping terrain
- Typically classified as well drained soils
- Genesee and Ross soils are found more in the floodplain areas and are typically deposited by flood waters.
- Seasonal flooding on Genesee and Ross soils are slight limitation for farming and severe limitation for development.
- With good management soils in this group are some of the most productive in the county.
- Sand and gravel deposits underlying Eldean and Warsaw and topsoil under Genesee and Ross are typically commercially viable products.

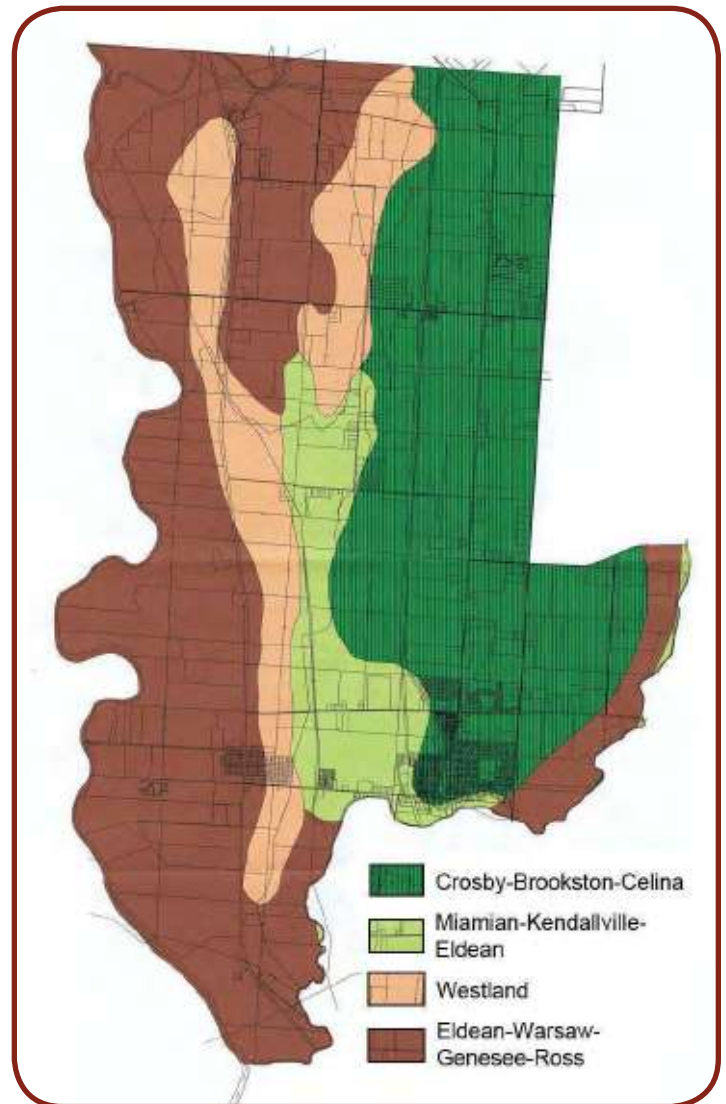


Fig. 3-30- General Soil Association (Source: Harrison Township 2001 Comprehensive Plan Pickaway County SWCS)

Important Considerations...

- The biggest consideration among all soils types is wetness speaking to the need to address and ensure proper drainage measures with development.
- Proposed developments should further examine soils considerations on individual sites to determine any additional potential constraints.
- Sand and gravel deposits in the Scioto River floodplain areas speak to the need for zoning regulations regarding mining these resources within the floodplain.



Soil Suitability for Septic Systems

The adjacent figure indicates the configuration of soils as it relates to their suitability for various types of on-site septic treatment. The Pickaway County Health department and the Pickaway County Soil and Water Conservation District have categorized various soils classifications, their characteristics, and their ability to provide adequate filtration of sanitary wastes. Based upon these categories they are approved for various types of on-site treatment systems. The 5 categories are defined as follows:

No Septic

These are areas identified as having soil conditions unsuitable for any type of septic treatment. Reasons include hydric soil conditions and seasonal flooding.

Standard

These are areas identified as having soil conditions suitable for standard on-site septic treatment systems. Soil performance in this category is classified as high or very high.

Perimeter Drain

These are areas identified as having soil conditions that necessitate the installation of perimeter drains to minimize storm water infiltration into on-site septic treatment.

On Site Elevation Systems

These are areas identified as having soil conditions that necessitate the use of elevation type or on site mound treatment systems because of high water table or flooding.

Aeration Systems

These are areas identified as having soil conditions that necessitate the use of Aeration type systems due to very high permeability increasing the risks of groundwater contamination.

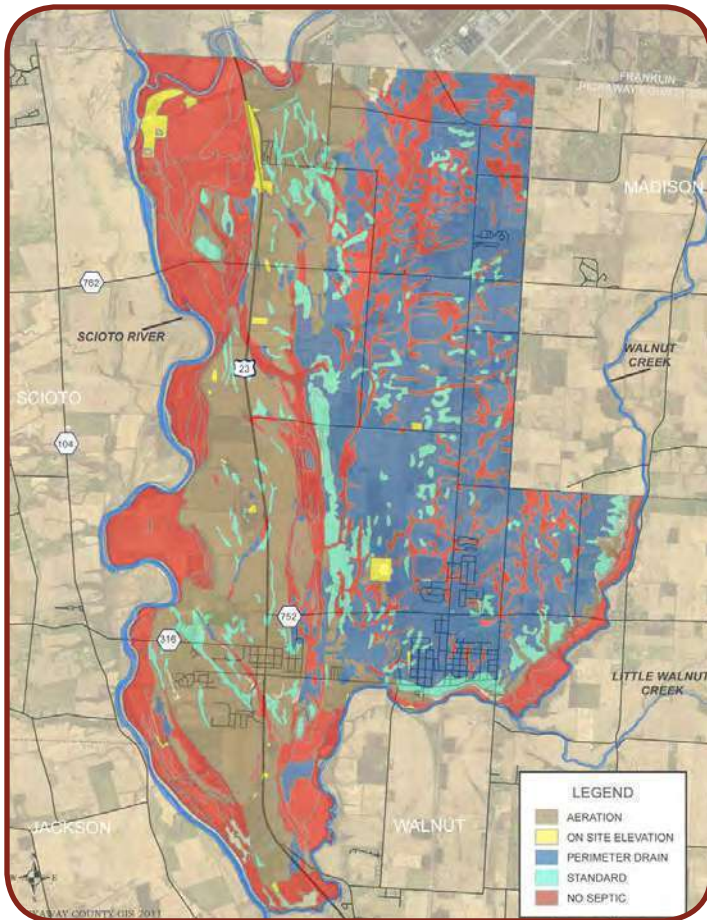


Fig. 3-31 - Soil Suitability for Septic Systems (Source: Pickaway County GIS)

Important Considerations...

- Aeration and mound systems are currently only being permitted through the Health Department by variance.
- A large portion of the township is either rated as unsuitable for septic systems, or requires systems that are expensive to install and maintain for large lot single family development.
- Given soil conditions and current regulations most new development west of the railroad tracks will require access to public sewer and water.

County Maintained Ditches

Through the Subdivision Regulations and the Technical Design Standards the County regulates storm water drainage in the unincorporated areas. In addition the County maintains several main line drainage ditches in the township which are identified in the accompanying diagram. These ditches are critical to maintaining the adequate flow of storm water runoff in the township. New development within the township and within future annexation areas should protect these important drainage ways. In addition all appropriate best practices should be followed to prevent erosion and sediment runoff from both farming operations, new development and new road construction.

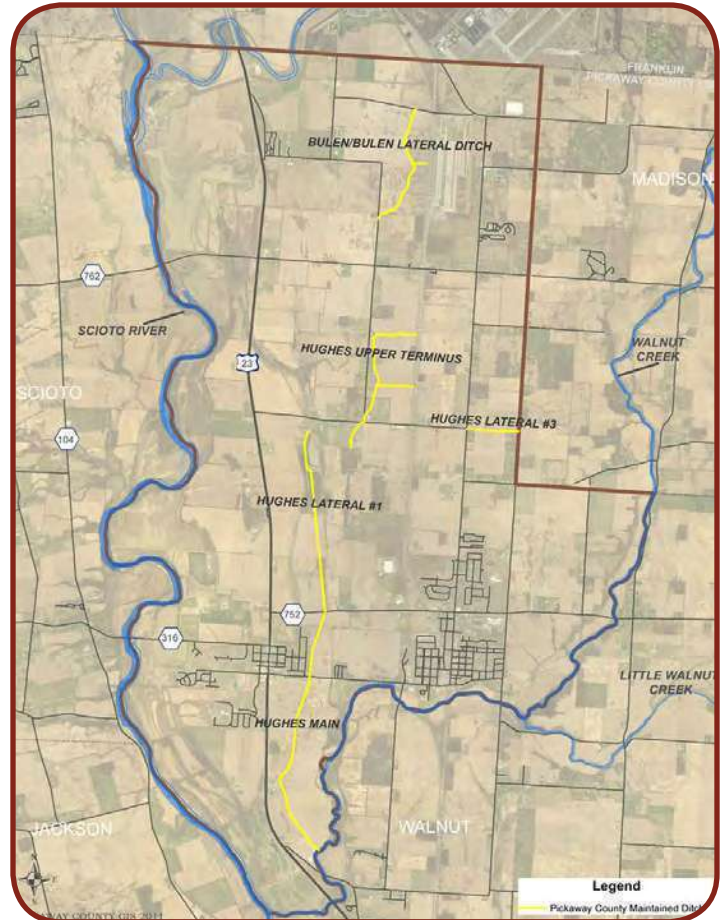


Fig. 3-32 - County Maintained Ditches (Source: Pickaway County GIS)

Important Considerations...

- Periodic flooding conditions in many areas indicate current challenges with the area drainage systems.
- Railroad tracks often serve as a drainage barrier and can cause localized flooding conditions
- County maintained ditches are very important part of the rural storm water management system and should be protected and maintained as development encroaches.
- New developments within these areas should coordinate with the County Engineer on storm water management and the protection or re-location of these ditches.



Fig. 3-33 - Hughes Upper Terminus Ditch (Source: G2 Planning & Design)

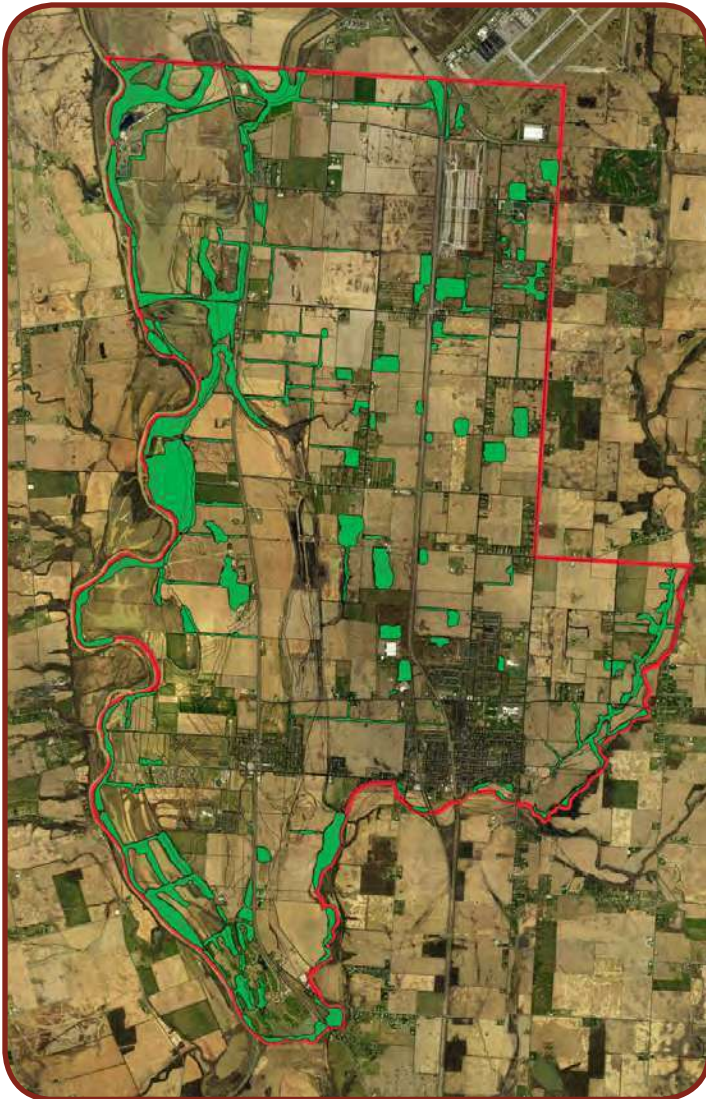


Fig. 3-34 - Existing Tree Stands (Source: G2)

Woodlands

A long history of agricultural uses in the township has resulted in the loss of many of the existing tree stands within the planning area. Most of the remaining wooded areas are located in the stream and floodplain corridors of the Scioto River and Walnut Creek. In areas where farmers typically pursue every available acre to increase yields, the small tree stands that remain outside of the river corridors may indicate other wet locations or areas that may have presented other difficulties for farmers.

The remainder of the township is characterized by tree rows that grow along fenced partitions between farms or along drainage areas. In many cases these tree rows break up large expanses of agriculture and help to define the character of the township

In addition these trees help to buffer high winds and wind erosion and as such should be viewed as a benefit and amenity to the community. As the community grows and new development occurs the villages and township will need to develop policies and consistent ordinances to protect these remaining resources from being lost.

Important Considerations...

- Trees are a scarce resource in the township and provide environmental and erosion protection, changes in rural character, and protected views.
- Due to a history of farming most of the land available in the township for development is wide open. This makes development easier but also makes the protection of what tree cover is left even more important.
- The loss of tree cover also opens up long range views in the planning areas. This increases the importance of development quality and landscaping and screening standards.

Groundwater Resources

According to the Ohio Department of Natural Resources in their report on Ground Water Resources of Pickaway County the majority of the township lies over the outwash sand and gravel aquifer primarily confined to the Scioto River, Deer Creek and Darby Creek Valleys. These deposits vary from clay to coarse gravel and can yield volumes as high as 1,500 gallons per minute. Given these yields the City of Columbus has purchased several properties adjacent to the Scioto River, US 23 and Weigand Road for use as potential well water resources to serve the needs of the City.

The areas directly adjacent to the Scioto River and Walnut Creek (shown in purple in the adjacent image) which are within the recharge influence of the river provide the highest yields. Areas in blue which are outside of the recharge influence of the Scioto River provide potential yields of 100 to 500 or more gallons per minute from wells that access the coarse gravel deposits.

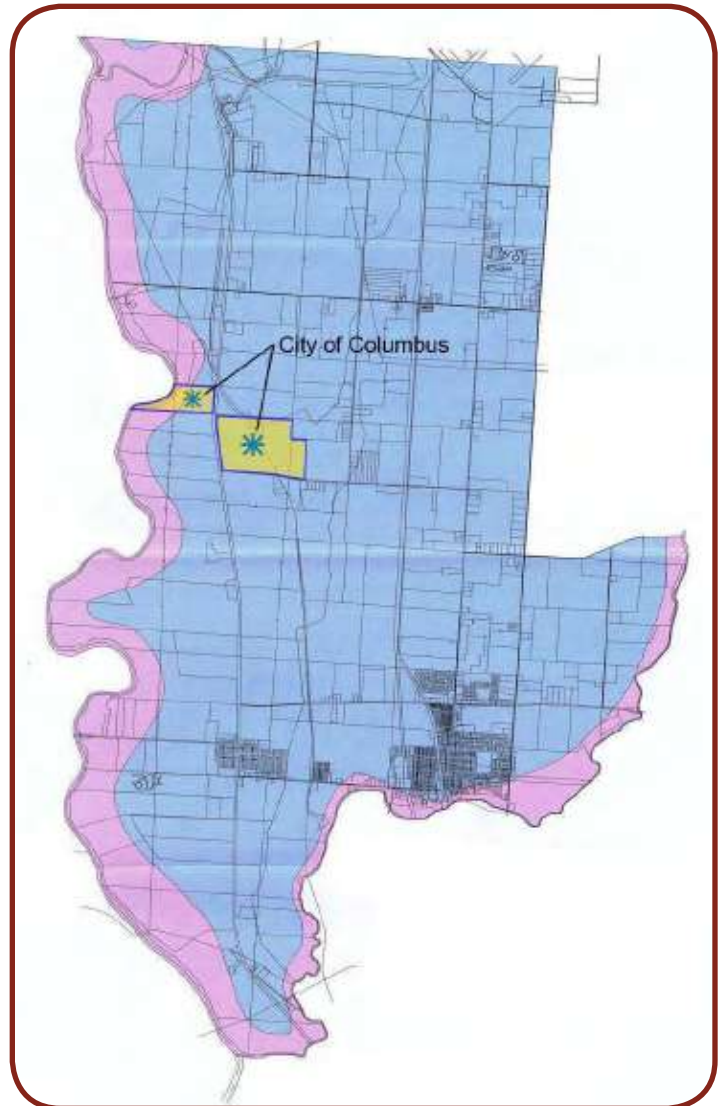


Fig. 3-35 - Ground Water Resources (Source: Harrison Township 2001 Comprehensive Plan)



Chapter 4 Future Land Use Recommendations

“Communities can be shaped by choice, or they can be shaped by chance. We can keep accepting the kind of communities we get, or we can start creating the kind of communities we want.”

Richard Moe

National Trust for Historic Preservation



I. Introduction

The proposed Land Use Plan presented herein was developed by and for the North Gate Alliance partners to help foster economic development, orderly, planned growth, and a balanced, sustainable community. This plan is based upon the principals of smart growth and incorporates a mix of land uses and sustainable development practices. This Plan considers the unique needs of the entire community including the need for successful growth of the Rickenbacker area, the need to maintain agriculture as an economic engine, and the need to promote the continued success and sustainable growth of both villages. The primary purpose of this planning effort was to create a plan that would guide the future development of the unincorporated areas of the township by the CEDA partners. However, it is difficult to consider the long term health of the entire community without considering how the development of the villages plays a role. For that reason these land use strategies will also include some overall recommendations for the villages as well.

II. Planning Methodology

In order to better understand the proposed Land Use Plan it is helpful to review the methodology used to make the recommendations. Many factors go into the thought process of how to locate and distribute land uses within a community. Factors mentioned previously, such as existing land use, environmental conditions, regional planning efforts, market conditions and utility availability are all parameters that must be considered when allocating land use. Other factors, including community and housing needs, community goals and desires, ensuring balanced land uses and economic development must be weighed to create a plan that is environmentally and economically sustainable. Based upon those factors, each land use category represents development patterns that make it more or less suitable for various locations. This is the basis for smart growth land use decisions. Putting the right use in the right place requires a balanced view of environmental factors and marketplace demands. The characteristics of these land uses must be considered when evaluating future changes to the comprehensive plan or future development proposals. To assist the leaders of the villages and township, a basic description of the land uses considered herein and their characteristics are listed in this chapter. It should be noted that each of these land uses is somewhat interdependent and (when located based upon the appropriate parameters) are important to the overall health and vitality of the community.

This Land Use Plan supports several main objectives:

Develop a plan that supports the objectives of the North Gate Alliance CEDA, and provides guidance for the North Gate Alliance partners in making land use decisions.

The North Gate Alliance CEDA agreement calls for the development of a shared vision for the future of the township and the villages. The provisions embodied within the CEDA for the sharing of income tax revenue, services, and utilities all make the development of a joint plan possible. With these arrangements in place the Alliance partners can consider land use and growth patterns that are sustainable and beneficial to the entire community without having to be concerned about competing individually for economic benefit. This allows the development of land use strategies that consider the best possible locations for growth based upon location, market conditions, environmental conditions, and a unified vision for how that growth will blend with the existing communities.

IN WITNESS WHEREOF, the COUNTY, TOWNSHIP, SOUTH BLOOMFIELD and ASHVILLE have caused this Agreement to be duly signed in their respective names by their duly authorized officers as of the date first above written.

THE VILLAGE OF SOUTH BLOOMFIELD, OHIO
By: Albert Junior Reese
Albert Junior Reese, Mayor

APPROVED AS TO FORM:
By: [Signature]
Its: Solicitor

THE VILLAGE OF ASHVILLE, OHIO
By: Charles Wise
Charles Wise, Mayor

APPROVED AS TO FORM:
By: [Signature]
Its: Solicitor

THE BOARD OF TOWNSHIP TRUSTEES OF HARRISON TOWNSHIP, PICKAWAY COUNTY, OHIO
By: James S. Kuhlwein
James S. Kuhlwein, Township Trustee
By: Keith Peters
Keith Peters, Township Trustee
By: Paul Welsh
Paul Welsh, Township Trustee

APPROVED AS TO FORM:
By: [Signature]
Its: Solicitor

THE BOARD OF COUNTY COMMISSIONERS OF PICKAWAY COUNTY, OHIO
By: John A. Stevenson
John A. Stevenson, County Commissioner
By: Ula Jean Metzler
Ula Jean Metzler, County Commissioner
By: Robert H. Huffer
Robert H. Huffer, County Commissioner

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Fig.4-1 - North Gate Alliance Signature Page (Source: North Gate CEDA agreement)



Preserve the rural character and small town charm of the villages, support agriculture as a viable economic business, and protect the natural resources.

Given the history and importance of agriculture in the township, which also contributes to the much-loved rural character of the community, the Plan focuses on preserving these resources where growth is determined to be inappropriate for various factors. Supporting agricultural business as an economic engine can be achieved through innovative zoning in the agricultural areas, educating the community on the importance of agriculture, and utilizing the available options and programs for farmland preservation. In addition these zoning practices can help to promote and protect the small community feel. These options will be discussed in more detail within this plan. Important natural resources and floodplain areas should be protected as well for purposes ranging from environmental preservation, public health and safety, and recreation.

Concentration of residential and community scale business uses around and within the villages to support the health of the community, reduce costly extensions of infrastructure, and allow for more compact meaningful development patterns.

Reinforcing the villages as the center of the community is an effort that will require careful coordination, planning and political will. It will take the cooperation of all three political entities to achieve the vision that they have all identified as desirable. Some of the coordination efforts include:

1. Insuring that rural frontage development along existing roads is discouraged within the unincorporated areas to promote conservation of land and more compact development patterns.
2. Preventing leapfrogging and haphazard development along the US 23 corridor requiring the costly extension of services and utilities.
3. Encouraging development near the villages that supports the small community feel and promotes safe, walkable neighborhoods of varying price points and densities.
4. Providing bike and pedestrian connectivity between the villages, shared community facilities, and employment centers.
5. Developing fair and consistent zoning and development standards throughout the community to promote consistent development results.



Fig. 4-2 - Agriculture in the township (Source: G2 Planning & Design)



Fig. 4-3 - Scioto River Corridor (Source: G2 Planning & Design)



Fig.4-4 - Walkable choices (Source: Web)



Fig. 4-5 - Small Village Neighborhood (Source: Web)

III. Planning Policies

This section of the Comprehensive Plan is a crucial component in how the township and villages approach future growth and development. The planning policies form the basis to which all future decisions will be compared. The purpose of these policies is to augment the Land Use Plan and future decisions regarding growth, development, community character, community services and other issues. As a result of the feedback received during the public input sessions, and discussions with various stakeholders, the steering committee adopted the widely accepted “Smart Growth Planning Principles” as the primary guiding factors for making decisions on growth and development.

In effect these 10 principles represent the current values of the community as concluded from the public participation process. Because these policies have been voiced as a result of the community process they should be viewed as what the community desires as governing values when specific challenges arise.

As development proposals are made for individual tracts of land, it may become necessary to make land use decisions that vary slightly from those shown on the Land Use Plan. This could be the result of many reasons – changes in the marketplace that reflect new development trends, changes in utility availability, or an assemblage of land that is large enough to warrant a slightly different land use mix. While minor adjustments can be made, future growth decisions and applications for rezoning should be compared against the policies outlined in this chapter to verify that it is in conformance with the goals and objectives of the community and its citizenry.

Smart Growth Planning Policies

There are 10 generally accepted principles for Smart Growth which apply to the township and villages as follows:

Mix Land Uses

Mixing land uses is critical to creating walkable neighborhoods where residents wish to be within walking distance to services and shopping. Because the goal is to promote walkable neighborhoods and the small town character of the villages, a mix of uses should be carefully located in a few locations that are already non-rural in character and well served by supportive infrastructure.

Take Advantage of Compact Building Design

To ensure the continued success and sustainability of the entire community the villages should support a range of densities to provide more compact and walkable neighborhoods. These types of neighborhoods often foster healthier residents, an increased sense of community, and more desirable places to live and work. In addition denser communities require less costs in the extension of infrastructure and services.

Create a Range of Housing Opportunities and Choices

Both villages should strive to offer a range of housing options: apartments, single-family houses of various sizes, duplexes, garden cottages, affordable homes for low or fixed-income families, “granny flats” (a separate unit on the same parcel as a primary residence) for empty nesters, and accommodations for dependent elders.



Fig. 4-6 - Village Neighborhood Sidewalks (Source: Web)

Create Walkable and Bikeable Neighborhoods

The township and village should ensure that all neighborhoods and new development have formalized pedestrian-protected sidewalks and bikeways. Even rural areas should provide walking and biking opportunities for pleasure and exercise. Connecting these facilities will foster a more livable and desirable community for all and may provide opportunities to bike from the villages to employment opportunities along 23 and in the Rickenbacker area. These types of facilities may include sidewalks and bikeways, or shared use paths that are roadside or off-road trails. Connections throughout the township should be pursued.

Foster Distinctive, Attractive Communities with a Strong Sense of Place

The township and villages have a variety of building types and uses. The area already has a strong sense of community and new development should celebrate this natural setting and reflect the character and values of the people who live and work there. Development that promotes a sense of community such as welcoming public spaces, preservation of agricultural vistas, and complementary architectural styles and scales are highly encouraged. These techniques can be supported with cooperation and coordinated changes to the existing zoning codes.

Preserve Open Space, Farmland, Natural Resources and Critical Environmental Areas

Protecting the environment safeguards public health and environmental sustainability and can shield citizens from severe weather and natural disasters. In addition the preservation of these elements can contribute to the desired rural character and small town atmosphere.

Agriculture has a long standing legacy in the history of the township and villages. Almost the entire area of the township is comprised of soils that are rated highly productive for agricultural use. In addition there is a growing initiative supporting locally grown foods and produce which provides a community with foods that are fresher and reduces the transportation costs associated with shipping produce. Agriculture should continue to be supported in the township not only as a land use, but as a viable economic business. Providing preservation tools for the agriculture community will enhance the coexistence of agriculture and non-agriculture land uses.

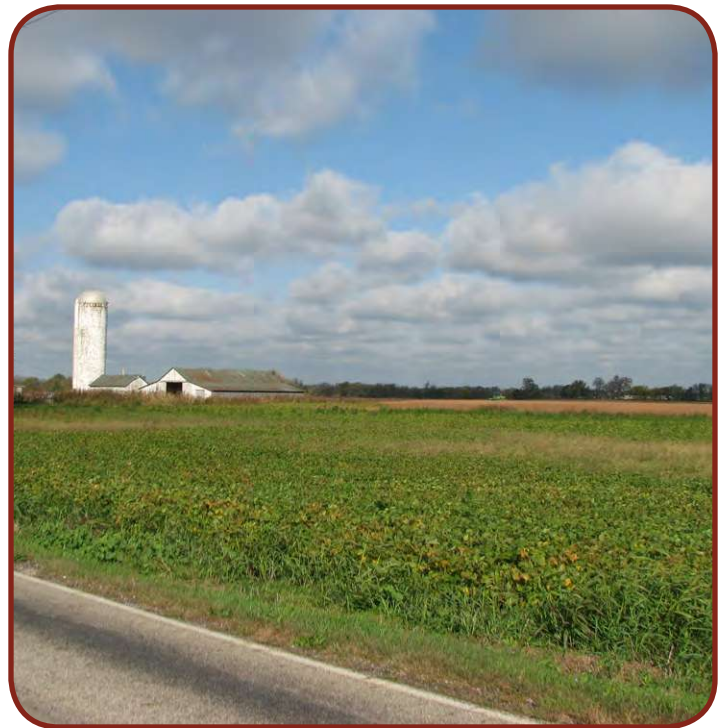


Fig. 4-7 - Farmland in the Township (Source: G2 Planning & Design)



Fig. 4-8 - Various Neighborhood and Village Planning Photos (Source: Web)

Strengthen and Direct Development Towards Existing Communities

For a small village, the investment in providing sewer and water services, and maintaining roads represents a huge burden on the budget. This is simply a reflection of the economies of scale in that the costs associated with such infrastructure cannot be spread out among as many residents. In addition to maximizing these economies of scale by sharing services between the villages, the tremendous investments in public infrastructure (roads, water, and sewer) can be maximized, and tax money saved, when development is strengthened and directed towards established infrastructure. In addition to locating new development closer to the existing villages, existing neighborhoods are strengthened and revitalized when infill development, the rehabilitation of neglected sites, and the adaptive reuse of older structures is encouraged and facilitated. All of these practices can reduce infrastructure costs and support healthy attractive communities

Provide a Variety of Transportation Choices

Providing a variety of transportation options (like sidewalks, bike paths and walking trails) promotes and improves health, conserves energy and safeguards the environment. Throughout the planning process the residents voiced desire for more pedestrian and bicycle connectivity throughout the community. The North Gate Alliance partners should collaborate on ways to incorporate those desires into the future of the community.



Fig. 4-9 - Bike / Leisure Path(Source: Web)



Fig. 4-10 - Community Meeting (Source: Web)

Make Development Decisions Predictable, Fair and Cost Effective

In many cases development follows the path of least resistance, so the development that is the most desirable should be the easiest to do. There should be fewer barriers to restoring historic buildings and creating planned infill development than building on green fields. Projects that fit with the community's vision could also be fast-tracked for approval. Nowhere is the need for these efficiencies more evident than in the Rickenbacker area. The market expectations for this type of development demand consistent and fair development standards and a quick turnaround of approvals to compete with pad ready sites and vacancies in other areas. Expectations through review and approval processes should be clear for all types of projects and consistent standards for development should be adopted by all of the partners to encourage development in all areas that fits within the communities vision.

Encourage Community and Stakeholder Collaboration

This Comprehensive Plan was established through a process whereby residents, civic and business groups, and institutions came together to identify the shared values and a common vision of what they wanted the community to be. Community spirit, built on the pride of association and the sense of civic responsibility, creates strong, cohesive communities. In addition community collaboration can foster increased trust in community leaders, more transparent government operations, and increased support for community and planning initiatives.



IV. Planning Area Analysis

To facilitate the development of a Land Use Plan for the North Gate Alliance the planning area was divided into various sub areas according to various conditions discovered in the investigation and analysis. This exercise helped to summarize the findings that had the greatest effect on future land use choices, and facilitate the discussion of land use scenarios with the steering committee. This breakdown also helped the steering committee better understand the suitability of various areas for development. Each of these areas has unique conditions related to location, environment, utilities, political agreements and other factors. These areas are shown in the map below and are accompanied by the various factors that influenced the decision making process.

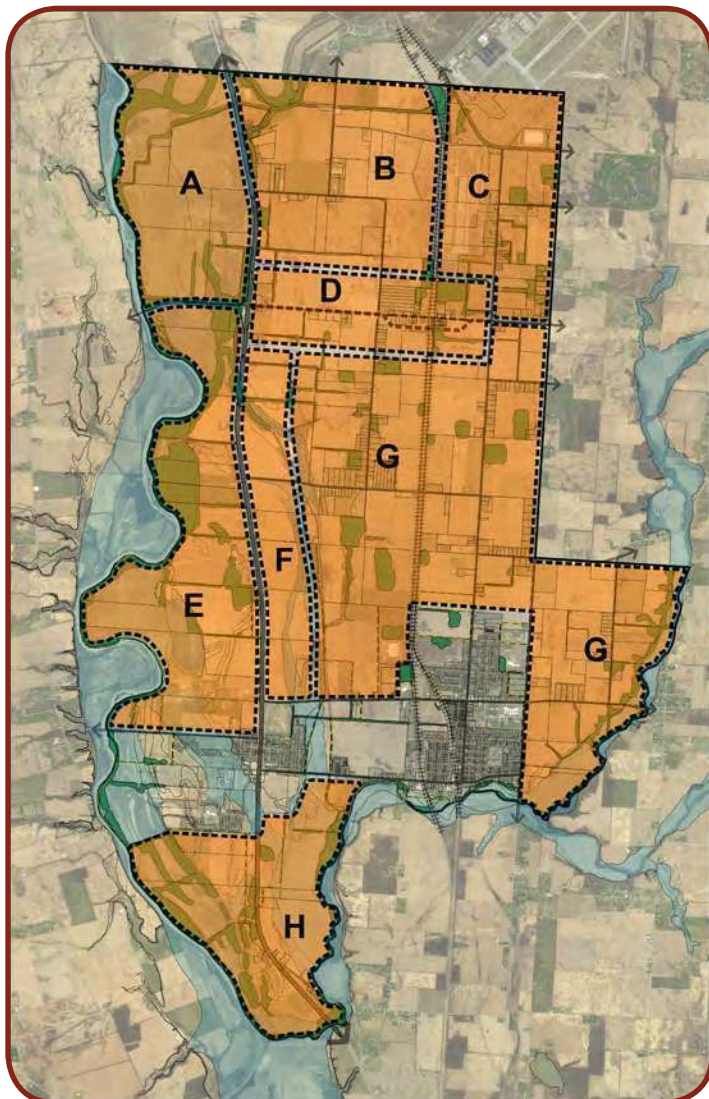


Fig. 4-11 - Planning Analysis Sub Areas (Source: G2 Planning & Design)

Influencing Factors:

A. North of 762 / West of 23

- Strategically located on US 23 (gateway to the township).
- Adjacent to the Scioto River Corridor.
- Almost entirely within the 100 year flood plan (95% of the sub area or 1,300 acres)
- Existing AEP power plant being slowly phased out.
- ODNR Mackey Ford Wildlife Preserve along 762.

B. North of Duvall / East of 23

- Strategically located on US 23 (gateway to the township).
- Airport noise overlay concerns affecting residential development and certain businesses.
- Sewer and water provided for commercial uses only.
- Adjacent to the CSX railroad tracks.
- Site covered by annexation agreements and economic development tax incentives.

C. North of Duvall / East of Railroad Tracks

- Location of Norfolk Southern Intermodal Terminal.
- Location of Rickenbacker Global Logistics Park.
- Covered by AMA agreement and JEDD agreement.
- Sewer and water provided for commercial uses only.

D. Duvall Road Corridor

- Extensive infrastructure investment in Duvall Road.
- Potential new interchange at Duvall and US 23.
- Covered by AMA agreement and JEDD agreement.
- Sewer and water provided for commercial uses on north side of Duvall only.

E. South of 762 / West of US 23

- Adjacent to the US 23 corridor
- 55% (1187 acres) within the 100 year flood plain.
- Good sand and gravel deposits within the area.
- No existing sewer and water services.

F. South of Duvall / East of US 23

- Adjacent to the US 23 corridor
- No existing sewer and water services.
- Large open parcels including Berger Health property.

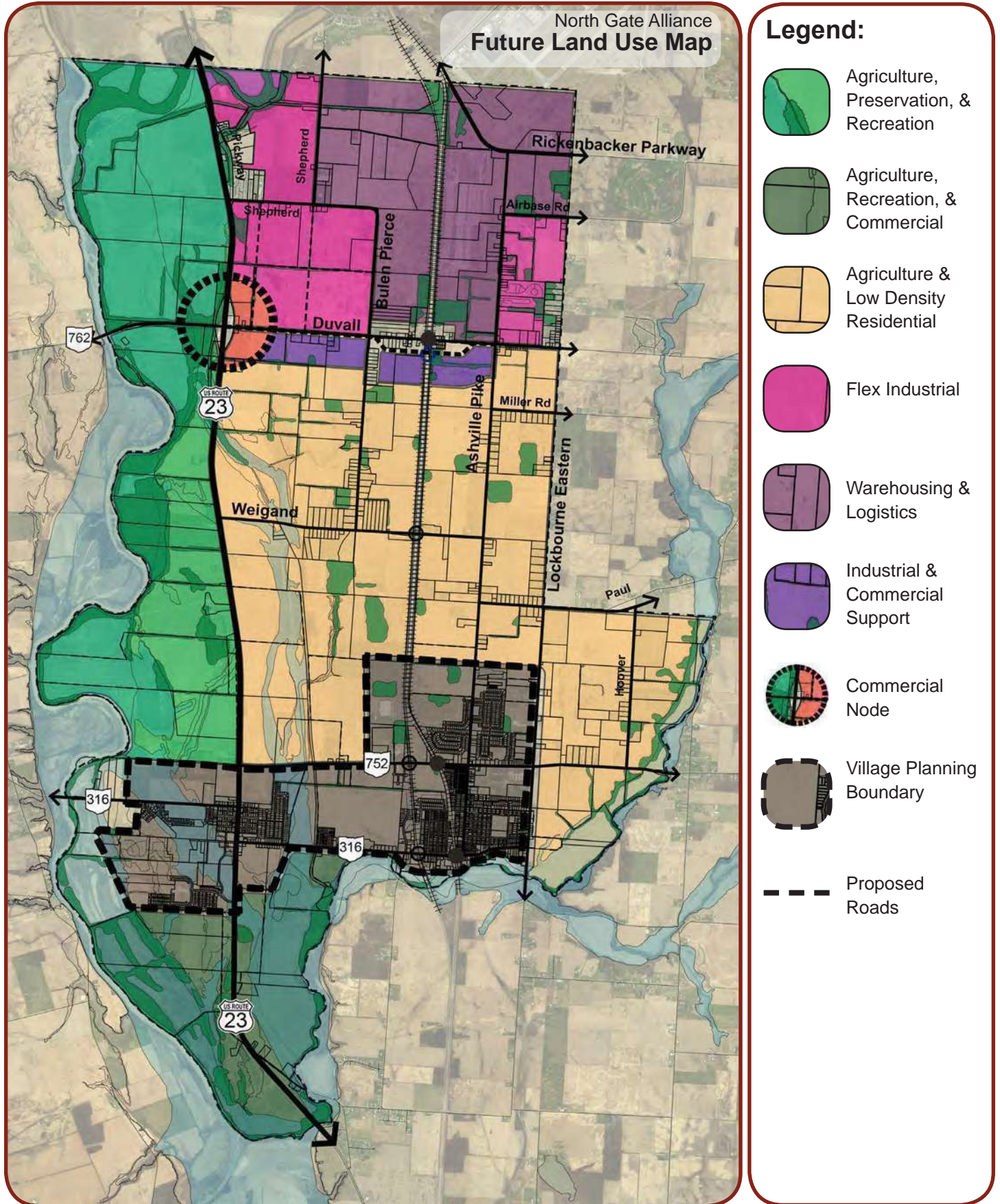
G. North of Ashville Interior Unincorporated Areas

- Not as heavily influenced by Rickenbacker or Duvall Rd.
- Area still classified as productive farmland.
- Adjacent to both railroads and Ashville Pike.
- Sewer and water costly to extend.

H. Southern US 23 Corridor

- Proximity and access to US 23
- 1222 of the 1674 acres located in 100 year flood plain.
- Existing commercial use in Cooks Creek Golf Course
- Southern gateway to community.

Future Land Use Recommendations




- Legend:**
-  Agriculture, Preservation, & Recreation
 -  Agriculture, Recreation, & Commercial
 -  Agriculture & Low Density Residential
 -  Flex Industrial
 -  Warehousing & Logistics
 -  Industrial & Commercial Support
 -  Commercial Node
 -  Village Planning Boundary
 -  Proposed Roads

Fig. 4-12 - Future Land Use Plan (Source: G2 Planning & Design)



V. Future Land Use Recommendations

The Future Land Use Map (as shown on the opposite page) provides the basic locations and boundaries for various types of land use and development. This map establishes the framework which is supported by the recommendations for each area which are to be outlined on the following pages. While the map provides the visual cues for the location of various types of development it is the following recommendations that will establish the land use expectations. The intent behind these recommendations is to provide flexibility and promote creative development while establishing a framework and expectations that will guide future growth decisions. For this reason the map should always be used in conjunction with the text of this chapter. It is the combination of this map and the following recommendations that the North Gate Alliance Partners should look to when reviewing future zoning and development proposals.

Agriculture, Preservation & Recreation Areas

As described in the Planning Area Analysis each of these areas has a significant amount of acreage that is contained within the 100 year flood plain. The areas within this flood plain are regulated by various agencies and are difficult and costly to develop. In addition the risk associated with the periodic flooding makes development undesirable and no new septic systems will be approved by the county within these areas. The natural beauty of the Scioto River Corridor and the presence of the Mackey Ford Wildlife Preserve along 762 also lends some strength to the desire of the community to preserve these areas. Based upon those factors, through the planning process, the following land uses have been established as being permissible within the areas as shown:

- Agriculture and related operations
- Passive Recreation / Nature Facilities
- Aggregate Mining (sand, gravel)

Agriculture

Agriculture continues to be the dominant land use along this corridor and should continue to be supported as a viable economic alternative to the development of the land for other purposes. The township and county should continue to work with farmers on these properties to ensure that the integrity of the Scioto River corridor is continually protected through the use of best practices in farming operations.

Passive Recreation / Nature Facilities

The Scioto River Corridor is a tremendous asset to the entire community and the North Gate CEDA partners should continually work to find ways to provide public access to the Scioto River for recreational enjoyment. An access point to the River along with parking for the Mackey Ford Wildlife Preserve already exists along 762 and any opportunity that arises to expand upon these areas should be fully explored to the benefit of the community.

Aggregate Mining

Given the abundance of sand and gravel deposits along the river corridor the Alliance Partners expressed an interest in maintaining the ability to mine these areas as an economic alternative. As such the township, villages and county should collaborate on acceptable standards for such uses. For any future approval of such uses controls should be established as to operation, access, hauling, and reclamation of such facilities when mining operations cease.

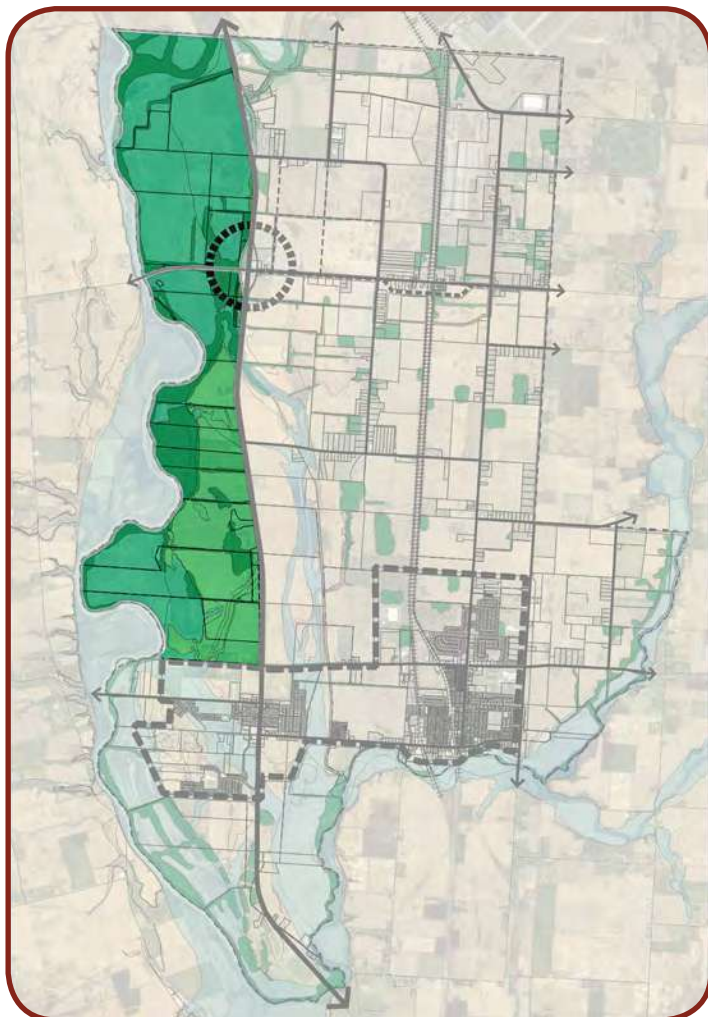


Fig. 4-13 - Agriculture, Preservation, & Recreation Areas (Source: G2 Planning & Design)

Agriculture, Preservation, & Commercial Areas

Similar in nature to the areas West of US 23 and north and south of 762 this area has a significant amount of land (nearly 75% of the 1675 acres) that is contained within the 100 year flood plain. This area is also home to the Cooks Creek Golf Course which is a highly rated public course designed by Dr. Michael Hurdzan, Dana Fry, and John Cook. Visible from US 23 this course attracts a number of golfers seeking recreation each year. Given the constraints of the floodplain as previously mentioned, and the adjacency to the Scioto River and Walnut Creek, the following land uses have been established as being permissible within the areas as shown:

- Agriculture and related operations
- Passive Recreation / Nature Facilities
- Commercial use associated with the Golf Course

Agriculture

Agriculture continues to be the dominant land use along this corridor and should continue to be supported as a viable economic alternative to the development of the land for other purposes. The township and county should continue to work with farmers on these properties to ensure that the integrity of the Scioto River and Walnut Creek are continually protected through the use of best practices in farming operations.

Passive Recreation / Nature Facilities

The Scioto River and Walnut Creek is a tremendous asset to the entire community and the North Gate CEDA partners should continually work to find ways to provide public access to the Scioto River for recreational enjoyment. In addition there is an existing portion of the Historic Ohio and Erie canal system within the north eastern portion of this sub area that could provide a recreation opportunity with a historic theme.

Commercial uses associated with the golf course

The existing golf course has been a great asset to the community for quite some time. Over the past few years there have been some discussions from the owners about trying to tie commercial or residential uses in with the golf course. The villages and township should work with the golf course owners and support attempts to develop uses that have synergy with the golf course and the area.

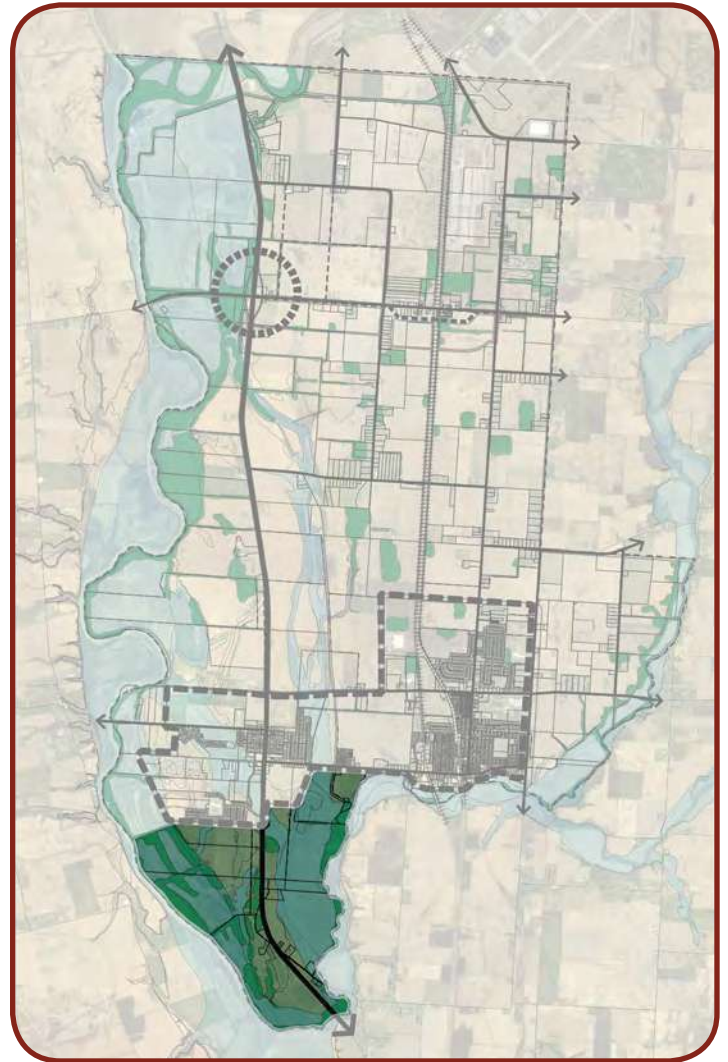


Fig. 4-14 - Agriculture, Recreation, & Commercial (Source: G2 Planning & Design)

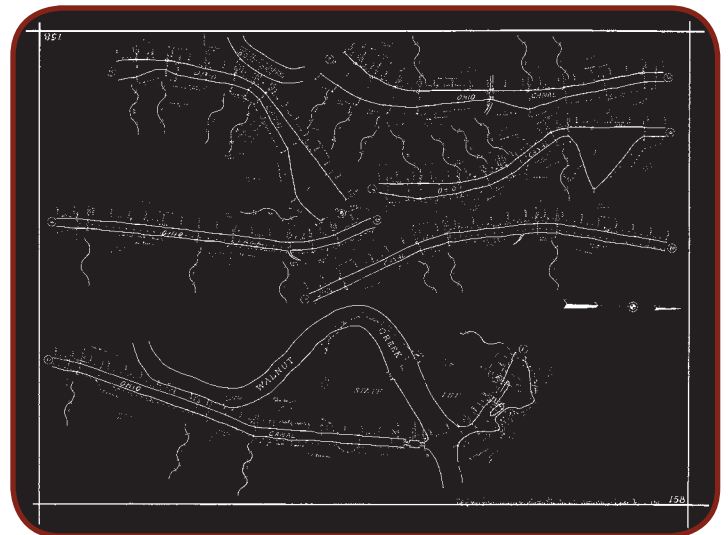


Fig. 4-15 - Ohio and Erie Canal Plat Maps (Source: ODNR)

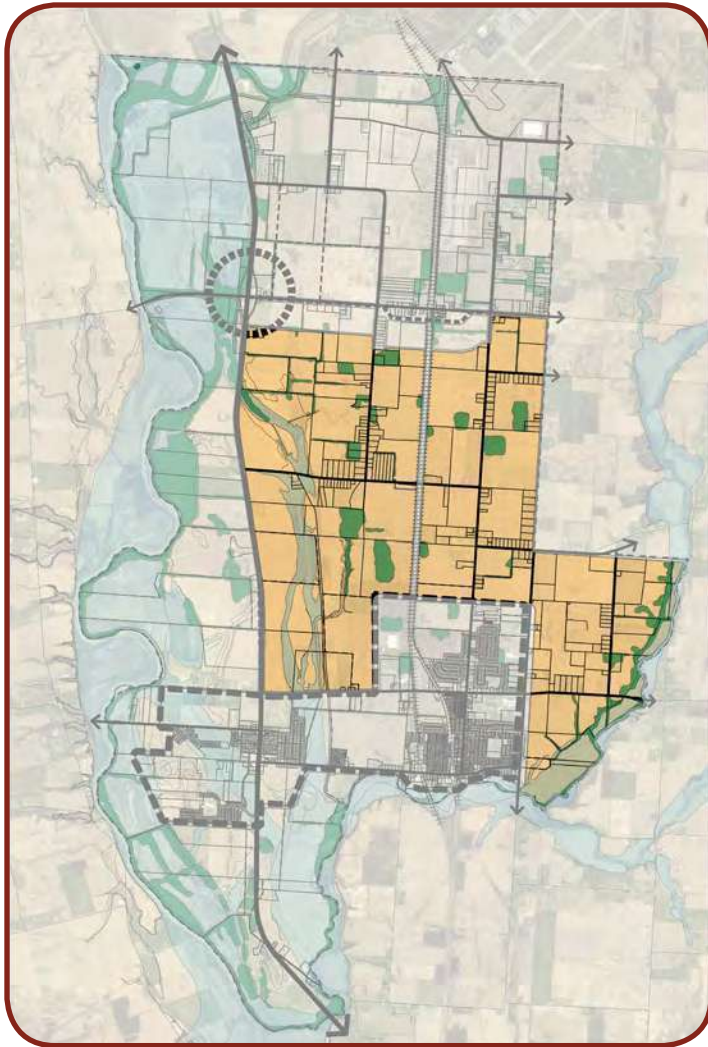


Fig. 4-16 - Agriculture & Low Density Residential (Source: G2 Planning & Design)

Agriculture & Rural Conservation Residential

The locations designated on the plan for Agriculture and Rural Conservation Residential comprises one of the largest portions of the planning area with nearly 5,500 acres of land on either side of the railroad tracks. Utilities have not yet been extended to these areas and in the short term the cost associated with extending the utilities may outweigh the benefit. With no current access to utility services this area serves as a transition and a buffer between the growth of the Industrial area and the expansion of the Villages. Nearly all of this area is designated as prime farmland and most of the area will support septic systems and wells. Based upon these factors and the desire to maintain an agricultural heritage in the community these areas have been designated by the planning team as being suitable for:

- Agriculture and related operations
- Rural Conservation Residential Development

Agriculture

Agriculture is the dominant land use in these areas and should continue to be supported as a viable economic alternative to the development of the land for other uses. There is currently enough land in the Village Planning Area to support the amount of growth projected for the near term. As the US 23 corridor grows the areas located along 23 may be used to support additional growth, however, the forecasted demand for the next 10 years+ does not indicate a need to move this land into the development cycle. This is especially true given the high costs of extending utility services to these areas. In addition, lot splits along existing frontage should be discouraged in favor of a more conservation minded approach to rural residential development.

Rural Conservation Residential

The Market Analysis prepared for the planning study identified a continued demand for large lot rural residential homes. This type of demand is typically met when the owners of large parcels of land subdivide smaller parcels along existing road frontage leaving larger parcels of land to the rear. While this is not projected to be a large demand even the development of 10 lots per year can consume up to three to four thousand feet of road frontage each year. The effect of this eventually will be a new driveway and culvert every 300' and a permanent change in the view and character of the existing roadway network.

To provide for this demand while maintaining the agricultural open space and agricultural feel along existing roads the township should promote more creative development options for larger lot homes. This could include enacting controls that limits the ability to develop lots along the existing frontage while promoting the development of small "pods" or clusters of rural homes on new interior roads while preserving more farmland and open space. One way to accomplish this would be to allow a landowner to develop a certain number of smaller lots provided that all lots front on a new road or a common access drive. These lots could be developed at the minimum size necessary to accommodate septic and well systems thereby conserving more agricultural land. In addition the use of new interior courts or common access drives would help eliminate the installation of multiple driveways and culverts on existing roads and the loss of the agricultural road frontage that helps define the character of the community.

Flex Industrial

The areas identified on the plan as Flex Industrial are all areas north of the Duvall Road corridor and are part of the growing logistics area surrounding the Rickenbacker International Airport. These areas are all covered by the Annexation Moratorium Agreement with the potential to be included within the JEDD. Sewer and water services in this area will only be provided for commercial and industrial uses and in most of these areas the soils require the installation of expensive aeration systems for new homes. In addition these areas fall well within the noise influence of the Airport. For this reason it is strongly recommended that the Alliance partners discourage any new residential lot splits in this area. As these areas start to transition away from the industrial rail corridor there is an opportunity to utilise these areas for lighter industrial or more flexible office/industrial space. For these reasons this plan recommends the following uses as being appropriate for these areas:

- Warehousing / logistics uses
- Transportation / Trucking companies
- Light Manufacturing uses not involving processes that produce heavy odors, noxious fumes, excess vibration or the storage and use of environmentally or physically hazardous materials.
- Flexible office / Industrial space
- Operations and storage for commercial, residential and heavy construction contractors.
- Commercial uses that support the industrial areas such as gas stations, restaurants, & truck repair.

Internal Roads

As these uses develop the Alliance partners should be looking to provide a new internal road network that will feed off of the Duvall Road corridor to serve new development and to create more saleable and usable parcels. In addition strong access management standards should be adopted for Duvall Road to maintain the traffic flow in this important corridor.

Buffering and Screening

It should be recognized by the North Gate Alliance partners that the section of US 23 that feeds this corridor is the northern gateway to Pickaway County and the planning area. As such a substantial setback and buffer from 23 should be established to protect the integrity of the views from this important corridor. In addition the existing residential areas along Pickway and Shepard roads as well as Duvall Road, Bulen Pierce, and Ashville Pike should be buffered from these uses as well.

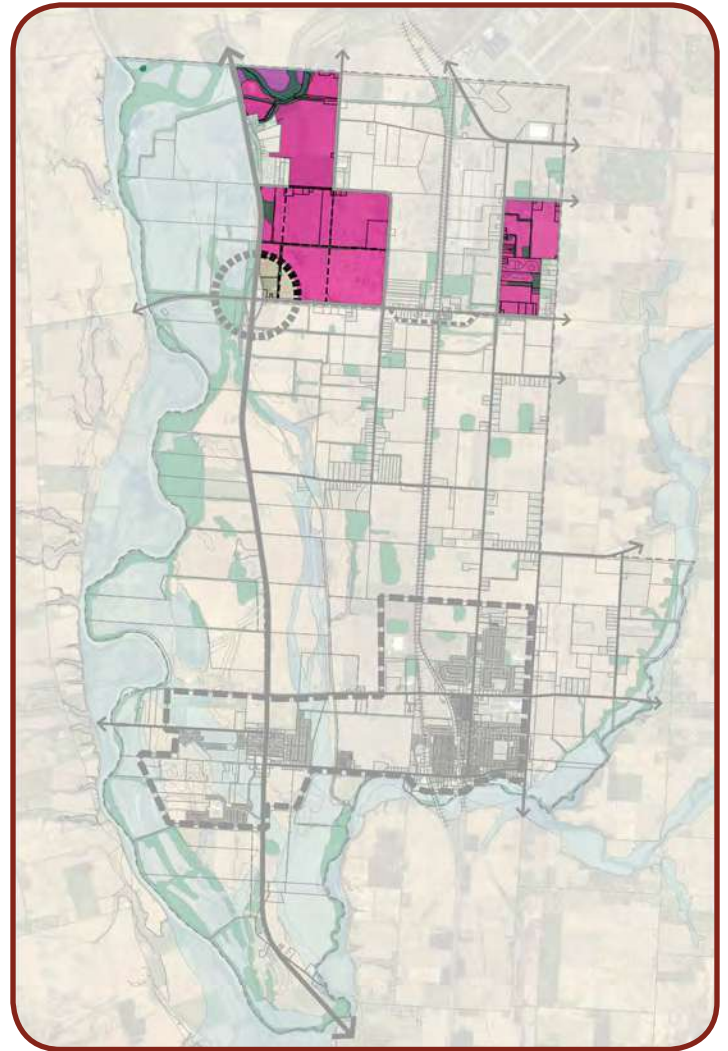


Fig. 4-17 - Flex Industrial areas (Source: G2 Planning & Design)

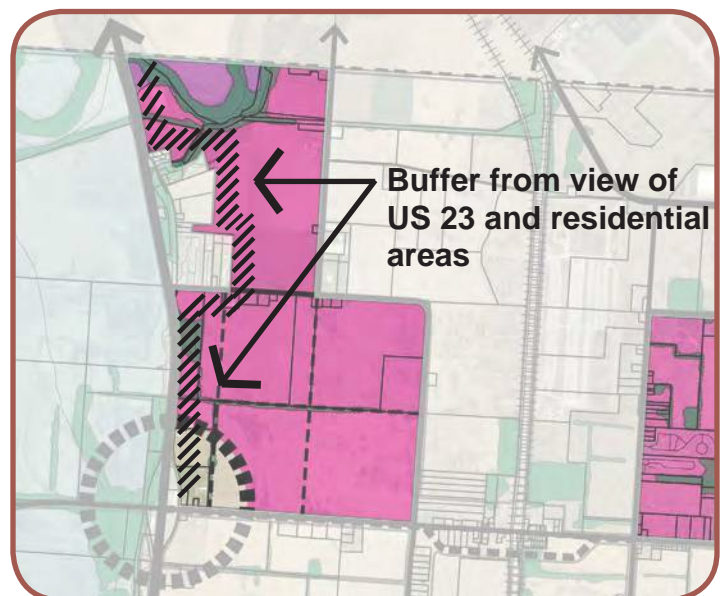


Fig. 4-18 - Industrial Area Buffer Locations (Source: G2 Planning & Design)

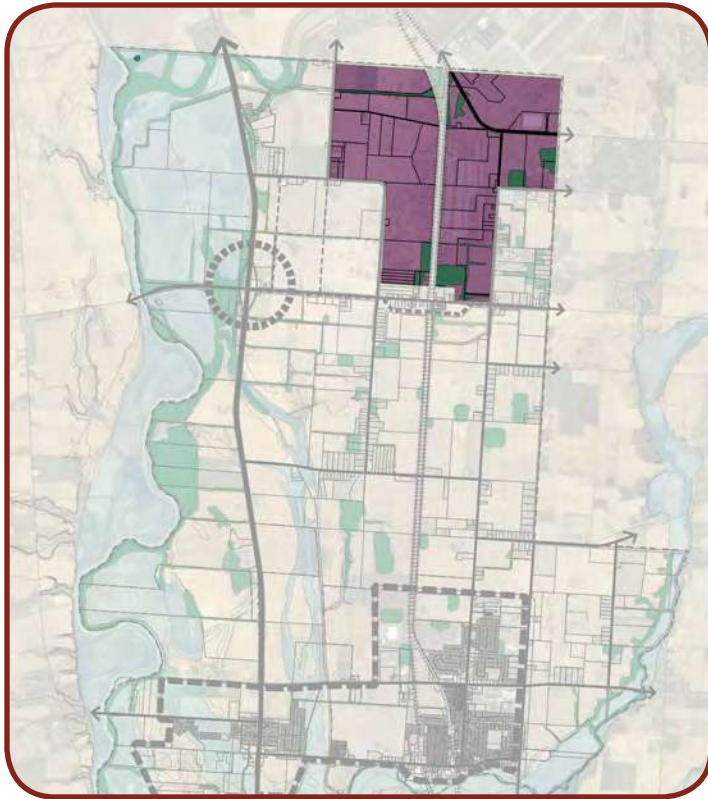


Fig. 4-19 - Warehousing and Logistics Area (Source: G2 Planning & Design)

Warehouse and Logistics

The areas identified on the plan as Warehouse and Logistics are all areas north of the Duvall Road corridor and include the Norfolk Southern Intermodal Terminal and the Rickenbacker Global Logistics Park. These areas have all been developed to take advantage of the global supply chain and the capabilities of the Heartland Corridor and the heavy cargo capacity of the Rickenbacker Airport facility. These areas are all covered by the Annexation Moratorium Agreement and fall within the JEDD. Sewer and water services in this area will only be provided for commercial and industrial uses and in these areas further residential development is restricted. For these reasons this plan recommends the current development patterns and land uses continue to expand within these areas. In addition the Alliance partners should work to adopt policies that will speed up the approval time of new development proposals to improve the marketability of the area. The Alliance partners should also adopt the standards established in the “Design Guidelines and Development Standards” for the Rickenbacker Global Logistics park for all future development in this area to promote continuity of design and development quality.

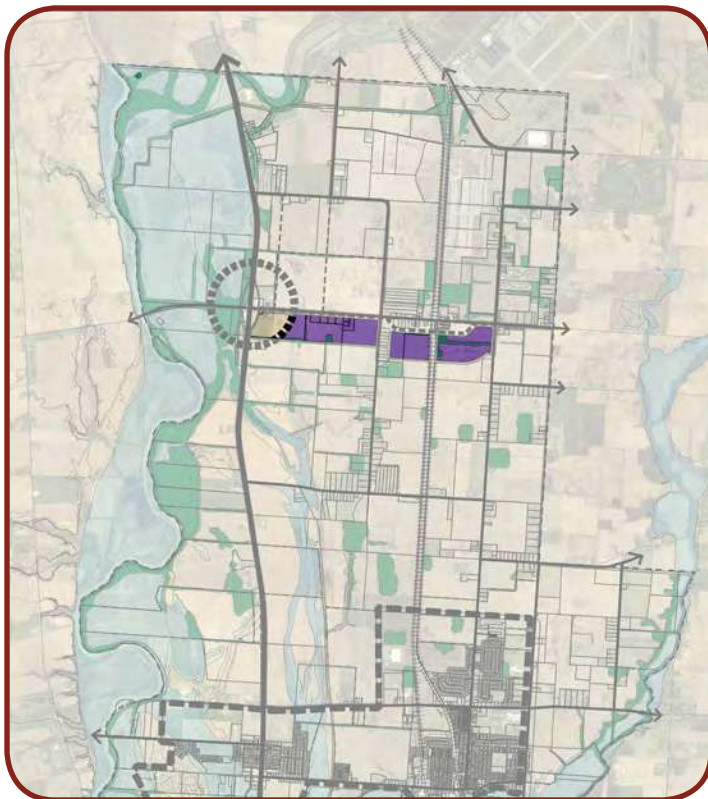


Fig. 4-20 - Industrial and Commercial Support (Source: G2 Planning & Design)

Industrial and Commercial Support

The areas South of Duvall Road identified for future commercial expansion are currently outside of the areas identified in the JEDD agreement for the provision of Sewer and Water services. However, this agreement was set in place prior to the planned expansion of Duvall Road. This expansion dramatically changes the character of Duvall Road and increases its desirability for more intense development. The default land use in this area should continue to be agriculture until the demand for more intense uses materializes and sewer and water services can be negotiated. If these services become available this plan recommends that this area be developed in transitional commercial and industrial support uses that are smaller in scale than those recommended for the areas north of Duvall. The use of smaller scale uses will help to transition the corridor from the intense industrial uses to the more rural agricultural and residential uses to the south. Uses of no more than 40 - 50,000 square feet could be permitted with increased attention paid to the intrusion of lighting and the need to provide substantial buffers to the south. These buffers should be designed to help protect adjacent uses as well as the more scenic and long range views of the agricultural areas.

Retail Commercial Node

The potential introduction of a new interchange for Duvall Road and US 23 will help to reduce congestion, conflicts in turning movements, and increase public safety. In addition an interchange may provide an excellent opportunity to establish a new “gateway” into the community and Pickaway County, and may become desirable for more highway oriented retail uses. Considering the improved infrastructure these uses can certainly be accommodated along the eastern side of US 23, however, the location of the Mackey Ford Wildlife Preserve and the floodplain on the western side should continue to be preserved from future development.

With the development of retail uses at this node the Alliance partners should develop standards that deal with access management, architectural design, and landscaping and screening. As this development will undoubtedly become part of the overall gateway into the community it should require a higher degree of development standard. Signage along 23 should be restricted, the sides, rear, and loading areas of large buildings should be screened from view and smaller out parcels should be treated with a similar level of detail on all 4 sides.

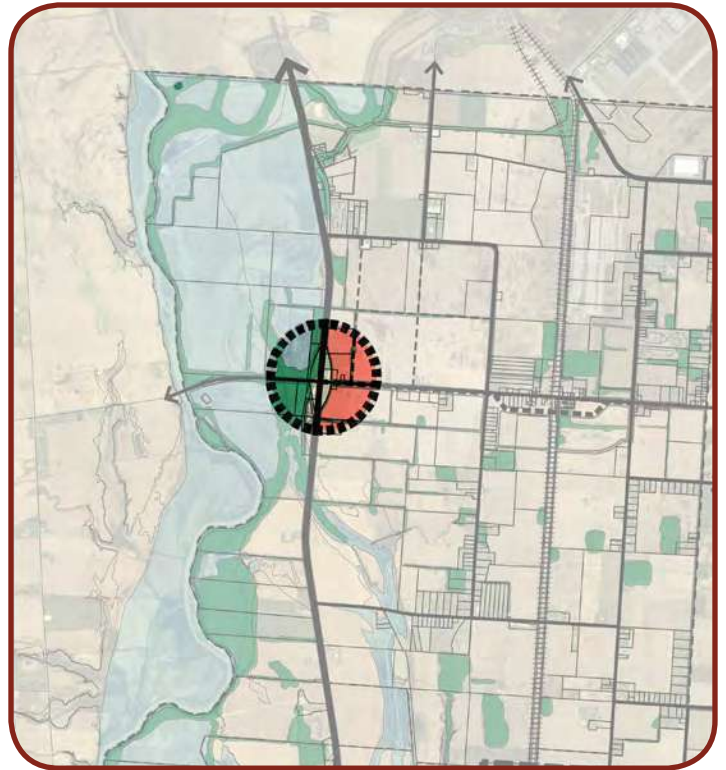


Fig. 4-21 - Retail Commercial Node (Source: G2 Planning & Design)

Village Planning Areas

The intent of this planning effort is to provide the North Gate Alliance Partners with a collective vision for how the largely undeveloped areas of the township should be developed in the future. It is not the intent of the plan to remove the autonomy each village has to plan within its own boundaries. Even with this in mind it is important to consider some important factors for the future growth of the villages. One important consideration is the need to annex future ground. It is important to note that, based upon the market analysis performed as part of this planning effort, all of the forecasted demand for residential, office, and commercial development (excepting the northern industrial areas) can be accommodated on land currently vacant within the boundaries shown. Based upon projections made from the market study the anticipated demand for all types of development through the year 2035 would consume roughly 350 acres of raw land. Within the boundary as shown there is approximately 1000 acres of undeveloped land within close proximity to existing infrastructure and support. It is strongly recommended that the villages weigh the costs associated with extending infrastructure and services to newly annexed areas before developing areas interior to the villages.

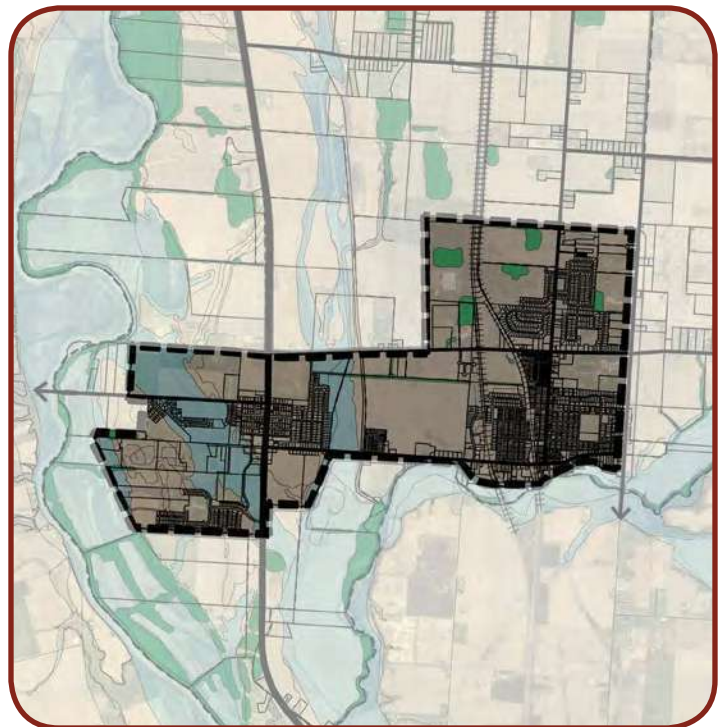


Fig. 4-22 - Village Planning Areas (Source: G2 Planning & Design)

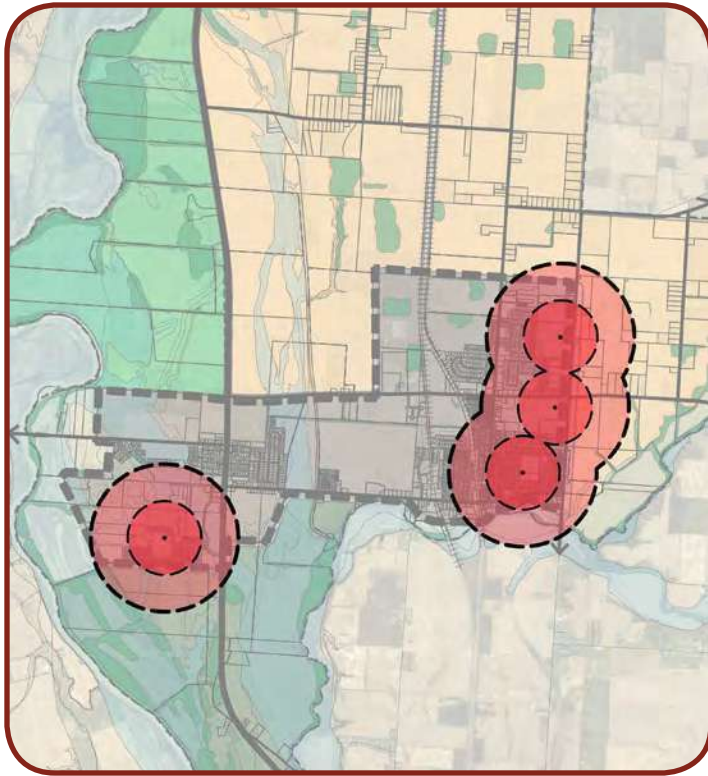


Fig. 4-23 - Existing School Walking Radius (Source: G2 Planning & Design)

Village Residential Expansion

The market study identified significant availability of land to provide for future residential development within the villages. This land included subdivisions that have already been platted and approved but not yet built out. If, however the demand for new residential lots exceeds current expectations the villages should first seek to approve new projects that are in close proximity to existing schools. The image shown in figure 4-23 depicts the typically accepted walking distances of 1/4 mile (inner circle) and 1/2 mile (outer circle). These distances equate to an average walk of 10 minutes and 20 minutes respectively. Locating future residential in these areas and providing connectivity to the existing schools will create more desirable neighborhoods, a stronger sense of community, healthier children and reduced bussing costs. In addition, to promote more walkable communities, the villages should permit the development of convenience and commercial uses within walking distance of these nodes.



Fig. 4-24 - Future Commercial Growth Areas (Source: G2 Planning & Design)

Village Retail Expansion

In addition to meeting the expected demand for residential areas there is also enough land within these boundaries to support anticipated demand for commercial and retail uses along 23. The village should strive to fill these undeveloped areas first before extending retail and commercial development further out along the 23 corridor. In addition the village should pay close attention to access management along this corridor to reduce vehicular conflicts and congestion that may eventually hurt the success of the commercial areas. The recent practice of providing backage roads to feed new commercial development is a great step toward maximizing the efficiency and desirability of the corridor and should be continued as new development occurs. As the corridor becomes more developed, and existing businesses give way to newer business, the existing curb cuts should be consolidated where possible to promote a safer more efficient business corridor.

VI. Development Techniques and Tools

To help achieve the desired character of the community and the vision developed by the North Gate CEDA partners, several development techniques and tools are provided here for the consideration of the community leaders and decision makers. These techniques are standard, proven methods in community zoning and development. They can be regulatory or optional, but all serve a specific purpose in achieving a desired goal for the community.

Planned Development Districts

A planned development district is an optional zoning district intended to allow for more creativity and flexibility in the zoning process than would be allowed in a standard zoning district. Planned Development Districts have been in use for quite some time and are used by many communities today. PUD's are preferred in certain areas where a higher standard is desired or where the site is more difficult to work with. Requirements are typically more flexible so long as the goals and intent of the Zoning Code and Comprehensive Plan are being met. A planned development district may be used to permit new and innovative concepts that are not allowed in other zoning districts.

Planned developments typically encourage the provision of common open space, more creative lot configurations, preservation of natural features, and a higher standard of design and uses. As part of the zoning the developer typically provides a project narrative and site plans that include a description of the project and proposed uses, the market concept and feasibility of the project, the proposed development standards, and any deviations from current requirements.

While greater flexibility is given to allow more creative design options, enhanced review procedures are also established to ensure the increased flexibility is not misused. Township and village staff and the Planning / Zoning Commission hold several meetings with the applicant to develop the plan, address concerns and negotiate aspects of the plan until both parties end up with a product that is beneficial to both the developer and the community. It is up to the township / villages to write clear, successful standards for the Planned Development District and negotiate with the developer for as long as it may take to get the product they want.

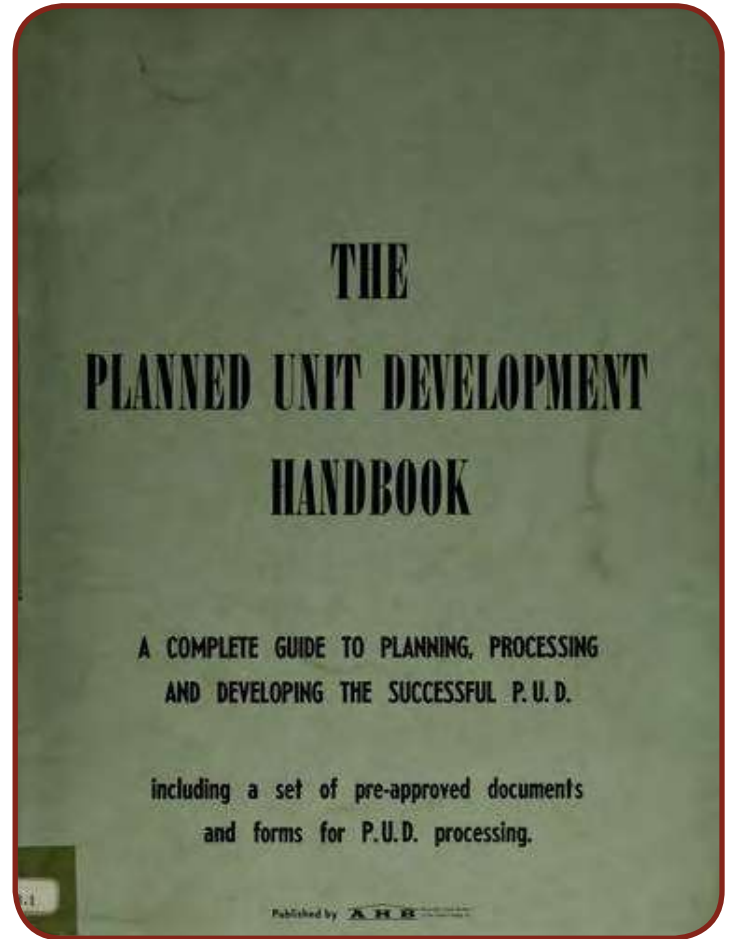


Fig. 4-25 - AHB PUD Handbook circa 1970 (Source: Web)



Fig. 4-26 - Example: Mixed Use PUD site plan



Fig. 4-27 - Example: Traditional Neighborhood Development Open Space (Source: Web)

Two types of development that can occur in planned development districts include (but are not limited to) New Urbanism/Traditional Neighborhood Development and Conservation Development.

New Urbanism / Traditional Neighborhood Development (TND)

New Urbanism or Traditional Neighborhood Development is a type of development that can occur within a planned district. New Urbanism / TND includes a variety of housing types, a mix of land uses, an active center, and a walkable design. It was created to emulate the towns and suburbs built in the early-mid 20th century more than the automobile dominated suburbs from the 60s and beyond. TND can be implemented through a form-based code or a planned development district to achieve the desired elements and often requires strict architectural and site design standards that promote a high quality of life. It can be used in new areas or in areas needing redevelopment. Gross densities typically range from 3-6 du/acre with the mixed use core sometimes achieving densities of 10 du/acre or higher. Housing includes narrow front setbacks, sidewalks, front porches, and detached rear garages or alley-loaded parking. The street network is suitable for pedestrians, cars, and bicyclists, and other buildings and uses are located within walking distance to the homes (generally 1/4 mile).

TNDs or New Urbanism developments can range from small-scale developments (10-15 acres in size), to much larger-scale projects (in excess of 500 acres). Open space is usually 10-20% of the area, and 70-80% is comprised of residential blocks. The remaining space is for mixed use with a focus on commercial uses and civic spaces. Regardless of the size of the site, the overall goal is to create a compact, walkable neighborhood, with a mix of uses for all residents.

New Urbanism / TND can occur in areas of the village / township that contain open land and have few environmental features. It can be done on a smaller scale with infill projects or on a larger scale with new developments.



Fig. 4-28 - Example: Traditional Neighborhood Development (Source: Sitephocus)

Conservation Development

Conservation development is a type of development used to preserve and protect open space while providing a common open space for residents and creating a greenway network for the community. This type of development was popularized by Randall Arendt in his book "Rural By Design". In conservation development builders can construct the same number of homes while using less raw land and conserving open spaces. Rather than converting most of the buildable land to development, the extra land can be permanently preserved for environmental, aesthetic and recreational benefits. It is important that not only critical areas be preserved, but usable open space as well. For example, while typical neighborhood development would normally occur at densities of 1-2 units per acre, conservation development would require 50% open space (percentage varies) and concentrate development in pockets of higher density.

Conservation development can occur through zoning or as a development technique. In both methods, typically half or more of the land within a residential development is devoted to permanent open space. If part of a conservation zoning district, developers must use conservation techniques in the designated zoning districts. They have the option to increase or decrease the density based upon how much land they preserve and what market they are trying to serve (for example, estate lots vs. village lots). Conservation zoning expands the range of development choices available to landowners and developers. Used as a development technique, standards would be created in the zoning code but the land would not necessarily be part of a conservation zoning district. It may be a permitted or conditional use as part of a residential district for example and the density of that district would determine the number of houses permitted in the zoning district. The developer would first identify the noteworthy features, then locate sites for the houses in the remaining areas that maximize views of the open space. Finally streets, trails, and lot lines are placed into the site plan. This process is the reverse of the traditional subdivision design process. In many instances these types of development can cost less due to a decrease in roadway length, infrastructure, and grading and clearing needed.

Conservation development should occur through a Planned Development District in areas of the township that contain significant natural features or where there is a desire to preserve productive agricultural lands



Fig. 4-29 - Typical Residential Development Pattern (Source: Randall Arendt)



Fig. 4-30 - Conservation Development Alternative (Source: Randall Arendt)



Fig. 4-31 - Ex: Conservation Development Open Space



Fig. 4-32 - Typical rural frontage lots / Drainage Ditch (G2 Planning & Design)

Rural Conservation Development

One of the largest land use challenges faced by most townships is the loss of agricultural land and rural road frontage due to residential lot splits. While creating desirable homesteads for many families this type of development puts additional strains on a townships resources and can slowly alter the character of the township. Since these splits occur primarily along the frontage of existing roads it increases the number of driveways and culverts on township and county roads. This can lead to increased road and ditch maintenance costs to the township. In addition it also removes the once rural view from these roads and converts that view to a more suburban nature.



Fig. 4-33 - Typical rural frontage lots diagram (Source: G2 Planning & Design)

To address the challenges and loss of character and resources associated with frontage lot splits the township could incorporate zoning incentives that would promote more creative options, or discourage simple frontage lot splits. Within the Farm Residential District of the zoning code Harrison Township already has strict limitations on the total number of permitted lot splits. With the increased demand for this type of housing the township may want to consider some creative options that would permit a few more lots while achieving the same goals of maintaining a more rural appearance and conserving resources. A normal 5 lot split along existing road frontage would typically result in 5 new driveway curb cuts, 5 new culverts, and an additional 1000 feet or more of new suburban lawn on existing rural roads (figure 4-33). One option for the township to consider would be to keep the strict requirements already in place for lot splits on existing frontage. To promote more a more conservation oriented alternative the township could work with landowners and the county to develop lots at the minimum size necessary to support septic and well systems provided new lots access a new public road, private road, or common access drive rather than an existing public road (figure 4-34). To promote this type of responsible development the township could permit some additional lots if all lots meet these requirements. In addition these small subdivisions should provide additional dedicated open space, large rural setbacks, or the preservation of significant natural features.

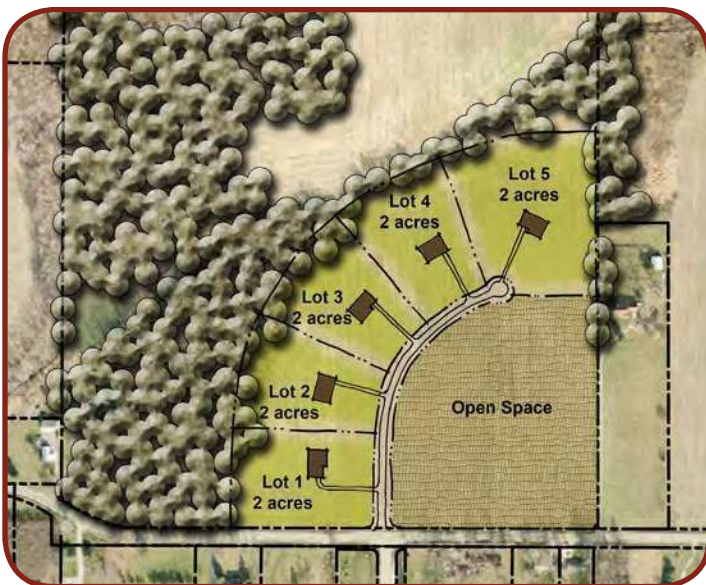


Fig. 4-34 - Proposed conservation alternative (Source: G2 Planning & Design)

Future Land Use Recommendations

Overlay Districts

An overlay district is an additional zoning requirement placed on an area that does not change the underlying zoning. These districts are used to impose development restrictions or additional standards to protect natural resources, promote health, or maintain the character of an area. The township / village determines which areas to create overlay districts for and developers would be required to follow those standards when developing in those areas - they are not optional. Areas which may utilize an overlay district include historic neighborhoods, downtowns, road corridors, floodplains, and areas with scenic views. This approach allows the township / village to update their current codes and regulations while addressing the special needs of sensitive areas. Developers are aware of the specific requirements of those areas at the onset which makes the design and approval process much smoother.

One way this tool could be applied for the benefit of the North Gate CEDA partners would be to develop a Floodplain Overlay District that would govern the use and development of the Floodplain of the Scioto River and Walnut Creek. In this way one overlay could be developed that the township and each village could adopt providing consistent standards for use of the floodplain.

Low Impact Development (LID)

Low impact development is a development technique used to conserve and protect natural resource systems while reducing infrastructure costs. Land can still be developed, but in such a way that environmental impacts are mitigated. Many techniques are available to developers to utilize this concept making them able to choose which ones are specifically suited to the site in question. LID looks at how standard development practices impact water quality and runoff and seeks to reduce those impacts through treating the water at its source instead of at the end of the pipe. Some of these techniques include minimizing impervious surfaces, directing rainwater toward rain gardens or swales, bioretention, filter strips, wetlands, rain barrels, sand filter and evapotranspiration systems for wastewater treatment, and alternative street design. Municipalities must ensure that their ordinances allow for these techniques for ease of implementation. Incentives can also be provided that encourage use of LID techniques (i.e. reduced fees, expedited permitting process, density bonuses).



Fig. 4-35 - Planning Area Floodplain influences and potential overlay area



Fig. 4-36 - Ex: Residential Bioswale storm water runoff treatment



VII. Land and Resource Conservation

To help the community conserve land, agriculture and natural resources, and achieve the vision developed by the North Gate CEDA partners, several techniques and tools are provided here for the consideration of the community leaders and decision makers. These techniques are proven and available methods and tools in conserving land and resources. They can be regulatory, self-imposed, or optional, but all serve a specific purpose in achieving a desired goal for the community.

Land Preservation Benefits

The North Gate CEDA area is a rural community, and through the public visioning sessions the community has said they would like to keep the rural character in place. Part of this character includes the agrarian culture still evident throughout the community today and these tools provide some possible avenues that the community can take to preserve these resources. The benefits of farmland preservation are far-reaching, and affect not only the local village and township residents, but also the central Ohio community and beyond. Some of the benefits include:

Food Security - Farmland preservation is essential for providing a sustainable food supply. The planning area is blessed with prime agricultural soils that should be regarded as a treasured natural resource. Fresh, locally-grown food is nutritious, reduces transportation costs, and decreases the risk of food shortages from natural or man made disasters.

Rural Character - Recent township and village community meetings confirm that maintaining rural character and small town charm is an important factor for residents. Farmland open space, with its pleasant view sheds, nourishes that character and connects us to the agricultural heritage of the area.

Natural Habitat - Woodlots, grassways, meadows and riparian areas on the farm provide diverse habitats for a healthy wildlife population, plus a variety of woodland wildflowers and native grasses. Trees and other vegetation growing on undisturbed soils sequester carbon, reducing the rate of global warming.

Economic Impacts - Agriculture/food is the primary industry in the State of Ohio. Although some farms are not self-supporting in today's economic environment, many are, and their commodities are profitably sold on the global market.

Other farmers choose to value-add to their products, or tap niche markets (organic, community supported agriculture [CSA], farmers' markets, greenhouse vegetable production, orchards, aquaculture, U-Pick operations, supplying food to local institutions, etc.). Both farmers and non-farmers offer agri-businesses, such as selling/cleaning seeds, fertilizers, chemicals, etc., and provide essential custom services. Hunting, fishing and other recreational opportunities are available on some private lands.

Alternative Energy Opportunities - As our supply of fossil fuels diminishes, open spaces and farmland will become more important sites for generating clean energy from solar, wind, and biofuels. Livestock operations offer opportunities to generate heat and electricity from methane.

Sprawl Control - Planned farmland preservation incorporates "smart growth," which minimizes destruction of prime farmlands for non-agricultural use, respects the natural features of the land, and directs development to designated areas where infrastructure already exists or can easily be extended cost-effectively with minimal environmental impact. Floodplains can be protected from development, and groundwater recharged, replenishing our vital aquifers.

Cost of Community Services - In those counties that have studied the relative costs of community services (fire, police, schools, roads, etc.) for residential areas compared to farmland, the results have unanimously proven that residential developments rarely take in enough tax dollars to cover infrastructure costs, while farmers overpay – essentially subsidizing residential areas.

Social Structure - Preserving farmlands and the farm families that steward them supports a strong social structure focused on community and family. Many farms have been passed down through generations and serve as a symbol of stability, family pride and solid values in the community. They are good places to raise children - instilling in them a strong work ethic, an enduring connection to the land, and an appreciation of natural ecosystems and man's impact upon them.

Land Preservation Techniques

Below is a list of tools that are currently available to all land owners in Pickaway County. Many land owners may be enrolled or participating in some of these programs already.

Land use taxation - Current Agricultural Use Value (CAUV) is a real estate tax assessment program that affords owners of farmland the opportunity to have their parcels taxed according to their value in agriculture, rather than full market value. To qualify, the landowner must have their parcel dedicated exclusively to agricultural use. This program helps to preserve farmland by preventing local farmers from being pushed out of business by an inability to pay for the increasing operating costs, when they use few local services. These values are determined by calculating the farm's projected gross income from agricultural production, subtracting projected non-land production costs to get the farm's net income, then dividing this by an adjusted capitalization rate to arrive at the farmland's agricultural worth.

County auditors are in charge of administering this program in Ohio. They will supply the initial CAUV enrollment forms and verify that the parcel meets the requirements set forth in the law. The auditor then reports this information to the Department of Tax Equalization at the end of the year.

Over six million acres have been enrolled in CAUV across the state throughout the 1990s and there are participants in each county. Most agricultural parcels in Pickaway County are enrolled in this program already.

Agricultural Districts - An Agricultural District is created through a voluntary agreement between farmers and the local government to maintain land in farming for a set term, usually 4-10 years, 5 years in Ohio. This action is temporary, but it is stronger than zoning. Being part of an Agricultural District also protects against nuisance suits, provides deferment of tax assessments, and an additional review process if the land is taken by eminent domain.

Applications are available from county auditor's office to place land into an agricultural district. If the land is in a municipality, the legislative body of the municipality must then have a public hearing on the application within 30 days. For farms in unincorporated areas, the county auditor will certify the application if it meets the eligible criteria.

Defined growth areas - In a defined growth area, or growth boundary, new development is steered toward the central area of growth. Development efforts are focused inside

this boundary and any policies created emphasize the importance of the growth area. Infrastructure can be limited or restricted outside of these areas. Capital improvement spending and development regulations direct development to these areas as well. Keeping development inside this boundary restricts outside development and preserves the integrity of the farmland. In turn, development is focused in one area, hopefully with a detailed plan in place for its design and growth. However, in some places where a defined growth area is in place housing prices may increase due to the limited space where development can occur. Housing becomes more expensive within the boundary if there is not enough supply to meet the demand for the set number of years that the boundary will be in place. Creating a defined growth area also requires extensive cooperation between municipalities depending on its size and location. These growth areas are established by the municipality or a regional body as part of a comprehensive or regional plan and can be in effect for any number of years, or established to accommodate a projected population increase.

Land Trusts/Conservancies - Land Trusts are non-profit organizations that work with landowners to protect their land. They can acquire land or rights in land through purchase or donation. Working with a land trust can be faster than working with the government, and some individuals prefer working with a non-governmental organization. Appalachia Ohio Alliance is the land trust alliance for Pickaway County. The Trust for Public Land is a national land trust. These organizations can assist agencies and communities in identifying priorities, lands to be protected, available funding, and in structuring and negotiating land transactions.

Agricultural Easement Donation Program (AEDP)
The Agricultural Easement Donation Program allows landowners to donate development rights of their land to the State of Ohio or local governments to protect productive farmland from conversion to non-agricultural use. The donated easement can be permanent and short-term and is completely voluntary. In order to participate, the farmland must be at least 40 acres, part of an Agricultural District, and part of the CAUV tax program. The donation of an easement can result in potential estate, income and capital gains tax relief. Donation is also a creative, flexible technique that meets landowner needs, is permanent, and has easier administration than a purchase program.



Landowners wishing to participate in this program can obtain a donation deed from the Ohio Department of Agriculture. Before accepting a donated agricultural easement, ODA will give notice of the donation to the local government officials who will then have 30 days to review and comment on the donation.

Ag Estate Planning - Farmland is vulnerable to conversion pressures when passing from one owner to the next. Good estate planning can help transfer both the land and the business from generation to generation. Basic elements of estate planning include completing a will and keeping it updated, creating a living will and power of attorney, and setting up both a management and transfer plan for land and other operating assets. There are five basic goals behind estate planning. The primary goal is to facilitate the transfer of ownership and management of the farm business, farmland, and other assets. The second goal of estate planning is avoiding unnecessary transfer taxes. The third goal of estate planning is to ensure financial security for all generations - without proper documentation showing how assets should be allocated, the state has the ability to distribute the estate as it sees fit. The fourth goal of estate planning in the farm/ranch context is to develop the next generation's management skills. The fifth goal of estate planning may be to keep productive land in agriculture. When starting an estate plan, farmers should work to set goals, inventory assets, assemble a team (including accountant and/or lawyer), and then determine ownership and assets. A proper estate plan is one of the best ways to protect farmland.

Land Conservation and Stewardship Programs

CRP - Conservation Reserve Program - The Conservation Reserve Program a voluntary program for agricultural landowners. Through CRP, you can receive annual rental payments and cost-share assistance to establish long-term, resource conserving covers on eligible farmland. The Commodity Credit Corporation (CCC) makes annual rental payments based on the agriculture rental value of the land, and it provides cost-share assistance for up to 50 percent of the participant's costs in establishing approved conservation practices. Participants enroll in CRP contracts for 10 to 15 years.

The program is administered through the Farm Service Agency (FSA). Natural Resources Conservation Service

works with landowners to develop their application, and to plan, design and install the conservation practices on the land. The Conservation Reserve Program reduces soil erosion, protects the Nation's ability to produce food and fiber, reduces sedimentation in streams and lakes, improves water quality, establishes wildlife habitat, and enhances forest and wetland resources. It encourages farmers to convert highly erodible cropland or other environmentally sensitive acreage to vegetative cover, such as tame or native grasses, wildlife plantings, trees, filter strips, or riparian buffers. Farmers receive an annual rental payment for the term of the multi-year contract. Cost sharing is provided to establish the vegetative cover practices.

CREP - Conservation Reserve Enhancement Program
The Conservation Reserve Enhancement Program (CREP) is a federally funded program of the United States Department of Agriculture (USDA) that offers farmers the opportunity to take highly erodible and environmentally sensitive lands out of production, thereby improving water quality, reducing soil erosion and increasing grassland, wetland and riparian habitat for wildlife. The program seeks significant increases in the rental rates farmers are currently offered through the Conservation Reserve Program (CRP) making it more economically feasible for them to participate. By combining CRP resources with state, tribal, and private programs, CREP provides farmers and ranchers with a sound financial package for conserving and enhancing the natural resources of farms.

WRP - Wetlands Reserve Program
The Wetlands Reserve Program (WRP) is a voluntary program to restore and protect wetlands on private property. It is an opportunity for landowners to receive financial incentives to restore wetlands that have been drained for agriculture. Landowners who choose to participate in WRP may sell a conservation easement or enter into a cost-share restoration agreement with USDA to restore and protect wetlands. The landowner voluntarily limits future use of the land, yet retains private ownership. The landowner and NRCS develop a plan for the restoration and maintenance of the wetland. The program offers landowners three options: permanent easements, 30-year easements, and restoration cost-share agreements of a minimum 10- year duration.



Additional Tools

Below is a list of tools that may be available to landowners within the North Gate Alliance planning area with resolution of support or some other sort of participation by the Township Trustees. Zoning tools will need to have a new Zoning Resolution developed. Other tools listed will need a means of financial support to make the program work.

Agricultural Security Areas (ASA) - The Agricultural Security Areas program authorizes one or more landowners of at least 500 acres of contiguous farmland to request from the boards of township trustees and county commissioners to enroll into an Agricultural Security Area for a 10-year period. To be eligible, the land must also be in an Agricultural District and be enrolled in the CAUV tax program. Enrollment in a security area protects against non-farm development. ASAs are not designed to stop development, but to protect farmland by creating special areas where agriculture is encouraged and protected. It also includes a state income tax credit up to a maximum of \$2,500 and a real property tax exemption on new or improved farm buildings of up to 75%.

Applications for this program are available from the Ohio Department of Agriculture. Eligible farmers can submit an application requesting a resolution of support from both the township trustees and county commissioners to form an ASA for 10 years. The trustees or commissioners may hold separate or joint public hearings prior to approving or rejecting an ASA application.

State-level Purchase of Development Rights (PDR) program - The Purchase of Development Rights program enables a locality or land trust to purchase development rights on a property. The landowner gets compensation and gets to keep the land. A permanent deed restriction is placed on property that states that the property will remain agricultural in perpetuity. The price offered to the landowner is the difference between the market/development value and the agricultural value. PDR programs are voluntary and protect agricultural as well as open space, recreational, ecological pieces of land. PDRs can turn a land asset into a cash asset, along with assuring continued protection of the land. It may reduce property and estate taxes as well. Some disadvantages include the owner losing a piece of taxable property, lack of landowner participation and challenging program administration.

Clean Ohio Agricultural Easement Purchase Program (AEPP) - The Clean Ohio Agricultural Easement Purchase Program is the state-level PDR program. It is part of the Clean Ohio Fund to preserve farmland and greenspace. The program grants up to 75% of the points-based appraised value of the farm's development rights with a cap of \$2000/acre and \$500,000/farm. In order to participate, the farm must be at least 40 acres.

County commissioners, township trustees, municipal councils, soil and water conservation districts, and land trusts apply on behalf of farmland owners. They submit paper copies of the completed application to the Office of Farmland Preservation in the Ohio Department of Agriculture by the posted deadline.

During the seventh funding round of the Clean Ohio Agricultural Easement Purchase Program, the Ohio Department of Agriculture purchased easement rights on nearly 3,200 acres of farmland from 18 farms. Their combined easement values exceed \$8.6 million. Since the program's start in 2002, they have preserved 135 farms for a total of over 26,000 acres.

FARM AND RANCH LANDS PROTECTION PROGRAM (FRPP) / Federal-level Purchase of Development Rights (PDR) program - The Farm and Ranch Lands Protection Program is the federal-level PDR program, funded and administered through the U.S. Department of Agriculture, Natural Resources Conservation Service. It is reauthorized in the Farm Security and Reinvestment Act of 2002. The USDA partners with state and local governments and non-governmental organizations to acquire farmland. The program provides matching funds used to help purchase agricultural easements on farms and ranchlands. USDA provides up to 50% of the fair market easement value of the agricultural easement.

For this program, the landowner submits an application to the applicable state or local program that has a farmland protection program. These programs that are awarded funds from FRPP then acquire permanent agricultural easements from landowners.



Fee Simple Acquisition - Public acquisition of lands with high environmental or agricultural significance can be achieved through fee-simple purchase. Fee-simple acquisition is generally the most expensive land preservation option; however, it gives the government entity control of the property, restricted only by constraints imposed by funding sources and any agreements that were obligated by the purchase. Public access could be allowed. If agricultural land were purchased, the government agency could lease the land to local farmers.

Transfer of Development Rights (TDR) SWAP - The Transfer of Development Rights program includes sending areas, which are the areas to be protected, and receiving areas, which are areas focused on development and growth. The owner of the farmland has their property (the sending area) placed into an easement in exchange for development rights for that property, which the owner can then transfer to an eligible area (the receiving area). A transfer of development right is in essence a unit – one TDR is equal to a certain acreage of farmland being preserved, which then equals a certain density or unit added to the receiving area. Developers can decide to pay a certain dollar amount in lieu of each TDR required for increasing density if they prefer (\$10,000 in Portage County for example). These proceeds are then used to purchase easements from eligible sending sites. Communities can require TDR's for any increased density through their comprehensive plan. TDR programs can be mandatory or voluntary, but most are voluntary. They provide landowners compensation, provide permanent land protection, help implement local plans and zoning ordinances, and can be tailored to meet community land use goals. TDR's are complex to administer though, and there may be a lack of desire for higher density development in the receiving areas, or a lack of willing buyers when there is a willing seller.

Ordinances for this program are produced at the county or township level. In order to create a Transfer of Development Rights program, a community must have significant development pressure. There must also be a comprehensive plan and zoning in the area for the TDR program to achieve its goals of preserving designated areas, without allowing for developers to receive variances to increase density, otherwise there is no incentive to purchase TDR's.

Zoning and subdivision regulations

Zoning is the traditional method for communities to influence development. The application of zoning tools can be an effective way to minimize the impact of development on significant natural or unique features of the land. Communities that create zoning districts with the intent to preserve farmland and open space are more apt to preserve large areas of land, and as such, preserve larger ecosystems. Concerns over zoning as a preservation tool include the fairness to property owners, the loss of both property rights and potential development profit, and the need for collaboration among local governments to preserve features that overlap into other jurisdictions.

The following are a number of zoning tools that can be used by local governments to preserve open space and/or agricultural land:

Agricultural zoning - This zoning classification is the most general and can allow for different degrees of residential development and uses. Typically, farming is the primary use and other uses are discouraged. Densities are limited, rural character is preserved, and property taxes stay level where agricultural zoning is in place. Once a community starts to develop and the agricultural nature of the area is compromised, regulations may have to be tightened to discourage certain types of new development. While agricultural zoning is inexpensive, comprehensive and effective, it is vulnerable to change.

Sliding scale zoning - Sliding scale zoning limits the number of times that a parent parcel can be split, based on its size. Sliding scale zoning is useful in agricultural areas where there are significant development pressures and land speculation. This method allows smaller parcels to be subdivided at greater density than larger parcels, which results in a reduction in the potential development density of large parcels. For example, if a lot is between 1-10 acres, it is permitted to be split once. For a lot that is 10.1-20 acres it is permitted to be split 2 times, a lot 20.1-40 acres, 3 times. This method does allow for some non-farm residential development without special review. Parcels that have utilized sliding scale zoning resulting in small developments can be rezoned at any time. Landowners may decide they would like to have more development and pressure local governments for more lots. As a consequence, sliding scale zoning often requires significant administration and on-going monitoring.



Future Land Use Recommendations

Voluntary Agriculture Exclusive use zoning - With exclusive use zoning, new, non-farm residences are strictly regulated. Approvals are given only through special land use/permit process. This method is most appropriate where there is limited pressure for residential development and there are already existing large areas of prime or unique agricultural resources. Development standards would include a maximum lot area for non-farm, residential uses, a large minimum lot area for a farm dwelling unit, a maximum lot width to depth ratio of 1:3, and/or large minimum lot widths and setbacks. Incentives can be offered to landowners since this type of zoning substantially limits alternatives to the use of their land.



Chapter 5 Transportation & Mobility

“Let us bequeath our children more than the gadgets that surround us. If bicycling can be restored to the daily life of all Americans, it can be a vital step toward rebuilding health and vigor in all of us.”

Dr. Paul Dudley White
US Cardiologist (1886 - 1973)





I. Vehicular Transportation

Introduction

Transportation involves the various modes that people use to move around the area and the region. These modes connect the township and villages to each other and to the greater region. In addition transportation and land use are heavily intertwined and interdependent. The ability of the transportation network to absorb future growth has a tremendous impact on the success of an area and the quality of life of its residents. In most areas, transportation networks have begun to evolve from being solely focused on the automobile to looking at a broader system, including bicycling, walking, transit, and rail. Each of these modes make up a part of the system and they work together to provide a well-integrated, efficient network of moving people and goods from one place to another in a healthy, safe, cost-effective and responsible manner.

In recent history, there has been a number of discussions and planning studies regarding improvements to the roadway network within the planning area. Two of these recent studies revolved around the efficiency of US 23 and developing an improved connection from US 23 to the Rickenbacker Global Logistics Park and the Intermodal Terminal. The first study, a potential US 23 bypass around the Village of South Bloomfield, has been placed on the "Low Priority" list by the Ohio Department of Transportation (ODOT) due to funding priorities. The second study, the East-West Connector, has resulted in the pending infrastructure improvements to Duvall Road and Ashville Pike, including a new overpass across the CSX and Norfolk-Southern railroads and a potential new interchange at US 23 and Duvall Road. These improvements were discussed in more detail in Chapter 3.

Public Input

Throughout the public input process the residents and community leaders expressed a strong interest in the development of a connected network of Pedestrian / Bicycle facilities. Currently the automobile represents the only choice when considering traveling between the two villages or from the villages to the potential employment opportunities surrounding Rickenbacker. Residents were especially interested in having the opportunity to walk or bike between the villages and to important community facilities such as the schools. Another concern voiced mainly by the township and village leaders and life safety personnel was the need to address access to each side of the railroad in the event of a rail backup or accident.

County Roads Classification

These classification levels are used by the State as a basis for statewide system needs and fiscal studies. They are also used in decision-making for capital improvement choices. Design criteria, maintenance allocations, and data collection needs are also based on functional classification level.

There is a network of county and township roads that connect the community to the larger, regional thoroughfare system. The Ohio Department of Transportation (ODOT) classifies these roads as US Route, State Route, Major Collector, Minor Collector, or Local Road. As defined by ODOT:

Rural Major Collectors - Rural Major Collectors provide service to any county seat, larger towns, and other county destinations such as consolidated schools, parks, or important mining and agricultural areas not served by an arterial; Connect these places with nearby larger towns and cities or with arterial routes; and serve the most important intra-county travel corridors. The Rural Major Collectors in the planning area includes:

- Duvall Road
- Ashville Pike (north of 752)
- Rickenbacker Parkway

Rural Minor Collectors - Minor Collectors Are spaced at intervals to collect traffic from local roads and bring all developed areas within reasonable distance of a collector; Provide service to smaller communities not served by a higher class roadway; and Connect locally important traffic generators with rural roads. These roads include:

- Airbase Road
- Lockbourne-Eastern Road
- Duvall (east of township line)
- Walnut Creek

Rural Local - Rural roads provide access to adjacent land; and Serve travel over relatively short distances. These roads include:

- All remaining County and Township roads in the study area

The State Routes and US routes include:

- US 23
- SR 762
- SR 316
- SR 752

(See map on opposite page)

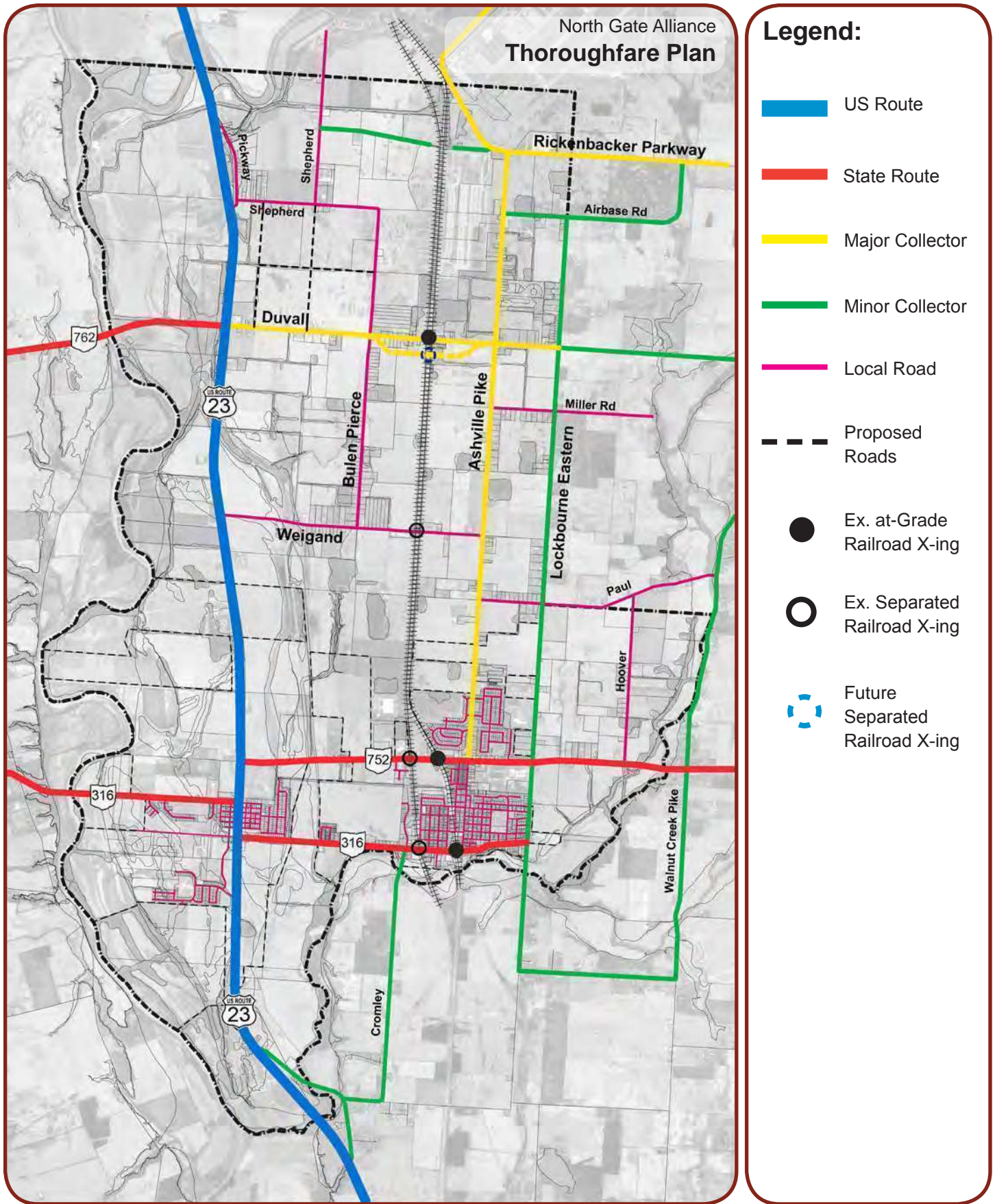


Fig. 5-1 - Thoroughfare Plan (Source: G2 Planning & Design)

Proposed Road Improvements

The relationship between land use and transportation is critical to providing a sustainable and connected community. As it relates to roads, there is a strong correlation between the development of land for various uses and the development of roadway infrastructure. Different sizes and intensities of land uses will have different needs for roadway support systems. More urbanized land uses generally have smaller parcels and higher densities requiring the development of more local streets with a tighter street grid. Larger land uses, such as industrial parks, generally incorporate greater lot sizes and lower densities and require a more open street network. In some cases new land uses form around existing roadways and in other cases new roadways are developed to support new land uses. Currently most of the land uses outside of the villages rely on the existing county and township road infrastructure. It will be important that the North Gate Alliance partners ensure the development of new roadway connections to support future growth and reduce the impact on the existing roadway network. Fortunately, given the current projections for land use needs, and the resources focused on the success of the Rickenbacker Global Logistics Park / Intermodal facility, many of the areas transportation needs have already been identified and planned for. Most of these improvements are designed to promote and support the future growth of the area north of Duvall Road, however will likely have an impact on the southern areas as well.

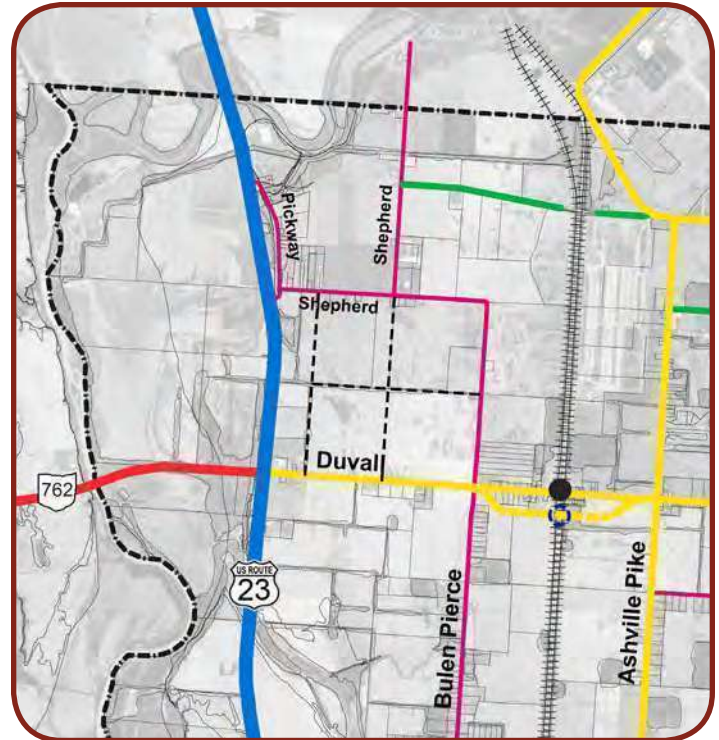


Fig. 5-2 - Proposed Road Improvements (Source: G2 Planning & Design)

Roadway Infrastructure Goals:

Based upon the infrastructure already planned, and the feedback received during the public meetings, the following roadway infrastructure goals have been identified for the North Gate Alliance partners:

1. As development occurs along the US 23 corridor new frontage or backage roads should be provided parallel to US 23 to provide access. This will reduce curb cuts on US 23 and serve to meet ODOT's access management standards.
2. As new development occurs in the industrial growth areas new collector streets should be constructed in order to provide better traffic distribution and to divide larger tracts into more salable road frontage.
3. New road infrastructure, including the new East-West Connector improvements, should incorporate appropriate landscaping and new sidewalks / leisure paths.
4. As the Village of South Bloomfield grows it should continue to carefully monitor and manage access to US 23. An access management plan should be developed for this area to minimize vehicle conflicts and traffic backups that would eventually reduce desirability of the area.



Fig. 5-3 - Truck traffic and curb cuts on US 23 in South Bloomfield (Source G2)

Access Management

The regulation of interchanges, intersections, driveways and median openings within a roadway corridor, more commonly referred to as “Access Management”, is an important part of enabling access to land uses while maintaining traffic flow and roadway safety. The implementation of access management can often be seen by businesses as economically detrimental and can promote controversy in the planning process. In fact, the inverse of this is often true. Unregulated vehicular access can cause motorist frustration, increased vehicular conflicts, and traffic delays that can cause motorists and consumers to avoid certain areas. On the contrary, proper access management can reduce travel times, reduce vehicular conflicts and increase accessibility for businesses. This essentially has the effect of *increasing* market area.

The need to develop an access management plan for US 23 was a concern voiced repeatedly during the public input process. This need was identified by the state, county, township, and village agencies interviewed during the process as well as the residents who attended the public meetings. It is important to note here that the Ohio Department of Transportation already has access management standards in place for the parts of US 23 under its control. Most of the concern voiced by residents and agencies revolved around what will happen when growth of smaller land uses occur along US 23 in the village growth areas. In recent developments the village has provided roads parallel to US 23 in order to provide access for new business. The village should continue to support this type of management for new growth. Some additional helpful principles of access management include:

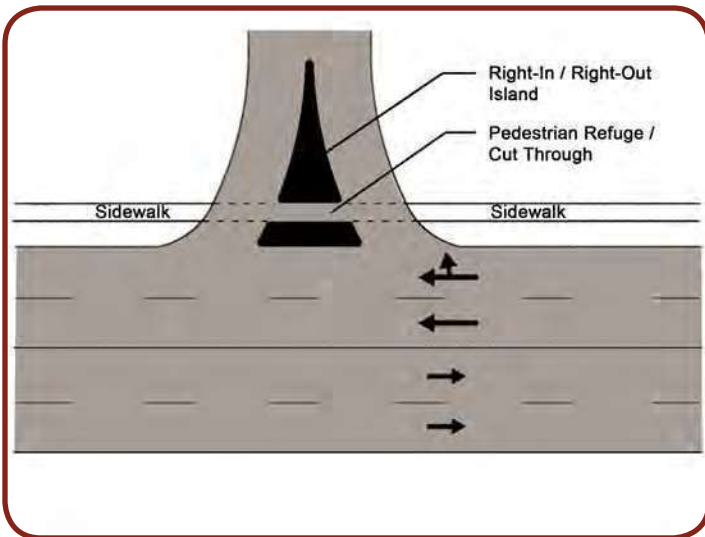


Fig. 5-4 - Right-In / Right-Out only driveway diagram (Source G2)

- Limiting direct access to high volume roadways - Frequent and direct access is more compatible with local and collector roads.
- Limit the Number of Conflict Points - Drivers make more mistakes when presented with more complex driving situations presented by numerous conflict points. A more safe and simple driving environment is promoted by limiting the number and type of conflicts between drivers and other vehicles, pedestrians and bicyclists.
- Use Medians to Manage Left Turn Movements - medians can serve to control left hand turning movements on major roadways to controlled locations. Research has shown that the majority of access-related crashes involve left turn movements.
- Use RI/RO access to minimize left turn conflicts - Right in / Right out only driveways can also be used to control left hand turning movements onto major roadways. This can help to prevent conflicts with vehicles trying to cross several lanes of traffic.



Fig. 5-5 - Median Island to control left turn movements (Source web)

II. Pedestrian / Bicycle Mobility

Introduction

As development occurs and gas pricing continues to rise more people look for alternative options for transportation. Pedestrian pathways, bike lanes, park and rides, bus lines and stops can provide attractive and practical alternatives to driving a car every time one leaves the house. Along key corridors the North Gate Alliance Partners should maximize the use of the roadway to increase ridership options and reduce maintenance costs.

Throughout the planning process Community leaders and residents alike expressed a strong interest in developing a pedestrian / bicycle trail network. This type of connectivity is an important key ingredient in creating healthy, desirable communities and increasing the quality of life. Connectivity can be accomplished through various methods including sidewalks, shared-use paths, trails, and on road bike lanes (commonly known as “Sharrows”). Identifying the need for pedestrian pathways and/or bike lane connectivity and locations must be considered as new development occurs. Connecting and completing the connections in existing areas is often more difficult as rights of way are more challenging to obtain.

The Regional Bikeway Plan provided by MORPC identifies several future regional bikeway connections to the north of the planning area. Important connection points for these types of facilities include the new path system around Rickenbacker International Airport, a proposed bikeway along the Scioto River Corridor, and a connection along Shepherd Road coming from the Village of Lockbourne.

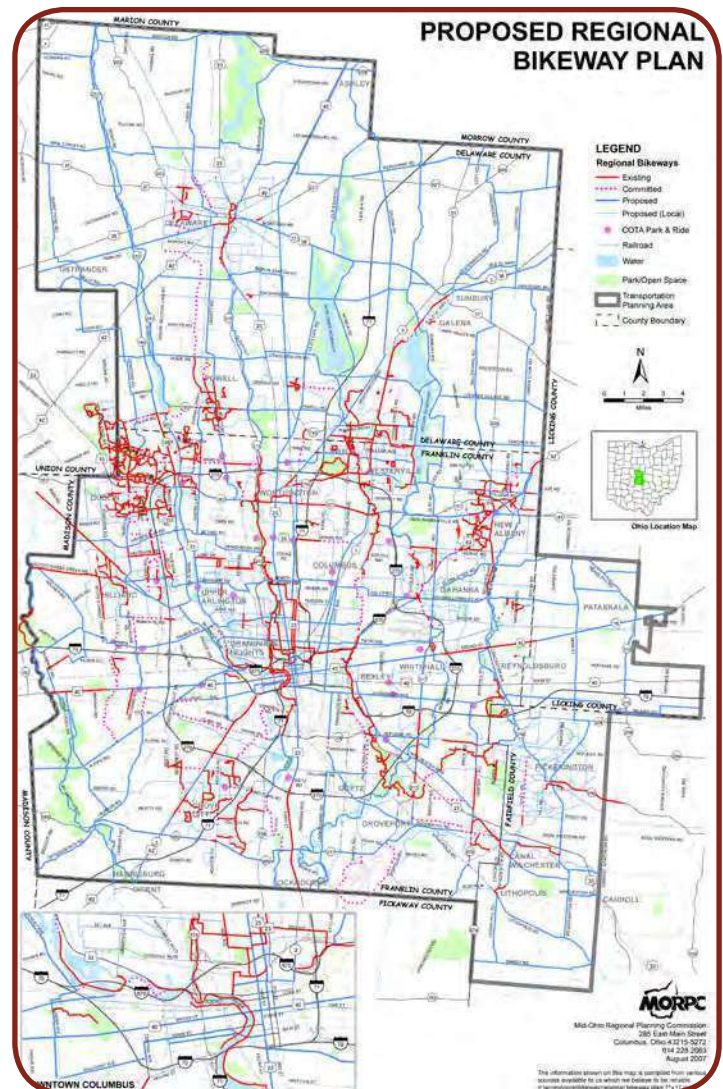
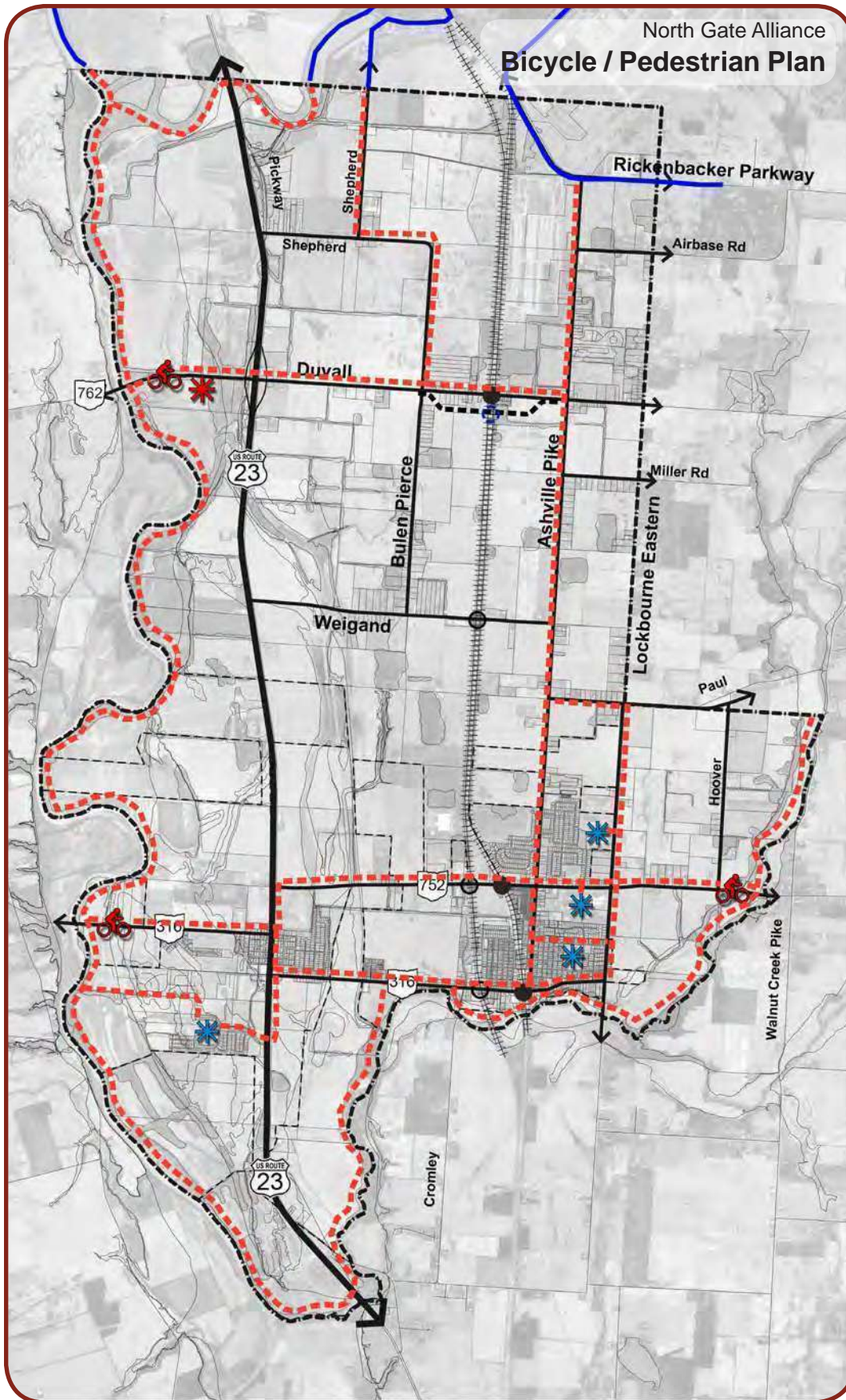


Fig. 5-6 - MORPC Regional Bikeway Plan

Bicycle / Pedestrian Goals:

Based upon the feedback received during the public meetings, the following bicycle / pedestrian goals have been identified for the North Gate Alliance partners:

1. To promote recreation, viable alternatives to driving short distances, and a more attractive and sustainable community, the North Gate Alliance Partners should actively search for opportunities to provide for pedestrian and bicycle connectivity.
2. All new development should incorporate sidewalks or bicycle / leisure paths as part of the public right of way and future recreation opportunities.
3. The Alliance partners should search for joint opportunities to connect to planned bicycle pedestrian facilities and to incorporate bicycle / leisure paths as a recreation opportunity in the Scioto River floodplain corridor.
4. A priority should be given to providing pedestrian / bicycle connectivity from all neighborhoods to schools, parks, commercial areas, and employment opportunities to reduce the need for short vehicle trips between those important community elements.



Legend:









-  Proposed Regional Trails (Source: MORPC)
-  Recommended Local Trails
-  Recommended Connection Points
-  Mackey Ford Wildlife Preserve
-  Potential Trail Head Location
-  Ex. at-Grade Railroad X-ing
-  Ex. Separated Railroad X-ing
-  Future Separated Railroad X-ing

Fig. 5-7 - Recommended Future Pedestrian / Bikeway Connections (Source: G2 Planning & Design)

Residential Sidewalks

Residential sidewalks are an extremely important element in defining connectivity and community character. Sidewalks give us an opportunity to walk, jog and bike through our community without exposing ourselves to potential conflicts with vehicles. Sidewalks give us an opportunity to smile and interact with our neighbors in a neutral outdoor setting, and make our communities appear more friendly. Sidewalks connect us with our destination, provide us an opportunity for a little evening exercise, and also create a sense of activity on a pedestrian scale that attracts others to join. The inclusion of sidewalks into every neighborhood and new development should be a priority for the North Gate Alliance Partners. Sidewalks in residential neighborhoods should be a minimum of 4 -5 feet in width while sidewalks in larger, more commercial developments should be at least 5-6 feet in width.



Fig. 5-8 - Residential Sidewalk

Multi-Use Path / Leisure Trail

Multi-Use Paths / Leisure Trails are wider paths that have a more exercise / recreation / bicycle focus. These trails provide enough room to be comfortably shared by pedestrians and bicycles alike. Multi-Use paths are typically 8-12 feet in width and are more suitable for use in providing recreation opportunities and connecting more distant community elements. Examples where this type of trail would be suitable would include along the Scioto River or Walnut Creek corridor, along Ashville Pike to connect the villages and Rickenbacker, along Duvall Road and between the two villages. These types of trails are preferred over the use of sharrows because they separate pedestrians / bicyclists from vehicular traffic and create a safer environment. In many cases however these types of trails can be challenging to implement if it requires the acquisition of new right-of-way from existing land owners.

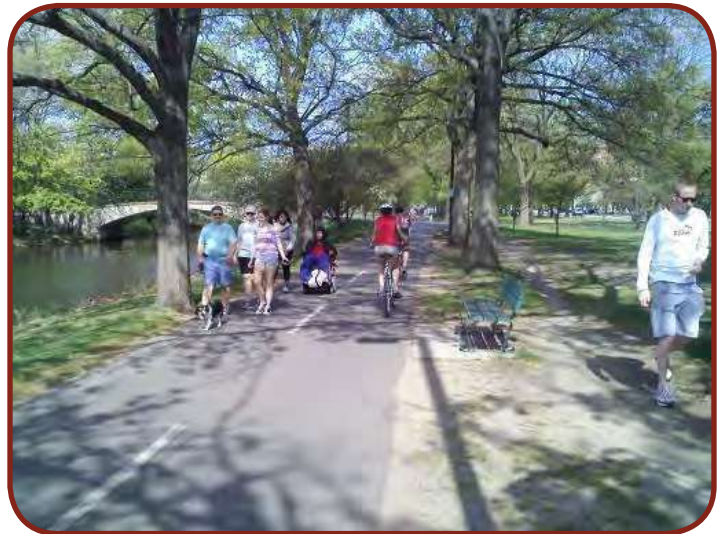


Fig. 5-9 - Leisure Trail / Shared Use Path

Sharrows

Sharrows are striped areas of the street or roadway that indicate a preference for bicycles, or an alert to motorists that bicycles “share” the roadway (hence the term “Sharrows”). Sharrows typically appeal mostly to the experienced biker and do not create an effectively safe environment for pedestrians or smaller, younger cyclists who may be prone to straying or ‘wandering’ outside of the confines of the striped area. The benefit of sharrows is that they can be implemented fairly cheaply, do not necessarily require road reconstruction and/or acquisition of new right-of-way, and provide a safer environment for the growing segment of the population who prefer bicycles for exercise or short/mid range transportation. If the road area is wide enough sharrows can be striped for exclusive bicycle use and if not they can simply indicate a warning to motorists.



Fig. 5-10 - Sharrows



Chapter 6 Community Character

"Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how"

Edward T. McMahon
The Conservation Fund



I. Introduction

The terms “community character”, “rural character”, and “sense of community” are expressions that seem to arise in almost every community planning process. Each of these phrases are relatively ambiguous and can mean something different to almost all members of the community. In most cases however they are terms used by people in an attempt to summarize various aspects of the community that contribute to their perceived quality of life. In most cases these aspects are either social, visual, or environmental in nature.

Throughout the planning process, and the public input opportunities, residents and stakeholders alike made it clear that the rural character and small town charm were qualities that contribute to the desirability of the township and villages and should be protected as the community grows. For some this translates into a feeling that life is a little slower and more relaxed, people are friendlier, and they feel sheltered from the hustle and bustle of a big city. Others appreciate the open spaces and agricultural feel of the community.

This chapter will provide recommendations for a few of the factors that contribute to that sense of character and cohesion including parks and open space, visual character, development standards, and gateways.

II. Parks and Open Space

Introduction

If roads, sewers, and buildings can be said to be the veins, arteries, and bones of a community, it can easily be said that parks and open space are the heart and soul. The importance and value of parks and recreation opportunities to communities have been well studied and documented. Just some of the benefits provided by parks and open space include:

- Parks and open space contribute to a high quality of life that attracts tax-paying businesses and residents to a community. A number of studies have indicated that employee quality of life is one of the top three reasons that businesses cite in relocation decisions.
- Quality public parks and open space increase property values in the community.
- Quality parks and open space boosts local economies by attracting tourists and supporting outdoor recreation.
- Public parks provide residents with an opportunity to be physically active which is essential in promoting health, fighting obesity and preventing chronic health conditions.
- Parks and open space preserve critical wildlife habitat.
- Parks and recreation facilitates social interaction important to maintaining community cohesion and pride

Community Character Goals:

Based upon the feedback received during the public meetings, and a strong desire to maintain the character of the community and the rural / small town feel, the following community character goals have been identified for the North Gate Alliance partners:

1. Continue to seek opportunities to preserve natural features and open space, and increase recreational opportunities to promote an environmentally and socially healthy and sustainable community.
2. Develop joint design and development standards that reflect the communities desire to promote a unified vision and protect the existing charm and character of the community.
3. Develop streetscape design standards that reflect the unified vision for the character of the community and promote streets that add value to the community beyond vehicular transportation.
4. Develop gateway concepts and gateway treatments that add to the sense of identity and community pride and create a sense of arrival for residents and visitors.



Fig 6-1 - Front page of the Sacramento County Parks Brochure



Fig 6-2 - Marvin Webster Memorial Park - South Bloomfield

- and boosting sense of community.
- Leisure activities in parks improve moods, reduce stress and enhance a sense of wellness.

More of the benefits of parks and recreation facilities can be learned by researching the National Parks and Recreation Association website.

Current Facilities

In addition to the playgrounds and sports facilities found at each of the local school sites, both of the villages have developed park facilities for the benefit of the local community. Both Ashville Village Park and Marvin Webster Memorial Park in South Bloomfield provide a variety of recreational opportunities for residents. In addition the Village of South Bloomfield is currently considering the development of a “River Front Park” which would provide a pond, walking trails, and other amenities.



Fig 6-3 - Mackey Ford Wildlife Park - ODNr

More passive and natural recreation opportunities are provided by the Ohio Department of Natural Resources Mackey Ford Wildlife Preserve. This 200 acre wildlife area consists of wetlands, meadows, and wooded riverfront areas and provides patrons with bird watching, hunting and fishing opportunities throughout various seasons.

New Opportunities

Given the importance and benefits of parks and open space the North Gate Alliance partners should continue to seek out new opportunities to provide these resources to the community. In addition to ensuring that new developments provide neighborhood scale parks and open space for the residents the partners should look for opportunities to provide more active recreation spaces, destination type parks, and to increase access to one of the areas most valuable resources, the Scioto River and Walnut Creek.



Fig 6-4 - Historic Cholera Cemetery - Harrison Township

For the North Gate Alliance Partners two distinct opportunities exist at opposite ends of the township to create parks with more destination appeal. These opportunities are the existing cholera cemetery to the north and the origins of the Ohio / Erie Canal at the south. Both of these opportunities would capitalize on unique historical aspects and could provide an interesting recreational / learning destination. These two parks could be unlike any other in the area and would provide the user an opportunity to learn some of the unique history of the region. The Cholera Cemetery itself is in desperate need of repair and maintenance and formalizing the cemetery into a historical park may help dissuade some of the neglect and vandalism seen in the past. In addition, the location of the remaining portions of the Ohio / Erie Canal could create opportunity for a joint park effort between the two villages.

III. Visual Character

Visual character is an important component in how we identify with our surroundings and the quality we attribute to them. Visual character can be a source of community pride and quality and in some cases can also be seen as a scourge or a black mark on the community. Visual character has a large impact on property values. In many cases people list some aspect of visual character in their reasoning for choosing communities to reside in. Visual character can be defined by either natural environment and open space or by the built environment. Indeed many communities invest heavily in making sure that visual character is well defined and protected. Zoning in it's original form was used to separate incompatible land uses but is ever evolving to being used to control the physical appearance of our environment.

In most cases visual character in our community is heavily defined by what we experience from the windshield of our car or from the windows of our home or place of business. For this reason most zoning codes focus on defining the expectations of the view from the street and on the screening of undesirable elements and between uses. In more urban and pedestrian environments however creating and controlling visual character becomes much more complex and nuanced.

Existing Visual Character

Much of the visual character of the rural areas of the township are defined by the presence of agriculture and by many long, unbroken views afforded by the lack of tree cover and relatively flat terrain. In many cases these long view corridors are seen as an asset to the community and contribute heavily to the open feel and rural character. In some cases however these long views can be undermined by the lack of screening of certain land uses in the distance (see figure 6-5 as an example). For this reason the North Gate Alliance partners will have to pay even closer attention to what aspects of new development are visible from different areas.

The industrial areas surrounding the Rickenbacker International Airport are characterized by larger scale land uses, long unbroken building facades, the presence of trucks and railroad cars, and in some cases long expanses of overhead doors. The visual character of most of this development however is controlled by the "Design Guidelines and Development Standards" of the Rickenbacker Global Logistics Park. These standards provide requirements for improving the appearance of these facilities and minimizing the impacts of unsightly conditions.



Fig 6-5 - Long Open Views



Fig 6-6 - Rural Road Corridors



Fig 6-7 - Visual Character - Rickenbacker Global Logistics Park



Fig 6-8 - Unchecked Views of Industrial Operations



Fig 6-9 - Long Unbroken View Sheds



Fig 6-10 - Business Uses in the Township



Fig 6-11 - Village of Duvall



Fig 6-12 - Visual Character of US 23 North of Duvall Road



Fig 6-13 - Rural Large Lot Residential Character

The visual character of the village areas provides a stark contrast to the more rural areas of the township and is characterized by more compact development, housing subdivisions and commercial core areas. In many areas of both villages this transition between urban and rural occurs rather abruptly with little transition in densities. Each of the villages has its own unique character and design with some elements of overlap.

IV. Design and Development Standards

One way for the North Gate Alliance Partners to protect and enhance the visual character of the community would be to develop a consistent set of design and development standards. The need for the community to collaborate on these types of standards was a desire expressed consistently throughout the public meetings by residents and stakeholders alike. With the emphasis on joint planning the idea of creating joint development standards has a lot of merit. Joint development standards could establish a standard agreed to by all partners, could establish cohesiveness in development quality, could speed development approvals, and could protect and enhance the character of the entire North Gate planning area. Joint development standards could establish a consistent landscape and street treatment that would serve to help enhance the sense of community and identity. All of these outcomes would increase the value and desirability of the US 23 corridor and both villages.

The development of these standards should include some level of community input and collaboration to ensure that they adequately represent the vision and values of the residents and leaders. This could easily be accomplished through visual preference surveys. The following are some recommendations that should be considered at a minimum for each of the following development types:

Industrial Development

The Rickenbacker Global Logistics Park “Design Guidelines and Development Standards” are well prepared and should provide an excellent benchmark for the creation of standards for the industrial areas outside of the control of the logistics park. For these types of developments the mounding and screening of large loading areas, outside storage, and truck / equipment parking becomes increasingly important. All buildings designed in this area should have main entrances that are readily apparent from the street and should incorporate architectural features, changes in color or material, and landscaping to help to break up the expansive building walls. In addition the North Gate Partners should be very conscious about the orientation of large rows of overhead doors and work to ensure that these facades do not face the street. The future development of these areas are important to the

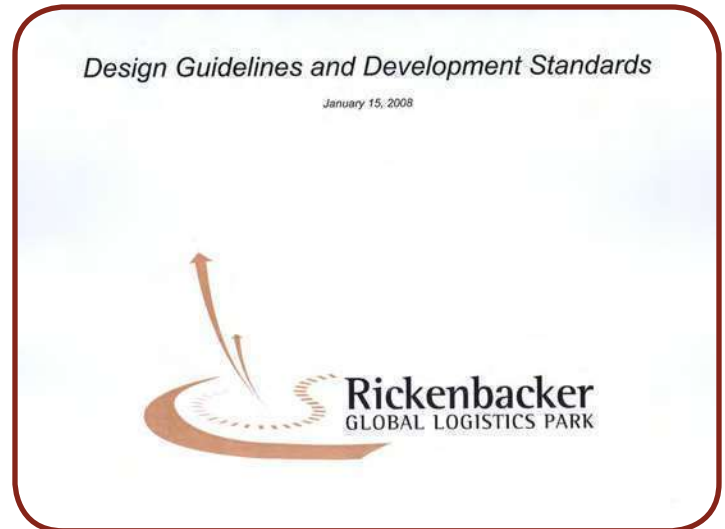


Fig 6-14 - Design Standards - Rickenbacker Global Logistics Park

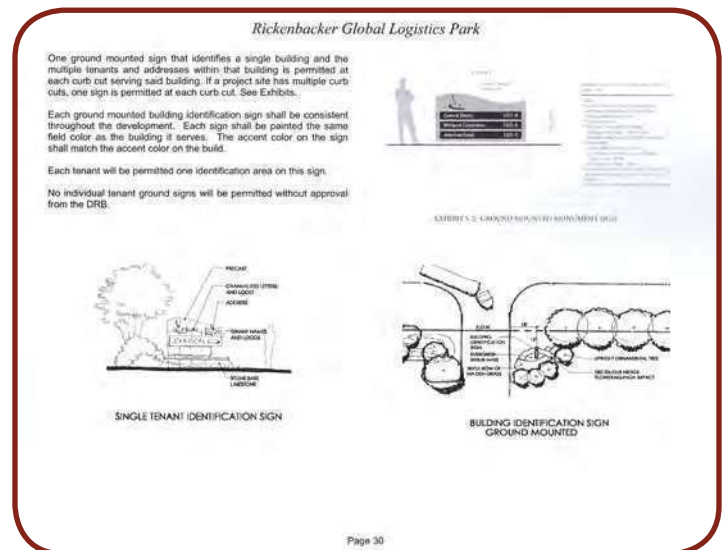


Fig 6-15 - Signage Standards - Rickenbacker Global Logistics Park

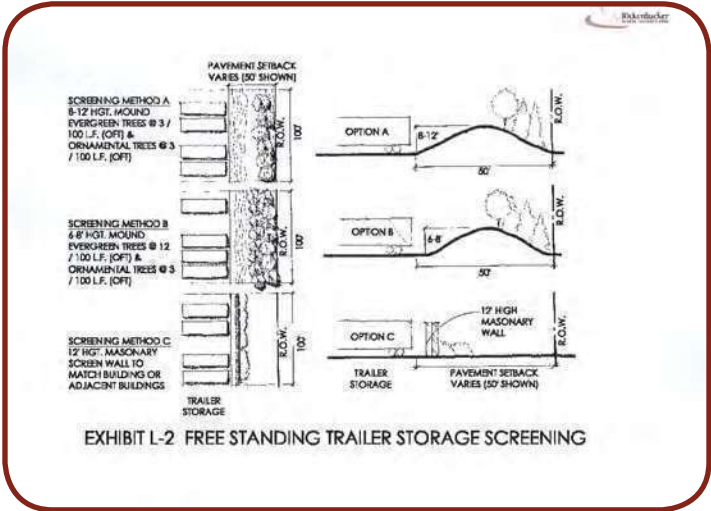


Fig 6-16 - Loading Area Screening - Rickenbacker Global Logistics Park

economic success of the region but the partners should recognize that once constructed, these facilities will influence the character and desirability of the area for a long period of time. This is especially important to consider because the sheer size of the facilities and the open nature of the township means that they may be visible from great distances. This adds pressure on the North Gate Alliance partners to make sure that appropriate standards are in place and that as these facilities are developed they comply with those standards.

Another one of the factors affecting the marketability and success of these areas is the amount of time it takes new applicants to get through the development approval process. With the amount of competition for industrial space within the trade area the “speed to market” factor becomes increasingly important when courting new tenants. This is where the North Gate Alliance Partners could potentially assist the owners by incorporating a streamlined approval process into the new development standards. This process should be established so that any plans submitted that comply with all of the established standards receive preferential review and speedier approvals. Those developments seeking a variance to the standards should go through a more heavily reviewed approval process to ensure that the requested variance will not negatively effect the established visual character. This will provide incentive for development to meet the standards and make it possible to speed up the approval process for new development.



Fig 6-17 - Diversity in Color and Materials in House Design

Residential Development

Throughout the planning area residential development will occur across many spectrums from rural farm lots in the township to more dense subdivision development within the villages. As such, standards for residential development should accommodate this diversity and provide for a variety of configurations and architectural styles. The following are minimum recommendations for consideration when developing standards for residential development:

Considerations for All Residential Types

For all lot sizes and residential types the North Gate Alliance Partners should consider the following:

- For all types of residential development it is important to consider that the *design* of a house is more important than the materials used in the construction. Very expensive materials such as stone and brick do not necessarily translate into an attractive house. Likewise vinyl siding does not necessarily mean that a house is cheap or ugly. Proportion, fenestration and detail are ultimately more important in determining how attractive a house will look.

(iv) **Garage Requirements**

Garages shall be designed in accordance with Section 5.3.5(2)(c), Garage Standards. Garages may be either detached or attached. Garage doors opening directly onto public streets are not permitted. A maximum of nine-foot wide garage door openings are allowed.

• Houses address street

• Entry paths from door to sidewalk

Fig 6-18 - Excerpt from Franklin Tennessee Zoning Standards

Community Character

- Most architects and planners agree that one major component that should be examined with all residential standards is the garage. If a garage takes up a large percentage of the front of the house or the garage doors extensively project out from the front of the house the home will appear out of balance. This type of house will likely appear less welcoming and more like a garage with a house attached.
- Larger front porches are an element that can make a house appear more welcoming and add to the perception of rural character.
- Sidewalks / Leisure paths are an important component of healthy and desirable neighborhoods and contribute significantly to the quality of life of the community (see chapter 5). As new residential areas are developed, and lot splits are applied for, the North Gate Alliance Partners should ensure that sidewalks are incorporated or sufficient right of way is acquired for the installation of future paths. In rural areas the right of way must be sufficient to accommodate the proposed path and the ditch section.



Fig 6-19 - Front Porch Character

Large Lot Rural Residential

This type of residential development can vary widely in lot size and configuration. In addition the size of the lots makes the option of outbuildings a possibility. For this type of development the North Gate alliance partners should consider the following:

- The setback and placement of the house vs. the outbuildings should be given consideration. The house should take the prominent position along the street frontage and garages (if detached) and outbuildings should be subject to increased setbacks based upon the location of the house on the lot (see figure 6-20)
- If architectural standards are to be developed, those standards should allow for greater flexibility in style, color and materials but should also account for the fact that the sides of the house will be much more visible than in typical subdivisions and as such should incorporate additional fenestration and detail.



Fig 6-20 - Diagram - Rural Lot Building Setbacks

Residential Subdivisions

Residential Subdivisions can also vary widely in density however configuration and placement of the house on the lot is typically more controlled than in rural lot splits. For this type of development the North Gate Alliance Partners should consider the following:

- The location and size of garages becomes much more important in this type of development because houses within subdivisions are typically closer to the street and if garages are allowed to overwhelm the house or be placed closer to the garages then tend to dominate the appearance of the subdivision from the street. For this

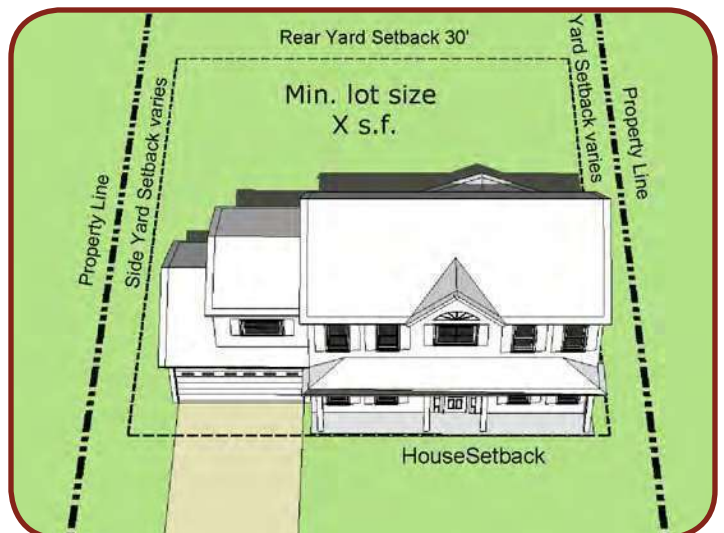


Fig 6-21 - Diagram - Suburban House and Garage Setbacks



Fig 6-22 - Diversity in Materials and Design in Housing

reason garages should not be allowed to project forward from the main facade of the house.

- In subdivisions there is a tendency to over control the materials and color in the design of houses. Too much sameness can lead to bland communities with little diversity. If development standards are adopted for residential subdivisions they should incorporate some type of diversity standards to ensure that houses similar in color and design must be separated from each other by a minimum number of lots.

Commercial Development

Just as with residential development, commercial development projects can vary widely in size and type. Out-parcels, large format commercial, small commercial, and office types of development all have different needs and concerns as it relates to design. The creation of development standards for commercial should take into account the likely types of development and develop standards that address those individual needs. The following are recommendations that should be considered when dealing with commercial design standards:

Considerations for All Commercial Types

For all types of commercial development the North Gate Alliance partners should consider the following:

- One of the most common elements related to all types of commercial development is the issue of signage. This issue also becomes one of the most hotly debated issues when dealing with the development of standards. Given its impact on visual character the development of standards for signage throughout the North Gate Ceda Area should take priority. Signage should not be overly restrictive but also should not be permitted to dominate the landscape. In addition the size of signage necessary will vary considerably and should be heavily tied to the scale of the development.
- Another element common to all types of commercial developments is the need for large areas of parking. Large parking areas can tend to dominate the landscape and create large heat islands. To offset these circumstances standards should be developed to incorporate appropriate parking setbacks and screening as well as provide requirements for trees and landscaping within the parking areas to break up large areas of parking and provide shade.



Fig 6-23 - Out of Scale Signage

Community Character

Out-Parcel Development

Commercial Out-Parcels, or smaller parcels located along the principal street frontage, typically have varying development needs depending their type and use. Some recommendations that should be considered for these types of developments include:

- Most types of out-parcels front on larger commercial development behind them. As such out-parcel buildings can typically be seen from the sides and rear of the out-parcel. For this reason standards for out-parcel buildings should include requirements that all 4 sides of the building will be treated with similar materials and level of detail as the front.
- Because these parcels are typically 4 sided the treatment of service areas, mechanical equipment, and the location and screening of dumpsters also needs to be given increased attention.
- The architectural design of out-parcel buildings has become more sophisticated over the last decade. Communities are no longer settling for the typical franchise versions of buildings that various restaurant and retail chains have built over the years and are requiring architecture that better fits the character of the community. Architectural standards for the North Gate Alliance should reflect these requirements.

Large Commercial / Retail

Large format commercial / retail developments are typically designed for one or more 'anchor' tenants with typical strip retail uses that feed off of the traffic from the larger tenants. These types of uses are mostly auto dependent and designed to be viewed from the front with most of the service and delivery areas to the rear of the structure. Items to be considered when establishing design standards for this type of development include:

- Larger format commercial buildings are characterized by expansive, single story structures with one or two major points of entry. As a result the areas near the entry typically receive a higher degree of architectural treatment while the remainder of the building walls are either left blank or receive minimal treatment. Design standards for these types of buildings should include requirements that a change in building materials, projection of the building face, architectural treatments, or landscaping be used to break up large expanses of building walls.
- With all of the service areas oriented toward the rear of the building another important factor to consider with these developments is adequate screening of the rear of these buildings. It is important that appropriate screening standards be established and that rear setbacks are sufficient to allow the installation of the necessary mounding and landscaping.



Fig 6-24 - Wendy's Outparcel Design - New Albany Ohio



Fig 6-25 - Wal Mart Store with a Varied Facade



Fig 6-26 - Wal Mart Store with a Unbroken Facade



Fig 6-27 - Lack of Access Control or Pedestrian Accommodation

V. Roadway and Streetscape Standards

Since much of the way we perceive visual character is determined by what we see from the street the design and treatment of streets becomes increasingly important to establish a cohesive community character. For this reason it is recommended that the North Gate Alliance Partners adopt design standards for street treatment as part of the community design and development standards. These design standards should take into consideration the variety of street and roadway types that occur with different levels of development intensity and the resulting impact on the desired community character.

In addition to the aesthetic consideration for streets and roadways the North Gate Alliance Partners should be considering the development of streets that support more than vehicular travel. Much research has been done on the subject of complete streets and the benefit of this wisdom should be incorporated into the development of new streets and improvements to existing streets. A good source for further information on complete streets is the National Complete Streets Coalition and Smart Growth America.

Some of the best practices identified by the Complete Streets Coalition as being important to create “complete” streets include:

- Complete streets is a term used to describe a network of streets that are safe and accessible for all people regardless of demographics and chosen mode of travel.
- Complete Streets makes active transportation such as walking and cycling convenient; provide increased access to employment centers, commerce, and educational institutions; and allow greater choice in traveling.
- The creation of a “network” of complete streets is important when striving for a connected, integrated system that provides a variety of transportation options for residents. This network approach balances the needs of all users.
- The partnership between communities, agencies, and developers is important to creating an overall network of complete streets.
- An effective complete streets policy must be sensitive to the types of development and the context in which each individual street / roadway occurs.
- Complete streets can be achieved through a variety of policies, resolutions and ordinances; re-writes of design manuals; inclusion into comprehensive plans, and policies created by the community and adopted by elected officials.



Fig 6-28 - Pedestrian and Bicycle Accommodation in Street Design



Fig 6-29 - Pedestrian Islands Provide Safer Crossings

(Source: Complete Streets Coalition)

In addition to the importance of adopting some of the best practices of Complete Streets, some general guidelines for the development of consistent design standards for streets are as follows:

Rural Roadways

Rural roadways are important to the small town character described by the community as being so important to maintain for future generations. Rural roads support agricultural operations and limited residential development. In addition they also provide open views and a more naturalistic setting. Rural roads should have narrower cross sections, larger setbacks, and maintain an open ditch profile rather than curb and gutter. The inclusion of street trees into rural roadways changes the character and should be avoided. Right of ways can still accommodate leisure paths along certain roadways to promote connectivity.



Fig 6-30 - Rural Road Character

Roadways in Industrial Development Areas

Streets and roadways in more industrial areas become much more important to the safe and efficient movement of automobiles and trucks of all sizes. Wider lanes, larger turning radii and increased sight distance are important characteristics in the design of these roads. Landscaping and street trees should be included in the design of these roadways but should be set back slightly farther from the edge of pavement to avoid damage from passing trucks. Incorporating sidewalks and bike / leisure paths into the initial design of these roads will ensure connectivity to more regional networks and prevent the difficulties of having to install them at a later date (see chapter 5).



Fig 6-31 - Example Commercial / Industrial Road Landscape

Roadways in Commercial Development Areas

Landscaping, street trees, and consistent signage regulations can play a large part in establishing and improving the visual character of commercial corridors and commercial areas. Streets within commercial development areas should be designed with reasonable access management standards and clear vision triangles to promote safe and efficient traffic patterns. Where possible curb and gutter should be provided to allow street trees to be installed closer to the road instead of outside of the ditch section. In neighborhood commercial areas or more pedestrian friendly areas buildings should be brought closer to the street and take precedence over parking areas. Street trees should shade sidewalks and leisure paths that are installed to provide connectivity to the community. Signage for commercial areas should be based upon the size and scale of the development and should be visible while not dominating the street.



Fig 6-32 - Importance of Street Trees in Residential Neighborhoods (Web)

Roadways in Residential Neighborhoods

Roadways and streets in residential neighborhoods play a large part in determining their character. Residential streets constitute a significant percentage of the public areas within a neighborhood. Sidewalks and leisure paths are important features to promote connectivity, allow residents to walk their neighborhood, and interact with neighbors in a friendly, safe, and neutral setting. Street trees should be provided at regular intervals to soften the roadway corridor and reduce the scale. In the not to distant past residential streets were made wider and wider in the interest of public safety. The consequence of those decisions were residential streets that were unfriendly to everything except speeding cars. More recent best practices reflect a reduction in pavement width resulting in slower vehicle speeds and more pedestrian friendly streets. New neighborhoods in the North Gate Alliance planning areas should incorporate these new best practices.

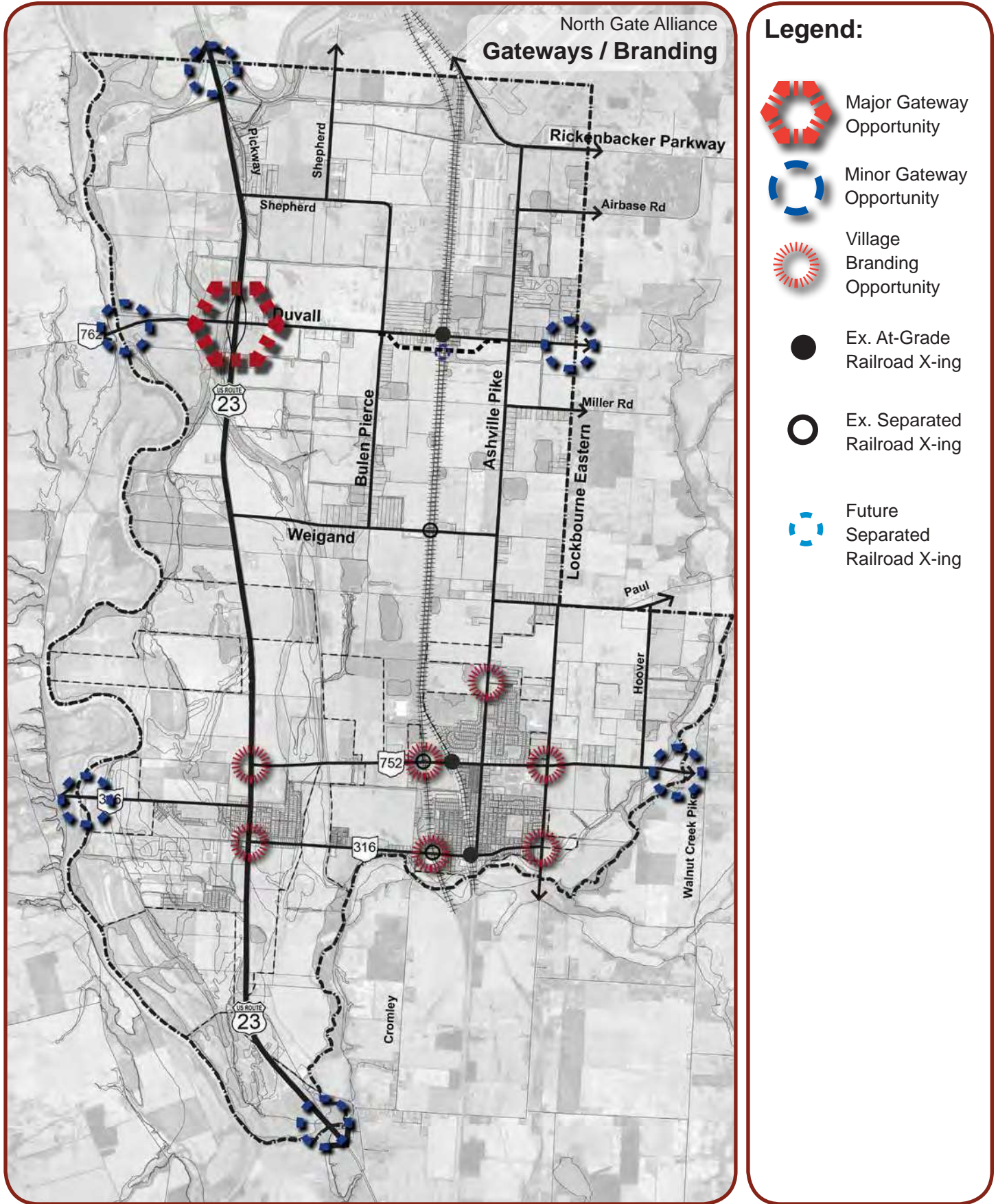


Fig 6-33 - Existing Character of US 23 (G2)

US 23 Corridor

The character of the US 23 corridor is inherently important to the overall character and image of the North Gate Alliance community. This corridor is the main route of travel and the main entry to all parts of the community. As such this corridor deserves the increased attention of the North Gate Alliance partners when developing unified design and streetscape standards. The Alliance partners should take care that Industrial development is well buffered from view of the corridor and that any future commercial development along this corridor be highly controlled and reflective of the communities goals for development quality. Because of the wide open and rural nature of the planning area the partners should be well aware of exposed views when reviewing development proposals.

These recommendations are intended to provide the North Gate Alliance Partners with some initial guidance when considering design and development standards. Ultimately the partners should engage a consultant with experience in developing these types of standards. This process should also incorporate feedback from the residents and stakeholders to determine what elements and qualities make up the characteristics that are valued by the community.



Legend:







-  Major Gateway Opportunity
-  Minor Gateway Opportunity
-  Village Branding Opportunity
-  Ex. At-Grade Railroad X-ing
-  Ex. Separated Railroad X-ing
-  Future Separated Railroad X-ing

Fig. 6-34 - Gateways / Community Branding (Source: G2 Planning & Design)



VI. Gateways and Community Identity

Part of how people identify with their community comes from how they know when they have arrived or when they are leaving. The “Gateway” into the community is that point where an individual perceives that they have arrived and immediately establishes an image and character. This is also true for visitors who live outside of the community and form their first impressions when arriving.

For some communities it is difficult to ascertain when one enters or leaves the community. This lack of an identifiable gateway does little to promote a sense of identity. In other communities the gateway is more subtle and can be based upon environmental cues or unintended man made cues (a water tower viewed from a distance can signal when one is close to home for instance). The sense of arrival in some communities, however, is very clearly defined. In some cases these gateways are positive and intentional indicators such as signage or significant architecture. In other cases these gateways are just as strong but unintentionally create more negative impressions such as poor development, or vacant / run down buildings . This is important because the impression created when passing through a gateway can strengthen or weaken one’s sense of identity with their community. This can have a positive or negative impact on tourism and economic development (See more in Chapter 7 - Economic Development).

This plan identifies several opportunities for the North Gate Alliance Partners to purposefully create those visual cues and develop an image that will strengthen the community and aid in economic development (See fig 6-34 on opposite page). These gateway points provide different opportunities for the North Gate Alliance Partners. Some are more oriented to the villages and others are more regional in nature. These opportunities are divided into Major Gateways, Minor Gateways, and Village Branding Opportunities.

Major Gateway

The potential for a new interchange at US 23 and Duvall Road presents a remarkable opportunity to develop a major gateway into the community and into the Rickenbacker area. Overpasses naturally present a gateway in that drivers must pass through them or over them to reach their destination. In addition overpasses can be creatively designed with both architectural and landscape cues that instantly create a positive and memorable image of a community. Some excellent nearby examples of this include the Easton and Polaris interchanges in Columbus and the Tuttle interchange in Dublin. The North Gate Alliance Partners should work with the Ohio Department of Transportation to find ways to incorporate these types of treatments into the design of the overpass.



Fig 6-35 - Example Gateway Signage (Web)



Fig 6-36 - Example Overpass Design Treatment (Web)



Fig 6-37 - Example Overpass Design Treatment (Web)

Minor Gateways

Minor gateway opportunities exist where significant roadways enter and exit the planning area. These points of entry / exit are excellent opportunities to provide signage and landscaping that established a brand for the community and a sense of arrival.

In addition unique to this community is the fact that most of these gateways occur where vehicles enter and exit the community over the natural areas of the Scioto River and Walnut Creek. As a result there may be an opportunity to capitalize on those natural gateways to augment the branding and character of the community.

Village Branding Opportunities

Locations identified on the map as “Village Branding Opportunities” provide opportunities for each village to establish a sense of identity and arrival closer to their individual communities.

For the Village of South Bloomfield these opportunities exist mainly along US 23 and present the unique challenge of creating a gateway treatment that is appropriate in size and scale along this busy corridor. In addition these gateways will in part be defined by the quality and character of the development that occurs along this corridor.

For the Village of Ashville these opportunities are a little more varied. Along the western side of the village the two railroad overpasses present a unique opportunity to capitalize on the sense of entry created by the railroad bridge. If the railroad would not permit the village to clean up the overpasses and / or take advantage of the structure itself then the village may be able to create signage on either side independent of the overpass. To the north and east the major points of entry into the village are along more rural road corridors where more traditional signage / landscape design might be more effectively utilized.

However these gateways are treated they represent excellent opportunities for the North Gate Alliance Partners to establish a sense of entry and identity that would contribute to the overall character of the community.



Fig 6-38 - Example Gateway Treatment (Web)



Fig 6-39 - Existing Railroad Overpass into Ashville (G2)



Chapter 7 Economic Development

"Growth is never by mere chance;
it is the result of forces working
together."

James .C. Penney
Retail Entrepreneur (1875-1971)



I. Warehousing

Most freight containers offloaded from trains at Norfolk-Southern's intermodal facility at Rickenbacker are not instantly transferred to trucks and transported to their final destination. Rather, these containers are moved from the rail yard and held in warehouses until they can be distributed to their final destination. The location of these warehouse facilities are influenced by four primary factors: drayage cost, warehouse availability, warehouse cost and warehouse accessibility.



Fig 7.1 Alum Creek and the proposed Duval Rd near Rickenbacker Airport. Access is currently superior north of the airport, but will improve in the south when the East-West Connector is constructed. (Google Maps)

Drayage

Drayage is the cost associated with moving goods from one location to another. Logistic companies compensate for this cost by including a drayage fee that increases with the distance traveled. Therefore, there is a tradeoff between warehouses that are close to intermodal facilities with potentially higher rents than those farther away; companies will take drayage fees into account when comparing the cost of facilities. For example, depending on the volume of goods processed, it could make more sense for a company to pay a higher rent close to a logistics center than to pay less rent at a facility further away.

In this case, available sites in southern Franklin County and Harrison Township are all less than five miles in distance. According to industry experts, these drayage costs are considered computationally negligible. Duke Realty constructed a website that compares drayage savings from the Rickenbacker Global Logistic Park (RGLP) to a variety of locations throughout Central Ohio. It should be noted that there is no drayage computation for either southern Franklin County or Harrison Township in relation to the RGLP. This omission reinforces the previously identified computational

negligibility, and any additional costs in fuel accrued from transporting goods a few extra miles into this area would be recouped through a fuel surcharge. Therefore, the area available for warehouse development in Harrison Township will not receive significant benefits from its proximity to the logistics hub as it is more or less equidistant from the center with existing warehouse space in Franklin County.

Warehouse Availability

With drayage eliminated as a cost prohibitive factor for procuring warehousing space in Southern Franklin County or Harrison Township, other market conditions must be evaluated. First among these conditions is the availability of space. In southern Franklin County, there is approximately 34.5 million square feet of warehouse space in facilities over 50,000 square feet. Smaller warehouses are being excluded from this analysis as they have insufficient capacity to service larger intermodal clients. Of the previously mentioned 34.5 million square feet, 8.5 million square feet (24.6%) is vacant. This is a significant amount of space, equivalent to over 177 football fields.

There is currently only one facility adequate to serve the needs of the intermodal facility in Harrison Township; the Duke warehouses at the Global Logistics Park on Airbase Road. This is the only significant warehouse investment made in the joint economic district north of Duvall Road. The Global Logistics Park consists of five campuses. The campuses provide a total of 30 million square feet and currently have 4 million square feet available (a vacancy rate of 13%). Given the current excess capacity in Franklin County and the availability of space in the Global Logistics Park, potential clients would almost certainly look to southern Franklin County for warehouse space unless their projected future activities of a client warranted the construction of new facilities or they have specific logistics-based needs that demanded a location close to the Intermodal.

Warehouse Cost

If the cost per square foot of warehouse space is out of sync with the market, then it could influence whether a user would prefer southern Franklin County, Harrison Township or even be willing to absorb drayage costs that could be offset by lower rent elsewhere. According to CoStar, the number one provider of commercial real estate research and information services in the United States, warehouse facilities over 50,000 square feet in size that are located throughout Franklin County have an average lease rate of \$2.99 per square foot. A UDG survey of similarly sized available warehouse space in southern Franklin County have an average lease rate of \$2.86 per square foot in Franklin County. Therefore, there is no economic advantage for a corporation to store their goods in Harrison Township relative to southern Franklin County.

Warehouse Accessibility

Currently, warehouses located in southern Franklin County have better access to major roads than the Rickenbacker Global Logistics Park. Many Franklin County warehouse line Alum Creek Drive, which provides access to State Route 317, State Route 23 and Interstate 270. Access to the RGLP remains more difficult; in order to reach State Route 23, tractor-trailers must utilize small, rural roads unsuitable for their size and weight. The Ohio Department of Transportation has identified this issue and has plans to rework North Duvall Road to better accommodate large trucks and to provide better access to Rickenbacker. Upon completion of this so-called East-West Connector, there will be reasonable access for the size and volume of vehicles required to easily access the intermodal facility and the RGLP. However, the project remains to be funded. Until it is complete, it is difficult to imagine that Harrison Township will see very much new investment in new warehouse inventory given the poor access options.

II. Vacant and Abandoned Housing Strategy



Fig. 7-2: RealtyTrac's Foreclosures and Bank REOs in Harrison Township (Higgins, Brian)

One of the causes and ultimate results of the recent global financial crisis was the collapse of the American housing market. During the housing bubble, artificial housing values were created through a combination of subprime lending, easy access to credit and deregulation. These artificial values drove speculation and spurred excess development. Housing values ultimately peaked in mid 2006. By late 2008, home values had decreased by 20%. As adjustable rates began to reset, many homeowners lacked the equity to refinance, thereby triggering a massive wave of foreclosures. The Federal Government responded with the Housing and Economic Development Act of 2008, the American Recovery and Reinvestment Act of 2009 and the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010. All three pieces of legislation are incredibly complex, but their underlying intent was, in part, to try to stabilize the housing market. Three rounds of the Neighborhood Stabilization Program (NSP) were funded from this legislation. NSP was designed to provide local governments (states, cities, counties or housing consortiums) with the resources to acquire and renovate vacant and abandoned housing in order to sell or rent the acquired properties to income-qualified households. This program therefore helped to augment other Federal entitlement programs such as the HOME Investment Partnership and the Community Development Block Grant program, both of which have affordable housing elements.

Although Pickaway County did not weather the global financial crisis unscathed, its level of distress compared to other communities was relatively low. Cities like Las Vegas, Miami and Cleveland saw entire neighborhoods decimated by the housing crisis. Even economically healthy Columbus has over 6,000 vacant homes and received nearly \$50 million in NSP funds. As a result of the stiff competition and critical needs elsewhere, Pickaway County did not receive a direct allocation of NSP funding. Some indirect funds were funneled through the State of Ohio, but those dollars had to be shared with Ross County. As a result, the NSP program has limited local effectiveness. With public funds growing scarcer each year, an alternative methodology must be employed to address the challenge of vacant and abandoned housing in Harrison Township, if not all of Pickaway County.

UDG suggests two potential strategies. Both have been successfully employed in other communities in Central Ohio, as well as elsewhere in the United States:

Low Income Housing Tax Credits

The use of Low Income Housing Tax Credits (LIHTC) is not new in Harrison Township. Westview Apartments, Prairie View Apartments and Ashville Senior Apartments were all financed using LIHTC. Unlike these new construction apartment complexes, vacant and abandoned homes in

the community should be targeted and incorporated in a tax credit project. Such a project would provide the equity and ancillary financing necessary to return these homes to a productive rental use.

Naturally, there is a significant amount of pre-development work required before such a program could be launched. A targeted geography would have to be selected and vetted, an experienced development team recruited and the support of local government gained. After this pre-development work is complete, properties could be targeted and optioned pending project approval from the Ohio Housing Finance Agency. According the RealtyTrac1, there are currently 34 foreclosed and bank-owned properties in Harrison Township (see map). Many of these properties are clustered in South Bloomfield and Ashville, which is also consistent with Census estimates of vacant housing. These structures should be targeted for acquisition, as financial institutions are not comfortable holding real estate for prolonged periods of time and might therefore be agreeable to a discounted disposition strategy. Vacant homes that are currently on the market and vacant homes that are not for sale, but fall within the designated target area should be examined concurrently with the foreclosed homes owned by financial institutions. If there are vacant lots in the target area, they can be folded into the project for the creation of new infill housing. Maintaining a disciplined acquisition strategy in the target area will be critical, as focused development is more likely to lead to a positive change in the target area's market conditions. Residents of these newly renovated or constructed homes will have to meet certain income restrictions based upon family size. Households are likely to be a combination of 50%, 60% and 80% area median income. For a family of four, this equates to \$33,750, \$40,500 and \$54,000 respectively.

Successfully achieving this project will return vacant and abandoned structures back to a productive use while maintaining the single-family small town character that was identified as a priority during the resident interview process.

NAME	2000	2010	2000-2010 %Change	2011	2016	2011-2016 % Change
Harrison Twp	176	324	84.1%	320	332	3.8%
South Bloomfield	36	33	-8.3%	33	34	3.0%
Ashville	85	124	45.9%	121	124	2.5%
TOTAL	297	481	62.0%	474	490	3.4%

Table 7-1: Census Data and Future Projection of Vacant Housing Units

HUD FY 2012 Income Limit	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person
80% Income	\$37,800	\$43,200	\$48,600	\$54,000	\$58,350	\$62,650
60% Income	\$28,400	\$32,400	\$36,500	\$40,500	\$43,800	\$47,000
50% Income	\$23,650	\$27,000	\$30,400	\$33,750	\$36,450	\$39,150

Table 7-2: Income Qualification by Household Size

Private Sector Investment Pool

When people learn what housing financed through public means can cost, they often express concern and question whether funds are being used appropriately. However, they fail to consider a variety of factors that affect the cost of these homes, including but not exclusive of:

- Buy American provisions (sometimes foreign made good are less expensive)
- Davis-Bacon Act (mandates use of prevailing wage)
- Section 3 (hiring of low income people/companies)
- Environmental sustainability standards (also known as green building)
- Detailed reporting that equates to additional time for office staff

Using public funds in weak market environments have often been necessary because houses are frequently acquired through market rate transactions and require significant renovation when age and deferred maintenance have left homes in poor condition. This cost, couple with some of the elements identified above, can leave a project economically unsustainable. Conversely, the private sector has the ability to pursue an acquisition/rehabilitation model in neighborhoods that have an excess of vacant and abandoned homes, though these opportunities have relatively low margins and tend to be performed without any economies of scale.

Under this strategy, an investment pool should be created with funds from the private sector. These funds can be solicited from a variety of sources including local foundations, philanthropic individuals, venture capitalists and financial institutions. If the funds are not philanthropic in nature, a rate of return will be negotiated with any traditional investors. A regional non-profit should be identified or created to coordinate the pool and all related activities.

Economic Development

This pool will then be used to finance the acquisition and rehabilitation of vacant and abandoned properties in an identified and vetted target area. The proper homes selected for this strategy will have a combination of a low acquisition cost and in reasonably good condition. Because local government will not be coordinating acquisition, it may allow for more aggressive sales price negotiations. Many entities are disingenuous when negotiating with government as they assume government's resources are virtually unlimited. Further, rehabilitation can take place more efficiently and at a lower cost than in a deal financed strictly with public sector funds. If the rehabilitation of many homes can be bid together, an economy of scale might also be realized from the selected contractor. Costs must be well managed, as this is a private sector deal with at least some potential investors requiring a return on their investment. A potential deal, illustrated by examining one home, is highlighted below:

ASSUMPTION	DOLLAR AMOUNT
Acquisition Cost	\$ 40,000
Rehabilitation Costs	\$ 70,000
Soft Costs	\$ 5,000
<i>Total Needed From Investor</i>	<i>\$ 115,000</i>
Realtor Fees (6%)	\$ 8,851
Estimated Closing Costs	\$ 3,500
<i>SUBTOTAL</i>	<i>\$ 127,351</i>
Harrison Township Mean Housing Sales Price	\$147,524
<i>PROFIT</i>	<i>\$ 20,173</i>
10% Investor Return for 6 Month Term	\$ 5,750
BALANCE REMAINING FOR NON-PROFIT TO MANAGE REDEVELOPMENT PROCESS	\$ 14,423

Table 7-3: Private Sector Single Family Rehabilitation

This chart illustrates that the financial model could theoretically accommodate a housing acquisition, rehabilitation and sales price point at the Harrison Township mean of \$147,524. It offers a 10% return on investment for the private sector equity pool and leaves over 14,000 for the non-profit partner to manage the entire process. These numbers are estimates and should be adjusted based upon investor needs and management costs.

III. SENIOR HOUSING/ASSISTED LIVING

As evidenced by the demographic analysis, the population of Harrison Township is projected to remain relatively stable through 2016, losing only 58 people, or 0-8% of its population. During that same period of time, Pickaway

County is expected to see an increase in population of 1,960 people, or 3.5%. What both of these geographies share is a significant increase in population between the ages of 65 to 74.

Age Cohort	Harrison Township			Pickaway County		
	2011	Change 2011 - 2016		2011	Change 2011 - 2016	
65 - 69	289	31	10.7%	2,451	664	27.1%
70 - 74	171	72	42.1%	1,845	415	22.5%

Table 7-4: High Growth Age Cohorts

In Harrison Township, the population between the ages of 65 to 69 is projected to increase by 10.7% while the population aged 70 to 74 is estimated to increase by 42.1%. An increase of 42.1% is significant, but it should not be overstated as it only represents 72 people.

In Pickaway County the population between the ages of 65 to 69 is projected to increase by 27.1% while the population aged 70 to 74 is estimated to increase by 22.5%. These are trends being observed nationally and can be linked to the aging of the post-WWII Baby Boomer generation. It is possible that this aging population will create additional demand for retirement housing.

A field analysis was conducted that identified existing licensed senior housing projects in Pickaway County. The analysis evaluates the potential for three types of senior housing projects: independent living, assisted living and nursing care. There are seven projects with a total of 421 beds in the trade area. Their individual information and project classifications are identified in the following charts:

Type	Total Projects	Total Units/Beds	Occupancy Rate
Assisted Living	2	34	88.6%
Independent Living	1	45	97.8%
Nursing Care	4	341	92.7%

Table 7-5: Pickaway County Senior Living Facilities By Type

Assisted living facilities had an occupancy rate of 88.6%, the sole independent living property is 97.8% occupied and the local nursing care facilities are 92.7% full.

NAME	FOR PROFIT	YEAR BUILT	TOTAL BEDS/UNITS	VACANT	OCCUPANCY RATE
The Studios at Pickaway Manor (Assisted Living)	Yes	2000	23	1	95.7%
Brown Memorial Home (Assisted Living)	No	1896	12	3	75.0%
Pickaway Manor Village (Independent Living)	Yes	2005	45	1	97.8%
Pickaway Manor Care Center (Nursing Care)	Yes	1969	99	6	93.9%
Brown Memorial Home (Nursing Care)	No	1896	44	5	88.6%
Logan Elm Health Care Center (Nursing Care)	Yes	1979	101	4	96.0%
Circleville Care & Rehabilitation Center (Nursing Care)	Yes	1980	97	10	89.7%

Table 7-5: Pickaway County Senior Living Facilities

Assisted Living

UDG defines assisted living facilities those developments that cater to residents who require assistance with Activities of Daily Living (ADLs) on a frequent basis, but whose level of health does not require the type of attention that is delivered through nursing care. Examples of ADLs include: bathing, dressing, eating, transferring, toileting, and walking. A Personal Care Aide (PCA) or Certified Nursing Assistant (CAN) can assist with these activities.

Two assisted living facilities were identified in Pickaway County. The following table summarizes distribution of assisted living beds by unit type, weighted average monthly fee per unit type, as well as occupancy:

Unit Type	Monthly Fee*	Units	Share	Number Vacant	% Occupied
STUDIO	\$3,148	35	100.0%	4	100.0%

Table 7-6: Assisted Living Units * Weighted average monthly fee for private occupancy units

Every assisted living bed surveyed is in the studio unit configuration. The studio unit type, which includes kitchenette facilities, is becoming more prevalent in markets that contain higher shares of newer units.

The assisted living facilities are individually summarized in the following table.

PROJECT NAME	YEAR OPEN	TOTAL BEDS	NUMBER VACANT	OCCUPANCY
BROWN MEMORIAL HOME	1973	12	3	75.0%
THE STUDIOS AT PICKAWAY MANOR	2000	23	1	95.7%

Table 7-9: Assisted Living Facilities Age and Occupancy

The Studios at Pickaway Manor is performing well in the marketplace. Brown Memorial Home may be suffering from functional obsolescence due to its age. It should also be noted that because this facility only has 12 units, its occupancy rate is greatly affected by just a few vacant units.

The following table details square footages for the assisted living facilities surveyed:

PROJECT NAME	STUDIO/ EFFICIENCY SQUARE FEET
BROWN MEMORIAL HOME	322
THE STUDIOS AT PICKAWAY MANOR	200-300

Table 7-10: Assisted Living Facilities Unit Square Footage

The unit sizes range from 200 to 322 square feet for a studio/efficiency unit. UDG believe that units under 300 square feet are undersized for the marketplace. Any new assisted living units should be configured as follows:

- Sleeping Room – 425 square feet
- Studio – 300 square feet
- One-bedroom – 450 square feet

Income Qualified HH	397
Non-Income Qualified	2,033
Total Expenses	\$137,175
Housing Assets Needed (50% of Total Expenses)	\$68,588
Non-Income Qualified HH x Share of Age 75+ Owner HH	$2,033 \times 73.6\% = 1,496$
x Share of Homes Valued Above Housing Assets Needed	$1,496 \times 78.3\% = 1,172$
Total Asset Qualified HH	1,172
Total Income & Asset Qualified HH	$397 + 1,172 = 1,569$
As a % of All Age 75+ HH	$1,569 / 2,430 = 64.6\%$
HH to Individuals Based Upon 1 Person per HH (Age 75+)	$1,569 \times 1 = 1,569$
Total Income & Asset Qualified Individuals	1569
x Share with 3 to 6 Addl. Assistance Needs	$1,569 \times 18.3\% = 287$
x Rate of Institutionalization	$287 \times 33.3\% = 96$
- Number of Competitive Beds	$96 - 35 = 61$
- Number of Planned Beds	$61 - 0 = 61$
Net Support Estimate for 2016	61

Table 7-11: Support for Assisted Living

Applying these disability rates to the population that is age 75 and older yields 61 individuals requiring service assistance with three to six ADL's.

Independent Living

UDG defines independent living as a senior residential facility that combines private living quarters with centralized dining services, shared living spaces, and access to social and recreational activities. Many congregate care facilities offer transportation services, personal care services, rehabilitative services, spiritual programs, and other support services. These developments are designed for seniors in good health who want both independence and companionship.

Pickaway County has one independent living facility, Pickaway Manor Village. This project was built in 2005 and its 45 units are 97.8% occupied. The 29 one-bedroom units are 543 square feet, while the 16 two-bedroom units are 822 square feet.

These units have many desirable amenities, such as air conditioning, a microwave, standard size refrigerators and dishwashers. It is these types of amenities that are contributing factors in a successful project. The fact that the only vacancy in the development is a single two-bedroom unit demonstrates that the project has been well received in the market and that more units of this type could be

absorbed.

Nursing Care

UDG defines nursing care as a facility that can assist residents with ADLs, but also Instrumental Activities of Daily Life (IADLs). Examples of IADLs include: doing basic light housework, laundry, preparing meals, taking and managing medications, shopping for groceries or clothes, using the telephone and looking up numbers, managing money, using technology as appropriate and driving or using public transportation. Nursing care facilities provide round-the-clock supervision for seniors as required by their unique individual conditions.

Income Qualified HH	138
Non-Income Qualified	2,292
Total Expenses	\$148,581
Housing Assets Needed (50% of Total Expenses)	\$74,291
Non-Income Qual HH x Share of Age 75+ Owner HH	$2,292 \times 73.6\% = 1,687$
x Share of Homes Valued Above Housing Assets Needed	$1,687 \times 76.9\% = 1,298$
Total Asset Qualified HH	1,298
Total Income & Asset Qualified HH	$138 + 1,298 = 1,436$
As a % of All Age 75+ HH	$1,436 / 2,430 = 59.1\%$
HH to Individuals Based Upon 1 Person per HH (Age 75+)	$1,436 \times 1 = 1,436$
Total Income & Asset Qualified Individuals	1436
x Share with 3 to 6 Addl. Assistance Needs	$1,436 \times 18.3\% = 263$
x Rate of Institutionalization	$263 \times 100.0\% = 263$
- Number of Competitive Beds	$263 - 310 = -47$
- Number of Planned Beds	$-47 - 0 = -47$
Net Support Estimate for 2016	-47

Table 7-12 Support for Nursing Care

A negative net support estimate number indicates that there is currently a surplus of nursing care units in the marketplace and that no additional units are required. The current number of units—coupled with the projected growth in the senior population—should be adequately absorbed by current vacancies.

IV. SIGNAGE/BRANDING

Every person has a cognitive map in his or her head. It frames thoughts about different geographies, even for places that an individual has never been. For example, ask someone who has never left Ohio about Los Angeles and they are likely to be able to tell you that it is in California. Mental models of places can also define an area by more than geography. That same person from Ohio might also mention the weather is nice in Los Angeles, and that the area is home to the entertainment industry.

Conversely, everyone has deficiencies in their cognitive maps, even for places that are nearby or that are often traveled through. Harrison Township and its environs suffer for being relatively unknown outside of the local community; the area does not register on many individual's cognitive map. It is not unreasonable that this occurs with Harrison Township. Ohio political jurisdictions are focused primarily on cities, towns and counties, while unincorporated townships tend to play a lesser role in governance and in how we define our communities. That being said, neither Ashville nor South Bloomfield does a particularly good job of filling in the cognitive map.

South Bloomfield is the most visible municipality in Harrison Township because State Route 23 bisects the community for approximately 4.5 miles and brings over 30,000 vehicles per day. Many of these vehicles stop for fuel or food without any sense of where they are. Defining South Bloomfield in a more pragmatic way allows people to know where they are and to associate positive experiences that they have in the community with South Bloomfield instead of just "that town on 23". Those types of positive feelings become associated with more than just the town; they become part of the South Bloomfield brand. Ideally, this brand makes people think that the community is friendly, that it is a good place to visit, a place to start a business, etc. It can take years to fully establish a brand, but there are some elements that can be put in place to help accelerate the process.

Gateway signage

The current signage visible when entering South Bloomfield is small and can easily be overlooked by motorists. Gateway signage on the northern and southern borders of South Bloomfield's intersection with State Route 23 could make a bold statement. There are many type gateway signage, including an archway like the one found over State Route 62 in Gahanna, Ohio; a traditional wood post sign like in Londonderry, New Hampshire; or a permanent structure as shown from Hebron, Indiana and Orange County, California.



Fig 7-3: Gahanna, Ohio. (Source: <http://www.google.com>)

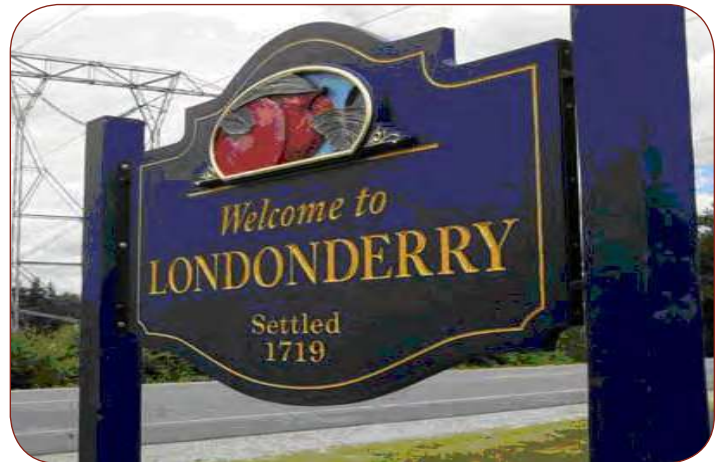


Fig 7-4: Londonderry, NH (Source: <http://www.google.com>)



Fig 7-5: Hebron, IN (Source: <http://www.google.com>)



Fig 7-6: Orange County, CA (Source: <http://www.google.com>)

Ashville lacks the visibility and traffic counts of South Bloomfield, but that shouldn't preclude it from also considering some type of gateway signage. More importantly, Ashville has two innate elements that should be capitalized upon from a marketing/branding perspective: its historic downtown district and the country's first electric traffic signal.

Changing consumer patterns and years of disinvestment have left downtown Ashville in need of some strategic upgrading. By improving the streetscape and ancillary infrastructure, communities can increase real estate values concurrently with making the community more appealing place for private sector investment. In a sense, the public sector is helping preparing the marketplace for the private sector. The following elements should be considered:

Mast arms – Mast arms are fixed metal pieces that support traffic control signals and metal way-finding signs. They are more stable than traditional method of hanging traffic control signals (suspended from a power cable over the road) and protect electrical wires that power the lights. Aesthetically, they can give an intersection a more polished or “clean” look. These could be installed initially at key intersections downtown, then gradually incorporated throughout the area. Most communities' mast arms are unfinished steel, black or brown in color, however they could be painted a specific color to provide a unique sense of identity. An example of this can be seen at the Easton Town Center in Columbus; all mast arms, poles and other infrastructure elements are painted powder blue.

Decorative/historic pedestrian lighting – Pedestrian oriented lighting is preferable in areas where foot traffic is desirable. Lights mounted to telephone poles twenty or more feet in the air cast light out over a larger geography, but do not provide an adequate amount of light for pedestrians. Fixtures that do not exceed ten feet in height distribute

light in a way that reduces hazards for pedestrians. Small mast arms can be added in order to display banners about upcoming community events. In many cases, this lighting is designed to mimic older, historic fixtures thereby adding to the ambiance of an area. Other communities have powered their lights with photovoltaic cells. These types of cells are far more efficient than the solar cells of years past and are already being used to power light all over Ohio.



Fig 7-7: A pedestrian scale light, with small mast arms for banners and a light powered by a photovoltaic cell. (Source: <http://www.google.com>)

Brick transition areas – Using bricks to highlight the area where the sidewalk transitions into the crosswalk can be a relatively inexpensive, yet attractive, way to enhance a pedestrian corridor. In lieu of bricks, concrete could be stamped and dyed in order to resemble the pattern and color of typical 4” x 8” bricks.

Unique bicycle racks – Adding bicycle racks in the public right-of-way encourages ridership for a mode that is a viable form of transportation in a community the size of Ashville. It also prevents riders from locking their bicycles to inappropriate infrastructure that could possibly cause a hazard. Many municipalities have adopted a policy whereby bicycle racks are unique or artistic. A coffee cup shaped rack might be located in front of a coffee shop; a rack that looks like utensils is located in front of a restaurant and so forth. Other racks are simply expressions of whimsy or art. In Ashville, perhaps they would all be shaped like the first traffic signal?



Fig. 7-8: A bicycle rack built in the shape of a bicycle. It is moored to a brick transitional area. (Source: Higgins, Brian)



Fig. 7-9: A brick crosswalk. (Source: Higgins, Brian)



Fig. 7-10: A light on the Lane Avenue Bridge at Ohio State University. Note the "Block O" in the center (Source: Higgins, Brian)

Brick cross walks – Similar to the transition area, a crosswalk can be bricked or concrete stamped and dyed. In addition to being attractive, having a crosswalk a different color and texture than the rest of the road helps to make it more identifiable, thereby increasing safety.

Landscaping – Plants, including trees, shrubs and groundcover, should be placed along the tree lawn or in the public right-of-way as appropriate. All planting must be with native or adaptive species and all new plants must be appropriate to the site's soil and microclimate. None of the new plants should be invasive species. Native and adaptive plants are well suited to the climate and provide excellent erosion, sediment, dust, and pollution control. Native and adaptive plants are more resistant to naturally occurring disease, insects, and low levels of nutrients, thereby reducing or eliminating the need for fertilizers, pesticides, or herbicides, reducing environmental impact and, conceivably, maintenance costs

Façade improvement fund – In order to encourage investment on the exterior of buildings, a façade improvement fund should be created. This fund will be made available to building owners or tenants with the owner's permission, and will match private investment on a dollar-for-dollar basis up to \$5,000. Therefore, if an owner chose to invest \$4,000 in their building's façade, they would be eligible for \$4,000 of public funds, thereby creating an aggregate investment of \$8,000. By focusing on façades, the part of the building most noticeable to passersby, the financial investment will have the highest possible visual impact, setting a tone that suggests positive things are happening in the community.

Low-interest loans – To further promote investment in downtown Asheville and attempt to attract new businesses, a low-interest loan fund should be capitalized. This fund could originate from Pickaway County's Community Development Block Grant allocation. A modest interest rate 2-3% would be amortized over 20 years, making these dollars very appealing for someone wanting to open a business. The funds could be limited to furniture, fixtures and equipment to ensure that the loan is guaranteed by an asset – albeit a depreciating one. A fund could also be capitalized by working with a lending partner to capitalize a fund. Local funds would be invested in an interest bearing account, such as a CD. The interest from this investment would then be used to buy down the lender's interest rate, discounting it to the point where it would be very attractive to a business owner.

Finally, Asheville is recognized as the first community in America to use a traffic control signal. While this is a well-known fact to people in the community and a mark

of pride, it is not well known outside of the immediate area. Certainly there are some excellent promotional mechanisms in place as it appears on the city's website, on the side of a water tower, etc. It can even be seen in the Ohio Small Town Museum. However, it should become an omnipresent centerpiece that is synonymous with Ashville. Precedent has already been set for this kind of symbiotic relationship elsewhere in Ohio: Wapakoneta = Neil Armstrong, Orville = Smuckers, Akron = Rubber tires. Associating Ashville with the traffic light will give the community an identifiable focal point for marketing businesses and regional tourism. Its unique shape could be stamped into the concrete of sidewalk, embedded in street posts and incorporated on street signs. Ohio State University had adopted a similar strategy with its "Block O" symbol. The Block O can be found throughout the university, often in subtle or non-descript places. It is both an overt and subliminal method of branding.

V. ECONOMIC DEVELOPMENT

When one visits a community, it is often difficult to get a sense of whether or not there is ample retail to serve the population. Even residents of a community who have opinions based upon their personal experiences may not take the variety of demographic and analytical factors that influence corporate decision makers into consideration. According to the International Council of Shopping Centers (ICSC), a 55-year old global trade organization for the shopping center industry, in 2011 there was 22 square feet of retail space for every person in the United States. Census projections indicate that the 2012 population of the Harrison Township trade area is 7,349. Therefore the trade area should be able to sustain 161,678 square feet of retail. A field analysis of existing retail in the trade area identified 228,947 square feet of retail space, or nearly 29 square feet per person.

ALL RETAIL SPACE IN RTA	
2011 Population*	7,917
Retail Square Feet**	228,947
Retail Square Feet Per Person	28.9
2009 U.S. Average For Retail Square Feet Per Person***	24
Excess Retail Square Footage	38,939

* - U.S. Census, ESRI updates

** - UDG field analysis

*** - ICSC

Table 7-13: A computational analysis of retail demand in Harrison Township.

Although an excess of retail space is demonstrated, it should be noted that the U.S. average for retail square feet per person varies from year to year. In 1990, it was 19

square feet per person and in 2005 it was 38 square feet per person. The decrease from 38 square feet in 2005 to 24 square feet in 2009 can be attributed to declining same-store sales due to decreased customer spending and the bankruptcy/dissolution of several retailers. In short, the national average of retail square footage per person tends to increase or decline as the economy grows or contracts. It should also be noted that much of the retail found in South Bloomfield along the Route 23 corridor only relies upon the population of Harrison Township for a portion of their revenue. Since we are not privy to each retailer's unique local capture rates, we can only estimate that Harrison Township could support between 50,000-75,000 square feet of additional square feet of retail.

UDG performed a retail marketplace profile for the trade area. This profile measures the potential demand for retail and compares it to the existing supply. It then quantifies this difference as money that is leaving the trade area (leakage) or money that is coming into the area (surplus) and rates it on a scale between +100 (total leakage) and -100 (total surplus). When this methodology is applied broadly for all retail in the area, it is apparent that community residents spend a significant amount of dollars spent outside of the local trade area. Over \$3 million is spent on food and drink outside of the trade area, and over \$34 million on general retail. This means that the residents of the Harrison Township trade area are spending just over \$37 million dollars elsewhere.

Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Supply)	Retail Gap	Leakage Surplus Factor
Total Retail Trade and Food & Drink	44-45, 722	\$64,752,673	\$27,640,006	\$37,112,666	40.2
Total Retail Trade	44-45	\$55,482,720	\$21,471,066	\$34,011,654	44.2
Total Food & Drink	722	\$9,269,953	\$6,168,941	\$3,101,012	20.1

Table 7-14: Business Opportunities in Harrison Township calculated using the Leakage/Surplus Ratio.

That is not to say that if this information were presented to a group of retailers tomorrow, they would all immediately march down to capitalize on this relatively large leakage number. The consumers of Harrison Township do shop elsewhere and they are part of another store's trade area

and projected sales model. However, it is likely that if a strategic effort were made to recruit a specific set of sub-retailers in the categories with the highest demonstrated leakage factors, some could be convinced to come to the township. In order to facilitate this effort, UDG broke down the retail marketplace profile by industry group and leakage ratio:

INDUSTRY GROUP	NAICS	DEMAND	SUPPLY (Retail Sales)	RETAIL GAP	LEAKAGE/SURPLUS FACTOR
Motor Vehicle & Parts Dealers	441	\$13,214,479	\$1,738,265	\$11,476,214	76.7
Automobile Dealers	4411	\$11,638,508	\$1,607,764	\$10,030,744	75.7
Other Motor Vehicle Dealers	4412	\$880,269	\$0	\$880,269	100.0
Auto Parts, Accessories & Tire Stores	4413	\$695,702	\$130,501	\$565,201	68.4
Furniture & Home Furnishings Stores	442	\$1,394,819	\$117,825	\$1,276,994	84.4
Furniture Stores	4421	\$988,575	\$0	\$988,575	100.0
Home Furnishings Stores	4422	\$406,244	\$117,825	\$288,419	55.0
Electronics & Appliance Stores	4431	\$1,458,078	\$82,577	\$1,375,501	89.3
Bldg Materials, Garden Equip. & Supply Stores	444	\$2,166,839	\$117,116	\$2,049,723	89.7
Bldg Material & Supplies Dealers	4441	\$1,853,593	\$89,669	\$1,763,924	90.8
Lawn & Garden Equip & Supply Stores	4442	\$313,246	\$27,447	\$285,799	83.9
Food & Beverage Stores	445	\$10,059,116	\$5,012,678	\$5,046,438	33.5
Grocery Stores	4451	\$9,888,106	\$4,899,931	\$4,988,175	33.7
Specialty Food Stores	4452	\$149,069	\$39,102	\$109,967	58.4
Beer, Wine & Liquor Stores	4453	\$21,941	\$73,645	-\$51,704	-54.1
Health & Personal Care Stores	446,4461	\$2,623,997	\$486,353	\$2,137,645	68.7
Gasoline Stations	447,4471	\$11,513,598	\$10,741,097	\$772,501	3.5
Clothing & Clothing Accessories Stores	448	\$962,338	\$0	\$962,338	100.0
Clothing Stores	4481	\$594,794	\$0	\$594,794	100.0
Shoe Stores	4482	\$182,991	\$0	\$182,991	100.0
Jewelry, Luggage & Leather Goods Stores	4483	\$184,553	\$0	\$184,553	100.0
Sporting Goods, Hobby, Book & Music Stores	451	\$902,734	\$22,741	\$879,993	95.1
Sporting Goods/Hobby/Musical Instr Stores	4511	\$434,150	\$22,741	\$411,409	90.0
Book, Periodical & Music Stores	4512	\$468,584	\$0	\$468,584	100.0
General Merchandise Stores	452	\$9,144,853	\$2,867,279	\$6,277,574	52.3
Department Stores Excluding Leased Dept	4521	\$5,289,781	\$0	\$5,289,781	100.0
Other General Merchandise Stores	4529	\$3,855,072	\$2,867,279	\$987,793	14.7
Miscellaneous Store Retailers	453	\$1,460,400	\$285,135	\$1,175,265	67.3
Florists	4531	\$101,047	\$23,314	\$77,733	62.5
Office Supplies, Stationery & Gift Stores	4532	\$304,252	\$177,855	\$126,397	26.2
Used Merchandise Stores	4533	\$101,879	\$49,540	\$52,339	34.6
Other Miscellaneous Store Retailers	4539	\$953,222	\$34,426	\$918,796	93.0
Non-store Retailers	454	\$581,470	\$0	\$581,470	100.0
Electronic Shopping & Mail-Order Houses	4541	\$339,853	\$0	\$339,853	100.0
Vending Machine Operators	4542	\$149,132	\$0	\$149,132	100.0
Direct Selling Establishments	4543	\$92,485	\$0	\$92,485	100.0
Food Services & Drinking Places	722	\$9,269,953	\$6,168,941	\$3,101,012	20.1
Full-Service Restaurants	7221	\$3,650,601	\$540,305	\$3,110,296	74.2
Limited-Service Eating Places	7222	\$5,211,525	\$5,557,883	-\$346,359	-3.2
Special Food Services	7223	\$207,009	\$0	\$207,009	100.0
Drinking Places - Alcoholic Beverages	7224	\$200,818	\$70,752	\$130,066	47.9

Table 7-15: Harrison Township Retail Marketplace Profile by Industry Group and Leakage Ratio

Economic Development

As the table demonstrates, the Harrison Township trade area only has two categories of business that bring a net gain of dollars into the community: limited service eating places (although this category is nearly in balance) such as Arby's, Tim Horton's, Dairy Queen, etc., as well as alcohol sales.

Eleven categories have a leakage factor of 100, indicating that all of the money spent on these types of services is done outside of the trade area. In some cases, this should not be surprising. For example, "other motor vehicle dealers" refers to sales and new and uses vehicles other than automobiles, light trucks, SUV's and cargo vans; in other words, scooters, all-terrain vehicles, Segways, etc. Because this is a specialty retail trade, it isn't a significant deficiency in the marketplace. The same conclusion could be drawn with jewelry stores or vending machine operators.

Not every trade area requires every type of merchant. Additionally, some retail segments that scored 100 generate such a limited amount of annual revenue that they would not be worth recruiting. An example of this is "direct selling establishments". There are retailers that rely upon door-to-door sales and in-house demonstration to generate sales. There is only a leakage of \$92,485 annually, which is likely an insufficient amount of revenue to start or recruit a business of this type into the trade area.

The largest gaps in the market, both in terms of dollars and leakage factor, are in full-service restaurants, grocery, gas stations, electronics, building materials, clothing and furniture. Although this sounds like an eclectic mix, in the modern marketplace these needs can often be met at one location. ICSC has broken the term "shopping center" into eight categories that are illustrated by the following chart

TYPE	CONCEPT	SQUARE FEET (including anchors)	ACREAGE	TYPICAL ANCHOR(S)		ANCHOR RATIO*	PRIMARY TRADE AREA**
				NUMBER	TYPE		
Neighborhood Center	Convenience	30,000 - 150,000	3-15	1 or more	Supermarket	30-50%	3 miles
Community Center	General Merchandise; Convenience	100,000 - 350,000	10-40	2 or more	Discount dept. store; super-market; drug; home improvement; large specialty/ discount apparel	40-60%	3-6 miles
Regional Center	General Merchandise; Fashion (Mall, typically enclosed)	400,000 - 800,000	40-100	2 or more	Full-line dept. store; jr. dept. store; mass merchant; disc. dept. store; fashion apparel	50-70%	5-15 miles
Super Regional Center	Similar to Regional Center but has more variety and assortment	800,000+	60-120	3 or more	Full-line dept. store; jr. dept. store; mass merchant; fashion apparel	50-70%	5-25 miles
Fashion/Specialty Center	Higher end, fashion oriented	80,000 - 250,000	5-25	N/A	Fashion	N/A	5-15 miles
Power Center	Category-dominant anchors; few small tenants	250,000 - 600,000	25-80	3 or more	Category killer; home improvement; disc. dept. store; warehouse club; off-price	75-90%	5-10 miles
Theme/Festival Center	Leisure; tourist-oriented; retail and service	80,000 - 250,000	5-20	N/A	Restaurants; entertainment	N/A	N/A
Outlet Center	Manufacturers' outlet stores	50,000 - 400,000	10-50	N/A	Manufacturers' outlet stores	N/A	25-75 miles

* The share of a center's total square footage that is attributable to its anchors

** The area from which 60-80% of the center's sales originate

Table 7-15 ICSC Shopping Center categories



If a Community Center or a Power Center were built along State Route 23 to maximize traffic and visual exposure, it would likely be economically successful. Such a center should focus on attracting anchors such a Kroger (with a Turkey Hill gas station) and Kohl's, a diverse mix of in-line retailers and a few outparcel full-service restaurants. By doing so, it would absorb a tremendous amount of the demonstrated leakage, add to the community's tax base and create several hundred jobs.



Chapter 8 Implementation Strategies

"Have a plan and follow the plan, and you'll be surprised at how successful you can be."

Paul "Bear" Bryant
Legendary Football Coach (1913 - 1983)





I. Introduction

The development of a vision, goals, and recommendations through the comprehensive planning process is an important step toward guiding a community toward its desired future. However, simply identifying the desired future is only the first step. The most important component of the comprehensive plan process is the further implementation of the plan. This chapter organizes and prioritizes the recommendations of the plan so that the North Gate Alliance Partners can move forward with those important next steps. Many of these recommendations are critical to the plans effectiveness and to accomplish the stated goals. Some of these recommendations need to be addressed quickly while others can be implemented as time goes on. This chapter provides a road map that allows the plan to be actively used rather than collect dust on a shelf.

The success of this plan is highly dependent upon the active participation of all of the North Gate Alliance Partners. Because growth is often more of a slow, subtle process rather than an overnight explosion, truly seeing the fruits of these planning efforts sometimes takes years or even decades. As a result the typical circumstances of life tend to distract community leaders and the plan and vision get lost along the way. To prevent this from happening each community must ensure that the vision and recommendations of this plan are consistently being pursued.

II. General Implementation Steps

1. Each member community must adopt the plan as the official policy document of the North Gate Partners to guide future development and Land Use decisions.

As future decisions are made the North Gate Alliance Partners should examine this plan and the policies contained within to ensure that those decisions are in compliance with the intentions of the plan. Following the recommendations of the plan will create more stable, predictable, and defensible outcomes. In addition the plan becomes a legally defensible basis for decisions if any of the member communities are challenged over land use and development issues in court.

2. Require compliance with the plan in rezoning / development requests and maintain a written record for all discussion and decision making for all zoning and development requests.

Maintaining documentation that decisions are consistently made in compliance with the plan will provide a sound legal basis for all decisions. This record and legal basis will protect the member communities in the event of a legal challenge over development decisions.

3. Identify and assign champions in each community that will be responsible for continually monitoring and promoting the progress of the plan.

This success of this plan will largely rest on the persistency by which it is pursued. Assigning responsibility to a key member(s) of each community to maintain a focus on the recommendations of the plan will help in keeping this plan at the forefront of everybody's mind. Consistent updates on progress at community meetings will help to ensure everyone stays involved and up to date.

4. To the extent possible the North Gate Alliance Partners should involve community members and stakeholders in the implementation of this plan.

Many of the recommendations of this plan, including the creation of consistent development standards, require the participation of the community. This participation will ensure that community members are continually engaged in guiding the future of their community. It will also increase support for the plan and subsequent policies and foster transparency and trust in community leaders.

5. Identify and obtain funding to help achieve community goals.

Much in the same way that Tiger Grants have been awarded to improve the Duvall Road and Ashville Pike infrastructure other grants are available to help the partners achieve some of the other objectives. The North Gate Alliance Partners should continue to research, identify, and apply for funding opportunities that may assist the community in achieving it's goals.

6. Continue to monitor changes in development, community sentiment, and other trends and update the Plan as changes in these conditions warrant.

Over time circumstances change as it relates to the needs and desires of the community. Demographic changes might create changes in housing needs, one large development might stimulate further investment, and changes in transportation may require additional planning. These are just some of the instances that could necessitate a fresh look at the concepts and vision established in the plan. In absence of major changes like these the plan should be refreshed periodically (4-6 years) to update progress, document changes, and make minor adjustments as necessary.



#	Strategy	Priority
Goal # 1 - Continue to promote cooperation and collaboration between the Township and Villages to share resources, plan collectively, promote economic development, and make decisions that improve the quality of life for all residents.		
1a	Develop a Joint Planning Commission to provide joint review of development proposals and land use decisions	Immediate
1b	Increase the frequency of the North Gate CEDA meetings to discuss progress, next steps, and other issues	Immediate
1c	Continue to investigate and pursue the recommendations of the North Gate CEDA agreement for shared sewer and water services and other community services.	1 yr
Goal # 2 - Protect the rural character, small town charm, and agricultural heritage of the community.		
2a	Promote the celebration of agricultural heritage and the preservation of agricultural lands through education and the use of land preservation strategies and available tools	1 yr & Ongoing
2b	Protect the long range open views of the rural township while reviewing and analyzing development proposals for future development	Ongoing
2c	Promote the preservation of open space and environmental features through improvements / additions to the zoning code	1 yr
2d	Establish strategies for the preservation of the remaining tree stands and tree rows with new development	1 yr
2e	Working with the community continue to identify and strengthen the elements that improve the quality of life in the community	Ongoing
Goal # 3 - Protect the character of 23 and establish a new gateway / sense of entry into the community and Pickaway County		
3a	The US 23 corridor is the main entry / artery into the community. Ensure that the character of US 23 is protected through proper setbacks, screening of industrial areas, and a sound access management policy.	1 - 2 yrs
3b	Immediately work with ODOT to ensure that gateway treatments are incorporated into the design of any future interchange at US 23 and Duvall Road.	Immediate & Ongoing
3c	Develop and Gateway and Community branding strategy for the treatment of each of the Minor Gateways identified in the Plan	1-2 yrs

Implementation Strategies

#	Strategy	Priority
Goal # 4 - Preserve and/or support farming as a viable industry where appropriate		
4a	Continue to support farmers through agriculturally friendly policies and zoning where applicable (ensure farmers have adequate access to roads, protection from encroaching development, etc.)	Ongoing
4b	Continue to celebrate farming through community education and events such as local community market days, etc.	Immediate & Ongoing
4c	Support current and future food security and locally grown food initiatives through policy and education	2 yrs & Ongoing
Goal # 5 - Promote economic development and the growth of jobs and industry north of Duvall Road and east of US 23 while protecting the character and environmental resources of the area.		
5a	Develop a streamlined plan review and approval process that increases potential tenants speed to market and makes the area more competitive	1 yr.
5b	Target the most likely industries and support businesses that are identified in the Market Demand Analysis	Immediate
5c	Develop and maintain a GIS database of property availability so that interested businesses can easily identify property for sale or lease in the area	1 yr.
Goal # 6 - Provide targeted areas for growth and development in and around the villages that does not require extensive infrastructure costs to the community and that protects the character of the Village and the environment.		
6a	Develop strategies and policies to prevent leapfrogging development while promoting development within available parcels and already identified areas	1 yr & Ongoing
6b	Focus new development in areas within walking distance of existing community facilities while providing bike / pedestrian access to those facilities	Ongoing
Goal # 7 - Provide walking and biking connections between the villages, into targeted areas of the township, and to important community facilities such as schools		
7a	Develop policies to ensure that as new roads are built or existing roads are improved that sufficient right of way is acquired to allow for the construction of new bike / pedestrian facilities	1 yr
7b	As existing roads are improved determine if funding is available to provide bike / pedestrian facilities or if sharrows would be appropriate / safe to accommodate bicyclists	Ongoing
7c	Identify potential sources of funding for future bike / pedestrian trail projects.	1 yr



#	Strategy	Priority
Goal # 8 - Develop consistent policies and regulations between the County, Township, and Villages for the use of the 100 year floodplain		
8a	Create an agreed upon standard policy, and zoning language that can be adopted by each community within their zoning code, for the use and protection of the 100 year flood plain	1 yr
8b	Ensure that the new policy for the 100 year floodplain provides adequate provision for incorporation of bike / pedestrian facilities as a recreation amenity	1 yr
Goal # 9 - Develop Consistent zoning regulations and unified development standards between the Villages and Township for new growth and development		
9a	Engage a consultant and the community in a process to identify the communities preferred vision for future development and create a unified development standard around that vision.	1 - 2 years
9b	Each community adopt the unified development standard within their zoning code where applicable or as an overlay / overlays	
9c	Ensure that the standards created and adopted can be accomodated within the engineering and subdivision requirements of Pickaway County. Work with the County to institute changes to County regulations if beneficial and based upon sound engineering practices	
Goal # 10 - Examine alternatives to address the concern over at-grade railroad crossings and the need for the fire department to reach all areas of the community.		
10a	Develop a joint committee to work with the fire department to analyze options and costs for sattelite locations, alternate routes, or other potential remedies to mitigate the potential risks of a railroad obstruction delaying essential life safety services	Immediate