

PLAIN TOWNSHIP

LAND USE MASTER PLAN

October 29, 2008

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BACKGROUND

Since the last Land Use Plan was adopted by the township in 1996 the Plain Township area has seen tremendous growth. The population within the township boundaries has increased from an estimated 7500 people in 1996 to over 20,000 people in 2005. A majority of the population growth has occurred in the Village of New Albany and the City of Columbus jurisdictions. At the same time the political jurisdiction of the township have been shrinking dramatically, from 18.3 square miles in 1996 to 11.4 square miles in 2007, due to annexations. More recently, several political initiatives have developed that will heavily influence the future of the township. Most notably the Rocky Fork-Blacklick Accord and the Tri-Party Annexation Agreement. As a result of all of these issues the Township has initiated the process of updating their 1996 Land Use Plan to analyze the physical and political changes within the township and to establish a road map for future growth.

PLANNING PROCESS

The Township initiated the process of updating the Land Use Plan in the spring of 2007. The planning process has taken nearly a year and has consisted of an extensive research and analysis process, community engagement, goal setting and land use decision initiatives. The process of engaging the community and soliciting feedback included interviews with the zoning commission and trustees, public survey meetings, public goal setting meetings and 2 public meetings to discuss the preliminary development scenarios with the zoning commission and community.

COMMUNITY GOALS

Through the community engagement process several common goals were developed by the participants. The most impor-

tant goals identified by the participants were the preservation of natural resources, maintaining the rural character of the remaining portions of the township, providing alternate transportation opportunities/eliminating gaps in bike trail connectivity, and working to provide increased traffic safety.

LAND USE STRATEGIES

Residential

The lack of public sewer and water has a very large influence on the future of residential growth in the township. Without these critical resources the density of development will be limited to that which can be approved by the county for septic and well systems. One other option for increased density lies in the possibility for approval of newer "on site" septic treatment facilities that will serve multiple dwellings. It is for this reason that, in this plan, recommendations have been developed for both increased density development and development restricted by septic and well approvals.

The focus of the residential strategy for this plan revolves around maintaining a rural character, preserving the critical natural resources of the township and maintaining high quality development standards.

To achieve these goals the focus lies upon three main zoning districts. The newer Planned Residential Conservation Development (PRCD) District is recommended where development character and the preservation of critical natural resources are important to the township. The Planned Unit Development (PUD) District is recommended where natural resources and open space preservation are not as critical but high quality development that matches the character of its surroundings is still desired. The Suburban Estate Residential is recommended where access to increased density through "on site" treatment systems is not available.

Density, its affect on the rural character of the township, and its affect on the Plain Local School District has been expressed as a major concern for the community. For that reason this plan limits the residential density in all parts of the township to a maximum of 1 unit per acre of gross land. These densities would only be permitted where a county approved "on site" treatment facility would be available. For the remainder of residential development in the township densities would be limited to 1 unit per 2.5 acres or greater (based upon septic and well approval).

Commercial

The strategy for commercial development in the township lies in the desire to have the ability for businesses to locate in the township area. This plan demonstrates that sufficient retail opportunities already exist in the planning area to serve the future needs of the township. As such, this plan recommends that no additional retail land is zoned within the township. Commercial areas identified in this plan should be reserved for the development of local businesses as described herein.

Open Space / Metro Parks

Open space is a critical resource for any community and adds to the value of the community and the quality of life and health of its residents. The preservation of open space in this plan relies heavily on the Planned Residential Conservation Development District and the future development of a Metro Park in the northern portion of the planning area.

WALKING / LEISURE TRAILS

The provision for alternative forms of travel, mainly walking and biking, are important to the health and sustainability of any community. The residents and township leaders who participated in the public meetings expressed their desire to have these options available to them and to provide connectivity to the Village's trail system. This plan recommends various options for the township to consider in order to bring to reality this important community goal.

POLITICAL CONSIDERATIONS

Within the planning area several political/planning movements have taken place that must be heavily weighed by the township in all future decisions. The two main considerations include the Rocky Fork-Blacklick Accord and the Tri-Party Annexation Agreement between the Township, Village of New Albany, and the City of Columbus. Each of these will heavily influence the future of the township.

This plan heavily considers each and, although it does not completely mimic either, incorporates many of the same recommendations. It is critical that the township leaders maintain a high level of investment in each of these planning/political issues to insure that the township has a voice and that the future of the township matches what is desired by the community.



2008 Land Use Plan Update

Plain Township Trustees

Don Cameron	Trustee
Donald R. Shoemaker	Trustee
Eugene R. (Bud) Zappitelli	Trustee

Plain Township Zoning Commission

Thomas Rybski	Chair
Sylvia Snabl	Vice-Chair
Don Ballard	Member
Rick Weiland	Member
Suzanne Nolen	Member
David Halsey	Alternate

Plain Township Staff

J.B. Bowe	Township Administrator
John A. Brandt	Fiscal Officer
Catharine Gray	Zoning Officer

Bird Houk Collaborative Staff

Jim Houk, AICP, ASLA	Principal in Charge
Gary Smith, APA, ASLA	Planner, Project Manager
Patricia Harmon, APA	Planner
Ashley Swazuk	Planning Intern

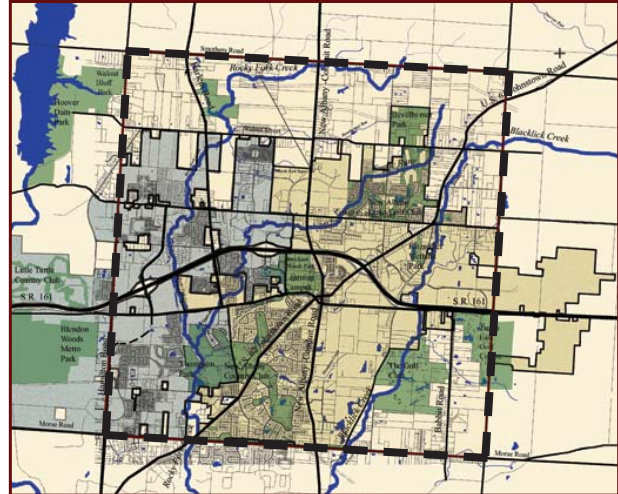
PURPOSE

Since undertaking the last Master Plan update in 1996, Plain Township has seen a tremendous amount of growth and expansion from both the Village of New Albany and the City of Columbus. This growth has rapidly changed the landscape of the Township. As a result, the time has come for the township to update its Land Use Master Plan. This new Master Plan will reflect upon the changes in the marketplace and the growth that has occurred in the last 11 years. Understanding these changes and creating new policies for growth will help provide a guide for moving the Township into the future.

It is not the intent of this new plan to replace all of the background information established in the 1996 plan. This plan will update the background information and supplement it with current research. Portions of the 1996 plan that deal with soils, wetlands, and environmental conditions still maintain some validity and, as such, can still be referred to as a supplement to this new plan. The 2008 Land Use Master Plan will utilize that information along with current research, and new public participation, to provide guidance for the future of land use in the Township.

STUDY AREA

The Plain Township planning area is defined by the Township's original political boundaries (Morse Road on the south, Franklin-Licking County line on the east, Franklin-Delaware County line on the north and Hamilton Road and a north-south line connecting Hamilton road and Schott Road on the west). The planning area represents about 16,000 acres or 25 square miles.



PROCESS

The Master Plan process is based upon an extensive amount of research, analysis and public input. Without this important background information effective decisions regarding the future of the Township cannot be made.

Research & Analysis - For this update an extensive amount of research has been undertaken to verify the current validity of the Existing Conditions and Trends section of the 1996 Master Plan. This information has been updated with current research where necessary. Information on the current land use policy of adjacent municipalities and townships has also been considered as well as changes in demographics, natural features, etc.

Public Input - Land use master planning is very much a public process. In order to have a well supported and defensible plan for the future, the needs and desires of the township residents must be considered. As part of this process the township has hosted several public meetings to gather feedback from residents.

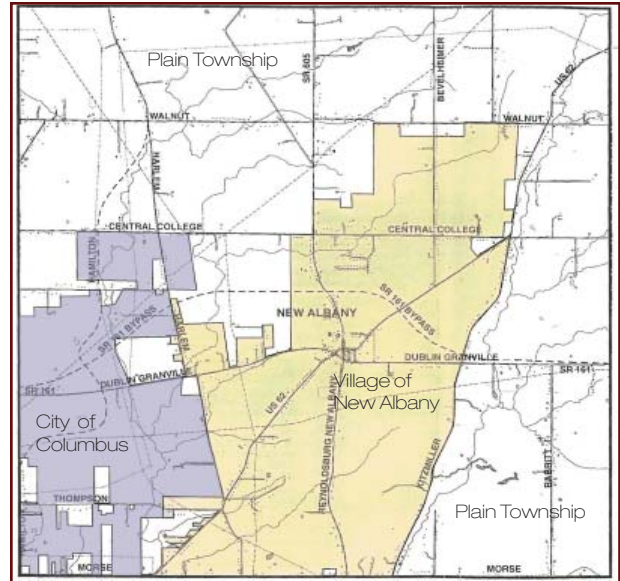
INTRODUCTION

An important part of the master planning process is to examine all of the influences that may have impact on decisions being made for the future. In order to create sound land use policy, it is necessary to understand all of the elements that may provide opportunities or create constraints.

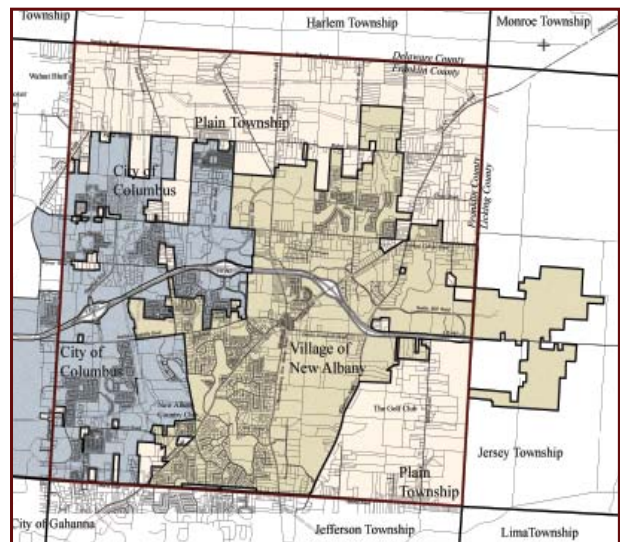
In this chapter all of the existing conditions and market trends will be examined to determine their impact on current and future planning opportunities. This chapter will not re-state conditions or trends already identified in the 1996 plan that are still valid today, such as the wetlands and soils. This chapter will focus mainly on the changes that have occurred over the last eleven years.

PLANNING AREA JURISDICTIONS

Within the Plain Township boundary there are three jurisdictions: Plain Township, Village of New Albany, and the City of Columbus. The portion of the planning area occupied by each entity has changed since 1996 and is reflected in the table and adjacent graphics. According to the Franklin County Engineer's Office the following table illustrates the trend of annexation by the incorporated areas. This trend indicates that the vast majority of development is annexing into the Village and City where access to utilities is readily available. The Township in this regard is slowly being eroded away.



Plain Township 1996



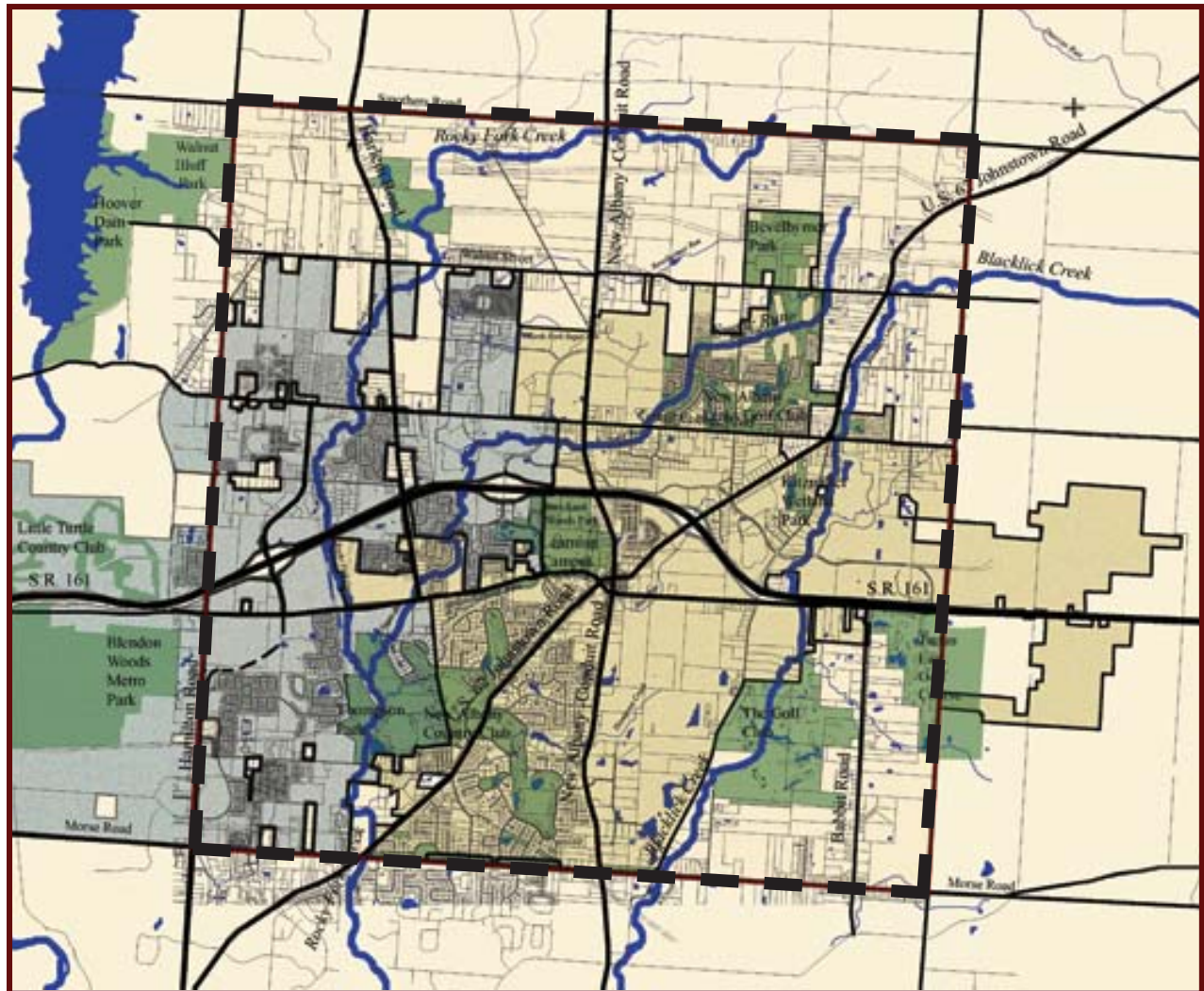
Plain Township 2008

Political Jurisdiction	Square Miles 1996	Square Miles 2000	Square Miles 2005	Square Miles 2007
Plain Township	18.3	15.3	11.63	11.44
Village of New Albany	5.3	8.3	8.76	8.67
City of Columbus	1.4	1.4	4.61	4.89
Total	25	25	25	25

Note:

An additional 879 acres from Jersey Township has been added to the Village of New Albany and not shown here. Figures shown here are approximate and speak to a general decline in Plain Township jurisdictional boundaries.

REGIONAL CONTEXT



Context Map

LEGEND

	PLAIN TOWNSHIP
	VILLAGE OF NEW ALBANY
	CITY OF COLUMBUS
	OPEN SPACE

The Township is surrounded by several entities that will help to shape the character of the Township on and around its borders. These entities include Blenden Township to the west, Harlem Township and Delaware County to the north, Monroe Township and Licking County to the north-east, Jersey Township and Licking County to the east and Jefferson Township to the south. The future land use policy of each jurisdiction will be explored within this document to help identify how the planning policies of each may affect land use decisions near the borders of the township.

Also, within the Township, there are several regional policies that will influence the future of the Township. Some of these policies have not yet been formally adopted by the Township, but, agreements are pending with the township that must not be completely ignored within the framework of this new plan. These policies include the Rocky-Fork Blacklick Accord (RFBA) and the Tri-Party Annexation Agreement, both of which will be discussed more in depth in this document.

DEMOGRAPHICS CONTEXT

According to the 2000 U.S. Census of Population, the planning area remains consistently less dense than neighboring jurisdictions, as well as Franklin County as a whole. Comparing population density (measured as residents per square mile) among several of the jurisdictions within the planning area provides an indication of the development character. As indicated by the chart the Township has roughly one third the population per square mile as the Village and roughly one sixth the population per square mile as the City. This indicates that while the City and Village have grown more suburban in nature, the Township has retained most of its rural density.

The chart also portrays the large increase in population in both the Village and City of

Columbus over the last 15 years. This again indicates that a large share of the growth has occurred on Township lands that were annexed into the City and Village to gain access to sewer and water and increased densities. With sewer and water being a primary concern for development this trend is likely to continue until affordable and approvable treatment options become readily available.

Another noteworthy trend is the increase in the aging population. This trend could foretell changes in the future of the Township. As the Township ages you may see increasing turnover in homestead and land ownership leaving more parcels open for development.

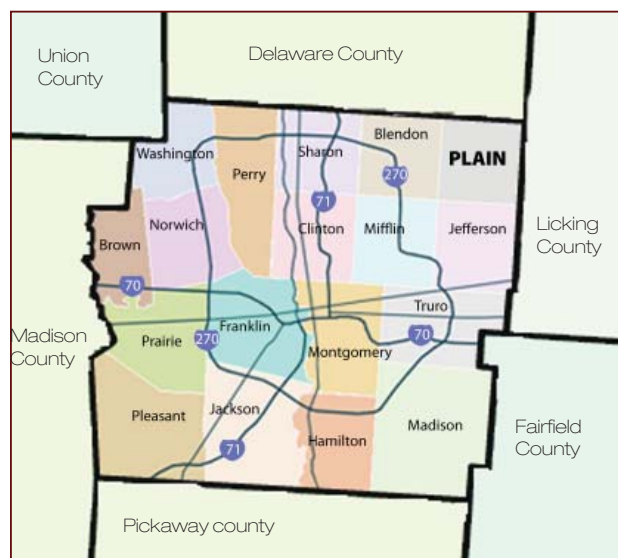
Regional Population	Pop. 1990	Pop. 2000	Pop. 2003	Pop. 2005	Square Miles 2005	Persons per Square Mile	Households 2000	Households 2005	2007 Pop. Projection	2030 Pop. Projection
Planning Area		8,340		20,471	25	406.2	3,203	8,069		41,480
Plain Township	2,745	2,215	2,232	2,247	11.63	190.5	792	802	2,247	8,391
Village of New Albany	1,621	3,711	4,676	5,524	8.76	609.1	1,263	1,719	6,287	14,588
City of Columbus	632,262	711,470	728,432	693,983	220	3,154.5	297,849	312,587	768,804	1,193,804
(within Plain Twp)		2,414		12,700	4.61	1,275.6	1,067	5,213		18,501
Franklin County	961,416	1,068,978		1,090,771	540	2,019.9	440,188	462,218		1,287,469
Total										

(Census Tract 72, City of Columbus Census Block 2 plus part of CB1 (1,000 persons))

Plain Twp										
Population over 65		527	655	767						4,038
Population over 55		1,154								4,945
	Elderly + 15% of the population by 2030									

Population Growth 1990-2007 and Beyond

REGIONAL DEVELOPMENT TRENDS



Franklin County

Residential Growth

From the mid 1990's through the early 2000's the central Ohio area witnessed a tremendous housing boom that caused rapid growth in many areas. The highly desirable northwest and northeast growth corridors have received the lion's share of this growth. The New Albany area in particular far outpaced the growth of the rest of the region by nearly 110%. This growth was fueled by increasing population, high area demand, low housing interest rates and, in large part, by people re-locating from other areas of Central Ohio.

Recently however the region, and much of the country, has seen a slowdown in the demand for new housing. This has been indicated by local building permits dropping to below 1990 levels. According to a housing market study prepared by the Central Ohio Building Industry Association the region has seen a surplus of housing built between the periods of 1998 - 2004. This surplus, coupled with major concerns over sub-prime lending practices, has led to the decline in

new home construction and an increase in home foreclosures. According to the study prepared earlier this year, if new home starts maintain 2006 levels, the surplus housing will be absorbed by the market within two years. It would then be possible for new housing growth to resume a more sustainable pace.

The desirability of the area, and the move up nature of the housing stock, has somewhat buffered the New Albany area from the recent decline. Once growth resumes a more normal level it is expected that this area will continue to be a focus for new development.

Commercial Growth

The northeast area has seen rapid growth not only in residential sectors, but, commercial and residential support services as well. The advent of the Easton Town Center project provided the area with a highly desirable shopping and entertainment venue as well as a large variety of corporate office development. This development along with the introduction of the New Albany Business Campus has made the area popular for the introduction or relocation of businesses to the region. This increasing location of new businesses in the area will help to fuel the demand for new housing.

As housing growth increases so does the need for increasing retail services. As a result of the growth in the area retail services have also grown and to some degree has also outpaced the demand in anticipation of continued housing growth.

PLANNING INFLUENCES

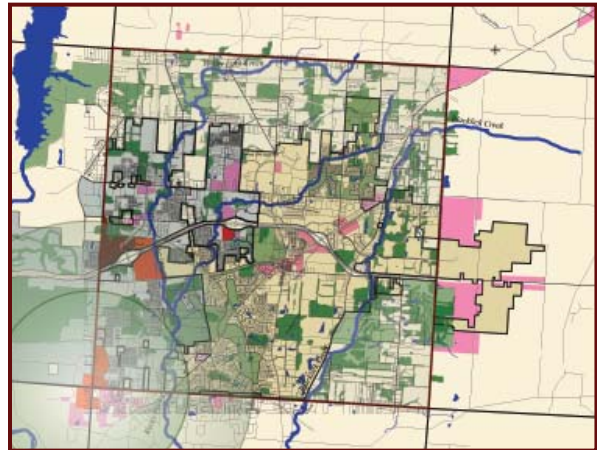
Residential Development

The New Albany Company (NACO) has been a major influence over the recent volume of growth within the area. Promoting high quality development with a distinctively Georgian style of architecture and signature white rail fencing NACO has a significant impact on the character of the Village and Township. This established character, along with high quality schools, has also spurred demand from various builders and developers leading to the significant residential growth experienced in the area. NACO does not currently own much land in the unincorporated areas of Plain Township, but, still has a substantial investment in large portions of the Village. As the largest land owner in the Village NACO continues to heavily influence the character of development. NACO has expressed strong support for the Rocky Fork-Blacklick Accord planning document due to its guidelines which help protect the amenities and value of the area.

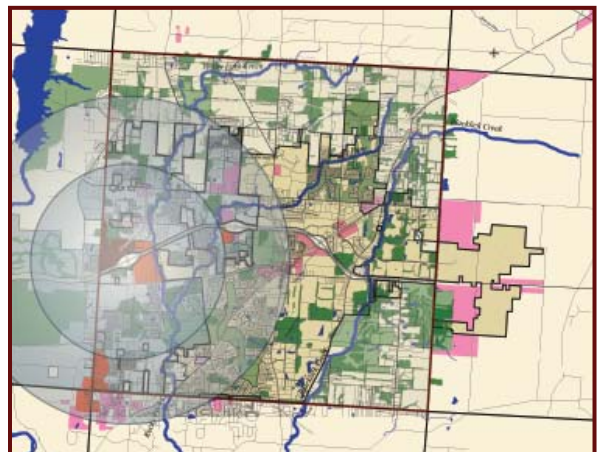
Commercial, Office, and Light Industrial Development

Regional Retail uses:

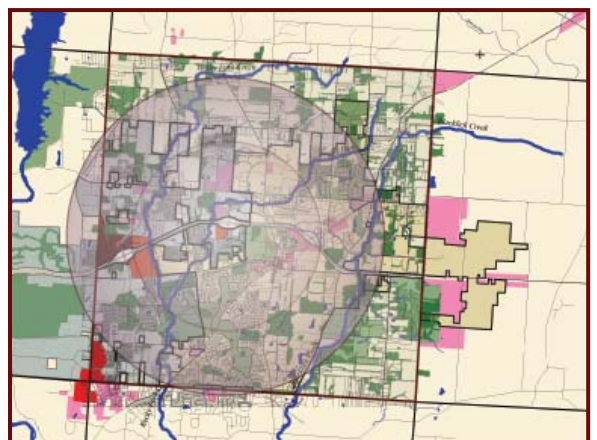
The amount of retail uses already established in the area will have a significant impact on the sustainability of future retail zonings. The market needs for additional retail should be examined prior to making recommendations for future retail growth. Regional retail destinations are defined by the Urban Land Institute as retail sites over 50,000 square feet having a service area of approximately a 3-5 mile radius. As indicated in the adjacent graphics a significant amount of regional retail currently exists in the township. The service areas for these retail centers already cover the vast majority of the township. In addition a large variety of smaller, service oriented retail exists in the area creating questions regarding the sustainability of additional retail growth.



Hamilton Road & Morse Rd. Retail



Hamilton Road & 161 Expressway Retail



New Albany Exit Retail

LEGEND

Radius rings are at 3 miles and 5 miles from retail centers.

- Retail
- Commercial

SR 161 widening, I-270 and SR 161 interchange Improvements:

The City of Columbus and State of Ohio are currently undertaking massive roadway projects which will likely have an influence on future development in the region. The most aggressive of these improvements is the reconstruction of the I-270 & S.R. 161 Expressway interchange. This improvement is designed to separate many of the critical on/off points to I-270 as well as remove the merging conflicts from the off ramp of Sunbury Road. This will significantly reduce the traffic backup during peak commute hours. Access to and from this area to critical locations such as downtown and the airport will all become more convenient to motorists. Commuters will also find it easier to access the business campus on a daily basis. As congestion in this area is relieved, and commute times are reduced, the area will become more attractive for businesses and residents alike.

The widening of State Route 161 to the east of the Township will also play a role in the accessibility of the area. It is likely that more commuters will find the outlying areas as attractive options to live and raise a family while working in the business campus or central city. These improvements will make the Business Campus more desirable to corporations and businesses who can now more easily attract employees from outside the immediate area. The increased growth of the business campus will also increase growth pressure on the Township.

Institutional - schools

Plain Township is home to one of the regions most desirable school systems and has contributed to the areas residential desirability. This desirability is reflected in the age distribution of the residents, according to the strategic plan update prepared by the Village in 2006. The percentage of

population under the age of 18 is more than double that of Franklin County as a whole. This indicates that a majority of people with families are locating in the area. The desirability of the school district will make the development of single family housing more desirable in the Township and Village rather than the City of Columbus portions of the Township.

Open Space

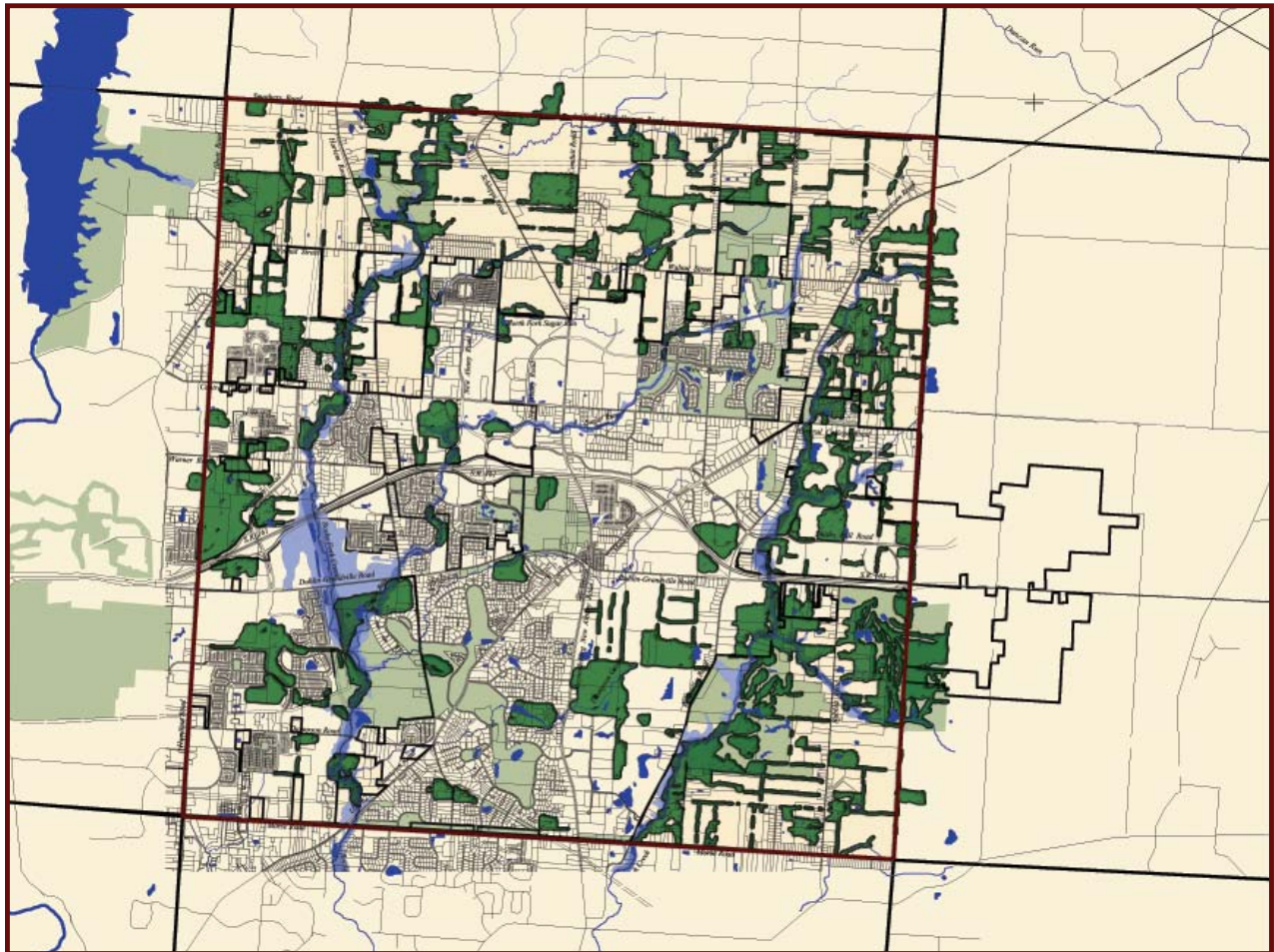
The provision for quality open space has a major impact on the quality of life for the community. Open space can be used to provide both passive and active recreation, maintain a rural character and preserve natural features. The Village has established a policy for the preservation of rural corridors and creation of open space which highly increases the desirability of the community. The formation of the Joint Parks District to provide active recreation opportunities has helped the Township in that regard. Efforts should be made now to finding opportunities to provide passive and aesthetic open space.



ENVIRONMENTAL

The region is home to a number of environmental assets that need to be preserved through the planning process. Regional planning efforts have already taken place to protect the Rocky Fork Creek and Blacklick Creek stream corridors, and their tributaries, from the impacts of development. In addition to those natural amenities the area is also characterized by large tree stands

and tree rows which add to the rural character of the Township. These assets, if preserved, will greatly increase the quality of life in the Township. The Township should embrace these regional planning efforts and establish their own policies for the preservation of these natural amenities. The formation of a new Metro Park (discussed herein) will provide a big leap forward in this effort.



Natural Features Map

LEGEND

- EXISTING TREES
- EXISTING OPEN SPACE
- 100-YEAR FLOOD PLAIN
- FLOODWAY
- RIVERS & STREAMS

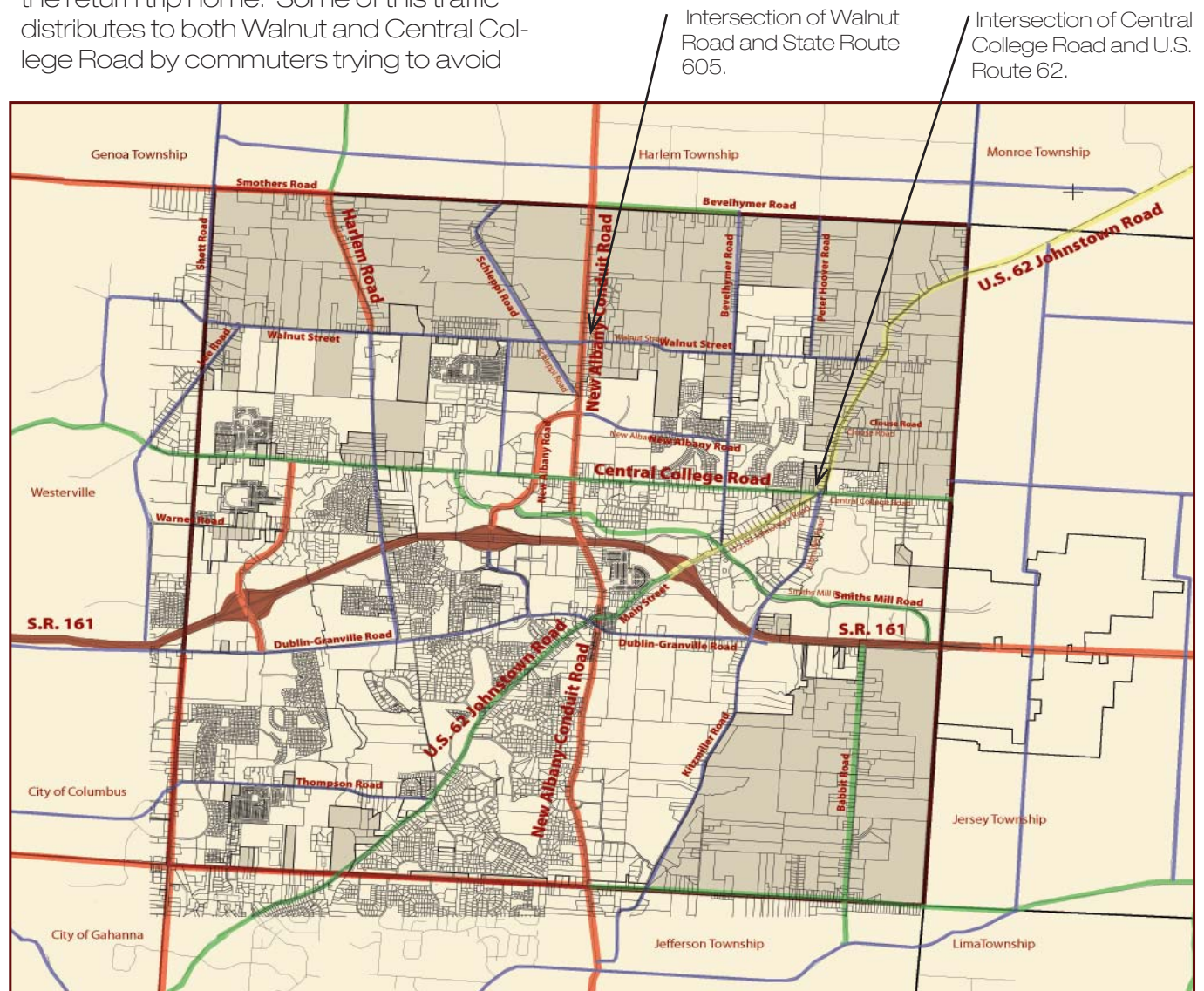
TRANSPORTATION CONTEXT

The large amount of growth that the region has experienced since the adoption of the last Master Plan in 1996 has led to a substantial increase in traffic throughout the planning area. This increase in traffic has had a significant impact on the overall feel and character of the Township and has caused several items of concern.

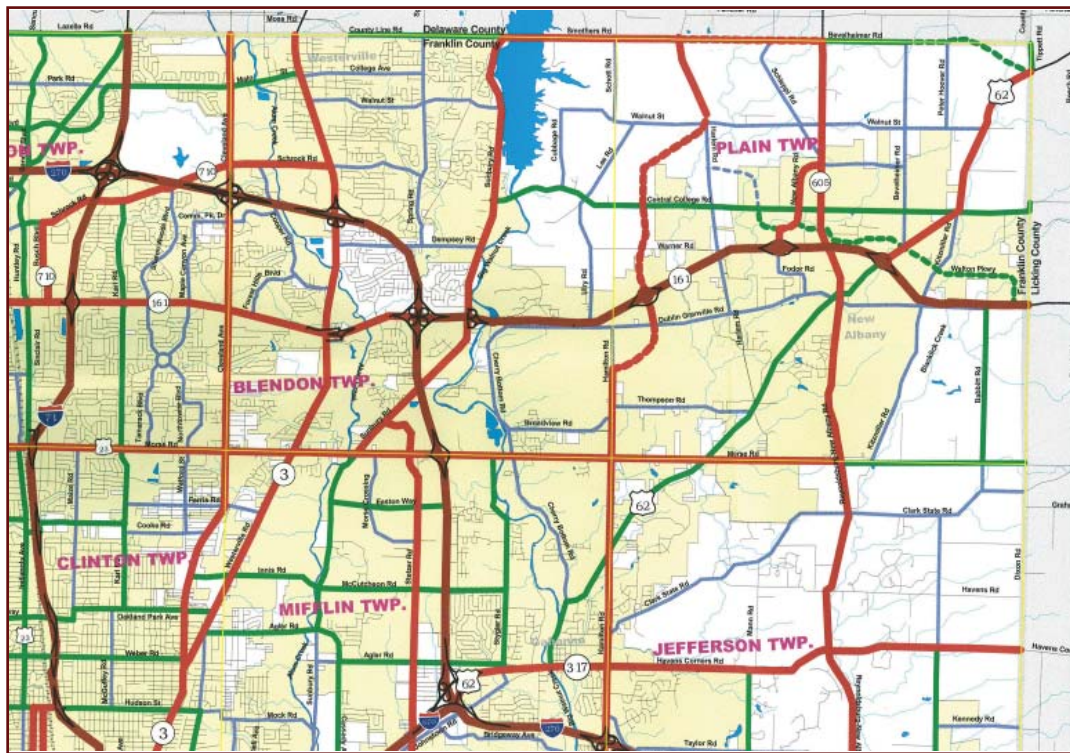
-A large amount of traffic is a result of commuters moving from areas above Plain Township, down to the expressway, and on to various parts of the City. These trips are generated mostly in the early morning on the way to work and late afternoon on the return trip home. Some of this traffic distributes to both Walnut and Central College Road by commuters trying to avoid

the congestion of the expressway thereby causing an increase in pressure on existing township roads.

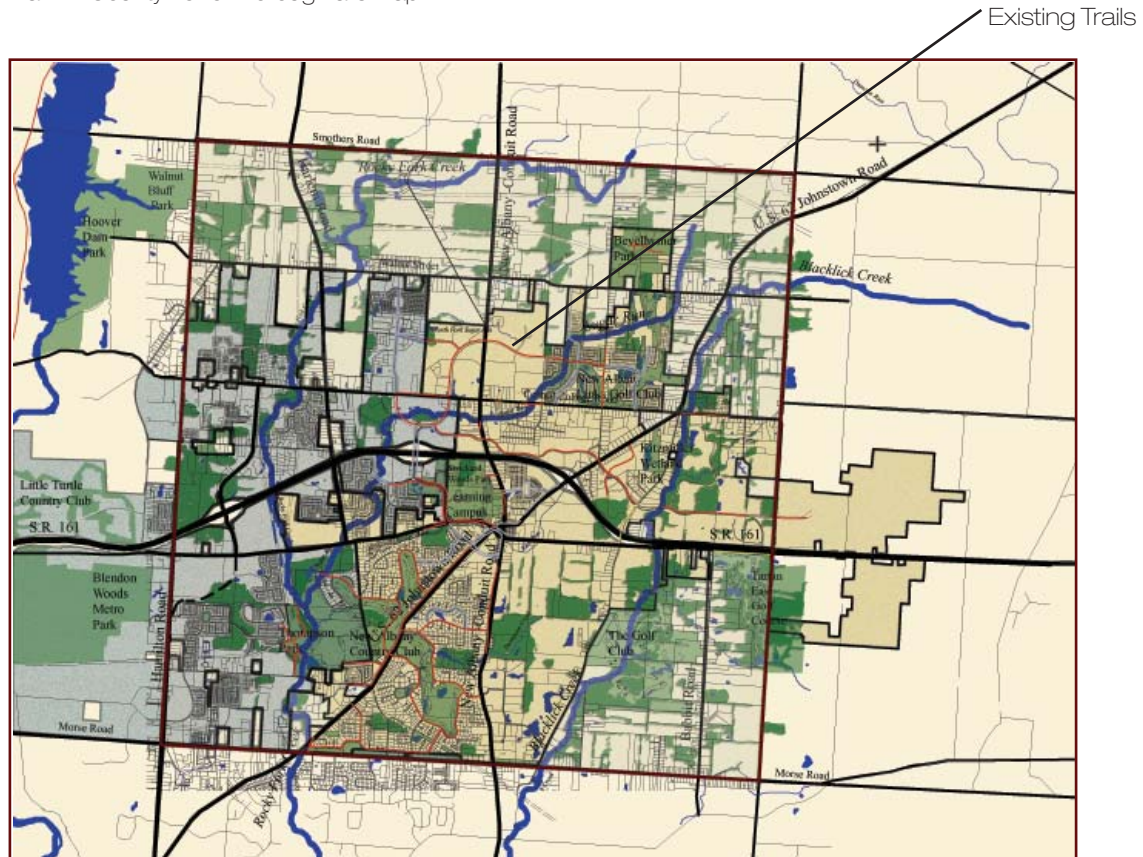
-With this increase in traffic, two major intersections have emerged as becoming dangerous for motorists. Walnut Street and State Route 605 and the intersection of Central College Road and U.S. Route 62. Walnut and 605 is a result of an offset in where each side of Walnut intersects with SR 605. Central College and US 62 is problematic because of the volume of traffic on US 62, the angle of intersection, and the addition of Kitzmiller Road making it essentially a five points intersection.



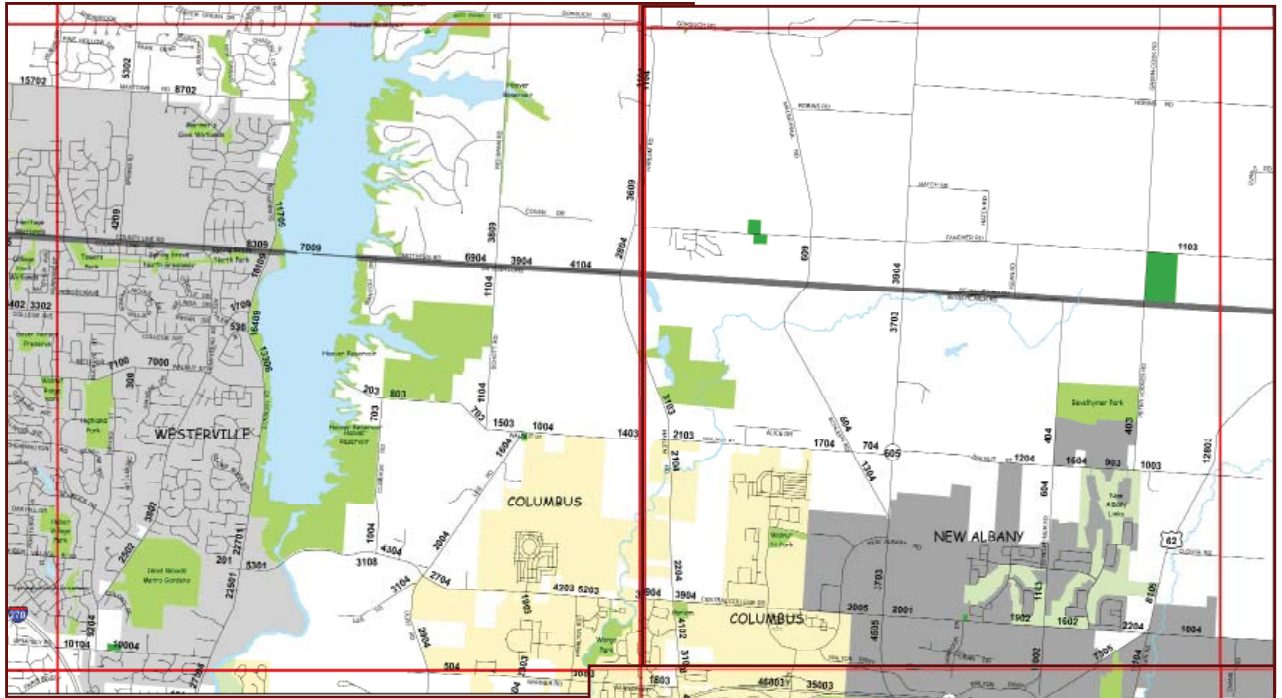
2020 Franklin County Thoroughfare Map



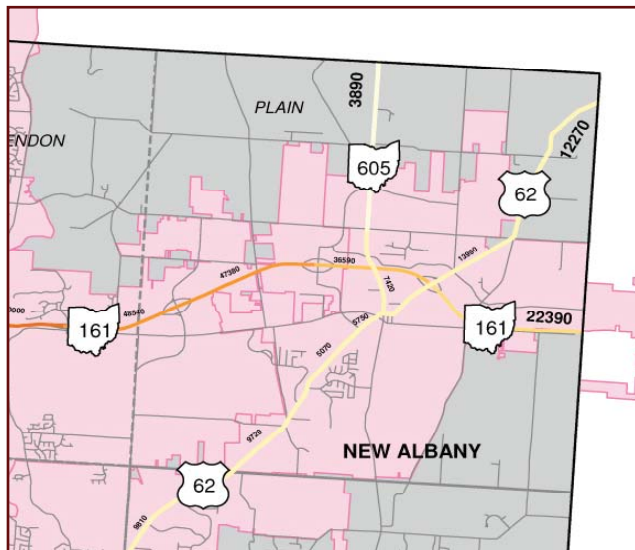
Franklin County 2020 Thoroughfare Map



Existing Village of New Albany Trails Map



MORPC Traffic Counts 1995-2004
Average Daily Traffic Volumes
Numbers are arranged so that the last number represents the year the count was taken. Ex. 12803 represents a traffic count of 12,800 in the year 2003.

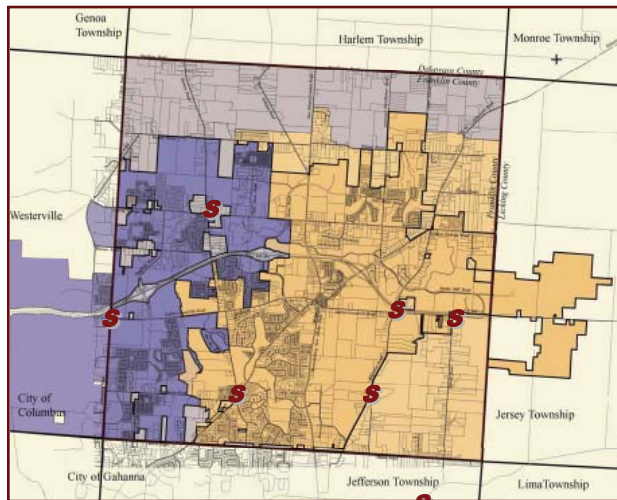


ODOT Average Daily Traffic Volumes 2006

UTILITY CONTEXT

Public Sewer and Water

The Township does not currently have access to sewer and water services and it is unlikely that sewer and water would become available without the requirement of annexation. Prior to 2000 the Village of New Albany and the City of Columbus entered a sewer service agreement whereby the City provides sewer and water services for the Village. The contract also specifies agreed upon boundaries within the Township that each municipality may annex for future growth and utility service provision (see map below).



Water and Sewer Agreement Map

LEGEND

- VILLAGE OF NEW ALBANY
- NEW ALBANY EXPANSION AREA
- CITY OF COLUMBUS
- COLUMBUS EXPANSION AREA
- S SANITARY STUB

This agreement is being re-negotiated as part of the RFBA Annexation agreement (as discussed later in this document).

Packaged Treatment Facilities

Another option being proposed for development in various areas are on site, or "packaged", sewer treatment facilities. These treatment options are becoming more sophisticated and affordable and as a result are being looked at with increasing frequency by developers. These systems may not yet be advanced enough to permit feasible development in the Plain Township soil conditions. However, as the technology develops they may soon have an influence on future development.

If these systems become more readily available, and gain the approval of the EPA and health departments, it could open up property for development that previously has been hampered by the lack of adequate sewer and water facilities. These types of systems could make development in the Township more attractive than annexation into the City of Columbus or the Village just to gain access to utilities.

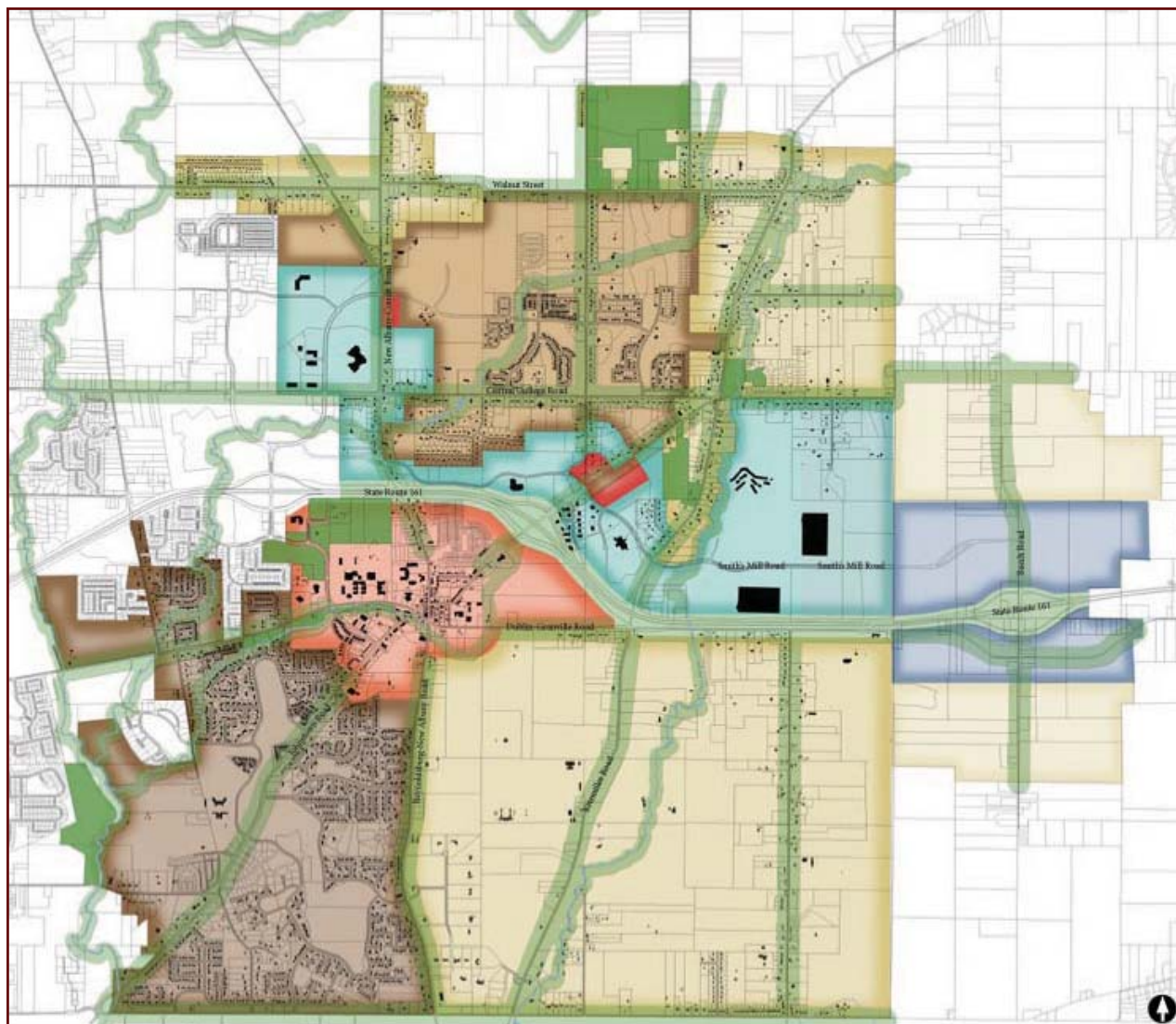
REGIONAL POLICY CONTEXT

Village of New Albany

The Village of New Albany is located centrally within Plain Township. Both communities have very similar goals for schools, parks and residential areas. Currently, the residential density is 1.17 units per acre within the Village. They are not seeking to annex any additional property at this time but there are concerns that the decrease in the housing market will add to the number of already vacant homes. Therefore, the existing commercial and retail zoned land will be adversely affected if more commercial and retail are developed outside the Village core. Growth for the Village is dependent on either sewer extension from the south or packaged treatment facilities. The Village would like gateways around the fringe to help enhance the community and create a sense of arrival. Different types of open space, such as, active and passive, are important to the Village in future development.

Based upon the Strategic land use plan, updated by the Village in 2006, the focus will be on low density development in the southeastern area of Plain Township. Concentrated residential will continue near the Village core along with commercial, office and retail.





New Albany Strategic Plan Update, 12/2006

PROPOSED LAND USE

	Acres	%
RESIDENTIAL		
NEIGHBORHOOD RESIDENTIAL	1,873.3	17.2
TOWN RESIDENTIAL	1,209.0	11.1
RURAL ESTATE RESIDENTIAL	4,329.3	39.7
OFFICE		
OFFICE DISTRICT	1,307.9	12.0
MIXED USE COMMERCIAL	627.4	5.8
RETAIL		
VILLAGE CENTER	673.6	6.2
FUTURE PLANNING AREA	827.9	7.6
TOTAL	10,902.2	100.0

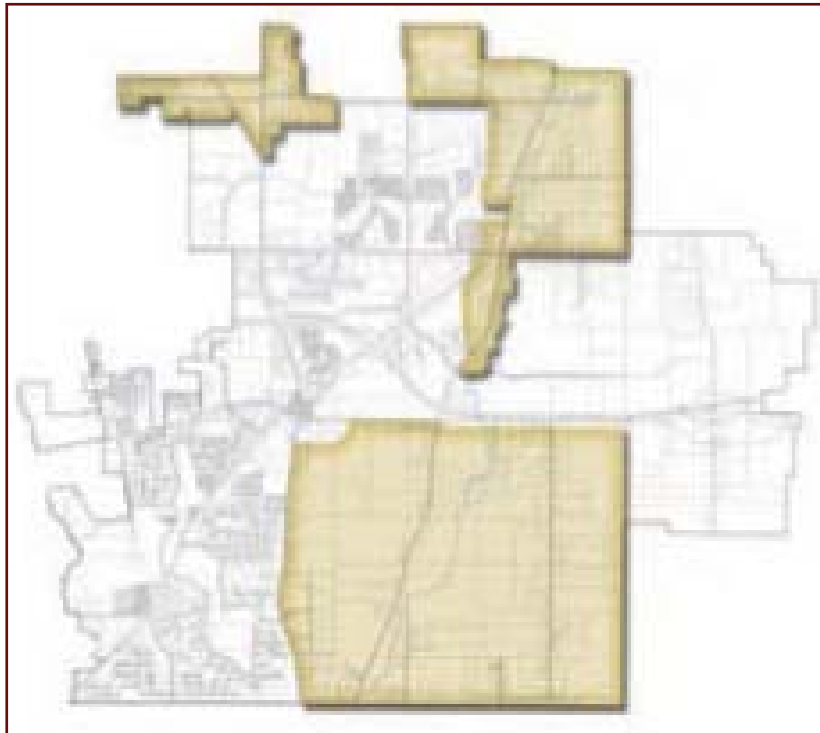
LEGEND

	NEIGHBORHOOD RESIDENTIAL
	TOWN RESIDENTIAL
	RURAL ESTATE RESIDENTIAL
	VILLAGE CENTER
	OFFICE DISTRICT
	NEIGHBORHOOD RETAIL
	MIXED USE COMMERCIAL
	PARK/OPEN SPACE
	RURAL/GREEN CORRIDOR
	FUTURE DEVELOPMENT LICKING COUNTY AREA

Village of New Albany - Rural Estate District

The Rural Estate District encompasses a major part of the Babbitt Road Corridor and consists of many standards including:

- Minimum 1.5 story and maximum 3 story homes.
 - Distinguish a street hierarchy.
 - Maintain setback and leisure trails on all homes fronting primary roadways.
 - Homes should front public open space, rather than the back onto parks or roadways.
 - Garage placement side or rear loaded.
 - Cul-de-sacs are strongly discouraged.
 - Strong connectivity should be developed.
 - Conservation development should play a major role.
 - Density should be 1du/ac North of S.R. 161 and 1du/10 ac South of S.R. 161.
 - Lot width should be 100 feet maximum.
 - Single-family lot maximum should be 15,000 sq. ft.
- Cluster development.
 - Any open space should have a 1,200 feet maximum distance .
 - Distinguish an open space hierarchy.
 - Create a large open space near the center of each development.
 - Open space to include all existing natural features.
 - Streetscapes should have 5 foot walk ways and street trees should be planted 30 feet on center.
 - Estate Lots
 - 10 acre minimum (Babbitt Road Corridor only)
 - Out-buildings permitted
 - Roadways should have rural characteristics
 - Leisure trails along all streets & stream corridors.



Rural Estate Residential Districts

City of Columbus

The City of Columbus corporate area is located west of the Village of New Albany in the Township. Both the City of Columbus and the Village of New Albany are heavily invested in the Rocky Fork Blacklick Accord, each having taken a large part in that multi-jurisdictional process. The city relies heavily on the Rocky Fork-Blacklick Accord as it's planning guide for growth in the region. Lately the City has begun to adjust it's growth and expansion policies after examining the cost vs. benefit comparison of extending sewers and providing services to outlying areas. The city has been more focused recently on establishing re-investment in first and second tier suburbs. As a result, most of the City's financial resources are being directed toward interior redevelopment opportunities. As a result, according to the Planning Department of the City of Columbus, there are currently no plans to extend sewer and water into the remaining Township areas.

Rocky Fork-Blacklick Accord

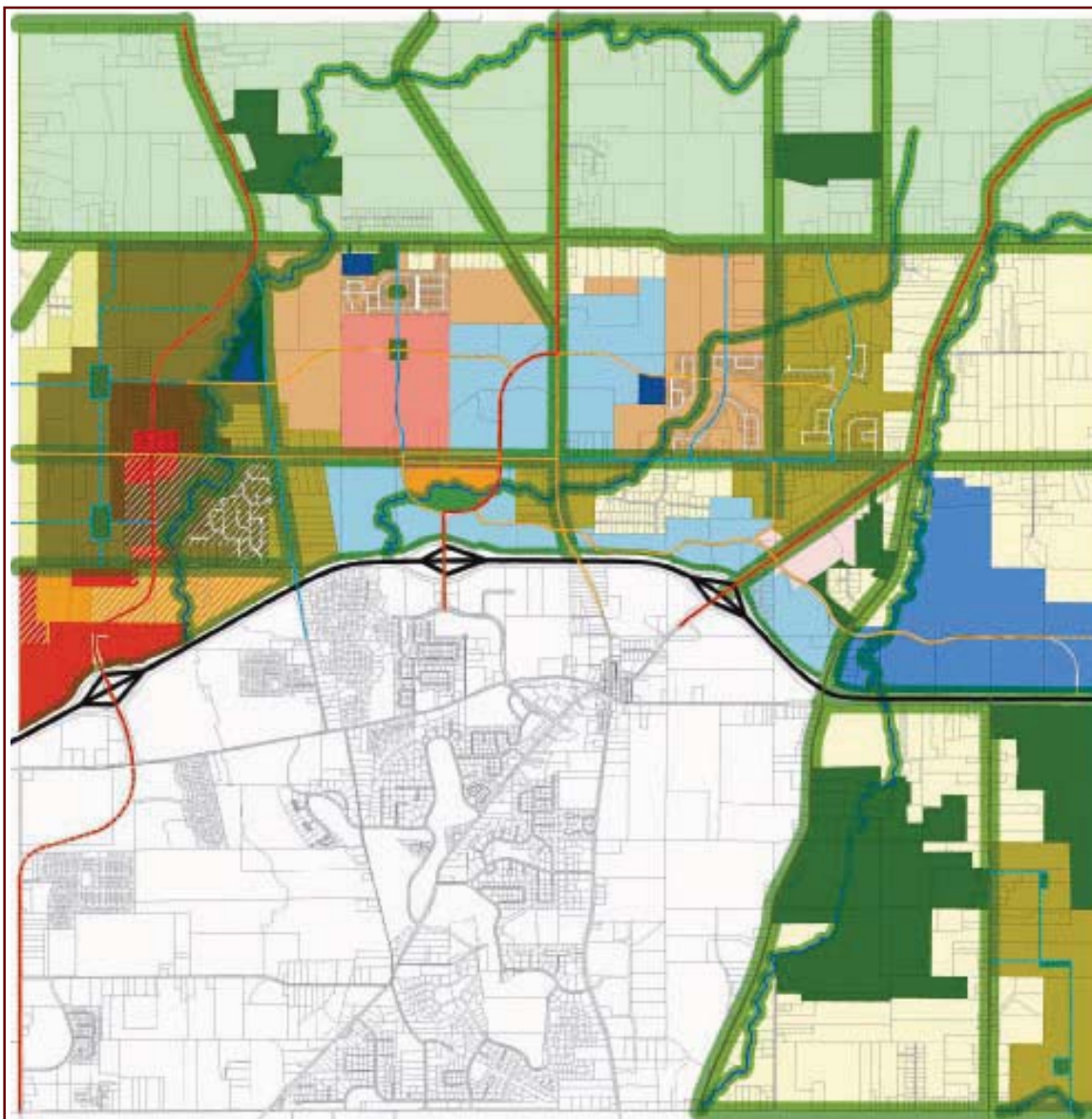
The Rocky Fork-Blacklick Accord (RFBA) is an initiative of the Village of New Albany and the City of Columbus to establish long range planning guidelines to manage growth and development in annexed portions of Plain Township. The purpose of the Accord is to protect, preserve and enhance the quality of life in the participating jurisdictions through clearly defined development and zoning regulations. Preservation of existing natural features, floodplain and flood way are key components to the plan. The Rocky Fork Creek and Blacklick Creek floodplain buffer is 300 feet, while the Sugar Run floodplain buffer is 200 feet and a 500 foot no build zone is established along all existing rural roads.

The RFBA goals were established through survey and community forums. The participants felt a concern to protect natural resources, such as, creeks, wooded areas and open space. An adequate balance of residential and commercial development was also necessary. Plans to finance services and schools will help residents continue the high quality schools. A variety of housing types, styles and prices were important to the community members.

The RFBA non-negotiable principles were created to help establish a better land use plan. Some major elements consisted of:

















- Maintain aesthetic character of the rural roads.
- Use open space as an organizational element.
- Use a compact form of development in the town and village clusters with defined edges such as greenbelts and natural corridors.
- Develop mixed use in town and village centers.
- Assure diversity in housing prices and types.
- Create a center focus that combines civic, cultural and recreational uses.
- Guarantee permanent protection of green belts, streams, creeks, woodlands, grass lands, wetlands and historical sites.
- Development in town will be located within easy walking or biking distance of other neighborhoods, schools, retail centers and transit stops.
- Development must pay its own way.

The following diagram shows the intended land use of the Rocky Fork-Blacklick Accord.



Rocky Fork-Blacklick Accord

LEGEND

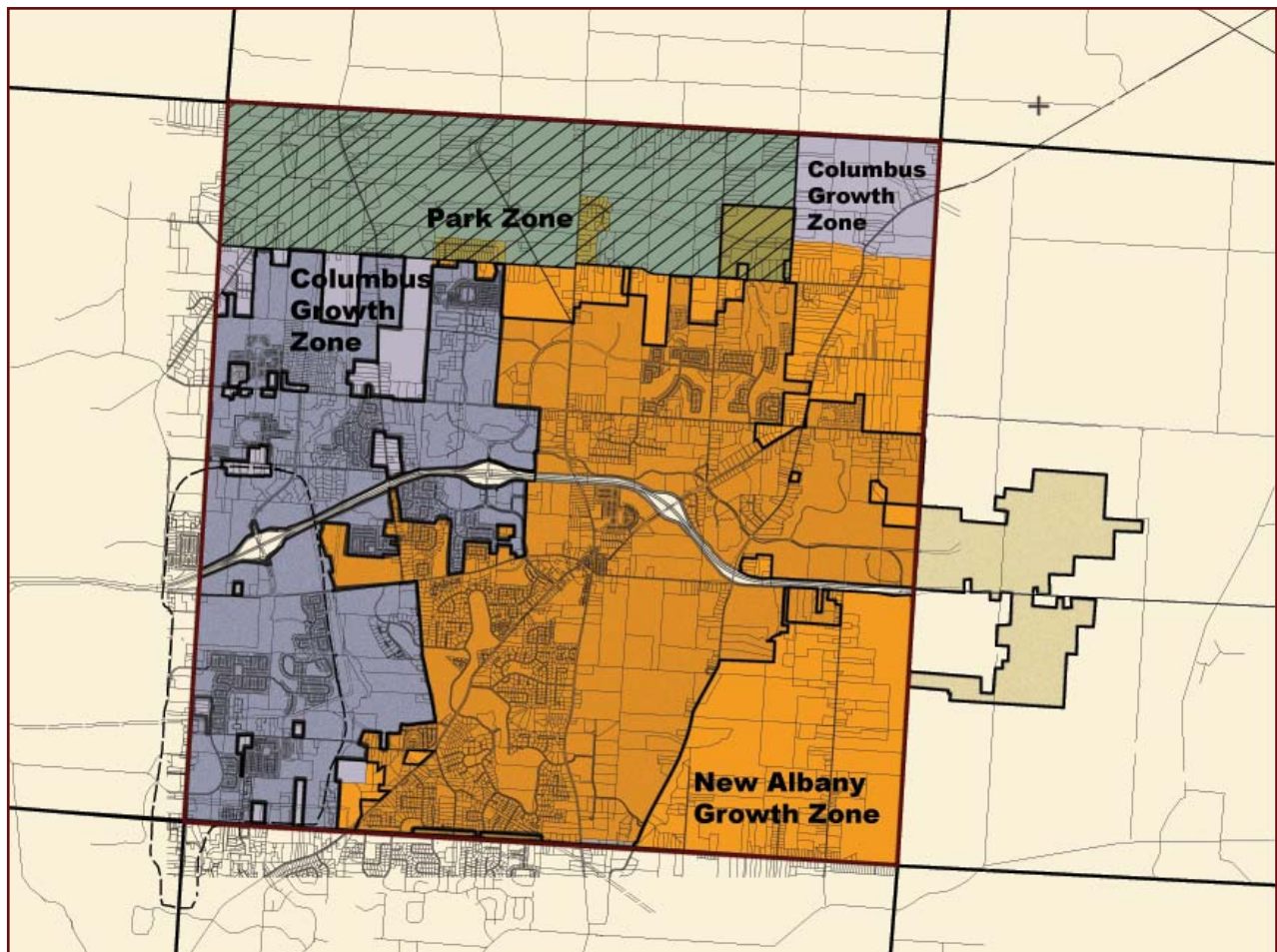
	OFFICE		VILLAGE MIXED USE
	OFFICE/WAREHOUSE		TOWN RESIDENTIAL
	TOWN MIXED USE		VILLAGE RESIDENTIAL
	COMMERCIAL		RURAL RESIDENTIAL
	MULTI-FAMILY		EDGE
	CIVIC/SCHOOLS		NEIGHBORHOOD
	PARK ZONE		NEIGHBORHOOD CENTER
	PARK/OPEN SPACE		NEIGHBORHOOD CENTER COMMERCIAL

RFBA Annexation Agreement

This Tri-Party Agreement is a negotiation between the City of Columbus, The Village of New Albany and Plain Township. It will play a major role in the future of the Township and establishes boundaries and procedures for future annexations of Township lands. Lands to be annexed by the City of Columbus must be done so under the Type 1 Annexation procedures. Land annexed into the City will be moved into the City of Columbus school district.

With this annexation agreement the Township will also gain two seats on the RFBA panel giving the Township some investment into the proceedings of the Accord.

Another major component of the RFBA Annexation Agreement is the development of a 1,200 acre Metro Park within the region indicated as the Park Zone. This Metro Park is to be developed in cooperation with the Township, Village and City who in combination will be providing \$10,000,00 in funding towards the purchase of property for the parks. The Metro Parks District will be required in turn to provide an additional \$3,000,000.



Tri County Agreement - Park Zone

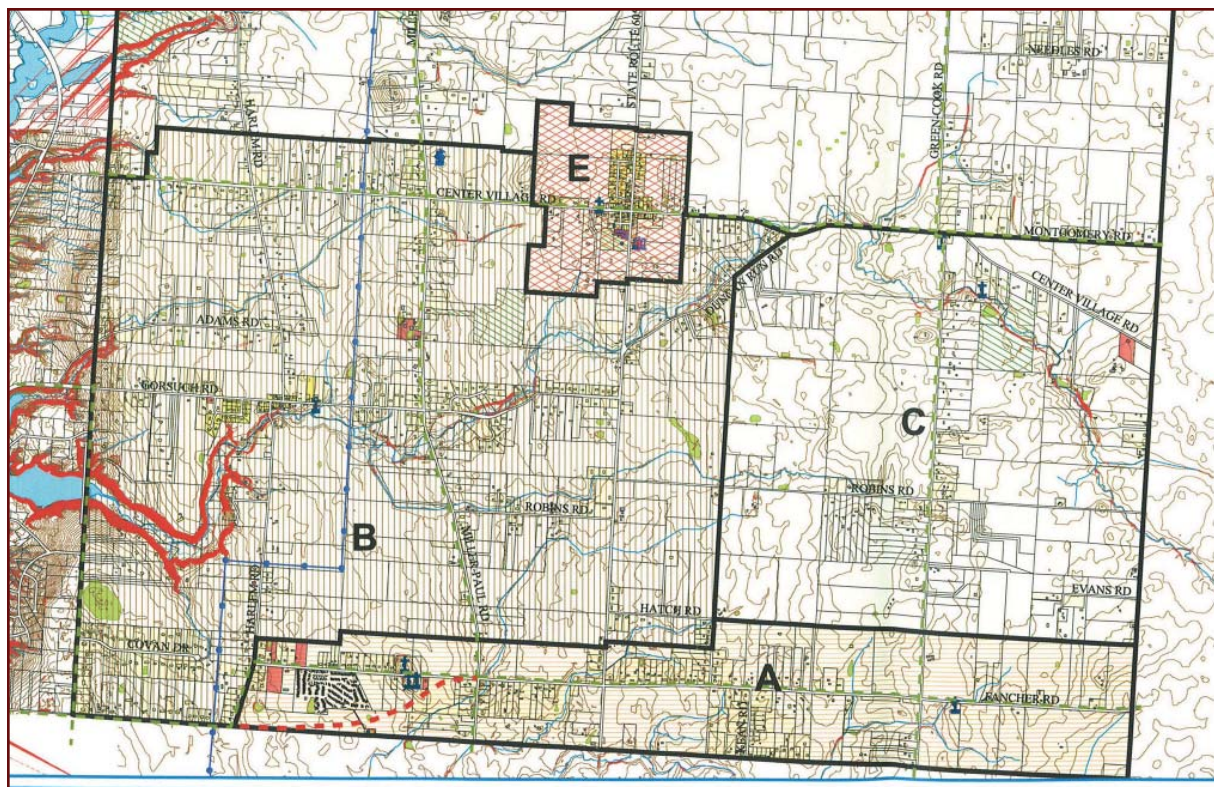
Harlem Township

Harlem Township, located north of Plain Township, has had an average of 30 new home starts per year over the past several years. The township is in the process of updating their comprehensive master plan, which will allow for slightly higher densities along the southern border. This was done in an effort to protect themselves from future annexation from the City of Columbus to the south. Lot sizes are to remain at a 2 acre minimum per unit, under the zoning of Farm Residential, unless a Conservation Subdivision or Planned Residential District is

proposed. Then the net density would be a maximum of 2 units per acre with a substantial amount of required open space.

Natural resource protection, transportation connectivity, smart residential and commercial development are important goals in the new comprehensive plan.

As a result, low to medium density development should occur along the northern border of Plain Township.



Harlem Township 2003 Comprehensive Plan

LEGEND

- Township Hall
- Fire/emergency
- Cemeteries
- Schools
- Golf Courses
- Parks
- Power Poles
- Power Lines
- Railroad
- Road Right of Way
- Slope > 20%
- Property Lines
- Rivers/Lakes
- Streams / Drainage Courses
- Contour Lines
- Conceptual bikeways from MORPC data
- Conceptual connection between Fancher and Smothers - not align
- 100-Year Floodplain
- Recreational uses (encourage preservation)
- Wetland (National Wetland Inventory)



Planning Sub Areas/Proposed Land Use

- A** Single-family at .5 units/acre (2-acre lots) without centralized sewer; or 2 dwelling units/net developable acre (NDA) with sewer.
- B** Single-family at .5 units/acre without centralized sewer; or Conservation Subdivisions at 1 unit/NDA with centralized sewer.
- C** Single-family at .5 units/acre without centralized sewer; or Conservation Subdivisions at .75 units/NDA with centralized sewer.
- D** Single-family at .5 units/acre (2-acre lots) or Conservation Subdivisions at the underlying density.
- Planned Industrial/Commercial.
- E** Mixed use with village design elements at 2 units/acre for residential. (see Center Village detail)

Harlem Township Zoning

- Agricultural Residential District
- Farm Residential District
- Low Density Residential District
- Planned Residential District
- Neighborhood Office District
- Neighborhood Commercial District
- Planned Commercial and Office District
- Industrial District
- Planned Industrial District
- River
- Road



Jefferson Township

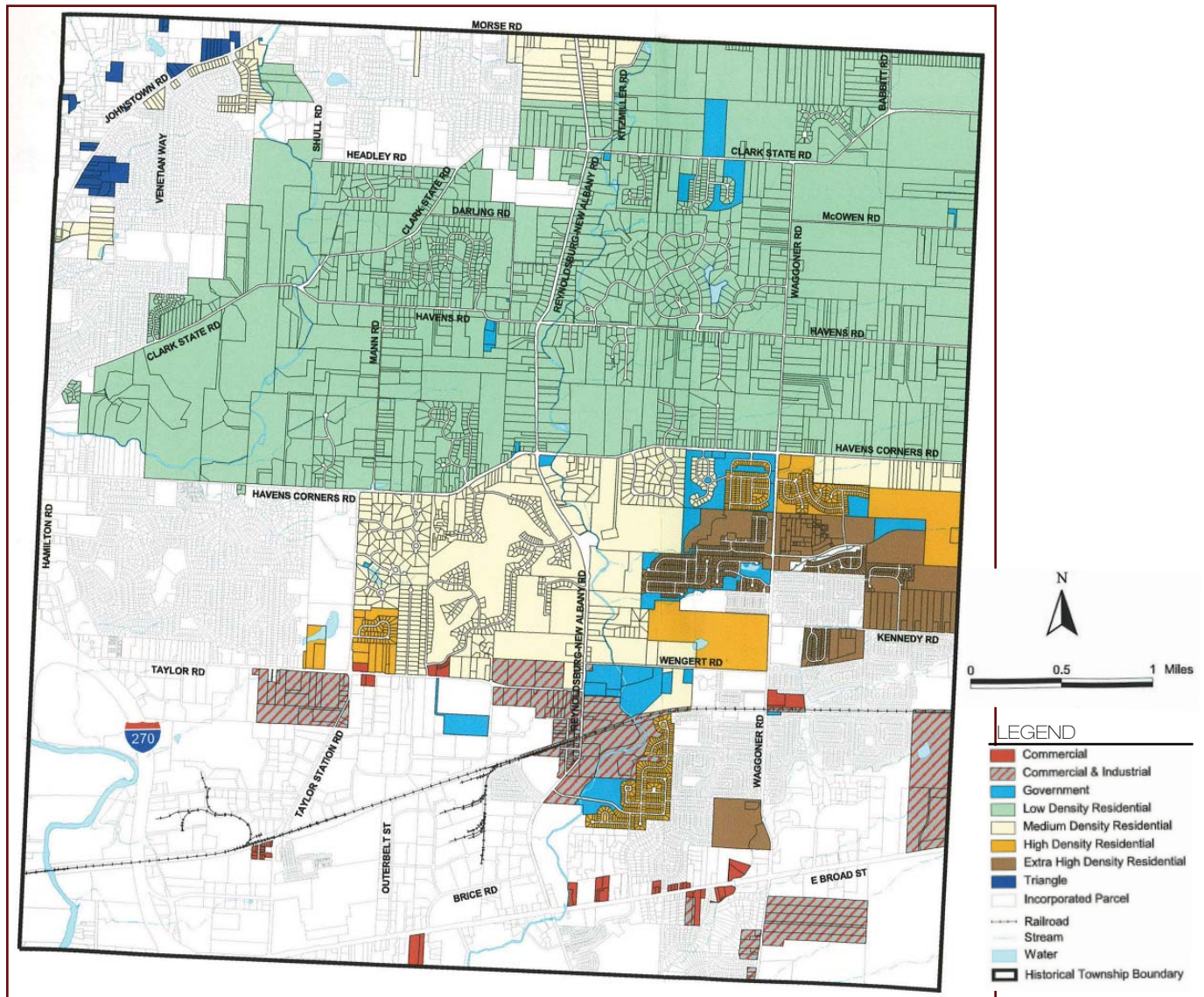
Jefferson Township, located south of Plain Township, has had 400 new home starts from 2003-2005. This highly residential community focuses on large lot or cluster/conservation development that falls in the 0.8 units per acre density range; with the more intense development happening south of Havens Corner Road.

The Township relies heavily on the Comprehensive Plan and Zoning Map for all new development and is referred to as "Zoning Neutral." Preservation of open space is one of Jefferson Township's goals.

Presently, they require 35% open space within each new development, and in the future will increase to 40-45%.

Developer's are complying because lots backed on open space can increase in value and cluster development reduces the infrastructure costs.

Therefore, low density development (one unit per 3-5 acres) will continue to be the theme for development along the southern border of Plain Township.



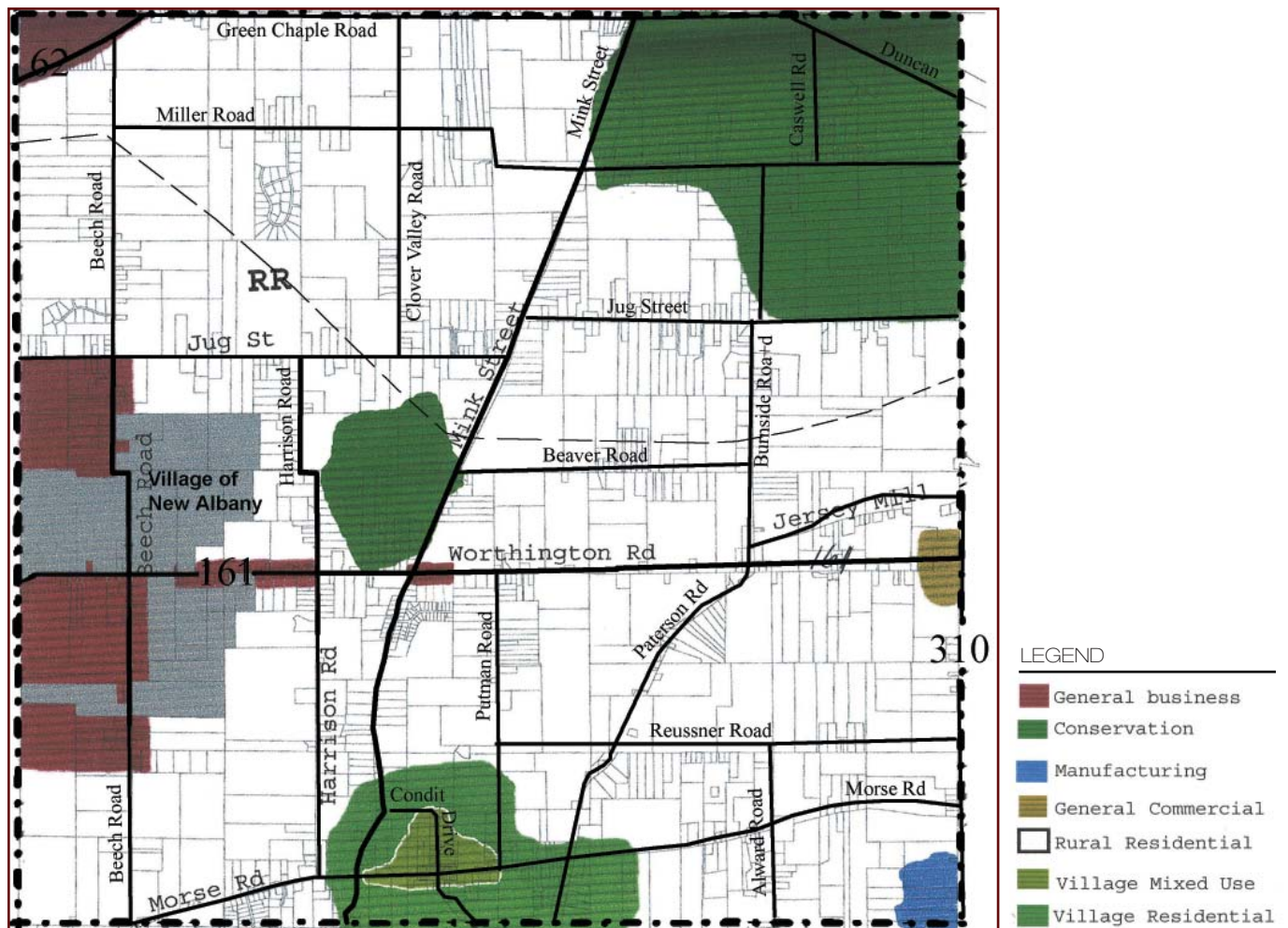
Jefferson Township Comprehensive Land Use Plan, 11/2006

Jersey Township

Jersey Township, located east of Plain Township, has had an average of 30 new home starts from 2003-2006. The township does not expect any radical increase in growth due to its lack of water and sewer access. Rural residential is the zoning classification adjacent to the eastern border, with one unit per 2-5 acres. The Village of New Albany has annexed into Jersey Township along State Route 161. The extension of SR 161 will impact development in the future, but the Township is unsure of the ramifications at this time. The Township's zoning does not require any dedicated open space, but surveys of the populous resulted in a consensus to protect sensitive natural

features and farm land. This is currently accomplished through buffer strips.

According to Jersey Township, low density residential development along Plain Township's eastern border will occur. There would also be The Village of New Albany expansion and development will continue along the State Route 161 corridor.



Jersey Township Comprehensive Land Use Plan, 6/6/2005

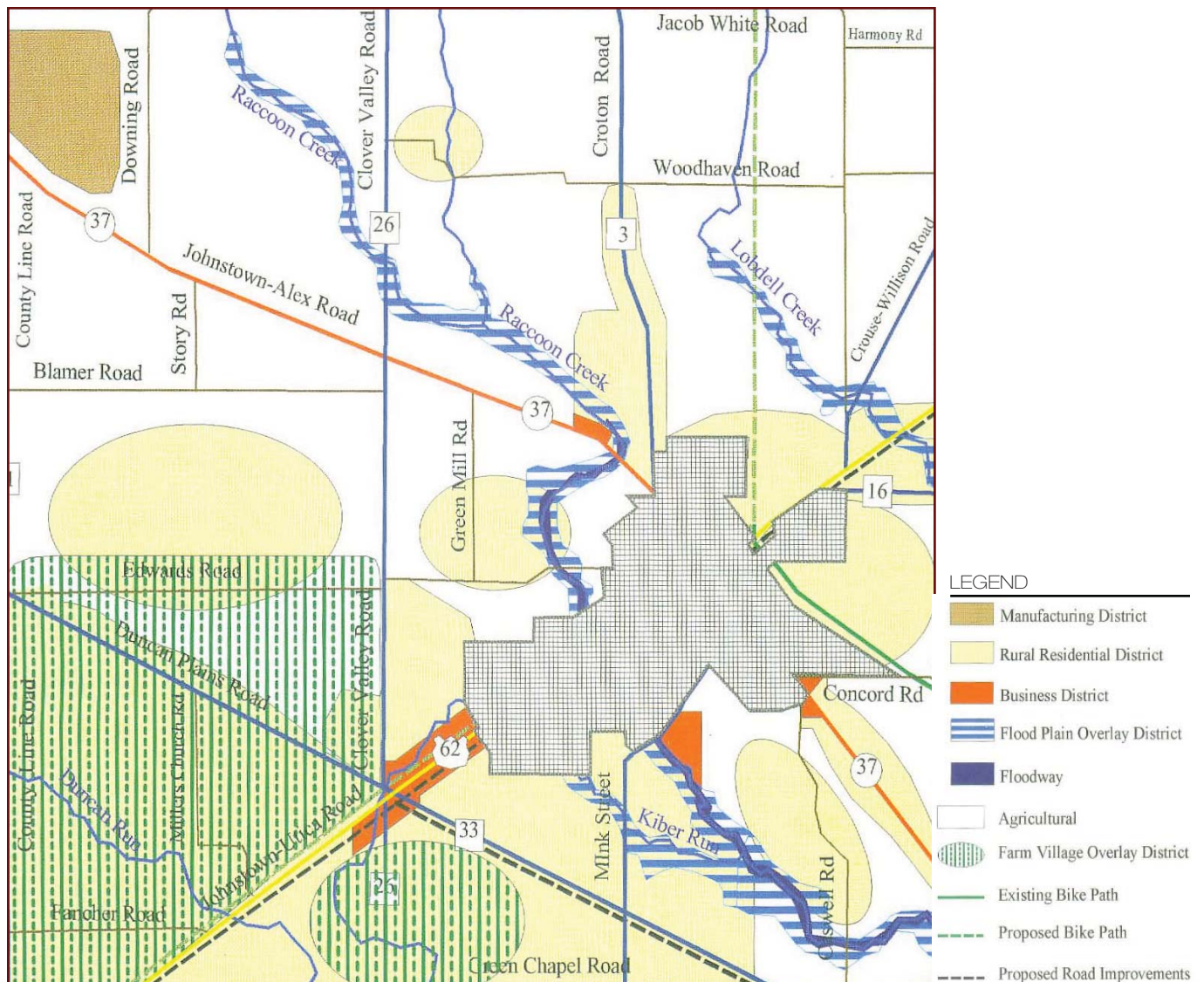
Monroe Township

Monroe Township, located north-east of Plain Township, will control a significant portion of U.S. Route 62 heading towards Johnstown. A strong commercial corridor exists along U.S. Route 62, situated just south of the business district. Plans have been established to extend Beech Road to SR 37, containing an additional commercial and industrial corridor.

There will be medium density residential buffering the corridor with lower density on

the outskirts.

Monroe Township has influence upon Plain Township due to their commercial corridor along U.S. 62 and their variety of residential types buffering this area.



Monroe Township 10-Year Future Land Use Map

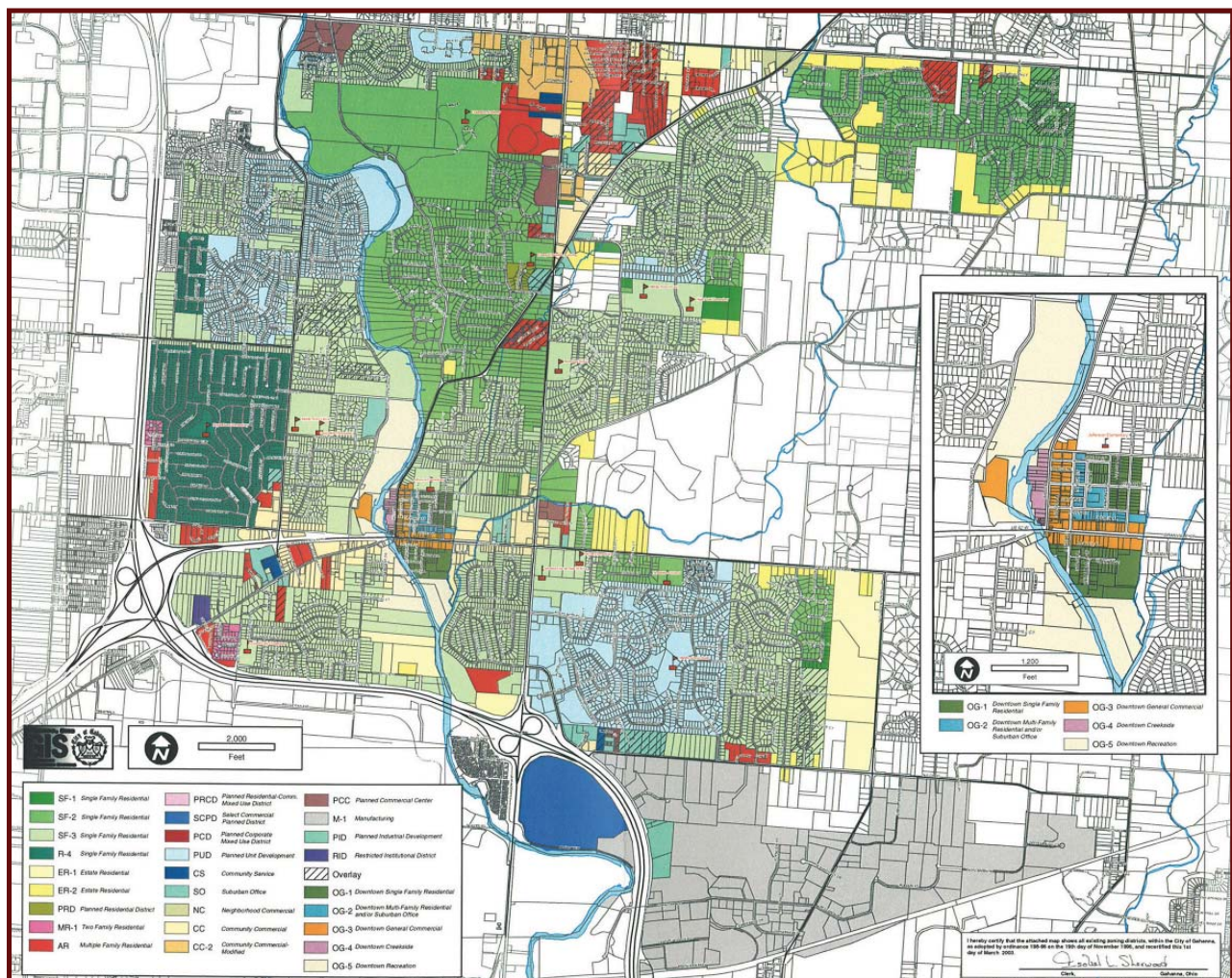
City Of Gahanna

City of Gahanna is located south-west of Plain Township. The “Triangle North” Development includes multi-family residential, and neighborhood residential, along with medical office uses. The remaining development along the northern border of the city is single family residential.

The City of Gahanna will influence commercial development along the southern border of Plain Township.

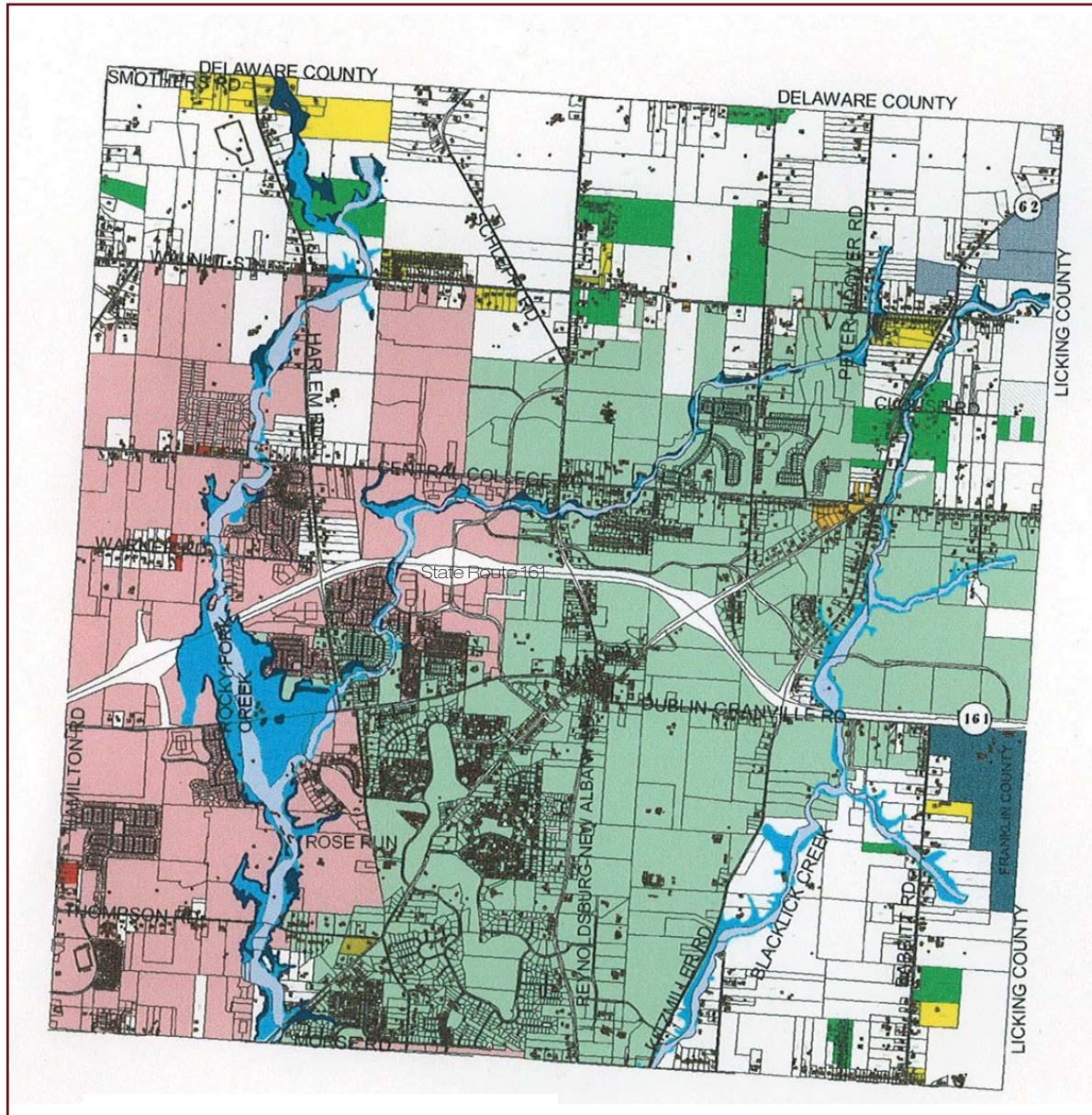
Northland Plan

The Northland Plan addresses extraordinary growth increase requirements for service and facilities. The area includes The Village of New Albany, all lands west of Rocky Fork Creek (south of State Route 161). The plan intends to manage growth and protect resources. It also intends to increase traffic management, encourage cluster development and, riparian and open space preservation. Encouraging high quality residential, commercial and office development are the main focuses of the plan.



City of Gahanna Comprehensive Master Plan

BUILT ENVIRONMENT CONTEXT



Plain Township Zoning Map

LEGEND - Plain Township Zoning

A	AGRICULTURE
EU	EXCEPTIONAL USE
GB	GENERAL BUSINESS
LB	LOCAL BUSINESS
M-1	LIGHT MANUFACTURING
PC	PLANNED COMMERCIAL
R2	LOW DENSITY RESIDENTIAL
RURAL	RURAL TOWNSHIP
SCPD	SELECT COMMERCIAL PLANNED DISTR.
SER	SUBURBAN ESTATE RESIDENTIAL

Environmental

100 - Year Floodplain
500 - Year Floodplain
Floodway

Corporate Limits

	City of Columbus
	New Albany
	Plain Township

COMMUNITY FACILITIES

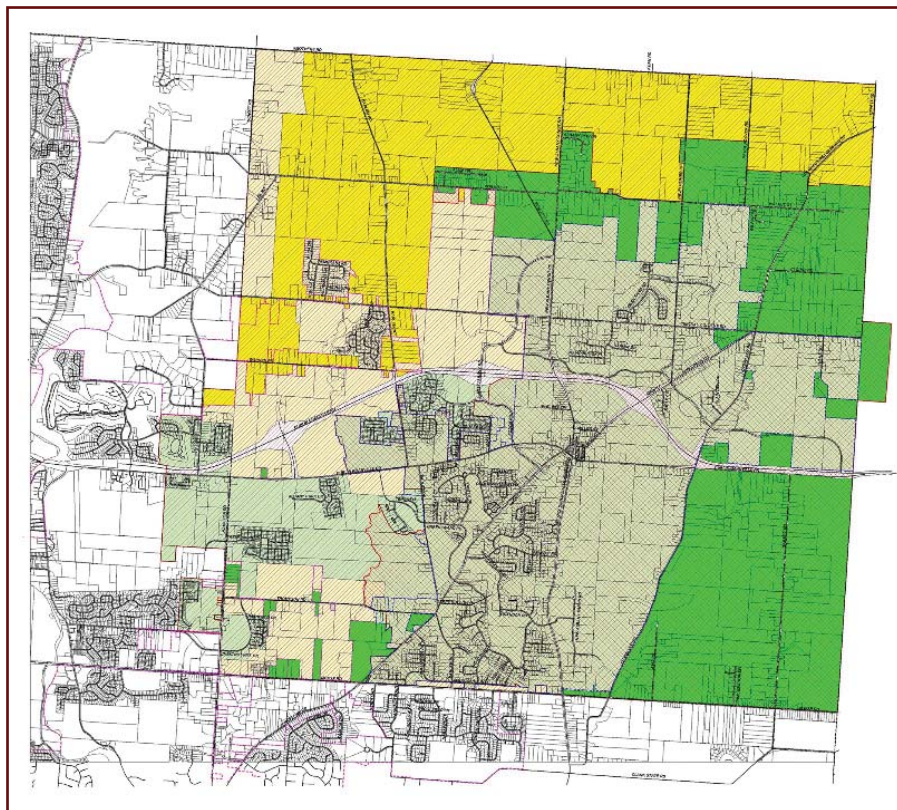
Schools

The New Albany-Plain Local Schools System currently has about 3,700 students. Each year about 10-15 new students are presently being added from the Township jurisdiction. Based upon studies performed by the district it is anticipated that the projected peak of 5,500 students could be reached in about 15-18 years.

Schools System is to stay “campus oriented”, building no satellite schools. To achieve this the New Albany-Plain Local schools cannot accommodate unmitigated growth beyond its projections.

Based upon the annexation agreement properties annexed into the City of Columbus will enroll students into the Columbus City School system. Properties annexed by the Village will stay in the New Albany-Plain local school district.

The main goal of the New Albany-Plain Local



School District Boundaries

Based on The Water /Sewer Agreement and the Win-Win Agreement

LEGEND

- AREAS PRESENTLY INCORPORATED INTO PLAIN-LOCAL SCHOOL DISTRICT
- PARTS OF PLAIN TOWNSHIP DESIGNATED FOR ANNEXATION INTO NEW ALBANY
- PARTS OF PLAIN TOWNSHIP DESIGNATED FOR ANNEXATION INTO COLUMBUS
- AREAS SERVED BY OTHER SCHOOL DISTRICTS

NOTE: In all areas of Plain Township designated for annexation, parcels of less than 7 acres will be permitted to stay located in Plain Township and the Plain-Local School District, if such parcels do not agree to annex.

Columbus Metro Parks

Columbus Metro Parks currently owns 107 acres of property donated by The New Albany Company, but existing properties have been promised from the Village and lands from the Township are also available for purchase. There are currently no plans to purchase property until the Tri-Party Agreement is signed (see earlier pages) and a Parks Agreement is in place. Under the Park Agreement there will be funds set aside, to be used for the purchase of land, from both the Village of New Albany and the City of Columbus totaling 10 million dollars. Under the agreement the Metro Parks would be required to contribute an additional three million dollars from their current operating levy. Based upon a low value of \$15,000 per raw acre this would allow an initial purchase of approximately 860 acres. Due to the value of property in the area the Metro Parks would focus on purchasing larger tracts of raw land rather than purchasing individual home sites. Preferred land to purchase would have environmental features, such as, streams, wetlands, tree stands, etc.

The display on the next page is an indication of property remaining as raw land potentially available for purchase. For this study it is assumed that parcels of 10 acres or less would more than likely be sold as a homestead and therefore would likely come at a higher price than raw land. If it is assumed that parcels of more than 10 acres would be available as raw land, then according to this graphic, there is approximately 1,550 acres of raw land in this area. Of this 1,550 acres almost half are owned by private developers or corporations and half by private ownership (based upon interpretation of Franklin County Auditors information).

Based upon this information it would be necessary for the Metro Parks system to successfully negotiate with a majority of the property owners within the study area to achieve a total land holding of approximately 1,200 acres for the new Metro Park.



Northern Columbus Metro Parks Map

Total Acreage	± 2,691 ac.	Existing Open Space (NACO, VONA, Plain Local Schools, Plain Twp.) Joint Parks District	± 262 ac.
Lots Greater Than 10 Acres	± 1,544 ac.	Stream Buffers	
Privately Held Properties	± 797 ac.	Rocky Fork Creek (300')	± 154 ac.
Developer Held Properties	± 747 ac.	Bevelhymmer Run (200')	± 56 ac.
Possible Metro Parks (connectivity) (\$10 m/\$1,500 per ac.= 666 acres)	± 633 ac.	Easements	
		Utility Held Property Easements	± 134 ac. ± 173 ac.

COMMUNITY INVOLVEMENT & VISIONING

INTRODUCTION

Public involvement in the master planning process is critical in order to build an informed constituency and to make educated decisions that account for the goals and desires of the entire community. Many residents differ in their opinions regarding various issues such as growth, community character, taxes, etc. Public involvement allows individual members of the community to express their concerns regarding the future of the township and to help develop a consensus regarding the best solutions for moving forward. Recognizing this the township leaders expressed a desire to make sure that the community had an opportunity to participate in this update of the Land Use Master Plan.

The process for this update included an initial kick off meeting with the Township Planning Commission and Trustees. The purpose of this meeting was to gather input on various growth and fiscal concerns. Once the research portions of the project were completed and a significant amount of supporting data was present the process was opened up to the community in a series of public meetings. These meetings were designed to inform the public on the issues facing the Township and to solicit public opinion regarding the future of the Township.

INITIAL TOWNSHIP MEETING

During the initial kick off meeting many of the issues that inspired the need for this update were discussed. One of the major issues driving the need for the update was the change in the marketplace and tremendous growth that had occurred in the area over the past ten years. Another major need that the Township identified was to gain a better understand the Conservation Development and its interaction with future development.

The largest concerns raised by the Township leaders was to identify how best to maintain a rural character throughout the remaining portions of the Township and protect the natural features that remain. This concern was based not only on the desires of the individual members of the zoning commission and trustees but also feedback that had been received from various members of the community.

Also discussed were:

- The opportunity for development versus sewer service implications.
- Desire to eliminate piece meal development.
- Connectivity between Columbus, the Village and Township were important to the community.
- The last question which arose was, "How should U.S. 62 and Central College Road be developed?"

COMMUNITY INVOLVEMENT AND VISIONING

During the Township public input process, which consisted of two open houses and a follow up public meeting, a total of 66 participant from various areas of the Township and Village contributed their thoughts on a variety of subjects. Discussions consisted of the residents opinions on goals and their desires for the future of the Township. The average age of the participants was 59.5.

During the two public open houses the discussion was based upon the participants brainstorming questions on broad based subjects, such as character, growth, transportation, and land uses. Each community member then ranked the results based on their belief of the order of importance. The results were typically very unanimous and usually very predictable.

Based upon this feedback the community

and Township officials then came together for a third meeting to review the results and to participate in developing the Defining Principles contained herein.

PUBLIC OPEN HOUSE MEETINGS

The main focus of these meetings was to gather the input of various community members on various topics and to establish discussion regarding the future of the township. In these meetings a variety of questions were brainstormed by the group and then answers to each question were ranked by each community member. The results of those sessions are listed below.

QUESTION 1 - WHAT ARE THE QUALITIES OF THE TOWNSHIP THAT YOU WOULD MOST LIKE TO MAINTAIN .

Almost all respondents were evenly split between keeping a “rural” character and reducing the tax burden on the individual taxpayer. “Rural” was defined by the respondents as farm land, 2 lane roads, forests, streams, barns, sense of community, and freedom from light pollution.

Other qualities receiving a few stray votes include: connectivity, lower traffic volumes, less large commercial uses, further setbacks, and tree preservation.

Public Participation: Questions What are the qualities you would <u>most</u> like to maintain?	Red	Yel	Grn
• *Rural Nature & Rural Atmosphere	17	2	3
• Farm Land	1	2	0
• Open Spaces	1	0	4
• Connectivity (walking, bridle & biking trails)	1	0	0
• Rural Recreational Opportunities (bridle trails)	0	0	0
• Historic Preservation	0	0	0
• Tree Preservation	0	2	1
• 2 Lane Roads	0	0	0
• Lower traffic volumes on rural roads	1	6	0
• Further setbacks	0	2	3
• Clean Air & Environment	0	0	1
• Low Density	0	1	2
• Larger Lots	0	0	0
• Choice in Water & Sewer	1	0	0
• Cell Tower Free	0	0	0
• Police Protection in Unincorporated areas	0	0	0
• Less large commercial uses	2	2	0
• Joint Parks	0	3	1
• Schools	0	0	0
• No increases in taxes & no abatements	17	1	1
• (Less burden on the people)			
• More landscaping for future uses (buffers)	0	6	0
• Sustainability	0	0	0
• Higher development standards	1	3	8

QUESTION 2 - WHAT QUALITIES WOULD YOU LIKE TO SEE DISAPPEAR?

Most respondents were evenly split between increasing traffic concerns and gaps in connectivity, such as, bike trails.

A few votes were recorded for: litter, land consumption, construction traffic, and white fences (1 vote).

Public Participation: Questions	Red	Yel	Grn
What qualities would you like to see disappear?			
• White Fences	1	0	0
• Litter	2	1	0
• Reduced Water Consumption (along roads & golf courses)	0	0	0
• Land Consumption	2	0	2
• Gaps in connectivity (bike trails)	8	3	0
• Less traffic lights	1	0	1
• Inefficient traffic control (speed & access)	10	2	4
• Abuse of township roads	3	1	2
• Less construction traffic	0	5	3
• Better Traffic Control	0	0	1
• Reduced Traffic	0	2	1

QUESTION 3 - WHAT ARE THE MOST IMPORTANT ISSUES FACING THE TOWNSHIP TODAY?

Most people voted tax burden on the residential taxpayer as the number one issue in the Township.

A few other issues receiving votes included: urban / suburban sprawl, annexation, traffic, and choice as it relates to utilities.

Public Participation: Questions	Red	Yel	Grn
What are the most important issues in the township today?			
• Annexation	1	1	0
• Urban /Suburban Sprawl	3	0	0
• Taxation & Burden on the residential tax payer	19	1	3
• Property loss taxation	0	1	5
• Accountability	0	5	3
• Traffic	1	0	4
• Police Protection	0	0	1
• Schools (quality & stewardship)	0	2	0
• Better Recreation Opportunities	0	0	2
• Recreational/ Senior Center	0	1	1
• Affordable Senior Housing	0	1	0
• Alternative source for utility	3	7	3

QUESTION 4 - WHAT IS THE CHARACTER YOU WOULD MOST LIKE TO SEE FOR THE TOWNSHIP?

Most respondents overwhelmingly voted for a rural character with a distant second being a clean, aesthetically pleasing place to live.

Third place in this category went to a pedestrian and bike friendly community.

Public Participation: Questions

What is the character you would most like to see for the Township?

	Red	Yel	Grn
• Rural character	21	1	1
• Wildlife	0	1	4
• Pedestrian/ bike orientation routes	1	4	1
• Clean, aesthetically pleasing place to live	2	10	2

QUESTION 5 - WHAT ARE THE MOST IMPORTANT TRANSPORTATION ISSUES?

A majority of participant ranked alternative transportation routes as their number one preference with specific intersection management being number two on the list.

Third place in this category was traffic management /control.

Public Participation: Questions

What are the most important Transportation issues?

	Red	Yel	Grn
• Alternative Transportation Routes (Pedestrian connectivity through township)	17	0	0
• Traffic Control & Enforcement	0	2	2
• Traffic Management Control Commercial Traffic	1	1	9
• Regulate Speed	0	0	2
• Sign/view to traffic signs	0	0	1
• Construction Traffic	0	1	0
• Intersection Studies/Management	7	12	5
Walnut & 605			
Harlem & Walnut			
Schott & County Line			
Walnut & 62			
Central College & 62			
Curve on 62 (possible Round-a-bout)			

QUESTION 5 - WHAT ARE THE MOST PREFERRED LAND USES?

This survey was based on the preferred land uses of the participants. Open space and farmland were voted a solid number one with conservation design being number two. A strong third place was land trust (tax incentives).

Public Participation: Questions			
What are the most preferred land uses?	Red	Yel	Grn
• Open Space, Farm Land (Open space, green space, park space)	16	5	2
• Metro Park	1	0	1
• Outdoor Recreation	1	0	2
• Conservation district	5	10	6
• Land trust (tax incentives)	2	6	8
• Residential /low density	0	1	1

ISSUES TO BE ADDRESSED

Based upon the data gathered during the research process and the input from the community another public meeting was held to determine the most important issues facing the Township within the next 10 years. These issues were discussed and solidified by the residents of the community and several community leaders. These issues have been identified as needing to be addressed with the update of the master plan and are the driving force behind the Defining Principles developed in the next chapter. The issues are categorized as follows:

1. Rural/Growth
2. Transportation
3. Fiscal/Taxation Issue
4. Location of Commercial Uses
5. Location of Metro Parks/Acquisition of Land

RURAL GROWTH ISSUES

The Rural/Growth issues are based upon the residents and Township leaders desires to maintain the rural heritage of the Township. There was a strong feeling amongst all of the participants that the Townships rural character and natural features are a major contributor to the desirable quality of life in the Township. Issues to be addressed are as follows:

- Maintenance of existing natural areas, particularly the protection of natural features from destruction by future growth.
- Prevention of uncontrolled growth
- Maintain the Rural feel of roads
- Preventing the loss of open space and agriculture

TRANSPORTATION ISSUES

The transportation issues are based upon the communities desire to maintain the rural character of the Township, provide alternate methods of travel, and to return a level of safety to the current road network. Issues to be addressed are as follows:

- Maintain rural feel of roadways
- Increasing traffic burden on Township roads
- Safety and congestion of key intersections
- Connectivity of bike trails and paths

TOWNSHIP FISCAL / TAXATION ISSUES

The Township Fiscal/Taxation issues are based upon the communities concerns over the rising property tax burden on the individual taxpayer. The concerns expressed by the community are as follows:

- Increasing burden on residential tax payer
- Property tax is 2.31% of the market value of a home for the Township and Village land in the Plain-Local School District (highest in Franklin County with the exception of Blendon Township).
- Tax burden from additional development (roads, and infrastructure)
- Life safety provisions (Fire, EMS & Police Protection)

(It should be noted here that the largest portion of property taxes in the township are distributed to the school district. As a result, there is little impact that the land use update can have in this regard.)

COMMERCIAL USES

The issues regarding Commercial Uses in the Township are related to the desire to provide opportunities for businesses to locate in the Township that would serve the needs of the community and be sensitive to the rural surroundings. The issues discussed are as follows:

- What is the Township's need for additional economic development?
- Service (retail, food, services) vs. economic development (businesses, industry)
- Overburden of regional retail development
- Centers of retail are over 50,000 s.f., serving a 3-5 mile radius
- Includes grocery, home improvement, mega retailers
- Substantial availability of land for business use in the area (but not located in the Township)

METRO PARKS & PARK ZONE PLANNING

The location of the Metro Parks & Park Zone planning issues revolve around the pending agreement between the City of Columbus, Village of New Albany, Plain Township and the Metro Parks District for the creation of a 1,200 acre metro park in the northern portion of the Township. Community concerns revolve around the feasibility of the necessary land acquisition and potential for development of land that does not get acquired by the Park District. Issues discussed include:

- Creation of 1,200 acre Metro Park/ feasibility
- Find ground most suitable for location of Metro Parks based upon parcel size, ownership and existing natural features
- Use of ground outside of the Metro Parks
- Land Trusts - Donation & Tax incentives

DEFINING PRINCIPLES

This section of the Land Use Master Plan is critical in the development of land use policies that will guide the Township into the future. Although the site plan will provide guidance for the location of various land uses it is critical that the plan maintain some flexibility in regards to the exact boundaries for those land uses. It is, however, the Defining Principles established in this section that should provide the guidance for all future land use decisions. For this reason gathering the input of the Planning Commission, Township Trustees and Township residents has been an important part of developing these principles.

As parcels come in for development it may be necessary to make land use decisions that vary from those shown on the plan. This could be as a result of changes in the marketplace, sizes of various parcels as they are brought into the development cycle or suitability of land for various uses. However, each application for re-zoning should be weighed against the principles developed in this chapter to verify that it is in conformance with the desires of the Township.

These Defining Principles have been developed in large part as a response to the issues identified during the community participation sessions and as a result are categorized in a similar fashion. To promote a better understanding each of the issues will be repeated along with the Defining Principles relating to those issues.

PRINCIPLES TO ADDRESS RURAL GROWTH ISSUES:

The Rural/Growth issues are based upon the residents and Township leaders desires to maintain the rural heritage of the Township. There was a strong feeling amongst all of the participants that the areas rural character and natural features are a major contributor to the desirable quality of life in the Township. Issues to be addressed are as follows:

- Maintenance of existing natural areas, particularly the protection of natural features from destruction by future growth.
- Prevention of uncontrolled growth
- Maintain the rural feel of roads
- Preventing the loss of open space and agriculture

Principle 1

This plan and future development approvals will guarantee the preservation of streams, creeks, wetlands, greenbelts, tree stands, and other significant natural features through the use of setbacks, easements or conservation design.

Principle 2

To maintain the rural feel on existing Township roads promote the establishment of large setbacks and preservation of existing road character.

PRINCIPLES TO ADDRESS TRANSPORTATION ISSUES:

The transportation issues are based upon the communities desire to maintain the rural character of the Township, provide alternate methods of travel, and to return a level of safety to the current road network. Issues to be addressed are as follows:

- Maintain rural feel of roadways
- Increasing traffic burden on township roads
- Safety and congestion of key intersections
- Connectivity of bike trails and paths

Principle 1

Establish new road connections to more effectively move traffic through the Township while reducing the burden on existing street networks.

Principle 2

Identify and deal with problem intersections to promote safe and efficient traffic movement.

Principle 3

Provide for better pedestrian and bicycle connectivity through the Township and between the Township and surrounding communities.

PRINCIPLES TO ADDRESS TOWNSHIP FISCAL / TAXATION ISSUES:

The Township Fiscal/Taxation issues are based upon the communities concerns over the rising property tax burden on the individual taxpayer. The concerns expressed by the community are as follows:

- Increasing burden on residential tax payer
- Property tax is 2.31% of the market value of a home for the Township and Village land in the Plain-Local School District (highest in Franklin County with the exception of Blendon Township).
- Tax burden from additional development (roads, and infrastructure)
- Life safety provisions (Fire, EMS & Police Protection)

(It should be noted here that the largest portion of property taxes in the township are distributed to the school district. As a result, there is little impact that the land use update can have in this regard.)

Principle 1

Promote the establishment of community authority or special assessment districts to ensure that new development pays for its share of the additional burden.

PRINCIPLES TO ADDRESS COMMERCIAL USES:

The issues regarding Commercial Uses in the Township are related to the desire to provide opportunities for businesses to locate in the Township that would serve the needs of the community and be sensitive to the rural surroundings. The issues discussed are as follows:

- What is the Township's need for additional economic development?
- Service (retail, food, services) vs. economic development (businesses, industry)
- Overburden of regional retail development
- Centers of retail are over 50,000 s.f., serving a 3-5 mile radius
- Includes grocery, home improvement, mega retailers
- Substantial availability of land for business use in the area (but not located in the Township)

Principle 1

Create opportunities for strategic economic development while being sensitive to the sustainability of existing businesses.

add to the parks boundaries.

Principle 2

Promote local retail uses within close proximity to residential neighborhoods to reduce trips to regional retail uses.

PRINCIPLES TO ADDRESS THE METRO PARKS & PARK ZONE PLANNING ISSUES:

The location of the Metro Parks & Park Zone planning issues revolve around the pending agreement between the City of Columbus, Village of New Albany, Plain Township and the Metro Parks District for the creation of a 1,200 acre metro park in the northern portion of the Township. Community concerns revolve around the feasibility of the necessary land acquisition and potential for development of land that does not get acquired by the Park District. Issues discussed include:

- Creation of 1,200 acre Metro Park/feasibility
- Find ground most suitable for location of Metro Parks based upon parcel size, ownership and existing natural features
- Use of ground outside of the Metro Parks

Principle 1

In the Park Zone, promote the protection of the Rocky Fork Creek and its tributaries, where possible, by encouraging establishment of a park on lands within and around the streams while promoting conservation design adjacent to the park to

PRELIMINARY LAND USE CONCEPTS

INTRODUCTION

The preliminary land use concepts and the recommendations of this section were developed in response to the issues raised during the investigation of existing conditions, community input sessions and the resulting driving principles. These recommendations were discussed in a public meeting with members of the community, Township trustees, and Zoning Commission. The results of these discussions and the final recommendations are included in the next section. **(The preliminary land use concepts are included here for information on the process, the discussion and their impact on the final Land Use recommendations only. These preliminary concepts should only be considered as informative and should not be referred to for future land use decisions.)**

RECOMMENDED TRANSPORTATION IMPROVEMENTS:

Suggested transportation improvements were:

1. Provide for the extension of Smothers to Bevelhymer and extension of Bevelhymer to U.S. 62. This will provide another east-west collector and another access to Sunbury Road relieving pressure on Walnut and Central College Road.
2. Realignment/signalization or reconstruction of Central College Road and U.S. 62. This could take a more innovative form such as a roundabout or be a simple signalization or re-alignment
3. Realignment of Walnut St. and S.R. 605 to eliminate the offset intersection and increase safety.
4. Encourage extension of Walnut St. to Beech Road to the East. This will provide another access to Beech Road and the proposed commercial development and

reduce the pressure on U.S. 62 and Central College Road. This will require some partnership or coordination with Jersey Township.

5. In the south Planning area provide an additional connection from Babbit Road going east to Beech Road. This will also provide another access to the proposed commercial development and reduce the pressure on Babbit Road and Morse Road.

PRELIMINARY LAND USE CONCEPTS

Preliminary land use concepts discussed with the residents and Zoning Commission were as follows

METRO PARKS AREA

WEST OF PETER HOOVER ROAD:

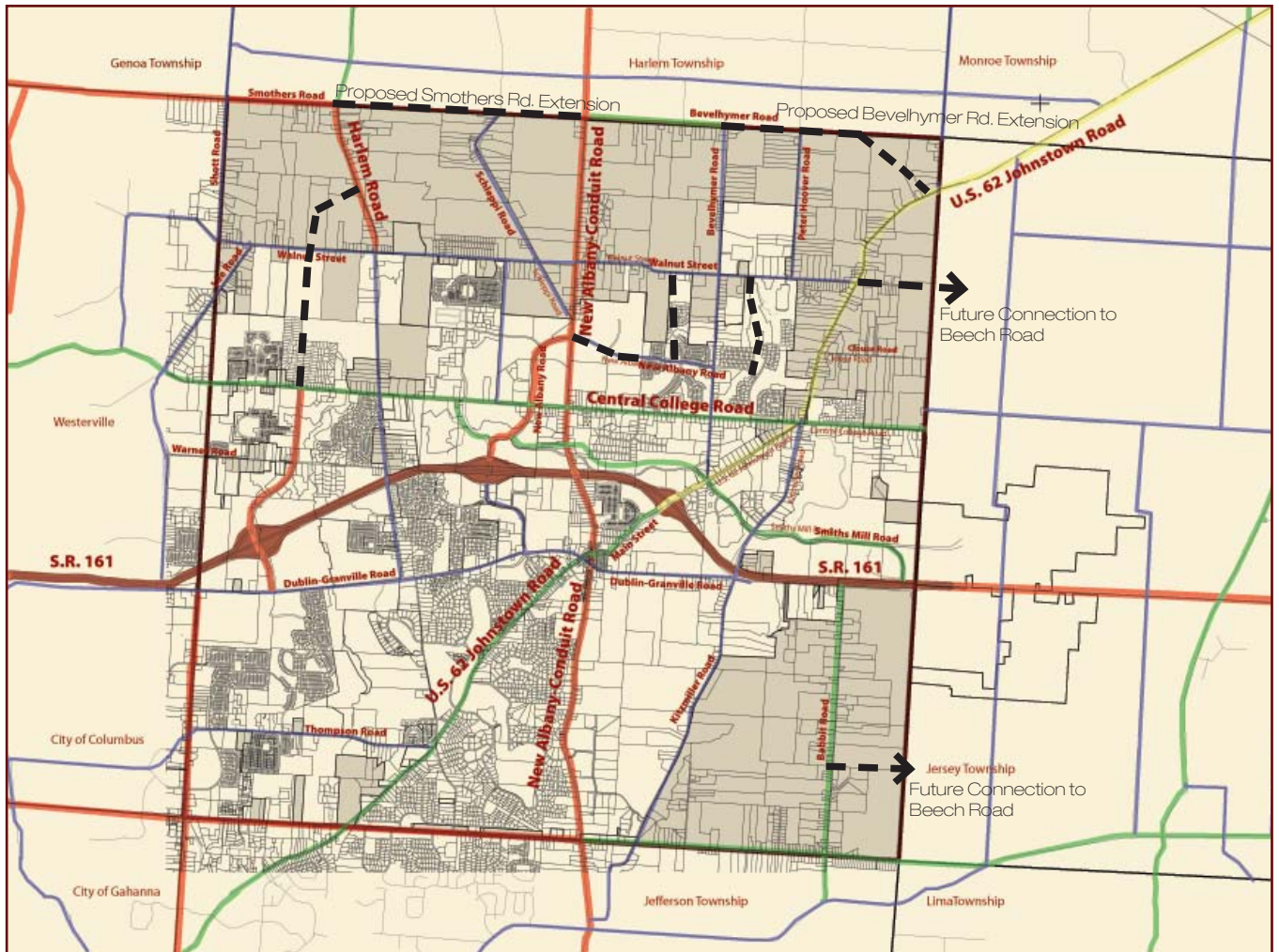
-Encourage sale of land surrounding the Rocky Fork Creek and land with significant natural features to Metro Parks.

-Land without access to a centralized treatment facility should develop under the Suburban Estate Residential (SER) District meeting standards of the county health department for septic and well but with a minimum of three acres.

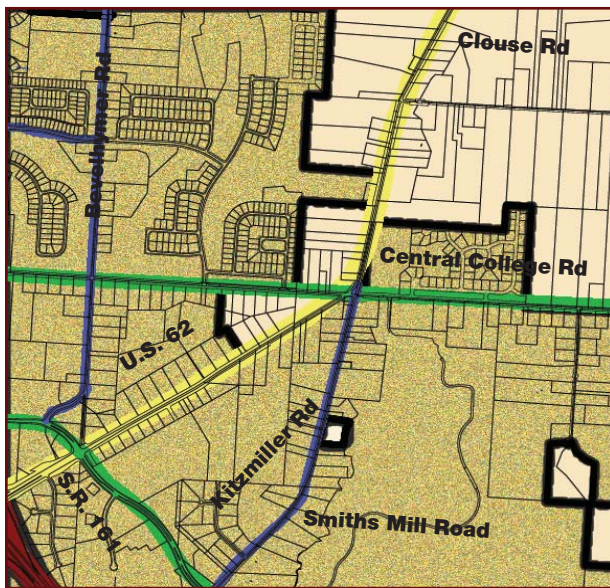
-Lots developed without central sewer and water should have a 150 foot minimum frontage on approved public roads.

-Land developed with acceptable central sewer treatment should develop under the Planned Residential conservation development (PRCD) district at 1 du/gross acre and a minimum of 50% open space.

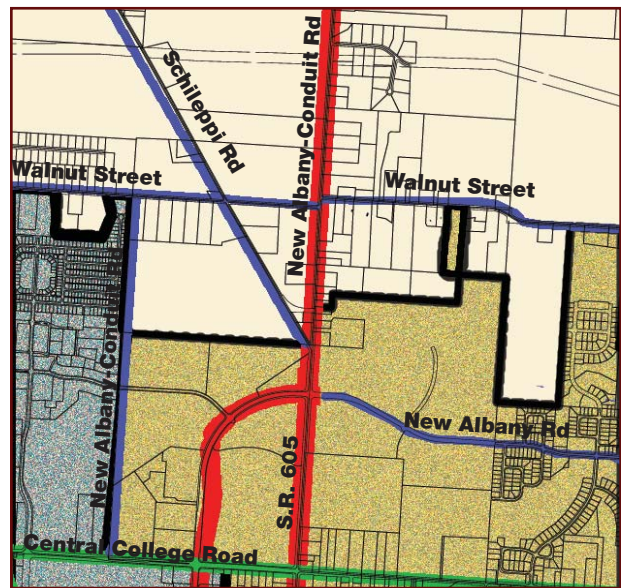
-For land developed under the PRCD encourage the aggregation of open space to preserve natural features or to adjoin to the Metro Parks land (if adjacent to the property being developed). This land could be do-



Franklin County 2020 thoroughfare Plan



Central College Road & S.R. 62



Walnut St. & S.R. 605

nated to the Metro Parks to avoid burdening a Home Owners Association with the maintenance of 50% open space.

- Rural Businesses could be developed in this area with appropriate development standards (nursery, ag, contractor, doctor, dentist).

- Land below Walnut St. that comes into the development cycle should develop under the standards of the Suburban Estate Residential (SER) District. It is unlikely that sewer or water would be extended to these parcels without annexation to either the City of Columbus or the Village of New Albany.

EAST OF PETER HOOVER ROAD:

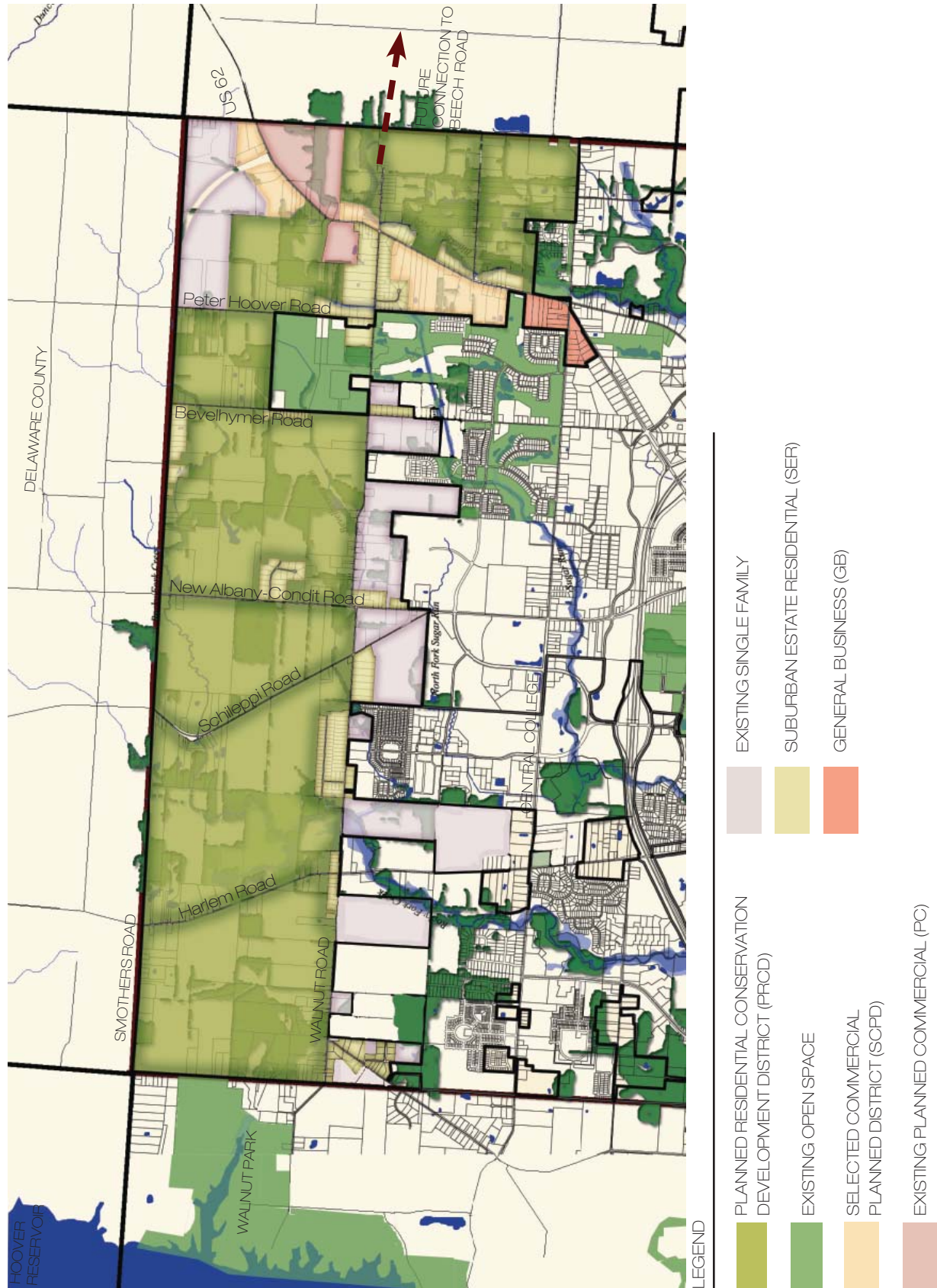
- Similar to the western portion, land with significant natural features should be developed under the SER District guidelines without approved central sewer treatment but if acceptable sewage treatment solutions are in place then the Planned Residential Conservation Development (PRCD) district should be used.

- Residential land not having significant natural features can be developed under the Suburban Estate Residential (SER) District guidelines.

- For the US 62 corridor there are several land use options to be considered. Given the increasing amount of traffic along that corridor (22,000+ cars per day) more intense uses could be developed in the corridor. If this is the case providing high quality design standards for these uses would be highly recommended to help maintain the rural feel of the corridor.

For this reason development along this corridor should be done in a planned district to allow the Township design review and approval. Land use recommendations are as follows:

1. In that corridor there exists several parcels that are currently zoned Planned Commercial (PC) that will likely remain in that district.
2. Land immediately adjacent to the current PC District could provide additional commercial opportunities with the recommendation that land be developed under the Select Commercial Planned District (SCPD) with the addition of design guidelines that help maintain the rural feel of the corridor.
3. South of Walnut along US 62 it is recommended that on the east side of US 62 no additional commercial be zoned due to the proximity of the river corridor. The available depth between the road and the creek would not allow sufficient room to develop commercial uses and protect the creek corridor. Land to the west of US 62 could be zoned under the Select Commercial Planned District (SCPD) to provide a buffer between residential uses and the busy US 62 corridor.



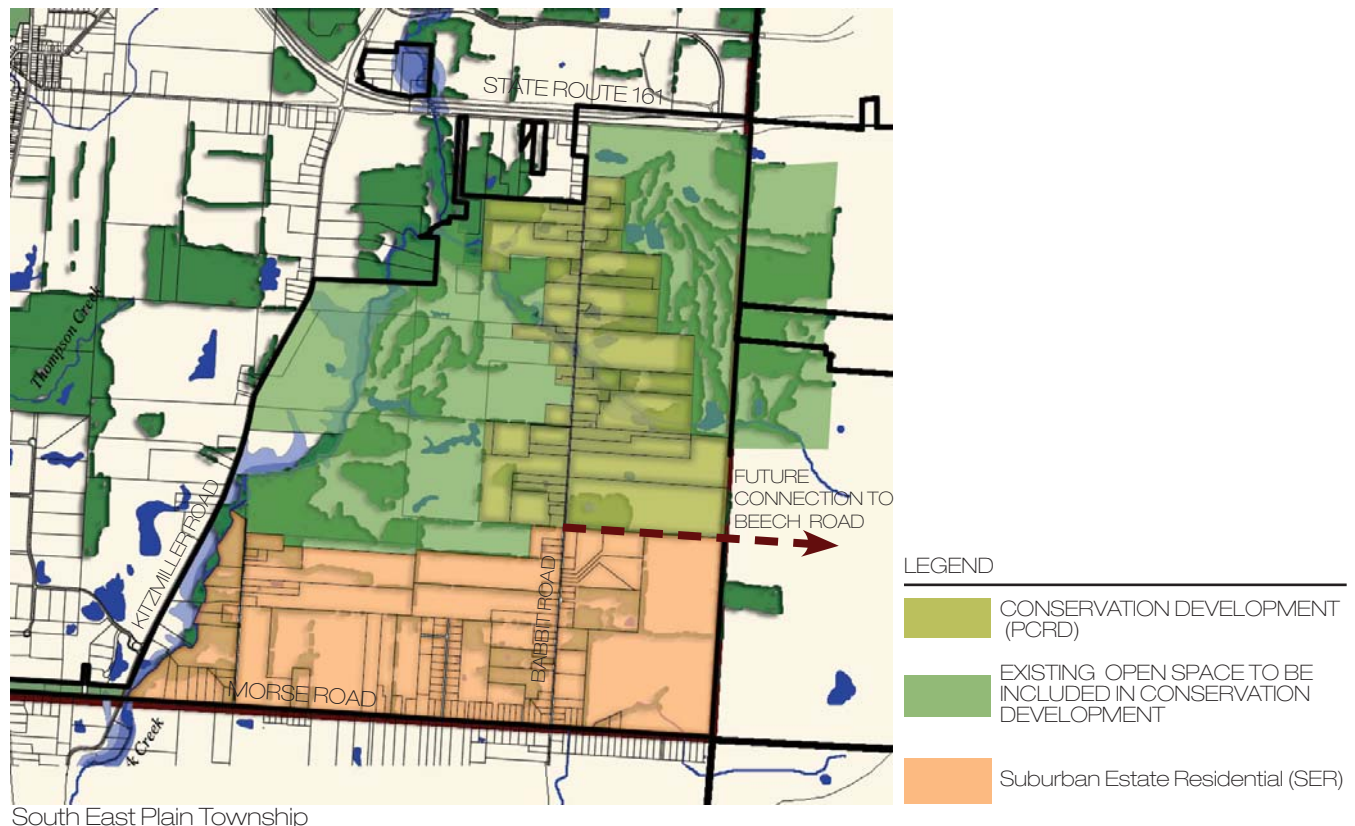
Metro Parks District Concept

LAND USE DISCUSSION CONT'D

BABBIT ROAD CORRIDOR:

- For the stretch of land along the Babbit Road Corridor between The Golf Club and Tartan East Golf Course there exists a significant amount of natural features that should be protected from new development. For that reason, if land in this area comes in to the development cycle it should be developed under the Planned Residential Conservation Development (PCRD) District with the goal of aggregating the open space to protect those significant features.

- Land south of The Golf Club and north of Morse Road is more open in nature, and thus residential development could occur under a more conventional standard. One goal of this area should be to preserve the existing tree stands, to the extent possible, and allow them to drive the geometry of development. This design goal would aid in preserving the rural heritage of the area.

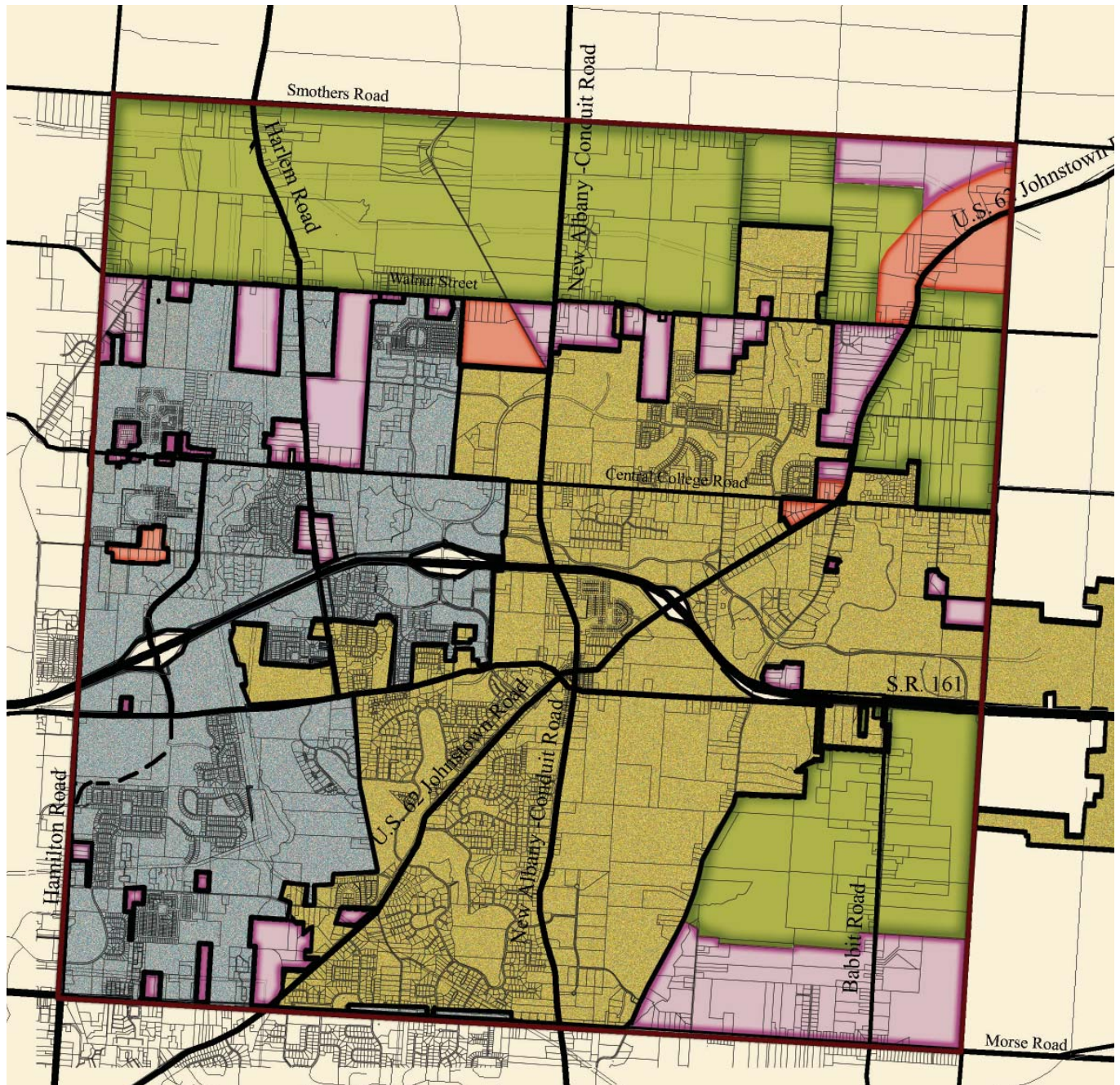


INTRODUCTION

Future land use decisions made by the Township will play a large part in the quality of life of the community. The purpose of this plan is to aid the Township in making those critical decisions. Development within the Township must balance the desires of the residents, the needs of the Township, and the environmental impacts as well as help to create a sustainable and desirable future for the community.

The availability of suitable utility services will have a large impact on the development of the remaining township land. It is very unlikely that utility services will be extended to land within the Township without the requirement of annexation. If land is annexed it will fall under the jurisdiction of the annexing body and will not be developed under these regulations. It is possible however that, in the near future, suitable on site or “packaged” sewer treatment options may become available. This would increase the feasibility for a higher level of development to occur within the Township. For this reason the plan will provide base recommendations for development in each land use area as well as explore options for development with county “approved” treatment options.

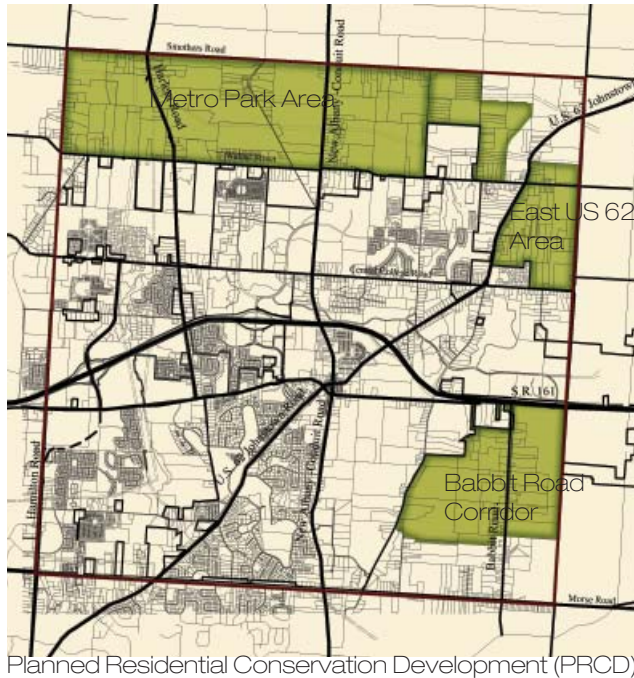
The map as shown here is intended to serve as a guide for Township leaders. Future re-zoning applications should be compared against this map to determine if the proposed land uses are consistent with the recommendations made herein. Since this map depicts very broad areas of land use the lines between land use designations do not always follow individual property lines. These district lines should not be interpreted literally and can be adjusted to avoid complex re-zoning issues on singular pieces of property. It is more critical that the Township weigh the goals and defining principles against future applications to determine the suitability for approval.



Final Land Use Plan

LEGEND

- RESIDENTIAL PLANNED UNIT DEVELOPMENT (PUD)
- PLANNED RESIDENTIAL CONSERVATION DEVELOPMENT (PCRD)
- SELECT PLANNED COMMERCIAL (SCPD)
- VILLAGE OF NEW ALBANY CORP.
- CITY OF COLUMBUS CORP.



PRCD DISTRICT

Purpose

The purpose of the PRCD is to provide creative options for the preservation of large portions of open space and significant natural resources while still permitting residential development to occur. The PRCD should be used by the Township as a means to ensure the preservation of the rural and environmental amenities of the township and to ensure that residential development matches the needs and character of the community.

Metro Parks Area

The area north of Walnut Street and west of US 62 is characterized by large tree stands, tree rows and large areas of agricultural land. This area is also home to several stream corridors including the Rocky Fork Creek, Bevelhymer Run and Sugar Run. The Township, Village of New Albany and City of Columbus have targeted this area as the location for the proposed 1,200 acre Metro Park. The Tri-Party Annexation Agreement between these three entities provides funding to acquire land for the Metro Park and specifies annexation agreements and

allowable development densities. Given the abundance of natural features in this area and the potential for a future Metro Park this plan suggests that any future development occurring in this area fall under the Planned Residential Conservation Development (PRCD) District with the following recommendations:

- To the extent possible the Township should encourage landowners having land for sale surrounding the Rocky Fork Creek or with significant natural features to sell their land to the Metro Parks. This could be done through public education of the goals for development of the park and the benefits to the community. It could occur through partnership with the Metro Parks on creative purchase programs, or encouragement of land set asides through development for tax benefits.
- Land in this area having access to a county approved "on site" septic treatment facility should develop under the PRCD District and have a maximum density of 1 unit per gross acre and a minimum of 50% open space. For land developed under this district the Township should encourage aggregation of the open space in order to preserve significant natural features or to adjoin the Metro Park. In this scenario open space adjoining the Metro Park could potentially be deeded to the Metro Park. This would provide the developer with a tax deduction, eliminate the burden on the Homeowners Association of the maintenance of that open space, and help increase the holdings of the Metro Park. Homes developed under this scenario would immediately have an increased value do to the adjacency of the Metro Park.
- In this area, land without access to a county approved "on site" septic treatment facility will be developed under the Suburban Estate Residential (SER) District standards with lot sizes sufficient to meet the county

health departments regulations for septic and well, but, not less than 2.5 acres. To aid in maintaining the rural feel it is recommended that lots developed under these regulations provide a minimum 200 foot frontage on a public road.

East of US Route 62

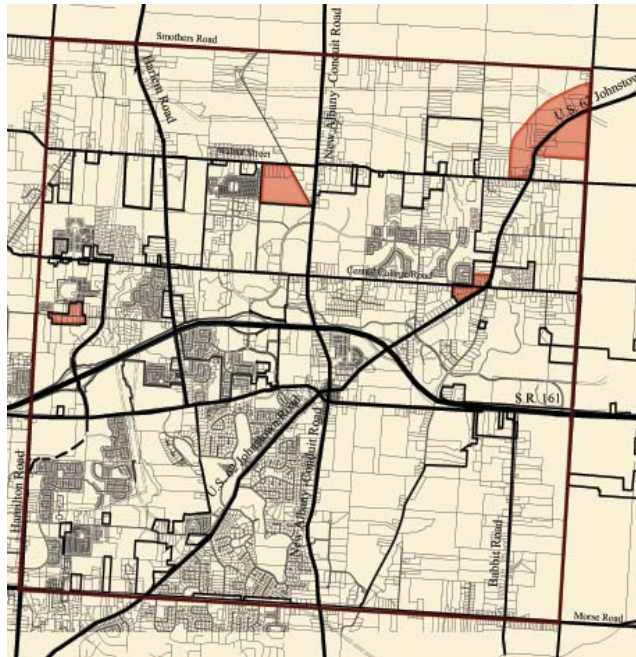
The land east of US 62 and to the north of Central College is designated for future development as PRCD to protect this areas rich environmental diversity. The character of this area is established by a variety of tree stands, tree lines, ponds and a section of the Blacklick Creek. For future development in this area this plan makes the following recommendations:

- Land having access to a county approved "on site" septic treatment facility should be developed under the PRCD District code. The maximum density allowed in this area should be 1 unit per gross acre with a minimum of 50% open space required. Open space should be aggregated to preserve existing environmental features.
- In this area the Blacklick Creek corridor and its floodplain should be protected from future development. For this reason, and because of the limited depth available between the stream and US 62, this plan does not recommend any future development occur between the stream and US 62. Where existing single family lots exist they should be preserved and not developed or subdivided further.
- In this area, land without access to a county approved "on site" septic treatment facility will be developed under the Suburban Estate Residential (SER) District standards with lot sizes sufficient to meet the County Health Departments regulations for septic and well, but, not be less than 2.5 acres. To aid in maintaining the rural feel it is recommended that lots developed under these regulations provide a minimum 200 foot frontage on a public road.

Babbitt Road Corridor

The land shown as "PRCD" along the Babbitt Road corridor is also characterized by large tree stands, tree lines and various other environmental features along with a section of the Blacklick Creek corridor. This section of land also contains two private golf courses, "The Golf Club" between Kitzmiller Road and Babbitt Road and "Tartan East Golf Club" (formerly Winding Hollow) between Babbitt Road and the County line. It is unlikely that either of these two private clubs will become available for development in the near future but, given their rich environmental features, each should be developed under this district if such development were to occur. In this area the following recommendations will apply:

- Land having access to a county approved "on site" septic treatment facility should be developed under the PRCD District code. The maximum density allowed in this area should be 1 unit per gross acre with a minimum of 50% open space required. Open space should be aggregated to preserve existing environmental features.
- In this area the Blacklick Creek corridor and it's floodplain should be protected from development through the use of a 200 foot stream setback.
- In this area, land without access to a county approved "on site" septic treatment facility will be developed under the Suburban Estate Residential (SER) District standards with lot sizes sufficient to meet the County Health Departments regulations for septic and well, but, not be less than 2.5 acres. To aid in maintaining the rural feel it is recommended that lots developed under these regulations provide a minimum 200 foot frontage on a public road.



Select Commercial Planned District (SCPD)

SELECT COMMERCIAL PLANNED DISTRICT (SCPD)

Purpose

Throughout the investigation and analysis process the township has expressed interest in providing opportunities for businesses to develop locally. If this is to occur the plan must identify suitable locations for this type of land use. Otherwise, the spot zoning of businesses in other districts could open the township up to various legal challenges. To provide these opportunities this plan has identified the US 62 corridor as the appropriate location. As discussed herein this corridor provides the best opportunity and visibility to develop sustainable businesses.

The use of the SCPD district for this type of development is important since it allows for creative development of office and business opportunities and still provides the township with additional control over the quality and design of proposed development. The SCPD should be used by the township to ensure that new development matches the character and intent of this master plan.

US 62 Corridor

Due to the recent growth of Johnstown and the surrounding area as an “exurb” of Columbus, and the resulting volume of commuter traffic, the busy US 62 corridor has the highest traffic counts of any of the existing roads within the Township. This traffic is highly likely to increase in the future and has already arguably diminished the “rural” feel of this corridor. Conversely this traffic also provides visibility and makes the US 62 corridor the most logical location to create sustainable business opportunities. In addition, plans are already in place and, funding has been identified to widen U.S 62 between Smiths Mill and Central College to a 4 lane section. Separate plans are in place for the re-construction of the Central College and U.S. 62 intersection. These improvements will help reduce the traffic backup in the corridor and make the current intersection safer for all motorists. Negatively, however, it will also further reduce the rural character of the corridor.

Because of the importance of this corridor as a front door to the township, however, the township should not settle for “second tier” uses. If the township does not receive good development proposals for this corridor it should re-visit the Master Plan to determine if a change of recommended use would be more suitable.



Office character example

In this corridor the township should be very selective regarding proposals to re-zone property into the SCPD. Given the abundance and proximity of retail development in the area it is not recommended that the township approve any applications for retail development. Additional retail development in this corridor would only weaken the sustainability of existing retail development in the area and create additional traffic and access problems for US 62. If legally the township cannot turn away retail uses under the SCPD then another zoning district should be developed that will achieve the townships goals.

It is recommended that the Township use the Select Commercial Planned District (SCPD) as a tool to establish a higher degree of design standard for development along this corridor. To establish these standards the Township should consider implementing design guidelines such as increased setbacks, street frontage treatments, access management, and architectural standards as a means to maintain some of the rural heritage and establish an image for those traveling this corridor. Another good reason to maintain increased setbacks along this corridor would be the potential for future procurement of additional right-of-way if necessary.

The Township must also be sensitive to the type of development being proposed and the relationship to adjacent, existing or proposed, residential development. Any development proposed must provide an appropriate transition between the residential areas and the busy US 62 corridor.

Walnut Street & S.R. 605

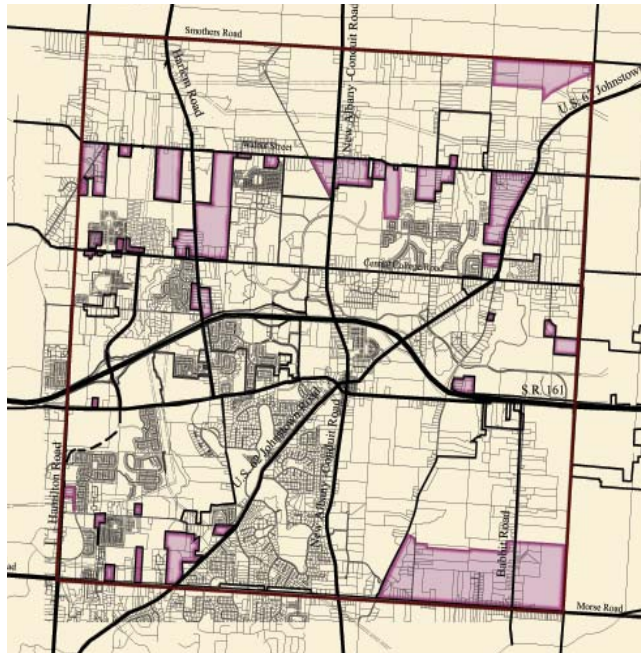
This property is adjacent to the New Albany business campus and would be a suitable location to provide transitional office or commercial services to support those offices. These uses should also be controlled architecturally to maintain the character already



Office character example

established in the area with the current offices and commercial uses. Sensitivity in this area should also be displayed toward the existing single family residential uses to the west with increased setbacks or buffering requirements.

Development in all areas will most likely be limited to business or office development that can operate without the benefit of public water and sewer. This will limit the size and density of any proposed development as well as limit businesses with high customer volume. It is recommended that the township review all proposals carefully to ensure that they meet county sanitary requirements and can be developed in a way that is compatible with the character of the surrounding area.



PLANNED UNIT DEVELOPMENT

PURPOSE

The purpose of the Planned Unit Development district is to allow for greater flexibility to provide innovative and creative residential opportunities. The Planned Unit Development district also gives the township greater control (vs. standard zoning districts) over the permitted type, density and design of proposed developments. This district should be used by the township to ensure that proposed residential development matches the needs of the community and the character of surrounding development and also meets the intent of this master plan.

South of Walnut Street / West of US 62

Land left in the township south of Walnut Street and east of US 62 is primarily land that has been developed into single family lots or larger homesteads with few larger agricultural parcels remaining. While having some scattered natural features most of these parcels are either not large enough or do not have enough prime natural features to support conservation style development. Also, the development occurring in the City

of Columbus and Village of New Albany portions are rapidly changing the feel of this area from rural / agricultural to more suburban in nature.

With the proximity of public sewer and water to these parcels it is not likely that a developer will undergo the expense of a package treatment plant to support increased development capacity. It is more likely that a buyer or developer of these parcels will annex to the nearby City or Village to gain access to public utilities. In the event, however, that these parcels do come into the Township for development it is the recommendation of this plan that these parcels be zoned under the Planned Unit Development (PUD) portion of the code with the following guidelines:

- Land in this district having access to a county approved "on site" septic treatment facility should develop under the Planned Unit Development District. Parcels in this district could be developed with more creativity and with varying densities taking into account the nature of the surrounding development. The Township should examine the surrounding development patterns to make informed decisions regarding the compatibility of proposed development in this district. Development in these areas should at a minimum match, if not improve upon, the character of it's surroundings from both a land use and a development/ architectural design perspective.
- In this area, land without access to a county approved "on site" septic treatment facility should be developed under the Suburban Estate Residential (SER) standards with lot sizes sufficient to meet the County Health departments regulations for septic and well, but, not be less than 2.5 acres. Given the increased sub-urbanization of this area lots could develop with varying frontages at the

discretion of the Township. The Township should consider the character of existing development in proximity to what is being proposed prior to making those decisions.

North of Walnut Street/ West of US 62

This area is more open in nature with less natural features and could be developed more creatively to provide an appropriate transition between the Conservation District to the west and US 62 to the East. This area should be subject to the same guidelines as stated above.

East of Kitzmiller / South of Central College & Babbit Road area

The land east of Kitzmiller Road and south of Central College, as well as the Babbit road area, that is designated as the PUD District is characterized by mainly open farmland with scattered tree rows and a few single family and larger lot developments. Due to the mostly open nature this land could be developed in a more conventional manner instead of using the development patterns required by the conservation district. Land developed in this area should be developed under the Planned Unit Development District under the following guidelines:

- Land in this district developing within the Township and having access to a county approved "on site" septic treatment facility should develop under the Planned Unit Development District. Parcels in this district could be developed with more creativity and with varying densities given the nature of the surrounding development. The Township should examine the surrounding development patterns to make informed decisions regarding the compatibility of proposed development in this district. In this area the Township should, at a minimum through proper planning, enforce the preservation of the existing tree rows and the Blacklick Creek corridor. One strategy for accomplishing this would be to work with developers and their

planners to preserve the tree rows and allow them to drive the geometry of the proposed plan. This will help to preserve a small portion of the rural heritage of the area and enhance the quality of development.

- In this area, land without access to a county approved "on site" septic treatment facility should be developed under the SER District standards with lot sizes sufficient to meet the County Health Departments regulations for septic and well, but, not less than 2.5 acres. Lots in this area could develop with varying frontages at the discretion of the Township. The Township should consider the character of existing development in proximity to what is being proposed prior to making those decisions.

RECOMMENDED VEHICULAR TRANSPORTATION IMPROVEMENTS:

Many of the problems that residents are experiencing regarding the increase in traffic over the past 10 years is a result of commuters moving through the Township to get back and forth to the SR 161 / New Albany Expressway. Many of these commuters are coming from Harlem Township and further north and are using the Township roads on their commute to and from work. Many of these commuters are also taking Walnut Street and Central College Roads in an attempt to get to Sunbury Road and bypass much of the SR 161/ New Albany Expressway traffic. This results in increased pressure on those two roads as well. The Franklin County 2020 Thoroughfare Plan suggests some improvements that will help to alleviate these problems and are the basis for our recommendations here.

Suggested improvements are as follows:

Improving East/West Connections

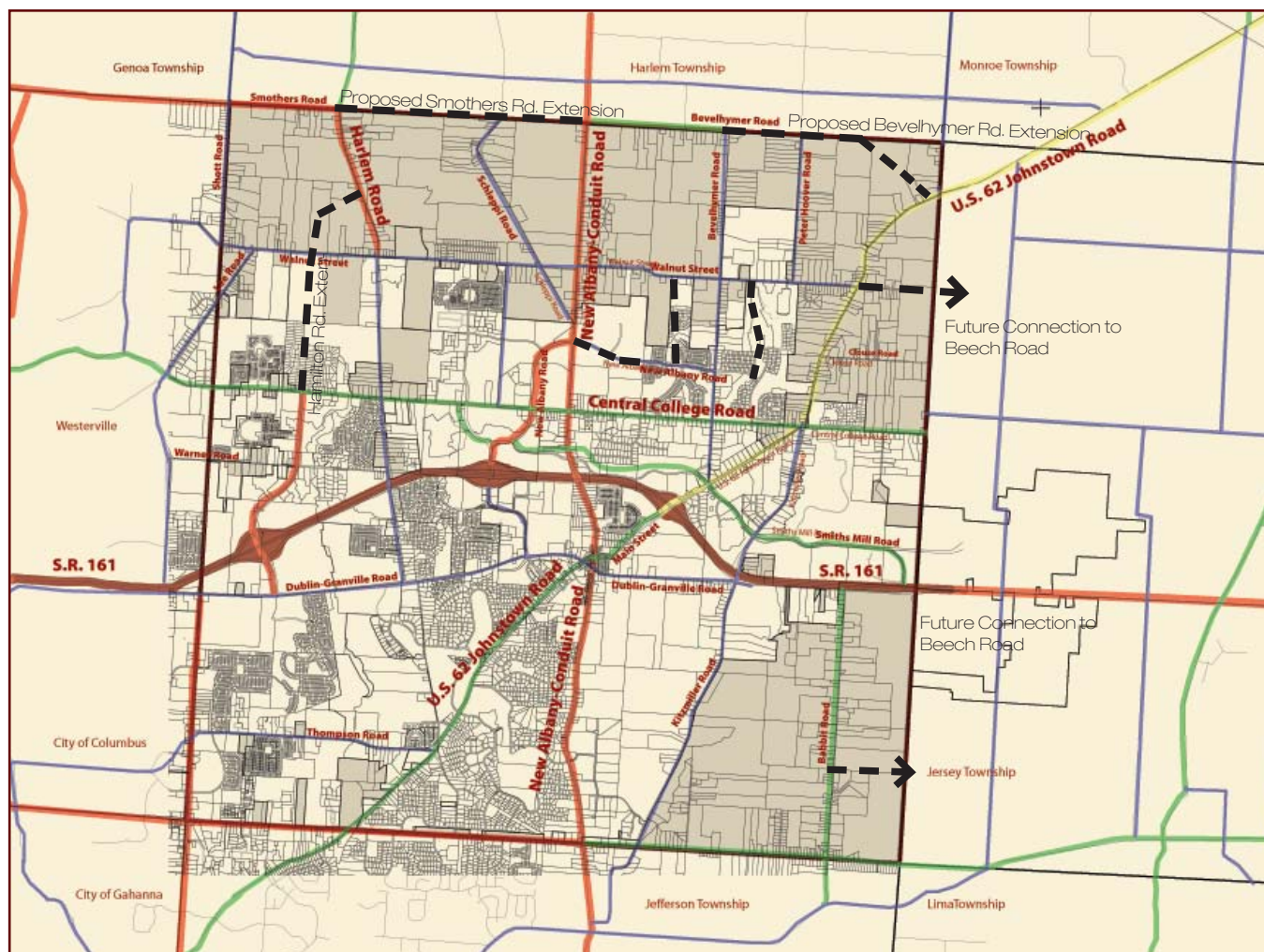
1. The Township should work with Harlem Township to Provide for the extension of Smothers to Bevelhymer and the extension of Bevelhymer to U.S. 62. This will provide another east-west connector and another access to Sunbury Road helping to relieve pressure on Walnut Street and Central College. This could be done by working in conjunction with Harlem Township to acquire the necessary right-of-way or ensuring that, as land is developed, the appropriate right-of-way is set aside for this purpose. The extension of these two roads should be studied by an engineer to gauge costs, approximate alignment and R.O.W. needs.

2. Interconnectivity

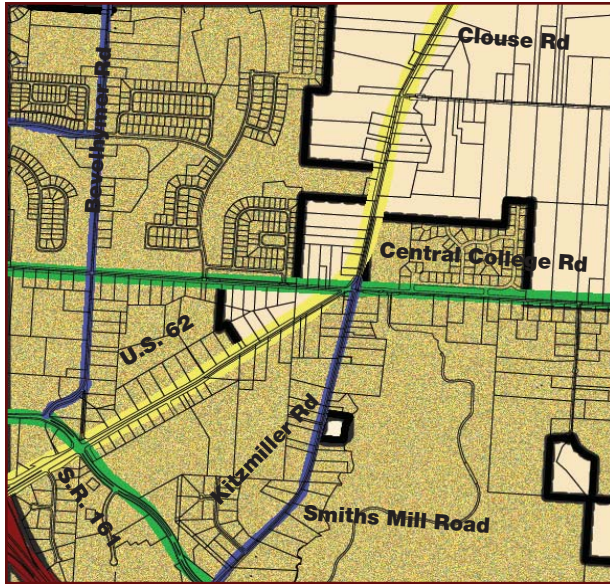
For all future development proposals in each district the Township needs to ensure that adequate connection is provided between various parcels of land to reduce the need for auto related traffic to access the existing township roads for the purpose of driving between developments. This can be accomplished by making sure that adequate roadway stubs are provided to adjacent parcels of land for all new developments and that new developments connect to existing stubs wherever possible.

3. Encourage extension of Walnut Street to Beech Road to the East. This will provide another access to Beech Road and the proposed commercial development and reduce the pressure on US 62 and Central College Road. This will require some partnership or coordination with Jersey Township.

4. In the south planning area provide an additional connection from Babbit Road going east to Beech Road. This will also provide another access to the proposed commercial development and reduce the pressure on Babbit Road and Morse Road.



Franklin County 2020 Thoroughfare Plan



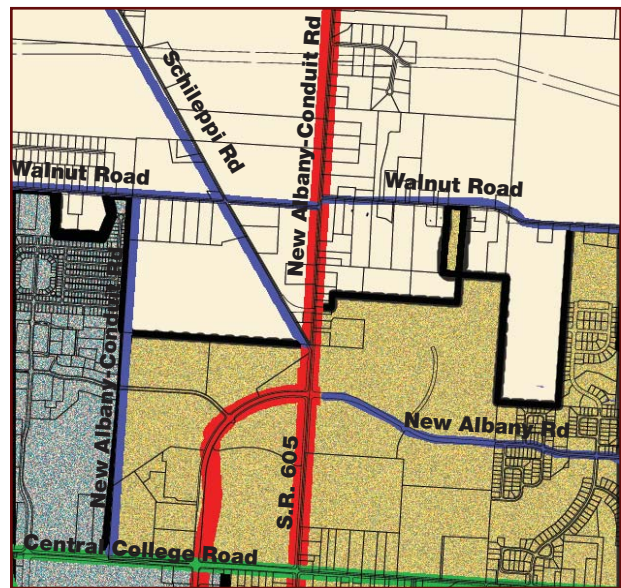
Central College Road & S.R. 62

Realignment of Walnut Street and SR 605

This recommended improvement also becomes increasingly important as more commuters utilize SR 605 to get back and forth to the Expressway and more people utilize Walnut Street to work their way over to the Sunbury area. Again, collaboration with ODOT will be an important factor in making the necessary improvements possible. If development should be proposed on the north-west corner of Walnut and SR 605 the Township should take steps to ensure that appropriate R.O.W. is secured to allow the re-alignment of this intersection.

Realignment/signalization or reconstruction of Central College Road and U.S. 62.

According to the MORPC Transportation Improvement Program (TIP), preliminary plans and applications for State Funding have already been made for two major projects. The first is a major widening of US 62 from Smiths Mill north to Central College. This would change the current configuration from a two lane section to a 4 lane section. Another major project would be the re-construction of the US 62 and Central College / Kitzmiller intersection. These proposed projects would go a long way towards improving traffic flow and overall motorist safety at this currently dangerous intersection. The township should work with the Village of New Albany and the Ohio Department of Transportation to determine if any township participation is necessary to make these improvements possible.



Walnut Road & S.R. 605

RECOMMENDED ALTERNATE TRANSPORTATION IMPROVEMENTS:

Providing for pedestrian and bike oriented transportation can contribute substantially to the overall sustainability of the community as well as the quality of life and health of it's residents. This could easily be accomplished through connecting to and adding on to the existing leisure trail system begun by the Village.

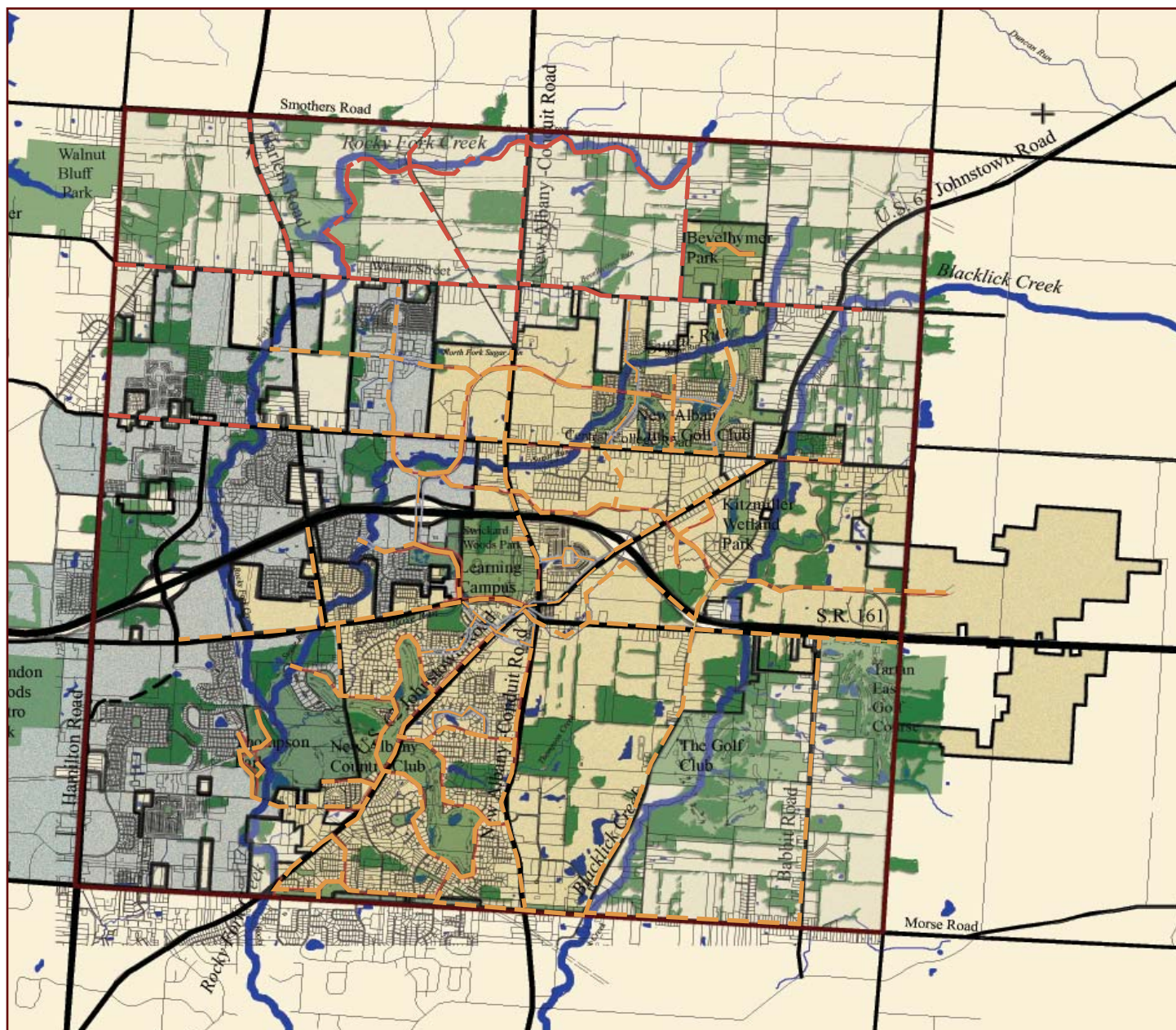
As the Township considers future development proposals the inclusion of leisure trails and a connecting leisure path system should be at the forefront of the discussion. These trails should provide connectivity between the Township and Village as well as connect various developments to the proposed park systems. Leisure trails can be provided within the R.O.W., in easements located adjacent to the R.O.W and, in stream and open space corridors.

The following are recommendations for the development of pedestrian/bike routes within the Township:



- All new single family developments, lot splits and commercial development should include sidewalks (internally) and leisure trails along all major Township roadways.
- Leisure trails should provide interconnection between developments, connection to the future Metro Parks and connection to Bevelhimer Park.
- Leisure trails should be a minimum 6 foot wide to provide for adequate room to support both pedestrian and bicycle traffic.
- Leisure trails can be paid for through private development or, where critical connections cannot be made through private development, public participation.
- Leisure trails can be paved surfaces, such as asphalt, where appropriate. Where greater sensitivity is required, such as stream corridors, leisure trails can also be a permeable walking surface such as crushed and compacted gravel. These types of surfaces are cheaper to construct, however, require a higher degree of maintenance to keep in usable condition.





LEISURE TRAIL MAP

LEGEND

- TRAILS IN NEW ALBANY AND CITY OF COLUMBUS
- TRAILS IN PLAIN TOWNSHIP
- PLAIN TOWNSHIP
- NEW ALBANY
- CITY OF COLUMBUS

COMPREHENSIVE PLAN IMPLEMENTATION STRATEGIES

INTRODUCTION

Successful implementation is key to the long term viability of any Land Use Plan document. It will be up to the Trustees, Zoning Commission, staff and residents to insure that the plan is implemented successfully over time. The defining principles, land use recommendations and transportation recommendations outlined in this plan define implementation strategies to be undertaken through enforcement of this document and cooperation with surrounding communities, government agencies and developers.

In addition to the recommendations contained in this plan update there are elements of the implementation strategies contained in the 1996 Master Plan that are still valid today.

Additional implementation strategies are contained in this chapter.

IMPLEMENTATION STRATEGIES

General Strategies

1. The Township should promote the acquisition of land for, and the development of, the Metro Parks. This can be achieved through:
 - Education of the community on the goals for establishing the Metro Park and benefits to the community.
 - Creative bargaining with developers on making developer owned land available to the Metro Parks.
 - In the conservation district promote aggregation of open space in lands adjacent to the Metro Parks and promote donation of that land to the Metro Parks.
2. Promote the preservation of natural features that define the rural character of the Township. Steps to protect these elements should occur not only in

the planning process but should follow through into the implementation phases of development. The Township should establish procedures to ensure that developers and contractors follow through with required tree and stream protection. Where these protections are violated the Township should have in place mechanisms to levy penalties against the developer. This would help to ensure that policies set forth in planning are carried through into the built environment and the Townships critical resources are protected.

Residential Strategies

1. For areas where a developer has access to a county approved "on site" septic treatment facility the Township should take advantage of the use of planned districts for residential development. More dense development patterns should occur under either the Planned Residential Conservation Development (PRCD) District or under the Planned Unit Development (PUD) District. Planned districts can allow flexibility for the developer and Township to establish creative development standards that meet the individual needs of each site. For this reason, and given the important nature of the land left within the Township, it is not recommended that the Township re-zone higher density (.5 units/acre or more) residential into a straight zoning classification. The PRCD and PUD District should also be used to allow the Township design review and approval of:
 - architectural styles and materials
 - site planning standards such as setbacks, street layout, building and garage placement, etc.
 - landscaping and tree protection
 The township should also take care to be fair and consistent with developers in regards to the standards applied to each development.

2. The Township should encourage developers to explore creative development options regarding the protection of natural resources and rural heritage as well as architectural quality. Proposals for development should meet the goals and principles developed in this plan as well as be sensitive to the context in which they are proposed.
3. The Township should not permit residential densities above 1 unit per gross acre in any future development regardless of sewer and water or county approved "on site" septic treatment availability. Higher residential densities would further erode the open character of the township and place an additional burden on the school system beyond current enrollment projections.

Commercial Development Strategies

1. The Township should not allow retail to be developed in the areas designated on the plan as Select Planned Commercial District (SCPD). Approval of retail in this area would serve only to weaken the sustainability of existing retail in the region as well as increase traffic and access concerns along the US 62 corridor. This district should be used to permit the development of local offices and businesses that would support the community and provide an appropriate transition between the US 62 corridor and existing and proposed residential.
2. The Township should take advantage of the Select Planned Commercial District (SCPD) to promote high quality development and establish design review and approval over proposed development. If existing Township staff is not sufficient to provide review expertise the Township should work with independent consultants to provide qualified architectural, landscape or engineering review of important proposals.

Transportation Strategies

1. The Township should work aggressively with developers, The City of Columbus, Village of New Albany and ODOT to fix problem intersections that compromise the safety of its residents. Possible Township involvement could include:
 - Working with developers and landowners to ensure that appropriate R.O.W. is allocated for future improvements.
 - Working with the Department of Transportation to identify potential improvements, timing and R.O.W. needs.
 - Providing funding for design phases of improvements or allocating resources towards specific improvements.
2. The Township should work with developers to promote road connections between development parcels to help reduce automobile traffic on existing township roads.
3. The Township should actively promote the development of leisure trails to connect to the Village trail system and to provide connection between all areas of the Township and the proposed park system.

Environmental Strategies

1. Provide for the protection of wetlands, stream corridors, tree stands and tree lines through design regulations, the pursuit of conservation easements or the establishment of increased zoning setbacks.
2. Encourage developers to aggregate open space for the protection of these natural resources.
3. Create development standards to restrict development in environmentally sensitive areas such as flood ways, floodplains and wetlands.

POLICY RECOMMENDATIONS

1. The Township should revise the existing Conservation Development District ordinance to be more clear on its objectives and requirements. Revise district requirements to make the goals of the district more achievable.
2. The Township should revise the existing Rural District and Suburban Estate Residential districts to bring them more in line with the master plan and realities of the site demands of Septic and Well systems. Lot sizes should be revised to a minimum 2.5 acres and frontage should be revised to a minimum of 200 feet.
3. Due to the importance of the US 62 corridor the Township should prepare development or "overlay" design standards for the Select Planned Commercial District. This would insure that development in this district maintains a degree of the rural heritage, establishes a good "front door" for the Township and provides consistency throughout the district. Design standards for this area should include things like:
 - Architectural styles and materials
 - Landscaping standards
 - Access management requirements
3. The Township should investigate implementing thoroughfare standards to aid in the preservation of the rural feel of the existing township roads. Standards could include things like:
 - Setback requirements
 - Frontage landscape treatments
 - Access management
4. The Township should adopt a tree removal and protection code that would establish procedures for the preservation of existing trees and penalties for the unapproved removal of these critical natural resources. This code should be simple for the Township to review and enforce and should establish the following:
 - Minimum sizes of trees to be protected from removal.
 - Procedures for protection of trees during construction.
 - Tree removal and replacement policies
 - Penalties for the unauthorized removal of protected trees.
5. The Township should work with the Township Attorney to determine the feasibility of establishing a Community Authority District within various parcels to help reduce the burden of new development on existing taxpayers.

City of Gahanna Comprehensive Master Plan, March 2003.

US Census Bureau - Population statistics

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Metro Parks Map, Columbus Metro Parks, Brochure.

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Land Use Plan, Plain Township, Franklin County, Ohio, Karlsberger Planning Inc., May 1, 1996.

Rocky Fork-Blacklick Accord, a Community Plan Update 2003.

Mid Ohio Regional Planning Commission- TIP plan, 2030 plan, traffic counts

Ohio Department of Transportation - traffic counts

Franklin County Treasurer - property information