

A stylized landscape illustration in shades of green. On the left is a large, rounded rectangular structure with a semi-circular top, resembling a tomb or monument. To its right, a series of trees of varying sizes and shapes are arranged along a curved path that leads towards the right side of the frame. The background is a solid light green.

JERSEY TOWNSHIP
VILLAGE OF JOHNSTOWN
CITY OF NEW ALBANY

Western
Licking County Accord

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ADOPTION DATES

JERSEY TOWNSHIP

December 26, 2017

VILLAGE OF JOHNSTOWN

APRIL 03, 2018

CITY OF NEW ALBANY

December 05, 2017

Why an Accord?

CHAPTER 1



Why a Western Licking County Accord?

Coordinated planning efforts across jurisdictional boundaries help communities know what to expect when their neighbors are preparing for changes. A shared planning agreement, such as an Accord, helps to establish a formalized way for all parties to stay informed and communicate as they decide if, how, and where development occurs.

Staying Informed

The central Ohio region's population is expected to grow by more than one million people by 2050. Lack of planning leaves communities vulnerable to development that detracts from the character of the community, including traffic congestion and lower quality developments, while straining local government resources. A Western Licking County (WLC) Accord will allow all three communities to pool their knowledge and resources, give residents a voice in how their community grows and promote coordination of desirable development in areas that cross jurisdictional lines. The Big Darby Accord and the Rocky Fork-Blacklick Accord are examples of how communities have successfully worked together to preserve natural features and promote responsible land use amidst growth pressure.

Maintaining Quality of Life through a Shared Vision

A WLC Accord will help the participating jurisdictions plan together what areas might benefit from future development and what areas should be preserved. By collaborating, the jurisdictions help prevent the types of development that are not consistent with the small-town, rural character residents want to retain and help ensure that, when land is developed, the plan preserves the natural features of the land.

An accord benefits all parties in the following ways.

- > Property owners benefit because they know what is happening around them and can make informed decisions about their private land and property.
- > Because townships have limited development controls and resources to dedicate to development review, an accord will benefit Jersey Township by increasing its ability to control if, how and where development happens.
- > Johnstown and New Albany benefit from the accord by knowing development right outside their borders will have a consistent look and quality.



Rural Character of Jersey Township



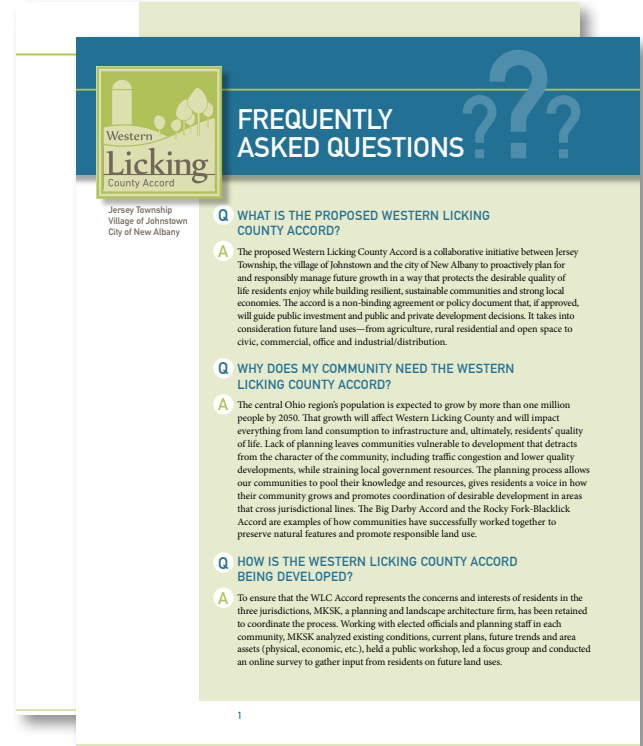
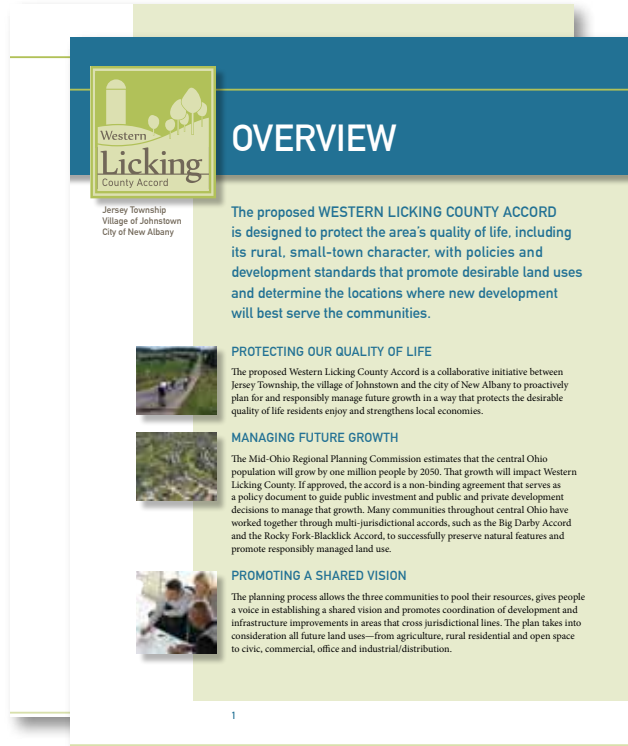
Downtown Johnstown



Village Center of New Albany

Building Consensus for an Accord

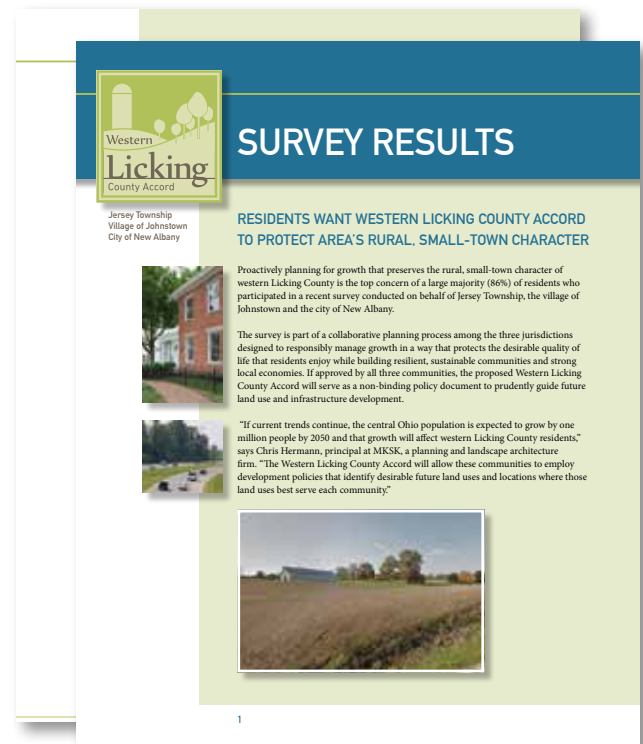
COMMUNICATIONS AND FREQUENTLY ASKED QUESTIONS



Coordinated Communication

Building consensus for the WLC Accord required coordinated communication in all three jurisdictions. Outreach and engagement efforts included public meetings, email survey and email updates, and outreach materials posted on the website of each jurisdiction. The three items pictured on this page are an example of the summary products developed to build consensus for the accord: Frequently Asked Questions (FAQs) pages, a Western Licking County Accord Overview and Survey Results summary.

This section features the following: 1) WLC Accord FAQs in their entirety for reference by each jurisdiction as they use the WLC Accord document and, 2) a detailed summary of the Community Survey for the purpose of understanding community concerns, vision and consensus for the WLC Accord objectives and recommended implementation strategies.



WLC ACCORD FREQUENTLY ASKED QUESTIONS:

The following Frequently Asked Questions were developed during the WLC Accord planning process to increase community members' understanding of the process and keep everyone informed during the planning phases.

What is the PROPOSED Western Licking County Accord?

The proposed Western Licking County Accord is a collaborative initiative between Jersey Township, the village of Johnstown and the city of New Albany to proactively plan for and responsibly manage future growth in a way that protects the desirable quality of life residents enjoy while building resilient, sustainable communities and strong local economies. The accord is a non-binding agreement or policy document that, if approved, will guide public investment and public and private development decisions. It takes into consideration future land uses—from agriculture, rural residential and open space to civic, commercial, office and industrial/distribution.

Why does my community need the Western Licking County Accord?

The central Ohio region's population is expected to grow by more than one million people by 2050. That growth will affect Western Licking County and will impact everything from land consumption to infrastructure and, ultimately, residents' quality of life. Lack of planning leaves communities vulnerable to development that detracts from the character of the community, including traffic congestion and lower quality developments, while straining local government resources. The planning process allows our communities to pool their knowledge and resources, gives residents a voice in how their community grows and promotes coordination of desirable development in areas that cross jurisdictional lines. The Big Darby Accord and the Rocky Fork-Blacklick Accord are examples of how communities have successfully worked together to preserve natural features and promote responsible land use.

How is the Western Licking County Accord being developed?

To ensure that the WLC Accord represents the concerns and interests of residents in the three jurisdictions, MKSK, a planning and landscape architecture firm,

was retained to coordinate the process. Working with elected officials and planning staff in each community, MKSK analyzed existing conditions, current plans, future trends and area assets (physical, economic, etc.), held public workshops, led focus groups and conducted an online survey to gather input from residents on future land uses.

Who will make decisions about future development in my community?

Each jurisdiction will continue to make its own decisions about development within its community. The accord is a non-binding document that gives each community a tool to manage growth in a way that protects the character of the community while accommodating future residential and commercial developments that strengthen the community's tax base.

How will the Western Licking County Accord help my community maintain its rural character?

Our survey found that 86% of residents want to preserve their community's rural, small-town character. Each jurisdiction determines how the rural character will be preserved and incorporates that vision into their own plans as well as the accord. These land use plans designate locations for certain uses, whether that is rural residential, green space or commercial. In conjunction with design standards, the land use plans preserve and protect the desirable character of the community while allowing for growth in designated areas.

Will new development lead to more traffic?

It is not necessarily new development in our communities that will lead to more traffic. It's population growth throughout the region that will affect traffic. If we don't adequately plan for that growth, we are likely to experience traffic congestion and other issues. Through the accord, we can avoid many issues by anticipating them and planning in advance. Additionally, together, our communities will have a stronger voice in getting support and funding from the county, state and federal government to make sure that our roadway systems can adequately accommodate that growth.

Building Consensus for an Accord

FAQs

Why does Jersey Township need to plan for growth we don't even want?

The central Ohio region's population is expected to grow by more than one million people by 2050. Lack of planning leaves communities vulnerable to development that detracts from the character of the community, including traffic congestion and lower quality developments, while straining local government resources. The planning process allows all three communities to pool their knowledge and resources, gives residents a voice in how their community grows and promotes coordination of desirable development in areas that cross jurisdictional lines. The Big Darby Accord and the Rocky Fork-Blacklick Accord are examples of how communities have successfully worked together to preserve natural features and promote responsible land use.

What are the advantages of being part of the accord?

Whether we want it or not, growth will affect Jersey Township and the surrounding communities—impacting everything from land consumption to infrastructure and, ultimately, residents' quality of life. Landowners can sell their land to whomever they choose. Additionally, Ohio law allows township landowners to petition to be annexed to an adjacent municipality. By working together and coordinating, Jersey Township, New Albany and Johnstown can create a shared vision that guides development to arrive at the best solutions for all residents.

What are the advantages of the WLC Accord?

The proposed WLC Accord is a non-binding policy document to help the participating jurisdictions work together to determine what areas might benefit from future development and what areas should be preserved. By collaborating, the jurisdictions help prevent the types of development that are not consistent with the small-town, rural character residents want to retain and help ensure that, when land is developed, the plan preserves the natural features of the land which benefits all three communities.

Property owners benefit because they know what is happening around them and can make informed decisions about their private land and property. Because townships have limited development controls and resources to dedicate to development review, an

accord will benefit Jersey Township by increasing its ability to control if, how and where development happens. Johnstown and New Albany benefit from the accord by knowing development right outside their borders will have a consistent look and quality.

In an accord, collaboration can range from stronger communications among the jurisdictions to a review panel made up of representatives from the three communities who would make recommendations to the jurisdiction planning the development. Ultimately, that jurisdiction decides what is best for their community.

Who will make the final decisions on development for each community?

The final decisions on development will remain with each community as they occur today. For example, if there were a WLC Accord panel, the panel would be comprised of appointees from Jersey Township, Johnstown and New Albany. New development applications in the WLC Accord area would be reviewed by the panel. The panel would make recommendations for the development plan based on the WLC Accord design guidelines and future land use map. These recommendations would be passed on to the home jurisdiction for that parcel(s) of land. Then the application would go through the normal development review process in its jurisdiction. This allows every jurisdiction to be aware of development occurring within the Accord area.

What rights do property owners have?

All the land in the study area is governed by existing zoning. All land owners have the right to sell their land to a willing buyer or develop their land according to their property's existing zoning (which specifies such things as permitted land use(s), densities, lot sizes, setbacks, etc.). Land owners may go to their zoning authority to request to rezone, but it is not guaranteed that the zoning authority will allow a change. A significant consideration of whether to approve a rezoning request from a property owner is based upon the future land use plan. For this reason, the Accord would be helpful to property owners by establishing expected future land uses.

How does annexation work?

Annexation occurs when property in a township is incorporated (brought) into a village or municipality. There are several ways property can be annexed into another jurisdiction. The most common way is for a land owner to petition (request) their property to be annexed from their township into a neighboring village or municipality. This can only occur when a certain percentage of the property is adjacent to that jurisdiction. In the Accord area, annexation would occur from Jersey or Monroe Townships to New Albany or Johnstown. More information can be found in the Ohio Revised Code, section 709, covering annexation law.

Why would property owners want to annex into a village or city?

Typically, land owners request to annex because they wish to receive water and sewer services. Central water and sewer services allow certain types of commercial, industrial and retail developments that are difficult or impossible to achieve on well and septic. It also allows for residential development on lots smaller than two or three acres. To be able to build this type of development is a primary reason land owners request to have their property annexed.

There has been discussion of a JEDD. What is a JEDD?

A Joint Economic Development District (JEDD) is a mechanism for cooperative service provision and revenue sharing among jurisdictions and is formed when multiple jurisdictions agree to facilitate economic development in a specific area within a township. Land within a JEDD is not annexed. A JEDD allows a township to partner with a city or village to provide additional services (like water and sewer) and apply its taxing authority to that portion of property in a township. The township receives income tax that can be used to provide community resources and amenities, initiate joint projects in the planning area or pay off debt incurred to build roads or water lines for a new development. Land owners must agree to be part of a JEDD. The proposed Western Licking County Accord will not enact a JEDD, but may identify tools, such as JEDDs, that could be explored for future economic development in the planning area.

What happens if the WLC Accord is not approved?

If the three jurisdictions choose to not coordinate land use, each community will continue to plan and develop independently. Lack of coordination leaves communities vulnerable to development that detracts from the character of the community, including traffic congestion, sprawl and lower quality development, while straining local government resources. Lack of an accord can hamper or prevent each community from thinking about associated impacts, character issues, infrastructure issues and desires of adjacent communities. Having an understanding and agreement on needs, priorities and goals for each jurisdiction should improve considerations and reduce negative impacts.



Public Meeting #1



Public Meeting #2

Building Consensus for an Accord

COMMUNITY-WIDE SURVEY

Residents Want Western Licking County Accord to Protect Area's Rural, Small-Town Character

Overview

In order to be effective, the WLC Accord must be built on a true understanding of the desire of residents. During the planning process, an online survey was conducted and promoted on all three participating jurisdictions' websites. The Community Survey was a critical part of the community engagement portion of this collaborative planning process. (See *Vision* chapter for an overview of the planning process)

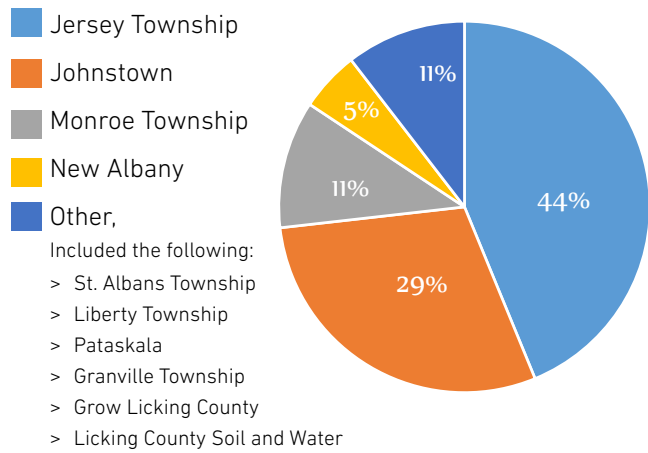
The survey results, summarized here, helped the planning team understand the desires of residents, shape the vision and objectives for the WLC Accord, and build consensus for implementation strategies. The survey asked four primary questions:

1. What is your vision for the future of this area?
What do you see the character of this area being?
2. Are there missing community uses you'd like to see in the study area? Are there community-oriented uses you'd like to see more of?
3. What do you see as the short-term and long-term opportunities for the study area?
4. What do you see as the short-term and long-term threats to the study area?

The planning team heard from 153 residents. Beyond ensuring the planning team's understanding of area residents' desires, the survey results helped these communities build consensus about a shared vision that represents the interests of all residents.

Following is a brief summary of the overall results followed by a detailed analysis of the results for each survey question.

Area Of Residence



The Community Survey was fortunate to receive responses by a broad representation of residents from across the WLC Accord study area and its neighbors.

Results

Proactively planning for growth that preserves the rural, small-town character of Western Licking County is the top concern of a large majority (86 percent) of residents who participated in the survey.

Most survey participants (75 percent) favor a shared land use agreement and plan among the jurisdictions. More than 50 percent want design standards to guide future development and a multi-jurisdictional panel to review and make recommendations to elected officials regarding future development proposals.

Residents and community members also expressed a desire for public amenities, such as parks, and for new development to be designed and strategically located to not detract from the character of the area.

More than 75 percent of respondents said they would like to see some type of park, trail or recreational facility. Less than 20 percent said they did not want any new community uses.

Community Vision For The Area

Survey Question:

What is your vision for the future of this area?

What do you see as the short-term and long-term opportunities?

Results:

**Preserve the
Small-Town/
Rural Character**

(78 responses)



At Public Meeting #1 and in the corresponding survey, the community was asked, "What is your vision for the future of this area? What do you see as the short-term and long-term opportunities?" A large majority of participants emphasized the importance of protecting the small-town and rural character of the WLC Accord study area.

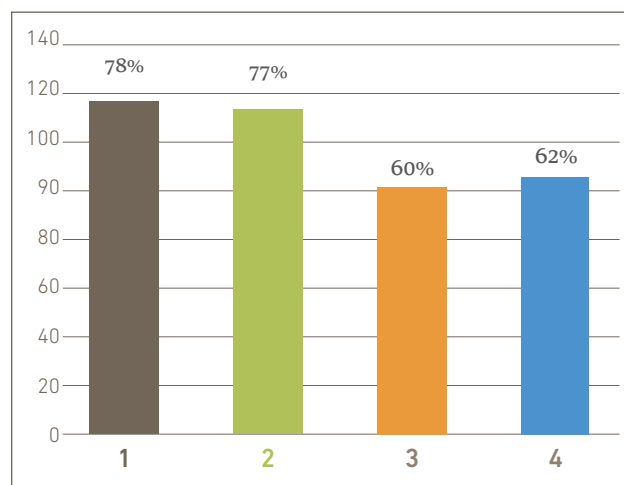
Potential Accord Outcomes

Survey Question:

There are several outcomes that could result from this effort. Please mark those you'd like to see happen.

Mark all that apply.

Results:



1. Improve Communication

2. Build a Land Use Agreement & Plan for Area Amenities & Infrastructure

3. Create Design Standards

4. Form a Western Licking County Accord Panel

A large majority of survey respondents supported all of the potential outcomes of the WLC Accord planning process.

Building Consensus for an Accord

COMMUNITY-WIDE SURVEY

RESULTS IN DETAIL

The following results are a summary of all answers given by the 153 respondents to the Accord process survey. Each detailed answer was analyzed and then categorized by a theme in order to quantify all responses into cohesive results for the planning team to reflect in the WLC Accord Vision (chapter 2) and objectives (chapter 4).

1. What is your vision for the future of this area? What do you see the character of this area being?

> Preserve the Small-Town/Rural Character (62 responses)

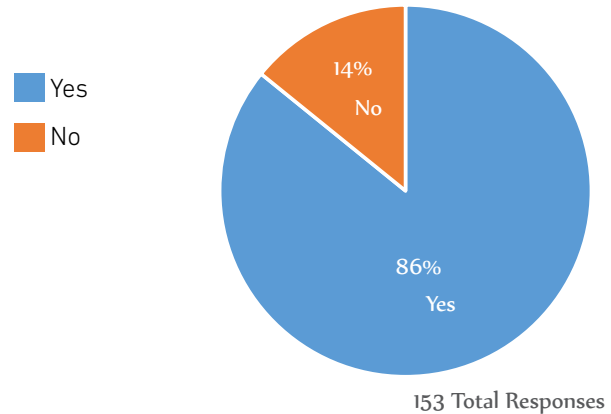
- > Would Like Design Standards (15 responses)
- > Would Like Controlled Growth (14 responses)
- > Do Not Want New Development (11 responses)
- > More Commercial & Retail Uses (8 responses)
- > Traffic & Road Improvements (8 responses)
- > Preserve the Quality of Schools (2 responses)
- > Historic Preservation (1 response)
- > Residential Development (1 response)

2. Are there missing community uses you'd like to see in the study area? Are there community-oriented uses you'd like to see more of?

> Parks and/or Recreation Center (82 responses)

- > No New Development (20 responses)
- > Improve Existing Amenities (4 responses)
- > Road Improvements (2 responses)
- > Do Not Increase Taxes for These (2 responses)

Do You Agree With The Draft Vision Statement?



The draft vision for the Western Licking County Accord received broad support from the Community Survey respondents. See the next section, "Vision," for more detail.

3. What do you see as the short-term and long-term opportunities for the study area?

> Maintain the Community's Character (16 responses)

- > Economic Development (13 responses)
- > Design Standards (10 responses)
- > New Development (9 responses)
- > No New Development (9 responses)
- > Infrastructure Improvements (9 responses)
- > Park & Recreation Improvements (8 responses)
- > More Community Involvement (7 responses)
- > Reasonable Growth (6 responses)
- > More Planning Efforts (4 responses)
- > Improved Jurisdictional Relationships (2 responses)
- > Proximity to Jobs and Amenities (2 responses)
- > Increased Land Value (1 response)

4. What do you see as the short-term and long-term threats to the study area?

> Lack of Growth Management (23 responses)

- > Traffic & Pollution (14 responses)
- > Loss of Rural Atmosphere (11 responses)
- > Development (10 responses)
- > New Albany (8 responses)
- > Industrial Uses (8 responses)
- > Lack of Design Standards (4 responses)
- > Lack of Communication (4 responses)
- > Personal Agendas (4 responses)
- > Crime (3 responses)
- > Tax Increases (1 response)
- > Lack of Quality Jobs (1 response)
- > Opposition to Growth (1 response)

Reflection Of The Community In The Accord

The WLC Accord reflects the desires of residents as expressed in the Community Survey and corresponding outreach during the planning process. The objectives of the WLC Accord detailed in section four, "Objectives," are designed to reflect the consensus reached among the community participants, stakeholders, groups and committees involved in the planning process. The "Implementation" section outlines specific action steps for the success of the stated objectives.



Select verbatim responses from the Community Survey Results.

Vision

CHAPTER 2



The Western Licking County Accord is designed to protect the area's quality of life, including its rural, small-town character, with policies and development standards that promote desirable land uses and determine the locations where new development will best serve the communities.

Protecting our quality of life

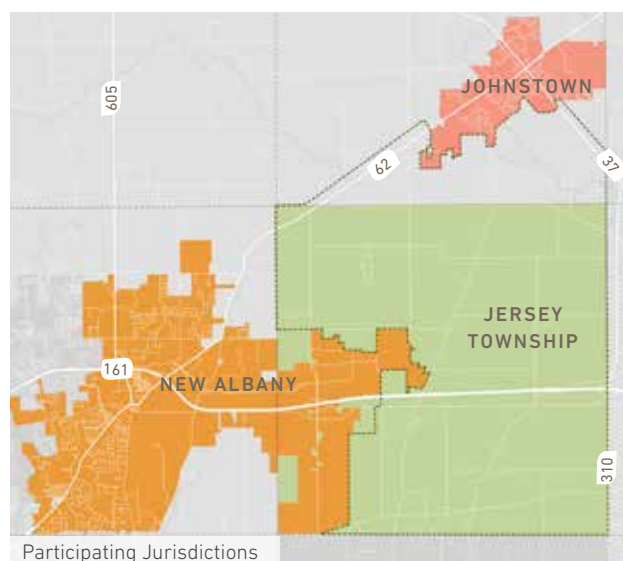
The Western Licking County Accord is a collaborative initiative between Jersey Township, the Village of Johnstown and the City of New Albany to proactively plan for and responsibly manage future growth in a way that protects the desirable quality of life residents enjoy and strengthens local economies.

Managing Future Growth

The Mid-Ohio Regional Planning Commission estimates that the central Ohio population will grow by one million people by 2050. That growth is impacting, and will continue to impact, Western Licking County. The accord is a non-binding agreement that serves as a policy document to guide public investment and public and private development decisions to manage that growth. Many communities throughout central Ohio have worked together through multi-jurisdictional accords, such as the Big Darby Accord and the Rocky Fork-Blacklick Accord, to successfully preserve natural features and promote responsibly managed land use.

Promoting a Shared Vision

The planning process allows the three communities to pool their resources, gives people a voice in establishing a shared vision, and promotes coordination of development and infrastructure improvements in areas that cross jurisdictional lines. The plan takes into consideration potential future land uses—from agriculture, rural residential and open space to civic, commercial, office and industrial/distribution.



Jurisdictions

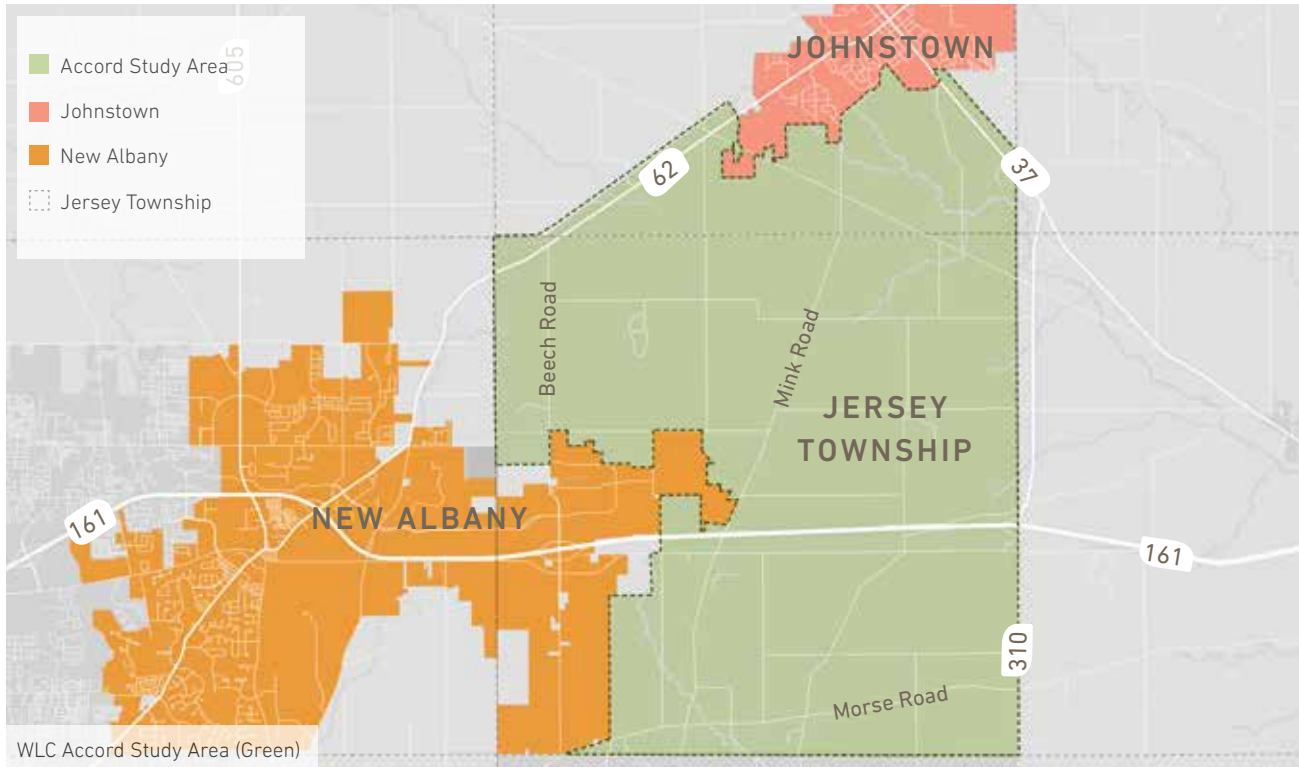
The Western Licking County (WLC) Accord is a collaboration between Jersey Township, the Village of Johnstown and the City of New Albany. Early in the process, Monroe Township expressed their interests are aligned with the Village of Johnstown and allowed Johnstown to represent them in the Accord creation and next steps.

Study Area

The Accord study area consists of Jersey Township and a portion of Monroe Township on each side of US Route 62 and west of State Route 37. This boundary was agreed upon by the participating jurisdictions, and takes into consideration areas where New Albany and Johnstown are likely to expand in the future. The Accord study area consists of approximately 17,000 acres, 14,000 in Jersey Township and 3,000 in Monroe Township.

Vision

STUDY AREA AND PROCESS



The Planning Process

The planning team conducted a 14-month WLC Accord planning process including representatives from each jurisdiction. A Working Group, Steering Committee and Elected Group fulfilled critical roles and provided guidance in the Accord development. Two public meetings, website updates, an online survey and one focus group meeting gathered input and from more than 200 community members.

The Working Group served as the primary, day-to-day points of contact for the process. In ongoing electronic communications and nine meetings, they reviewed materials, presentations and recommendations, and provided insight into planning and related topics in their communities.

The Steering Committee included stakeholders from each of the three communities. This group reviewed presentation material and shared the interests of their respective communities. 4 meetings were held to engage the committee throughout the process.

The Elected Group, consisting of elected individuals and appointed staff, reviewed material in four meetings throughout the process. This group shared input from their constituents and their insight as individuals who will be responsible for implementing the plan's recommendations.

Community Engagement

Community sentiment, ideas and feedback were integral to the process of developing the WLC Accord. Through two public meetings and one focus group meeting, more than 200 community members contributed to the planning process.

The planning team conducted the Community Meeting interview with stakeholder groups early in the process to identify common themes. These groups included representatives such as residents, area farmers and business owners.

The first public meeting was held in December of 2016. Over 20 community members and Licking County stakeholders attended. At the meeting, participants

The Western Licking County Accord provides a comprehensive, shared vision for Western Licking County that guides growth and development in a way that exemplifies and preserves the rural, small-town character of the area.

learned about the process and participated in a small group discussions about their vision for the WLC Accord study area. The discussion questions shared at the meeting were incorporated into an online survey, which was then promoted through each jurisdiction's website.

All together, the survey, public meeting #1 and stakeholder interviews collected more than 1000 comments from 153 participants that were reviewed and analyzed. These results were used to craft the vision and objectives of the WLC Accord. The second public meeting, attended by more than 50 people, gathered feedback on the draft goals that the planning team used to shape the final WLC Accord document.

Vision

Residents want the Western Licking County Accord to protect the area's rural, small-town character. Proactively planning for growth that preserves the rural, small-town character of western Licking County was the top concern of a large majority (86%) of the residents who participated in the meetings and survey. Residents expressed a desire to focus primarily on residential and agricultural land uses within the Accord study area. There was also interest in seeing more community recreation uses, whether those be multi-use trails, athletic fields, or a potential community center. Preservation of natural features, particularly for their contribution to the area's rural character, also emerged as a high priority of the community.

The Vision Statement (above) was drafted to guide the planning process. The final version, at the top of the page, received overwhelming support from the planning groups and the community. The WLC Accord vision captures the desire of all participating communities to preserve the rural character of this area through the strategic management of growth.

Levels Of Cooperation

Early in the Accord process, four potential levels of cooperation were identified for the member jurisdictions to consider:

1. Improve and formalize communication between the jurisdictions.
2. Build a land use agreement and plan for area amenities and infrastructure.
3. Create design standards to ensure a high standard of design for any development that does occur.
4. Create an Accord Panel to review development plans for quality.

When participants of the public meeting and survey were asked which of these they would like to see happen, 78 percent of respondents supported improved communication, 77 percent supported a future land use agreement, 60 percent supported the creation of design standards, and 62 percent supported the formation of a Western Licking County Accord panel.

Responding to these findings, the WLC Accord proposes a future land use plan and vision. The other potential outcomes are also explored in further sections.

Analysis

CHAPTER 3



Existing conditions analysis included building an understanding of an array of physical, jurisdictional and environmental factors in the natural and built environments of each jurisdiction, as well as municipal services, current employment, and the future plans of Jersey Township, Johnstown, and New Albany.

Analysis

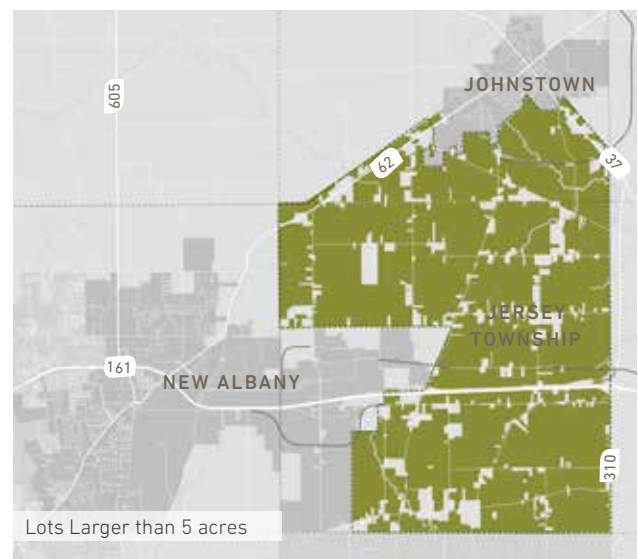
The planning team examined existing conditions within and around the Western Licking County Accord study area to provide a baseline analysis for the WLC Accord. Existing conditions analysis included:

- > Documenting natural features and watersheds,
- > Understanding service areas for Fire, Police, and EMS,
- > Identifying existing land uses,
- > Documenting lots greater than 5 acres,
- > Identifying school district boundaries,
- > Understanding traffic volumes along the roads,
- > Evaluating existing plan recommendations that affect the area, such as parks and trails, future land use and thoroughfares.

Findings

An emerging theme from the existing conditions analysis is that the study area overall, and Jersey Township in particular, is divided by a number of factors and in several directions — by natural features (soils and drainage), infrastructure (state route highway & central sewer service), political subdivisions (school districts & fire districts), economy (“new economy” relying on technology vs “old economy” in the form of agriculture), and spheres of influence (New Albany, Johnstown, Pataskala, Licking County, etc.). Jersey Township is in the center and influenced by all these overlapping factors.

Jersey Township’s land area sits within five watershed boundaries and three Fire/EMS and Police service



areas. The area is divided at its center by State Route 161 running east-west, and its students attend schools in three school districts. It is divided by different soil types and centralized sanitary sewer service is being extended to the west (via New Albany).

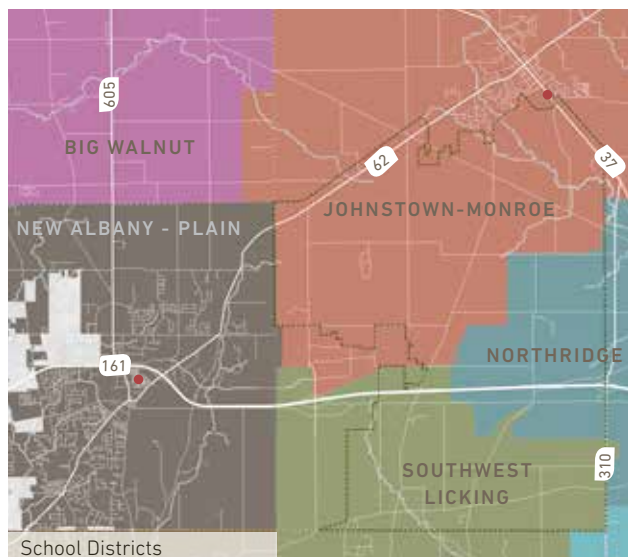
One element of consistency in the study area is its rural character, portrayed in the many agricultural fields, rural road corridors, streams, and tree stands.

Lots Larger than 5 acres

The WLC Accord Study Area consists primarily of lots larger than five acres, with residential, wooden natural areas, and agricultural uses (see above). Predominantly, it is only the existing road frontage that has been subdivided into smaller lots. As a result, the population is spread out broadly across Jersey Township.

Analysis

EXISTING CONDITIONS



● Schools

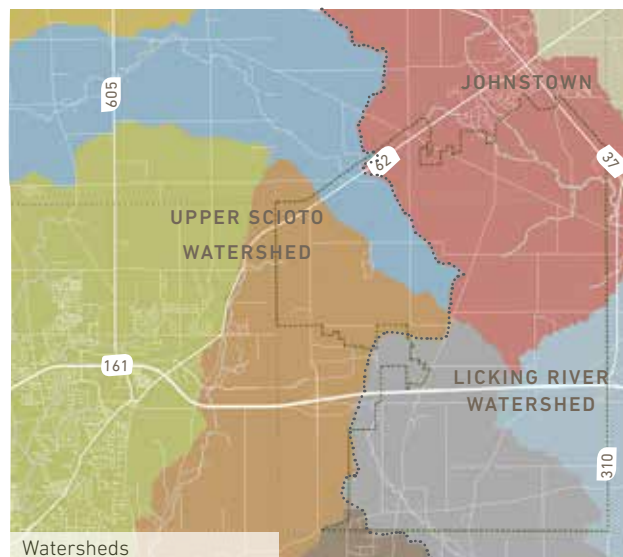
School District Implications For Planning

The division of the study area by school district division is particularly worth noting. People tend to associate their community with the school their children attend. This suggests there may not be a strong sense of identity for Jersey Township as a whole. Instead, residents may associate with either Northridge, Johnstown-Monroe Local, or Licking Heights school district. This fragmentation presents challenges to creating a Jersey Township identity.

Also, the capacity of school districts emerged as a concern in the community engagement process. Wanting to maintain their high-quality schools is one of the comments survey respondents noted as important to their support for preservation of rural character. In general, residents did not want substantially more housing within the study area that would add more children to any of the school districts.

2015 – 2016 Ohio Dept of Education Enrollment Record

LOCAL SCHOOLS ENROLLMENT	FALL 2016	2015 – 2016
New Albany-Plain	4,835	4,668
Johnstown-Monroe	1,558	1,512
Licking Heights	4,180	4,003
Northridge	1,173	1,145



Watersheds

Watersheds

The WLC Accord Study Area sits among two major watersheds: the Upper Scioto and the Licking River. The Upper Scioto is all in one sub watershed while the Licking River watershed has four sub watersheds. The Upper Scioto drains into the rapidly developing Columbus area. The Licking drains southwest into flood-prone areas of Licking County.

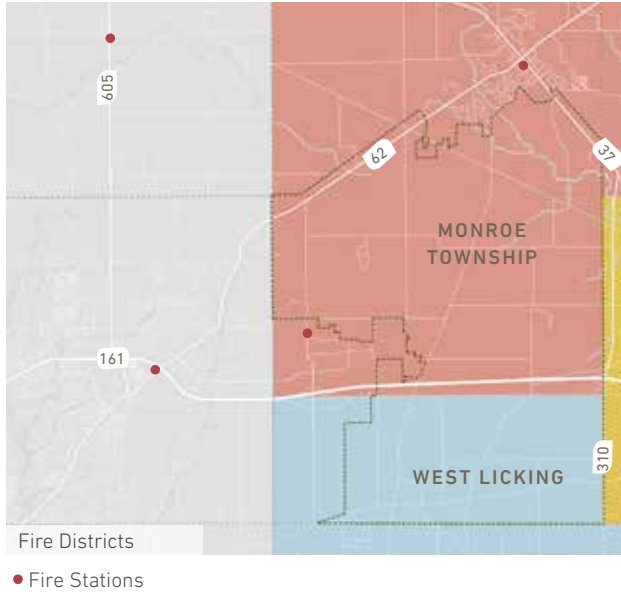
Watershed locations have implications for all types of development site planning. The watershed connotes where stormwater runoff channels when it drains from a particular site. Considering runoff patterns are essential not only to site planning, but also to any kind of water quality protection or environmental restorations efforts, such as wetland mitigation.

Police and Sheriff

The entire study area is policed by the Licking County Sheriff (map to left). The New Albany, Johnstown, and Pataskala police departments abut the study area and will provide service if/as annexation occurs to those cities.

Roads and Maintenance

Similarly Licking County provides for county roads, Jersey Township provides for township roads, and the municipalities provide for their roads.

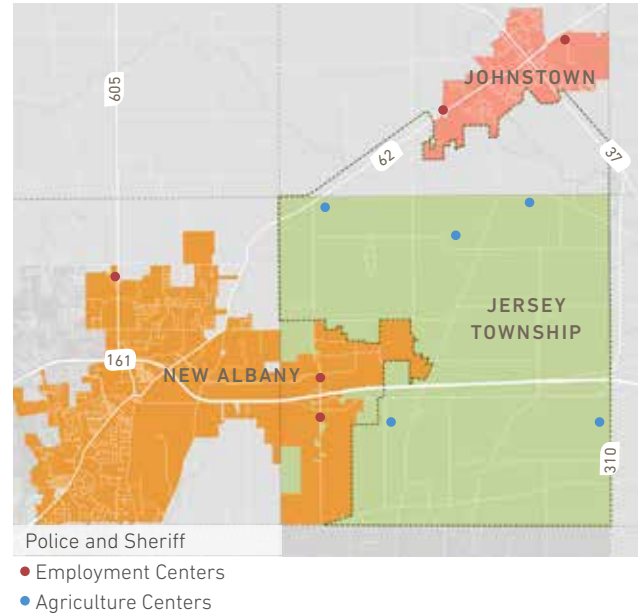


Fire Districts

The entire WLC Accord has fire protection coverage. There are two different departments that compose the coverage: the Monroe Township Fire Department and the West Licking Joint Fire Department.

Public Services

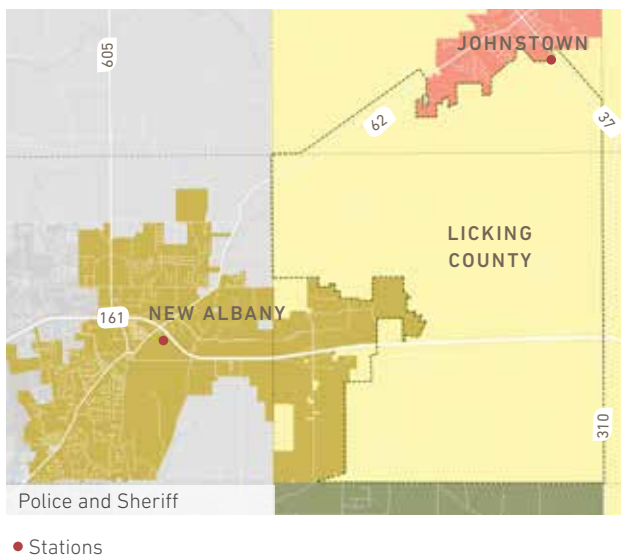
Understanding the locations of public services such as these is important for future land use decisions, when considering adding workers or residents to any area. Annexation and development impacts the scope and ability of each jurisdiction to provide needed services.



Major Economic Centers

Areas providing the most employment in the study area are located in New Albany and Johnstown, while Jersey Township is a hub for agriculture.

Understanding the location of area employment and industry is important for economic development, public service, and school district recommendations and decisions.



The ability to service land with centralized water and sanitary sewer greatly impacts the potential for its development—from aspects such as land use type, density, and financial feasibility to likely development time frames.

Centralized Water and Sanitary Sewer

One of the most important components of the existing conditions analysis is understanding where centralized water and sanitary sewer could be provided in the study area. Water and sewer connection is a primary factor in determining the location of feasible development areas.

In rural areas, where centralized water and sanitary sewer are not provided, development (usually low-density residential or agricultural uses) is supported using a well water and septic sewer system. In this area, septic systems with leach fields can support commercial and residential development on a minimum of 5 acre lots and 2 acre lots respectively.

If commercial uses—such as employment centers—or higher-density residential housing—such as cluster developments to preserve open space—are desired, they would need to be supported by a centralized water and sanitary sewer system. Key considerations for understanding water and sewer conditions in the study area include:

- > Providing centralized water and sewer services is very expensive. These systems are extended to land when there is opportunity for profitable development. Commercial office uses and denser residential subdivisions often provide opportunities for revenue ample enough for a jurisdiction to justify the cost of extending centralized water and sanitary sewer. These uses are also attractive to jurisdictions because they provide employment opportunities for residents as well as revenue-generating opportunities.
- > The diagram on the following page shows that within the Accord study area, there are three most likely ways centralized water and sanitary sewer service could be provided for future development in the WLC Accord Study Area.
 - > Extension by the Southwest Licking Community Water and Sewer District (SWLCWS) from the south (Pataskala area).

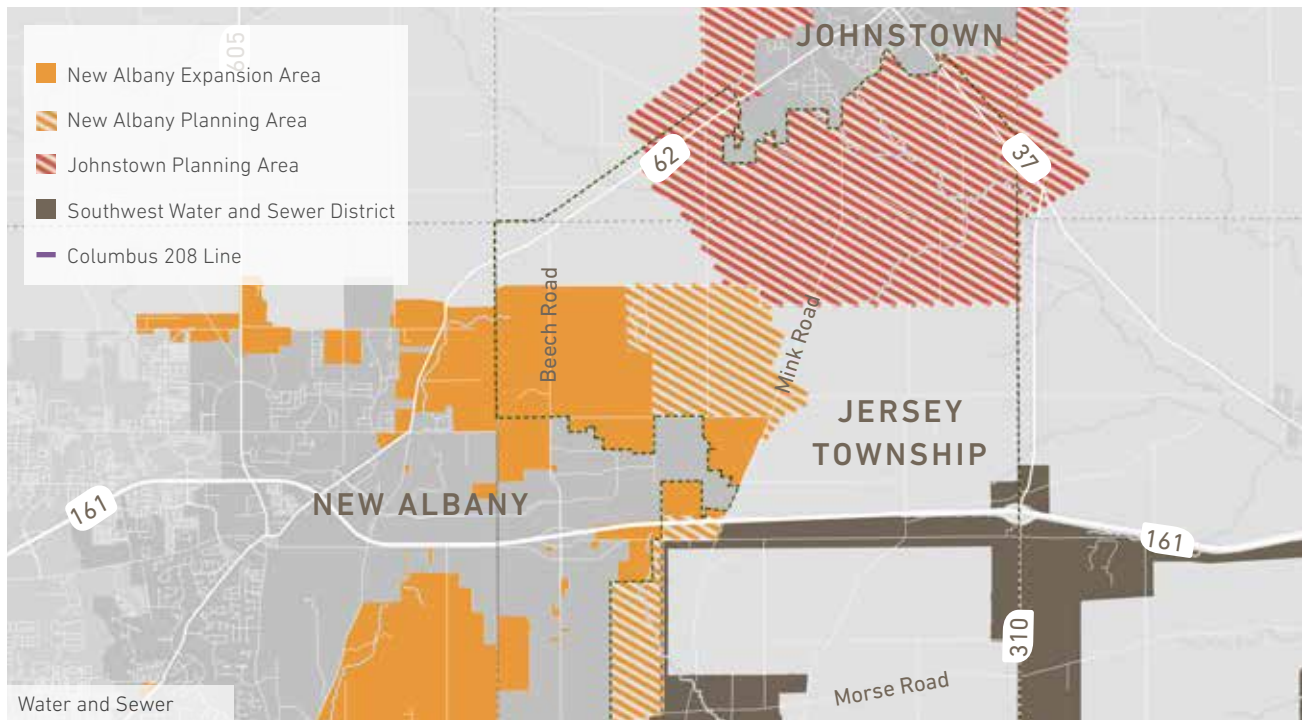


Examples of existing commercial development sites served by well water and septic systems in Jersey Township.

KEY TERM

Lift station: A device that allows the extension of sanitary sewer across topography. Sanitary sewer systems are gravity fed, so topography (such as crossing watersheds) and existing sewer line depth can prevent their extension. Lift stations are pumps connected to sewer lines that pump sewage uphill so it can connect back to a gravity line. They are usually avoided because of their expense, maintenance, and need for generators or back-up electric service to provide power. Service providers such as the city of Columbus have a policy against their use.

- > Extension by the City of Columbus, via the City of New Albany, from the southwest (New Albany receives water and sewer service from Columbus and any extension by New Albany is through agreement between the two cities).
- > Extension by the Village of Johnstown, from the north.
- > There are geographic limitations to where centralized water and sanitary sewer could reach for each of these three potential sources



based upon existing plant capacity, depth and size of sewer lines, and service area agreements approved by the State of Ohio.

- > Because of expense and revenue generation, the SWLCWS has studied providing service only along the SR 310 corridor, to the south side of the SR 161 corridor, and back through Old Jersey.
- > The 208 Line indicates the extent of the Columbus Facility Planning Area. This is the designated area that could be served by Columbus. New Albany receives its service from the City of Columbus. It would likely be cost prohibitive to extend past this line using the City of Columbus' services.
- > The Village of Johnstown could provide centralized water and sewer to areas north of SR 161 as Johnstown has excess plant capacity. Johnstown would need to recover the cost of any extension through new development.

Implications Of Water And Sewer Extension

While there are several possible ways Johnstown could provide centralized water and sewer to the study area, the diagram above provides one realistic option. In this scenario, the Village could expand along US 62

and State Route 37, which would allow for more office/industrial/commercial development, as well as expand south to add desired residential neighborhoods.

Based on where services can be provided and what has been developed to-date, there are three general areas that could experience focused new development, depending on whether centralized water and sanitary sewer services are extended.

Because the area west of the City of Columbus' 208 Line is serviceable by either New Albany or the City of Columbus, this area has the potential to be developed by one of these municipalities. Providing service east of the 208 Line would more difficult for New Albany or Columbus, but could be serviced by Johnstown (generally north of SR 161) or the Southwest Licking Community Water and Sewer District (generally south of SR 161).

To determine the best future land use for these areas, as well as to recognize what each participating jurisdiction considers as desirable use of the land within their planning area, it is important to examine each community's comprehensive plan.

Analysis

EMPLOYMENT

The management, business, science, and arts occupations sector is the largest employment industry in all three jurisdictions.

AREA EMPLOYMENT

The management, business, science, and arts occupations sector is the largest employment industry sector in all three jurisdictions. The distribution of total employment by occupation is also similar per district. The tables on the right highlight the distribution of employment in each jurisdiction by industry sector. The top two sectors are the same in all areas, with the highest distribution of employment found in sector one (1) Management, business, science, and art occupations, and (3) Sales and office occupations. The following list shows the top five occupations in each of the jurisdictions by factor of total employment.

EMPLOYMENT BY OCCUPATION

Jersey Township - 1,348 total employment

- > Educational services, and healthcare and social assistance (20.3%)
- > Finance and insurance, and real estate and rental and leasing (14.8%)
- > Manufacturing (12.5%)
- > Retail trade (11%)
- > Professional, scientific, and management, and administrative and waste management service (10.2%)

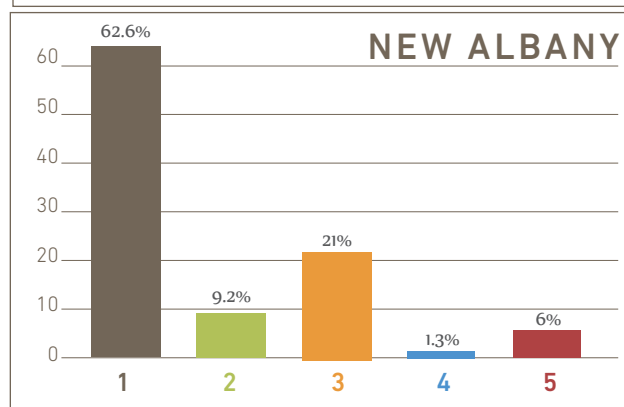
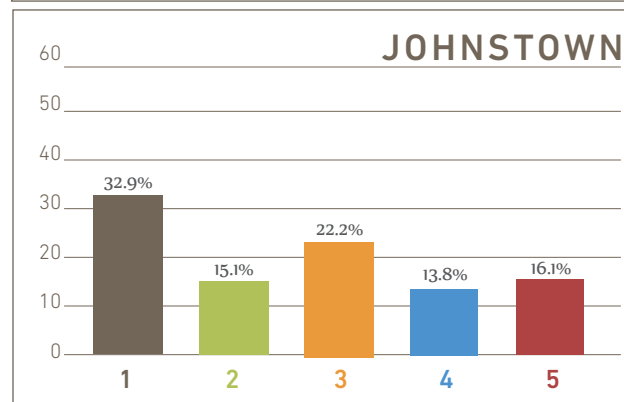
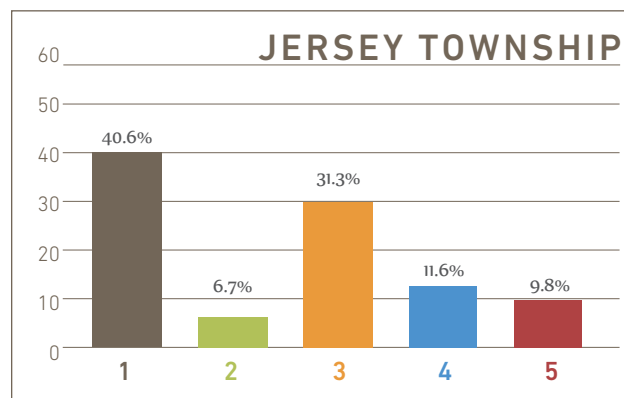
Johnstown - 2,600 total employment

- > Educational services, and healthcare and social assistance (18.5%)
- > Retail trade (13.7%)
- > Finance and insurance, and real estate and rental and leasing (11.3%)
- > Professional, scientific, and management, and administrative and waste management service (11.3%)
- > Manufacturing (10.5%)

New Albany - 4,159 total employment

- > Educational services, and healthcare and social assistance (28.9%)
- > Retail trade (14.7%)
- > Finance and insurance, and real estate and rental and leasing (13.8%)
- > Professional, scientific, and management, and administrative and waste management service (12.3%)
- > Manufacturing (10.1%)

EMPLOYMENT BY SECTOR



1. Management, business, science, and art occupations
2. Service occupations
3. Sales and office occupations
4. Natural resources, construction, and maintenance occupations
5. Production, transportation, and material moving occupations

All data is from the 2015 American Community Survey conducted by the U.S. Census Bureau.

Plans for Future Land Use

COMPREHENSIVE AND STRATEGIC PLANS

25

Jersey Township, the Village of Johnstown, and the City of New Albany each have a developed Future Land Use Map in their respective Comprehensive Plans. The WLC Accord respects the planning efforts performed by each jurisdiction. These served as the foundation upon which the Accord process created the WLC Accord Future Land Use Map (page 51) based upon the agreed upon objectives of this Accord.

COMPREHENSIVE PLANS & FUTURE LAND USE MAPS

There are different tools jurisdictions can use to influence where and what type of growth and development occur in their communities. One way is through a comprehensive plan, which establishes a community-supported future vision for the area. One of the key components of a comprehensive plan is a future land use map. The future land use map takes a comprehensive look at the area and identifies what land uses are desired and where they should go to best serve the jurisdiction and support the community's vision for itself. The future land use designation for a piece of property does not require the land to be used that way immediately. It simply indicates that if the land were to serve a new purpose in the future, the jurisdiction has identified that this is what it would like to see in that area.

Each of the jurisdictions participating in the Western Licking County Accord (WLCA) have a comprehensive plan and future land use map to guide how they'd like to see their community grow. Therefore, when developing a future land use map for the WLCA study area, it was important to first understand each of the existing future land use maps that had already been approved by these communities.

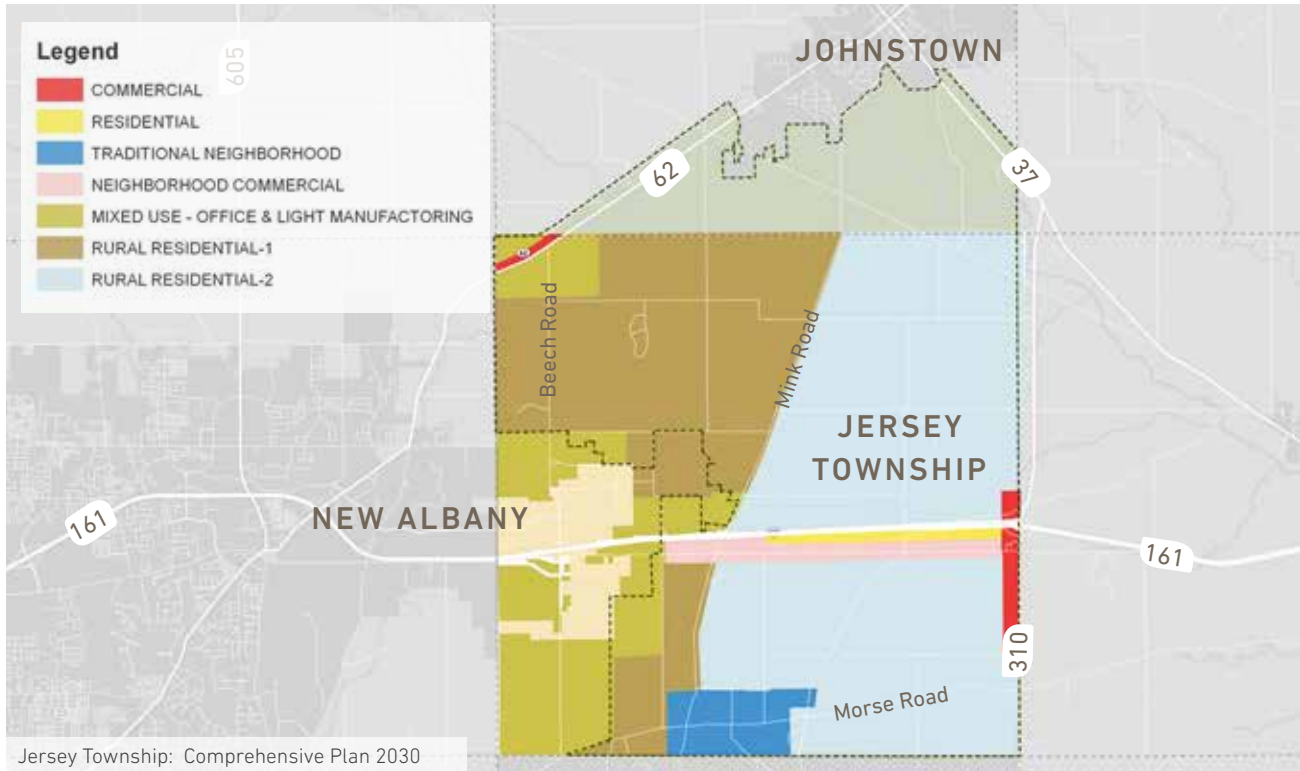
OTHER PLANNING EFFORTS

The Licking County Area Transportation Study (LCATS) Long-Range Multimodal Transportation Plan and SR 161 Western Corridor Development Plan provided insight on planned road improvements and projects in the WLC Accord study area and the context of LCATS' vision for the corridor.



Jersey Township

COMPREHENSIVE PLAN 2030



Jersey Township

Jersey Township's Future Land Use Map was created as part of the Township's 2010 Comprehensive Plan. Around New Albany, the map proposes "Mixed Use-Office & Light Manufacturing" to remain consistent with the land uses located in New Albany's Personal Care and Beauty Campus. Commercial nodes are located along US 62 and at the intersection of State Route 161 and State Route 310. These are designated primarily for commercial retail and office uses. Along the SR 161 corridor, Neighborhood Commercial is proposed. This is primarily for neighborhood-serving retail uses. This corridor includes higher density residential north of the commercial area as well.

The area around Old Jersey was designated as "Traditional Neighborhood." This was seen as an opportunity site to reinforce the identifiable community hub for the Township in its historic area. The remainder of the township was assigned as Rural Residential, in keeping with the community's

Residential Densities

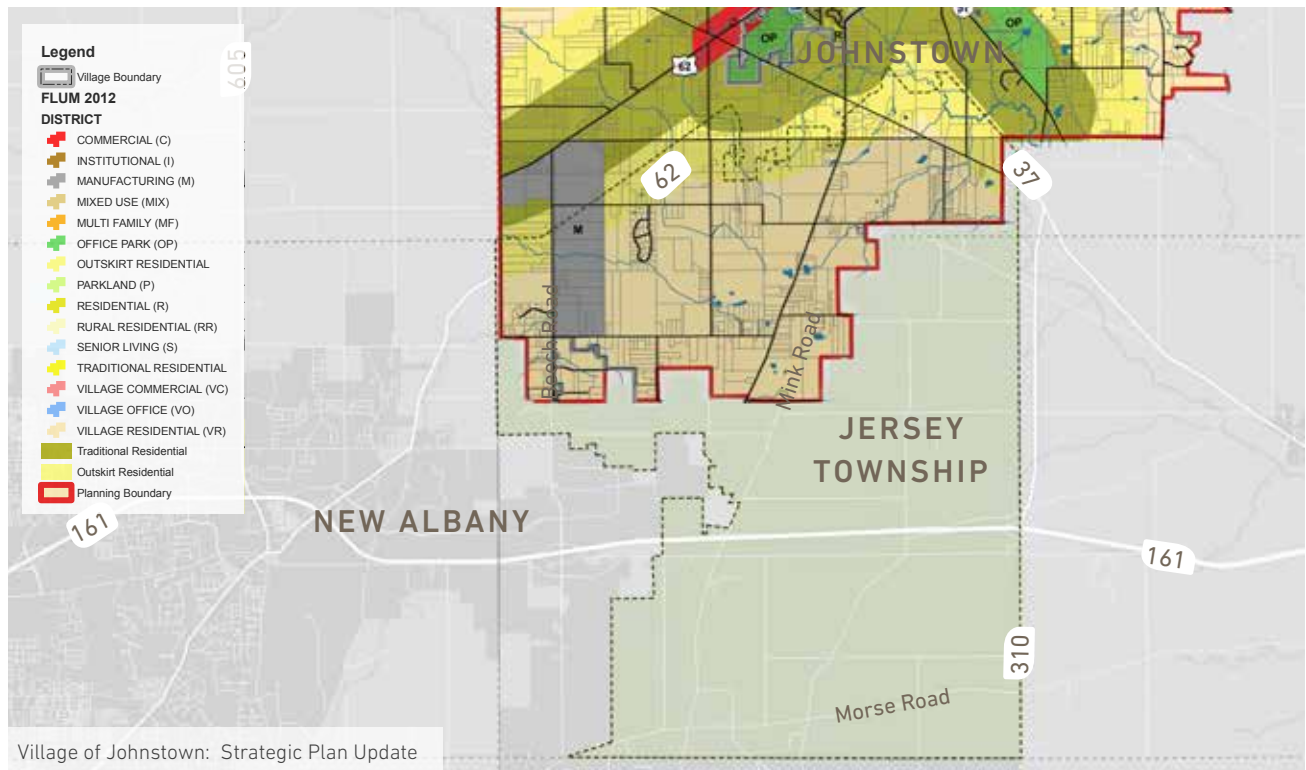
LAND USE CATEGORY	MINIMUM LOT SIZE
Rural Residential-1	2 acres
Rural Residential-2	3 acres

expressed desire to preserve the rural and agricultural character of the township. Minimum lot sizes for these areas are two (RR-1) and three (RR-3) acres. The primary importance of the two and three acre minimum lot sizes are to maintain the rural character of the area, keep school populations at manageable levels, and keep traffic volume down on the rural corridors of the township.

Village of Johnstown

STRATEGIC PLAN UPDATE

27



Village of Johnstown

The Village of Johnstown updated their comprehensive plan (termed a “strategic plan”) in 2012. The future planning area outside of the existing municipal boundaries is located within the Johnstown-Monroe Local School District.

The future land use map clusters the village and smaller-lot residential uses within the village boundaries. Outside these boundaries, the residential moves to lower-density, first with Transitional Residential, then Outskirt Residential, and finally with Rural Residential. Two office parks are shown along US 62 and SR 37, along with Manufacturing located along US 62, north of New Albany along Beech Road, consistent with New Albany’s existing Personal Care and Beauty Campus.

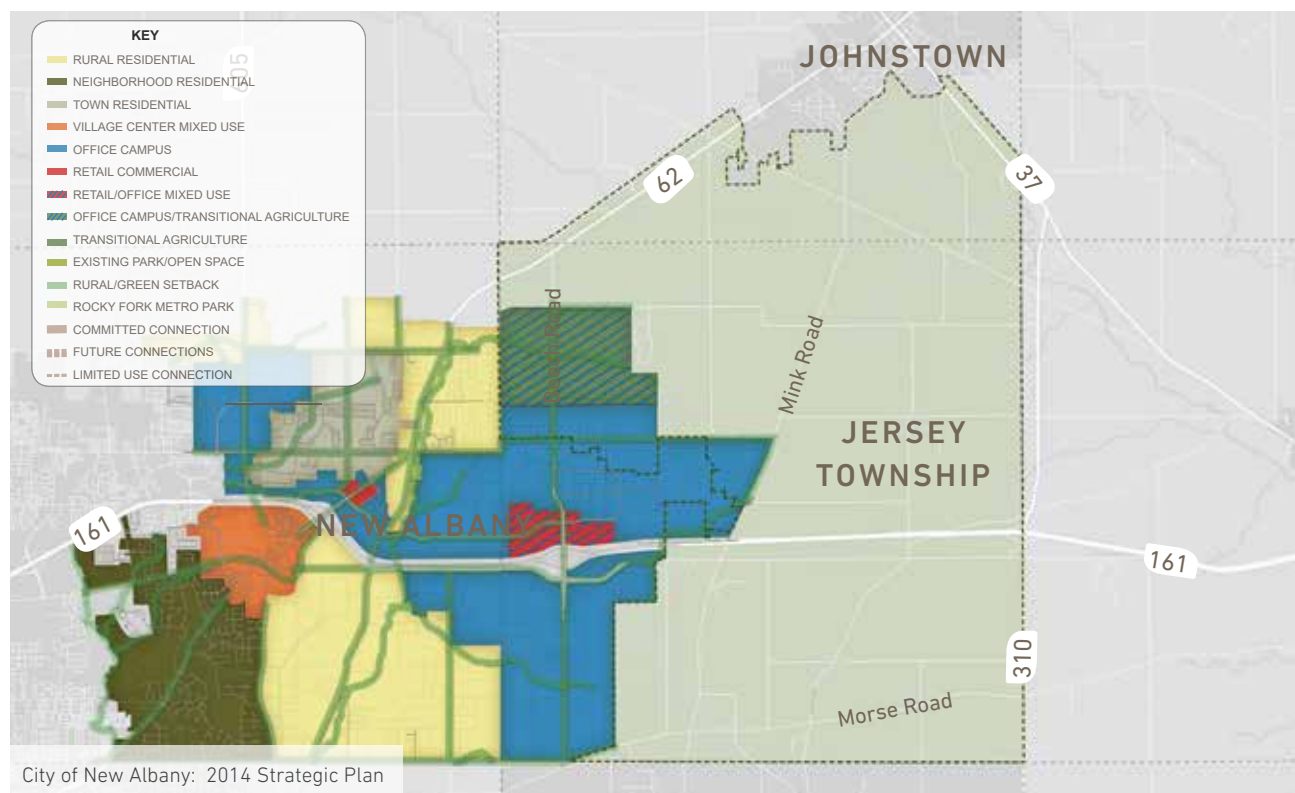
The recommended maximum residential densities are highlighted in the table to the right. Note that achieving any density above one unit per two acres would require central sanitary sewer service (i.e all of these categories).

Residential Densities

LAND USE CATEGORY	DENSITY
Village Residential	4 units/acre maximum
Multi Family (Low Density Residential)	10 units/acre maximum
Outskirt Residential	1 unit per 1–2 acres
Residential	Range between 1–5 dwellings per gross acre
Rural Residential	Large lots, large lot cluster subdivision
Senior Living	18 units/acre maximum
Traditional Residential	1.5–3 dwellings/acre

City of New Albany

2014 STRATEGIC PLAN UPDATE



City of New Albany

The City of New Albany's Comprehensive Plan was updated in 2014. The area shown within the City's future expansion area represents where New Albany could provide centralized sanitary sewer and water service (via Columbus). Because these areas are serviceable and the land owners could request annexation to New Albany, the City provided this guide for the expected land use development types. Within and around the Accord study area, the New Albany Future Land Use Map shows office, retail/office mixed use near the Beech Road interchange, and office campus/transitional agriculture. The office campus/transitional agriculture use appropriately transitions land uses within the city corporate boundary and the expansion area. This use promotes the preservation of the agricultural heritage of New Albany and its existing presence adjacent to the city, and preserves the existing rural aesthetic around the New Albany community.

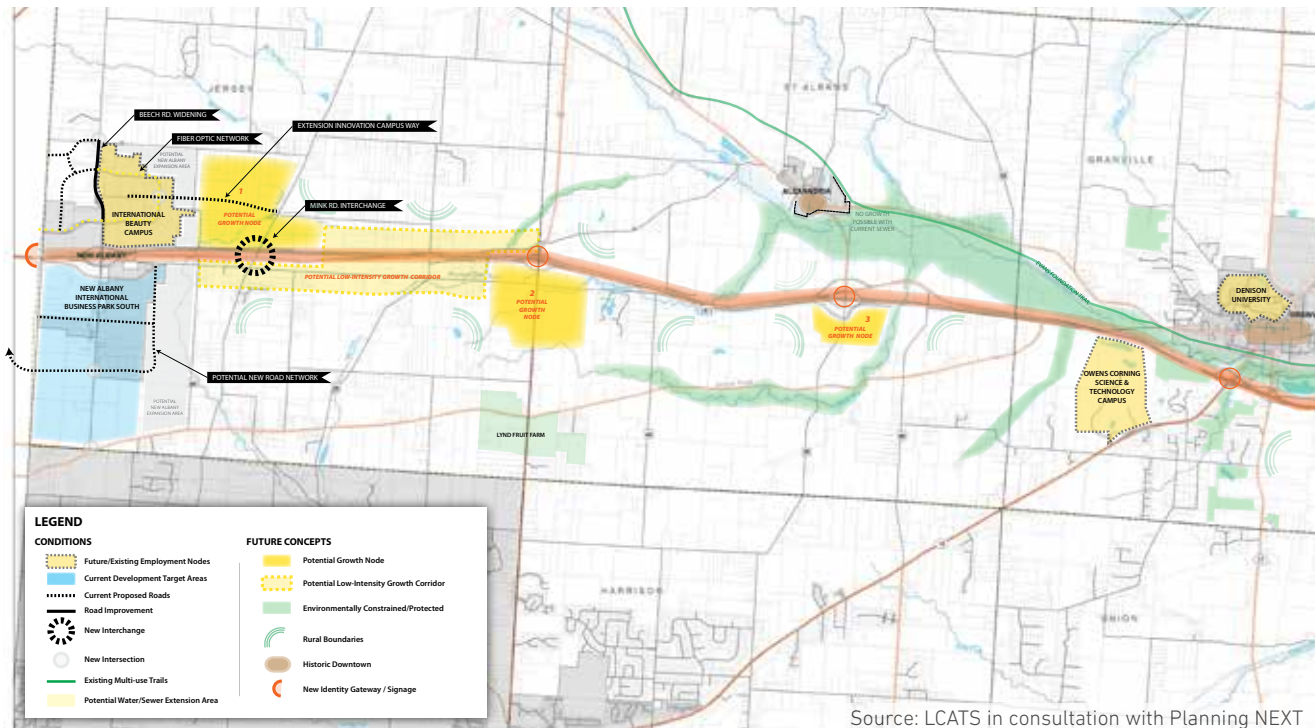
Residential Densities

LAND USE CATEGORY	DENSITY
Rural Residential	1 dwelling per 10 acres; or 1 dwelling per acre by means of a density transfer
Neighborhood Residential	1 dwelling/acre gross
Town Residential	1 dwelling/acre base, 1.5 dwelling/acre density bonus
Village Center	1,500 total units

Licking County Area Transportation Study

TRANSPORTATION FOR PROGRESS 2040

29



Source: LCATS in consultation with Planning NEXT

Conceptual Development Framework Map
State Route 161 - Western Corridor Development Plan

The Licking County Area Transportation Study

The Licking County Area Transportation Study, or LCATS, is the designated Metropolitan Planning Organization (MPO) for the Newark Ohio urbanized area (a majority of Licking County) and conducts a continuing, cooperative, and comprehensive multimodal urban transportation planning process. The main goal of LCATS is to utilize federal transportation funds that are available to the area to produce the most efficient transportation system possible. These funds can be used for studies, projects and improvements, including federal-aid roadways, bridges, transit, and enhancement projects. It strives to ensure the transportation system in Licking County supports and encourages appropriate economic development and social activities, while maximizing the efficient use of our natural and human resources and minimizing adverse impacts upon the natural and built environments. (source: lcats.org)

The LCATS Transportation Study Long-Range Multimodal Transportation Plan was consulted for the WLC Accord in order to understand planned road improvements and projects within the study area.

In the SR 161 Western Corridor Development Plan, LCATS states its vision for the corridor's future as being well-recognized for offering high-quality jobs and fostering innovation and entrepreneurship. The plan recommends that these jobs be clustered at strategic locations and served by efficient and effective transportation modes. The recommended strategic locations include supportive residential areas—neighborhoods—that are walkable and offer a range of housing choices. Retail is to be integrated with other development and scaled to support local needs. Natural and cultural assets in the corridor are to be protected and development is to be distinguished by high-quality design.

Accord Objectives

CHAPTER 4



Introduction

SIX ACCORD OBJECTIVES FOR WESTERN LICKING COUNTY

31

Six Objectives for the WLC Accord arose from the analysis of the study area, community input, and understanding the goals of each jurisdiction. The six objectives follow the Vision for the WLC Accord with specific, implementable action items to preserve the small town, rural character of the area while guiding development.

VISION AND QUALITY OF LIFE

The six objectives of the WLC Accord are designed to help achieve the vision for the area. The Vision states that the WLC Accord is designed to protect the area's quality of life, including its rural, small-town character, with policies and development standards that promote desirable land uses and determine the locations where new development will best serve the communities.

Objectives one through three provide recommendations for protecting the area's rural, small-town character. Objectives four through six focus on area residents' quality of life with recommendations for industry, employment, and amenities.

ORGANIZATION

What follows is a discussion of how to use this plan including details about how the Objectives section and the Implementation section work together. Then, each of the six objectives is explored with an overview, policy direction and implementation recommendations.

- 1 Recognize & Maintain Each Community's Unique Heritage & Identity
- 2 Preserve Rural Character –
2a. Protect Natural Features (tree rows, tree stands, waterways)
2b. Protect Rural Corridors
- 3 Manage & Focus Residential Growth
- 4 Build on Agricultural Roots
- 5 Advance Accord Area Employment Center Opportunities
- 6 Extend Parks & Bike Connectivity as Area Amenity and Economic Development Tool

Chapter Organization and Use

IMPLEMENTATION STRATEGIES FOR WLC ACCORD OBJECTIVES

1 IMPLEMENTING THE SIX ACCORD OBJECTIVES

2 The six objectives of the WLC Accord are complemented with five implementation strategies that were developed through the Accord process. These implementation strategies are shown to the right, and are also represented by a small tab to the left. Each Accord objective will require more than one implementation strategy to achieve. Likewise, each implementation strategy will help fulfill more than one Accord objective.

To show the connections and cross of paths between the six objectives and five implementation strategies, the graphic tabs representing the five implementation strategies (pictured left) are provided as applicable, for each objective. Throughout this chapter, each objective is marked with the colored tabs that correspond to the implementation strategies that will work to complete it.

1. IMPROVE COMMUNICATION

2. BUILD LAND USE AGREEMENT & PLAN FOR AREA AMENITIES & INFRASTRUCTURE

3. CREATE DESIGN STANDARDS

4. IDENTIFY & MAP AREA-DEFINING CHARACTERISTICS

5. UPDATE RELATED PLANS & CODE

1 Protect Community Identity

RECOGNIZE & MAINTAIN EACH COMMUNITY'S UNIQUE HERITAGE & IDENTITY

33

In order to preserve the rural, small-town character of the WLC Accord area, the character must be defined and described. The WLC Accord recommends each community conduct an inventory analysis in order to document specific elements that define their unique heritage and identity.

2

3

4

5

GROWTH AND COMMUNITY IDENTITY

As growth occurs in the WLC Accord area, land development controls must be in place in order to preserve the character of the area. But first, the character of the area must be clearly defined so that it can be properly protected. The WLC Accord proposes the following implementation strategies to protect community identity in the study area:

- > Identify and map area-defining characteristics of each jurisdiction.
- > Guide land use within the study area according to a Future Land Use Map.
- > Follow land use design standards created for the WLC Accord.
- > Update related plans and codes to respond to these features and reflect these efforts.

If growth is managed by the listed mechanisms with a clear understanding of each community's defining characteristics, community identity will be reflected in new development. If growth is not deliberately managed, the area risks allowing development that is not authentic or contributing to the existing community identity. Defining characteristics may include:

- > Development pattern and density
- > Streetscapes and treatment of road frontage
- > Architecture style
- > Historic structures, barns, farmhouses, and other defining building types
- > Rural landscapes and trees

Lack of Growth Management

(23 responses)



At Public Meeting #1 and in the corresponding survey, the community was asked, "What do you see as the short-term and long-term threats to the study area?" Nearly one-third of participants emphasized the importance of implementing some kind of growth management mechanisms in the area.

2 Preserve Rural Character

2A. PROTECT NATURAL FEATURES

- 1 In order to preserve the rural, small-town character of the
- 2 WLC Accord area, the natural features and rural corridors
- 3 must be protected. Natural features, such as tree rows and
- 4 streams, and the road corridors are the most prominent defining
- 5 characteristics of the WLC Accord area.

PROTECT NATURAL FEATURES

The natural and agrarian features of the WLC Accord area are the greatest contributor to its rural character. Protecting these features is paramount to the WLC Accord. Thus, all six of the implementation strategies work to accomplish this objective, and recommend doing so in the following ways:

- > Identify and map area natural features and scenic road corridors.
- > Improve communication among jurisdictions to understand development impact on natural features.
- > Evaluate development proposals for parcels located within or along the border of the study area in WLC Accord jurisdiction group staff meetings and make recommendations to protect natural features and rural corridors.
- > Guide land uses to be sensitive to the area according to a Future Land Use Map.
- > Follow open space and corridor design standards of the WLC Accord.
- > Update related plans and codes to respond to these features and efforts. This includes the County Thoroughfare Plan to reflect these standards.

Tree stands, tree rows, fields, and stream corridors

The outstanding natural features of the accord area are its existing tree stands, tree rows, fields of crops and pasture, and stream corridors. Design standards and future planning efforts should include specific land control mechanisms to protect, enhance, and reflect these natural features.



Protect tree stands, fields/pasture, and stream corridors

2 Preserve Rural Character

2B. PROTECT RURAL CORRIDORS

35



Protect authentic rural character along rural road corridors



Avoid imitation of rural character along rural road corridors

PROTECT RURAL CORRIDORS

Protecting the rural road corridors is essential to preserving the rural character of the area. Driving rural road corridors are how the majority of residents, workers and visitors experience the land in the WLC Accord study area. Rural corridors are characterized by narrow, two-lane roads, drainage swales, naturalized edges, large setbacks (generally), and expansive views.

Views, Vistas, and Setbacks

Authentic rural character should be preserved as much as possible along the existing stretches of rural corridor in the study area. When development does occur, it should be set far back from the road to minimize the interruption of scenic views along corridors. Current homes and structures set close to the road should remain, as they contribute to the unpatterned, natural, authentic rural landscape. Many developments try and fail to imitate rural corridors. Features to be avoided include formalized landscape, unified setbacks, and residential homes facing away from the corridor. (See comparison images above.)



Narrow throughput among tree stands is a typical condition

3 Manage & Focus Growth

MANAGE & FOCUS RESIDENTIAL GROWTH

Residential growth control mechanisms must be in place to maintain the rural character of the area, regardless of whether central water & sewer service is extended within the study area.

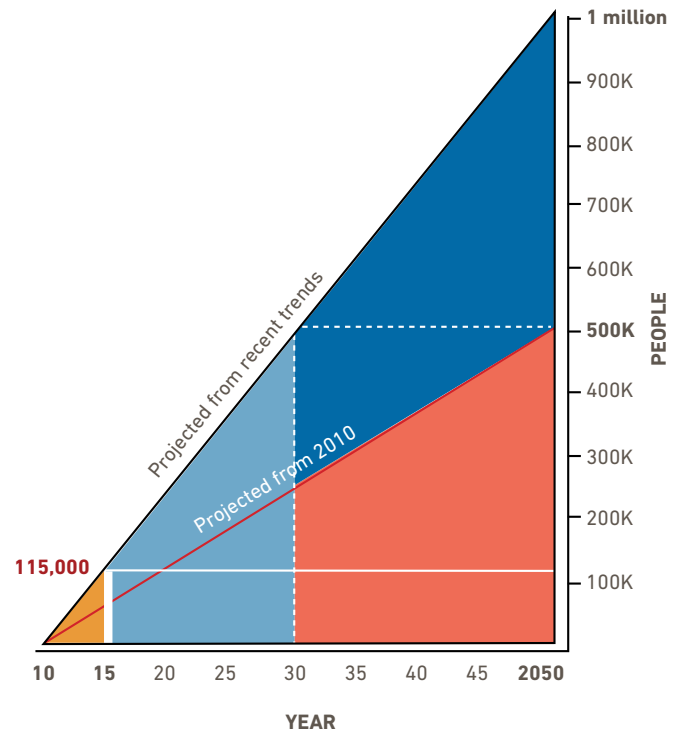
MANAGE AND FOCUS GROWTH

A majority of respondents to the WLC Accord process Community Survey indicated support for growth management in the study area. The images on the next page show patterns of growth in two examples of development patterns over time: "Unmanaged Growth Under Traditional Township Zoning - Well & Septic" and "Unmanaged Growth Under Traditional Township Zoning - Central Sewer." The WLC Accord recommends management of growth in either case, water/sewer or well/septic. The implementation strategies that work to preserve rural, small-town character with the management and focus of growth are:

- > Guide land use according to a Future Land Use Map.
- > Follow residential design standards of the WLC Accord.
- > Evaluate development proposals for parcels located within or along the border of the study area in WLC Accord jurisdiction group staff meetings and make recommendations to focus growth and design development in ways that minimize impact on rural corridors.
- > Update related plans and codes with language to correspond with growth management.

Growth in the Region

The Mid-Ohio Regional Planning Commission predicts the Central Ohio region will grow by up to one million people by the year 2050. These projections suggest there will be strong growth pressure across the region. Preparing for this residential development pressure by implementing the growth management mechanisms recommended in the WLC Accord will help this part of Western Licking County keep with its vision to guide growth and development in a way that exemplifies and preserves the rural, small-town character of the area.



Central Ohio Projected Population

By 2050, projected to add 1 Million new residents. That is more than 68 people per day.

Source: MORPC State of the Region 2016

Unmanaged Growth Under Traditional Township Zoning - Well & Septic
Concord Township, Delaware County



1989



2016

- 2
- 3
- 4
- 5

Unmanaged Growth Under Traditional Township Zoning - Central Sewer
Orange Township, Delaware County



1989



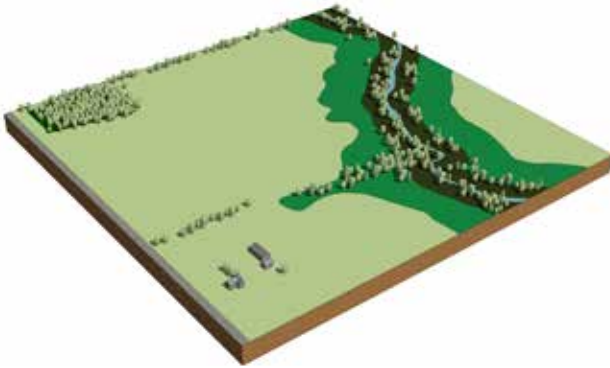
2016

3 Manage & Focus Growth

MANAGE & FOCUS RESIDENTIAL GROWTH

Implementing a strategy to control development patterns and location, even if central water and sewer is extended into the WLC Accord area, will ensure the study area can maintain its rural character in any growth scenario.

Original Rural/Agricultural Parcel



Typical Subdivision **



Minor Subdivision*



Conservation Subdivision **



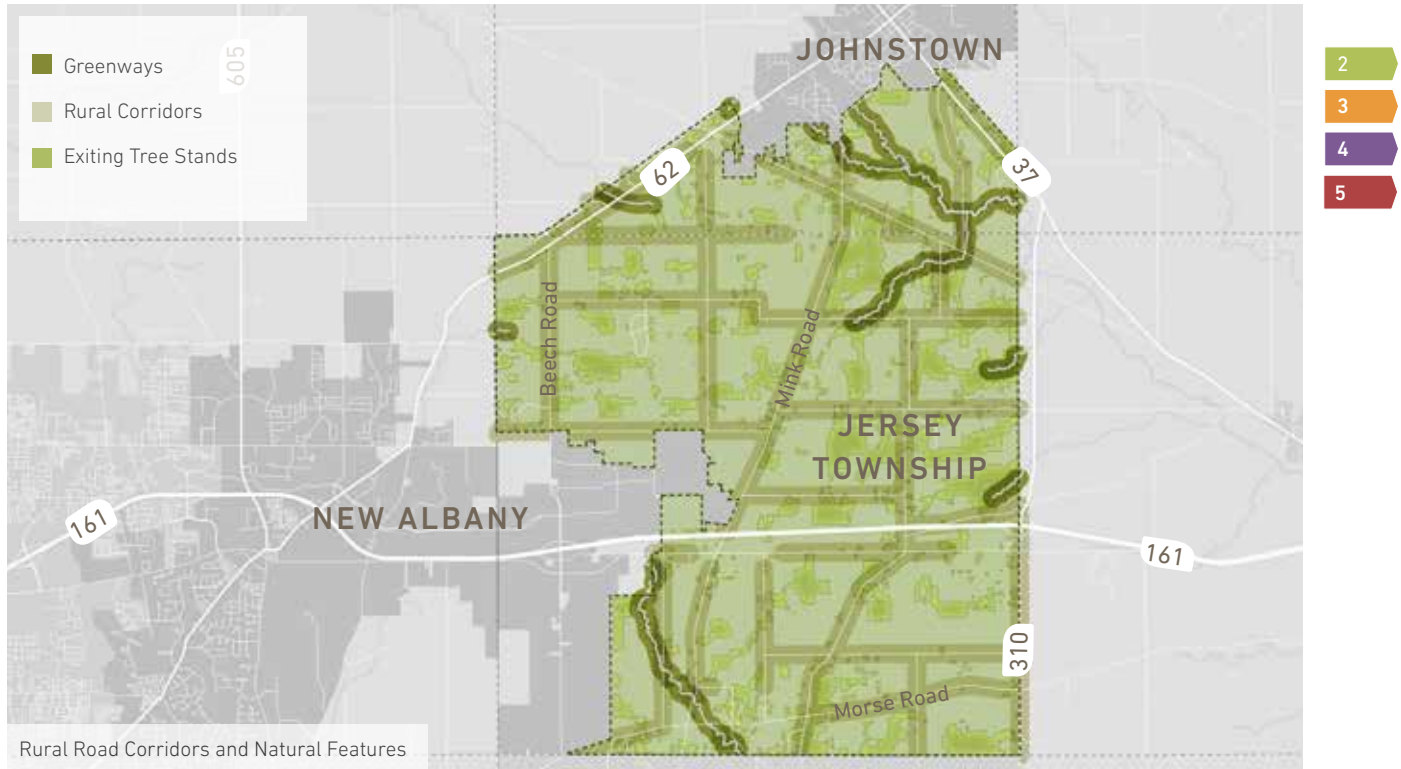
* Development that can occur with well and septic.

** Occurs only with central water and sewer service.
** These scenarios contain the same number of lots.

Growth management on rural parcels

The diagrams above show four scenarios of growth on a hypothetical farm parcel. A typical minor subdivision with well and septic-served lots will divide the land into large parcels, segment the rural corridor frontage and privatize open space. A typical subdivision with water and sewer connection will maximize

development and divide all buildable land into parcels, segment the rural corridor frontage, and privatize open space. A Conservation Subdivision with water and sewer connection enables the same number of lots to be created, but divides a smaller amount of land into smaller lots, thus preserving the rural corridor frontage and contiguous open space.



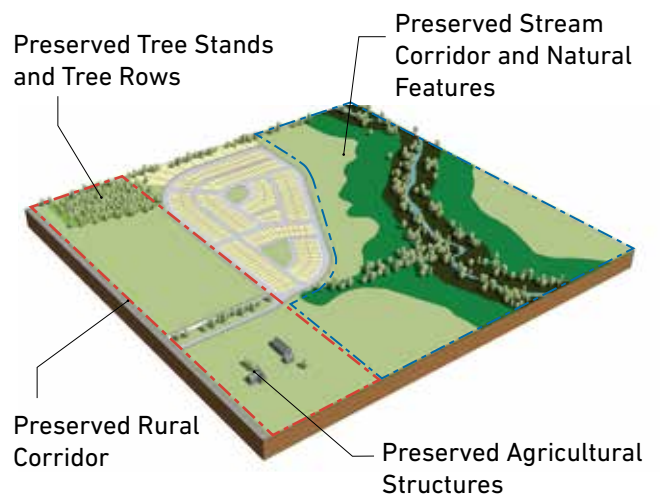
Conservation Subdivision

The WLC Accord recommends implementing standards for conservation subdivision design so the WLC Accord area is prepared in the case central water and sewer services are extended into the area. Even if this is unlikely within the next decade, having these mechanisms in place is an essential planning exercise to ensure the continued preservation of rural character in this area.

Along with the continued growth pressure in the region, housing preferences are changing. The population demographics that are and will demand housing during the next 20 –30 years—baby boomers, millennials and the upcoming generation—tend to prefer smaller homes on smaller lots than was normal in the 1970s – 1990s.

Conservation Subdivision regulations would fit this demand in the case that housing demand increases in the study area while protecting the rural character that current residents want to preserve. Standards should be written to encourage the preservation of contiguous open space and rural frontage along the road corridors, as illustrated by the map and diagram.

Benefits to a Conservation Subdivision



Expected residential market demand is for smaller lots in walkable neighborhoods with shared and connected community and natural amenities.

4 Build on Agricultural Roots

- 1 The WLC Accord area has a strong history of agricultural production
- 2 that continues today. The WLC Accord recommends building on this
- 3 history by pursuing opportunities provided by modern innovations
- 4 in agriculture and increased demand for local foods.
- 5

AGRICULTURAL HERITAGE

The WLC Accord area has a history of agricultural production that continues today. Not only are the fields, farms, pastures and crop lands defining rural characteristics of the area that should be supported and preserved, but also agricultural production and its related industry is an important economic driver for the area. The implementation strategies that work to support the area's agricultural heritage include:

- > Increase communication among jurisdictions to leverage partnership opportunities with farmers and the agricultural industry within the study area.
- > Guide land use per a Future Land Use Map.
- > Include agricultural uses in rural residential design standards of the WLC Accord.
- > Favor agriculture uses in WLC Accord employment development proposals and incorporation of agriculture in residential development proposals.

Local demand for local goods

Demand for local produce and locally processed agricultural goods has exploded in the last decade and continues to grow. Farmers Markets continue to spread in location and increase in frequency. Now, larger institutions are beginning to look for locally-sourced food and agricultural products. For example, The Ohio State University plans to "increase production and purchase of locally and sustainably sourced food to 40% by 2025."

Innovations in agriculture

Opportunities for continued strength of the agricultural sector in the WLC Accord area are in the areas of agriculture tourism (Lynd's); food technology, research and education; food distribution and access; and being a model for environmental sustainability best practices. For example, three of The Ohio



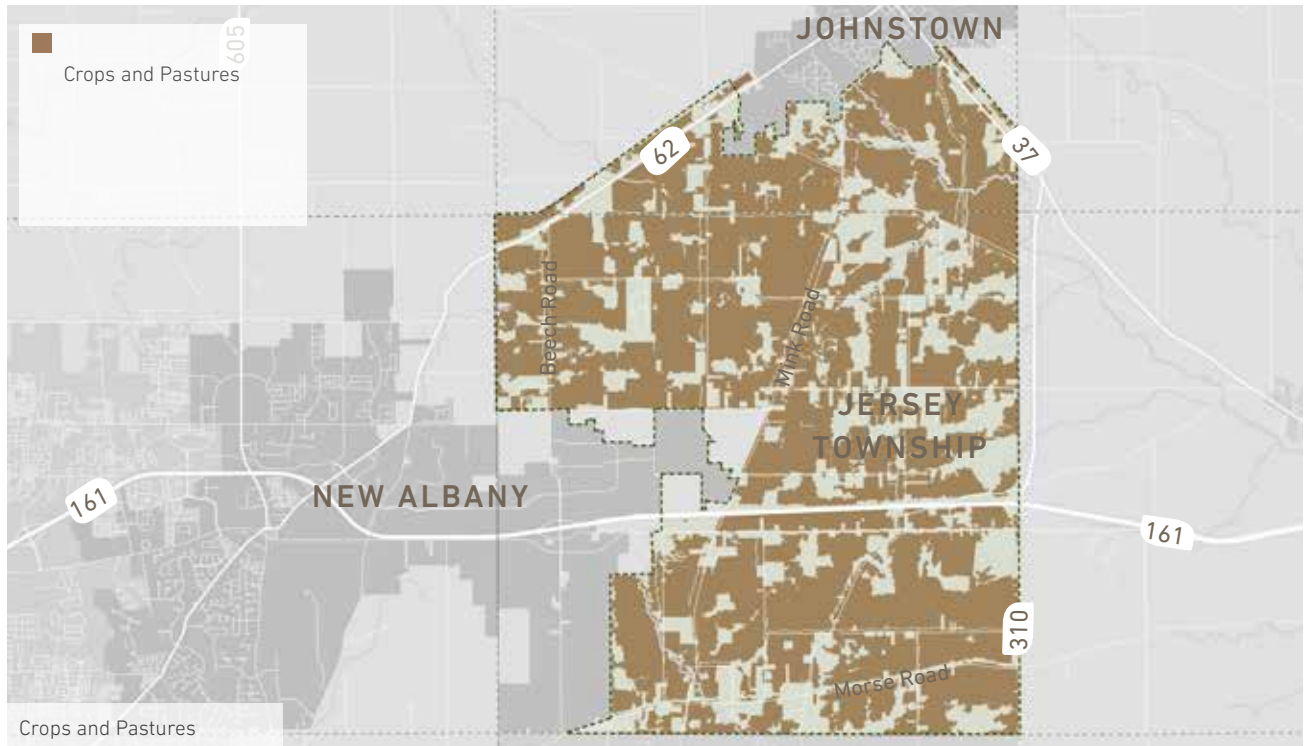
Example of innovation in agricultural production



Demand for local foods at markets, institutions continues to rise



Example of innovation in agricultural processing



State University's Discovery Themes initiative are "Food Production and Security [Foods for Health & Agricultural Transformation], Health and Wellness, and Energy and the Environment." OSU has pledged to spend \$400 million over the next ten years on research and education in partnership with food suppliers and related agricultural industry leaders.

Strength in partnerships

Affiliation, partnerships, and grant opportunities with local institutions should be explored to support the agriculture industry in the WLC Accord area. Opportunities to explore include:

- > The Ohio State University and other institutions of higher learning;
- > Companies such as Battelle and other research institutions;
- > Food suppliers such as Kroger, Whole Foods, Giant Eagle, Lucky's Market, Fresh Thyme Market, other local markets and grocery delivery startups; and,
- > Local restaurants and school districts looking to source their foods from local suppliers.



The WLC Accord area is rich in farms, fields, pasture and orchards

5 Advance Employment Opportunities

ADVANCE ACCORD AREA EMPLOYMENT CENTER OPPORTUNITIES

- 1 As each jurisdiction plans for economic development and
- 2 employment opportunities for area residents, the WLC Accord will
- 3 support the advancement of these opportunities while establishing
- 4 mechanisms to preserve the rural character of the area.
- 5

ADVANCING EMPLOYMENT IN THE WLC ACCORD AREA

Employment centers support the economic vitality of jurisdictions and provide area jobs to support residents' quality of life. The WLC Accord supports employment-related development and investment in the accord area with the following implementation strategies:

- > Increase communication among each jurisdiction to minimize competition and promote partnership in economic development opportunities.
- > Establish office/warehouse/retail design standards for the WLC Accord that include effective buffering adjacent to residential and civic parcels and site plans that preserve and integrate rural character.
- > Evaluate development proposals for parcels located within or along the border of the study area in WLC Accord jurisdiction group staff meetings and make recommendations for commercial and industrial rezoning applications that require commitments related to aspects such as substantial buffering and screening, trail connections, controlled lighting, and other design standards.
- > Update related plans and codes with language to support these coordinated economic development efforts.

CONSIDERATIONS FOR SR 161

As the region grows, jurisdictions with land fronting and adjacent to the State Route 161 corridor must prepare for growth pressure. This pressure is already evident in improvements and plans such as:

- > The recent addition of interchanges as Beech and Mink Roads.



Employment Centers in Johnstown and New Albany.

- > A focus on the SR 161 corridor and adjacent land as an "Innovation Corridor" by the Licking County Area Transportation Study (LCATS).

This corridor represents an opportunity to attract high-quality commercial office and mixed-use development that can support the region. To be achieved, the corridor should be planned and developed in a coordinated manner. How and whether to patiently and effectively accomplish this is a critical issue facing the Accord.

REALIZING THE POTENTIAL ALONG SR 161

A large portion of the land along the SR 161 corridor is under the jurisdiction of Jersey Township and is not served by central water and sewer. This means that development can only occur with well and septic, and thus will not achieve the potential this land represents. Furthermore, townships are limited in the extent to which they can regulate the aesthetics of proposed development. This could have the effect of missing the mark on the quality of development that will attract major investment. Finally, this area represents the greatest potential revenue-generator for the Township through property taxes. This makes it challenging for the township to be patient for ideal development, when immediate projects are proposed for the same land.

For these reasons, it is important to examine economic development and regulatory tools that can facilitate high-quality development along this corridor while supporting Jersey Township and their revenue needs and fitting the Accord vision.

The preparation of any economic development tool requires detailed study and analysis. A recommendation of this Accord is that such opportunities be studied and explored in more detail.

Finding Mutually Beneficial E.D. Opportunities

The WLC Accord recommendations for advancing area employment center opportunities include:

- > Support transportation improvements and applications (with state and county) that serve identified employment centers within and adjacent to the Accord study area.
- > Investigate economic development and regulatory tools as a method of providing future employment center opportunities in Jersey Township along the State Route 161 corridor east of the 208 Boundary.
- > Build upon the economic sector strengths of the area, such as energy, packaging, data, and agriculture, and address possible sector gaps as opportunities.
- > Direct trucking on appropriate routes to minimize impacts to the Accord area.
- > Buffer existing residential development with appropriate landscape and screening (at developer cost as part of development plans).
- > Establish Accord Design Guidelines for new commercial and industrial development, including appropriate design, parking, access, landscape, screening, and storm water systems.
- > Conduct quarterly WLC Accord jurisdiction group staff meetings to review proposed new development and apply the Design Guidelines.



6 Extend Parks & Bike Connectivity

EXTEND PARKS & BIKE CONNECTIVITY AS AREA AMENITY AND ECONOMIC DEVELOPMENT TOOL

A large majority of area residents who responded to the Community Survey indicated a desire for more parks, trails and recreation areas in the WLC Accord area. In addition to acting as amenities for residents, trails and parks become regional destinations and economic development opportunities.

INVESTING IN PARKS AND TRAILS

Park systems and trail networks are a good investment. Residents, employees, and visitors love parks and trails. We intuitively accept this. However, with limited budgets and political circumstances, it is often hard to make the case for investing in these amenities. Research is demonstrating that parks and trail systems are important economic drivers, particularly for villages and rural areas. Implementation strategies of the WLC Accord that support parks and trails include:

- > Preserve contiguous open space connectivity with a Future Land Use Map and design standards.
- > Specify trail design standards for new development.
- > Review development proposals for parcels located within or along the border of the study area in WLC Accord jurisdiction group staff meetings and recommend trail connections for new development.
- > Update related plans and codes to emphasize parks investment and trail connections.
- > Support grant opportunities to make regional trail connections.

Value of Bike Trails – MORPC Study (2015):

A study conducted by MORPC in 2015 found that paved recreation trails provide value to their communities, increase connectivity and access to destinations, produce positive economic impacts, help attract and retain talent, and can contribute to the economic vitality and health of the region in the future.

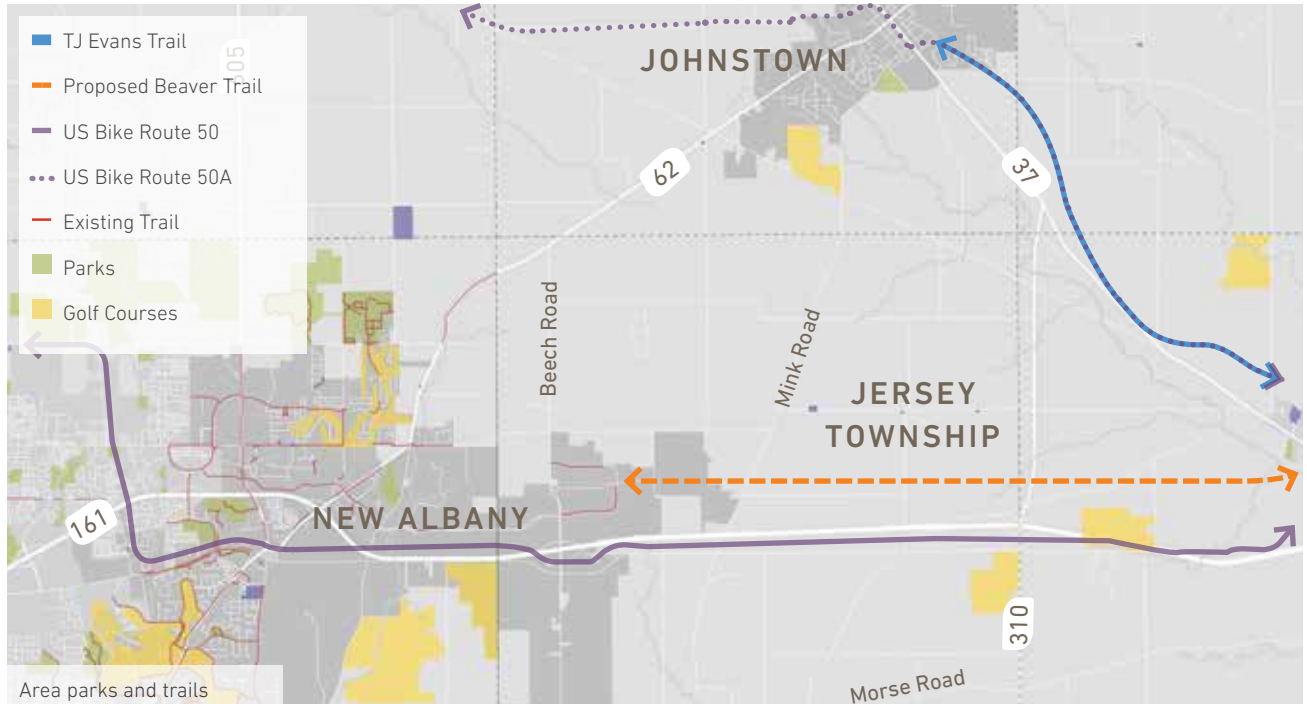
The study found that many trail users visit trails three or more times per week, with their typical visit between one and two hours long, and they visit multiple trails in the network. Most trail users are middle-aged; nearly three-fourths have college or graduate degrees, and more than half report household incomes above \$75,000 per year.

Parks and/or Recreation Center

(82 responses)



At Public Meeting #1 and in the corresponding survey, the community was asked, "Are there missing community uses you'd like to see in the study area? Are there community-oriented uses you'd like to see more of?" A large majority of participants asked for more parks, bicycle amenities and recreational fields.



Nearly half of the trail users visit with friends during their trip, and a significant proportion visit with children. This indicates trails serve important social purposes and meet family needs.

Property Values

Analyses of more than 45,000 residential property sales near trails in Franklin and Delaware Counties show there are no adverse effects on residential prices associated with proximity to trails.

Miami Valley Bike Trails Study (2013):

A study conducted by Miami Valley Trails in 2013 found that 47 percent of trail visits resulted in the purchase of soft goods (food, drink, etc.) during the visit. These purchases represent over \$5.7 million in sales each year to area merchants.

The Miami Valley Bike Trails study estimates the economic impact from the trails in that system to be over \$13 million per year.

Public Parks

In addition to trails, public parks with programmed activity opportunities are important resident amenities. The WLC Accord recommends identifying areas where new parks and recreation opportunities can be established. Recreational baseball fields top the list.

Connecting the WLC Accord Area

The WLC Accord recommendations for parks and trails include:

- > Establish bike/multi-use trail connectivity between New Albany and Johnstown to access the larger regional bike system.
- > Identify potential bike/multi-use trail connections within the Accord Study Area that link destinations, follow desirable routes, and connect natural features.
- > Require multi-use trail segments as part of major subdivisions and development projects, or at a minimum dedicate easements for their location and cross parcel connectivity.
- > Establish Accord Design Guidelines for new bike/multi-use trails that appropriately reflect the character within the Study Area (see draft in appendix).
- > Explore areas for additional public parks and recreation amenities such as baseball fields and other programmed, publicly accessible recreational open space for the community.

Implementation

CHAPTER 5



To realize the vision and objectives of the WLC Accord, Johnstown, New Albany, and Jersey Township must work together. Five implementation strategies have been designed to accomplish the six WLC Accord objectives.

STRONG SUPPORT FOR COOPERATION

Early in the planning process, four levels of cooperation were identified for the Western Licking County Accord members. These four levels of cooperation included:

1. Improve communication between jurisdictions.
2. Develop a land use agreement and plan for area amenities and infrastructure.
3. Create design standards for future development in the area.
4. Develop a Western Licking County Accord Panel to review development plans in the area and make recommendations to the jurisdictions.

Each of these potential implementation steps requires a level of increased commitment and participation from the member jurisdictions, with the level of commitment, cooperation, and shared responsibility increasing with each level. The first two levels of cooperation are included in this section as immediate implementation steps. The third option is explored in this section and accompanied by draft standards in the appendix. The fourth option, a formalized Accord Panel, is not included in the implementation of this Accord, but could be explored in the future if the jurisdictions see a need to pursue that option.

Jurisdictional and Community Support

These four potential outcomes were shared with the Accord Working Group, Steering Committee, and Elected Group, as well as with the community through the public workshops and the Community Survey. Based on this input, it is recommended that potential action steps 1 – 3 be implemented. While each are important, these implementation actions can work together to help the participating jurisdictions realize the vision for this area, and preserve the existing

SIX STRATEGIES FOR WLC ACCORD IMPLEMENTATION

1 Improve Communication

2 Build a Land Use Plan & Agreement

3 Create Design Standards

4 Identify & Map Area-Defining Characteristics

5 Update Related Plans & Codes

rural character while accommodating potential future development by land owners.

Supporting Strategies

In the development of the WLC Accord implementation strategies, two additional steps were identified that go hand-in-hand with the initial four strategies and will support their success. These two additional implementation strategies are: Identifying and mapping the defining characteristics of each jurisdiction so that their unique identities can be maintained; and, Update the related plans, zoning codes/resolutions, subdivision regulations, and thoroughfare plans to align with the Accord Objectives in this plan.

Chapter Organization and Use

WLC IMPLEMENTATION STRATEGIES

1 RECOMMENDATIONS

- 2 The five implementation strategies of the WLC Accord are designed to achieve the six Accord objectives, listed below. The Accord objectives are represented by small green icons to the left. Each implementation strategy in this chapter will help fulfill more than one of the Accord objectives. Likewise, each objective benefits from the success of more than one implementation strategy.
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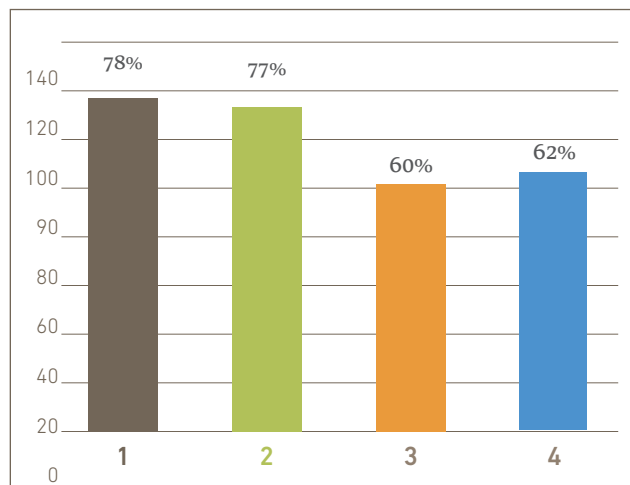
This chapter describes each proposed implementation strategy in more detail. As each implementation strategy is reviewed, it is also marked with the green icons (circular number tags) that correspond to the Accord objectives they work to complete.

WLC ACCORD OBJECTIVES

- 1 Recognize and Maintain Each Community's Unique Heritage and Identity.
- 2 Preserve Rural Character –
2a) Protect Natural Features &
2b) Protect Rural Corridors.
- 3 Manage and Focus Residential Growth.
- 4 Build on Agricultural Roots.
- 5 Advance Accord Area Employment Center Opportunities.
- 6 Create Parks & Extend Bike Connectivity as Area Amenities & Economic Development Tool.

LOW INVESTMENT, HIGH IMPACT

As a reminder, 153 people who participated in the first Public Meeting or the Community Survey responded to a question asking whether they supported each of the four proposed levels of commitment between the participating jurisdictions. A majority favored each of the four as an outcome of the WLC Accord process.



1. Improve Communication

2. Build a Land Use Agreement & Plan for Area Amenities & Infrastructure

3. Create Design Standards

4. Form a Western Licking County Accord Panel

A large majority of survey respondents supported all of the potential outcomes of the WLC Accord planning process. The Accord recommendations include implementing items 1, 2 and 3.

1. IMPROVE COMMUNICATION

Formalize communication protocols to keep the three jurisdictions in regular contact, share development news, keep residents informed, and advocate for projects and infrastructure in their mutual interest.

2. BUILD LAND USE AGREEMENT & PLAN FOR AREA AMENITIES & INFRASTRUCTURE

Create a future land use map for the study area indicating generally desirable future land uses; and create a unified plan for desired amenities, such as parks and trails, and infrastructure, such as streets, sanitary sewer, and central water.

3. CREATE DESIGN STANDARDS

Generate design standards or guidelines for the Accord to ensure consistent, attractive, and complementary development that protects the character throughout the study area.

4. IDENTIFY & MAP AREA-DEFINING CHARACTERISTICS

Identify and map the contributing and defining physical characteristics of each jurisdiction so that each community's unique identity can be maintained and protected.

5. UPDATE RELATED PLANS & CODES

Each jurisdiction must update their related comprehensive plans, area plans, zoning codes/regulations, subdivision regulations, and thoroughfare plans to align with the Accord objectives and recommendations.

1 Improve Communication

FORMALIZE COMMUNICATION PROTOCOLS AMONG JURISDICTIONS

Improving communication among the Village of Johnstown, Jersey Township, and City of New Albany will help advance the vision of the WLC Accord by ensuring each jurisdiction understands the plans and priorities of its neighbors.

LOW INVESTMENT, HIGH IMPACT

Improving communications among Johnstown, New Albany, and Jersey Township is the starting point and fundamental level of commitment in implementing the WLC Accord recommendations. Improving this one area will have a substantial positive impact on improving relationships, building trust, and accomplishing the vision of the accord. In the Community Survey, 78 percent of the 153 respondents supported improved communication as an outcome of the WLC Accord process.

THREE AREAS OF FOCUS

Efforts should be directed in three areas:

1. General Sharing and Education
2. Development Notification to Jurisdictions and Potentially Affected Land Owners
3. Quarterly Staff-Level Meetings

Improving communication in these areas would address, at least partially, many of the complaints heard during the Accord process from stakeholders, committee members, and the public. These centered around:

- > Stakeholders and residents expressed that they did not understand what other jurisdictions are doing and why; and overall concerns about motivations and intent. This extends from residents' fears and development rumors to elected officials concerns, such as the New Albany zip code change request. A number of residents just want to know where and how far development is planned and how soon so that they can plan for their future. Information sharing and regular staff meetings would continue to help here.

- > Residents feared being negatively impacted by development approved by an adjacent jurisdiction. This includes things like setbacks, landscape, screening, and traffic impacts to issues of road and bridge closures stemming from development and new infrastructure work. Notifying jurisdictions - both officials and adjacent residents - of proposed developments, construction, and related review meetings would allow their voices to be heard.
- > Questions and comments indicated many community members do not understand general development processes or requirements related to annexation, rezoning, or development review and approval. Here, education and information sessions could help.

COMMUNICATION TO RESIDENTS AND STAKEHOLDERS

In the WLC Accord process, posting communications and outreach items on each of the jurisdictions' websites was an effective method of engaging residents in planning efforts. This information-sharing for the Accord Area should continue, possibly with jointly-developed material posted on all sites.

In addition, each jurisdiction should add protocols so that adjacent jurisdictions are notified when annexation, rezoning, or development approvals within the study area are sought and ensure that adjacent land owners and residents are notified, can attend hearings, provide comments, or seek further information.



Coordinated communications on the three jurisdictions' websites helped spread the word about the WLC Accord news and progress.

WLC ACCORD JURISDICTION GROUP STAFF MEETINGS

The WLC Accord recommends quarterly conference calls or meetings among planning and development staff and trustees to discuss items pertaining to the study area such as special planning areas, planned road and infrastructure improvements, and current development proposals. Planning and Development agendas (Planning/Zoning Commission, Board of Zoning Appeals) should be shared monthly between jurisdictions.

In addition to ensuring impacts of new development are sensitive to neighbors and the area, a communications protocol will also advance the objectives of the Accord in the following ways:

- > Supporting the protection of natural features by ensuring the neighboring jurisdictions know when development proposals in the pipeline or approval process could have an impact on adjacent natural features;
- > Supporting partnerships in the agricultural industry by leveraging the advantage of multi-jurisdictional collaboration; and

- > Advancing employment in the area by decreasing competition and promoting partnership in economic development opportunities.

PROCEDURE

- > Website communications on respective jurisdiction websites when annexation, rezoning, or development approvals within the study area are sought and ensure that adjacent land owners and residents are notified, can attend hearings, provide comments, or seek further information.
- > Quarterly WLC Accord jurisdiction group staff meetings
- > Land in the WLC Accord Study Area shall be developed under the policies and standards in the WLC Accord.
- > Development proposals such as rezonings and platings in the study area or along the borders are referred reviewed in the quarterly meetings
- > The WLC Accord staff group makes recommendations to the Planning or Development Commission of either municipality or County Planning Commission.

2 Land Use Plan

AGREE ON A FUTURE LAND USE PLAN

- 1 Formalizing a Future Land Use Map for the study area works to
- 2 advance all six goals of the WLC Accord and is a foundational way
- 3 to achieve the vision of the accord to provide a comprehensive,
- 4 shared vision for Western Licking County that guides growth and
- 5 development in a way that exemplifies and preserves the rural,
- 6 small-town character of the area.

SHARED FUTURE LAND USE VISION
















When asked what they would like to see result from the Accord planning process, more than three-fourths of the respondents to the Community Survey (77%+) said they would like to see a land use agreement and plan for area amenities and infrastructure. The first step to achieving this is agreeing on a common future land use vision for the Accord study area.

The foundation for the proposed Western Licking County Accord Future Land Use Map (shown to the right) is each jurisdiction's current future land use map. This combined map was then adjusted based upon: 1) the objectives of the accord, together with 2) the current understanding and boundaries of the provision of centralized water and sanitary sewer, 3) existing development and natural features, 4) the potential impact of the new Mink Road interchange, and informed by 5) input received from the advisory groups and public.

The adjacent map is the preferred future land use map derived by this process. Once agreed upon by all participating jurisdictions it will be a tool for guiding future land use decisions. This map should be considered a land use vision for the next ten (10) years and be revisited from time-to-time. This map is based upon current centralized water and sewer plans and transportation infrastructure improvements. If there are major changes to the underlying assumptions, the Accord member jurisdictions should update this map.

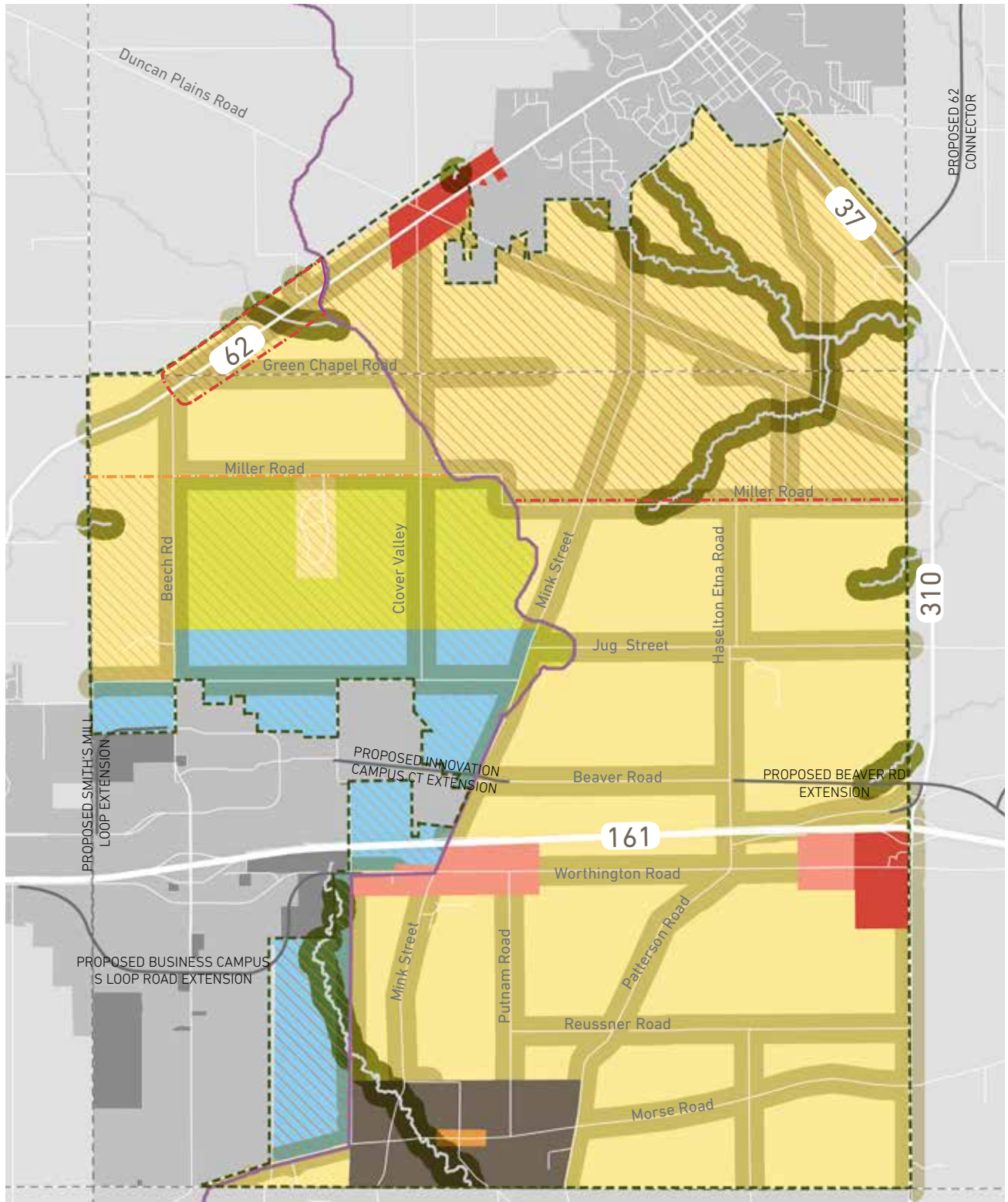
The following pages describe each of the land uses represented on the Western Licking County Accord Future Land Use Map in greater detail.

LEGEND

-  Accord Study Area
-  Rural Residential/Agriculture
-  Office/Transitional Agriculture
-  Old Jersey Residential
-  Old Jersey Mixed Use
-  Commercial
-  Neighborhood Commercial
-  Office/Warehouse
-  Rural Corridors
-  Stream Corridors
-  Proposed Future Road Connections
-  New Albany Planning Area
-  Johnstown Planning Area
-  Columbus RFPA (208 Line)
-  Areas not in Accord Area but will meet design standard through New Albany zoning process*

*Indicates parcels within Jersey Township not included in the study area because they were either in or pursuing a rezoning or annexation process with New Albany as the Accord was being developed. If developed, these parcels will be in accordance with the WLC Accord design standards through New Albany zoning process.

Proposed WLC Accord Future Land Use Map



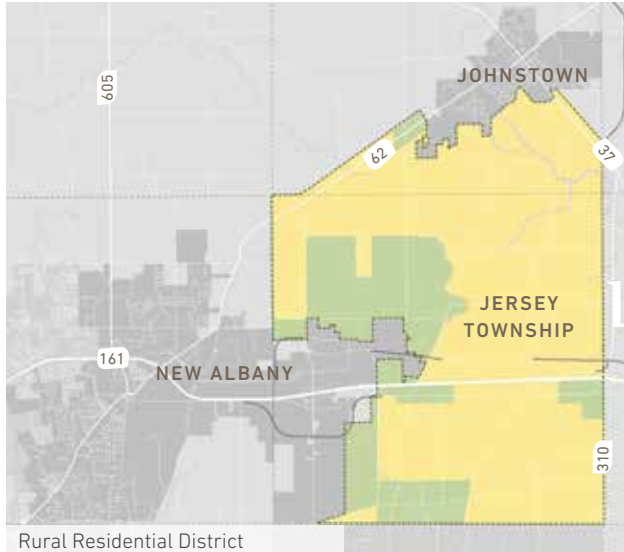
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Future Land Use Map – Note: This WLC Accord Future Land Use Map varies from the currently adopted future land use maps of each jurisdiction. The implementation section of the WLC Accord recommends that each jurisdiction review their individual future land use maps to reflect this Accord agreement.

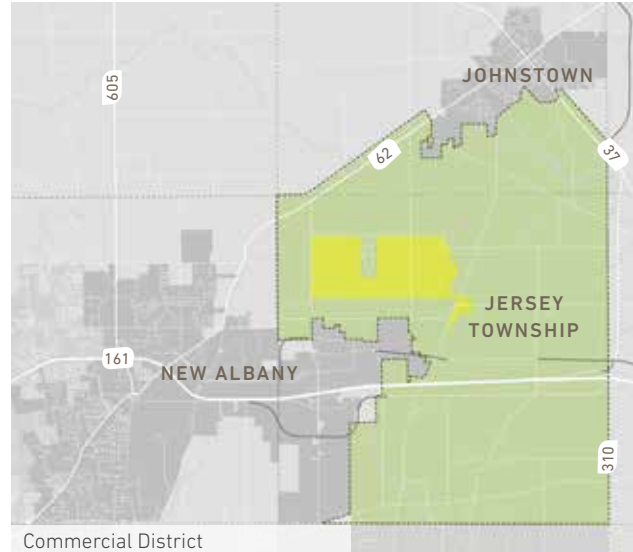
2 Land Use Plan

AGREE ON A FUTURE LAND USE PLAN

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Rural Residential District



Commercial District

Rural Residential

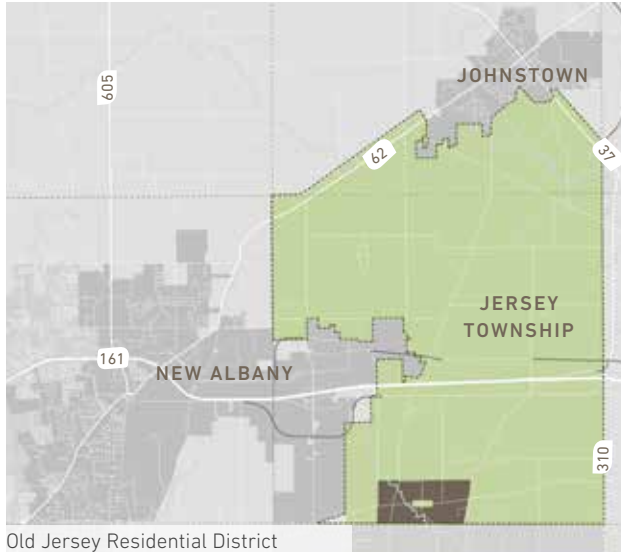
Rural Residential land use continues to comprise the majority of the study area. These areas are predominantly rural residential and agricultural uses today, and are recognized in the Jersey Township Comprehensive Plan as being prime areas for agriculture preservation. Single-family homes and agriculture-related uses are permitted in this area. Rural Residential areas are not served by central water or sanitary sewer services, instead relying on well and septic systems.

For this reason, and to protect the rural and agricultural character of this area, this land use consists of low-density residential of no greater than one unit per two acres. As identified in the Jersey Township Comprehensive Plan, Rural Residential areas east of Mink Road have a minimum lot size of three (3) acres, and a minimum lot size of two (2) acres west of Mink Road.

There are key design elements that speak to the rural character of an area, and these should be applied where rural residential is proposed. These include large building setbacks, significant open space, preservation of natural features such as tree rows and streams, and low density residential development interspersed with agricultural uses.

Office/Transitional Agriculture

Currently, the area shown as office campus/transitional agriculture is not serviced by existing municipal sanitary sewer and water lines or agreements. Providing such services to any type of large development in these areas would be very costly. Therefore, with the existing water and sewer agreements, these areas would best serve the city of New Albany, should they be annexed, as agricultural uses. This land use includes a very low density -- one dwelling unit per twenty acres -- that is typical of such agrarian areas. However, should services be extended to this area through new agreements, and should that result in increased development pressure, it would best serve the city of New Albany and Johnstown-Monroe School District that any development that occurs be office. Together, these uses emphasize the importance of preserving the pastoral character of the area within and around New Albany, while also recognizing the future needs of the City as it grows.



Old Jersey Residential

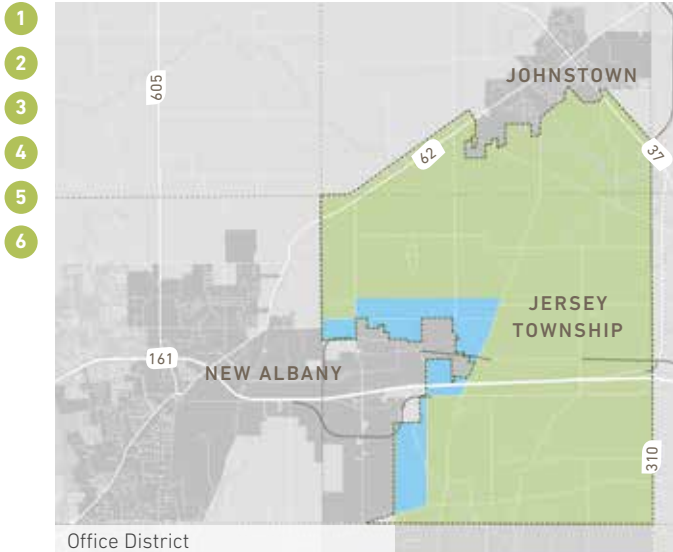
Old Jersey presents a unique opportunity to create a community hub for this portion of Western Licking County. Once Jersey Township's downtown, Old Jersey includes a more grid-like street network, civic uses including several churches and the old Jersey Elementary School, popular recreation and ballfields, fond memories of local stores, and the opportunity for new residential consistent with a small-town scale. The extension of centralized water and sewer to Old Jersey would allow this type of small town development.

Residential development in the Old Jersey area should be traditional in development pattern, similar to that called for in Traditional Residential. Development here should anticipate future water and sewer service and the extension and interconnection of sidewalk and tree-lined streets. It should include a variety of housing types with smaller lot sizes and within walking distance of service-oriented commercial. The vision is to re-establish a small town environment in Jersey.

With central water and sewer, a residential density of 6-8 units per acre is proposed. This is consistent with small town and village densities, such as Granville, Ohio. Architectural and site design standards will be important to promote the desired character for this area.

2 Land Use Plan

AGREE ON A FUTURE LAND USE PLAN

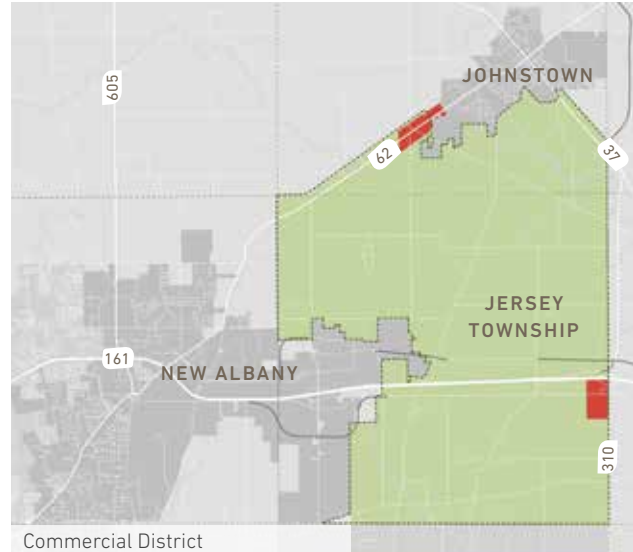


Office/Warehouse

Employment centers are important to all three jurisdictions for the jobs, supply linkages, and tax bases they create. When compared together, the three future land use maps of the jurisdictions complement each other in terms of employment areas, and have similar uses proposed in areas where they overlap. For example, the area around New Albany's Personal Care and Beauty Campus is shown as office and/or warehouse by all three jurisdictions.

Because of the accessibility created by the new Mink Street interchange and central water and sanitary sewer service area, locations in close proximity to existing office areas are shown as office/warehouse use on the Accord future land use map. Having these uses within the study area creates opportunities to expand the tax base for the participating jurisdictions and school districts. As the success of this office environment builds, this use could be extended in the future farther east along the SR 161 corridor and provide opportunities for joint-economic development partnerships between the participating jurisdictions.

A high standard of design should be applied to the aesthetic character of new office/warehouse uses in the Accord study area. This includes careful consideration to the site layout to ensure proper screening of buildings, strategic site access, use of high-quality material, and a sensitivity to surrounding uses.



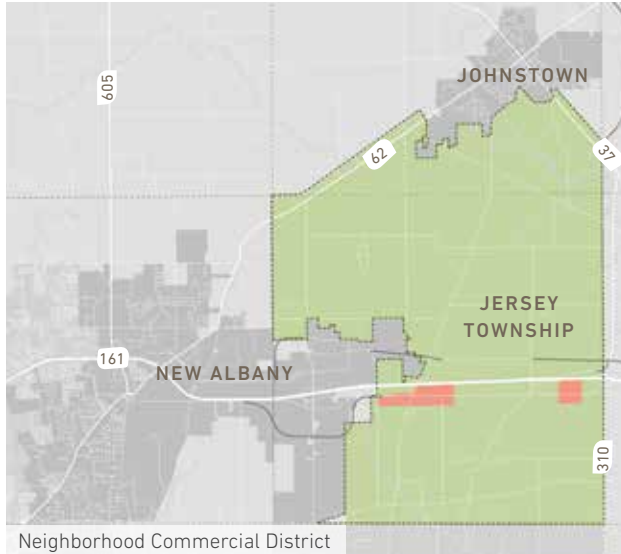
Commercial

Commercial uses are proposed along US 62 and around SR 37, southwest and southeast of Johnstown respectively. These are commercial business and employment center opportunities for Johnstown and are expected to be annexed and served by the Village. These areas build upon the existing commercial service areas for the Village of Johnstown.

It is important to note that the Accord Future Land Use Map shows an extension of Johnstown's Planning Area (red dashed line on Page 53) extending southwest along US 62 across the Columbus RFP 208 line. While shown in the Accord, this would require Johnstown to secure approval to change the approved 208 line to allow central water and sewer service and annexation.

In addition, Commercial is located at the interchanges of State Route 161 with SR 310 and with Mink Street in Jersey Township. Because Commercial land use allows the full range of commercial uses, particularly those that are auto-oriented, it is expected that more regional serving development will occur in these locations. The design of commercial uses within the Accord study area is still important to preserving the rural character and brand of Jersey Township.

If centralized water and sewer is extended to these areas from the SWLCWS District, the Commercial land use boundaries should be revisited.

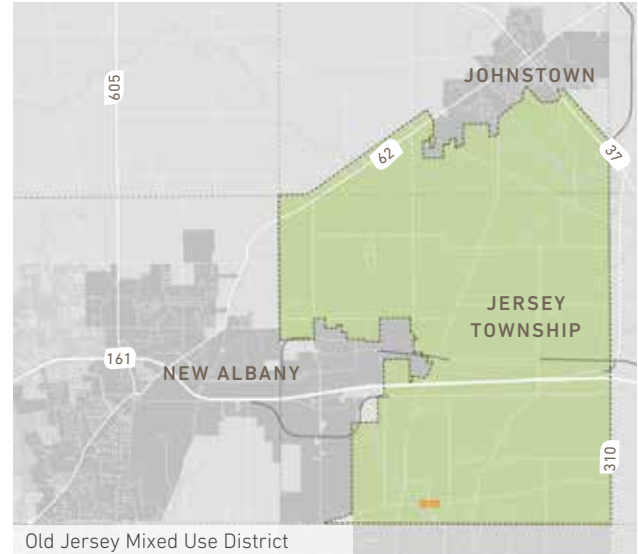


Neighborhood Commercial

The Neighborhood Commercial district will provide valuable services and business opportunities to area residents and supplement the offerings of the larger, regional commercial areas along the corridor. Local businesses that meet daily and weekly service needs are amenities that Jersey Township residents and workers desire.

At this time, this area is expected to be serviced by well and septic systems which will restrict development intensity to lots of no smaller than five acres. This category supports existing uses and development patterns in a manner designed to provide local, neighborhood-scale convenience retail goods and services. Restaurants (no drive-thrus), offices, pet care services, day care centers, personal services, retail product sales, vehicle service, garden centers and similar uses are anticipated. Aesthetically pleasing development is expected, including significant landscaping and architecture that reflects the rural values of the township.

Ultimately, as growth in this region continues, it is anticipated that this area will be served by central water and sewer. At that time, this area along Worthington Road should be revised as higher density commercial development and redevelopment could occur.



Village Commercial

As mentioned in Old Jersey Residential, the vision here is to re-establish a small town environment in Jersey that harkens to the mixed-use hamlet that existed a half-century ago. This will require the extension of central water and sewer services to be successful. In the meantime, new development should consider this desired future possibility in site plans and layouts.

This mixed-use area is envisioned as the “town center” for Jersey with a highly walkable street grid environment and a diversity of commercial, civic, and attached residential uses in close proximity to each other. This community hub will interconnect with the surrounding Old Jersey residential neighborhood and build upon the existing street network, civic uses (churches and the old Jersey Elementary School), parks and recreation fields, and fond memories of local stores and restaurants.

In addition to central water and sewer service, architectural and site design standards will be important to promote the desired character for this village center. Architecture should reflect the rural values of this area. Density and uses should be consistent with small town and village densities, such as downtown Granville, Ohio.

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3 Create Design Standards

Design standards ensure consistent and attractive development throughout the study area. Design standards act as a formalized level of development control to protect the rural character and identity of the participating communities.

DESIGN STANDARDS

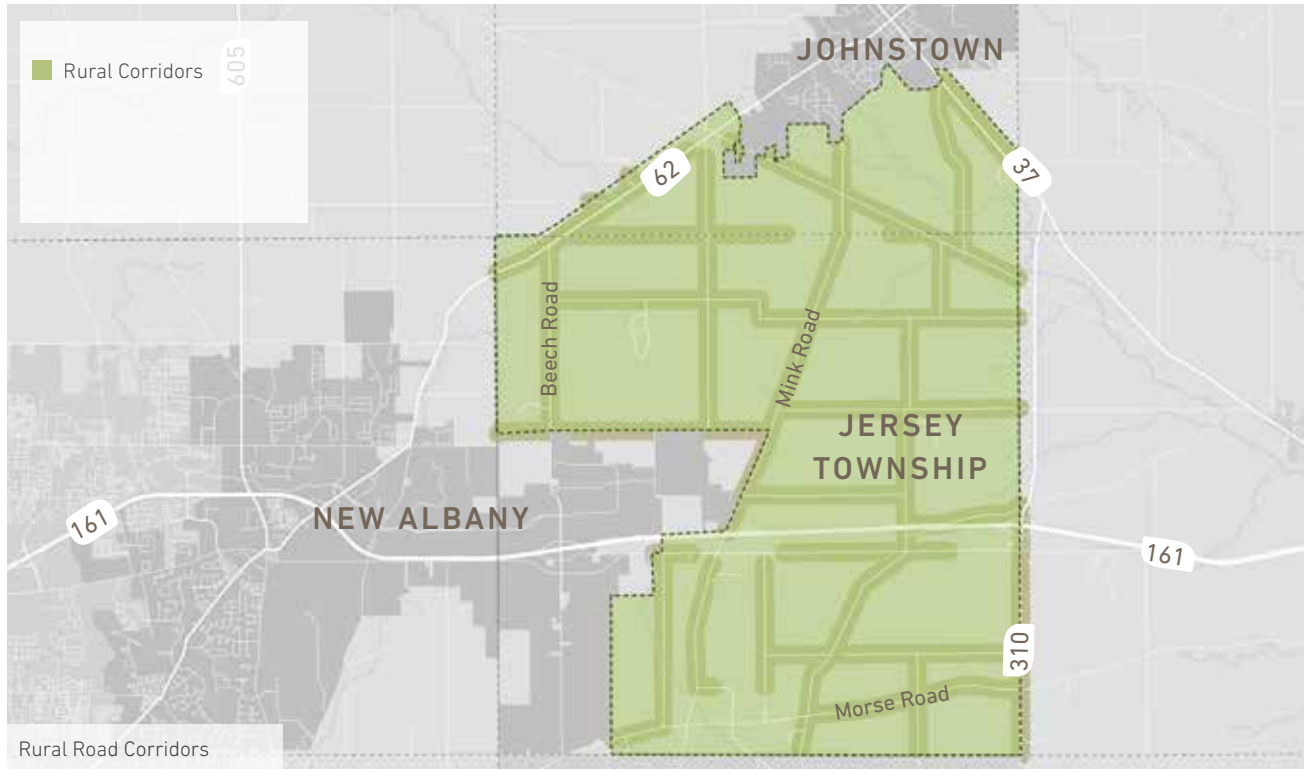
WLC Accord design standards will advance the objectives of the WLC Accord in the following ways:

- > Support the protection of natural features by ensuring the development proposals design their site plans in ways that do not disturb and/or incorporate existing natural features and maximize open space;
- > Maintain and preserve the rural road corridor character by establishing setback, frontage, and site plan standards;
- > Establish consistent, high-quality development within the Accord area through site plan, architecture, and landscape requirements;
- > Create contiguous, connected, and preserved open space in rural residential areas;
- > Support agriculture by including agriculture uses in rural residential land use planning;
- > Extend trail connectivity with standards to include trails in new development; and
- > Maintain the rural character of the Accord area.

Draft design standards are included as an Appendix to this document. At a minimum, the WLC Accord recommends these standards be refined and finalized for use by each member jurisdiction in reviewing development proposals within their territory. Ideally, these Design Standards will be used by the WLC Accord jurisdiction group staff in their review and evaluation of development proposals within the study area to then make recommendations to the home jurisdiction development review process.



Design standards include specifications for each land use type such as: site layout, density, parking considerations, sidewalks, architecture and more.



Rural Road Corridors

Preservation of rural corridors is an example of how design standards can benefit the WLC Accord area and its vision to protect rural character. Design standards can preserve rural character with mechanisms such as large set backs, open space requirements, and requirements to preserve existing natural features as part of the approval process for new development proposed along the frontage of any corridor. Design standards could also suggest rural and agricultural landscapes that, when coupled with zoning code changes, could provide innovative mechanisms for incentivizing this type of preservation. As discussed in the Objectives chapter, preservation of the rural road corridor aesthetic goes a long way in preserving the rural character of Jersey Township.



A view typical of the Township's rural road corridors.

Identify Defining Characteristics

IDENTIFY & MAP AREA DEFINING CHARACTERISTICS

- 1 In order for character to be preserved, it must be understood. An
- 2 inventory conducted by each jurisdiction to document its defining characteristics will support the finalization of design standards and ensure the recognition and maintenance of each community's unique heritage and identity.

DEFINING COMMUNITY CHARACTERISTICS

Each member jurisdiction, Jersey Township, Johnstown, and New Albany, has a unique and defining character. It is important to preserve the identity of each within the greater context of the study area. The WLC Accord recommends each jurisdiction conduct an inventory of its defining characteristics, particularly those represented within the physical environment. This effort will advance the objectives of the WLC Accord in the following ways:

- > Ensure a firm understanding of each community's unique heritage and identity.
- > Highlight physical attributes for preservation and replication to maintain unique community identity.
- > Provide a baseline of precedents for final design standards to guide new development.

Defining characteristics may include:

- > Street corridors, streetscape, edge conditions, and character of road frontage
- > Features such as fencing, walls, lighting, and gateways.
- > Non-motorized accommodations (sidewalks, leisure trails, bike paths)
- > Setbacks and frontage types
- > Architecture style
- > Historic structures, barns, farmhouses, and other defining building types
- > Materials and landscape
- > Development pattern and density



SUBDIVISION REGULATIONS, ZONING CODES, DEVELOPMENT STANDARDS, AND COMPREHENSIVE PLANS

To implement the WLC Accord, relevant subdivision regulations, zoning codes, development standards and comprehensive plans should be updated to reflect the objectives and standards of the WLC Accord.

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RELATED PLANNING EFFORTS

The WLC Accord recommends each jurisdiction analyze the Accord's impact to existing plans and regulations. Where applicable, member jurisdictions should update appropriate planning documents and regulations to reflect the objectives, strategies, and standards set by this document.

In the case of Jersey Township, this includes coordination with the Licking County Planning Commission (LCPC). All three jurisdictions should coordinate with the Licking County Area Transportation Study (LCATS) and work with the county to adjust the Thoroughfare Plan as it relates to the study area.

Related plans and codes that may be in need of updates upon adoption and/or throughout implementation of the WLC Accord may include:

- > Comprehensive plans
- > Future land use maps
- > Zoning codes
- > Subdivision regulations
- > Development standards
- > Thoroughfare plans
- > Park, trail, and open space plans



Appendix A

WLC ACCORD DESIGN STANDARDS TEXT



INTRODUCTION

The following design standards specify standards for new development organized by each land use in the WLC Accord Future Land Use map and include general guidelines for open space, landscape, screening and buffering.

OPEN SPACE

Some of the desired open space locations are illustrated on the Natural Features Map. The open space system consists of stream corridors, rural road corridors, wetlands, woodlands and development open space. The preservation of open space and the character it creates is a goal of the plan identified early in the process. Strategies to achieve this goal include "clustering" development to maximize the open space. This plan includes a density bonus for developments which conform to the recommended development standards. Density bonuses for each district are included in the district description.

Stream Corridors

Preserving stream corridors may be achieved by combinations of environmental and flood protection regulations, easements, clustering, and public purchase. Land along existing stream corridors should be left to its natural state. Where this is not the current condition, it should revert to that state over time.

It is assumed that hiking, riding and bicycle paths will be constructed through these corridors as part of abutting development or as civic improvements. Motorized vehicles should not be permitted on these paths, with the exception of wheelchairs.

Existing homes and their yards that are within the stream open space corridor will be permitted to remain, and efforts will be made to negotiate a right-of-access for the path, to be sited in such a way as to minimize impact upon the privacy of the abutting homes.

Rural Roads

Rural road-related open space is part of the roadway guidelines. It is the intent of the plan that these open spaces will be left in their natural wooded state, be allowed to revert to that state, or to remain as farmland or grassland. This determination will be made based upon current conditions and future abutting uses. Where existing homes abut the roadway, this rural road open space will not be created.

Development Open Space

It is the intent of the plan that when development occurs, open space is preserved by the clustering of development, and in instances of particularly important open space, by public purchase. It is strongly encouraged that the open space created by clustering of development be connected with the stream and rural road spaces and with each other. Non-contiguous open space is of little visual or environmental value and should not be considered as a basis for achieving a density bonus.

Lot Coverage

Maximum lot coverage shall not exceed 70% including buildings and parking lots. Existing healthy plant material on the site may be counted as open green space if preserved. This means that 30% of the site shall be dedicated to open green space.

WLC Accord Design Standards

GENERAL LANDSCAPE

GENERAL LANDSCAPE, SCREENING AND BUFFERING STANDARDS

Purpose:

When new development occurs, the landscape is often altered or destroyed. In order to preserve the existing rural landscape when and wherever possible, this section requires replacement landscaping and gives credit for the preservation and protection of existing trees and vegetation.

Goals:

- > To ensure visual "seamlessness" in the Western Licking County Accord planning area.
- > To ensure street trees are planted in areas of new development.
- > To ensure preservation and restoration of existing hedge-rows on the rural roadways.
- > To ensure preservation of existing trees and woodland wherever possible.
- > To screen more intense uses from those of less intense use.

In order to accomplish the goals set forth in this section the following standards are recommended:

Street Trees

- > Street trees shall be required on both sides of new public streets and private streets within residential and commercial districts.
- > Trees are to be minimum of two and a half-inch caliper and shall be spaced at a maximum distance of thirty feet on center. In certain situations, due to site constraints, building design, etc., it may be more practical for trees to be grouped. This is acceptable provided the quantity is equivalent to 1 tree per thirty feet. A mix of deciduous and evergreen trees is encouraged except where used solely for screening. This requirement may be waived where existing trees exist.

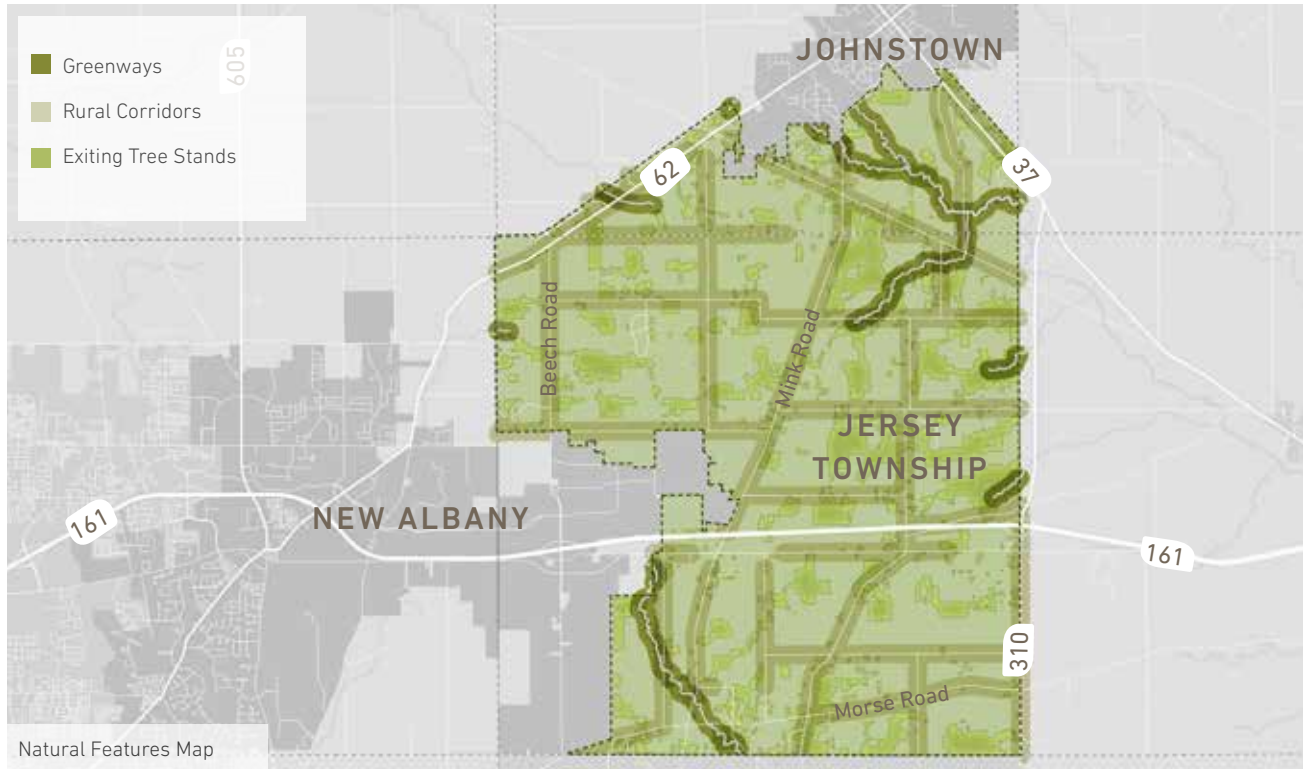
- > Preserve or replace hedgerows on rural roads and arterials (Hedge-row: fence or boundary of dense vegetation including trees and shrubs.)
- > Landscaping within the setback along roadways shall appear natural in character. For an example, observe and imitate the surrounding landscape.
- > Within rural road setback there shall be four trees planted per 100 lineal feet in a manner to simulate the natural hedge-row along the roadside. Trees shall be a mix of deciduous, evergreen, and ornamental trees. Trees shall be a minimum of two-inch caliper.
- > Understory should be filled in with shrubs that are a minimum of 18" high.
- > Landscaping requirements may be waived if healthy plan material exists within the setback area and is preserved by the developer. If a gap exists within the existing trees, infill planting shall be necessary to meet the requirements above.
- > Unless otherwise specified, minimum size of all plant material at installation shall be two-inch caliper for deciduous shade trees, six feet high for evergreen trees, and two-inch caliper for ornamental trees/shrubs.
- > Landscape designs shall be reviewed by a registered landscape designer or architect.

Tree Preservation

Reasonable and good faith efforts shall be made to preserve existing trees and tree rows occurring in the planning area. Consideration shall be given to laying out streets, lots, structures and parking areas to avoid the unnecessary destruction of wooded areas. Additionally, best management tree preservation practices shall be used to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.

Buffering/Screening

Screening is used to mitigate the impact of more intense uses from less intense uses, and to decrease noise and glare from abutting properties or rights-of-way. Screening is usually accomplished by use of landscaping, mounds, walls and fences. Special



screening should be provided where new commercial development is adjacent to existing residential

- > Where new development is adjacent to existing residences a buffer zone shall be created with a minimum width of 25'. Such screening within the buffer zone shall consist of natural vegetation planted no closer than 3' to any property line. Natural vegetation shall have an opaqueness of 75% during full foliage and shall consist of a variety of deciduous and evergreen trees which will attain 10' in height within 5 years of planting.

Headlight Screening

- > Headlight screening in parking lots should be a minimum of four (4) feet high.

Mounds

- > Mounds may also be used for screening purposes. For example, earth mounds are usually four (4) feet high, continuously uniform except for areas of ingress and egress for roadways. The mound should have a 3:1 slope that begins at the setback

line with a minimum crest of five (5') feet in width.

- > From the crest, the mound should slope downward to meet the existing grade at the right-of-way line. Variations in style and design will be considered.
- > Mounds should be landscaped with a mix of shrubs, deciduous, evergreen and ornamental trees.

Existing Plant Material

- > Screening and mound requirements may be waived if existing plant material (trees and shrubs) within the parking setback area provide sufficiently dense screening within the parcel from the adjacent public right-of-way.
- > All height measurements are at grade level.

WLC Accord Design Standards

ROADWAYS

LIGHTING STANDARDS

Purpose:

To provide light only where light is needed for safety and security and to preserve and protect the rural quality of life in the planning area.

Goals:

- > To avoid spill-over lighting from commercial development to residential development.
- > To avoid light standards out of scale to surrounding development.
- > To avoid light pollution of the night sky
- > To avoid over-illumination of development and parking lots.

In order to accomplish the goals set forth in this section the following standards are recommended:

- > Where used for security purposes or to illuminate walkways, roadways, public facilities, and parking lots, only fully shielded cut-off style outdoor light fixtures shall be used.
- > Security lighting should be of the "motion sensor" type. Light from these fixtures should not spill over to adjoining property.
- > Outdoor light fixtures should be equipped with automatic timing devices, be shielded, and be focused to minimize light pollution when used to illuminate signs for recreational facilities, buildings, decorative effect, and/or landscape illumination.
- > Flashing, rotating or moving exterior lights should be prohibited.
- > Outdoor light pole fixtures shall not exceed thirty (30) feet.
- > All wiring shall be underground.
- > All external outdoor lighting fixtures within a development should be of similar type.

- > Ground mounted lighting should be landscaped at its base and shielded to reduce glare. Incandescent lighting should be used with this type of fixture.
- > To protect the night sky, illuminated signs for commercial purposes should be turned off between the hours of 11:00 p.m. and sunrise except for businesses that are open to the public during those hours.
- > To protect the night sky, outdoor light fixtures installed and maintained upon private property within all districts in the planning area should be turned off between 11:00 p.m. and sunrise except when used for security purposes or to illuminate walkways, roadways and parking lots.

Exempt from recommendations:

- > Gas lamps
- > Holiday lighting

ROADWAYS STANDARDS

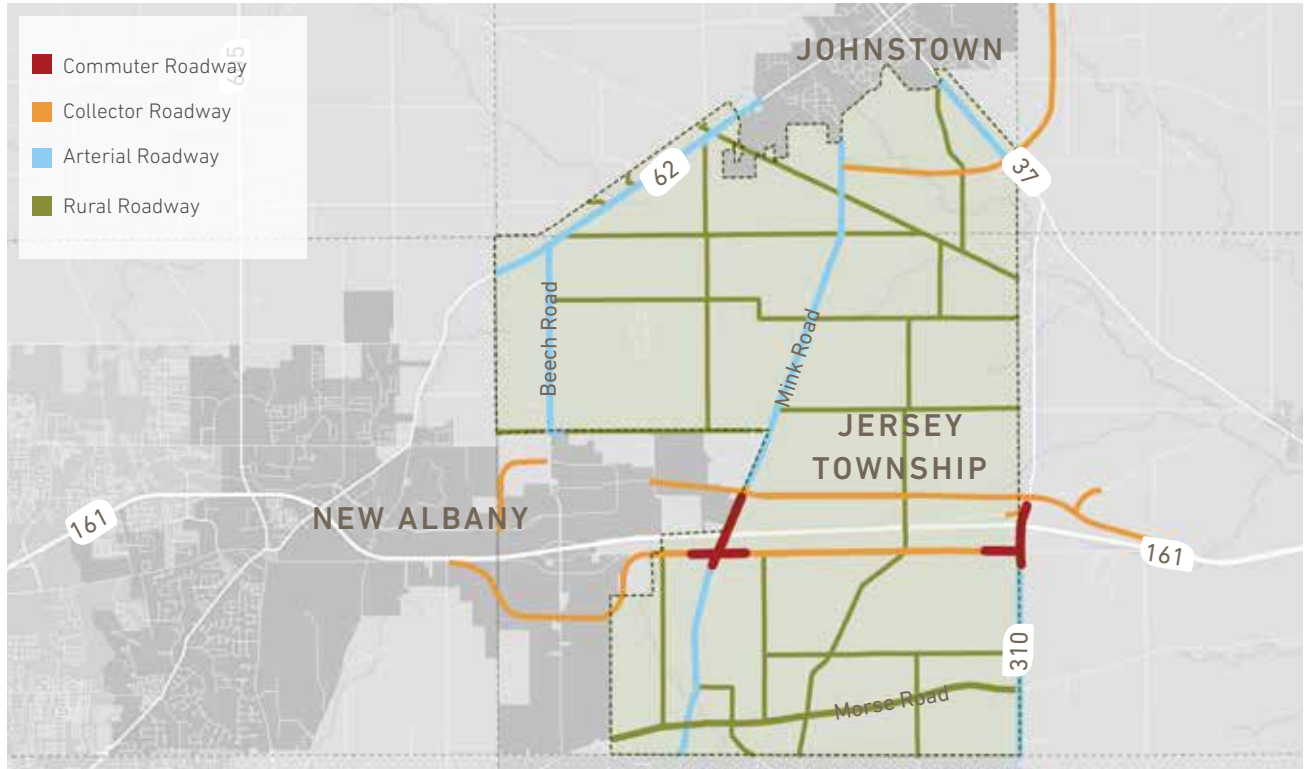
Roadways within the study area are of four basic types. The primary roadways including the commuters, arterial, collector, and rural roads. These are reflected are to be reflected in the thoroughfare plan. The thoroughfare plan includes existing roadway as well as proposed roadways collected from Johnstown, New Albany, and Licking County plans. In addition to these primary roadway types, sub-collector streets, access streets and service lanes will occur within developments.

Commuter Roadway

This roadway typologies is main purpose it to connect commuter to St. Rt. 161. and should be limited to the two interchanges at Mink Road and St. Rt. 310. Although it's primary purpose is to more traffic all efforts should be made to prove safe pedestrian and cycling conditions.

Collector Streets

Collector Streets purpose is to collect traffic back to the commuter roadways.



Arterial Roadway

The arterial streets are the principal streets within the study area, most of these are state routes or have direct connection to the Mink Road or St. Rt. 310 interchange.

Rural Roadway

This roadway type includes most of the existing roadways. The intent is that for those road segments with existing homes no change in setback or open space be required. Structures which do not meet the setback standard shall maintain their existing setback. New Construction will observe a 250' setback from the centerline of the road.

An example of this development pattern can be found along Morse Road in New Albany's Planters Grove.

ROAD TYPE	PAVEMENT	RIGHT-OF-WAY
Commuter	56	100
Collector	32	60
Arterial	26	50
Rural Existing	varies	60

WLC Accord Design Standards

OFFICE DISTRICT

OFFICE DISTRICT

There is one office zone contiguous to the interchange at Beech Road along the edge of the City of New Albany and its future planning area. The office zone is served by SR 161 and arterial roads. The office zone is envisioned as campus-style suburban office development where greens and landscaping play a prominent role in public open space delineation.

Permitted Land Use

Office uses and other significant employment and revenue producing uses.

Land Allocation

Office buildings should be sited in a campus-like manner. Buildings should front major roadways with parking located behind the buildings.

Building arrangements should provide convenient and safe pedestrian connections between buildings and parking lots, and other civic or public uses.

Permitted Densities

Base Density: 10,000 square feet per acre.

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 12,000 square feet per acre.

Street

- > Streets within the Office District should be two-way.
- > On-street parking is discouraged.
- > Sidewalks should be provided to encourage walking and should be set back a minimum of 10 feet from the street.
- > Street trees should be provided on both sides of the street at a minimum of 40 feet on center.
- > Streets should connect with each other. Cul-de-sacs are discouraged.
- > 250' building setback from the centerline of the road.

Parking

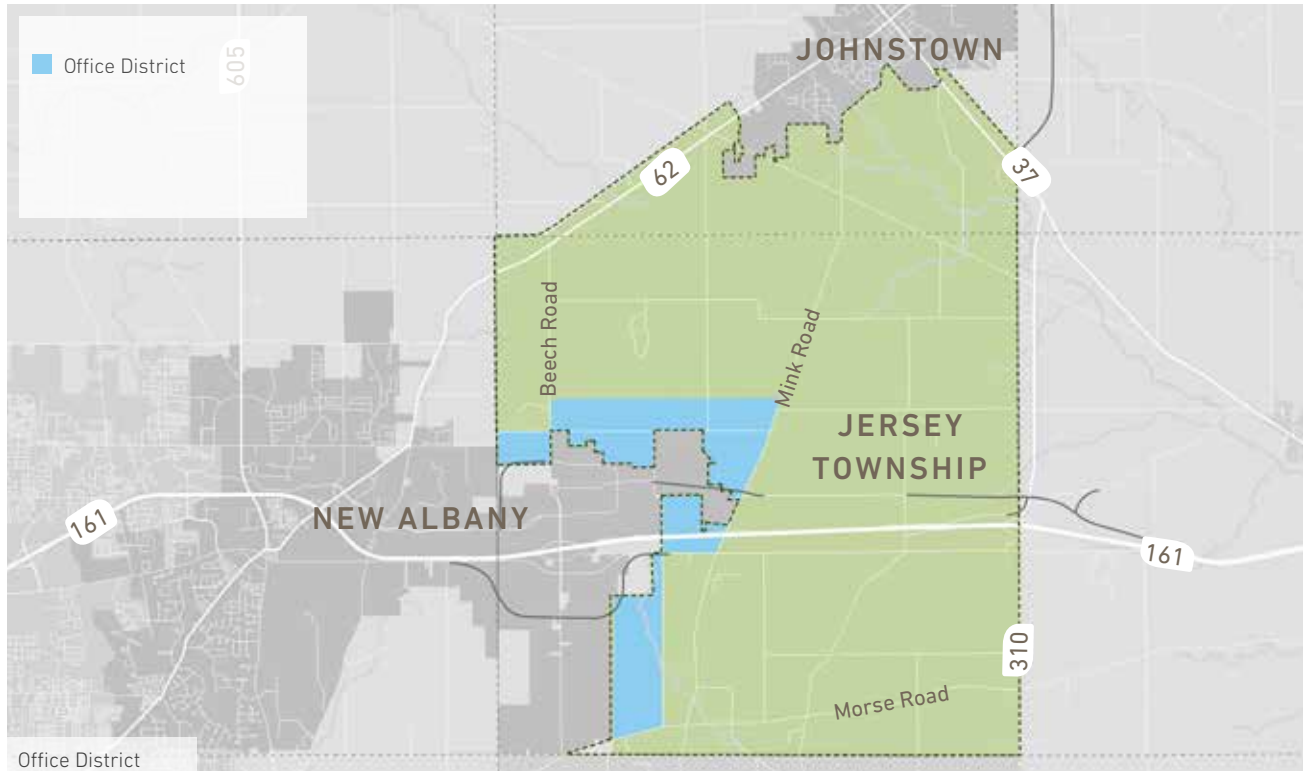
- > Primary parking should be located behind office buildings and not between the primary street and the office buildings. Minimal short-term visitor and "drop-off" parking can be provided at the front of the building.
- > Parking lots between buildings should be interconnected to encourage parking areas shared among buildings and to reduce paved areas.
- > Parking areas should be screened from view by evergreen landscape materials or masonry walls to a height of no less than four feet.
- > Parking areas located behind buildings should include curbed landscaped spaces with deciduous trees. These landscaped areas shall amount to not less than five percent of the vehicular use area and be evenly distributed throughout the parking area to minimize the visual impact of the parking areas.
- > Use of non-automotive transportation such as walking and bicycling is encouraged. Bicycle parking should be convenient, covered and located near all building entrances.
- > The maximum amount of parking permitted is one space per 250 square feet.

Civic Space

- > Office buildings should be set back from the primary street right-of-way a minimum of 50 feet to maintain a natural greenway as a visual amenity.
- > Common open spaces or greens that are framed by buildings and that create a "campus-like" office environment are encouraged.

Site Orientation

- > Buildings should be oriented to front the primary public roadways.
- > All lots should front on public or private roads.
- > When open space between buildings occurs, pedestrian connections shall be established between the rear parking area and the sidewalk in the front of the building.



- > Where new development is adjacent to existing residences a buffer zone shall be created with a minimum width of 25'. Such screening within the buffer zone shall consist of natural vegetation planted no closer than 3' to any property line. Natural vegetation shall have an opaqueness of 75% during full foliage and shall consist of a variety of deciduous and evergreen trees which will attain 10' in height within 5 years of planting.

- > Any side of a building which faces a public right-of-way or green shall be of compatible materials and style as the other sides of the building.

Architecture

- > Office buildings should be sited in a campus-like manner that will produce a clear sense of place, identity, and encourage interaction and "community" among the users. Buildings should be sited in relationship to each other to provide convenient pedestrian connections between each building, to parking, and to any other civic or public uses within convenient walking distances.
- > The maximum building height is three stories, not to exceed 65 feet in height.

WLC Accord Design Standards

COMMERCIAL DISTRICT

COMMERCIAL DISTRICT

There are three commercial zones within the study area, two south of State Route 161 at each interchange (Mink Road and St. Rt. 310) and one just south of Johnstown on St. Rt. 62.

Permitted Land Use

Commercial uses.

Land Allocation

Commercial buildings should front major roadways with parking located behind the buildings. All buildings should have sidewalk connections to the street that they front. Building arrangements should provide convenient and safe pedestrian connections between buildings and parking lots, or public uses.

Permitted Density

Base Density: 10,000 square feet per acre.

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 12,000 square feet per acre.

Streets

- > Streets within the Commercial District should be two-way.
- > On-street parking is discouraged.
- > Sidewalks should be provided to encourage walking and should be set back a minimum of 10 feet from the street.
- > Street trees should be provided on both sides of the street at a minimum of 40 feet on center.
- > Streets should connect with each other. Cul-de-sacs are discouraged.

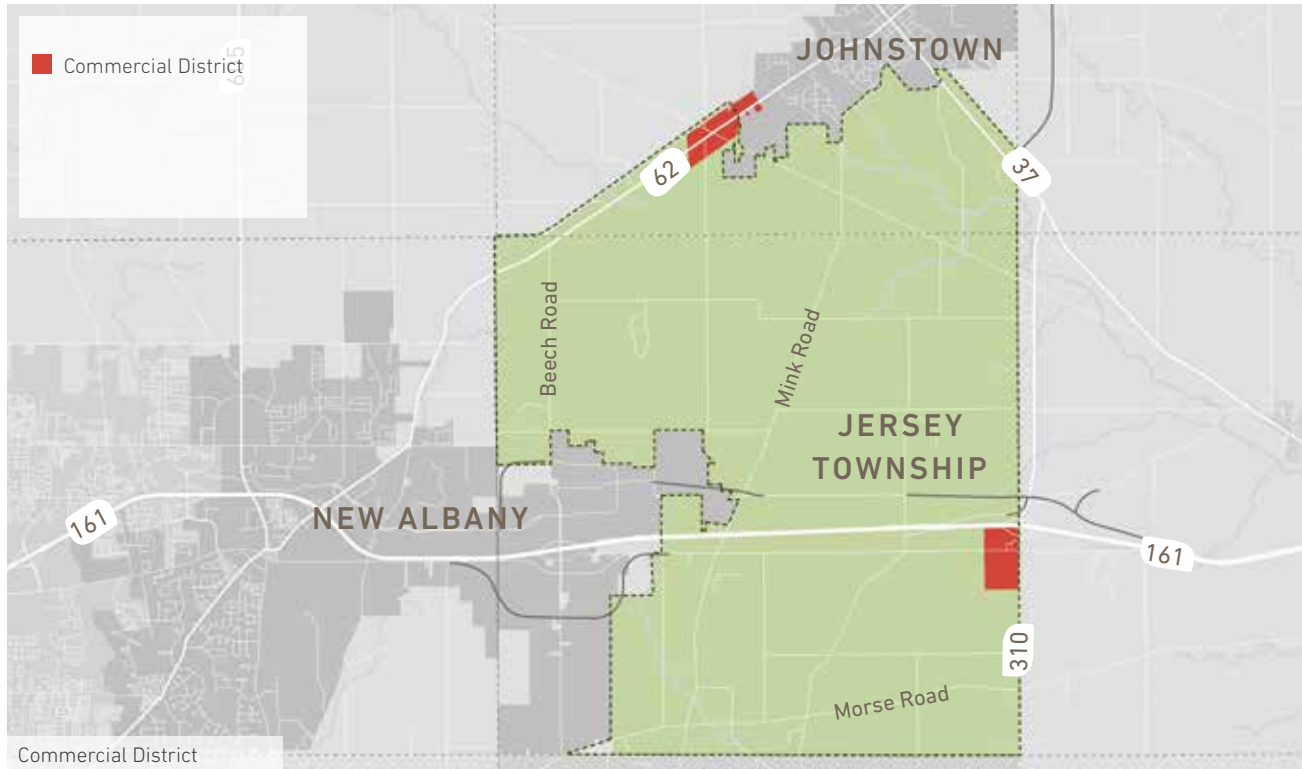
Parking

- > Primary parking should be located behind commercial buildings and not between the primary street and the commercial buildings. Minimal short-term visitor and "drop-off" parking can be provided at the front of the building.
- > Parking lots between buildings should be interconnected to encourage parking areas shared



among buildings and to reduce paved areas.

- > Parking areas should be screened from view by evergreen landscape materials or masonry walls to a height of no less than four feet.
- > Parking areas located behind buildings should include curbed landscaped spaces with deciduous trees. These landscaped areas shall amount to not less than five percent of the vehicular use area and be evenly distributed throughout the parking area to minimize the visual impact of the parking areas.
- > Use of non-automotive transportation such as walking and bicycling is encouraged. Bicycle parking should be convenient, covered and located



near all building entrances.

- > The maximum amount of parking permitted is one space per 250 square feet.

Civic Space

- > Office buildings should be set back from the primary street right-of-way a minimum of 50 feet to maintain a natural greenway as a visual amenity.
- > Common open spaces or greens that are framed by buildings and that create a "campus-like" office environment are encouraged.

Site Orientation

- > Buildings should be oriented to front the primary public roadways.
- > All lots should front on public or private roads.
- > When open space between buildings occurs, pedestrian connections shall be established between the rear parking area and the sidewalk in the front of the building.

- > Where new development is adjacent to existing residences a buffer zone shall be created with a minimum width of 25'. Such screening within the buffer zone shall consist of natural vegetation planted no closer than 3' to any property line. Natural vegetation shall have an opaqueness of 75% during full foliage and shall consist of a variety of deciduous and evergreen trees which will attain 10' in height within 5 years of planting.

Architecture

- > Commercial buildings should front major roadways and should be sited in relationship to each other to provide convenient pedestrian connections between each building, to parking, and to any other civic or public uses within convenient walking distances.
- > The maximum building height is two stories, not to exceed 45 feet in height.
- > Any side of a building which faces a public right-of-way shall be of compatible materials and style as the other sides of the building.

WLC Accord Design Standards

NEIGHBORHOOD COMMERCIAL

NEIGHBORHOOD COMMERCIAL DISTRICT

There are two commercial zones within the study area, two south of State Route 161 at each interchange (Mink Road and St. Rt. 310) along Worthington Road. The neighborhood commercial district will provide valuable services to area residents. Local businesses that meet daily and weekly shopping needs are amenities that Jersey Township residents wish to have. It is the purpose of this category to depict those areas that are now developed, or appropriate to be developed, in a manner designed to provide local, neighborhood scale, convenience commercial goods and services.

Permitted Land Use

Commercial uses.

Land Allocation

Commercial buildings should front major roadways with parking located behind the buildings. All buildings should have sidewalk connections to the street that they front. Building arrangements should provide convenient and safe pedestrian connections between buildings and parking lots, or public uses.

Permitted Density

Base Density: 10,000 square feet per acre.

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 12,000 square feet per acre.

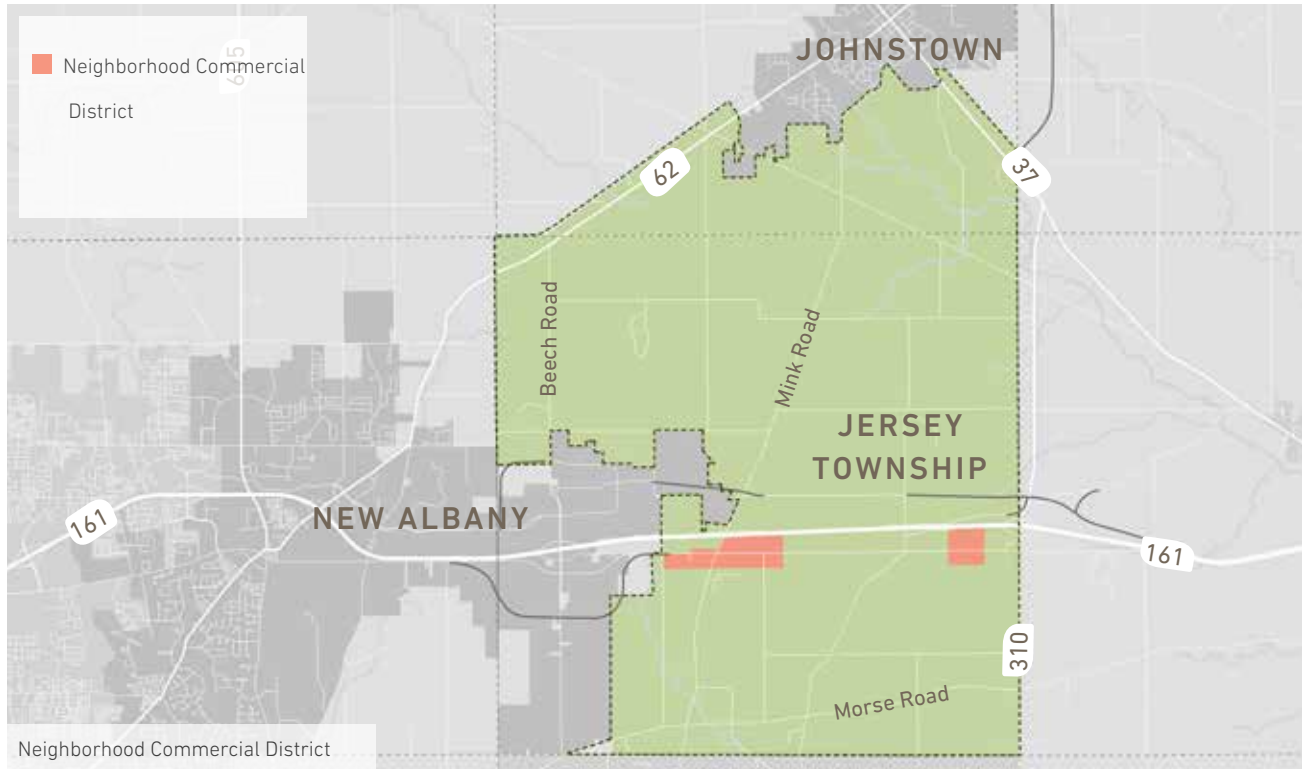
Streets

- > Streets within the Commercial District should be two-way.
- > On-street parking is discouraged.
- > Sidewalks should be provided to encourage walking and should be set back a minimum of 10 feet from the street.
- > Street trees should be provided on both sides of the street at a minimum of 40 feet on center.
- > Streets should connect with each other. Cul-de-sacs are discouraged.



Parking

- > Primary parking should be located behind commercial buildings and not between the primary street and the commercial buildings. Minimal short-term visitor and "drop-off" parking can be provided at the front of the building.
- > Parking lots between buildings should be interconnected to encourage parking areas shared among buildings and to reduce paved areas.
- > Parking areas should be screened from view by evergreen landscape materials or masonry walls to a height of no less than four feet.
- > Parking areas located behind buildings should include curbed landscaped spaces with deciduous trees. These landscaped areas shall amount to not less than five percent of the vehicular use area and be evenly distributed throughout the parking area to minimize the visual impact of the parking areas.
- > Use of non-automotive transportation such as walking and bicycling is encouraged. Bicycle parking should be convenient, covered and located near all building entrances.
- > The maximum amount of parking permitted is one space per 250 square feet.



Civic Space

- > Office buildings should be set back from the primary street right-of-way a minimum of 50 feet to maintain a natural greenway as a visual amenity.
- > Common open spaces or greens that are framed by buildings and that create a “campus-like” office environment are encouraged.

Site Orientation

- > Buildings should be oriented to front the primary public roadways.
- > All lots should front on public or private roads.
- > When open space between buildings occurs, pedestrian connections shall be established between the rear parking area and the sidewalk in the front of the building.
- > Where new development is adjacent to existing residences a buffer zone shall be created with a

minimum width of 25'. Such screening within the buffer zone shall consist of natural vegetation planted no closer than 3' to any property line. Natural vegetation shall have an opaqueness of 75% during full foliage and shall consist of a variety of deciduous and evergreen trees which will attain 10' in height within 5 years of planting.

Architecture

- > Commercial buildings should front major roadways and should be sited in relationship to each other to provide convenient pedestrian connections between each building, to parking, and to any other civic or public uses within convenient walking distances.
- > The maximum building height is two stories, not to exceed 45 feet in height.
- > Any side of a building which faces a public right-of-way shall be of compatible materials and style as the other sides of the building.

OLD JERSEY VILLAGE

OLD JERSEY VILLAGE

The Old Jersey Village is comprised of two areas: mixed-use; and residential.

MIXED USE AREA

The mixed-use area is envisioned as the “town center” with a diversity of commercial and attached residential uses in close proximity to each other.

Permitted Land Use

A wide variety and combination of land uses are permitted in this district including retail, commercial, restaurants, administrative, business and professional office, research facilities, personal services and consumer services, and attached and single family residential.

Permitted Density

Base Density: 8,000 square feet per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 10,000 square feet per acre.

Residential Uses

The mixed-use residential area is envisioned as an area of single-family and attached residential homes located within walking distance of the mixed-use town centered around the Old Jersey Area.

Land Allocation

Residential uses may not exceed 25 percent of the mixed-use area.

Permitted Density

Base Density: 1.5 units per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 6.0 dwelling units per acre net and not more than 3.0 dwelling units per acre gross.

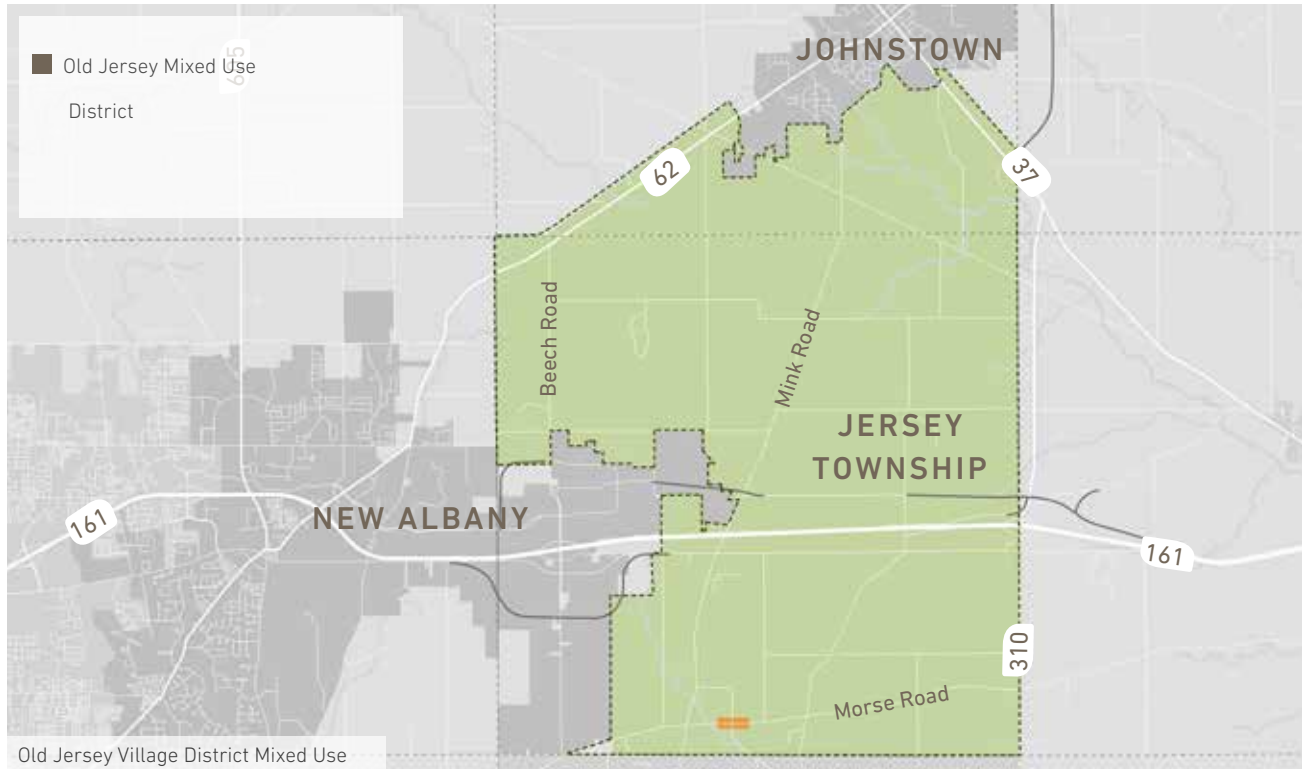
Streets

- > The maximum length of a block is 500 feet.
- > The primary town arterial street should have a 110 feet right-of-way with a landscaped median.

- > Town arterial streets may be two-way with diagonal on-street parking on the retail side of the street.
- > The streetscape should include deciduous street trees planted 40 feet on center.
- > All power and communication utility lines should be underground.
- > Decorative street lighting should be provided.
- > Sidewalks, other than in retail areas, should be four feet wide and located a minimum of ten feet behind the curb.
- > In retail areas, the sidewalk should extend generally from the back of curb to the “build to” line to create a wide comfortable pedestrian area in front of the buildings.
- > The rural 250-foot setback does not apply in this district.
- > Narrower streets are encouraged, where appropriate, to promote a pedestrian friendly scale.

Parking

- > Parking areas should be located behind buildings. Diagonal on-street parking should be provided in front of buildings for retail use only.
- > Parking should be consolidated into public parking lots behind the buildings. Private parking areas for individual commercial uses should be discouraged. Shared parking between individual commercial, retail and residential uses is encouraged.
- > The following parking ratio requirements should not be exceeded:
 1. Retail: 1 space per 250 gross square feet
 2. Office: 1 space per 250 gross square feet
 3. Residential: 2 spaces per unit
- > These parking ratios should be used in designing parking areas for mixed-use development for



- which shared parking is encouraged to reduce parking areas.
- > Bicycle parking should be conveniently provided at the front and/or rear of all buildings.
 - > Parking areas located behind buildings should contain curbed landscaped spaces with deciduous trees. These landscaped areas shall amount to not less than five percent of the vehicular use area and be located throughout the parking area to minimize the visual impact.
 - > Parking lots should be screened from all public right-of-way, residential areas and open spaces by a 4-foot minimum evergreen hedge or masonry wall.
 - > When abutting dissimilar uses, a minimum shared 25 foot buffer zone shall be maintained.

Civic / Public Space

- > Common open spaces and/or public greens that are framed by buildings are encouraged.

- > For residential uses, a minimum of 20 percent of the gross site area will be set aside as publicly accessible open space. The open space must be fronted on at least two sides by a public street.

Site Orientation

- > For retail uses along Morse Road a “build-to” line should be established ten feet back from the street right-of-way, which provides for a 30 foot wide setback from the curb with sidewalk and street trees. At least 80 percent of the building elevation must be constructed to the “build to” line.
- > For office and residential uses, a “build to” line should be established 50 feet from the street right-of-way.
- > Attached and/or multi-tenant buildings are encouraged. Excessive gaps and non-usable spaces between buildings are discouraged.
- > When open spaces between buildings occur, pedestrian connections should be established between the rear parking area and the sidewalk in front of the building.

WLC Accord Design Standards

OLD JERSEY VILLAGE

- > Buildings and individual establishments (i.e. shops, stores, offices) should have front and rear entrances whenever possible.

Architecture

- > The massing and architectural detailing of buildings should be stronger and more prominent at corner locations.
- > Individual building length should not exceed 200 feet. Building height should be a minimum of two stories and not exceed three stories.
- > Sloped or pitched roofs are encouraged. Flat roofs are allowed only with highly detailed or decorative cornices.
- > The maximum use of see-through glass is encouraged on the street level of buildings. Reflective, opaque and non-translucent building materials are discouraged at street level. Operable recessed windows on all building levels are encouraged.
- > The rear elevation of buildings facing the parking areas should be designed in a coordinated manner with high quality building materials, lighting and signage. Rear entrances should be attractively designed. Loading and refuse areas should be consolidated, shared and attractively and completely screened.
- > Building materials should be traditional and natural such as brick, stone, wood, and glass.
- > Storefronts should relate directly and clearly to the street. Extensive use of glass is encouraged for storefronts.
- > The building height shall not exceed two and one half stories in appearance. The minimum building height shall be no less than one and one half stories in appearance.
- > Architectural massing shall be broken up to maintain a village scale.



- > Any side of a building which faces a public street, right-of-way, or green, shall be of compatible material in style as the other sides of the building.
- > For multi-family residential development, garage doors shall not face the primary street.

MULTI-FAMILY

Street

- > Streets should be two-way with sidewalks on both sides of the street, set back 10 feet from the curb line. Street trees should be planted 30 feet on center in the grass strip between the sidewalk and the curb. These standards do not apply to access streets.
- > Sidewalks should provide access to the leisure trail system for pedestrians.
- > All power and communication utility lines should be underground.
- > Decorative street lighting should be provided.

Site Orientation

- > Multi-family units should front onto public open spaces and never back onto public parks or roads.
- > A "build to" line should be established for each classification of neighborhood street as follows:
 - a. Commuter 50-60 feet
 - b. Collector 40-50 feet
 - c. Arterials 30-40 feet

Parking

- > Parking for multi-family residences is encouraged to occur in rear lot garages accessible by service lanes.
- > Parking areas should be located behind buildings.
- > The parking ratio requirement of 2 spaces per unit should not be exceeded.
- > Parking areas should be well screened from public right-of-ways and open space by landscaping features and setbacks.
- > Parking areas located behind buildings should contain interior landscaping not less than five percent of the vehicular use area and be located throughout the parking area to minimize the visual impact.

Open / Public Space

- > Neighborhood open spaces and/or parks should be located within 1,200 feet of all residential units.
- > For multi-family residential uses, a minimum of 30 percent of the gross site area will be set aside as publicly accessible open space. This open space must be fronted on at least two sides by a public street.
- > The natural landscape and open space should be incorporated into residential design and development.

Architecture

- > The massing and architectural detailing of each building should be simple and traditional, as consistent with other buildings in the district.
- > The maximum building height should be three stories and the minimum building height should be two stories. The maximum building height should be 45 feet and the maximum building length should be 200 feet.
- > The buildings should be pedestrian in scale.
- > Building materials should be traditional and natural in appearance, such as brick, stone, wood, and glass.
- > All building elevations should be designed in a consistent manner using high quality building materials and lighting.
- > Traditional windows should be used on all sides of the structure.
- > Sloped or pitched roofs are encouraged. Flat roofs are allowed only with highly detailed or decorative cornices.

WLC Accord Design Standards

OLD JERSEY VILLAGE

SINGLE FAMILY RESIDENTIAL

The second component of the Old Jersey Village District is a residential area adjacent to the mixed-use town center. This area is comprised of single-family and attached residential housing in close proximity to school sites and recreational open space.

Permitted Land Use

Single-Family Residential

Permitted Density

Base Density: 4-6 unit per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 7 units per acre.

Streets

- > There is a hierarchy of streets including collector, sub-collector and access streets, and service lanes within the district.
- > Streets should be two-way with five-foot wide sidewalks on both sides of the street set back 10 feet from the curb line.
- > Street trees should be planted 35 feet on centerline the grass strip between the sidewalk and the street curb.
- > 250' building setback from the centerline of the road.

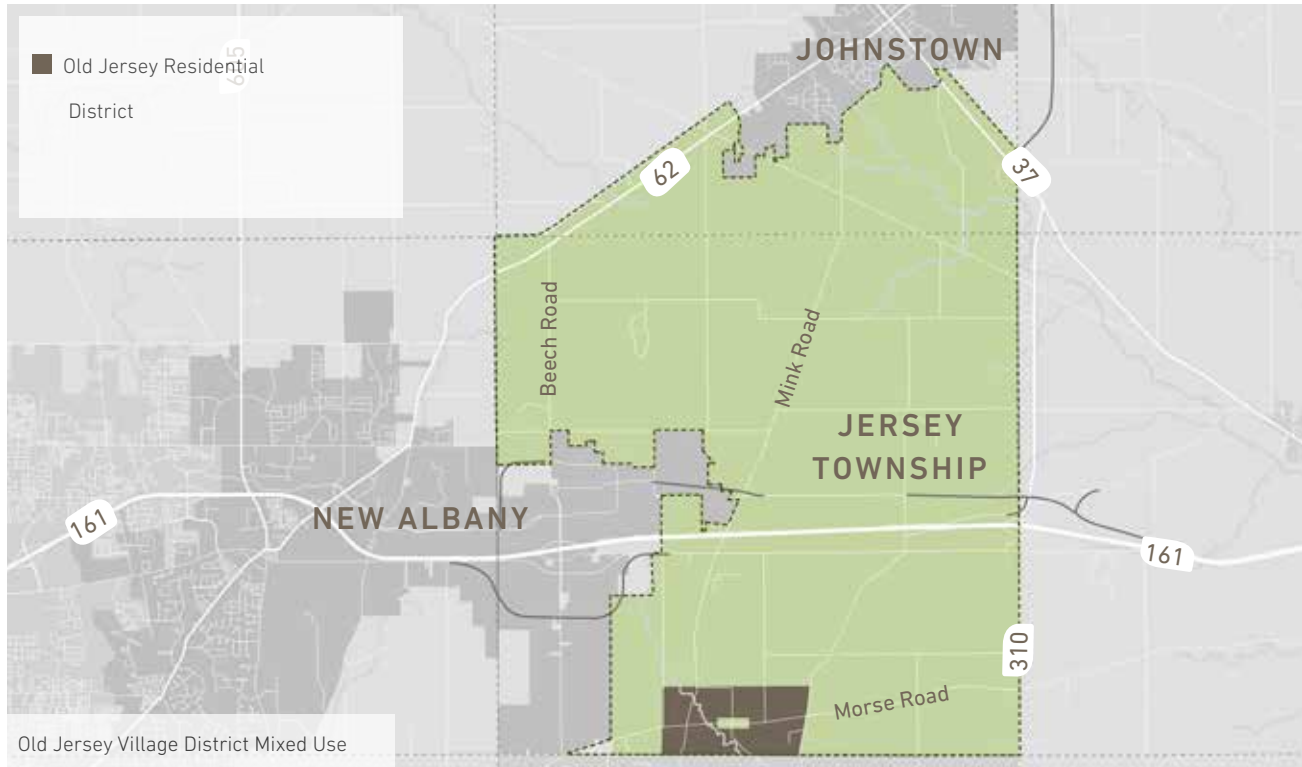
Parking

- > Parking for single-family houses is encouraged in rear lot garages accessible by service lanes. On-street parking is encouraged for visitors and short-term parking.



Site Orientation

- > Single-family houses should front onto public open spaces and not back onto public parks or roads.
- > A "build to" line should be established for each classification of neighborhood street as follows:
 1. Arterial 50 – 60 feet setback line
 2. Collector 40 – 50 feet build to line
 3. Sub-Collector 30 – 40 feet build to line
 4. Access 25 – 30 feet build to line



- > The maximum average single-family lot width should not exceed 100 feet. For areas where the density exceeds 1.5 dwelling units per acre the maximum average lot width should be no larger than 80 feet.
- > The average single-family lot area should not exceed 15,000 square feet. For areas where the density exceeds 1.5 dwelling units per acre the average lot area should be no larger than 10,000 square feet.
- > Traditional and natural looking building materials such as brick, stone, wood, and glass, are encouraged.
- > Building design shall be based on traditional American styles found in the Field Guide to American Architecture, excluding 20th century.

Architecture

- > Sloped or pitched roofs are encouraged.
- > Side-loaded garages are encouraged. When a garage faces the street, the front facade of the garage must be set back a minimum of three feet from the front facade of the house.
- > The maximum width of a garage door which faces the street is ten feet.
- > The massing of each house should be simple and traditional.

WLC Accord Design Standards

RURAL RESIDENTIAL

RURAL RESIDENTIAL DISTRICT

The rural residential district is intended to include low-density residential development within a context of large open spaces and agricultural uses.

Permitted Land Use

Single-Family Residential

Agriculture

Permitted Density

Base Density: 1 unit per 2 acres

Streets

- > Two-way streets with a 50-foot right-of-way without parking or curbs are encouraged.
- > Bike paths and sidewalks can be combined for pedestrian use.

Parking

- > On-street parking is discouraged for residents.

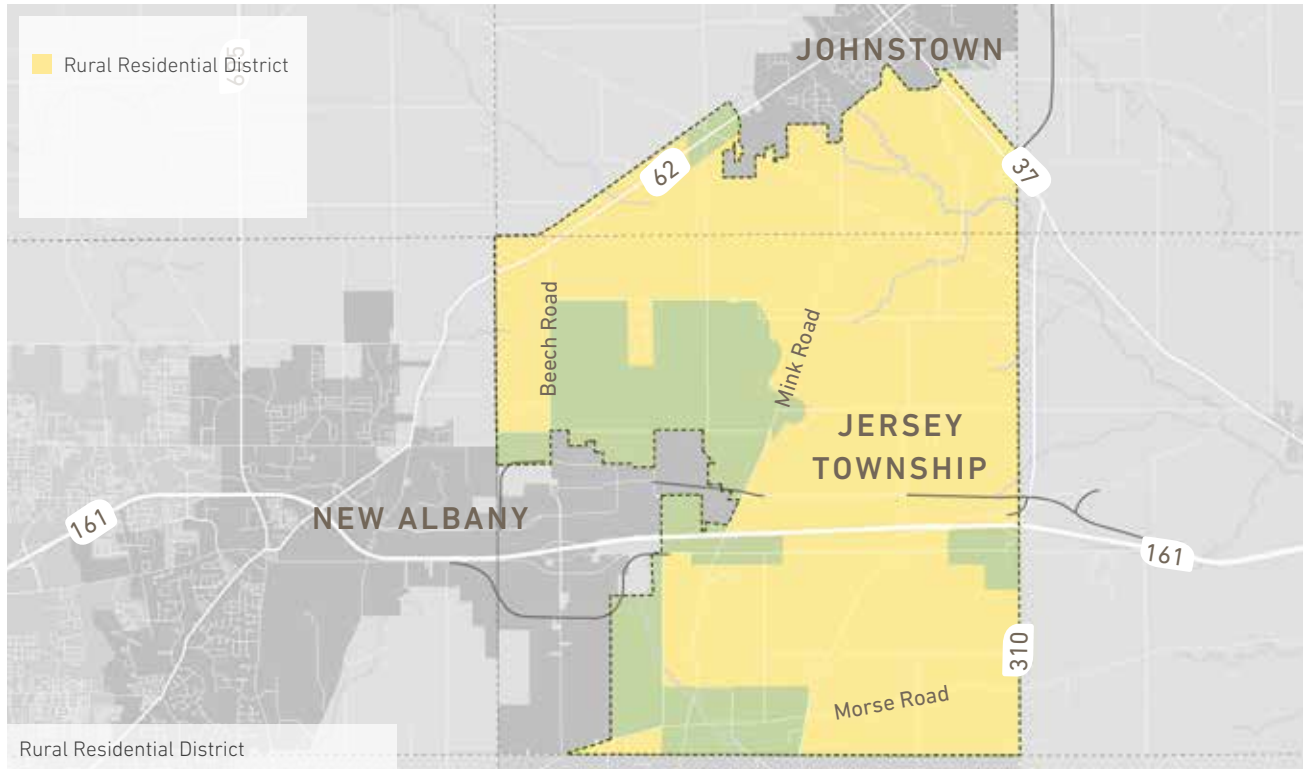
Open Space

- > The natural landscape and open space should be incorporated into residential design and development.
- > Within a rural cluster development, there should be a minimum of 50 percent contiguous natural open space

Site Orientation

- > Single-family houses should front onto public open spaces and not back onto public parks or roads.
- > The average single-family lot width should not exceed 85 feet.
- > The average single-family lot area should not exceed 11,500 square feet.
- > Existing woodlots and fence rows should be preserved and used to structure rural cluster development. Residential development should be at the "edge" of woodlots and fence rows rather than "in" the woodlots. The existing landscape structure should be preserved and used to frame rural cluster development.





Architecture

- > The massing of each house should be simple and traditional.
- > Sloped or pitched roofs are encouraged. Flat roofs are allowed only with highly detailed or decorative cornices.
- > Side-loaded garages are encouraged. When a garage faces the street, the front facade of the garage must be set back a minimum of three feet from the front façade of the house.
- > The maximum width of a garage door which faces the street is ten feet.
- > Building materials should be traditional and natural in appearance, such as brick, stone, wood, and glass. The maximum building height should be two and one-half stories and the minimum building height should be one and one half story in appearance.

