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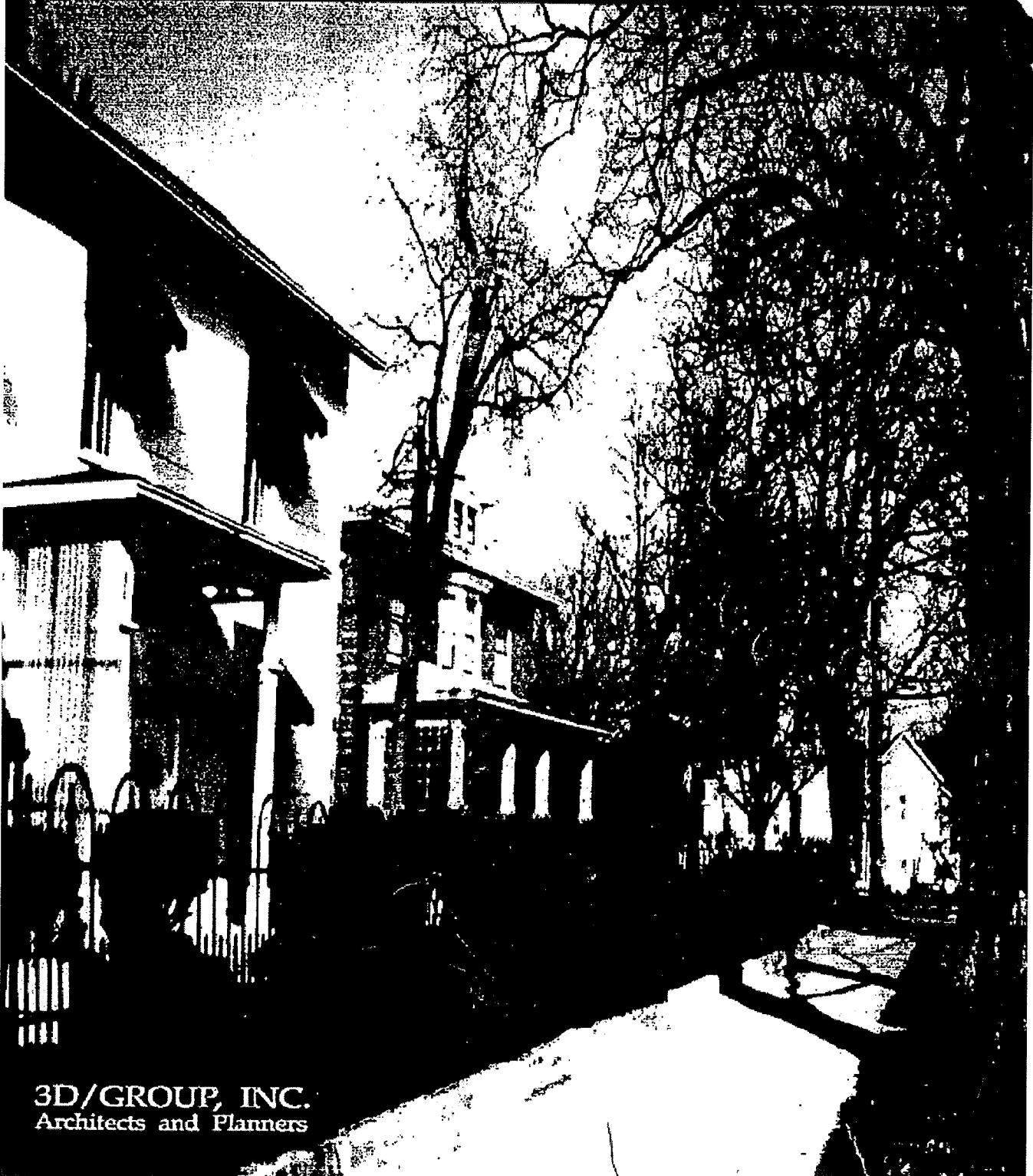


Ashville, Ohio

1992

Ashville Comprehensive Land Use Plan

ASHVILLE COMPREHENSIVE LAND USE PLAN



3D/GROUP, INC.
Architects and Planners

TABLE OF CONTENTS

	<u>PAGE</u>
LIST OF MAPS	ii
INTRODUCTION	1
LAND USE	2
NATURAL RESOURCES ANALYSIS	6
SOCIO-ECONOMIC ANALYSIS	22
GOALS AND OBJECTIVES	33
DEVELOPMENT PLAN	37

LIST OF MAPS

	<u>PAGE</u>
Map 1 - Existing Land Use	3
Map 2 - Existing Zoning	5
Map 3 - Ashville Study Area	7
Map 4 - General Soils	9
Map 5 - Hydric Soils	11
Map 6 - Topography	12
Map 7 - Depth to Bedrock	14
Map 8 - Ground Water Availability	16
Map 9 - Ground Water Pollution Potential	17
Map 10 - Sand and Gravel Resources	18
Map 11 - <i>Flooding Potential</i>	19
Map 12 - Prime Farmland	21
Map 13 - Village Land Use Plan	52
Map 14 - Study Area Land Use	53

INTRODUCTION

The Purpose of the Plan

The Ashville Comprehensive Land Use Plan was prepared in response to development pressures and the need for the Village to address these pressures. The purpose of the Plan is to provide the Ashville community with the tools to successfully manage growth and change.

The Plan clearly identifies the shared goals of the Ashville community, recommends measures as to how these goals can be achieved, and provides an overall framework for public and private decision-making in Ashville.

Use of the Plan

This Plan should be used as a flexible tool to shape future growth and change in Ashville. The Plan is not an ordinance and does not dictate public and private land use decisions. However, the Plan should be reviewed and considered when the Village and other public and private groups make important community decisions.

LAND USE

Existing Land Use

The Village of Ashville has a mixture of single-family, two family, and multi-family residential; commercial; industrial; and public/quasi-public land uses. Much of the land use pattern was established long before zoning was adopted in the Village. These patterns are represented on Map 1-Existing Land Use.

Single-family residential is the largest single category of land use in Ashville. These uses are found throughout the Village and are often intermingled with multi-family, commercial, and industrial land uses. This intermixture of single-family with other more intensive land uses occurs primarily in the Village's main arterial roadways of Main Street and Long Street.

Two-family residential units are found throughout the Village. These "duplexes" are mostly found intermingled with and adjacent to other single and multiple-family land uses.

Commercial uses, as might be expected, are located along the major roadways of Main Street and Long street and in fact are scattered along the most of the length of these roadways through the Village. Some commercial uses (primarily offices) are also located within the residential areas that are off Long Street and Main Street.

Industrial uses are located along the Norfolk and Western rail line which runs north and south through the Village, these uses include a fertilizer company and a grain elevator. Although automobile junk yards might be considered as commercial uses, the two junk yard uses located in the Village, are classified as industrial uses due to the nature of their potential impacts on surrounding land uses. One junk yard is located south of Main Street and just east of the Norfolk and Western Railroad line. The other is located in the north end of the Village at the corner of Hall Street and Hedges Street. The junk yard on the north end is a non-conforming use per the Village zoning ordinance.

The largest public land use is the Teays Valley High School, Middle School, administrative offices, and athletic complex located on the northeast corner of the Village. The community park is located on the east side of the Village and is adjacent to the Village's elementary schools. Smaller public land uses include the sewage treatment plant along the Walnut Creek on the southern border of the Village, the municipal building on the south side of Main Street, the police station near the corner of Plum Street and Long Street, the railroad station at Madison and Cromley Streets, the new fire station on State Route 752 adjacent to the Teays Valley High School athletic fields; and the Village museum at the corner of Long Street and Wright Street.

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Land Use
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See Map 1**

Churches are categorized as quasi-public land uses and are located within the residential areas east of Long Street.

Except for a few lots scattered throughout the Village, the only vacant land within the Village is located primarily on the northwest corner and western border of the Village's corporation limits. The vacant land located west of the Chesapeake and Ohio Railroad tracks was recently annexed into the Village and has been partially developed into an apartment complex and a professional office building.

Existing Zoning

The zoning categories established under the Village's zoning ordinance are R-1 (single family residential), R-2 (multiple family residential), C-G-1 (general commercial), and I-1 (industrial). The zoning district map of the Village is represented on Map 2 - Existing Zoning.

The only exclusively single-family zoning district is located on the east side of the Village. Along the frontage of Long Street, residential and commercial uses (R-1, R-2, and G-C-1) uses are permitted. This same type of district is permitted along part of Main Street. Single-family and multi-family uses (R-1 and R-2) are permitted in three separate districts. Two separate districts allow all permitted land uses (R-1, R-2, G-C-1 and I). One of these is located south of Main Street west of the Bortz-Main intersection. Another district permitting all uses is located on the west side of the Village and includes all of the recently annexed area west of the Chesapeake and Ohio Railroad tracks.

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NATURAL RESOURCES ANALYSIS

Decisions on the use of land need to consider impacts on soil, water, woodlands, wildlife, and mineral resources. Unwise use of resources for urban development can cause loss or pollution of natural resources which support our lives and livelihoods.

The following sections summarize available information on the natural resources in the Ashville Study Area. This Study Area was selected by the Comprehensive Land Use Plan Working Committee so that the Village could assess its development alternatives for the next 20 years. The boundaries of the Ashville Study Area are defined generally as Weigand Road on the north, U.S. Route 23 on the west, Hagerty Road on the south, and Walnut Creek Pike on the east. The Study Area maps represent a land area of approximately 15,500 acres (about 24 square miles).

Soils

Soil types and their attributes can determine the compatibility of land for urban development. Different soil characteristics can have limitations for certain types of land use. The U. S. Department of Agriculture's Conservation Service completed a Soil Survey of Pickaway County published in 1980. The survey found four major soil associations in the study area. The general soil associations are a combination of many soil types, but are categorized by their major soils. The general types give useful information for planning on a large scale. The four soil associations are:

Crosby-Kokomo-Celina Association

This soil association is made up of broad flat plains with knolls and depressions that have gentle or level slopes. It is found in the north-central, southeast and northeast sections of the study area. It generally drains poorly except where glacial till is existent, where it drains moderately well.

Crosby soils are present among flat knolls and ridges. It has a slow permeability and poor drainage. Kokomo soils are found in depressions and along waterways. This soil has a moderately slow permeability and very poor drainage. Celina soils are found in flats, low knolls, ridges, and along slopes of waterways. Celina Soils have moderately slow permeability and are moderately well drained.

Seasonal wetness, slow or moderately slow permeability and the hazard of erosion are the main limitations for land uses on the Crosby and Celina Soils. Surface and subsurface drains help improve drainage in these soils. Celina soil is the soil type best suited to the development of buildings in this soil association. Sanitary facilities need to be connected to central sewers and treatment plants in these soils.

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Land Use
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See Map 3**

Miamian-Kendallville-Eldean Association

This soil association is found on broad, gently rolling convex ridge tops with knolls. A belt runs north from Ashville. Three other sections, four near this belt across the Walnut Creek basin to the south and east. The soils drain well and grades are nearly level to sloping.

Miamian and Kendallville soils have a moderately slow permeability. Eldean soil has moderate or moderately slow permeability in the subsoil and rapid or very rapid in the substratum.

Slopes, erosion and seepage in the Eldean soil are the main limitations for development. Miamian and Kendallville soils are suited better to most sanitary facilities than the Eldean soil, because of the rapid permeability of effluent through the substratum which is a potential pollution problem.

Eldean-Genesee-Warsaw Association

This Association extends along the Scioto River and the Walnut and Little Walnut Creek beds. Eldean and Warsaw soils are found on broad flats, slight rises and slope breaks on stream terraces. Genesee soil is found on the broad flats of the flood plains.

Eldean soil has a moderate to moderately well permeability in the subsoil and is rapid or very rapid in the substratum. Genesee and Warsaw soils are moderately permeable. Genesee soils are occasionally flooded. All three soils are well drained.

These soils are well suited to building sites. However there is a pollution hazard to underground water supplies if they are used for sanitary facilities such as septic tank absorption fields, sewage lagoons, or sanitary landfills.

Westland

Westland soils are commonly found among flat or nearly flat grounds. It is found in three such belts near or adjacent to Mud, Dry and Bull Runs.

These soils are very poorly drained and are subject to ponding with a high seasonal water table. The permeability is moderately slow in the subsoil, while it is very rapid in the substratum.

Seasonal wetness, ponding, seepage and a moderately low permeability are severe limitations for developments of building sites, sanitary facilities and recreational uses. The most suitable land use for these soils is agricultural.

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See Map 4**

Hydric Soils and Wetlands

Soils that are exposed to water over an extended period of time are considered hydric. Hydric soils are susceptible to drainage problems.

The existence of hydric soils along with hydrophytic vegetation and specific types of hydrology can identify the presence of wetlands. Wetlands are areas of natural habitat for animal and plant wildlife. Wetlands also help control flooding and to replenish ground-water supplies.

Hydric soils can identify potential wetlands, but on site testing must be done to confirm that wetlands are present. About twenty percent of land in the Ashville Study Area contains hydric soils. New limitations set by the federal government on wetland development has made it important that wetlands be identified.

Scientifically, not much is known about the replacement of wetland areas. Ecosystems could be destroyed if haphazard development occurs in a wetland area. Therefore, it is important to plan development so that these important natural resources will not be depleted.

Topography

Topography is a useful in determining where runoff and drainage can be a problem.

The Ashville study Area remains mostly flat or gently sloping , except where intercepted by the Walnut creek and the Little Walnut Creek. The land rises and falls between 660 and 750 above sea level, but most of the land ranges between 690 and 720.

Glacial Geology

The topography for the study area was formed by glacial advances during the ice age. The last glaciation to cover the area was the Wisconsinian, which retreated 14,000 years ago.

The glacial advances left behind glacial drift that had traveled with the glaciation. Boulders, rock fragments and dirt scoured from the land beneath the glaciations were left behind when they retreated. The drift, or till, was left compacted to form ground moraines, which covered the underlying bedrock. Till that was pushed ahead of the glaciations formed a wedge between the ice formation and the land ahead. After the glaciations subsided the till was left piled up in this form called end moraines. The Ashville Study Area is covered by ground moraine, but a belt of end moraine exists to the South and East. The topography in these areas rises up 200' above that of the study area. The Depth to Bedrock map gives the extent to which till was deposited after the glaciations retreated.

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See Map 6**

Bedrock Geology

Most of the Bedrock within the study area is sandstone that grades to siltstone and shale to the south. The sandstone is thin bedded and fine grained in geologic nature. Along the Scioto River Plain is a Limestone and Dolomite-silurian bedrock Layer. This layer extends along the western boundary line a third of a mile wide.

The Ohio Department of Natural Resources indicates that the depth to bedrock varies from about 40 feet to over 200 feet. As shown on the Depth to Bedrock Map. Depth to Bedrock has important planning implications for urban development. It affects underground utilities, siting of septic systems, and sanitary landfill areas. Shallow bedrock does not appear to be a major problem for development within the Ashville Study Area.

Teays River Valley

Before the period of glaciation, much of the Ohio's drainage flowed into the Teays River system. The Teays River had its headwaters in the Virginian Appalachian Mountains. From there it cut Northwest through West Virginia and entered Ohio around Portsmouth. It then flowed north following the modern day Scioto River Valley until it was just south of Columbus, whereupon it headed east to join the Mississippi River. After the glaciations, drainage changed to form the Ohio River Valley of today. The study area was once covered in part by the Teays River Valley, but now it is filled with glacial drift.

Surface Water

All of the Ashville Study Area is drained by the Scioto River, which flows into the Ohio River. The major collector for the area is the Walnut Creek, which gathers drainage from the Little Walnut Creek and Mud Run. Dry Run collects runoff from the south study area and flows directly into the Scioto River.

During low stream flow, Walnut Creek carries 1 to 5 million gallons daily. A test for water quality taken at low flow as by the Ohio Department of Natural Resources' Central Ohio Water Plan of 1977, found that ratings for sulfates and chloride were good, while ratings for hardness (as Calcium) and total dissolved solids were fair. It is during low flow that the highest concentration of pollutants occurs. A water quality rating of good is suitable for domestic, agricultural and industrial supplies and usually requires little treatment. When a rating is considered fair, the water is suitable for domestic, agricultural and industrial supplies, but requires some treatment.

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Ground Water Pollution Potential

Ground water pollution potential maps help evaluate the vulnerability of land areas to ground water contamination. It is an important for land use planning and site development for sanitary waste disposal. The development of a potential map can prioritize monitoring and schedule clean up efforts for specific land areas. The pollution potential map also makes decision-makers knowledgeable to what procedures should take place to avoid contamination to ground water resources in sensitive areas.

The Ohio Department Of Natural Resources Pollution Potential Map of Pickaway County (1988), was used to find the ground water pollution potential for the Ashville study area. An index was created to show the different levels of pollution potential. The higher an index number is, then, the higher the pollution potential for groundwater. The index is created by the rating and weighing of seven factor of a given area. The seven factors of the pollution potential index are: depth to bedrock, net recharge, aquifer media, soil media, topography, impact of the Vadose zone media, conductivity (hydraulic) of the aquifer. The Ashville Study Area Map produces a large amount of high index numbers; careful planning must be made when development in these areas is planned.

Sand and Gravel Deposits

Sand and gravel resources are important resources for urban development such as site development and road construction. According to the Ohio Capability Analysis Program (OCAP) maps approximately 28% of the Ashville Study Area has probable sand and gravel resources. Most of these areas are located east, south and west of the current village limits with the largest areas with being located along Route 23 on the western edge of the Study Area. The areas north of the current Village limits are rated as being unlikely to have deposits of sand and gravel.

Floodplains

Areas within the Ashville Study Area have been mapped for flood plains. Flooding causes severe complications for any type of structure. Land within the flood prone areas should be restricted to agriculture and recreational uses.

Land that is subject to the 100 year flood level is located along the banks of both Major and Minor Waterways (See Floodplains Map). The 100-year flood plain is the areas of land that will flood when a storm of such magnitude occurs that it happens on average once every 100 years. Land abutting the Scioto River, Walnut Creek, Little Walnut creek and Mud Run are within the 100 year Floodplain. Nineteen percent of the Study Area is in the floodplain as designated by the Federal Emergency Management Agency (FEMA).

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8

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9**

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10**

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Plan
See Map
11**

Prime Farmland

Prime farmland is the best farmland. Often prime farmland can also easily be converted for use as urban development. The Pickaway County Soil Conservation Service found that 41 percent of the Ashville Study Area is Prime Farmland. They also found that 49 percent of the study area was prime farmland if proper drainage is utilized. Only 8 percent of the land is considered non-prime for farmland. Farming is an integral part of the area economy and should be preserved where possible.

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Land Use
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See Map
12**

SOCIO-ECONOMIC ANALYSIS

POPULATION

Population Trends

Since 1960, Ashville's population has shown steady growth, closely following trends for Pickaway County. During the 30 year period, Ashville's population grew 37.5% as compared to 34.6% for Pickaway County. From 1980 to 1990, Ashville's population grew 10.2% as compared to 10.5% for Pickaway County. In 1990, 4.67% of Pickaway County's population resided in Ashville and this percentage has remained relatively stable over the past 30 years.

Walnut Township and the unincorporated portions of Harrison Township have also had population growth. Walnut Township's population grew quickly in the 1970's (38.6%) but recent population growth trends in the 1980's show more modest growth (3.6%). The population in the unincorporated portions of Harrison Township has grown less quickly, but much of this less modest growth is due to annexations. South Bloomfield's population more than doubled over the past 30 years, but the village experienced a population loss of 3.6% during the 1980's. This loss is likely influenced by a lack of a sanitary sewer system which has limited new housing in the community in recent years.

The State of Ohio's population has grown very modestly (only 2.1%) over the past 30 years. This loss is due to negative net migration, which was a particularly strong trend in the 1970's and 1980's. This deficit of population moving into the state vs. population moving out has been primarily due to economic conditions and persons moving to areas of the country with more growth in employment opportunities. The Ohio Data Users Center (ODUC) expects this negative net migration rate to moderate over the next 20 years.

Table 1:
Population Trends, Ashville and Selected Areas
1960 through 1990

	<u>1960</u>	<u>1970</u>	<u>'60 - '70</u> <u>% Change</u>	<u>1980</u>	<u>'70 - '80</u> <u>% Change</u>	<u>1990</u>	<u>'80 - '90</u> <u>% Change</u>
Ashville	1,639	1,772	8.1%	2,046	15.5%	2,254	10.2%
S. Bloomfield	424	610	43.9	934	53.1	900	(3.6)
Harrison Twp. (excluding Ashville and S. Bloomfield)	1,908	1,871	(1.9)	2,021	8.0	2,138	5.8
Walnut Twp.	1,394	1,518	8.9	2,104	38.6	2,179	3.6
Pickaway County	35,855	40,071	11.8	43,662	9.0	48,255	10.5
Columbus MSA *	958,385	1,149,432	9.9	1,243,827	8.2	1,367,636	10.0
Ohio	10,625,017	10,652,017	0.3	10,797,604	1.4	10,847,115	0.5

Source: 1980 and 1990 U.S. Census of Population

Population Characteristics

Race

Ashville's 1990 population was 99.6% white, a percentage essentially unchanged since 1980 when the community was 99.5% white. This can be contrasted with Pickaway County, where the non-white population increased from 2.6% to 7.0% of the population and Ohio where the percentage of non-whites increased from 10.1% to 12.2% of the population. Nationally, the population is changing in its racial and ethnic composition. Minority proportions of the U.S. population are expected to grow at rates nearly double that of the overall population. This change will challenge many communities' ability to adapt to these changes, particularly in the area of the housing of minorities.

Income

Ashville's per capita income, median household income, and median family incomes remain slightly below those for Pickaway county and even more below state averages. It is important to note that it is not unusual for income figures for more "rural" areas to be below state averages. Housing and rent costs are generally lower in rural areas, a factor which compensates partially for these lower income figures. Ashville's income figures very closely reflect those of Pickaway County as a whole.

Although labor force statistics are not published for Ashville, it is expected from interviews with Ashville residents and business people that Ashville's labor force is similar to that of Pickaway County. Pickaway County's labor force is made up of a relatively high proportion of manufacturing workers.

Table 2:
Income 1979 and 1990
Ashville, Pickaway County and Ohio

	Ashville		Pickaway Co.		Ohio	
	1979	1990	1979	1990	1979	1990
Per Capita Income	6,124	10,820	6,267	11,018	7,286	12,853
Median Household Income	16,050	25,755	16,963	26,891	17,632	N/A
Median Family Income	17,305	27,763	18,767	34,448	20,830	N/A

Source: 1979 figures - 1980 U.S. Census; 1990 Estimates - National Planning Data, Corp., (N/A) - data not available.

Table 3:
Selected Population Characteristics
Ashville, Pickaway County and Ohio
1980 and 1990

	<u>Ashville</u>		<u>Pickaway County</u>		<u>Ohio</u>	
	<u>1980</u>	<u>1990</u>	<u>1980</u>	<u>1990</u>	<u>1980</u>	<u>1990</u>
Population	2,050	2,246	43,662	48,255	10,797,630	10,847,115
Male	1,011	1,099	21,767	26,466	5,217,137	5,226,340
Female	1,039	1,115	21,895	21,789	5,580,943	5,620,775
Percent White	99.5%	99.6%	98.4%	93.0%	89.9%	87.8%
Age Distribution						
(Percent)						
Under 5	9.5%	8.4%	7.5%	6.6%	7.3%	7.2%
5-20	28.7	24.8	28.0	22.0	27.1	23.3
21-44	37.8	39.1	36.1	41.7	34.5	37.2
45-64	17.0	17.5	19.4	19.8	20.4	19.3
Over 65	7.0	10.2	8.9	9.9	10.8	13.0
Median Age	27.1	30.3	29.9	33.0	29.9	33.3
Households						
Households	726	850	14,156	15,602	3,833,828	4,087,546
Family Households	581	644	11,498	12,243	2,854,191	2,895,223
Non-Family Households	146	206	2,658	3,359	479,637	1,192,323
Living Alone	128	185	2,386	2,935	(D)	1,020,450
Other Non-Family	18	21	272	424	(D)	171,873
Percent Non-Family	20.1	24.2	18.7	23.7	25.5	29.2
Average Household Size						
Average Household Size	2.82	2.65	2.92	2.72	2.76	2.59
Group Quarters						
Group Quarters	0	0	2,274	5,830	228,523	261,451

Source: 1980 and 1990 U.S. Census of Population and National Planning Data Corporation.

(D) Indicates data not available in 1980 U.S. Census published reports.

Household and Family Income Distribution

Households include all persons living in a housing unit and includes persons living alone or with non-relatives (non-family households). Average household incomes are therefore lower than average family incomes for a community or area. Household income is often a better measure of economic conditions and buying power within an area.

An analysis of the distribution of Ashville's household incomes in 1970 (as reported in the 1980 census) indicates that Ashville had a slightly higher percentage of households in the lower income categories than did Pickaway County. 1990 estimates for both geographic areas indicate that Ashville's household incomes distribution has become more similar to that of Pickaway County. However, it is estimated to that of Pickaway County. However, it is estimated that there will be a lesser percentage of households in the \$35,000 + income categories in Ashville than for the county.

Family income represents income for households in which there are at least two persons related to birth, marriage, or adoption. Median family incomes are typically higher than median household incomes because the figures eliminate single person households and households where non-relatives are sharing a housing unit.

Comparison of the distribution of family incomes for Ashville and Pickaway County again indicates that Ashville's incomes are very similar to those of the county. However, in 1980, there were a slightly higher percentage of Ashville households in the lower income categories than for the county. Again, as for household incomes, this difference is estimated to have narrowed somewhat by 1990.

One reason for the higher percentage of households and families with lower incomes is the lower ages of Ashville's population compared to the county. Ashville had a higher percentage of households headed by persons in the under 35 years of age category in 1990 as compared to the county (32.8% vs. 26.2%). Workers in the 35-44 and 45-54 age ranges are typically in their years of highest earnings. Therefore, the lower ages of Ashville's population contributes to the higher percentage of households and families with lower incomes.

Table 4:
Percentage Distribution
Household and Family Incomes
Ashville and Pickaway County
1979 and 1990

	<u>Household Incomes</u>		<u>Pickaway County</u>	
	<u>Ashville</u> <u>1979</u>	<u>1990</u>	<u>1979</u>	<u>1990</u>
Under \$15,000	45.8%	25.2%	43.0%	25.5%
15,000 - 24,999	34.8	23.2	31.5	20.3
25,000 - 34,999	12.9	23.9	16.1	20.2
35,000 - 49,999	5.5	18.9	6.9	20.0
50,000 - 74,999	1.0	7.5	1.6	10.7
75,000 or more	0.1	1.4	0.8	3.8

	<u>Family Incomes</u>		<u>Pickaway County</u>	
	<u>Ashville</u> <u>1979</u>	<u>1990</u>	<u>1979</u>	<u>1990</u>
Under \$15,000	39.7%	19.0%	36.3%	19.6%
15,000 - 24,999	37.5	22.1	34.3	19.5
25,000 - 34,999	15.0	25.5	18.9	20.8
35,000 - 49,999	6.1	21.3	8.0	23.3
50,000 - 74,999	1.2	9.3	2.0	12.5
75,000 or more	0.2	1.9	0.9	4.4

Source: 1979 figures U.S. Census of Population, 1990 Estimates National Planning Data, Corp.

Age Distribution

It is important to analyze the age distribution of Ashville's population so that we can understand the types of services, housing types, recreational facilities, etc. which are needed by Ashville's population.

Table 5:
1990 Age Distribution
by Major Age Groups
Ashville, Pickaway County and Ohio

	<u>Pre-School</u> <u>Under 5</u>	<u>School</u> <u>5-20</u>	<u>Family</u> <u>Formation</u> <u>21-44</u>	<u>Post-Family</u> <u>Formation</u> <u>45-64</u>	<u>Senior</u> <u>Citizen</u> <u>65 +</u>
Ashville	8.4%	24.8%	39.1%	17.5%	10.2%
Pickaway County	6.6	22.0	41.7	19.8	9.9
Ohio	7.2	23.3	37.2	19.3	13.0

It is important to note that Ashville has a larger percentage of its population in the pre-school and school-age categories than either the state or Pickaway County. These figures are indicative of the slightly larger percentage of families with children in the village as compared to the county and Ohio.

39.1% of the Ashville population is in the "family-formation" age group (21-44 years old). This is a slightly larger percentage than for the state and slightly less than for Pickaway County. However, the distribution of ages for Pickaway County are skewed by the larger number of persons in group quarters. The large numbers of inmates at the Orient Correctional Facility, many of whom can be expected to be in the 21-44 age group, increases the percentage of county residents in this age group.

Ashville has a lower percentage of population in the 45-64 and the over 65 age groups than either the county or the state. This reflects Ashville's larger percentage of population in the pre-school, school, and family formation age groups. However, 6.2% of Ashville's total 1980 households were persons over 65 years of age living alone.

In summary, it is evident that Ashville's population is younger than for Pickaway County or Ohio. However, the population is aging, a trend which is consistent with state and national trends. This aging trend is expected to continue due to several factors including aging of the large population of the "baby-boom" generation born in 1946 through 1964, increased life expectancies, and lower birth rates.

Educational Attainment

41.4% of Ashville's 1980 population age 25 and over had not completed high school. This is a higher percentage than for the state, (33.0%), but only slightly higher than for Pickaway County (39.8%). A lesser percentage of Ashville's 25 + population has attended college

(11.4%) than for the state (26.5%) and Pickaway County (16.9%). Ashville's educational attainment statistics are very similar to those of Pickaway County's.

Table 6:
Educational Attainment
Ashville, Pickaway County and Ohio
1980

	<u>Ashville</u>	<u>Pickaway County</u>	<u>Ohio</u>
Persons 25 + Years	1,102	25,263	6,289,777
Years of School Completed (Percent)			
Less than 12 Years	41.1%	39.8%	33.0%
12 Years	45.4	43.3	40.5
1-3 Years College	7.7	8.4	12.8
4 + Years College	3.7	8.5	13.7

Source: 1980 U.S. Census of Population

Population Projections

Population projections have inherent limitations and should not be viewed as predictions of the future. The future cannot be known with certainty and there is always the possibility of an event which cannot be foreseen based upon research of historical data. For example, Ashville could develop a new economic development program which causes increases in employment and population. On the other hand, an existing industrial plant which employs many Ashville residents may close its doors, reducing employment opportunities and population growth.

At the same time, isolated local conditions are not the only factors influencing population growth trends. The Columbus Metropolitan Statistical area (MSA), made up of Delaware, Fairfield, Franklin, Licking, Madison, Pickaway and Union Counties, experienced a population growth rate of 10.0% during the 1980-1990 period. Pickaway County and Ashville had nearly the same population growth rates, 10.5% and 10.2% respectively, during the same period.

The Columbus MSA population is projected by Woods and Poole Economics, Inc. to grow at a rate of 13.4% from 1990 - 2000 and 11.6% from 2000 to 2010. It is reasonable to project that both Pickaway County and Ashville (which has maintained a relatively constant share of Pickaway County's population for 30 years) have population growth rates similar to those of the Columbus MSA. Using these population growth rates results in the following projections:

Table 7:
Ashville and Pickaway County Population Projections

	<u>1990 Census</u>	<u>2000 Projection</u>	<u>2010 Projection</u>
Ashville	2,254	2,560	2,850
Pickaway County	48,255	54,720	61,070

(Note: all projections are rounded to the nearest 10 persons)

It is important to note that community actions such as annexation, infrastructure improvements, and zoning as well as local, regional, and national economic conditions can affect these projections. However, the above average employment share in the government and service sectors of the Columbus MSA has historically allowed the region to weather economic disruptions better than more manufacturing employment dependent areas of Ohio. Therefore, it is projected that Pickaway County and Ashville will continue to share in the above average growth of the central Ohio region.

HOUSING

Types of Housing

In 1990, 70.3% of Ashville's housing units were single-family units, a very similar ratio as that of the state and county (see Table 9). The proportion of mobile homes and trailers in the village was 5.5%. In comparison, Pickaway county has a very high percentage of mobile homes (15.7%). Many of these mobile homes are located in unincorporated areas of the county.

While the Census Bureau no longer reports on actual housing conditions, due to the subjective nature of rating such conditions, one indicator of housing conditions is the percentage of "overcrowded units" (over 1 person per room). County and 1.8% for the state. Obviously this is not the only factor to be considered in assessing housing conditions, but it is apparent from field surveys of the community that housing conditions are generally good in Ashville. Recent public rehabilitation programs also have certainly contributed to improvement in these conditions.

Housing Value

The median value of Ashville's owner-occupied one-family homes (excluding mobile homes and properties with a business or medical office) increased from \$40,200 in 1980 to \$59,300 in 1990. While this median value remains below figures for Pickaway County and the state, the percentage increase in the median value was slightly larger than state and county trends.

In examining the percentage distribution of housing values in 1990, it is apparent that the reason for the slightly lower median value is that Ashville had fewer homes valued over \$100,000 than did the state and county. However, Ashville had a larger percentage of homes valued in the \$50,000 - \$99,999 range than did the state and county.

Overall, these figures indicate that Ashville remains an attractive community and home buyers are still attracted to the community and its homes causing increases in home values.

Table 8:
Housing Value Percentage Distribution
Ashville, Pickaway County and Ohio
1980 and 1990

	<u>Ashville</u>		<u>Pickaway County</u>		<u>Ohio</u>	
	<u>1980</u>	<u>1990</u>	<u>1980</u>	<u>1990</u>	<u>1980</u>	<u>1990</u>
Less than \$50,000	69.6%	33.2%	62.2%	32.5%	58.4%	32.7%
50,000 - 99,999	29.6	61.8	35.6	55.7	36.6	49.2
100,000 - 149,999	0.7	4.7	1.9	9.6	3.8	11.6
150,000 - 199,999	0.0	0.2	0.2	1.6	0.8	3.6
200,000 and Over	0.0	0.0	0.1	0.7	0.4	2.8
Median Value	\$40,200	\$59,300	\$43,000	\$62,200	\$44,900	\$63,500

Contract Rents

Another indication of rental housing demand is median rent and the percentage distribution of rents. Ashville's median contract rent in 1990 was \$265, which was less than the state median of \$296 but higher than the Pickaway County median of \$263.

Part of the reason that Ashville's median figure is below that for the state is that less than 1% of the rental units reported in 1990 had rents in excess of \$500. Ashville a similar percentage of rental units with rent below \$150 monthly as for the state (38% and 35% respectively). Pickaway County had a higher percentage of rental units below \$250 monthly (44.4%). This indicates that rental values in Ashville are generally higher than for surrounding areas.

Vacancy Rates

Vacancy rates are in indication of the demand for housing in a community. Ashville's 1990 homeowner vacancy rate of 1.4% is similar to that for Pickaway County (1.1%) and Ohio (1.3%). There Ashville's and Pickaway County's rental vacancy rates of 4.2% as compared to the state's 7.5% indicates a stronger than average demand for rental housing.

Table 9:
Housing Characteristics
Ashville, Pickaway County and Ohio
1990

	<u>Ashville</u>	<u>Pickaway County</u>	<u>Ohio</u>
Total Housing Units	895	16,385	4,371,945
Occupied	850	15,602	4,087,546
Owner Occupied	507	11,181	2,758,149
% Owner Occupied	59.6%	71.7%	67.5%
Renter Occupied	343	4,421	1,329,397
Vacant	45	79	284,399
Homeowner Vacancy Rate	4.4%	1.1%	1.3%
Rental Vacancy Rate	4.2%	4.4%	7.5%
Persons Per Owner Occupied Unit	2.73	2.75	2.74
Persons Per Renter Occupied Unit	2.54	2.63	2.27
Units With Over 1 Person Per Room	9	311	71,711
Percent With Over 1 Person Per Room	1.1%	2.8%	1.8%
Units in Structure			
1 Unit	629	11,949	3,044,477
% of Total Units	70.3%	72.9%	69.6%
2-9 Units	180	1,650	665,360
% of Total Units	20.1%	10.1%	15.2%
10 or More Units	37	217	415,589
% of Total Units	4.1%	1.3%	9.5%
Mobile Home, Trailer Court and Other	49	2,569	246,519
% of Total Units	5.5%	15.7%	5.6%
Median Value-Owner Occupied Units	\$59,300	\$62,200	\$63,500
Median Contract Renter Occupied Units	\$265	\$263	\$296

Household Size

Ashville's household size decreased from 2.82 persons per household in 1980 to 2.65 persons per household in 1990. This decrease is consistent with national, state and county trends. Ashville's 1990 household size was slightly less than Pickaway County's average of 2.72. Ashville does have a higher percentage of persons living alone in households (21.8%) than does Pickaway County (16.9%), which explains this difference to an extent.

In general, projections are for decreases in household size nationally. It can be expected that Ashville's average household size will follow these national trends. This means that as Ashville's population increases, there will be a higher rate of growth in housing units than the rate of population growth.

SOCIO-ECONOMIC ANALYSIS SUMMARY

Ashville's population remains younger than that of Pickaway County and Ashville but continues to age with the aging of the large "baby-boom" generation born from 1946 to 1964 and with higher life expectancies. Ashville also has a higher proportion of younger families and households than for Pickaway County and the state, contributing to slightly lower than average income levels.

Ashville's population growth trends for the past 30 years has been steady, largely paralleling trends for both Pickaway county and Ohio. It is expected that population growth rates will continue to closely follow these trends. This projected population growth means that Ashville needs to prepare for continued growth in housing. This housing growth will also have impacts on public services such as water and sewer systems, roads and recreational facilities. It also creates the potential for new and/or revitalized commercial areas which can provide goods and services to this increased population. Another major issue is whether growth in manufacturing jobs can be attracted to the area to not only provide additional employment opportunities and income for the community, but also an increased tax base for provision of essential public services.

GOALS AND OBJECTIVES

The following goals and objectives have been prepared by an analysis of the issues and trends described earlier and issues raised by individuals interviewed, the public in two public workshops and the Comprehensive Planning Committee. These goals and objectives describe the vision the Ashville community has for its future development and change.

Goal Land Use

Encourage the development of a balance of residential, commercial and industrial land uses within the Village of Ashville while preserving the rural, agricultural character of the area.

Residential Land Use Objectives

- . Protect and strengthen existing viable residential areas.
- . Locate new residential areas in a manner which results in environmentally sound and cost effective patterns of land use.
- . Provide residential areas with adequate levels of services and facilities such as sewers, water, transportation facilities, schools and parks.
- . Provide a variety of housing types for different age and income groups.

Commercial Land Use Objectives

- . Encourage revitalization of the existing downtown area of Ashville.
- . Assure that newly developed commercial areas complement rather than compete with existing commercial areas.
- . Develop well-designed commercial facilities, compatible with surrounding land uses and adjacent roadways.
- . Assure that any new commercial areas are developed in clusters rather than as unplanned commercial strip development.

Industrial Land Use Objectives

- . Encourage industrial land uses in areas having the greatest potential for that growth.

- . Encourage the industrial park concept in attracting high quality light industry.
- . Assure the diversification of industry to provide stability in employment and tax base.
- . Support the viability of existing industries by reducing factors which may limit their expansion.

Goal Transportation

Improve pedestrian and vehicular circulation and safety in Ashville.

Objectives:

- . Encourage development of pedestrian circulation facilities in newly developed areas and in existing areas where they are not now provided.
- . Explore alternatives for improving access west of the railroad tracks in Ashville.
- . Explore alternatives for improving vehicle ingress/egress at the U.S. Post Office site.
- . Explore transportation alternatives for the persons whose access to services are limited such as the elderly and handicapped.
- . Assess the potential impacts of potential regional transportation projects such as the I-73 proposal upon Ashville's future growth and development.
- . Promote efficient and safe circulation on major roadways such as State Route 316, State Route 752, Long Street (Ashville Pike), and Circleville Avenue (Lockbourne-Eastern Road).
- . Improve existing roadways as necessary to reduce dangerous conditions.

Goal Environment

Encourage preservation of the environment and natural resources of the Ashville area.

Objectives:

- . Protect environmentally sensitive areas such as flood plains, wet lands, woodlands, aquifer recharge areas, steep slopes and surface waters.

- . Encourage the preservation of prime agricultural land.
- . Encourage development within areas which are sewered or will require minimum extension of sewers.

Goal Community Facilities and Services

Provide a high level of community services and facilities.

Objectives:

- . Improve the quality and capacity of the water supply and distribution system.
- . Improve the quality and capacity of the sanitary sewer system.
- . Reduce problems of infiltration and inflow in the sanitary sewer system.
- . Encourage the development and maintenance of high quality recreational facilities and programs for all age groups.
- . Encourage the development and maintenance of high quality educational facilities and programs for all age groups.

Goal Quality of Life

Develop projects and programs which will improve the quality of life for Asheville's residents.

Objectives:

- . Encourage the development of a branch library in Asheville.
- . Develop a beautification program for the Village.
- . Continue housing rehabilitation efforts.
- . Develop senior citizen housing and a senior citizen center.

Goal

Implementation

Encourage use of the Ashville Comprehensive Land Use Plan as a tool for decisions which affect the future development of Ashville.

Objectives:

- . Update zoning codes, subdivision regulations, and develop new regulations necessary to implement the plan.
- . Review zoning changes, new subdivisions and other new development proposals for consistency with the plan.
- . Revise the plan as necessary to fit changing conditions in the Village.
- . Create a mechanism for periodic review and updates to the plan.

DEVELOPMENT PLAN

After consideration of two "development alternatives" and receiving public comments on each alternative in a Public Workshop held on January 23, 1992, the Village of Ashville Planning Commission developed a "preferred" development which was a combination of the two alternatives and best meets the Village of Ashville's needs for the future.

This development plan considers not only the current corporate limits of the Village, but also makes recommendations for areas which are within the Village's planning study area, so that as new areas are annexed to the Village, recommended land uses are established for these annexation areas.

As a policy document, the Development Plan provides a framework for review of more detailed development proposals.

ANNEXATION

There are no general criteria by which the logical physical size of a community of a certain population can be determined. However, in developing this land use plan, a study area generally bounded by Weigand Road and St. Paul Road to the north, Walnut Creek Pike to the east, Campbell Road to the south, and U.S. 23 and the Village of South Bloomfield corporation limits to the west. Land use recommendations have been made for this entire area.

It is obvious that not all of this area will be annexed to the community in the immediate future. Under Ohio Law, two methods exist by which an area may be annexed to the village:

1. on application of the majority of freeholders (property owners) in the area being considered for annexation and
2. on application of the village. The first is the simplest of the two, but both methods require majority approval in the unincorporated township area and approval by the County Commissioners.

Timing is a major consideration in Ashville's annexation program. From the point of view of planning, areas to be annexed should be annexed as soon as possible, when largely undeveloped. This will allow the area to be developed to be planned in a sound and comprehensive manner. However, from the standpoint of finances, those areas which do not develop reasonably soon may cause financial problems due to a lack of tax base.

For these reasons, it is recommended that the areas in which there is significant development pressure, primarily north of State Route 752 should be the first priority of the Village for annexation. Particularly due to the limited tax base of the Village, major emphasis should be placed on annexation of areas north of State Route 752 and west of the railroad tracks. These areas can provide tax base from existing and proposed industrial uses. These lands have significant development potential due to ready access to U.S. Route 23 and the railroad line. These lands provide few physical limitations for development should water and sewer utilities be provided by the Village.

LAND USE PLAN

Land Use Descriptions

Residential Estates

Residential estate uses are recommended for the areas east of Circleville Avenue, east of the current Village Corporation limits. This area is east of existing single-family housing in the community and can appropriately be developed for one-acre lot housing.

Low-Density Residential

Low-density residential housing is proposed primarily in areas which are already experiencing development pressures or include some already existing low-density residential development, such as to the south of Walnut Creek in areas proposed for eventual annexation. Other areas proposed for low-density development are areas north

of State Route 752 and east of the railroad tracks.

Medium Density Residential

Medium density residential (5-9 units per gross acre) development is proposed for areas of already existing small lot single-family residential development and two-family residences. These areas are located west of Long Street and east of the railroad tracks within the Village. Another area of medium density residential development is proposed for the area bounded by the Village Corporation limits to the north, the railroad tracks to the west, the alley north of Main Street to the south and Cromley Street to the east.

High Density Residential

In order to provide a range of housing types for existing and future residents, several areas of high density residential development (10-14 units per acre) are proposed. These are in areas where multi-family development exists and also in areas between the railroad tracks north of the current Village Corporation limits and in a newly developing area west of the Conrail tracks.

Office/Residential

These areas are reserved for low-to-medium density residential development and office/service uses along the major thoroughfares of Main Street and Long Street. The purpose of these areas are to provide transitional uses between busy thoroughfares and low and medium density residential uses. Along the Main Street frontage, office-residential uses proposed between the Conrail tracks and Scioto Street. On Main Street, office/residential development is proposed between the existing downtown area and Station Street and between South Street and State Route 752.

Neighborhood Commercial

These areas are intended for commercial and service uses which serve nearby areas of residential uses. These areas are meant to accommodate less intensive commercial, service, and office uses which would not include automobile service stations or drive-in/drive-through facilities. These areas are recommended for the existing downtown area and in the existing commercial area on Long Street between Station Street and South Street. Another area of neighborhood commercial development is proposed in the newly developed area on the north side of Main Street west on the Conrail tracks. Less intensive commercial uses will be more compatible with the existing and proposed multi-family residential developments in the newly developed area.

General Commercial

General commercial areas serving needs of the community and surrounding areas and which include more intensive commercial uses including automobile-oriented facilities such as automobile service stations and drive-through facilities are proposed for three areas. These include existing commercial areas on Main Street west of the Conrail tracks, existing commercial areas on both the northwest and northeast corners of State

Route 752 and the Ashville Pike and in a proposed annexation area at the northeast corner of U.S. 23 and State Route 752.

Industrial and Manufacturing Uses

To strengthen its economic base and to provide job opportunities for its growing population, a large area west of the Conrail tracks is proposed for industrial uses. These uses are:

Light Industrial

These are land areas reserved for development of industrial and associated service uses. These uses are to have operations and storage entirely within enclosed buildings and which do not adversely affect their surroundings. These areas are proposed west of the Conrail tracks along State Route 752 and U.S. 23 west of Mud Run.

General Manufacturing

General manufacturing are land areas reserved for industrial, warehousing, wholesaling, and related activities which do not adversely affect their surroundings in terms of fire or explosion hazards; air pollution; illegal discharges of liquid or solid wastes, production of glare, heat, or light onto adjacent properties; or production of vibrations beyond their property lines.

In order to provide a suitable area for more intensive manufacturing uses with railroad access, general manufacturing uses are proposed north of State Route 752 and between the Conrail tracks and Mud Run. The area north of State Route 752 owned by Reynolds Aluminum and Columbus Industries is proposed for general manufacturing uses per their current use.

INFRASTRUCTURE

Utilities

One of the major needs of the Village is to update and expand its water and Sanitary sewer utilities in order to provide for increased development both within the Village and in proposed annexation areas.

Water System Improvements

A recent engineering report, commissioned by the Village, detailed the need for several water system improvements. These improvements are necessary to provide for existing needs and Village growth.

A major need is for a new 250,000 gallon storage tank to provide for additional storage per the requirements of Ohio EPA that one day's usage be contained in elevated storage. The elevated storage will improve fire protection and handle peak flows.

The report recommends that the storage tank be built west of the railroads tracks and south of State Route 752. This recommendation is consistent with the current and proposed growth patterns of the Village.

Also, recommended is the development of a new well field and water treatment plant to provide water for existing development and future growth. The existing plant was first built as part of a Works Progress Administration (WPA) project and the last addition to the plant was made in 1969.

The new well field and plant alternatives considered in the report indicates that the new well field should be located somewhere south of the Walnut Creek.

Sanitary Sewer System

The sanitary sewer system is under-capacity as well, due to cross connections of storm drains. It is necessary that this capacity problem be addressed so that the Village can accommodate new development. Without the ability to extend both sanitary sewer and water lines to new development, there is little likelihood that new growth will occur.

New sanitary sewer collection lines have been constructed on the north side of the Village which will allow servicing of areas well to the north of the Village current corporation limits. The Village should study its alternatives for increasing sewage treatment capacity to enable service of these areas to the north and northwest of the Village. One alternatives might include establishment special sewer districts to reflect the cost of servicing newly annexed areas.

Storm Sewer System

There is not good storm sewer system data available for the Village. A storm sewer master plan should be developed which shows major storm sewer trunk lines and which determines necessary storm sewer facilities to accommodate proposed land development.

Establishment and enforcement of a storm water management policy is essential so that run-off from new development can be controlled. This will be especially important for the land areas north of the Village which have very little slope. In these areas, it may be necessary to establish storm water detention/retention facilities to control the rate of storm water run-off from newly developed property.

ZONING

One of the major tools for implementing the Comprehensive Land Use Plan will be the zoning ordinance. A review of the current Ashville zoning ordinance has been made.

New zoning districts should be established. The four zoning districts established under the current code, the R-1.0 (Single-Family Residential) Districts, R-2.0 (Multiple-Family Residential) District, G-C-1.0 (General Commercial) District, and the I-1.0 (Industrial) District are very broad in their permitted uses and allow inadequate control by the Village of uses which are incompatible with one another.

New districts which should be established by the Village per the Land Use Plan include:

Residential Districts

RE - Rural Estate Residential District

This district would allow single-family residential development at a density of less than one unit per gross acre (approximately 40,000 sq. ft. lots).

R-1 Single-Family Residential District

This district would permit single-family residential development at a density of 1 to 4 units per gross acre (minimum of 10,000 sq. ft. lots).

R-2 Medium Density Residential Development

This district would permit single-family and two-family residential development at medium densities (5-9 units per gross acre). Single-family residential lots would be a minimum of 7500 sq. ft. Two-family dwellings would be permitted on 10,000 sq. ft. lots.

R-3 Multiple-Family Residential Development

Multiple-family residential development at high densities (up to 14 units per gross acre) would be permitted.

Commercial Districts

O-R-Office-Residential District

This district would permit business and professional offices, studios, funeral homes, churches, and single-family residential and two-family residential units.

C-1 Neighborhood Commercial District

This district would permit retail sales and service oriented to nearby areas of surrounding development. Uses would include local convenience retail/service uses such as grocery/food stores, drug stores, barber shops, beauty salons, bakery shops, dry cleaners, laundromats, banks, offices, restaurants (excepting drive through facilities or taverns/cocktail lounges, etc.).

C-2 General Commercial District

This district reserves certain land areas for commercial uses which serve general commercial needs of the community and surrounding areas. These uses would include retail sales and service uses, offices, motels, taverns, vehicle sales, commercial recreation, automobile service station, and restaurants including those with drive-through facilities.

I-1 Light Industrial District

This district reserves land areas for industrial parks and light manufacturing and warehousing uses in which operations and storage are entirely within enclosed buildings.

I-2 General Industrial District

This district reserves lands for industrial manufacturing and warehousing uses and related accessory uses which are developed and maintained so as to not nuisances adjacent properties or the general public. Performance standards are to be established for all uses in this district.

Other Zoning Ordinance Measures

"Pyramiding" of Permitted Uses

The Ashville zoning ordinance allows "pyramiding" of uses so that less intensive uses such as residential uses are also permitted in commercial and industrial zoning districts. These provisions can cause two problems: (a) allowing establishment of residential uses which are incompatible with the traffic, noise, and operations related to more intensive uses and (b) it allows establishment of residential uses in areas which may better be reserved for commercial and industrial uses which can provide both tax base and employment opportunities for the community. These provisions should be eliminated from the Village zoning ordinance.

Establishment of Planned Unit Development (PUD) Districts

The zoning code should have provisions for establishment of Planned Unit Development (PUD) districts. A PUD zoning district can allow for flexibility in land uses and site development standards which account for specific development site assets and liabilities. PUD district regulations allow for more detailed review of specific development proposals by the village and can result in better developments from the perspective of both the developer and the village.

Parking

Parking regulations should be in a separate section of the zoning ordinance. All parking spaces, access drives should be required to be paved. Parking space standards for specific uses should be reviewed and amended. For example, the number of parking spaces required for residential dwellings (1 per dwelling) are inadequate, the number required for restaurant uses is inadequate, and the number required for retail stores is excessive.

Accessory Buildings

A limitation on the size of accessory buildings (detached garages and sheds) for residential uses should be established. These size limitations should relate to the amount of floor area of the residence.

Signs

There should be sign size limitations based upon zoning district and upon the size of buildings and setback limitations for all signs. Use of temporary (or mobile signs) should have time limits.

Overall Zoning Recommendations

As soon as possible after adoption of the Comprehensive Land Use Plan by the Village Council, the zoning ordinance should be reviewed and amended to implement the land use recommendations of the Plan.

SUBDIVISION REGULATIONS

The following amendments to the village subdivision ordinance are recommended:

Dedication of Sites and Open Spaces

Provisions should be made to establish a parks and recreation fee in lieu of dedication of land area at the option of the Village Planning Commission. This provision will prevent the creation of small unusable park lands scattered throughout the community.

Off-Street Parking and Loading Requirements

These requirements should be contained within the zoning ordinance and not within the subdivision regulations.

Sidewalks

Sidewalks should be required within all subdivisions unless a variation is specifically granted by the Planning Commission.

Street Lights

Street lights should be required in all new subdivisions at the expense of the developer. All wiring for lighting and electric utilities should be undergrounded by the subdivider.

Inspection Expenses

A percentage of the performance bond cost for inspection of public improvements by the Village Engineer should be deposited with the Village Treasurer. These funds can be drawn upon as the construction of public improvements is inspected. The unused remainder of the inspection fees can be released to the subdivider upon acceptance of the improvements by the Village.

Lot Dimensions

The lot dimensions should refer to the zoning ordinance and require that the subdivider

meet zoning regulations for the zoning district in which the lots are located.

Other Regulatory Measures

The Village of Ashville does not have a building code to assure minimum construction standards for new residential development. The Village does not have the volume of building activity to support a building inspector. However, the Village should explore a cooperative arrangement with the City of Circleville or perhaps a community in Franklin County that has already instituted a building code. Implementation of such a code will protect not only owners of newly constructed properties, but also future owners of these properties.

TRANSPORTATION

Several transportation improvements are recommended as part of the plan. A thoroughfare plan (or functional road classification) is recommended as part of this Comprehensive Land Use Plan as an integral part of implementing the Plan and is shown on Map 14. The functional classifications which best fits Ashville's roadways system are:

Principal Arterial - these roadways serve movements between large urban areas. These roadways include limited or controlled access freeways and other major roadways. In the Ashville study area, U.S. 23 would be classified as a principal arterial roadway. Minimum right-of-way width is typically 120 feet or more.

Minor Arterial - these roadways serve larger towns and provide service between counties. Minor arterials are designed for high speeds and minimum interference to through traffic. No roadway fits this characteristics in the Ashville Study area.

Collector

Major Collector - primarily serve county seats and larger towns not on arterial routes.

Minor Collector Roads - primarily serve smaller communities and serve to bring all developed areas within reasonable distances of major collector or higher classification roadways.

In the Ashville study area, State Route 752, State Route 316, Lockbourne - Eastern Road, Ashville Pike, Cromley Road, Ashville - Fairfield Road, Weigand Road, and Miller Avenue would most appropriately be classified as minor collector roadways. These roadways should have a minimum right-of-way width of 60 feet.

Local Roads and Streets

These roadways serve to provide access to collectors and arterial systems serves travel over relatively short distances. Minimum right-of-way would typically be 50 feet.

Marginal Access Roadway

A minor street which is parallel to minor street or higher classification roadway. This roadway is primarily designed to serve properties abutting a major roadway and to separate through traffic on these major roadways from the traffic generated by these abutting properties except at controlled access points.

A marginal access roadway may be necessary to serve the proposed light industrial development proposed along U.S. 23 from State Route 752 and Weigand Road.

Other Recommended Improvements

Post Office Access

It is recommended that the driveway to the U.S. Post Office on Main Street be aligned with Long Street to improve access to the Post Office facility. There is sufficient vacant land to accomplish this improvement to the west of the Post Office parking lot.

Miller Avenue Extension

Miller Avenue should be extended to State Route 752 as the property develops to provide another north-south access between these major state roadways on the west side of town.

Railway Crossing

As the rail crossing at Main Street and State Route 752 have been adjusted over the years, grade problems have been created. As improvements are made by the Ohio Department of Transportation to these roadways, these roadway crossings over the railroad tracks should be improved.

Widening of State Route 752

As property along State Route 752 is developed into industrial uses, a center-turn lane should be implemented to allow left turn movements to the properties to be accommodated so as to minimize interference with through traffic.

Widening of Weigand Road

As industrial uses are developed along Weigand Road on the northern border of the Ashville Study Area, a center-turn lane will also be necessary on this roadway. This center turn lane will allow the access to properties to not interfere with the important through traffic function of Weigand Road.

Emergency Vehicle Access Areas West of Railroad Tracks

Emergency vehicle access to areas west of the Norfolk and Western railroad tracks will become more important as areas west of these tracks develop. The feasibility of providing a grade-separated crossing across these tracks should be explored. It is likely

that the most feasible point for this crossing is at State Route 752. A crossing at Station Street which would connect with the eventual extension of Miller Avenue and provide access to the west side is another possibility. It is more likely that state funds can be obtained for a State Route 752 crossing. Access to the existing development and future development between the two railroad tracks in the Village is also important and road connections these developed areas to State Route 752 should required as these areas develop. Another alternative to providing a grade-separated crossing may be to add an additional fire station west of the railroad tracks as the State Route 752 - U.S. 23 area develops in the future. An analysis of the cost effectiveness of a grade-separated crossing vs. a new fire station would have to be made in order to determine the most feasible alternative for provision of emergency services.

QUALITY OF LIFE IMPROVEMENTS

While it is obviously important that previously discussed improvements in infrastructure and land use recommendations discussed earlier are important to the sound future development of the Village, it is also important that improve residents' quality of life be made. Many of these recommendations have been developed based upon input received in two Public Workshops and from the Comprehensive Planning Committee.

Downtown Revitalization

The existing downtown area of the Village, as in most older communities, has seen dramatic changes in its downtown area as major roadway improvements have changed the way in which people live, work, and shop.

There are several positive aspects in downtown Ashville, however, including the presence of the Post Office, a restaurant, banking, and the pharmacy. These uses help to serve as "anchor stores" which generate traffic to the downtown area. Every effort must be made to build upon these strengths. It is particularly important that the U.S. Post Office be maintained in the downtown area of Ashville. Downtown business and property owners and community leaders should resist any efforts to relocate the post office out of the downtown area.

Downtown business people and property owners should organize and establish a non-profit corporation which can undertake a wide variety of projects including developing public parking, encouraging commercial rehabilitation projects, and new development, and promotional activities.

Major recommendations for the downtown commercial area of Ashville include:

Vacant Building Reuse

The vacant building on the west side of Long Street in downtown Ashville is approximately 4000 sq. ft. Utilization of this building is essential to revitalization of the area. Several uses are possible as a community library, a senior/community center, or possibly as office uses. Any of these uses will require additional parking off-site as discussed below.

Create Downtown Parking

Additional parking downtown will be necessary, particularly if the vacant building is to be utilized. Potential parking areas are include use of the lots behind the businesses on the west side of Long Street including the Ice House property. Creating this parking area would require a cooperative venture between downtown property owners, business owners, and the Village. A long-term lease arrangement might be arranged if this cooperation can be achieved.

Another potential is the use of the church parking lot at the corner of Plum and Long Streets. This lot could be paved and maintained by the Village and/or downtown business property owners in return for the right of use the property for a public parking lot.

Development of additional parking is essential to the reuse of the vacant building in downtown and should be actively pursued by downtown business/property owners and the Village.

Public Improvements

Development of public improvements such as street trees, period-style street lighting, benches, trash receptacles, and paving in a unified design should be a longer term goal. These improvements can accomplish two purposes - (1) to make the downtown area a more pleasant place to shop and (2) to demonstrate an overall community pride and which will encourage quality residential, commercial, and industrial development.

Park Improvements

Another desired quality of life improvement identified in Public Workshop #1 was to develop a community park on the west side of town. The only feasible location for this park will be somewhere between the two railroad tracks north of Station Street. Development of this west side park will provide better recreational opportunities for west side residents.

Park development should be considered west of the Conrail tracks and south of the Village as these areas develop. Development of new parks would provide more of a "neighborhood" park system to serve areas which have limited access to the existing community park. A Parks and Recreation Board should be established to plan for new parks facilities and programs and to address this important need.

A parks and recreation fee should be considered for new residential development to provide capital improvement funds for park acquisition and development of existing facilities. This fee can be levied in lieu of land dedication at the option of the Planning Commission. Federal Land and Water Conservation Funds are available through the State office of Outdoor Recreation Services.

OTHER IMPLEMENTATION MEASURES

Economic Development

With the recommended improvements in utility services, lands west of the railroad tracks will have excellent potential for industrial development. Cooperation with the Circleville/Pickaway County Chamber of Commerce will be essential in attracting this development.

Use of tax incentives for attraction of this industrial development will be sure to be an issue. A careful analysis of the costs and revenues associated with use of tax abatements must be made in order to assure that tax incentives for specific projects are in the best long-term interest of the Village, the Teays Valley School District, and Harrison Township.

Village Beautiful Commission

Another measure which can be used by the Village to encourage public and private property improvements is to establish a Village Beautiful Commission. This group of people interested in improvements can organize public projects such as community clean-up/fix-up campaigns, anti-litter programs, tree and flower planting programs, and recognition/award programs for business and residential property owners. The use of this type of Commission to encourage rather than mandate property improvements can be very effective.

WHEN TO USE THE PLAN

The Comprehensive Land Use Plan should be used regularly by the Village Council, Planning Commission, Board of Public Affairs, and Village staff on a regular basis.

Specifically, the Plan should be referred to in the following situations:

1. decisions on rezoning
2. review of preliminary subdivision plans
3. formulation of capital improvement plans including:
 - thoroughfare
 - location and design of community buildings and facilities
 - park acquisition and development
 - utility improvements
 - annexation decisions
4. long-term decisions on the provision of Village services.

Another important use of the Land Use Plan is to encourage cooperation with other government jurisdictions such as Pickaway County, Harrison Township, and Walnut Township as areas within the Ashville study area develop. Although Ashville does not have the right of review of subdivision proposals outside of its corporate limits, it is in the long-term interest of these jurisdictions to assure the long-term viability of the Ashville Community as an industrial, commercial, and residential center for northern Pickaway County. Development proposals for the Ashville Study area should be reviewed by other jurisdictions for conformance with this Land Use Plan.

UPDATING THE PLAN

The Plan should be reviewed annually by the Village Planning Commission to determine if new data is available or development trends have changed which warrant an update of a section of the Plan. Any decisions which are made which are not consistent with the Plan should be considered very carefully. If it appears that development trends have changed to the degree that the Plan is no longer applicable to new conditions, the entire Plan should be updated.

RECOMMENDATION

IMPLEMENTATION MATRIX

- Update Zoning Reg
- Update Subdivision Regs
- Establish Park/Rec Board
- PC/BZA Training
- Annexation Strategy
- Downtown Development
- Parking Improvments
- Reorient Post Office Driveway
- Develop Community Library
- Waste Water Improvements
- Water Improvements
- Storm Sewer Improvements
- Street and Road Improvements
- Economic Development
- Develop Senior/Community Center
- Establish Village Beautiful Commission

V.C.	P.C.	BZA	BPA	P.Co.	C.C.	ODOT	D.D.O	USPO.
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○	●	○						
●	○							
○	●	●						
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○	○				○		●	
●	○						●	
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●	○						○	
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- Lead Role
- Support Role
- No Direct Role

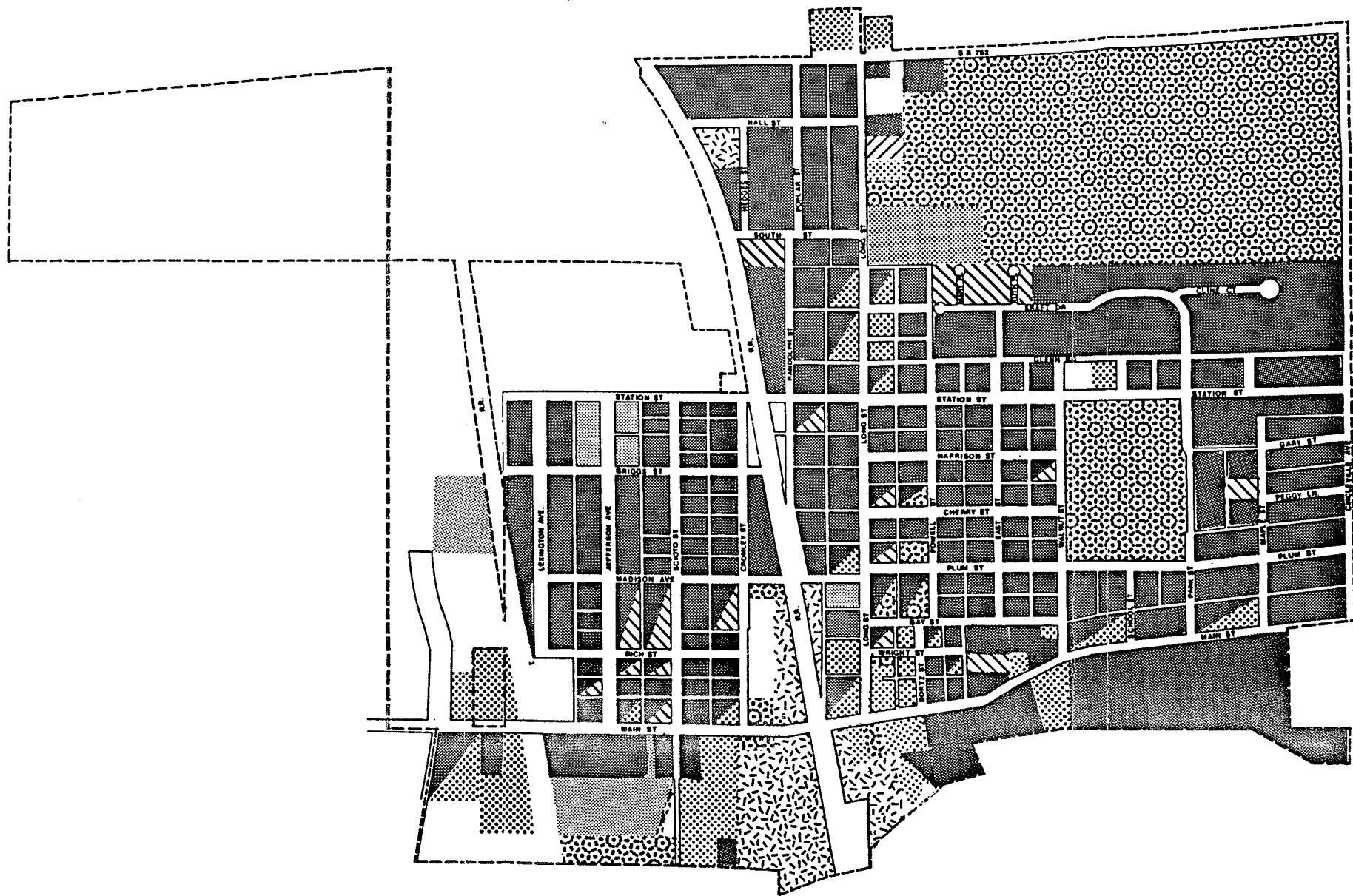
V.C. = Village Council
 P.C. = Planning Commission
 BZA = Board of Zoning Appeals

B.P.A. = Board of Public Affairs
 P.Co. = Pickaway County
 C.C. = Chamber of Commerce

ODOT = Ohio Dept. of Transportation
 D.D.O = Downtown Development Organization
 U.S.P.O. = U.S. Post Office

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Land Use
Plan
See Map
13**

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Land Use
Plan
See Map
14**



Single Family
 Two Family
 Multiple Family
 Commercial
 Public - Quasi Public
 Industrial
 Vacant

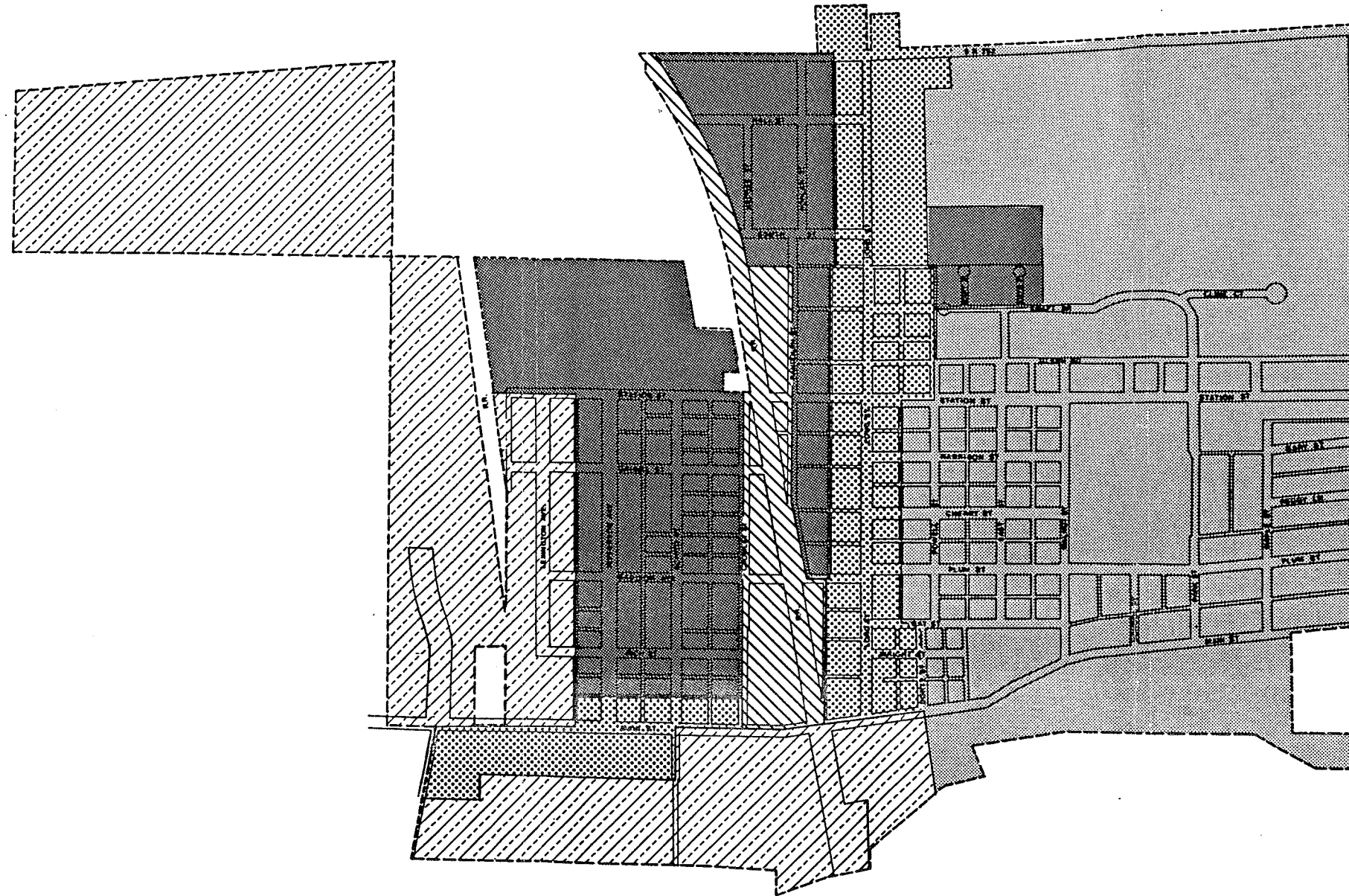
Existing Land Use






Ashville Comprehensive Land Use Plan

3D/Group, Inc.
 Architects and Planners

Map 1

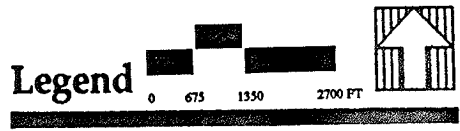
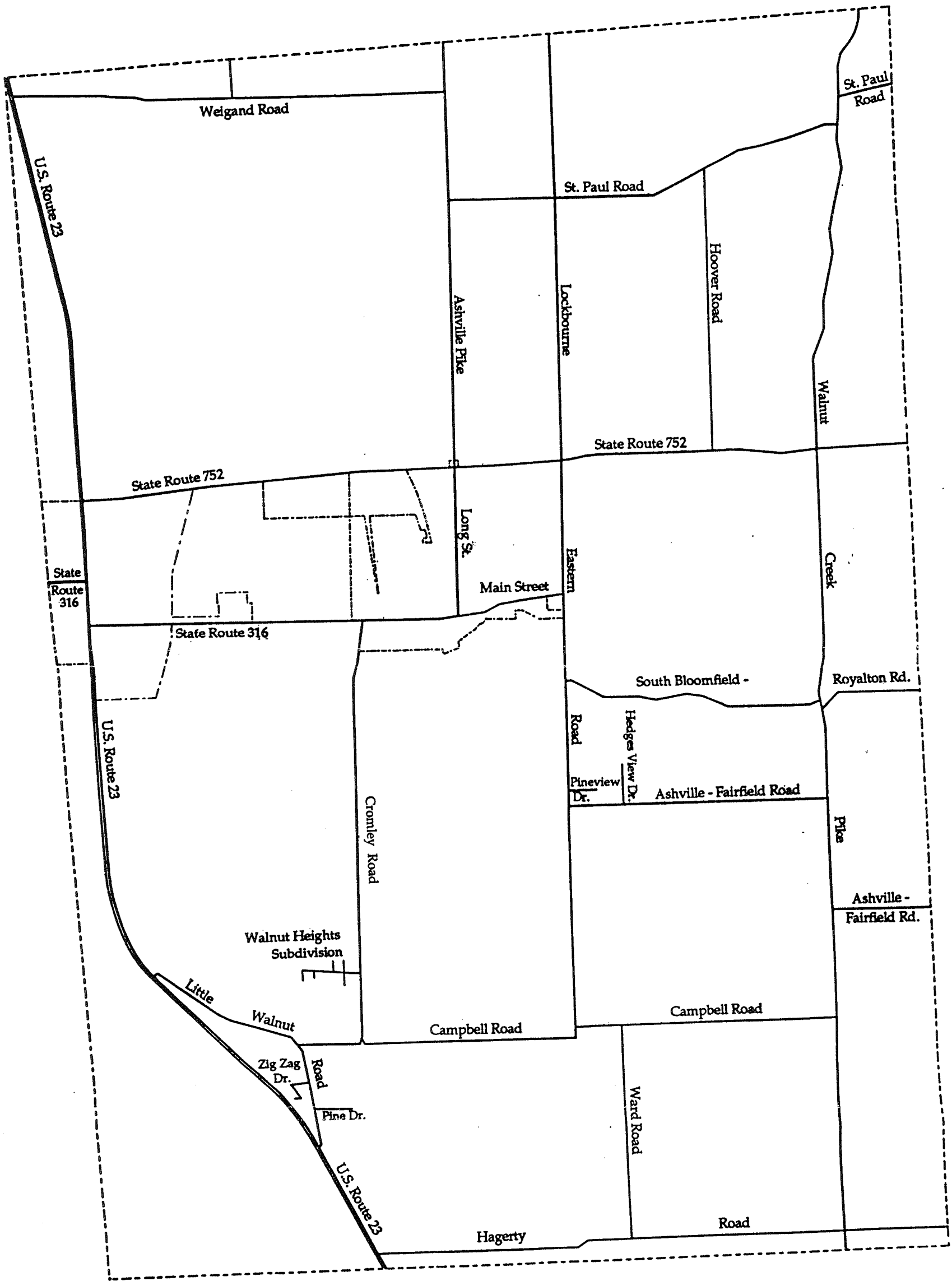
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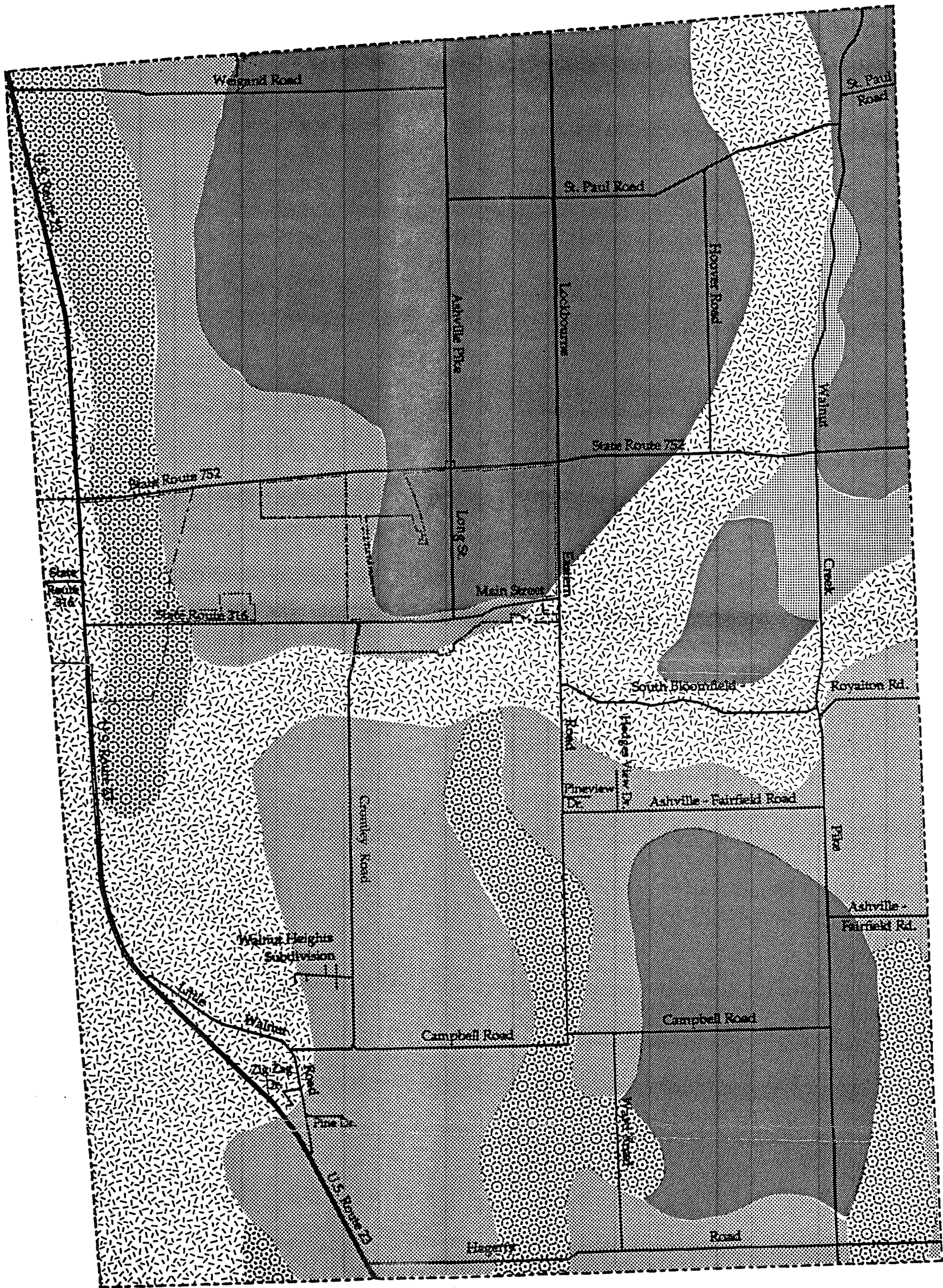
-  R-1
-  R-1, R-2
-  R-1, R-2, G-C
-  R-1, R-2, G-C, I
-  I

Existing Zoning

Ashville Comprehensive Land Use Plan



Map 3



- Crosby-Kokomo-Celina
- Miamian-Kendalville-Eldean
- Eldean-Genesee-Warsaw
- Westland Association

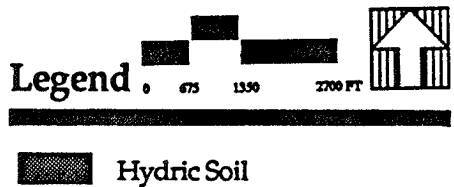
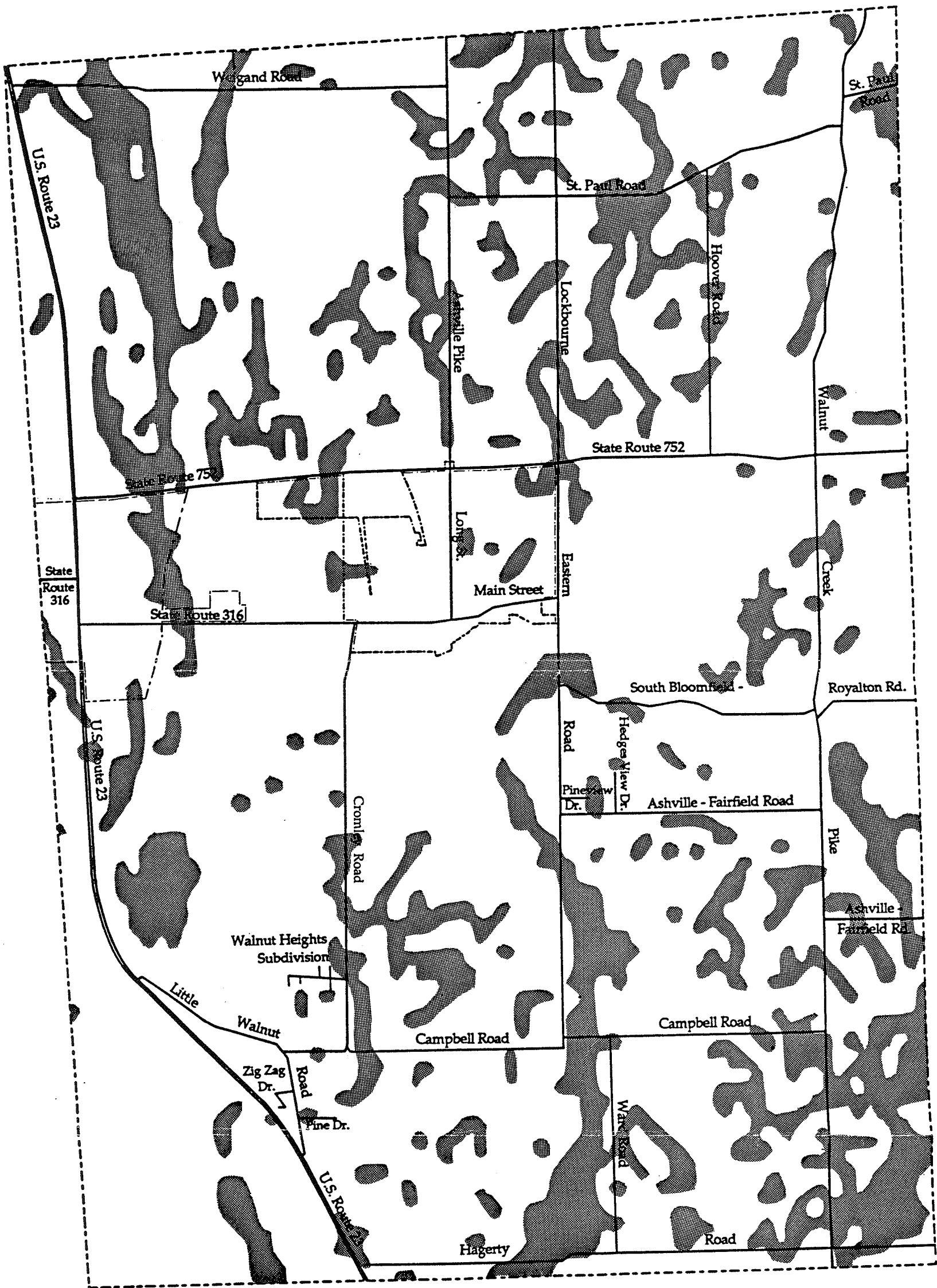
General Soils

Map 4

3D/ Group, Inc.
Architects and Planners

Ashville Comprehensive Land Use Plan Ashville Study Area

Source: United States Department of Agriculture
Soil Survey of Pickaway County (1980)



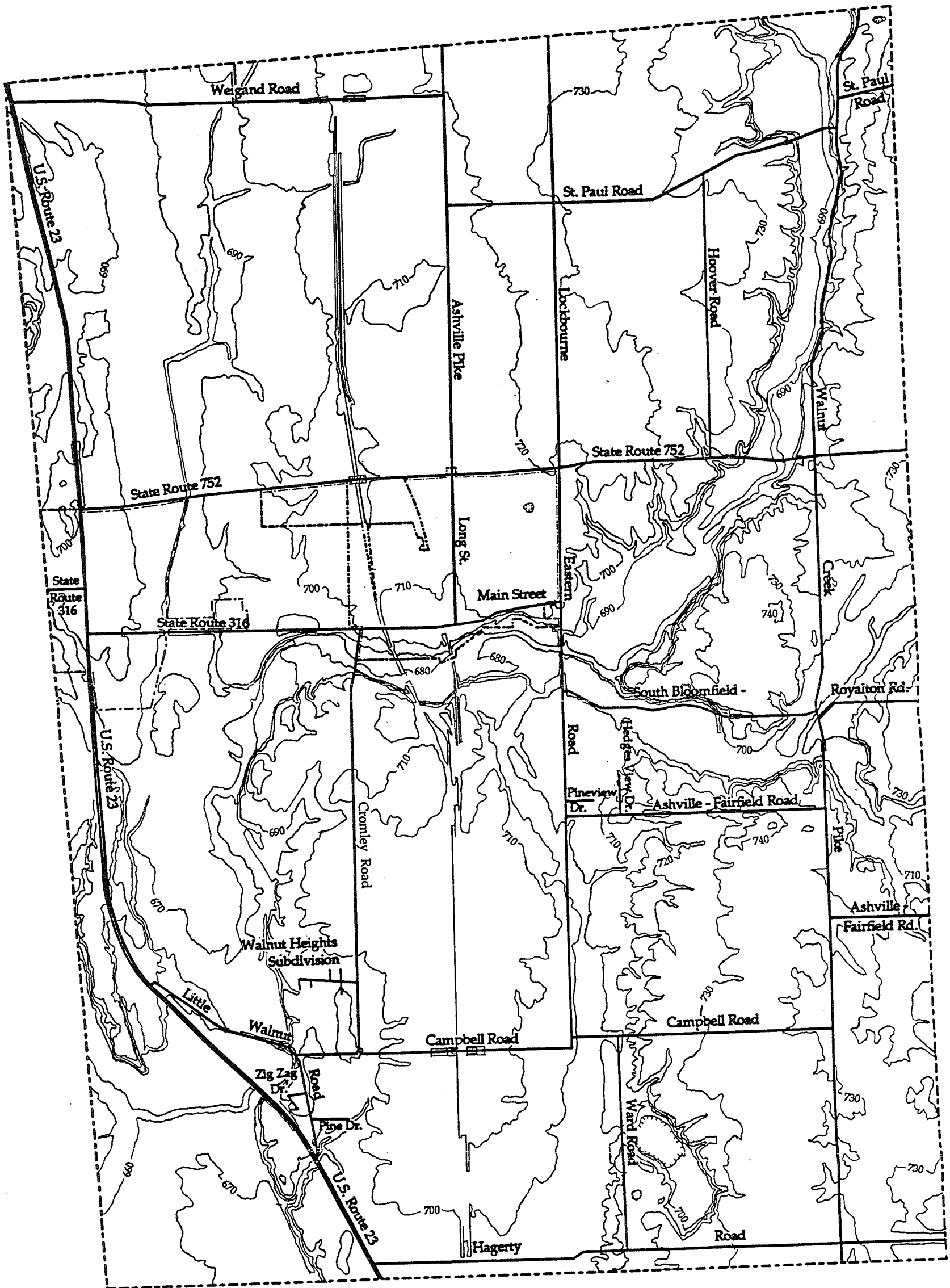
Hydric Soils

Map 5

3D/ Group, Inc.
Architects and Planners

Ashville Comprehensive Land Use Plan
Ashville Study Area

Source: Ohio Department of Natural Resources
Ohio Capability Analysis Program



Contour level at 10 foot intervals

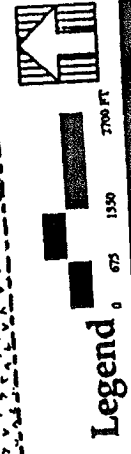
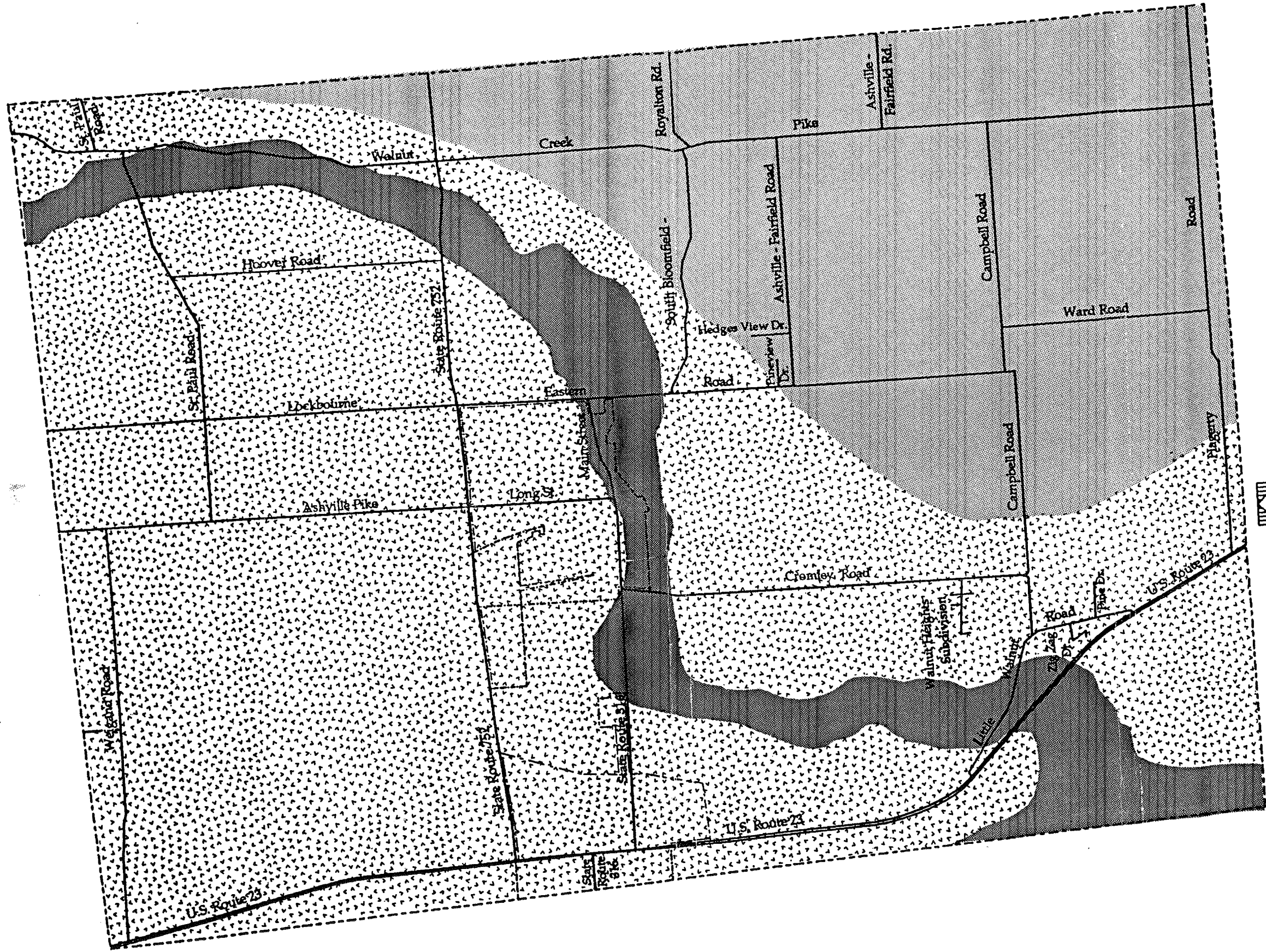
Topography

Map 6

3D/ Group, Inc.
Architects and Planners

Ashville Comprehensive Land Use Plan
Ashville Study Area

Source: United States Geological Survey (1985)

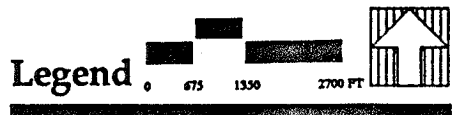
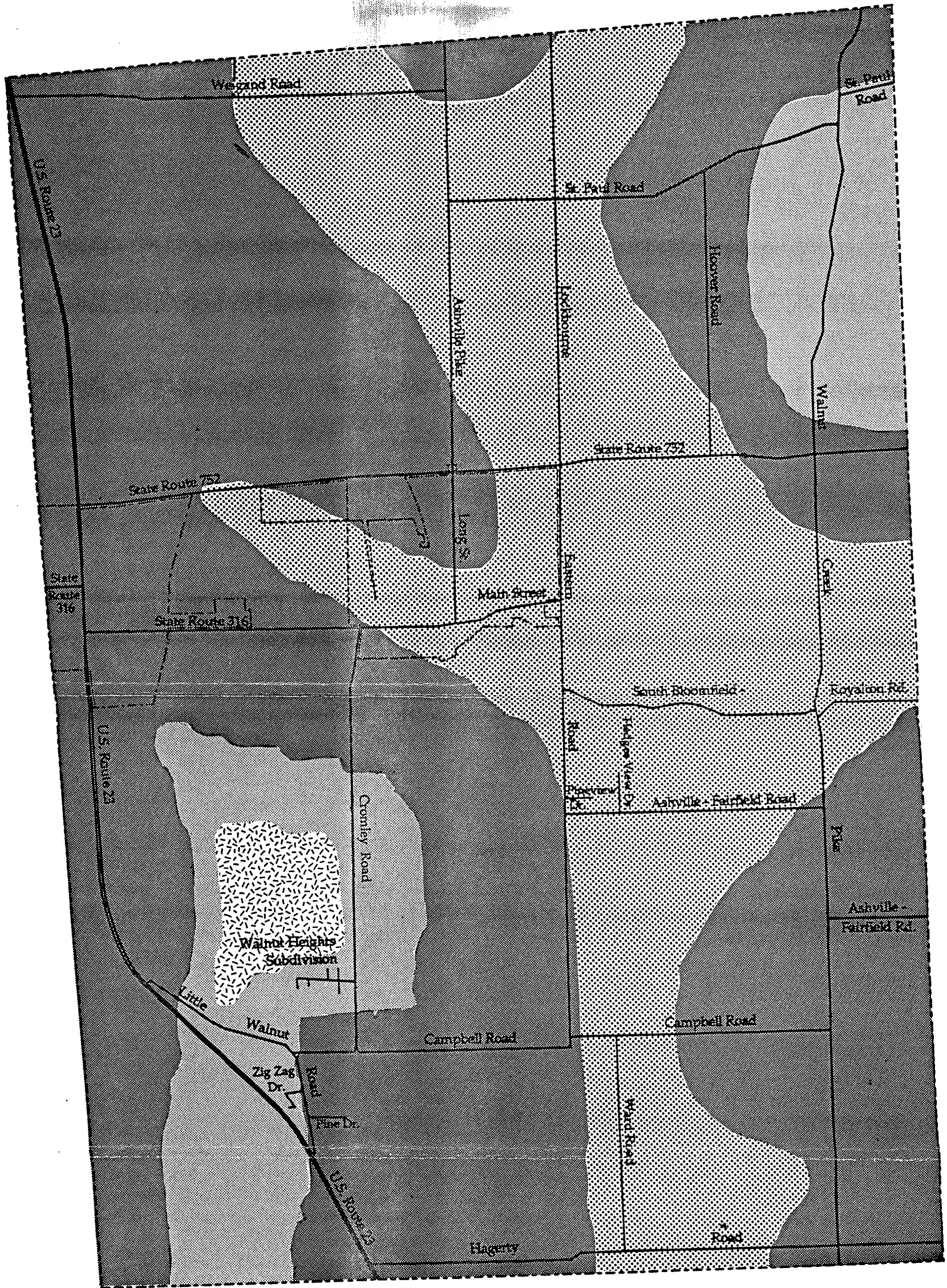






Ground Water Availability Map 8

Ashville Comprehensive Land Use Plan
 Ashville Study Area

3D/ Group, Inc.
 Architects and Planners

Source: Ohio Department of Natural Resources
 Ohio Capability Analysis Program



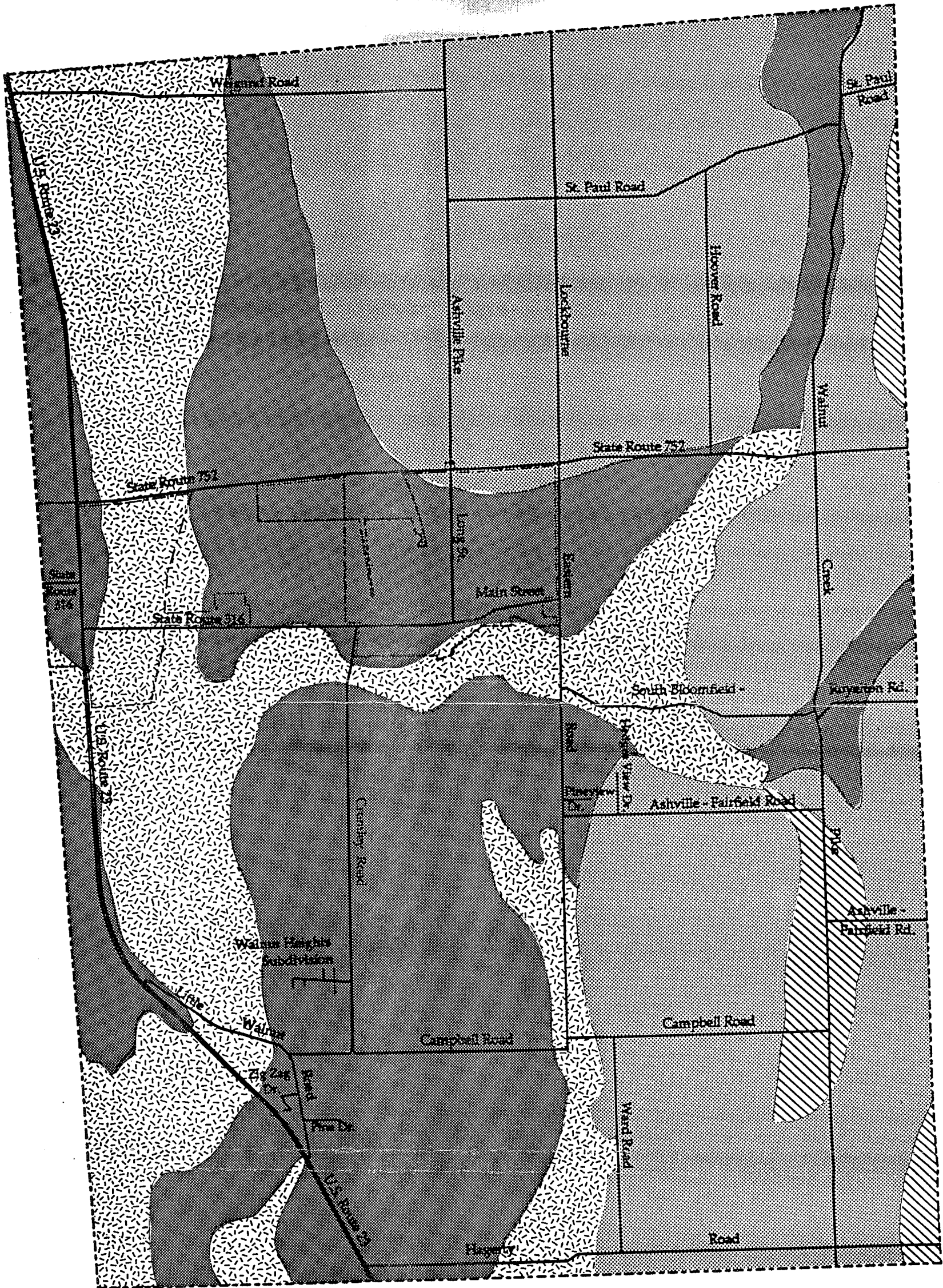
-  40-50 Feet
-  50-100 Feet
-  100-200 Feet
-  Over 200 Feet

Depth to Bedrock Map 7

Ashville Comprehensive Land Use Plan Ashville Study Area

Source: Ohio Department of Natural Resources
Ohio Capability Analysis Program

3D/ Group, Inc.
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Pollution Potential Index Range	
	180-199
	160-179
	140-159
	120-139

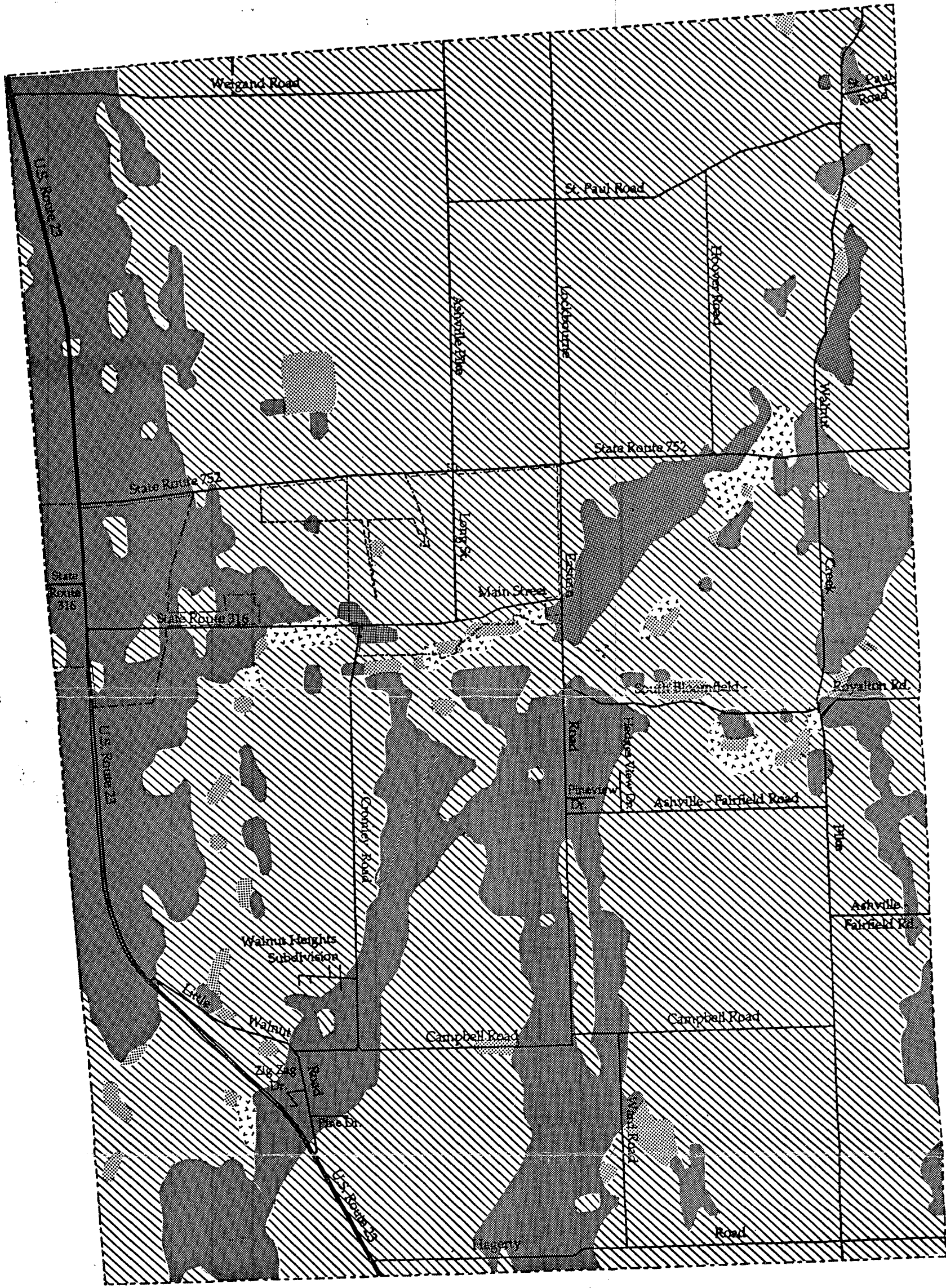
3D/ Group, Inc.
Architects and Planners





Ground Water Pollution Potential Map 9

Ashville Comprehensive Land Use Plan

Ashville Study Area

Source: Ohio Department of Natural Resources
Division of Water



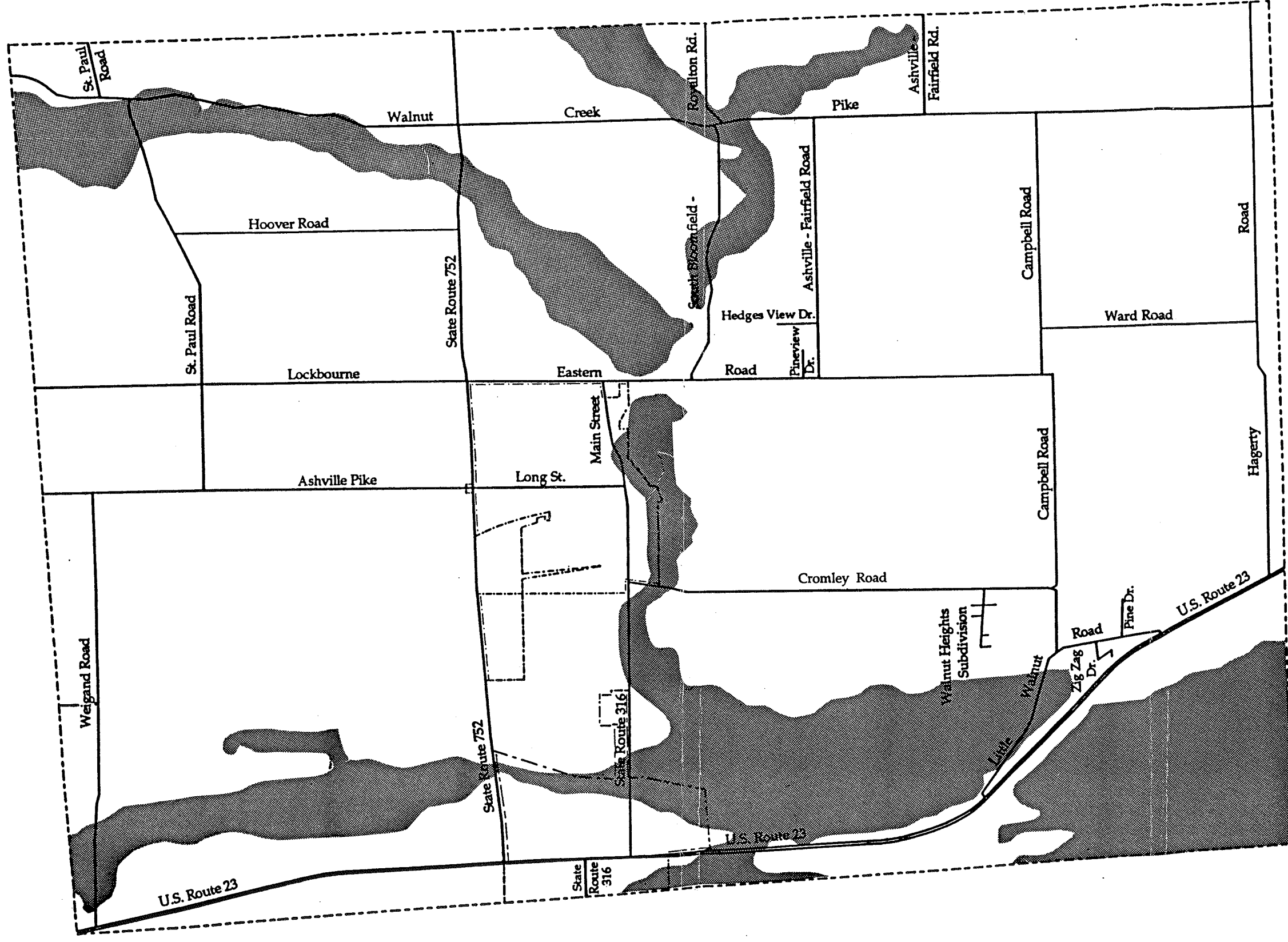
- Legend**
-  Not Rated
 -  Probable Sand and Gravel
 -  Probable Sand / Improbable Gravel
 -  Improbable Sand and Gravel

Sand and Gravel Resources Map 10

3D/ Group, Inc.
Architects and Planners

Ashville Comprehensive Land Use Plan Ashville Study Area

Source: Ohio Department of Natural Resources
Ohio Capability Analysis Program





Flooding Potential Map 11

Ashville Comprehensive Land Use Plan
Ashville Study Area

3D/ Group, Inc.
Architects and Planners

Source: Ohio Department of Natural Resources
Ohio Capability Analysis Program



 Prime
 Prime if Drained

Prime Farmland Map 12





3D/ Group, Inc.
 Architects and Planners

Ashville Comprehensive Land Use Plan
Ashville Study Area

Source: Ohio Department of Natural Resources
 Ohio Capability Analysis Program

LEGEND

RESIDENTIAL

-  ESTATES
-  LOW DENSITY
-  MEDIUM DENSITY
-  HIGH DENSITY


COMMERCIAL

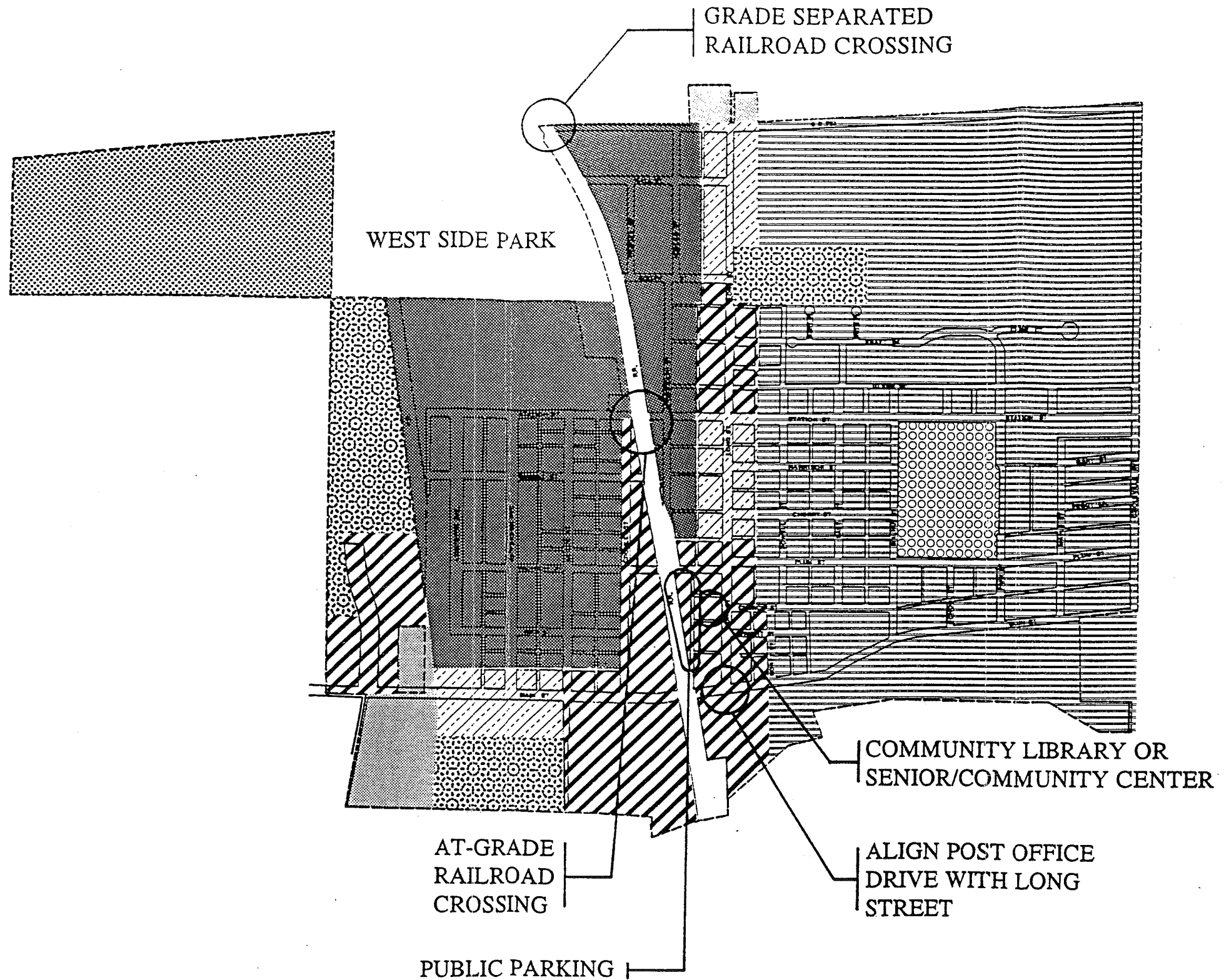
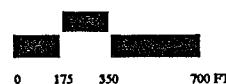
-  OFFICE - RESIDENTIAL
-  NEIGHBORHOOD COMMERCIAL
-  GENERAL COMMERCIAL

INDUSTRIAL

-  LIGHT INDUSTRIAL
-  GENERAL MANUFACTURING

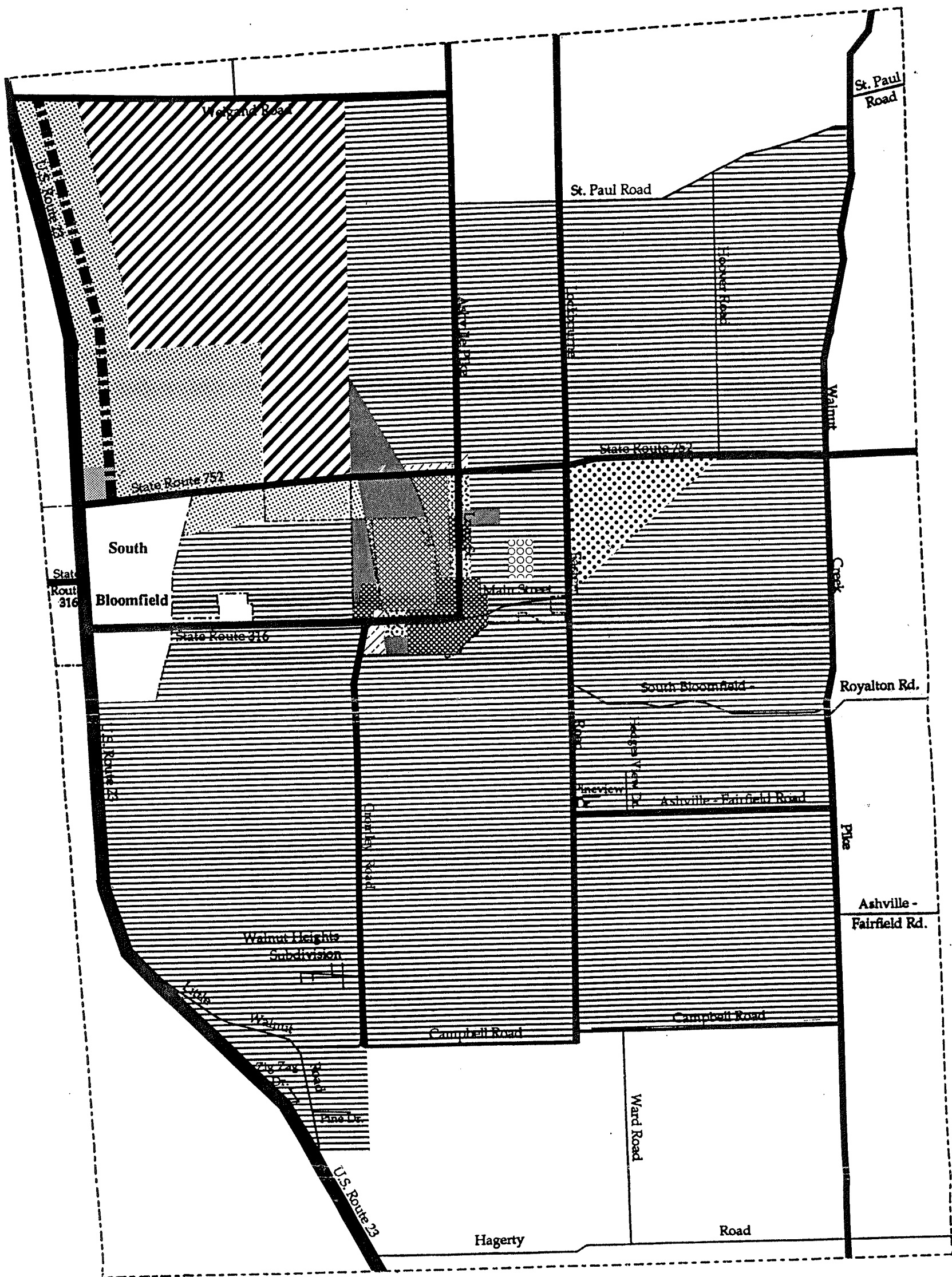
PUBLIC

-  PARKS & PUBLIC SPACES



Village Land Use Plan

Map 13



- RESIDENTIAL ESTATES
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- OFFICE - RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- GENERAL COMMERCIAL
- LIGHT INDUSTRIAL
- GENERAL MANUFACTURING
- PARK & PUBLIC SPACES
- PRINCIPAL ARTERIAL
- MINOR COLLECTOR
- LOCAL ROADS
- MARGINAL ACCESS ROAD

Study Area Land Use

**Ashville Comprehensive Land Use Plan
Ashville Study Area**