



## Chapter 3 Regional and Local Influences

*“The beginning is the most important part of the work”*

**Plato**

*Greek Philosopher (427 - 347 BC)*

The entire text of the North Gate Alliance Land Use Plan can be found at the Village of Ashville Website  
[www.ashvilleohio.gov](http://www.ashvilleohio.gov)

or at

[http://ashvilleohio.gov/index.php?option=com\\_content&view=article&id=152](http://ashvilleohio.gov/index.php?option=com_content&view=article&id=152)

The Cooperative Economic Development Agreement & the Joint Economic Development District Agreement  
can be found at [http://ashvilleohio.gov/index.php?option=com\\_content&view=article&id=195&Itemid=164](http://ashvilleohio.gov/index.php?option=com_content&view=article&id=195&Itemid=164)



## I. Introduction

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

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



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

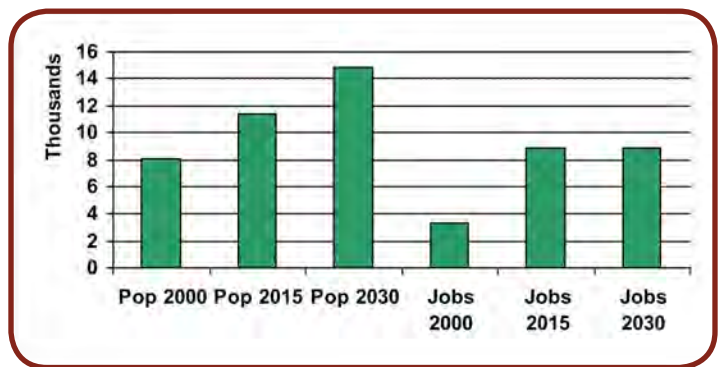


Fig. 3-2 - Projected Growth - Northeast Pickaway County (Source: MORPC)

## II. Regional Conditions

### Introduction

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

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



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



## Regional Policies

### North Gate Alliance CEDA

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

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

The North Gate Alliance CEDA document specifies the following agreements:

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

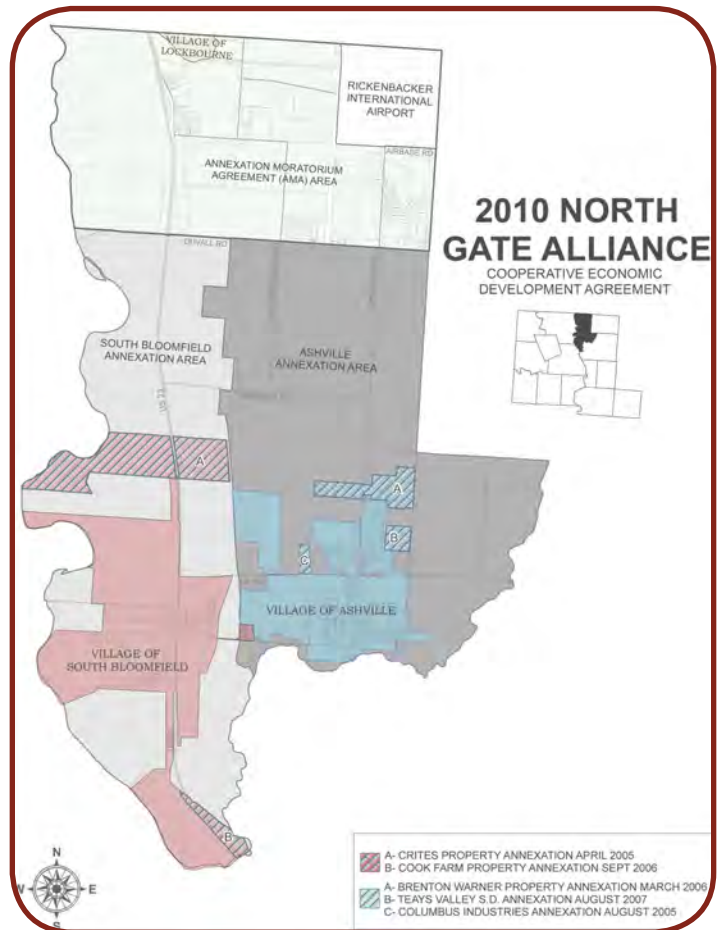


Fig. 3-4 - North Gate CEDA Map (Source: Pickaway County GIS Dept.)

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

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



## Northern Pickaway County Joint Economic Development District and Annexation Moratorium Agreement

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

### Annexation Moratorium Agreement (AMA)

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

### Northern Pickaway County Joint Economic Development District (JEDD)

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

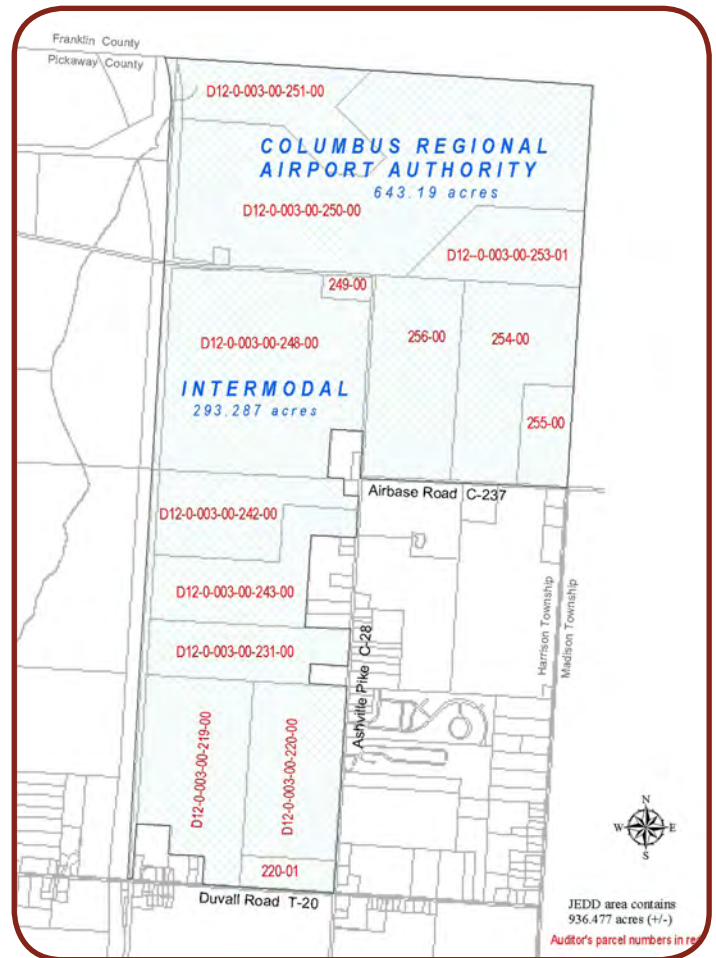


Fig.3-5 - Northern Pickaway County JEDD map

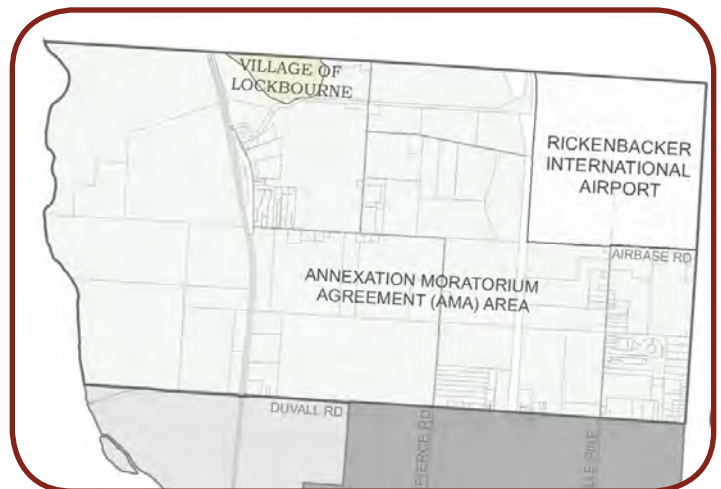


Fig. 3-6 - Annexation Moratorium Agreement Area



## Rickenbacker International Airport & Intermodal Terminal

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



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

### Rickenbacker Quick Facts:

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



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



## Pickaway East-West Connector

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

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

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

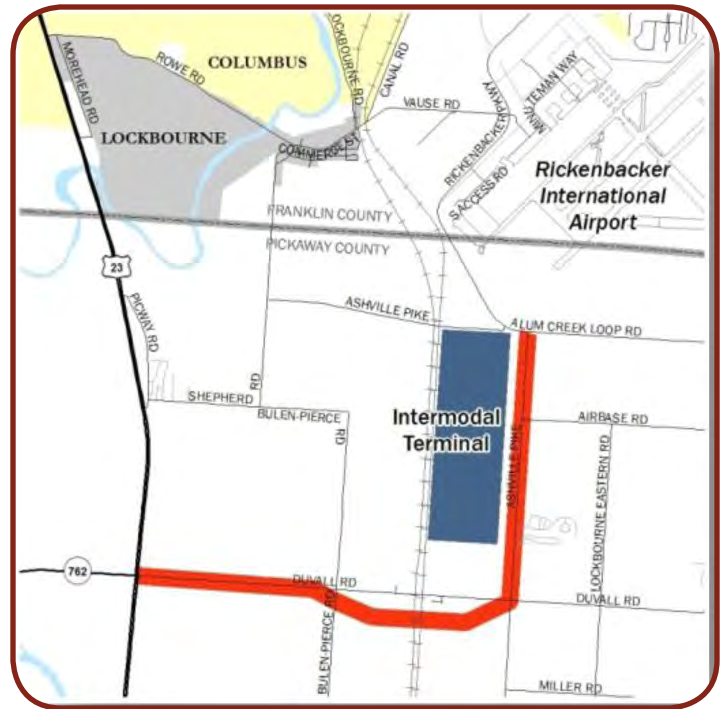


Fig. 3-9 - Pickaway East West Connector (Source: Tiger III Grant Application)



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



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

## Impacts to Duvall Road Corridor

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

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

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



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

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

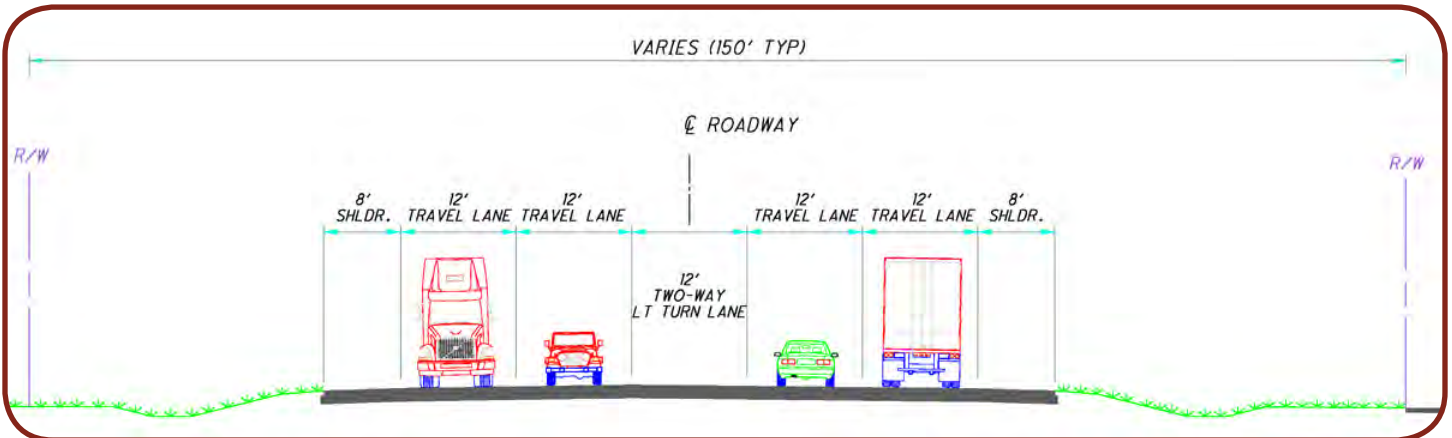


Fig. 3-13 - Proposed East-West Connector Roadway Section (Source: Ohio Department of Transportation)



## Rickenbacker Area Noise Influences

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

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

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

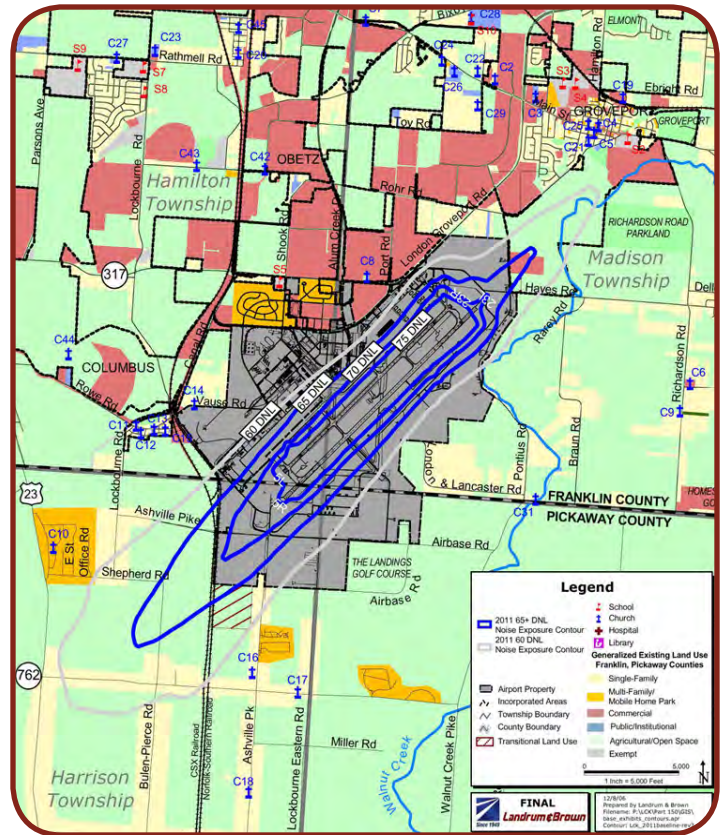


Fig. 3-14 - Noise Level Contours (Source: FAR part 150 Study)

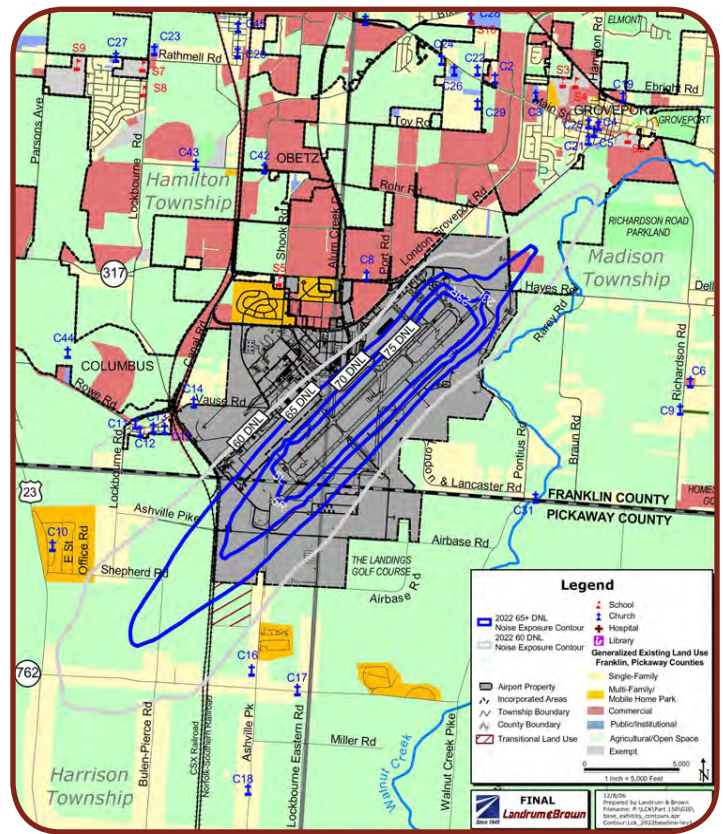


Fig. 3-15 - Noise Level Contours (Source: FAR part 150 Study)





## Rickenbacker Airport Land Use Management District

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

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

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

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

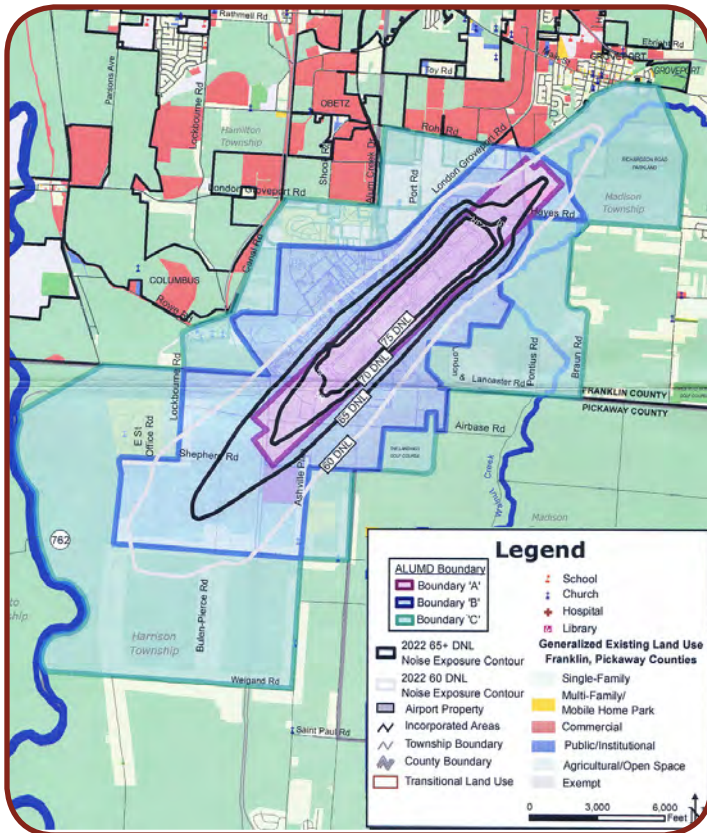


Fig. 3-16 - Airport Land Use Management District (Source: FAR part 150 Study)

### Important Considerations...

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

## III. Local Conditions

### Existing Land Use

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

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

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

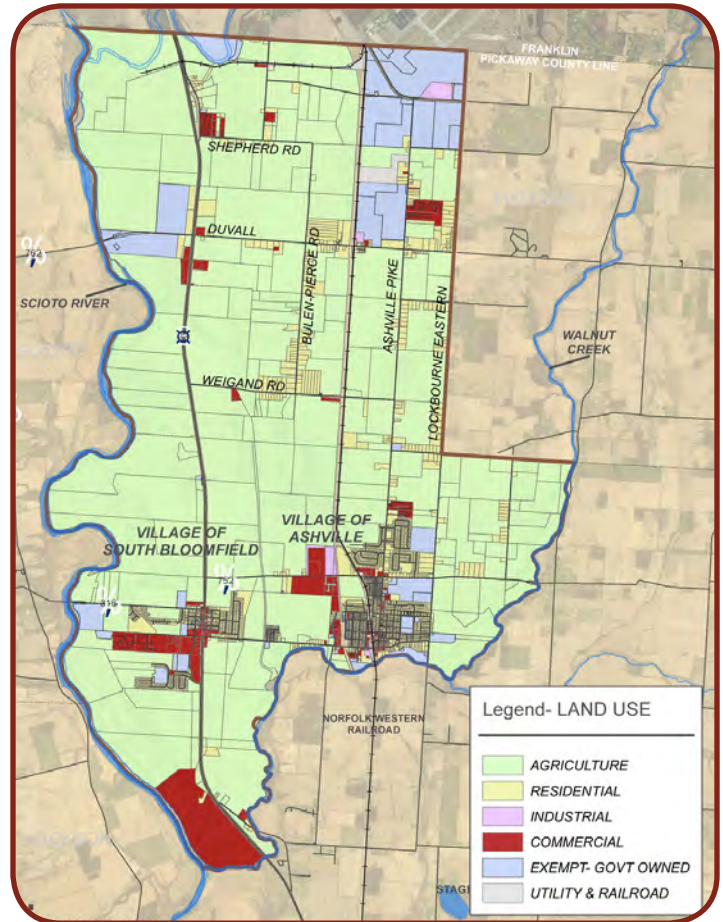


Fig. 3-17 - Existing Land Use (Source: Pickaway County GIS)

### Existing Zoning

#### Harrison Township

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

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

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

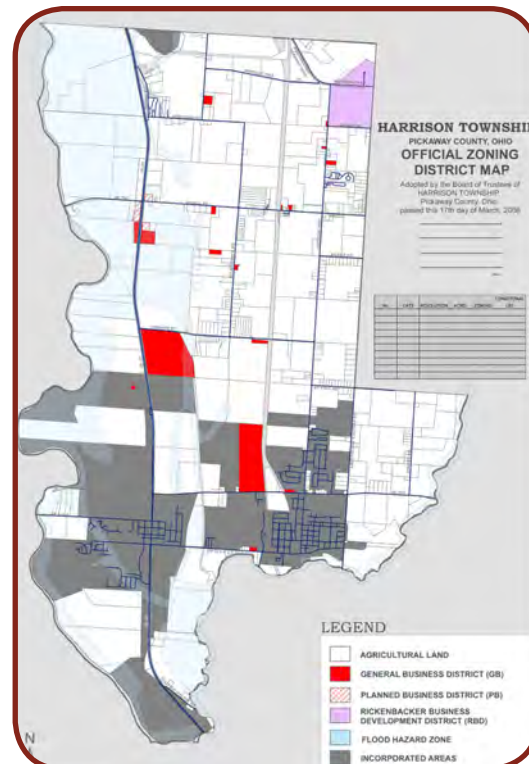


Fig. 3-18 - Harrison Township Zoning (Source: Pickaway County GIS)



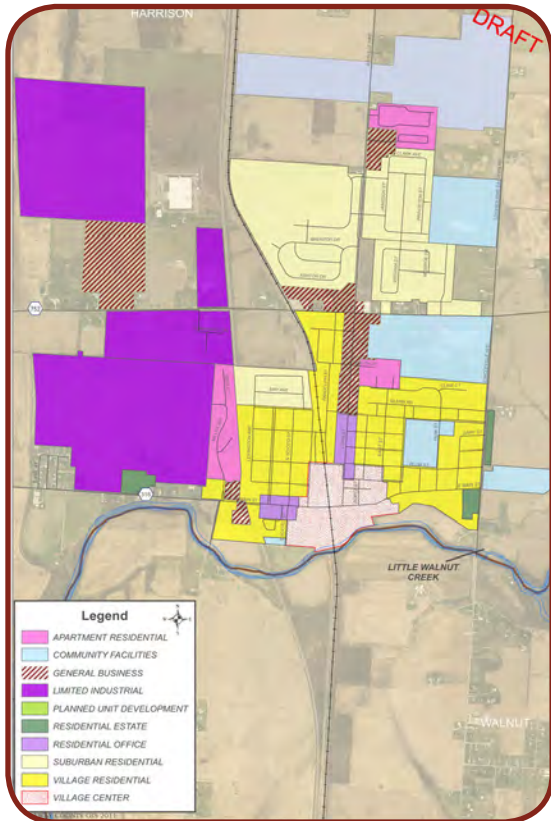


Fig. 3-19 - Village of Ashville Existing Zoning (Source: Pickaway County GIS)

## Village of Ashville

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

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

## Comparison of Zoning Codes

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

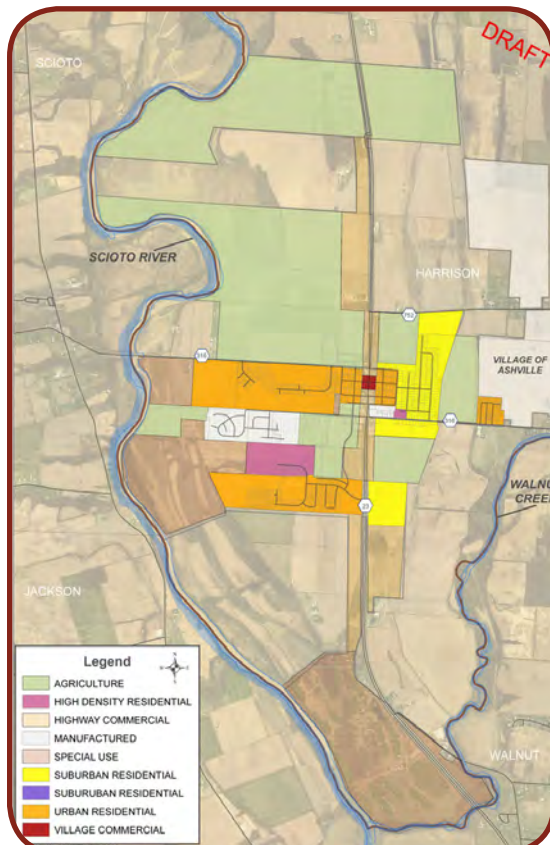


Fig. 3-20 - Village of South Bloomfield Existing Zoning (Source: Pickaway County GIS)

## Important Considerations for Land Use and Zoning...

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

## Parcel Size

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

### **Agriculture**

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

### **Residential**

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

### **Economic Development**

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

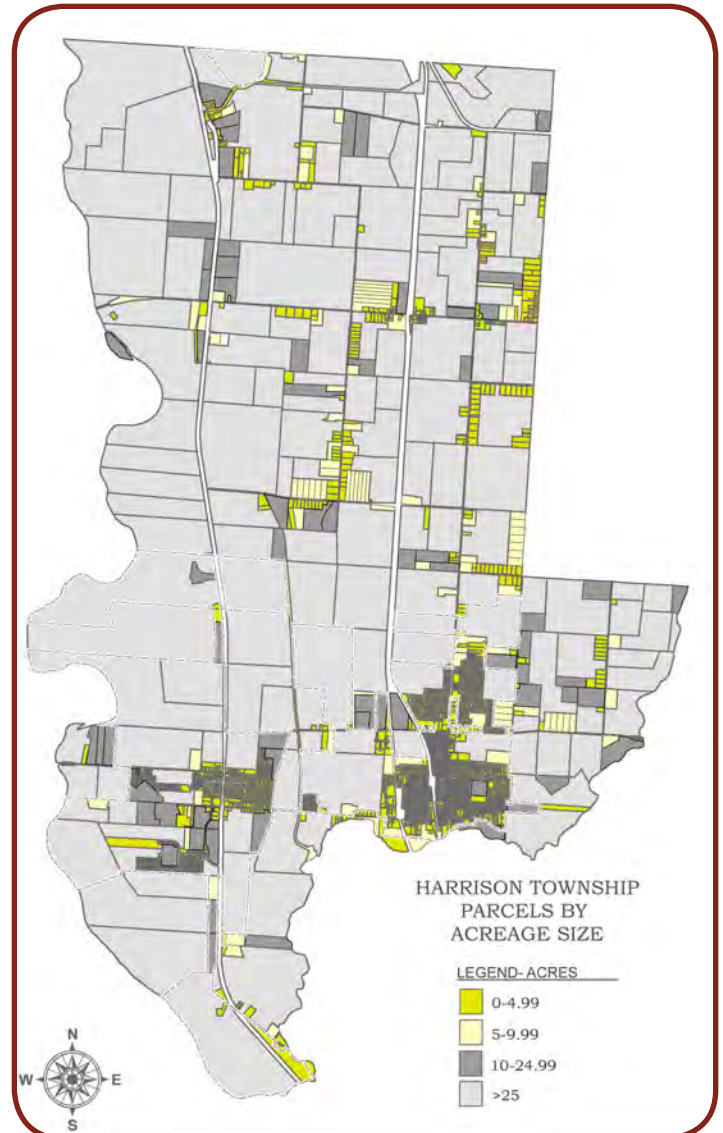


Fig. 3-21 - Land Configuration and Parcel Size (Source: Pickaway County GIS)





## Parcel Ownership

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

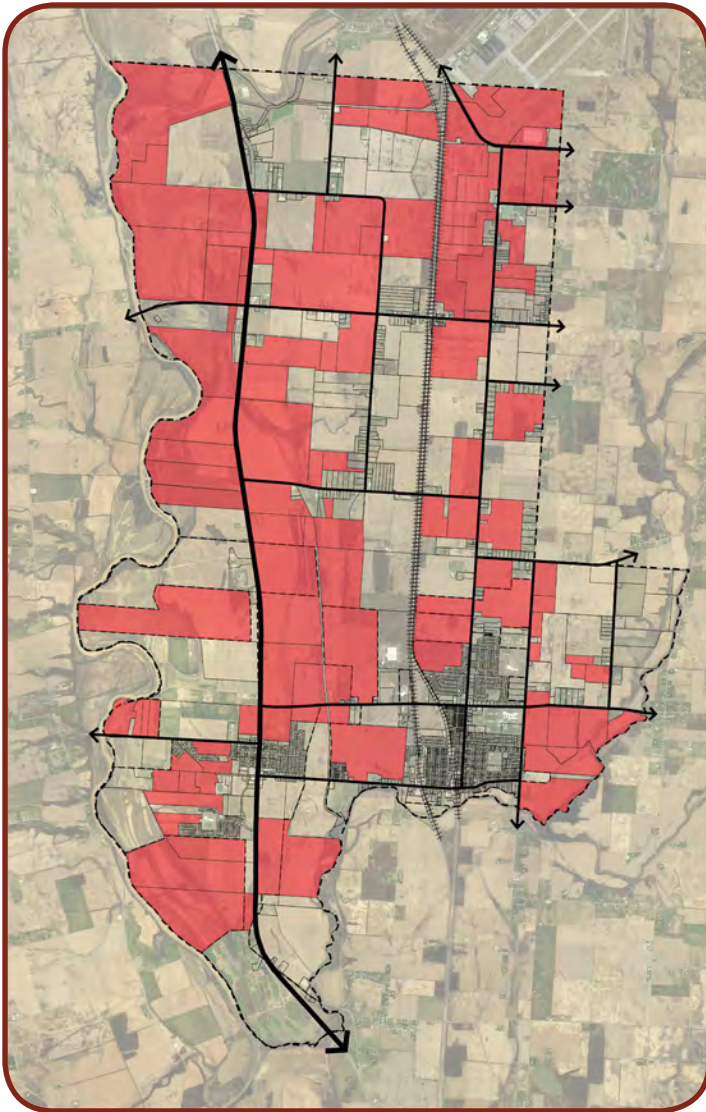


Fig. 3-22 - Non-Resident Ownership (Source: G2 Planning + Design)

## Community Facilities

### Schools

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

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

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

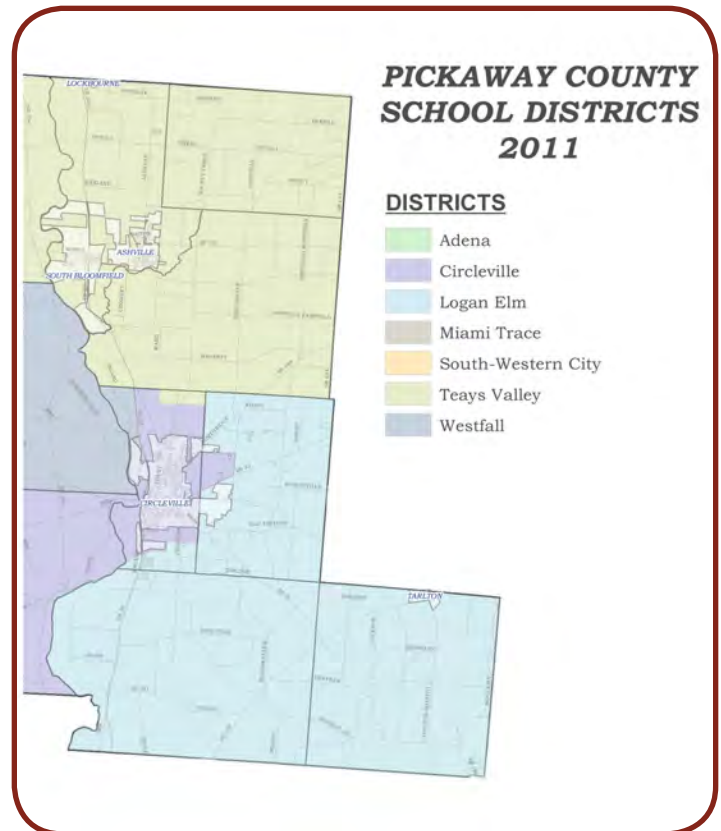


Fig. 3-23 (Source: Pickaway County GIS Department)

### Important Considerations...

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





## Community Facilities

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

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

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



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

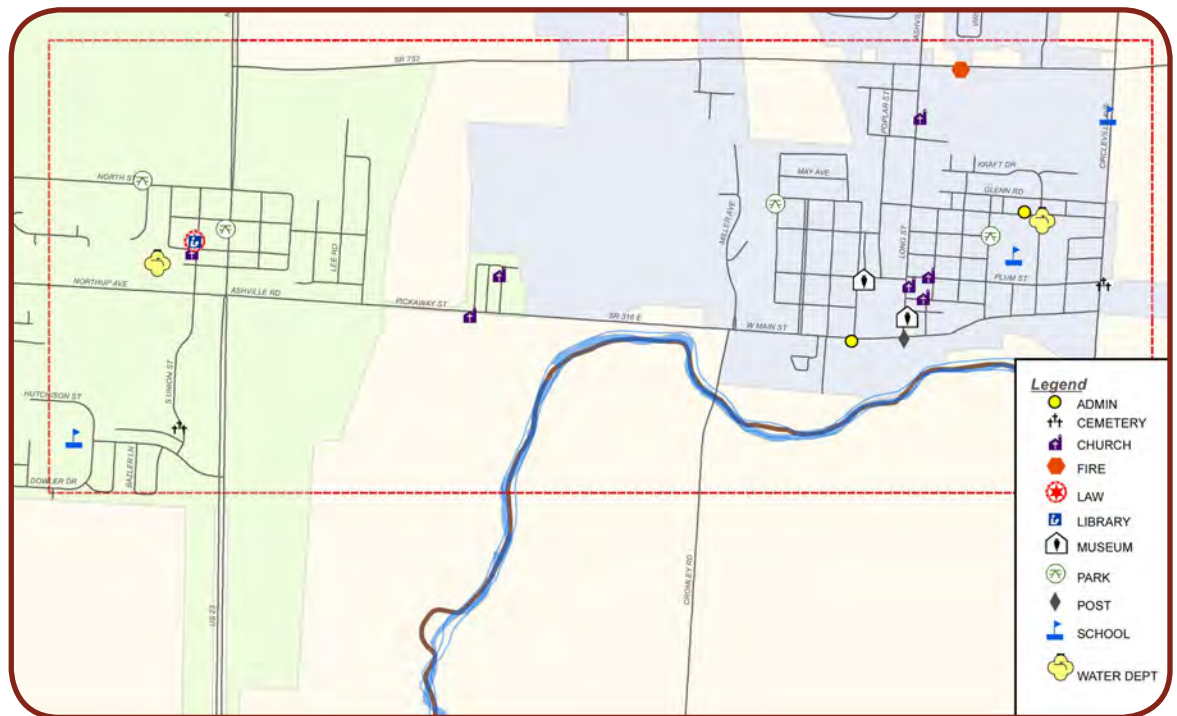


Fig. 3-25 - Community Facilities (Source: Pickaway County GIS Department)