

RECORD OF PROCEEDINGS

Minutes of

Meeting

Etna Township Trustee Special

DAYTON LEGAL BLANK, INC., FORM NO. 10148

Held July 25, 20 2007

The Etna Township Board of Trustees met on July 25, 2007 at the Etna Lions Club to hold a special meeting with the zoning commission and MSI Design. President Knapp called the meeting to order at 7:07 p.m. and the pledge of allegiance was recited. Roll call showed President Knapp, Trustee Burkholder and Trustee George present. Fiscal Officer Digel-Barrett arrived at 7:40 p.m.

The motion to adopt the agenda was made by Mr. George, seconded by Burkholder and the vote in favor was unanimous.

President Knapp said the Board of Trustees contracted with MSI Design to conduct a study on the SR 310 corridor. A steering committee was formed to present ideas and work with planners Chris Hermann and Erin Prosser.

MSI Design presented the draft plan, reviewed the planning process, plan foundation, plan principles, the plan and strategies. Mr. Hermann said the information was compiled from four meetings with the steering committee. He explained the effect on a community if they choose to do nothing in regards to planning and recommended that communities cluster the commercial development.

Ms. Prosser discussed the area north of Trail East with a recommendation of a conservation subdivision. Then south of the conservation subdivision would be a commercial area going to US 40, with 150' setbacks from the centerline. Mr. Hermann said the area from Refugee Road to US 40 should be used as a transitional phase by using residential development. The City of Pataskala is on the north side of Refugee Road and property owners in that area could annex into Pataskala.

The area south of US 40 on State Route 310 should be the neighborhood commercial area. This would create a transition from the town center to the more ruralized area to the south. There is a need to focus on access and connections with a 40' build-to line.

A mix of commercial and residential uses is recommended for the area north of I-70 with commercial uses being more auto-oriented around the highway but still pedestrian accommodating. High quality residential should be located just south of Old Etna to support its redevelopment but not with additional retail.

The area south of I-70 should be an office/industrial area to capitalize on the freeway frontage with a residential conservation subdivision to the south.

For Old Etna, MSI proposed creating a strong built edge around Highpoint Park, locating civic uses, and creating a pedestrian friendly streetscape with increased connections. This would restrict the widening of SR 310 to maintain a comfortable streetscape.

Alternates for SR 310:

Alternative A would improve SR 310 to 2 lanes with on street parking, turn lanes at major intersections and with a connection to Lynns Road and Smoke Road. This would maintain the historical character of Old Etna, disperse the traffic burden, and reduce development pressures on SR 310. The cost to the community would be that improvements by the township would be necessary in a shorter term and would require an active role of the township to affect ODOT plans.

Alternate B would improve SR 310 to the maximum width as determined by ODOT necessary to sufficiently move traffic with no other improvements. This would require little effort by the community and would delay additional improvements by the township. The cost to the community would be a significant change in the quality of life, the loss of Old Etna and increase development pressure.

Alternate C would be not to widen SR 310 and make connections to Lynns Road and Smoke Road with significant improvements. This benefits the community by maintaining the character of Old Etna, disperses the traffic burden and reduces development pressure on SR 310. The cost to the community would be that improvements by the township would be necessary in the shorter term, would require significant action by the township and the township would be responsible for streetscape improvements.

PUBLIC COMMENTS

Nolan Leatherman, 18 Eastlake Road, discussed the fact that SR 310 is the only road going from I-70 to Route 16.

Mark Schaff, 7461 National Road, said the proposed route from SR 310 to Smoke Road is a mistake. He stated the township needs a truck route on both sides of the township and there is already the truck route using Route 158 by Kirkersville. He feels the other route should be on the west side of the township. Mr.

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Schaff applauded the proposed civic center and feels the development with ProLogis presents an opportunity for the township to work with them to beautify the National Road.

Skip Weiler, 41 South High Street, a SR 310 property owner objected to the proposed conservation subdivision next to Wal-Mart. The property is worth more as commercial and the property owner could annex into Pataskala. He feels that retail benefits the community and it will be the existing traffic using the retail in the area.

Nelson Kohmon, 10039 Hollow Road, representing Warner Farms south of I-70 expressed concerns with the existing traffic conditions and felt there needs to be a study regarding the effect on SR 310 with future projects coming. The plan is not realistic.

Mike Kerner, 8623 Watkins Road, discussed the studies by governmental agencies and universities regarding the negative affect from retail in communities.

Claudette VanDyne, 7173 Refugee Road, objected to the plans for high residential areas on SR 310, this is already a high traffic area. She favors the park, town hall, and civic center area.

Trent Thorson, 3614 Headleys Mill Road, discussed the plan not showing Wal-Mart and that ODOT will not allow the access shown on the plan and that the plan is not realistic.

Mike Kerner asked how the township could redevelop Old Etna when they do not own all the property. Mr. Hermann explained that the plan shows developers what the township would like to see in Old Etna. Mr. Kerner said that with a good comprehensive plan and architectural review board, now the township will need money. Chris explained that using JEDD, JEDZ, Community Authority and TIF's could help generate money. None of this will be easy, but having a plan is better than saying do what you want.

Chris Cicenas, 115 Glencrossing, discussed traffic from Pataskala, cut thru traffic and that the plan was not realistic. Would like to see a visual of what the civic center would look like. Mr. Hermann used Powell Ohio as an example and said this was Etna twenty years ago. Old Etna could look like it does know for awhile until a developer comes in and rehabs the buildings. If the community wants to allow the five lanes to help Pataskala out with traffic that is fine but this is another options for Old Etna.

Martha Kline, 1135 Pike Street, would like to see more recreational opportunities and safety for pedestrian traffic.

Tom Dixon, 8467 Hazelton-Etna Road, stated with the interstate, he feels SR 310 will need to be five lanes or more. He feels the cars are more of a problem then the trucks.

Arnell Shrock, 4259 Stemen Road, stated that retail is coming and we are not going to be able to stop it. He feels we need to accommodate it and work with it. The plan looks nice but it is not real.

Pam Munce, zoning commission member, stated that general business zoning is spread out on the township plan and feels this would cause more traffic. GB1 zoning brings strip malls and used car lots that are fly-by night businesses. She would like to see the larger user like a grocery store.

Trent Stepp, zoning commission member, stated that the general business zoning was already in place before this plan was developed.

Mark Schaff spoke for his mother, Virginia Schaff 7461 National Road. He addressed the general business area on Smoke Road. This zoning is currently Manufacturing (M-1). He stated that Wal-Mart is going in on SR 310 so the need for the general business on Smoke is not needed. Trent Stepp clarified that the property is currently M-1 and today the property owner could put in a manufacturing warehouse so the general business zoning would be a better zoning for that area.

Marcia Phelps, Licking County Commissioner, thanked the trustees and the appointed volunteers for working on this plan She said she was present to listen and learn and take information back. She also noted that State Representative Dan Dodd was in attendance.

Stan Robinson, zoning inspector, discussed the higher density in Old Etna. Mr. Hermann explained that the community would consider the property owners rezoning to redevelop higher density.

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Dee Dunlap, zoning commission member, discussed her residence being in Old Etna and fighting for Old Etna. The traffic is important and she would like to see more small businesses. She requested that the community keep their minds open and look into the future.

Jim Van Dyne, zoning commission member, asked Mr. Hermann if they worked with MORPC regarding SR 310 and Mr. Hermann replied that MORPC is still doing their study. Mr. Van Dyne would like to see the Wal-Mart store shown on the map and the four lane highway because Wal-Mart is coming and feels we need to design around it.

Mr. Hermann stated in all scenarios they assume SR 310 will be widened, four lanes would fit but five lanes would be tight.

Bart Weiler, 126 Runkle Drive, discussed the need for the additional lanes on SR 310 because it is a highly traveled area. He discussed the option that landowners have to annex into Pataskala.

Tom Dixon stated that Etna will be split down the middle and that development is going to happen.

Dee Dunlap asked MSI about the township having the power to negotiate with ODOT on SR 310 through Etna. Mr. Hermann explained that the township will work with MORPC and the county. Ms. Prosser discussed the design and the plan. The issue for Old Etna is to manage the traffic. Mr. Hermann discussed Worthington between 315 and Sawmill Road still having two lanes. ODOT wants it to be five lanes but Worthington will not let them do more than three lanes.

Vince JungKunz, 15031 Harbor Pointe Drive, stated it is important to plan early. Etna has a great opportunity to become a premier community if it is done right. We do need a wider road and feels we need to work with Pataskala.

Tina Taylor, zoning commission member, stated this may not be the perfect plan but it is a start. This is our township and not the developers and we should be the ones to make the decisions.

Trent Stepp, feels the township needs a plan to use as a tool for the community. We need to decide if we want an automotive township or a pedestrian township. We currently have a Brice Road up and down SR 310 and US 40. He compared the MSI plan to Easton, this would force the cars around Old Etna.

Nolan Leatherman, Steering Committee, suggested the plan look at the entire township.

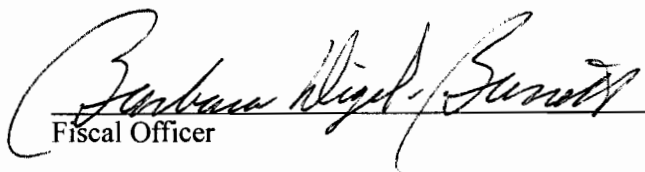
Mike Kerner, Steering Committee, said that if we set higher standards, it may cause annexations. The township needs something on the state level to protect the township.

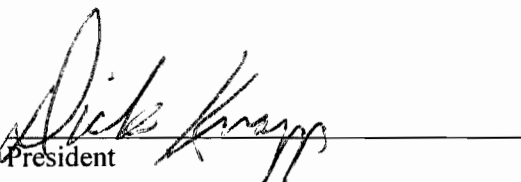
Mr. Burkholder thanked the public for coming and said this is the first step of planning and would like to see a more comprehensive land use plan.

Mr. George said it will take some time to get the plan together.

President Knapp discussed the SR 310 and US 40 intersection and the potential problem. He feels that the plan is not realistic and restricts the ability to get to I-70. Development is coming and the township needs help with it.

At 9:30 p.m., Mr. Burkholder moved to adjourn the meeting, George seconded and the vote in favor was unanimous.


Fiscal Officer


President