

016
RECORD OF PROCEEDINGS

Minutes of

Meeting

Etna Township Zoning Commission

DAYTON LEGAL BLANK, INC., FORM NO. 10148

Held

July 25,

2007
20

310 Corridor Study – Trustees/MSI

The Etna Township Zoning Commission met in the Etna Lions Club on July 25, 2007 for the purpose of conducting a regular meeting. The meeting was audio and video taped for the township records. The Trustee special meeting was called to order at 7:07 p.m. by President Dick Knapp with Gary Burkholder and Paul George present. Barbara Digel-Barrett arrived later in the meeting. The Zoning Commission meeting was called to order by Chairperson Dunlap with the following members present: Mr. Stepp, Mrs. Munce, Mrs. Taylor, Mrs. Dunlap, Mr. Van Dyne, and Clerk Laura Brown. The pledge of allegiance was recited.

Paul George moved to adopt the board of Trustees agenda. Gary Burkholder seconded. Passed 3-0. Trent Stepp moved to adopt the agenda with flexibility. Jim VanDyne seconded. Motion passed 5-0.

Dick Knapp explained that the Trustees contracted with MSI Design to conduct a study with the steering committee on 310 corridor. Chris Hermann and Erin Prosser provided a presentation of the draft plan. They reviewed the planning process, plan foundation, plan principles, the plan, and strategies. Chris Hermann explained the information was obtained from four meetings with the steering committee. He explained the effect on a community if they choose to do nothing in regards to planning. Chris recommends communities cluster the commercial development.

Erin discussed the north of Trail East area. They recommend a conservation subdivision in this area. This is what they felt the community would like to see. Chris discussed the area from Refugee Road going toward US40 would be a transitional phase by using residential. Chris discussed the fact that Pataskala is on the other side of Refugee Road and the rights of the property owners to annex into Pataskala. Erin stated the area after the conservation subdivision would be commercial going to US40. It was recommended to have 150' setback from the centerline in this area.

The next area presented going south on State Route 310 is the neighborhood commercial area. It is proposed to create a transition from the town center to the more ruralized character and to focus on access and connections with a 40' build-to line.

North of 70 it is recommended for a mix of commercial and residential uses. The commercial may be more auto-oriented around the highway but still pedestrian accommodating. The residential is located just south of Old Etna to supports its redevelopment. It is recommended that the residential would be high in quality. Erin recommended no additional retail ground.

South of 70 having office industrial would capitalize on the freeway frontage. They proposed having a conservation subdivision residential south of the office industrial.

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

Erin and Chris discussed 310 alternatives. Alternative A would improve 310 to 2 lanes with on street parking and turn lanes at major intersections, make connection to Lynn Road and a connection to Smoke Road. The benefits would maintain the historical character of Old Etna, disperses the traffic burden, and reduces development pressure on 310. The cost to the community would be improvements by the township and would be necessary in a shorter term and would require an active role of the township to affect ODOT plans.

Alternate B would improve 310 to the maximum width determined by ODOT necessary to sufficiently move traffic and make no other improvements. The benefit would be little effort by the community and delays additional improvements by the township. The costs to the community would be significant change in quality of life, increased development pressure and loss of Old Etna.

Alternate C would be not to widen 310, make connections to Lynn 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 310. The costs to the community would be improvements by the township and would be necessary in shorter term, would require significant action by the township, and the township would be responsible for streetscape improvements.

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Chris Hermann reviewed some points for questions: Trying to interconnect Old Etna, like it or not like it? 310, do we widen 310 or not? He recommends ODOT takes one side when widening. What does the community want? Widen through Old Etna to ease the traffic congestion or not to widen 310 and have the traffic go around Old Etna. What does the community want with set backs on 310 and whether the property owners staying in Etna or annexing into Pataskala.

PUBLIC COMMENTS – Please note areas of the audio and video during the public comments was difficult to interpret.

Nolan Leatherman of 18 Eastlake Road discussed the fact that 310 is the only road going from 70 to 16.

Mark Schaff 7461 National Road discussed three points. He stated the proposed route from 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. Chris Hermann stated this is not a truck route. Mark does applaud the proposed civic center. Mark feels the development with ProLogis is an opportunity to work with them to develop route 40 to beautify the National Road.

Skip Weiler 41 South High Street he has property on 310 between Refugee south of 70. The proposal recommends a conservation subdivision. He feels the retail benefits the community. A conservation subdivision next to Wal-mart is ludicrous. He feels it will be the existing traffic using the retail in the area. The property is worth more as commercial and the property owner could annex into Pataskala.

Nelson Kohmon 10039 Hollow Road representing Warner Farms south of seventy has concerns with the existing traffic conditions and felt there needed to be studies regarding the effect on 310 with future projects coming. The plan is not reality.

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

Claudette VanDyne 7173 Refugee Road has addressed issues at every meeting with the plans for high residential recommendations. This area is already a high traffic area on 310. She would like to see the park, town hall, and civic center.

Trent Thorson 3614 Headleys Mill Road does not see the plan as reality. Discussed the plan not showing the Wal-mart and that O.D.O.T. will not allow the access shown on the plan.

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

Chris Cicenas 115 Glencrossing stated he is a recent resident to the township. He stated there will be traffic from Pataskala, discussed cut thru traffic, and stated the plan is not reality. Would like to see a visual of what the civic center would look like. Chris Hermann used Powell Ohio as an example. Chris Hermann stated this was Etna twenty years ago. Old Etna could look like it does now 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 option for Old Etna.

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

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~~Tom Dixon 8467 Hazelton-Etna Road stated with the interstate he feels 310 will need to be five lanes or more. He feels the cars are more of a problem then the trucks. Erin stated the set back is 150' from the Centerline by his property north of Trail East.~~

Arnell Shrock 4259 Stemen Road stated the 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 stated the general business is spread out on the plan for the township. She felt this would cause traffic. Trent Stepp, Zoning Commission stated the general business zoning was already zoned before this plan. Pam Munce stated we can not have a grocery store because of the residential. Pam stated the general business 1 brings into the community is strip malls, used car lots that are fly by night businesses. She would like to see the larger user like a grocery store. Chris Hermann discussed the grocery stores that move out and leave the empty store.

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

Marcia Phelps, County Commissioner thanked the Trustees and the appointed volunteers for working on this. She is present to listen and learn and thank the information back. She also noted that State Representative Dan Dodd is also in attendance.

Stan Robinson, Zoning Inspector discussed the higher density in Old Etna. Chris Hermann explained the community would consider the property owners rezoning to redevelop higher density.

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

Jim VanDyne, Zoning Commission asked Chris if they worked with MORPC regarding 310. Chris stated MORPC is still doing their study. He would like to see the Wal-mart shown on the map and the four lane highway because we know they are coming and feels we need to design around it.

Chris Hermann stated in all scenarios they assume 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 310. He also discussed the residential in other areas of the township. He feels this is a highly travel area. He discussed the option that landowners have to annex into Pataskala.

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

Dee Dunlap asked MSI about the township having the power to negotiate with ODOT about 310 through Etna. Chris Hermann explained the township will work with MORPC and the county. Erin discussed the design and the plan. The issue for Old Etna is to manage the traffic. Chris discussed Worthington between 315 and Sawmill Road. It is still two lanes. ODOT wants it to be five lanes. 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. He feels we need to work with Pataskala and feels they have a good Mayor.

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Tina Taylor, Zoning Commission stated this may not be the perfect plan but it is a start. This is our township and not the developers let us be the ones to make the decisions.

Trent Stepp, Zoning Commission stated the community needs to look at the current zoning map and drives around the township they would see what is coming. He feels the township needs a plan to use as a tool for the community. What we need to decide is do we want an automotive township or a pedestrian township. We currently have a Brice Road up and down 310 and 40. He compared the 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, if we set higher standard then the municipality next door that causes problems with annexation. The township needs something on the state level to protect the township.

Dee Dunlap, Zoning Commission, stated to look at 310 and the traffic is there. The saying is to build it after it comes or when it comes we will built it. If there is a great enough demand it will happen.

Gary Burkholder, Trustee thanked the public for coming. This is what you want to see. This is the first step of planning. He would like to see a more comprehensive land use plan.

Paul George, Trustee stated the plan will take some time to get the plan together.

Dick Knapp, Trustee discussed the cross roads on the corner of 310 and 40. Those roads are a potential problem. He does not see that as being realistic. It restricts the ability to get to the interstate. Dick stated the development is coming and help the township with it.

Gary Burkholder moved to adjourn the Trustees meeting. Paul George seconded. Motion passed 3-0.

Jim VanDyne moved to adjourn the Zoning Commission meeting. Tina Taylor seconded. Motion passed 5-0.

Approved August 15, 2007 Approved as corrected/amended

Laura Brown
Laura Brown, Clerk

Dee Dunlap
Dee Dunlap, Chairperson