

LAND USE DESCRIPTIONS

Conservation Subdivision

The residential conservation land use will serve as a place in the township where residential subdivisions can be built in line with the standards set forth in the Planned Residential Conservation District in the Etna Township zoning code. The idea behind this land use is to provide development options to landowners looking to profit from their land in a way other than farming. The benefit to the community of this type of development is that it focuses on the preservation of open space and natural features. A residential conservation neighborhood will reduce the amount of impervious surfaces and infrastructure needed in the development, compared to a typical subdivision (see Figure 59).

A conservation subdivision would require that at least 50 percent of the project be preserved as permanent open space. The open space would be developed in large contiguous blocks and would be available and accessible to everyone in the township. Homes would be clustered and in closer proximity to one another than would be



“Etna Township has a lack of restaurants and family-oriented activities... parks, dog parks, places people can walk to. More sidewalks, bike paths and outdoor activities are needed. Anything that gives the township a sense of community is lacking. A smartly developed “uptown” area with some businesses and restaurants with sidewalks would be wonderful.”
 - Etna Township Community Survey Respondent

found in typical subdivisions. To make this type of development attractive to potential developers, the density allowed in a Conservation Subdivision should be higher than the density in the Agricultural District, and the same as the density found in the Residential (R-1) District. Lot sizes in these developments will not be consistent from project to project. The allowed development unit per acre, as well as the required open space, will determine the size of the lots in each development. These projects will be done through the

Planned Unit Development process, where the township can review each plan and have the power to decide if the proposal meets the intent of the Planned Residential Conservation District of Etna Township.

Developments that occur in this manner will be required to include multi-use bike paths along the existing streets that they border. Setbacks for this district will be 150 feet from the street centerline, to maintain a rural feel. The multi-use bike paths will be located in

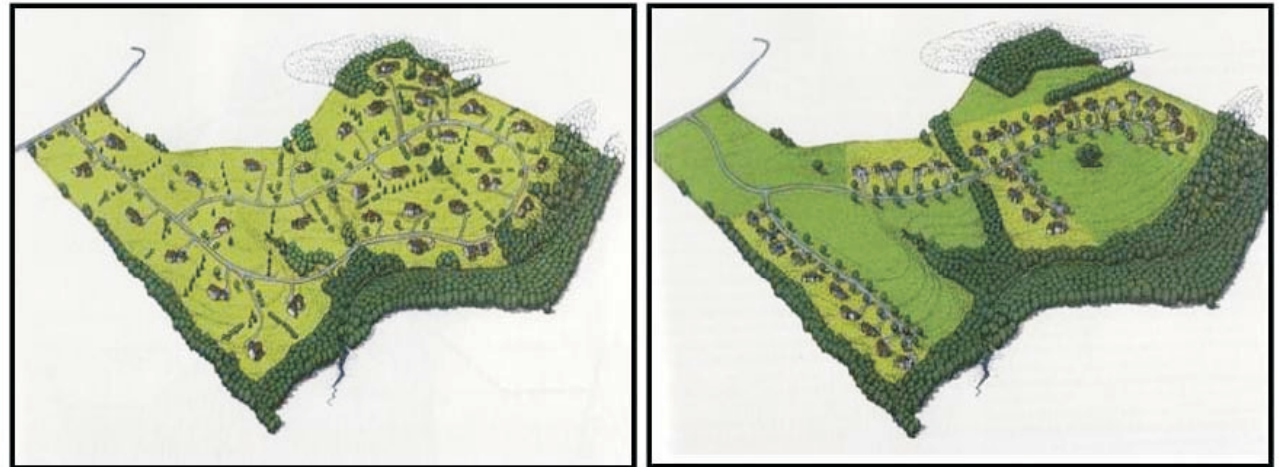
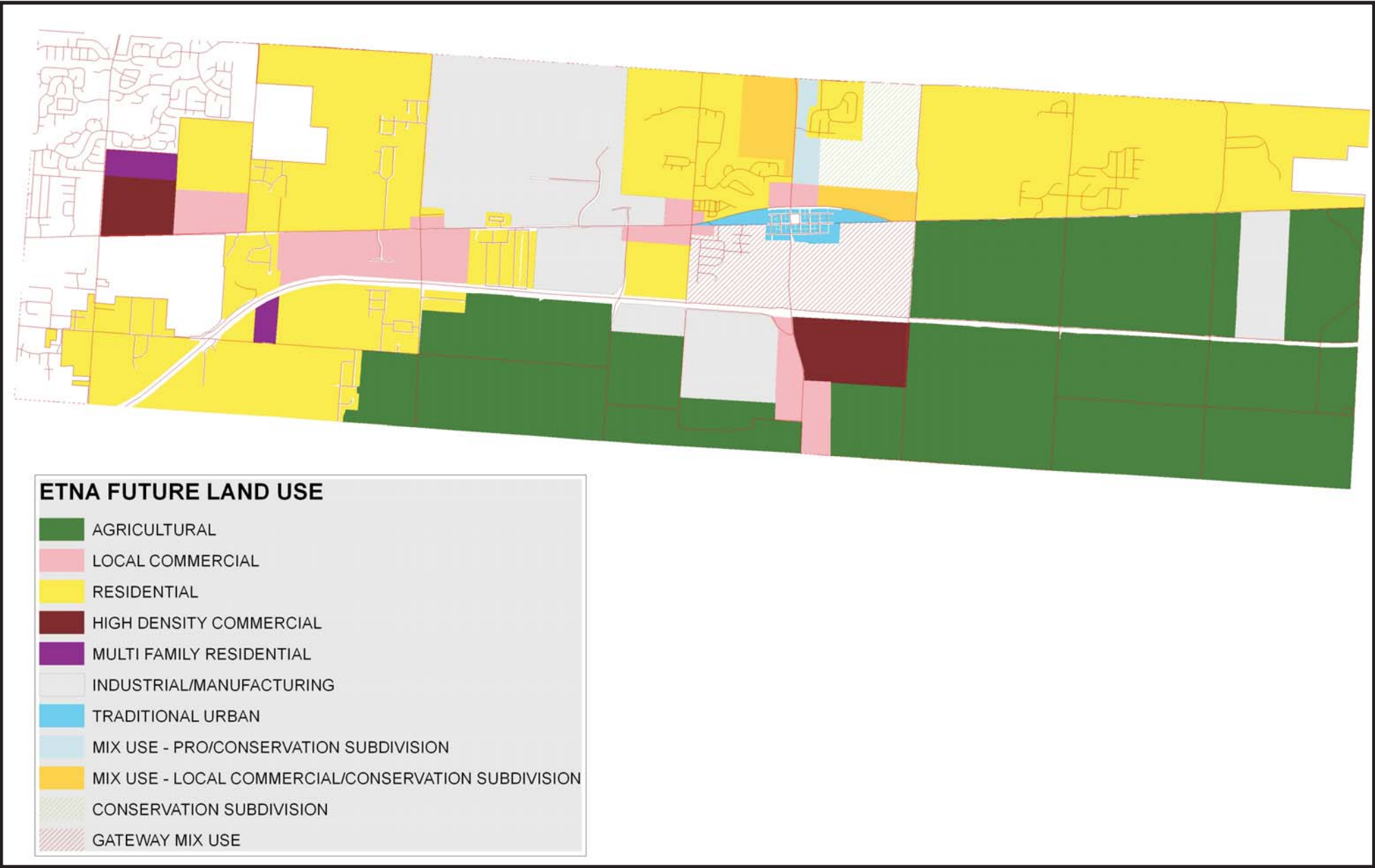


Figure 59: A conservation subdivision (right) versus a traditional subdivision (left).



Map 22: The Etna Township Future Land Use Map.

dedicated easements in these setbacks. The streets adjacent to these developments should follow the rural corridor typology as described by the MSI-310 Corridor Study. Examples of this kind of development are found on page 17 of the MSI-310 Corridor Study.

Community Gateway-Mixed Use

This area will serve as the gateway to Etna Township and should embody a look and feel that is consistent with the community fabric. The gateway land use area will help transition residents and visitors from a freeway environment into a community that embraces a rural and small town aesthetic. Elements that should be included in the design of this area are intense landscaping and mounding requirements for new developments along this section of 310 and National Road, as well as sign regulations that keep signs small and local in scale. Large rural setbacks should be employed here to communicate the rural nature of the community. These setbacks should include multi-use bike paths that link to the larger system of planned paths in Etna Township.

The gateway land use area will include a mix of uses, such as retail business,

restaurants, offices and residential development. As stated in the Mixed Planned Unit Development (MPUD) in the Etna Township Zoning Resolution, a development here will be required to meet the rural aesthetic and blend harmoniously with adjacent land use districts and existing developments. Big Box stores should not be considered for this area, and contiguous open space will be required. This land will be open and available for public use.

The mixed-use strategy for this land use area is recommended as a way to avoid the typical highway intersection look that is prevalent throughout the United States. Under current zoning, the street frontage along State Route 310 is zoned accommodation business. Uses allowed under this zoning category include gas stations, automobile repair businesses, truck stops, hotels and motels, restaurants, gift shops, car washes, farm markets, drive-in eating and drinking establishments, and single-family dwellings. These uses are typical of many intersections throughout our country and contribute to the suburban sprawl look that this community seeks to avoid. The planning committee does not object to these uses in the community, but would like to see them incorporated into an overall community development strategy. By allowing for a mixed-use approach to this area, those who develop here in the future will have to follow the

Planned Mixed-Use Development District requirements in the Etna Township Zoning Resolution. The mixed-use PUD tool puts the power of negotiation in the hands of the Etna Township Zoning Commission. The committee believes a well-defined vision for this area will help the board of zoning appeals guide developers during the site plan review process.

High-Density Commercial

The High-Density Commercial land use will be the place in the township where higher-intensity commercial businesses should locate. These areas would be appropriate locations for Big Box businesses with a regional clientele, and where national chain restaurants and retail establishments could locate. Locating a high-intensity commercial district south of I-70 will allow people to enter and exit this district without adding to the already congested traffic on SR 310 north of I-70. This type of use should also be considered on the western border of the township at the US 40 and Taylor Road intersection.

These areas will provide many of the services that residents have indicated they want. Survey respondents overwhelmingly suggested that they would like retail and restaurant options in Etna Township. This type of development will provide revenue to the community as well as employment



opportunities for residents. It will be important for the township to partner with other communities in the form of a JEDD or JEDZ to fully maximize the tax potential of this district.

Design elements that should be incorporated in these areas will include intense landscaping and mounding for new developments along this section of SR 310 and US 40. Large rural setbacks of 150 feet should be used here to emphasize the rural nature of the community. These setbacks should include multi-use bike paths that link to the larger system of planned paths in

Etna Township. Parking lots should not dominate these developments. Where large parking lots are necessary to meet business needs, their impact should be minimized through pervious surfaces and best-management practices, along with parking lot trees and landscaping. The streets adjacent to these developments should follow the rural corridor typology as described by the MSI-310 Corridor Study, as shown in Figure 60.

Local Commercial

The Local Commercial land use will allow local level businesses that serve the

needs of Etna Township residents. The businesses that locate in these areas will not be regional in scale (Big Box stores will not be permitted); they will meet size and aesthetic requirements that are in line with a rural local business district. They will be designed to provide convenience shopping and service delivery for the day-to-day needs of consumers in this planning area. The streets adjacent to these developments should follow the neighborhood commercial street typology as described by the MSI-310 Corridor Study, as shown in Figure 61 on page 56.

The development parameters as outlined in the MSI 310 Corridor Study would apply here. They are as follows:

1. Parking should not dominate the site as viewed from the public right-of-way. All practical measures should be taken to minimize the impact of parking on the corridor, including locating the parking to the rear or side or the structure.
2. Development should be related to adjacent sites with respect to connections, building placement, landscaping, screening and green space. Shared parking is encouraged.
3. All commercial buildings located in the transition zone must face the public roadway and have a presence on the street. No utilities, dumpsters, mechanicals or other infrastructure

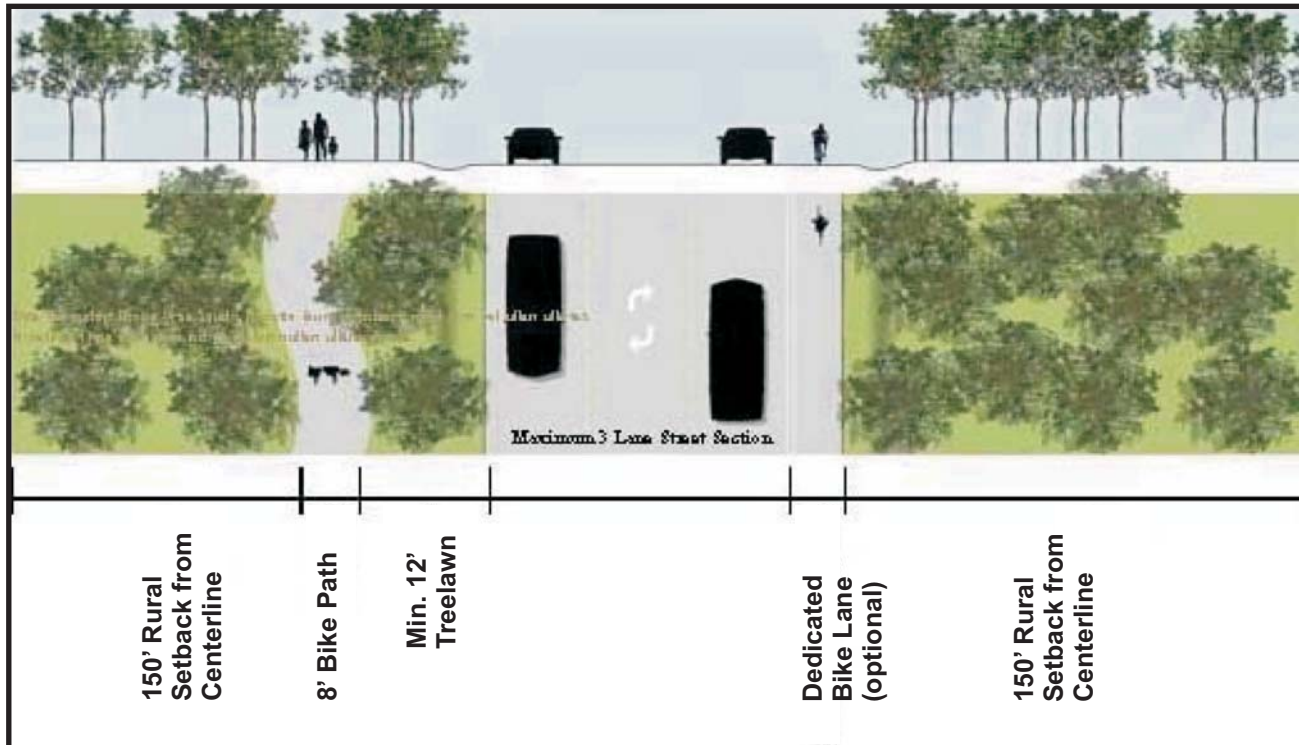


Figure 60: Rural Corridor Street Typology (Source: Etna Township 310 Corridor Plan: Draft, MSI Planning and Design).

may be placed in front of the building face; wherever these are located, they must be properly screened from public view.

4. Amenities should be included in the development, such as trails or sidewalks (whichever is recommended in this plan). These trails should link to the larger planned trail system for the township. Outdoor dining and any other features that improve the site are strongly encouraged.
5. High-quality building architecture is required on all sides of the building and not just the front facade; none of the walls should be blank. The building should face public roadways and store windows should be a significant part of any building facade facing a primary street.
6. Buildings should be neighborhood and human in scale and should reflect the existing rural conditions in Etna Township.
7. Infrastructure should be designed to complement the site, including detention/retention ponds. The ponds should look natural, not engineered.
8. Well-organized green space should be designed as part of the site.
9. Landscaping should be high quality and contribute to the natural, rural aesthetic of the community and the



site.

10. A build-to line should be established for local business at 50' from the edge of pavement for the transition area for parcels just north of US 40 on SR 310. All buildings must be built to

that line unless amenities are included in the site, such as outdoor dining, to justify moving the building back to accommodate it.

11. Curb cuts along SR 310 and US 40 should be minimized, and well-

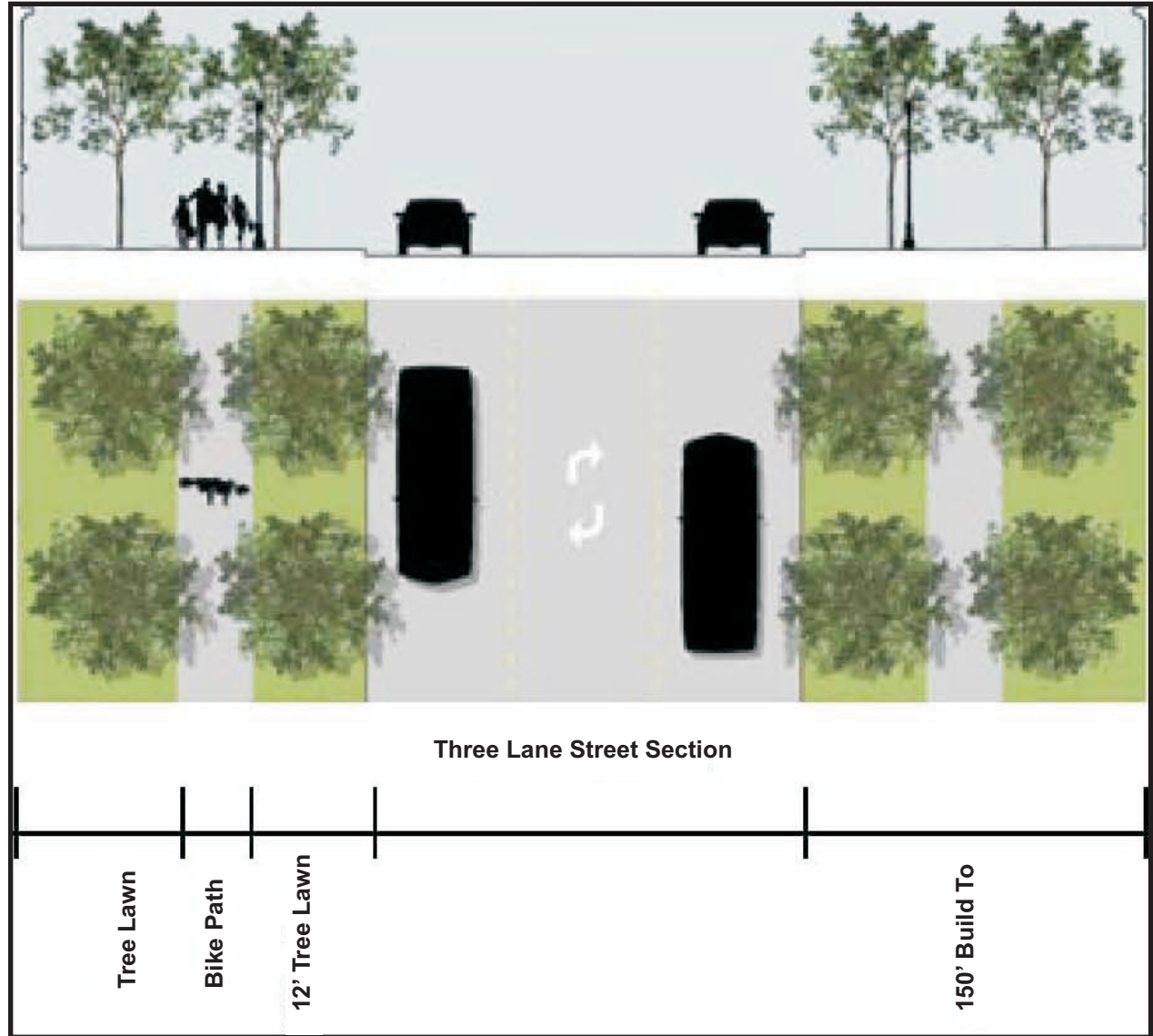


Figure 61: Neighborhood Commercial Street Typology (Source: Etna Township 310 Corridor Plan: Draft, MSI Planning and Design).

organized connections should be established by requiring cross-access easements to be dedicated at the time of development to all adjacent development sites.

12. Drive-thrus are discouraged, and if they do occur, must be located to the rear of the building.
13. Cross-access easements will be required to allow access to commercial uses close to the SR 310/US 40 intersection.
14. Design and location of buildings

should adhere to the recommendations of this plan.

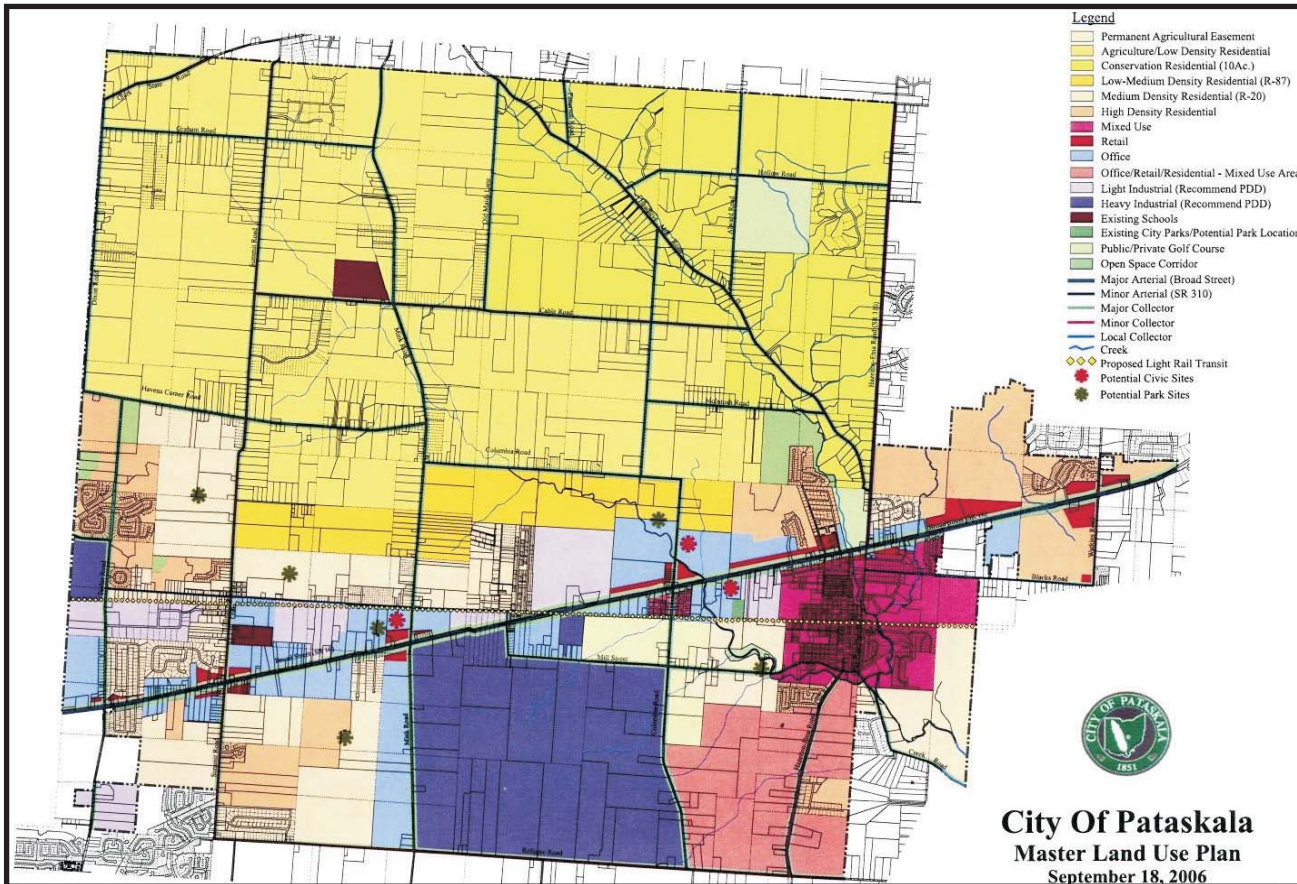
Mixed-Use Local Commercial/ Conservation Subdivision

Much like the Local Commercial land use areas, this land use category will allow local level businesses that serve the needs of residents of Etna Township. These areas will also allow and encourage the integration of residential housing within the development. The residential housing

that is included within this classification must meet the design and density criteria set forth in the Planned Residential Conservation District of the Etna Township Zoning Resolution. The businesses that locate in these areas will not be regional in scale (Big Box stores will not be permitted); they will meet size and aesthetic requirements that are in line with a rural local business district. They will be designed to provide convenience shopping and service delivery for the day-to-day needs of consumers in this planning area.

This designation is included on the future land use map because the planning committee believes it will encourage well-designed commercial development along the major corridors of SR 310 and US 40. The idea behind designating the large piece of land on the southwest corner of SR 310 and Refugee Road as local commercial is to fend off annexation pressures from Pataskala. The future land use map of Pataskala directly across Refugee Road calls for a mixed-use office, retail, and residential district.

The land owner, if unsatisfied with the future land use plan of Etna Township, could easily annex into Pataskala and develop according to their zoning rules, at which point the township would be powerless to guide the future



Map 23: The City of Pataskala Future Land Use Map.

development of that piece of ground. The hope is that through the density incentives and flexibility of the PUD process, developers and landowners will choose to stay in the township and develop these areas according to the PUD method.

The area identified as this type of use on the Future Land Use Map along US 40, located on the west side of Smoke Road, in particular, is a concern due to the future site of the new high school. This area is currently zoned as a general business district. The general business district allows many types of uses, including beer and liquor establishments, which some feel is an inappropriate use so close to a school. By encouraging and incentivizing developers to develop this area as a Planned Unit Development in a Local Commercial and Residential fashion, the township can refer to the permitted uses of the Local Commercial District, which are much more limited and well defined than the broad uses allowed in the GB-1 District. This is not to suggest that a place that serves alcohol is prohibited from all Local Commercial District lots, but the PUD states that the applicant for a PMUD may apply for a combination of permitted uses in their

development as long as they are keeping with the intent of the township, and will not adversely affect the adjacent property and/or the public health, safety and general welfare. The discretion to decide what uses are allowed in these developments will be in the hands of the township zoning commission and township board of trustees. It is the committee's opinion that development adjacent to schools should be appropriate for school-age children.

The development parameters outlined in the MSI-310 Corridor Study would apply here. They are as follows:

1. Parking should not dominate the site as viewed from the public right-of-way. All practical measures should be taken to minimize the impact of parking on the corridor, including locating the parking to the rear or side of the structure.
2. Development should be related to adjacent sites with respect to connections, building placement, landscaping, screening and green space. Shared parking is encouraged.
3. All commercial buildings located in these areas must face the public roadway and have a presence on the street. No utilities, dumpsters, mechanicals or other infrastructure may be placed in front of the building face; wherever these are located they

must be properly screened from public view.

4. Amenities should be included in the development, such as trails or sidewalks (whichever is recommended in this plan). Outdoor dining and any other features that improve the site are strongly encouraged.
5. High-quality building architecture is required on all sides of the building and not just the front facade; none of the walls should be blank. The building should face the public roadways and store windows should be a significant part of any building facade facing a primary street.
6. Buildings should be neighborhood and human in scale and should reflect the existing rural conditions in Etna Township.
7. Infrastructure should be designed to complement the site, including detention/retention ponds. The ponds should look natural, not engineered.
8. Well-organized green space should be designed as part of the site.
9. Landscaping should be high quality and contribute to the natural, rural aesthetic of the community and the site.
10. Curb cuts along SR 310 should be minimized, and well-organized connections should be established by requiring cross-access easements to be dedicated at the time of



development to all adjacent development sites.

11. Drive-thrus are discouraged, and if they do occur, must be located to the rear of the building.
12. Design and location of buildings should adhere to the recommendations of this plan.

Additionally, these design standards should be followed for land in these areas. These combine elements from the MSI-310 Corridor Study and those of the Etna Township Planning Committee.

13. A 150' setback shall be maintained north of Trail East on State Route 310 to preserve the rural character of the township for all newly developed parcels on both the east and west side of the roadway. These setbacks should include multi-use bike paths that link into the larger system of planned paths in Etna Township.
14. Streets in view of the public roadway should be single loaded to face homes to the public roadways and should not back up to them.
15. The recommendation of conservation development designs and patterns in this plan should be followed. This will produce quality residential development that minimizes the impact of new development on the rural character

of Etna Township.

16. Cross-access easements will be required to allow access to commercial uses close to the SR 310/US 40 intersection.

Mixed Use PRO/ Conservation Subdivision

The mixed-use office and conservation subdivision land use category will provide an area in the township for professional businesses. These businesses will be geared toward the white-collar worker and will primarily be made up of office jobs. This area will provide places for area residents to

work, and will also allow the township to expand its tax base. The office uses would primarily front on State Route 310 and Refugee Road. The development of these businesses will be designed in a manner that reflects the rural or classic American nature of the township.

The interior of these areas would consist of residential development that is built in a conservation subdivision style as described in the Conservation Subdivision land use text. Developments in these areas would also adhere to the development parameters



Figure 62: Commercial developments should incorporate rural design elements.

outlined for the Neighborhood Commercial District in the MSI-310 Corridor Study. They are as follows:

1. Parking should not dominate the site from the public right-of-way. All practical measures should be taken to minimize the impact of parking on the corridor, including locating the parking to the rear or side of the structure.
2. Development should be related to adjacent sites with respect to connections, building placement, landscaping, screening and green space. Shared parking is encouraged.
3. Amenities should be included in the development, such as trails or sidewalks (whichever is recommended in this plan). These trails should link to the larger planned trail system for the township.
4. High-quality building architecture is required on all sides of the building and not just the front facade, with quality materials and fenestration (no blank walls). Buildings should face public roadways and store windows should be a significant part of any building facade facing a primary street.
5. All commercial buildings located in these districts must face the public roadway and have a presence on the



Figure 63: Traditional neighborhood development is encouraged in Etna Township.

- street. No utilities, dumpsters, mechanicals or other infrastructure may be placed in front of the building face; wherever these are located they must be properly screened from public view.
6. Buildings should reflect the existing rural conditions in Etna Township.
7. Infrastructure should be designed to complement the site, including detention/retention ponds. The ponds should look natural, not engineered.
8. Well-organized green space should be designed as part of the site.
9. Landscaping should be high quality and contribute to the natural, rural aesthetic of the community and the site.
10. Curb cuts along State Route 310 should be minimized, and well-organized connections should be established by requiring cross-access easements to be dedicated at the time of development to all adjacent development sites.
11. Design and location of buildings

should adhere to the recommendations of this plan.

Additionally, these design standards should be followed for land in these areas. These combine elements from the MSI-310 Corridor Study and those of the Etna Township Planning Committee.

12. A 150' setback shall be maintained north of Trail East on SR 310 to preserve the rural character of the township for all newly developed parcels on both the east and west side of the roadway. These setbacks should include multi-use bike paths that link to the larger system of planned paths in Etna Township.
13. Streets located in view of the public roadway should be single loaded to face homes to the public roadways and should not back up to them.
14. The recommendation of conservation development designs and patterns in



this plan should be followed, this will create quality residential development that minimizes the impact of new development on the rural character of Etna Township.

15. Cross access easements will be required to allow access to commercial uses so close to the SR 310/US 40 intersection.

Traditional Urban Development-Old Etna

This area should be in line with the establishment of the Heart of Etna, described in the MSI-310 corridor study. Principles to be followed for this area

will be to provide for a mix of land uses, compact building designs, a variety of housing types and costs. This area should be walkable and pedestrian friendly, have defined public open space, and a variety of transportation choices should be included. This will serve as the identity of Etna Township and should be a place where many types of uses are welcome. To accomplish all this, redevelopment of this area must take place. Parking needs will be a challenge that must be addressed within the plan.

Additionally, special design criteria must be developed that communicate a town

center feel. The first floor retail and second floor residential should only be located on the identifiable square surrounding High Point Park. The remainder of this area should remain single story, in line with a single-family neighborhood feel.

Another important aspect of the overall community plan is the continuation of the green medians running along US 40 on the eastern side of SR 310. This area of the township holds the most promise of remaining in an agricultural state, and the planning committee feels that the green medians along US 40 contribute to the rural and agricultural feel of that part of the township. This section of US 40 starts in the Traditional Urban District. It is important to the planning committee that the green medians remain a part of the township, and as such the committee would like to pursue programs that will help to purchase landscaping and other natural elements to improve the beauty and aesthetic appeal of these important features. This section of US 40 should follow the naturalized boulevard corridor typology described by the MSI-310 Corridor Study, as shown in Figure 64.

The following development standards would apply to this land use category. These standards are a combination of those recommended by the MSI-310

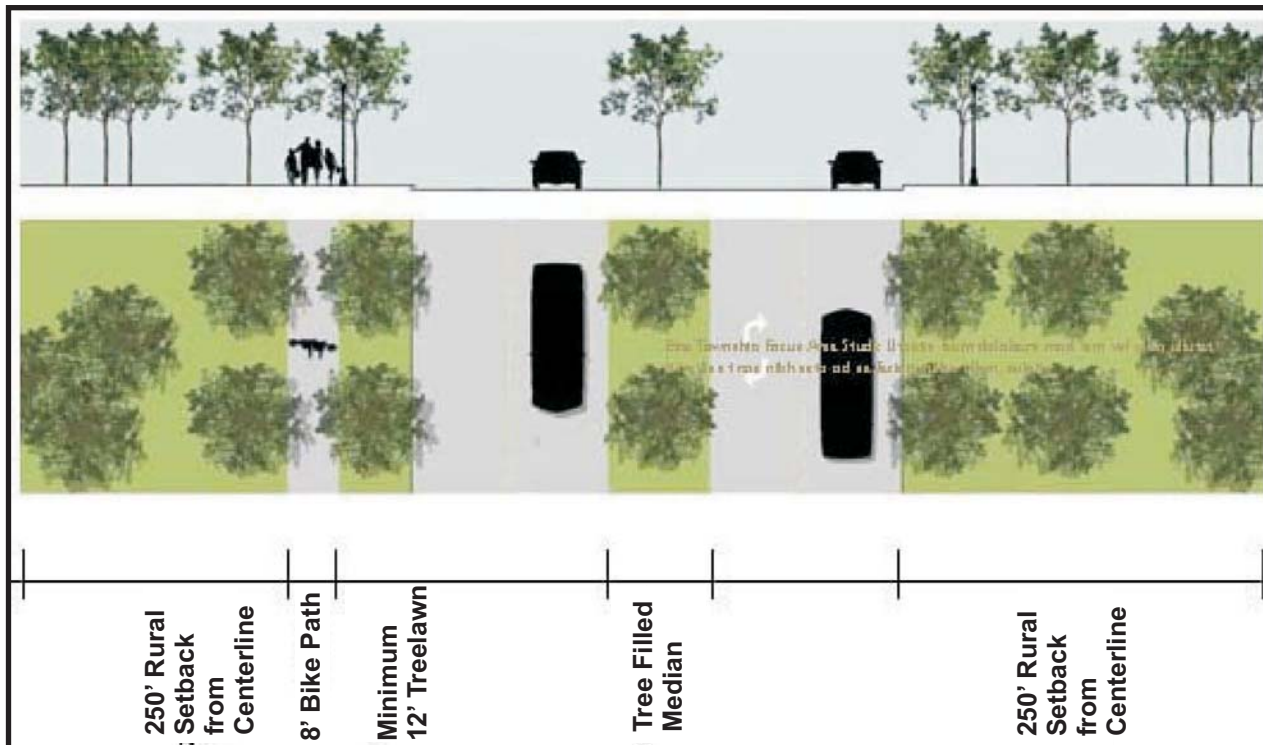


Figure 64: Naturalized Boulevard Street Typology (Source: Etna Township 310 Corridor Plan: Draft, MSI Planning and Design).

Corridor Study and added suggestions by the Etna Township Planning Committee. They are as follows:

1. Development should include first floor retail and second story residential to create an active environment with a strong built edge.
2. Blocks should remain short to provide comfortable walks for pedestrians. Numerous street connections are essential to the success of the redevelopment, to provide accessibility for pedestrians and vehicles to and throughout Old Etna.
3. All development should be focused on pedestrians, with accommodations for vehicles considered secondary. Redevelopment in this area will necessitate new sidewalks along the front of these developments.
4. The township should pursue funding options that would facilitate the purchase of new lighting that will make this area feel safe to residents at night.
5. A mix of uses is encouraged in Old Etna. There should be a strong focus on accessibility to surrounding residential neighborhoods. These neighborhoods will play a significant role in the long-term vitality of Old Etna. There must be a demand for the

goods located in this district for it to be a desirable destination.

6. Architecture should be high quality with a focus on the details and fenestration of the building. Pedestrians will experience these buildings intimately, so the level of detail should respond to them. Buildings should contribute to the pedestrian scale of Old Etna. All buildings shall have front doors on the public street frontage, with highly transparent first floors for commercial buildings.
7. The built edge of the towns square is encouraged at zero setback from all side lot lines, and building setbacks from the primary roadway should not be greater than 20 feet. The remaining neighborhoods should have a setback of no more than 20 feet.
8. Parking shall never be located in the front or to the side of the building.
9. Buildings should be limited to two stories in height, to ensure a comfortable town street envelope at an appropriate scale for Old Etna.
10. Parking standards should be relaxed; pooled-area shared parking arrangements are strongly encouraged in order to reduce the impact of parking on the design of Old Etna.
11. Design and location of buildings should adhere to the recommendations of this plan.

Industrial and Manufacturing

The areas identified as industrial and manufacturing on the future land use map will be the places in the township that are most appropriate for future expansion of uses described in the M-1, M-2 and M-3 districts of the Etna Township Zoning Resolution. Expansion of these districts on the future land use map was done in areas that are adjacent to land currently zoned for such uses.



Figure 65: The Etna Corporate Park is expected to bring new jobs and revenue to the township.



The goal for this district is to provide places for area residents to work, and to establish a greater tax base for the township. This district will be located primarily in the northwest quadrant of the township with some included in the northeast quadrant. The Etna Corporate Park has made progress in attracting new businesses and only looks to improve its prospects with the construction of Etna Parkway.

The area specified as future industrial and manufacturing on the east side of the township is located along US Route 40 near State Route 158. Having industrial and manufacturing uses at that location is logical, as it will provide quick and easy truck access to I-70. Being so close to the intersection will allow the increased traffic brought by these businesses to enter and exit the highway easily without disturbing the traffic pattern of the more rural districts in the community. It will be important that these districts are well-buffered from other uses. Using heavy landscaping between manufacturing/ industrial businesses and unlike uses will be essential to maintain a rural-feeling environment. Economic development tools such as the JEDZ should continue to be employed in these districts.

Residential

The residential areas as specified on the future land use map should continue to incorporate a mix of low- to medium-



Figure 66: The extension of Etna Parkway will encourage business expansion.

density housing options. These areas are where the majority of residents in this community will live. The future density of proposed residential developments in the identified residential zones will follow the parameters of the current zoning map. No major change in density should be employed here. Township residents have voiced an interest in maintaining the rural atmosphere in this community. The zoning commission could consider increasing the minimum lot size in these areas as a way to avoid a suburbanized look.

While conservation subdivision neighborhoods are preferred by some, others will prefer to live in neighborhoods that are more dense and more closely resemble a traditional suburban development. There is certainly a need for this type of development, to meet the needs of an ever-increasing

population. In Etna Township this should be encouraged in the areas identified as residential on the future land use map. The Etna Township Zoning Commission is encouraged to update the zoning resolution to establish architectural design criteria reflecting a rural theme in new developments. Updates to the resolution promoting bicycle and pedestrian mobility should also be considered.

Open space is always an important part of a residential neighborhood. The zoning commission should continue to require usable open space in large contiguous blocks that is accessible to all residents. These are a few examples of updates that will help to establish a sense of community in these new places. Such amenities can help distinguish Etna Township from other communities and help maintain property values far into the future.

Agricultural

Areas marked as agricultural on the future land use map are where agricultural pursuits should continue into the future. In these zones large tracts of land should be preserved. Most of the land identified as agricultural on the future land use map is in agricultural production today. An important component of keeping the rural feel in this community is to ensure a large amount of the land stays as it is.

The areas marked for agricultural development on the future land use map are primarily located along US 40 and I-70, respectively. By keeping large parts of the community in agricultural production along these routes, the small town rural image of Etna Township can be retained. It should be made clear that these areas are not suitable for large-scale tract subdivisions at a time in the future when that kind of development is once again feasible for developers. Any development that occurs in these areas will continue to follow the agricultural zoning requirements as outlined in the Etna Township Zoning Resolution. Some of these areas would be appropriate for Planned Residential Conservation Development (PRCD) subdivisions. The appropriate areas for this development are found in the Etna Township Zoning Resolution. (See Map 21, PRCD Overlay District, page 50.)

Landowners in these areas should be encouraged to pursue farmland preservation programs that will keep their land in agricultural production in perpetuity. Several tools exist that a landowner can use to do this. In 2002, The Licking County Farmland Preservation Task Force developed a plan called Agriculture for Tomorrow.



That document outlines strategies and implementation steps that can be used in Licking County to preserve farmland. The mission of that project was to protect farmland throughout Licking County, support policies and programs that will enhance the economic viability of agriculture, encourage business and residential developments that are compatible with farmland preservation goals, to educate citizens about farmland preservation, and to assist public officials in finding new tools to meet those goals (*The Licking County Farmland Preservation Task Force, Agriculture for Tomorrow, 2002*). Local officials are encouraged to consult this document and educate residents on their preservation options.

Multi-Family Housing

Multi-family housing has been the subject of much debate among planning committee members. While it is widely supported that the community should provide opportunities for people who cannot or do not want to own a single-family home, it is not clear how to provide for such opportunities. The need to provide housing for younger adults, empty nesters, students and other people who want to live in apartments or condos is important. Multi-family housing can provide the community with the population density desired by businesses and other services. A higher population density is important to these entities because it gives them the level of



Figure 67: Additional multi-family housing must be carefully integrated into the community.

potential customers and workforce that they need to be profitable. A notion that was continually mentioned within the community survey was the need for more services and local businesses to serve the needs of community members. In the survey, respondents vocalized the need for these places in Etna Township. People do not want to drive to surrounding communities to fulfill their day-to-day needs.

There is concern among the planning committee that establishing multi-family districts within Etna Township will perpetuate a culture of crime and unwanted behavior that allegedly accompany some types of large scale, affordable, multi-family housing units. In discussions held among committee members, it was made clear that Etna Township does not want to invite a culture into the community that is

anything less than the respectful, law abiding, friendly variety these residents have enjoyed in Etna Township for years. The inclusion of multi-family housing must be done in a manner that accommodates people whose lifestyles warrant apartments, but that also minimizes potential undesirable behavior.

The areas of the township marked as acceptable for multi-family development are specifically chosen because they are already zoned as such or are in close walking distance to future commercial developments. It is helpful to have multi-family housing close to commercial developments because they can help serve the daily needs of inhabitants and establish a greater sense of community in those areas. The largest area identified on the Future Land Use Map as multi-family development on the western border of the township was also done so to buffer the residential development in Reynoldsburg from commercial development, and to help guard against annexation of this part of the township into Reynoldsburg.

Transportation

An important element in the land use discussion is how the transportation network will be affected when future developments are finished. In Etna Township are three major thoroughfares: I-70, US 40 and SR 310. The existence of

three significant travel routes through this community, and the projected development along them, will require further examination of the capacity of current roadways and the future improvements needed to absorb the added growth.

While I-70 is the incoming source of much of the visiting traffic in Etna Township, it is the SR 310 Corridor and sections of US 40 that will carry the internal burden of increased development in this community. US 40 can handle more traffic than SR 310, as it is a four-lane highway throughout the length of the township. The most important measure that needs to be taken to ensure safe and efficient travel along US 40 is the continuation of proper access management along that corridor.

As noted in the MORPC 310 Corridor Traffic Study Draft, access management is the systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections to a roadway. It includes a set of tools to protect the public investments in the roadway system, improve safety, and balance access to land with traffic mobility needs. (See the breakout box above for access management techniques.) The continued utilization and enforcement of such techniques will help to mitigate against traffic flow and safety issues on all township roadways.

Access Management Techniques

- **Regulate minimum spacing of driveways**
- **Consolidate access for adjacent properties**
- **Install left-turn lanes**
- **Construct local access roads**
- **Install right-turn deceleration lanes**
- **Regulate minimum corner clearance**

The greatest source of concern regarding the transportation system in Etna Township continues to be the SR 310 Corridor and its ability to accept the increased traffic that future development will bring. The challenges of SR 310 are due to the fact that it is a two-lane road that serves as the primary ingress and egress into the township from I-70. The majority of traffic entering this community from the south does so through the SR 310/I-70 interchange. If growth continues as expected, this already overburdened road will continue to experience more congestion and increased delays in traffic flow.

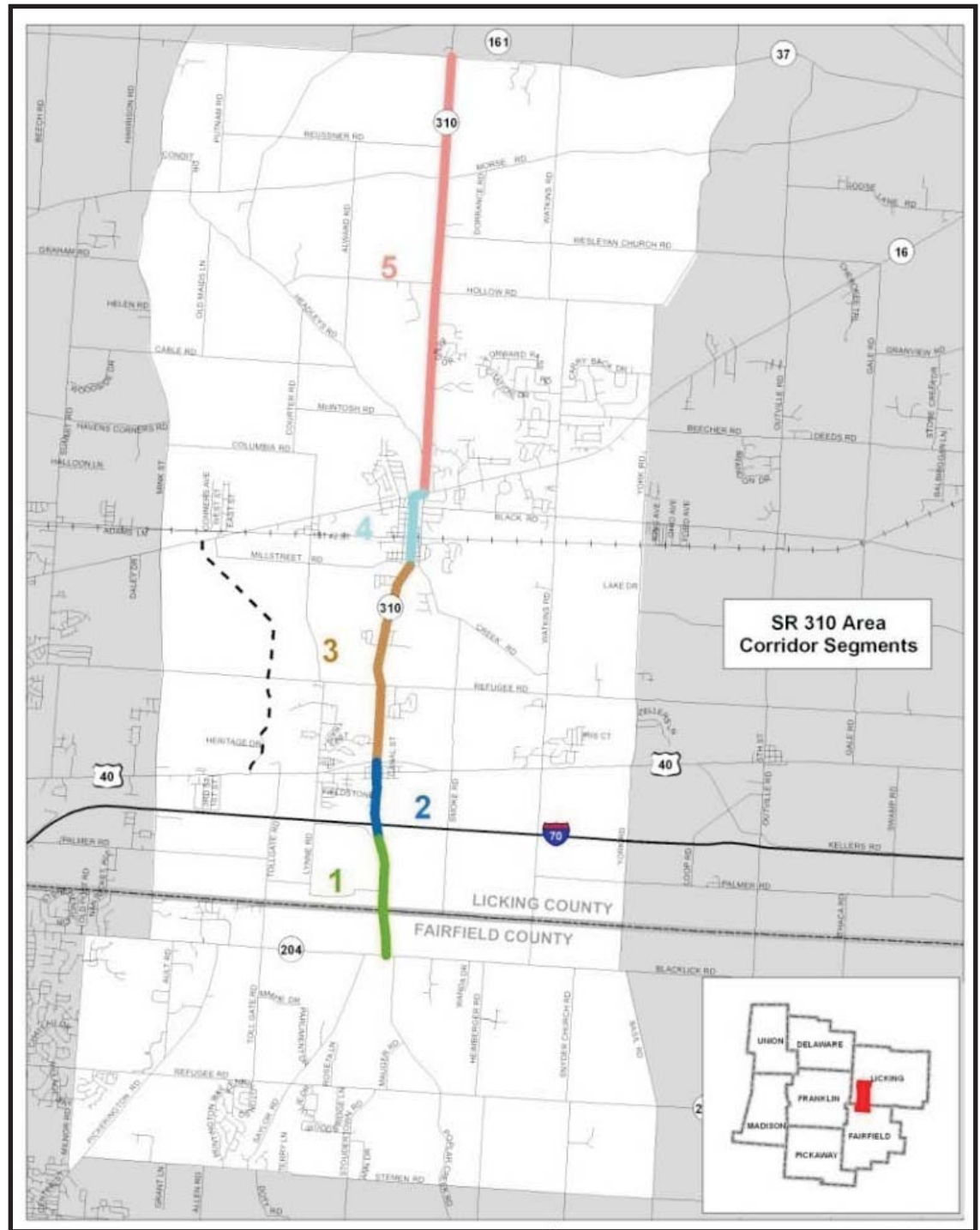
The MORPC 310 Corridor Traffic Study Draft has identified five different segments of the State Route 310 corridor,

spanning from Fairfield County north to State Route 161. Three of the segments, Segment 1, Segment 2 and Segment 3, lie in Etna Township. Segment 1 is located between SR 204 and I-70; Segment 2 is located between I-70 and US 40; and Segment 3 is located between US 40 and Mill Street Road in Pataskala (see Map 24).

The summary of recommendations that MORPC has made for these sections is as follows:

- Segment 1 improvement: addition of left-turn lanes at warranted intersections (medium/low priority); further improvement (if needed), widening to a four-lane section (low priority).
- Segment 2 improvement: widening to a five-lane section from north of the I 70/SR 310 interchange bridge to US 40 and replacement of the existing interchange bridge by a five-lane bridge (high priority).
- Segment 3 improvement: widening to a four-lane section with the addition of left-turn lanes at warranted intersections from US 40 to Refugee Road, and the addition of left-turn lanes at warranted intersections from Refugee Road to Mill Street Road (medium priority).

The conclusions drawn from the MORPC 310 Corridor Traffic Study Draft are the result of numerous public meetings where data were collected to formulate strategies for each segment. These recommendations are based on level-of-service data projected for each of these segments. The study is not in final format as of this writing, but the recommendations are unlikely to change.



Map 24: MORPC SR 310 planning segments (Source: MORPC SR 310 Corridor Traffic Study – Draft).



Recreation

Planning for active and passive recreational opportunities within a community can increase the quality of life for township residents. Currently there are not many outlets to pursue these opportunities in Etna Township.

The Licking Park District owns only one park in this community, the Palmer Road Swamp Preserve, adjacent to the Russell Heights subdivision between Palmer Road and I-70. The preserve contains some 45 acres of wet woods and grasslands. It provides a small haven for wildlife. The Licking Park District website notes that plans for the area include interpretive trails and wetland enhancement, but this area is not open to the public at present.

High Point Park, in the heart of Old Etna, is an established park used for passive recreation. People are able to enjoy its beauty by sitting on the benches in the park or gathering in the gazebo. A path is also present around the park that area residents can use to take leisurely strolls. This park is an important focal point for the community and should be preserved at all costs.

Concerns have been voiced that most sports leagues for Etna Township children are located in surrounding communities. Also, those who want to



Figure 68: Bicycle and pedestrian paths should link future residential and commercial developments.

enjoy less active recreation such as hiking or biking typically must go to neighboring communities to participate. Close to 90 percent of survey respondents have indicated their desire to have amenities such as

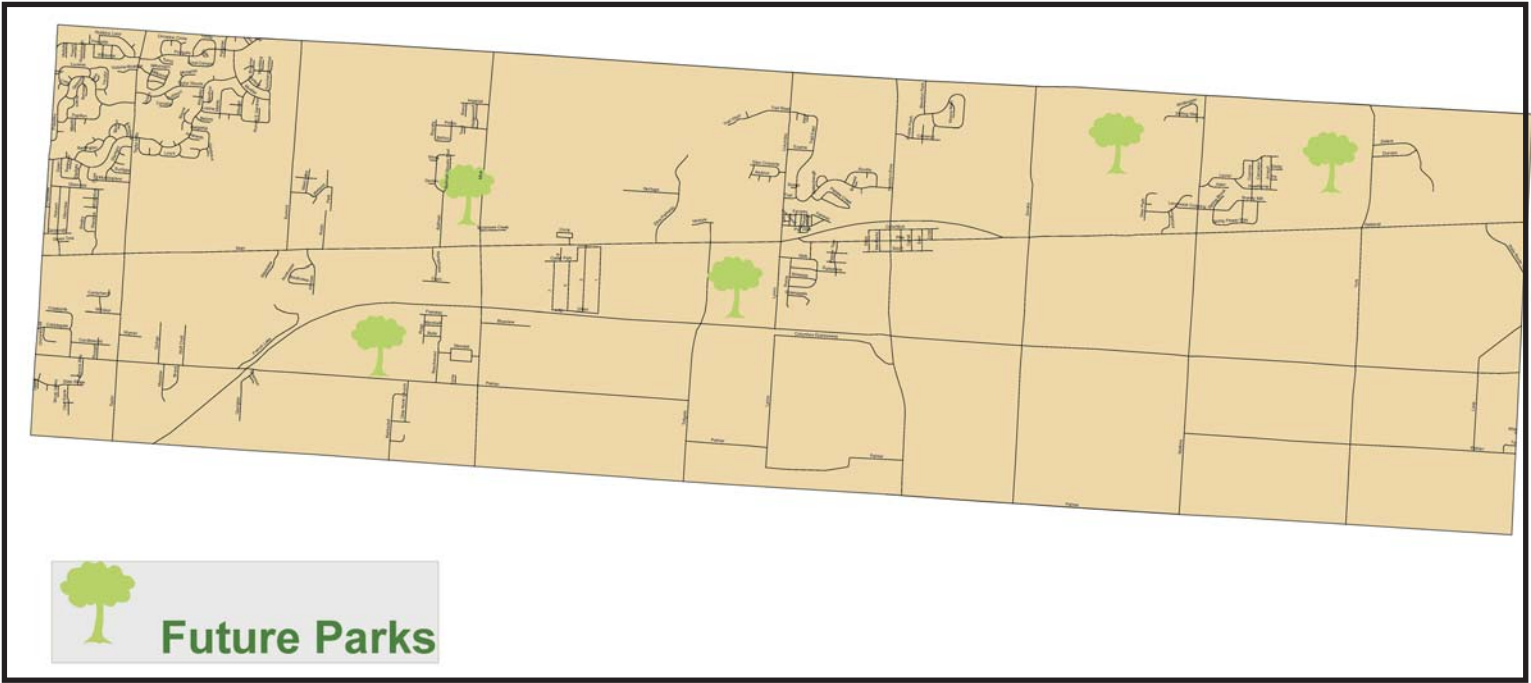
“Urban sprawl should not be allowed on valuable, productive farmland. Plants clean the air, provide food, and stop erosion. There has to be control over land use.” – Etna Township Community Survey Respondent

walking and biking trails, open spaces, baseball diamonds, soccer fields, playgrounds, basketball courts, swimming pools and gyms in this community.

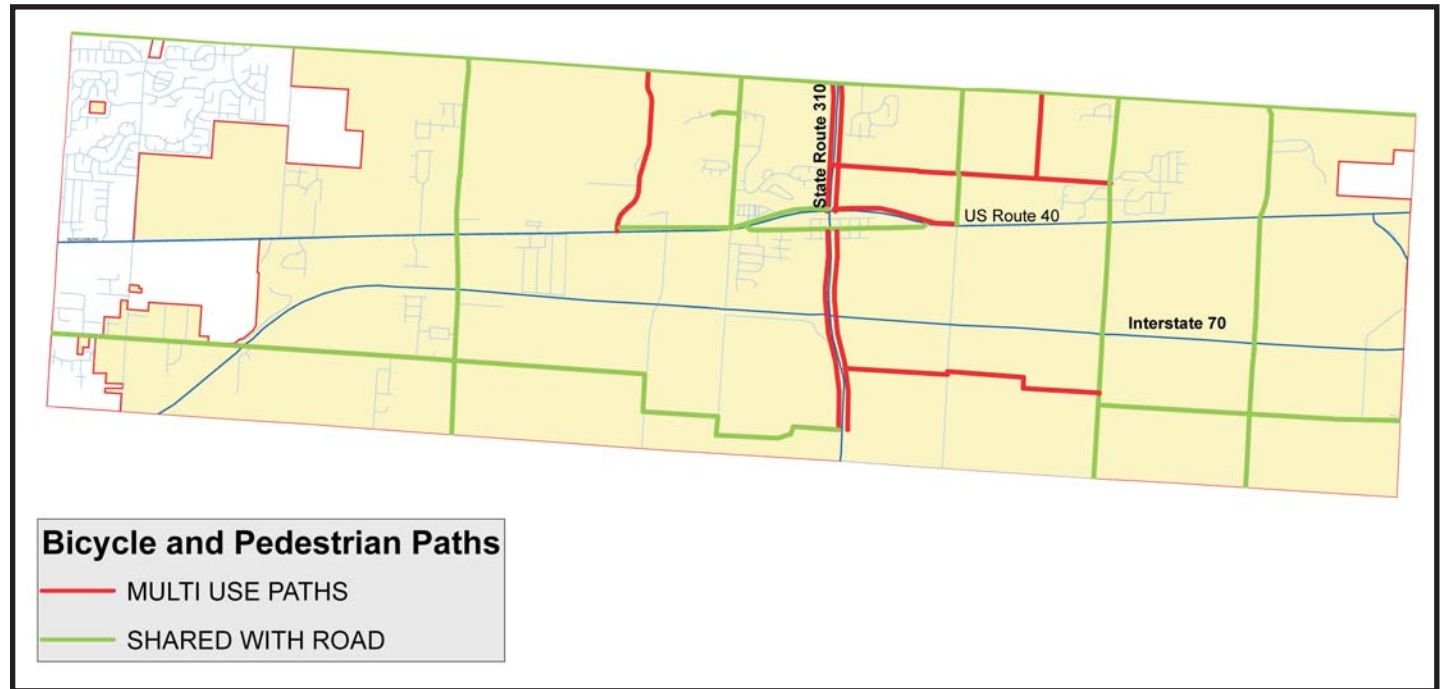
As a part of this project, the planning committee has designated a few large

areas of undeveloped land as suitable for public parks. These lands were chosen primarily due to their size, the fact that they are undeveloped, and are located close to housing or other services. The identified areas are merely places that would be suitable parks; other places in the township could also provide the desired outcome (see Map 25 on page 68).

Bicycle and pedestrian options have also been at the forefront of the land use conversation throughout the planning process. We agree that this community must be more accessible to more forms of transportation. The multi-modal strategy included here is the culmination of input from residents and information gathered at public meetings (see Map 26 on page 68). This is a concept plan and other options could be possible. The idea behind this concept is to start the conversation about where bike/walking paths are possible and how they could be financially feasible. The paths identified on the plan are multi-use paths, or those that could be shared with the road via painted bike lanes. Additional right-of-way may be needed in some areas, or redevelopment of land may be needed to stimulate these projects. It is important to have this vision in place so developers know our expectations when developing in places where these kinds of paths are desired.



Map 25: Potential locations for future parks in Etna Township.



Map 26: Potential future bike routes in Etna Township.

