

# **US Route 33 Bypass Corridor Development Plan**



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# ACKNOWLEDGEMENTS

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## EXECUTIVE SUMMARY

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Important growth pressures are being exerted upon the County that will substantially affect the type, quantity, and quality of development in the coming decade. Economic trends, population shifts, and changing preferences related to how and where we live, work, and shop will continue to impact the shape of the communities within central Ohio.

The Fairfield County Commissioners and the Fairfield County Regional Planning Commission recognized the importance and impact of the US Route 33 bypass early; and, in 2001 commissioned a special study to identify issues and formulate recommendations that would promote sound development practices and mitigate negative impacts associated with the construction of the bypass.

The result of the study is two documents – the *US Route 33 Bypass Corridor Development Plan* and the *US Route 33 Bypass Corridor Design Manual*. One of the primary aims of the *US Route 33 Bypass Corridor Development Plan* is to provide local governments and private property owners with a vision for the corridor, one that reflects the public interest. The *US Route 33 Bypass Corridor Development Plan* does not dictate how any specific parcel should be zoned. Rather, it provides the basis for future zoning decisions by the appropriate governing body. By following the recommendations of both the *US Route 33 Bypass Corridor Development Plan* and the *US Route 33 Corridor Design Manual*, it is possible to create economic development opportunities while also preserving the rural landscape and character of the corridor.

The *US Route 33 Bypass Corridor Development Plan* emphasizes intergovernmental collaboration. The bypass corridor will have a direct affect on three townships and two municipalities. In order to ensure that the region is protected and to ensure that local governments are not pitted against each other in the quest for economic development and the resulting tax revenue, formal communication and coordination is critical. Each political jurisdiction should review both the *US Route 33 Bypass Corridor Development Plan* and the *US Route 33 Corridor Design Manual* and then examine their own plans, policies and regulatory tools, identifying areas for adjustment and taking any necessary action. The Fairfield County Regional Planning Commission is prepared to provide support including technical assistance to the cooperating jurisdictions in order to assure that the *US Route 33 Bypass Corridor Development Plan*'s goals are achieved.

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**ACTION BY THE  
FAIRFIELD COUNTY REGIONAL  
PLANNING COMMISSION**

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The US Route 33 Bypass Corridor Development Plan and US Route 33 Bypass Corridor Design Manual were both adopted by the Fairfield County Regional Planning Commission at its meeting on July 2, 2002. The US Route 33 Bypass Corridor Development Plan was adopted as an appendix to the Fairfield County Development Strategy and Land Use Plan adopted on March 5, 2002.

Appropriate portions of each document will be transmitted to Berne, Greenfield and Hocking Townships as well as the Village of Carroll and the City of Lancaster for their consideration and action.

# **INTRODUCTION**

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## **HISTORY**

Fairfield County is one of the fastest growing counties in Ohio, and US Route 33 (US 33) serves as the main arterial connecting southeastern Ohio with the City of Columbus, the state capital and a major employment and commercial center. Within the City of Lancaster, US 33 frontage became prime real estate and was stripped out and developed into commercial uses with little access management. Today, this stretch of US 33 is constantly congested. To improve traffic flow on US 33, the Ohio Department of Transportation (ODOT) announced the construction of the US 33 bypass. To further improve traffic flow in the US 33 corridor, the entire length of US 33 from Columbus to Lancaster will be upgraded to limited access over the next decade.

In accordance with the National Environmental Policy Act (NEPA), several alternative routes for the US 33 bypass were explored. In 1998, the current alignment was chosen. In 2001, phase one construction began. It is estimated that phase one will be completed in the fall of 2003. The entire bypass will be completed by the summer of 2005. The schedule is included in the Appendix.

## **PURPOSE**

In order to preserve the rural landscape and promote orderly development in the US 33 bypass corridor, this plan establishes a growth ethic based on citizen input and the work of the US 33 bypass corridor steering committee. Future development activities in the corridor should reflect this growth ethic as illustrated in the plan's vision, goals, objectives and policies.

## **PUBLIC PARTICIPATION**

Public participation was a key element in the development of the *US Route 33 Bypass Corridor Development Plan*. The consultant team worked closely with a steering committee comprised of representatives from the City of Lancaster, the Village of Carroll, Berne, Hocking and Greenfield Townships, the Regional Planning Commission, and other County agencies. The steering committee met almost monthly for a year.

In addition to the steering committee, three public meetings were held. A full summary of all activities related to the development of the plan is located in the appendix. In addition, a portion of the results of the second public meeting affecting the future land use plan is included in that section.

## **RELATED PLANS & POLICIES**

### **Fairfield County Development Strategy and Land Use Plan**

As part of the 2001 *Fairfield County Development Strategy and Land Use Plan*, a future land use plan was developed for the entire County based upon a 20-year population projection. The plan indicates the US 33 bypass corridor will support a mixture of residential, commercial, industrial, and agricultural uses. High intensity uses, such as industrial and commercial, are located closest to the bypass interchanges for ease of access and to minimize impacts on surrounding residential areas. Further from the interchanges are varying densities of residential use including mixed use residential, cluster residential, single family residential and rural residential.

The *Fairfield County Development Strategy and Land Use Plan* seeks to guide growth to areas where appropriate public infrastructure exists or is programmed to exist in the next twenty years. Farmland preservation and preservation of the natural environment are key components of the land use plan. This growth ethic is reflected in many of the policies contained within the Plan. The *US Route 33 Bypass Corridor Development Plan* builds upon the *Fairfield County Development Strategy and Land Use Plan*. While all of the *Fairfield County Development Strategy and Land Use Plan*'s policies are important, the policies that have been identified as most important to the US 33 bypass corridor are outlined below.

### **Land Use Policies**

- ❖ Minimize development within areas of the best agricultural lands to preserve critical masses of farmland.
- ❖ Locate higher-density development near commercial and employment centers with access to major thoroughfares.
- ❖ Locate commercial and industrial centers in clusters rather than in isolated, scattered locations. Discourage strip commercial development.
- ❖ Locate major commercial and industrial areas where there is direct access to existing or planned major transportation facilities.

### **Economic Development Policies**

- ❖ Encourage the development of sufficient commercial, office, and industrial space to meet the needs of the existing and projected population.
- ❖ Locate industrial and commercial development in clusters, rather than in isolated, scattered locations, emphasizing appropriate landscaping and buffering. Strip commercial or linear development will be discouraged.
- ❖ Promote the identity of individual communities and reinforce the existing design patterns within the community when locating new commercial and employment facilities.

**Housing Policies**

- ❖ Strongly encourage that the majority of new residential units be small lot (1/4 to 1/2 acre) single family detached, single family attached, or multiple family units.
- ❖ Provide incentives for the construction of clustered units, zero-lot line unit types, attached units and multi-family dwelling unit types.
- ❖ Provide incentives for increasing the use of the existing mixed-use & mixed density regulations to promote more efficient, compact nodes of development.
- ❖ Partner with local jurisdictions to create a unified and comprehensive code enforcement system to insure that existing homes remain in sound repair.
- ❖ Promote the provision of recreational opportunities within walking distance of all housing developments or existing neighborhoods.

**Agricultural Preservation Policies**

- ❖ Encourage the development and implementation of an aggressive program to preserve agricultural uses in those areas identified for permanent agricultural preservation.
- ❖ Discourage lot split and exempted five acre or more development patterns.

**Open Space Policies**

- ❖ Consider strategic purchases of critical open space areas to preserve these areas and to provide important trail and habitat linkages.
- ❖ Develop a continuous greenway system.

**Parks and Recreation Policies**

- ❖ Preserving points of historic and scenic interest shall be considered in the development of parks and open space areas.
- ❖ In order to promote open space connectivity, establish standards for the provision of recreational/landscaping amenities servicing commercial, industrial, and office projects.
- ❖ Encourage multi-use trails within major roadway corridors.
- ❖ Encourage appropriate conversions of railway abandonments to the greenways and trails system.

**Environmental Policies**

- ❖ Strongly discourage random-pattern and sprawl development.
- ❖ Encourage the development of self-sustaining communities which offer a mix of residential, commercial, and employment uses; a full complement of public services and facilities; amenities which support a high quality of life; and a design that is sensitive to the County's natural and cultural environment.
- ❖ Encourage compact, mixed use, pedestrian-oriented communities which seek to maximize the preservation of open space and natural resources while discouraging an undue reliance on the automobile.
- ❖ Conserve the natural character of the area and protect sensitive areas through the use of conservation and cluster developments.
- ❖ Implement policies that incorporate high standards of landscape and buffering to protect mature or otherwise significant vegetative specimens.

- ❖ Preserve major floodplains and stream valleys within the County.

**Historical and Archaeological Resources Policies**

- ❖ Encourage the design of signs and buildings to be harmonious with existing historic structures and settlements.
- ❖ Encourage the protection of rural historic structures in the context of their natural settings.

**Administrative Policies**

- ❖ Encourage local units of government to cooperate through the RPC to facilitate adequate and economical administration of development codes and ordinances including zoning.
- ❖ Explore the creation of an “intergovernmental growth fund” aimed at sharing the costs and benefits of new development.

**Transportation System Policies**

- ❖ Limit transportation improvements in Critical Resource and Agricultural areas to maintenance and upgrading of nonstandard roads and under-capacity bridges.
- ❖ Design new transportation improvements in a manner that limits disruption to farms, existing land uses, historical sites and buildings, as well as important natural, environmental, and scenic features.
- ❖ Incorporate sidewalks and/or pedestrian pathways to encourage walking and bicycle use in the design of local and collector streets in new development.
- ❖ Encourage the development of public transit services within the cities and the regional communities throughout the County.
- ❖ Encourage the development of rail, trucking, and other transportation modes that will enhance development of a broad base of industrial, commercial, and office uses.
- ❖ Implement an access management plan that discourages random driveway cuts on Federal, State and County roads.

**City of Lancaster Development Plan**

Lancaster’s Future Land Use Plan, as indicated in the *City of Lancaster Development Plan* adopted in 1999, shows that the portions of the City located in the US 33 corridor study area have been designated as industrial. Current zoning in the area, however, includes a mix of high intensity industrial, low intensity industrial, and single family residential.

One of the primary intersections of the proposed bypass will be at State Route 188 (SR 188). This intersection will have the greatest impact on the Lancaster portion of the study area. Given its location and existing industrial land uses, the area is best suited for continued high intensity industrial use. With increasing industrial development, the area will become less amenable to residential use.

The *Development Plan* described the main objectives and principles to be followed in developing or redeveloping land for industrial use. The plan indicated that industrial sites

should be selected where the land is appropriate in location, character, and extent and where design and architectural controls ensure compatibility with surrounding development. Two of the supporting principles address land use issues likely to gain importance as the corridor develops. The first principle is to create separations between industrial and residential development by locating industry so that it is buffered. The second principle calls for a reduction in traffic congestion by locating industry near major thoroughfares and interchanges on the edge of the City for greater accessibility.

The *Development Plan* also outlines several natural resource protection principles. These include utilizing conservation easements to preserve the native landscape and limiting density within environmentally sensitive areas. The majority of land within the corridor is currently undeveloped or has been used solely for agriculture. Therefore, these natural resource protection principles have broad applicability to the land within the corridor.

### **Berne Township/Sugar Grove Economic Development Plan**

In December 1996, the Fairfield County Regional Planning Commission and Berne Township/Village of Sugar Grove steering committee completed an economic development plan in response to the stagnant conditions in the Township and Village. The plan's main purpose was to foster appropriate and sustainable economic development.

### **Fairfield County Transportation Improvement District**

In May 2001, the Fairfield County Transportation Improvement District prepared a report that outlined the feasibility of constructing a connector roadway between Plum Road and Coonpath Road. Three alternative alignments were considered and ultimately alternative B was chosen as the preferred alignment.

The construction of a connector roadway between Plum and Coonpath Roads has several purposes. First, the roadway would improve the connectivity between the Village of Carroll and the surrounding areas. Second, the roadway would increase the economic development potential of the area. Based on conversations with local residents and officials, support for the proposed connector is strong. There are no apparent adverse environmental restrictions and a financing plan appears to be reasonable.

### **Greenfield Township**

Greenfield Township has no comprehensive or land use plan in place. Like the other townships in the study area, the zoning map has been substituting for a land use plan. The zoning resolution has six main classifications – industrial, business, two family, low-density apartments, mobile homes, and suburban estate. Greenfield Township is in the process of revising its zoning text and map. A new planned business district classification is being created.

Within the study area, suburban estate and two family zoning dominate. The majority of the business development is concentrated along existing US 33. Mount Carmel has proposed the construction of a new hospital facility on Coonpath Road, near existing US 33. Once completed, new supporting medical facilities will likely locate in this area.

### **Hocking Township**

During the summer of 2001, Hocking Township adopted a new township zoning resolution. The resolution provides for three major types of zoning: rural residential, single family residential, and neighborhood commercial. Two major nodes of commercial zoning are the intersections of US 22 and SR 188 with the proposed US 33 bypass. These locations coordinate with existing commercial areas as well as take advantage of accessibility to the bypass. Single-family residential zoning surrounds these residential nodes and includes land adjacent to the City of Lancaster in the north-central portion of the Township. The remainder of the Township is zoned rural residential, which provides for lower density residential use than the single-family designation.

Recent development in Hocking Township has been primarily residential. In particular, the Windy Hills subdivision is the most recent development under construction. The subdivision will accommodate sixteen single-family units with a per unit price of approximately \$250,000.

### **Berne Township**

Berne Township's zoning map contains three residential districts, two business districts, a special use district, and a flood plain overlay. The residential districts include rural residential, limited rural residential, and a manufactured home district. The two business districts are a general business district and a planned rural business district.

The bypass study area encompasses the northwestern half of US 33 and surrounding areas as it stretches through the Township. In the study area, the land is zoned mostly rural residential with pockets of general business and manufactured homes along US 33. Nearly the entire US 33 corridor in the study area is located in the flood plain overlay.

### **Ohio Natural Resource Conservation Service Dam Rehabilitation Study**

According to this study, twenty-five of twenty-nine dams in the Upper Hocking Watershed are in need of rehabilitation or upgrades to bring them up to a sound, safe condition. Two dams have been reclassified as high hazard dams where loss of life is possible if the dam fails.

It is estimated that it will take \$2.6 million to repair, restore, and upgrade these dams in the Upper Hocking Watershed. The limited budget of the Hunters Run Conservancy District inhibits their ability to rehabilitate these structures and bring them up to state standards.

The dams provide benefit by reducing downstream damages caused by flooding to roads, bridges, schools, private property, homes, businesses, and farmland. It has been estimated that \$276,000 in monetary benefits can be attributed annually to these twenty-five structures that need repair or upgrades.

**City of Lancaster US Route 33 Bypass Utilities Services Planning Report**

Completed in August 2001, this report addresses the development of the US 33 bypass area. The report provides recommendations for new water, wastewater, gas, and streets for the new Rock Mill Corporate Park Phase II and the adjacent proposed Ruble Corporate Park. The report also provides recommendations for new water, wastewater, and gas services including level of magnitude costs to provide services to the west side of the US 33 bypass corridor between Lithopolis Road and Crumley Road.

A master plan for water and wastewater improvements for the US 33 bypass/Rock Mill Corporate Park area is now in progress and is expected to be completed in December 2002. This master plan will address the immediate needs of this area and incorporate planning that will allow future utility extensions as adjacent areas develop.

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# VISION, GOALS & OBJECTIVES

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## VISION

Respect the rural character and heritage of the US 33 corridor while protecting the interests of citizens by empowering local governmental entities to work together to make environmentally and fiscally sound land use and development decisions.

## GOALS AND OBJECTIVES

### **I. Develop an appropriate infrastructure network that will support development consistent with the US 33 vision.**

- Encourage development consistent with the corridor design guidelines.
- Concentrate development in Urban Service Areas.
- Encourage partnerships between all affected political jurisdictions.
- Maximize the corridor's economic development potential.
- Minimize unneeded public investments and maximize private investment.
- Encourage the use of the Transportation Improvement District (TID).
- Promote high quality development consistent with the design guidelines.
- Formulate plans for alternative forms of stormwater management.
- Maximize the provision of open space.

### **II. Encourage development consistent with Scenic Byway criteria\*.**

\*Scenic, natural, historical, cultural, archeological, & recreational aspects\*

- Create parks and preserve open space in areas programmed for high-density development.
- Capitalize on Fairfield County's status as a member of Ohio's Hill Country Heritage Area.
- Integrate natural features in site design.
- Limit site disturbance in developments adjacent to the corridor.
- Reflect local heritage in architectural designs.
- Incorporate locally significant structures into new developments.

### **III. Promote intergovernmental cooperation.**

- Encourage the use of Joint Economic Development Districts (JEDDs) and Cooperative Economic Development Agreements (CEDAs) in areas where commercial, office and industrial development occurs.
- Encourage the creation of an intergovernmental growth fund.
- Encourage communities outside of the bypass corridor to continue the vision and adopt the established design guidelines.
- Require impact studies on major development projects.
- Promote the use of the Transportation Improvement District (TID).

- Promote the development and adoption of a corridor overlay district that incorporates the development and design guidelines and encourages the use of planned districts.

**IV. Facilitate the movement of traffic on the road network affected by the US 33 bypass.**

- Utilize access management principles.
- Discourage land uses inconsistent with the *US 33 Bypass Corridor Development Plan*.
- Minimize visual impairments, such as lights and signage.
- Create consistent land use patterns and develop appropriate infrastructure capacities.
- Provide pedestrian and bicycle linkages.
- Encourage the development of a public transit system.
- Limit transportation improvements in critical resource areas.
- Internalize traffic circulation.
- Limit disruption to agricultural activities and natural and scenic areas.
- Encourage development and redevelopment of properties along the existing US 33 areas that will be bypassed (Business US 33).

**V. Create a regional identity and preserve land values by promoting consistency in all regulations and policies applied throughout the corridor.**

- Establish design guidelines that promote a consistent character and image.
- Ensure consistency in application of development standards.
- Assure a level playing field through development regulations that are consistent along US 33.
- Attract investment along the US 33 corridor.
- Ensure selectivity when considering development projects that offer higher wage jobs or jobs that add to the economy.
- Integrate open space and conservation design in commercial, residential, and industrial development.
- Encourage the use of planned districts.
- Encourage farmland preservation where appropriate.

## **EXISTING CONDITIONS**

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### **LAND USE**

According to the County Auditor's database, the majority of land within the study area is currently agricultural with limited commercial and light industrial development near Coonpath Road and existing US 33. See Map 1. Rock Mill Corporate Park, owned by the Lancaster Area Community Improvement Corporation, is located near the SR 188 and US 33 bypass interchange. Various densities of residential development



are scattered throughout the study area. However, the majority of residential land within the study area is large lot, two acres or more. This type of residential development is typical in rural areas where central water and sewer service are not available.

To supplement the Auditor's information, two land use/land cover maps were produced. The first land use/land cover map, Map 2, was derived from Landsat 7 Satellite imagery. The second land use/land cover map, Map 3, was classified by the Ohio Department of Natural Resources using 1994 LandSat satellite imagery. While agriculture continues to be the most predominate land use from 1994 to 1999, the percentage of urban development increased by approximately 12 percent. The majority of this increase was low intensity urban development.

### **ENVIRONMENTAL FEATURES**

Over 45 percent of the study area contains critical resources. Flood prone soils, the 100-year flood plain, stream buffers, wetlands, wooded areas, and slopes over 25 percent define the critical resource areas. Refer to Map 4. It is important that the location and type of resources found within a given location be taken into consideration during development. Overall, development within critical resource areas is strongly discouraged. The preservation of natural features and environmentally sensitive areas are necessary for sustaining a quality ecosystem for the future.

Table 1 to the right shows the percentage breakdown of the three largest critical resource components. Wooded areas account for approximately 26 percent

**Table 1**

Feature	Acres	Percentage of Study Area
Wooded	4990	25.9
Flood plain	2003	10.4
Slope greater than 25 percent	1888	9.8

of the study area, while flood plains and steep slopes (slopes greater than 25 percent) each account for approximately 10 percent. Each of these features contributes to the sensitivity of the critical resource area. Berne Township contains the largest concentration of these three features, limiting the development potential of the area.

Flood prone soils have a direct connection with both the flood plain and the wetlands. According the *Fairfield County Development Strategy and Land Use Plan*, flood prone soils are the most sensitive and agriculturally productive lands. Four streams are located within the US 33 corridor – the Hocking River and tributaries of Walnut Creek, Hunters Run, and Arney Run. The largest concentration of flood prone soils and flood plain areas are along the Hocking River and Hunters Run.

The critical resource component map also identifies a buffer along all perennial streams. The stream buffer is approximately one hundred and fifty feet, seventy-five feet on each side measured from the centerline of the stream. The stream buffer preserves the natural habitat along the banks by preventing growth and development from encroaching on the natural wildlife and ecosystem that exists within the stream corridor. The buffer also helps protect the drainage pattern of the stream and control erosion.

Wetlands are scattered throughout the study area mainly near the perennial streams and the Hocking River. In the study area, the largest concentration of wetlands is the area between Coonpath Road and Lithopolis Road. These wetland areas play a vital role in life cycles, flood prevention, and the hydrologic cycle. They support a diverse variety of wildlife, serve as water-table recharge areas and provide storm water retention areas that filter harmful chemicals before they reach the other water bodies. Wetlands are unsuitable for building sites and should be preserved in their natural state.

Another correlation between resource features exists between wooded areas and slopes over 25 percent. The largest concentration of wooded areas and steep slopes in the corridor can be found in the eastern portion of Hocking Township and northwestern portion of Berne Township. Steep slopes are not prime development areas due to the instability of the land, decreased accessibility of emergency equipment, and high cost of development and maintenance. Building and road placement are best suited at less steep slopes. According to William Marsh, the maximum slope percent for house sites is between 20 to 25 percent, however, the optimal slope is two percent. Streets and roads can be placed on a maximum of 15 to 17 percent slope. However, the optimal slope for streets and roads is one percent.<sup>1</sup>

<sup>1</sup> Marsh, William. "Landscape Planning Environmental Applications" 2<sup>nd</sup> edition. p. 56.

## **SCENIC BYWAY ANALYSIS**

The Ohio Department of Transportation has established the following criteria for designation as a scenic byway<sup>2</sup>:

1. An Ohio Byway must possess one of the following outstanding intrinsic qualities:
  - (a) Scenic: Beauty, whether natural or man-made.
  - (b) Natural: Minimal human disturbance of the natural ecological features associated with the region.
  - (c) Historic: Landscapes, buildings, structures, or other visual evidence of the past.
  - (d) Cultural: Visual evidence of the unique customs, traditions, folklores or rituals of a currently existing human group.
  - (e) Archeological: Visual evidence of the unique customs, traditions, folklores or rituals of a no-longer existing human group.
  - (f) Recreational: The corridor itself is used for recreation like jogging, biking, roadside picnics or direct access to recreational sites.
2. It must be an existing road with legal, public access. This includes any combination of routes under federal, state or local jurisdiction.
3. The road must safely and conveniently accommodate two-wheel drive automobiles with standard clearances.
4. The Ohio Byway must be a minimum of five miles long.

When completed, the US 33 bypass will meet criteria two, three, and four. It is also clear that when analyzing the corridor in the context of criteria one, the bypass corridor contains not just one outstanding intrinsic quality, but all six.

### **Scenic**

The US 33 bypass traverses a predominately rural landscape. The visual scenery creates an interesting and dynamic view shed. The traveler experiences the sights of wooded areas and rolling hills. Old farmstead and natural areas can be seen from the road and provide an insight into a way of life both past and present.

### **Natural**

The US 33 bypass and surrounding area contains a number of natural features unique to Fairfield County. The first is Shellenberger State Nature Preserve. Shellenberger is an 88-acre scenic state nature preserve dedicated in May 1973. Its main attractions include two sandstone knobs, which provide a perfect environment for native flora and fauna. The preserve can be found on the northern side of the US 33 bypass in Hocking Township. It is located along the eastern side of Beck's Knob Road between County Road 57 and US 22.

The second area is the Rhododendron Cove and Wakeena State Nature Preserves. While not within the study area, the Nature Preserve is still within this bypass corridor. Wakeena contains 150 acres that are home to unique species of trees, plants, and wildlife.

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<sup>2</sup> Ohio Byway Guide, Ohio Department of Transportation Scenic Byway Program, P.O. Box 899, Columbus, Ohio 43216

It also contains the characteristic Black Hand sandstone that is found in this area. The preserve is located southwest of the US 33 bypass corridor in Berne Township. It can be found along Pump Station Road west of US 33 and County Road 86. The Ohio Historical Society manages this preserve.

A number of major and minor watersheds and wetland areas are also found within the US 33 bypass corridor. The Hocking River and its tributaries, Hunters Run and Arney Run, are the main waterways found within the area. Over one hundred acres of wetlands are within the corridor and a number of small water bodies make up the natural features of the corridor.

### **Historical and Cultural Sites**

Evidence of the rural culture can be seen throughout Fairfield County and along the US 33 bypass corridor. The farmsteads and fields illustrate a way of life that was agricultural. The Environmental Impact Statement prepared for the bypass corridor states that eight sites within the study area defined by ODOT are eligible for placement on the National Register of Historic Places. These sites meet EIS Criterion D which states, “the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, association and that it has yielded or may be likely to yield, information important in prehistory or history.”

The first site identified can be found in Greenfield Township along the southern side of Lithopolis Road just west of Camp Ground Road. It is a three-acre site containing a single-family residence. Five farmstead sites ranging from one to eleven acres are located in Hocking Township. The first of the sites located south of SR 188 between Delmont and Whiley Roads. The second site is west of Delmont Road between Hunters Run and Crumley Road. The third site is north of Crumley Road and west of Delmont Road (County Road 30). The fourth site is located south of US 22 and west of Stonewall Cemetery Road. The fifth site in Hocking Township can be found between Country Club Road and SR 793 south of the Lancaster Country Club. The final two sites are found within Berne Township. The first is a single-family residence located east of SR 793. The final site is located on the northeastern edge of the study area.

**Archeological**

Within Fairfield County and specifically along the US 33 bypass a number of historically significant transportation routes exist. Abandoned railways and canals can be found throughout the US 33 bypass corridor. The most prominent canal system is the historic Ohio and Erie Canal that was used from 1825 to 1913. The canals were used for transportation of goods and people. The railways also served as a major mover of people and goods. The local commerce depended on these major transportation routes as a way of life. Today, several existing and abandoned railways can be seen along the US 33 bypass. Several organizations within Fairfield County are working to convert these abandoned railways into trails.

**Recreational**

Within or adjacent to the study area are three active recreational sites. Rockmill Lake Park is south of the corridor. Lancaster County Club and Golf Course is south of Mill Road between Country Club Road and SR 793 in Hocking Township. Alley Park, owned by the City of Lancaster but located in Berne Township, is located west of County Road 86 (Old Logan Road) just south of Stump Hollow Road.

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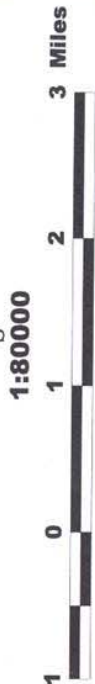
Map 1

# Existing Land Use

Fairfield County, Ohio

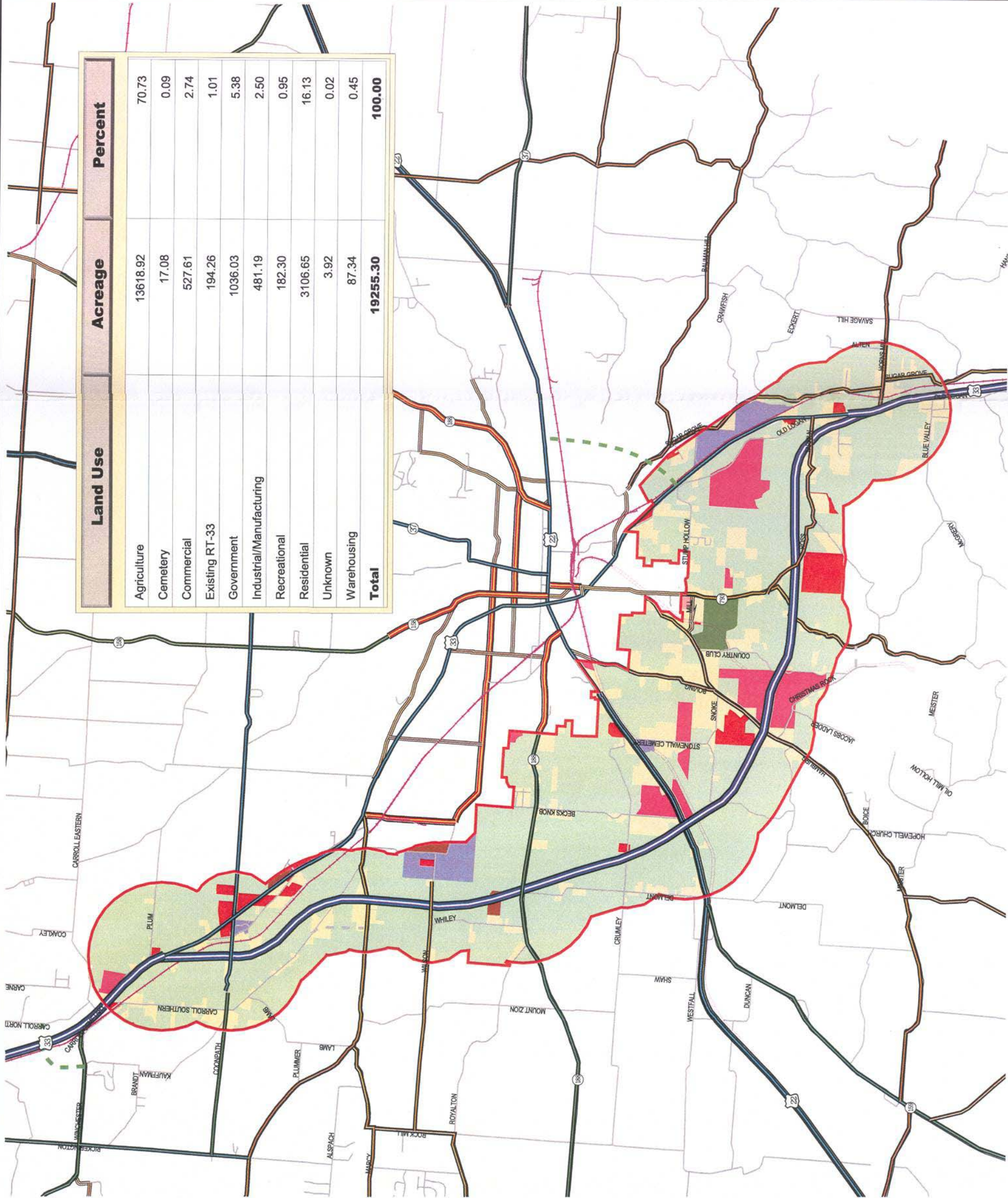
## Map Key

- Study Boundary
- Route System
- Major Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Proposed Major Collector
- Minor Collector
- Proposed Minor Collector
- Local
- Proposed Local
- Railroad
- Rail-To-Trail
- Existing Land Use
- Agriculture
- Residential
- Commercial
- Cemetery
- Government
- Recreational
- Industrial/Manufacturing
- Warehousing



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Land Use	Acreage	Percent
Agriculture	13618.92	70.73
Cemetery	17.08	0.09
Commercial	527.61	2.74
Existing RT-33	194.26	1.01
Government	1036.03	5.38
Industrial/Manufacturing	481.19	2.50
Recreational	182.30	0.95
Residential	3106.65	16.13
Unknown	3.92	0.02
Warehousing	87.34	0.45
<b>Total</b>	<b>19255.30</b>	<b>100.00</b>



Map 2

# Land Use/Land Cover (1999)

Fairfield County, Ohio

Map Key

- Study Boundary
- Route System
  - Major Arterial
  - Minor Arterial
  - Proposed Minor Arterial
  - Major Collector
  - Proposed Major Collector
  - Minor Collector
  - Proposed Minor Collector
  - Local
  - Railroad
  - Rail To Trail

- Land Use/Land Cover
- Urban High Intensity

Urban Low Intensity

Ag. Corn

Ag. Soybean

Ag. Wheat

Grass/Pasture

Wooded

Open Water

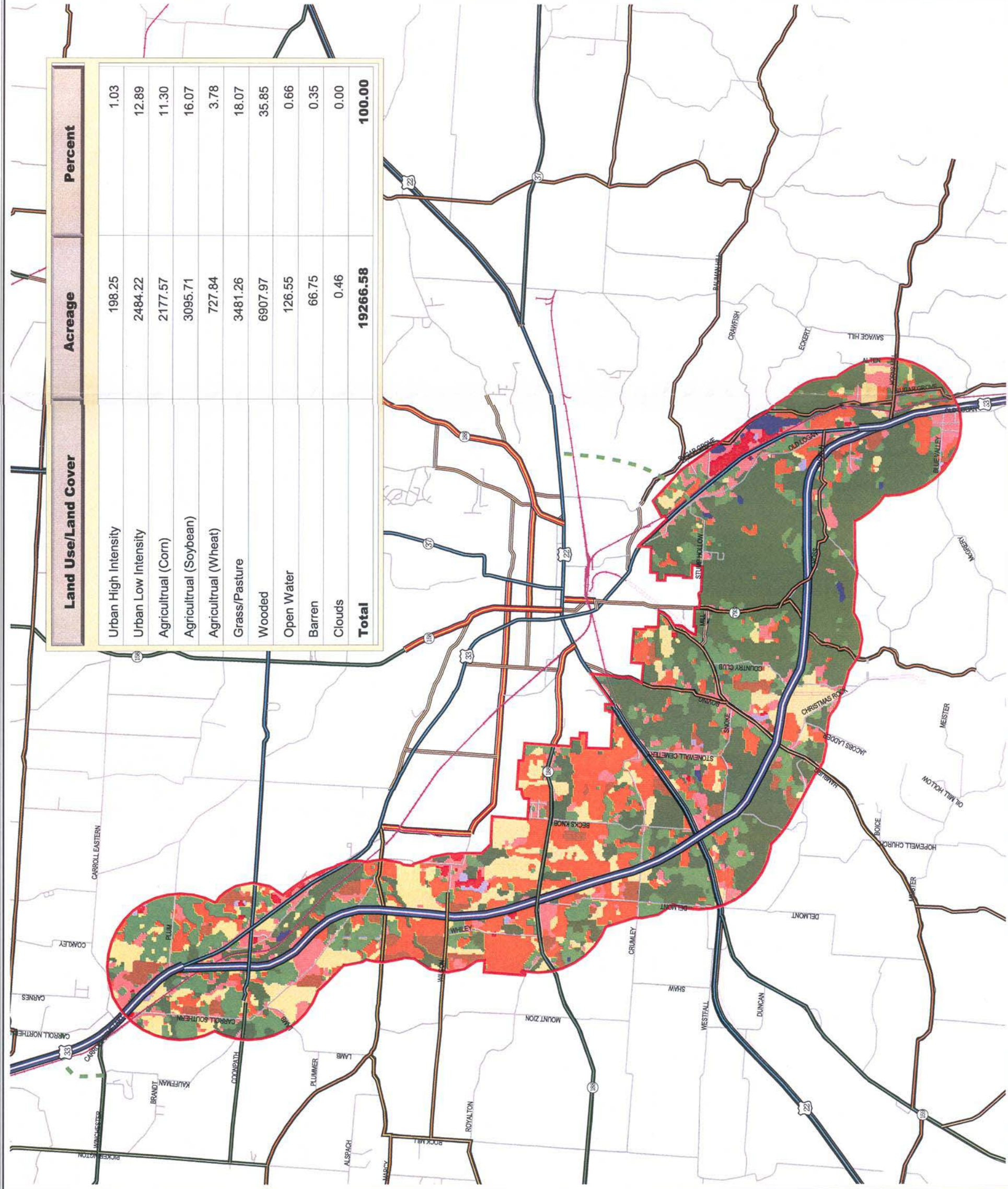
Barren

Cloud

This land use/land cover was derived from a July 8, 1999 Landsat-7 ETM satellite image using an iterative Unsupervised Classification method. Field survey and verification was not performed.



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# Land Use/Land Cover (1994)

Fairfield County, Ohio

### Map Key

Study Boundary

Route System

Major Arterial

Minor Arterial

Proposed Minor Arterial

Major Collector

Proposed Major Collector

Minor Collector

Proposed Minor Collector

Local

Railroad

Rail-To-Trail

Land Use/Land Cover

Urban

Agriculture/Open Urban Areas

Shrub/Scrub

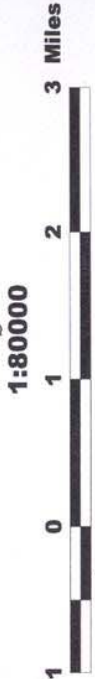
Wooded

Open Water

Non Forested Wetland

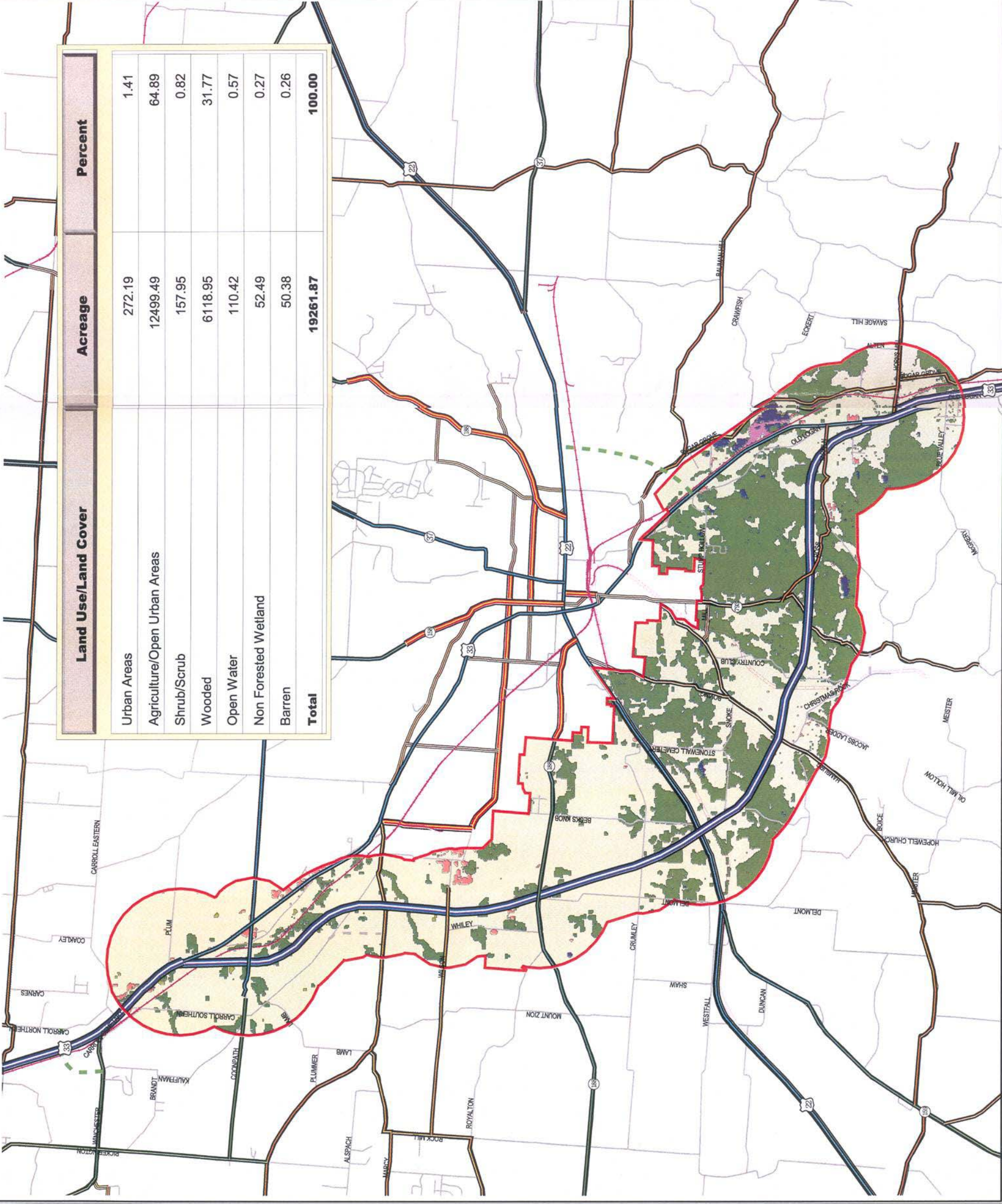
Barren

This Land Use/ Land Cover was classified by  
ODNR using 1994 Landsat satellite image.



**Burns, Bertsch, & Harris. Inc.**  
Kinzelman Kline  
Bennett & Williams Environmental Consultants. Inc.  
Burgess & Niple. Ltd.

Land Use/Land Cover	Acreage	Percent
Urban Areas	272.19	1.41
Agriculture/Open Urban Areas	12499.49	64.89
Shrub/Scrub	157.95	0.82
Wooded	6118.95	31.77
Open Water	110.42	0.57
Non Forested Wetland	52.49	0.27
Barren	50.38	0.26
<b>Total</b>	<b>19261.87</b>	<b>100.00</b>



# Critical Resource Components

Fairfield County, Ohio

Map Key

Study Boundary

Municipalities

Township Boundary

Route System

Major Arterial

Minor Arterial

Proposed Minor Arterial

Major Collector

Proposed Major Collector

Minor Collector

Proposed Minor Collector

Local

Railroad

Rail-To-Trail

Wetlands

Stream Buffer

Wooded

Flood Prone Soil

Flood Plain

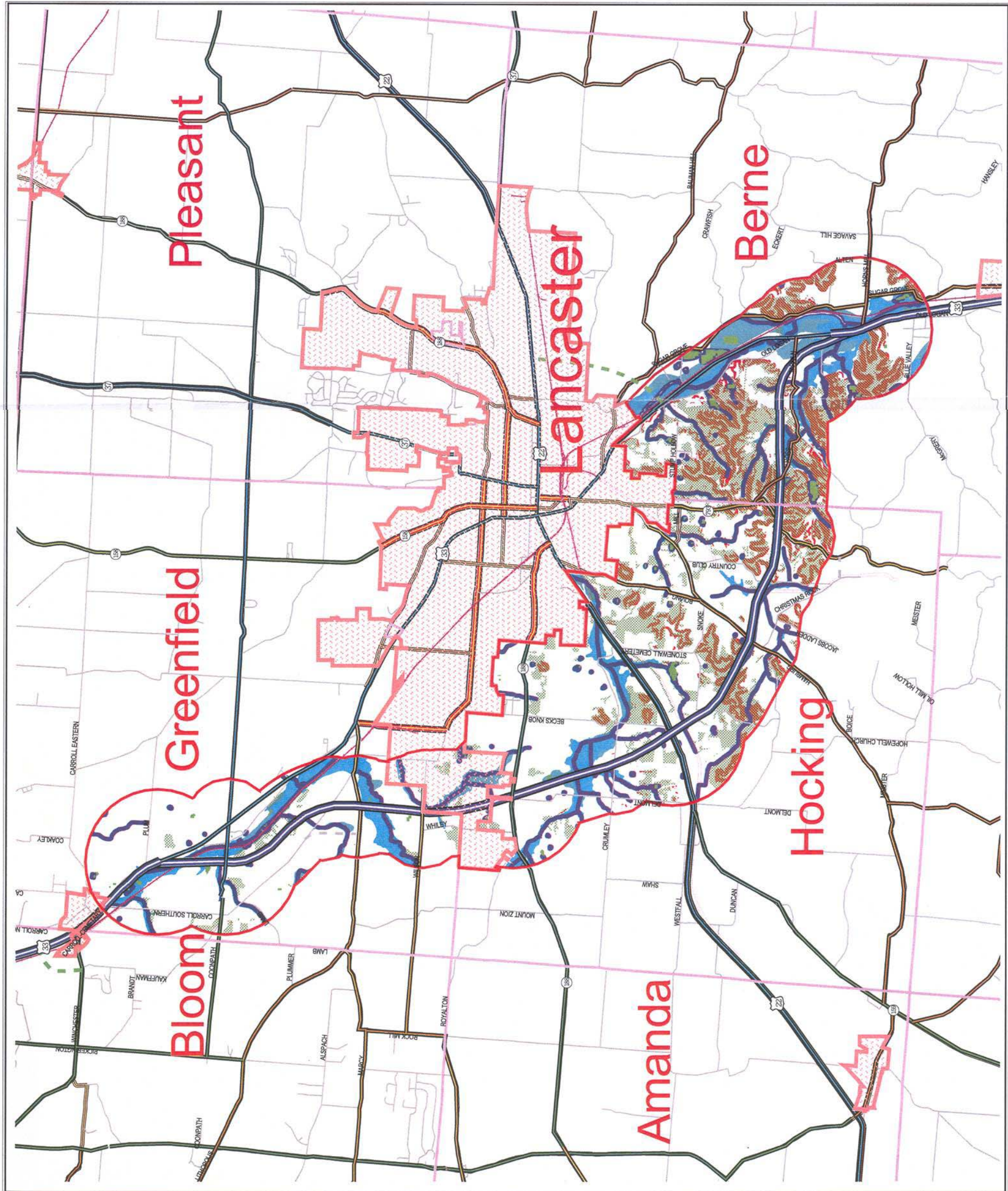
Slope over 25%



1:800000



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# **ECONOMIC DEVELOPMENT**

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## **INTRODUCTION**

The US 33 corridor is within a one-day's drive to 60 percent of the world's largest consumer markets and to 58 percent of the US population. Since 1990, the population of the corridor has grown over 18 percent and is estimated to continue growing at 17 percent over the next decade. Over the last decade the number of existing businesses has also grown by over 16 percent. These conditions, when coupled with access to the central Ohio market, provide opportunities for Fairfield County to target industry clusters and increase the economic base of the region.

However, many issues related to services and marketing are not resolved. In addition, several companies in the region have recently announced closings. The closing of these plants, while not good news for the region, does not change the positive attributes of the area. The community should seek to understand the specific components that led to the individual decisions by these corporations and utilize that knowledge as it moves forward in attracting and retaining business investment.

## **FOCUS GROUP**

On November 27, 2001, a focus group session was held with members of the economic development community. The focus group format provided the opportunity for economic development practitioners to comment on the marketing of the US 33 bypass corridor. While a complete summary of the meeting is located in the appendix, the key issues are listed. These issues, if left unresolved, will negatively affect the development of the entire corridor.

### **Public Policy Issues:**

1. There is uncertainty regarding the availability of water & sewer services to the bypass corridor. While the City of Lancaster has the ability to serve its abutting territory, other areas of the corridor have no readily available services or plans for their provision.
2. Lack of financial resources to provide water and sewer services to corridor.
3. Uncertainty as to the availability and location of high-level telecommunications infrastructure.
4. Increasing competition between political jurisdictions for potential development areas.
5. Out-migration of area labor force.

### **Marketing Strategy**

1. It is believed that there are too many organizations and no one group that coordinates the marketing effort for the region.
2. Those in attendance feel that the County needs to have a person responsible for economic development.
3. There appears to be no financing plan for a marketing program.
4. It is unclear as to what area or region should be marketed.
5. There is uncertainty as to who ought to participate in a marketing program.
6. The audience(s) of a marketing program is yet to be clarified.

## **DEMOGRAPHIC & MARKET CONDITIONS**

### **Population**

According to the Census Bureau, in 2000, Fairfield County had a population of 122,759, an 18.6 percent increase from 1990 when the population totaled 103,461. The three townships impacted by the bypass have also experienced an increase in population over the past decade. From 1990 to 2000, Hocking Township experienced the largest percentage change in population, 16.34 percent. Greenfield Township's population increased by 7.92 percent and Berne Township's by 5.94 percent.

In 1990, the percentage of population residing in rural areas was greater than the percentage in urban areas. This was also true in 2000. When the bypass is completed, the development potential of the rural areas will increase and the bypass will begin to exhibit urban characteristics if the development and design guidelines are not implemented.

### **Workforce**

Since 1991 the total number of employed individuals (full and part-time) has increased by approximately 14 percent. There is an estimated available workforce of nearly 52,000. Of this number, approximately 12 percent over the age of 25 years are college graduates and over 78 percent of the population are high school graduates. While unemployment remains below the Ohio and national averages, there is an available, growing workforce. According to the Office of Strategic Research, since 1993-94 in-migration has averaged 7,500 persons while out-migration has averaged approximately 6,000 persons. Even with this increase in population, net out migration of workers is approximately 18,000 persons. Individuals are moving into Fairfield County yet continuing to work elsewhere.

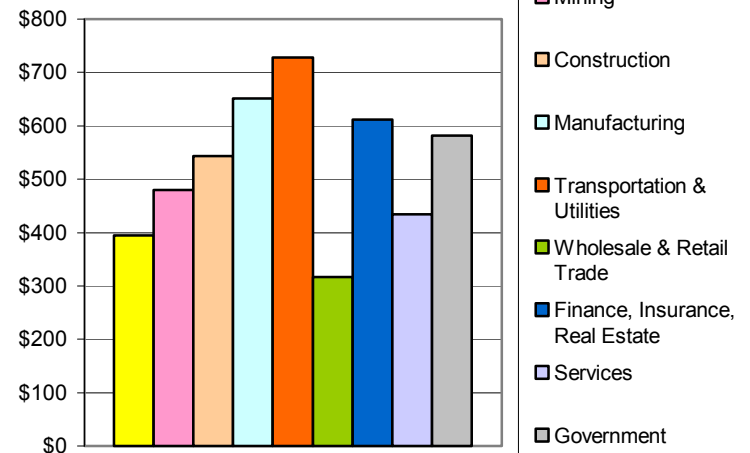
### **Employment**

In 2000 the wholesale and retail trade sector provided the most jobs in Fairfield County. This industry accounted for over 9,000 workers. While this industry provided the most jobs, it provided the lowest average weekly earnings, \$316.26, when compared to all other industrial sectors. Refer to Chart 1.

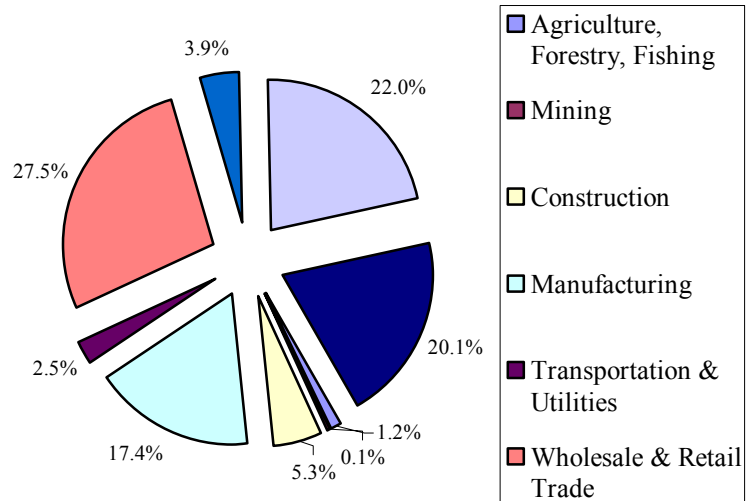
The industrial sectors with the highest 2000 weekly earnings were transportation and utilities, manufacturing, and finance, insurance, and real estate. When aggregated, these sectors provide fewer than 25 percent of the total jobs in Fairfield County. Refer to Chart 2.

From 1995 to 2000, all industrial sectors experienced growth except manufacturing. However, the growth in the mining and transportation and utilities sectors was minimal. This trend is consistent with the overall trend in the State of Ohio. From 1995 to 2000 employment in the manufacturing sector decreased by approximately 1.7 percent statewide. The manufacturing sector decreased by approximately 5.3 percent in Fairfield County during the same time period.

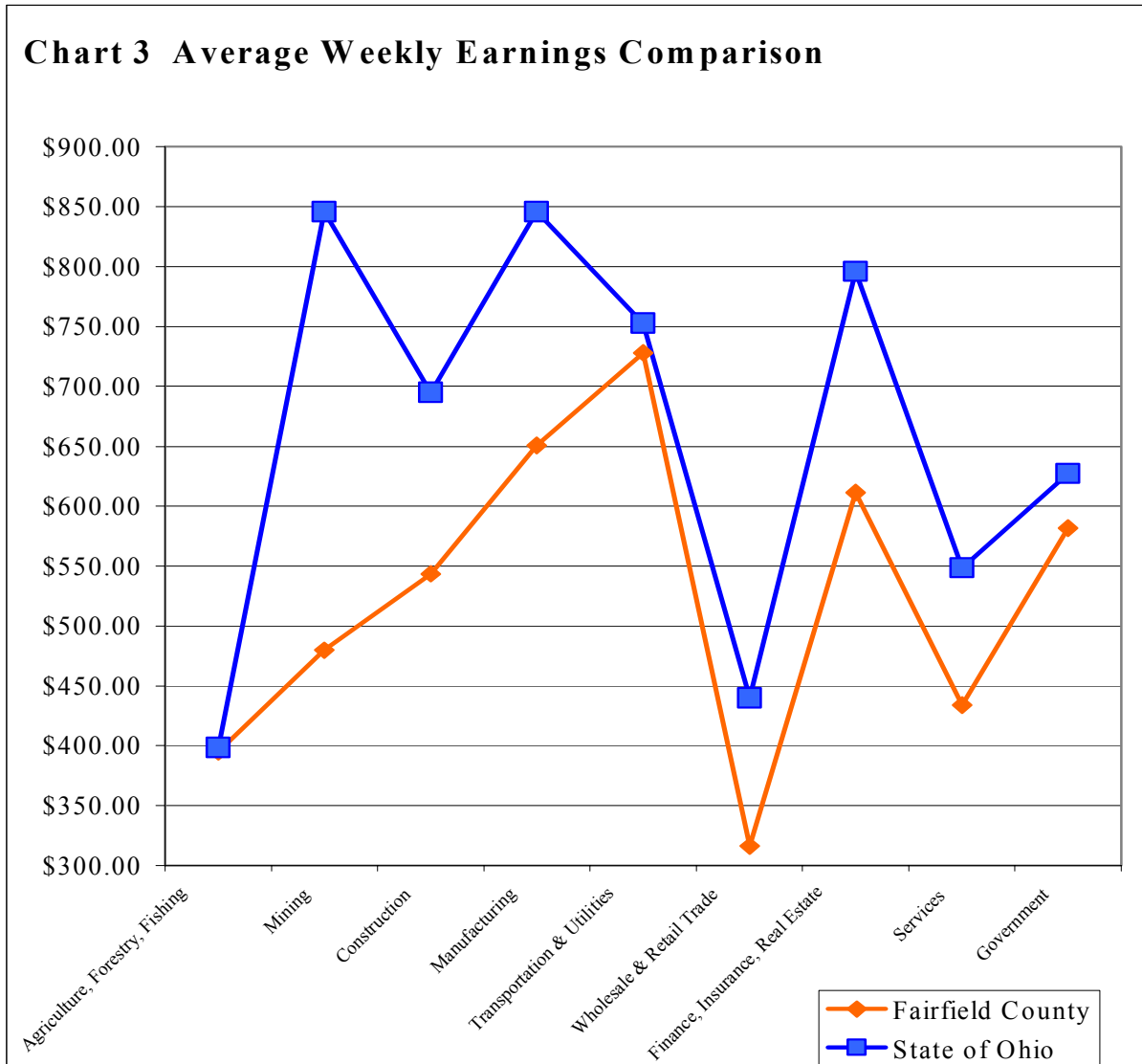
**Chart 1 Average Weekly Earnings by Industrial Sector (2000)**



**Chart 2 Employment by Industrial Sector (2000)**



When comparing average weekly earnings in the State of Ohio by industrial sector to the average weekly earnings in Fairfield County, it becomes clear that most industries in Fairfield County are not paying a competitive wage, refer to Chart 3. If competitive wages are not offered, workers will seek employment in other parts of the region, outside Fairfield County, where competitive wages are offered.



### **Agriculture**

Agriculture is also an important component of Fairfield County's economy. According to the *Fairfield County Farmland Preservation Plan*, 56 percent of the land in Fairfield County is farmland. The three most prominent crops harvested in Fairfield County are corn, soybeans, and wheat.<sup>3</sup>

The market value of agricultural products in Fairfield County has slowly increased since 1987. In 1997, the market value of all agricultural products sold in Fairfield County was \$50.9 million. Corn was the largest crop income generator with a 1997 market value of almost \$19 million.<sup>4</sup>

### **Transportation & Access**

Fairfield County has several US and State Routes that bisect it. Additionally, the County has limited access to Interstate 70 at points near the City of Pickerington. According to the Ohio Department of Transportation (ODOT), the US 33 corridor is the most heavily traveled route within the region, with the exception of the station points located on I-70. The traffic volume along US 33 has been increasing over the years at a steady pace. ODOT reports that since 1992 traffic volumes heading east on US 33 at the Franklin County line has increased over 15 percent. While traffic heading westbound from the south corporation line of Lancaster towards Columbus, increased an astounding 49 percent since 1992. The majority of the increases in the number of vehicles passing through these station points were in passenger and type A commercial vehicles.

The average 24-hour traffic volumes for vehicles that enter Fairfield County at the Franklin County line for the year 2000 was 33,740 total vehicles. Heading into Fairfield County from the south, the 24-hour average traffic volume just outside Lancaster was 24,110.

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<sup>3</sup> 1997 US Census of Agriculture

<sup>4</sup> Fairfield County Farmland Preservation Plan 2000.

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# LAND USE

## LAND USE SCENARIOS

Two alternative land use scenarios were developed and presented to both the steering committee and the public for their consideration. The first scenario was the land use plan from the *Fairfield County Development Strategy and Land Use Plan*. The second scenario represented a more intense use of the land with larger areas of commercial, office and industrial development proposed and no agricultural preservation areas. Refer to Maps 5 and 6 in the appendix.

### Public Preference

Of all the respondents, 23 percent preferred scenario two and 22 percent scenario one, while 55 percent of those surveyed did not respond or indicate a preference. One line of thinking as to why 55 percent did not respond is that the respondents did not like either of the scenarios, preferring that the bypass not be constructed. While some citizens felt that the bypass was a positive change and needed, others expressed strong feelings against the construction of the bypass itself. Another possibility is that the respondents did not understand the plans themselves.

Citizens were asked to comment on the amount of residential, commercial, office/light industrial and open space shown on both scenarios.

They identified whether there was too much, too little, or just enough of these four types of land uses.

<b>Table 2 - Amount of Land Use, Scenario One</b>				
	Residential	Commercial	Office/Light Industrial	Open Space
Too Much	25%	46%	37%	5%
Too Little	5%	9%	12%	46%
Just Enough	40%	18%	18%	26%
No Response	31%	26%	32%	23%

The responses for scenario one and two were very similar, see Tables 2 and 3. Overall, citizens felt the amount of residential land use for

<b>Table 3 - Amount of Land Use, Scenario Two</b>				
	Residential	Commercial	Office/Light Industrial	Open Space
Too Much	22%	42%	37%	6%
Too Little	12%	5%	3%	48%
Just Enough	43%	34%	35%	25%
No Response	23%	20%	25%	22%

scenario one and two was just enough. When asked about commercial land use, 46 percent from scenario one and 42 percent from scenario two felt there was too much. Also, citizens felt that the amount of open space in both scenarios was too little, 46 percent in scenario one and 48 percent in scenario 2.

Citizens also felt that the amount of office and light industrial found on both scenarios was too much. Interestingly, when looking at scenario two only, for both commercial and office/light industrial, almost as many citizens identified that just enough of these

two land uses existed. For these two uses, an obvious split exists between the amounts citizens feel is necessary when developing the corridor.

Based on the results of the public meeting, the existing plans/projects and the sessions with the steering committee, the two alternative land use scenarios were merged into the resulting future land use plan.

## **FUTURE LAND USE PLAN**

The future land use plan represents a vision for the future of the US 33 bypass corridor. As private owners explore development opportunities within the corridor, it is crucial that land use patterns, configurations, and arrangements reflect the public interest.

The future land use plan does not dictate how specific parcels should be zoned in the future. Rather, the Fairfield County Regional Planning Commission, the proposed Joint Planning and Advisory Commission and the various municipal and township planning and zoning commissions should consider the map to be only one of several tools available to assist them in making land use recommendations and decisions. The information contained on Map 7 should always be supplemented by impact studies. Impact studies could range in type and complexity depending on the size and type of development. All major residential, commercial and industrial developments should provide an environmental impact study. Other impact studies that could be required include a fiscal impact study that determines the impact of the proposed development on the existing infrastructure and school system, or a transportation impact study that focuses solely on the transportation system and the impact that the proposed development will have on it.

### **Classifications**

**Agricultural Preservation** – The agricultural preservation classification, approximately 5 percent of the study area, represents land identified using the land evaluation and site assessment model (LESA), as prime farmland. The recommended gross density for this area is one dwelling unit per twenty acres. Agribusiness developments and other commercial and industrial developments supporting agriculture are encouraged. Other commercial and industrial developments are discouraged. The agricultural preservation areas are potential sending zones for the voluntary transfer of development rights program or other incentive programs. The development of subdivisions within these areas is highly discouraged.

**Open Space** – Approximately 11 percent of the study area is designated as open space. The open space classification identifies areas that should be protected from development. The land designated as open space serves several useful functions. It provides habitat for wildlife; protects scenic, historic, and cultural resources; and provides active and passive recreational opportunities for community residents as well as visitors.

The open space area in the northern portion of the study area is located within the 100-year floodplain. This open space serves as a buffer between the northern terminus of the bypass and the proposed surrounding development. In addition to this area, the existing gravel pits within Berne Township are designated as open space. The majority of this land is located within the floodway, where development potential is limited. Alley Park, the Lancaster County Club, the Lancaster well field, and Shellenberger Park are also included within this open space classification.

In addition to the open space designation, an abandoned railroad line has been identified and classified as Rail to Trail within the future land use plan. This railroad line could serve as the beginning of a bikeway/trail system for the area and should be incorporated into existing greenways planning.

Open space lands as well as critical resource areas represent the potential sending zones for the voluntary transfer of development rights program.

**Rural Residential** – The rural residential classification contains lands that are outside the urban service areas designated in the Fairfield County Development Strategy and Land Use Plan. This classification comprises approximately 41 percent of the study area. The majority of the lands within the rural residential classification contain critical resources that limit the develop capacity of the land. Single-family residential housing is the preferred type of housing the rural residential classification. The recommended gross density for this classification is one dwelling unit per two acres. Higher densities could be realized with the provision of central utilities. The use of the conservation development concept as discussed in the Fairfield County Development Strategy and Land Use Plan is encouraged.

**Suburban Residential** – The suburban residential land use classification has been established to accommodate both single family and attached residential housing units on lands currently located within the existing or proposed urban service areas of Fairfield County. Currently, this classification comprises approximately 23 percent of the study area. The recommended gross density for this land use is three to four dwelling units per acre in urban service areas. Outside urban service areas, the recommended gross density is one to two units per acre based on the ability of the soil to support septic systems. Bonus densities of up to six dwelling units in urban service areas are available when additional open space dedication occurs through the use of conservation development standards, use of traditional neighborhood development standards, or where the voluntary transfer of development rights credits has been negotiated.

**Mixed Use** – The mixed-use classification comprises approximately 6 percent of the study area. The mixed-use development areas are located near higher intensity land uses such as office, industrial and light industrial and serve as a buffer between these uses and single-family residential development. The mixed-use areas should contain single family and multi-family residential uses, small-scale neighborhood commercial uses, and office uses. Mixed-use developments are limited to areas that have central utilities available. The use of traditional neighborhood development standards is encouraged. The

recommended gross residential density is eight to twelve dwelling units per acre. The recommended maximum square footage of neighborhood commercial establishments is 5,000 square feet.

**Planned Commercial** – The planned commercial areas represent the most intense commercial category in the land use plan. The planned commercial areas should provide both community retail and highway oriented commercial services. The planned commercial areas comprise approximately 2.9 percent of the study area and are located at the main interchanges along the US 33 bypass. Development should be limited to areas with central utilities.

**Office** – The office classification comprises approximately 2.7 percent of the study area. The largest concentration of this classification is the area between Plum Road and Coonpath Road where Mount Caramel is proposing a hospital facility. In addition, the TID is proposing a connector road between Plum and Coonpath. This road has not been funded; however, support exists for its construction. When completed, the road will increase the development potential of this area. A floor area ratio of 0.25 to 0.3 is recommended for this land use.

**Light Industrial** – The light industrial classification comprises approximately 1.3 percent of the study area. The majority of the land proposed for light industrial development is located within the City of Lancaster where central utilities are available. The light industrial area is in close proximity to the Route 188 interchange. The City of Lancaster has proposed an extension of Mill Park Drive, increasing accessibility to the area. Suggested land uses for this classification include research laboratories and similar technological activities in addition to industrial/office distribution, wholesaling and related business activities. A floor area ratio of 0.30 to 0.35 is recommended for this land use.

**Industrial** – The industrial classification comprises approximately 3.45 percent of the land within the study area and is located wholly within the City of Lancaster. This classification accommodates a mix of heavy manufacturing, fabrication, assembly and storage activities. Rock Mill Corporate Park is located within this land use classification. A floor area ratio of 0.40 is recommended for this land use. Where industrial development abuts residential development, buffering and screening will be required.

**Institutional** – The institutional designation defines areas of government activities such as public schools, fire and police stations, libraries, water and solid waste treatment and other governmental offices. The institutional classification comprises approximately 3 percent of the land within the study area. The State of Ohio Department of Corrections owns the largest institutional facility within the study area. Currently this parcel is being used as a farm.

**Critical Resources Overlay** – The critical resources overlay includes the 100-year flood plain, steep slopes, wetlands, woodlands, 150-foot buffers on all perennial streams (75 feet on each side as measured from the centerline of the stream), and flood prone soils.

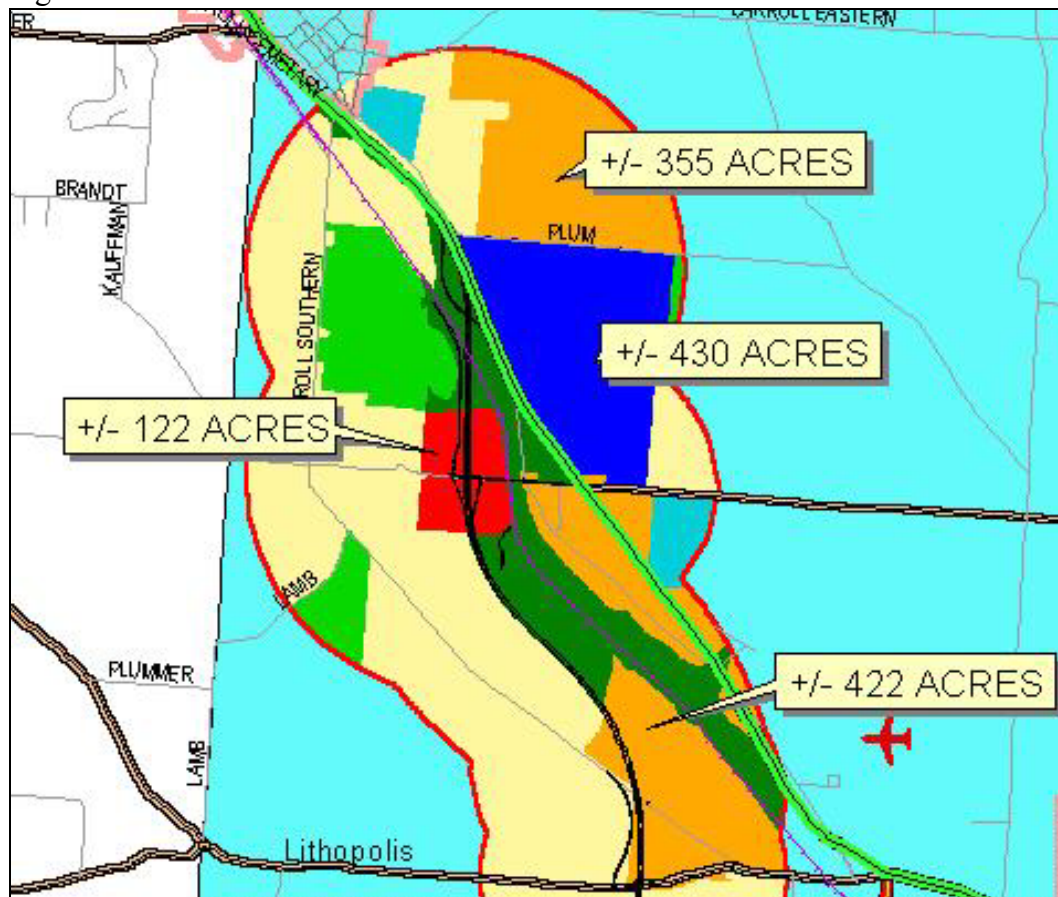
Development of property within the critical resources overlay, while discouraged, is not prohibited. However, if development occurs, strict development standards will apply. Conservation development will be required for all residential development in critical resource areas.

### Land Use Detail at Interchanges

#### Northern Terminus

The northern terminus of the bypass study area contains the largest concentration of the mixed-use and office classification.

Figure 3



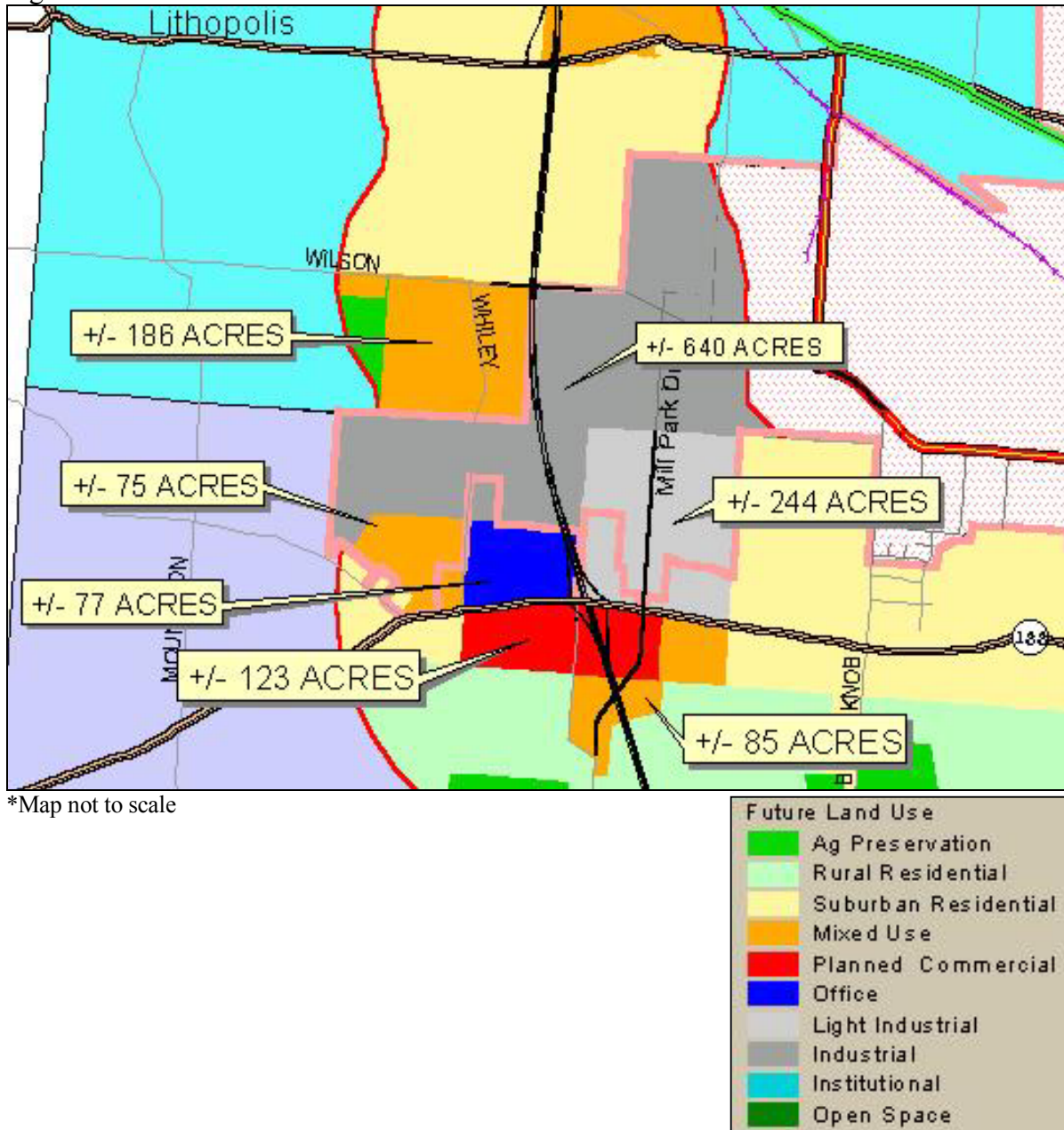
\*Map not to scale



**SR 188 Interchange**

All of the proposed industrial and light industrial development is concentrated at the SR 188 interchange. The City of Lancaster has limited central utility systems in place. These systems can be easily expanded to accommodate the immediate increased development and planning is in progress for future development. Lancaster's existing industrial park is located in this area. The bypass will increase the accessibility of the existing industrial park and the proposed mixed-use, office and planned commercial areas will complement the existing development and serve as buffers between the industrial/light industrial uses and single-family residential development.

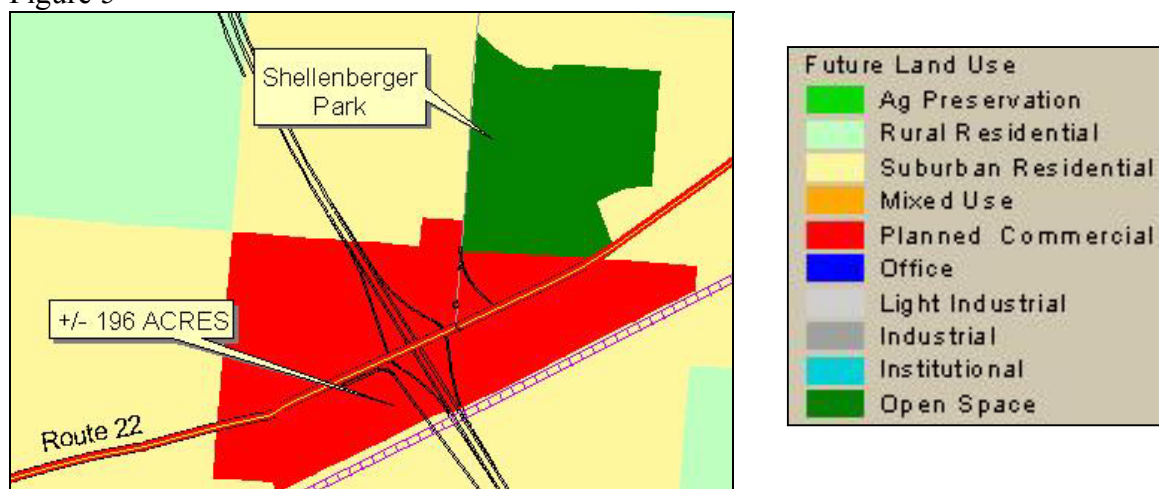
Figure 4



### **US 22 Interchange**

The largest concentration of planned commercial development is located at the US 22 interchange. The existing traffic counts as well as the increasing residential development in the area make this a prime location for development. Industrial and/or light industrial development was not considered for this area for several reasons. First, the interchange area is in close proximity to Shellenberger Park. Second, while the urban services area map (Figure 2) shows this area as programmed for central utilities within the next twenty years, there are no immediate plans for utility expansion. It is not likely that Fairfield County will be able to provide central services to the area. Therefore, utilities will have to come from the City of Lancaster. In order to capitalize on existing investment, it is reasonable to assume that the City of Lancaster will focus first on the utility expansions in the SR 188 interchange area.

Figure 5



\*Map not to scale

**Southern Terminus**

Much of the land near the southern terminus of the bypass is in critical resource areas, where development potential is limited. However, two planned commercial sites have been identified. Large, commercial developments will not be possible without the provision of central utilities.

Figure 6



\*Map not to scale

Map 5

# Future Land Use Scenario 1

Fairfield County, Ohio

Map Key

Study Boundary

Municipalities

Township Boundary

Route System

Major Arterial

Minor Arterial

Proposed Minor Arterial

Major Collector

Proposed Major Collector

Minor Collector

Proposed Minor Collector

Local

Railroad

Rail-To-Trail

Future Land Use

Ag Preservation

Rural Residential

Suburban Residential

Mixed Use Residential

Neighborhood Commercial

HWY Commercial

Office

Light Industrial

Industrial

Public Facility

Open Space

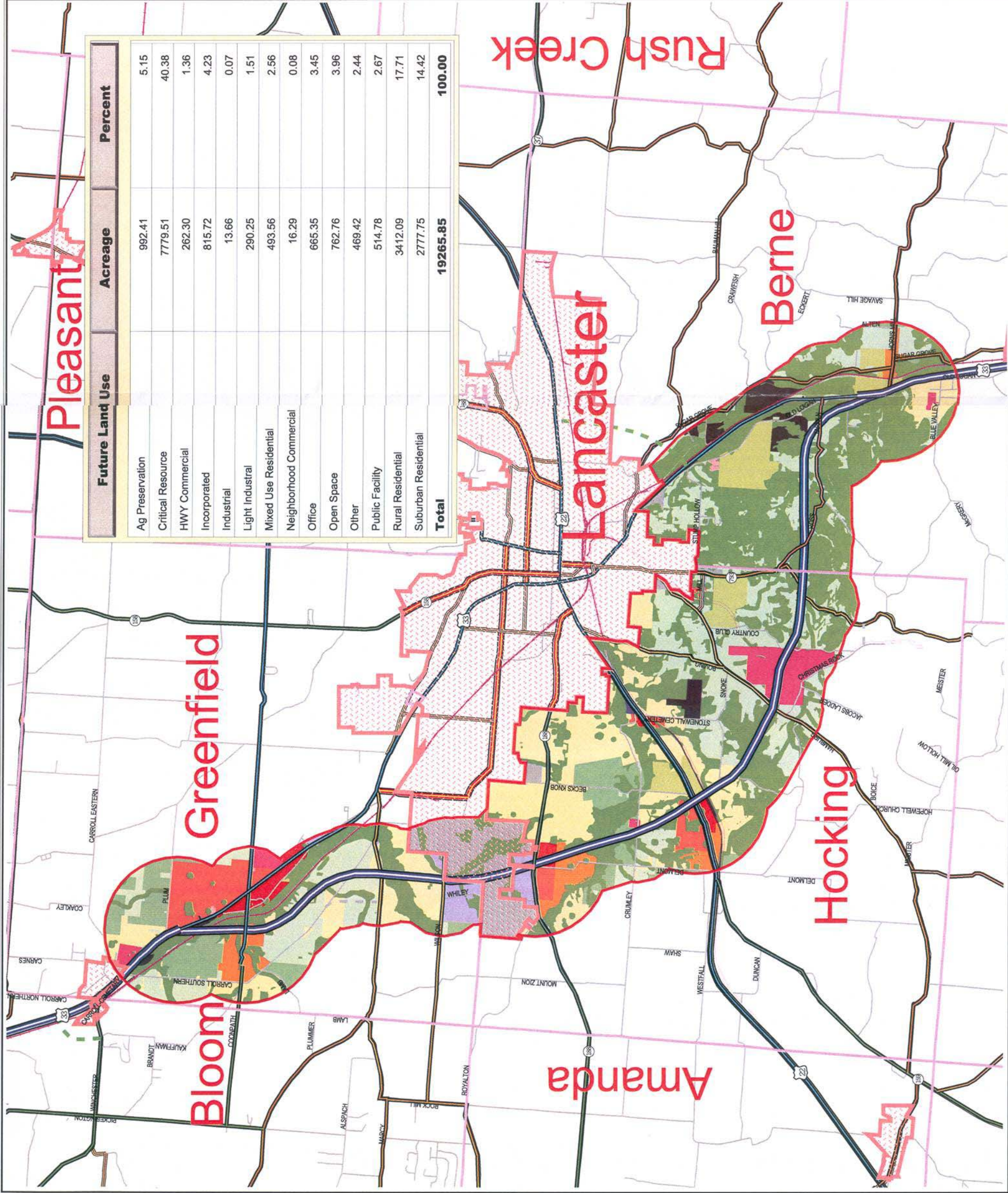
Critical Resource

Incorporated

Other



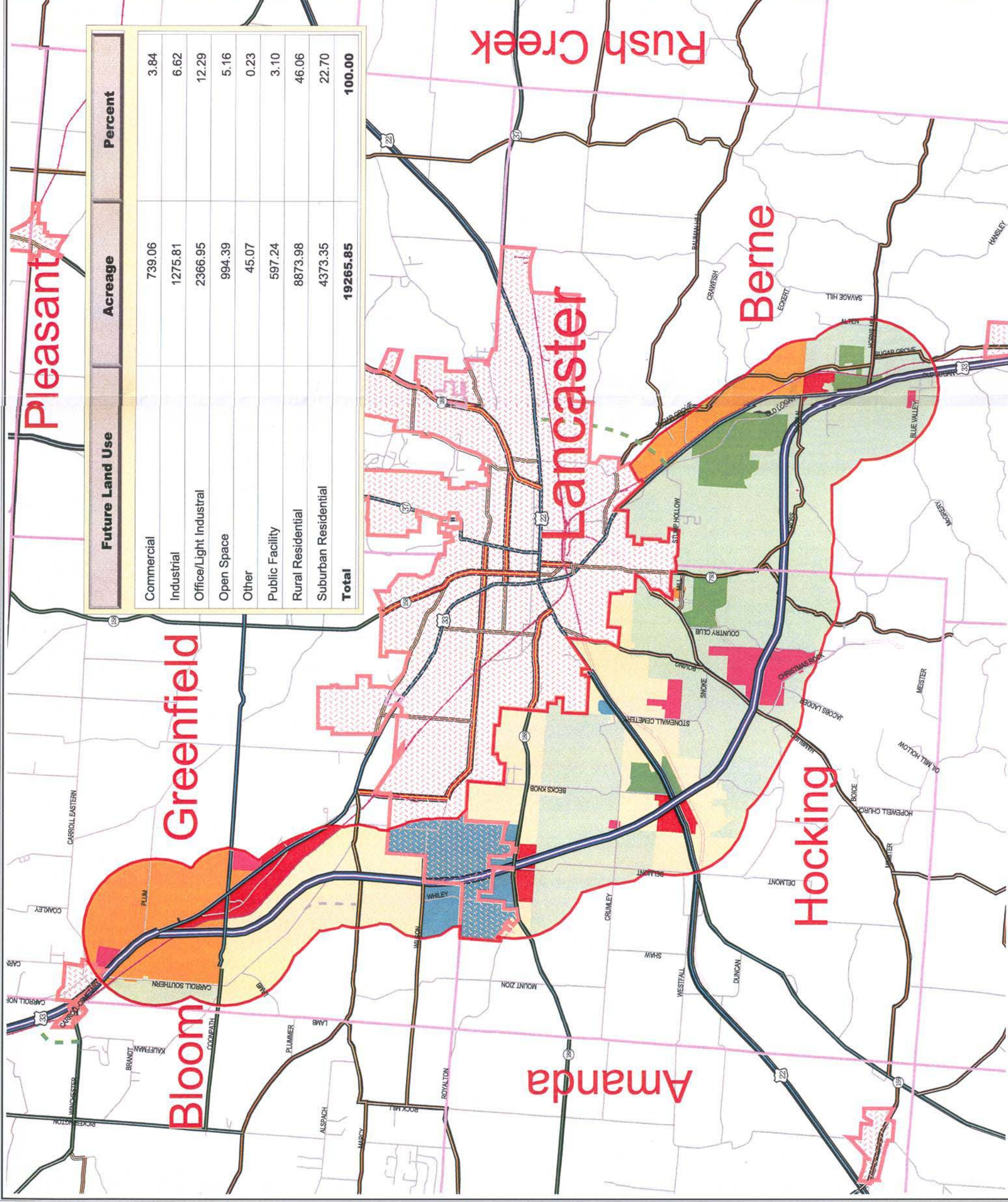
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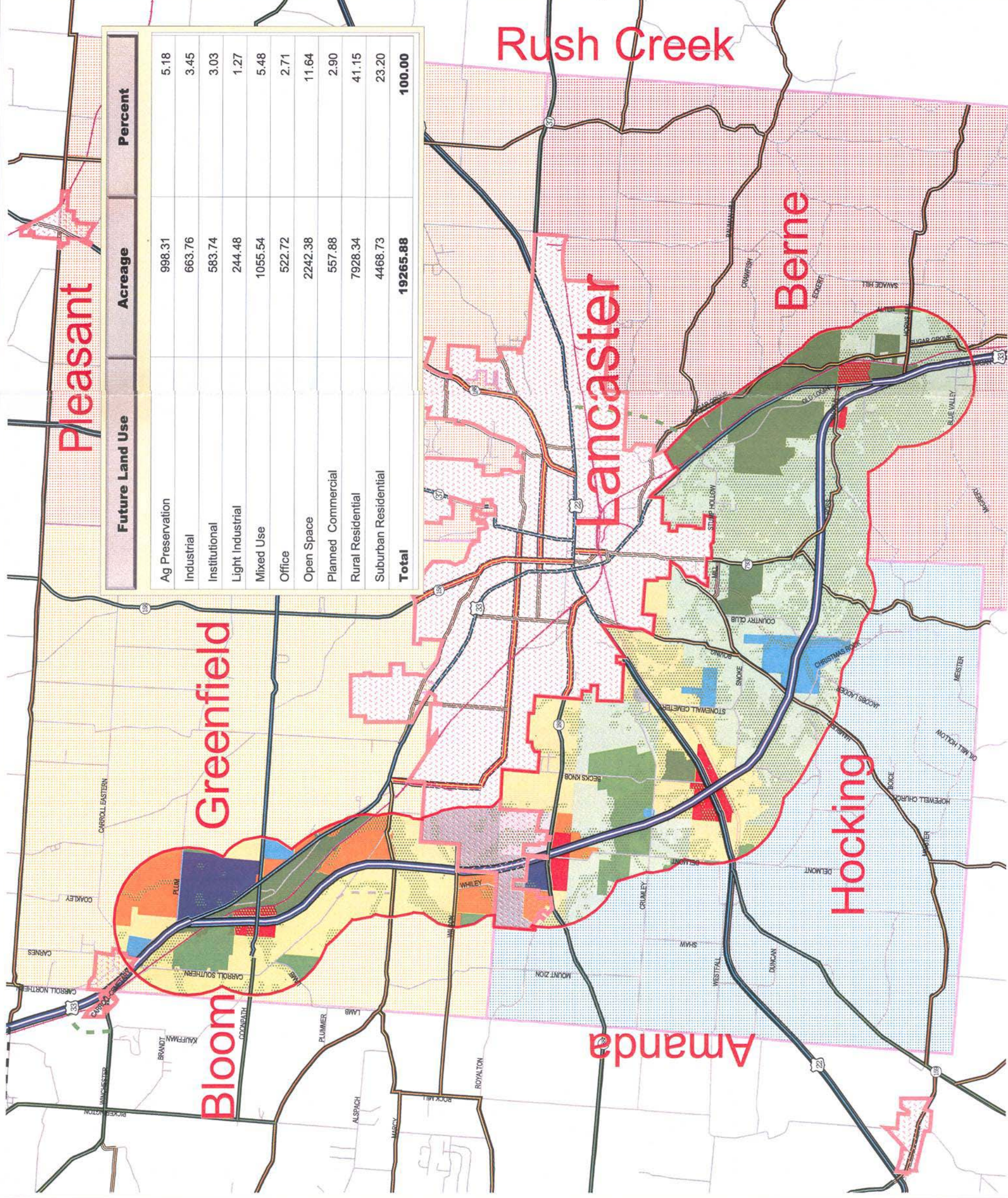


## Map Key

	Study Boundary
	Municipalities
<b>Route System</b>	
	Major Arterial
	Minor Arterial
	Proposed Minor Arterial
	Major Collector
	Proposed Major Collector
	Minor Collector
	Proposed Minor Collector
	Local
	Railroad
	Rail-To-Trail
	Critical Resources
<b>Future Land Use</b>	
	Ag Preservation
	Rural Residential
	Suburban Residential
	Mixed Use
	Planned Commercial
	Office
	Light Industrial
	Industrial
	Institutional
	Open Space



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# IMPLEMENTATION

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## LAND USE & DEVELOPMENT

### **Policy 1      Adopted Plans**

Officially adopted comprehensive and area plans must guide land use decisions on individual properties if an overall balance of public health, safety, welfare, and community goals and objectives are to be accomplished. Therefore, land use decisions shall be made in accordance with adopted plans for the US 33 bypass corridor. If there is a discrepancy between existing adopted plans and the *US 33 Bypass Corridor Development Plan*, the *US 33 Bypass Corridor Development Plan* will take precedence.

### **Policy 2      Rezoning**

Grant rezoning requests based upon adopted land use plan. All major developments within the corridor must seek rezoning to a planned district.

### **Policy 3      Contiguous Open Space Required**

When parcels abutting either existing parks, publicly owned open space, or privately owned open space previously dedicated as a part of the conservation development process are proposed for residential development, that residential development must be designed using the conservation development concept as outlined in the *Fairfield County Development Strategy and Land Use Plan*. A portion of the open space proposed as a part of this new development must be contiguous to the existing open space, thus creating a continuous greenway system throughout the County.

### **Policy 4      Trails and Bikeways**

To perpetuate a continuous greenway system and increase open space and recreational amenities in the County, trails and bikeways should be incorporated into all residential and commercial development. These trails and bikeways should incorporate existing open space and bikeway plans.

### **Policy 5      Lot Splits**

When three or more lots are split at one time from the original parcel, such lots should be clustered.

### **Policy 6      Shellenberger Park**

All new residential development that occurs on parcels bordering Shellenberger Park will require the use of the conservation development concept. The new open space created as a part of the conservation development process should be contiguous to existing open space and Shellenberger Park. When planned commercial development abuts Shellenberger Park, additional buffering will be required.

**Recommendation 1            Farmland**

The *Fairfield County Development Strategy and Land Use Plan* recommends protection of high-quality, agricultural lands as identified by the LESA (Land Evaluation and Site Assessment) model, so that these lands are not used for residential, commercial, or industrial sites at the expense of the farm potential of those lands. Use the agricultural preservation areas identified in the land use plan as sending zones for the voluntary transfer of development rights program.

**Recommendation 2            Purchase of Agricultural Easements**

Encourage property owners whose parcels are identified as agricultural preservation areas to work with the Regional Planning Commission and other designated agencies to complete applications for the Purchase of Agricultural Easements program administered through the Ohio Department of Agriculture.

**Recommendation 3            Common Access Drives**

Alter subdivision regulations to allow common access drives. In addition, allow common access drives to be gravel surfaced. The driveway should be twelve feet wide for one pair of homes and sixteen feet wide for up to five homes. Offer incentives such as additional lot splits for utilizing common access drives.

Work with Townships to review frontage requirements for single family residential units. Encourage the Townships to revise these requirements and offer an incentive (decreased frontage requirement) if common access drives are used.

**VISUAL ANALYSIS & DESIGN OVERLAY**

The *US 33 Bypass Corridor Plan* area while primarily agricultural at the present has the potential to become a major development center in Fairfield County. Because of the limited existing development, the participating political jurisdictions have the ideal opportunity to establish standards for quality design that will attract the kind of businesses, industries and residential development that are so desirable for Fairfield County.

Zoning categories express the land uses and other development on parcels of land. An overlay zone literally “overlays” the zoning category. Owners of property in an overlay zone, then, must not only meet the provisions of the underlying zone, but also the provisions of the overlay zone as well.

While the *US Route 33 Bypass Corridor Design and Development Manual* outlines specific standards that should be incorporated into an overlay zone, the policies contained herein are general in nature and supplement the manual. These policies apply to the entire length of the bypass corridor.

**Policy 1            Views within the Corridor**

Most of the scenic areas of the corridor are yet to be developed. Visual impressions from the roadway within the corridor and beyond should provide an environment that is both

attractive and functional. Residents within the corridor and citizens of the community strongly support protection and enhancement of the visual qualities of the area. Therefore, appropriate and pleasing visual impressions within the corridor should be established and preserved.

**Policy 2 Views beyond the Corridor**

Significant views beyond the corridor, including the rural landscape, river and stream corridors, the rolling hills, and tree stands should be preserved and enhanced.

**Policy 3 New Development**

Development that is compatible with the natural landscape and with the built environment provides a sense of design harmony pleasing to the eye, creating desirable property values and fostering community pride. New development in the US 33 bypass corridor should be designed to be compatible with the natural landscape and the built environment in accordance with the design regulations and guidelines.

**Policy 4 Site Design**

Natural site amenities should be incorporated into the site design and features unique to the site should be considered as strong site design influences in relating the design to the natural landscape.

**Policy 5 Conservation Design**

Conservation development design will be required for all residential developments abutting the US 33 bypass.

**Policy 6 Clear Cutting**

Clear cutting house lots to road edge is prohibited. A wooded no-cut buffer along the front lot line must be maintained, where applicable.

**Recommendation 1 Common Design Overlay**

Create a design overlay for the US 33 bypass corridor. The overlay zone and its design guidelines reflect and implement the policies of both the *US 33 Bypass Corridor Development Plan* and the *Fairfield County Development Strategy and Land Use Plan*. Where the provisions of the overlay zone conflict with the provisions of the underlying zone, the provisions of the design overlay zone will prevail.

**Recommendation 2 Buffer Easements**

Create a buffer easements program. These easements will prohibit clearing or thinning of vegetation and also prohibit commercial signage. These easements can be counted toward acreage requirements in conservation developments.

## **INTERGOVERNMENTAL COOPERATION**

### **Policy 1                      Mandatory Referral**

Mandatory referral of all development proposals within the common overlay zone will commence with the adoption of the *US 33 Bypass Corridor Development Plan* by the affected political jurisdictions.

If the submission of site plans is not required as a part of existing zoning regulations, such regulations must be altered to include the requirement that site plans be submitted for all commercial, office and industrial developments. The Fairfield County Regional Planning Commission will be the conduit for distributing the development proposals/site plans to the respective political jurisdictions within the region.

### **Recommendation 1                      Common Design Overlay**

The *US 33 Bypass Corridor Design and Development Manual* suggests boundaries of the common overlay zone based on the potential for visual impact from the bypass, the potential for future development based on the road network, the proposed land uses, and natural and man-made barriers.

All affected political jurisdictions should adopt the Design and Development Manual and alter their zoning ordinance/resolution in accordance with the recommendations in order to create the common overlay zone.

Should any property be bisected by the boundary, as proposed in the US Route 33 Design and Development Manual, the boundary shall be altered so that the entire parcel is included. When the boundary is located on a road, property on both sides of the road shall be included.

### **Recommendation 2                      Joint Planning and Zoning Advisory Group**

Create a joint planning and zoning advisory group consisting of representatives from Greenfield, Hocking and Berne Townships, the City of Lancaster, the Village of Carroll, and Fairfield County. This group will meet monthly, as needed, to make recommendations to the appropriate zoning authorities within the corridor. This group will also meet yearly to review the *US 33 Bypass Corridor Development Plan* and suggest appropriate changes based on development patterns and market demand.

### **Recommendation 3                      Revenue Sharing Agreements**

Encourage the creation of joint economic development districts (JEDDs) or cooperative economic development agreements (CEDAs) in all non-residential areas. Appoint a committee composed of representatives from Greenfield, Hocking and Berne Townships, the City of Lancaster, the Village of Carroll, the Village of Sugar Grove, and Fairfield County to begin discussions.

## CRITICAL RESOURCES

Public officials have a responsibility to preserve and protect the land. Critical resource areas have been identified as a part of this plan and the *Fairfield County Development Strategy and Land Use Plan*. These critical resource areas include flood prone soil, the 100-year flood plain, a 150 foot buffer on all perennial streams and water bodies, wetlands, significant tree stands and slopes in excess of 25 percent. These features represent important scenic, recreational, environmental and cultural values to the community as a whole.

### **Policy 1 River Lands Access**

The Hocking River valley and surrounding river lands are desirable and appropriate for agriculture, wildlife corridors, and recreation. Development in the US 33 corridor bypass area shall be carefully designed to provide access to these lands while still preserving the natural wildlife habitat and maintaining essential flood control and drainage functions.

Because public access to the river lands is desirable and feasible with careful design, the City of Lancaster and the Fairfield County Historical Parks Association should seek acquisition, dedication, and lease or easement agreements for private land within these areas.

### **Policy 2 Existing Vegetation**

The natural vegetation along the edge of streams and rivers supports many species of plants and wildlife. Through the chemical process in their daily life cycle, plants contribute to the improvement of air quality. The greenbelt, in addition to providing a pleasant view, protects and conserves the stream and river's floodway by preventing erosion and by stabilizing the riverbank. Therefore, disturbance or removal of existing natural vegetation from the stream or riverbank and the associated buffer shall be minimized.

### **Policy 3 Floodplain**

Development in the floodplain is not only dangerous to people and dwellings located there, but contributes to long-term, public cost incurred through damage and disaster. All development in the corridor area shall comply with all adopted drainage policies, including restrictions on development in the 100-year-floodplain. Conservation development on land above the flood level shall be required and the floodplain shall be utilized as the open space area.

### **Policy 4 Grading**

Grading may disturb plant roots, upset existing drainage patterns, and contribute to erosion, especially on steep slopes. On slopes of 10 percent or greater, development is difficult and required services are costly.

Changes to natural topography shall be kept to a minimum. In general, grading shall be minimized. If grading is necessary, contour grading shall be required in order to preserve the natural features and vegetation. On slopes of 10 percent or greater, no grading shall

take place until the Fairfield County Regional Planning Commission has approved a specific development plan. The development plan shall retain the sense of the natural features and vegetation. Reconstruction and revegetation to a natural setting shall be required.

**Recommendation 1                      Transfer or Purchase of Development Rights**

Work with the townships, the City of Lancaster, and the Village of Carroll to develop a voluntary transfer or purchase of development rights program. Develop a menu of incentives such as density bonuses that can be offered to developers who transfer or purchase development rights in critical resource areas, prime agricultural areas, or open space areas, as designated on the future land use map.

**Recommendation 2                      Conservation Development**

Require conservation development for all subdivisions constructed on parcels where critical resources are present. These critical resources will become a portion of the open space set-aside required in all conservation developments.

## **TRANSPORTATION**

Anticipated changes in land use for the US 33 bypass corridor will significantly impact the local transportation system. Future transportation needs on a microscopic level such as specific links and connections are impossible to predict at this time. Fairfield County must be highly involved in the planning of developments within the corridor. The goals, objectives, and details of the County's Thoroughfare Plan and Congestion Prevention, Traffic Safety, and Capacity Preservation Plans should be thoroughly reviewed and considered when making decisions within this corridor. This plan should be viewed as a dynamic document. As development patterns and densities become more defined, the plan should be revisited and updated to reflect the changing conditions.

**Policy 1                      Capacity Improvements I**

Public funds will not be used for capacity improvements in agricultural, critical resource or rural residential areas. Only maintenance, safety, and deficient bridge replacement projects should be funded in these areas. County funds, including Federal and State grants will be committed to improve or construct new roadways in areas where denser development is desired, as outlined on the future land use plan.

**Policy 2                      Capacity Improvements II**

Focus spending for capacity improvements on roadways identified as arterials and major collectors to promote these as preferred routes for access to the interchanges.

**Policy 3                      Required Improvements**

Transportation network improvements should be constructed prior to, or concurrently with, the construction of the development. The developer should be required to pay for and construct turn lanes and other auxiliary lanes, traffic signals, and other improvements as necessary to provide adequate capacity.

**Recommendation 1                      Transportation Impact Study**

The existing roadway network will become the backbone of the future transportation network. Developers will undoubtedly desire to locate with access to the existing public roadway system to minimize development costs related to providing new roadways. Once the capacity of the existing roadway is reached, the County will be left with the task of increasing the capacity of the existing roadways (or constructing new roadways) with its own funds. Therefore, the Regional Planning Commission and/or political jurisdictions should require a traffic impact study as a part of any planned residential, commercial or industrial district submittal.

**Recommendation 2                      Rights-of-Way**

Work with developers and landowners to obtain rights-of-way. Negotiate this during the development site review process.

**Recommendation 3                      Access Management**

Adopt access management guidelines, as discussed in the *Fairfield County Development Strategy and Land Use and Development Plan*.

**Recommendation 4                      Transportation and Congestion Review Committee**

Create a transportation and congestion review committee that is made up of, at a minimum, staff from the County Engineers Office and Regional Planning Commission. This committee Review should review all development proposals to ensure compliance with the County's Congestion Prevention, Traffic Safety, and Capacity Preservation regulations.

**Recommendation 5                      Corridor Specific Access Management Plans**

The most effective way for the County to avoid undesirable capacity and safety problems in the study area is to develop detailed access management plans for the roadway corridors adjacent to proposed interchanges. The plans should outline future access point locations, raised median locations, and future signalized intersection locations. These plans should be prepared and approved through a study process that includes alternative analysis and public involvement. At minimum, corridor specific access management plans should be prepared for Coonpath Road, SR 188, and US 22. The corridor should include at a minimum the width of the study area for this planning study. Extension of the limits of corridors beyond the study area shown for this plan should be considered for each corridor as appropriate, along with the existing US 33 areas that will be bypassed (Business US 33).

**Recommendation 6                      Scenic Byway**

Identify the portion of US 33 that would be most appropriate for designation as a scenic byway. Contact Hocking and Athens County and encourage them to consider cooperating with Fairfield County on this endeavor. Form a committee of representatives from all applicable political jurisdictions. Begin the planning and application process as quickly as possible. Conduct a quick inventory of resources along the entire stretch of US 33.

## **INFRASTRUCTURE**

### **Policy 1        Public Services**

Public sewer and water services are essential for promoting development in the US 33 bypass corridor. Planned extensions and connections for services should be coordinated with appropriate land use planning and capital improvement funding.

Extensions and provision of public sewer and water services in the corridor area shall be based on the capability to provide adequate service and to encourage development in accordance with approved plans and policies. Assessment or other means to share extension and service costs shall be based on a fair and equitable procedure.

### **Policy 2        Assessment**

Assessing owners of benefiting properties for improvements has proven to be an appropriate and fair funding method. Therefore, benefiting properties in the US 33 bypass corridor shall be assessed to fund public infrastructure improvements in accordance with Fairfield County, City of Lancaster, and Village of Carroll policies and with state statutes.

### **Policy 3        Distribution Lines**

Undergrounding of utility lines reduces visual clutter, lessens the frequency of power outages, and contributes to public safety. Therefore, the City of Lancaster, the Village of Carroll, and Fairfield County will work with the utility companies to encourage and support recommendations to place existing power distribution lines underground. New power and telephone distribution lines shall be installed underground, whenever feasible.

## **MARKETING & PROMOTION**

### **Recommendation 1        Economic Base Analysis**

Undertake the development of an economic base analysis. Such an analysis of the County's economy should:

- Indicate where the industry sectors are, their size and their growth trends in absolute and relative terms.
- Identify shifts in the Countywide and local economies.
- Identify size of business payrolls.
- Assist in the identification of targeted markets for any proactive marketing program.
- Create a baseline from which to measure changes in the Countywide and local economies.
- Assist in the formulation of public policies regarding infrastructure development and public investment initiatives.

**Recommendation 2                      Economic Development Strategy**

Create a detailed economic development strategy. Such a strategy should:

- Determine an appropriate organizational structure for the marketing program.
- Develop a mission statement and the resulting goals and objectives for a program.
- Suggest resources for program funding.
- Establish an effective set of program elements.
- Assign task responsibilities and time frames for completing major elements of the program.
- Determine the appropriate and most cost effective means of reaching the target audience(s).



## **APPENDIX**

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Existing and Planned Roadways  
Utilities  
Public Participation



## EXISTING & PLANNED ROADWAYS

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Existing roadways within the bypass corridor consist of federal, state, county, and township roads. Access points to the Bypass will be only at its beginning and ending and at interchanges with SR 188 and US 22.

Currently, the only funded proposed roadway projects within the corridor limits will be construction as part of the Bypass project. Three other roadway improvements are planned within the corridor. The City of Lancaster plans to extend Mill Park Drive to SR 188 in order to align with Delmont Road. The City of Lancaster is also planning to widen West Fair Road from Camp Ground Road to Beck's Knob Road. Fairfield County is proposing a connection between SR 793 and Christmas Rock Road as shown in the recently completed County Thoroughfare Plan.

### US 33 Bypass Project

According to ODOT schematic plans, the proposed bypass will cross numerous existing roadways. The treatment at each roadway that is crossed will be unique. Some roadways will be terminated on either side of the Bypass, some will pass over or under the Bypass, and some will access the Bypass via an interchange. The Bypass will significantly reduce travel times to Columbus from areas south of Lancaster and for through traffic on US 33. Traffic volumes will likely significantly increase on SR 188 and US 22 near the Bypass due to such convenient access.

Map 9 shows the location of each of the following items.

1. **Carroll Southern Road (northern intersection)**
  - Access to the southbound lanes of US 33 will be limited to right-in / right-out.
  - Access to the northbound lanes of US 33 will be eliminated.
2. **Plum Road**
  - Access to US 33 will be eliminated.
3. **Old US 33 (north)**
  - An exit ramp will pass under the bypass to provide access from the bypass to old US 33 southbound.
  - Old US 33 northbound will merge with the bypass just south of Carroll.
  - Northbound Bypass traffic will access old US 33 via the interchange at Coonpath Road.
  - Old US 33 traffic will access the bypass southbound via the half diamond interchange at Coonpath Road.
4. **Coonpath Road**
  - No direct access to the bypass northbound. Access will be via old US 33.
  - Coonpath Road will access the bypass southbound via a half diamond.
  - Southbound bypass will not have direct access to Coonpath Road. Access will be via old US 33.
  - Northbound bypass will have direct access via a half diamond interchange.

- A service road approximately 3000 feet long will be constructed west of and parallel to the bypass that will connect to Coonpath Road near its interchange with the bypass.
- 5. **Old Columbus Road**
  - No direct access to bypass.
  - Access to old US 33 will be maintained.
- 6. **Carroll Southern Road (southern intersection)**
  - No direct access to bypass.
  - Will be realigned to intersect with Lithopolis Road.
- 7. **Lithopolis Road**
  - No direct access to the bypass.
  - Lithopolis Road will pass under the bypass.
  - Access to the bypass will likely be via old US 33 to the north, and various local roads to SR 188 to the south.
- 8. **Wilson/Fair Road**
  - No direct access to the bypass. Wilson/Fair Road will overpass the bypass.
  - Access to the bypass will be via local roads to SR 188 or old US 33.
- 9. **SR 188**
  - Full access to the bypass will be created via a diamond interchange.
- 10. **Delmont Road**
  - No direct access to the bypass.
  - Delmont Road will be realigned to pass over the bypass just south of SR 188, and will intersect SR 188 just east of the bypass.
  - Access to the bypass will be via SR 188.
- 11. **Crumley Road**
  - No direct access to the bypass.
  - Crumley Road will pass under the bypass.
  - Access to the bypass will be via local roads to either SR 188 or US 22.
  - An approximately 1000 feet long service road from Crumley Road will be constructed west of and parallel to the bypass.
- 12. **US Route 22**
  - Full access to the bypass will be created via a diamond interchange.
  - Beck's Knob Road intersection with US 22 will be relocated approximately 600 feet to the east.
- 13. **Stonewall Cemetery Road**
  - Will not cross the bypass.
  - North of the bypass, Stonewall Cemetery Road will be dead-ended.
  - A service road will be constructed south of, and parallel to, the bypass that will provide access to US 22 and thus the bypass.
- 14. **Hamburg Road**
  - No direct access to the bypass.
  - Hamburg Road will overpass the bypass.
  - Access to the bypass will be via local roads to old US 33 or US 22.
- 15. **Country Club Road**
  - Will be dead-ended on both sides of the bypass.

- Existing through traffic on Country Club Road must use an alternate route such as Hamburg Road to Christmas Rock Road.
- 16. State Route 793**
  - No direct access to the bypass.
  - SR 793 will be slightly realigned and overpass the bypass.
  - Access to the bypass will be via Ross Road to Tarkiln Road.
  - An approximately 1000 feet service road will be constructed north of and parallel to the bypass that will access SR 793.
- 17. Ross Road**
  - No direct access to the bypass.
  - Ross Road will overpass the bypass.
  - Access to the Bypass will be via Tarkiln Road.
- 18. Tarkiln Road**
  - Tarkiln Road will have direct access to the bypass to the north via a split interchange.
  - Access to the bypass to the south will be via old US 33.
- 19. Brookdale Road**
  - No direct access to the bypass.
  - Will dead end into the realigned Old Logan Road, which provides access to the bypass via Tarkiln Road.
- 20. Old Logan Road**
  - No direct access to the bypass.
  - Southern intersection with US 33 will be eliminated.
  - Will be realigned parallel to US 33 to connect to Tarkiln Road.
  - Access to bypass will be via Tarkiln Road.
  - An approximately 4500 feet service road will be constructed from Old Logan Road north of the bypass.
- 21. Horns Mill Road**
  - No direct access to the bypass.
  - Will be realigned to access the bypass via Tarkiln Road and Old US 33.
- 22. US 33 (south)**
  - Will split with the bypass for northbound traffic.
  - Southbound old US 33 will access the bypass via the split interchange at Tarkiln Road and a southbound on-ramp that will pass under the bypass.

### **Capacity Improvements**

Though it is difficult to predict specific needs, some obvious areas that will likely need capacity improvements are the areas surrounding the proposed interchanges and the areas of suburban residential, industrial, planned commercial, and mixed-use between the Village of Carroll and SR 188.

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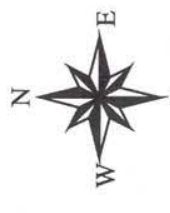
Map 9

# Existing and Planned Roadways

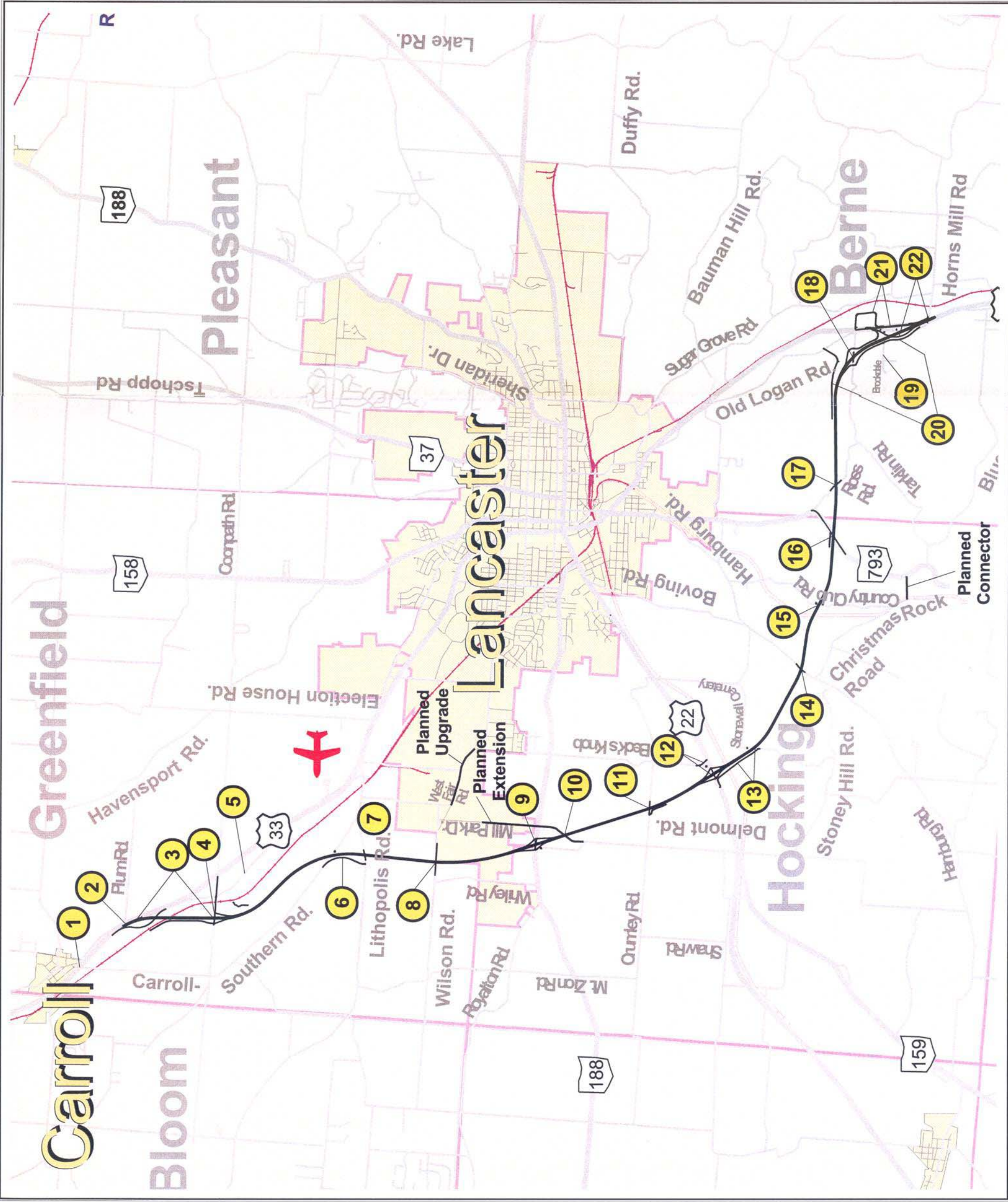
Fairfield County, Ohio

## Map Key

- Route 33 Bypass
- State Route
- County Route
- Municipal Route
- Railroad
- Rail-To-Trail
- Township Boundary
- Airport
- Road Index



**Burns, Bertsch, & Harris, Inc.**  
Kinzelman Kline  
Bennett & Williams Environmental Consultants, Inc.  
Burgess & Niple, Ltd.





# UTILITIES

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## UTILITY SYSTEM INVENTORY

Much of the area along the US 33 bypass corridor is served by any of several existing water and wastewater utility systems. Maps 10 and 11 illustrate existing and planned utility service areas. The primary water purveyors in the County by 2020 should be the City of Lancaster and Fairfield County. Lancaster has a new well field in place and will soon have new treatment facilities to treat the additional supply. This should enable the City to expand its service area into much of the US 33 bypass corridor.

With respect to supply, most systems have been found to be in fair to good condition. Most of the water treatment plants are in at least fair condition overall. Those that are not are undergoing upgrades and/or rehabilitation. Nearly all are capable of supporting some service area growth; however, most would have to increase treatment plant capacity in order to meet projected 2020 peak demands. Additional well field capacity may be needed in a few instances.

The wastewater collection and treatment systems discharge to relatively small streams and are required to provide a high level of treatment by the permits (NPDES) issued by the OEPA. All of the areas of significant development in the US 33 bypass corridor should be provided with centralized wastewater treatment systems in the near future.

Existing on-site wastewater treatment and disposal systems do not have a good record of performance in Fairfield County. Central collection and treatment systems are likely to better meet pollution control goals and regulations for new development in the County.

### **Little Walnut**

A new 0.5 MGD capacity water treatment plant was constructed in 2000 in the northern end of Bloom Township. The Little Walnut Water Treatment Plant draws water from two (2) wells, each with a capacity of 350 gpm (0.5 MGD). Initially, the plant expects to supply 250 accounts with an average daily demand of 0.09 MGD. The service area initially is expected to incorporate most of southern Violet Township.

Expansion possibilities are very good. Additional wells can be installed in the well field and the plant is designed to be expanded in 0.5 MGD increments to a total capacity of 1.5 MGD. By 2020 the service area should see significant growth to the south and northeast (to meet the Tussing Road service area). Growth to the west and southwest will compete with Lithopolis and Canal Winchester service areas. Growth to the southeast will compete with Carroll and Greenfield Township Water & Sewage District service areas. However, the County has indicated that it will work cooperatively with these entities for water services in developing areas.

The Little Walnut/Sycamore Water Reclamation Facility is located in the southern portion of Violet Township, two and a half miles east of Canal Winchester. The plant

just became operational within the past year to take the Jefferson Woods package plant off line. It currently serves 260 customers in the Jefferson Woods area.

The treatment plant is a vertical loop reactor plant with sludge stored and shipped to the Tussing Road treatment plant for disposal. The effluent is discharged continuously into the Walnut Creek. The plant is currently running at 30 percent of its design capacity as constructed. The plant is designed for possible capacity expansions and service area extensions in the future, with the plant intended to ultimately treat four times the initial capacity or three million gallons per day (mgd).

### **Village of Carroll**

The Village of Carroll is located on the border of Bloom and Greenfield Townships, approximately seven miles northwest of Lancaster. The Village obtains its water from two wells. Pump capacities are 105 gpm and 150 gpm, respectively. The treatment plant has a capacity of 0.10 MGD. Treatment consists of iron removal by aeration/filtration and disinfection with sodium hypochlorite. The water system services 229 accounts within the Village limits. Average daily demand is approximately 0.05 MGD. Peak demand is reported to be 0.091 MGD. Distribution storage consists of one 100,000-gallon standpipe, built in 1963.

By 2020, the projected average daily demand is expected to be 0.10 MGD. Projected average peak demand is expected to be 0.20 MGD. The existing treatment facilities would not be able to meet the 2020 projected demands. Supply is marginally adequate at present and will be stressed in the near future. Studies should be performed in the short term to provide for source and treatment plant expansion.

The wastewater treatment plant is located about a mile northwest of the Village and serves 258 customers. The collection system is pressurized and the Village owns the pumps, tanks, and force mains. This system experiences some I/I problems and the Village is currently smoke testing the lines to find the problem.

The treatment plant consists of two lagoons, one of which is aerated. (There is no separate sludge digestion equipment associated with this WWTP. Some sludge digestion accumulation will likely occur at the bottom of each lagoon.) The influent is pumped in from individual pumps at the homes. The lagoons have not been in service long enough to generate any sludge at this point. The effluent is discharged into a tributary of the Walnut Creek. Due to the low flow characteristics of the receiving stream, service and plant expansion may be limited. The plant is currently running at 54 percent of its design capacity.

### **Greenfield Township**

A portion of Greenfield Township receives water and wastewater service from the Greenfield Township Water and Sewer District. Ohio Environmental Protection Agency and Ohio Department of Natural Resource databases indicate that the district supplies water to 870 customers, which would translate into an approximate average daily demand of about 0.07 MGD. There are two wells listed in the ODNR well log database, with a

combined capacity of 0.36 MGD. Because there appears to be significant excess capacity, it is projected that the district service limits should grow within the Township. Growth would likely center around both the US 33 bypass and old US 33.

For wastewater service, the District acts as retail utility with a master contract for all wastewater to be delivered to the Lancaster wastewater system. Lancaster has agreed to accept certain amounts of wastewater from the District in the period through 2018, ranging from 0.21 mgd in 2000 to 0.4 mgd in 2008 to 2018. This allows for growth to the equivalent of about 1,000 customers total. Growth would likely center on the US 33 bypass.

### **City of Lancaster**

The City of Lancaster is centrally located in Fairfield County and constitutes a separate township. The City is supplied by fourteen wells that have a reported reliable combined capacity of 8.5 million gallons per day (MGD). Well pump capacities range between 300 to 795 gallons per minute (gpm). The treatment plant has a total capacity of 8.3 MGD. The service area for this system does not currently extend outside city limits. There are 14,200 accounts with 100 percent of the accounts metered. The average daily demand is reported as 4.5 MGD. Peak daily demand is approximately 7 MGD. Distribution storage consists of one 2.3 million gallon (MG) in-ground brick reservoir, one 1.0 MG steel standpipe, and one 4.0 MG above ground concrete reservoir.

A new well field has been recently completed south of the City. The field consists of four wells with a combined capacity of 10 MGD. The associated treatment plant is due for completion in 2002 and will feature a nano-filtration system. The treatment plant design capacity is 8.0 MGD. A project to install and replace several miles of twelve-inch through thirty-inch main trunk lines is completed and new water tanks are in the planning stages, two of which are to be located in the northern section of the City.

When the new treatment system goes on-line, the combined capacity of the two systems provides a base to support significant City growth. The existing treatment facility is currently operating at about 55 percent capacity, based on average demand. During peak demand, the plant operates at about 65 percent of capacity. The new facilities will lower these percentages to about 28 percent (at average) and 46 percent (at peak) leaving a large amount of excess capacity. The new water treatment facility also provides another source of water that is less vulnerable to the environmental risks of the existing wellfield.

By 2020, the service area of the Lancaster water system is projected to expand in all directions, but primarily towards the US 33 bypass. Average daily demand by 2020 is expected to reach approximately 6.5 MGD, with average peak demands expected to be approximately 8.0 MGD. With a combined treatment capacity of 16.3 MGD, the treatment facilities will be able to support the expected growth.

The City's wastewater collection system consists of combined sewers and serves 13,752 customers. The City does experience some I/I problems due to the combined sewers, but is implementing improvements on the system to alleviate the problems. The City has an

NPDES permit compliance schedule with Ohio EPA to develop a long-term Combined Sewer Overflow Control Plan.

The treatment plant is an activated sludge plant with aerobic digestion for its sludge. It is located on the southeast side of the City. Its sludge is dewatered using belt press and lime stabilization, and is then land applied. The effluent is discharged continuously into the Hocking River. The 10 MGD plant is currently running at 60 percent of its design capacity. The City plans to expand service in the Lynwood Lane area. The plant treats influent from the Peter's subdivision through an agreement with the County. The plant also treats influent from the Greenfield Township Sewer District under a joint agreement between the two entities.

The Lancaster plant can serve a substantial additional area, but the City will likely reserve a portion for industrial and commercial usage.

### **Village of Sugar Grove**

The Village of Sugar Grove is located in Berne Township, approximately six miles south of Lancaster. The Village obtains raw water from a total reliable source supply of 0.16 MGD. The water is pumped from two wells that operate at 125 and 150 gpm, respectively. Total treatment capacity is reported to be 0.075 MGD.

There are 186 accounts that include the Village limits and extensions of approximately one-half mile to the north. Average demand is reported to be 0.06 MGD. Peak demand, at 0.08 MGD, exceeds treatment plant capacity. Distribution storage consists of one 90,000-gallon underground concrete tank. The plant currently operates at approximately 60 percent capacity based on average demand.

Service area expansion is most likely to occur to the west, along US 33. The presence of the new Lancaster well field to the immediate north will limit expansion to the north. Projected average daily demand (2020) is 0.08 MGD. Projected peak demand is expected to be approximately 0.10 MGD. Supply is sufficient to meet these projections. However, treatment plant expansion or an agreement with Lancaster for water will be necessary to support the expected growth.

The wastewater treatment plant is located along the southern boundary of the Village and serves 182 customers. There are some I/I problems and an overflow to the old treatment plant. The Village reports that it has eliminated the overflow and is evaluating the I/I problem for possible solutions.

The treatment plant is an aeration package plant with sludge being hauled to the City of Lancaster's treatment plant. The effluent discharges into Rush Creek. The plant is currently running at 57 percent of its design capacity. The Village has no plans for service area or plant expansion at this time.

## **UTILITY SERVICE REPORT**

The utility systems within convenient service range of the US 33 bypass corridor were inventoried as part of the *Fairfield County Development Strategy and Land Use Plan*. The following summary is based on that report.

The systems providing service within this area are (from north to south) Fairfield County Utilities, Village of Carroll, Greenfield Township Water and Sewer District, City of Lancaster, and the Village of Sugar Grove. The Greenfield Township WSD delivers all wastewater to the City of Lancaster's system for treatment and disposal.

For purposes of discussion, the area is divided into six segments based on proximity to the utilities that could potentially provide service to the growth in demand along the bypass, again, from north to south.

### **Segment 1 - Northernmost Area**

This area consists of the initial interchange connecting the existing US 33 to the bypass roadway. It lies adjacent to the Village of Carroll on the south. Substantial mixed use, suburban residential, light industrial, and some institutional development are expected in the area. The nearby Carroll water and sewer systems cannot meet the projected corridor growth without major expansion. The most likely source is the Fairfield County Utilities (FCU) system, with new water and wastewater plants at the Little Walnut sites. These have substantial unused capacity and can be expanded further if overall growth in Violet, Bloom, and Greenfield Townships should warrant. Several miles of waterline and wastewater force main would be required to extend service to this area. FCU plans to extend service to this area as part of its long-range utility system development plan.

### **Segment 2 - Coonpath Road Interchange Area**

This area is at the northern limit of the Greenfield Township WSD, but that system cannot serve large additional demands with water supply, and is limited in its wastewater capacity by system conditions and the master agreement with the City of Lancaster. This area could be served with water and sewer by the FCU system or by the City of Lancaster, both of which have the ability to meet additional demands for water and sewer service. Actual service to this area may depend on which system is willing to extend the needed pipelines to the area. Lancaster could provide service directly, via the Greenfield Township WSD, or possibly via a County entity. However, the same investment in line extensions would be required for connection to the Lancaster system with adequately sized facilities. Service by the FCU system at Little Walnut would require extensions as well. This area lies at the fringe of the planned service area for the FCU system.

### **Segment 3 - Lithopolis Road Area**

This is a non-interchange segment bordering on the bypass roadway. Substantial areas of suburban residential and mixed-use development are expected primarily to the east of the bypass. This area is currently within the existing boundary of the Greenfield Township WSD; however, it is not provided with sewer service from the existing system. The Greenfield Township WSD would need to develop significant additional supply to serve

this area and to continue to serve growth elsewhere in its district boundary. Expansion of the arrangement with Lancaster, as well as additional sewer pipelines, would be necessary if Greenfield Township WSD were to plan sewer service to this area.

Lancaster has adequate water supply and sewage treatment capacity to serve this area, but pipeline additions would be needed. Also, it would be necessary to resolve any service boundary questions with the Greenfield Township WSD.

This area is outside of the service boundary planned by the FCU system for either water or sewer service from existing facilities, and so it is unlikely that FCU would extend service to this area.

#### **Segment 4 - SR 188 Interchange Area**

This interchange is located directly east from Lancaster on SR 188. This area is expected to generate significant amounts of all types of development, along and to the north of the interchange. Only Lancaster has the proximity to provide service to this area, assuming that the City will commit existing water and wastewater treatment capacity to this development. While Lancaster has substantial available unused capacity, most likely pipelines will need to be extended to this area, and pumping stations constructed for both water and sewer. For some of this area, it may also be necessary to construct a new sewage treatment facility.

The City of Lancaster currently provides direct water and sewer service only to areas within the corporate boundary. In order to extend service to this interchange area, Lancaster will need to develop an acceptable mode for service. Options include annexation of the area, development of an independent utility district for retail service, water and sewerage agreements with the township, or operation through a County entity.

#### **Segment 5 - US 22 Interchange Area**

This interchange is located southeast from Lancaster on US 22. It is expected to experience a significant amount of commercial and mixed use development as well as some residential development. It can also be best served by extension of the Lancaster City water and sewer systems on the same basis as noted above for the SR 188 interchange area.

#### **Segment 6 - Southernmost Area**

This area is located at the interchange with the existing US 33 roadway about one mile north of the Village of Sugar Grove and several miles south of the City of Lancaster. It is expected to experience substantial commercial growth with some institutional use. The new Lancaster water supply is located nearby and provides the most likely water source for this area. The Lancaster water supply and treatment capacities are adequate to meet all or most of future growth expected in this area.

For wastewater treatment, the Sugar Grove system has relatively little excess capacity and would require substantial expansion to meet wastewater treatment needs for this area. Alternatively, though very costly, a pump station and force main could be constructed to

carry this wastewater flow north to the existing Lancaster collection system and treatment plant.

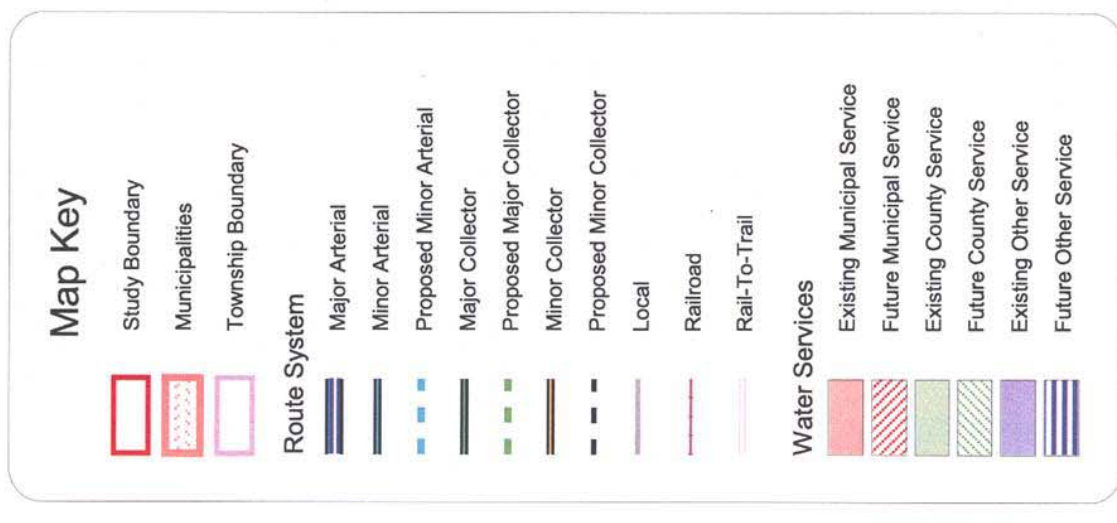
Construction of an independent wastewater treatment plant with discharge to the Hocking River is another option for this area. However, permitting of a new discharge to this relatively small stream may be a prolonged effort, with the existing Lancaster outfall upstream.

The authority under which this area would be served is open. Extension of Lancaster's corporate limit so far south is unlikely. Either the county or an independent district or authority could be developed for this purpose. Funding capacity and security of income sources would be important considerations in developing any comprehensive and reliable wastewater disposal system for this area.

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# Existing and Planned Water Service Area

## Fairfield County, Ohio



**Burns, Bertsch, & Harris. Inc.**  
Kinzelman Kline  
Bennett & Williams Environmental Consultants. Inc.  
Burgess & Niple. Ltd.

# Existing and Planned Waste Water Service Area

Fairfield County, Ohio

## Map Key



### Route System

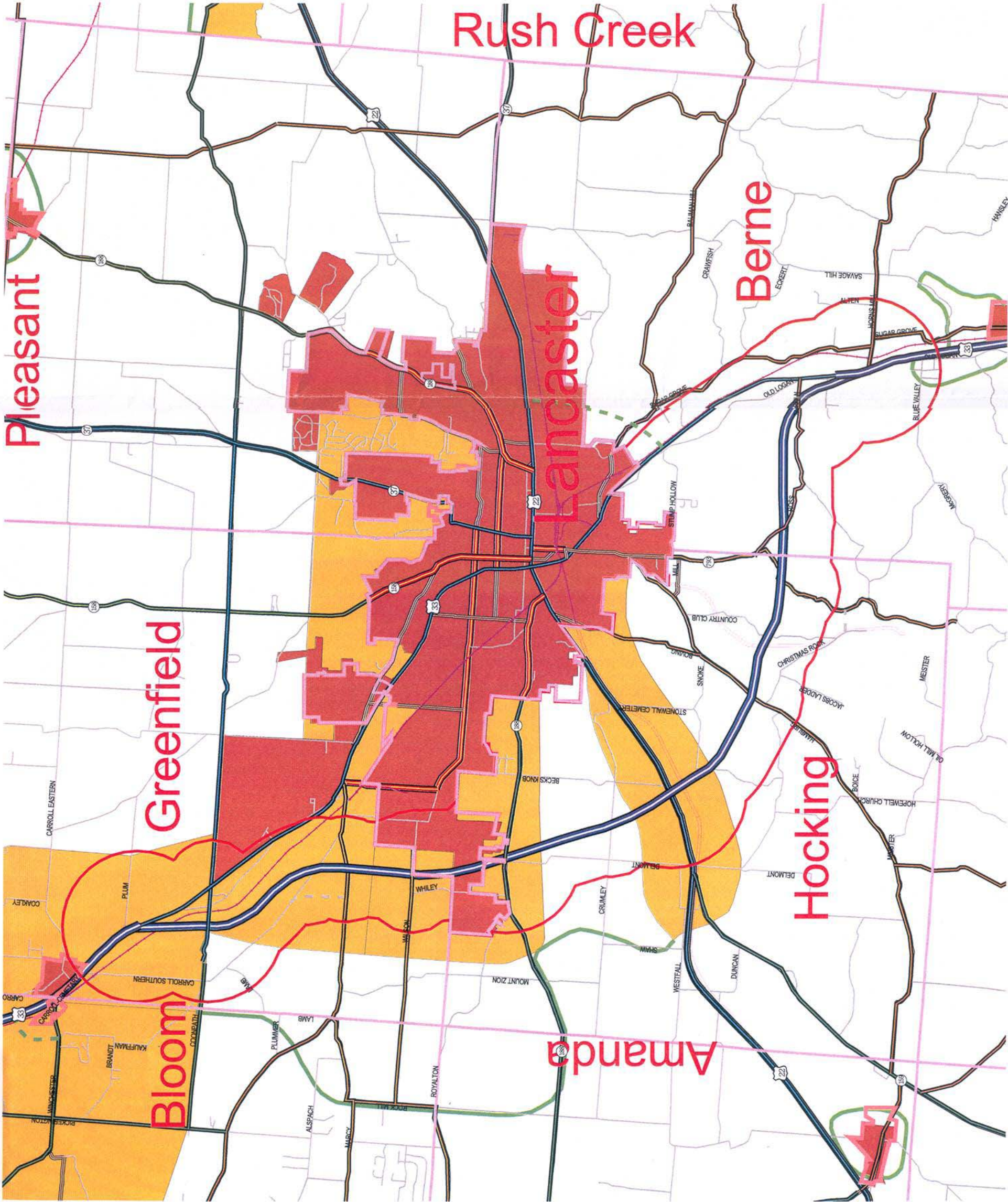
- Major Arterial (thick blue line)
- Minor Arterial (blue line)
- Proposed Minor Arterial (dashed blue line)
- Major Collector (thick black line)
- Proposed Major Collector (dashed green line)
- Minor Collector (brown line)
- Proposed Minor Collector (dashed black line)
- Local (thin grey line)
- Railroad (red line with cross-ticks)
- Rail-To-Trail (pink line)

### Waste Water Service Areas

- Existing Service (red fill)
- Proposed Service (orange fill)
- Ultimate Service Area (green outline)



**Burns, Bertsch, & Harris, Inc.**  
Kinzelman Kline  
Bennett & Williams Environmental Consultants, Inc.  
Burgess & Niple, Ltd.



# **PUBLIC PARTICIPATION**

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## **PUBLIC MEETING #1**

Ohio University Lancaster hosted a two-day State of the County Conference. On the first evening of the event, the Fairfield County Development Strategy and Land Use Plan was presented. On the following day, an outline of the work program for the US 33 Corridor Bypass Plan as well as the existing conditions analyses were presented during a workshop. Boards illustrating the bypass alignment, existing land use and environmental features were displayed in the lobby.

## **PUBLIC MEETING #2**

An open house was held on August 21, 2001 from 5:00 to 8:00 p.m. at the Open Door Freewill Baptist Church in Hocking Township. A variety of stations were set up where citizens could view the proposed vision, goals, objectives and land use scenarios for the US 33 bypass study area. At this meeting, residents completed a survey conveying their ideas and concerns about the Plan. Sixty-five surveys were collected and the comments will help guide the future land use and development in and around the 33 Bypass.

An overall concern lies with the implementation process of the Plan. Citizens feel the government lacks the ability to follow through and execute the goals and objectives developed during the planning stages. The majority of residents in the area have been against the construction of the bypass from the beginning. They feel that the thoroughfare will negatively affect the rural characteristics for which Fairfield County prides itself. Citizens are also concerned with the preservation of agricultural lands and fearful of development destroying the land.

### **Vision & Goals**

Residents were asked if they supported or did not support the vision of the US 33 bypass and each of the five goals. The majority of respondents supported the goals and vision. Based on total responses, 31 percent supported all the five goals and the vision, 63 percent supported some goals and did not support others, and 6 percent of participants did not support any of the goals or the vision.

Goal II received the most support, followed by Goal IV, Goal V, and Goal III. There was a split between those supporting Goal I and those not. Approximately 50 percent supported this goal while 50 percent did not.

### **Types of Development and Design Standards**

The second part of the survey consisted of multiple choice questions aimed at determining the citizen's point of view regarding development and design standards. First, respondents were asked to select the statement that most accurately portrayed their

point of view. Multiple statements could be selected. The three most popular statements were A, C, and E.

**Statement A:** Farmland is a critical resource and should be preserved in the US 33 Bypass corridor.

**Statement B:** US 33 bypass corridor should be used for commercial, office and industrial development.

**Statement C:** Development around the interchanges should be controlled.

**Statement D:** Cluster style residential development should be encouraged.

**Statement E:** Existing natural resources should be integrated into the site design of new developments.

Next, the survey addressed design. Overall, respondents felt that the architectural character of new buildings should be rural/rustic. Over 50 percent of the respondents felt that new buildings should not exceed two stories. Over 85 percent of respondents prefer colors and materials that blend with the surrounding landscape. Fifty-seven percent of respondents prefer clustering in a development area versus independent freestanding buildings. Respondents also want graphics and signs strictly controlled in terms of size and color as well as strict landscaping and buffering requirements.

### **PUBLIC MEETING #3**

A presentation of the design guidelines as well as the final land use plan was given on November 15, 2001. There were two identical presentations, one at 5:30 p.m. and the second at 7:00 p.m. The meeting was held at the Open Door Freewill Baptist Church in Hocking Township. Approximately seventy-five citizens attended. Based on the reaction of the participants, the majority supported efforts to preserve the rural character of the region. The main concerns were implementation and enforcement. The citizens were encouraged to talk to their respective township trustees and voice their support for the design guidelines. The citizens felt that the Fairfield County Regional Planning Commission needed to play an active role in the implementation of the design guidelines and not leave implementation entirely up to the individual townships.

## **STEERING COMMITTEE**

### **Goals Work Session – April 22, 2001**

The Steering committee was asked to provide short statements and ideas about their concerns and vision of the corridor. They were presented with three topical areas to consider: character of the road, the environment, and character of the development. Their responses follow:

1. Scenic
2. Avoid clutter – billboards, junk
3. Rurally tasteful – staying in tune with what currently exists
4. Open space even at the interchanges
5. Incorporate open space into development
6. Combination of city and country, reflecting the versatility of the area
7. Promote commercial development that is compatible with the area around the interchanges. Also, encourage neighborhood businesses.
8. Keep the rural look – avoid bright lights and billboards
9. Keep traffic moving along the highway and the service roads – don't impede the flow
10. Require setbacks of at least 1,000 feet on all outdoor warehousing
11. No junk yards or used car dealerships
12. Keep the area as natural as possible
13. Development around the interchanges and nowhere else
14. Tone down roadway lighting
15. Protect viewsheds and knobs
16. Campus style development around interchanges
17. Encourage high-end development and highway businesses
18. Incorporate access management standards
19. Small scale – density and height both
20. Don't choke off feeder roads – keep traffic moving
21. How much is too much? (retail/commercial concentrations)
22. Focus development back onto old (existing) US 33 where infrastructure exists and land is available
23. Tighter zoning restrictions
24. Consistent zoning along bypass
25. Scenic byway status
26. Centralized water and sewer must be made available in designated development areas – discourage intense development if water and sewer are not available
27. Maximize use of the land in the areas designated for development
28. Minimize water runoff
29. Hazardous materials will now be traveling through the area
30. Environmental and visual pollution
31. Use landscaping and mounding to hide development
32. Architectural consistency at interchanges and for all new development in corridor
33. ODOT is cutting off access to farmers. Fields will become fallow and overgrown. This is not aesthetically pleasing.

34. Commercial development at interchanges and along access roads
35. Encourage growth near the existing industrial park on Route 188.
36. Orient front of building toward bypass or provide architectural emphasis on the side facing the road.
37. Parking should be to the rear of the structure.
38. Retain the natural character of drainage ways – no filing of floodplains – protect streams
39. “Fair” fields - let’s keep the appearance of the county as open as possible.

## **MARKETING & PROMOTION FOCUS GROUP**

On November 27, 2001 the consultant team held a focus group meeting with members of the economic development community. The purpose of the meeting was to gain insight into the issues and opportunities that would either impede or support a marketing effort aimed at promoting the US 33 bypass corridor.

The members of the group responded to several questions proposed by the facilitator. The questions were related to the economic development process and those issues that influence an areas' marketability.

The comments and conclusions obtained from the economic development practitioners are noted in the following subsection.

### **Focus Group Results**

***What is marketing?*** In order to facilitate future discussions without confusion, it was important to develop clear and mutual understanding of the term 'marketing'. Therefore, the participants were asked to define 'marketing.'

#### ***Reponses:***

- The selling of an area
- The selling of a product and/or service
- Promotion
- Branding
- An active and continuous effort or process

#### ***What should be the objective of a marketing effort?***

##### ***Responses:***

- Create employment opportunities
- Create investment (real property)
- Increase land values by targeting desirable development

#### ***What would be the area or region that would be marketed?***

##### ***Responses:***

- The entire US 33 corridor
- The region within the bypass corridor
- Communities that are impacted by the corridor but that do not have properties within it
- Consideration for which area(s) to market should reflect contents of the Fairfield County's comprehensive plan.
- There is much competition between political subdivisions for existing development areas.
- The product is the real estate along the bypass; its development will benefit all the communities within the region.

- The needs and opportunities within the entire County needs to be considered

***Identify the region's (County) weaknesses?***

***Responses:***

- Lack of water and sewer services
- Lack of definitive financial resources
- No one coordinating group
- Lack of stakeholder involvement
- Difficulty in attracting private developers due to lack of public services and roof-tops in corridor
- Over zoning...too much commercial zoning within area
- Low unemployment...Lack of available labor force...Out-migration of county labor force
- Low wage rates...labor force will seek employment in areas that pay more
- Lack of identity...the demographics and the culture of the County is too diverse
- Uncertainty about the availability of high level telecommunications infrastructure
- Lack of County personnel responsible for economic development.
- There is not currently any focused countywide marketing effort. There are too many entities

***What are the strengths of the region?***

***Responses:***

- The area is very scenic
- It has an open and rural nature
- There are a number of core industries that keep the economy strong
- Proximity to diverse and important regional assets:
  - Columbus
  - Hocking Hills
  - National markets
- Reasonably priced housing coupled with a variety in housing stock
- Medium land values
- Choice of schools
- Positive and supportive business climate
- High quality of life
- Proximity to major universities
- Good public sector services
- Access to telecommunications services
- Countywide Enterprise Program. However, the Program is not well known or widely utilized and does not cover all the political subdivisions
- Good public services. Political subdivisions have mutual response agreements
- Availability of low interest rate financing for Fairfield County based businesses.

***Identify the likely audience(s) of a marketing effort.***

***Responses:***

- Regional, Central and Southeast Ohio real estate developers and brokers
- Commercial and industrial space end-users
- Agricultural industry
- Glass industry
- Energy resource technologies and development industries
- Hospital and medical services industry
- Partners in economic development, i.e.
  - Greater Columbus Chamber of Commerce
  - Ohio Department of Development
  - US 33 Works
  - Ohio Jobs and Family Services

***How should the marketing effort be facilitated? Who should be the responsible party?***

***Responses:***

- An organization consisting of representatives from multiple jurisdictions
  - Group could consist of representatives from communities along U.S. 33 Corridor from Columbus to the Ohio River (33 Works) or from Columbus to Lancaster (33 Growth Alliance)
- Utilize the people (group) within the wider community, there is strength here
- There should be a single entity to do marketing for the Corridor

***What elements should be included in a marketing program?***

***Responses:***

- Brochures
- CD ROMs
- Attendance at industry specific trade shows
- Advertisements in trade journals
- Direct mail
- Free publicity from local and regional news publications (Business First, Dispatch)
- Direct sales
- Continuous business retention and expansion programs
- Internet
- Radio
- Billboards
- Telemarketing

***How should a marketing program be financed?***

***Responses:***

- City of Lancaster, Fairfield County and other participating political jurisdictions.

***Other Comments:***

- It should not be taken for granted that area townships would want to be included in a marketing program. They should be surveyed as to their desire for inclusion.
- There should be open communications between political jurisdictions within the area.
- Lancaster must address issues brought on by existing businesses wanting to relocate into the US 33 bypass corridor area.
- Tax and other incentives for intra-county business relocations should be limited.