

ST ALBANS TOWNSHIP COMPREHENSIVE PLAN 2025

PREPARED BY: St. Albans Township Comprehensive Plan Steering Committee

ACKNOWLEDGEMENTS

As a community-supported document, the Comprehensive Plan update was directed and managed by a volunteer Steering Committee made up of a cross section that included Township staff, residents, business owners, property owners, and other committee and local group representatives. The Steering Committee's role is to provide direction and feedback to the Township's planning consultant, Eyerman Planning Associates, LLC, who was tasked with developing sub-area plans and overall vision. The Committee met monthly from November 2024 through May 2025. The Plan was adopted by unanimous vote on June 10, 2025 by Township resolution #6/10/25A.

Members of the Community Advisory Committee include:

Residents

Greg Williams (Chair)

Tad Vanness

Steve Meisel

Mitch Peters Jason Evans

Ex-Officio

Todd L. Poole - Township Administrator

J. Anthony Eyerman - Planning Consultant

The St. Albans Township Trustees, although not part of the committee, were available to provide guidance when necessary regarding changing variables impacting the region.

Elected Officials

Bruce Lane - Chairman Randal Almendinger - Trustee Retta Morrison - Trustee Bridget Reeves - Fiscal Officer



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ARTICLE I EXECUTIVE SUMMARY

The 2025 St. Albans Township Comprehensive Plan is a forward-looking strategy that builds upon the foundation of the 2022 plan. This update reflects evolving community priorities, regional trends, infrastructure capacity, and public feedback gathered through surveys, meetings, and key stakeholder engagement.

This update was undertaken in response to rapid regional changes impacting development. While the 2022 Plan was largely based on development pressures stemming from the Intel project, the 2025 Plan takes a more flexible and modular approach. The inclusion of Sub-Areas allows for targeted planning that can adapt to evolving circumstances, including the uncertainty around the full scope of Intel's investment and other regional projects. The Steering Committee recommends that this Plan be updated on an as-needed basis to ensure that it continues to serve the best interests of St. Albans Township.

According to the LC FRAMEWORK Baseline Report (https://frameworklc.org), the 264-square-mile study area—which includes St. Albans Township—accounts for 65% of Licking County's population, housing, and jobs, despite covering just 38% of its land area. The Township is situated within this regionally strategic footprint, requiring a plan responsive to future development pressure and infrastructure demands.

Key priorities include the preservation of rural character, improvement of public infrastructure, thoughtful land use planning, and support for small businesses and quality housing options. The plan integrates five defined Sub-Areas, each with distinct development strategies that align with available utilities, access, and the surrounding built and natural environments.

This Plan is rooted in both local values and broader regional insight. St. Albans Township was an active participant in the Licking County FRAMEWORK regional planning initiative, which brought together jurisdictions across western Licking County to establish a coordinated vision for growth, conservation, infrastructure investment, and development form. Many of FRAMEWORK's core principles—including infrastructure-led planning, environmental preservation, and intergovernmental collaboration—are reflected throughout this document. By aligning local priorities with countywide strategies, the Township positions itself to grow responsibly while maintaining its unique identity.

ARTICLE II INTRODUCTION

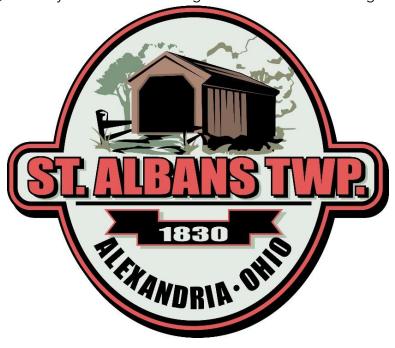
SECTION 01 ABOUT ST. ALBANS TOWNSHIP

St. Albans Township is located in western Licking County, Ohio, and encompasses approximately 28 square miles of mostly rural, agricultural land. The township is bordered by Jersey Township and New Albany to the west, the Granville Village / Township to the east, Liberty Township to the North, Harrison Township to the South, and fully surrounds the Village of Alexandria. Its strategic

location along the State Route 161 corridor places it in proximity to growing economic hubs including Johnstown, New Albany, and Intel's development area.

The community is known for its rolling farmland, low-density housing, and strong ties to rural heritage. Despite its rural nature, the township has increasingly felt the pressures of suburban expansion and infrastructure extension. These pressures present both challenges and opportunities as the Township plans to accommodate responsible growth while preserving its identity.

St. Albans Township is governed by a three-member Board of Trustees and an independently elected Fiscal Officer who serves as the township's chief financial officer, responsible for maintaining all



financial records, overseeing township expenditures, and ensuring compliance with state auditing and budgeting requirements. Public services are provided through a combination of township departments (such as fire and roads) and external agencies. The community places a high value on transparency, citizen engagement, and strategic, long-range planning.

Purpose - The comprehensive plan should be used as a guide for public decisions that affect the physical development and maintenance of the Township. For example, the plan may be used as a basis for:

- 1. Development of detailed physical plans for sub-areas of the Township;
- 2. Analysis of subdivision regulations, zoning standards and maps, and other implementation tools;
- 3. The location and design of thoroughfares and implementation of other major transportation facilities and programs;
- 4. Identification of areas to be served with utility development or extensions;
- 5. The acquisition and development of sites for community facilities;
- 6. The acquisition and protection of major open space;
- 7. Provision of a framework by which short-range plans (zoning requests, subdivision review, site plan analysis), and day-to-day decisions can be evaluated with regard to their long-range benefit to the community; and,
- 8. Preparation of zoning regulations so that they can be adopted in accordance with a comprehensive plan.

Use - The maps and figures that describe the recommended locations of various land uses and facilities should not be assumed to be the entirety of the plan. They are only one component of the comprehensive plan. Their primary role is to show how policies and standards are to be applied to the actual physical form of the community. Recognize, however, that commitment of citizens to planning is fundamental to the implementation of the recommendations made by maps, figures, and other components in of the plan. Keeping in mind the welfare of the total community in the decision-making process, a user of the comprehensive plan is encouraged to consider the following procedural steps:

- Step 1: Refer to the future land use plan text and map to ensure overall consistency of pending decisions
- Step 2: Refer to the other elements of the plan (i.e., residential, commercial, transportation, etc.) for appropriate goals, objectives, and policies;
- Step 3: Refer to related plans, technical information and/or individual characteristics of the issue under study;
- Step 4: Assess the public interests, the technical nature and/or time constraint of the issue under study; and,
- Step 5: Evaluate information and take appropriate planning and decision-making action. Used in this manner, the community's comprehensive plan will aid in implementing a sound growth-management program.

SECTION 03 COMMUNITY ENGAGEMENT AND VISION

The Comprehensive Plan Steering Committee (CPSC) met regularly from November 2024 to April 2025 meeting most times twice per month. The meetings were open to the public and well attended often leading to discussion between the CPSC and public. Meeting attendance from the public ranged from 10 to 50 with several stakeholder in attendance for most meetings during the process.

A community survey was drafted and posted to the Township website to gauge sentiments regarding various topics related to future growth of the Township. The survey was open for 30 days.



The surveys were tabulated, and their findings were presented to the CPSC for consideration. The survey is one part of the planning and is not meant to be the only factor in the CPSC decision making process.

The full survey results are available in Appendix B. The Steering Committee notes that the 2025 Plan's modular format, with independently updateable Sub-Areas, reflects the need for adaptive planning in light of continuing regional development. Future surveys and community feedback should guide incremental updates to individual Sub-Areas as new challenges and opportunities emerge.

ARTICLE III COMMUNITY ENGAGEMENT AND VISION

SECTION 01 COMMUNITY PROFILE AND REGIONAL CONTEXT

St. Albans Township is a primarily rural community in western Licking County with a 2020 Census population of approximately 2,542 residents. The township is characterized by agricultural land, low-density residential areas, and proximity to growth corridors such as State Route 161. As of the 2020 Census, median household income was approximately \$74,866, with over 90% of housing units owner-occupied and a median age of around 50. The township's location—between Johnstown, Granville, New Albany, and the Columbus metro area—makes it a transitional zone influenced by both urban expansion and traditional rural land use values.

Recent Building Industry Association (BIA) projections cited in the LC FRAMEWORK Baseline Report (https://frameworklc.org) indicate a countywide need for 5,879 to 6,511 new housing units and 2,743 to 3,038 rental units over the next decade, aligning with local preferences for senior-friendly and affordable options expressed by St. Albans residents.

The township is served primarily by the Northridge Local School District and is currently served by the St. Albans Township Fire Department. Residents primarily rely on County roads for transportation, and regional access is largely dependent on State Route 161 and nearby interchanges. Growth pressures have historically been modest, though recent regional planning for data centers, the Intel campus, and corridor expansion have brought increasing development interest.

Community Engagement Overview

The 2025 update to the St. Albans Comprehensive Plan was deeply informed by structured public input and collaborative planning. The Township used a variety of outreach tools to collect feedback from residents, stakeholders, and neighboring jurisdictions:

- **Survey Tool**: A Microsoft Forms survey was hosted on the Township's website for a four-week period in Fall 2024. The survey captured input on development priorities, housing preferences, land use values, and recreational needs. (Appendix B)
- **Steering Committee**: A dedicated Comprehensive Plan Steering Committee was convened, consisting of township residents and representatives, including Greg Williams, Tad Vanness, Mitch Peters, Steve Meisel, and initially Rick Robertson, who was later replaced by Jason Evans. The committee met publicly and helped shape both vision and policy recommendations. Township Administrator Todd Poole and Planning Partner J. Anthony Eyerman also participated in an ex-officio advisory capacity.
- **Public Meetings**: All meetings were advertised and open to the public. Residents were invited to comment inperson and through written letters.
- Stakeholder Correspondence: Letters and emails were submitted from key community voices, including township residents, the Mayor of Alexandria, and former planning professionals.
- **Survey Participation**: 46 respondents; 34 residents, 12 Alexandria residents, 29 with >20 years in the community.
- **Top Priorities**: Farmland preservation, township services, environmental conservation, diverse housing, and recreation.
- Recreation Desires: Trails, bike paths, playgrounds, and green space were highly requested.
- **Housing Preferences**: Emphasis on single-family rural and subdivision living, with support for senior-friendly and affordable options.
- Model Communities: New Albany Ohio, Granville Ohio, Westerville Ohio, Evans Farm (Lewis Center, Ohio),
 Polaris (Columbus, Ohio)—all admired for balance, walkability, and aesthetic planning.

Community Vision Themes

- Preserve rural charm
- Add village-centered housing for young families
- Use development to expand tax base via small businesses
- Avoid sprawl and over-commercialization
- Emphasize sustainability and greenspace
- Maintain clear, transparent governance

Stakeholder Highlights

 Mayor Sean Barnes (Village of Alexandria): Supports focused growth around 161/37 interchange and the Village Center to enable walkability, housing, and shared infrastructure.

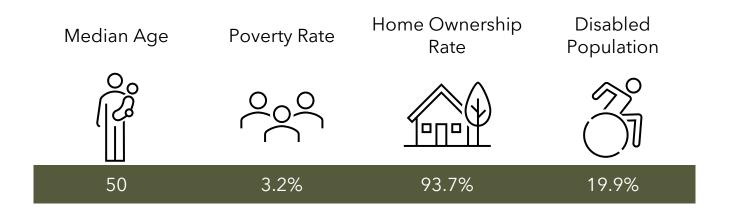


- **Mary Fitch**: Advocates FLUM-to-Zoning consistency, federal grant-ready park preservation, and coordination with neighboring townships' FLUMs.
- **Ann Lodder**: Urges recalibration of commercial zoning, especially on Worthington Road, to reflect recent residential development and topographic constraints.

ARTICLE IV DEMOGRAPHICS

SECTION 01 2020 DECENNIAL CENSUS DATA

Population	Median Household Income	Total Housing Units	Employment Rate
	000		
2,542	\$74,866	1,025	60.6%



SECTION 02 TOWNSHIP AND VILLAGE POPULATION

According to the 2020 U.S. Census, there are 2,542 people living in St. Albans Township.

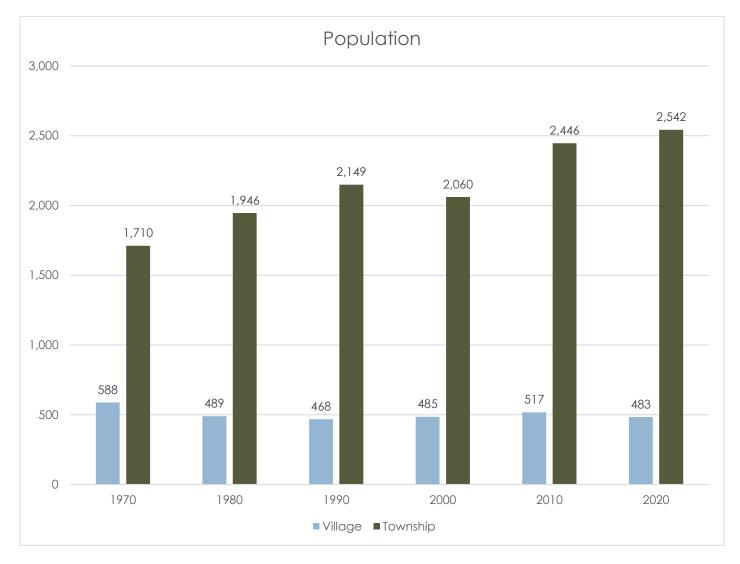


Table 1 - Township and Village Population Growth

Source: Decennial Census (<u>www.data.census.gov</u>)

According to Insight 2050, the Columbus metro region is slated to grow by up to 1 million people and an additional

300,000 jobs by 2050_ (Source: Insight 2050) These projections were announced well before Intel Corporation announced their \$20B investment just miles from St. Albans Township in the City of New Albany. Intel's investment will drive the creation of 3,000 permanent jobs, 7,000 construction jobs and supply chain development requirements.

It can only be assumed the newly created jobs will drive up the population of St. Albans Township. At the time of this plan, it was too early to know exactly how many people will move to St. Albans Township. However, being in such close proximity to Intel's factory will in no doubt highly impact the population growth in the Township.



SECTION 04 POPULATION AND HOUSING

- Population is 2,542 with 1,095 households.
- 24% population growth since 2000 (pop. 2,052) and 10% growth since 2010 (pop. 2,307).
- Of the 2,542 residents: 6 identify as American Indian and Alaskan Native, 5 identify as Asian, 6 identify as Black or African American, 93 identify as Hispanic or Latino, 2,319 identify as White/Not Hispanic/Not Latino, 47 as "other," 144 as two or more races and 2,334 as White.
- 8% of residents are veterans.
- 1% of the population moved to St. Albans Township from out of state in 2020. Ohio's overall population increased 2% from 2010 to 2020.
- | Median age of residents is 50 years old, as compared to 40 for Licking County.
- Median gross rent is \$1,269 compared to \$865 across Licking County. 64% of renters pay between \$1,000 and \$1,499.
- Homeownership rate is 94%. Licking County homeownership rate is 73%.
- 34% of St. Albans Township homeowners own a home valued between \$300,000 and \$499,999.
- 1,025 housing units in St. Albans township as compared to 72,709 total in Licking County.
- 979 of 1,025 housing units are occupied, which is a 17% increase in occupancy over the last decade.

SECTION 05 INCOME AND POVERTY

- Median household income of \$74,866, \$7,150 above the Licking County average median household income of \$67,736.
- Median household income has increased by \$9,266 since 2010.
- The poverty rate is significantly lower than other communities in Licking County.
- Poverty rate of 3% while Licking County's rate is 10%.
- Youth (under 18 years old) experience a 2% poverty rate while the older populations (+65 years old) experience a 5% poverty rate.

SECTION 06 EDUCATION

35% of residents in St. Albans Township hold a bachelor's degree or higher, 28% of Licking County residents hold a bachelor's degree or higher.

SECTION 07 EMPLOYMENT

- The employment rate in St. Albans township as of 2020 is 61%.
- As a result of the COVID-19 pandemic, employment statistics have been skewed due to the high number of individuals quitting their jobs, unable to work or choosing to switch professions.
- The class of worker is broken down into the following categories:
 - o Employee of private company workers: 58%
 - o Local, state, and federal government workers: 22%
 - o Self-employed in own not incorporated business workers and unpaid family workers: 9%
 - o Private not-for-profit wage and salary workers: 8%
 - o Self-employed in own incorporated business workers: 3%

SECTION 08 COMMUTING

- Due to the rural nature of St. Albans Township, most people commute to and from work by themselves.
- 84% drove to work alone while 4% used a carpool.
- 0% of workers used public transportation as an alternative to single use vehicles.
- Average travel time to work is 30 minutes, Licking County's average commute is 27 minutes.

SECTION 09 INDUSTRY AND OCCUPATION

Residents (over age 16) are employed in a wide variety of industries and occupations.

Most residents are employed in education, health care, social assistance and retail.

Common occupations include management, business, sciences and service occupations.

INDUSTRY FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER

- o Educational services, and health care and social assistance: 27.1%
- o Retail Trade: 16%
- o Other services, except public administration: 9.2%
- o Arts, entertainment, and recreation, and food and accommodation services: 8.5%
- o Finance and insurance, and real estate and rental and leasing: 7.7%
- o Construction: 7.6%
- o Professional, scientific, and management, and administrative and waste management services: 7.6%
- Manufacturing: 5%
- o Public Administration: 4.5%
- Wholesale Trade: 2.2%
- Agriculture, Forestry, Fishing and Hunting, and Mining: 1.7%
- o Transportation and warehousing, and utilities: 1.6%
- o Information: 1.4%

OCCUPATION FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER

- o Management, business, science, and arts occupations: 639
- Service occupations: 228
- o Sales and office occupations: 185
- o Production, transportation, and material moving occupations: 157
- o Natural resources, construction, and maintenance occupations: 75
- | 52% of residents in Computer, Engineering and Science Occupations are female.

SECTION 10 COMMUNITY HEALTH

- 20% of the St. Albans Township are disabled as compared to 16% across Licking County.
- 4% are without health insurance in St. Albans Township. 6% are without health insurance across Licking County.

ARTICLE V LAND USE & GROWTH MANAGEMENT

SECTION 01 ECONOMIC DEVELOPMENT & EMPLOYMENT BASE

St. Albans Township remains largely residential and agricultural, with a modest base of local employment. The 2025 Plan introduces new strategies to guide appropriate commercial, light industrial, and mixed-use development, particularly in the designated Sub-Areas.

The Township's proximity to the State Route 161 corridor, Intel and data center investment zones, and regional labor markets provides opportunity for job creation that complements rural quality of life. Sub-Areas 1, 2, and 5 are best suited for targeted employment growth. The LC FRAMEWORK Baseline Report forecasts a long-term increase of over 19% in job growth across western Licking County, centered around industrial and office expansion. St. Albans' designated employment nodes position the Township to absorb a share of this growth in a controlled and infrastructure-supported manner.

Economic development efforts will prioritize:

- The establishment of Joint Economic Development Districts (See Article XII)
- Encouraging local small business startups and service providers to meet community needs
- Supporting healthcare, professional office, and research employment hubs in Sub-Area 1
- Accommodating light manufacturing, warehousing, and flex space with proper buffering in Sub-Area 5
- Promoting mixed-use development that combines residential and employment uses near Alexandria (Sub-Area
 3)

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All future development will be evaluated for its traffic impact, infrastructure needs, and consistency with the FLUM and architectural standards.

SECTION 02 ENVIRONMENTAL RESOURCE MANAGEMENT

St. Albans Township includes environmentally sensitive areas that provide vital ecological, scenic, and stormwater functions. The LC FRAMEWORK Baseline Report notes that the western study area—including St. Albans—is predominantly underlain by prime agricultural soils (89%) and contains only limited areas with severe slope or environmental constraints. These conditions reinforce the Township's preservation-first planning principles and inform this Plan's environmental sustainability strategies.

As part of this Plan:

- Riparian corridors and floodplains should remain undeveloped and be incorporated into open space planning.
- Developers are encouraged to use native plantings and green infrastructure in Planned Districts (See St. Albans Township Zoning Resolution, Article 13).
- Wetlands and woodlands identified in site plans should be preserved wherever feasible.
- Stormwater management should meet or exceed Ohio EPA Phase II guidelines for volume control and water quality.
- Environmental sustainability supports both the Township's rural preservation goals and its adoption of modern development standards.

The Land Use & Growth Management strategy outlined in this Plan builds on long-standing township values—preserving agricultural land, protecting open space, and maintaining rural character—while also addressing the community's evolving needs for housing, infrastructure, and commercial services. This section integrates guidance from Sub-Area land use plans, updated infrastructure assessments, zoning policy, and public feedback gathered in 2024.

The Future Land Use Map (FLUM) serves as the spatial representation of the community's land use vision. It reflects areas appropriate for preservation, infill, or development, and aligns closely with zoning districts. Sub-Area Plans provide further detail and context for specific development nodes throughout the township.

Growth management in St. Albans Township will prioritize:

- Clustering development to preserve open space while accommodating growth
- Using conservation subdivision standards where appropriate in agricultural zones
- Concentrating commercial and mixed-use development at defined nodes (e.g., Rt. 161/310 and Rt. 161/37)
- Ensuring infrastructure availability–particularly sewer and transportation access–before approving development



These General Township Recommendations apply to all areas of the Township and establish a consistent framework for infrastructure, design, zoning, and preservation standards. They serve as the foundation for the Sub-Area Plans and zoning implementation tools outlined in this Plan. The following apply township-wide and underpin all Sub-Area Plans and zoning initiatives:

- 1. RURAL PRESERVATION Agricultural and low-density areas in the northern and southeastern township should retain their character through large-lot development or conservation subdivision. Where feasible, clustered rural housing with a minimum 2-acre lot size should be used, with shared drive access to minimize traffic and preserve the rural road network.
- 2. INFRASTRUCTURE-DRIVEN PLANNING All development within designated Sub-Areas should be served by central water and sewer. Utilities should be underground. This is especially relevant in areas identified by the Alexandria mayor as gravity-fed sewer extensions.
- **3.** ACCESS MANAGEMENT Development along arterial roads (e.g., Rt. 161, 310, 37) must follow an access management strategy, coordinating curb cuts and entrances with ODOT and the County Engineer.
- 4. PLANNED DISTRICT ZONING All new developments should proceed through a Planned District process to ensure high-quality site design, flexibility, and public input.
- 5. NEOTRADITIONAL DEVELOPMENT STANDARDS These include walkable layouts, mixed-use centers, a variety of housing types, architectural continuity, and public spaces. These are especially important in Sub-Area 3 (Gateway Center) and areas near Alexandria.
- **6. DESIGN STANDARDS ENFORCEMENT** Streetscape, lighting, signage, parking, and architectural elements shall follow standards outlined in the zoning resolution or Planned District text. Parking must be rear- or side-loaded and buffered from view.

^{**} Refer to Article VII for application of these principles within each Sub-Area.

SECTION 04 TRANSECT BASED PLANNING

The St. Albans Township regional scale map is based on guiding principles developed by world renowned community planners Andres Duany, Elizabeth Plater-Zyberk and others. The concept of the "transect", known as a cut or path through part of the environment showing a range of habitats is found throughout this Article. Biologists and ecologists use transects to study the many symbiotic elements that contribute to habitats where certain plants and animals thrive.

HISTORY OF TRANSECT USED IN PLANNING

To systemize the analysis and coding of traditional patterns, a prototypical American rural-to-urban transect has been divided into six Transect Zones, or T-zones, for application on zoning maps. Standards were written for the first transect-based codes, eventually to become the SmartCode, which was released in 2003 by Duany Plater-Zyberk & Company. Although SmartCode is not used in St. Albans Township specifically, several of its principles are embraced through Planned District zoning.

INTENDED BENEFITS OF USING TRANSECT BASED PLANNING

Planners are committed to transect-based environmental and land development principles that guide and encourage the following outcomes:

- 1. Provision, protection and repair of walkable, transit-connected communities, including existing downtowns and first ring suburbs
- 2. Comprehensive zoning reform to legalize and protect traditional neighborhood patterns, halt the proliferation of auto-dependent sprawl, and encourage the evolution of single-use areas into towns
- 3. Context-based thoroughfare design and engineering for safe and efficient multi-modal transit that includes pedestrian, vehicular, and mass transportation options
- 4. Affordable housing and community-based income diversity
- 5. Regional, local, and individual food production
- 6. Passive climatic response in building and urban design through local patterns and character
- 7. Reduction in the environmental impacts and costs of infrastructure
- 8. Reduction of waste and harmful emissions as byproducts of human settlement, and the promotion and study of renewable energy technologies.
- 9. Repair and infill of unsustainable sprawl patterns at the community and building scales, including the retrofit of thoroughfares for walkable environments.

INTENT

The intent and purpose of this Section is to enable, encourage and qualify the implementation of the following policies:

THE REGION

- 1. That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, and riparian corridors.
- 2. That growth strategies should encourage Infill and redevelopment in parity with New Communities.
- 3. That development contiguous to urban areas should be structured in the pattern of Infill traditional neighborhood development (TND) or infill rural conservation development (RCD) and be integrated with the existing urban pattern.
- 4. That development non-contiguous to urban areas should be organized in the pattern of clustered land development (CLD), traditional neighborhood development (TND), or rural conservation development (RCD).
- 5. That transportation Corridors should be planned and reserved in coordination with land use.
- 6. That green corridors should be used to define and connect the urbanized areas.
- 7. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

THE COMMUNITY

- 1. That neighborhoods and Regional Centers should be compact, pedestrian-oriented and Mixed Use.
- 2. That neighborhoods and Regional Centers should be the preferred pattern of development and that Districts specializing in a single use should be the exception.
- 3. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- 4. That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- 5. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
- 6. That appropriate building Densities and land uses should be provided within walking distance of future transit routes and stops.
- 7. That Civic, Institutional, and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.
- 8. That schools should be sized and located to enable children to walk or bicycle to them.

9. That a range of Open Space including Parks, Squares, and playgrounds should be distributed within neighborhoods and downtowns.

THE BLOCK AND THE BUILDING

- 1. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
- 2. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
- 3. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
- 4. That architecture and landscape design should grow from local climate, topography, history, and building practice.
- 5. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- 6. That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
- 7. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
- 8. That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.
- 9. That the harmonious and orderly evolution of urban areas should be secured through the use of planned districts.

THE TRANSECT

- 1. That Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.
- 2. That the Transect Zone descriptions on Table 1 shall constitute the Intent of this Code with regard to the general character of each of these environments.

Transect Recommendations:

1. The Township should develop and adopt a Type C Planned District Overlays (R.C. 519.021 C) for the sub areas to provide a flexible zoning tool that supports transect-based planning by allowing context-sensitive development patterns that transition gradually from rural to urban character.

ARTICLE VI FUTURE LAND USE MAP (FLUM)

The FLUM reflects not only township-specific priorities, but also regional direction developed through the Licking County FRAMEWORK initiative. The Township's conservation-focused downzoning of commercial uses in key areas, preservation of floodplains and creeks, and clustering of commercial development at infrastructure-supported nodes all align with the FRAMEWORK Conservation & Development Map and toolkit.

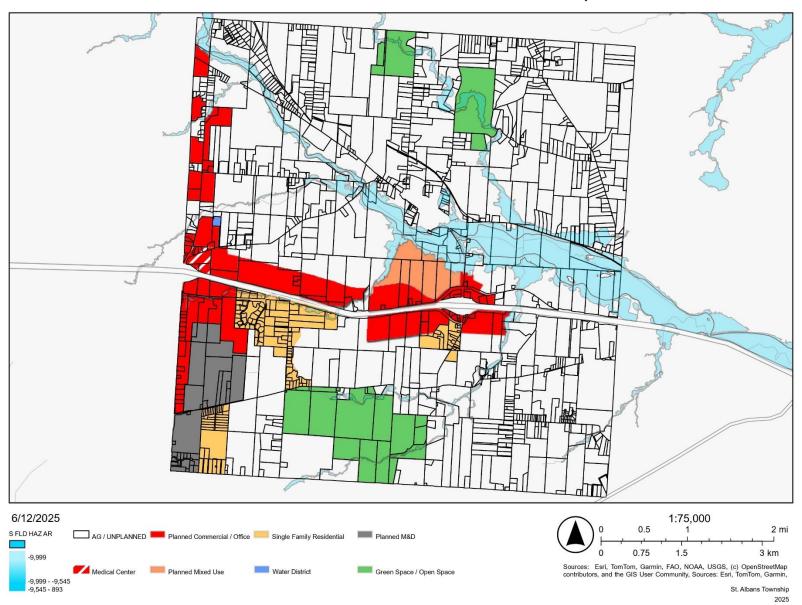
The Future Land Use Map (FLUM) is a visual representation of the Township's intended development pattern. It guides future zoning decisions, infrastructure investments, and land use approvals. The FLUM is not a zoning map, but it is intended to align closely with current and future zoning districts, ensuring a clear relationship between long-term vision and short-term regulatory tools.

The 2025 FLUM reflects lessons learned since 2022, community input, and updated sub-area strategies. It incorporates stakeholder feedback to ensure land use designations better match existing development, infrastructure availability, and public values.

Key updates include:

- The creation of Sub-Area boundaries and use recommendations based on detailed land suitability and community-supported growth areas
- A reduction of commercial planning and the conversion of select areas to Rural Residential and Planned Residential, protecting newer homes and addressing topographic constraints.
- Adjustments to future land use to consider floodplains, topography, and preservation of agricultural lands.

2025 Future Land Use - St. Albans Township



Future Land Use	# of Acres	% of Area	% Change from 2022 FLUM
Agriculture / Unplanned (AG)	13,073	78.97%	+19.07%
Residential (SFR)	618	3.73%	-24.08%
Commercial (C/O)	1,478	8.93%	-29.39%
Manufacturing / Distribution (M)	500	3.02%	+27.55%
Mixed Use (MU)	212	1.28%	-38.19%
Institutional	8	0.05%	N/A
Park and Open Space (Green Space)	1,112	6.72%	0%

CHART 2 FUTURE LAND USE COMPARISON

Future Land Use	St. Albans	Typical Range (Central Ohio)	Commentary
Agriculture / Unplanned (AG)	78.97%	40-60%	High
Residential (SFR)	3.73%	10-25%	Low
Commercial (C/O)	8.93%	5-15%	On Target
Manufacturing (M)	3.02%	2-8%	On Target
Mixed Use (MU)	1.28%	5-10% (In Growth Townships)	Low
Institutional	0.05%	1-3%	Low
Park and Open Space (Green Space)	6.72%	5-15%	On Target

(Sources: Mid-Ohio Regional Planning Commission, LC Framework, ODOT)

ARTICLE VII SUB-AREA LAND USE PLANS

As St. Albans Township continues to grow and adapt to emerging challenges and opportunities, a more tailored approach to land use and development is necessary. While township-wide goals provide a cohesive vision, the diversity of land characteristics, infrastructure, and development pressures across the township require more localized planning solutions.

This Sub-Area Planning section of the 2025 Comprehensive Plan divides the township into five distinct planning areas, each with its own land use context, development trends, constraints, and opportunities. These sub-areas were identified based on geography, transportation corridors, environmental features, development patterns, and community input.

For each sub-area, this plan outlines:

- 1. **EXISTING CONDITIONS** A snapshot of current land use, zoning, infrastructure, and environmental assets or constraints.
- 2. **COMMUNITY PRIORITIES** Feedback from residents, stakeholders, and steering committee members specific to the area.
- 3. **DEVELOPMENT GOALS** Strategic objectives tailored to guide future growth while preserving the character and needs of each area.
- 4. LAND USE RECOMMENDATIONS Suggested zoning or design standards that support compatible and sustainable development.

The intent is to provide a flexible but clear framework that supports decision-making at the local level, ensuring that growth enhances the unique identity of each part of the township, while reinforcing our shared community values.

St. Albans Township's vision for well-planned, thoughtfully developed communities is grounded in the Township's commitment to preserving its rural and agricultural character while guiding growth in targeted areas. This vision is supported by existing infrastructure, planned improvements to increase capacity, and the region's proximity to major state routes, all of which contribute to a strong, ongoing growth pattern.

All Sub-Area recommendations contained within this Plan are required to comply with the General Township Recommendations (GTRs) outlined in Article V, Section 3. These principles establish township-wide standards for

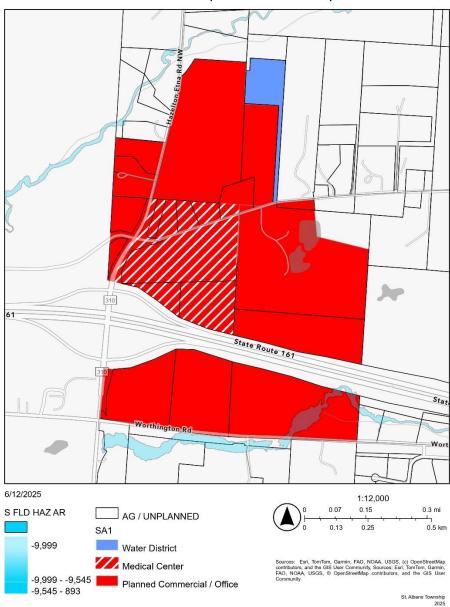
infrastructure, access management, design, and zoning policy. Additionally, land use designations and conservation practices are aligned with regional strategies, including those outlined in the Licking County FRAMEWORK.

SUB-AREA 1 MEDICAL CENTER AREA (RT. 161/310 INTERCHANGE)

This area, located at the western limits of St. Albans Township along State Route 161, is envisioned as a critical gateway and employment node. It includes land owned by the Licking Memorial Health Foundation and is positioned to become a regional medical hub. The area will accommodate both primary care and specialty medical services, research facilities, and complementary residential and neighborhood-serving commercial uses. The Township strongly supports a campus-style development, consistent in architecture and circulation design, and linked by walkable paths and open space buffers.

- Vision: Regional medical and wellness campus blending healthcare, housing, and small-scale commercial uses.
- Development Priority: 1 (Near Term / 0-5 Years)
- Land Uses: Medical, research offices, therapy, senior care (including transitional and assisted living), mixed residential, and neighborhood-scale retail or office.
- Special Notes:
 - o 100' landscaped setbacks from Route 310 and Jersey Mill Road
 - o All parking and service areas located to the sides/rear, with full landscape screening
 - o Interconnected pedestrian trails and sidewalks with signage and crosswalks
 - o Neotraditional architectural design standards to be applied to all structures
 - o Trail development along Route 310 (8'-10' paved multi-use)

St. Albans Twp - Sub Area 1 Map



Sub-Area #1 is the area located at the St. Rt. 161 and Rt. 310 interchange, at the western limits of St. Albans Township along St. Rt. 161. As the western entrance into the township, with the integration of the potential medical facility and associated uses, the potential retail associated with a highway interchange, the possibility for spin-off uses from adjacent communities' technical uses, and the potential for a range of residential uses, this region is a primary focus as it relates to the Township's vision for the image and well-being of the community.

Sub-Area #1 is generally planned around the St. Rt. 161/310 interchange and the property located at the NE quadrant

of the interchange, at the issuance date of this Plan, which is owned by Licking Memorial Health Foundation. With this current ownership of this property in the Sub-Area, it is the vision for the Township for this Sub-Area to primarily serve as the primary regional medical service area with adequate area for related medical facilities uses in adjacent areas within the Sub-Area. The Medical Center Area is also intended to serve the needs of the users of the medical uses, the residents of the Township community, as well as the users of the St. Rt. 161 corridor.



The SA #1 is generally defined as the Pet Run (stream) corridor as its northern limits; +/- 2,000 linear feet east of the St. Rt. 310 corridor; the centerline of Worthington Road to the south of the St. Rt. 161 corridor and the Township Line as the western limits of the area.

<u>SA #1.1:</u> Development throughout SA #1 should be based on neotraditional principles and standards.

SA #1.2: The Commercial/ Office (C/O) Medical use area shown on the Sub-Area Plan, at the northeast corner of the 161/310 interchange, is intended to accommodate medical uses and uses associated with the medical services. Additional medically-related commercial or office uses may be located in the C/O areas adjacent to this C/O Medical use area, as will general office and commercial uses.

A Land Use Master Plan should be prepared with the introduction of the planning of this Medical use area to ensure coordinated access, circulation, signage/ wayfinding, architectural design, building materials, and general compatibility, landscape treatment, lighting, etc. Paved pedestrian connections, including crosswalks and crossing signage, should be included in the development to provide pedestrian linkages to the adjacent use areas,. Likewise, lighting, street furnishings and signage should be included in the LU Master Plan. The intent is for this Sub-Area to function, as well as appear as a single use or Medical "campus"-like development, while allowing for separate uses and users.

- <u>SA #1.3:</u> The C/O uses that are located adjacent to the C/O Medical use area should be planned, as part of the Medical "campus", to complement the primary medical facility with similar access, circulation, signage/ wayfinding, architectural compatibility, landscape treatment, lighting, etc. as the featured facility area. Paved pedestrian connections, signage, lighting, landscape treatment, and street furnishings should be included in the development to promote linkages to the adjacent areas.
 - a. Land uses in the areas within the medical campus and surrounding the primary medical facilities may include related uses that are dependent on the staff, technology and relationships/ synergy that are associated with the primary medical facilities. Among these uses that may be located within the areas around the primary medical facilities are, though not limited to those included on this list, are the following potential uses:

- 1. Research offices and facilities, including laboratories
- 2. Physicians and other medical offices
- 3. Business offices
- 4. Medical clinics and therapy facilities
- 5. Full-care, assisted-care, transitional-care and independent living facilities for the aged. With these facilities, consider the location and orientation of these facilities with respect to developing facilities that are architecturally and site-oriented positive images within the community, and with outdoor spaces that are amenities to the users of the respective uses.

SA #1.4: The area within the SA #1 located south of the St. Rt. 161 corridor, within +/- 1,500 l.f. of the southern 161 right-of-way, should be predominantly commercial/ retail, office and office warehouse uses. Encourage architectural standards based on neotraditional development principles. Paved pedestrian connections should be included in the development to accommodate linkages to the adjacent use areas, including crosswalks and crossing signage.

- a. The areas closest to the 161 corridor should be focused on uses that service the traveling public. The uses may (but are not limited to) include:
 - 1. Restaurants, fueling stations, hotels, convenience-related uses, etc.
 - 2. Extended stay hotels are prohibited in this area.
- b. The next ring of development area, located adjacent to the above-described St. Rt. 161/310 interchange, should accommodate uses that service regional needs, but do not require proximity to the interchange area. These uses may include:
 - 1. Retail and retail centers, service-based commercial uses, office, office-warehouse, auto sales, "big-box" uses, garden centers, self-storage facilities, etc.
- c. The existing single-family use, located in the southeast quadrant of the interchange, should be enhanced and continue to expand in this area.

<u>SA #1.5:</u> All parking areas, maintenance areas, outdoor storage areas, and service areas in Sub-Area #1 should be oriented to the rear or sides of the facilities and screened from view from the St. Rt. 161 and St. Rt. 310 corridors, all other public roads, and from neighboring properties. Primary views should be of the buildings/ architecture, and landscaped areas.

<u>SA #1.6:</u> A multi-use, paved trail (8'-10' wide) should be developed on the east side of St. Rt. 310 and along Jersey Mill Rd., through this Sub-Area.

<u>SA #1.7:</u> The C/O uses in the St. Rt. 310 corridor should be planned and compatible with those planned in the Jersey Twp. Comprehensive Plan.

<u>SA #1.8</u> New roads, road widening, intersection improvements, and/or upgrades of existing public road corridors, as well as utilities may be required in this Sub-Area. The developer of any proposed use and/or development should be required, at the developer's sole expense, to provide all improvements for public and private roadways, trails, sidewalks, utilities, etc. in this Sub-Area. All infrastructure should be reviewed and approved by the appropriate public agencies.

SA #1.9 Where Commercial/ Office (C/O) and/or Manufacturing (M) land uses abut Single Family Residential (SFR) land uses, a one-hundred foot buffer (min.) easement with screening should be provided along all abutting property lines by the C/O or M developer(s). The buffer and associated screening should be constructed on the C/O or M property, within this buffer setback. The screening should be a minimum of twenty feet (20') in height at the time of installation. Mounding, solid fencing, and vegetative materials may be utilized to achieve this minimum height. The C/O and M property owner should be responsible to maintain this buffer in perpetuity.

SUB-AREA 2 161 CORRIDOR (BETWEEN 310 AND 37)

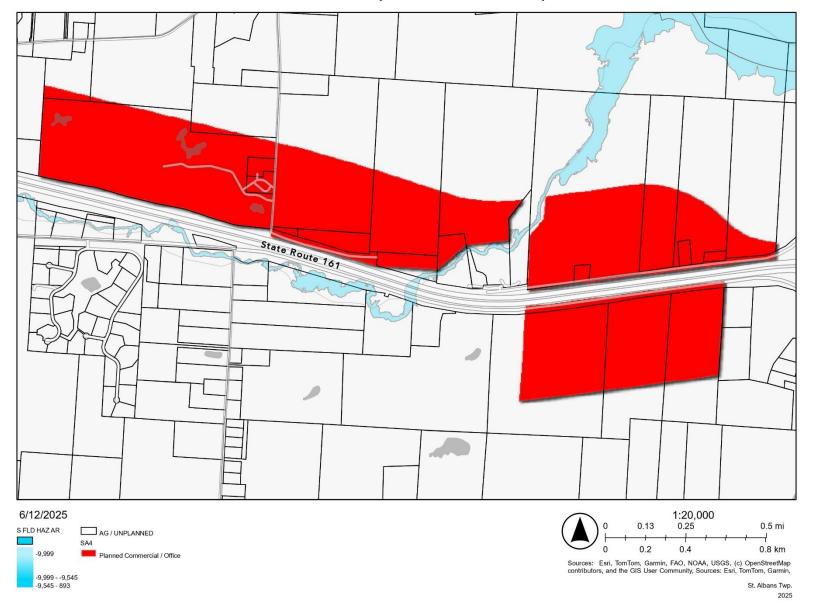
This sub-area encompasses a wide frontage along State Route 161 between State Routes 310 and 37, and represents the township's most visible corridor for regional economic development. The area is already attracting interest due to its strategic location between existing and planned growth nodes in Jersey Township and Johnstown. Its depth, highway visibility, and access make it suitable for targeted Commercial / Office development and light indoor manufacturing—particularly uses that do not require heavy truck traffic or large amounts of impervious coverage.

The southern portion includes significant floodplain associated with the Raccoon Creek corridor and other riparian features. These areas are not suitable for development and should remain preserved as open space with trails and low-impact recreation opportunities.

- Vision: High-visibility business and innovation corridor supporting sustainable economic development.
- Development Priority: 2 (Short Term / 5-10 Years)
- Land Uses: Commercial / Office, light indoor manufacturing, limited mixed-use along the northern frontage of 161 (e.g., residential over retail or office).
- Special Notes:
 - Landscaped buffers of 75-100' adjacent to existing residential or agricultural uses
 - o Trail connections and sidewalks required along 161 frontage
 - o Building materials and signage should align with township design guidelines
 - No access from individual driveways; shared access or internal streets only
 - o Floodplain areas to be permanently preserved as green space with stormwater benefit

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St. Albans Twp. - Sub Area 2 Map



Sub-Area #2 is recognized as an important land use and economic corridor for St. Albans Township, with its high-visibility and orientation along St. Rt. 161, being located between the St. Rt. 161/ St. Rts. 310 and 37 interchanges, and with the sanitary and water facilities proposed to service the corridor. While separate from Sub-Areas #1 and #3, and while accommodating some land uses that may not be permitted in areas #1 & #3, Sub-Area #2 should continue to complement the neotraditional design and development principles recommended for the neighboring Sub-Areas as well as similar architectural design standards.





The land uses within this Sub-Area are generally oriented around the St. Rt. 161 corridor with its high visibility and the traffic numbers associated with the major artery. The Township's vision for this area is to capitalize on this corridor's high visibility and promote this corridor for commercial and office uses, as well as some warehousing and indoor light manufacturing, however the uses within this corridor should also be developed to promote the Township's vision to promote quality architectural design and materials as well as maintaining open views and positive landscape treatment. Views from the St. Rt. 161 corridor of and within the adjacent

land should be oriented towards the commercial structures and open areas.

Sub-Area #2 is generally defined as the St. Rt. 161 corridor, +/- 1,500 l.f. north and south of the right-of-way, between Sub-Areas #1, #3 and #5.

SA #2.1: The Commercial/ Office (C/O) use areas shown on the Focus Area Plan, is intended to accommodate land uses that are permitted in neighboring Sub-Areas #1 and #3, as well as many uses that are not permitted in the adjacent Sub-Areas (uses that typically require site uses such as, but not limited to: outdoor uses/ displays, outdoor storage, and outdoor sales areas). Further, warehousing and light indoor manufacturing may be accommodated in this Sub-Area with special provisions regarding the aesthetics and treatment of potential outdoor use areas on the corridor and neighboring properties, as well as special provisions for dust, noise and other issues that may impact neighboring properties.

SA #2.2: All parking areas, maintenance areas, outdoor sales and storage areas, and service areas in Sub-Area #2 should be oriented to the rear or sides of the facilities and screened from view from the St. Rt. 161 corridor, all other public roads, and from neighboring properties. Primary views should be of the buildings/ architecture, and landscaped areas. Outdoor manufacturing and outdoor processing should be prohibited in this Sub-Area.

SA #2.3: The areas on the north side of St. Rt. 161, located north of the Commercial/ Office use, extending north to the current quarry operations, should be a Mixed Use area. The Mixed Use areas may accommodate office, neighborhood commercial and a variety of residential uses. Development of this area should remain out of the floodplain and floodway areas, however crossing smaller streams to access and connect to adjacent areas may be permitted or required. Floodplain and floodway areas should be dedicated as open space, either for public use or for agricultural use.

<u>SA #2.4:</u> Single family uses are permitted in this Sub-Area. These should be located adjacent to existing residential uses or in the Mixed Use areas.

<u>SA #2.5:</u> Paved pedestrian connections, separated from vehicle-use pavements, should be included in all development to accommodate linkages within this Sub-Area as well as to the adjacent Sub-Areas. Pedestrian walks and trails should include designated crosswalks and crossing signage at all roads and drives.

<u>SA #2.6:</u> Structures within this area should have landscape setbacks along Davison Lane Rd., the new road (extension of Davison Lane Rd.) and Worthington Rd. a minimum of 100'. The landscape setback area should enhance views along St. Rt. 161 as well as local roads; the landscape area should enhance the structures on each site as well as the open space corridors.

SA #2.7: New roads, road widening, intersection improvements, and/or upgrades of existing public road corridors, as well as utilities may be required in this Sub-Area. The developer of any proposed use and/or development should be required, at the developer's sole expense, to provide all improvements for public and private roadways, trails, sidewalks, utilities, etc. in this Sub-Area. All infrastructure should be reviewed and approved by the appropriate public agencies.

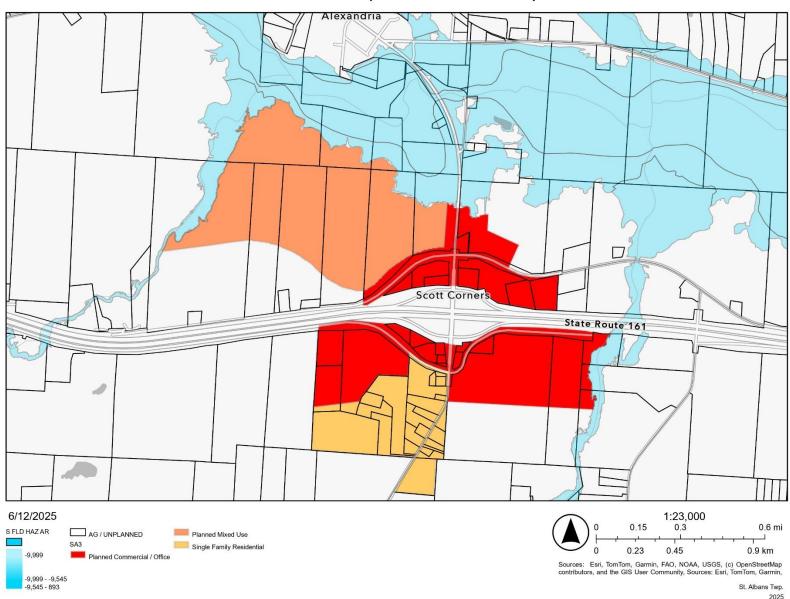
SA #2.8 Where Commercial/ Office (C/O) and/or Manufacturing (M) land uses abut Single Family Residential (SFR) land uses, a one-hundred foot buffer (min.) easement with screening should be provided along all abutting property lines by the C/O or M developer(s). The buffer and associated screening should be constructed on the C/O or M property, within this buffer setback. The screening should be a minimum of twenty feet (20') in height at the time of installation. Mounding, solid fencing, and vegetative materials may be utilized to achieve this minimum height. The C/O and M property owner should be responsible to maintain this buffer in perpetuity.

SUB-AREA 3 GATEWAY CENTER / VILLAGE EXPANSION

This area includes land adjacent to the Village of Alexandria and represents one of the most community-supported opportunities for thoughtful, mixed-use growth in the Township. It includes the area designated as "Village Center" on the Future Land Use Map and is well-positioned for expansion of residential, commercial, and civic life due to proximity to public sewer and established road networks. Community feedback supports development here that is walkable, village-scaled, and compatible with Alexandria's historical and rural character.

- Vision: A compact, walkable village core that blends residential, commercial, civic, and open space uses in harmony with the historic Village of Alexandria.
- Development Priority: 2 (Short Term / 5-10 Years)
- Land Uses: Commercial / Office, Mixed Use, and a range of Residential (including senior-oriented housing and traditional subdivisions), with core commercial uses focused at the intersection of State Routes 161 and 37.
- Special Notes:
 - o Trail and greenway network along Raccoon Creek to preserve open space and improve connectivity
 - Design guidelines should prioritize front-facing buildings, narrow setbacks, pedestrian access, and integrated public greens
 - o Sewer service provided by Alexandria, taking advantage of existing gravity-fed infrastructure
 - Consider incentives for inclusion of civic uses (e.g., post office, community meeting space) as part of larger mixed-use developments

St. Albans Twp. - Sub Area 3 Map



The Gateway Center Focus Area (SA #3) is the eastern gateway into St. Albans Township and the Village of Alexandria from St. Rt. 161, which serves as a primary east-west artery in the region. As one of the primary entrances to the township and village, this region is a primary focus as it relates to the community's vision for the well-being of the

Township and Village community and its economic future.

With the Township's desire for well-planned and developed communities that enhance the Township; the existing infrastructure and plans to increase infrastructure capacity to serve this area; the region's proximity to the St. Rt. 161 corridor; the Village of Alexandria being located adjacent to the north limits of the Sub-Area, and a current, strong, growth pattern in the region, SA #3 is ideally located as a prime location for economic growth and expansion.

This Sub-Area is generally defined as being located at the interchange of St. Rt. 161 and St. Rt. 37. The SA #3



is further defined as beginning at the southern limits of the Village of Alexandria and continuing to +/- 1,500 l.f. south of the southern St. Rt. 161 right-of-way, while also including the single-family community located in this area south of St. Rt. 161. Further, eastern limits of the Study Area, north of St. Rt. 161 are generally +/- 500 l.f. east of the St. Rt. 37 corridor, north of Moots Run Road, and +/- 1,250 l.f. south of Moots Run Road and, south of St. Rt. 161, extending to Moots Run. Western limits generally are defined as +/- 3,000 l.f. west of St. Rt. 37.

The vision for the SA #3, specifically west of St. Rt. 37, north of St. Rt. 161, is to create a well-planned, mixed-use community that serves as a delightful place to live, work, play, worship and shop, as well as serves as a community asset to the Village of Alexandria and the Township.

- <u>SA #3.1:</u> Raccoon Creek is located south of the Village limits. The floodplains and floodway associated with Raccoon Creek are in this same corridor. This corridor is, currently, generally open space, with a large portion of the corridor being used for agricultural purposes. There is a quarry located to the east of the St. Rt. 37 corridor as well.
 - a. This area, from the southern Village limits to the south end of the Raccoon Creek floodplain should be conserved and should remain open areas and agricultural uses. Should the operations of the quarry use and quarry lake close, this area should be used as a regional community park for active and passive recreational opportunities.
 - b. Multi-use, paved trails (8'-10' wide) should be developed on each side of St. Rt. 37, through this open area that connects the Village sidewalks and trails through the open areas located south of the Village limits to the retail and mixed use areas of the SA #3
- <u>SA #3.2:</u> On the north side of the 161/ St. Rt. 37 interchange, east of St. Rt. 37, Commercial/ Office uses are proposed. These uses should support the community and its residents but are more likely dependent on the vehicular access of its patrons. Uses that may be appropriate to be located in this area include, professional offices, restaurants, grocery stores, fitness centers, auto maintenance/ repair centers among other uses.
- <u>SA #3.3:</u> On the north side of the 161/ St. Rt. 37 interchange, west of St. Rt. 37, a mixed use village center area, with retail, office, commercial, mixed-use residential and single family uses. Development should be based on neotraditional development principles and architectural standards should be required in this area.
 - a. In the areas defined as Commercial/ Office on the Sub Area #3 Land Use Study, retail and office uses should be the predominant land use on the first floor of the structures; office and residential uses should be the predominant land uses on the second and upper floors (max. 50' structure height, not including utilities, as measured to the center of the roof slope) of the structures.
 - b. In the areas defined as Mixed Use on the Sub Area #3 Land Use Study, a variety of residential, office and neighborhood retail uses should be integrated into a cohesive, residential-scaled neighborhood.
 - 1. In the Mixed Use areas fronting onto the central green area, 1st floors should be predominantly commercial and office uses.
 - 2. In the Mixed Use areas not fronting on the central green area, residential uses should be the predominant 1st floor use, however retail and office uses may be located at the corners of structures

- facing street intersections. Neighborhood commercial uses should complement or match the architectural styles, materials and scale of the residential structures.
- 3. The Mixed Use areas may accommodate a variety of residential uses, including townhomes, clustered attached housing and clustered detached single family units. All residential uses should follow architectural standards that comply with neotraditional standards and are approved by the Township.

SA #3.4: The Single-Family community. Lot widths and house sizes should vary (with lots ranging in widths from 40' to +100'). All residences should follow architectural standards that comply with neotraditional standards and are approved by the Township. Single Family areas should accommodate lots ranging from 40' to 80' in width. Front and side yards should reflect neo traditional development standards (minimal distances for side yards).

SA #3.5: The Township, Village and private developers in the State Route 37 corridor, through this Sub-Area, north of St. Rt. 161, should work with ODOT and the Licking County Engineer to enhance St. Rt. 37 to complement the adjacent (west of St. Rt. 37) village center, with a reduced speed limit, through the SA #3 area. These enhancements may include defining access to St. Rt. 37, and incorporating the use of curbs, sidewalks, crosswalks, street trees, ornamental lighting, pedestrian uses, street furnishings, etc. along this corridor.

<u>SA #3.6:</u> The area within the SA #3 located south of the St. Rt. 161 corridor should be predominantly commercial/retail, office and office warehouse uses. Encourage architectural standards based on neotraditional development principles.

- a. The areas closest to the 161 and 37 corridors should be focused on uses that service the traveling public. The uses may (but are not limited to) include:
- b. Restaurants, fueling stations, hotels, convenience-related uses, etc.
- c. Extended stay hotels are prohibited in this area.
- d. The next ring of development area, located adjacent to the above-described St. Rt. 161/37 interchange, should accommodate uses that service regional needs, but do not require proximity to the interchange area. These uses may include:
- e. Retail and retail centers, service-based commercial uses, office, office-warehouse, auto sales, "big-box" uses, garden centers, etc.

- 1. The existing single-family use, located in the southwest quadrant of the interchange, should be enhanced and continue to expand in this area.
- <u>SA #3.7:</u> With the vision of this Sub-Area becoming a neotraditional, village-like community, development standards, including front side and rear setbacks, build-to lines, max. structure heights, architectural standards, streetscape standards, etc. should be prepared for this Sub-Area.
- <u>SA #3.8:</u> All parking areas, maintenance areas, outdoor sales and storage areas, and service areas in Sub-Area #3 should be oriented to the rear or sides of the facilities and screened from view from the St. Rt. 161 and St. Rt. 37 corridors, all other public roads, and from neighboring properties. Primary views should be of the buildings/ architecture, pedestrian areas, and landscaped areas.
- SA #3.9 New roads, road widening, intersection improvements, and/or upgrades of existing public road corridors, as well as utilities may be required in this Sub-Area. The developer of any proposed use and/or development should be required, at the developer's sole expense, to provide all improvements for public and private roadways, trails, sidewalks, utilities, etc. in this Sub-Area. All infrastructure should be reviewed and approved by the appropriate public agencies.
- SA #3.10 Where Commercial/ Office (C/O) and/or Manufacturing (M) land uses abut Single Family Residential (SFR) land uses, a one-hundred foot buffer (min.) easement with screening should be provided along all abutting property lines by the C/O or M developer(s). The buffer and associated screening should be constructed on the C/O or M property, within this buffer setback. The screening should be a minimum of twenty feet (20') in height at the time of installation. Mounding, solid fencing, and vegetative materials may be utilized to achieve this minimum height. The C/O and M property owner should be responsible to maintain this buffer in perpetuity.

NEOTRADITIONAL ARCHITECTURAL DESIGN EXAMPLES



NEOTRADITIONAL ARCHITECTURAL DESIGN EXAMPLES



NEOTRADITIONAL ARCHITECTURAL DESIGN EXAMPLES

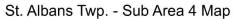


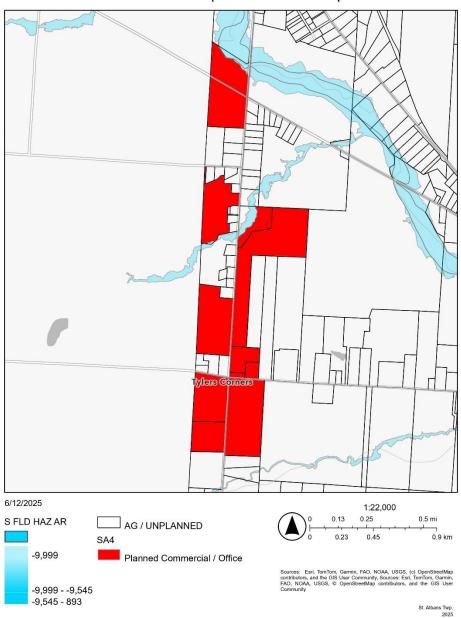
SUB-AREA 4 RT. 310 NORTH CORRIDOR

This corridor, which extends northward along State Route 310 toward Jersey Township, serves as a transitional zone between more intensive development to the south and predominantly agricultural and residential lands to the north. Community feedback strongly favors low-impact, visually buffered development here, respecting both the rural edge of the township and the regional traffic corridor.

Future land uses should focus on small-footprint commercial and office development that prioritizes natural aesthetics, traffic safety, and compatibility with adjacent low-density land uses. Development along this corridor must be carefully managed to avoid sprawl and mitigate vehicular impacts.

- Vision: A visually buffered, low-intensity corridor supporting neighborhood-scale Commercial / Office uses in harmony with adjacent rural character.
- Development Priority: 4 (Long Term / 15-20 Years)
- Land Uses: Small-footprint commercial uses, professional offices, low-traffic retail, service uses compatible with nearby residences and agricultural areas.
- Special Notes:
 - o Minimum 75' landscaped setbacks from the roadway
 - o Unified access points; curb cut spacing to meet ODOT and County Engineer standards
 - \circ Use of berms, tree rows, and architectural standards to screen development from the public right-of-way
 - o Encourage native plantings and green infrastructure for stormwater management





SECTION 01 SUB-AREA #4 DESCRIPTION

Sub-Area #4, which is generally defined as State Route 310, north of Sub Area #1, and the fronting lands on the east and west sides of the roadway, serve as the western limits of St. Albans Township. State Route 310 also serves as an important north-south connector between State Route 161 and State Route 37, west of the Village of Alexandria, and, further beyond St. Albans Township limits, serving as a connector to access the cities of Johnstown and Pataskala and further, I-70.

The Sub-Area #4 corridor is limited in development opportunities due to the topography within the corridor and floodplain constraints. Further, the narrow road and rolling hills restrict sight distances and stopping distances in the corridor.

With this corridor abutting Jersey Township to the west, the land uses within this Sub-Area should complement those in the neighboring Township's where possible, while best contributing to the St. Albans Township vision for the corridor and the overall Township.

Sub-Area #4 is be defined as the Township limits to the west, +/- 500 l.f. to the east of the eastern St. Rt. 310 right-of-way line, Sub-Area #1 to the south and the northern Township limits.

SECTION 02 RECOMMENDATIONS FOR SUB-AREA #4:

<u>SA #4.1:</u> With this Sub-Area's smaller lots and smaller developable properties between Raccoon Creek and its tributaries, this corridor should be used for Commercial and Office uses that generally require a smaller footprint (smaller structure areas, less parking and vehicular use areas, smaller outdoor storage requirements, etc.). Less site use typically results in smaller storm basins (another required use area).

<u>SA #4.2:</u> The Commercial/ Office uses within this Sub-Area should have landscape setbacks along Rt. 310 and the crossroads at all intersections, of a minimum of 75′, with parking areas and outdoor storage areas being located to the side or rear of all structures in this corridor and not seen from either public road, nor from neighboring single family residential use areas.

<u>SA #4.3:</u> An access management plan should be prepared for this St. Rt. 310 corridor. Due to limited sight and stopping distances along St. Rt. 310, in this corridor, new access points for new uses and developments in the corridor should be taken from crossroads and not from St. Rt. 310 without the approval of ODOT and the Licking County Engineer. All road work and drive access work along this corridor should be coordinated with and approved by ODOT and the Licking County Engineer.

SA #4.4 All parking areas, maintenance areas, outdoor sales and storage areas, and service areas in Sub-Area #4 should be oriented to the rear or sides of the facilities and screened from view from the St. Rt. 310 corridor, all other public roads, and from neighboring properties. Primary views should be of the buildings/ architecture, and landscaped areas.

<u>SA #4.5:</u> New roads, road widening, intersection improvements, and/or upgrades of existing public road corridors, as well as utilities may be required in this Sub-Area. The developer of any proposed use and/or development should be required, at the developer's sole expense, to provide all improvements for public and private roadways, trails, sidewalks, utilities, etc. in this Sub-Area. All infrastructure should be reviewed and approved by the appropriate public agencies.

<u>SA #4.6:</u> Paved pedestrian connections should be included in the development to accommodate linkages, including crosswalks and crossing signage, to the adjacent use areas as well as to adjacent Sub-Areas.

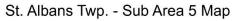
SA #4.7 Where Commercial/ Office (C/O) and/or Manufacturing (M) land uses abut Single Family Residential (SFR) land uses, a one-hundred foot buffer (min.) easement with screening should be provided along all abutting property lines by the C/O or M developer(s). The buffer and associated screening should be constructed on the C/O or M property, within this buffer setback. The screening should be a minimum of twenty feet (20') in height at the time of installation. Mounding, solid fencing, and vegetative materials may be utilized to achieve this minimum height. The C/O and M property owner should be responsible to maintain this buffer in perpetuity.

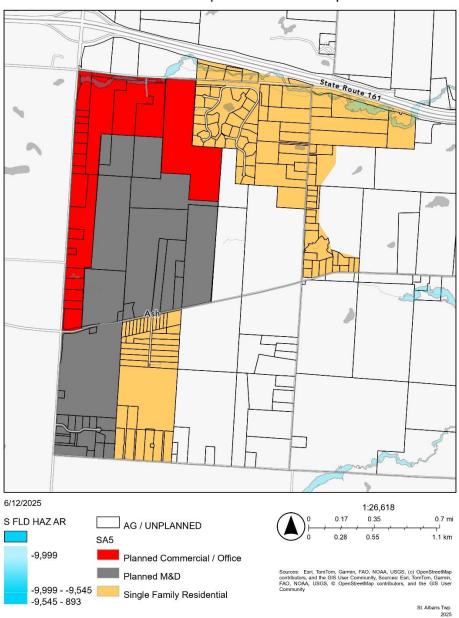
SUB-AREA 5 RT. 310 SOUTH CORRIDOR

Sub-Area 5 lies at the southern end of the township along State Route 310 and is characterized by a mix of open land, newer residential development, and proximity to regional transportation routes. The area holds potential for economic development but must be carefully planned to avoid over-commercialization and preserve the semi-rural atmosphere favored by nearby residents.

This sub-area is also within reach of potential utility extensions and may serve as a transitional zone from more intense commercial activity to quieter residential clusters.

- Vision: A transitional corridor blending commercial and employment uses with housing that complements surrounding neighborhoods.
- Development Priority: 2 (Short Term / 5-10 Years)
- Land Uses: Retail, Commercial / Office, light industrial and flex space, warehousing (with full visual buffering), and low-intensity residential infill where access and infrastructure allow.
- Special Notes:
 - Trail connections should be established along major routes and to adjacent neighborhoods
 - Large-scale commercial or industrial footprints discouraged; limit total building square footage and lot coverage
 - Full visual screening, rear access drives, and shared curb cuts required
 - Consider long-range sewer access planning to support infill development and reduce infrastructure strain





Sub-Area #5 is recognized as an important land use and economic corridor for St. Albans Township, with its high-visibility and orientation along St. Rt. 310 and with the sanitary and water facilities proposed to service the corridor.

Sub-Area #5 is generally defined as the southern segment of the State Route 310 corridor, extending south of Sub-Area #1 to the southern St. Albans Township line. This segment of State Route 310 serves as an important north-south connector for the Township running from north of State Route 161, including the SR 161/SR 310 interchange, and through Pataskala, to Interstate 70.



There are several existing retail uses, light manufacturing uses and other commercial / office uses, as well as single-family residential uses, currently located in this Sub-Area. A number of these uses, as well as many residents of the Township benefit from the accessibility to these

major highways. With this ease of access and the existing uses, this St. Rt 310 corridor is ideally situated for retail uses, light manufacturing uses, warehousing and other related uses that would value the accessibility and the proximity to the related uses currently located in this Sub-Area.

SA #5.1: The Commercial/ Office (C/O) use areas shown on the Land Use Plan, is intended to accommodate land uses that are permitted in neighboring Sub-Area #1, as well as many uses that are not permitted in the adjacent Sub-Areas (uses that typically require site uses such as, but not limited to: outdoor uses/ displays, outdoor storage, and outdoor sales areas). Further, warehousing and light indoor manufacturing may be accommodated in this Sub-Area with special provisions regarding the aesthetics and treatment of potential outdoor use areas on the corridor and neighboring properties, as well as special provisions for dust, noise and other issues that may impact neighboring properties. Outdoor manufacturing and outdoor processing should be permitted in this Sub-Area with site and neighborhood-impact restrictions approved with each applicant/site use by the Zoning Commission and Township Trustees.

SA #5.2: Single family uses may be located within the Sub-Area but should not be located along St. Rt. 310, but rather be located off of St. Rt. 310, in close proximity to other single family developments.

SA #5.3: Structures within this area should have landscape setbacks along St. Rt. 310 and crossing public roads (Morse Rd., Wesleyan Church Rd.) a minimum of 100′. The landscape setback area should enhance views along St. Rt. 310 as well as local roads. The landscape area should enhance the structures on each site as well as the open space corridors.

<u>SA #5.4:</u> An access management plan should be prepared for the St. Rt. 310 corridor through the Township, due to the projected traffic loads expected on St. Rt. 310. Where possible, new access points for new uses and developments in the corridor should be taken from crossroads (existing roads as well as new public roads needed to access the land along St. Rt. 310. All road work and drive access work along this corridor should be coordinated with and approved by ODOT and the Licking County Engineer.

<u>SA #5.5:</u> All parking areas, maintenance areas, outdoor sales and storage areas, and service areas in Sub-Area #5 should be oriented to the rear or sides of the facilities and screened from view from the St. Rt. 310 corridor, all other public roads, and from neighboring properties. Primary views should be of the buildings/ architecture, and landscaped areas.

<u>SA #5.6:</u> New roads, road widening, intersection improvements, and/or upgrades of existing public road corridors, as well as utilities may be required in this Sub-Area. The developer of any proposed use and/or development should be required, at the developer's sole expense, to provide all improvements for public and private roadways, trails, sidewalks, utilities, etc. in this Sub-Area. All infrastructure should be reviewed and approved by the appropriate public agencies.

<u>SA #5.7:</u> Paved pedestrian connections, separated from vehicular-use pavements, should be included in the development to accommodate linkages along the extent of St. Rt. 310 and to all adjacent Sub-Areas. This connection includes 8' (min.) asphalt trails, designated crosswalks and crossing signage, and extending across the property frontage to the adjacent use areas as well as to adjacent Sub-Areas.

SA #5.8 Where Commercial/ Office (C/O) and/or Manufacturing (M) land uses abut Single Family Residential (SFR) land uses, a one-hundred foot buffer (min.) easement with screening should be provided along all abutting property lines by the C/O or M developer(s). The buffer and associated screening should be constructed on the C/O or M property, within this buffer setback. The screening should be a minimum of twenty feet (20') in height at the time of installation. Mounding, solid fencing, and vegetative materials may be utilized to achieve this minimum height. The C/O and M property owner should be responsible to maintain this buffer in perpetuity.

ARTICLE VIII WATER AND WASTEWATER

ST. ALBANS TOWNSHIP - Currently, St. Albans Township is not served by central water and wastewater infrastructure.

VILLAGE OF ALEXANDRIA / MUNICIPAL UTILITY COALITION OF LICKING COUNTY - The Village, located within St.

Albans Township, has a wastewater treatment facility, and buys their water from the Village of Granville per a negotiated contract. The village has partnered with Granville and Johnstown to create a water and sewer district (Municipal Utility Coalition of Licking County). However, the coalition is early in its inception and defined service areas are currently unclear as of the date of this plan.

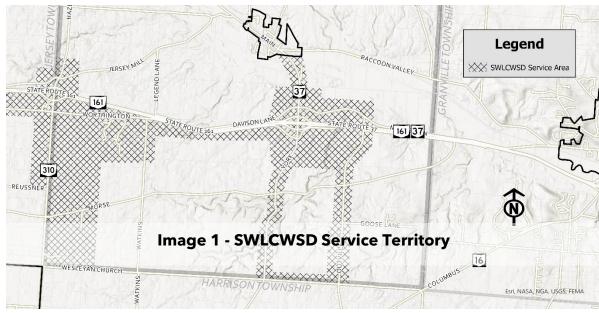
The current Alexandria wastewater treatment facility is located at the southern end of the Village along SR 37.

Current Village Water and Wastewater Capacities (GPD = Gallons Per Day)

Alexandria Water		Alexandria Wastewater	
GPD Used	26,000	GPD Used	30,000
GPD Contract Total	60,000	GPD Current Facility Capacity	80,000
		GPD Future Facility Capacity	160,000

agreement with Southwest Licking Community Water and Sewer District (SWLCWSD) (recently renamed to Licking Regional Water District in 2024) to provide water and wastewater services to the SR-161 Service Area.

The territory of the District, as determined by the Licking County Court of Common Pleas in its entry dated October 31, 1989, includes unincorporated portions of Harrison, Etna. and



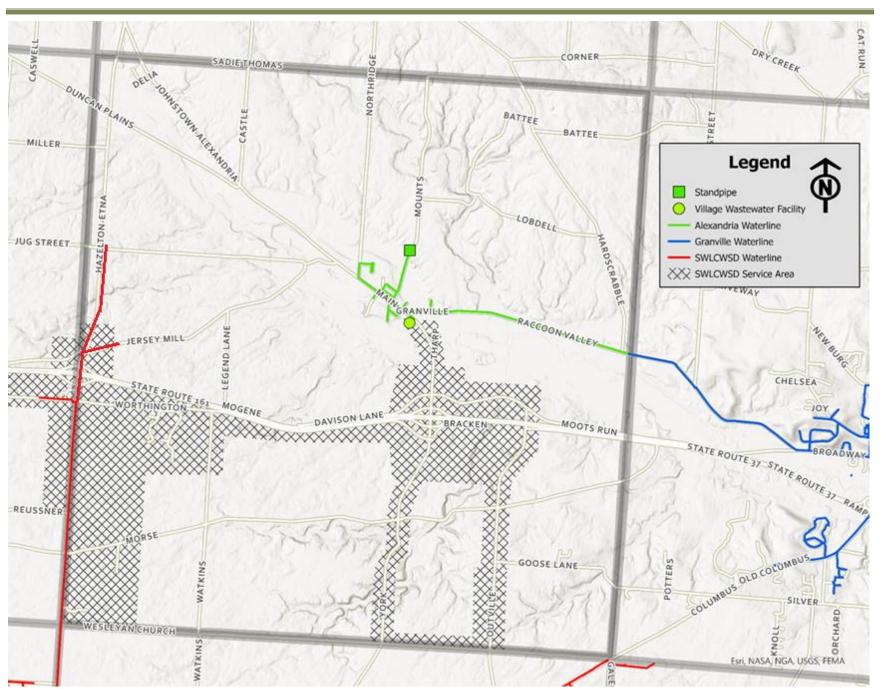
Lima Townships (current day City of Pataskala) in Licking County, Ohio.

The District has begun the process to draft and integrate the Districts Water and Sanitary Sewer systems into one master planning document for the Etna Township, Harrison Township, Union Township, and City of Pataskala service territory and an additional master planning document for the State Route 161 service territory. The integrated Utility Master Plans will update, replace, and expand upon existing plans, studies, and policies within each of the study areas.

The goal of the integrated utility master plans is to have one working document available for the District's utility infrastructure to support residential, commercial, and industrial activities and efficiently coordinate needed capital improvements projects in each service territory.

The District is extending water service into certain unincorporated areas of Union Township and is in discussions with Licking County about possible sanitary sewer extensions in the same area.

Additionally, the District is the contractual water and sanitary sewer provider along State Route 161 (Worthington Road) within Jersey and St. Albans Townships. The District is in discussions with these entities regarding service to nearby unincorporated and unserved areas that will be most impacted by the development and growth of that area.

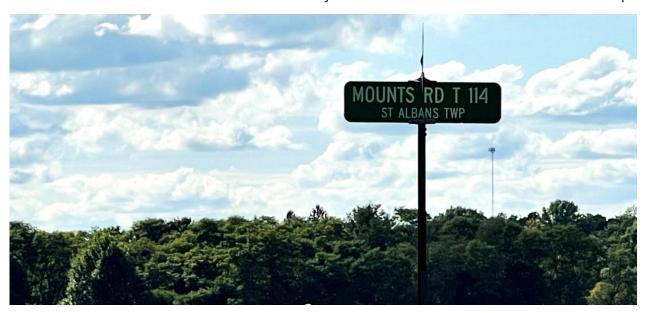


ARTICLE IX TRANSPORTATION & MOBILITY

SECTION 01 SURFACE TRANSPORTATION

There are three major state highways that run through St. Albans Township. State Route 37 (SR 37) runs east-west (to York Road) then passes through the Village of Alexandria as it continues through the northwest corner of the township. State Route 310 (SR 310) runs north-south along the western border of the township. And, State Route 161 (SR 161) runs east-west approximately through the middle of the township (to York Road where it becomes SR 37) and is the main connector of the Newark-Granville area to the Greater Columbus Metropolitan Area. SR 161 was widened by the state of Ohio in 2008. The route is considered 'limited access' therefore no new access points will be granted.

The intersections of SR 161 with SR 37, and SR 310 and SR 161 are the major crossroads, or gateways of the area. The intersection of SR 310 and SR 161 is the very defined entrance to St. Albans Township. And, the intersection of SR 161



and SR 37 is the entrance to the Village of Alexandria. These intersections are natural community gateways. Other important community corridors in the township include Morse Road (CR 25) in the southern half of the township, running parallel to SR 161, Northridge. Road (CR 21) running north-south from the Village of Alexandria, beyond the northern township border, and Outville Road (CR

40) which runs south from SR 37 to the southern portion of Licking County where it becomes SR 1 58 at the interchange with Interstate 70. Streets are classified according to their width, pavement type, access, function, and traffic load. Four major categories of streets are defined below.

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Expressways/Freeways carry traffic in very high volumes of or long distances at high speeds. High speed travel is possible due to large pavement width, limited access points, and divided traffic flows. Their only function is mobility, with no direct access to adjacent land uses. Non-emergency parking is not permitted. SR 161 is the only type of expressway in St. Albans Township.

Arterial Streets carry traffic at moderate to high speeds between or within communities, with the primary function being mobility. Curb cuts, or access points to a6iacent land uses, exist but are limited and should meet minimum distance requirements between each.

Collector streets carry, or "collect", traffic from local streets to arterial streets. They serve a dual purpose of both mobility, and access. They' have considerably less traffic volume, lower speed limits and are narrower than arterials. They may have many residential curb cuts. Collector streets may be further categorized into major and minor collectors.

Local/Residential Streets tend to be narrower and shorter than other streets, and serve the primary function of direct access to adjacent land uses. Speed limits are low, as is traffic volume. Curb cuts are quite numerous, and pedestrian and "children-playing" activities are likely.

SECTION 02 ACTIVE TRANSPORTATION

Active transportation is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, using strollers, wheelchairs/mobility devices, skateboarding and rollerblading are engaged in active transportation.

Almost one in four adults in the United States report that they do not engage in any physical activity outside of their jobs. Sedentary lifestyles are an important reason that two of every three adults in the United States are overweight or obese.



St. Albans Township and their partners can create opportunities for people to exercise for recreation and to build physical activity into their daily routine. Agencies can do that by reducing distances between key destinations and providing and improving bicycle and pedestrian facilities. More people might then bicycle or walk to work, shops, and services.

Differences in land use can impact the distances between destinations and the expected number of people walking and bicycling. Land use also influences vehicular volumes and the interactions between motorists and active transportation users. Some land uses, such as mixed-use, urban commercial, and residential, are often conducive to walking and bicycling. It is equally important to provide active transportation routes near manufacturing, commercial retail, and other auto-oriented land uses for visitors and employees, but those routes will likely need additional

planning to ensure safe and convenient access.

The Township can also support projects that enhance mixed-use neighborhoods where different destinations are within walking distance of one another. For example, improved public transportation service can foster new development near a stop or station that already has a variety of housing, jobs, shops, and services.

Active Transportation Recommendations:

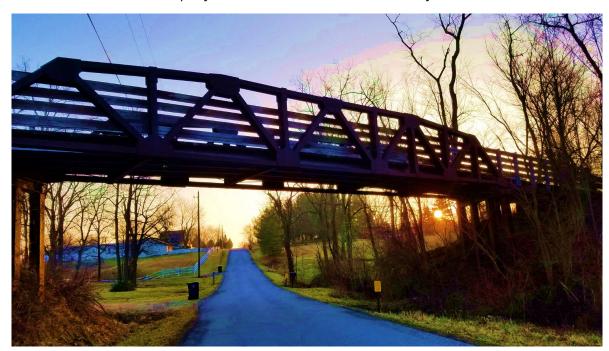
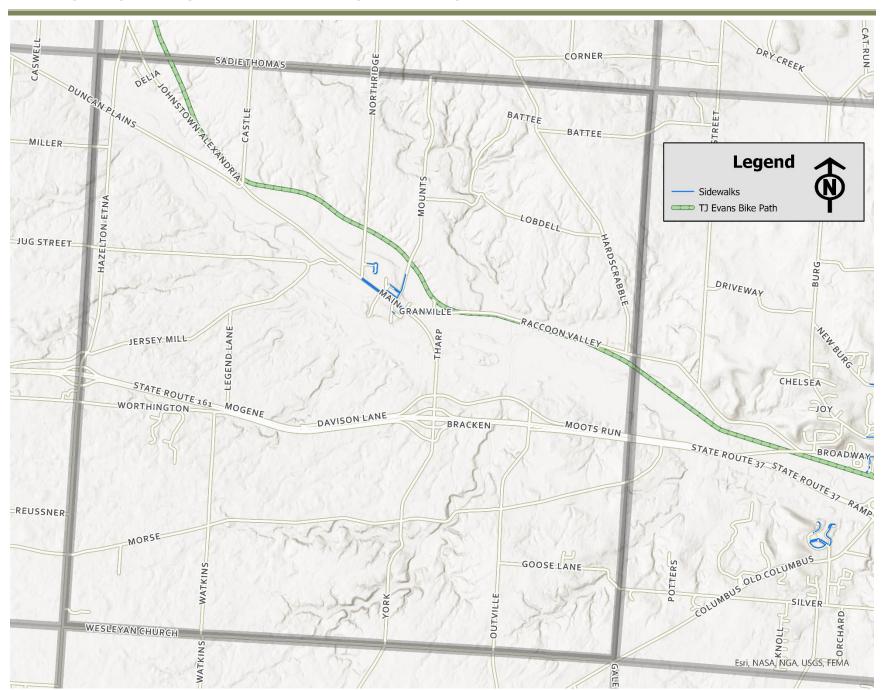


Image 3 - Courtesy of Marvin Daniels

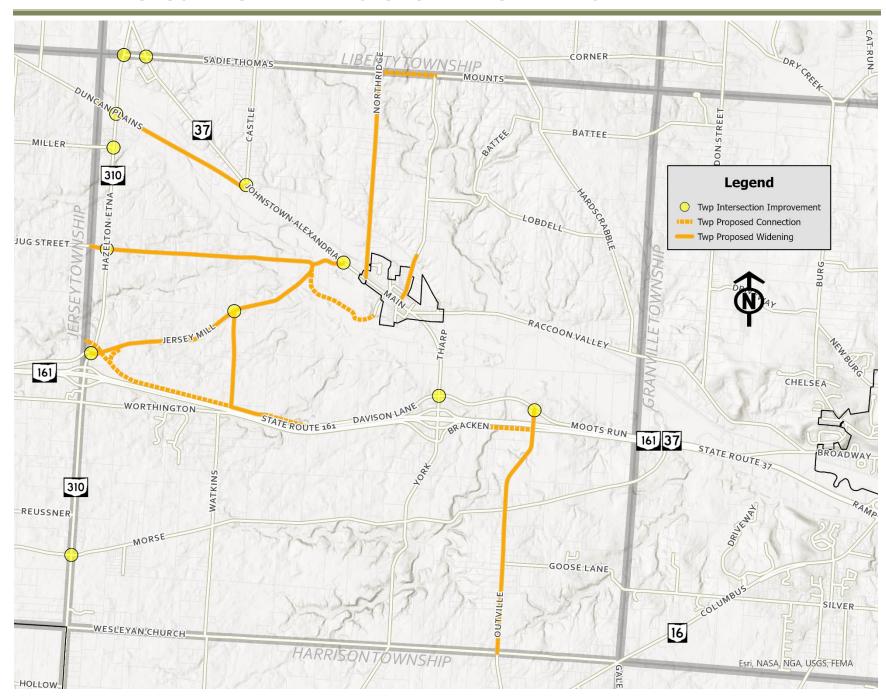
- 1. Ensure all new development and redevelopment provide active transportation infrastructure such as bike lanes, multi-use trails, sidewalks and other generally accepted active transportation improvements.
- 2. Connect the TJ Evans trail directly to the Village of Alexandria and future village center area.

MAP 10 TJ EVANS BIKE PATH AND SIDEWALKS



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MAP 11 PROPOSED ROAD + INTERSECTION IMPROVEMENTS

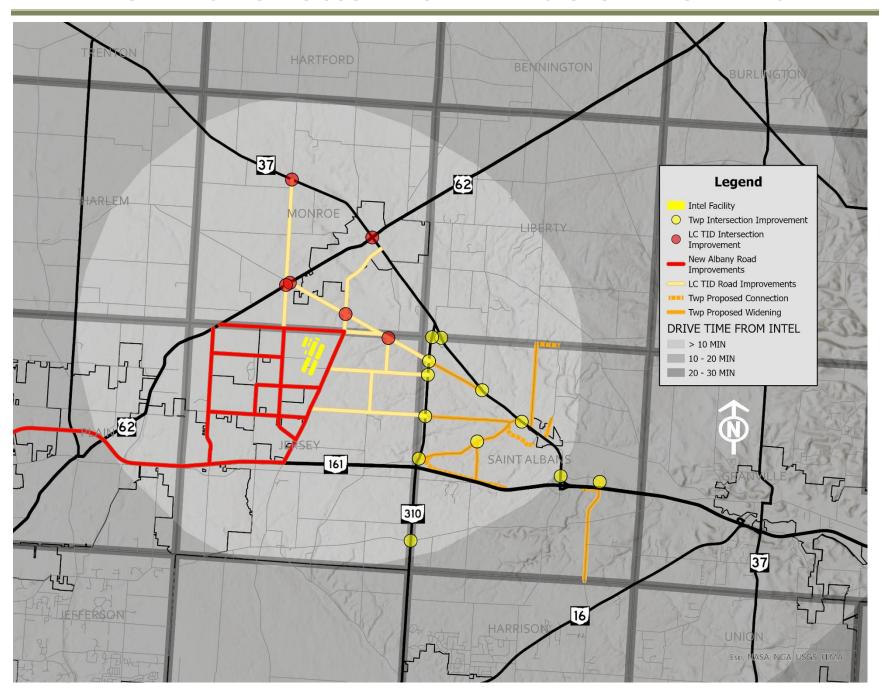


The following roads and intersections have been identified for future improvement based on anticipated growth patterns within and surrounding the Township. The identified improvements tie into the broader scope of improvements currently being planned and/or constructed for the Intel facility. Final design determination of road and intersection improvements will be determined during the development plan process. It is assumed and recommended that any new development cover the cost of needed road and intersection improvements.

The use of traffic circles or roundabouts are highly encouraged to their effectiveness at moving traffic, reducing congestion and improving safety at intersections.

Road	Anticipated Improvement	
Duncan Plains Road	Widening	
Northridge Road	Widening	
Jug Street Road	Widening	
Jersey Mill Road	Widening / Realignment (See Map 4)	
Outville Road	Widening	
Davison Lane Connector	New Road	
Bracken Road Connector	New Road	
Legend Lane	Widening	
Sadie Thomas/Mounts Connector	New Road	
SR 161 Frontage Road	New Road (See Map 12)	
Intersection	Anticipated Improvement	
Intersection SR 310/Sadie Thomas	• •	
	Anticipated Improvement Safety/Traffic Control Traffic Control	
SR 310/Sadie Thomas	Safety/Traffic Control	
SR 310/Sadie Thomas SR 310/Duncan Plains	Safety/Traffic Control Traffic Control	
SR 310/Sadie Thomas SR 310/Duncan Plains SR 310/Jug	Safety/Traffic Control Traffic Control Traffic Control	
SR 310/Sadie Thomas SR 310/Duncan Plains SR 310/Jug SR 310/Jersey Mill	Safety/Traffic Control Traffic Control Traffic Control Traffic Control	
SR 310/Sadie Thomas SR 310/Duncan Plains SR 310/Jug SR 310/Jersey Mill SR 310/Morse	Safety/Traffic Control Traffic Control Traffic Control Traffic Control Traffic Control	
SR 310/Sadie Thomas SR 310/Duncan Plains SR 310/Jug SR 310/Jersey Mill SR 310/Morse SR 37/Sadie Thomas	Safety/Traffic Control Traffic Control Traffic Control Traffic Control Traffic Control Safety/Traffic Control	
SR 310/Sadie Thomas SR 310/Duncan Plains SR 310/Jug SR 310/Jersey Mill SR 310/Morse SR 37/Sadie Thomas SR 37/Duncan Plains	Safety/Traffic Control Traffic Control Traffic Control Traffic Control Traffic Control Safety/Traffic Control Safety/Traffic Control	
SR 310/Sadie Thomas SR 310/Duncan Plains SR 310/Jug SR 310/Jersey Mill SR 310/Morse SR 37/Sadie Thomas SR 37/Duncan Plains SR 37/Jersey Mill	Safety/Traffic Control Traffic Control Traffic Control Traffic Control Traffic Control Safety/Traffic Control Safety/Traffic Control Traffic Control	

MAP 12 NORTHWEST LICKING COUNTY ROAD + INTERSECTION IMPROVEMENTS



SR 161 CORRIDOR - Outside of the New Albany corporation limits east of Beech Road to Cherry Valley, there are sections of roadways already paralleling the SR 161 corridor, some disconnected as part of the construction of the upgrade to a four lane divided freeway look alike, completed in 2010. As development occurs and land use changes, some of these roadways could be reconnected to create a parallel route system and utilize existing road right of way.

Worthington Road serves as the southern parallel route to SR 161 extending from Davis Lane at Beech Road ending east of York Road where it is called Bracken Road. To continue this parallel route, consideration should be given to connecting Bracken Road east to General Griffin Road. However, any connection between York Road and Outville Road will involve the expense of crossing Moots Run/Lobdell Creek.

Moots Run Road parallels the north side of SR 161 from the SR 16/SR 37 interchange west past the SR 37/Outville Road

interchange where its name changes to Davison Lane to terminate approximately 1-1/4 miles west of SR 37. Connecting from the terminus of Davison Lane west past SR 310 to connect to Beaver Road at Burnside Road would continue the parallel route planned by New Albany over to Smith's Mill/Innovation Campus Court. To complete a north south connection in this area between the Mink Road interchange and the SR 310 interchange, consideration should be given to connecting Patterson Road south of SR 161 with Burnside Road north of SR 161.

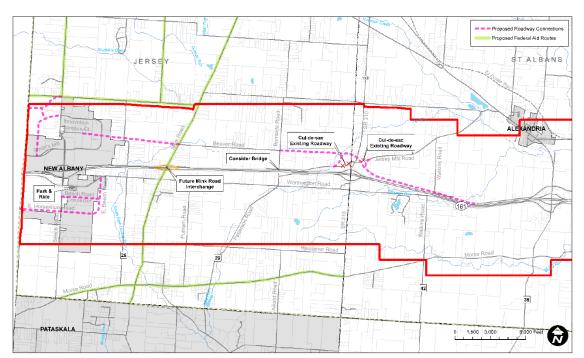


Image 4 - SR 161 Corridor Plan (2015)

(Source: SR 161 Western Corridor Development Plan, 2015)

NORTHWEST LICKING COUNTY ROAD NETWORK - Since the initial 2022 announcement of Intel's plans to build a major semiconductor manufacturing hub in Jersey Township, the scope and pace of the project have evolved significantly. While Intel's original vision included a \$20 billion investment to construct two fabrication facilities ("fabs") by the end of 2025—with potential expansion to eight fabs and a \$100 billion total investment over the decade—the timeline has since shifted to reflect the scale and complexity of such a transformative project (Intel Newsroom, 2022; Columbus Business First, 2024).

As of 2025, site development and infrastructure preparation are ongoing, but construction progress has been slower than originally projected. Supply chain challenges, inflation, and coordination among multiple jurisdictions have extended early-phase timelines. Nevertheless, the Intel project remains one of the most significant economic investments in Ohio's history and continues to draw national attention, including recognition in the 2022 State of the Union address for its role in rebuilding the U.S. semiconductor supply chain (White House, 2022).

To support this historic development, the State of Ohio committed over \$2 billion in incentives, including \$190 million dedicated to transportation infrastructure improvements (JobsOhio, 2022; ODOT, 2023). These funds have supported upgrades to SR 161, I-270, and key regional connectors, and have been critical to planning and constructing a new network of 5-lane arterial roads around the 3,000-acre annexation area—formerly under county and township control but now within the corporate limits of the City of New Albany (ODOT District 6, 2023).

Major state routes including SR 161, SR 310, SR 37, and SR 62 define the boundaries of the Intel impact area. While these highways were previously adequate for rural and suburban traffic, the growing demands of industrial development, workforce commuting, and freight logistics have significantly increased the pressure on both the state highway system and the rural local road network throughout northwest Licking County (Licking County TID, 2024).

Recognizing this challenge, the Licking County Transportation Improvement District (TID) has taken a leading role in coordinating multijurisdictional responses. The TID, in partnership with local townships, municipalities, and ODOT, has identified a priority set of infrastructure projects critical to ensuring both the success of the Intel project and the preservation of quality of life for local residents (Licking County TID, 2024).

These projects—many long-proposed and others accelerated by Intel's arrival—address key bottlenecks, safety concerns, and capacity limitations. The TID is actively pursuing funding opportunities and facilitating grassroots support to ensure these projects advance. Once funded, the TID or the appropriate maintaining authority will oversee design and construction to ensure timely delivery.

The future of northwest Licking County will be shaped not only by Intel's presence but by the ability of local infrastructure to support sustained economic, residential, and environmental balance.

LOCAL ROAD IMPROVEMENTS - The regional road network surrounding the Intel "Ohio One" development continues to undergo major transformation as local, county, and state agencies work to meet the demands of rapid growth in the New Albany Technology Manufacturing District (TMD). While the internal road system within the TMD has largely been completed—featuring 3- and 5-lane boulevard-style streets with curbs, gutters, medians, pathways, and landscaping—significant attention has now shifted to the local rural roads that connect the site to surrounding communities such as Johnstown, Alexandria, and Monroe Township. These roads, which serve as the primary access routes from the north and east, were never designed to accommodate industrial-scale traffic, high employee volumes, or regional freight movement.

Recognizing this challenge, local jurisdictions in collaboration with the Licking County Transportation Improvement District (TID), the Ohio Department of Transportation (ODOT), and federal representatives have coordinated on multiple strategic roadway investments. Among the most significant is the Green Chapel Road widening project, now in its second phase, which includes expanding the road to three lanes and adding new traffic signals, turn lanes, and pedestrian pathways. Similarly, Briscoe Parkway, a new connector serving the Intel perimeter area, is under construction and expected to open by spring 2025. These roads will ease pressure on existing corridors and provide critical alternative access points for employees and suppliers.

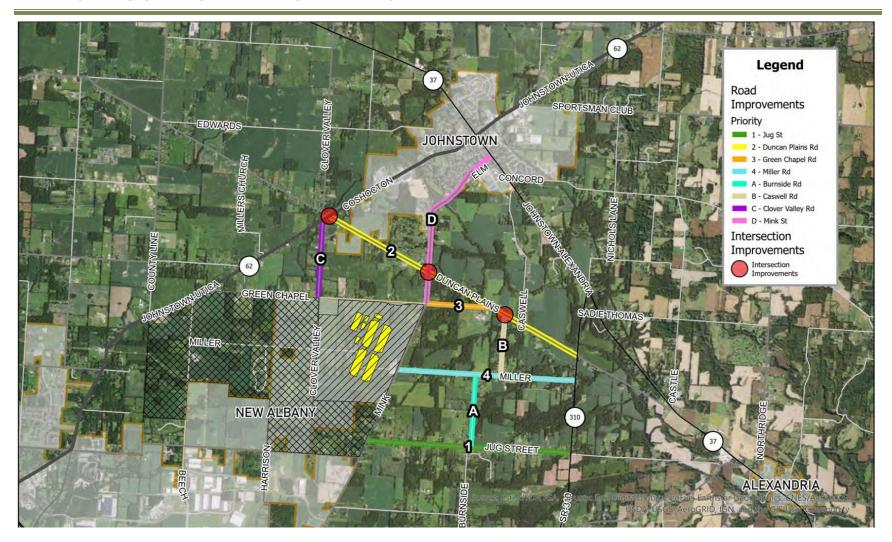
To support regional connectivity, State Route 161 is also undergoing expansion, with six-lane improvements between I-270 and U.S. 62 set for completion by late 2025. Meanwhile, in western Licking and eastern Delaware counties, intersection upgrades are being planned at Delaware-Licking County Line Road, including the installation of two single-lane roundabouts to improve traffic flow at Fancher Road and Center Village/Duncan Plains/Edwards Road.

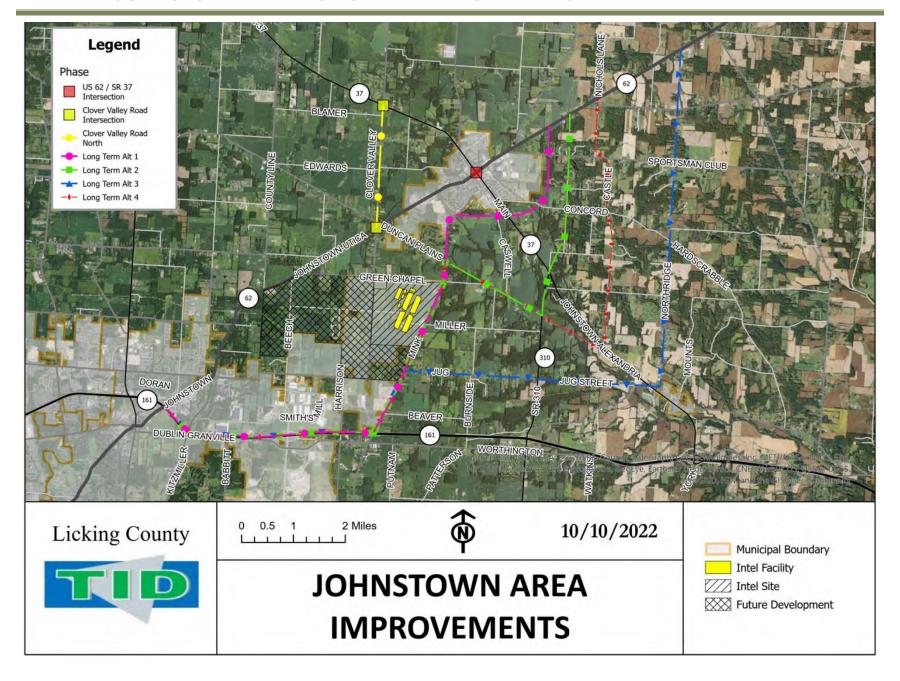
Additional localized closures and detours—such as those affecting Refugee Road and Etna Parkway—are facilitating utility work and realignments that will ultimately improve long-term access across the district. Most recently, a \$3.5 million federal grant was awarded to support planning and design for the realignment of key local roads, ensuring more efficient and safer travel to and from the Intel campus. These ongoing efforts reflect a multi-jurisdictional commitment to ensuring that the road infrastructure keeps pace with economic development, workforce growth, and regional mobility needs. (Source: Licking County TID, ODOT, MORPC, Newark Advocate, SiliconHeartland.NewAlbanyOhio.org)

CITY OF JOHNSTOWN LONG TERM - The concept for constructing a roundabout in downtown Johnstown solves the immediate problem of the truck turns. The design and construction of a project like this is more straightforward and less costly when compared to constructing a roadway on new alignment or widening an existing road so it is identified as the short term solution. However, the current and future traffic projections indicate that the ultimate solution for truck and vehicular congestion in downtown Johnstown is to construct a bypass. (See Map 13.) Besides addressing the traffic congestion, the bypass is the ultimate solution to improve the quality of life and enhance the downtown environment in Johnstown. This project is termed long term since State route bypasses are typically faced with significant environmental and right of way impacts which is typically costly and have lengthy project development times.

Cities are not allowed to arbitrarily prohibit trucks on Ohio state routes through their jurisdictions, so the state route designation must be moved to another roadway. A SR 62 truck bypass of Johnstown would ideally go around the city on the southeast with a connection to Mink St Rd and run along SR 161 and reconnect to SR 62 southwest of the Intel site. This could be accomplished with a variety of alternatives including a new alignment or the widening of existing township or county roads. It may also be necessary to provide bypass alternatives for the SR 37 truck traffic, but further study is required to make this determination. The TID is currently pursuing funds to initiate a feasibility study for a SR 62 bypass of Johnstown. (Source: Licking County Transportation Improvement District)

MAP 13 LOCAL ROAD IMPROVEMENTS





ARTICLE X PARKS AND RECREATION

People who have more access to green environments, such as parks and trails, tend to walk and be more physically active than those with limited access. The closer people live to a park and the safer they feel in the park, the more likely

they are to walk or bike to those places and use the park for physical activity.

But less than half of people in the United States live within half a mile of a park. Even fewer people live in a community that has both safe streets for walking and access to places for physical activity like parks. Parks and trails that are well-designed offer many benefits. They provide a place where people can be physically active to reduce stress, which can improve their mental health. They also provide a place where neighbors can meet, which improves community connections.

Parks can provide environmental benefits as well, by reducing air and water pollution, protecting areas from inappropriate development, and mitigating urban heat islands. They help people reduce their risk of illness and injury by providing safe spaces where people can play and exercise away from busy streets and commercial zones.

The positive benefits mentioned above can be found in a rural community setting as well. Large home sites provide places for gardening, agriculture, and recreation within and around the home. While parks and recreation opportunities are highly sought after in urban settings, rural communities have an inherent advantage by being sparsely populated while maintaining an abundance of open space.

LOBDELL RESERVE - St. Albans Township is home to Lobdell Reserve, maintained by Licking Park District, located along Mounts and Lobdell

** Yellow trail between markers 12a & 12b is CLOSED to HORSES.
All trails marked with red stars are Closed to H ICKING

Image 5 - Courtesy of Licking Park

District



Road. The Reserve posts a 210-acre reserve, including woodlands, meadows, and beautiful stream corridor including cliffs with scenic views. There are 8 miles of trails, ranging from easy to moderately challenging that are great for hiking, horseback riding, and mountain biking. The Reserve is home to a championship caliber disc golfing course.

PARKER COMMUNITY PARK - Parker Community Park is located in the Village of Alexandria at the end of Beechwood Drive. It has two shelter houses and sports field.



The annual Alexandria Fun Days event is held at Friz Drumm Park



LICKING PARK DISTRICT - The Mission of the Licking Park District is to acquire, manage, preserve, and conserve natural areas within Licking County, while protecting wildlife and local history in a manner that enriches our communities and provides access to diverse parks, educational opportunities and health and wellness activities.

The Licking Park District manages 1,600 acres on ten sites across Licking County. They also manage 26 miles of paved multi-use trails.

The office of the Licking Park District is located at Infirmary Mound Park. It is a white brick building near the silo, and can be accessed by the north entrance to the park, off of Rt. 37.

TJ EVANS TRAIL - The T.J. Evans trail is one of Ohio's first rail trails and features great scenery and history from Newark to Johnstown in Licking County.

Located in central Ohio, the 14-mile T. J. Evans Trail is a popular route, attracting both locals and visitors. With its tree-covered canopy that provides respite from the sun on hot summer days, interludes in charming small towns, and a paved surface, the path offers an ideal day trip with multiple opportunities for side exploration. The corridor was once used by Penn Central Railroad, and railroad enthusiasts will enjoy learning more about this rail line at historical markers along the route.

The Depot Street Trailhead provides access to the trail in the Village of Alexandria.

NEWARK EARTHWORKS - Located just minutes from St. Albans Township, the Newark Earthworks are the largest set of geometric earthen enclosures in the world. Already a National Historic Landmark, in 2006, the State of Ohio designated the Newark Earthworks as "the official prehistoric monument of the state." Additionally, the site was designated as a UNESCO World Heritage Site in 2023. This recognition marked Ohio's first UNESCO World Heritage Site and the 25th in the United States, highlighting the global significance of these ancient ceremonial landscapes.

Built by people of the ancient Hopewell Culture between 100 B.C. and 500 A.D., this architectural wonder of ancient America was part cathedral, part cemetery and part astronomical observatory. The entire Newark Earthworks originally encompassed more than four square miles.

The Newark Earthworks are one step closer to becoming part of Ohio's first World Heritage site. The site is one of seven Ohio sites in a serial nomination of Hopewell Ceremonial Earthworks.

FLINT RIDGE ANCIENT QUARRIES AND NATURE PRESERVE - Approximately 15 minutes from St. Albans Township, is Flint Ridge. There are hiking trails through the 533-acre preserve and see ancient pits left by America Indians who came from the surrounding area to quarry flint. The unique rainbow-colored flint was used as an item of trade, tools and weapons. Within the museum, learn about Ohio's official gemstone and the shaping of flint into tools, known as knapping.

A picnic area with tables, grills, drinking water and restrooms is available for visitors to the quarry.

Flint Ridge is a nearly eight-mile-long vein of high-quality flint located in Licking and Muskingum counties of eastern Ohio. Hundreds of quarry pits and workshop sites are scattered across more than 2,000 acres of ridge top in these

Appalachian foothills. It has been called the "Great Indian Quarry of Ohio." Flint Ridge seems to have been well known in the ancient world, as small amounts of it have been found at American Indian sites across the present-day eastern United States. Because of this flint's great beauty, it has been respected throughout the ages in the tools, weapons and ceremonial objects of native cultures and in modern times in the production of jewelry.

PARK, RECREATION AND OPEN SPACE NEEDS - One of the most difficult and at the same time most important aspects of land subdivision is the provision of public open spaces. It has long been agreed that accessible parks, playgrounds, and schools are as necessary to a good living environment as are proper densities and compatible land uses. Yet,

hundreds of square miles of residential subdivisions containing no more open space than the minimum amount required in private yards are being developed every year in the United States.

In order not to repeat the mistakes of the past and in the belief that new residential developments should contain an adequate amount of public open space, the Township should adopt a requirement concerning land for public purposes within the zoning resolution.

The use of open space can be active, passive or agricultural. Active open



space is used for sports, exercise or active play; passive open space is used for sitting and relaxing. Open space can also be classified as land that has been set aside for the protection and/or enhancement of the natural environment.

Since St. Albans Township is heavily reliant upon the agricultural industry, maintaining land that is part of a residential neighborhood but still used for farming will maintain the rural character of the neighborhood

New residential and commercial development in St. Albans Township should enhance the quality, availability and access of parks, trails and recreational opportunities for the community's well-being.

Parks and Recreation Recommendations:

- 1. Ensure new development considers the amount and type of open space early in the process.
- 2. Ensure new development connects open space to adjoining open space or planned open space.
- 3. Modify zoning resolution to require park and recreational needs of the Township are addressed.
- 4. Identify natural areas and ensure adjacent uses are compatible.
- 5. Partner with Licking Parks District and Ohio History Connection to promote recreational assets such as the TJ Evans Trail, Infirmary Mound Park, Flint Ridge and Newark Earthworks.



GROUNDWATER VULNERABILITY - In 2022, the Ohio EPA Groundwater Program updated and replaced its existing Groundwater Pollution Potential maps with a new statewide, seamless Groundwater Vulnerability map. The new map uses a highly modified DRASTIC model consisting of two major elements:

- 1. The designation of mappable units, termed hydrogeologic settings.
- 2. The superposition of a relative rating system to determine each area's vulnerability to groundwater contamination.

Hydrogeologic settings form the basis of the system and incorporate seven major hydrogeologic factors affecting the movement and occurrence of groundwater:

Depth to Water

Net **R**echarge

Aquifer Media

Soil Media

Topography

Impact of the Vadose Zone Media Hydraulic **C**onductivity of the Aquifer

These factors, which form the acronym **DRASTIC**, are incorporated into a relative ranking scheme that uses a combination of weights and ratings to produce a numerical value called the groundwater vulnerability index. Hydrogeologic settings are combined with the groundwater

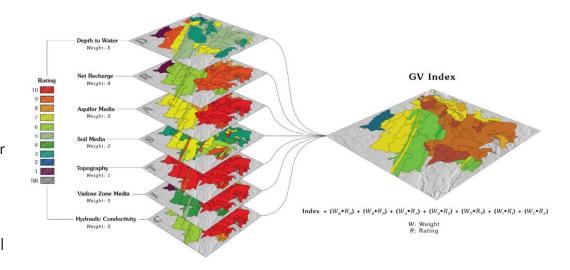


Image 8 - DRASTIC Model Courtesy of Ohio EPA

vulnerability indices to create units that can be graphically displayed on the map.

Groundwater Vulnerability (GV) maps depict an area's vulnerability to groundwater contamination based upon its hydrogeologic, topographic, and soil media characteristics. Conceptually, these maps consider the case in which a

generic contaminant is introduced at the land surface and allowed to percolate into the aquifer, be attenuated by natural processes, or be transported out of the area. As the hydrogeologic parameters controlling the fate of the contaminant change, the likelihood of the aquifer's contamination increases or decreases. This likelihood is reflected in the overall GV Index shown here. Notably, GV maps do not consider the presence of contaminant sources, only the hydrogeology of the area in question. Therefore, a pristine, uninhabited plot of land with hydrogeologic characteristics conducive for water to flow into its aquifer would exhibit (despite having no known case or source of contamination) a GV Index higher than the location of a chemical storage facility, if hydrogeologic conditions at the facility limited the aquifer's potential pathways for contamination. In short, GV Index is a contaminant and land use indifferent measure of groundwater contamination potential.

Groundwater Vulnerability Recommendations:

1. Ensure potentially contaminating land uses are not within areas with vulnerability to groundwater contamination.

PRIME FARMLAND - as defined by the U.S. Department of Agriculture (USDA), is land with the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. It must be available for agricultural use and cannot be occupied by urban development or permanent water bodies. This designation can include cultivated fields, pastureland, forestland, or other undeveloped land.

Prime farmland is characterized by high soil quality, a suitable growing season, and an adequate and dependable supply of moisture from precipitation or irrigation. It supports economically sustained high yields when proper farming methods are used, including effective water management. Favorable attributes typically include appropriate temperature ranges, acceptable levels of acidity or alkalinity, manageable salt and sodium content, and minimal presence of rocks. The land is generally permeable to both air and water, is not excessively erodible or saturated for long periods, and either does not flood during the growing season or is protected from flooding. Slopes on prime farmland usually range from zero to six percent.

In addition to prime farmland, other important classifications recognize land that contributes significantly to agricultural production. Farmland of statewide importance refers to land that does not fully meet the criteria for prime farmland but still produces high crop yields under proper management. The designation criteria are set by state agencies and often apply to soils that nearly qualify as prime. In areas without national or statewide designations, land may be identified as farmland of local importance. These lands, designated by local agencies, are recognized for their

contribution to local agricultural production and may include properties formally designated for farming by local resolution or zoning.

Farmland Recommendations:

- 1. Implement and encourage farmland protection programs such as agricultural buffers, right-to-farm resolutions, transfer or purchase of development rights programs, farmland mitigation requirements,
- 2. Require cluster or conservation development regulations for any new residential development within the G1 region.
- 3. Establishing agricultural buffers between working farms and encroaching residential development to minimize land-use conflicts, and codifying right-to-farm provisions that protect farmers from nuisance complaints.
- 4. Encourage open space and other reserved area of a residential subdivision be used for agricultural purposes.
- 5. Work with the agricultural community to establish agritourism programming. One way to support agricultural economic development efforts in rural areas is to promote the diversification of farm-related activities. This typically takes the form of permitting the pursuit of value-added, agriculturally related, accessory commercial uses on working farms. The terms agricultural tourism or agritourism are commonly used to describe any activity incidental to the operation of a farm that brings members of the public to the farm for educational, recreational, or retail purposes.
- 6. Because many local zoning codes prohibit all undefined uses and activities, it is important for communities to specifically address agritourism uses in their plans and resolutions both to allow farmers to integrate such uses into their operations and to control the potential negative impacts to rural character and agricultural practices that may result.

FLOOD HAZARD AREA (FLOODPLAIN) - A federal flood hazard area is an area having special flood, mudflow or flood-related erosion hazards and shown on a Flood Hazard Boundary Map (FHBM) or a Flood Insurance Rate Map (FIRM) Zone A, or AE. The SFHA is the area where the National Flood Insurance Program's (NFIP's) floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

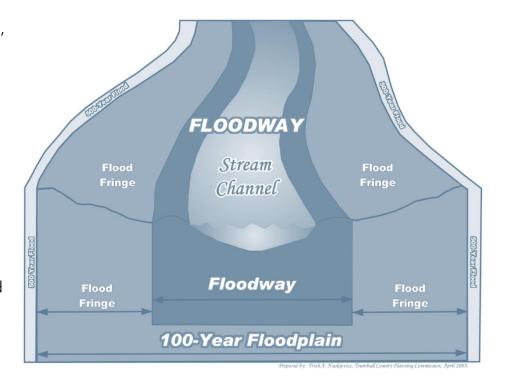
ZONE A - Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.

ZONE AE - Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations are provided.

Floodway - A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. For streams and other watercourses where

FEMA has provided Base Flood Elevations (BFEs), but no floodway has been designated, the community must review floodplain development on a case-by-case basis to ensure that increases in water surface elevations do not occur, or identify the need to adopt a floodway if adequate information is available.

Licking County has special flood hazard areas that are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base. Additionally, structures that are inadequately anchored, elevated, flood-proofed, or otherwise



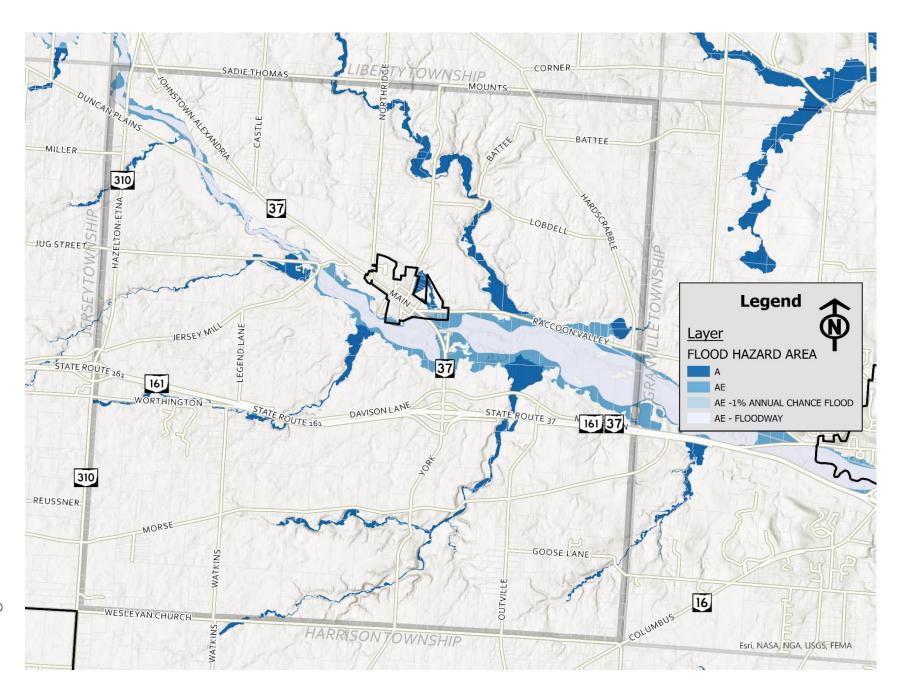
protected from flood damage also contribute to the flood loss. Therefore, an application for a floodplain development permit should be required for all development activities located within or in contact with an identified special flood hazard area. Such application should be made by the owner of the property or his/her authorized agent, prior to the actual commencement of such construction. Where it is unclear whether a development site is in a special flood hazard area, the Floodplain Administrator may require an application for a floodplain development permit to determine the development's location. It should be unlawful for any person to begin construction or other development activity, including but not limited to, filling; grading; construction; alteration, remodeling, or expanding any structure; or alteration of any watercourse wholly within, partially within or in contact with any identified special flood hazard area, until a floodplain development permit is obtained.

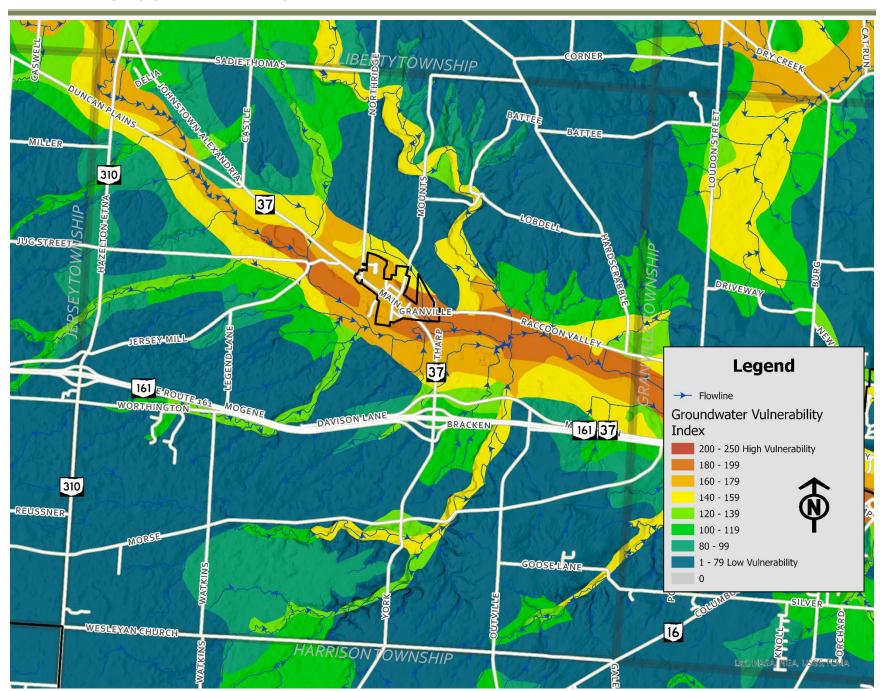
Floodplain Recommendations:

- 1. Work with property owners and developers to limit any development within the floodplain.
- 2. Keep floodplain areas free of log jams and other blockages resulting in flooding.
- 3. Contact Licking County Planning Commission when unauthorized land disturbance is occurring in the floodplain.



MAP 15 FLOODPLAIN





ARTICLE XII ECONOMIC DEVELOPMENT

SECTION 01 JOINT ECONOMIC DEVELOPMENT DISTRICT

A JEDD is a special-purpose territorial district created by contract between municipal corporations and townships for the purpose of encouraging economic development, creating jobs, and improving the economic welfare of citizens (DeWine 2017). Typically, such objectives are accomplished by levying an income tax in the district. The tax revenue is shared by the parties to the JEDD and is used to provide additional services, new facilities or enhanced infrastructure in the JEDD, depending on the terms of the contract. Article 13 of the St. Albans Township Zoning Resolution (3/11/25 Update) requires all planned district applicants to join a JEDD unless the requirement is waived by the Board of Trustees.

BENEFITS OF A JEDD

A JEDD agreement enables townships, cities, and villages to cooperatively address concerns associated with economic development, diminishing local revenues, growth, and annexation pressures.

A JEDD provides a local-community approach to solving economic development issues by allowing local governments to enter into legal agreements that have the potential to increase revenues and create jobs.

JEDD contractual agreements, which vary by jurisdiction, serve as a significant economic development tool for local communities.

FORMATION OF A JEDD

A JEDD is formed when a township and a municipal corporation enter into a JEDD contract and adopt legislation approving the terms of the contract.

Following approval of the contract, the township trustees must determine whether to submit the resolution approving the JEDD to the electors of the township. The trustees can elect to not submit the matter to the voters if all the following conditions are satisfied:

- 1. The resolution approving the JEDD was passed by the unanimous vote of the township trustees.
- 2. A majority of the property and business owners in the proposed district have signed a petition approving the creation of the JEDD.
- 3. The area within the JEDD is appropriately zoned.

LENGTH OF TIME TO FORM A JEDD

The estimated timeline needed to create a JEDD is 105 days.

JEDD GOVERNANCE

A JEDD is governed by an independent and impartial board of directors. Board member appointment is detailed in the JEDD contract, in accordance with ORC 715.72.

POWERS OF A JEDD

Generally, the board has the powers delineated in the JEDD contract, provided they do not exceed the powers granted by ORC 715.72. While the powers of JEDDs are not clearly defined by Ohio law, JEDDs generally have the following powers (Bricker & Eckler 2020):

- 1. to levy an income tax within the JEDD at a rate not higher than the highest rate being levied by a municipality that is a contracting party, with an amount being set aside for the long-term maintenance of the JEDD
- 2. to determine the substance and administration of zoning and other land-use regulations, building codes, permanent public improvements, and other regulatory matters for public purpose
- 3. to limit and control annexation of unincorporated territory within the JEDD
- 4. to limit the granting of property tax abatements and other tax incentives within the JEDD
- 5. to create a JEDD in a mixed-use area where both residents and businesses are located
- 6. to create a community entertainment district within a JEDD

THE BENIFITS OF A JEDD TO A TOWNSHIP

- 1. A JEDD provides increased revenues through income taxes and increased real property taxes on previously vacant or undeveloped land parcels.
- 2. A JEDD agreement prohibits annexation by the city or village for a period of three years and creates a cooperative agreement with the city or village.
- 3. The increased revenue enables the township to provide additional services to its residents at no additional cost.
- 4. A JEDD enables the extension of utility services to previously unserved parcels.
- 5. A JEDD provides a framework for cooperating with municipalities, enabling the parties to solve local economic development issues and provide new growth opportunities.

RESIDENTIAL LAND USE WITIHN A JEDD.

Typically JEDD's are non-residential, however legal opinions on this matter differ. Residential property may be included in a JEDD as long as "no electors reside" on the subject property at the time of JEDD formation. Therefore, residential property may be added to a JEDD after it is initially formed. It is recommended to join various residential properties into JEDD's, such as mixed use development where residential units are part of a greater mixed use planned development.

The Joint Economic Development District is a creative, localized tool that allows municipalities and townships to collaborate outside of municipal limits to achieve greater economic growth. It provides a mechanism for the collaborators to work cooperatively to foster development activities without annexation. The additional revenues generated by such activities are then used to provide enhanced infrastructure and public services in the JEDD area. In this way, the JEDD improves the economic outlook of a community and provides enhanced services for its citizens.

Sources: Bricker & Eckler - https://www.bricker.com/Documents/Resources/DevelopOhio_Toolkit_April_2020.pdf
Ohio Attorney General - https://www.ohioattorneygeneral.gov/Files/Economic-Development/Economic-Development-Manual.aspx

JEDD Recommendations:

- 1. Begin investigating the likelihood of creating one or multiple JEDD's in the Township.
- 2. Work with developers and landowners early in the process to evaluate the effectiveness of using an NCA to offset cost and impacts of development.

SECTION 02 NEW COMMUNITY AUTHORITY

The New Community Authority (NCA) is a legal mechanism for creating well planned development in an area. This tool promotes collaboration between government and development interests to ensure that new development is economically sound and can meet its own community needs, which could include farmland protection priorities. Chapter 349 of the Ohio Revised Code establishes the New Community Authority.

The NCA offers the potential to plan for farmland in new ways by including farm resources and services in a Community Development Plan. The law states that "community facilities" provided in a district can include open space lands, so community revenues could be utilized to acquire farmland or easements on farmland. "Community facilities" can also include town centers and plazas—opportunities for planned farm market outlets. An NCA could capitalize on the rising interest in locally produced foods to create a local food system for residents. In addition to providing farmland's traditional amenities such as open space and a rural landscape, an NCA could also ensure residents of access to farm products while creating economic development prospects for local farms.

NCA Recommendations:

1. Work with developers and landowners early in the process to evaluate the effectiveness of using an NCA to offset cost and impacts of development.

SECTION 03 AGRITOURISM

Many challenges to traditional farming economies, including development pressures, rising costs, and falling prices, have forced farmers to explore a wide range of options to maintain financial viability. One of these options is diversifying into agricultural tourism activities, including the direct marketing of farm products. Other agritourism activities are those that involve visiting a working farm for enjoyment of, education about, or involvement in farming activities.

Direct marketing of farm products to consumers allows farmers to gain the full value of their products and can be accomplished through on-site produce stands as well as value-added agricultural product processing and retail facilities. Educational or recreational agritourism uses can include farm tours, farm classes, farm stays, corn mazes, harvest festivals, and other similar events. Use of farms for special private events, such as weddings, receptions, or private parties, may also be considered as an agritourism use.

For communities that wish to support and promote their local agricultural sectors through agritourism, a good place to start is to incorporate goals, objectives, policies, or action items within the comprehensive plan identifying agritourism as an important approach to strengthening the farming sector. This is typically addressed in an agriculture element, though it can be reinforced within the economic development element. Agritourism strategies can also be incorporated into functional plans, such as farmland protection plans or agricultural economic development plans.



The Township may adopt zoning regulations that encourage agritourism and its accompanying economic benefits by allowing for these activities without imposing undue burdens or costs on farmers. Typically, this is done is by defining agritourism uses within the code and permitting them as accessory uses to primary agricultural uses within the zoning resolution. Some communities add the general term "agritourism" to use lists, with more specific definitions and standards listed in a supplemental standards section. Alternatively, resolutions can list out different specific agritourism enterprises as either by-right primary uses, permitted accessory uses, or special or conditional uses to retain more control over such development.

Most agritourism resolutions limit such enterprises to "authentic" accessory uses that support and promote working farms to avoid the commercial development of tourist or recreational facilities incompatible with rural character that may eventually undermine the viability of agricultural operations. Specific development standards seek to mitigate undue impacts on rural agricultural districts and working farmland. Such standards may address minimum parcel sizes and maximum facility sizes, setbacks, parking, signage, noise, nuisances, and hours of operation.

Special events, such as festivals, weddings, concerts, or art shows, are often specifically addressed, as they have the potential for greater negative impacts on rural character and working farm operations. Resolutions may allow a certain number of special events of a limited size by right, but require special use or special event permits for larger or more frequent events. Provisions may include performance or operational standards addressing minimum parcel size, amplified sound, outdoor lighting, and the maximum number of guests allowed at events.

Agritourism Recommendations:

1. Update zoning resolution to ensure agritourism is a viable business option for the farming industry in St. Albans Township.

ARTICLE XIII NORTHRIDGE LOCAL SCHOOL DISTRICT

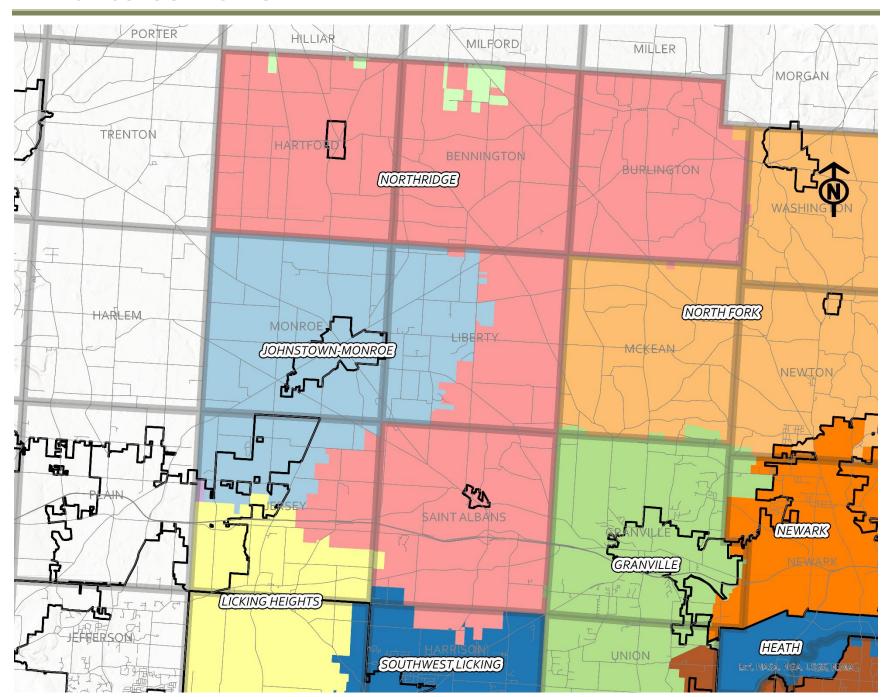
The Northridge Local School District is the pride of the community, serving approximately 1,300 students in the

district's four buildings: Primary, Intermediate, Middle and High School. The Primary houses grades K-3, Intermediate grades 4-5, Middle School grades 6-8 and High School grades 9-12. The district is 137 square miles, which includes areas of Licking, Knox and Delaware counties.

Northridge offers college writing, communication, and literature courses to students at their earliest point of college readiness. The Social Studies department features two college level US History courses and a college Sociology course, "Cultural Diversity." Our Math department can provide two years of Calculus instruction for high achieving students, as well as College Algebra. The Science department offers Chemistry II, Advanced Biology, and Anatomy & Physiology. Students taking foreign language can tackle Spanish from beginning level through Spanish IV, or learn Chinese I-III from a native speaker/teacher who is hosted locally through an exchange program with China. Northridge's Music department offers both curricular and co-curricular options, including instrumental, voice, and theatrical performances and competitions, as well as music history and theory classes. The Northridge Art department often sends 2-3 graduating seniors on to reputable postsecondary studio art programs. Our rural location ensures that the animal and food science courses offered by our Agricultural Education department remain



popular with many students. Finally, students can earn dual credit and industry credentials through our Computer Information Systems program. (Source: Northridge Local School District)



ARTICLE XIV PUBLIC SERVICES/POLICE/FIRE

ROAD MAINTENANCE - The Township maintains approximately 25.9 lane miles of roads. Funding for roads is sourced from a combination of real estate taxes and gasoline taxes. Additional funding is possible through dedicated road levies and grants provided by Ohio Public Works Commission and Ohio Department of Transportation. The Township is seeking a 3 mill road levy renewal in November, 2025. Furthermore, the Township has been awarded several grants in 2025 totaling over \$135,000. These funds will be used for guardrail and safety signage improvements.

Street Maintenance Recommendations:

- 1. Ensure new residential development is designed to minimize the amount of infrastructure installed which will be maintained by the Township including new roads.
- 2. Encourage commercial development in appropriate sections of the Township to provide needed revenue for the department.

FIRE PROTECTION - St. Albans Township is serviced by their own fire department. The fire station is located in the heart of the Village of Alexandria.

Given the Township's close proximity to New Albany, it can only be assumed that demand for fire department services will increase. To best prepare for the influx of run volume, the Township launched a strategic planning process directly related to the future of the St. Albans Township Fire Department.

Demand for fire and EMS services will continue to grow south of SR 161 with the future extension of water and wastewater facilities, and subsequent private development, by Licking Regional Water District.

The St. Albans Fire Department is a full-time career fire & EMS department operating 24/7

Many communities often divert precious real estate tax revenue from their own organization to others by implementing tax increment financing (TIF) for other services such as parks, water, wastewater and street improvements. The Township must consider any reduction in revenue of the fire department as a non-starter in TIF negotiations. Diversion of future tax revenue will only place a higher burden of taxation on existing residential and commercial development.

Fire Department Recommendations:

- 1. Ensure the Fire Department is not financially impacted by reduction in revenue by alternative financing mechanisms such as tax increment financing, joint economic development districts, new community authorities or others.
- 2. Work with developers to secure an appropriately sized property for future fire department facilities.
- 3. Implement strategies to diversify the commercial tax base that attributes to increased revenue for the fire department.
- 4. Promote the upgrading of dangerous intersections for the purpose of reducing vehicular accidents.
- 5. Consider opportunities to join the West Licking Fire District.

POLICE PROTECTION - Located in downtown Newark, the Licking County Sheriff provides police protection to the unincorporated portions of Licking County. The Village of Alexandria has a part-time marshal. Similar to most public agencies, the Licking County Sheriff is planning for the future impacts on the office by the influx of development attributed to Intel.

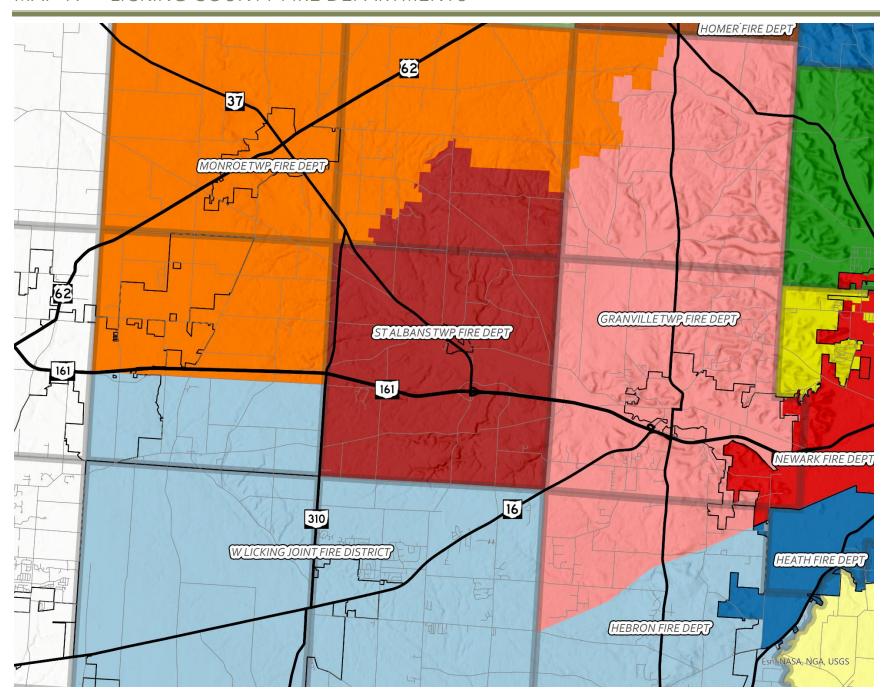
ALEXANDRIA PUBLIC LIBRARY - The Alexandria Public Library was formed as the result of efforts made by the Community Council. The library was legally first opened on Thursday evening, June 13, 1935 in the township house (small building on West Main Street) with 524 books borrowed from the State Library of Ohio to use for circulation.

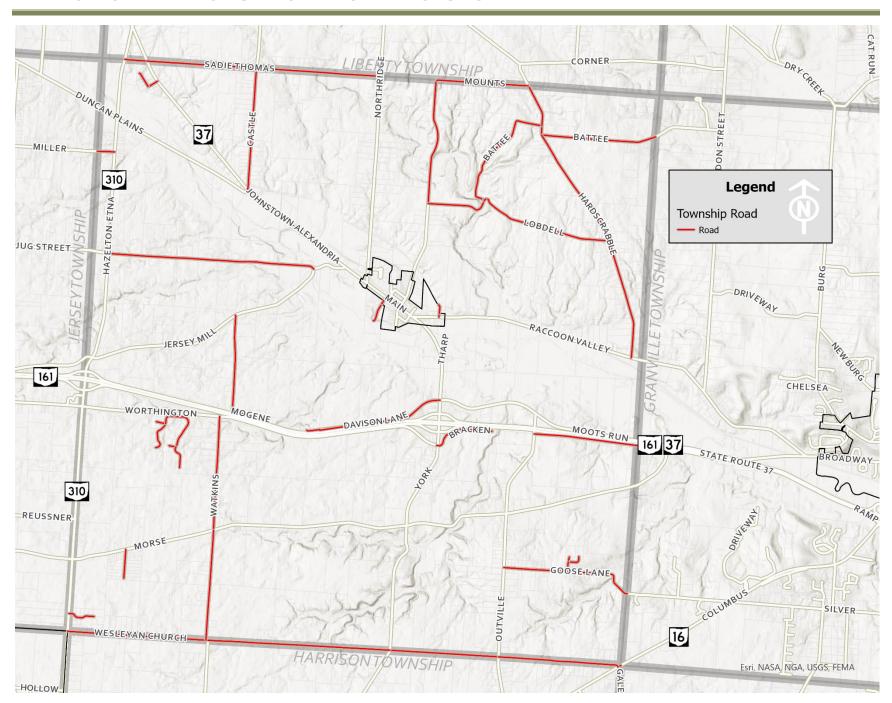


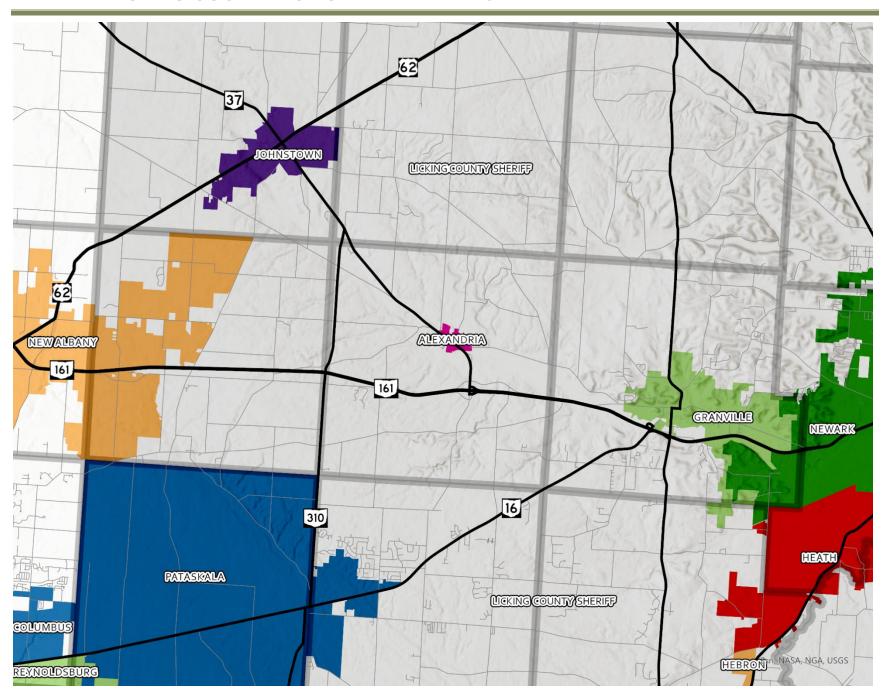
The library was funded by intangible taxes until 1986, when the method of funding was changed by the State of Ohio. The funding now comes from the income taxes collected by the State with appropriations being made by the Licking County Budget Commission.

The Library is administered by a seven-member Board of Trustees appointed by the Northridge Board of Education. Each member is appointed to a seven-year term with one term expiring each year.

Today, the library offers internet access, word processing programs and on-line databases and catalog. The library is staffed with a full-time director; part-time children's coordinator, young adult coordinator, adult services coordinator, cataloger, janitor, clerks and pages. Maintenance and landscaping are contracted by the library with local vendors.







ST. ALBANS TOWNSHIP RESOLUTION #6/10/25A PASSED

RESOLUTION NO. 6/10/25A

A RESOLUTION TO ADOPT THE ST. ALBANS TOWNSHIP 2025 COMPREHENSIVE PLAN AS THE OFFICIAL LAND USE AND DEVELOPMENT POLICY GUIDE FOR THE TOWNSHIP, AND TO RESCIND ANY PREVIOUSLY ADOPTED COMPREHENSIVE PLANS

WHEREAS, the Board of Trustees of St. Albans Township, Licking County, Ohio, in cooperation with the community, planning professionals, and stakeholders, has completed a thorough review and update of its land use and development goals, resulting in the preparation of the 2025 Comprehensive Plan; and

WHEREAS, the 2025 Comprehensive Plan reflects current conditions, community values, and future aspirations for land use, development, infrastructure, and preservation within the Townshire; and

WHEREAS, adoption of a comprehensive plan is an important tool for guiding zoning, infrastructure investment, and economic development policy, as provided for under Chapter 519 of the Ohio Revised Code; and

WHEREAS, the Board of Trustees finds that the adoption of the 2025 Comprehensive Plan serves the public interest and promotes the health, safety, and welfare of the residents of St. Albans Township; and

WHEREAS, the Board of Trustees further finds it appropriate to formally rescind any previously adopted comprehensive plans to ensure clarity and consistency in township policy;

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of St. Albans Township, Licking County, Ohio, that:

SECTION 1: The St. Albans Township 2025 Comprehensive Plan is hereby adopted as the official land use and development policy guide for the Township.

SECTION 2: Any previously adopted comprehensive plans, land use plans, or development policy guides, including but not limited to the St. Albans Township 2022 Comprehensive Plan, are hereby rescinded in their entirety and shall have no further effect.

SECTION 3: The Township Administrator is hereby authorized to publish, distribute, and implement the 2025 Comprehensive Plan and to take any necessary actions to ensure that township policy and regulatory actions are aligned with its goals and strategies.

SECTION 4: This Resolution shall take effect and be in force from and after the earliest period allowed by law.

Resolution By: Bruce Lane Second By: Jean Morrison

Bruce Lane Y

Jean Morrison Y

Randy Almendinger Y

ADOPTED by the Board of Trustees of St. Albans Township this 10th day of June, 2025.

ST. ALBANS TOWNSHIP BOARD OF TRUSTEES, LICKING COUNTY, OHIO

Adopted: June 10, 2025

Attest and Certified:

ett Reeves Township Fiscal Officer

Jean Marrison

Bruce Lane

SECTION 01 GLOSSARY OF PLANNING TERMS

Agritourism - Activities conducted on a working farm for education, recreation, or retail purposes, including farm stays, tours, markets, and festivals.

Buffer Zone - A designated area of landscaping, mounding, or natural vegetation used to visually and functionally separate different land uses.

Cluster Development - A planning technique that groups housing on part of a site to preserve open space or farmland on the remainder.

Comprehensive Plan - A long-range, guiding document that outlines a community's goals and policies for land use, development, infrastructure, and public services.

Conservation Subdivision - A residential development strategy that allows for smaller lots while preserving larger areas of open space or natural resources.

FLUM (Future Land Use Map) - A planning map that indicates the preferred future uses of land based on infrastructure, community goals, and land suitability.

JEDD (Joint Economic Development District) - A cooperative agreement between a township and a municipality to share tax revenue and infrastructure responsibilities in a designated economic development zone.

Mixed Use - A land use designation that combines residential, commercial, and/or office uses in a compact, pedestrian-friendly format.

NCA (New Community Authority) - A public-private partnership tool used to finance infrastructure and community facilities through special assessments or service charges.

Open Space - Undeveloped land preserved for recreation, conservation, or aesthetic purposes, often including parks, trails, and natural features.

Page 102

Planned District - A zoning tool that allows flexibility in development design while meeting specific standards for land use, layout, and community objectives. See Article 13 of the St. Albans Township Zoning Resolution for specific details.

Sub-Area Plan - A detailed land use and development strategy for a distinct geographic portion of a township, based on local conditions and community input.

Transect-Based Planning - A framework that guides development based on a gradient from rural to urban environments, promoting context-sensitive design.

TND (Traditional Neighborhood Development) - A planning model that promotes walkability, mixed land uses, interconnected streets, and varied housing types.

SECTION 02 LAND USE ABBREVIATIONS AND DEFINITIONS

Abbreviation	Term	Definition	
AG	Agriculture	Land used for farming, livestock, and preservation of rural character. Often includes large-lot homesteads.	
RR	Rural Residential	Low-density residential housing, typically on large lots (e.g., 1 acres), often with private wells and septic systems.	
SFR	Planned Residential	Residential development guided by a Planned District zoning process. Encourages clustering, open space preservation, and design review. See Article 13 of the St. Albans Township Zoning Resolution	
MU	Planned Mixed Use	A combination of residential, commercial, and/or office uses in a single, integrated development. Promotes walkability and compact design. See Article 13 of the St. Albans Township Zoning Resolution	
C/O	Planned Commercial/Office	Areas designated for business services, retail shops, and professional offices. Design may include shared parking and landscaped buffers. See PD-C section of Article 13 of the St. Albans Township Zoning Resolution	
M	Planned Manufacturing & Distribution	Land designated for light industrial, warehouse, or flex space development. May include limited outdoor storage with buffering. See PD-MD section in Article 13 of the St. Albans Township Zoning Resolution	
I	Institutional	Public or semi-public facilities such as schools, government buildings, religious institutions, or public utilities.	
OS / Green Space	Park and Open Space	Land reserved for recreation, conservation, or environmental protection. May include trails, greenways, and nature preserves.	
FLUM	Future Land Use Map	A guiding map that illustrates the intended future development pattern of the township. Used in conjunction with zoning tools.	

TND	Traditional Neighborhood Development	A neighborhood style characterized by walkable streets, varied housing, front porches, and a mix of residential and small commercial uses.
CLD	Clustered Land Development	A development pattern where buildings are grouped to preserve open space, reduce infrastructure cost, or protect natural features.
RCD	Rural Conservation Development	A conservation-based residential development type that clusters housing while preserving rural landscapes.
G1-G4, O1-O2	Transect Zones	Classification of development intensity from natural areas (O1) and agricultural zones (G1) to infill and intended growth areas (G4). Based on transect planning principles.

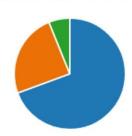
APPENDIX B COMMUNITY FEEDBACK

2024 Comprehensive Plan - Public Input

46 Responses 13:21 Average time to complete Active Status

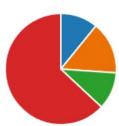
1. Which of the following best describes your affiliation with St. Albans





2. How long have you lived or worked in the Township?



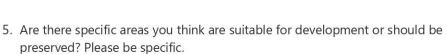


3. Rank the following priorities for the township:

Rank	Options	First choice				Last c	hoice
1	Farmland Preservation						
2	Township Services (Fire, EMS,						
3	Environmental Conservation						
4	Housing Options						
5	Parks & Recreation						
6	Economic Development						
7	Utility Services						
8	Consumer Services (Grocery,						
9	Transportation Improvements						

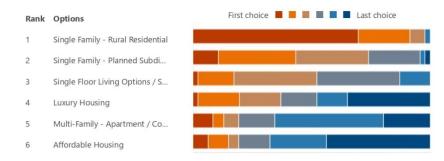
4. What types of land uses would you like to see more of in the township? (Select all that apply)





31 Responses Latest Responses
"161"
"310 and 161 interchang"

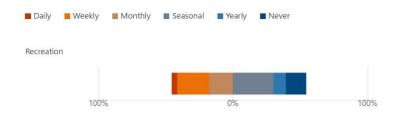
6. Rank the type of housing options in the order you feel it is desired.



7. Should future developments prioritize conservation (e.g., preserving natural areas or farmland)?

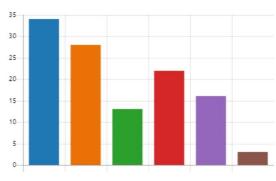


8. How often do you use parks or recreational facilities in or near the township?



9. What recreational opportunities would you like to see more of?





10. How important is it to preserve the township's natural areas (e.g., wetlands, forests)? (Very Important, Somewhat Important, Not Important)



11. What is one change you would like to see in the township over the next 10 years?

37 Responses Latest Responses
"Walkable"

12.	Please list any communities you feel we should be modeled after? Be specific as to why.				
	33 Responses	Latest Responses			
13.	Overall, What is your vision fo	r the future of the Township?			
	37 Responses	Latest Responses			
14.	Is there anything else you'd lik	ke the steering committee to consider?			
	24 Responses	Latest Responses			



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The responses to "What is one change you would like to see in the township over the next 10 years?" show several common themes and priorities among the community:

Key Trends and Themes:

1. Controlled Development and Growth:

- Many respondents emphasize the need for **balanced growth** that does not overwhelm the township's rural character.
- Controlled development around interchanges and commercial areas (e.g., 161 corridors) is frequently mentioned.

2. Improved Infrastructure:

- Requests for better roads, utilities, and public transportation are common.
- Specific focus on improving traffic flow and addressing congestion in key areas.

3. Economic Development:

- o A recurring theme is the desire for **increased business development** to build a stronger tax base.
- Respondents suggest focusing on small businesses and commercial areas rather than large-scale industrial projects.

4. Environmental and Land Preservation:

 Conservation of **natural areas** and **farmland** is frequently highlighted, with an emphasis on preserving the township's rural character.

5. Community Amenities and Recreation:

o A desire for more parks, trails, community centers, and recreational opportunities is strongly expressed.

6. Housing Options:

Respondents advocate for diverse housing options, including **senior housing**, **affordable housing**, and maintaining low-density residential areas.

7. Governance and Collaboration:

 Some respondents highlight the importance of improved governance, transparency, and collaboration between the township and nearby municipalities like Alexandria and New Albany.

Examples of Responses:

- "We need a balance between growth and preserving the natural areas and farmland."
- "Encourage small business development for a sustainable tax base."
- "More recreational opportunities like parks and trails for families and kids."
- "Ensure future development is environmentally conscious and preserves the rural feel."
- "Improved infrastructure like roads and utilities to keep up with growth."

Conclusion:

Overall, respondents envision a future where St. Albans Township grows sustainably while maintaining its rural charm. The focus is on balancing development with preservation, improving infrastructure, and adding community amenities.

The responses to "Please list any communities you feel we should be modeled after? Be specific as to why." reveal several communities that respondents view as exemplary models for St. Albans Township. Here's a summary of the common suggestions and reasons provided:

Key Communities Mentioned:

1. New Albany, Ohio:

- o Why?
 - Frequently praised for its well-planned development and balanced approach to residential, commercial, and green spaces.
 - The focus on **aesthetic appeal**, including high architectural standards and landscaped areas.
 - Strong economic development while maintaining a cohesive community feel.

2. Polaris Area (Columbus, Ohio):

- o Why?
 - Recognized for its commercial and retail success, providing diverse business opportunities.
 - An example of a region with significant economic impact but concerns over avoiding excessive urbanization.

3. **Granville, Ohio**:

- o Why?
 - Noted for its **small-town charm** and commitment to preserving its historical and cultural identity.
 - A balance of limited growth and maintaining a **community-centric focus**.

4. Westerville, Ohio:

- o Why?
 - Praised for its focus on community amenities like parks, trails, and recreational opportunities.
 - Offers a mix of residential and commercial spaces with a strong emphasis on sustainability.

5. Evans Farm, Ohio:

- o Why?
 - Cited as a model for innovative mixed-use development, combining residential, retail, and community spaces.
 - Focus on creating walkable neighborhoods and maintaining a sense of community.

Common Themes Across Responses:

• Balanced Development:

- Communities with carefully planned growth that integrate residential, commercial, and recreational spaces.
- o Importance of preserving open spaces and natural areas even as development occurs.

Aesthetic and Architectural Standards:

o High standards for building design and landscaping are often noted as desirable.

Community-Centric Planning:

o Emphasis on places that prioritize community engagement, amenities, and preserving their identity.

• Economic Sustainability:

 Examples like New Albany and Polaris are admired for fostering a strong tax base through business development.

Challenges Noted:

• Some respondents express caution about adopting overly urbanized models, emphasizing that St. Albans should adapt positive elements while maintaining its rural and small-town character.

Conclusion:

Respondents suggest modeling aspects of development from communities like New Albany, Granville, and Polaris while tailoring the approach to maintain the unique identity of St. Albans Township. Priorities include balanced growth, aesthetic standards, and sustainable economic development.

The responses to "Is there anything else you'd like the steering committee to consider?" offer additional insights and concerns from residents. While some responses are specific, others emphasize broader themes and suggestions:

Key Themes and Concerns:

1. Transparency and Inclusivity:

- Several respondents stress the importance of open communication and transparency in the planning process.
- o Calls for actively engaging the community and ensuring that diverse voices, including long-time residents and new stakeholders, are heard.

2. Maintaining Rural Identity:

- Repeated requests to prioritize policies that preserve the township's rural charm and natural character.
- o A caution against overdevelopment or allowing the township to lose its identity amid growth.

3. Infrastructure and Services:

- Some respondents urge the committee to consider improved infrastructure (roads, utilities) as a foundation for future development.
- Suggestions include ensuring that developments are supported by adequate services, such as fire and EMS.

4. Sustainability:

- Many express support for sustainable growth that protects farmland, open spaces, and natural resources.
- Calls to incorporate **green energy** initiatives, stormwater management, and other conservation efforts into the comprehensive plan.

5. **Economic Development**:

 A focus on attracting businesses that align with the township's values, such as small, communityfocused enterprises. Caution about allowing large-scale industrial developments that could disrupt the quality of life.

6. Zoning and Development Standards:

- o Respondents recommend implementing **strict zoning regulations** to guide future development.
- o Interest in ensuring that new developments meet high aesthetic standards and include green spaces.

7. Collaboration with Neighboring Communities:

 Suggestions to learn from and collaborate with nearby municipalities (e.g., New Albany) to ensure a cohesive regional approach to growth and planning.

Representative Comments:

- "Please ensure transparency throughout the process and include public feedback at every stage."
- "Focus on keeping our community unique-don't let us become just another overdeveloped suburb."
- "Consider the strain that growth will put on our current infrastructure, especially roads and emergency services."
- "Make sustainability a top priority-we have a responsibility to future generations."
- "Zoning laws should protect farmland and natural areas while allowing smart growth."

Divergent Perspectives:

- While most responses favor thoughtful, controlled growth, a small number advocate for minimizing change altogether.
- Some call for prioritizing business development and tax base expansion, while others stress environmental conservation over economic considerations.

Conclusion:

Overall, residents urge the steering committee to consider a balanced approach that prioritizes transparency, community input, and sustainability. They want a plan that preserves the township's rural identity while preparing for controlled, strategic growth.

The responses to "Overall, What is your vision for the future of the Township?" reveal a range of perspectives, but several clear themes emerge that reflect the community's aspirations for St. Albans Township:

Key Themes in the Vision for the Township:

1. Balanced Growth and Development:

- Respondents envision controlled, strategic growth that accommodates development while retaining the township's rural character.
- Emphasis on avoiding over-industrialization and focusing on thoughtful zoning that balances residential, commercial, and recreational spaces.

2. Preservation of Rural Character:

- o A strong sentiment exists to preserve the **natural beauty**, **farmland**, and **open spaces** of the township.
- o Many see St. Albans as a refuge from urban sprawl and want to maintain that unique identity.

3. Economic Development:

- A desire for **economic sustainability** through the addition of small businesses, local commerce, and carefully planned commercial areas.
- Calls for attracting businesses that align with the township's values and vision, avoiding heavy industry or disruptive enterprises.

4. Infrastructure and Services:

- Upgrades to roads, utilities, and other essential services are frequently mentioned to support growth and improve quality of life.
- Respondents also advocate for expanded community services, such as parks, trails, and recreation facilities.

5. Community-Oriented Vision:

 A focus on fostering a close-knit community with amenities that enhance social connections, such as gathering spaces, community events, and recreational areas. Suggestions to create a walkable and accessible township, with an emphasis on family-friendly and senior-friendly development.

6. Sustainability and Conservation:

- Many respondents emphasize the importance of environmental conservation, renewable energy, and green initiatives.
- o Support for policies that prioritize sustainability, such as preserving wetlands, forests, and farmland.

Representative Quotes:

- "We need smart growth that doesn't sacrifice the rural charm of our community."
- "A balance between development and preservation is key—we don't want to lose what makes St. Albans special."
- "Focus on creating a sustainable tax base with local businesses while maintaining open spaces and community values."
- "Ensure future growth is thoughtful, with an emphasis on infrastructure and quality of life for residents."

Divergent Views:

- While most responses favor careful planning, some advocate for more aggressive development to capitalize on economic opportunities.
- A minority express concerns about change and prefer minimal development to maintain the status quo.

Conclusion:

The community's overarching vision for St. Albans Township is a future that balances growth and preservation. Residents seek a township that fosters community, conserves natural beauty, and embraces sustainable, thoughtful development while avoiding urban sprawl and industrial encroachment.

