

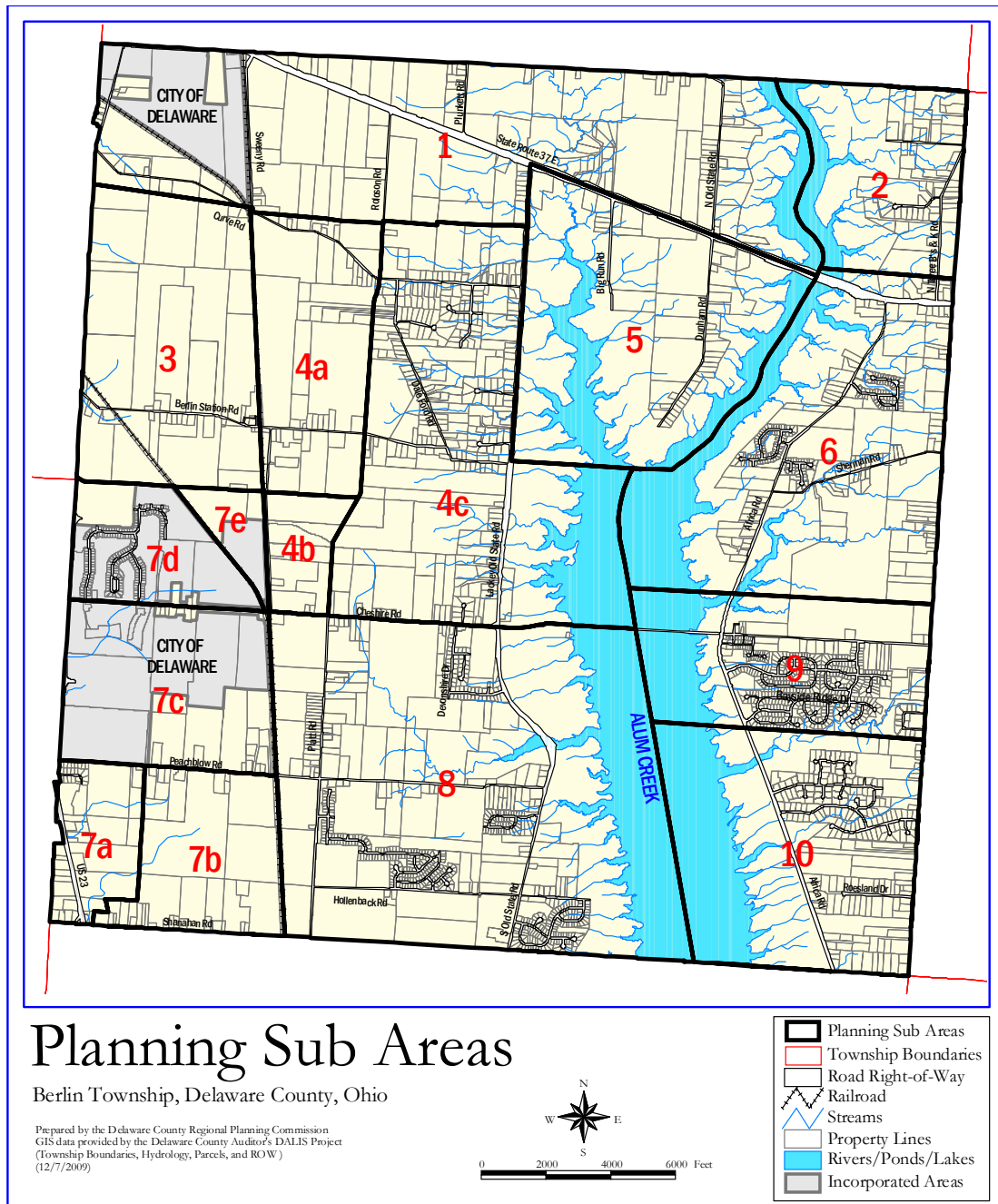
CHAPTER 14

Recommendations

Introduction - Intent of the Berlin Township Comprehensive Land Use Plan

The 2010 Berlin Township Comprehensive Land Use Plan is the sum of all the previous chapters as background material to inform the following recommendations. Presented in conjunction with the Land Use Map in this chapter.

Figure 14.1 Planning Sub Areas, Berlin Township Comprehensive Land Use Plan



Planning Sub Area Recommendations of the Berlin Township Comprehensive Land Use Plan

Acreage figures are approximate. Undeveloped area is calculated by using parcels larger than 5 acres in size which are not impacted with critical areas that could hinder development. Current population is an estimate based on the number of units as defined by the County Auditor and the average persons per household, which is a different methodology from the projections presented in Chapter 2.

Planning Area One - US 36 Corridor

Land area: 2,089 acres, **Potential development acreage:** 738 acres

Current estimated population: 206 (77 housing units)

Area One consists of lands bordering the city of Delaware on the west, Brown Township on the north, Alum Creek on the east, US 36 on the south between Alum Creek and Lackey Old State Road, then bordering on the south along property lines that are generally parallel to, and approximately 2,000 – 4000 feet south of US 36 from Lackey Old State Road to the railroad tracks, where the southern border of area shifts to Curve Road. There is potential future sewer service by the county, as this area is within the Central Alum Creek Service Area. A future Olentangy school is proposed for the corner of Sweeney and Curve Roads. Soils are prime agricultural soils, with poor suitability for septic systems.

- 1.1 The Curve Road Corridor north of Curve Road but south of the Conrail tracks is recommended for single family and agricultural uses at one unit per acre.
- 1.2 The railroad corridor extending north from Curve Road to US 36 is recommended for Planned Industrial use adjacent to the tracks, and Planned Commercial west of the tracks.
- 1.3 Lands along US 36 are recommended for Planned Commercial to a depth of approximately 700 feet north and south of US 36, provided that:
 - a.) Parcels have limited access to US 36 and are linked with parallel rear access roads D and E built in increments by developers.
 - b.) Only low level, downward-cast lighting should be allowed to prevent a halo effect on the night sky in support of the Perkins Observatory.
 - c.) To avoid sign clutter, ground signs should be the only sign type permitted along US 36. Tall pole signs and billboard signs should be prohibited. A Berlin Township “look” or architectural sign syntax should be developed.
 - d.) Extensive landscaping should be required in parking lots to avoid the “sea of asphalt”. Use landscaping to divide parking areas by using islands at reasonable spacing, at ends of rows, and along US 36 frontage.

e.) Areas should be developed with pedestrian connectivity and access as a goal. Retail and office design elements should include rear parking, grid streets, sidewalks, street trees and building orientation. Angled and parallel on-“street” parking, may be used to improve walkability. Office, civic, and multi-type residential use may use campus-style building orientation, courtyard and on-street parking and pedestrian connections.

- 1.4 West of Roloson Road, and south of the commercial corridor, residential is recommended to be 1.5 units per net developable acre (NDA) if sewer becomes available. Densities could be increased beyond one unit per acre by the purchase and transfer of development rights from adjacent farmland to the south in Sub Areas 3 and 4 into PRD developments in this area.
- 1.5 East of Roloson Road and west of Old State Road, and south of the commercial area, residential use is recommended at one unit per acre without sanitary sewer or up to approximately 1.85 units per acre with centralized sewer. Densities could be increased beyond 1.85 units per acre by the purchase and transfer of development rights from adjacent farmland on the west side of Roloson Road, or from adjacent farmland in Sub Areas 3 and 4 to the southwest.
- 1.6 A future traffic signal at Lackey Old State Road and US 36 should be installed when the warrants are met. This would regulate the traffic from the commercial corridor and new roads D and E.
- 1.7 North of US 36, the lands outside of the commercial corridor are recommended for residential and agricultural use at one unit per acre. No sewer service is anticipated for this area in the near term.

Planning Area Two - North East Kingdom

Land area: 647 acres, **Potential development acreage:** -- acres

Current estimated population: 110 (41 housing units)

Area two is bound on the north by Brown Township, on the east by Berkshire Township, on the south by a line parallel to and approximately 700 feet north of US 36 and on the west by Alum Creek. This is a low-density residential and agricultural area that back ups to Alum Creek and lands of the United States. No sanitary sewer is proposed, and the parcels of land have been so fragmented that it is unlikely any large enough tracts could be assembled to do on-site sewage treatment.

- 2.1 Area 2 is recommended to be agricultural use and single family residences at a density of one unit per 2 acres.

Planning Area Three - Heartland

Land area: 1,095 acres, **Potential development acreage:** 181 acres

Current estimated population: 64 (24 housing units)

Area Three is bound on the west by Liberty Township, on the north by the AEP electric transmission lines south of and parallel to Curve Road, on the east by the Conrail tracks, and on the south by property lines parallel to and approximately 2200 feet south of Berlin Station Road.

The area is characterized by prime agricultural soils in large undivided tracts of land. There is no central sewer proposed by the county, and soils are generally unsuitable for on site treatment plants with land application systems. There is no access to major arterial roads. Annexation is possible, as this area lies within the exclusive city water agreement area, and is the location of the Glenn Road Extension, which is likely to bring additional development pressure.

- 3.1 Agriculture and single family residences on 2-acre lots, or PRD development at a density of one unit per one acre with sewer, one unit per two acres without sewer are recommended.

Planning Area Four - Suburban Transition

The area is bound on the north by a line extending east from the intersection of Curve Road and the Conrail tracks to property lines parallel to Curve Road and parallel and 3-4,000 feet south of US 36; on the east by Lackey Old State Road, on the south by Cheshire Road, and on the west by the railroad tracks. There is potential future sewer service by the county, as this area is within the Central Alum Creek Service Area. Because of the diversity of conditions and uses within this planning area, the recommendations are divided into sub areas a, b, and c.

Sub area 4A

Land area: 696 acres, **Potential development acreage:** 363 acres

Current estimated population: 78 (29 housing units)

The area is bounded on the west by the CSX tracks, on the north by area 1, on the east by Roloson Road and the general extension southward of Roloson Road via the property lines to Berlin Station Road, then southward approximately 2,000 feet and west to the CSX tracks, by property lines.

This area is characterized by the eastward reach of the prime agricultural soils with conditions similar to Sub Area 3. There is no central sewer proposed by the county, and soils are generally unsuitable for on site treatment plants with land applications systems. The land is flat with poor drainage. Large lots dot Berlin Station Road and Curve Road. There is no access to major arterial roads. Annexation threat is limited by the railroad tracks and agreements between the city and county. A future Olentangy High School site is proposed on the south side of Berlin Station Road. A

landowner has placed 62 acres of land at the southeast corner of the Conrail tracks and Curve Road in an Agricultural Conservation district.

- 4.1 The plan recommends agriculture and single family residences on 2-acre lots, or PRD development at a density of 1.85 units per net developable acre (NDA) with sewer.
- 4.3 New road I (Piatt Road extension) should be built as development occurs, providing major access to the future school and connecting Cheshire Road to Berlin Station Road.
- 4.4 Based on recent development in this area, a new road should be built as development occurs, extending from Gregory Road north to intersect with the intersection of Sweeney and Curve Roads.

Sub Area 4B

Land area: 185 acres, **Potential development acreage:** 52 acres

Current estimated population: 11 (4 housing units)

The area is bounded on the west by the Conrail tracks, on the north by a property line roughly 2000' south of and parallel to Berlin Station Road, on the east by proposed new road I, and on the south by Cheshire Road.

This area is characterized by the eastward reach of the prime agricultural soils with conditions similar to area 3. The land is so flat in the northern half of the sub area that drainage is a challenge. A shallow ravine east of the power lines provides an outlet for drainage. Large lots dot Cheshire Road. A new elementary school is under construction on Gregory Road. Annexation threat is limited by the railroad tracks and agreements between the city and county.

- 4.4 The plan recommends agriculture and single family residences on 2-acre lots, or PRD development at a density of 1.85 units per net developable acre (NDA) with sewer.
- 4.6 New Road I (Piatt Road extension) extends north and south from Cheshire Road with Berlin Station Road.

Sub Area 4C

Land area: 1,773 acres, **Potential development acreage:** 272 acres

Current estimated population: 667 (249 housing units)

Area 4c is bound by area one on the north, Lackey Old State Road and the Alum Creek Lake on the east, Cheshire Road on the south, and proposed new road I on the west. Ridges and ravines leading to Alum Creek Lake characterize the area 4c. The area is not suitable for long term agriculture. This area is significantly developed with one-acre lot sizes. There is no county sewer available, or proposed.

- 4.7 The plan recommends a small park at the northwest corner of Cheshire and Old State Roads.
- 4.8 The plan recommends agriculture and single family residences on 2-acre lots, or PRD development at a density of 1.85 units per net developable acre (NDA) with sewer from the 67-acre Roh property south.
- 4.9 A recommended bikeway path along the widened edge of Cheshire Road would continue across the Alum Creek causeway to Cheshire.

Planning Area Five - Dunham Peninsula

Land area: 1,361 acres, **Potential development acreage:** 19 acres

Current estimated population: 78 (29 housing units)

Area five is wedged between Alum Creek on the east and west. It has dead end access via Dunham and Big Run Roads.

- 5.1 The plan recommends a planned commercial corridor approximately 700 feet deep and parallel to US 36, provided:
 - a.) Parcels have limited access to US 36 and are linked with parallel rear access road G built in increments by developers.
 - b.) Only low level, downward-cast lighting should be allowed to prevent a halo effect on the night sky in deference to the Perkins Observatory.
 - c.) To avoid sign clutter, ground signs should be the only sign type permitted along US 36. Tall pole signs and billboard signs should be prohibited. A Berlin Township sign syntax should be developed.
 - d.) Extensive landscaping should be required in parking lots to avoid the “sea of asphalt”. Use landscaping to divide parking areas by using islands at reasonable spacing, at ends of rows, and along US 36 frontage.
 - e.) Areas should be developed with pedestrian connectivity and access as a goal. Retail and office design elements should include rear parking, grid streets, sidewalks, street trees and building orientation. Angled and parallel on-“street” parking, may be used to improve walkability. Office, civic, and multi-type residential use may use campus-style building orientation, courtyard and on-street parking and pedestrian connections.
- 5.2 The land south of the US 36 commercial corridor on Dunham Road is recommended for a density of 1.5 units per net developable acre.