

DRAFT-Not for circulation
PARTNERSHIP 2020 UPDATE
MAY 25, 2006

Since the last meeting regarding economic development cooperation between the representatives of Canal Winchester, Pickerington and Violet Township, we have been out talking to public and private sectors entities to gather information. The focus of our efforts has been land along the Route 33 corridor from the Franklin County line to Violet Township's eastern border.

Mike Arcari and John McGory have met with the following organizations and people:

Jim Batten and Tonya Barnett of the Ohio Department of Development
Julie Gwinn, director, and Myron Pakush, deputy director, of the Ohio Department of Transportation District 5
Bob Lawler and Nancy Reger of Mid Ohio Regional Planning Commission
Don Rector, David Zak and Brooks Davis of Fairfield County Utilities, Economic Development and Planning
Mike Pettit of Lancaster City Economic Development
Mike Simpson of Ohio Equities

Things we know

1. MORPC has broken the area down by "Traffic Analysis Zones (TAZ)." The area we are looking at is broken down into eight TAZ zones. There are a total of 4,568 acres of land in the eight TAZ areas. The borders for these zones and MORPC's predictions for growth in these eight areas are as follows

Zone 4522-Borders are Rt. 33 (S), Diley Road (E), Busey Road (N) and Bowen Road (W). This area is predicted to be a retail, housing and office area. It was 23% developed in 2000 and is predicted to be 99.1% developed by 2030. Its total area is 616 acres.

Zone 4521-Borders are Route 33 (S), Hill Road (E), Busey Road (N) and Diley Road (W). It was 27% developed in 2000 and is predicted to be 100% developed in 2030. Its total area is 340 acres.

Zone 4520-Borders are Route 33 (S), Amanda Northern (E), Busey Road (N) and Hill Road (W). It was 15.6% developed in 2000 and is expected to be 100% developed in 2030. Its total area is 712 acres.

Zone 4536-Borders are Route 33 (S), Pickerington Road (E), Basil Western Road (N) and Amanda Northern Road (W). It was 28.8% developed in 2000 and is predicted to be 34% developed in 2030. Its total area is 149 acres.

Zone 4535-Borders are Route 33 (S), Allen Road (E), Basil Western Road (N) and Pickerington Road (W). It was 21.3% developed in 2000 and is predicted to be 28.1% developed in 2030. Its total area is 435 acres.

Zone 4533-Borders are Route 33 and Allen Road(S), Carroll Northern (E), Basil Western Road (N) and Allen Road (W). It was 5.4% developed in 2000 and is predicted to be 18.7% developed in 2030. Its total area is 857 acres.

Zone 4512-Borders are Walnut Creek (S), Route 33 (E), Route 33 (N) and Amanda Northern Road (W). It was 13.6% developed in 2000 and is expected to be 14.2% developed in 2030. Its total area is 675 acres.

Zone 4537-Borders are Walnut Creek (S), Amanda Northern Road (E), Route 33 (N) and Waterloo Road (W). It was 20.9% developed in 2000 and is expected to be 44% developed in 2030. Its total area is 783 acres.

Here are the top zones as predicted by MORPC by category.

Population and Households	Employment
---------------------------	------------

- | | |
|---------|---------|
| 1. 4520 | 1. 4522 |
| 2. 4521 | 2. 4520 |
| 3. 4522 | 3. 4521 |

Industrial Floor Area	Retail Floor Area	Office Floor Area
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- | | | |
|---------|---------|---------|
| 1. 4520 | 1. 4522 | 1. 4522 |
| 2. 4521 | 2. 4512 | 2. |
| 3. 4533 | 3. | |

2. The Ohio Department of Transportation is moving ahead on the Carroll and Route 33 Interchange. To complete the interchange, ODOT is constructing a road that will link the interchange to Carroll Northern Road. This will give over 1200 vacant acres of ground in eastern Violet Township immediate access to Route 33. It is ODOT's opinion that this link can eventually become a Route 33/Interstate 70 connector.
3. No money has yet been dedicated to a Pickerington Road/Allen Road interchange through the TRAC process.

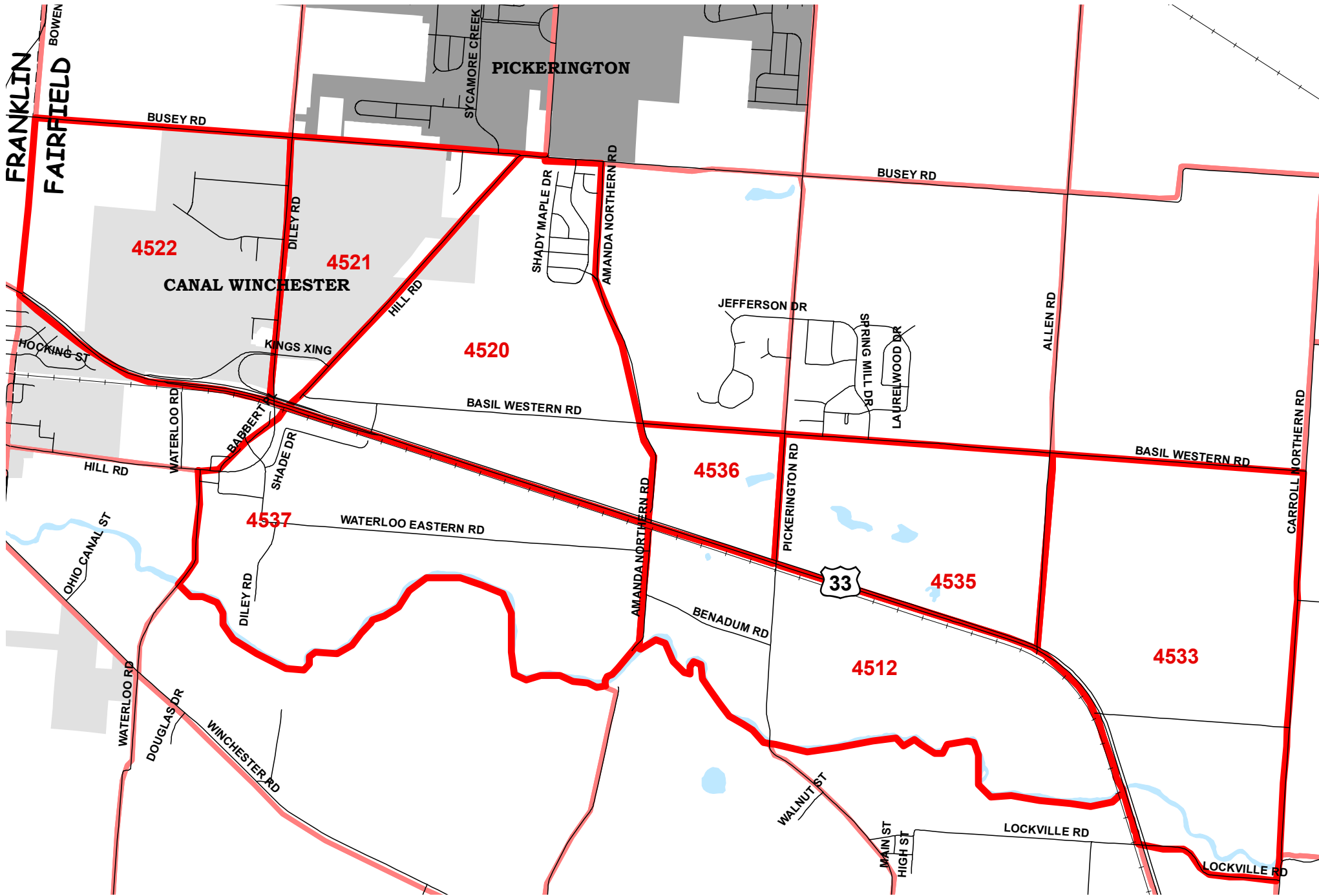
4. The lack of roads large enough to handle any significant economic development will hamper the development of the area.
5. No significant recreational or park land is in the area.
6. Fairfield County is interested in participating in a growth strategy for the area and can provide utilities to a large portion of the area. In return, county officials have said they would want a portion of the income tax collected.
7. Significant projects for the area: a Mount Carmel facility, a Meijers store, other outlet interests and the expansion of Hill/Diley Road to five lanes.
8. All three communities are interested in quality, commercial growth that will help spur income tax generation.
9. Canal Winchester has a 2 percent income tax and Pickerington has a 1 percent income tax.
10. A significant number of parcels in Zones 4535, 4536 and 4537 will make commercial development difficult in those areas.

Things to think about

1. Hill/Diley Road interchange will explode with development once five-lane improvements are completed.
2. With population growth pressures, emphasis will be on retail/service opportunities.
3. The potential exists for two development areas for Partnership 2020, each with its own interchange:
 - a. All unincorporated land west of Amanda Northern Road has the potential to become a three-way annexation agreement territory between the Village of Canal Winchester, the City of Pickerington and Violet Township. The Hill/Diley interchange will serve this area.
 - b. Zone 4533 and some surrounding land within adjacent zones as a potential JEDD between the three communities. The next constructed Route 33 interchange will be in Carroll with a new road being built by ODOT that will provide direct access to Carroll Northern Road. It can serve the eastern portion of the 2020 area and can be utilized as a primary access to Route 33, with the potential as serving as a Route 33/Interstate 70 connector.
4. A third interchange in the Pickerington-Allen Road area will eventually occur as pressure builds and development proceeds in the area. Currently there is no funding identified so it is our opinion that local political and financial leverage can help to bring this along.
5. Develop a plan for road access which accommodates the desired mix of development and drives the eventual placement of a third interchange.
6. If there is no coordinated planning by the area partners, there may never be a third interchange at the Pickerington/Allen Road area.
7. The communities should not look to commercially develop large portions of Zones 4536 and 4535. There will be some commercial property available for development in 4537 since it does have access to the Hill/Diley interchange. Zone 4512 will be more difficult since it will have limited access to Route 33.

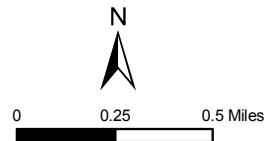
8. An overall development strategy should be put into place for the two development areas. This will include the types of development that are likely to be attracted to these particular zones which will assist in reducing competition between the areas. This plan can include park and recreational space, transportation improvements and any utility agreements that need to be worked out with the county. A marketing professional, such as Chris Boring, may be hired to draft a commercial marketing strategy for this effort. The first area is already moving forward quickly and needs immediate assistance. The second area will not be ready for development until the Carroll interchange is completed.

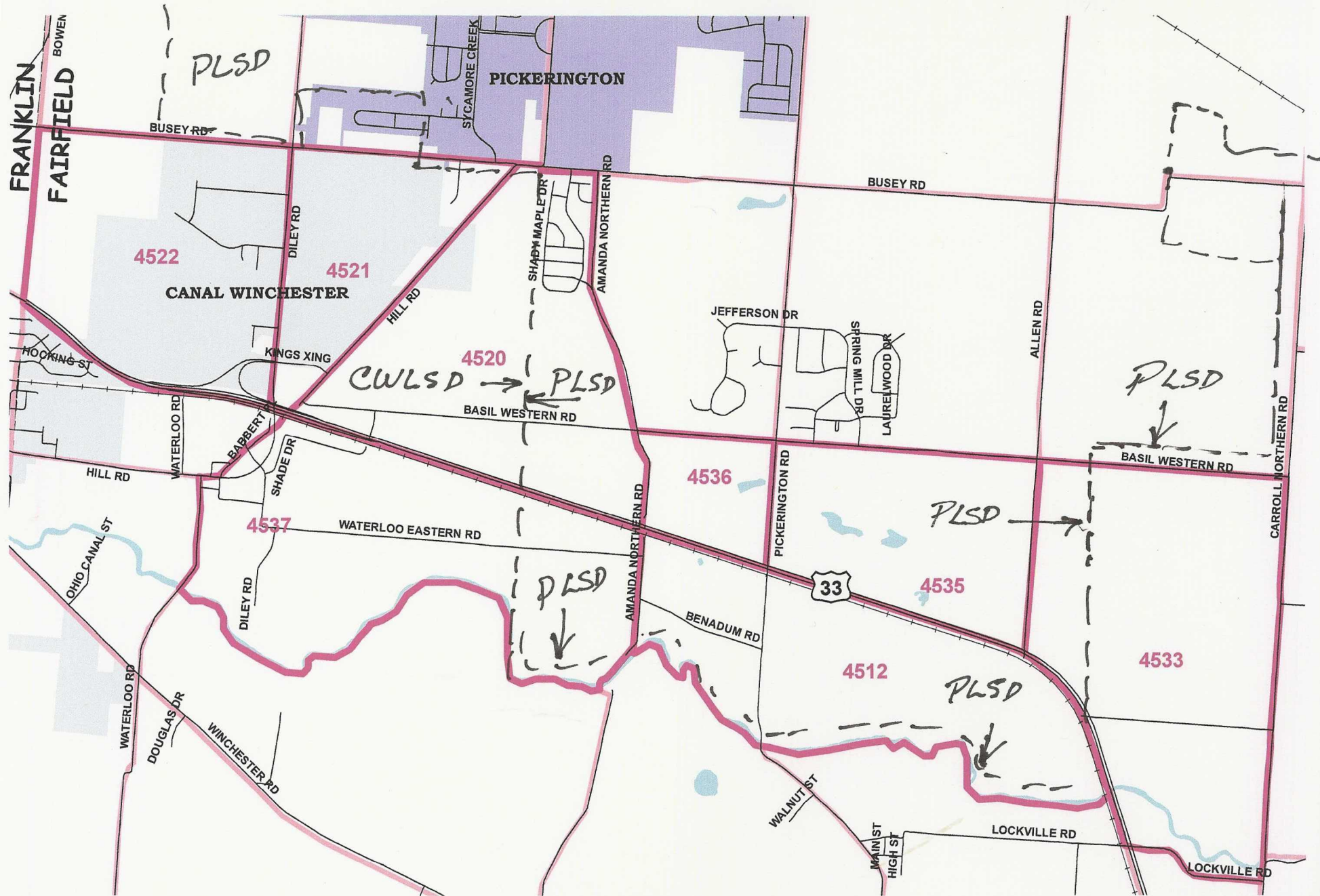
Mike Arcari
John McGory



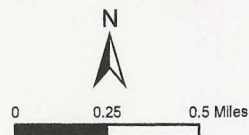
The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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US 33 CORRIDOR TRAFFIC ANALYSIS ZONES





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