



Planning & Zoning Commission Meeting
Tuesday, July 28, 2020 - 6:30 PM
AGENDA

1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of Minutes
 - a. July 14, 2020
5. Comprehensive Plan
 - a. Plan Draft
 - b. Legislation
6. Other Business
7. Adjourn



Planning & Zoning Commission
Tuesday, July 14, 2020 - 6:30 PM
MINUTES

1. Call to Order

Chairman Ryan Green called to Order the Planning and Zoning Meeting for July 14, 2020 at 6:35 PM.

2. Roll Call

Present - Ryan Green, Ron Danne, Jesse Coppel, Benjamin Lee, Jon Merriman
Absent - None

Staff present - Planner Bailey Klimchak, Jim Blair, Cheryl Robertson, Teresa Monroe

Public present - Melissa Gillespie plus one, Sean Staneart

3. Pledge of Allegiance

4. Public Comment

1. Sean Staneart - Jacob White Rd.

- Asked if there was interest or any other development updates with regard to the Michaelson property or Anne Evan's property on Caswell. Bailey Klimchak said there is interest in the Michaelson property by Fischer Homes, they are working on a development plan but no applications have been submitted to the village; has no update on the Caswell Road property.

5. Approval of Minutes

a. June 23, 2020

ACTION: Ryan Green moved to Approve; Benjamin Lee seconded; four were in favor, one abstained.

AYES: Ryan Green, Ron Danne, Benjamin Lee, Jon Merriman

NOES: None

ABSTAIN: Jesse Coppel - due to absence

Passed 4 - 0

6. Application # 2020-194-Z

a. Home Occupation Permit; 449 Lakeview Drive

Melissa Gillespie came seeking a Home Occupation permit for dog grooming. She has professionally groomed dogs for eighteen years and has a desire to work from home to be with her son. Grooming hours would be 8:30 a.m to 4:30 p.m Monday through Friday by appointment only for three to four dogs per day. Mr. Coppel asked if there would be signage, Mr. Blair said no. Mr. Coppel also had concerns about parking; it was stated that the appointments would limit the amount of traffic and vehicles parking at the same time. Mr. Green inquired on other approved Home Occupation Permits; Mr. Blair reviewed some recent approvals providing precedent. Ms. Gillespie said she has spoken with her neighbors who are in favor of the business. Mr. Lee noted Ord. 1173.03 and said for him, it meets the criteria and can appreciate wanting to work from home. Mr. Danne asked about other employees; Ms. Gillespie said she has no plans to hire anyone else; in the event she would get that busy, people would just have to wait for an appointment or she would move to a store front, but her desire is to stay at home.

Public Hearing: There were no comments either for or against the application.

ACTION:	Jesse Coppel moved to Approve; Ron Danne seconded and the vote was as follows:
AYES:	Jesse Coppel, Ryan Green, Ron Danne, Jon Merriman, Ben Lee
NOES:	None
ABSTAIN:	None

Passed 5 - 0

7. Comprehensive Plan

a. Plan Draft

Bailey Klimchak said maps discussed last time have been updated; reviewed some edits made based on comments from last meeting; noted an addendum could be added to include any updated census data. Zoning Commissioners provided further comments on the draft; Ms. Klimchak will make edits discussed. There was discussion on the Future Land Use map; board decision to review specifically over the next two weeks and talk about it at next meeting.

Chairman Green opened the floor for public comments:

1. Sean Stanearth - Jacob White Road

- Provided some outside perspective with comments on some maps within the plan.
- Reviewed notes he had on specific action items within the plan.

Open discussion continued on many items in the draft.

b. Legislation Draft

No action on legislation draft.

8. Zoning Inspector Report

a. June 2020

Commissioners inquired on specific items in the report; Jim Blair provided updates.

Mr. Lee inquired about the temporary Centex sign at the Pulte Home development entrance; the sign was granted for one year. Mr. Blair said he would check on it.

Mr. Green noted several property code violations for Mr. Blair to address.

Mr. Lee asked if there had been any further water run-off issues at the construction site for Johnstown Pointe; there have been no complaints.

9. Other Business

None

10. Adjourn

ACTION: Benjamin Lee moved to Adjourn; Ryan Green seconded and all were in favor.

AYES: 5

NOES: None

ABSTAIN: None

5 - 0

Meeting adjourned at 8:28 p.m.



VILLAGE OF JOHNSTOWN COMPREHENSIVE PLAN

JUNE 2020



PREPARED FOR:
The Village of Johnstown
599 S. Main Street
Johnstown, Ohio 43031



PREPARED BY:
Burton Planning Services
252 Electric Ave
Westerville, Ohio 43081
www.burtonplanning.com



ACKNOWLEDGMENTS

The Village of Johnstown, Ohio

Jim Lenner, Village Manager
Jack Liggett, Assistant Village Manager
Jim Blair, Zoning Inspector
Teresa Monroe, Clerk of Council
Bailey Klimchak, Village Planner

Steering Committee Members

Jeffrey Barr
Denise Blankemeyer
Craig Bohning
Ryan Green
Jay Hazelbaker
John Hicks
Andy Joseph
Travis McIntyre
Jacqueline Solomon
Mike Tennant
Toni Thomsen
Robert Thompson
Matthew Van Winkle
Joe Wilson

Burton Planning Services

Kimberly Burton, Project Executive
Kim Littleton, Project Manager
Michael Blau, Transportation Planner
Brett Morris, Associate Planner
Anna van der Zwaag, Associate Planner
Ruchi Agarwal Vasudev, Associate Planner

TABLE OF CONTENTS

LIST OF FIGURES (AND MAPS)	4
LIST OF TABLES	6
1. INTRODUCTION	8
2. BACKGROUND	12
3. POPULATION	18
4. BUILT ENVIRONMENT	24
5. HOUSING	32
6. ECONOMIC DEVELOPMENT	38
7. TRANSPORTATION	46
8. COMMUNITY SERVICES AND UTILITIES	54
9. PARKS AND RECREATION	64
10. NATURAL ENVIRONMENT	70
11. FUTURE LAND USE PLAN	76
12. IMPLEMENTATION STRATEGY	80
APPENDICES	88
Appendix A: Glossary	
Appendix B: Strengths, Weaknesses, Opportunities, and Threats	
Appendix C: Local Streets in The Village of Johnstown	
Appendix D: Strava Global Heatmap - World	
Appendix E: Future Land Use Map - Large	

LIST OF FIGURES (AND MAPS)

Figure

1.1.	Past Plan - Village of Johnstown Strategic Plan Update, 2012	9
1.2.	The planning process	10
2.1.	Location of The Village of Johnstown in Licking County and Ohio (Map)	13
2.2.	The Johnstown Mastodon discovered in 1926	14
2.3.	The Johnstown Mastodon displayed at Cleveland Museum of Natural History	14
2.4.	The town hall was constructed in 1885	15
2.5.	Dirt roads in Johnstown	16
2.6.	Johnstown today	16
2.7.	Cornell School	17
3.1.	Population growth rate	19
3.2.	Racial and ethnic composition in the Village of Johnstown	20
3.3.	Share of population by age group	20
3.4.	Visualizing distribution of ages 25-34 and 55+ in the Village of Johnstown (Map)	21
3.5.	Distribution of Population (Map)	22
3.6.	Industries by employment	23
4.1.	Aerial view of subdivision in Johnstown with multiple cul-de-sacs	25
4.2.	Johnstown land use categories by size	26
4.3.	Land Use (Map)	27
4.4.	Sidewalk-oriented buildings with zero setbacks in Downtown Johnstown	28
4.5.	Shallow residential setback near the Village Center	28
4.6.	Development Priorities (Map)	29
5.1.	Percent Change in Housing Units	33
5.2.	Housing Units Built by Year	34
5.3.	Average Household Size	34
5.4.	Median Housing Value	34
5.5.	Housing Units by Number	35
5.6.	Housing Units by Percent	35
5.7.	Leafy Dell Subdivision Entrance	35
6.1.	Workforce by age group (25-34 and 55 and older)	39
6.2.	Employment Rate	40
6.3.	Unemployment Rate	40
6.4.	Employment by Industry (2016)	41

6.5.	Annual Median Household Income	41
6.6.	Income and Education	41
6.7.	Living in Place	42
6.8.	Village of Johnstown Community Reinvestment Areas (CRA) (Map)	43
7.1.	Commute Pattern to work	48
7.2.	Walk Scores	48
7.3.	Sidewalks and Bikepaths (Map)	49
7.4.	Walking and Biking Activity Map (Map)	50
7.5.	TJ Evans Trail	51
7.6.	US Bike Route 50a travels through Johnstown	51
8.1.	Community Services and Healthcare Services in The Village of Johnstown (Map)	56
8.2	Johnstown Elementary School	58
8.3	Johnstown Middle School	58
8.4	Johnstown High School	58
8.5.	School Locations (Map)	59
8.6.	Wastewater and Water Services in the Village of Johnstown (Map)	61
9.1.	Parks (Map)	67
9.2.	Residents within 0.5 mile radius of a park or school facility (Map)	68
10.1.	Natural Preserve Areas (Map)	72
10.2.	Natural Reserve Areas (Map)	74
11.1	Future Land Use (Map)	79

LIST OF TABLES

Table

3.1.	Educational Attainment (2017)	23
3.2.	Estimated Per Capita &Median Household Income	23
7.1.	Roadway Network Inventory Table	47
7.2.	Commute Time (minutes)	48
8.1.	Water Quality Data	61

This page intentionally left blank



Source: Chris Monroe Photography

1. INTRODUCTION

Background

It has been eight years since the Village of Johnstown adopted, by resolution, the “Village of Johnstown Strategic Plan (2012)” (**Figure 1.1**). The Plan was prepared to provide an “updated strategic approach to achieving the community’s vision by creating a plan for the physical development of the Village as well as general policy statements of how to get there.” The 2012 Strategic Plan was designed to be used in conjunction with a previously prepared plan – the 2006 Johnstown Strategic Plan – that focused on specific issues related to:

- Future development
- Demographics
- Quality of life
- Economic development
- Downtown development
- Gateway areas
- Residential development
- Industrial development

The 2012 Strategic Plan also included specific policies and recommendations concerning annexation, zoning and subdivision regulations, land use, and commercial and residential design guidelines.

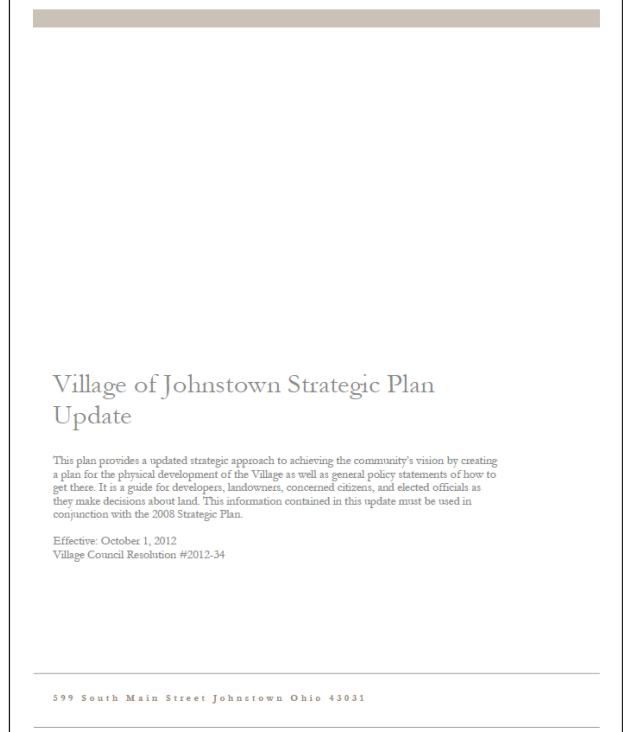
What is a Comprehensive Plan?

The Comprehensive Plan is a long-range strategic guide that plays a crucial role in addressing community challenges. It is a complete public policy document that directs future growth and priorities in terms of land use, transportation, housing, services, development and redevelopment, and other important aspects of the community; hence, acting as a toolbox for decisionmakers. In response to twenty-first century trends, there is increased citizen participation and a greater focus on implementation. Although not a legally binding document, it serves as a framework for zoning and land use regulations, fiscal management, community welfare policies, and more. It also serves as a resource to enhance the community’s image by not only showcasing its assets but also displaying the local governments efforts to create a place where residents would like to live, work, and thrive.

Why do you need a Comprehensive Plan that is up to date?

Today, comprehensive plans differ from those of the past. With recent advances in planning and technology, new comprehensive plans have greater possibilities in terms of coverage, design, and innovation in the planning process. An up to date comprehensive plan can help your community stay current with these trends, establish a vision for your future, engage your

Figure 1.1: Past Plan - Village of Johnstown Strategic Plan Update, 2012



Source: Village of Johnstown

community, support your zoning decisions, as well as support your grant funding potential.

The 2020 Plan Update

Rather than a strategic approach to the planning for the Village, the Johnstown Comprehensive Plan looks at the community more systemically – that is across a wide range of related topics or elements – and allows the community the opportunity to keep the plan up-to-date without extensive and expensive revisions. The Plan was developed following the process described in **Figure 1.2** that comprises of three major parts:

Part 1 and 2: Existing Conditions and Recommendations, documents existing conditions in the community and identifies implications for the future, given current trends. The Plan includes eight elements, each characterized by a SWOT (strengths, weaknesses, opportunities, and threats) analysis, a specific goal, desired outcomes,

Figure 1.2: The planning process



and a series of action items that the community can follow to implement the plan.

The purpose of a SWOT Analysis is to provide a summary of the key factors that maximize the community's strengths, minimize its weaknesses, take advantage of available opportunities, and limit its threats.

The implementation strategy is an essential section that identifies timing and responsibilities for managing the action items.



The action items are derived from the following goals for each element of the Plan:



GOAL 1 | BUILT ENVIRONMENT

Concentrate development in compact, walkable, mixed-use neighborhoods, districts, and corridors; and coordinate with the provision of public services and facilities, as well as preserve a distinctive image that promotes the community as an attractive, unique, authentic, and special place.



GOAL 2 | HOUSING

Construct, preserve, and maintain a range of housing choices with convenient access to daily services for people of all income levels and lifestyles.



GOAL 3 | ECONOMIC DEVELOPMENT

Strengthen the community's economic base through the well-planned development and redevelopment of existing businesses and the recruitment of new businesses in order to create a diversified local economy all with support from the business community.



GOAL 4 | TRANSPORTATION

Provide for a safe, convenient, efficient, and low-cost motorized and non-motorized transportation system with an interconnected network of streets that accommodates walking, biking, and public transit; reduces vehicle miles traveled and is coordinated with adjacent land uses.



GOAL 5 | COMMUNITY SERVICES AND UTILITIES

Coordinate the extension of, or increase the capacity of, services, utilities, and infrastructure facilities to accommodate population growth as well as to meet the future needs of existing and planned development, while promoting a more resilient energy network through the use of renewable sources of energy.



GOAL 6 | PARKS AND RECREATION

Ensure convenient access to parks, open space, and recreation opportunities for the entire community.



GOAL 7 | NATURAL ENVIRONMENT

Promote the conservation, preservation, reservation, and protection of natural systems and resources, including groundwater, wetlands, floodplains, woodlands, sensitive soils, and steep slopes.



Source: Chris Monroe Photography



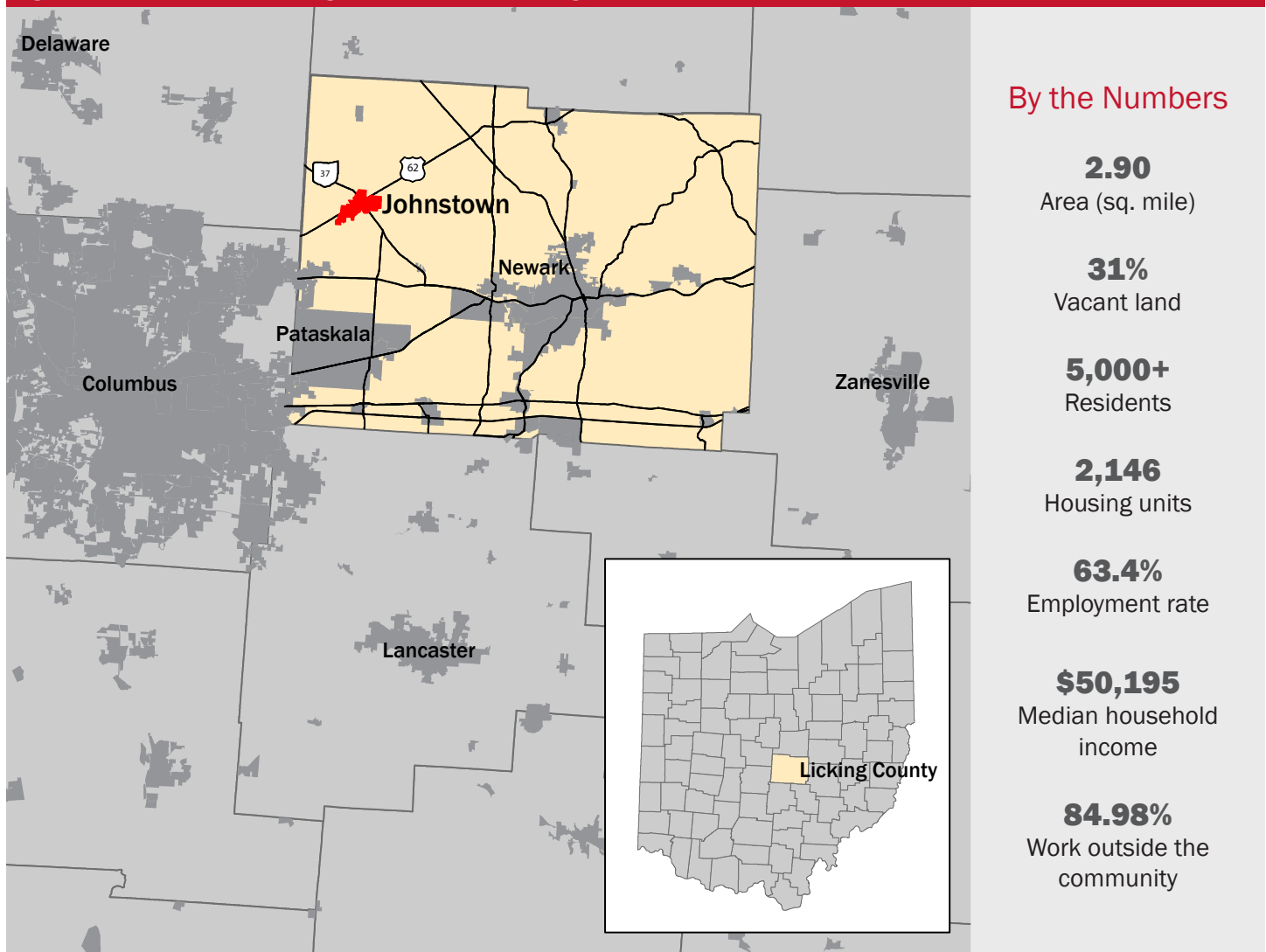
2. BACKGROUND

ABOUT JOHNSTOWN

With a village manager form of government (where a seven-member council appoints a village manager and the mayor is chosen from among council members) the Village of Johnstown is located at the northeastern edge of Central Ohio at the crossroads of US Route 62 (US-62) and State Route 37 (SR-37) within Licking County, approximately 20 miles northwest of Newark, Ohio, the county seat (**Figure 2.1**). Having a 2017 estimated population of almost 5,157 persons, the Village is surrounded by rich farmland with

mostly five-acre, single family lots fronting directly on the area's major state and federal routes. The Village itself is characterized by an historic downtown with a central civic space – Bigelow Park – all within walking distance of several adjacent residential neighborhoods. The Village's most unique public events are held at or near the Village's core, including the Johnstown Clean Sweep Day litter pick up, the Change Gears bike ride, and the Cupola Classic Cruise-In classic car show. Major employers include the Johnstown Local School District and Tech International.

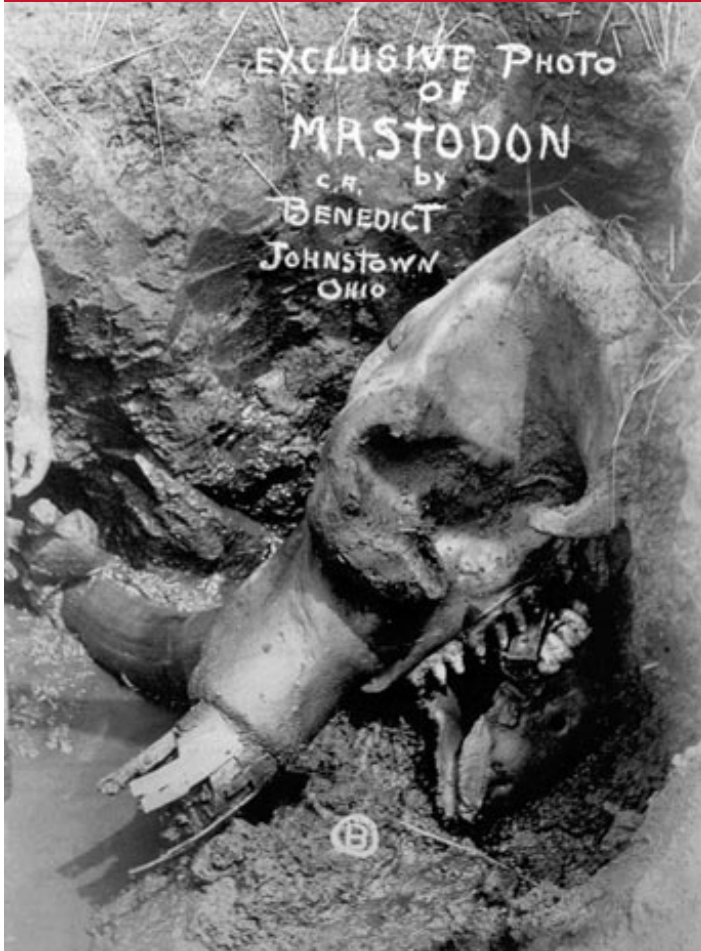
Figure 2.1: Location of The Village of Johnstown in Licking County and Ohio



UNIQUE HISTORY

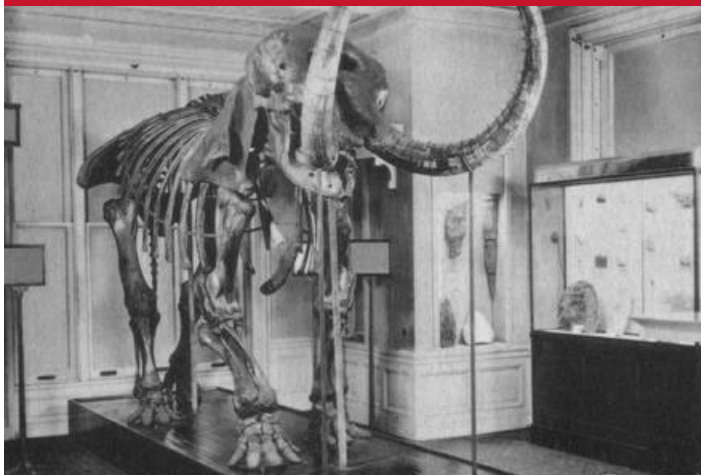
The area now known as Johnstown, Ohio, embodies a rich history that long predates the Village's founding in 1813. From prehistoric to post-colonial times, a host of characters have made their mark on Johnstown and its surroundings.

Figure 2.2: The Johnstown Mastodon discovered in 1926



Source: Johnnies Villa Pizza, Johnstown

Figure 2.3: The Johnstown Mastodon displayed at Cleveland Museum of Natural History



Source: Downtown Johnstown, Inc.

1794

The Wyandot people lose a decisive engagement at the Battle of Fallen Timbers

1803

Ohio becomes the 17th state to join the union

1812

The City of Columbus is founded

1802

The United States government deeds John Brown 4,000 acres of land for his service in the Revolutionary War

1810

Brown sells all his lands to Dr. Oliver Bigelow

1812

After signing the Treaty of Greenville, the Wyandots vacate the area

1813

Bigelow lays out Johnstown and incorporates it as a Village

1815

Bigelow becomes Johnstown's first mayor

1820's-1840's

Various congregations are organized and churches built

1842

Wyandots are forced to relinquish all claims to land within Ohio

1861-1865

Civil War

1880

Toledo and Ohio Central Railroad begins service

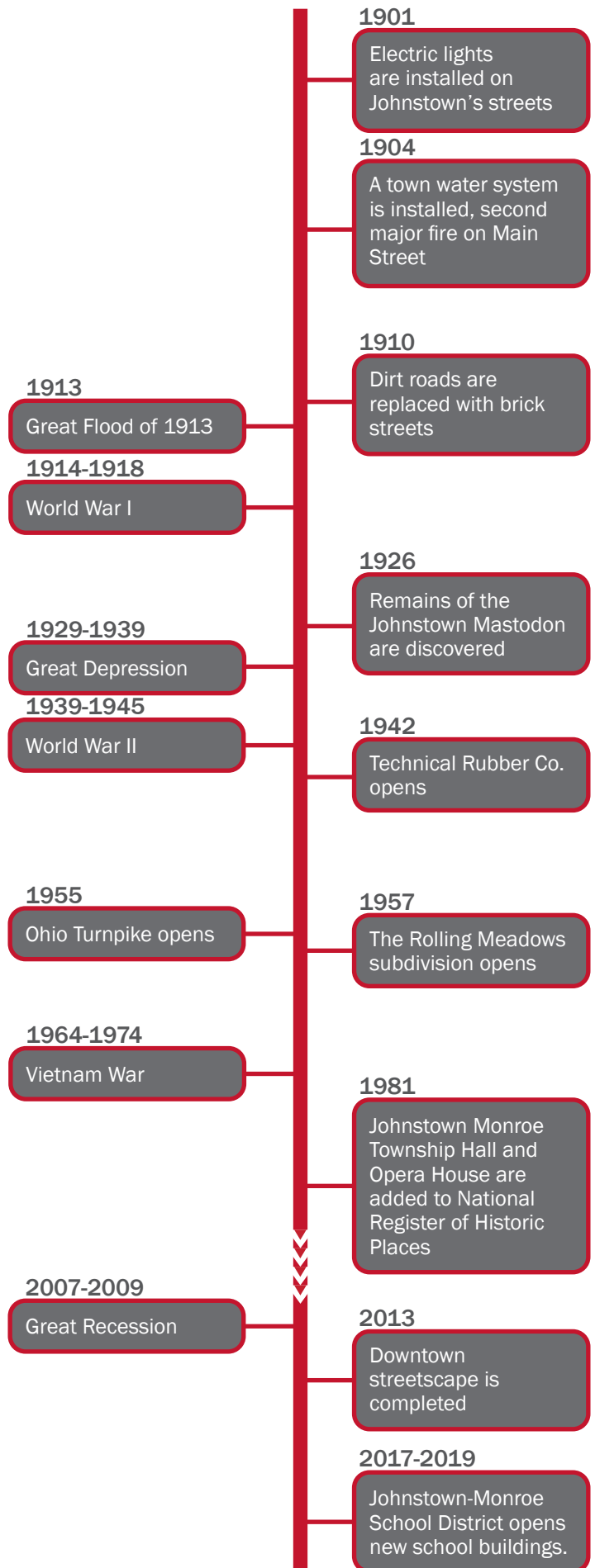
During the last Ice Age, which ended roughly 11,000 years ago, Johnstown was home to the iconic species of the era: mammoths and mastodons. As evidence, the remains of a mastodon were discovered on a farm near Johnstown in 1926 (**Figure 2.2** and **Figure 2.3**). Recognized as one of the best mastodon specimens ever recovered, the remains are on permanent display at the Cleveland Museum of Natural History.

The Wyandot people, originally from southern Ontario, settled in Ohio before Europeans arrived. They were allied with France against the British in the French and Indian War (1754-1763); however, during the Revolutionary War (1775-1783), they sided with Britain and fought the Americans, which led to their subsequent exploitation and oppression. During the Northwest Indian War (also known as the Ohio Indian War, from 1785-1795), the Wyandot and other American Indian people lost a decisive engagement at the Battle of Fallen Timbers, near present-day Toledo. They surrendered most of their lands in Ohio with the signing of the Treaty of Greenville and vacated the Johnstown area in 1812. Over the next 50 years, the Wyandot were displaced multiple times, and were eventually removed to Oklahoma.

Figure 2.4: The town hall was constructed in 1885



Source: Village of Johnstown



After the Revolutionary War, the land on which Johnstown sits was deeded to a veteran as payment for his service. John Brown, a Kentucky native, was deeded 4,000 acres of land from the federal government. Brown never set foot on his land and he eventually sold it to Dr. Oliver Bigelow, a New Yorker who became the first mayor of the Village of Johnstown, incorporated in 1813. Bigelow's father and brother were also named John, and it is unknown which of the three John's the Village is named for. Bigelow designed the Village's street grid and donated the streets, alleys, and town square (now Bigelow Park) as public land. Johnstown's first white inhabitants hailed from various points east, including New York, Pennsylvania, Vermont, Maryland, and Virginia.

As the Village grew, Johnstown became the economic and cultural hub of the surrounding area, which included Monroe, Liberty, and Jersey

Figure 2.5: Dirt roads in Johnstown



Source: Johnnies Villa Pizza, Johnstown

Figure 2.6: Johnstown today



Source: Downtown Johnstown, Inc.

Townships. Its economy was agricultural and many of the first businesses in the Village supported farming and crop production. At the same time, schools, churches, and other civic institutions were established that attracted more settlers, and Johnstown continued to grow.

After the Civil War (1861-1865), and with the coming of the railroad, Johnstown's expansion quickened. A number of advancements occurred between 1880 and 1920. A town hall that also served as an opera house was erected in 1885 (**Figure 2.4**), followed by the installation of telephone lines. At the turn of the century, electric lights and a water system were introduced. Dirt roads (**Figure 2.5**) were replaced with brick streets and a sewage system was eventually installed in 1930.

Similar to many communities, growth stagnated during the Great Depression and World War II. However, in the 1950's, Johnstown's population doubled, due in large part to the development of the Rolling Meadows subdivision. New industries and better infrastructure further connected Johnstown to the surrounding region and supplanted its agricultural heritage. Since 1970, additional subdivisions have maintained Johnstown's growth, attracting newcomers from Columbus and its suburbs.

Today, Johnstown continues to play a prominent role in the region (**Figure 2.6**). Its historic and recreational sites, festivals, concerts, and sports events attract tourism and support the local economy (**Figure 2.7**). It serves as a satellite community to Columbus and contributes to the overall growth and vitality of Central Ohio.

Figure 2.7: Cornell School



Source: Chris Monroe Photography



Source: Jennifer Robertson

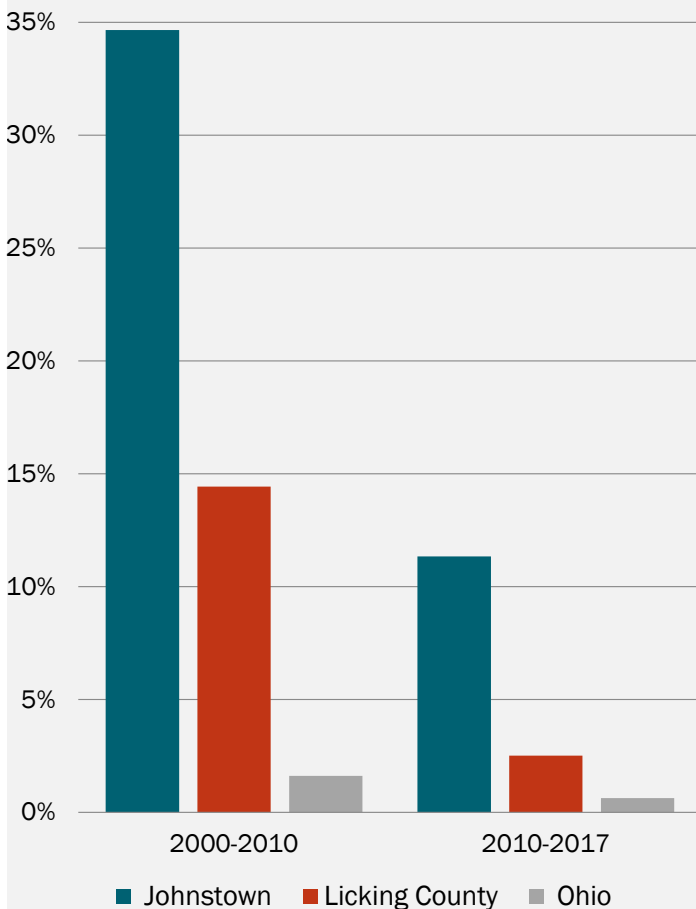


3. POPULATION

INTRODUCTION

The Village of Johnstown's population growth has fluctuated over the past several decades, with the largest growth occurring between 2000 and 2010. Following 2010, population growth slowed by over half, more than likely due to the impacts of the Great Recession on economic development and housing construction. However, population growth picked up again in the late 2010s. The purpose of this section of the Plan is to understand the extent of Johnstown's population growth and change (e.g. age, racial, and ethnic composition) to identify specific trends, and to make recommendations as to how the Village can continue growing and, at the same time, accommodate that growth.

Figure 3.1: Population growth rate



Source: US Census Bureau and American Community Survey

EXISTING AND FUTURE CONDITIONS

Population Growth

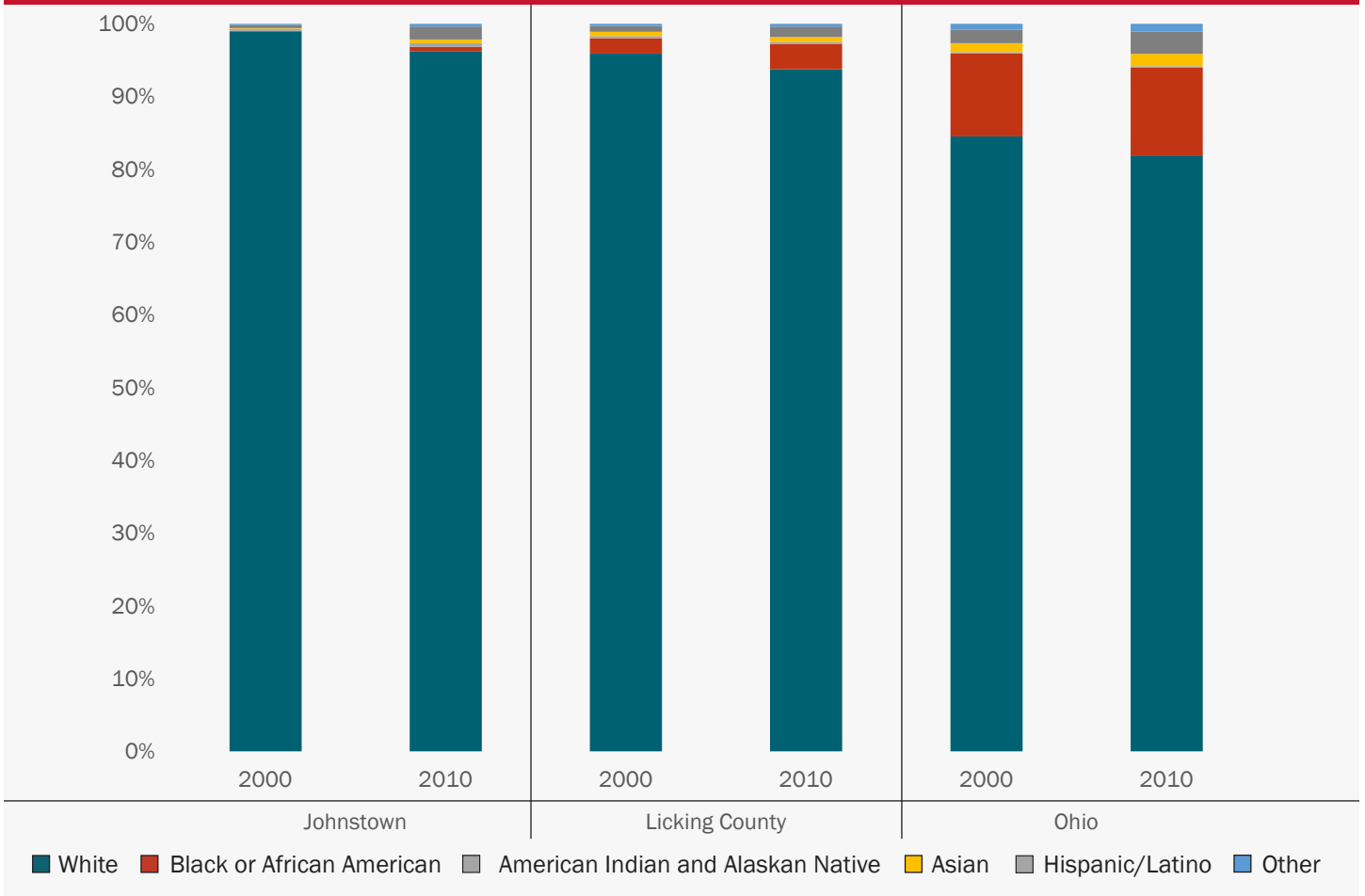
The Village of Johnstown has seen considerable growth in the last several decades when compared to other jurisdictions. In 2000, the Village of Johnstown had 3,440 residents which grew to 4,632 by 2010. In this same decade, Johnstown experienced a 35.0 percent growth rate. Comparatively, between 2000 and 2010, Monroe Township experienced a 26.0 percent growth rate and Licking County experienced a 14.0 percent growth in population. Ohio saw a 1.6 percent increase in population over that same time (**Figure 3.1**). The 2017 US Census Bureau's American Community Survey (ACS) estimated that the population for Johnstown is 5,147 residents, a growth rate of 11.1 percent since 2010. The Mid-Ohio Regional Planning Commission (MORPC) expects the Village to reach 5,340 residents in 2018 and 5,853 residents by 2030. According to Ohio law (Ohio Revised Code §703.011), a village becomes a city after reaching 5,000 residents. With current projections, the Village of Johnstown will reach a city-level population by the end of 2020. This status change, driven by the results of the 2020 Census, will bring new challenges and opportunities.

Population Makeup

Johnstown's racial and ethnic composition is more homogeneous than Licking County and Ohio (**Figure 3.2**). In 2000, 98.5 percent of Village residents identified as White, while 0.1 percent identified as Black or African American, 0.3 percent identified as American Indian and Alaska Native, and 0.1 percent, identified as Asian. Of all residents, 0.4 percent of the population identified as Hispanic or Latino (of any race). In the same year, 47.4 percent of the population was male, and 52.6 percent was female.

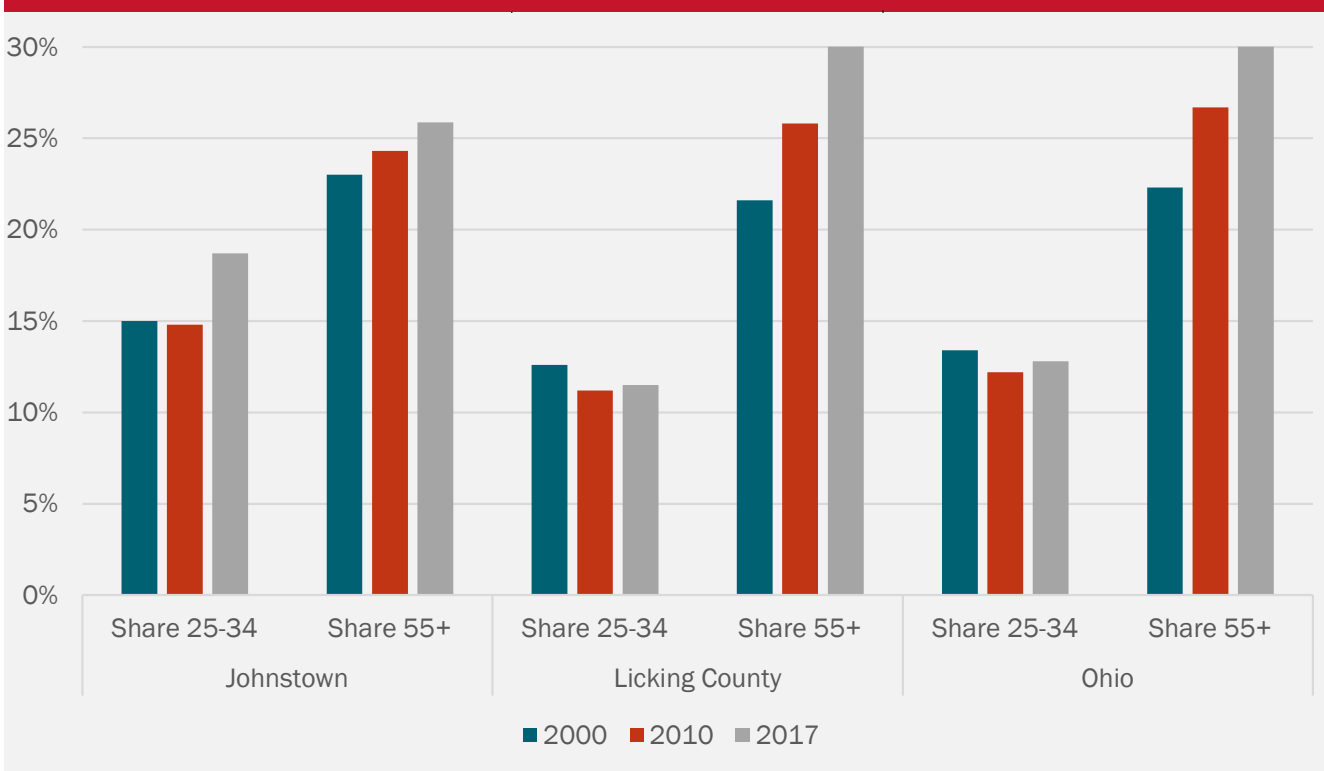
In 2010, 97.1 percent of residents identified as White, while 0.6, 0.5, and 0.5 percent identified as Black or African American, American Indian and Alaska Native, or Asian, respectively. In that same year 1.8 percent of the population identified as Hispanic or Latino (of any race). Again, in the same year, 47.5 percent of the population

Figure 3.2: Racial and ethnic composition in the Village of Johnstown



Source: US Census Bureau and American Community Survey

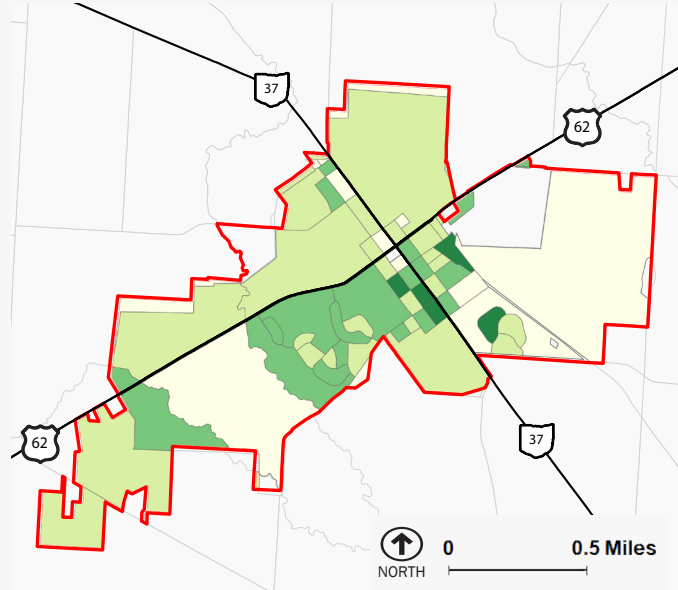
Figure 3.3: Share of population by age group



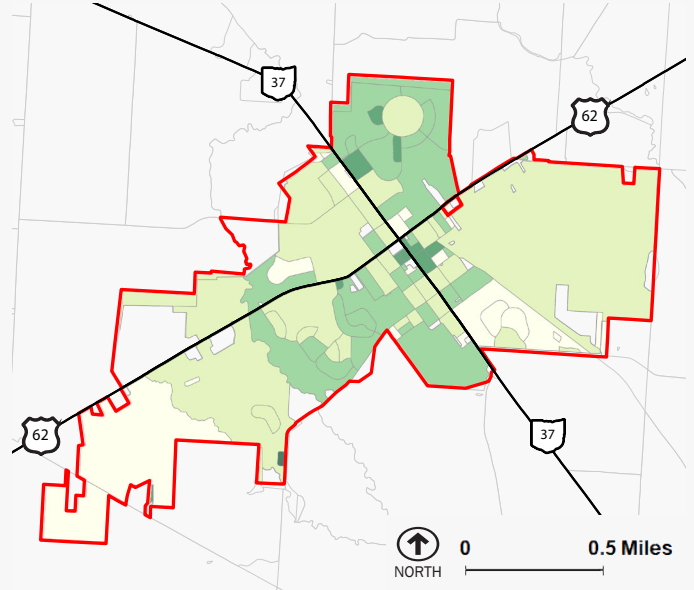
Source: US Census Bureau and American Community Survey

Figure 3.4: Visualizing distribution of ages 25-34 and 55+ in the Village of Johnstown

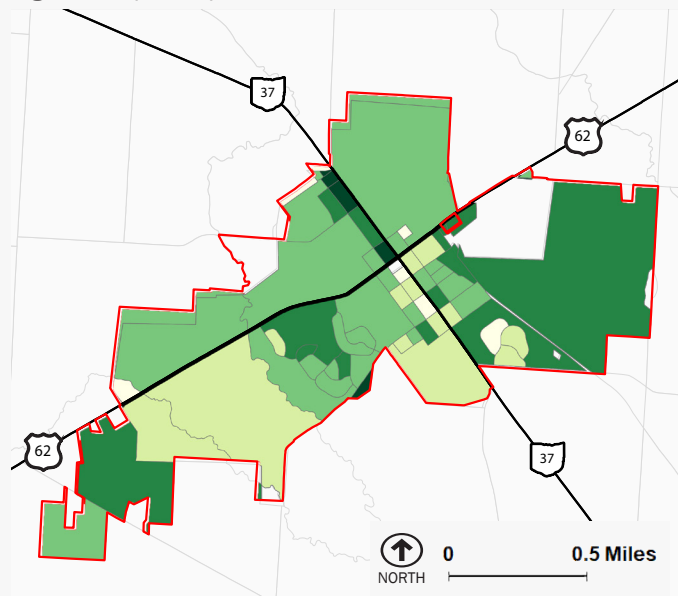
Ages 25-34 (2000)



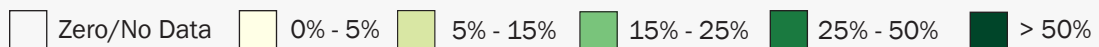
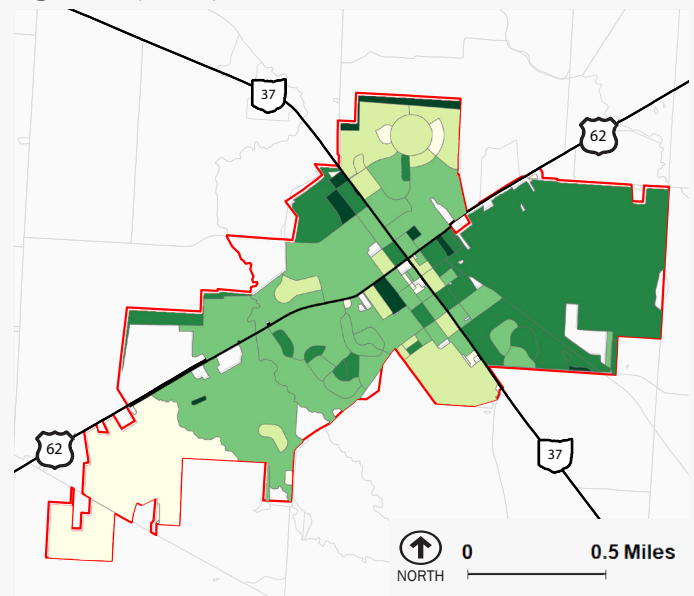
Age 25-34 (2010)



Age 55+ (2000)



Age 55+ (2010)



was male, and 52.5 percent of the population was female. Compared to Ohio and Licking County, the Village of Johnstown is less racially diverse, with the largest percentage of white residents. All three jurisdictions (Village of Johnstown, Licking County, and the State of Ohio), however, saw an increase in minority populations between 2000 and 2010. During this time, a proportional increase in the percent of Black or African American residents occurred in each jurisdiction, while only the Village saw an increase in the number of American Indian and Alaska Native residents. The Village also saw the greatest percent change in Hispanic or Latino residents compared to Licking County and the State of Ohio.

The median age remained relatively constant between 2000 and 2010, increasing 35.5 to 35.6 in those ten years. The ACS estimated that the Median Age in Johnstown decreased to 32.9 years in 2017. The Village has seen less growth in the share of residents ages 55 and older compared to Licking County and Ohio. Overall, the Village has a larger share of residents aged 25-34 than the County and the State. While the County and the State both saw an overall decrease in the share of residents aged 25-34 between 2000 and 2017, the Village saw an increase (Figure 3.3). This trend of increasing population ages 25-34 and steady population ages 55 and over helps to explain the decrease in median age in the Village. Figure 3.4 displays the distribution of these age groups in 2000 and 2010.

The overall distribution of the Village's population as a whole shifted between 2000 and 2010. Figure 3.5 displays the geographic changes in population distribution over this decade. Of note is the extension of population towards the north, as well as towards the southwest.

Educational Attainment

The Village and the County both have 90 percent of the population with a high school diploma or higher. This is equal to the State's High School Graduate Educational Attainment at 90 percent. The Village also has the greatest share of residents with a Bachelor's Degree or higher, and the County has the smallest share of residents with a Bachelor's Degree or higher (Table 3.1).

Income and Employment

In 2017, per capita and median household income values were lowest in the Village and higher in Licking County (Table 3.2). The 2017 ACS identifies the top industries for employment as Educational, Health, and Social Services; Retail Trade; Arts, Entertainment; Recreation, Accommodation and Food Services; and Manufacturing with 20.0, 18.8, 11.5, and 9.9 percent of residents employed in these industries, respectively. Figure 3.6 shows the comparison in industries of employment between the Village of Johnstown, Licking County, and the State of Ohio. In all three jurisdictions, Educational Services, Health Care, and Social Assistance is the top

Figure 3.5: Distribution of Population

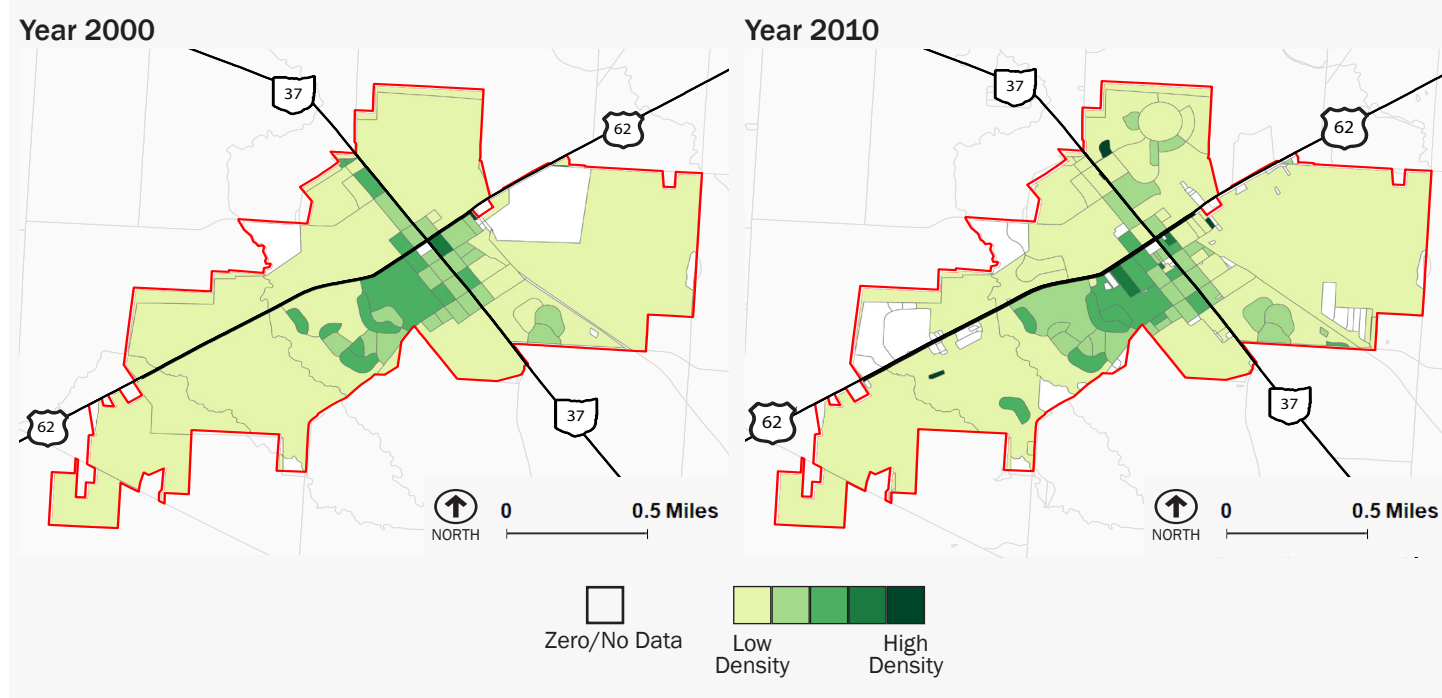


Table 3.1: Educational Attainment (2017)

Jurisdiction	High School Graduate or Higher	Bachelor's Degree or Higher
Johnstown	90%	38%
Licking County	90%	24%
Ohio	90%	27%

Source: US Census Bureau and American Community Survey

Table 3.2: Estimated Per Capita & Median Household Income (2017)

Jurisdiction	Per Capita	Median Household Income
Johnstown	\$24,187	\$50,195
Licking County	\$29,011	\$59,747
Ohio	\$29,093	\$52,407

Source: US Census Bureau and American Community Survey

industry for employment. Retail Trade is the second largest industry in the Village and the County, and the third largest in the State. The Arts and Entertainment Industry employs a greater percentage of residents in the Village than either the County or the State. Major employers in the community include the Johnstown Local School District and Tech International.

CONCLUSION

There are many questions that must be considered as a result of the Village's growth. How will Johnstown navigate the transition from village to city? Where will future residents live? What effect will an increase in 25-34 and over 55 year olds have on the community? What will be the effects of changing racial and economic composition? What impact will population growth have on the provision of public services and facilities? These questions are further explored in subsequent chapters, with Outcomes and Action steps recommended in each section of the Plan.

SWOT Analysis

The purpose of a strengths, weaknesses, opportunities, and threats analysis - or SWOT Analysis - is to provide a summary of the key factors in the Population analysis that maximizes the community's strengths, minimizes its weaknesses, takes advantage of available opportunities, and limits its threats. This elements SWOT items include:

Strengths

The Village of Johnstown continues to experience strong and sustained growth.

Weaknesses

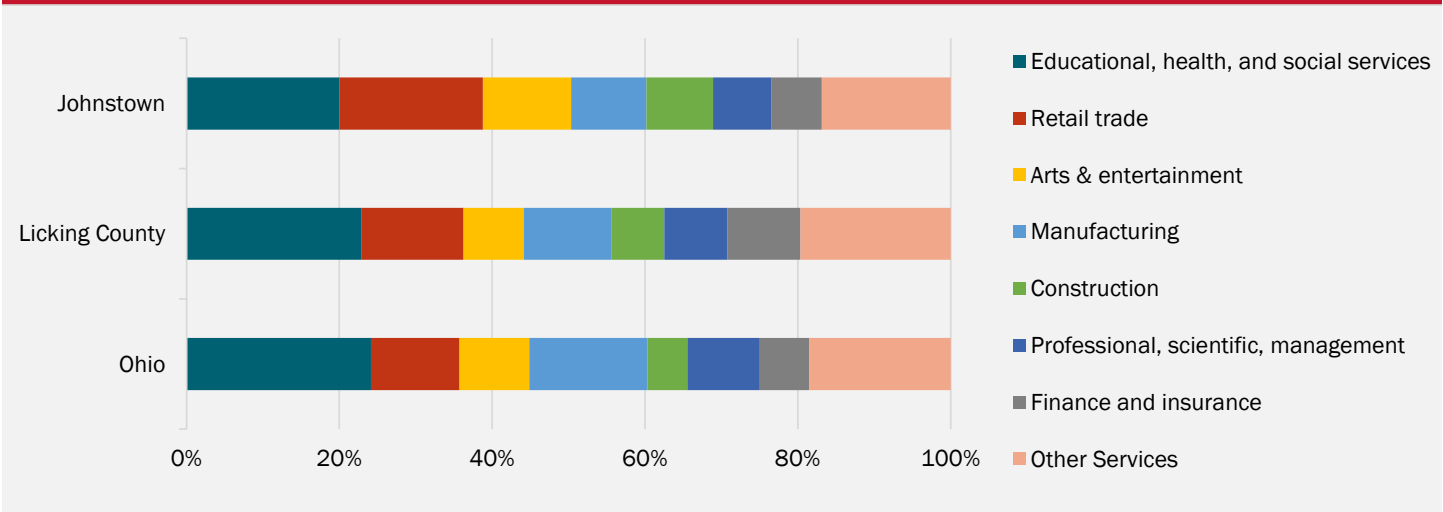
Johnstown maintains a more homogenous racial and ethnic composition relative to the County and the State.

Opportunities

Johnstown will be eligible for city-hood once the population surpasses 5,000.

Threats

Johnstown's population growth will place more stress on the provision of public services and facilities.

Figure 3.6: Industries by employment

Source: US Census Bureau and American Community Survey



Source: Chris Monroe Photography



4. BUILT ENVIRONMENT

Goal 1: Concentrate development in compact, walkable, mixed-use neighborhoods, districts, and corridors; and coordinate with the provision of public services and facilities, as well as preserve a distinctive image that promotes the community as an attractive, unique, authentic, and special place.

INTRODUCTION

The Village's evolution from a compact, mixed-use cross roads settlement (at US-62 and SR-37) to a cluster of residential neighborhoods served by auto-oriented uses has resulted in a number of unintended consequences. The purpose of this chapter is to understand the historic pattern, use, and form of development in the community and to identify alternative ways to develop that builds on the characteristics of the original settlement, makes more efficient use of land, and takes advantage of existing infrastructure.

Increasingly more land area will be required to accommodate the needs of future population growth in the community, but the amount of land area depends on the pattern of development (urban or suburban), how the uses are arranged (single use or mixed-use), and

its ultimate form (i.e. building and parking placement, height, etc.). More compact development with a mix of uses results in less land area being needed, prompting more walking and biking with less vehicle trips taken, and ultimately less side effects like overconsumption of energy and added air pollution.

EXISTING AND FUTURE CONDITIONS

Pattern

Most communities like the Village of Johnstown exhibit a pattern of development that includes an historic center with a mix of uses and a gridded street network surrounded by a more urban neighborhood. Johnstown's original "walkable" settlement started as four neighborhoods (as defined by a one-quarter mile radius from center to edge) all contained within a one-half mile radius of the crossroads of US-62 and SR-37.

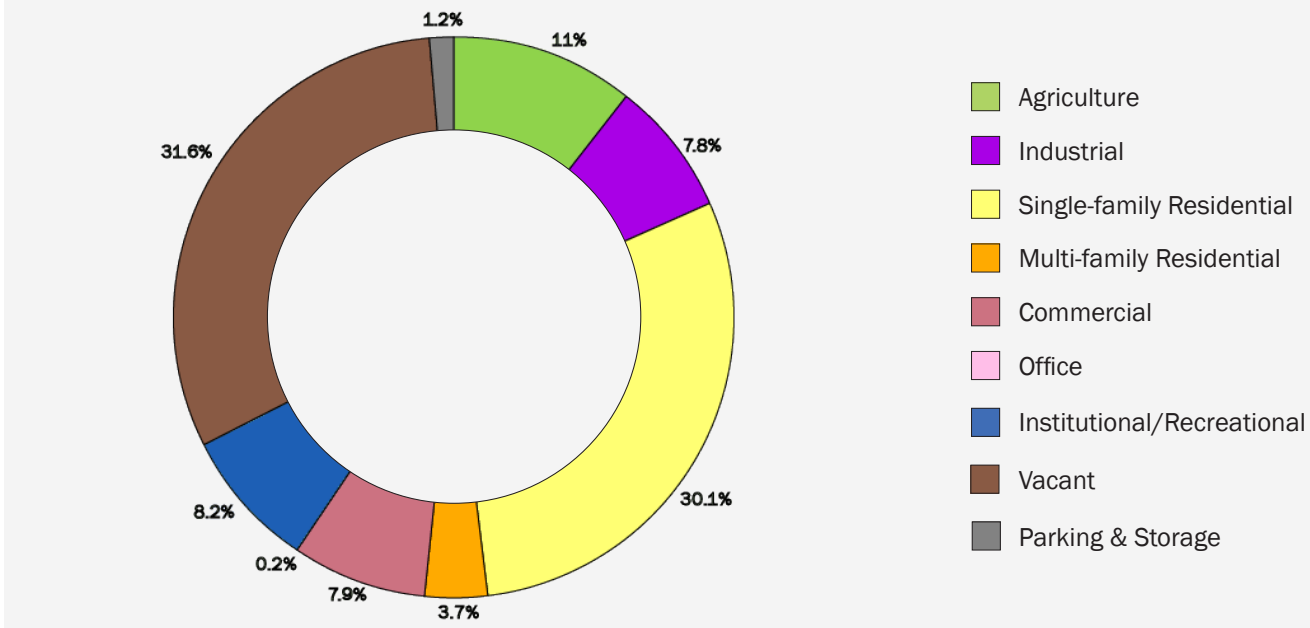
Figure 4.1: Aerial view of subdivision in Johnstown with multiple cul-de-sacs



Source: Google Earth Pro

Over time, Village expansion occurred off the major roadway corridors (US-62 and SR-37) instead of by a systematic extension of the local street network from the Village center. As a result, the local street network became more curvilinear and disconnected (e.g. populated by cul-de-sacs as seen in **Figure 4.1**) and residential and commercial development was lower in density. This development pattern, coupled with the unintended consequence of conventional zoning regulations, has resulted in a segregation of land uses into single-use zones and a local street network that is not interconnected and therefore relies heavily on US-62 and SR-37. Sidewalks are present through much of the Village, but the automobile is the more prevalent form of travel, which causes congestion on US-62 and SR-37 during some peak travel times.

Figure 4.2: Johnstown land use categories by size



Source: ESRI ArcGIS

Use

Figure 4.2 shows that much of the land area within the Village is vacant at 31.0 percent of the total land area. Single-family residential is the other major land use at 29.0 percent. The remaining land uses (agricultural, industrial, commercial, office, institutional, and parking and storage) vary between 1.0 percent and 11.0 percent.

Agriculture, where it still exists within the Village's corporate boundaries, is located at the far edges of the Village's southwestern and northeastern quadrants. Multi-family is found in portions of all four quadrants, located mostly as a buffer between single-family residential and nonresidential uses. More recent non-residential development has concentrated along US-62, both on the northernmost (industrial) and on the southernmost (the Kroger center) ends of the community. Industrial uses make up 8.0 percent of the land area with commercial uses taking up another 8.0 percent. Located mostly along the US-62 corridor, office uses take up less than 1.0 percent of the land area with institutional uses (8.0 percent) situated toward the Village's central and southern edges (**Figure 4.3**).

Nearly 42.0 percent of the Village's undeveloped, vacant or agricultural land is located at the northeastern and southwestern edges of the Village. As a result, the Village should consider gearing most of its development toward land that is currently vacant or underutilized (but is not considered Natural Preserve or Natural Reserve

land) within the Village before expanding its corporate boundaries in order to take advantage of access to existing infrastructure and proximity to existing development.

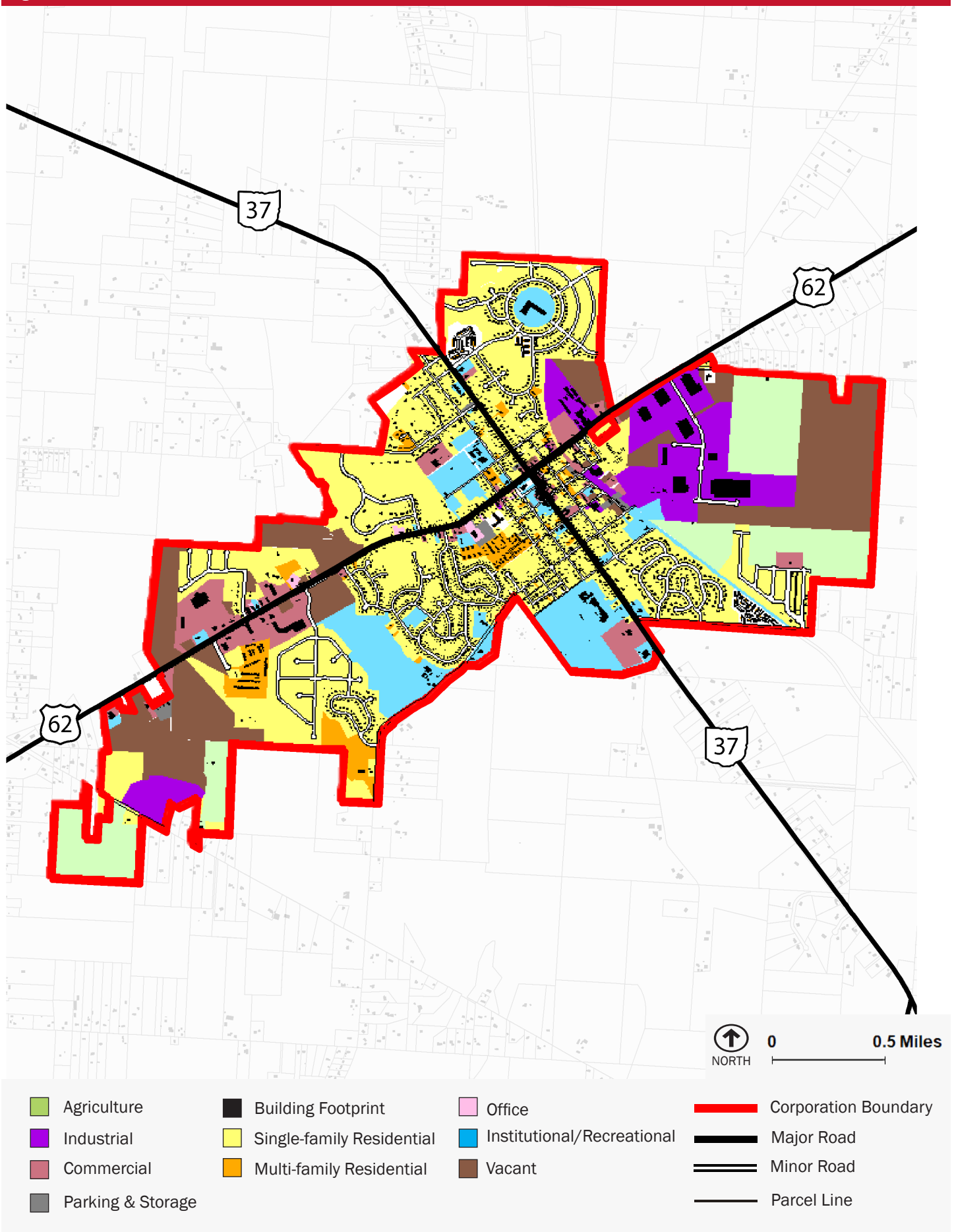
Form

The overall physical form a community takes is the result of how lots and blocks are arranged and where buildings are located on individual sites relative to parking, the street, and to one another. Even though it evolved out of necessity, the Village center provides an excellent example of how a compact, mixed-use, pedestrian friendly environment, with a well-defined street edge can be created by attending to the overall form of development.

Within the original Village center, buildings are placed forward toward the sidewalk and street, with parking in the rear yard and access via an alleyway (**Figure 4.4**). The older neighborhoods surrounding the Village center are also placed forward toward the street, with a few blocks also containing alleys for service access. Blocks are small, measuring 550 by 350 feet (**Figure 4.5**).

Beyond the Village center, most of the development is typified by deeper setbacks and parking in the front yard. A majority of the buildings along primarily single-family residential blocks have front setbacks that are more than 25 feet from the property line. Similarly, a majority of the buildings along primarily commercial blocks are greater than 10 feet from the property line. Blocks are large, measuring 850 by 450 feet.

Figure 4.3: Land Use



Even though sidewalks are prevalent throughout the Village with many on both sides of the street, walking can be less than interesting and inviting because many buildings are separated by either extensive parking - in the case of non-residential uses - or yard space in the case of most residential properties. Continuing to develop in this way may increase congestion on main routes, preclude use of other modes of travel, and further diminish the Village's original unique character.

CONCLUSION

With nearly half the land within the Village's corporate boundaries currently vacant or undeveloped, growing outward is not the only option the Village has to accommodate future development. **Figure 4.6** illustrates recommended development priorities in and around the Village boundary. The four priorities include:

- **Intended Growth:** High priority infill development based on availability of existing infrastructure (e.g. roadway access, utilities, etc.).
- **Controlled Growth:** Moderate priority area of extended development or redevelopment.
- **Confined Growth:** Low priority development area that is contiguous to the Village's corporate boundaries and would require rezoning as well as the extension of major infrastructure if annexed to the Village.
- **Prohibited Growth:** Areas of development requiring major new infrastructure on environmentally sensitive land (see Figures 10.1 and 10.2).

Furthermore, creating a more robust street network within the community will not only help alleviate traffic congestion on existing arterial routes but will also allow more opportunities to accommodate pedestrians and bicyclists, and establish a framework for a more compact, mixed-use environment for residents and visitors to enjoy.

The historic downtown acts as the center of the community and is an important asset to the vitality of Johnstown. Historic neighborhoods such as the Village Center as well as significant buildings and landmarks should be identified and preserved as the Village continues to develop.

SWOT Analysis

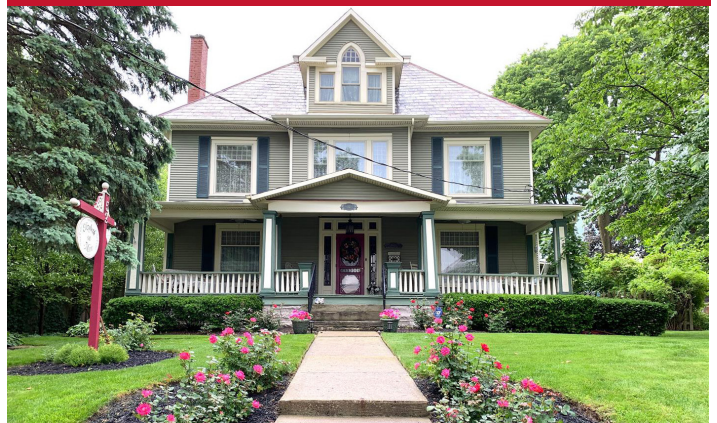
The purpose of a strengths, weaknesses, opportunities, and threats analysis - or SWOT Analysis - is to provide a summary of the key factors in the Built Environment analysis that maximizes the community's strengths, minimizes its weaknesses, takes advantage of available opportunities, and limits its threats. This elements major SWOT items include:

Figure 4.4: Sidewalk-oriented buildings with zero setbacks in Downtown Johnstown



Source: Jennifer Robertson

Figure 4.5: Shallow residential setback near the Village Center



Source: RE/MAX Affiliates

Strengths

The historic community center exhibits a compact, walkable, mixed-use environment with an interconnected street pattern.

Weaknesses

The areas developing outside of the historic center within the community are becoming less compact and walkable and have fewer street connections.

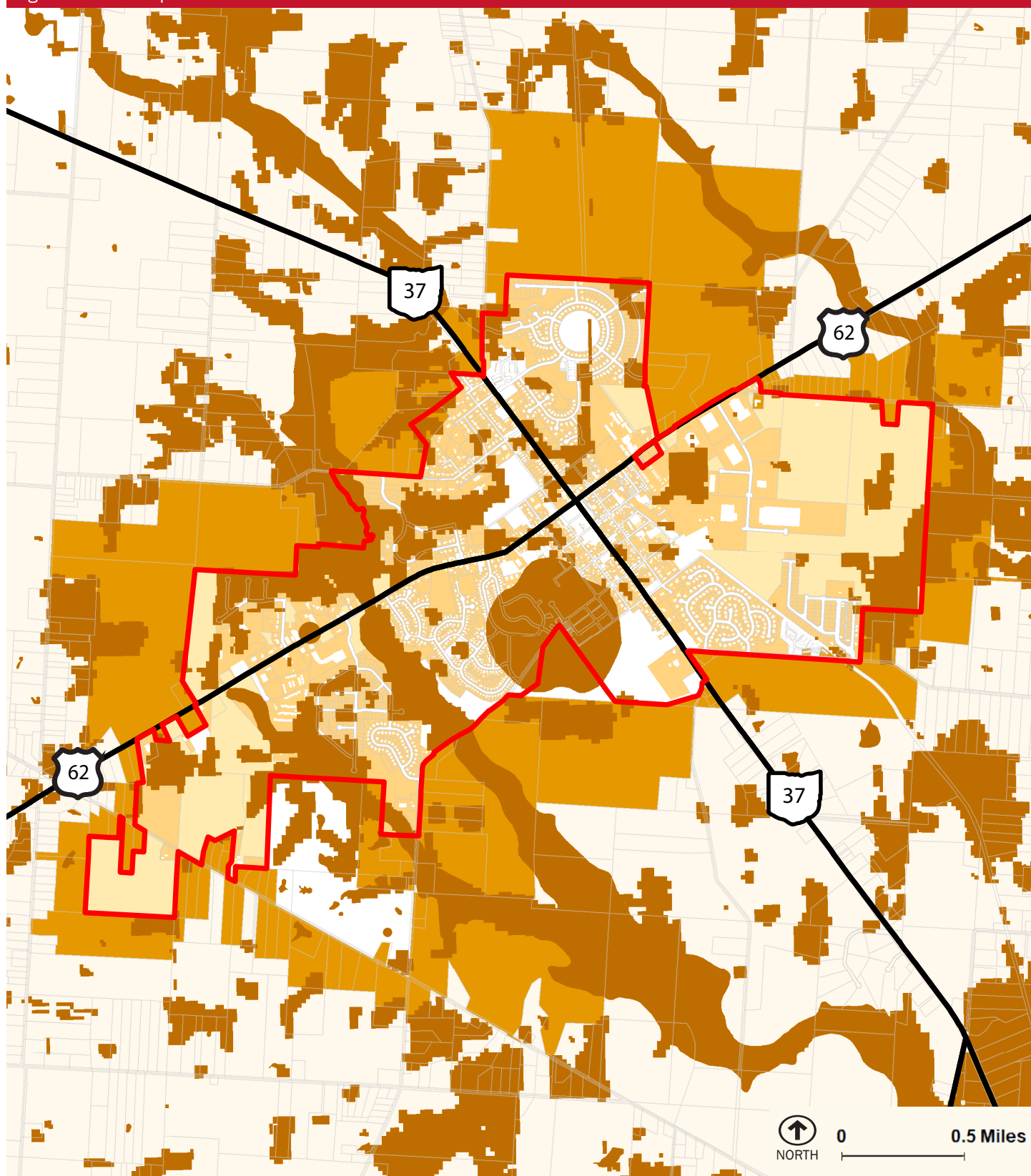
Opportunities

Undeveloped and underutilized sites with access to infrastructure and zoning entitlements are available within the Village.

Threats

Pressure to expand Village boundaries and develop greenfield sites.

Figure 4.6: Development Priorities



- | | | |
|---|--|---|
|  Intended Growth Area |  Confined Growth Area |  Existing Developed Area |
|  Controlled/Moderate Growth Area |  Prohibited Growth Area | |

RECOMMENDATIONS

The following identifies outcomes toward which to measure progress toward the Built Environment goal and recommends key action steps or interventions that can be taken to aid in achieving the desired outcomes.

Outcomes

The following identifies specific outcomes or measurable, condition-level indicators that depict the community's progress toward the Built Environment goal. Outcomes are mostly quantitative and represented by trend lines, targets, or thresholds. The following lists several outcomes that can be used in measuring progress:

Outcome 1.1: Infill Development

Demonstrate at least 51 percent of new residential and non-residential development is in suitable areas currently undeveloped, vacant, or on infill sites that were previously developed brownfield or greyfield sites.

Outcome 1.2: Mixed-use Design

Demonstrate that future neighborhoods and centers have 50 percent of their buildings along primarily single-family residential blocks are not more than 30 feet from the property line, and commercial blocks not more than 15 feet from the property line.

Outcome 1.3: Walkability

Demonstrate that future neighborhoods and centers have 90 percent of roadway length designed with sidewalks on both sides or connection pathways.

Outcome 1.4: Historic Preservation

Demonstrate an increased number of historically identified structures and sites through the Federal Register of Historic Places or through official action by the Village of Johnstown.

Actions

Actions describe a range of projects, programs, or initiatives that the community can invest in that are important to achieving desired outcomes. In other words, actions focus on the key interventions that move the needle toward identified outcomes. The following lists several action steps that can be taken to aid in achieving the desired outcomes:

Action 1.1.1

Adopt policies that encourage development in urbanized areas that are already supported by and are accessible to public utilities.

Action 1.1.2

Adopt policies and zoning that encourage development in currently undeveloped, vacant, or on infill sites that were previously developed brownfield or greyfield sites.

Action 1.1.3

Establish a design review board or similar appointed body that provides comments on the sustainability implications of proposed development projects.

Action 1.1.4

Consider financial incentives to promote vacant, undeveloped sites and conduct brownfield site remediation.

Action 1.2.1

Adopt compact and mixed-use zoning for all new development areas, as appropriate for the site.

Action 1.2.2

Require build-to lines for commercial and residential structures in areas identified for compact, mixed-use development.

Action 1.2.3

Adopt parking strategies in existing and new development areas.

Action 1.2.4

Adopt regulatory strategies and development regulations that permit or incentivize increased employment and diverse uses in areas identified for compact, mixed-use development.

Action 1.3.1

Prepare and adopt a specific mobility or circulation plan for compact, mixed-use development.

Action 1.3.2

Document and address gaps in sidewalks.

Action 1.3.3

Conduct regular “walking audits”.

Action 1.3.4

Integrate with Outcome 4.2 (see Chapter 7: Transportation).

Action 1.4.1

Develop a plan for identification and preservation of historically and architecturally significant buildings and sites within the Village.

Action 1.4.2

Encourage private preservation and renovation of historic sites or structures through the approval of necessary variances to development standards.

Action 1.4.3

Market the Village Center to the region as an attractive location for businesses and visitors by emphasizing the historic aspects and using tools such as social media, newspapers and magazines.



Source: Howard Hanna Realty



5. HOUSING

Goal 2: Construct, preserve, and maintain a range of housing choices with convenient access to daily services for people of all age ranges and lifestyles.

INTRODUCTION

With the exception of the past few years, housing has kept pace with population growth in the community and the value of housing is similar to the rest of the County and the State of Ohio. Most of the options in Johnstown are single-family residential homes which do not accommodate the needs of an aging population with smaller households. The purpose of this chapter is to not only understand the characteristics of the housing market in Johnstown, but to identify where there are current deficiencies (e.g. supply, diversity, etc.) and to recommend ways in which these deficiencies can be accommodated.

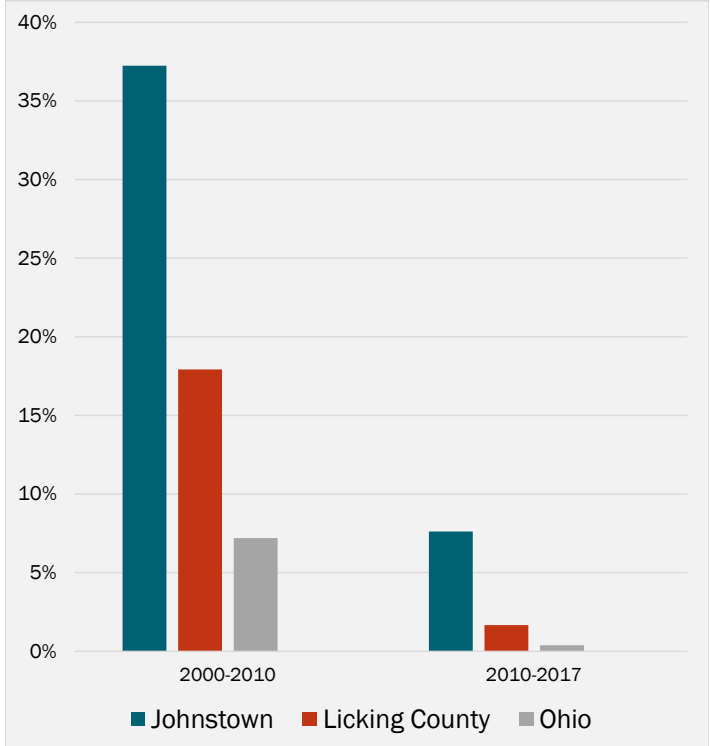
EXISTING AND FUTURE CONDITIONS

The ACS estimates that there were 2,146 housing units in the Village of Johnstown in 2017. This number is up 7.6 percent from 2010 when there were 1,994 housing units. Between 2000 and 2010, the Village experienced an upsurge in the total number of housing units corresponding to the increase in population (see Chapter 3: Population), with a 37.2 percent increase in housing units in the Village.

The percent change in total housing units in the Village compared to Licking County and the State of Ohio is shown in **Figure 5.1**. Between 2000 and 2010, the Village experienced more than double the growth of housing units experienced by Licking County and more than five times the growth in housing experienced by the State. In these same years, the vacancy rate rose from 3.9 percent to 5.2 percent in the Village in conjunction with the addition of 531 new housing units. This rise in vacancy may be attributed to the anticipation of a growing population and an expected increase in demand for housing.

Housing units built by year are shown in **Figure 5.2**. The ACS, in 2017, estimates that of the 2,146 housing units in Johnstown, 16.8 percent were built in 1939 or earlier. Additionally, approximately 35.5 percent of the housing

Figure 5.1: Percent Change in Housing Units



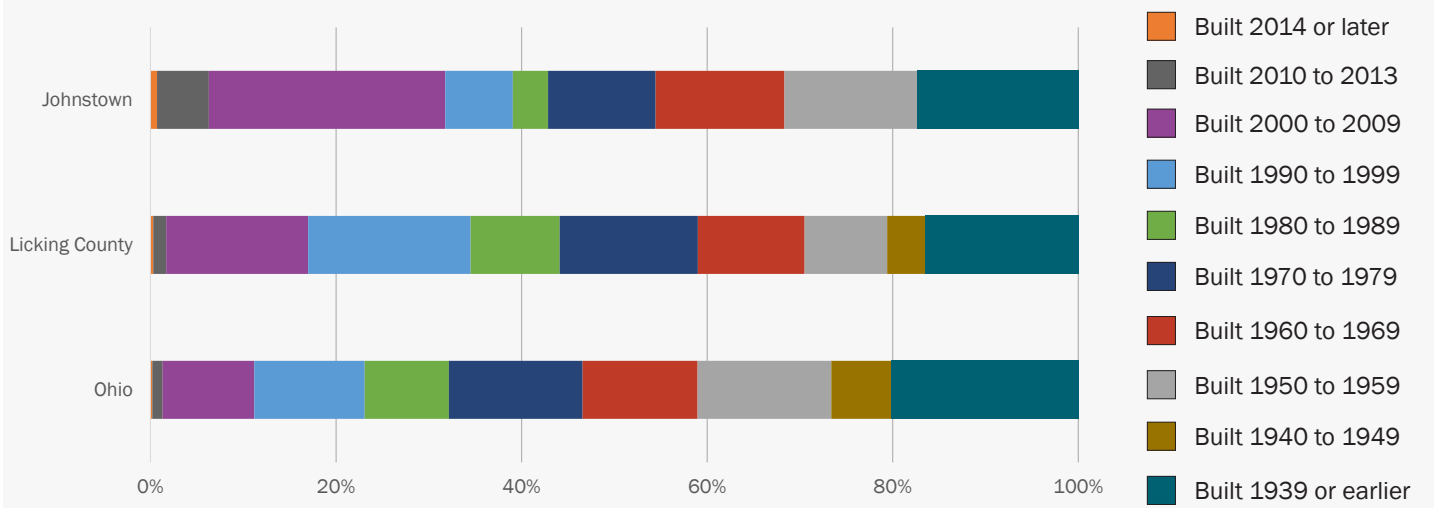
Source: US Census Bureau and American Community Survey

stock had been built since 2000. The largest percentage of housing units were built between 2000 and 2009 (24.6 percent), again corresponding to the overall increase in population.

While Johnstown, Licking County, and Ohio all experienced growth in average household size between 2010 and 2017, the Village experienced the largest increase (**Figure 5.3**). Additionally, the Village was the only area to maintain its average household size between 2000 and 2010.

Between 2000 and 2010, the Village of Johnstown saw a slight increase in rental tenured housing units and a corresponding decrease in owner-occupied housing units

Figure 5.2: Housing Units Built by Year



Source: US Census Bureau and American Community Survey

(Figure 5.5). During this time, rental tenure increased from 36.9 percent to 40.7, while owner-occupied housing decreased from 63.1 percent to 59.3 percent. The ACS estimates that in 2016, 61.1 percent of housing units were owner-occupied, and 38.9 percent were renter-occupied.

Housing and Household Costs

The ACS approximates that, in 2017, the median value of owner-occupied housing units was \$151,000. In 2000 and 2010, the median value of owner-occupied units in the Village was \$95,400 and \$151,600, respectively. This pattern is also evident in the median values from Licking County and the State of Ohio in those same years (Figure 5.4). As of 2017, housing prices in the Village were slightly more affordable than they were in 2010; however, all

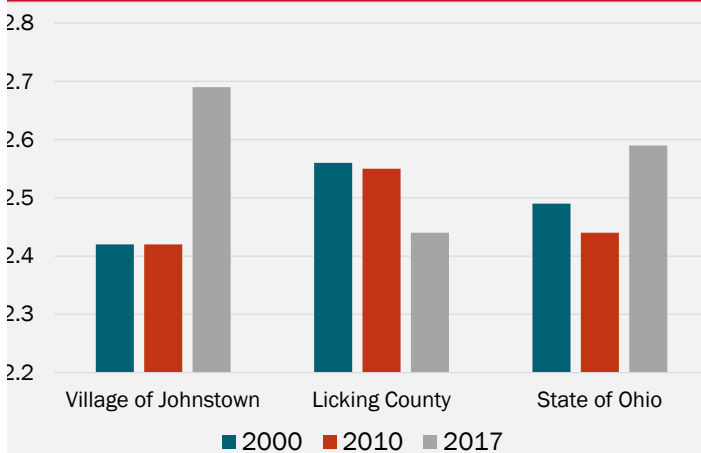
three areas saw an increase in housing prices between 2000 and 2010.

Behind housing, transportation cost in areas like the Village of Johnstown are the second largest part of a family's household income. As indicated in the [H+T Index](#), Johnstown's residents spend more on transportation (24.0 percent of income) than on housing (20.0 percent of income).

CONCLUSION

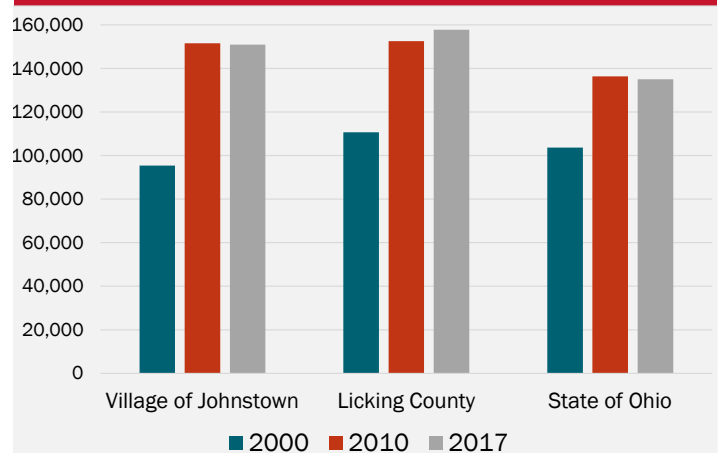
As mentioned, the steep increase in population between 2000 and 2010 created a demand for new housing. The response to this demand was the addition of 531 housing units over the same decade. In the coming years, population growth will continue to create demand

Figure 5.3: Average Household Size



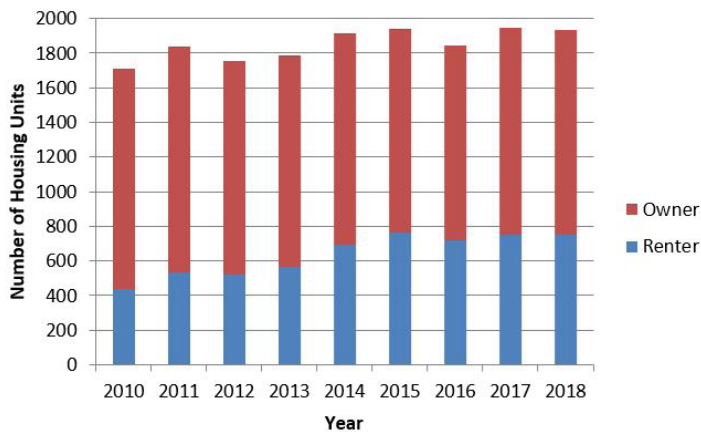
Source: US Census Bureau and American Community Survey

Figure 5.4: Median Housing Value



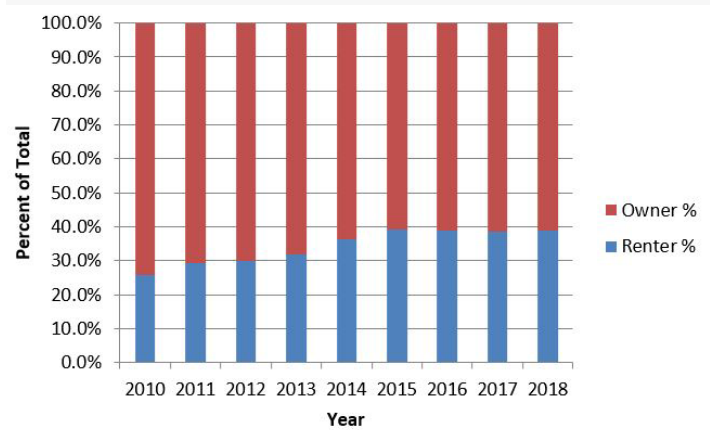
Source: US Census Bureau and American Community Survey

Figure 5.5: Housing Units by Number



Source: US Census Bureau and American Community Survey

Figure 5.6: Housing Units by Percent



Source: US Census Bureau and American Community Survey

for additional housing that includes a variety of housing types. While it appears the Village has adapted well to the growing demand thus far, there may be a need for newer housing units as the current stock ages, especially if Johnstown remains an attractive and affordable place to live and residents continue to commute outside the area for employment (see Chapter 6: Economic Development).

The community's housing stock should also include a variety of housing types (e.g. attached and detached

single-family units, multifamily units, senior independent and dependent living, age restricted, etc.) in order to allow residents to age in place without having to move to another location or community in order to meet their housing needs.

SWOT Analysis

The purpose of a strengths, weaknesses, opportunities, and threats analysis - or SWOT Analysis - is to provide a summary of the key factors in the Housing analysis that

Figure 5.7: Leafy Dell Subdivision Entrance



maximizes the community's strengths, minimizes its weaknesses, takes advantage of available opportunities, and limits its threats. This elements major SWOT items include:

Strengths

The supply of new housing units is keeping pace with demand.

Weaknesses

A higher demand for age-in-place housing options.

Opportunities

The Village has the opportunity to diversify housing stock to accommodate different lifestyles (e.g. empty nesters, young professionals).

Threats

The aging housing stock may create a need for additional housing.

RECOMMENDATIONS

The following identifies outcomes toward which to measure progress toward the Housing goal and recommends key action steps or interventions that can be taken to aid in achieving the desired outcomes.

Outcomes

The following identifies specific outcomes or measurable, condition-level indicators that depict the community's progress toward the Housing goal. Outcomes are mostly quantitative and represented by trend lines, targets, or thresholds. The following lists several outcomes that can be used in measuring progress:

Outcome 2.1: Housing and Transportation Costs

Demonstrate an increase in housing options by developing a diverse housing stock that addresses the lifestyle and transportation needs of all ages and household types.

Actions

Actions describe a range of projects, programs, or initiatives that the community can invest in that are important to achieving desired outcomes. In other words, actions focus on the key interventions that move the needle toward identified outcomes. The following lists several action steps that can be taken to aid in achieving the desired outcomes:

Action 2.1.1

Develop a comprehensive housing strategy.

Action 2.1.2

Analyze public transit access and transportation costs to improve connectivity within Johnstown as well as within the Licking County and Columbus region.

Action 2.1.3

Collaborate with partner jurisdictions to incorporate the Western Licking County Accord into development projects and preserve the rural character of the community.

Action 2.1.4

Partner with prospective property owners and residents to encourage the preservation of historic homes and buildings in the Village.

Action 2.1.5

Work with private employers to provide live-near-your-work or employer-assisted housing financial incentives.

This page intentionally left blank



Chris Monroe Photography



6. ECONOMIC DEVELOPMENT

Goal 3: Strengthen the community's economic base through the well-planned development and redevelopment of existing businesses and the recruitment of new businesses in order to create a diversified local economy all with support from the business community.

INTRODUCTION

Most economic development programs in established communities are focused on retaining as many existing businesses as possible and working to attract new ones. More businesses are likely to stay, and new ones established, if the existing economy is healthy and competitive with other communities. It becomes difficult to do both when the overall economic health of the community is declining, and is less attractive not only to future business, but to prospective residents as well. In addition, providing good community services, amenities and infrastructure maintenance are also critical. This chapter looks at several measures of community economic well-being and then identifies what the Village is currently doing to maintain and enhance its economic viability.

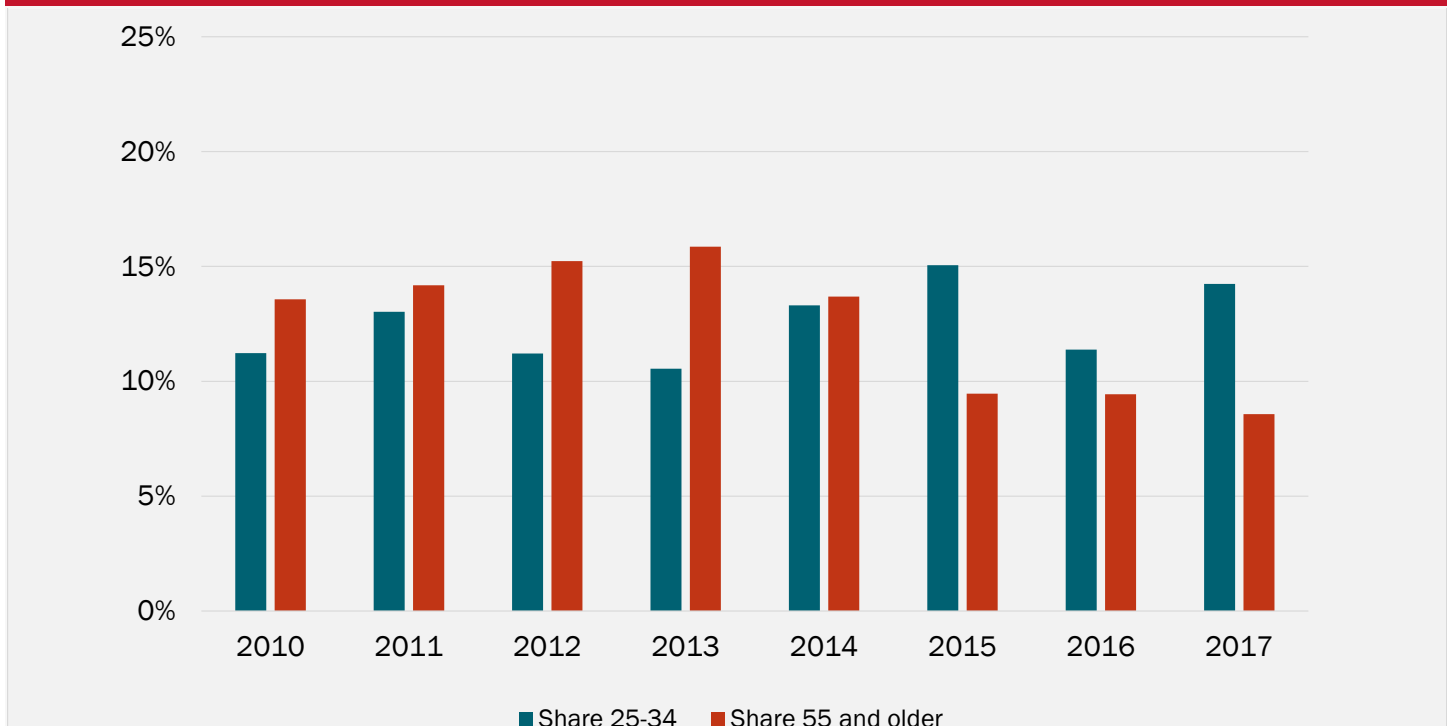
EXISTING AND FUTURE CONDITIONS

Age Groups

Even though the Village reflects a national trend toward an older population or aging “Baby Boomers,” it has shown growth in the number of persons aged 25-34. This “Echo” of the baby boomer generation - or millennials - will be even larger than the baby boomers and is a strong economic force.

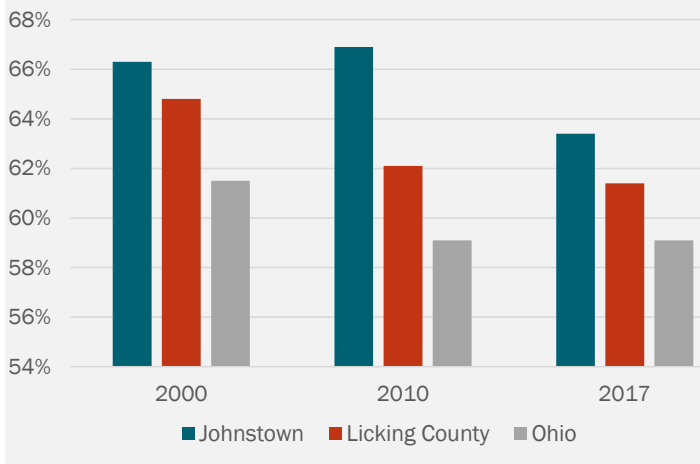
An increasing number of millennials are choosing to live in smaller communities, typically toward the mid-west where housing is more affordable and where there is a desirable quality of life. Generally, they are more inclined to choose a location where they want to live and then look for or create a job. People 55 and older are looking for some of the same places and for some of the same reasons.

Figure 6.1: Workforce by age group (25-34 and 55 and older)



Source: US Census Bureau and American Community Survey

Figure 6.2: Employment Rate



Source: US Census Bureau and American Community Survey

From 2010 to 2015 (estimate), the Village experienced a gradual increase in the 25-34 age group. Between 2015 and 2016, the share of 25-34 year old residents dropped slightly along with an increase in the share of 55 and older residents. The share of 25-35 age group increased from 2016 to 2017 (**Figure 6.1**).

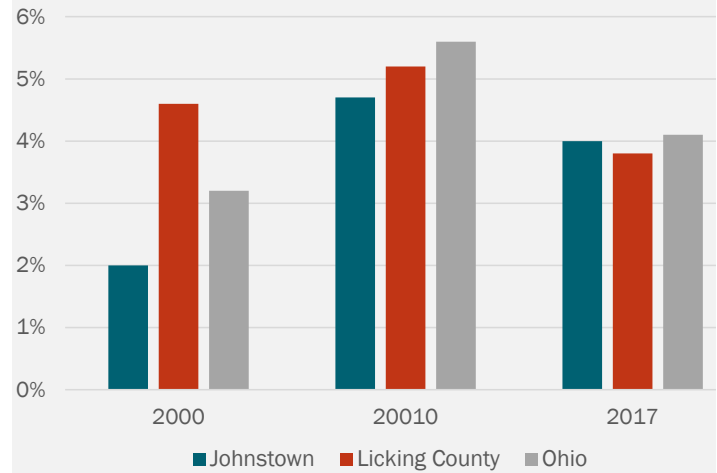
Employment

Since 2000, Johnstown has maintained a higher rate of employment - or the proportion of the working-age population who are in employment - than both Licking County and the State of Ohio. Even during the decade of the Great Recession (2000-2010) Johnstown fared better than the other jurisdictions. The estimate for 2017 shows a drop for Johnstown and Licking County with Johnstown remaining the highest (63.4 percent) of the three (**Figure 6.2**). In comparison, the current employment rate at the national level is 61.0 percent, according to the Bureau of Labor Statistics.

The unemployment rate is the proportion of economically active people who are unemployed. Licking County has a lower unemployment rate than both the State of Ohio and the Village of Johnstown. The 2017 estimate shows Johnstown, Licking County, and the State of Ohio with a lower unemployment rate than 2010, with Licking County being the lowest of all three at 3.87 percent (**Figure 6.3**). The Bureau of Labor Statistics reports that the current national unemployment rate is 3.6 percent.

The industry with the highest rate of employment (2017 estimate) among Johnstown, Licking County, and the State of Ohio is “education, health, and social services,” with most of that employment dedicated to health care (**Figure 6.4**). Johnstown had 20.0 percent of its workforce employed in that sector, followed by Licking County at 22.9

Figure 6.3: Unemployment Rate



Source: US Census Bureau and American Community Survey

percent and the State of Ohio at 24.1 percent. The next highest sector was “retail trade,” where Johnstown had the highest rate at 18.8 percent. “Arts and Entertainment” accounted for 11.5 percent in Johnstown, whereas, it was slightly lower at 9.2 percent at the state level.

Income

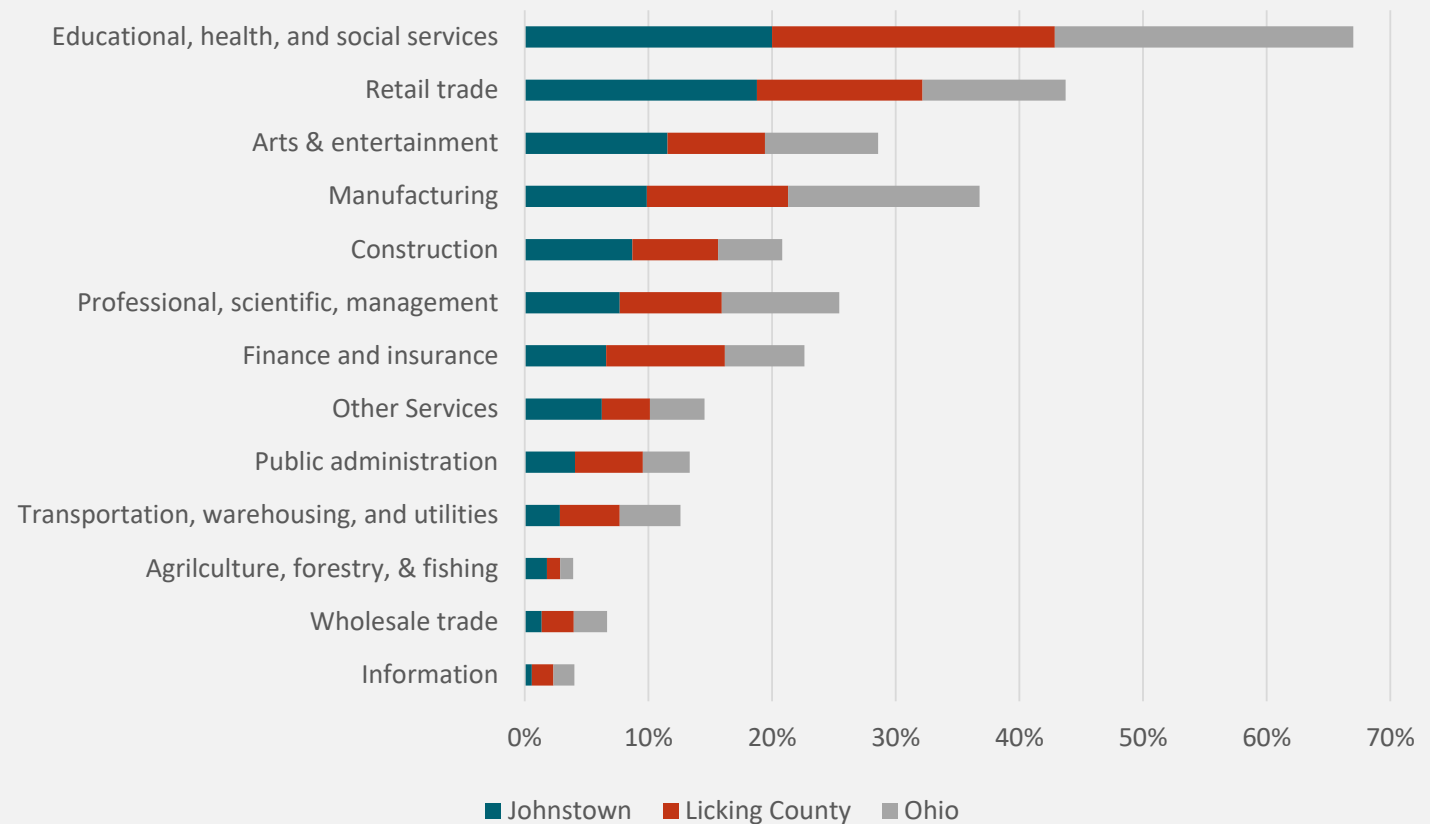
Since 2000, median household income has risen gradually for Johnstown, Licking County, and Ohio. Johnstown went from \$43,651 in 2000 to an estimated \$50,195 in 2017 and is the lowest level of all three jurisdictions (**Figure 6.5**). Inflation, at least since the Great Recession (which officially ended in 2010), has been modest and explains only a fraction of the increase.

A comparison of educational level with income across Johnstown, Licking County, and the State of Ohio reveals that the higher the educational level, the higher the income (**Figure 6.6**). Johnstown at \$62,039 for a “graduate or professional degree” is close to Licking County (\$62,299) and the State of Ohio (\$65,351). A different situation exists at the bachelor’s degree level. Licking County, is the highest at \$57,765, while Johnstown is the lowest at \$45,951. Where Johnstown is uniquely different than the other two jurisdictions is in the “some college or associates degree” level and “high school graduate” where it experiences a higher income level.

Workplace

When looking at where people work relative to their place of residence, Johnstown is similar to the State of Ohio and Licking County in that a majority of residents (85.0 percent) work outside their place of residence (**Figure 6.7**). The average travel time to work for Johnstown residents is 28.4 minutes, followed by 24.0 minutes for Licking County and 22.4 minutes for the State of Ohio as

Figure 6.4: Employment by Industry (2017)



Source: US Census Bureau and American Community Survey

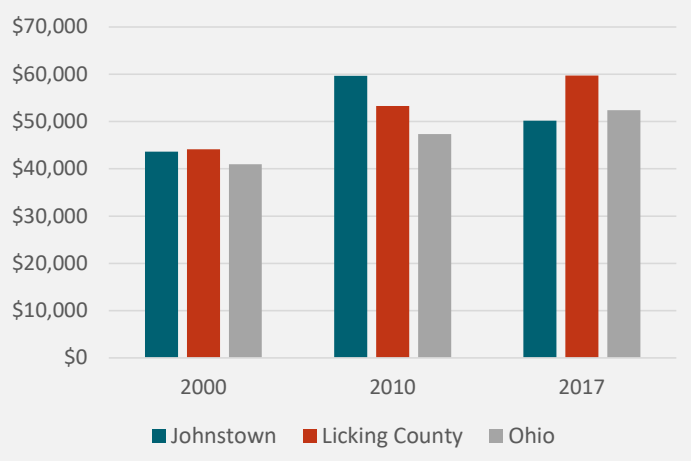
estimated in 2017.

Where people work has an enormous impact on their daily commute. Workplaces that are centrally located in walkable neighborhoods with transit service and a variety of nearby destinations enable employees to rely less on their personal vehicles for commute and daytime trips. This can result in lower congestion and pollution

impacts, in addition to a reduced cost burdens on local infrastructure and an opportunity to collect local income tax revenue to support local government services.

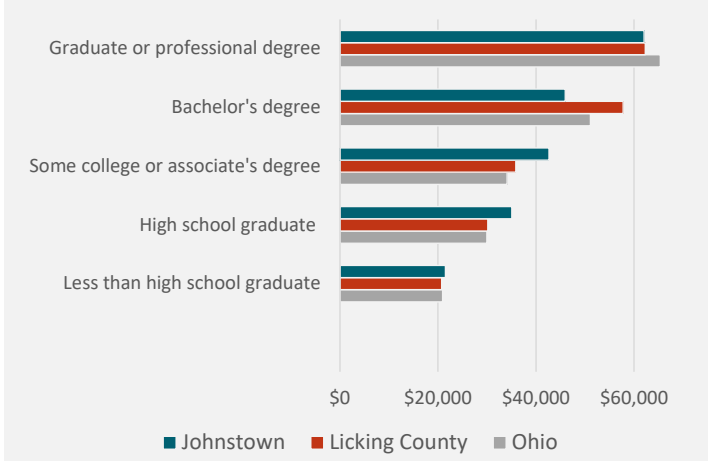
The Smart Location Calculator is a simple tool for exploring how workplace location affects worker commute and travel. Indicators include worker commute mode-share, vehicle miles traveled, and workplace accessibility via

Figure 6.5: Annual Median Household Income



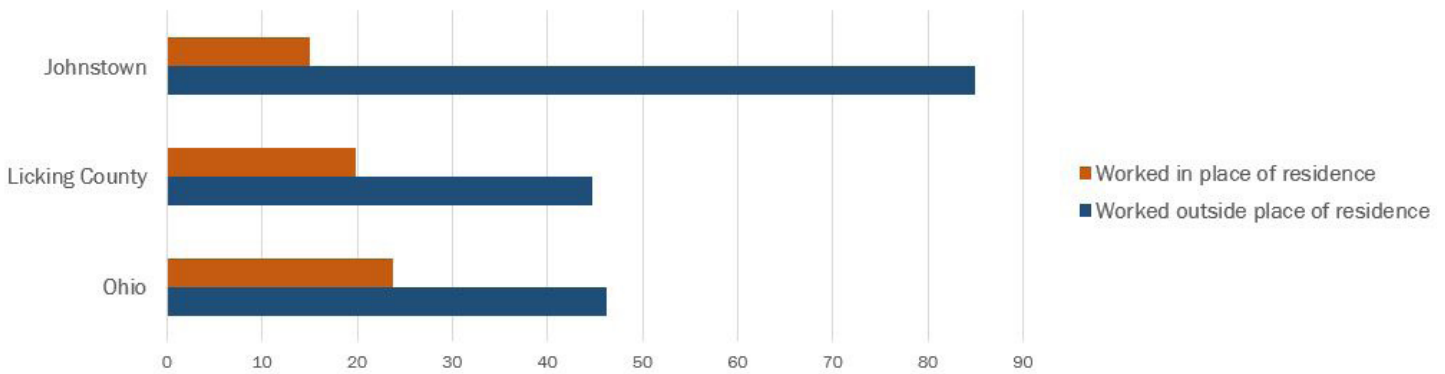
Source: US Census Bureau and American Community Survey

Figure 6.6: Income and Education



Source: US Census Bureau and American Community Survey

Figure 6.7: Living in Place



Source: US Census Bureau and American Community Survey

transit. The Calculator provides a Smart Location Index (SLI), which ranges in value from 0-100, where 0 indicates the least location efficient site in the region, and 100 indicates the most location efficient site. These scores are relative to the region, and should not be compared across regions. When calculated for the Johnston Historic Center, the SLI score is 68 out of 100 and when calculated for the Johnstown Business Park, the SLI score is 50. The Commercial Area on South US-62 has an SLI score of 47.

Economic Development Program

In 2014, the Village established the Johnstown Economic Development Commission (JEDC) with the goal of “strive(ing) to be a Village with an accountable, user friendly government and a pro-business climate to attract and develop diverse business opportunities; emphasizing quality jobs to attract and retain skilled citizens.” The JEDC prepared an Economic Development Strategic Plan that identified potential partnerships, conducted a strengths, weaknesses, opportunities, and threats analysis, prioritized various action items.

The Johnstown Community Improvement Corporation (CIC) was established in September 2019. The mission of the CIC is to provide responsive and individualized economic development support for businesses to expand or locate in the Village of Johnstown. The CIC is the first of its kind in Licking County and is able to form private-public partnerships.

Currently, the Village has three designated Community Reinvestment Areas (CRA) that provide property tax incentives for investment in qualified retail, commercial, and industrial property improvements (**Figure 6.8**).

The areas include:

- CRA #1: Johnstown Business Park
- CRA #2: Johnstown Historic Center
- CRA #3: Commercial Area (South US-62)

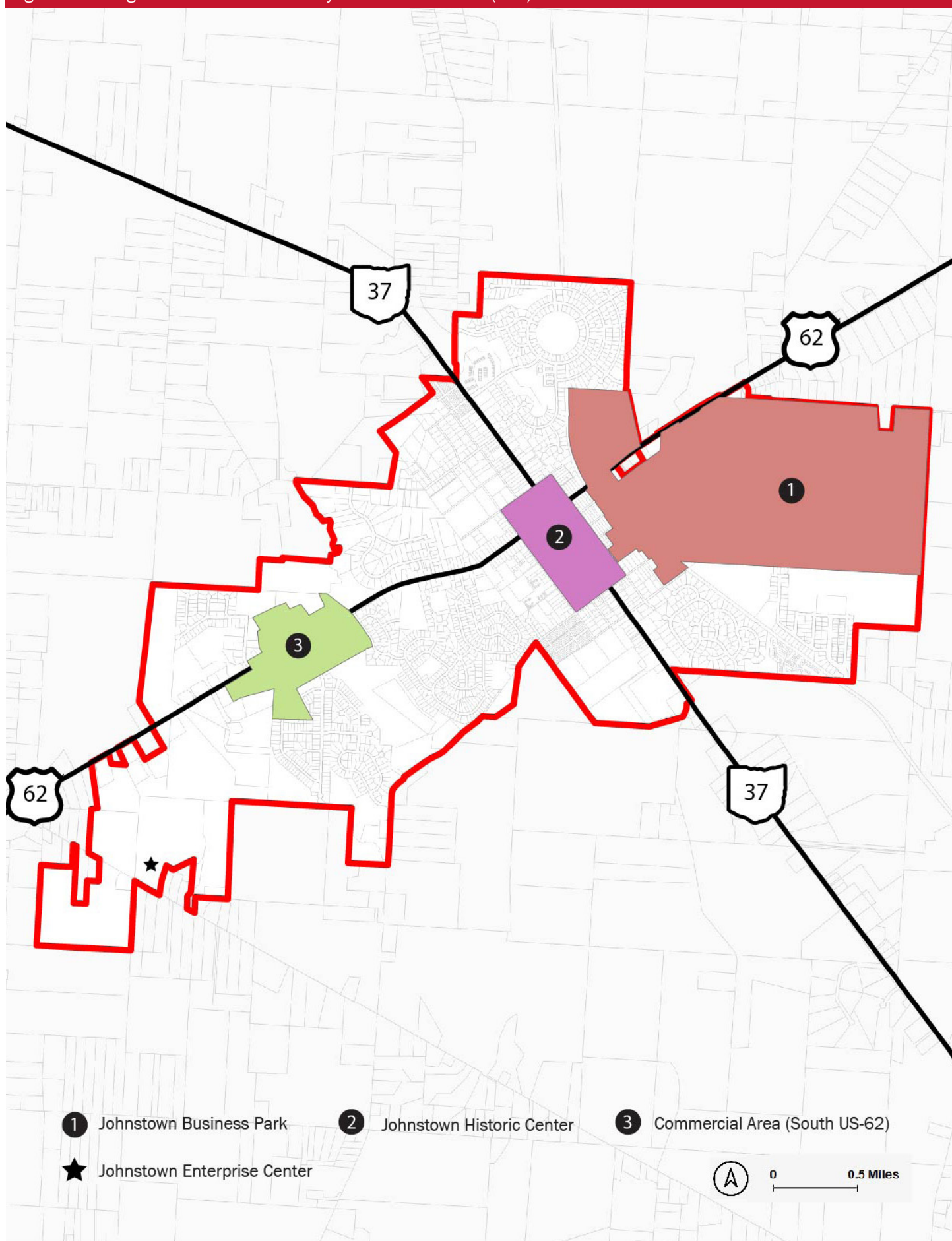
The Enterprise Center is a new business park development created to attract manufacturing jobs within the Village of Johnstown. The Enterprise Center was established in 2018 and is currently under development. The Enterprise Center was developed in conjunction with the Heath-Newark-Licking County Port Authority.

In 2017 Johnstown passed a resolution that welcomed the medical marijuana industry to the community, a result of a State of Ohio initiative to legalize the use of marijuana for medical purposes. Johnstown is now home to multiple businesses which are involved in the medical marijuana industry.

CONCLUSION

Most employment opportunities are outside the Village, causing a greater number of residents to commute to work over longer distances. The Village should also consider promoting its unique character and quality of life as a way to attract talent and entrepreneurship and encourage local business creation, expansion, and retention. Competing for success, particularly in a global marketplace, means creating and sustaining places where workers, entrepreneurs, and businesses want to locate, invest, and expand. These places are increasingly more compact and pedestrian friendly mixed-use environments (see Chapter 4: Built Environment).

Figure 6.8: Village of Johnstown Community Reinvestment Areas (CRA)



SWOT Analysis

The purpose of a strengths, weaknesses, opportunities, and threats analysis - or SWOT Analysis - is to provide a summary of the key factors in the Economic Development analysis that maximizes the community's strengths, minimizes its weaknesses, takes advantage of available opportunities, and limits its threats. This element's major SWOT items include:

Strengths

The Village has a low unemployment rate relative to the County and the State.

Weaknesses

Employment opportunities are outside the Village of Johnstown, causing a greater number of residents to commute to work over longer distances that lower opportunities for tax revenues from employment.

Opportunities

Johnstown can promote its unique character and quality of life to attract talent and entrepreneurship, as well as encourage local business creation, expansion, and retention.

Threats

The Village contains fewer businesses and industries that offer better income opportunities for those with less than a college degree.

RECOMMENDATIONS

The following identifies outcomes toward which to measure progress toward the Economic Development goal and recommends key action steps or interventions that can be taken to aid in achieving the desired outcomes.

Outcomes

Outcomes are measurable, condition-level indicators that depict the community's progress toward the Economic Development goal. Outcomes are mostly quantitative and represented by trend lines, targets, or thresholds. The following lists several outcomes that can be used in measuring progress:

Outcome 3.1: Businesses

Demonstrate an increased number of business establishments in the jurisdiction over a period of time to reduce percentage of residents that work outside the community (currently 85 percent) by 50 percent.

Outcome 3.2: Employment

Demonstrate the percentage change between Johnstown's employment rate and the national rate is 10 percent or better (currently 5.9 percent).

Outcome 3.3: Community Reinvestment Area

Demonstrate that each Community Reinvestment Area (CRA) achieves a minimum score of 70 using the EPA's Smart Location Calculator.

Actions

Actions describe a range of projects, programs, or initiatives that the community can invest in that are important to achieving desired outcomes. In other words, actions focus on the key interventions that move the needle toward identified outcomes. The following lists several action steps that can be taken to aid in achieving the desired outcomes:

Action 3.1.1

Conduct an assessment of local economic conditions, including economic leakage and targeted sectors for future investment.

Action 3.1.2

Formally engage with the business community on a monthly or quarterly basis to improve economic conditions and address specific needs.

Action 3.1.3

Appoint an advisory body to provide recommendations and represent the business community in local decision-making.

Action 3.1.4

Engage in regional coordination with other governmental, public, private, and non-governmental entities to attract and retain businesses in the region.

Action 3.1.5

Provide incentives to local and small businesses in the region in the form of direct financial assistance or tax incentives.

Action 3.1.6

Create or support promotional campaigns to bank locally, buy locally, or buy from small and independent businesses and retailers.

Action 3.2.1

Provide direct services and trainings tailored to the needs of the business community.

Action 3.2.2

Provide focused support, resources, and services to young entrepreneurial companies through business incubators.

Action 3.2.3

Provide job training and assistance programs for employees and employers in professions or sectors where wages are below the living wage.

Action 3.3.1

Support business development activities in Community Reinvestment Areas.



Source: Burton Planning Services



7. TRANSPORTATION

Goal 4: Provide for a safe, convenient, efficient, and low-cost motorized and non-motorized transportation system with an interconnected network of streets that accommodates walking, biking, and public transit; reduces vehicle miles traveled and is coordinated with adjacent land uses.

INTRODUCTION

Like many communities, Johnstown experienced rapid growth after World War II. Millions of Americans were able to afford private vehicles for the first time and cars were viewed as the fastest and the most convenient form of travel. At a time when the automobile's myriad negative consequences to society — especially to public health and the environment — were not fully understood or appreciated, communities across the Country prioritized

infrastructure for private vehicles to the detriment of other modes. As a result, many suburban and rural communities, including Johnstown, rely primarily on automobile travel. The purpose of this chapter is to inventory the roadway network and identify how different modes of travel can be accommodated in order to reduce the reliance on automobiles.

Table 7.1: Roadway Network Inventory Table

Roadway	Functional Class	Number of Lanes	Speed Limit	ADT (2016)	Direction of Travel	Access Point Density (per 1000 ft)	Shoulders	Pedestrian Facilities	Bicycle Facilities
US-62, Johnstown-Utica Road/Coshocton Street	Principal Arterial (SW Johnstown); Major Collector (NE Johnstown)	2-3	35-55	12,404 - 15,357	Varies	8	Partial	Partial	No
SR-37, Main Street, Johnstown-Alexandria Road	Principal Arterial	2	35	3,714 - 8,551	Varies	15	Partial	Partial	No
CR-3, Croton Road	Major Collector	2	55	2,558	N-S	1	No	No	No
CR-16, Sportsman Club Road	Local	2	55	Not available	E-W	7	No	No	No
CR-33, Duncan Plains Road	Minor Collector	2	55	Not available	Varies	4	No	No	No
CR-41, Mink Street/ W. Jersey Street	Major Collector	2	35-55	Not available	Varies	9	No	Partial	No
TR-18, Concord Road	Local	2	35	Not available	E-W	3	No	Yes	No
TR-59, Edwards Road	Minor Collector/ Local	2	25	Not available	E-W	9	No	Partial	No

Source: Ohio Department of Transportation - Transportation Information Mapping System

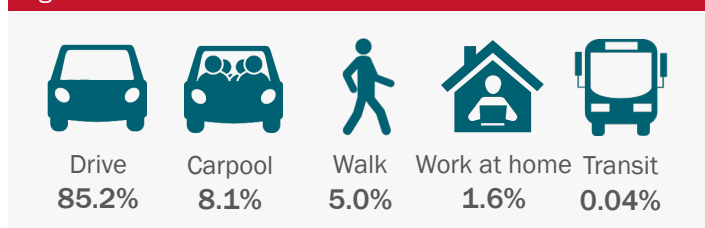
EXISTING AND FUTURE CONDITIONS

Roadway Network

Johnstown's core is centered around the intersection of SR-37 and US-62 (Main Street/Johnstown-Alexandria Road and Johnstown-Utica Road). Its local roadway network has expanded from this core area over time. As a result, the street grid is skewed, set at a diagonal angle between cardinal directions. SR-37 connects Johnstown to Granville and Newark to the southeast and Sunbury and Delaware to the northwest. US-62 travels towards Columbus to the southwest, and Utica, Martinsburg, and other points to the northeast. In addition, several other regional routes form a part of the Village's roadway network. These roads include Edwards Road/County Route (CR) 59, Concord Road/CR-18, and Mink Street/Jersey Street. Local streets (**Appendix C**) comprise the remainder of Johnstown's roadway network. **Table 7.1** details the full roadway network inventory.

Average Daily Traffic (ADT) reflects the average number of vehicles that travel through a segment of roadway over a 24-hour period. The ADT is sometimes called the average annual daily traffic (AADT) to show that the data has been factored to an annual average accounting for seasonal variations. ADT is the most basic unit of traffic monitoring and is essential for developing traffic forecasts. The most recently available data shows that AADT on SR-37 was approximately 6,900 southeast of the US-62 intersection and 8,300 northwest of the intersection. On US-62, traveling northeast from the intersection, AADT is approximately 12,300; it is roughly 15,000 southeast of the intersection. As a point of reference, nearby SR-161, a limited-access highway south of Johnstown, carries 35,600 AADT.

Figure 7.1: Commute Pattern to work



Source: datausa.io/profile/geo/johnstown-oh/

Table 7.2: Commute Time (minutes)

United States	25.0
Ohio	22.4
Columbus Metro	22.5
Licking County	24.0
Johnstown	28.4

Source: datausa.io/profile/geo/johnstown-oh/

Commute Patterns

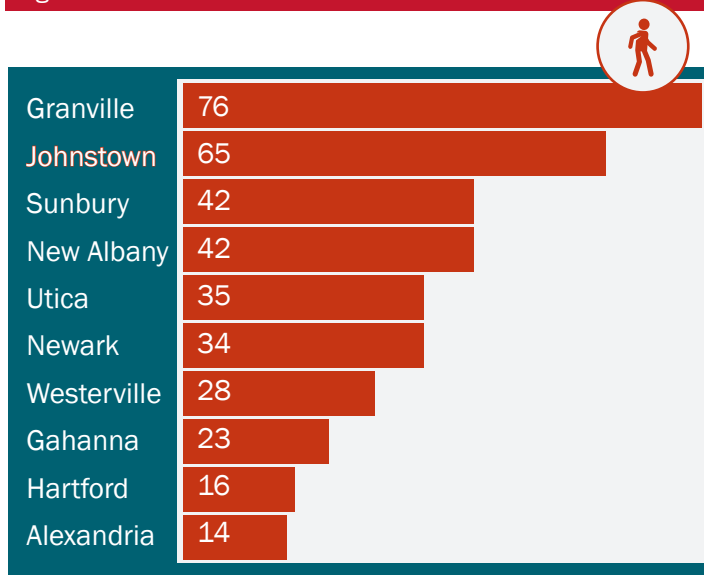
Workers in Johnstown have longer commute times than national, state, and Columbus metropolitan area averages (**Table 6.2**). The typical Johnstown worker commutes on an average 28.4 minutes each way. In addition, 2.5 percent of the Village's workforce have "super commutes" in excess of 90 minutes. 85.2 percent of Johnstown workers drive to work alone. This rate is higher than the national average, which is 77.0 percent. 8.1 percent carpool, 1.6 percent work from home, 5.0 percent walk, and 0.04 percent take public transit (**Figure 7.1**).

Walking Environment

Johnstown's overall **Walk Score** is 65, which means that it is somewhat walkable and some errands can be accomplished on foot (**Figure 7.2**). The degree of walkability varies within the Village. The Downtown area, with a compact development pattern and a mix of uses, has a Walk Score of 66; conversely, suburban residential areas, such as the neighborhoods off of US-62 southwest of Downtown, have a Walk Score of 25. These areas are auto-dependent, meaning that most trips require a car.

Sidewalks form the spine of Johnstown's walking environment (**Figure 7.3**). They extend northwest on SR-37 for half a mile from the intersection with US-62, terminating at Leafy Dell Road and 0.7 miles southeast, terminating after Concord Road. On US-62, sidewalks end at Westview Drive, 0.8 miles from the SR-37 intersection and southwest of Johnstown. Northeast, the sidewalk network extends 0.2 miles, ending before Ford Avenue. Some regional routes, such as Edwards Road/CR-59, Concord Road/CR-18, and Mink Street/Jersey Street, feature sidewalks, although most of them terminate within

Figure 7.2: Walk Scores



Source: <https://www.walkscore.com/>

Figure 7.3: Sidewalks and Bikepaths

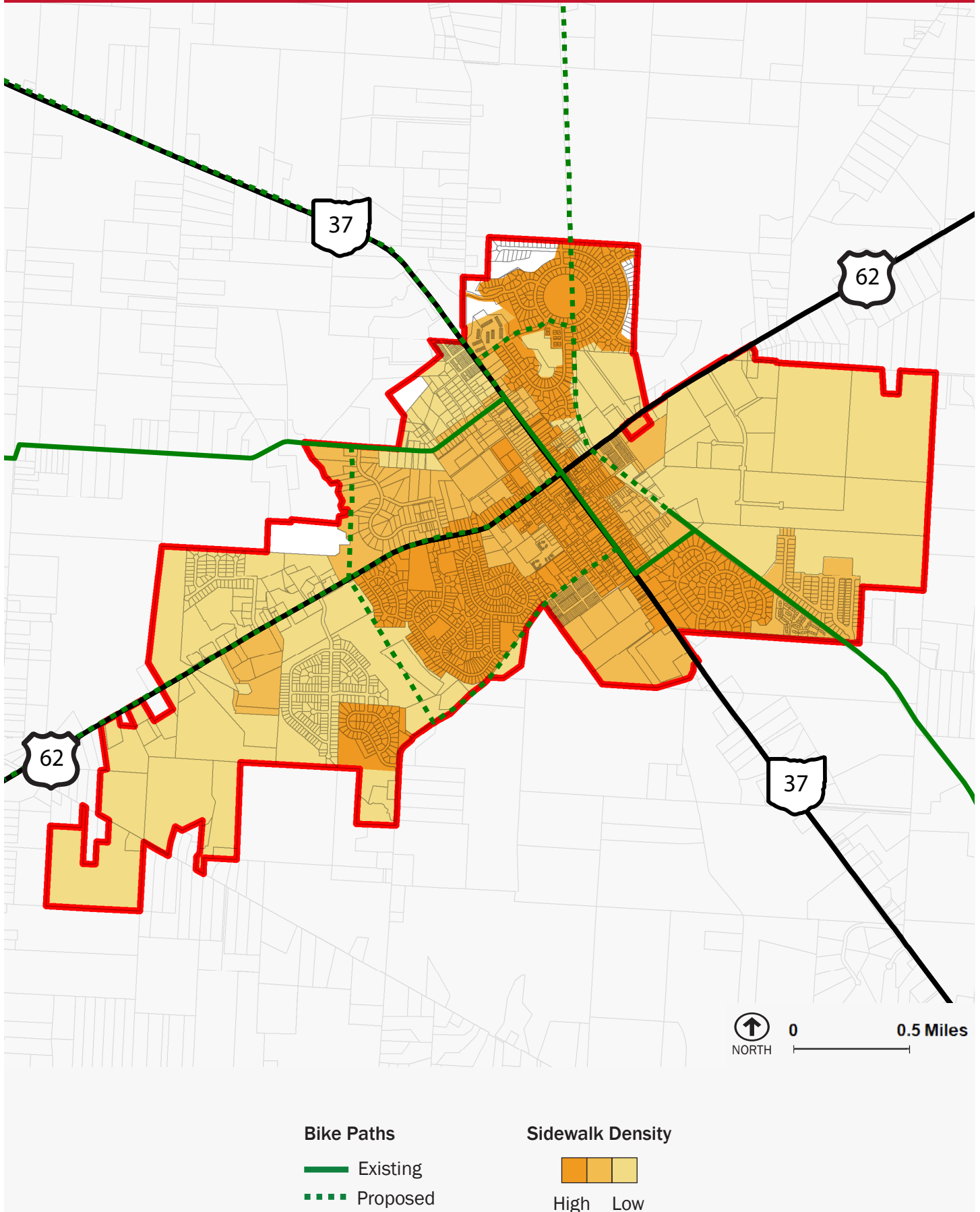
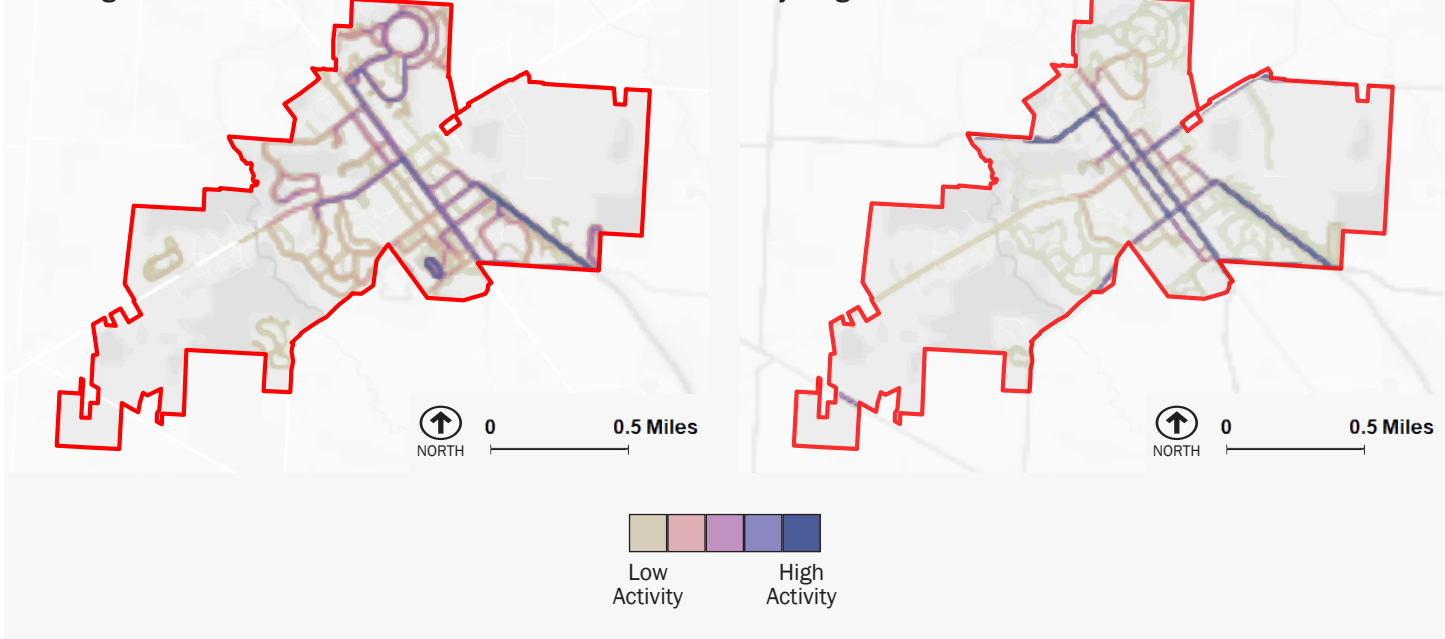


Figure 7.4: Walking and Biking Activity Map

Walking Environment

Bicycling Environment



Source: Strava Global Heatmap

city limits. Most residential streets also have sidewalks. Specifically, the Leafy Dell development around Johnstown Elementary School has a complete sidewalk network, with sidewalks on both sides of most streets.

The [Strava Global Heatmap](#) uses GPS data from millions of users to display levels of walking and bicycling around the world (**Appendix D**). If official bicycle and pedestrian counts are not available for a particular community, Strava can be used as a substitute to gain a general understanding of multimodal activity.

As can be seen on the [Strava Global Heatmap for Johnstown](#) (**Figure 7.4**), pedestrian activity corresponds roughly to Johnstown's sidewalk network. Pedestrian activity is limited primarily to Downtown Johnstown and its immediate surroundings. There is moderate use of Edwards Road/CR-59 and Concord Road/CR-18 within city limits and significant activity around Johnstown Elementary School.

Bicycling Environment

There are 2.5 miles of existing bicycle facilities in the Village of Johnstown, including on-street routes and shared use paths (**Figure 7.3**). Several proposed routes would also serve Johnstown. Five miles of facilities, including the Blacklick Creek Trail extension that would connect Johnstown to points south, are proposed for the area.

While there are no marked, on-street bicycle facilities in Johnstown, the Village lies at the western terminus of the TJ Evans Trail (**Figure 7.5**), a 14-mile shared use path that travels through farmland, the Village of Granville, and terminates in the City of Newark. The trail is a major asset to Johnstown's active transportation network. It attracts recreational bicyclists and walkers on a regional scale and connects Johnstown with other popular destinations, such as Dennison University in Granville (see Chapter 10: Parks and Recreation).

The Ohio Department of Transportation is establishing a network of bicycle routes that use trails and on-street facilities to create bicycle corridors across the state. The U.S. Bike Route 50a (**Figure 7.6**) passes through the center of Johnstown. It diverges from U.S. Bike Route 50 near Granville and continues on the TJ Evans Trail to Johnstown. It uses Main Street and Edwards Road/CR-59 to continue westward, looping around the northern end of Hoover Reservoir and reconnecting with U.S. Bike Route 50 in Westerville.

The [Strava Global Heatmap for Johnstown](#) (**Figure 7.4**) shows the highest amount of bicycle activity on U.S. Bike Route 50a, including the TJ Evans Trail, Edwards Road/CR-59, and Main Street. Other popular bicycling roads include Mink Street and Concord Road/CR-18.

Public Transit

Licking County Transit Board (LCTB) provides public transportation services, Monday through Friday from 6:00 a.m. to 6:00 p.m., for those residing in Licking County, and outside the city limits of Newark and Heath. One-way trip fare is \$5.00 if scheduled in advance. Trips provided on demand, if available, are \$6.00 one-way. Disabled citizens and senior citizens 65 and older receive a 50.0 percent fare discount (\$2.50 and \$3.00 respectively).

The LCTB is also the lead agency in the coordination of transportation services provided by over 34 social service agencies and non-profit groups working together. In June 2020, Licking County adopted the Licking County Transit Development Plan to identify and address transit needs in the county.

CONCLUSION

Johnstown is well-positioned to expand its role as a regional active transportation hub. As its population grows, balancing the needs of motorists, pedestrians, bicyclists, and other transportation users will become increasingly important.

SWOT Analysis

The purpose of a strengths, weaknesses, opportunities, and threats analysis - or SWOT Analysis - is to provide a summary of the key factors in the Transportation analysis that maximizes the community's strengths, minimizes its weaknesses, takes advantage of available opportunities, and limits its threats. This element's major SWOT items include:

Strengths

The TJ Evans Trail attracts bicyclists and walkers on a

regional scale and connects Johnstown with other popular destinations.

Weaknesses

There are no on-street bicycle facilities in the Village, and there are gaps in the sidewalk network.

Opportunities

The Village can raise Johnstown's Walk Score with better pedestrian infrastructure and compact development.

Threats

There is a continued pressure for auto-oriented development.

RECOMMENDATIONS

The following identifies outcomes toward which to measure progress toward the Transportation goal and recommends key action steps or interventions that can be taken to aid in achieving the desired outcomes.

Outcomes

Outcomes are measurable, condition-level indicators that depict the community's progress. Outcomes are mostly quantitative and represented by trend lines, targets, or thresholds. The following lists several outcomes that can be used in measuring progress:

Outcome 4.1: Mode Share

Reduce the number of commuters who drive alone to 75 percent (currently 85 percent) and an annual decrease in vehicle miles traveled measured from a baseline year.

Outcome 4.2: Walking

Improve overall community [Walk Score](#) (now Somewhat

Figure 7.5: TJ Evans Trail



Source: Johnstown Park & Greenway Master Plan

Figure 7.6: US Bike Route 50a travels through Johnstown



Source: Johnstown Park & Greenway Master Plan

Walkable at 65 out of 100) to a Very Walkable level of 70 - 89.

Outcome 4.3: Bicycling

Complete the five miles of proposed facilities and further add 2.5 miles such that the complete network is connected, safe, and welcoming for bicycle riding.

Actions

Actions describe a range of projects, programs, or initiatives that the community can invest in that are important to achieving desired outcomes. In other words, actions focus on the key interventions that move the needle toward identified outcomes. The following lists several action steps that can be taken to aid in achieving the desired outcomes:

Action 4.1.1

Develop and adopt [Complete Streets Policy](#) for the Village.

Action 4.1.2

Adopt a bicycle and pedestrian master plan that prioritizes future projects to improve safety and access to non-motorized transportation and connections to public transit.

Action 4.1.3

Offer local government employees incentives to commute by modes other than single-occupancy vehicles, such as telecommuting, carpooling, transit, and other alternative modes.

Action 4.1.4

Conduct a transit study and plan.

Action 4.1.5

Identify alternative funding mechanisms for enhanced transit.

Action 4.2.1

Subdivision and other development regulations require walkability standards that encourage walking and enhance safety.

Action 4.2.2

Increase the mileage of sidewalks, particularly on arterial or collector roads, that connect people with destinations.

Action 4.2.3

Increase the amount of spending on pedestrian infrastructure as a percentage of annual capital improvements.

Action 4.2.4

Integrate with Outcome 1.3 (see Chapter 4: Built Environment).

Action 4.3.1

Increase the mileage of striped or buffered bicycle lanes, cycle-tracks, parallel off-street paths and/or other dedicated facilities.

Action 4.3.2

Create and maintain a bicycle network that connects to places that people want to go.

Action 4.3.3

Establish or support a communitywide public bike share program.

Action 4.3.4

Increase the amount of spending on bicycle infrastructure as a percentage of annual capital improvements.

This page intentionally left blank



Source: Chris Monroe Photography



8. COMMUNITY SERVICES AND UTILITIES

Goal 5: Coordinate the extension of, or increase the capacity of, services, utilities, and infrastructure facilities to accommodate population growth as well as to meet the future needs of existing and planned development, while promoting a more resilient energy network through the use of renewable sources of energy.

INTRODUCTION

The ability of local governments to accommodate growth depends on the form of governance and the availability of public services (police, fire, health, and general government) and the capacity of existing infrastructure (e.g. electricity, gas, wastewater and water). The purpose of this chapter is to identify the extent to which local government services are currently being provided to the community and their capacity to accommodate future growth and development.

EXISTING AND FUTURE CONDITIONS

Governance

Johnstown's government structure is comprised of a Village Manager, a Village Mayor, and a Village Council. The Village Manager, appointed by the Village Council, directs and supervises Village departments, attends council meetings, enforces law, advises on financial conditions, executes contracts, and provides status updates on all departments to the Council. The Village Council makes various other appointments to local boards and departments, drafts laws, and reviews and adopts the budget. The Village Mayor is chosen from the existing council members and is appointed for a two-year term.

Several departments support the administrative branch of Johnstown's government, including Human Resources, Finance, Planning and Zoning, and Service.

Community Services

A variety of public and private entities provide services to residents of Johnstown. Public entities, as seen in **Figure 8.1**, include the United States Postal Service, Licking County Library System, Monroe Township Fire Department, and Johnstown Police Department. Private entities include Local Waste Services, a contracted trash hauler for Johnstown's residents.



Mary E. Babcock Library

Johnstown Public Library first opened in 1957 as a branch of the Newark Public Library. It was originally located within a single room of the Town Hall at the Monroe Township House. In 1995,

Mary E. Babcock provided funding for the project to purchase land to construct a new facility to accommodate the growth and demand of Johnstown. The new Mary E. Babcock Library opened in early 2006 and a new addition opened in 2019.



Monroe Township Fire Department

Johnstown does not have a fire department of its own and relies on Monroe Township's Fire Department, Stations #501 and #502. The Monroe Township Fire

Department took over for Johnstown's volunteer fire department in 2000 at the request of Johnstown's volunteers. It has 16 full-time paramedics and firefighters, 20 intermittent personnel, and ten volunteers. A new fire station will open in Johnstown in 2021.

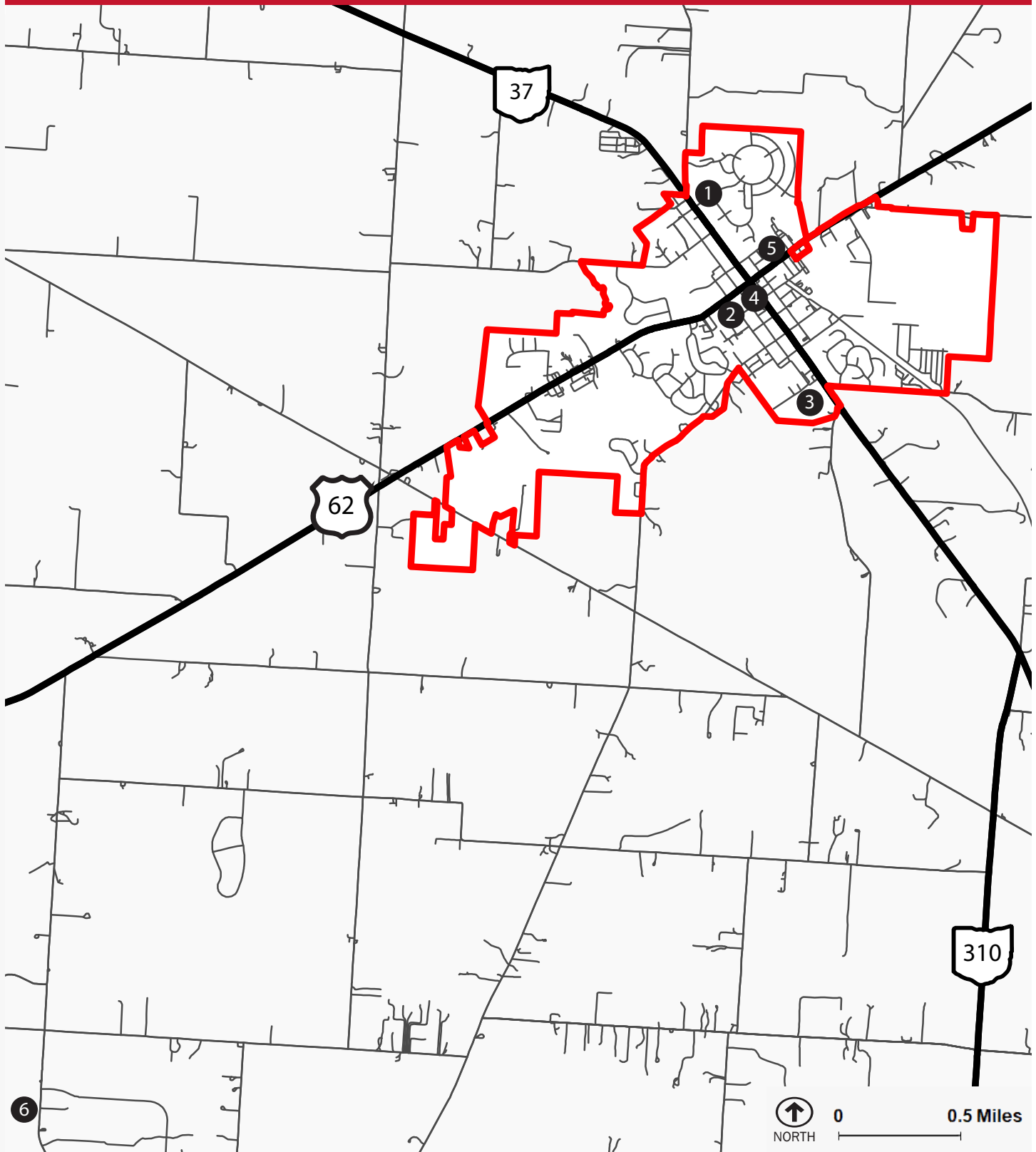


Johnstown Police Department

The Johnstown Police Department (JPD) has seven full-time officers, four auxiliary officers, and four dispatchers. JPD works closely with other local law enforcement agencies, including the

Licking County Sheriff's office. With a goal of constantly protecting the lives and property of the citizens, the police department focuses on continuous evaluation of services and comprehensive training in the application of the latest law enforcement methods and legal procedures.

Figure 8.1: Community Services and Healthcare Services in The Village of Johnstown



- | | | | | | |
|--|--|---|--|---|--|
| <p>1</p> <p>Mary E, Babcock Public Library,
320 N Main St,
Johnstown, OH 43031</p> | <p>2</p> <p>United States Post Office, 211 W Coshocton St,
Johnstown, OH 43031</p> | <p>3</p> <p>Police Department, 599 S Main St,
Johnstown, OH 43031</p> | <p>4</p> <p>Monroe Township Fire Station #501, 24 S Oregon St,
Johnstown, OH 43031</p> | <p>5</p> <p>Monroe Township Fire Station #502, 2411 Beech Rd NW,
New Albany, OH 43054</p> | <p>6</p> <p>Future Location of Monroe Township Fire Station #501
186 E Coshocton St,
Johnstown, OH 43031</p> |
|--|--|---|--|---|--|

Health Care Services

With the exception of several primary care providers, a majority of the health care services are found outside Johnstown but within Licking County, such as, the Licking County Community Health Clinic in Newark, the Licking Memorial Health Systems in Newark, and Mount Carmel, in New Albany.

Community Sponsored Events

Community events provide an opportunity for public gathering on a regular basis and a chance to instill a sense of community and public pride. Several events unique to Johnstown include:

- *Cupola Classic Cruise-In:* Held annually on the Johnstown square in the early fall, the Cupola Classic Cruise-In hosts a display of antique cars, hot rods, antique trucks, and classic cars. With live entertainment, food vendors, and prizes, the event is unique to the Johnstown community.
- *Johnstown Clean Sweep Day:* Held in the spring each year, the Johnstown Clean Sweep Day is a gathering of volunteers to improve the appearance of the downtown by picking up litter and debris.
- *Johnstown Firemen's Festival:* This festival is an annual summer event that features a parade, carnival rides and entertainment. The event is sponsored by the Monroe Township Fire Department and attracts many visitors.
- *Change Gears - Ride a Bike - Ride for Your Health:* As an annual event held in the summer, the morning bike ride on the Licking County trail is open to public, including families and long-distance bikers. The event includes the following three check-in locations:
 - In Newark at the Newark campus of Central Ohio Technical College and the Ohio State University at Newark - adjacent to the bike trail.
 - In Johnstown at the west end of the T.J. Evans Trail (at the end of Jersey Street).
 - In Hanover at the Marne United Methodist Church - adjacent to the bike trail.

Proceeds are donated to the Public Health Partnership of Licking County (PHP, Inc.)



Licking County Community Health Clinic

The Community Health Clinic, located at 144 W Main St, Newark, OH 43055, provides basic medical care to the working poor and uninsured citizens of Licking County. Their mission is to provide quality health care in an atmosphere of dignity and caring. According to the Clinic's website: "The Clinic sees an average of 1,000 medical visits per year. The patients are asked to make a \$5 donation for medical services; however, no one is turned away for inability to pay. A typical visit includes evaluation by a volunteer physician and medication. The Clinic distributes approximately \$100,000.00 in medication yearly.



Licking Memorial Health Systems

Licking Memorial Health Systems

Licking Memorial Health Systems (LMHS), located at 1320 W Main St, Newark, OH 43055, is a not-for-profit healthcare organization dedicated to the mission of improving the health of the community. LMHS consists of the Licking Memorial Hospital, a multi-specialty physician corporation or Licking Memorial Health Professionals, and the Licking Memorial Health Foundation. The 227-bed Licking Memorial Hospital facility offers a full spectrum of quality patient care services, from emergency medicine to home health care. Physician offices are located throughout Licking County, including Granville, Hanover, Heath, Hebron, Johnstown, Newark and Pataskala.



Mount Carmel

Mount Carmel, located at 7333 Smith's Mill Road, New Albany, OH 43054, is a specialty hospital focused on inpatient and outpatient orthopedic, neurologic and musculoskeletal care. The hospital features technologically advanced treatments combined with a unique caring and service philosophy tailored for each patient. The site houses a two-story facility that includes 60 patient rooms and ten operating rooms. In 2020, Mount Carmel Medical Group opened a location in Johnstown. The office, located 669 West Coshocton Street, offers medical services such as men's and women's health and sports medicine.

School District

The Johnstown-Monroe Local School District serves the Village of Johnstown, Monroe Township and parts of Liberty and Jersey Townships. It covers 52 square miles, with 1,622 students enrolled during the 2017-2018 school year. The school district employs 179 staff, including ten administrative employees.

The Johnstown Monroe School District facilities include:

- *Johnstown Elementary School:* Opened in 2017, the school's efficient floor plan creates a building massing and exterior appearance to blend with the character of the existing residential neighborhood. It covers 85,692 square feet and serves grades K-5. It has 36 classrooms with interactive smart boards, a modern media center, music room, gymnasium, extended learning area, and state-of-the-art food service.
- *Johnstown Middle School:* Opened in 1965, the building was renovated between 2015 and 2018. The building was previously used as Johnstown High School, before the new high school opened in 2018. It covers 74,545 square feet and serves grades 6-8. It has 19 classrooms with interactive smart boards, a media center, industrial technology lab, music room, gymnasium, and performing arts center.
- *Johnstown High School:* A new high school building opened in 2018 to serve grades 9-12. Designed by BSHM Architects, the new building cost over \$20 million and covers 84,403 square feet. It has 23 classrooms with interactive smart boards, an online learning lab, innovation center, media center, music area, collegiate-size gymnasium, and state-of-the-art food service.

Figure 8.2: Johnstown Elementary School



Source: BSHMArchitects

Figure 8.3: Johnstown Middle School



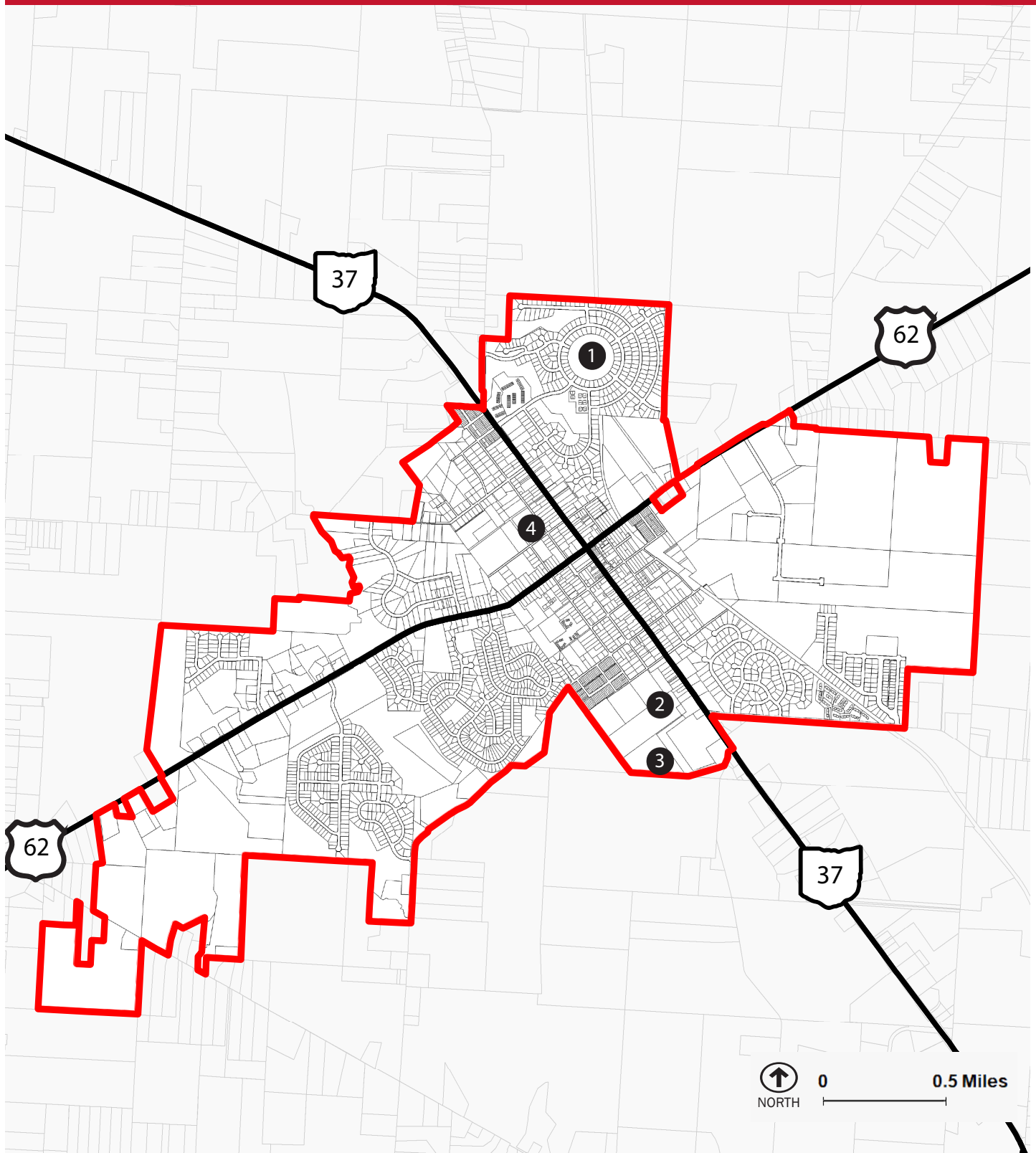
Source: Chris Monroe Photography

Figure 8.4: Johnstown High School



Source: BSHMArchitects

Figure 8.5: School Locations



- 1 **Johnstown Elementary**,
200 Leafy Dell Road,
Johnstown, OH 43031
- 2 **Johnstown Middle School**,
80 West Maple Street, Johnstown,
OH 43031
- 3 **Johnstown High School**,
445 South Main Street, Johnstown,
OH 43031
- 4 **Former Elementary and Middle School Site**

Community Utilities

Private organizations provide utilities to the residents of Johnstown, such as, Columbia Gas of Ohio, American Electric Power Ohio, The Energy Cooperative, Century Link, Verizon, and Spectrum.

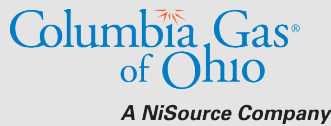
Wastewater

The availability of wastewater collection and treatment facilities has a direct influence on the location and timing of development and is important to consider in any planning effort. The Johnstown Wastewater Treatment facility (**Figure 8.6**) is located at 470 West Jersey Street. Having been in service since 2005, the plant has an average design flow of 1.2 million gallons per day and a maximum design flow of 3.0 million gallons per day, with a peak hydraulic flow of 4.0 million gallons per day. Average daily use is 550,000 gallons per day, leaving the system at a regular capacity of 50-55 percent. Treated wastewater is discharged into Raccoon Creek. With the exception of five properties using private septic systems, nearly every residential and nonresidential use is connected, and there is sufficient capacity to accommodate additional development in the community.

Water

Currently, the Village provides water service to approximately 2,000 properties via 22 miles of pipes, the majority of which is ductile iron piping or polyvinyl chloride (PVC) piping. The system is supported by a one-million gallon water tower and over 200 fire hydrants throughout the Village. Only four to five homes and one business are without water service in the Village.

The Village's Water Treatment Plant is equipped to treat one million gallons per day with current use at 400,000 gallons per day, leaving a 600,000 gallon per day capacity. According to the Village of Johnstown Service Department 2017 Water Quality Report, "The Johnstown Water Treatment Plant treats water from three groundwater wells located adjacent to the plant on the grounds of the Belt Park on Jersey Street" (**Figure 8.6**). These 12 inch diameter wells are 380 and 260 feet deep respectively.



Columbia Gas of Ohio

Columbia Gas of Ohio, headquartered in Columbus, is one of the seven energy-distribution companies of NiSource Inc.

Serving approximately 1.4 million residential, commercial and industrial customers, including the Village of Johnstown, Columbia Gas of Ohio is the largest natural gas utility in the state.



AEP Ohio

AEP Ohio serves nearly 1.5 million customers in Ohio. It provides power to nearly 1,000 communities, including Johnstown, located in 61 of the state's 88 counties. It is headquartered in nearby Gahanna. A subsidiary of American Electric Power and the largest of its regional utility divisions, AEP Ohio consists of Ohio Power Company.



the **ENERGY**
cooperative
Your Touchstone Energy Partner

Licking Rural Electrification

Licking Rural Electrification (LRE) is a member-owned cooperative that provides electricity to over 25,000 members in nine counties of Central Ohio, including the unincorporated areas around Johnstown. LRE owns, operates, and maintains 32 miles of transmission line, 3,072 miles of distribution lines, 20 substations, and three switching stations. In 2015, LRE constructed a high-voltage, 138-kilovolt (kV) to 12 kV distribution substation in the New Albany/Johnstown area in western Licking County.



CenturyLink

United Telephone Company of Ohio D/B/A CenturyLink

United Telephone Company of Ohio D/B/A CenturyLink provides telephone service to parts of central, west, northwest, and northeast Ohio. Its coverage area includes Johnstown.



Verizon

Verizon covers 98.0 percent of the United States' population, including central Ohio. Verizon offers high-speed data transmission over fiber optic telephone lines. Also provided are network consulting services, data consulting services, architects and builder's service/building wiring, and sales and service on both leased and direct sales telephone systems.



Spectrum

Spectrum was formerly known as Time Warner Cable before its acquisition by Charter Communications in 2016. It offers cable television, internet, and telephone service in the Johnstown area, as well as fiber optic lines for businesses. Other television and internet providers include Ohio HughesNet Page, Dish Network, Dish Latino, AT&T/DirectTV, AT&T Internet, Exede, and Frontier Communications.

Table 8.1: Water Quality Data

Contaminants	MCLG	MCL	Level Found
Fluoride (ppm)	4.0	4.0	0.53
Copper (ppm)	0	AL = 1.3	.111
Trihalomethanes (ppb)	NA	80	9.2
Chlorine (ppm)	4	4	0.82

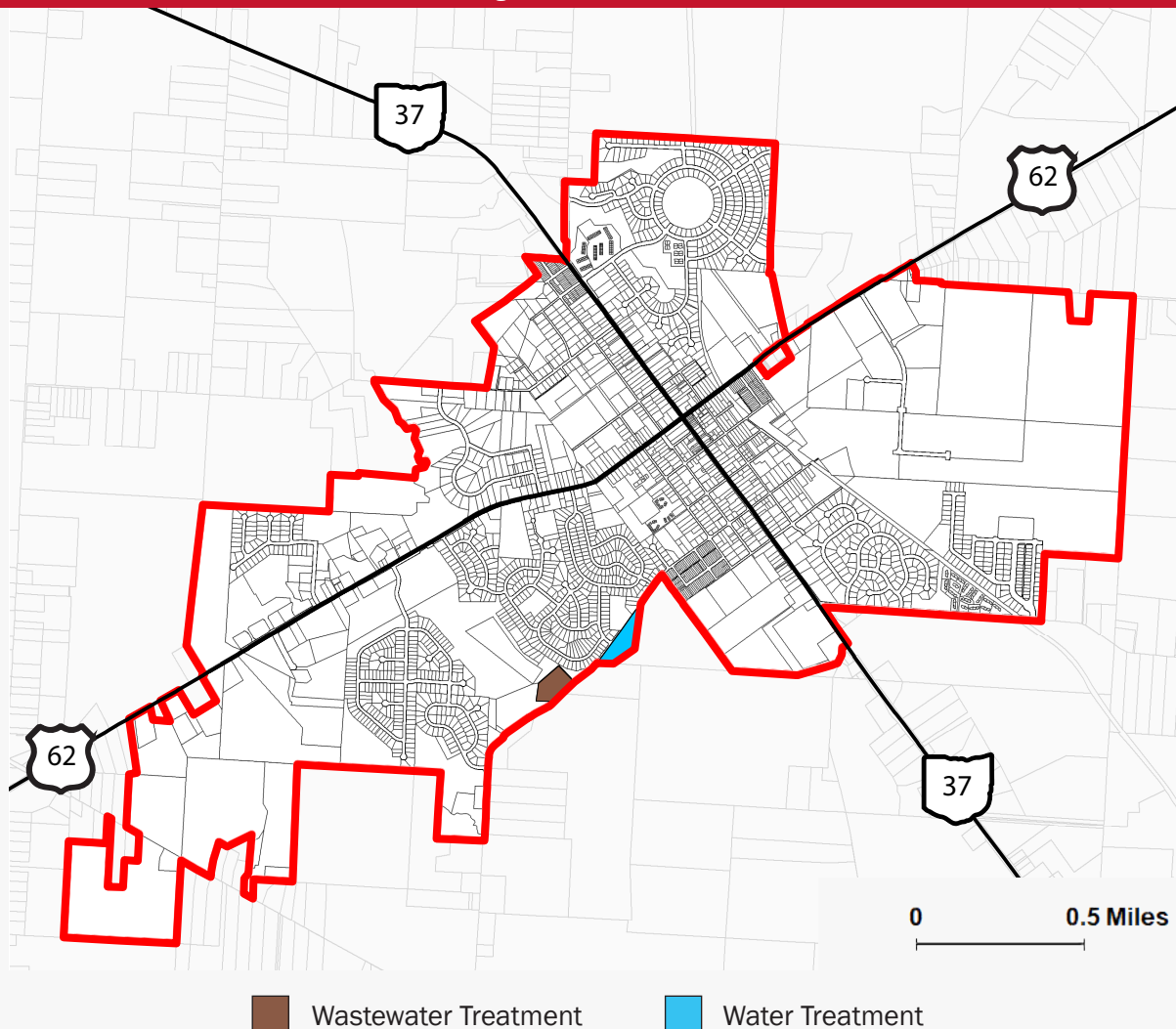
ppm = Parts per Million, ppb = Parts per Billion, AL = Action Level (The concentration of a contaminant, which, if exceeded, triggers treatment or other requirements, which a water system must follow), NA = Not Applicable or these compounds currently have no MCLG

Source: Village of Johnstown Service Department 2017 Water Quality Report

The aquifer or underground water source from which the wells draw water are buried under a thick layer of clay. These two features protect the Village's water supply from contamination. Pumping water out of the ground at a faster rate than it is replenished can, over the long term, cause several problems, such as:

- Drying up of wells
- Reduction of water in streams and lakes
- Deterioration of water quality
- Increased pumping costs
- Land subsidence

After treatment, this water falls under the Maximum Contaminant Level Goal (MCLG) or contains contaminants sufficiently below which there is no known or expected risks to health. Maximum Contaminant Level (MCL) is the highest level of a contaminant allowed in drinking water, and is set as close to the MCLG's as feasible. **Table 8.1** gives a summary of the drinking water contaminants detected in the years 2015 - 2017. Overall, no violations were observed.

Figure 8.6: Wastewater and Water Services in the Village of Johnstown

CONCLUSION

Since a key function of local government is to provide the necessary services and facilities to its residents, it is important that they are upgraded to accommodate a growing population. Priority should be given to serving areas that are either undeveloped or underdeveloped and close to existing facilities before making costly extensions (e.g. water and waste water lines) or expansions (e.g. library and safety facilities).

SWOT Analysis

The purpose of a strengths, weaknesses, opportunities, and threats analysis - or SWOT Analysis - is to provide a summary of the key factors in the Community Services and Utilities analysis that maximizes the community's strengths, minimizes its weaknesses, takes advantage of available opportunities, and limits its threats. This element's major SWOT items include:

Strengths

- The new Mary E. Babcock Library not only functions as a resource for information and learning, it also serves as a community gathering place complimenting other civic uses in the downtown.
- Johnstown has its own water supply, and natural features protect the Village's water supply from contamination.

Weaknesses

- There is a lack of built-in-redundancy to power localized water and wastewater treatment with green energy supply sources.

Opportunities

- Build on the success of the Mary E. Babcock library as it, like other libraries across the country, transitions from a book repository to a center of community activity and learning for all ages.
- The competitive market for internet and telephone services within Johnstown may reduce consumer expenses. Other opportunities include incorporating green infrastructure for stormwater management and aggregation for Johnstown to become its own utility to negotiate for lower electric and gas prices.

Threats

- Expanding the Village's corporate boundaries as a way of accommodating growth and development could put a strain on delivering police, fire, and EMS services in the future.
- The potential for utility outages with no localized backups, as well as, the rising prices outside of the Village's control. The Village's continued reliance on fossil fuel energy sources may exclude Johnstown from the innovative economy.

RECOMMENDATIONS

The following identifies outcomes toward which to measure progress toward the Community Services and Utilities goal and recommends key action steps or interventions that can be taken to aid in achieving the desired outcomes.

Outcomes

Outcomes are measurable, condition-level indicators that depict the community's progress. Outcomes are mostly quantitative and represented by trend lines, targets, or thresholds. The following lists several outcomes that can be used in measuring progress:

Outcome 5.1: Electrical Energy Supply

Demonstrate that the community's overall electric utility generating capacity includes at least 20 percent from renewable energy sources.

Outcome 5.2: Energy Use

Demonstrate incremental progress towards achieving an 80 percent reduction by 2050 in energy used by community buildings or industrial processes.

Outcome 5.3: Community Emergency Management

Demonstrate that the emergency management community is prepared to manage emergency incidents involving all threats and hazards.

Actions

Actions describe a range of projects, programs, or initiatives that the community can invest in that are important to achieving desired outcomes. In other words, actions focus on the key interventions that move the needle toward identified outcomes. The following lists several action steps that can be taken to aid in achieving the desired outcomes:

Action 5.1.1

Adopt a communitywide plan that includes a comprehensive programmatic and policy approach to shift the community towards alternative fuels and renewable energy sources.

Action 5.1.2

Create incentive programs to support the development of renewable infrastructure.

Action 5.1.3

Encourage the development of residential and small business renewable energy installations.

Action 5.1.4

Build the necessary distribution or storage infrastructure to support further investment in renewable energy sources.

Action 5.2.1

Adopt or upgrade building codes to ensure that new and renovated buildings are more energy efficiency.

Action 5.2.2

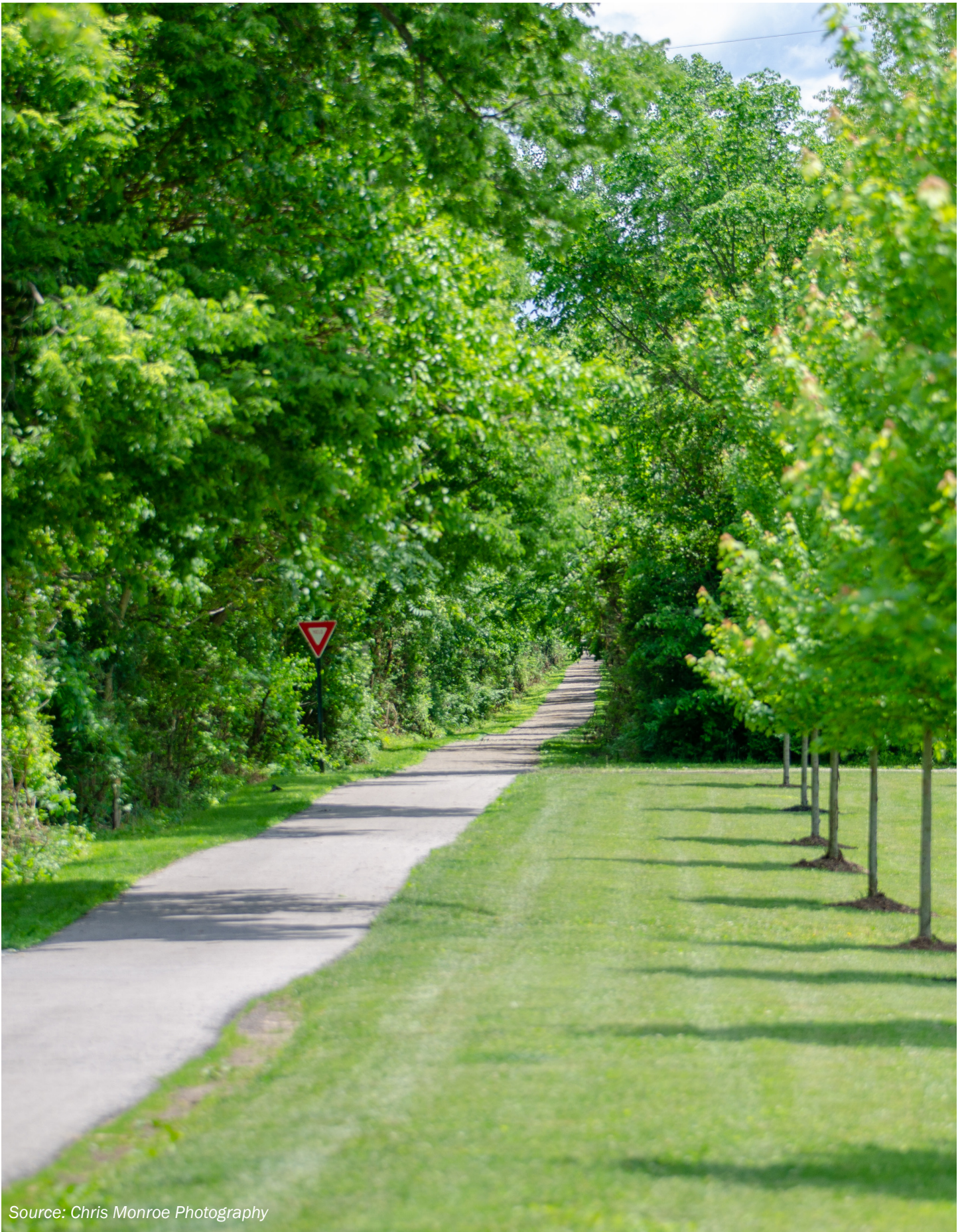
Create an education and outreach campaign to engage residents and businesses in energy efficiency and efforts.

Action 5.3.1

Participate in cross-department/agency interstate, statewide, regional, or inter-jurisdictional mutual aid response systems.

Action 5.3.2

Perform an annual review or assessment of plans, procedures, resources, and trainings based on emergency response incidents and demands.



Source: Chris Monroe Photography



9. PARKS AND RECREATION

Goal 6: Ensure convenient access to parks, open space, and recreation opportunities for the entire community.

INTRODUCTION

Although growing communities should increase the supply of park space proportional to population growth, a parks level of utilization depends largely on its proximity to where people live. The purpose of this chapter is to inventory the Village's existing park and recreation facilities, to determine the adequacy of the existing facilities (now and in the future), and to evaluate their relationship to existing and future residential neighborhoods.

EXISTING AND FUTURE CONDITIONS

Public Facilities

The Village has three parks (one under partial ownership by Monroe Township), a nature preserve (outside the Village), a regional trail, and recreation facilities at two schools. In addition to the existing facilities, a 5.3-acre park, in partnership with the Tomas J. Evans Foundation, is under development. The park will act as the trailhead for the 14 mile TJ Evans Trail. As proposed, the trailhead park would include a basketball court, additional parking, and a wetland area. An additional 27.7 acres near Raccoon Creek is also in development to become a Johnstown park. The current and proposed park facilities are displayed in Figure 10.1.

School Facilities

The Johnstown-Monroe Local School District owns two sites where both indoor and outdoor recreation facilities are available to the public upon reservation with the school district. The two sites include Oregon Elementary School/ Willis C. Adams Jr. High School (7.11 acres) and Johnstown High School (30.47 acres).



Bigelow Park

Bigelow Park, located at 1 S. Main Street, Johnstown, OH 43031, is 1.6 acres in area. Though a portion of the park is owned Monroe Township, the Village has jurisdiction to operate and manage the parks facilities. In addition to an open space area, the facilities include a gazebo, park benches, and a brick seating area surrounding a clock.



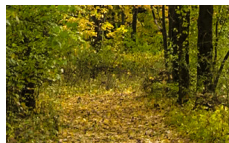
Hannah's Park

Hannah's Park, located at 143 W. Maple Street, Johnstown, OH 43031, is 2.66 acres in area. It offers rentable space for functions, a children's play structure paved parking, and restroom facilities.



Johnstown Youth Athletic Association (JYAA) Belt Field

JYAA Belt Field is located outside the Village's corporate limits adjacent to the Johnstown High School a 281 W. Jersey Street, Johnstown, OH 43031. The 28.7-acre land includes seven regulation baseball fields, one softball field, five youth soccer fields, four non-regulation basketball courts, and two portable restrooms.



Morris Woods State Nature Preserve

Located two miles northeast of Johnstown on Dutch Lane, the nature preserve includes a woodland area (mostly beech-maple), a small lake, several wetlands, and a 1.5-mile trail. The 107-acre nature preserve is Managed by Licking County in cooperation with the Ohio Department of Natural Resources.



TJ Evans Trail and Johnstown Trailhead

Owned by the Tomas J. Evans Foundation, the 14.2-mile asphalt surfaced TJ Evans Trail starts in Johnstown at the Johnstown Trailhead and ends on Newark's west side. A few of the trail activities include biking, in-line skating, fishing, walking, and cross-country skiing. The trail is wheelchair accessible and there are restroom facilities available.



Rolling Meadows Park

Rolling Meadows Park, located on Parkside Drive, is within the Rolling Meadows Subdivision. The 3.0-acre park recently underwent improvements with the installation of a new playground and shelter house.

Adequacy of Parks and Recreation Facilities

As the Village grows in population, more demand will be placed on its parks and recreation facilities. With respect to existing park facilities, using a ratio of 13.5 acres per 1,000 residents (STAR Community Rating System Version 2.0, October 2016), results in 72.1 acres being required to serve a 2018 estimated population of 5,340 (MORPC, 2018). There are currently 35.9 acres of public and quasi-public parks and recreation facilities (Bigelow Park, Rolling Meadows Park, Hannah's Park, and JYAA Belt Field), leaving a 36.2-acre shortfall. The Morris Woods State Nature Preserve was not included because it is not within walking distance of the Village's residential neighborhoods. Even though the TJ Evans Trail runs through the Village it was also not included because it serves a much larger population than the Village.

If the school facilities are considered as a part of the public's park and recreation facilities (89.4 acres total for both public parks and school facilities), the supply of park space is 17.3 acres more than what is needed to serve the Village today. Without the school space, the shortfall is 36.2 acres. By 2040, however, the Village will probably need at least 82.5 acres to serve a projected population of 6,111.

Proximity of Parks and Recreation Facilities

Regardless of whether the Village has adequate acreage dedicated to park facilities, parks will not be well utilized unless they are conveniently located (e.g. within walking distance) of most of the community residences. As **Figure 10.2** shows, most (over 70 percent as recommended in the STAR Community Rating System) of the Villages residential dwelling units are within a 0.5-mile radius of a Village owned park (green circle) or a school recreation facility (blue circle). As of now, the Village can expand slightly southward and still be within 0.5 mile of the existing facilities (served by JYAA Belt Field and Searfoss Elementary/Johnstown High School).

As the Village population grows, it is important that future development be within a 0.5-mile radius of park and recreation facilities. For instance, additional public park facilities - like the area owned by the Village and the Johnstown Youth League within the Raccoon Creek floodplain - will be needed within the southwestern portion of the community as that area develops in order to maintain reasonable access.

CONCLUSION

Even though the school district has an extensive amount of land and facilities available for resident use, they are

only available when school activities are not scheduled. As a result, this limits the amount of recreation space and time that residents have access. It would be in the Village's best interest to not rely heavily on schools or quasi-public facilities to meet their needs, but instead focus on providing facilities that are in close proximity and accessible to as wide a range of the population as possible (e.g. young, old, differently-abled, etc.).

SWOT Analysis

The purpose of a strengths, weaknesses, opportunities, and threats analysis - or SWOT Analysis - is to provide a summary of the key factors in the Parks and Recreation analysis that maximizes the community's strengths, minimizes its weaknesses, takes advantage of available opportunities, and limits its threats. This element's major SWOT items include:

Strengths

Existing public and private parks as well as school facilities are concentrated toward the Village's center within a walkable 0.5-mile radius of most residential neighborhoods.

Weaknesses

Due to the lack of park facilities, there is a dependence on quasi-public and school recreational facilities to meet park and open space needs.

Opportunities

Lands preserved as floodway and flood fringe provide open space and potential link to create greenway corridors outside the Village.

Threats

Loss of land to other uses that is suitable for park and recreation activity and proximate to existing and future residential neighborhoods.

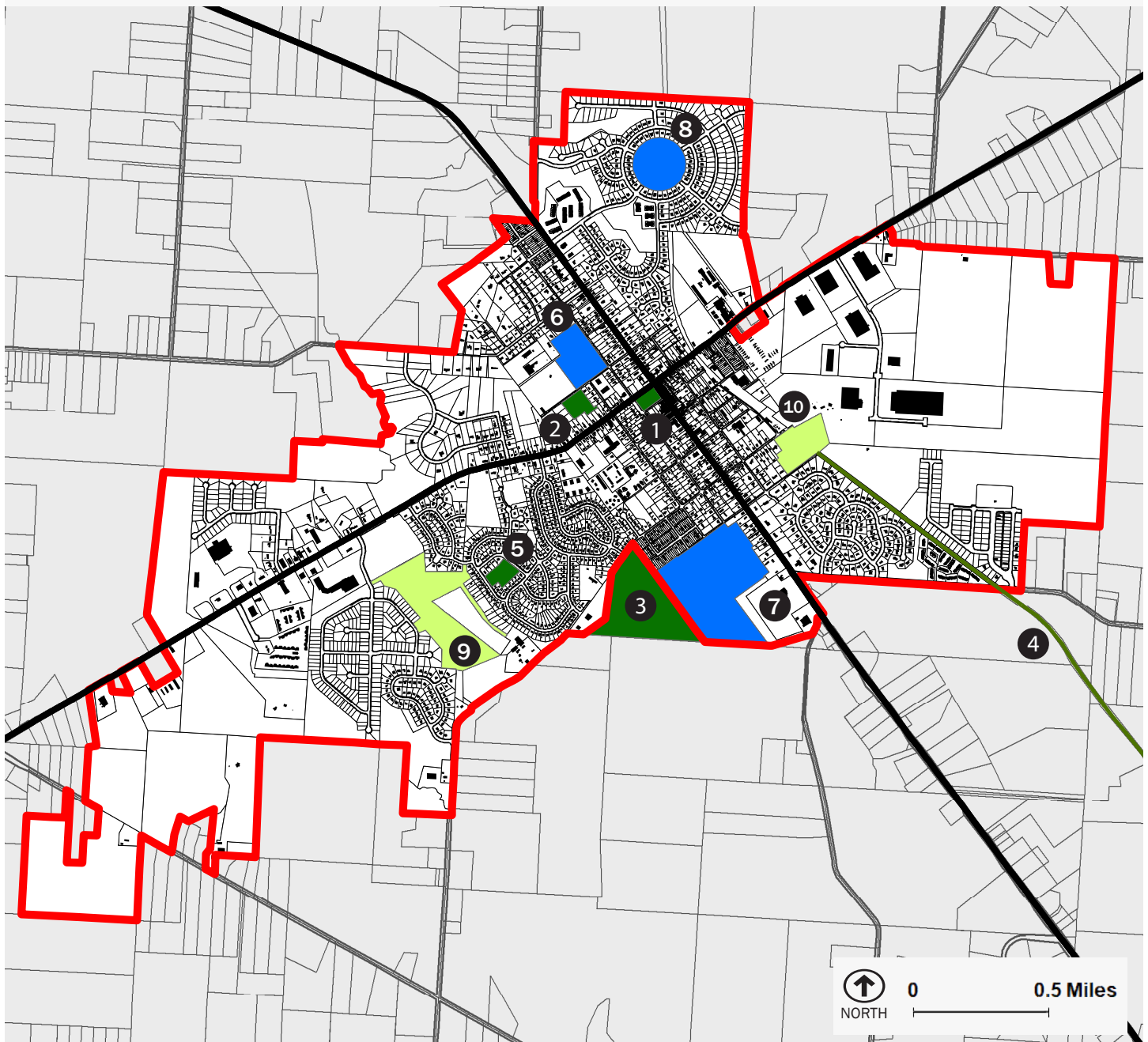
RECOMMENDATIONS

The following identifies outcomes toward which to measure progress toward the Parks & Recreation goal and recommends key action steps or interventions that can be taken to aid in achieving the desired outcomes.

Outcomes

Outcomes are measurable, condition-level indicators that depict the community's progress. Outcomes are mostly quantitative and represented by trend lines, targets, or thresholds. The following lists several outcomes that can be used in measuring progress:

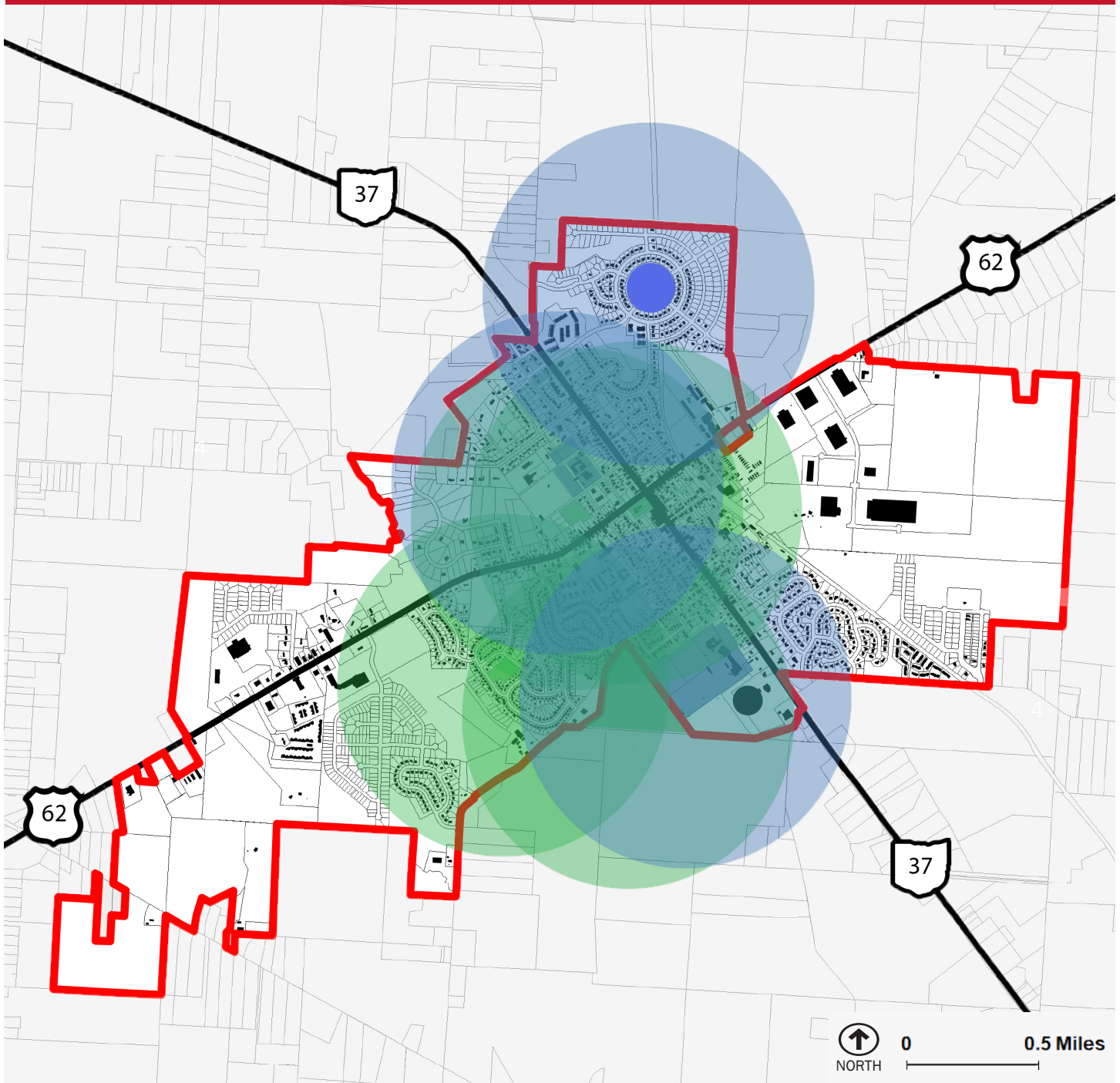
Figure 9.1: Parks



- | | |
|--|--|
| 1 Bigelow Park | 7 Johnstown Junior High School & High School |
| 2 Hannah's Park | 8 Johnstown Elementary School |
| 3 Johnstown Youth Athletic Association (JYAA) Belt Field | 9 Racoon Creek Park (approximate) |
| 4 TJ Evans Trail | 10 TJ Evans Trailhead Reserve |
| 5 Rolling Meadows Park | |
| 6 Former Oregon Elementary & Adams Junior High School Site | |

- Public School Facilities
- Public Park Facilities
- Proposed Park Facilities
- TJ Evans Trail

Figure 9.2: Residents within 0.5 mile radius of a park or school facility



Public School Facility Radius
Public Park Facility Radius

Corporation Boundary
Major Road

Parcel Line

Outcome 6.1: Acreage

Provide ample parkland based on the ratio of 13.5 acres per 1,000 residents.

Outcome 6.2: Use and Satisfaction

Demonstrate that 66 percent or more of surveyed residents visit a park at least once per year and respond favorably regarding the quality of the Johnstown's public park system.

Actions

Actions describe a range of projects, programs, or initiatives that the community can invest in that are important to achieving desired outcomes. In other words, actions focus on the key interventions that move the needle toward identified outcomes. The following lists several action steps that can be taken to aid in achieving the desired outcomes:

Action 6.1.1

Adopt a parks or open space plan that promotes a communitywide network of public spaces that provide recreational benefits while protecting natural, historic, and cultural resources.

Action 6.1.2

Participate in a local or Central Ohio alliance working to improve, expand, and connect the communitywide or regional park system.

Action 6.1.3

Coordinate use of school recreation facilities with public parks to maximize availability of park and recreation space.

Action 6.2.1

Adopt site design guidelines for new public parklands and improvements to existing facilities to strengthen environmental benefits and provide visitor amenities to as wide a range of the population as possible (e.g. young, old, differently-abled, etc.).

Action 6.2.2

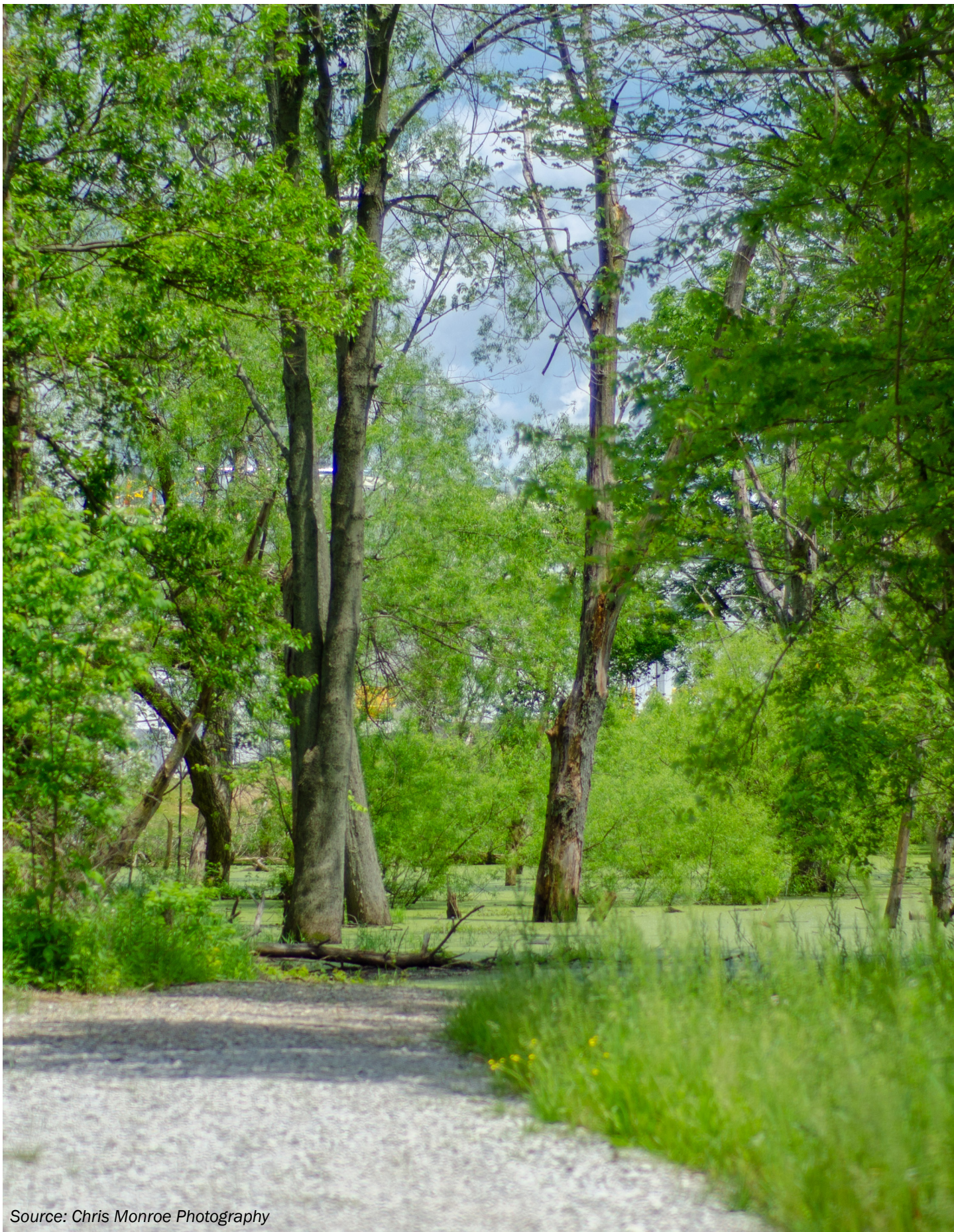
Host or partner with a volunteer program to support public parkland maintenance.

Action 6.2.3

Provide assistance for all users, including young, old, differently-abled, and low-income users, to access and use public parks through subsidy, scholarships, and discounts.

Action 6.2.4

Host programs and events in public parkland that bring the community together and encourage physical activity.



Source: Chris Monroe Photography



10. NATURAL ENVIRONMENT

Goal 7: Promote the conservation, preservation, reservation, and protection of natural systems and resources, including groundwater, wetlands, floodplains, woodlands, sensitive soils, and steep slopes.

INTRODUCTION

As a community's population grows and requires more land for housing, services, and employment, it is critical to set aside land where residents, visitors, and employees can actively and passively participate in the natural environment as an alternative to their busy lives. Without protection, these lands are often lost to private development and not held for public use. The purpose of this chapter is to quantify both the amount of land that is legally protected as open space and the land that should, at some point in time, be protected. The goal is to gradually provide legal protection or public ownership to all land that can be utilized as public open space.

EXISTING AND FUTURE CONDITIONS

Natural Preserve Areas

Natural preserve areas consist of those portions of the natural environment that are prohibited from being developed by either law or some form of contract. In this area, it includes floodplains (floodway and flood fringe), wetlands, and wellhead protection areas.

Floodplains

Floodway and flood fringe together make up a floodplain (**Figure 11.1**). Floodway consists of the waterway and the adjacent land area that must remain free of development or obstruction to carry the flood water, and flood fringe is the remaining land outside the floodway that stores some flood water and may or may not be developed. The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) which facilitates enforcement of floodplain management rules and reduces the impact of flooding by providing affordable insurance to property owners, renters, and businesses in the floodplain area.

As **Figure 11.1** shows, the Village of Johnstown has several waterways flowing through or near its corporate limits with

associated floodplains. These floodplains are subject to periodic or regular flooding. Specifically, Kyber Run and Raccoon Creek flow south through the Village and Lobdell Creek runs south along the northeastern edge of the Village. The land adjacent to these streams make up the floodplains and riparian corridors (the strip of vegetation along the stream), which form unique habitats that aid biodiversity in the area. The 100-year floodplain shows the area of land where there is a 1-in-100 (1.0 percent) chance that a flood will happen during any year in this area.

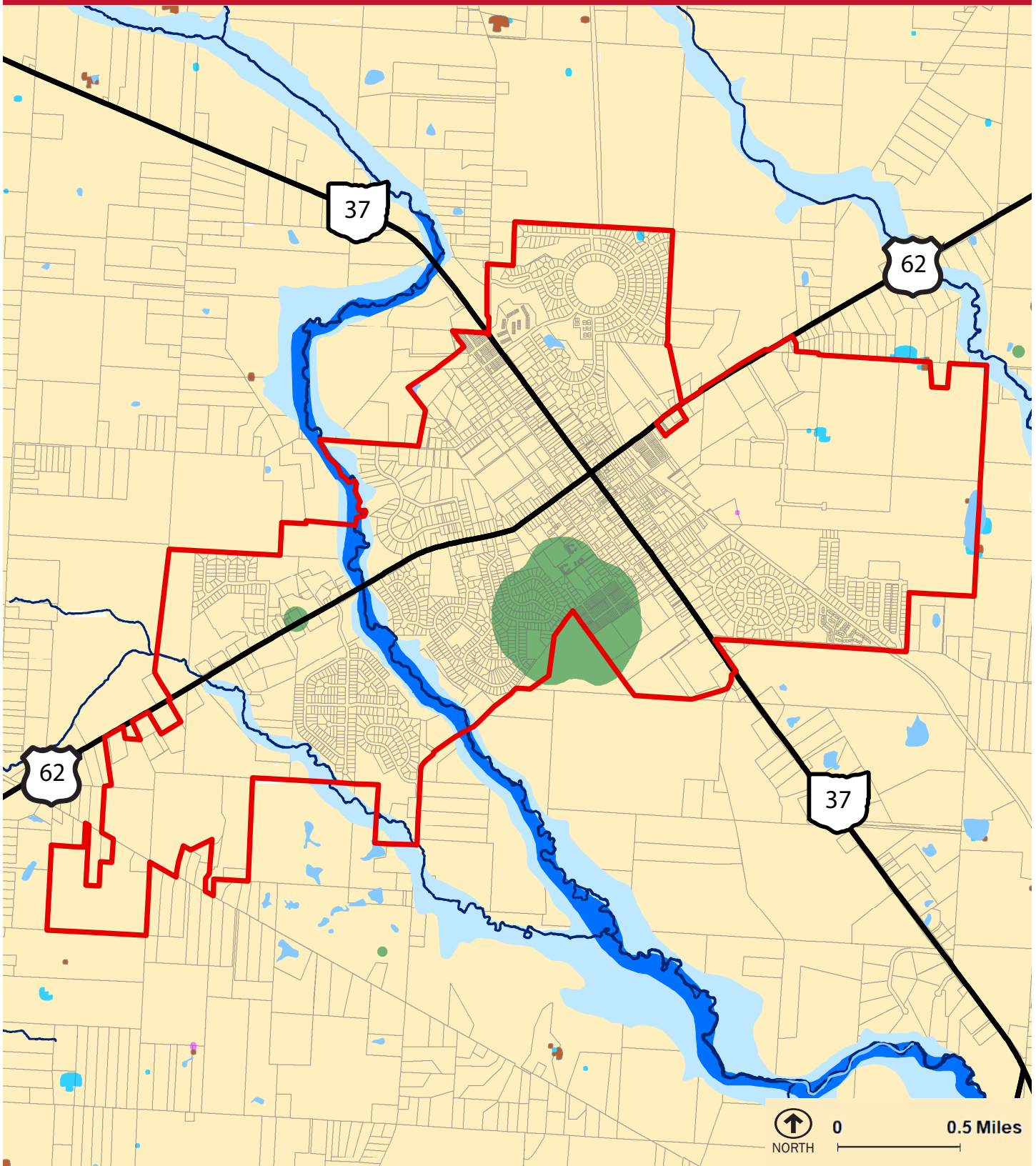
These three waterways create three areas that fall within the Village of Johnstown's 100-year floodplain. A floodplain district is included in the Village's zoning ordinance, and a portion of the floodplain has been zoned for limited agricultural or park use.

Wetlands

The Environmental Protection Agency defines wetlands as areas where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time throughout the year, including during the harvest season. The prolonged presence of water creates conditions that favor the growth of specially adapted plants and promote the development of characteristic wetland soils. Wetlands are a valuable natural resource that protect public health and safety, and provide habitat for a variety of species. Specifically, wetlands can:

- Reduce peak flood levels by storing flood waters
- Minimize erosion along the stream bank by reducing the volume and velocity of stormwater runoff
- Protect groundwater quality by filtering pollutants from stormwater runoff
- Recharge groundwater reserves
- Provide habitat for aquatic and terrestrial organisms, many of which are endangered or threatened

Figure 10.1: Natural Preserve Areas



- | | |
|----------------------|--|
| Upland | Waterways |
| Shallow Marsh | Floodways |
| Wet Meadow | 100-Year Floodplain |
| Protected Well Heads | Open Water & Wetlands (Shrub/Scrub & Farmed) |

As indicated, the majority of wetlands in the Village are wooded on hydric soils and located near adjacent flood areas.

As Johnstown's population grows, the increased demand for development may pose a threat to the natural environment. Not only can development alter flooding characteristics within the floodplain, but it can also impact flooding within the watershed. Additionally, development on or near wetlands can be detrimental to the surrounding environment. While development must be approached cautiously near these sensitive natural areas, local residents can benefit from the preservation of the natural environment through aesthetic appreciation and recreational activity.

Wellhead Protection

Wellhead protection is the protection of source water for public water systems. According to well log data from the Ohio Department of Natural Resources' Division of Water, three wells located in Monroe and Liberty Townships service the Village of Johnstown's public water supply. To protect this public water supply, wellhead protection areas are developed to delineate areas around a water supply that contributes water to the wells (**Figure 11.1**).

Not only wellhead protection areas protect the public water supply that contributes to the municipal wells, but it preserves the Village's water for future generations and avoids the potential for future expenses of cleaning up a contaminated water supply. Currently, within the Village's corporate boundaries, there are approximately 208 acres of Natural Preserve land.

Natural Reserve Areas

The areas that are at risk but are not currently protected are categorized as Natural Reserve. As **Figure 11.2** shows, these areas include moderate and steeply sloping areas, woodland and non-forested wetland, and areas of open water. Prime agricultural land is typically a part of a Natural Reserve area but the data was not available at the time of this report. Currently within the Village's corporate boundaries, there are approximately 434 acres of Natural Reserve land.

Land Preservation

As the community develops, the Natural Preserve (floodplains, wetlands, and wellhead protection areas) and the Natural Reserve (moderate and steeply sloping areas, woodland and non-forested wetland, and areas of open water) should be supplemented with land to create a continuous system of natural corridors. All efforts at land preservation (e.g. development controls such as zoning

and subdivision regulations to outright purchase or land banking) should focus on shifting land from the vulnerable Natural Reserve into the permanently protected Natural Preserve.

CONCLUSION

The Village of Johnstown has many significant natural assets, including several waterways and wetlands. As the Village of Johnstown continues to expand, both in population and acreage, residents will have a great opportunity to enjoy the natural environment. As the Village experiences this growth, the potential impacts to the natural environment should be considered.

SWOT Analysis

The purpose of a strengths, weaknesses, opportunities, and threats analysis - or SWOT Analysis - is to provide a summary of the key factors in the Natural Environment analysis that maximizes the community's strengths, minimizes its weaknesses, takes advantage of available opportunities, and limits its threats. This elements major SWOT items include:

Strengths

Floodplains and riparian corridors aid biodiversity within the Village of Johnstown and create the potential for open space or greenway corridors.

Weaknesses

The lack of wetlands within Johnstown increases the risk of stormwater runoff.

Opportunities

Slope imposes few restrictions for development.

Threats

An increased demand for development may pose a threat to the natural environment.

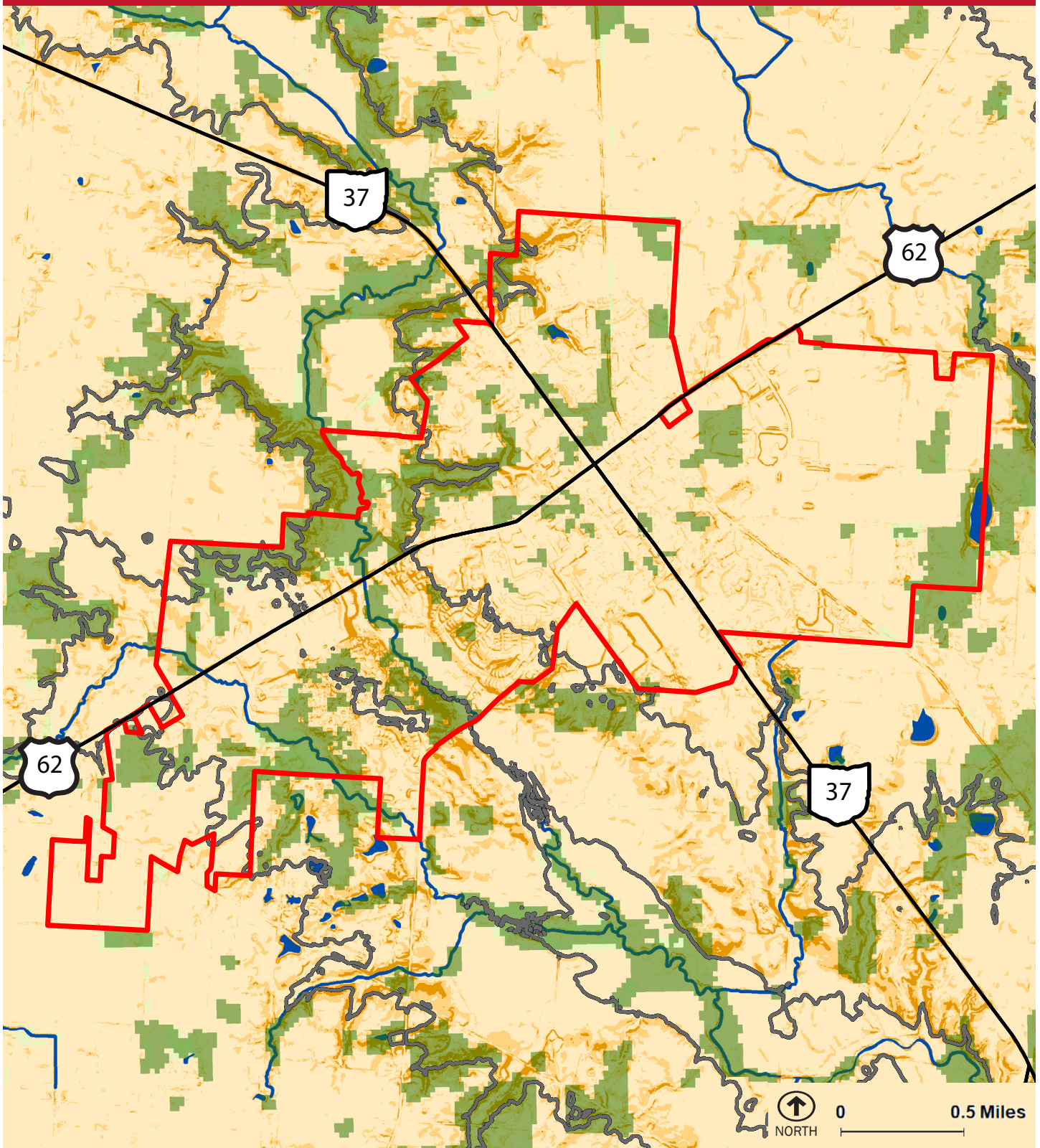
RECOMMENDATIONS

The following identifies outcomes toward which to measure progress toward the Natural Environment goal and recommends key action steps or interventions that can be taken to aid in achieving the desired outcomes.

Outcomes

Outcomes are measurable, condition-level indicators that depict the community's progress. Outcomes are mostly quantitative and represented by trend lines, targets, or thresholds. The following lists several outcomes that can be used in measuring progress:

Figure 10.2: Natural Reserve Areas



Slope Percent

- 0% - 6%
- 6% - 12%
- > 12%

Reserve Land

- 20 Foot Contour
- Waterways

- Woodlands
- Water Bodies

Outcome 7.1: Green Stormwater Management

Demonstrate that 35 percent of the jurisdiction's land area has designated green stormwater infrastructure providing bioretention and infiltration services.

Outcome 7.2: Nature Resource Areas

Maintain natural resources acreage at 25 percent or more of total jurisdictional land area.

Outcome 7.3: Wetlands, Streams, and Shoreline Buffers

Achieve no net loss of wetlands, streams, and shoreline buffers.

Actions

Actions describe a range of projects, programs, or initiatives that the community can invest in that are important to achieving desired outcomes. In other words, actions focus on the key interventions that move the needle toward identified outcomes. The following lists several action steps that can be taken to aid in achieving the desired outcomes:

Action 7.1.1

Create a community wide green infrastructure plan that is integrated with other relevant local plans, including the Storm Water Management Plan adopted in May 2019.

Action 7.1.2

Adopt local design criteria and associated codes that require proactive green infrastructure practices for new developments.

Action 7.1.3

Create incentive programs to encourage landowners to adopt green infrastructure practices that link to broader green infrastructure and natural systems.

Action 7.1.4

Dedicate a percentage of funding invested in green infrastructure.

Action 7.2.1

Develop a plan to protect and restore natural resources through land conservation, corridor connectivity, and restoration of biological integrity and function.

Action 7.2.2

Adopt land use regulations that protect natural reserve areas as well from development, or designate natural reserve areas as preserve areas.

Action 7.2.3

Encourage tree planting on public and private property through the Tree Commission.

Action 7.2.4

Restore, maintain, and monitor conserved natural lands to increase natural resource resilience, adaptability, and biological integrity.

Action 7.3.1

Adopt land use regulations that establish appropriate wetland, stream, and shoreline buffer widths and adjacent land uses.





11. FUTURE LAND USE PLAN

INTRODUCTION

The Future Land Use plan is a geographic and thematic representation of the direction for physical planning called for in the goals, outcomes and action items identified in this Comprehensive Plan. Future Land Use plans reflect the community's preference for how it wants to use and develop land within a certain amount of years. The Future Land Use plan is advisory in nature, laying the foundation for making changes to zoning in the future. It does not restrict existing uses and it is not a zoning map.

FUTURE LAND USE PLAN

Future land use map designations set the general direction for the development of land in the future. The recommended future land use identified for some parcels is the same as the existing land use, shown in a map on page 27. However, in certain locations throughout the community, the Future Land Use Map identifies parcels that are predicted for a change in land use, or for redevelopment as part of a larger site. The map is not an exact prediction of future land use patterns. Rather, the intent is to demonstrate to potential purchasers or developers the municipality's long range view of how particular properties should be reconfigured and used should it become feasible to do so.

LAND USE CLASSIFICATIONS

Residential Classifications

Residential

The Residential land use is intended to be comprised of single-family detached residences. This classification seeks to preserve existing residential areas and support new, low to mid density development characterized by intimate neighborhoods and residences of distinctive design. Integration of open spaces is vital to the character development and the identity of the community. Streets should be interconnected through



the neighborhood and to surrounding neighborhoods. Cul-de-sacs are discouraged.

Rural Residential

The Rural Residential land use is intended to provide areas for very low density, single-family residences. The rural character is identified with large lots that are a minimum size of three acres. Rural residential also allows a mix of agricultural uses to preserve the long standing agricultural character of the community.



Multi-Family

The Multi-Family land use is intended to comprise of higher density, attached residential uses. Various residential uses may be present in this classification including apartments and attached condos. Multi-Family sites are expected to be designed to look, feel and function as a cohesive neighborhood. Greater walkability and pedestrian use are encouraged.



Village Residential

The Village Residential land use is intended to be comprised of medium to high density housing as well as infill development. Housing may include various types. Much of the property in the Village Residential classification holds historic significance to the Village and any development in this classification



should pay special consideration to the historic qualities of the area.

Non-Residential Classifications

Open Space

The Open Space land use is intended to preserve existing recreational and environmentally sensitive areas as well as to establish appropriate locations for new open space. Consistent with the goals of the Comprehensive Plan, the Open Space classification seeks to provide convenient access to open spaces for the entire community.



Institutional

The Institutional land use is intended to identify public facilities and uses such as schools, municipal buildings and utility facilities. Intensity of development will be dependent upon use and location.



Industrial

The Industrial land use is intended to comprise of light industry, wholesale and warehouse areas where allowed by zoning, and related infrastructure. Industrial uses should be limited to areas that are served well by transportation and where there will be minimal conflict with nearby uses. Parking to the rear and side of buildings is encouraged.



Central Business

The Central Business classification identifies the established business area located in the historic downtown and surrounding area. This land use is intended for small scale business and commercial



uses, including professional offices, medical offices, retail stores and dining establishments. The Central Business district encompasses the historic downtown which should be preserved. Special attention should also be applied to the walkability of the area, with buildings located towards the street and parking in the back.

Commercial

The Commercial land use is intended to provide areas for larger scale commercial uses including service businesses, professional offices, larger retail stores and entertainment. The commercial classification is intended for parcels with good accessibility and visibility.

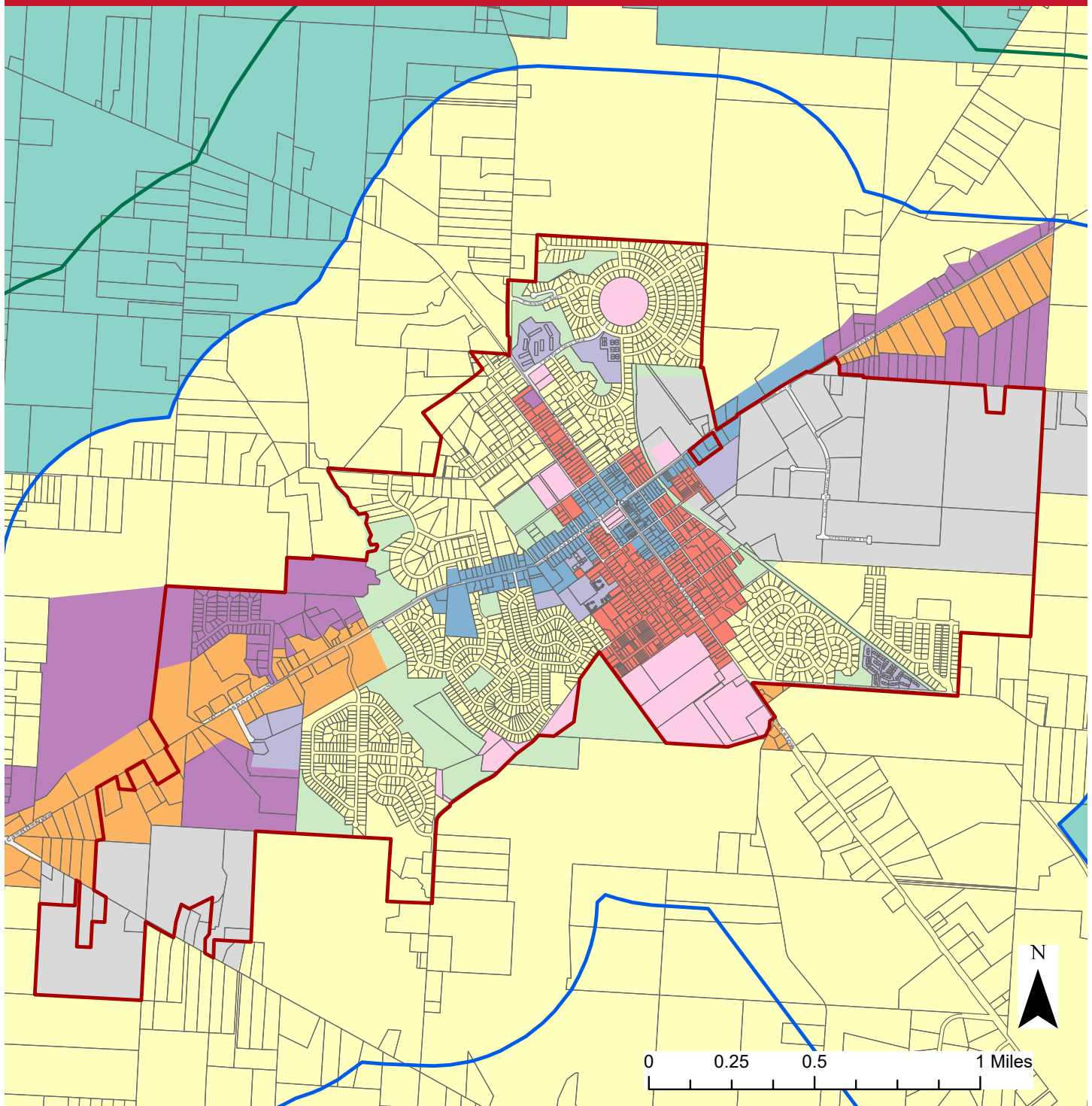


Mixed-Use

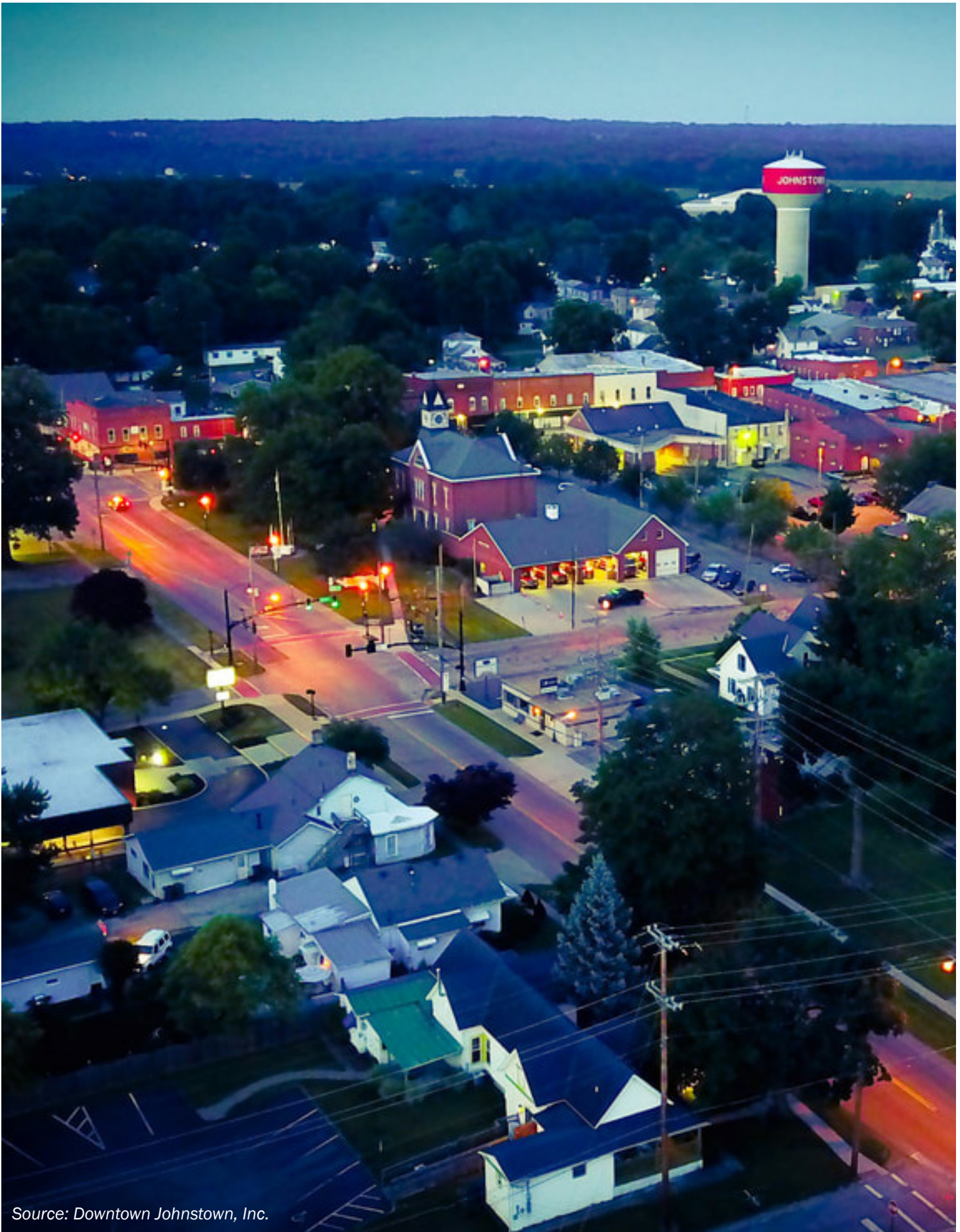
The Mixed-Use classification provides a more urban setting that can include a mix of residential uses of varying densities, open spaces, and commercial uses. Sites identified as mixed-use should provide a pedestrian oriented environment. Parking areas should be located to the rear or side of the buildings. Mixed-use development can occur at a variety of scales and uses can be integrated both horizontally (side by side) and vertically (one use above another).



Figure 11.1: Future Land Use Map, June 2020



- | | | |
|--------------------|---------------------|------------------|
| ONE_MILE_BOUNDARY | Rural Residential | Central Business |
| HALF_MILE_BOUNDARY | Multi Family | Commercial |
| MUNICIPAL_AREA | Village Residential | Mixed Use |
| DISTRICT | Open Space | Institutional |
| Residential | Industrial | |



Source: Downtown Johnstown, Inc.



12. IMPLEMENTATION STRATEGY

The Comprehensive Plan is a complete public policy document that directs future growth and priorities in terms of land use, transportation, housing, services, development and redevelopment, and other important aspects of the community; hence, acting as a toolbox for decisionmakers. Community goals are achieved through attainment of community level outcomes and local actions. Outcomes are measurable, condition-level indicators that depict the community's progress, and Actions describe a range of projects, programs, or initiatives that the community can invest in that are important to achieving desired outcomes.

The implementation strategy is an essential section that summarizes all goals, outcomes, and actions; identifies timing and responsibilities for managing the action items; as well as, a link to key quantitative indicators (included in Part 3 as seen in **Figure 12.1**) that will systematically guide the community towards achieving the desired outcomes.

SUMMARY OF ACTIONS

The following table summarizes the plan's outcomes and actions. The table is organized by the plan's eight elements, their corresponding Goals, Outcomes, and Actions. A reasonable time-frame is assigned to each action, defined by the following:

- > Immediate: begin in <1 year
- > Short-Term: begin within 2-5 years
- > Mid-Term: begin within 6-10 years
- > Long-Term: beyond 10 years

Code	Action	Timeline
BUILT ENVIRONMENT GOAL 1: Concentrate development in compact, walkable, mixed-use neighborhoods, districts, and corridors; and coordinate with the provision of public services and facilities, as well as preserve a distinctive image that promotes the community as an attractive, unique, authentic, and special place.		
Outcome 1.1: Infill Development Demonstrate at least 51 percent of new residential and non-residential development is in suitable areas currently undeveloped, vacant, or on infill sites that were previously developed brownfield or greyfield sites.		
Action 1.1.1	Adopt policies that encourage development in urbanized areas that are already supported by and are accessible to public utilities	Immediate
Action 1.1.2	Adopt policies and zoning that encourage development in currently undeveloped, vacant, or on infill sites that were previously developed brownfield or greyfield sites	Short-Term
Action 1.1.3	Establish a design review board or similar appointed body that provides comments on the sustainability implications of proposed development projects	Immediate
Action 1.1.4	Seek financial incentives to promote vacant, undeveloped sites and conduct brownfield site remediation	Mid-Term

Code	Action	Timeline
Outcome 1.2: Mixed-use Design		
Demonstrate that future neighborhoods and centers have 50 percent of their buildings along primarily single-family residential blocks are not more than 30 feet from the property line, and commercial blocks not more than 15 feet from the property line.		
Action 1.2.1	Adopt compact and mixed-use zoning for all new development areas	Immediate
Action 1.2.2	Require build-to lines for commercial and residential structures in areas identified for compact, mixed-use development	Immediate
Action 1.2.3	Adopt parking strategies in existing and new development areas	Short-Term
Action 1.2.4	Adopt regulatory strategies and development regulations that permit or incentivize increased employment and diverse uses in areas identified for compact, mixed-use development.	Short-Term
Outcome 1.3: Walkability		
Demonstrate that future neighborhoods and centers have 90 percent of roadway length designed with sidewalks on both sides or connection pathways.		
Action 1.3.1	Prepare and adopt a specific mobility or circulation plan for compact, mixed-use development	Short-Term
Action 1.3.2	Document and address gaps in sidewalks	Immediate
Action 1.3.3	Conduct regular “walking audits”	Mid-Term
Action 1.3.4	Integrate with Outcome 4.2 (see Chapter 7: Transportation)	Immediate
Outcome 1.4: Historic Preservation		
Demonstrate an increased number of historically identified structures and sites through the Federal Register of Historic Places or through official action by the Village of Johnstown.		
Action 1.4.1	Develop a plan for identification and preservation of historically and architecturally significant buildings and sites within the Village.	Short-Term
Action 1.4.2	Encourage private preservation and renovation of historic sites or structures through the approval of necessary variances to development standards.	Mid-Term
Action 1.4.3	Market the Village Center to the region as an attractive location for businesses and visitors by emphasizing the historic aspects and using tools such as social media, newspapers and magazines.	Short-Term
HOUSING GOAL 2: Construct, preserve, and maintain a range of housing choices with convenient access to daily services for people of all income levels and lifestyles.		
Outcome 2.1: Housing Supply and Transportation Costs		
Demonstrate an increase in housing options by developing a diverse housing stock that addresses the lifestyle and transportation needs of all ages and household types.		
Action 2.1.1	Develop a comprehensive housing strategy	Short-Term
Action 2.1.2	Analyze public transit access and transportation costs to improve connectivity within Johnstown as well as within the region.	Mid-Term
Action 2.1.3	Collaborate with partner jurisdictions to incorporate the Western Licking County Accord into development projects and preserve the rural character of the community.	Immediate
Action 2.1.4	Partner with prospective property owners and residents to encourage the preservation of historic homes and buildings in the Village.	Short-Term
Action 2.1.5	Work with private employers to provide live-near-your-work or employer-assisted housing financial incentives	Mid-Term

Code	Action	Timeline
ECONOMIC DEVELOPMENT GOAL 3: Strengthen the community's economic base through the well-planned development and redevelopment of existing businesses and the recruitment of new businesses in order to create a diversified local economy all with support from the business community.		
Outcome 3.1: Businesses Demonstrate an increased number of business establishments in the jurisdiction over a period of time to reduce percentage of residents that work outside the community (currently 78.4 percent) by 50 percent.		
Action 3.1.1	Conduct an assessment of local economic conditions, including economic leakage and targeted sectors for future investment	Immediate
Action 3.1.2	Formally engage with the business community on a monthly or quarterly basis to improve economic conditions and address specific needs	Immediate
Action 3.1.3	Appoint an advisory body to provide recommendations and represent the business community in local decision-making	Short-Term
Action 3.1.4	Engage in regional coordination with other governmental, public, private, and non-governmental entities to attract and retain businesses in the region	Short-Term
Action 3.1.5	Provide incentives to local and small businesses in the region in the form of direct financial assistance or tax incentives	Mid-Term
Action 3.1.6	Create or support promotional campaigns to bank locally, buy locally, or buy from small and independent businesses and retailers	Mid-Term
Outcome 3.2: Employment Demonstrate the percentage change between the Johnstown's employment rate and the national rate is 10 percent or better (currently 5.9 percent)		
Action 3.2.1	Provide direct services and trainings tailored to the needs of the business community	Short-Term
Action 3.2.2	Provide focused support, resources, and services to young entrepreneurial companies through business incubators	Short-Term
Action 3.2.3	Provide job training and assistance programs for employees and employers in professions or sectors where wages are below the living wage	Immediate
Outcome 3.3: Community Reinvestment Area Demonstrate that each Community Reinvestment Area (CRA) achieves a minimum score of 70 using the EPA's Smart Location Calculator		
Action 3.3.1	Support business development activities in Community Reinvestment Areas	Immediate
TRANSPORTATION GOAL 4: Provide for a safe, convenient, efficient, and low-cost motorized and non-motorized transportation system with an interconnected network of streets that accommodates walking, biking, and public transit; reduces vehicle miles traveled and is coordinated with adjacent land uses.		
Outcome 4.1: Mode Share Reduce the number of commuters who drive alone to 75 percent (currently 85 percent) and an annual decrease in vehicle miles traveled measured from a baseline year		
Action 4.1.1	Develop and adopt Complete Streets Policy for the Village.	Short-Term
Action 4.1.2	Adopt a bicycle and pedestrian master plan that prioritizes future projects to improve safety and access to non-motorized transportation and connections to public transit.	Short-Term
Action 4.1.3	Offer local government employees incentives to commute by modes other than single-occupancy vehicles, such as telecommuting, carpooling, transit, and other alternative modes	Immediate

Code	Action	Timeline
Action 4.1.4	Conduct a transit study and plan	Short-Term
Action 4.1.5	Identify alternative funding mechanisms for enhanced transit.	Mid-Term
Outcome 4.2: Walking Improve overall community Walk Score (now Somewhat Walkable at 65 out of 100) to a Very Walkable level of 70 - 89		
Action 4.2.1	Subdivision and other development regulations require walkability standards that encourage walking and enhance safety.	Immediate
Action 4.2.2	Increase the mileage of sidewalks, particularly on arterial or collector roads, that connect people with destinations.	Short-Term
Action 4.2.3	Increase the amount of spending on pedestrian infrastructure as a percentage of annual capital improvements.	Short-Term
Action 4.2.4	Integrate with Outcome 1.3 (see Chapter 4: Built Environment).	Immediate
Outcome 4.3: Bicycling Complete the five miles of proposed facilities and further add 2.5 miles such that the complete network is connected, safe, and welcoming for bicycle riding		
Action 4.3.1	Increase the mileage of striped or buffered bicycle lanes, cycle-tracks, parallel off-street paths and/or other dedicated facilities.	Mid-Term
Action 4.3.2	Create and maintain a bicycle network that connects to places that people want to go.	Short-Term
Action 4.3.3	Establish or support a communitywide public bike share program.	Mid-Term
Action 4.3.4	Increase the amount of spending on bicycle infrastructure as a percentage of annual capital improvements.	Short-Term
COMMUNITY SERVICES AND UTILITIES GOAL 5: Coordinate the extension of, or increase the capacity of, services, utilities, and infrastructure facilities to accommodate population growth as well as to meet the future needs of existing and planned development, while promoting a more resilient energy network through the use of renewable sources of energy.		
Outcome 5.1: Electrical Energy Supply Demonstrate that the community's overall electric utility generating capacity includes at least 20 percent from renewable energy sources		
Action 5.1.1	Adopt a communitywide plan that includes a comprehensive programmatic and policy approach to shift the community towards alternative fuels and renewable energy sources.	Mid-Term
Action 5.1.2	Create incentive programs to support the development of renewable infrastructure.	Mid-Term
Action 5.1.3	Encourage the development of residential and small business renewable energy installations.	Short-Term
Action 5.1.4	Build the necessary distribution or storage infrastructure to support further investment in renewable energy sources	Mid-Term

Code	Action	Timeline
Outcome 5.2: Energy Use Demonstrate incremental progress towards achieving an 80 percent reduction by 2050 in energy used by community buildings or industrial processes		
Action 5.2.1	Adopt or upgrade building codes to ensure that new and renovated buildings are more energy efficiency	Short-Term
Action 5.2.2	Create an education and outreach campaign to engage residents and businesses in energy efficiency and efforts.	Immediate
Outcome 5.3: Community Emergency Management Demonstrate that the emergency management community is prepared to manage emergency incidents involving all threats and hazards		
Action 5.3.1	Participate in cross-department/agency interstate, statewide, regional, or inter-jurisdictional mutual aid response systems.	Immediate
Action 5.3.2	Perform an annual review or assessment of plans, procedures, resources, and trainings based on emergency response incidents and demands.	Short-Term
PARKS AND RECREATION GOAL 6: Ensure convenient access to parks, open space, and recreation opportunities for the entire community.		
Outcome 6.1: Acreage Provide ample parkland based on the ratio of 13.5 acres per 1,000 residents		
Action 6.1.1	Adopt a parks or open space plan that promotes a communitywide network of public spaces that provide recreational benefits while protecting natural, historic, and cultural resources	Short-Term
Action 6.1.2	Participate in a local or Central Ohio alliance working to improve, expand, and connect the communitywide or regional park system	Immediate
Action 6.1.3	Coordinate use of school recreation facilities with public parks to maximize availability of park and recreation space	Immediate
Outcome 6.2: Use and Satisfaction Demonstrate that 66 percent or more of surveyed residents visit a park at least once per year and respond favorably regarding the quality of the Johnstown's public park system		
Action 6.2.1	Adopt site design guidelines for new public parklands and improvements to existing facilities to strengthen environmental benefits and provide visitor amenities to as wide a range of the population as possible (e.g. young, old, differently-abled, etc.)	Short-Term
Action 6.2.2	Host or partner with a volunteer program to support public parkland maintenance	Short-Term
Action 6.2.3	Provide assistance for all users, including young, old, differently-abled, and low-income users, to access and use public parks through subsidy, scholarships, and discounts	Mid-Term
Action 6.2.4	Host programs and events in public parkland that bring the community together and encourage physical activity	Short-Term

Code	Action	Timeline
NATURAL ENVIRONMENT GOAL 7: Promote the conservation, preservation, reservation, and protection of natural systems and resources, including groundwater, wetlands, floodplains, woodlands, sensitive soils, and steep slopes.		
Outcome 7.1: Green Stormwater Management Demonstrate that 35 percent of the jurisdiction's land area has designated green stormwater infrastructure providing bioretention and infiltration services		
Action 7.1.1	Create a community wide green infrastructure plan that is integrated with other relevant local plans, including the Storm Water Management Plan adopted in May 2019.	Mid-Term
Action 7.1.2	Adopt local design criteria and associated codes that require proactive green infrastructure practices for new developments	Long-Term
Action 7.1.3	Create incentive programs to encourage landowners to adopt green infrastructure practices that link to broader green infrastructure and natural systems	Mid-Term
Action 7.1.4	Dedicate a percentage of funding invested in green infrastructure	Mid-Term
Outcome 7.2: Nature Resource Areas Maintain natural resources acreage at 25 percent or more of total jurisdictional land area		
Action 7.2.1	Develop a plan to protect and restore natural resources through land conservation, corridor connectivity, and restoration of biological integrity and function	Mid-Term
Action 7.2.2	Adopt land use regulations that protect natural reserve areas as well from development, or designate natural reserve areas as preserve areas	Mid-Term
Action 7.2.3	Encourage tree planting on public and private property through the Tree Commission.	Immediate
Action 7.2.4	Restore, maintain, and monitor conserved natural lands to increase natural resource resilience, adaptability, and biological integrity	Short-Term
Outcome 7.3: Wetlands, Streams, and Shoreline Buffers Achieve no net loss of wetlands, streams, and shoreline buffers		
Action 7.3.1	Adopt land use regulations that establish appropriate wetland, stream, and shoreline buffer widths and adjacent land uses	Short-Term

This page intentionally left blank

This page intentionally left blank

VILLAGE OF JOHNSTOWN COMPREHENSIVE PLAN APPENDICES

Appendix A: Glossary

Affordable Housing

Generally, under U.S. Department of Housing & Urban Development guidelines, a household’s housing costs are considered to be affordable when they are equal to or less than 30 percent of gross household income.

Aquifer

An aquifer is an underground layer of water-bearing rock. Water-bearing rocks are permeable, meaning they have openings that liquids and gases can pass through.

Brownfield

Property for which expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Build-to-lines

A line with which the exterior wall of a building in a development is required to coincide.

Centers

Traditionally, the “heart” of a community, consisting of a cohesive, relatively dense core of commercial, civic, religious and residential buildings arranged along a main street and intersecting streets. Depending on the scale of the community, the center may also contain local and/or regional commercial and public transit hubs, including train stations and bus stations. Village centers, community centers, town centers and city centers vary in level and number of amenities according to population concentrations.

Commercial

The term commercial encompasses a range of land uses including retail, office, service, hotel/conference, and commercial recreation.

Compact Development

Compact development refers to development that uses land efficiently through creative and intensive site, neighborhood and district design. Compact development may be residential, commercial or mixed use, but most often approximates the intensity of development that was typical of Ohio communities in the first half of the twentieth century.

Cul-de-sacs

Cul-de-sac is a dead end street that ends in a circle.

Fiscal solvency

Solvency is the ability of an organization to meet its long-term fixed expenses and to accomplish long-term expansion and growth.

Greyfield

Greyfield land is economically obsolescent, outdated, failing, moribund or underused real estate assets or land.

Greenfield

Greenfield land is undeveloped land in a city or rural area either used for agriculture or landscape design, or left to evolve naturally.

Groundwater

Groundwater is the water found in an aquifer.

Infill Development

Development that takes place within built-up areas on under-utilized or vacant sites. Interest in infill development stems from a desire to channel development into areas that are already served by public facilities, including police, fire, utilities, schools, and transit, to make more efficient use of existing land and infrastructure.

Infrastructure

Facilities and services needed to sustain residential, commercial, industrial, institutional, and other activities. Includes public water, sewer, transportation, utilities, and fiber-optic cables.

Mixed-use development

The combination of residential, commercial, and/or office uses in one zone, development or building. For example, a mixed-use development might have space dedicated to retail or offices in the front of the development and homes or condominiums in the rest of the development. A mixed-use district might allow residential, commercial, and retail development.

Neighborhood

The term neighborhood has many meanings and uses. For example, neighborhood can be used to refer to the small group of houses in the immediate vicinity of one's house or to a larger area with similar housing types and market values. Neighborhood is also used to describe an area surrounding a local institution patronized by residents, such as a church, school, or social agency. The concept of neighborhood includes both geographic (place-oriented) and social (people-oriented) components. These many interpretations lead to a healthy debate on what boundaries are most useful in neighborhood planning efforts. Academically, every field has a different logic for their definition. Neighborhood associations and community groups offer their interpretations. City Planning departments often designate neighborhood boundaries along census tract boundaries. And, in fact, community residents quite frequently have a very different mental map of their neighborhood than the officially designated neighborhood areas used by planners and policymakers. All definitions are important and meaningful.

Open Space

Open space is any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space can include Green space (land that is partly or completely covered with grass, trees, shrubs, or other vegetation) such as parks, community gardens, cemeteries, schoolyards, playgrounds, public seating areas, public plazas, and vacant lots.

Quasi-public

A quasi-public corporation is a type of corporation in the private sector that is backed by a branch of government that has a public mandate to provide a given service. Most quasi-public corporations began as government agencies, but have since become separate entities.

Renewable Energy

Renewable energy is energy that is collected from renewable resources, which are naturally replenished on a human timescale, such as sunlight, wind, rain, tides, waves, and geothermal heat.

Riparian corridors

A riparian corridor is a unique plant community consisting of the vegetation growing near a river, stream, lake, lagoon or other natural body of water. It serves a variety of functions important to people and the environment as a whole by preserving water quality by filtering sediment from runoff before it enters rivers and streams, protecting stream banks from erosion, providing a storage area for flood waters, providing food and habitat for fish and wildlife, and preserving open space and aesthetic surroundings.

Rural

A term generally used to describe areas characterized by agricultural land, forest and woodlands, open space, and very low-density residential development

Slopes

Slope is a measure of change in elevation. It is the rise or fall of the land surface.

Stormwater management

Stormwater management is the effort to reduce runoff of rainwater or melted snow into streets, lawns and other sites and the improvement of water quality. When stormwater is absorbed into soil, it is filtered and ultimately replenishes aquifers or flows into streams and rivers.

Subdivision

The process of laying out a parcel of raw land into lots, blocks, streets, and public areas. Its purpose is the transformation of raw land into building sites.

Sustainability

A term used to describe land use activities that meet the needs of today without compromising the ability of future generations to meet their own needs.

Urban

A term that describes areas generally characterized by moderate and higher density residential development (5 or more dwelling units per acre), commercial development, and industrial development.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. It is calculated as the sum of the number of miles traveled by each vehicle.

Walkability

The following factors are commonly used when judging “walkability”: proximity to destinations, aesthetics of the environment, availability of sidewalks, sidewalk width, separation from traffic, the presence of other pedestrians, the condition and availability of crosswalks, street lighting, presence of street trees, and compliance with the Americans with Disabilities Act.

Walkable Neighborhood

A place where people live within walking distance to most places they visit on a regular basis, including schools, workplaces, grocery stores, banks, retail stores, and churches. The environment is pedestrian-friendly, including the presence of continuous sidewalks, well-marked street crossings, street lamps, and physical buffers from vehicle traffic such as street trees and tree planters.

Wetland

A wetland is a place where the land is covered by water, either salt, fresh or somewhere in between. Marshes and ponds, the edge of a lake or ocean, the delta at the mouth of a river, low-lying areas that frequently flood—all of these are wetlands.

Zoning

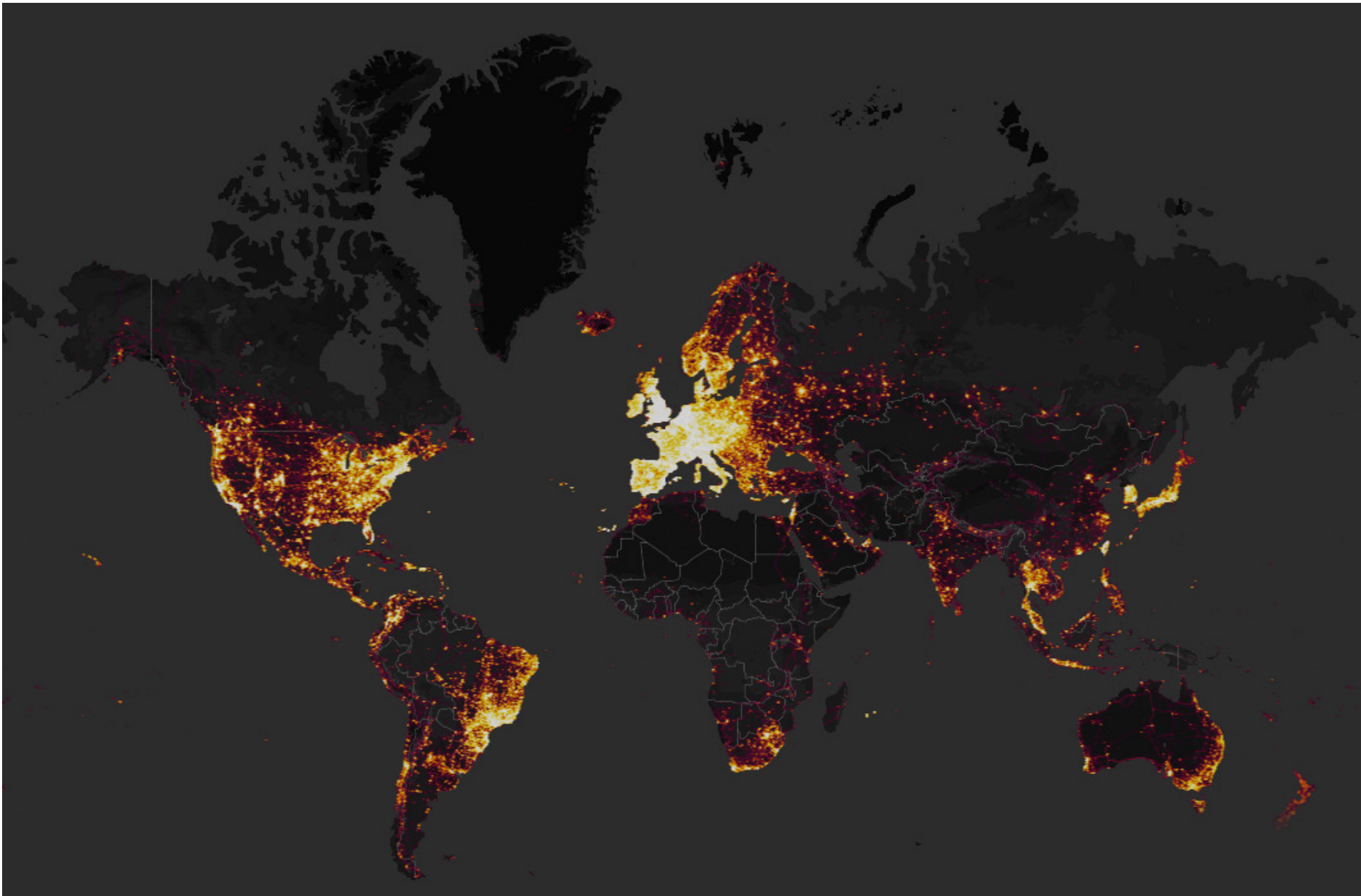
Zoning is a way to control the physical development of land and the kinds of uses to which each individual property may be put. Zoning laws typically specify the areas in which residential, industrial, recreational or commercial activities may take place.

Appendix B: Strengths, Weaknesses, Opportunities, and Threats

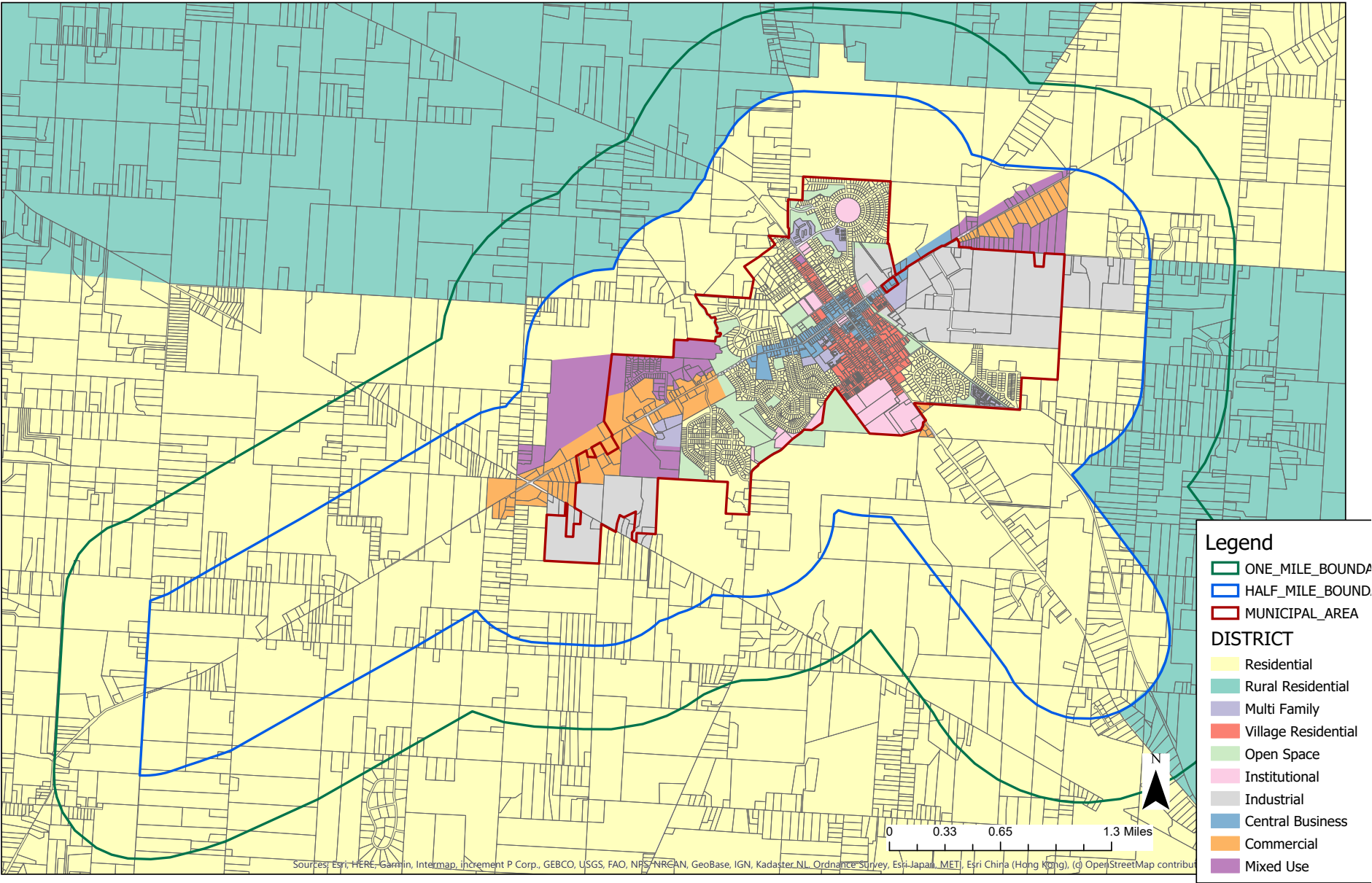
Plan Element	Strengths	Weaknesses	Opportunities	Threats
Population	The Village of Johnstown continues to experience strong and sustained growth.	Johnstown maintains a more homogenous racial and ethnic composition relative to the County and the State.	Johnstown will be eligible for city-hood once the population surpasses 5,000.	Johnstown's population growth will place more stress on the provision of public services and facilities.
Built Environment	The historic community center exhibits a compact, walkable, mixed-use environment with an interconnected street pattern.	The areas developing outside of the historic center within the community are becoming less compact and walkable and have fewer street connections.	Undeveloped and underutilized sites with access to infrastructure and zoning entitlements are available within the Village.	Pressure to expand Village boundaries and develop greenfield sites.
Housing	The supply of new housing units is keeping pace with demand.	A higher demand for age-in-place housing options.	The Village has the opportunity to diversify housing stock to accommodate different lifestyles (e.g. aging in place).	The aging housing stock may create a need for additional housing.
Economic Development	The Village has a low unemployment rate relative to the County and the State.	Employment opportunities are outside the Village of Johnstown, causing a greater number of residents to commute to work over longer distances that lower opportunities for tax revenues from employment.	Johnstown can promote its unique character and quality of life to attract talent and entrepreneurship, as well as encourage local business creation, expansion, and retention.	The Village contains fewer businesses and industries that offer better income opportunities for those with less than a college degree.
Transportation	The TJ Evans Trail attracts bicyclists and walkers on a regional scale and connects Johnstown with other popular destinations.	There are no on-street bicycle facilities in the Village, and there are gaps in the sidewalk network.	The Village can raise Johnstown's Walk Score with better pedestrian infrastructure and compact development.	There is a continued pressure for auto-oriented development.
Community Services and Utilities	The new Mary E. Babcock Library not only functions as a resource for information and learning, it also serves as a community gathering place complimenting other civic uses in the downtown.	There is a lack of built-in-redundancy to power localized water and wastewater treatment with green energy supply sources.	Build on the success of the Mary E. Babcock library as it, like other libraries across the country, transitions from a book repository to a center of community activity and learning for all ages.	Expanding the Village's corporate boundaries as a way of accommodating growth and development could put a strain on delivering police, fire, and EMS services in the future.
	Johnstown has its own water supply, and natural features protect the Village's water supply from contamination.		The competitive market for internet and telephone services within Johnstown may reduce consumer expenses. Other opportunities include incorporating green infrastructure for stormwater management and aggregation for Johnstown to become its own utility to negotiate for lower electric and gas prices.	The potential for outages with no localized backups, as well as, the rising prices outside of the Village's control. The Village's continued reliance on fossil fuel energy sources may exclude Johnstown from the innovative economy.
Parks and Recreation	Existing public and private parks as well as school facilities are concentrated toward the Village's center within a walkable 0.5-mile radius of most residential neighborhoods.	Due to the lack of park facilities, there is a dependence on quasi-public and school recreational facilities to meet park and open space needs.	Lands preserved as floodway and flood fringe provide open space and potential link to create greenway corridors outside the Village.	Loss of land to other uses that is suitable for park and recreation activity and proximate to existing and future residential neighborhoods.
Natural Environment	Floodplains and riparian corridors aid biodiversity within the Village of Johnstown and create the potential for open space or greenway corridors.	The lack of wetlands within Johnstown increases the risk of stormwater runoff.	Slope imposes few restrictions for development.	An increased demand for development may pose a threat to the natural environment.

Appendix C: Local Streets in The Village of Johnstown

- W Douglas Avenue
- E Douglas Street
- Oregon Street
- Williams Street
- Elm Street
- Payne Street
- Rice Street
- Kasson Street
- Jersey Street
- College Avenue
- Pratt Street
- Anna Way
- Hillview Drive
- Valley View Drive
- Crestview Drive
- Ridgeview Drive
- Sunset Drive
- Lakeview Drive
- Parkside Drive
- Park Lane Drive
- Northview Drive
- Meadow Lane
- Woodgate Court
- Westview Drive
- Huntsworth Drive
- Lewis Court
- Lewis Drive
- Benedict Drive
- Buena Vista Drive
- Locker Street
- Stevens Drive
- Maple Street
- Upham Drive
- Fairview Drive
- Recreation Drive
- Drury Lane
- Pershing Avenue
- McCracken Avenue
- Cole Drive
- Leafy Dell Road
- Stone Hedge Row Drive
- Sassafrass Place
- Maple Leaf Drive
- Willow Trail Drive
- Eagles Nest Avenue
- Butternut Cove Place
- Autumn Leaves Way
- Meadow Brook Road
- Parkdale Drive
- Rustic Wood Place
- Blueberry Hill Road
- Green Acres Drive
- Weeping Willow Run Drive
- Central Station Drive
- Tyler Station Drive
- Concord Crossing Drive
- Crossing Place
- Green Court
- Tyler Place
- Central Station Place
- Concord Court
- Concord Village Circle
- Village Drive
- Bottecchia Boulevard
- Middleburn Street



Map includes walking, biking, and water and snow activities
Source: Strava Global Heatmap (<https://www.strava.com/heatmap#13.64/-82.69997/40.14853/hot/all>)





RESOLUTION 2020-xxx

**A RESOLUTION TO ADOPT THE PROPOSED COMPREHENSIVE PLAN AS PRESENTED
AND ATTACHED**

WHEREAS, the Johnstown Comprehensive Plan contains the general policy of the Village to be used as a guide for development, the scheduling of capital improvements, preparation of budgets and ordinances, and operating procedures to implement the plan; and

WHEREAS, the purpose of the Comprehensive Plan is also to provide general guidance to Village agencies, other public agencies, private individuals, and organizations as they prepare detailed plans, programs, and ordinances; and

WHEREAS, it is the intent of the Village Council to maintain and amend this Comprehensive Plan as the official statement of Village Council policy concerning the future development of the Village of Johnstown; and

WHEREAS, the Village has devoted considerable staff, Commission, Steering Committee and public attention to the development of the Comprehensive plan; and

WHEREAS, public engagement sessions were held at various public events on July 24, 2019, September 15, 2019 and September 21, 2019; and

WHEREAS, Public Hearings were held November 12, 2019 at Planning and Zoning, November 19, 2019 at Village Council, November 26, 2019 and July 14, 2020 at Planning and Zoning with various comments incorporated within.

WHEREAS, at the _____ Planning and Zoning meeting, the Commission voted _____ in favor of forwarding to Village Council for approval.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE VILLAGE OF JOHNSTOWN, COUNTY OF LICKING, STATE OF OHIO; A MAJORITY OF THE MEMBERS CONCURRING THAT:

Section 1: That the draft plan as presented at the _____ Planning and Zoning meeting, public hearing with any amendments finalized by the Village Council on _____ be adopted as the Comprehensive Plan for the Village of Johnstown. It is understood the draft plan will be put into final published form to be effective _____, subject to section 2 below.

Section 2: Where there is a conflict between a policy in the prior Strategic Plan and the new Comprehensive Plan, the policy guidance in the new Plan will control.

Section 3: It is found and determined that all formal actions of this Village Council, concerning and relating to the recommendation of adoption of this Resolution, were approved in an open meeting of this Village Council, and that meetings resulted in such formal action where meetings were open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code, and the Charter for the VILLAGE OF JOHNSTOWN.

Introduction/Public Hearing/Vote:

By:

Chip Dutcher, Mayor

ATTEST TO:

APPROVED AS TO FORM:

Teresa Monroe
Clerk of Council

Yazan Ashrawi
Law Director