



Special Planning & Zoning Commission Meeting
Tuesday, April 30, 2024 - 6:30 PM
AGENDA

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Public Comments on Items not on the Agenda
5. Draft Comprehensive Plan Orientation and Focused Discussion (Note: Discussion will center on key recommendations and major topics)
 - a. Draft Plan
6. Other Business
7. Adjourn



JOHNSTOWN

COMPREHENSIVE PLAN

Our Values: Our opportunity

DRAFT 2.0 | City of Johnstown, Ohio | Spring 2024







Welcome to the city of Johnstown's Comprehensive Plan! Over the last year, we've worked as a community to develop our response to the profound opportunities - and challenges - presented by the Intel development. This investment just beyond our southern border took our community by surprise. In that moment, it would have been easy to allow this wave to wash over our community, diluting the character, independence, and identity of our unique place. Instead, we've worked together to craft this response.

Our plan empowers this city to take charge and lead the city into the future. It enables our residents to express their views on future growth and investment clearly. It establishes a community-derived vision that aligns with our rich history and sets the stage for transformative change. While also setting the stage for action, identifying dozens of critical projects, programs, and policies designed to carry Johnstown forward.

The plan points to the power of our great community and caring residents. But we can't do it alone. This work acknowledges essential partnerships, like the one shared between the city and the Johnstown-Monroe School District. It addresses the realities of our starting point and considers the strategy and sequence behind our forthcoming work. The "why" within all this action points directly back to you. We're investing now, we're collaborating now, we're working so hard now, so we can deliver this town not just, not less, but greater and more beautiful than it was transmitted to us.

I'm looking forward to the hard work because we'll need to do it together. That is Johnstown today and that's the Johnstown we envision. Join us!

Donald Barnard
Mayor, City of Johnstown



Acknowledgments

Thank you to the countless community members, stakeholders, and leaders who participated in the 2024 Johnstown Comprehensive Plan and helped facilitate this planning process. The city would like to specifically acknowledge the following individuals for their guidance and direction:

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Donald Barnard, Mayor
Tiffany Hollis, Council President
Ryan Green, Acting President
Bob Orsini
Dave Selen
Jeffrey Barr
Wesley Kobel

Planning & Zoning Commission

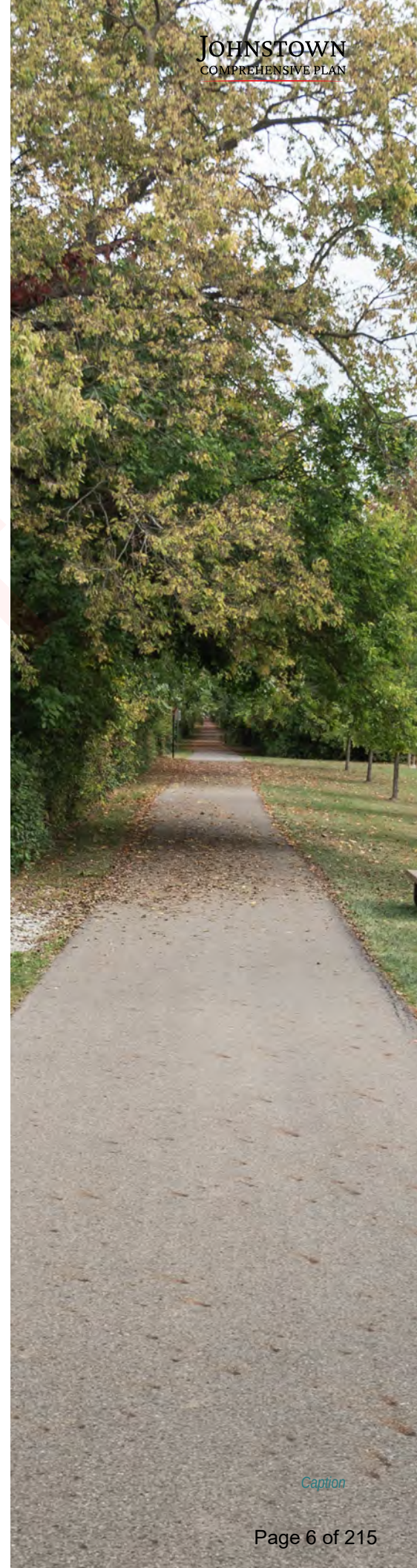
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DRAFT



JOHNSTOWN COMPREHENSIVE PLAN

Our Values: Our opportunity

A. Introduction

Johnstown is ready for its next, vibrant chapter. Established in 1813, the city grew slowly but steadily for its first 200 years, maintaining a strong sense of identity and independence. But with the arrival of Intel in 2025, the pace is expected to change, to quicken. Preserving Johnstown's rich history and character amidst increasing development pressure will be paramount, but the community must work to define its vision and invest in its realization. This plan is Johnstown's argument for its regional position, its priorities for the future, and its commitment to current and future citizens.

In 2020, Johnstown updated its comprehensive plan to prepare for a forthcoming decade of steady population and economic growth in the region. However, the announcement of Intel's arrival just three miles south of the city has jump-started an unprecedented regional growth trajectory, escalating previous forecasts for population and job gains. Updating the comprehensive plan is a crucial step for Johnstown to prepare for the long-term population and economic impacts brought on by this un-matched development.

City leaders were committed to an open and transparent process where the community could actively participate in various forms of engagement and

see the fruits of their discussions make their way into the plan's recommendations. Through thousands of comments, the priorities were clear: Johnstown must do what it can to leverage this opportunity without sacrificing the special spirit and independence that make it such a great place to live and raise a family. This plan presents this bold vision. This plan is organized into topical goals, measurable objectives, and itemized action items that synthesize a wide variety of topics into policy steps for city leadership and administration to carry forward. This section provides an overview of the planning process, plan structure, the community's vision, and the major moves forward.

Background

A plan both begins and ends with a community discussion. Formative work to develop the strategy, the vision and recommendations that have risen out of this process. But we begin the harder process of implementing these ideas. This section details the purpose and importance of the plan.

WHAT IS A COMPREHENSIVE PLAN?

A Comprehensive Plan is a strategic and long-term planning document that serves as a blueprint for the future investment, growth, and conservation in the City of Johnstown. It outlines the community's vision, goals, and policies related to land use, transportation, housing, economic development, and infrastructure. This plan is developed through a collaborative engagement process involving community stakeholders, residents, and local government officials. By providing a overarching framework, the plan guides decision-making, zoning regulations, and investment priorities that foster sustainable development and ensure that the community evolves in alignment with the vision for the future. The plan is not a parcel-by-parcel master plan, or a daily guide for decision makers. Rather, the plan lays out the broad direction and trusts leaders, and the citizens holding leaders accountable, to craft policy and take action that moves the community incrementally toward the plan's vision.



The 2024 Comprehensive Plan...

- ➔ **...uplifts knowledge and priorities from previous plans.** The plan incorporates key elements from previous plans to further align with successful and ongoing initiatives.
- ➔ **...provides novel findings and data for contemporary economic development and growth trends.** The region has experienced significant changes since 2020. This process involved a thorough analysis of emerging trends in the region and how Johnstown fits into Central Ohio's growth story.
- ➔ **...offers an accessible resource for elected officials, the public, and potential developers in Johnstown.** This document is an important realization of the community's aspirations for future development and the built environment.
- ➔ **...establishes a forward thinking vision crafted by the community.** The plan is an opportunity to be loud and clear about the city's identity and character as Johnstown embarks on its next chapter.

CURRENT MOMENT

This Comprehensive Plan is an update of the City's 2020 Comprehensive Plan, providing an opportunity to pause, take stock, and develop a clear road map for community growth and investment in response to emerging economic development opportunities and anticipated growth in Licking County and the broader Central Ohio region.

In 2024, the City of Johnstown is at an inflection point. Central Ohio's economic development efforts have been successful in landing numerous large-scale investments, punctuated by the Intel Corporation's plan to develop its next fabrication facility in New Albany. While there are inherent challenges to this development, the opportunities are also tremendous. The city must take proactive steps to prepare for the development pressure and direct its energy toward positive community outcomes. Given changes in economic and demographic outlooks for the forthcoming decade, it is critical for the city to make clear statements about growth outcomes, infrastructure priorities, and preferred development character.

PREVIOUS PLAN INTEGRATION

To prioritize policies and actions that are both relevant and feasible, this plan is informed by several planning documents previously adopted by the City and Licking County. The most notable of these include the following:

- 2023 Johnstown Growth Framework
- 2023 Planned Development (PD) Zoning Ordinance
- 2023 Licking County Transit Development Plan Update
- 2023 Licking County Framework
- 2021 Active Transportation Plan
- Along with many others



Intel and Future Growth

The Intel Corporation's plan to develop its next computer chip fabrication facility in western Licking County represents one of the largest, single economic development wins in recent history across the Midwest. It has also presented a call to action for local communities to re-assess their planning documents in preparation for economic and population growth that exceeds previous projections. The \$20 billion investment is expected to produce 3,000 high-paying tech jobs and more than 7,000 temporary construction jobs in pursuit of the facility's opening day. The site for the new facility is adjacent to the city of Johnstown and has rapidly increased development pressure inside the city and in the Johnstown-Monroe School District.

The Intel project – along with broader economic growth trends – presents a significant opportunity for the city to solidify future policy direction and expand its revenue stream through the next decade. Capturing high wage, tightly tethered employers will aid in diversifying the city's fiscal portfolio, while serving as an opportunity to reinvest into the city's most critical community assets, places, and services.

7K

estimated new
jobs on-site

\$20B

total initial
investment

The Process

Through a year of planning and engagement, hundreds of residents and stakeholders were able to share their ideas for the future of Johnstown. The process was open and inclusive offering multiple opportunities and venues to participate.

COMMUNITY INVOLVEMENT

Citizen voices are a crucial component to this plan. Families, business owners, and neighborhood leaders provided essential perspectives. The Planning Team prepared multiple opportunities for the public to engage in throughout the planning process. Over multiple rounds, hundreds of residents and stakeholders shared their time, energy, and ideas. The resulting themes from this conversation are presented on the following page.

METHODOLOGY AND APPROACH

The process to develop the Johnstown Comprehensive Plan was broken into two iterative steps. Given the urgency of regional planning conversations in 2022, the city collaborated with the planning team to initially craft the Growth Framework. This served as a position statement concerning land use in the city's extraterritorial planning area, spanning approximately 60 square miles covering the Johnstown-Monroe School District. The purpose of the Framework was to establish high-level goals that Johnstown aspired to achieve as growth occurred and properties were annexed into the City.

Conversely, the Comprehensive Plan supported the strategies outlined in the Growth Framework but focused on the overall vision for the community and strategies to enhance the quality of life and sense of place for current and future residents. The research supporting the findings and recommendations of this plan was derived from a multitude of sources. The planning team conducted stakeholder interviews and research on various key topics, including utilities, transportation, land use, and economics. Each recommendation in the plan is supported by this rigorous analysis. More information is available in the document appendix.



The Community Listening session was hosted on December 14, 2022 in the Council Chambers. More than 30 residents attended the in-person meeting with a hundred more participating online.

250+

Overall process participants and contributors

10

Stakeholder Interviews

100

Survey Responses

2

Public Engagement meetings

Major Themes from Community Conversations

Throughout the rounds of community conversations, a series of themes emerged. Highlighted below, these topics represent the most frequent issues raised by participants. The following themes are not exhaustive but present the commonly mentioned issues.



Alignment is essential. As the city grows, it is imperative for residents, stakeholders, and leaders to collaborate and engage in thoughtful planning. Crafting a vision as part of the comprehensive plan ensures that new development preserves Johnstown's historic charm and character and aligns with community goals.



Community character is important. The distinctive characteristics of our community hold significant value. By articulating a strong understanding of our community's essence into a concrete set of development standards, we can attract investments that better align with community aspirations and protect this character in the long term.



We can be discerning and still grow. Johnstown can capitalize on its strategic position to attract high-wage industries, fostering long-term fiscal sustainability. Rather than passively waiting, the city has an opportunity to actively prepare and seize the potential presented by surrounding development, ensuring Johnstown has a seat at the table.



We should remain focused on the "why". While we are "open for business" the returns from these investments ought to be felt by every community member. We can invest in trails projects like the T.J. Evans, to improve and expand park spaces, support our public services, and invest in community-facing amenities that improve the qualities of life for residents.



This is – and should remain – a lifelong community. The backbone of the Johnstown community is the presence and contributions of both the younger and older generations. It is imperative to continue collaborating across multiple organizations to increase engagement and plan additional community wide activities.



Downtown is everyone's neighborhood and the heart of our community. As Johnstown continues to grow, it is crucial to highlight and preserve the downtown area, to ensure vibrancy and maintenance for generations to come. Downtown Johnstown is not just a geographical center; it captures our community's history, culture, and identity. It is essential to foster its growth, celebrate its uniqueness, and maintain its vitality to contribute to a thriving and enduring community legacy.



There's room for more neighbors and more families, but through responsible growth. Families are the heart of the community. The city has a diverse housing stock, a competitive school district, and career opportunities. Upholding these standards is critical to sustaining Johnstown's future growth.

Challenges & Opportunities

Through a process of research and discovery, the planning process uncovered a series of critical issues and trends. These opportunities and challenges are the primary targets of the Comprehensive Plan's action agenda or recommendations. This is an important moment in time for Johnstown. The following provides highlights on the key issues and trends affecting the community in 2024.

CHALLENGES

Community engagement and research revealed a set of central challenges facing the city in 2024.

- **Development pressure will put existing city capacities to the test.** Like many communities in Central Ohio, Intel-related growth is a call-to-action for local governments to take stock of administrative, school district, housing, roadways, and utility capacities.
- **Staffing increases across multiple city departments is necessary to prepare for growth.** The city's recent population and economic trajectory is a major departure from the previous decade's stagnant population growth. City governance and services are now faced with a different set of challenges.
- **Trust and transparency.** Residents want to continue being involved in major development decisions. Articulating clear community preference for future development and improving engagement mechanisms should take precedent throughout the next decade.
- **Coordination among organizations, nonprofits, city government, and the school district.** Future growth will impact the entire ecosystem of public, private, and nonprofit stakeholders invested in the city's future. Coordinated efforts and continued communication throughout the next decade will play a pivotal role in ensuring that organizational capacity grows at pace with economic and population growth.
- **Housing costs in the planning area have increased dramatically over the course of the pandemic but most notably following the Intel announcement.** This extreme inflation is likely to course-correct as time goes on but demands for short-term and long-term housing options for new workers in the region will be significant drivers of the housing market.
- **Defining and protecting community character.** The city can better define its position with respect to development character. Residents indicated the importance of intentional direction for new development, especially for new neighborhoods and downtown infill development.
- **Promoting fiscal sustainability and responsible utility provision.** Centralized water and sewer holds the key to future growth potential. Johnstown will continue to be a key regional player in growth decisions.
- **Maintaining natural resources, woodlots, streams, and open spaces.** The city will have to re-evaluate policies and ordinances to ensure the protection of woodlots, open spaces, and flood-prone areas. All of these elements play a critical role in Johnstown's rural character.



OPPORTUNITIES

Johnstown has many inherent and emerging advantages. These opportunities are related to physical, economic, and social assets. The following is a collection of those most important opportunities revealed through engagement and analysis.

- ***Well-positioned to direct growth conversations in western Licking County.*** Growth will affect all municipalities in the region. Collective decision-making to mitigate negative impacts of rapid growth is imperative. The city's centralized water and sewer authority allows for out-growth to occur in step with existing public services. This allows for coordinated expansion, ensuring new development seamlessly integrates with existing infrastructure and school capacity, crucial for a region where district boundaries cross multiple jurisdictions.
- ***Committed to a single-high school school district.*** The community takes pride in and derives identity from its school district. A consistent sentiment heard throughout engagement efforts were to ensure that growth does not outpace the capacity to serve high school students under one roof. This is a critical component to the city's social fabric and sense of cohesion among different neighborhoods.
- ***The Intel project – along with broader economic growth trends – presents a significant opportunity for the city to solidify and expand its revenue stream through the next decade.*** Johnstown's municipal income tax (one percent of earnings for workers and residents) is one of the lowest rates in the region. Coupled with lower wages compared to the region and recent jobs losses. Capturing high wage, tightly tethered employers and modest increases to municipal income taxes to reach regional parity, would help address these insecurities in the long-term.
- ***Opportunities for new revenue streams.*** The city can leverage economic development as a tool for financing community improvements. Residents are excited about what new development and resulting jobs growth can offer to the community through direct and indirect investments. Future economic development opportunities will help finance parks and recreation improvements, trail expansion, additional public services, and roadway improvements.
- ***Key public and private investments into Downtown can spark revitalization.*** Through revenue growth, diversification, and public/private partnerships, the city can continue re-investing into downtown and surrounding neighborhoods. Direction for public and private investment is lead by a strong set of principles and action items outlined in the Comprehensive Plan.
- ***The TJ Evans trail can serve as an anchor for future trail and greenway expansion.*** Residents see opportunities for a connected trail network that connects the TJ Evans trail to downtown, expands trail access throughout new and existing neighborhoods, and creates new segments along the city's major stream corridors.
- ***Tapping into the full swath of municipal policies and tools.*** The city has an opportunity to leverage a wider range of policies and best practices as a result of new revenue sources. These policies are in service to the community and ensuring quality of life improvements throughout the city.



The Vision for Johnstown

The vision statement sets the broad direction for the future of the city. Johnstown’s vision statement encompasses the breadth of feedback gathered from the community throughout the process and distills the message into a few simple, yet powerful sentences. The vision for Johnstown paints a picture of a thriving community made better through the realization of its plan.



Plan Structure

The planning process was designed to engage community members in a thoughtful discussion about the community’s future. Working from broad aspirations to specific outcomes, the planning team developed a series of statements to better structure and arrange the plan. This was a process of discovery and iteration. The chapters of this plan contain a series of Goals, Objectives, and Actions to help guide Johnstown to its vision.

GOALS

A goal is topical and focused on a simple outcome. These statements were produced using the public input received during the plan’s engagement process. There are four topical goals and one implementation goal.

OBJECTIVES

There are several dozen objective statements in the plan. These are quantifiable elaborations on the goal statement that set aspirational targets for the community.

ACTIONS

Actions are the most specific statements in the plan. They are projects, policies, and/or programs selected for their ability to help move Johnstown toward achieving its objectives and overall goals.

JOHNSTOWN

COMPREHENSIVE PLAN

As we - the community of Johnstown, Ohio - collectively plan for the future of our community, we act in pursuit of our vision.

*Johnstown is a Main Street,
American community.*

*Independent, vibrant, and connected, our city
of neighborhoods provides a stable foundation
for families, a market for business, and an active
lifestyle for citizens.*

~ Goals ~



Place

We're a city **built** on purpose through intentional and authentic planning and design.



Prosperity

We're a city **capitalizing** on our opportunity. Creating spaces for entrepreneurs to build and leverage the unique economic development potential presented by the Intel development.



Community

We're a city **invested** in our enabling, foundational infrastructure.



Foundations

We're a city **connected** as neighbors and as citizens to parks, trails, and amenities.



Implementation

We're a city **committed** to action. We're in daily pursuit of a community made more beautiful, more prosperous, and more connected through our collective work.

Major Moves

In this critical moment for Johnstown, the actions taken now will impact the community for decades to come. Some work, however, must lead. To access our potential and fully leverage this moment, there are four major moves to consider. These sequenced strategies are explored here and are the central focus of this plan’s action agenda.

ENABLE THE OPPORTUNITY; CONTROL OUR DESTINY

If Johnstown intends to guide development within its planning area and leverage the economic opportunities of the moment, it must control the provision of water. This enabling infrastructure will require significant, initial investment but is the pathway to self-determination. The Intel fabrication facility is expected – and already has begun – to spur significant, new economic activity in the areas adjacent to the plant. Today, Johnstown is not able to fully leverage this potential due to its limited water capacity. It is in the best interest of the city, and the thoughtful development of the region, for Johnstown to maintain and grow its position as a central water provider.

First steps

- ➔ Pursue an inter-community water and sewer partnership
- ➔ Lead the regional conversation



GROW THE BASE

Reinvestment in Johnstown starts with a sustainable model for revenue generation. It is essential to grow this base over the next decade to build stability, attract state and federal grants, manage our debt, and enable longer-term budgeting and planning. As a community, we’ve always enjoyed a strong jobs base and it’s enabled our independent mindset. But we have an opportunity, with the Intel investments, to capitalize on the economic advantages of Central Ohio and raise our own fiscal tide. In Ohio, income taxes are the primary revenue source for municipalities. Johnstown’s current rate is one of the lowest in the region for workers. However, this has consequently prevented the city from reducing its tax burden for residents who work elsewhere. Growing local, high-paying jobs means reducing the long-term burden on residents, investing in critical infrastructure, and providing high-quality services to residents, thereby fostering long-term prosperity and well-being. This is an essential first step.

First steps

- ➔ Explore the use of Tax Increment Financing (TIF)
- ➔ Increase local income tax inline with regional average

BUILD OUR OWN CAPACITY

Great, well-managed cities don't pop up overnight. Communities of choice emerge from a slow, methodical process. They're the product of thoughtful planning and bold leadership. These cities – like great companies – invest in their employees and build a predictable and stable framework for decision making. Johnstown's administrative staff is small, even for a smaller city. The issues surrounding the community, however, are complicated. It is imperative that the city's administrative capacity grows in tandem with the community itself. This staffing is not about adding layers of bureaucracy but protecting the community's best interest in the rounds of regional negotiations to come. These conversations will involve numerous topics like land use, transportation, utilities, housing, economic development, and so on. Investing in a thoughtful administration will help safeguard the community's vision and ensure Johnstown is an active and essential player in regional development.

First steps

- Expand the capacity of City staff in concert with overall growth
- Hire a full-time city planner
- Explore a development impact fee schedule



3

4



INVEST IN THE PEOPLE AND PLACES OF JOHNSTOWN

The purpose of our work, through this comprehensive plan and future related efforts, is to raise the quality of life, place and opportunity for the residents of Johnstown. While we were not privy to the discussions that led to Intel locating its newest fabrication facility just three miles from our southern border, we will ensure that it leads to positive outcome for our citizens for the decades to come. We're working to provide enabling infrastructure and grow our revenue base so we can re-invest in our great neighborhoods and our strong community. While it may take until the mid-term to establish these investments, they are a forthcoming. We can use this opportunity to expand parks and trails amenities, continue to invest, and protect our historic downtown, maintain and improve sidewalks and roads, and "level-up" our city with the communities of choice around the region.

Key actions

- Develop a parks, recreation, and conservation master plan
- Update the city's zoning code
- Develop the Downtown Johnstown Master Plan
- Develop architecture and design guidelines



CHAPTER GOAL

We're a city ...
built on purpose
through intentional and
authentic planning and
design.



B. Place

A central role of the city is to strategically plan and regulate land use, aiming to achieve a healthy blend of economic productivity, public safety, architectural quality, and quality of life. These are critical components of placemaking, and achieving them begins by articulating a clear set of statements about where and how growth and conservation should occur in Johnstown. The Place chapter covers several topics, including development history, existing land uses, zoning, parks and recreation, and development potential. These topics inform the city's future land use plan and related action items.

OBJECTIVES *Measurable outcomes in pursuit of achieving the goals and vision for Johnstown*

- Create a regulatory framework that supports, high-quality developments, with diverse housing options, a range of commercial establishments, and efficient industrial parks
- Enable strong tools to regulate land development based on best management practices
- Open-up access to the natural assets surrounding and within Johnstown - forests, streams, and trails
- Enhance character of, accessibility to, and activity within Downtown
- Invest in new community amenities that enhance
- the qualities of place including trails, parks, streams, and others
- Maintain and enhance neighborhoods by ensuring compatibility amongst development, investing in lasting infrastructure, and providing equitable access to employment and leisure activities
- Enable new - and support existing - employment and activity centers as jobs centers and revenue generators

Overview

Johnstown is a close-knit community where residents take pride in their neighborhoods, schools, and amenities. This is evident in the city's continued commitment to preserving its downtown, ensuring quality housing, and providing excellent city services. As Johnstown grows, it's essential for land use policy and city ordinances to adapt to future development needs. Resulting growth should uphold the existing character of neighborhoods and historic districts while seamlessly integrating new development into the city's established land use pattern.

This chapter is organized into four parts. First, conditions and trends exploring the city's development history, existing land uses, zoning policies, parks and

open space, and development potential. Secondly, the findings from the conditions and trends section help inform the city's goals for Growth and Conservation. These goals are articulated in five principles for future development and the city's conceptual development diagram. Third, the Future Land Use Plan sets precedent for future changes to zoning and land use policy. The plan establishes a set of land use typologies displayed on the Future Land Use Map that describe the general types, development intentions, and scale for future land uses throughout the city. Lastly, the Downtown Focus Area section prioritizes future public / private investments and development strategies for downtown, with a focus on sparking reinvestment over the next decade.

KEY FINDINGS

The following statements reflect the major findings highlighted in this chapter:

Johnstown is a historic community built through many eras. As a result, the city hosts many non-complementary land use patterns that have organically occurred over 200 years of its founding.

The city's primary land use is residential, inclusive of a diverse set of lot sizes and densities. Downtown's historic gridded street network resulted in dense residential development over time. Outgrowth occurring post-1950s provided larger lot, single-family subdivisions and several multi-family developments.

Extraterritorial land areas west of the city are most susceptible to change. Many large-acre parcels near Intel have minimal environmental constraints for development. These areas are expected to provide employment uses supporting Intel's fabrication plant.

Reinvestment and revitalization of Downtown Johnstown. The community expressed the importance of revitalizing downtown as growth opportunities continue to unfold.

Opportunities exist to expand trail connections and community amenities. A city-wide multi-use pathway network, anchored by the TJ Evans trail, can further connect residents to downtown and surrounding amenities.

Conservation is a priority along waterways, floodplains, and woodlots. Raccoon Creek and Kyber Run stretch north-south through the city, providing opportunities for greenway expansion and passive recreation.

Developable land is going to be highly sought after. The Johnstown planning area has a wide variety of parcels that are considered "highly developable" due to their large size and minimal environmental constraints; these lands are on a fast-track to become frequent targets for development due to their proximity to the Intel site.



Conditions & Trends

The following section assesses the city's existing land use pattern, current zoning map and development standards, parks, trails, open space, and additional development potential based on existing environmental constraints.

DEVELOPMENT HISTORY

Johnstown, established in 1813, originated from land deeded to Revolutionary War veteran John Brown. Dr. Oliver Bigelow, the first mayor, designed the village's original plat, inclusive of a tightly gridded street network with a commercial core. Initially centered around agriculture, Johnstown attracted in-migration from surrounding states, which led to growth in schools, churches, and civic institutions. By the mid-19th century, Johnstown was a central hub servicing surrounding communities in the region.

The post-Civil War railroad era brought rapid expansion, marked by key developments between 1880 and 1920. Infrastructure improvements, including a new town hall, telephone lines, electric lights, and a water system, transformed the village. Growth slowed during the Great Depression and World War II, but the 1950s witnessed a population surge, marked by the village's first residential subdivision, Rolling Meadows.

Since 1970, additional subdivisions attracted newcomers from Columbus, sustaining Johnstown's gradual population growth. Manufacturing industries situated in the village's industrial park, which remains a viable employment base to this day.

Johnstown, now a City, looks to continue building upon its legacy as a vital community within Central Ohio through focused and holistic development planning that invites fiscal sustainability and quality of life for generations to come.



Source: Johnstown Historical Society (four images above)

LAND USE

Johnstown has a wide range of land uses because of its long development history. Including a walkable grid layout that connects to Main Street. Development beyond the city's core is separated by uses and lower in development density. This is primarily due to zoning regulations that aided single-family subdivision developments, in addition to the need for auto-oriented commercial uses requiring larger footprints and lot sizes.



Residential

The city's residential land uses are spread throughout a varied mix of neighborhood types. The three main residential development patterns that have occurred over time are historic homes along the city's main arterial corridors, gridded neighborhoods situated immediately adjacent to downtown, and several subdivisions that surround the city's core. Development after World War II was more auto-oriented and occurred through major subdivisions or neighborhood "additions". Each of these projects added hundreds of new housing units and residents.



Commercial

Johnstown's primary arterial corridors, including US-62 and OH-37, hold the majority of its commercial land uses. Commercial buildings in the city exhibit varying scales, reflecting three distinct market orientations. Retail buildings along US-62 toward the west of the city are scaled to serve a vehicular access, while uses situated in closer proximity to downtown have smaller building footprints that serve a neighborhood-oriented customer base. Lastly, the city's historic Main Street hosts small-scale, boutique shops and restaurants inside two-story buildings. This is a relic of a pre-auto building pattern.

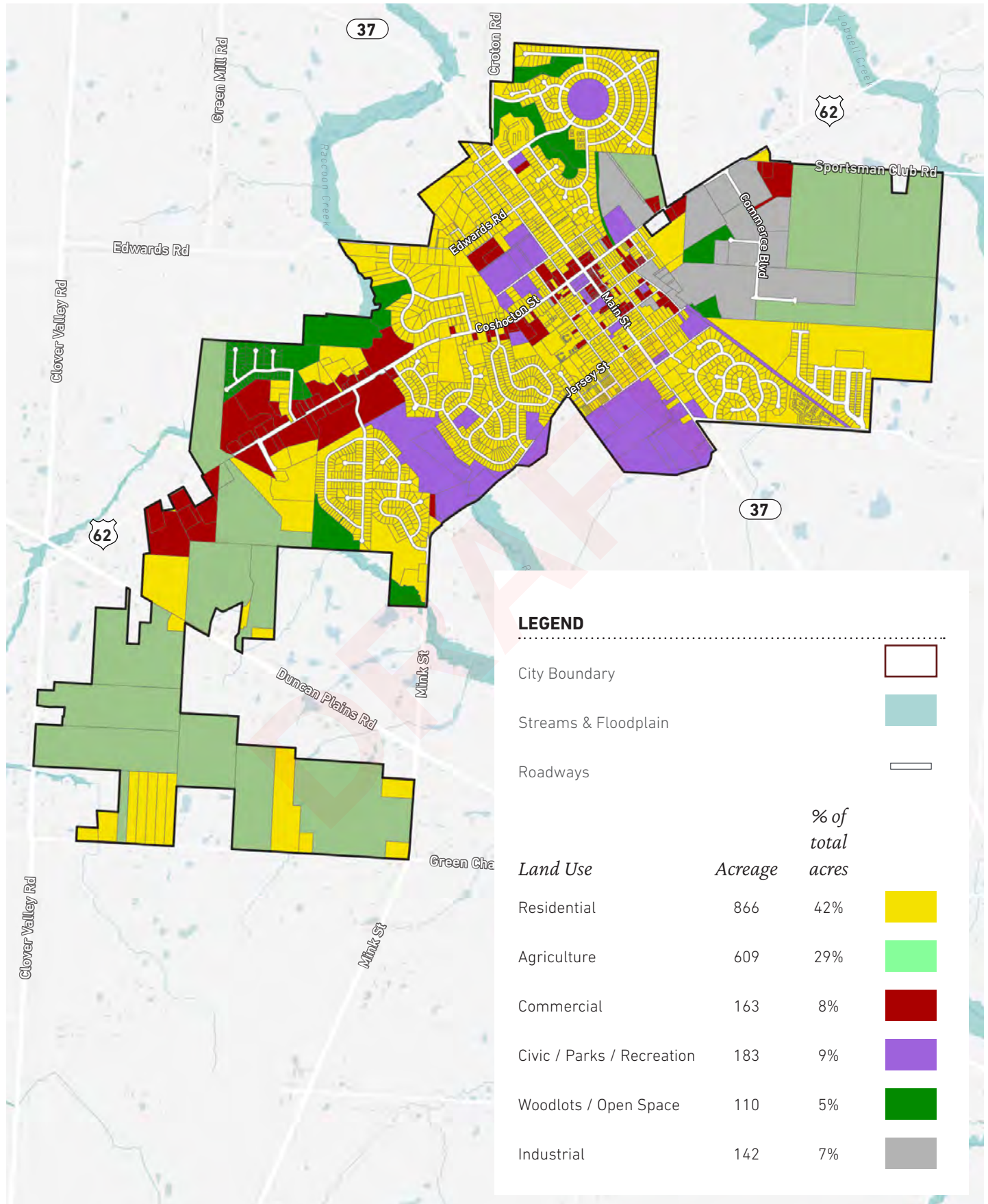


Industrial

Existing industrial land uses are primarily situated to the northeast, located along US 62 and in the city's first industrial park on Commerce Boulevard. Agriculture is the second most common land use in the city, primarily consisting of large-acre parcels that have gradually been annexed into the city near the northeastern and southwestern boundaries. These parcels are primarily zoned LM Light Manufacturing, SR-2 Suburban Residential, and most recently annexed PD Planned Development. Agricultural land areas in the southwest portion of the city are susceptible to emergent development pressure, which is anticipated to accommodate light industrial and manufacturing uses.

FIGURE 3

Existing Land Use



Source: Licking County GIS, MKSK

ZONING & COMMUNITY DEVELOPMENT

The city's zoning ordinance is a legal document that governs a wide range of activities related to properties in the city, including permitted land uses, accessory structures, yard setbacks, landscape screening requirements, parking standards, and development density. The city's Zoning Map includes 13 districts, each accompanied by a unique set of lot standards that aim to facilitate a diverse set of residential neighborhoods, commercial centers, and employment areas.

Residential Districts

There are six residential zoning districts making up half of the land area in the city. The UR-1 district is the largest residential district and permits single-family dwellings on lots no less than 9,500 square feet. The lowest permitted residential density is found within the SR-1 district, where no more than two dwelling units per acre are permitted. The highest permitted density is found in the AR-1 Multi-Family Residential allowing for apartment buildings on lots no less than 20,000 square feet.

Nonresidential Districts

There are five nonresidential districts, with four commercial districts and one industrial district. The General Community Commercial districts govern the land uses in downtown and along the US-62 commercial corridor, respectively. These districts differ in their permitted land uses and development scale, where GCC-2 permits a wider range of commercial and retail uses at larger permitted lot sizes and building footprints.

PD Planned Development District

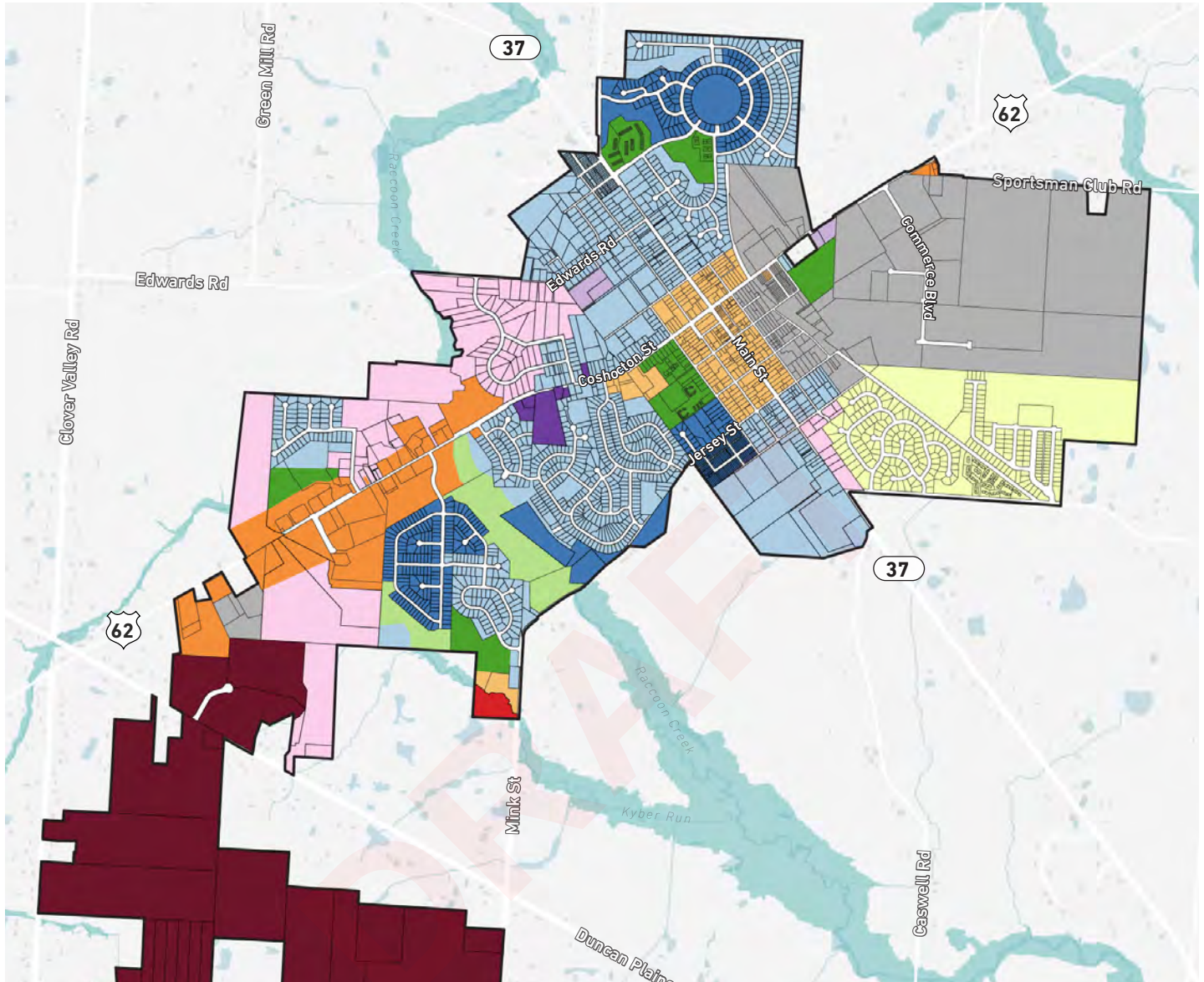
The PD district allows for planning of developments over 350 acres, accommodating diverse land uses not typical in standard zoning. This process ensures development standards tailored to unique property features, mandates open space conservation, and simplifies requirements for phased developments.

Zoning Map and Districts

- **Several parcels fronting US 62 are split-zoned.** Within this context, split zoning was used as a tool to preserve key roadway frontage for non-residential uses while allowing residential developments to occur behind commercial uses fronting the roadway. This creates a linear, strip-style commercial developments - such as the commercial strip centers along US 62. This method of applying zoning is no longer considered best practice and split zoned properties are difficult to review and administer zoning without clear interpretation.
- **Outdated zoning has created a fragmented system with regulations that no longer align with the community's vision.** Johnstown's zoning code has not been comprehensively analyzed and amended since the city originally adopted zoning regulations. Over time, multiple text amendments, introduction of new zoning districts, and various map amendments have created a disjointed regulatory environment. The current regulations do not produce the quality and types of development that residents desire.
- **Zoning regulations for residential uses near downtown are limiting efficient infill development.** The existing zoning regulations do not reflect the existing built environment. This has resulted in numerous variance requests for relief from existing zoning requirements. The current zoning, as written, does not produce the types of development desired by the community.

FIGURE 4

Zoning Map



LEGEND

Zoning District	Acres	%		Zoning District	Acres	%	
AR-1 Multiple-Family Residential	59.7	2%		SR-2 Suburban Residential	5.5	<1%	
FP Flood Plain	48.5	2%		UR-1 Urban Residential Low Density	453.4	18%	
GCC-1 General Community Commercial	62.9	3%		UR-2 Urban Residential Moderate Density	128.6	5%	
GCC-2 General Community Commercial	131.8	5%		VC Village Center District	7.7	<1%	
LM Light Manufacturing	423.8	17%		VIL COM Village Commercial	11.4	<1%	
PUD Planned Unit Development	155.5	6%		PD Planned Development	309.8	12%	
SR-1 Suburban Residential	218.4	9%					

Source: City of Johnstown

PARKS, TRAILS, & OPEN SPACE

The following findings focus on city-owned parkland to assess current capacities and potential for expansion of city-operated facilities. Overall, residents have access to 77 acres of parks and recreation areas within and directly adjacent to Johnstown. The city itself owns 36 acres of these areas, while the rest are owned and operated by a robust network of recreation and youth sports organizations working in tandem with the city and the Johnstown-Monroe School District. Notably, the Johnstown Youth Athletic Association owns and operates a 27-acre, outdoor sports ground adjacent to the high school. The school district maintains outdoor sports fields on the grounds of the former Willis C. Adams middle school near Hannahs Park.

- **The city has 1.64 acres of city-owned, active parkland per 1,000 residents.** Peer communities and best practice organizations recommend anywhere between five to ten acres of city-owned parkland per 1,000 residents city-wide. In dense urban areas, the standard is typically anywhere between one to three acres, while suburban areas range between seven to ten acres.
- **Future activation and expansion of 27-acre Raccoon Creek Park would increase active city-owned parkland to 7.25 acres per 1,000 residents.** The park space was donated to the city as part of the Creekside Preserve subdivision development. The park does not feature any recreation amenities, but opportunities exist to integrate passive recreation with flood and erosion control, water quality maintenance, and ecological restoration.
- **Only two city-owned parks, Hannahs and Rolling Meadows Park, are equipped with playgrounds.** The downtown area lacks child-friendly amenities within a walkable distance.
- **The TJ Evans Trail is a 14.3 mile trail that connects Alexandria, Granville, and Newark.** The trailhead sits adjacent to Johnstown Trailhead Park and the Mastodon Preserve Discovery Trail.

36
acres of city-owned parkland



Hannahs Park



Johnstown Trailhead Park

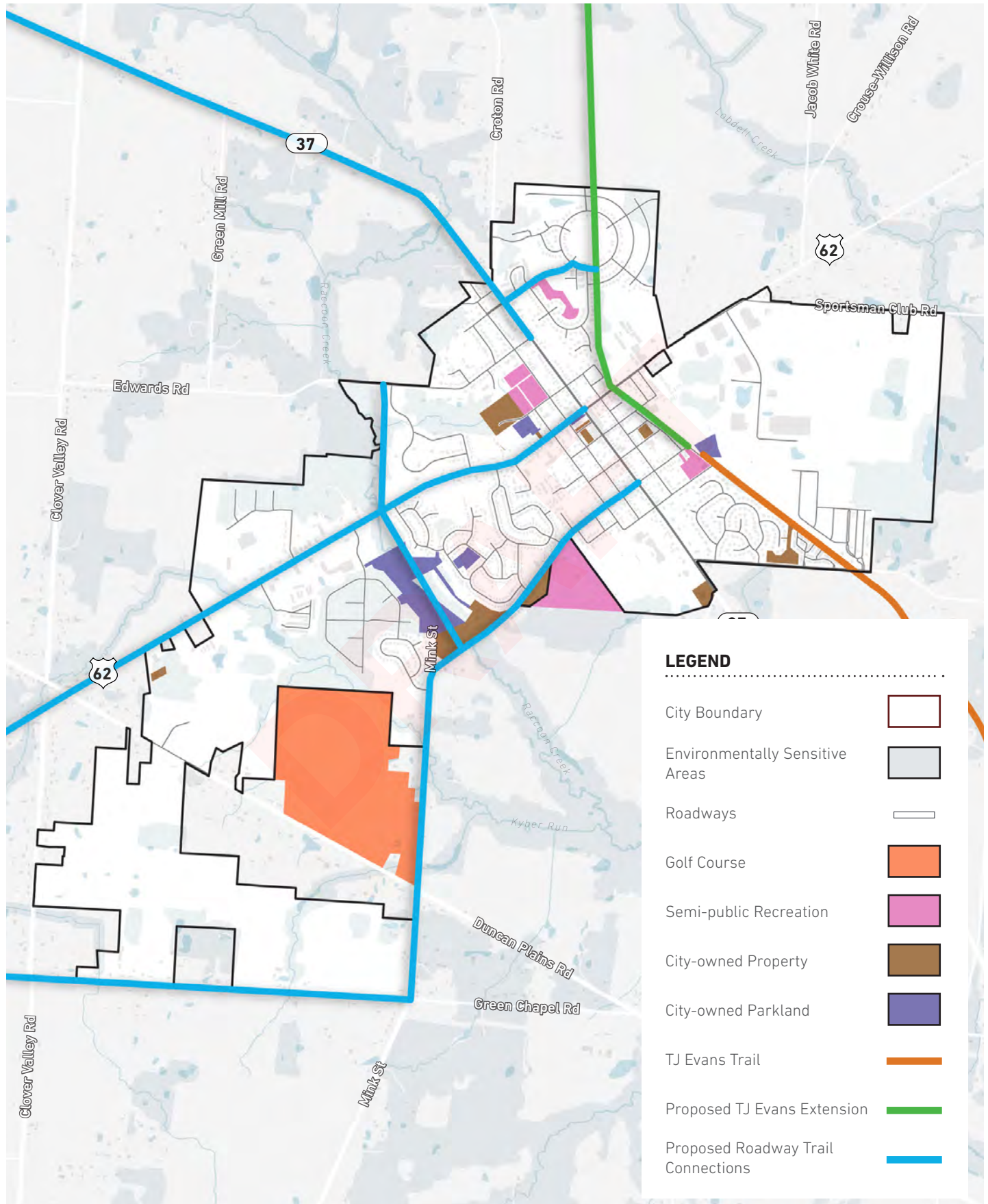
FIGURE 5
City-owned property

	Acres	Percent
Total	72	100%
Parkland	36	50%
Undeveloped	15	21%
Utility	10	14%
Civic	8	11%
Administrative	3	4%

Source: Licking County Auditor

FIGURE 6

Parks, Trails, & Open Space



Source: City of Johnstown

DEVELOPMENT

The arrival of Intel increased development pressure south of the city, especially along major thoroughfares like US 62 and Duncan Plains Road. Development examples from surrounding business parks indicate that large-acre, traditionally agricultural parcels are most susceptible to change. Smaller parcels adjacent to large-acre parcels are also susceptible to land consolidation for future redevelopment. Identifying the location of large-acre parcels in relation to the Intel site is critical in understanding the future development pattern outside of the city.



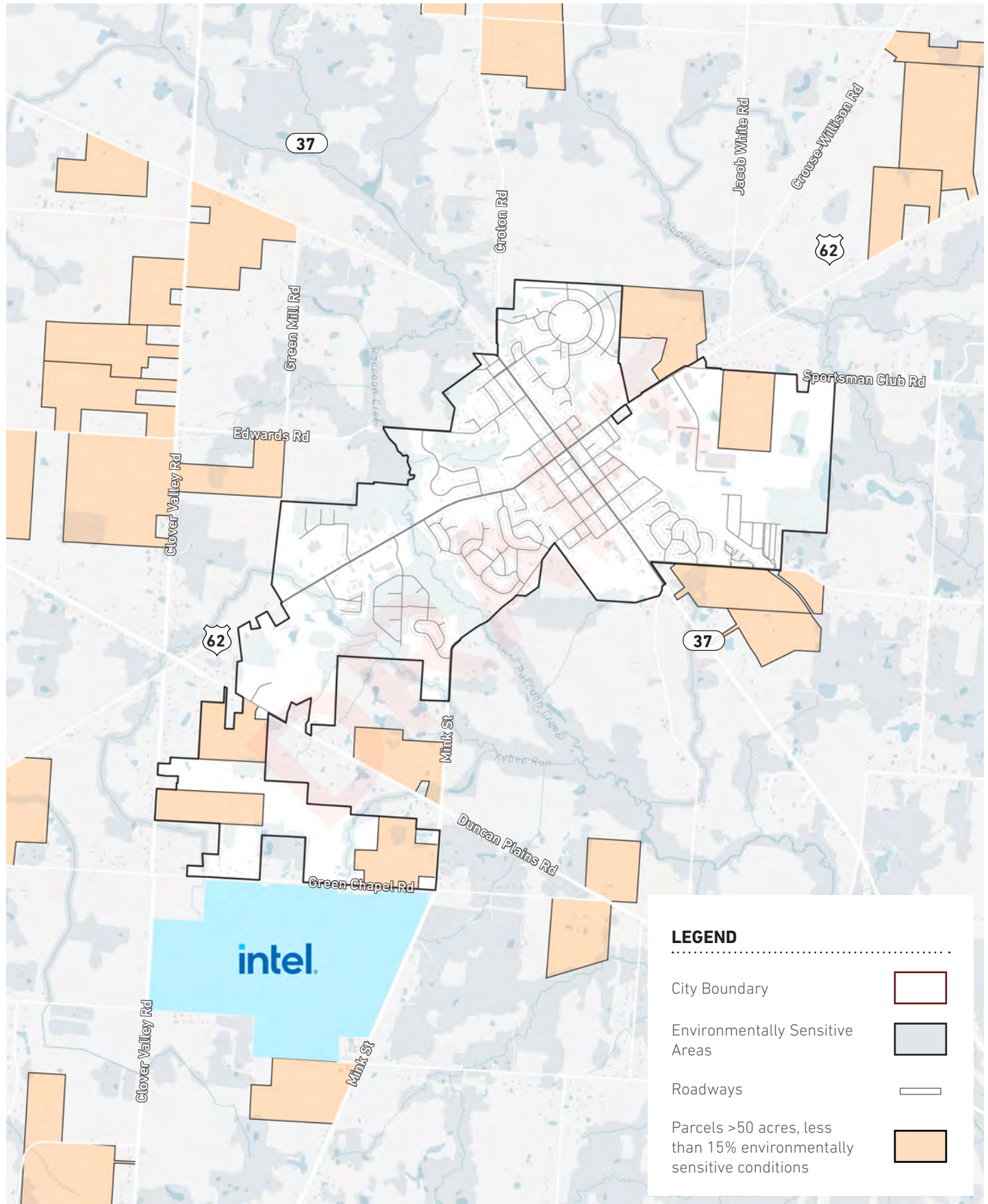
438
acres of sensitive
areas inside the
city

Constraints to Development

- **There are 438 acres of environmentally sensitive areas inside Johnstown, accounting for 20% of the city's land area.** These areas primarily consist of wetlands, flood zones, and woodlots. The majority of sensitive areas are located along and adjacent to Kyber Run and Raccoon Creek, two important waterways that run through the city near its primary commercial corridor.
- **Highly sought-after developable land, near the Intel site, consists of large parcels with minimal environmental restrictions.** Across Johnstown's extraterritorial regions, environmental constraints, particularly concerning natural tree stands, waterways, and floodplains, are limited. While certain parcels may have portions affected by environmentally sensitive areas, complete unavailability for development is uncommon. Restrictions on front lot development and large lot contiguity are more prevalent in the southeastern areas, concentrating viable land for development in the southern and western regions.
- **Water and sewer utility provision impacts future growth and development.** The expansion of water and sewer lines enables growth along the roadways they service. To govern incremental growth, the city's centralized water and wastewater authority works in conjunction with reviewing prospective development proposals to ensure alignment with community aspirations and long-term fiscal benefits.
- **Currently, land areas east of Johnstown are least susceptible to change.** Anticipated development in the eastern region of Johnstown is projected to be slower than in the southwest. Challenges include existing environmental constraints, topography, and scattered minor subdivision developments amidst rural roadways and large agricultural parcels, complicating lot consolidation for modern subdivisions. However, contiguous, large-acre parcels adjacent to city limits and existing subdivisions show greater potential for residential development in the next decade. (See Figure 5)
- **Where roadways are being improved, development pressure will follow.** Development is anticipated to commence along key thoroughfares that are either currently under study or are already being improved. The momentum for this development is being fueled by ongoing investments southwest of the city. Specifically, transportation studies and sanctioned improvements are in progress for roads around Intel, including Duncan Plains road, Green Chapel Rd, Mink Rd, and Clover Valley road. These enhancements will guide the initial wave of development towards these main arteries.

FIGURE 7

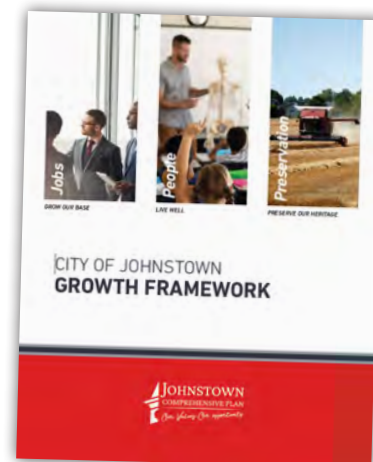
Development Constraints



Source: MKSK

GROWTH FRAMEWORK

The city's Growth Framework, adopted in mid-2023, was prioritized prior to the adoption of the Comprehensive Plan to address the city's most immediate extraterritorial development pressures. While not explicitly serving as an annexation plan, it ensures that future development outside of the city generally aligns with community aspirations and development principles established during the plan's engagement process.



Growth Framework Map

The Growth Framework Map designates land areas within the identified extraterritorial planning area using three opportunity areas. These include Preservation, Jobs, and People. Ultimately, the Growth Framework Map serves as the foundation for the city's Principles for Growth and Conservation, its Conceptual Development Diagram, and the Future Land Use Map.

- **Preservation** identifies areas to preserve existing rural land use patterns. Uses generally include agriculture, very-low density residential, conservation subdivisions, and natural open space.
- **Jobs** identifies areas focused on supporting employment based uses. In addition, this opportunity area recommends ideal secondary uses like limited retail/commercial services or multifamily residential in support of new employment centers.
- **People** identifies areas to support a variety of housing types in thoughtful, organized patterns that are additive and well-connected to existing neighborhoods. Secondary uses may include limited retail or office uses.

Growth Framework Recommendations

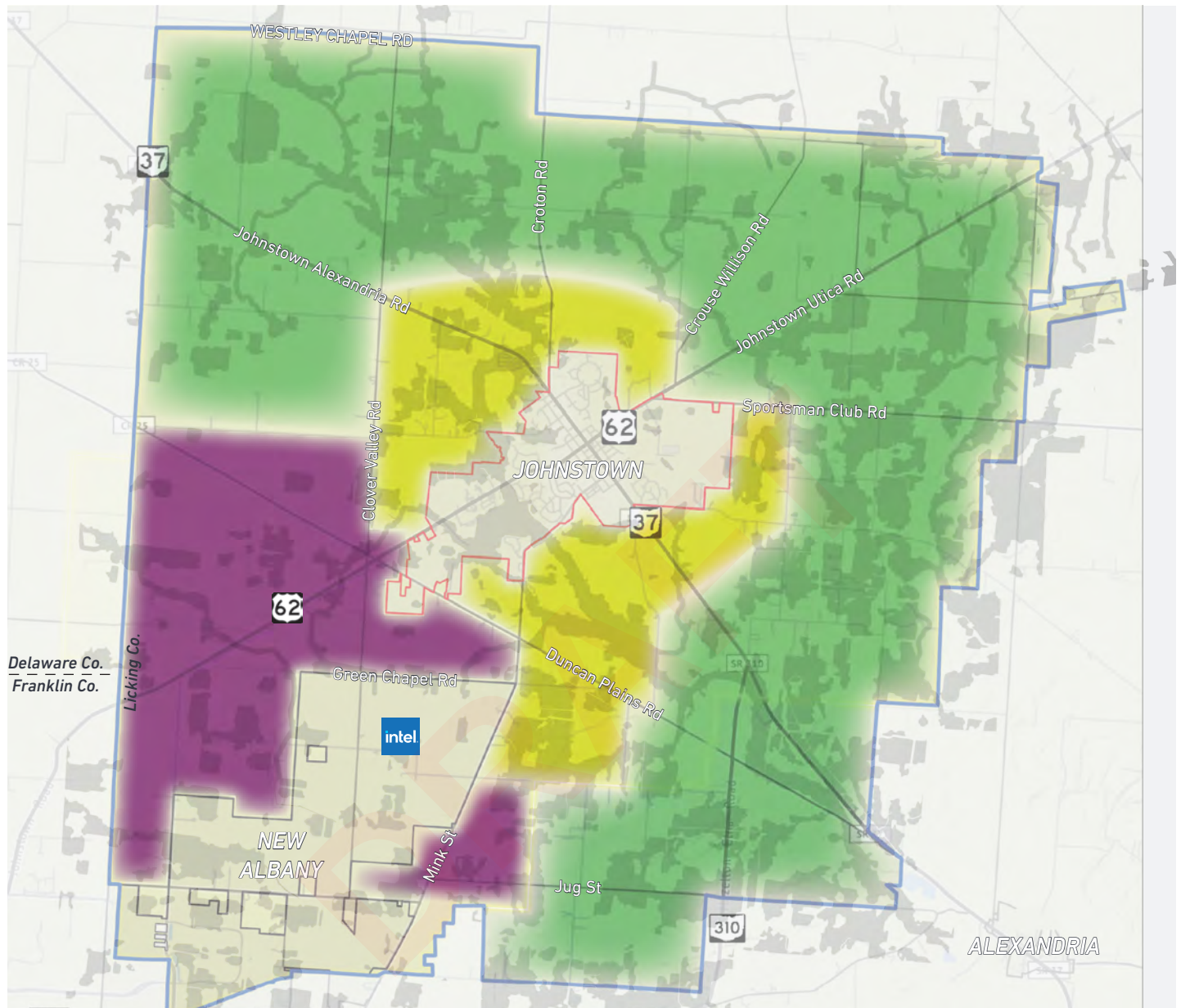
In addition to identifying opportunity areas for future growth, the Growth Framework provided essential next steps that are critical in the pursuit of a holistic policy agenda and growth strategy moving forward, including an update of the 2020 Comprehensive Plan. Since its

adoption, several of the following recommendations have already been implemented or are ongoing.

- **Establish a Planned Development (PD) Zoning Tool.** In May of 2023, City Council adopted Ordinance 1164: Planned Development (PD) District, providing for a master planning process for future large-parcel development proposals directly outside of the city.
- **Establish a Utility Expansion Implementation Strategy.** Memorandums of Understanding have been signed by neighboring communities to establish the Johnstown/Alexandria/Granville (JAG) water/wastewater agreement. Future agreements and service discussions are ongoing.
- **Update and Expand Development Regulations.** The existing Code of Ordinances for Johnstown are outdated and do not yet yield the regulatory language necessary to facilitate the types of development desired by the community.
- **Pursue Strategic Partnerships with the Central Ohio Region.** Johnstown will be best served by a robust and diverse network of strategic partnerships.
- **Engage and Participate in Regional Processes.** Ongoing participation in regional processes related to water and wastewater, transportation, and long-range planning is critical in building awareness for Johnstown's priorities and role in the region.

FIGURE 8

Growth Framework Map



Source: MKSK

GROWTH FRAMEWORK PLANNING AREA

The planning area identified in the Growth Framework includes extraterritorial lands within Johnstown-Monroe School District and portions of Jersey, St. Albans, and Liberty Townships.

LEGEND

City Boundary	
Environmentally Sensitive Areas	
Roadways	
Preservation	
Jobs	
People	

Growth and Conservation

Zoning and land development regulations are the end product of a wide set of engagement efforts aimed at gathering the community's preferences for growth and conservation. These preferences are synthesized into five principles, which will guide future public investments, development decisions, and policy making. The conceptual development diagram illustrates how each principle spatially applies to the city moving forward.

FIGURE 9

Principles for Growth and Conservation

PRINCIPLES

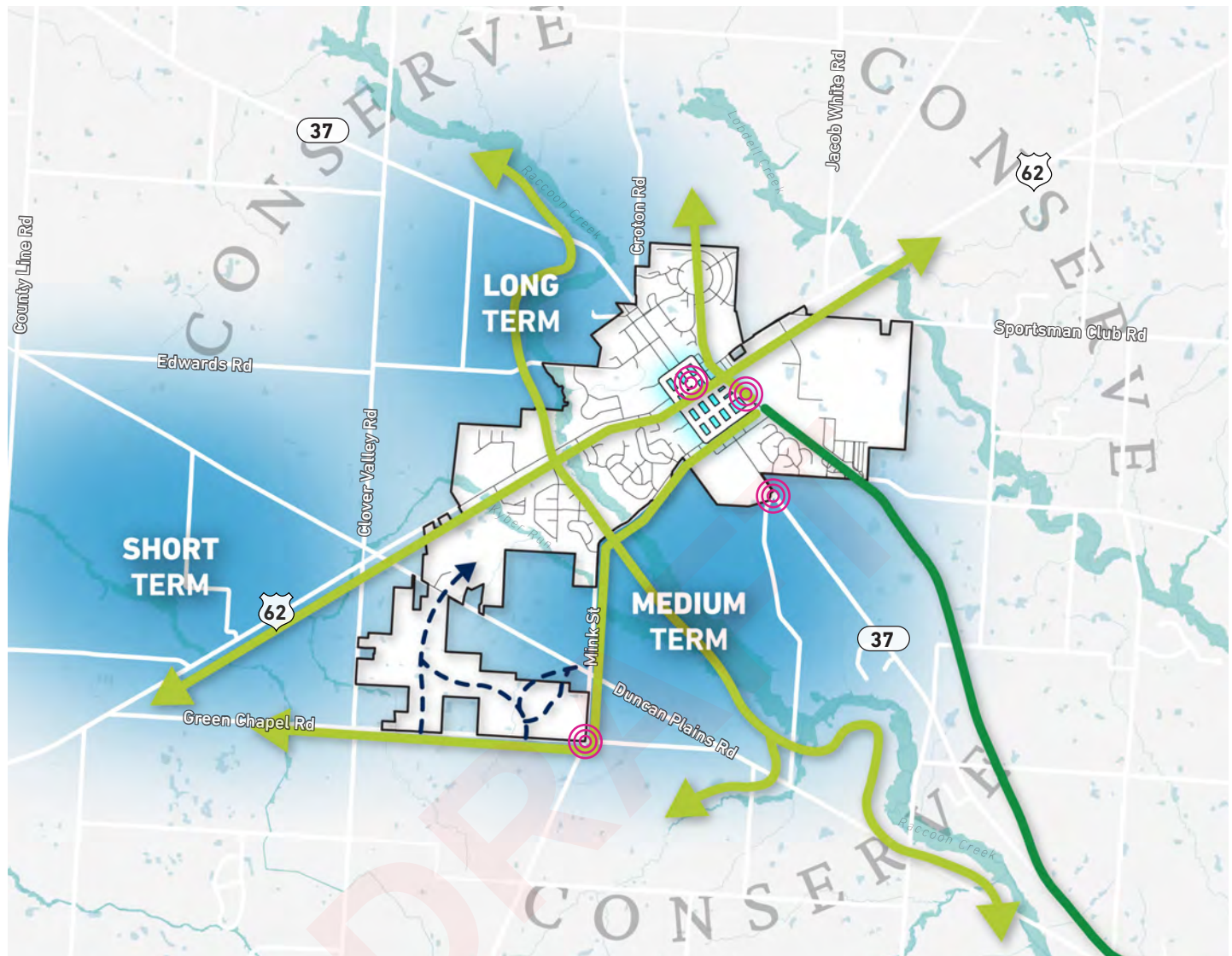
- **Conserve** land areas where waterways, fields, and woodlots are present, and promote the proliferation of linear, uninterrupted natural ecosystems.
- **Enhance** the city's public spaces and recreation amenities to better serve the community and future generations of Johnstown residents.
- **Uplift** the unique characteristics that make Johnstown special and leverage the region's economic momentum to maintain, improve, and revitalize these spaces.
- **Prepare** for economic growth by identifying suitable land areas capable of hosting modern industries that foster job creation and revenue growth.
- **Consider** land areas where new neighborhoods can integrate into the city's existing development pattern and residential character.

CONCEPTUAL DEVELOPMENT DIAGRAM

- The diagram identifies streams and floodplains as the basis for future conservation and preservation efforts.
- Existing city parks, trails, and other recreation areas are identified as anchors in the community, with future plans to connect these spaces with with existing and future trails.
- Downtown Johnstown is a primary focus area for concentrated re-investment. Improvements to road infrastructure, trail connectivity, and public spaces are key interventions to prioritize.
- Short, medium, and long-term zones delineate areas where incremental growth can occur over the next 20-25 years. In the short-term, employment uses will help fund foundational infrastructure necessary to accommodate future residential growth.
- The medium-term and long-term zones are two areas where future residential growth can integrate into existing neighborhoods and amenities. Opportunity Nodes are key localities that can facilitate higher-density, mixed-use growth.

FIGURE 10

Conceptual Development Diagram



LEGEND

City Boundary		Gateway Development Pathway Connections*		Rural Thoroughfare	
Streams and Floodplain		Opportunity Nodes		Employment Center Thoroughfare	
Roadways		Downtown Road Network Improvements		Lifestyle Corridor Thoroughfare	
TJ Evans Trail		Civic / Parks / Recreation		Village Center Thoroughfare	
Future Trail Connections*				Neighborhood Thoroughfare	

*Future trail and pathway connections identified on the Conceptual Development Diagram are conceptual alignments intended to encourage the incorporation of pedestrian connectivity throughout future developments within and outside of the city.

Future Land Use Plan

Land use planning is essential to any comprehensive plan and represents the foundation upon which the built environment stands. It is critical for all communities to provide an appropriate mix of land uses to help serve a wide variety of residents and businesses and diversify their income tax base by balancing requirements for jobs and housing.

The city’s future land use plan is a policy tool used to align future development within the city to the preferred type, character, scale, and density identified by community members and local leaders throughout the planning process. It describes the community’s intent for “how” (development character) and “where” (potential location) Johnstown will grow and invest.

For residents, the Future Land Use Plan is an opportunity to engage in land planning from the perspective of a community member, parent, or business owner - individuals who are impacted most by future development and who interact with the city’s built environment on a daily basis. It is a way for residents to articulate the general feel and character that should be prioritized for future development within a specific area.

For city officials, it is a critical first step in setting legal precedent for adopting future zoning and land development regulations that codify preferences of character, scale, and use types.

For development, it is an essential first step in understanding how to best serve the community, where their specific investments are most relevant and preferred, and how to provide value added to an established city with unique and identifiable characteristics.

FIGURE 11

Future Land Use Typologies

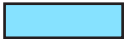
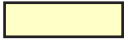
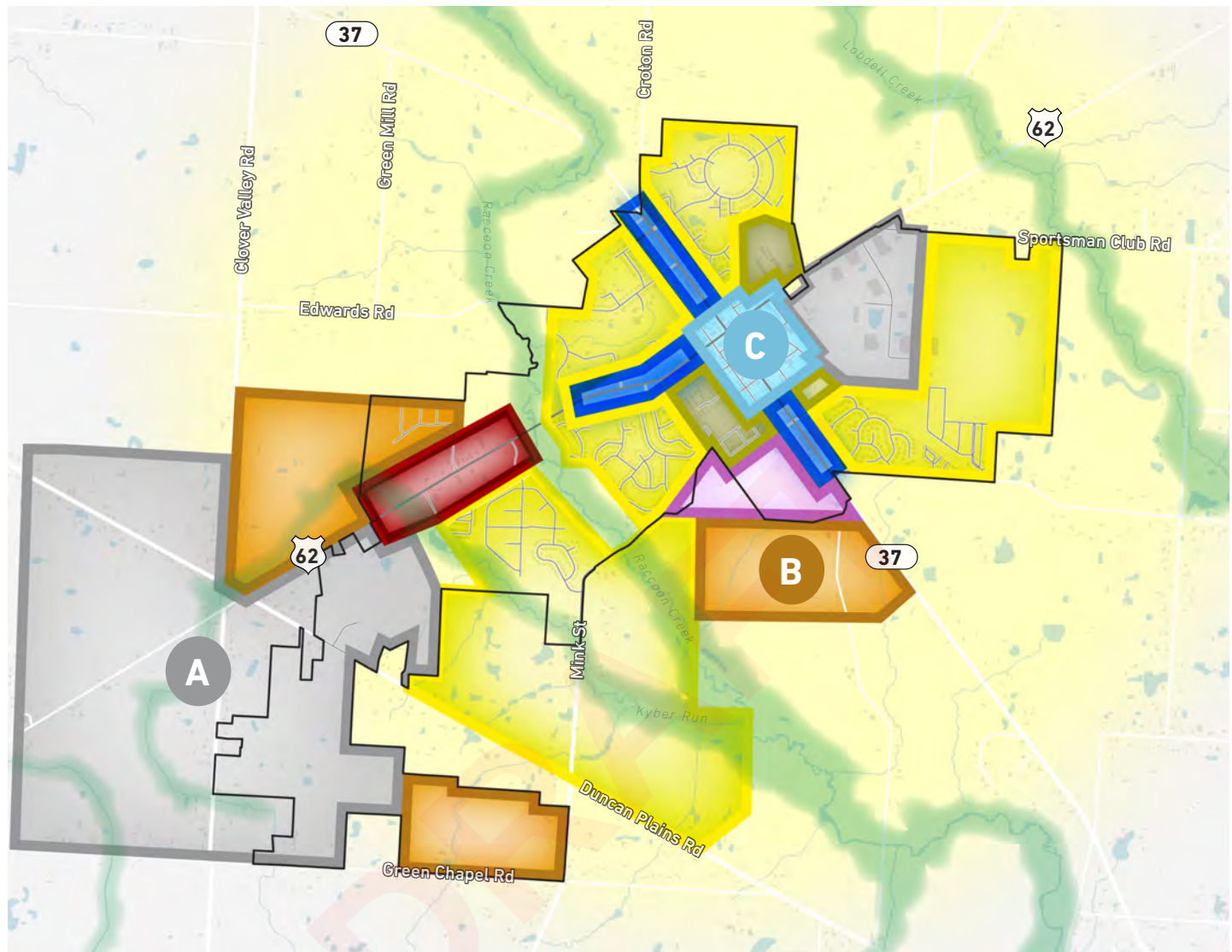
Downtown	
Rural	
Suburban Residential	
Village Residential	
Planned Neighborhood	
Transitional Corridor	
Commerce Corridor	
Civic	
Open Space Overlay	
Employment	

FIGURE 12

Future Land Use Map

Source: MKSK

A EMPLOYMENT**Principles for Growth and Conservation**

Prepare for economic growth by identifying suitable land areas capable of hosting modern industries that foster job creation and revenue growth.

Conserve land areas where waterways, fields, and woodlots are present, and promote the proliferation of linear, uninterrupted natural ecosystems.

B PLANNED NEIGHBORHOOD**Principles for Growth and Conservation**

Consider land areas where new neighborhoods can integrate into the city's existing development pattern and residential character.

Conserve land areas where waterways, fields, and woodlots are present, and promote the proliferation of linear, uninterrupted natural ecosystems.

C DOWNTOWN**Principles for Growth and Conservation**

Uplift the unique characteristics that make Johnstown special and leverage the region's economic momentum to maintain, improve, and revitalize these spaces.

Enhance the city's public spaces and recreation amenities to better serve the community and future generations of Johnstown residents.

Planned Neighborhood

Planned Neighborhoods are defined by contemporary subdivision design practices inspired by all the best characteristics of Johnstown’s existing residential neighborhoods and incorporates open space, trail connections, stormwater retention strategies, and a network of streets that provide multiple connections to existing arterials and neighborhoods.

Intent

- The construction of planned residential neighborhoods will be facilitated by the city’s new Planned Development ordinance. Its provisions ensure a cohesive design of large land areas and reinforce neighborhood’s new developments.
- Prioritize mobility for people. All new planned residential developments will incorporate sidewalk and trail connectivity into their site design to create meaningful connections to the rest of the city.
- Encourage incremental growth. Nearby critical amenities like schools, recreation areas, and commercial centers can incrementally evolve in lockstep with city services, revenue, and school district capacity to ensure fiscally sustainable residential growth.
- Promote a mix of housing types, where appropriate, to accommodate evolving workforce needs, aging residents, and new families. Design guidelines also ensure consistent built form throughout new developments

Development Considerations

Primary Uses	Single-family detached residential
Secondary Uses	Attached residential, open space, playgrounds, civic uses
Building, Lot, and Site Configuration	
Lot Size	Minimum: 8,000-12,000 sqft.
Lot Width	Minimum: 75-100ft
Building Coverage	Maximum: 25-35%
Open Space Requirement	Minimum: 40-50% of net buildable acreage
Building Height	2 stories, or no more than 35ft
Access & Connections	Road Character Classification: Neighborhood Curbs, tree lawns, formal street trees, and curb cuts for driveways.



Employment

Employment describes land areas that are ideal to facilitate high-wage employment growth. These areas are scaled to accommodate a wide range of building footprints, where new industries may require a variety of facilities for integrated supply chains, ranging from distribution centers, research and development facilities, warehousing, and data storage.

Intent

- Facilitate best-in-class site design. Employment sites incorporate ample natural screening and buffering, berming, and streetscape enhancements.
- Encourage uses and building types fit for high-wage job growth.
- Promote development requirements that provide additive benefits to the community.

Development Considerations

Primary Uses	Professional offices, light production, research & development, data centers
Secondary Uses	Commercial /retail mixed use, hotels and accommodation
Building and Lot Configuration	
Lot Size	No minimum, so long as all lot requirements are met.
Setbacks	(For lots adjacent to residential districts: minimum 50ft setback for all structures and parking areas)
Front-yard setbacks	Minimum: 75-100ft
Side-yard setbacks	Minimum: 25-50ft
Rear-yard	Minimum: 25-50ft
Impervious Coverage	Maximum: 65-75%
Access & Connections	Road Character Classification: Employment Center High-capacity roadways to accommodate employee, truck, and delivery traffic



Rural

Rural describes the preservation of existing land uses, inclusive of traditional farmland, pastures, livestock operations, and traditional residential properties generally on large acre lots. Natural features in rural areas are preserved and incorporated into low-density residential developments. Additional opportunities exist for large-scale park development that leverages the city's surrounding natural resources and waterways.

Intent

- Maintain existing residential density and character.
- Increase conservation efforts and protect natural resources vital to the health of ecosystems.
- Explore large-scale recreation opportunities that connect to regional amenities.

Development Considerations

Primary Uses	Agriculture, single-family detached residential
Secondary Uses	Parks, agritourism, supportive rural businesses
Building and Lot Configuration	
Lot Size	Minimum: 1 acre
Front-yard setbacks	Parcels fronting Rural roads: 25-50ft
Building Coverage	5-10%
Access & Connections	Road Character Classification: Rural Traditional rural roads and driveway access onto large lots.



Suburban Residential

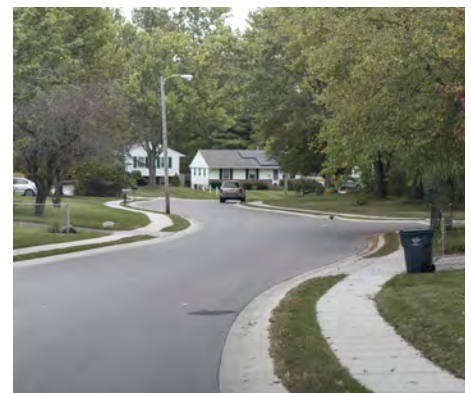
Suburban Residential describes the city's, long-standing residential subdivisions with medium-sized lots, single-family detached homes, and integrated open spaces, parks, and tree canopy coverage throughout neighborhoods. Residential subdivisions include multiple entry and exit points onto main roadways, with sidewalk and trail connectivity encouraged.

Intent

- Ensure that future residential developments within the city's existing suburban neighborhoods are consistent with surrounding scale and density.
- Improve pedestrian access to community amenities by filling sidewalk gaps and constructing additional pathways.
- Facilitate, where applicable, a continuation of existing single-family neighborhoods, with greater emphasis on open space dedication and trail connectivity.

Development Considerations

Primary Uses	Single-family detached residential
Secondary Uses	Neighborhood parks, playgrounds, trails
Building and Lot Configuration	
Lot Size	Minimum: 7,500 sqft.
Lot Width	Minimum: 75-100ft
Front-yard setbacks	Minimum: 25-40ft
Building Coverage	Maximum: 25-30%
Open Space Requirement	Minimum: 45-55% net buildable acreage
Building Height	2 stories, or up to 35ft
Access & Connections	Road Character Classification: Neighborhood Curbs, tree lawns, formal street trees, and curb cuts for driveways
Parking	Attached parking garages



Village Residential

Village Residential describes a well-connected set of, inclusive of diverse housing types in walking proximity to downtown and other community amenities. As its housing stock continues to age, there are opportunities for infill redevelopment that leverage new investments while maintaining its historic neighborhood character.

Intent

- Encourage infill redevelopment that maintains the architectural style and building scale of the existing neighborhood.
- Complement the city's downtown core with a focus on pedestrian connectivity and safety.
- Promote opportunities for small-scale playgrounds and recreation opportunities.

Development Considerations

Primary Uses	Mix of residential housing types (single-family, duplex, townhomes, apartments)
Secondary Uses	Small parks, civic uses, small-scale businesses
Building and Lot Configuration	
Lot Size	Minimum: 4,500 sqft.
Lot Width	Minimum: 50ft
Front-yard setback	Minimum: 10ft Maximum: 25ft
Building Coverage	Maximum: 40-50%
Building Height	Maximum: 35ft
Access & Connections	Road Character Classification: Neighborhood Curbs and sidewalks on both sides of streets
Parking	Residential: On-street parking, or detached, rear-lot garages.



Commerce Corridor

The Commerce Corridor describes the city's commercial center that includes a mix of medium to large-scale retail, restaurant, and commercial buildings. The corridor's proximity to future employment centers and planned neighborhoods presents opportunities to facilitate mixed-use redevelopment that encourages new internal street networks and a refined focus on pedestrian connectivity. This translates into retail buildings with interactive storefronts that directly front internal streets and provide frequent pedestrian interactions.

Intent

- Encourage a wide variety of uses to diversify the corridor's market.
- Ensure that redevelopment prioritizes pedestrian safety and connectivity.
- Maintain a consistent architectural style along US 62 to establish a unique Johnstown character for commercial development.

Development Considerations

Primary Uses	Traditional "main street" mix of uses, including retail, office, restaurants, residential, etc.
Secondary Uses	Parks, etc
Building and Lot Configuration	
Lot Size	Minimum: 0.5 acres
Front-yard setback	Parcels fronting US 62: 75-100ft
Impervious Surface Coverage	50-60% (includes all structures and paved areas)
Building Height	55ft, or no more than 5 stories
Access & Connections	Road Character Classification: Lifestyle Corridor Sidewalks, safe crossings, compact street grid with multiple pedestrian connections, consolidated access from US 62.
Parking	On-street parking spaces, with off-street parking spaces located behind or to the side of principal buildings



Transitional Corridor

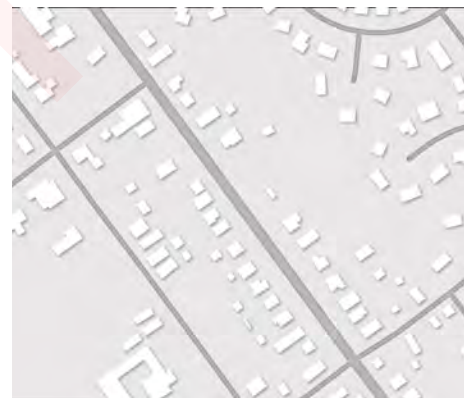
For residents and visitors alike, Transitional Corridors serve as a gateway, or first introduction to the character of the city. Historic homes, libraries, medical offices, and other services are located throughout these types of corridors. Lot sizes are gradually reduced, and buildings shift closer to the roadway as the city's arterial roads converge at the downtown core.

Intent

- Encourage redevelopment that is context sensitive. Future infill opportunities should carefully consider how to integrate proposed buildings with existing aesthetic and building scale.
- Prioritize development oriented around pedestrian activity, rather than vehicular traffic. Commercial uses along this corridor should yield low traffic impacts compared to other commercial areas in the city.
- Model residential scale after the corridor's historic homes. This corridor is home to historic estates primarily fronting along SR 37. These structures are key historic assets and offer guidance for future architectural consistency.

Development Considerations

Primary Uses	A mix of residential, civic, and light commercial
Secondary Uses	Small-scale restaurants, personal services, parks, playgrounds
Building and Lot Configuration (see additional design guidelines on page x)	
Lot Size	Minimum: 8,000-10,000 sqft.
Front-yard setbacks	Parcels fronting OH 37 and US 62: Build-to lines based on adjacent parcels
Building Coverage	Maximum: 50%
Building Height	2 stories, or up to 35ft
Access & Connections	Road Character Classification: Village Center and Lifestyle Corridor
	Sidewalks, safe crossings, compact street grid with alley connections, discouraging curb-cuts along Main Street
	Residential: attached, side-stalls or detached behind building
Parking	Commercial: off-street parking areas located to side or rear of lot, not in front of building line



Downtown

The city's Downtown Core is scaled to maintain the city's village character and experience, with a special focus on creating pedestrian-oriented spaces and buildings. The Downtown Core also provides small to medium-sized commercial spaces to support the city's small-businesses community and its local workforce.

Intent

- Promote land uses oriented around pedestrian activity. Buildings front the street, have highly transparent facades, and architectural features that invite "spillover" sightlines and activity onto the sidewalks.
- Enhance areas adjacent to walkable nodes. Intersections where pedestrian crossings are frequent should be prioritized to increase safety and accessibility.
- Leverage the TJ Evans Trail. Connect surrounding neighborhoods through strategic roadway improvements, pathways, and pocket parks that funnel residents and visitors from the trail to downtown.
- Hold development to a high standard. Ensure that the community is engaged during all phases of development within the city's primary pedestrian area.



Development Considerations

Primary Uses	Traditional "main street" mix of uses, including retail, commercial, and restaurants
Secondary Uses	Middle-density residential, parks, playgrounds
Building and Lot Configuration (see additional design guidelines on page x)	
Lot Size	Minimum: 4,500 sqft.
Front-yard setbacks	Maximum: 5-10ft
Building Coverage	Maximum: 95-100%
Building Height	3 stories, or up to 45ft
Access & Connections	Road Character Classification: Village Center Sidewalks, safe crossings, compact street grid with alley connections, discouraging curb-cuts along Main Street
Parking	Off-street, shared parking areas located behind principal buildings

Focus Area: Downtown Johnstown

Downtown is a unique, historic, and vibrant core of the city. With its grid-like layout of residential streets surrounding a central business district, it embodies Johnstown's traditional, small-town charm. As economic development opportunities continue to evolve throughout the next decade, reinvesting into downtown's streets, buildings, and public spaces are a top priority for residents. The city's continued efforts to enhance downtown will ensure that prosperity preserves the most vital aspects of Johnstown's character.

EXISTING CONDITIONS

- A** → **Bigelow Park and Old Johnstown Opera House anchors downtown.** This is a key public space and center of gravity for the community.
- B** → **High traffic volumes converge at Main Street and Coshocton Street.** Heavy truck traffic passes through downtown to access regional industrial parks.
- C** → **Historic Main Street buildings have varied facades and levels of transparency.** Over time, the lack of clear architectural and design standards have led to inconsistent facades along Main Street.
- D** → **Parking is readily available for Main Street businesses.** On-street parking fronts Main Street between Coshocton and Pratt Street, with additional overflow parking available behind buildings.
- E** → **Limited availability of new housing stock.** Downtown's adjacent residential neighborhoods are home to some of the oldest housing product in the city.
- F** → **Walkable infrastructure is fragmented.** Several streets that collect onto Main Street are uncurbed, do not have sidewalks, or are under high levels of disrepair.
- G** → **Incompatible uses throughout Downtown.** Given its historic and organic growth that predates zoning law, downtown has captured a variety of uses that do not complement one another.
- H** → **Limited first and last-mile connections to TJ Evans Trailhead Park.** The trailhead's existing location is tucked deep into downtown's residential neighborhood with limited signage and shared paths for local pedestrians or bicyclists accessing the trail.

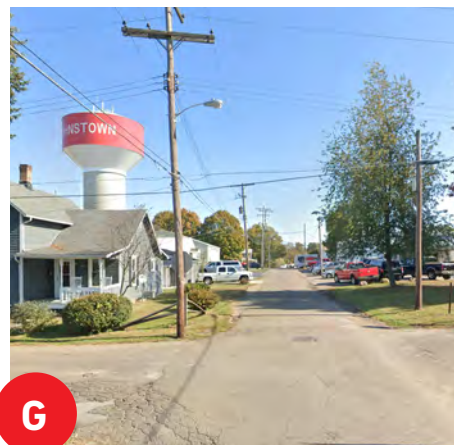




FIGURE 14

Downtown Opportunities



Enhanced Parksapce

Continue to invest in proximate parks and open space, consider new activations and programming.

Gateways & Signage

Define the boundaries and entries into the district. Reinforce the identity and provide better wayfinding.

Improved Intersections

Emphasize improvements at Coshocton and Pratt with Main Streets, improve safety for pedestrians and cyclists, upgrade aesthetics and function.

Historic Façades

Continue to invest and upgrade building frontages, encourage transparent and active first floors, allow for patio dining.



Connect to regional trails

Expand on trailhead to the TJ Evans Trail, create a hub for community activities and programming, and showcase Johnstown along a burgeoning regional trails network.

Strategic Placemaking Opportunities

Consider opportunities for new uses and additions to the downtown neighborhood.

Main Street Streetscape

Improve the aesthetics of the Main Street through downtown by providing wider sidewalks, traffic calming, more landscaping and trees, and opportunities for outdoor dining. Improve lighting, signage, and visibility for businesses.



Main Street Streetscape Opportunities

Main Street is the cultural heart of Johnstown, where local residents, visitors, and regional trail users converge to experience its classic, small-town amenities. Historically, Main Street's limited right-of-way presented challenges to incorporating sufficient street tree planting and pedestrian buffering. The main focus of new improvements is to create bump-outs at strategic locations to aid in traffic calming and pedestrian safety. This can be achieved by utilizing existing on-street parking spaces at key points along the road segment to construct landscape islands.

Intent

- Invest in Main Street as Johnstown's signature street and the center of civic activity
- A** → Bury or move utilities from the existing right of way
- B** → Work with property and business owners to improve facades and activate street level uses
- C** → Encourage patio dining where there is room
- D** → Consider bricking crosswalks for visibility, safety, and aesthetics
- E** → Plant trees and generally improve landscaping through planter beds, hanging planters, etc.
- F** → Develop a visual language for civic "furniture" including benches, bicycle parking, trash and recycling receptacles, and lighting
- G** → Improve lighting
 - Integrate wayfinding signage for local businesses and regional cyclists
 - Highlight public parking areas
- H** → Promote traffic calming techniques like bump outs, material transitions, etc.
 - Consider vertical banners or archways to establish downtown's entry point and to signify a change in vehicular behavior
 - Prioritize the Main St. and Pratt St. intersection as downtown's core pedestrian node for local residents and trail users
- I** → Retain key, historic pieces that add to the districts identity



FIGURE 15

Existing Conditions



FIGURE 16

Conceptual Improvements



Source: MKSK

Action Agenda

The Johnstown Comprehensive Plan outlines future investment and initiatives, referred to as actions, chosen to align with the city's vision. Tailored to Johnstown's unique circumstances, the plan requires substantial investment, collaboration, and commitment. It serves as a long-term strategy for enhancing prosperity and livability. This chapter focuses on built and natural environments, covering topics like land regulation, development review, parks, and trails, among others.

PLACE ACTION RECOMMENDATIONS

The following projects, policies, and programs are described in this section and organized further in the plan's final chapter, Implementation Strategy.

P1 ***Update the city's zoning code in accordance with the future land use plan to implement the Future Land Use Character Designations.*** The Future Land Use Plan establishes preferred development character and land use typologies. The city's zoning ordinance is the legal tool that implements and ensures the desired character and typologies are enforceable. It also clarifies the intent of future development where existing zoning language is unclear or outdated. This is an essential planning resource for land areas susceptible to change or where redevelopment is anticipated.

Adopting the Comprehensive Plan is only the first step in achieving the community's goals. Updating the adopted zoning regulations for the community requires new development to adhere to the desired aesthetic qualities of the community. After adopting the Comprehensive Plan, city staff and Council should coordinate to establish a zoning code amendment schedule. The schedule should identify priority geographies in the city. These geographies should be guided by the land use typologies identified on the Future Land Use Map. Additionally, the schedule should identify specific sections that need to be updated or contemporary zoning topics that need to be integrated into the code.

P.2 *Develop design guidelines and development standards.* Adopting design guidelines/development standards is a key step in accomplishing the character and aesthetic goals identified by the community throughout public engagement. Design guidelines/development standards help facilitate the preferred design and character of development through specific requirements or recommendations related to buildings and architecture, site planning, and signage. Design guidelines are typically applied to specific geographies that require additional levels of design scrutiny, given their historical, economic, or cultural impact on the community. These geographies may include street corridors, historic districts, or downtown centers.

P.3 *Develop the Downtown Johnstown Master Plan.* Preserving and enhancing the character and scale of downtown is a top priority for the community. This focused area plan should include an in-depth analysis of existing conditions, including existing land uses, building inventory, real estate market potential, parking analyses, and current availability of public spaces and amenities. These conditions should aid in informing specific future land use recommendations and a schedule of roadway improvements, in addition to identifying key public investments and opportunity sites. The Downtown Master Plan should be paired with adopted design guidelines/development standards to realize the potential development scale and form over time. Lastly, the master plan should identify additional recommendations related to policies, projects, and programs supporting downtown revitalization.

Considering the form & character of development

There are generally three types of design controls, each varying in regulatory authority and capacity.

Design Guidelines are typically used for recommendations and reference by an Architectural Review Board. They are either adopted by City Council or by a separate board or commission and exist as a separate, non-regulatory document outside of city zoning code. Guidelines are useful for recommendations related to aesthetic elements like building materials, colors, and signage, especially within historic districts.

Design Standards are codified requirements that exist within city zoning code, which allows for review by city staff and planning and zoning commission at the same level of scrutiny as other zoning requirements. They typically include stronger regulatory language related to lot orientation, building scale, and site planning. Regulatory language related to design standards are typically found within an overlay district that prescribes requirements for specific areas in addition to the base zoning district. Design standards are most applicable to historic districts, cultural centers, and downtowns, where a strong architectural style already exists and is preferred for future infill development.

Form Based Code is a comprehensive re-framing of the zoning code to regulate development based on building form and lot types, rather than specific land uses. Form based code typically replaces base zoning requirements and facilitates development based on various lot types that conform to the existing and/or preferred development pattern in a district.

- P.4** ***Align policy documents with neighboring municipalities and townships.*** Coordinating with neighboring communities engaged in their own planning to ensure the alignment of principles and policies for future growth is imperative, as recommended in the Licking County Framework. Solidarity across multiple communities, especially among jurisdictions that share school district boundaries, will ensure transparent and predictable growth patterns throughout western Licking County. Collaboration aids in mitigating development sprawl and its negative impacts on public services, roadway infrastructure, the environment, and the character of the many rural communities throughout the county.
- P.5** ***Explore a development impact fee schedule.*** Development Impact Fees are fees levied on new developments to generate funds for constructing or expanding infrastructure beyond the development's borders. These fees primarily support the creation of water and sewer systems, roads, libraries, and parks, necessitated by the influx of new residents. They're justified when there's a clear link between the development's impact and the need for additional infrastructure. Valid applications include funding for water and sewer systems, roads, libraries, parks, and recreation facilities.
- P.6** ***Identify development/redevelopment opportunities sites in Downtown.*** As downtown development energy continues to evolve, the city should collaborate with landowners and organizations to identify catalytic projects that aid in establishing the community's aspired future character and design aesthetic for downtown redevelopment.
- P.7** ***Maintain an active role in regional planning efforts through the Mid-Ohio Regional Planning Commission.*** The Mid-Ohio Regional Planning Commission (MORPC) is the regional council for over 90 municipalities in Central Ohio. Their core responsibility is facilitating regional transportation planning and providing resources to local governments like research and data, public policy, and funding/financing. Given the significant state and federal investments into transportation infrastructure in areas surrounding the city, it is important to continue strengthening relationships with MORPC to ensure that Johnstown's priorities are relayed at a regional level, ensuring coordinated transportation and planning efforts.

Exploring reasonable fees for development

Development impact fees are paid by developers directly into services like roads, parks, schools, and utilities. By allocating these funds strategically, Johnstown can manage the impact of new developments, ensuring that they contribute positively to the community.

These fees will directly impact the growth-related costs of development in Johnstown by removing the cost burden from citizens and utilizing monetary additions to aid the community in the loss of greenspace. Development impact fees will help Johnstown foster sustainable growth, create a more attractive living environment.

- P.8** ***Require a traffic impact study for new development.*** As Johnstown continues to grow, it is important that any new development study clearly illustrates its potential impact on the traffic system. A more effective site plan with a traffic impact study incorporated can handle many congestion-related issues, including access management, signaling, and daily peak-hour trips. A traffic impact study/statement (TIS) will provide leadership with a clearer understanding of the traffic impact of a new project.
- P.9** ***Create a community development pattern book.*** The quality and character of development is important to the citizens of Johnstown. Residents are interested in aesthetically additive projects that match the level of consideration given to previous development. A Pattern Book visually describes these expectations across various land uses (including housing types). This sends clear, visual messages to potential investors about the expectations for projects in Johnstown with respect to architecture, landscaping, and site configuration.
- P.10** ***Develop a commercial redevelopment playbook.*** In the long term, commercial properties across the city may choose to redevelop. The scale of these projects will vary from a simple reinvestment into the existing building or site to a large-scale redevelopment of the parcel where a re-zoning may be necessary. The city should develop a clear guide for these projects that sets strong expectations and visually represents the community's needs.
- P.11** ***Enhance the streetscape of Main Street through Downtown as the community's signature street.*** Main Street is Johnstown's primary, pedestrian-oriented street. Future streetscape improvements should build on the street's existing character while incorporating elements to aid in traffic calming and pedestrian safety. *See page 49 for more information.*

Preparing for shifts in retail and commercial vacancy

As Johnstown grows, developing a strategic plan for commercial redevelopment allows the community to be prepared with tailored strategies for repurposing underutilized areas, promoting economic growth, and enhancing community spaces. Because these strategies will scale according to the size of the site, this playbook will encourage innovation, and attract investment into the city. This playbook will also allow Johnstown to unlock its full potential, breathe new life into historic districts, and create a dynamic community typically replaces base zoning requirements and facilitates development based on various lot types that conform to the existing and/or preferred development pattern in a district.

- P.12** ***Connect Downtown as a node for the city and regional trails network, most importantly the TJ Evans Trail.*** The city has an opportunity to enhance the regional trail experience through strategic interventions that draw trail users to Downtown. This is especially important given the proposed expansion of the TJ Evans trail to the north and additional exploration of trail connections to New Albany and Columbus.
- P.13** ***Develop a land acquisition strategy for Downtown.*** The city is interested in developing or redeveloping land Downtown and should be active as these properties enter the market. The city should not seek to hold or “bank” properties, but rather, facilitate transfers to partners who share the community’s vision and can execute projects that enhance the district’s quality of place and vibrancy.
- P.14** ***Modernize GIS mapping tools.*** As administrative capacity continues to upgrade, the city should explore ways to maintain an inventory of in-house mapping resources. This would aid in facilitating planning initiatives, reviewing and inventorying development applications, and tracking existing conditions in the community.
- P.15** ***Adopt renewable energy generation regulations.*** These regulations should apply to both public and private investments. The availability of renewable power sources increases resiliency, reduces carbon emissions, and can be used to reduce energy bills. These regulations should be verified with subject matter experts, and consider local, Ohio, and federal laws and incentives.
- P.16** ***Develop a plan for identifying and preserving historically and architecturally significant buildings and sites.*** A robust inventory of historic buildings will aid future efforts to pursue grant funding for restoration or preservation. This inventory can also inform the key principles of design and character outlined in future design review documents.

- P.17** ***Encourage private preservation and renovation of historic sites or structures by approving necessary variances to development standards.*** Where applicable, variances to existing zoning requirements should be encouraged when updated language needs to align with the intended enforcement or community goals for infill development or redevelopment. This is particularly crucial in the downtown area, its immediate surroundings, and the transitional corridors along US 62 and OH 37.
- P.18** ***Consider a facade improvement program to support businesses Downtown.*** Through public/private partnerships, communities have created grant programs to encourage private investment in property renovations and overall building improvements to enhance the quality of character and place. Facade improvement programs typically provide matching grants to property owners or tenants who cannot fund improvements without financial assistance.
- P.19** ***Support the successful implementation of the Licking County Framework.*** The Licking County Framework is an initiative to unite communities around a shared vision for the County's future. This collaborative effort aims to develop a comprehensive vision, encompassing economics, land use, character of place, transportation, and other key topics. By emphasizing unified community development, this framework highlights the importance of collaborative efforts in driving regional progress and prosperity.
- P.20** ***Review various permitting, application, and user fees continuously.*** The city should research and compare fees and revenue structures for its peer communities throughout Licking County and central Ohio to understand its relative positioning and evaluate future changes.



CHAPTER GOAL

**We're a city ...
capitalizing on our
opportunity.
Creating spaces for
entrepreneurs to build
and leveraging the unique
economic development
potential presented by the Intel
development.**



C. Prosperity

Vibrant communities are thriving communities. To achieve long-term fiscal sustainability and job growth, the city is prepared to leverage its position as a poised economy on the rise, situated in proximity to Central Ohio's most robust and fast-growing industry clusters. This chapter covers several cross-cutting topics that each play a critical role in fostering long-term prosperity in Johnstown. These topics include demographics, housing, business and employment, real estate, and economic development.

OBJECTIVES *Measurable outcomes in pursuit of achieving the goals and vision for Johnstown*

- Leverage the Intel investment
- Foster opportunities for local employers to expand within the community
- Maintain a diverse jobs and business base
- Establish tools and informational resources for entrepreneurs
- Grow municipal revenue streams
- Expand access to quality, multi-lifestyle housing
- Create opportunities for a multi-generational community
- Reinforce Johnstown's unique identity
- Increase average wages and worker income

Conditions and Trends

Every community strives to be prosperous. While a community's sense of prosperity often transcends quantitative metrics, prosperity in the context of this chapter considers a collection of measurable vital signs, or indicators that provide residents and administrators with a general outlook on incremental progress. The action items recommended in this chapter are informed by recent trends in demographics, housing, business and employment, retail markets, and ongoing economic development initiatives at local and regional levels. To properly encapsulate the importance of economic recognition and development, these elements need to be examined, combined and emphasized upon. Welcoming new businesses and investors into Johnstown is crucial for fostering economic diversity and ensuring sustained community investment. The infusion of new enterprises not only brings job opportunities but also contributes to a more robust and resilient local economy.

OPPORTUNITIES

The Intel announcement and ensuing economic opportunities enables Johnstown to diversify its local economy, jobs mix, and housing offerings. In doing so, the city can continue to build a resilient portfolio of revenue sources that ultimately provide additive public services and amenities for the community.

Johnstown's demographic and housing forecasts were trending positive prior to the Intel announcement. Since the COVID-19 pandemic, housing development picked back up and median household income significantly increased. These indicators loosely point to a post-Covid shift in growth trends in fringe-rural communities, where newer housing stock is readily available and remote work provides more flexible commuting options.

CHALLENGES

Where new development densities are introduced through infill development projects, significant updates to zoning standards and design guidelines are critical to best facilitate development scales that seamlessly blend into existing neighborhoods.

The success of economic development initiatives taken on by the city is directly tied to administrative capacity and partnerships. In the short term, funding for sufficient staffing of an economic development department will be limited. Leveraging regional partnerships are critical to facilitating initial economic development projects.

KEY CHAPTER FINDINGS

The following reflect the major findings highlighted in this chapter:

Intel's arrival dramatically changed the city's economic trajectory. Jobs and revenue growth is expected to follow as supportive industries continue to locate in proximity to Intel's fabrication plant.

New economic development opportunities allows the city to diversify the local economy and jobs base. Johnstown is well positioned to introduce new industries that can integrate into its existing industrial parks. Moreover, the city's Enterprise Center serves as its second business park, inclusive of over 20 acres of "shovel-ready" property.

Johnstown's population growth will continue throughout the next decade. Johnstown welcomed over 800 new residents from 2010-2023, with anticipation that continued economic development investments in the region and recent trends in development applications received by the city will significantly increase the city's population in the next decade.

Median home values increased by 62% since 2018, outpacing several peer communities. This growth is due to an increase in building during that timeframe compared to the previous decade, and an increased scarcity throughout the region post-Covid, where population growth has outpaced housing construction.

Aging commercial real estate. As retail market conditions continue to evolve, the city's highway-oriented commerce center along US 62 presents opportunities for incremental re-development.

Opportunities exist to continue establishing regional economic partners. Coordination among several economic development partners will help establish Johnstown as a key leader in the region.



5,513

Total population,
2023

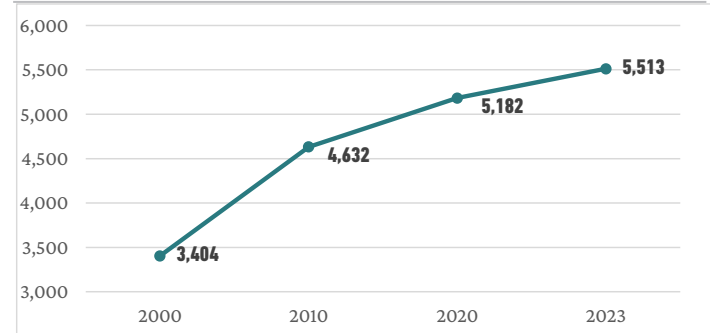
DEMOGRAPHICS

Key indicators related to population change, age and race, family structure, educational attainment, and household income

- **Johnstown is growing.** In 2020, following steady annual population growth since 2010, Johnstown's population surpassed 5,000. Continued growth has followed since 2020, adding over 300 new residents.
- **The community is younger, with more children per household compared to the rest of Licking County.** In 2020, the median age in Johnstown was 36.5, compared to 40.4 in Licking County. 36% of households had children under 18 years of age in Johnstown, compared to 31% in Licking County.
- **Since 2010, residents have become more educated.** The percentage of residents aged 25 and over who hold a bachelor's degree or higher increased from 19% in 2010 to 33% in 2022.
- **After almost a decade of stagnation, median household income increased by 36% from 2019 to 2022.** Data indicate an increase in median household income for both owner- and renter-occupied housing units during this time period.
- **Central Ohio's population surge is set to impact areas near Franklin County.** Licking County is projected to be the third-largest county in the region by 2050, reaching over 230,000 residents. Proximity to Columbus and recent investments in area employment are key drivers of this growth.

FIGURE 16

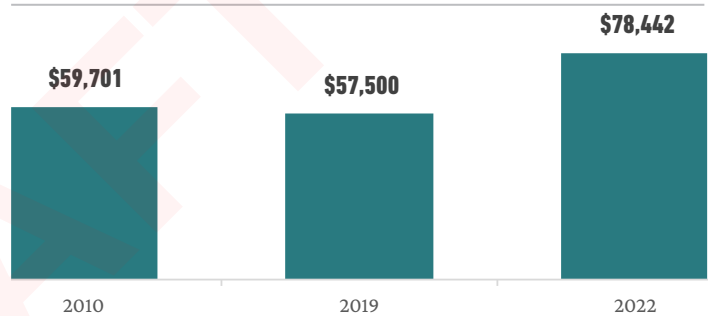
Population Change, 2000-2023



Source: U.S. Census Bureau, Decennial Census, ACS 5-Year Estimates

FIGURE 17

Median Household Income, 2010-2022



Source: U.S. Census Bureau, ACS 5-Year Estimates

5,513 Total Population, 2023

2,235 Total Households, 2023

36.5 Median Age, 2020

\$78,442 Median Household Income, 2022

FIGURE 18

Educational Attainment, 2010-2022

2022



2010



Source: U.S. Census Bureau, ACS 5-Year Estimates

LEGEND

- No high school diploma
- High school graduate
- Some college, no degree
- Associates degree
- Bachelors degree or higher

HOUSING

Key indicators related to home values, housing development and growth rate, unit types, and upcoming housing projects.

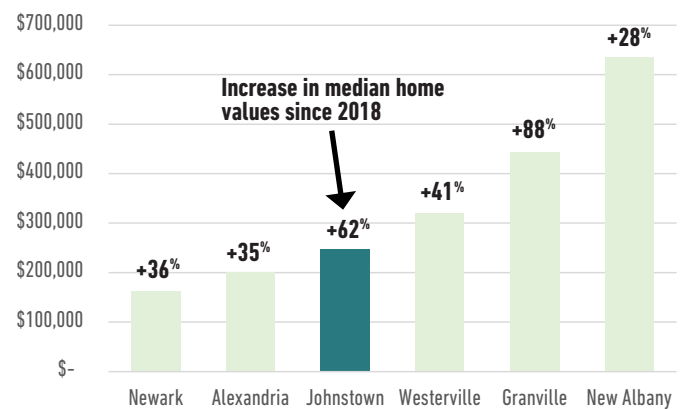
- **While home values are more affordable than some neighboring communities, they have increased significantly since 2018.** In 2022, Johnstown's median home value was \$246,600, more affordable than neighboring communities Granville, Westerville, and New Albany. However, the city has seen a 62% increase in home values since 2018, only surpassed by Granville's 88% rise.
- **Johnstown added 163 new housing units from 2010 to 2020.** During this period, the city's percent change in total housing units outpaced county-wide figures.
- **In just 3 years, the city has already matched its housing unit growth from the previous decade.** Recent build-out of existing single-family residential entitlements have added 158 new units from 2020 to 2023. As a result, space for additional housing unit growth at single-family densities is limited within the city's existing municipal boundaries.
- **Johnstown's housing stock is more diverse than peer communities.** In 2022, single-unit, detached structures made up 62% of the city's total housing stock, which is lower than surrounding municipalities.
- **In late-2023, an additional 1,200 housing units were approved as part of a multi-phased, mixed-use development.** The Johnstown Gateway development is located along Green Chapel Road and situated directly north of the Intel site. The development was the first extraterritorial, mixed-use development proposal approved by the City Council in response to future growth demands driven by Intel's arrival in 2025.

+158 *New Housing Units, 2020-2023*

\$246,600 *Median Home Value, 2022*

FIGURE 19

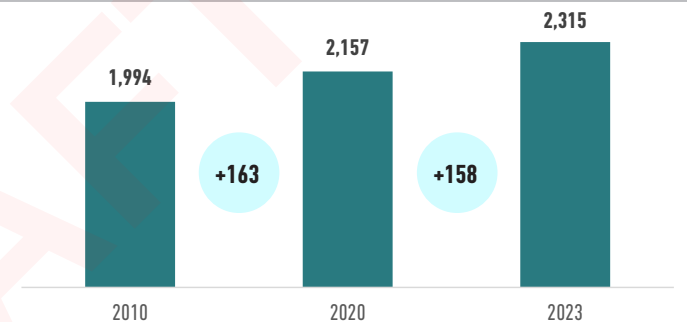
Median Home Values, 2022



Source: U.S. Census Bureau, ACS 5-Year Estimates

FIGURE 20

Total Housing Units, 2010-2023



Source: U.S. Census Bureau, Decennial Census, ACS 5-Year Estimates

FIGURE 21

Single-unit, detached structures as a percent of total structures, 2022

Johnstown	62%
Newark	66%
Westerville	68%
Granville	70%
New Albany	91%

Source: U.S. Census Bureau, ACS 5-Year Estimates

2,315
Total housing units,
2023

BUSINESS AND EMPLOYMENT

Key indicators related to job market growth, industry changes, and development-ready industrial land.

- **Total jobs grew by 30% from 2010 to 2021.** Total jobs reached 1,959 in 2021, up from 1,502 in 2010. The highest growth sectors during this time were Manufacturing (+271 jobs), Accommodation / Food Services (+139 jobs), and Educational Services (+63 jobs).
- **Johnstown has a small, but diverse local job market.** Employers like TECH International, Mohawk Cushion, and Atrium Corporation have sustained the city's employment base. In 2021 there were roughly 9 employees per business.
- **Lower paying jobs in Johnstown are occupied by non-residents.** These jobs are primarily within Manufacturing, Retail Trade, and Accommodation / Food Services.
- **Wages are trending up since 2010, but still lag behind wages in neighboring communities.** Median earnings in 2022 were on pace with Pataskala, but significantly lower than Granville and New Albany.
- **Manufacturing jobs nearly doubled, while Retail Trade jobs gradually declined.** Downtown and the city's commerce center along US 62 host many of the city's retail / service-oriented job sectors, while manufacturing clusters are situated north-east of downtown.
- **Longstanding industrial parks and "shovel-ready" enterprise centers exist in the city.** The Johnstown Enterprise Center, located north of Duncan Plains Road and east of US 62, includes over 20 acres of developable land well positioned to leverage emerging opportunities for economic development.

199 Total Businesses, 2023

1,959 Total Jobs, 2021

FIGURE 23

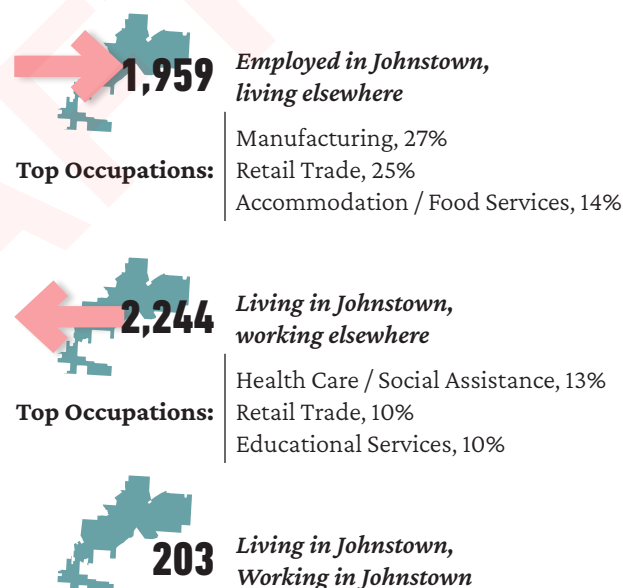
Top 5 Jobs by NAICS Industry Sector, 2021

	Count	Share
Manufacturing	524	27%
Retail Trade	486	25%
Accommodation and Food Services	276	14%
Educational Services	164	8%
Health Care and Social Assistance	102	5%

Source: U.S. Census Bureau, Center for Economic Studies, LEHD

FIGURE 24

Employment Inflow/Outflow, 2021



Source: U.S. Census Bureau, Center for Economic Studies, LEHD

FIGURE 25

Median Earnings, 2022

New Albany	\$133,790
Granville	\$103,427
Pataskala	\$58,892
Johnstown	\$56,374
Newark	\$47,930

Source: U.S. Census Bureau, ACS 5-Year Estimates

REAL ESTATE

Assessment of the city's existing commercial, retail, and industrial real estate.

- **Johnstown has around 700,000 square feet of commercial / retail space in the city.** Most of the city's commercial and retail real estate is clustered in Downtown and along US 62 west of the city.
- **Downtown has 100,000 square feet of commercial and retail buildings.** They have traditionally hosted small businesses, professional services, and automobile services.
- **The city's main commerce and big-box retail center is located along US 62, with over 300,000 square feet of commercial / retail space.**
- **Johnstown Industrial Park is the city's largest industrial / manufacturing cluster, making up over 300 acres.** Established in 1999, the park has sustained a long-term employment base, with over 150 acres of developable land left. Top employers include Tech International, Atrium, Apeks, Star Pizza Box, and Bleckmann.
- **Johnstown's Enterprise Center is the city's newest business park, with over 20 acres of shovel ready property available for development.** The Enterprise Center aims to provide additional fiscal stability for the city and is prepared to welcome supportive industries for surrounding economic development.



Downtown Johnstown



Johnstown Square



Johnstown Industrial Park

ECONOMIC DEVELOPMENT

Key indicators related to local business incentives, recent tech investments in the area, and regional efforts toward economic growth.

→ **The City's economic development programs create incentives for local businesses.**

Additionally, the City's Community Reinvestment Areas (CRA) provide a real property tax exemption for businesses who commit to renovate existing or construct new buildings. There are four CRA's throughout the City.

→ **Intel is expected to create 3,000 full-time jobs to operate its semiconductor chip factories.**

The company broke ground on the factories in September 2022 and plans to start production in 2025. They are said to have plans to invest in workforce development, research, and training facilities in the area, as well as investing in education. MORPC predicts that over the next 25 years the Central Ohio region will see about 357,000 additional workers in the area.

→ **Nearby land purchases by the Microsoft Corporation add to the increased economic activity in the area.** In 2023 Microsoft purchased 183 acres in New Albany to build a data center, and another 289 acres in Pataskala, less than 15 miles south of downtown Johnstown. They have not yet announced plans for the Pataskala site but are committed to supporting local business growth and innovation, according to a statement from Microsoft.

→ **The region has been preparing for population growth before the Intel and Microsoft announcements.** In 2021, MORPC projected a population growth of just over 13,000 in Licking County between 2020 and 2030. Given recent economic investments, population growth may not only surpass MORPC's 2021 projection, but the location of population growth will be clustered in closer proximity to economic development areas near the western edge of the County.

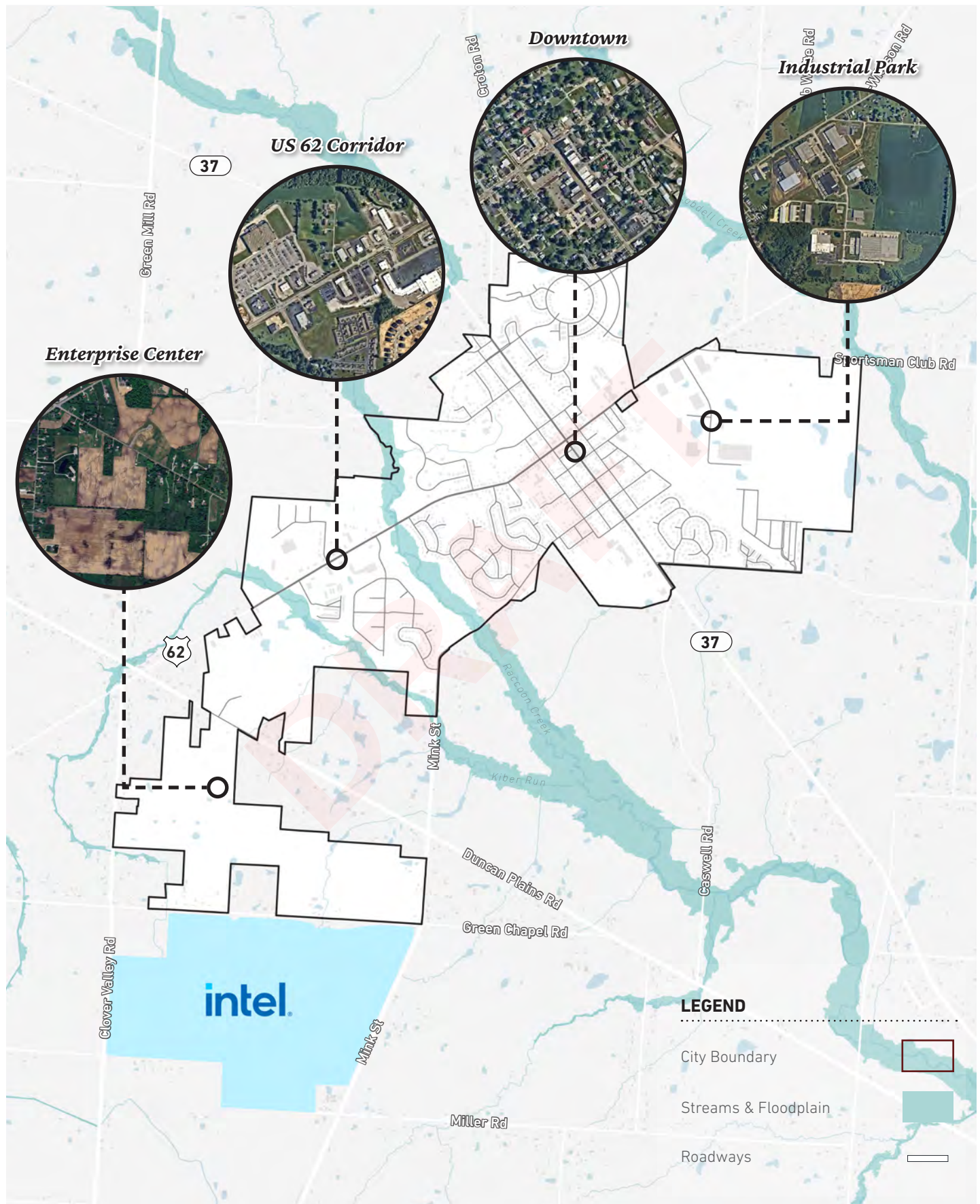
→ **Central Ohio's educational institutions, government partners, and private sector formed the Silicon Heartland Supplier Consortium to develop a semiconductor network in the region.**

The consortium is a formal partnership between Intel, JobsOhio, and the Ohio Grants Alliance, a group that helps identify grant opportunities in Ohio. Their goal is to take advantage of the CHIPS Act, a 2022 law that provides \$52.7 billion in aid to expand the semiconductor industry in the US. The consortium will work together to bid to be one of the two semiconductor clusters in the nation funded in part by the federal government.

→ **JobsOhio plays a key role in funding economic development in the region.** As the state's private economic development corporation, JobsOhio negotiated the \$125 million Economic Development Grant for Intel that went to the facility land purchase, as well as working on the site selection and collaborating on tax incentives that ultimately helped Ohio win the deal. The corporation also endorsed the new battery cell research and development center in the Ohio State's innovation district, less than 40 minutes from Johnstown.

FIGURE 26

Economic Development Opportunities



Source: MKSK

Action Agenda

The Johnstown Comprehensive Plan outlines future investment and initiatives, referred to as actions, chosen to align with the city’s vision. Tailored to Johnstown’s unique circumstances, the plan requires substantial investment, collaboration, and commitment. It serves as a long-term strategy for enhancing prosperity and livability. This chapter focuses on economics, housing, and demographics.

PLACE ACTION RECOMMENDATIONS

The following projects, policies, and programs are described in this section and organized further in the plan’s final chapter, Implementation Strategy.

- PP.1 Utilize the New Community Authority model/tool for major planned development districts.** A New Community Authority (NCA) is a public-private partnership created to complete a development or redevelopment project. These planned communities can form a separate public body governed by a board of trustees that oversees, coordinates, constructs, and finances public infrastructure improvements and facilities by Ohio Revised Code Chapter 349. The communities often include facilities for industrial, commercial, residential, cultural, educational, and recreational activities. The infrastructure created by an NCA would benefit the larger Johnstown community by taking the pressure off of city-owned and operated amenities.
- PP.2 Increase the local income tax.** Johnstown’s local tax income is significantly lower than that of peer communities for its size and services. The city’s impending growth means more residents and a larger daytime population due to a bigger workforce. This increased population necessitates expanded services, amenities, administrative capacities, and community programming that will need to be funded by an increased local tax income. A raised income tax would enable city administration to leverage development agreements more effectively.

Forming a New Community Authority

The formation of a New Community Authority (NCA) involves several steps and key stakeholders:

Initiation: A petition signed by all property owners within the proposed boundaries of an NCA initiates the formation of the NCA.

Approval: The petition must be approved by the NCA’s “organizational board of commissioners,” which typically consists of the board of county commissioners for each county where the NCA is located. Additionally, the petition must be approved by the most populous city in the county where the NCA is located and, in some cases, the most populous city in a neighboring county.

Board of Trustees: NCAs are governed by a board of trustees with seven to 13 members as established in the petition. Initially, trustees are appointed by the organizational board of commissioners and the developer, with the organizational board of commissioners appointing the majority of trustees.

Community Development

Program: The petition for an NCA establishes its community development program, setting forth the land development activities and community facilities the NCA will construct, operate, or maintain.

Powers: Once formed, NCAs have broad statutory powers to implement their community development program, including the ability to acquire and dispose of property, enter into agreements, construct community facilities, levy and enforce community development charges, hire employees, and issue bonds.

PP.3 Explore the use of Tax Increment Financing (TIF). Tax Increment Financing (TIF) is a public financing tool, available to local governments in Ohio, to finance public infrastructure improvements that support commercial development. It works by allowing the increase in assessed value of an improvement to real property to be exempt from real property taxation. TIFs pay for public infrastructure improvements needed to spur private development and relieve pressure on the city’s capital and general fund budgets. TIFs often encourage development, create new jobs, and support public infrastructure.

PP.4 Prepare an annexation and growth strategy based on the community growth framework. Annexation is a process for the physical expansion of the city through the incorporation of county parcels into Johnstown. The city should only pursue annexations where there is a demonstrable fiscal net benefit and/or where community goals can be addressed.

- PP.5** *Work with regional partners to develop a comprehensive housing assessment and strategy.* Regional population growth projections amplify the need for additional housing in the Central Ohio area. Additionally, the introduction of Intel and other job opportunities is predicted to bring in many new residents to the region. Working with regional partners on a comprehensive housing assessment and strategy will allow for a more coordinated effort to assess anticipated housing needs and a larger amount of pulled resources to implement a strategy.
- PP.6** *Prepare an Economic Development Strategic Plan.* Because of regional trends brought about by the Intel development, Johnstown has the unique opportunity not just to attract business but also to define the types and employment sectors that are most appropriate for the community. Well-considered communities, like Johnstown, regularly engage in economic strategic planning. This process will mine growing regional industries to establish a menu of local target options. The Town can then engage the community and local stakeholders to determine the right attraction strategy moving forward. Because real estate is a primary concern, the Town should work to marry industry targets with future land use planning and commercial property inventories.
- PP.7** *Maintain and develop distinctive gateways.* It is important for residents, visitors, and potential investors to understand when they've entered Johnstown. These gateways are highly visible opportunities to clearly state the brand and identity and establish a strong, mental boundary for where the city stops and starts.
- PP.8** *Expand and enhance signage and wayfinding.* Wayfinding and signage help enhance a city's brand and identity. A comprehensive signage and wayfinding system for parks, city buildings, trails, and other amenities creates a vibrant and attractive area that is distinctly Johnstown while serving practically to help residents and visitors navigate through the city with ease. Wayfinding and signage can include maps of an area, plaques for local landmarks, signs marking trailheads, and more.

- PP.9** *Evaluate the effectiveness and impact of the Community Reinvestment Act (CRA) program.* The Community Reinvestment Areas (CRA) program provides a real property tax exemption for businesses that commit to renovating existing or constructing new buildings and developing housing to encourage new private investment and property revitalization, increase economic development, and stimulate job creation. There are currently four CRAs in the city. The city should evaluate this program to see if it has led to its state goals in an effective and impactful way and to decide if the program should continue as is or be modified in the future.
- PP.10** *Continue collaborating with Grow Licking County and lead regional economic development planning.* GROW Licking County serves as the front door for community and economic development opportunities for Licking County, Ohio. By supporting regional planning efforts that focus on economic development, Johnstown can participate in developing the overall economic landscape of its region and invite greater economic stability and engagement within the region.
- PP.11** *Continue to enhance employment offerings within the city's two industrial parks.* The city should conduct a capacity analysis of the current industrial park and engage and align with regional industrial development organizations to support site selection, recruitment of key clusters, and marketing efforts
- PP.12** *Create more opportunities for medical and professional office space development.* The city should evaluate the permitting process for these types of uses and engage with local developers and property owners to reposition and/or repurpose aging or obsolete commercial buildings.
- PP.13** *Review the home occupation section of the zoning ordinance in light of Work-From-Home trends.* Explore opportunities for creating more shared office space, such as co-working spaces, and enhancing broadband infrastructure. Increasing the share of telecommuters in the city would not only reduce the number of vehicles on local roadways during peak commuting times, but also create more support for local retailers. Home-based businesses offer opportunities for start-ups to establish themselves with limited overhead costs. These businesses should not impact neighboring residences, and activities outside the home should be limited.

PP.14 *Explore strategic land assembly to support redevelopment*

activity. Often, the greatest barrier to strategic real estate development is access to land or sites with the capacity for catalytic impact. The city should leverage existing land holdings and explore acquisition tools, including direct purchase or working with other public entities, as well as engaging with property owners.

PP.15 *Develop a fiscal model as a criterion for evaluating land use*

decisions. Real estate positively impacts general fund revenues through permit, application, and user fees during development and from future property taxes. The city should develop a fiscal impact model for evaluating land use decisions that consider revenues and expenses by use, density, and location.

PP.16 *Develop and maintain a commercial property inventory.*

The city should create an inventory of all leasable commercial space and dedicate staff to establish relationships with regional commercial brokers, provide community tours, and develop marketing materials. The city should also support owners seeking reinvestment or redevelopment of their properties.

PP.17 *Develop an annexation evaluation model.* As the city considers expanding its municipal boundaries, it should evaluate the cost-benefit of expansion and how annexation can meet broader community goals and objectives.

PP.18 *Preserve older neighborhoods and support housing affordability.*

Johnstown will continue to experience considerable residential development through the next decade. Newly built homes tend to be larger and significantly more expensive when compared to the city's existing stock. While this development activity is a testament to the community's desirability, some of its older housing stock—built before 1990—shows signs of age and deferred maintenance. To maintain the affordability of the community in the long-term it will be important to continue to reinvest in existing neighborhoods and keep this stock viable.

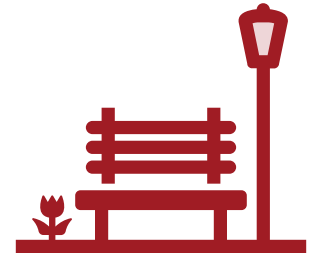
PP.19 *Pursue a community branding and identity initiative.* The city should engage a public engagement professional to execute outreach to inform a graphic brand for Johnstown that can be used on gateway signage, advertisements, reports, city vehicles, etc. This should result in a “brand standards” guide that is readily available for use by all City departments. A branding manual is implemented by installing new signage throughout the city and updating branding on community facilities.

PP.20 *Seek financial incentives to promote vacant, undeveloped sites and conduct brownfield site remediation.* Brownfields are areas where a former manufacturing process or industrial user left behind an environmentally compromised parcel. Without remediation—a process to clean the site—the land has limited redevelopment potential.

A red-tinted photograph of a park scene. In the foreground, there is a brick-paved area. To the left, a white gazebo with a dark roof and black metal railings sits on a brick base. To the right, a large, ornate clock tower with two clock faces stands on a tiered brick base. The background is filled with trees and a clear sky.

CHAPTER GOAL

***We're a city ...
connected
as neighbors and as
citizens to parks, trails,
and amenities.***



Source: Johnstown-Monroe SD

D. Community

A community with vibrant events and amenities serves as a central attraction for new residents and visitors alike. Essential services such as city governance, emergency services, parks and recreation, and community events create a compelling draw for everyone while shaping a distinct identity for the community. These topics inform the city's investments in these topics and related resources. As Johnstown continues to grow, it is vital to cultivate a community that can scale according to the evolving needs of the city.

OBJECTIVES *Measurable outcomes in pursuit of achieving the goals and vision for Johnstown*

- ➔ Increase city administration capacity and staffing in conjunction with general growth
- ➔ Expand trails network coverage and connectivity
- ➔ Strive to create walkable or bikeable access to neighborhood or regional parks
- ➔ Scale city services - policing, fire, public services - with general city growth
- ➔ Expand the reach and recognition of the community's brand and identity
- ➔ Increase community quality-of-life programming and spending in concert with city population growth
- ➔ Modernize and expand community facilities
- ➔ Strengthen partnership between the City and the School District

Overview

Johnstown's available amenities highlight the vital role of civic and recreational services within the city. These services impact the quality of life and overall connection between all citizens of Johnstown. By highlighting the importance of parks, recreation spaces, community events, supporting organizations, and offering various other amenities, Johnstown addresses community needs while also creating spaces for social and interpersonal connections.

Services like Johnstown's city government are vital for fostering a sense of community and responsiveness to the unique needs of its residents. As Johnstown continues to expand, city administrations play a crucial role in delivering essential resources and services, ranging from utilities and public safety to education

and recreational facilities. Ensuring access to these services is paramount to providing residents with the necessities for a comfortable and healthy lifestyle. Moreover, the city must proactively work towards expanding its capacity to meet the burgeoning needs of the community.

This chapter explores Johnstown's current community and its wellbeing, aiming to capture the community's general accessibility, services, and overall inclusion. It considers social, health, and community programs, as well as public safety and the role that these services play in Johnstown. As Johnstown continues to grow, prioritizing and enhancing these community amenities will be key to sustaining a high quality of life and fostering a connected and vibrant community.

KEY FINDINGS

In the dynamic landscape of Johnstown, community needs and dialogues, provide a clear analysis that highlight development priorities which can aid the city in providing a road map for targeted improvements and sustainable growth.

Limited government capacity. Johnstown's government system is under strain due to a shortage of existing government positions, which is impacting the services provided to the city's residents.

Cohesive planning with the Johnstown-Monroe School District. The school district is a key focal point in the community, and there is a need for a cohesive plan between the district and the city of Johnstown to address its growth.

Scaling growth of community services. The availability of services such as police, fire, and parks in Johnstown is valuable. It is crucial to continue to grow and support these services to ensure the well-being of our residents.

Continuing development of the parks system.

Johnstown has a range of parks and recreational areas available to the community. However, it is essential to develop these spaces further to meet the area's needs and ensure they remain accessible to the community as it grows.

Greater access to civic engagement. Johnstown has a variety of community groups aiming to connect residents. A cohesive connection among these groups is crucial for engagement from all community members.

Support for all members of the community. Essential services such as food pantries, childcare, and eldercare need to be easily accessible and widely available to all community members.

Conditions and Trends

CITY GOVERNMENT

Since 1999, the City of Johnstown has operated under a Council-Manager style of government, designating City Council as the legislative and executive body. The current governance structure includes a city council elected by the community, a mayor, and a city manager appointed by the council. The city manager assumes responsibility for daily administrative tasks, while the council oversees general administration. The acting mayor, chosen from the council, serves a two-year term.

The City Manager is the Chief Administrative and Law Enforcement Officer for Johnstown. Daily operations fall under the City Manager's purview, functioning as the chief executive of the City. The City Manager collaborates with five appointed department or division directors, covering areas such as Assistant City Management, Finance, Police, Service, and Planning. These directors provide leadership, update the City Council on relevant city matters, manage respective budgets, and oversee long-range planning efforts.

Within the City Manager's Office, responsibilities include delivering outstanding community services and attracting beneficial development. Whether one is a resident, a member of the business community, a visitor, or simply passing through, the City Manager's Office remains dedicated to enhancing the overall well-being and prosperity of Johnstown.

In contrast to other communities with similar government structures like Granville or Westerville, Johnstown faces evident strains on its administrative services, leading to a shortfall in the comprehensive services that the city could potentially provide to its residents. Roles such as a Parks and Recreation, Public Services, or a Planning and Development Department could greatly benefit Johnstown. As the city continues to expand, establishing these departments and appointing qualified individuals to these positions will facilitate a more streamlined growth process for the community.

JOHNSTOWN-MONROE LOCAL SCHOOL DISTRICT

Located in the northwest corner of Licking County, the Johnstown-Monroe Local School District, serves the City of Johnstown, Monroe Township, and parts of New Albany, Liberty, and Jersey townships. It also extends into Harlem Township in Delaware County. This diverse fabric of students allows the school district to provide a vital identity to the City of Johnstown. The school district unifies the community and enhances the connection that the school provides to all members of the community. As Johnstown experiences growth, a strong school district and government relation will cultivate a sense of identity and loyalty among residents, drawing families to the area for its excellent educational opportunities. This, in turn, boosts property values and fosters a vibrant housing market. Families often seek neighborhoods with top schools, creating a positive cycle where quality education and desirable housing reinforce each other. The

sympiotic relationship between the city and the school district underscores the importance of synchronized development. As every new unit results in additional pupils, this growth impacts the fabric of Johnstown's future. Maintaining a high-quality education, particularly through maintaining a singular local high school, is crucial for preserving the city's strong bond with the district.

School Owned 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 the previous site for the Oregon Elementary School which encompasses 7.1 acres and a site at the current Johnstown High School that is 30.4 acres.

COMMUNITY SERVICES:

Johnstown provides services through public and private entities. These groups share the goal of providing residents with access to sporting activities, educational resources, and parks for recreation.

Emergency Services. The Johnstown Police department, is comprised a team of nine officers, supplemented by four Auxiliary Officers and supported by a dedicated staff of five dispatchers. This collaborative effort underscores the department’s commitment to ensuring the well-being of the community.

Fire Department. The Monroe Township Fire Department serves the entirety of Monroe Township, encompassing the City of Johnstown, with a team of 20 full-time paramedics and firefighters, 15 intermittent personnel, two volunteers, and a fire protection engineer. Notably, the City of Johnstown is equipped with Fire Station #501 to ensure comprehensive emergency response coverage.

EMS Services. The Monroe Township Fire Department also offers EMS services to the entire Monroe Township, encompassing the City of Johnstown.

The Mary E. Babcock Library. Established in 1957, this library was initially operated within the town hall of Monroe Township. Today, it is an integral part of the Licking County Library System. Serving the Johnstown area, this library stands as a valuable community resource.

Medical Services. Johnstown has a wealth of medical services available to their community through organizations like Licking Memorial Hospital, Mount Carmel Health System, Ohio State Wexner Medical Center, and OhioHealth. These institutions provide comprehensive healthcare services including emergency medicine, primary care, and specialized treatments. With strategic locations throughout Licking County and Central Ohio, residents have access to high-quality patient care from skilled physicians and healthcare professionals.



Source: Debra Anderson



Source: Licking County Library

COMMUNITY ORGANIZATIONS AND EVENTS

In Johnstown, numerous public organizations are dedicated to enhancing the community's overall quality of life and fostering a sense of well-being. The town takes pride in hosting various distinctive events and supporting organizations that contribute uniquely to Johnstown's identity.

FIGURE 28

Community Organizations

Name	Mission
Downtown Johnstown, Inc.	A non-profit organization dedicated to the revitalization and preservation of the Downtown district and all of Johnstown, Ohio.
Greater Johnstown Parks and Recreation District (GJPRD)	Established through a collaboration between the Johnstown-Monroe school district and the city of Johnstown. Its mission is to facilitate the development, management, and equitable access to recreational facilities, programs, and activities for community residents.
Johnstown Lifestyle	Johnstown Lifestyle is a nonprofit organization founded in 2024 by Johnstown residents. Their mission is centered around inclusivity, ensuring that residents feel valued and supported as they strive for a sense of wholeness.
Johnstown Chamber of Commerce	The Johnstown Chamber of Commerce aims to strengthen community spirit and establish a network for local businesses and residents. It was formed to advocate for the interests of the local business community.
Johnstown Community Sportsman's Club (JCSC)	The JCSC, a non-profit community club, focuses on diverse outdoor activities. Alongside organizing these activities, the club offers scholarships to local students.
Johnstown-Northridge Community Food Pantry	This pantry provides food once per month to Johnstown residents. To receive food citizens must have a current utility bill showing their current address, plus their photo ID.
Johnstown Youth Athletic Association (JYAA)	The JYAA, a 501(c)(3) non-profit, offers competitive youth sports in Johnstown. Run by volunteers, it uses facilities like the JYAA Sports Barn and Belt Field for engaging and inclusive programs.

FIGURE 29

Community Events

Name	Description
Johnstown Can Can 5K	The 5k is hosted by Johnstown Lifestyle, organized to bring neighbors, friends, and families together to connect and support the community.
Johnstown Clean Sweep Day	Each spring, the Johnstown Clean Sweep Day brings volunteers together to enhance downtown by collecting litter, contributing to its appearance and cleanliness.
Johnstown Fireman's Festival	The annual summer festival, sponsored by the Monroe Township Fire Department, features a parade, carnival rides, and entertainment, attracting numerous visitors annually.
Johnstown Spring Fest	An annual summer event in Johnstown's town square with Food trucks, live music, entertainment and other activities.
Swapper's Day	Since 1944, Swapper's Day has been a Labor Day weekend flea market with over 750 vendor spaces. It hosts events for the Johnstown community and welcomes all attendees.
Johnstown Car Show	The Cupola Classic Cruise-In takes place every year downtown, including classic hot rods, antique cars and trucks, small business vendors, and live entertainment.
Johnstown Farmers Market	The Johnstown Lifestyle Farmers Market takes place in the Bigelow Square parking lot, with five dates planned for 2024 throughout Summer and early Autumn.

PARKS & RECREATION

Green spaces, parks, and trails are vital components for the well-being and development of growing communities. Currently, Johnstown is home to six parks (with one in partial ownership by Monroe Township), an external nature preserve, a regional trail, and recreation facilities at two schools. As Johnstown begins to experience greater growth, it becomes imperative to expand the number of dedicated park spaces in tandem with the community. As it stands Johnstown’s number of parks and community development exemplify the idea that thriving communities nurture both aspects simultaneously.

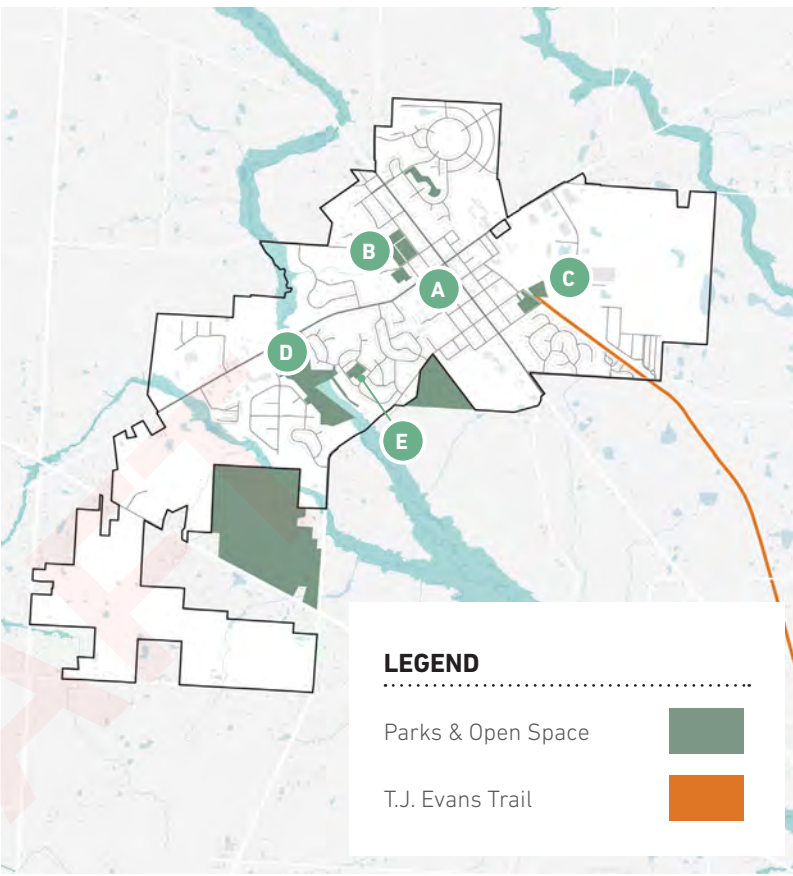
A Bigelow Park: Bigelow Park serves as Johnstown’s central town square, initially set aside by Dr. Oliver Bigelow in 1813. This park includes the Johnstown Opera House and surrounding public space maintained and operated by the city.

B Lee Lenn Hannahs Memorial Park: Hannahs Park, a 2+ acre green space, became an addition to the City of Johnstown in 1985 through a donation from the Hannahs family.

C Trailhead Park and Mastodon Preserve: Established by the Thomas J. Evans Foundation, Johnstown Trailhead Park spans 4 acres at the trailhead of the TJ Evans bike path. The foundation currently leases the park to Johnstown at no cost, with the town assuming responsibility for its upkeep and maintenance.

The park contains a shelter house, picnic tables, a handicapped-accessible restroom, bike racks, and a bike tool station. Visitors can also explore the Johnstown Mastodon Discovery Trail created to commemorate the 1962 Mastodon Discovery and utilize the dedicated dog park for both small and large dogs.

FIGURE 32
City Parks and Regional Trail



Source: City of Johnstown

FIGURE 31
Parks by Size

Name	Acres
Bigelow Park	0.36
Hannahs Park	2.67
Johnstown Trailhead Park	3.95
Raccoon Creek Park	27.42
Rolling Meadows Park	2.58

Source: Licking County Auditor

These facilities collectively make Johnstown Trailhead Park a welcoming and well-equipped space for the community.

D Raccoon Creek Park: Raccoon Creek Park, is a potential park gifted to Johnstown by the Pulte Development Company. Because the area is designated as a floodplain, it cannot be used for housing development. However, it presents significant opportunities as a community space focused on preserving fish and wildlife habitats, natural flood and erosion control, surface water quality maintenance, groundwater recharge, and biological productivity.

E Rolling Meadows Park: Established in 1977, underwent a revitalization through a NatureWorks Grant in 2017. This park features a shelter house and playground equipment for the enjoyment of the community.

Green spaces, parks, and recreational areas are essential for enriching community life. Currently, Johnstown has efficient park spaces that can accommodate the community's size. However, as Johnstown continues to grow, it is crucial to safeguard and promote this dual growth. This approach allows the community to tailor these spaces to its evolving needs. By creating parks and green spaces within walkable distances, these areas will continue to offer recreational opportunities and contribute to residents' overall well-being, promoting both physical and mental health. These spaces serve as central hubs where residents can gather, connect, and engage in a variety of activities.



Hannahs Park



Rolling Meadows Park



Bigelow Park

Action Agenda

The Johnstown Comprehensive Plan outlines future investment and initiatives, referred to as actions, chosen to align with the city’s vision. Tailored to Johnstown’s unique circumstances, the plan requires substantial investment, collaboration, and commitment. It serves as a long-term strategy for enhancing prosperity and livability. This chapter focuses on governance, community services, programming, and recreation.

COMMUNITY ACTION RECOMMENDATIONS

The following projects, policies, and programs are described in this section and organized further in the plan’s final chapter, Implementation Strategy.

C.1 ***Expand the capacity of City staff in concert with overall community growth.*** Pursuing recommendations outlined in the Comprehensive Plan will require incremental and strategic upgrades to administrative capacity. Varying municipal organizational structures have found success in Ohio, and “one size” does not necessarily fit for every community. It is crucial for the city to understand its current administrative needs and to assess a feasible direction for administrative expansion. Examples from peer communities in Central Ohio point to a wide range of possible incremental upgrades to staffing, where specific roles in planning, economic development, parks, and public works range from being consolidated to having a dedicated department of staff members. It is important to remember that successful planning does not always require dedicated departments and administrative roles. The gradual steps between a limited to robust organizational structure present opportunities to create long-standing public and private partnerships with organizations, consultants, and regional planning bodies that can provide outreach, programming, funding, and planning resources and services. However, expanding full-time

planning administration, public works, and economic development roles should be explored as the city continues to capture revenue through economic development mechanisms.

C.2 ***Continue to support the Johnstown-Monroe School District as the City enters into Planned Development (PD) or other development agreements.***

An open communication channel between Johnstown and Johnstown-Monroe School District is imperative to ensure the school district's continued success. Consistent collaboration and transparency will ensure that residential growth remains locked with school district capacities.

C.3 ***Develop a parks, recreation, and conservation master plan.***

A city's master parks and recreation plan outlines strategies for developing, maintaining, and enhancing recreational spaces and facilities. It includes assessments of current park assets, community needs, and future growth projections. The plan identifies priorities for park improvements, such as new amenities, trail networks, and green spaces. It also addresses programming opportunities, accessibility considerations, and sustainability initiatives.

Community engagement and stakeholder input are integral to the planning process. The plan serves as a roadmap for guiding park development and management, fostering community well-being, and promoting active lifestyles for residents of all ages and backgrounds.

C.4 ***Manage and upgrade facilities at existing parks.***

The city currently owns and operates five parks. Expanding recreation options within existing parks will be necessary as the city grows and residents' needs evolve. Creating and executing an improvement plan for park facilities should be considered. Well-maintained facilities incentivize higher usage, supporting the small-town community feel residents desire.

C.5 ***Hire a full-time city planner.***

Most communities of Johnstown's size, and experiencing development pressure, hire a full-time staff person focused on community development and investment. Each development proposal is an opportunity to incrementally steer the city in the desired direction based on community development principles. The planner will help ensure decisions taken by the planning commission and/or city council are based on the best information about the development's short- and long-term impacts.

- C.6** ***Conduct regular “walking audits.”*** A walking audit is a community-led assessment of pedestrian infrastructure and safety conducted on foot. Participants, including residents, city officials, and planners, observe and evaluate streets, sidewalks, crossings, and amenities such as benches and lighting. They document issues like sidewalk obstructions, inadequate signage, and unsafe intersections. The audit identifies barriers to walking and highlights opportunities for improvement to promote pedestrian-friendly environments. Data collected informs the planning and prioritization of pedestrian infrastructure projects. The process fosters community engagement, empowers residents to advocate for change, and contributes to creating walkable neighborhoods that enhance mobility, health, and quality of life.
- C.7** ***Assist property owners and residents in encouraging the preservation of historic homes and buildings in the City.*** Preserving historic homes and commercial buildings in the city preserves its rich history and historical significance in the region. Ultimately, homes can be preserved through existing State funding mechanisms and other philanthropic programs. It would greatly benefit Johnstown to create a ‘most endangered’ list highlighting priority properties for future preservation or restoration. As Johnstown grows and new funding streams are identified, programs will be created to preserve critical structures.
- C.8** ***Perform an annual review or assessment of plans, procedures, resources, and training based on emergency response incidents and demands.*** As Johnstown continues its growth, establishing and maintaining an annual review of emergency plans, procedures, resources, and training will help the community identify response time vulnerabilities and strains on resources. Developing these tools will enable the city to adjust its resources to match its growth and ensure it can continue providing resources that meet the evolving needs of Johnstown.
- C.9** ***Participate in regional work to improve, expand, and connect regional park systems.*** Johnstown should prioritize participation in national and regional initiatives, grants, and other funding opportunities to enhance its available greenspaces within the community. By emphasizing the development of green spaces, Johnstown can create more opportunities for park development, which benefits the community by providing recreational areas, promoting environmental sustainability, and enhancing residents’ overall quality of life.

- C.10 *Identify and adopt a model tree ordinance to facilitate tree planting on public and private property.*** Cities can effectively manage and expand their urban tree canopy by following model ordinances like the one provided by Arbor Day Foundation’s Tree City USA program. Such an ordinance should include clear definitions for different types of trees and their applicability, establishing a board that advocates for and oversees tree planting and enforcement, identification of preferred tree species, and spacing requirements per species size.
- C.11 *Ensure new development includes sufficient public open space integration.*** Improving access to the parks and green spaces available in the community will help Johnstown define its community layout and foster connectivity among residents. Creating new park spaces where they did not previously exist can ensure that all community members have access to these vital spaces. Through Johnstown’s growth, new park spaces can provide accessible areas for community members to gather, engage, and enjoy the outdoors together.
- C.12 *Support the work of the City’s Tree Commission.*** The City’s Tree Commission manages and promotes urban forests within the community. The commission provides leadership in selecting, promoting, planting, and caring for trees in public areas, including street rights-of-way, parks, cemeteries, and other city properties, and handling hazardous tree removal.
- C.13 *Support the police department in accomplishing future departmental goals.*** In collaboration with the City Council and the police department, the city should audit current staffing and equipment needs to improve departmental efficiency, retention, and service optimizations. These assessments should also identify ongoing safety needs and gaps in community presence and engagement. Lastly, the city police department should consistently engage with community members to improve public safety and neighborhood relationships.

CHAPTER GOAL

*We're a city ...
invested
in our enabling,
foundational
infrastructure.*



E. Foundations

Johnstown's roads, utilities, electric, and fiber connectivity make up the foundational framework for community expansion, development, and reinvestment. Robust and durable infrastructure planning ensures vibrant and healthy communities. This chapter outlines the current array of public infrastructure, identifies the responsible agencies and regional partners, and proposes key investments to enhance the city's infrastructure network. The two main infrastructure topics covered in this chapter include transportation and utilities; two critical components of sustainable growth and responsible development.

OBJECTIVES *Measurable outcomes in pursuit of achieving the goals and vision for Johnstown*

- Continually evaluate and emphasize safety for walkers, bikers, and drivers in projects
- Pursue projects that improve the flow and efficiency of Johnstown's vehicular network
- Maintain visibility and volume in regional transportation planning and discussions
- Expand mobility options within the community to include active transportation (walking, bicycling, etc.)
- Connect residents and visitors to community assets
- Engage in regional utility partnerships to facilitate municipal-led growth.
- Invest strategically in enabling infrastructure as a catalyst for community improvement

Chapter Overview

Infrastructure refers to the visible and invisible systems that allow a modern city to function, plan, and grow. These systems are complex, expensive, and evolve along with the community through its eras of growth and development. Not all infrastructure is built or controlled by the city of Johnstown. While there are well over a hundred miles of roadways throughout the planning area, most of these streets are maintained by Licking County or the state of Ohio. That means that Johnstown's role in planning for these roadways is about preparation and influence while collaborating with its regional partners to achieve best-in-class, efficient, and safe outcomes.

However, Johnstown is unique when considering another critical piece of infrastructure. As cities began to modernize through the late 1800s and into the early 1900s, water and sewerage systems were key markers of

this transition. Cities - big and small - developed their own municipal systems to serve their growing business districts and neighborhoods. However, in the same way that municipal electricity production would eventually be consolidated and semi-privatized, water systems eventually became too expensive and cumbersome for fast-growing cities to maintain alone. Thus, the two largest providers in the region - the city of Columbus and the Del-Co Water Company - provide the utility to thousands of area residents and businesses. In this sense, Johnstown is unique as it maintains its own water and wastewater/sewage treatment. Given that utility provisions are the primary driver of development, Johnstown is in an important position as it relates to regional growth in Central Ohio. This chapter examines these two essential infrastructure components and offers an action agenda to secure and expand the system through the next generation.

KEY FINDINGS

The following statements reflect the major findings highlighted in this chapter:

Regional traffic currently converges onto downtown.

The intersection of US 62 and OH 37 has over time become a major pinch point for truck traffic heading to and from neighboring jurisdictions and business parks.

Current road capacities cannot sufficiently accommodate future demand. Economic development will increase roadway demands within and surrounding the city. Future traffic demand studies indicate a significant increase in Annual Daily Traffic (AADT) along major thoroughfares like US 62, OH 37, County Line Road, Mink Road, Clover Valley Road, and Duncan Plains Road.

Economic development in the region has increased demand for utility infrastructure. Water, sewage, electricity, and fiber connectivity are foundational components of the region's growth potential. All facets of these utilities will require significant investment and expansion to properly serve new employment centers and residential growth.

Intel and supporting development will require 20-30 million gallons of water per day (MGD) at full build-out. Johnstown's current capacity is 1.5 MGD, with plans for a 3.0 MGD expansion to prepare for future demands.

Projects, funding, and additional studies are underway. Over \$90 million of transportation investments and projects will unfold over the next decade to prepare for growth.

The Johnstown/Alexandria/Granville (JAG) Agreement is the city's first step in establishing a regional, municipal-led water and sewer network. The agreement aims to protect the quality of life and place for residents by ensuring responsible utility expansion. The current network of partners also includes neighboring Townships, school districts, and nonprofit organizations.

Transportation and Mobility

BACKGROUND

Since the announcement of the Intel semi-conductor production facility in neighboring New Albany, the Licking County Transportation Improvement District (TID) conducted significant analysis to assess roadway infrastructure for the surrounding area of Johnstown. Numerous roadway improvement projects are planned in response to increased traffic projections related to economic development near Johnstown. The planned improvements primarily involve reconstructing the existing roadways in and around Johnstown to a standard that can accommodate the anticipated volume and weight of vehicles. This is in response to the expected increase in usage of public infrastructure due to local development. The improvements also include some capacity expansion projects. Analysis on the following pages include existing and projected traffic counts on area roadways and proposed improvements by ODOT or the Licking County TID.

EXISTING COMMUTING PATTERNS

Inflow / outflow data indicate that most Johnstown residents work outside of the city, with average commute times of 27.8 minutes. As a result, large influxes in traffic during morning and afternoon commutes add to the existing issues identified by stakeholders, including congestion in downtown and residential streets being used as “cut-throughs” during peak traffic hours.

As job opportunities increasingly concentrate near Johnstown, residents expressed the importance of expanding non-motorized transportation options within the community to reach nearby employment centers. Enhancements to infrastructure for non-motorized transportation could reduce the number of solo commuters. This could ultimately ease traffic congestion during rush hours.

FIGURE 32

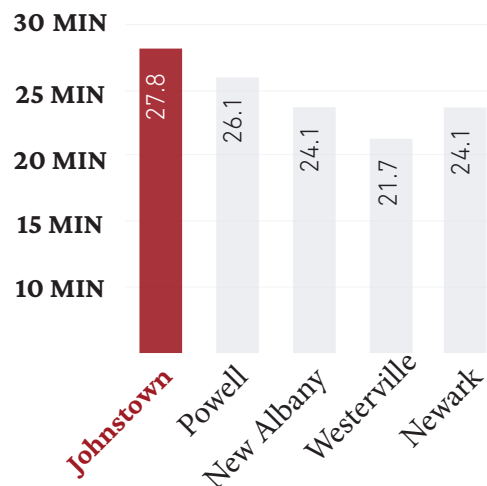
Employment Inflow/Outflow, 2021



Source: U.S. Census Bureau, Center for Economic Studies, LEHD

FIGURE 33

Average Commuting Times



Source: U.S. Census Bureau, American Community Survey

FIGURE 34

Commuter Breakdown

Drove Alone	81%
Worked from Home	12%
Carpooled	6%

Source: U.S. Census Bureau, American Community Survey

EXISTING TRAFFIC CONDITIONS

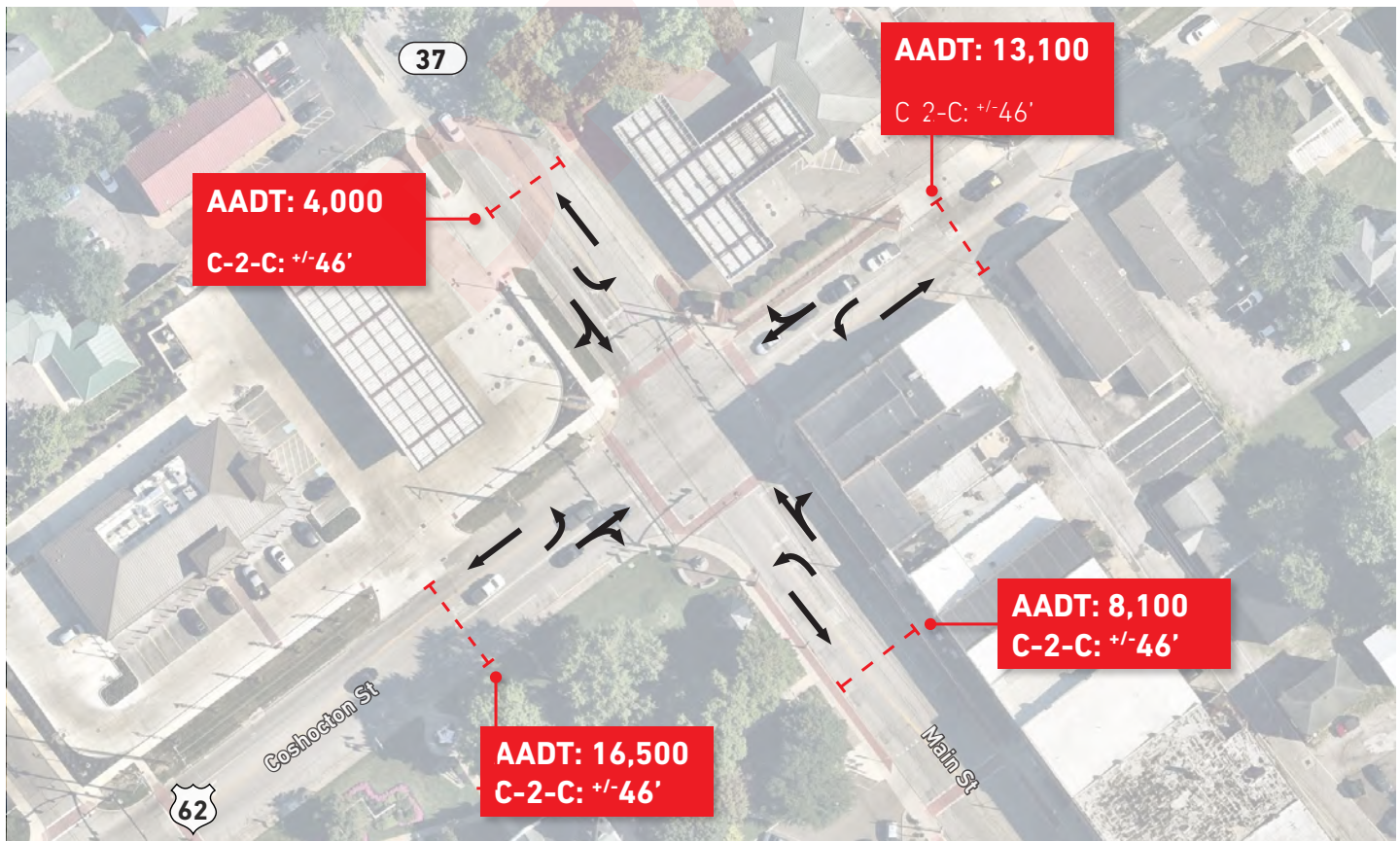
Historically, Johnstown, a community shaped by agriculture, has been insulated from traffic issues common in central Ohio. However, with Intel’s development and expected secondary industries, the town is bracing for increased traffic and changing commute patterns. Key issues with the current mobility network include sight-lines for driveways, downtown traffic, and intersection geometries, particularly at the U.S. 62 and State Route 37 junction in downtown Johnstown. This intersection, according to the LCTID’s Intel Area 10-Minute Travel Time study, handles over 20,000 vehicles daily, with limited right-of-way and curb-to-curb widths. Most of this traffic (16,500 vehicles) uses U.S. 62, with about 13,000 vehicles heading northeast from Johnstown. The study predicts roadway expansions by 2050 to manage projected traffic volumes.

DOWNTOWN TRAFFIC VOLUMES

Johnstown experiences daily traffic congestion within downtown. The intersection of Coshocton Street (U.S. 62) and Main Street (SR. 37) carries more than 20,000 vehicles each day. Back-ups are experienced during morning and afternoon peak-hours, aligning with typical commuting patterns. Existing right-of-way limits possibilities to expand the intersection to increase throughput, and the desire to maintain character of downtown must be considered when programming improvements.

FIGURE 35

Coshocton Street & Main Street Intersection Annual Average Daily Traffic Counts



Source: MKSK, EMH&T

SIGHT-LINES FOR AUTOMOBILES

There are multiple roadways within the planning area, primarily in the eastern portion, that have limited visibility to intersections and driveways caused by the rolling topography. These limited sight distances create potential hazards as vehicles are turning into and out of driveways to homes and businesses. As volumes increase with new development, corrections to sight-lines should be implemented to increase safety.

INTERSECTION GEOMETRIES



Within the study area, there are numerous examples of intersections that are not at perpendicular angles, which are desirable for safe vehicular movements. While not currently problematic, future analysis and improvements will likely be necessary to address future mobility concerns and ensure efficient vehicular movement throughout Johnstown.





TRAFFIC ANALYSIS

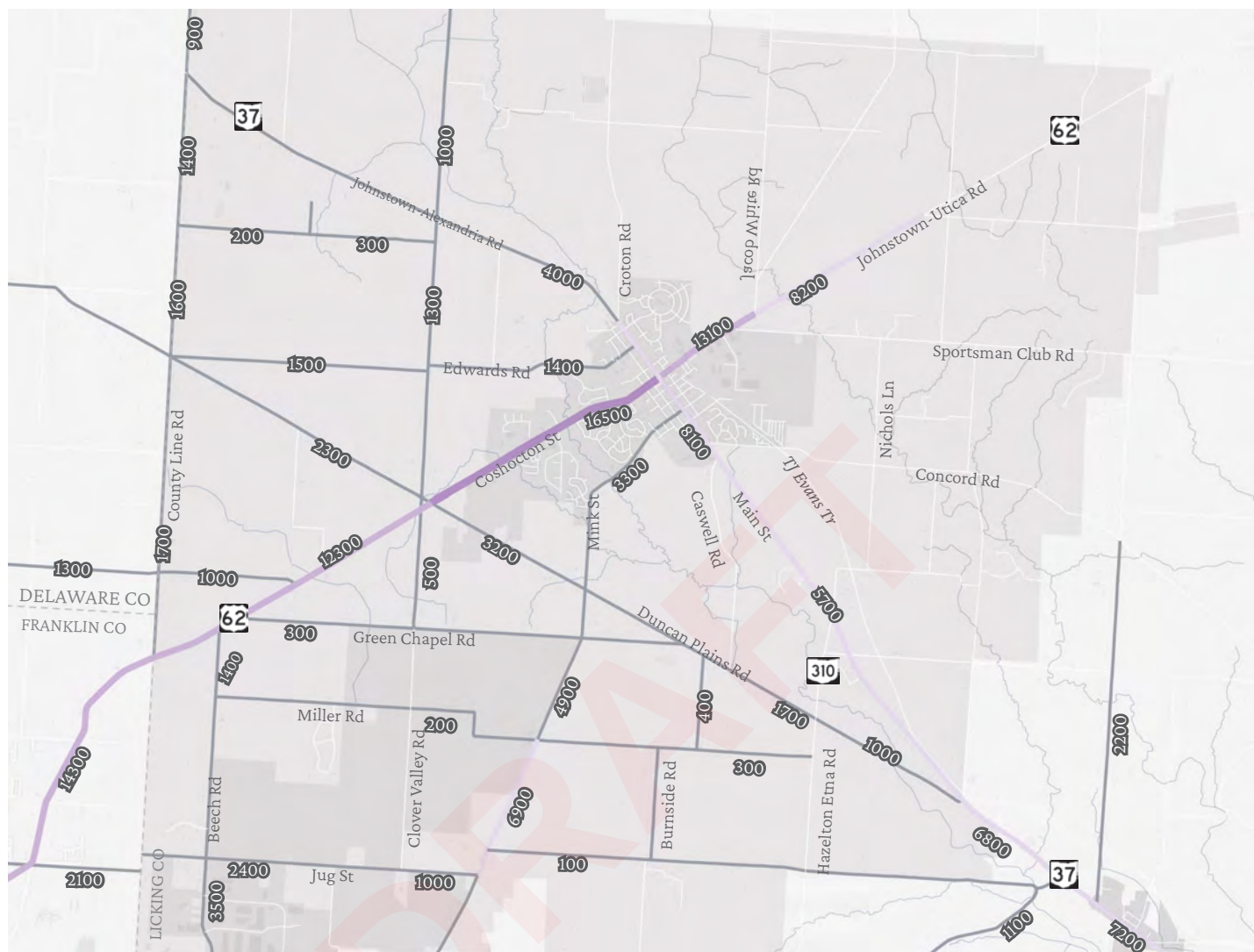
Since the announcement of the Intel semi-conductor production facility, ODOT, the Licking County Transportation Improvement District (LCTID), and neighboring municipalities have expended significant resources studying and programming improvements to prepare the existing roadway network for the increased volume and weight of vehicles traveling to and from the area around the Intel development. At the time of creation of this plan, the State of Ohio and local sources has earmarked approximately \$90 million in funding for improvements to the transportation network in the area around Johnstown.

Based on data captured in 2021, the overwhelming majority of commuters utilize automobiles to travel to and from their place of employment. As additional jobs are added within the community, these numbers are likely to shift as commuting by walking or biking becomes more feasible as distances to jobs are reduced. This chapter contains analysis related to existing and projected conditions and currently programmed improvements. Character and functional classifications are prescribed for the roadways in and around the community that respond to both the intended function and experience the mobility corridor is intended to serve and provide as residents and visitors explore the community. Lastly, a series of recommendations are included to assist the community in meeting their goals.

The map series on the following pages illustrate existing traffic volumes (on roadways where data is collected), projected traffic volumes in 2050, and currently programmed improvements on roadways in and around Johnstown. Data related to non-motorized transportation for Johnstown is minimal. This is primarily due to the car-centric infrastructure within the community. However, there is clear community desire to increase mobility options within Johnstown. The TJ Evans Trail was identified as a key community amenity during the community listening sessions and stakeholder feedback.

FIGURE 36

Existing Daily Traffic Volumes



Source: Licking County Transportation Improvement District (LCTID)

LEGEND

- > 30,000
- 20,000 - 30,000
- 15,000 - 20,000
- 10,000 - 15,000
- 5,000 - 10,000
- < 5,000

EXISTING DAILY TRAFFIC VOLUMES (2023)

The LCTID divided the travel analysis into deliberate groups - primarily 10, 20, and 40 minute travel times - to focus analysis at set scales. Johnstown staff and the Planning Team routinely attended the 10-minute group which covers Johnstown and the area south of State Route 37 within Monroe Township.

Based on existing traffic volume analysis, roadways within the Johnstown Planning Area currently carry between 200 and 14,300 vehicles per day. The primary mobility corridors today are U.S. 62 (Johnstown-Utica Road) and SR. 37 (Johnstown-Alexandria Road). These roads are utilized by up to 16,500 and 8,100 vehicles daily, respectively. Other corridors of note within the planning area are Mink Street, and Green Chapel Road, and Duncan Plains Road.

FIGURE 37

Projected Daily Traffic Volumes, 2025



Source: Licking County Transportation Improvement District (LCTID)

LEGEND

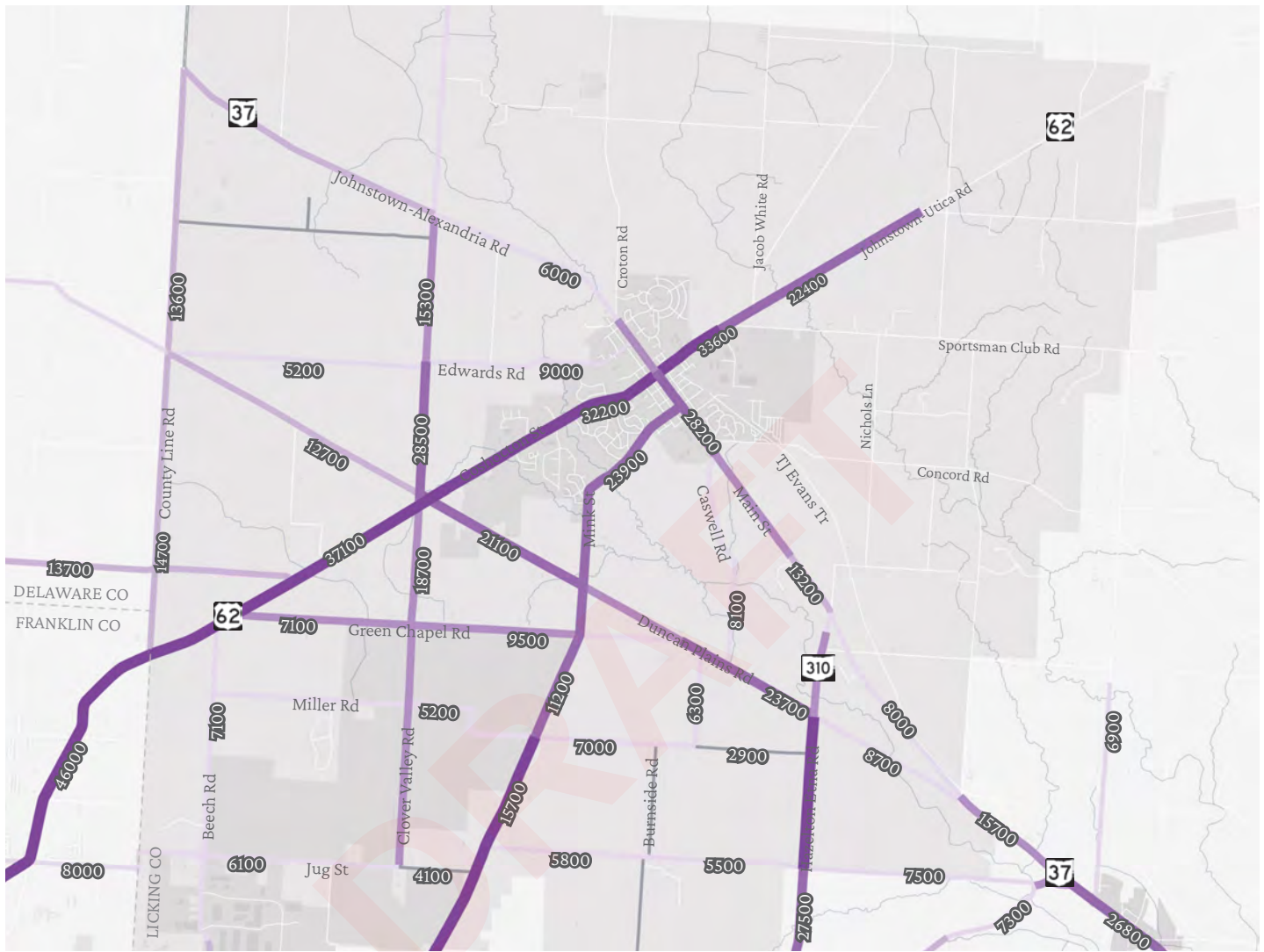
> 30,000	
20,000 - 30,000	
15,000 - 20,000	
10,000 - 15,000	
5,000 - 10,000	
< 5,000	

PROJECTED DAILY TRAFFIC VOLUMES, 2025

Part of the traffic analysis completed by the LCTID included projected volumes for 2025, which, at the time of the study's completion, reflected the “opening year” for the Intel facility's operations. The map above illustrates the projected traffic volumes within the planning area. The primary corridors are the same, but some additional secondary corridors arise from the projections. In addition to Mink Street, Green Chapel Road, and Duncan Plains Road. Additional secondary corridors include Miller Road and Clover Valley Road. Traffic during this time period will likely be a mix of typical commuters and construction traffic as the Intel production facility commences operations and support industry facilities continue construction around Johnstown.

FIGURE 38

Projected Daily Traffic Volumes, 2050



Source: Licking County Transportation Improvement District (LCTID)

LEGEND

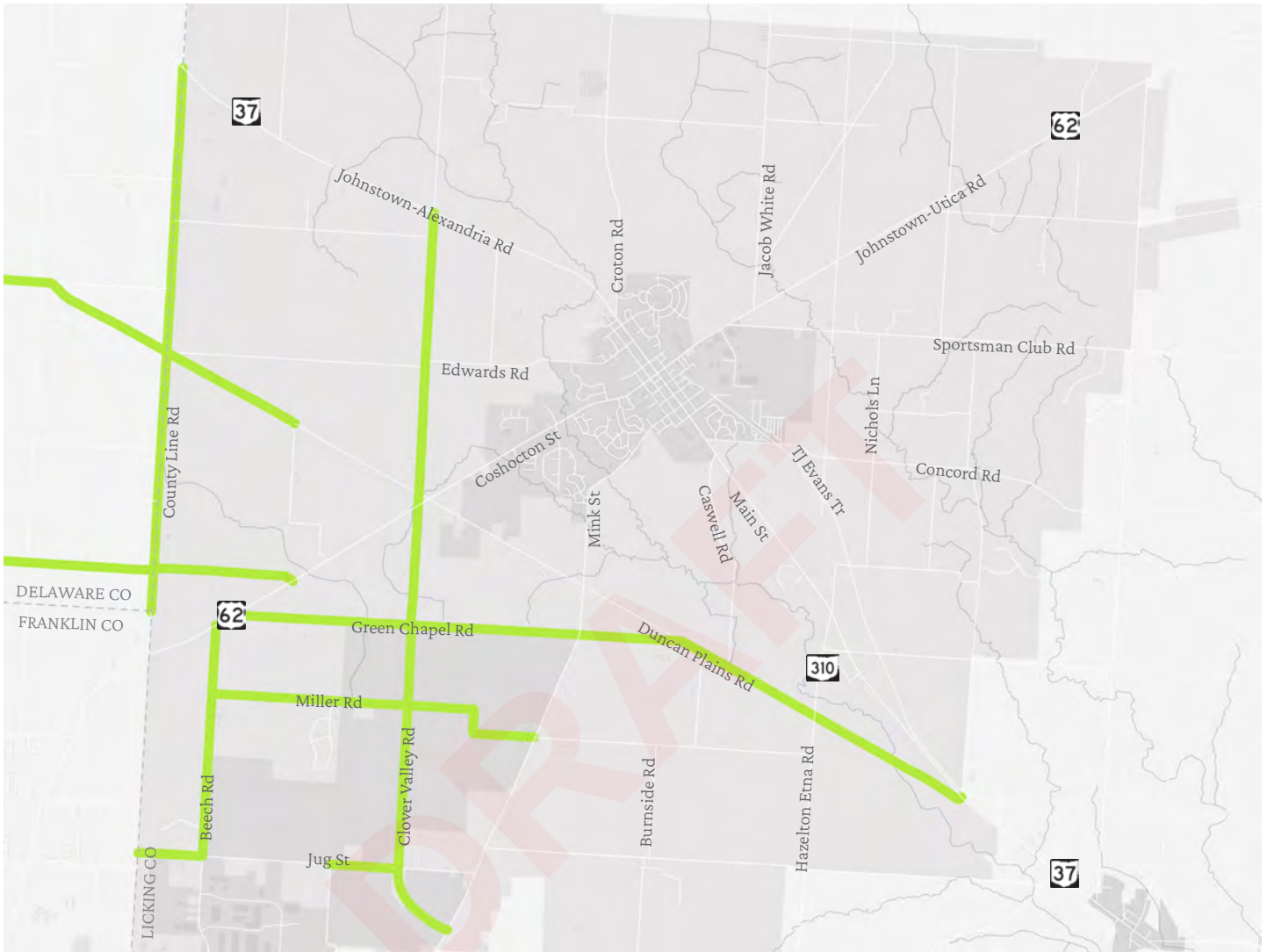
> 30,000	
20,000 - 30,000	
15,000 - 20,000	
10,000 - 15,000	
5,000 - 10,000	
< 5,000	

PROJECTED DAILY TRAFFIC VOLUMES, 2050

The LCTID 10-Minute Travel Time Study projects increased volume on all roadways at 2050 (the projected full build-out of the area). This is common in areas experiencing significant increases in development, as is the current situation in Johnstown. By 2050, four roadways within the planning area are projected to exceed daily traffic volumes in excess of 20,000 vehicles. U.S. 62 is projected to carry almost 38,000 vehicles per day between Duncan Plains Road and Clark Drive. This is approximately double the daily traffic currently utilizing this roadway. The map above illustrates the projected traffic volumes for roadways within the study area.

FIGURE 39

Proposed Roadway Improvements, 2025



Source: Licking County Transportation Improvement District (LCTID)

LEGEND

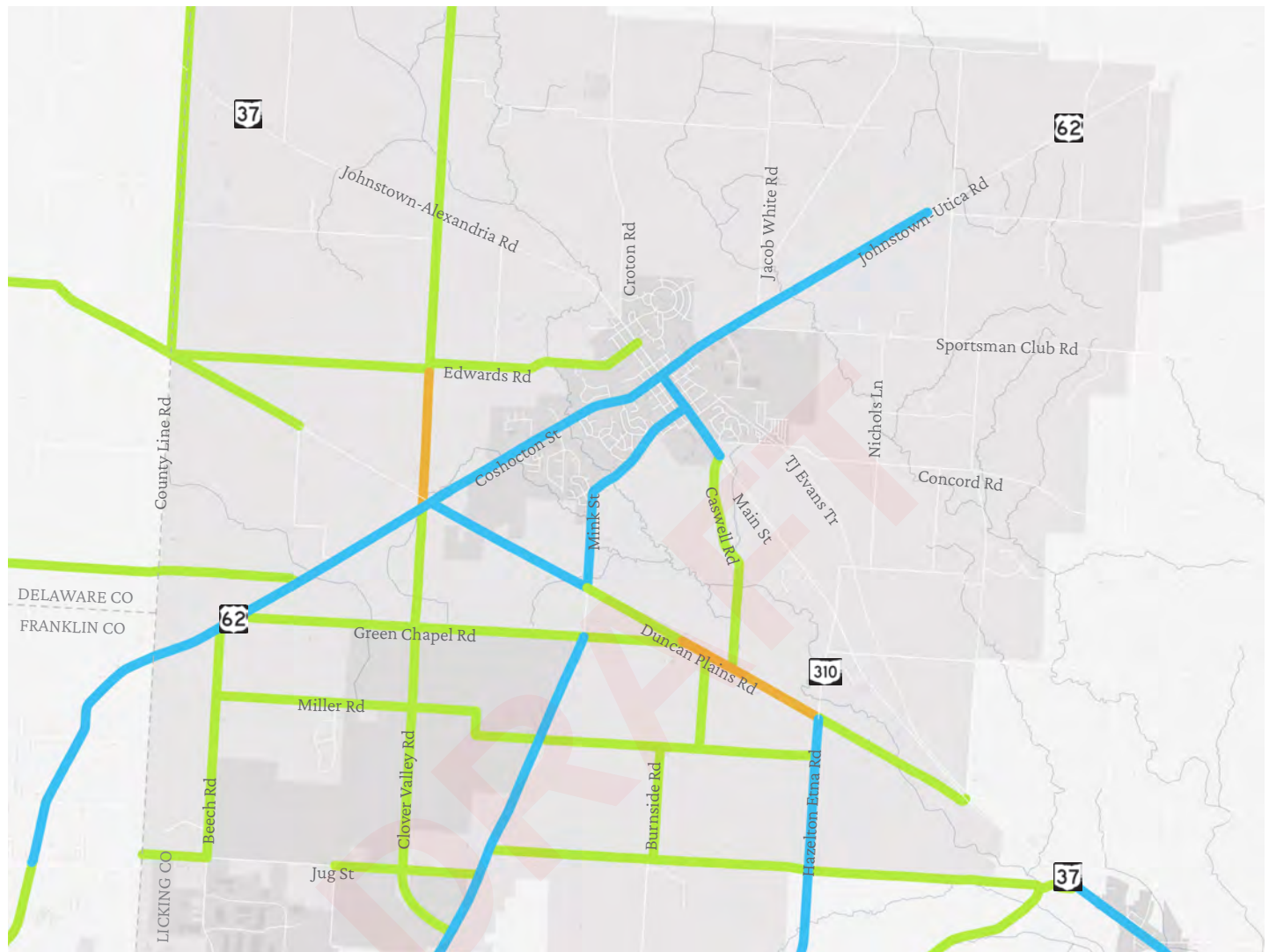
- Road Reconstruction
- Lane Addition(s)
- Road Reconstruction & Thru Lane Addition(s)

PROPOSED ROADWAY IMPROVEMENTS, 2025

To accommodate the increased volume and weight of traffic multiple roadway needs have been identified by the LCTID as part of the 10-Minute Travel Time Study. As illustrated in the map above, there are no improvements improved within Johnstown, but several improvements have been identified for roadways within the planning area. There are no lane additions proposed for 2025, but multiple roads have been identified as needing a full-depth reconstruction. While not widening to increase traffic lanes, this reconstruction will ensure that roadways can withstand the size and weights of vehicles expected to service employers in the area.

FIGURE 40

Proposed Roadway Improvements, 2050



Source: Licking County Transportation Improvement District (LCTID)

LEGEND

Road Reconstruction	—
Lane Addition(s)	—
Road Reconstruction & Thru Lane Addition(s)	—

PROPOSED ROADWAY IMPROVEMENTS, 2050

The anticipated roadway needs within the planning area respond to the projected traffic volumes for 2050. Within the planning area, three roadways are identified for lane additions: U.S. 62, SR. 37 (Main Street), Mink Street, and Duncan Plains Road. The projected widening of roadways align with the projected increase in volume of traffic. Many of the other roadways within the planning area are identified for reconstruction. Additionally, the TID has programmed \$1 million to fund intersection improvements in downtown Johnstown at the intersection of Coshocton Street (U.S. 62) and Main Street (SR. 37) and to study alternative routes to alleviate traffic congestion in downtown. This funding is programmed for completion in 2026.

POTENTIAL DOWNTOWN BY-PASS CORRIDORS

U.S. 62 and SR. 37 intersect in downtown Johnstown. These routes are utilized by many commercial vehicles. The narrow right-of-way, character, and narrow turning radii of the intersection in downtown Johnstown are not conducive to increase commercial traffic volumes or additional travel lanes. To prepare for projected increases in traffic volumes, alternative routes for U.S. 62 and SR. 37 were explored as part of preparation of this mobility chapter. Establishing alternative routes for commercial vehicles and commuters is a priority of the community in order to maintain the character of downtown while accommodating employers seeking to locate within and around Johnstown. Currently programmed funding to address these corridors include a \$1 million study, estimated to be completed in 2026.



Potential SR 37 Route

Currently, SR 37 traverses Johnstown connecting Delaware to SR 161. The alternative route illustrated to the right would re-route commercial vehicles through a combination of County Line Road, Duncan Plains Road, and Mink Street. This alternative route maintains connection to SR 161 via Mink Street. Convenient connection to the New Albany International Business Park is maintained, while reducing traffic congestion in downtown. Additionally, this alternative route will be less congested by intersections, curb-cuts, and driveways than the current roadway alignment through downtown Johnstown.

Potential US 62 Route

Crossing 10 states and connecting Mexico and Canada, U.S. 62 is a major thoroughfare through Johnstown. Locally connecting Columbus via New Albany the roadway is a primary thoroughfare that will grow in importance over time. To connect traffic coming from the north to SR 161 and beyond, utilizing the existing State Route 310 corridor, with additional connections, will reduce traffic within Johnstown while maintaining connectivity within the region. This potential corridor utilizes existing alignments of Hazelton Etna Road and Nichols Lane while incorporating future right-of-way to connect to U.S. 62.

Potential Northern Connector

For a complete commercial vehicle alternative corridor, a northern route connecting SR. 37 and U.S. 62 must be considered. The illustrated route to the right is conceptual in nature and should be studied to determine the appropriate route. This circuit of alternative commercial vehicle routes will allow Johnstown to best accommodate commercial vehicle while maintaining character within downtown and optimizing travel times for residents, commuters, and commercial vehicles.

FIGURE 41

Conceptual Bypass Routes

Source: MKSK

LEGEND

Potential SR 37 Route	
Potential US 62 Route	
Potential US 62 Connector	
Potential Northern Connector	

CONCEPTUAL BYPASS ROUTES

The map displayed above shows the potential directions in which heavy-truck traffic can be rerouted to areas located southwest of the city. This is aimed at reducing the through-traffic within downtown. It should be noted that the potential bypass directions depicted on the map may be subject to change as more studies of vehicular traffic are conducted. However, the illustrated vectors will be used as a guide for long-term transportation planning over the next 15-20 years. It is important to clarify that the "Potential US 62 Connector" and "Northern Connector" are not associated with any currently planned roadway construction projects under consideration by the city, Licking County TID, or ODOT.

THOROUGHFARES PLAN

The Thoroughfares Plan is a guide to foster the creation of a complete mobility network. This plan categorizes existing and planned corridors by functional classification and character classification. Functional classifications are used by city officials to secure federal, state, and local funding for roadway improvement projects and the construction of new roadways.

Character classifications, explained in more detail on the following pages, relates to the specification of desired aesthetics of mobility corridors, creating a character that is distinctly Johnstown. When improving or constructing new roadways, this plan serves as a guide for intended design, anticipated traffic capacity, and character of mobility corridors. This plan shall be consulted when new development is reviewed to determine any necessary right-of-way dedications or other transportation needs.

FUNCTIONAL CLASSIFICATION

Functional classification involves the grouping of roads and highways in a hierarchy based on the level of transportation service they are intended to provide. Functional classification defines the role that a particular roadway plays in the flow of traffic in a whole network. This classification is especially important when applying for public funding for roadway projects. The functional classifications are based on Johnstown's codified ordinance, Chapter 1111 - Design Standards. Further descriptions of each Functional Classification are below.

Primary Roads

Primary roads are the highest classification of arterials and are designed with the highest levels of mobility and long-distance travel in mind, linking major urban areas. Access is limited and typically provided at interchanges, in order to minimize disruption to through travel.

Secondary Roads

Secondary roads serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Direct access to adjacent land uses can be served directly but are typically spaced at significant distances to reduce disruption to through travel. Minor arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher level roadways.

Collector Roads

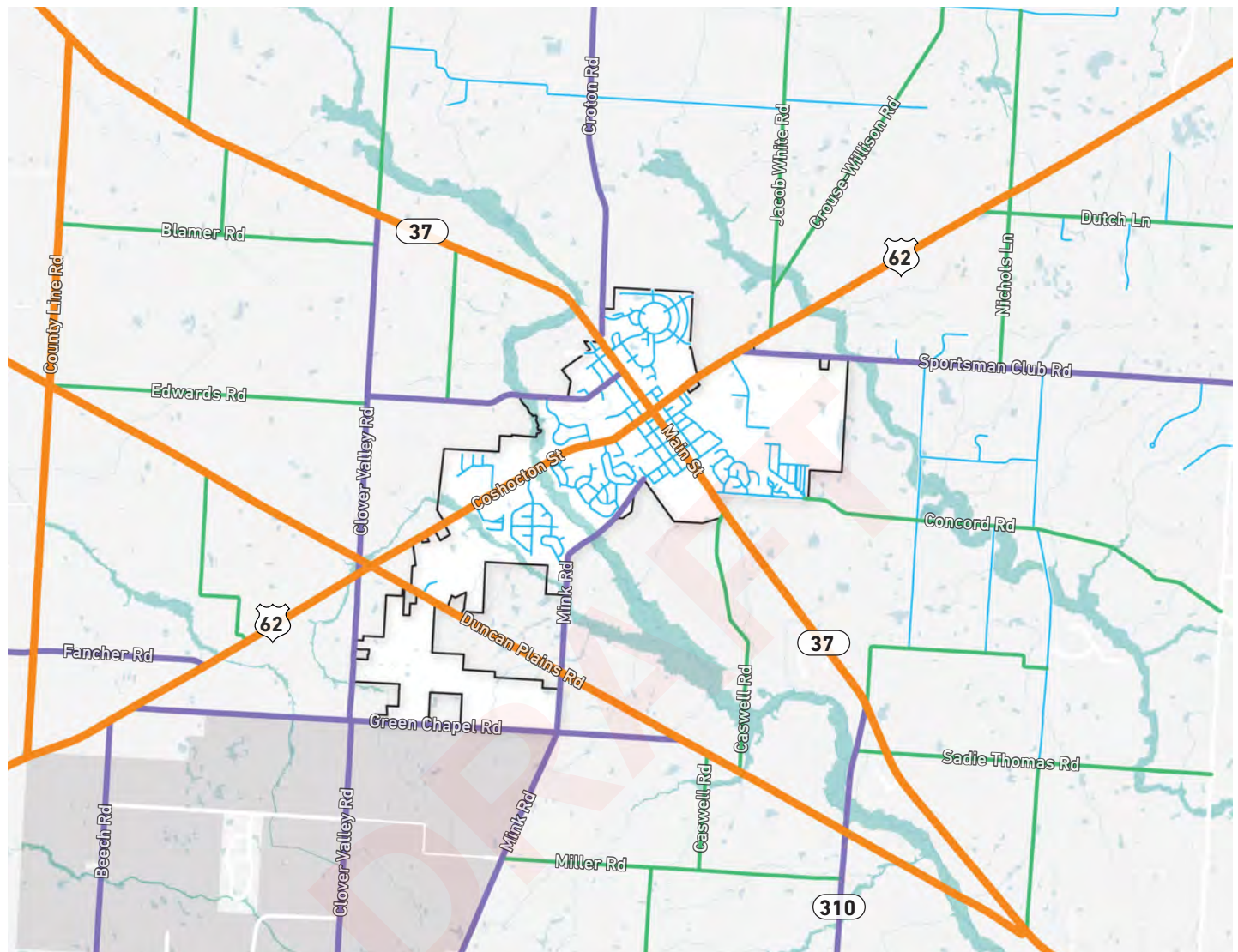
Collector roads gather and channel traffic from local roads to the arterial roadway network. Minor collectors serve a purpose similar to major collectors, but generally have lower volumes, shorter lengths, fewer lanes, lower speed limits, and provide more access locations.

Minor Roads

Minor roads represent the largest percentage of all roadways in terms of mileage. They are typically designed for lower speeds and to discourage through traffic, and typically are the primary access to local developments.

FIGURE 43

Functional Classification Map



Source: MKSK

FUNCTIONAL CLASSIFICATION MAP

LEGEND

Primary Road	
Secondary Road	
Collector Road	
Minor Road	

The map above depicts the expected functional classifications for all existing and planned roadways in and around the city. Future functional classifications are based on expected traffic volumes and anticipated roadway improvements that will alter existing commuting patterns and service capacity. Identifying the functional classifications for roadways allow for clearer administration and implementation within future amendments to city ordinances, while also setting the groundwork for each respective character classification that apply to each roadway.



Character Classification

To better define the user experience, this plan includes detailed character classifications, in addition to function classifications, to envelop the character of Johnstown through the city’s mobility corridors. Character classifications define the ways in which mobility corridors in the planning area will contribute to Johnstown’s identity and further define the character of the community. While functional classification focuses on the safe movement of traffic, character classification describes the design elements that define the experience of moving along the corridor. This classification examines elements that are within the public right-of-way, such as bike facilities; parking; street edge conditions; and amenity zones (areas for streetscape elements, such as street lighting, furnishings, and street trees). Some elements of this classification system can extend beyond the right-of-way, like development setbacks, utilities, and access management.

Mobility corridors in the strategic plan study area have been assigned to the five character classes illustrated to the right.

Employment Center



Lifestyle corridor



Village Center



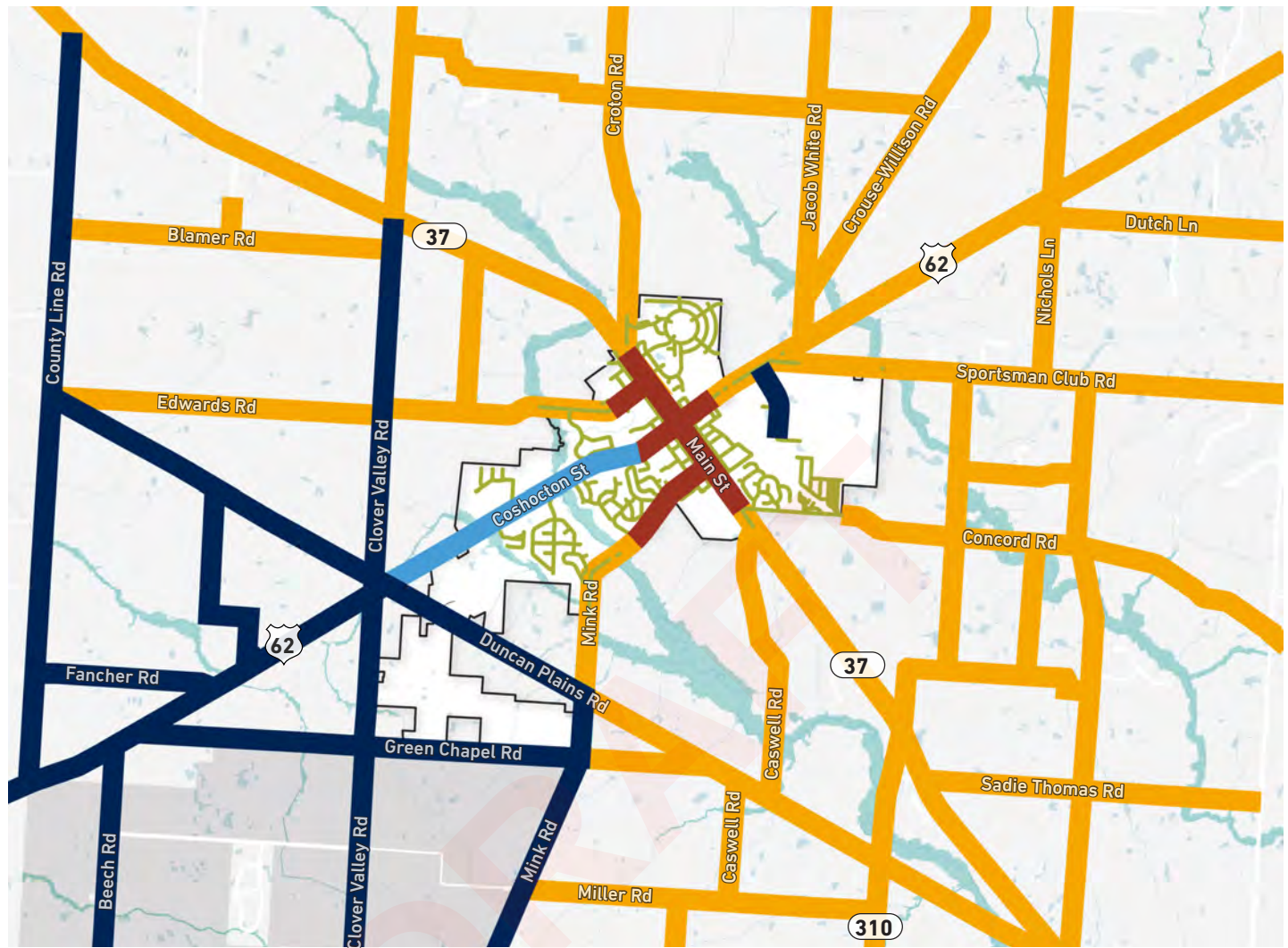
Neighborhood



Rural



FIGURE 44

Character Classification Map

Source: MKSK

LEGEND

Employment Center*

Lifestyle Corridor

Village Center

Neighborhood

Rural

*Certain New Albany roads have been designated as Employment Center to reflect existing conditions and to ensure alignment throughout entire roadway segments.

EXTRATERRITORIAL PLANNING

Similar to aligning future land uses beyond city boundaries with the community's preferred characteristics and types, it is equally important to plan for comprehensive street designs that can accommodate these future land uses. When city administrators and leaders adopt a Thoroughfares Plan for roads extending beyond city limits, it helps to define the desired characteristics, capacities, and widths of these roads for future development opportunities. Many roads outside of Johnstown have traditionally catered to rural land uses and their associated traffic volumes. This planning is particularly vital for major and minor collector roads such as Mink, Green Chapel, and Duncan Plains. These three roads are expected to experience a significant increase in daily traffic due to the upcoming development spurred by Intel over the next decade.

CHARACTER CLASSIFICATION DIMENSIONS

The overall design of a roadway is largely influenced by its functional classification. Within this plan, the character classification is a complementary designation established to further note the design based on the context of desired development on surrounding properties.

For example, primary roads are recommended to have either an Employment Center or Lifestyle Corridor character classification. Note that the recommended right-of-way (ROW) dedication for primary roads differ depending on the number of lanes, inclusion of a median, sidewalks, and / or curbing (see figure on the following page).

Recommended Right-of-Way Dedication

The recommended right-of-way dedication aims to reserve the land needed to accommodate current traffic volumes, future changes to user needs, and to achieve complete street design throughout the city. These right-of-way widths align with engineering best practices and ODOT standards. The recommended dimensions account for, where applicable, sufficient spacing for medians, sidewalks, bike lanes, shared-use paths, and vehicular travel lanes.

Curbs and Sidewalks

The roadways in and around Johnstown are a mix of urbanized and rural typologies. Some of the roadways within the city include curbs and sidewalks, and that condition changes along most roadway sections. The character and functional typologies included in this plan related to roadways offer responses to potential edge conditions for these roadway sections. It is understood that not every roadway within Johnstown will be outfitted with curbs and sidewalks, but these facilities should be considered as development occurs and roadway improvements are programmed.

Number of Lanes

The number of lanes within a roadway generally respond to the existing and projected vehicular volumes. A basic rural roadway is often two lanes, whereas a street connecting Johnstown to a neighboring municipality may be five lanes. The general preference is to divide roadways with 4 or more lanes with a median, but this approach of separating vehicular traffic lanes can be used on smaller roadways depending on the surrounding context. The number of lanes can vary along a roadway segment, especially on roadways that provide connections to neighboring municipalities or the larger central Ohio region.

Bike Lanes and Shared Use Paths (SUP)

Right-of-way dedicated to bike lanes and shared-use paths aim to incrementally provide infrastructure for alternative modes of transportation and mobility. This plan recommends both bike lanes and shared use paths for most roadways. This is an important step in linking existing off-road trail systems together throughout the region, and providing local connections that are safe and accessible.

FIGURE 45

Character Classification Dimensions: Summary Table

Character Classification	Rec. ROW Dedication	Curbed / Uncurbed	No. of Lanes	Width of Lanes	Median	5' Sidewalk	5' Bike Lane	8' SUP
Functional Classification: Primary								
Employment Center	110'	Curbed	5	11'	Y	N	Y	Y
Employment Center	120'	Uncurbed	5	11'	N	N	Y	Y
Lifestyle Corridor	80'	Curbed	3	11'	Y	Y	Y	Y
Functional Classification: Secondary								
Employment Center	100'	Curbed	3	11'	Y	N	Y	Y
Lifestyle Corridor	80'	Curbed	3	11'	Y	N	Y	Y
Rural	100'	Uncurbed	3	11'	Y	N	Y	N
Functional Classification: Collector								
Lifestyle Corridor	60'	Curbed	2	12'	N	Y	N	Y
Village Center	60'	Curbed	2	12'	N	Y	N	Y
Functional Classification: Minor								
Neighborhood	60'	Curbed	2	12'	N	Y	N	Y

Source: MKSK, EMH&T



Employment Center

Johnstown’s currently has two employment centers within the city. With the anticipated growth of both employment centers, especially the Johnstown Enterprise Center and employment-based land uses, new roadways with this character classification are anticipated to be constructed in the near term.

Employment Center roadways typically have employment-based uses on both sides of the street and carry employee, truck, and delivery traffic. These three- to five-lane roads vary in curbing, but should have shared-use paths and bike paths on both sides of the road. Most of the landscape is turf grass and trees, with natural tree stands preserved where practical. Parking is not fully screened from view but includes plantings. Setbacks along these roads beyond the right-of-way are typically a minimum of 50 feet.

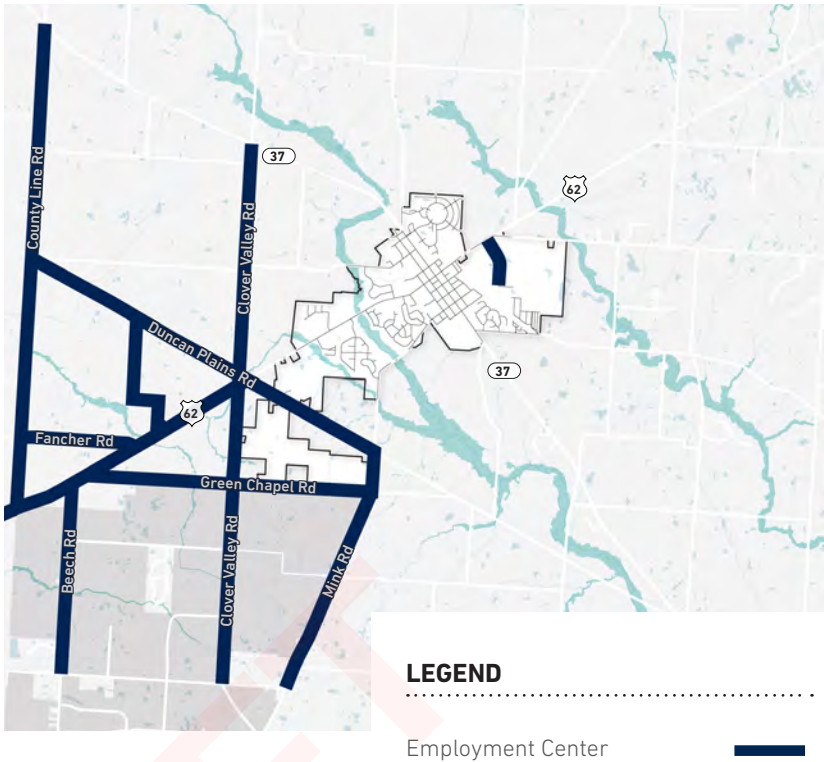


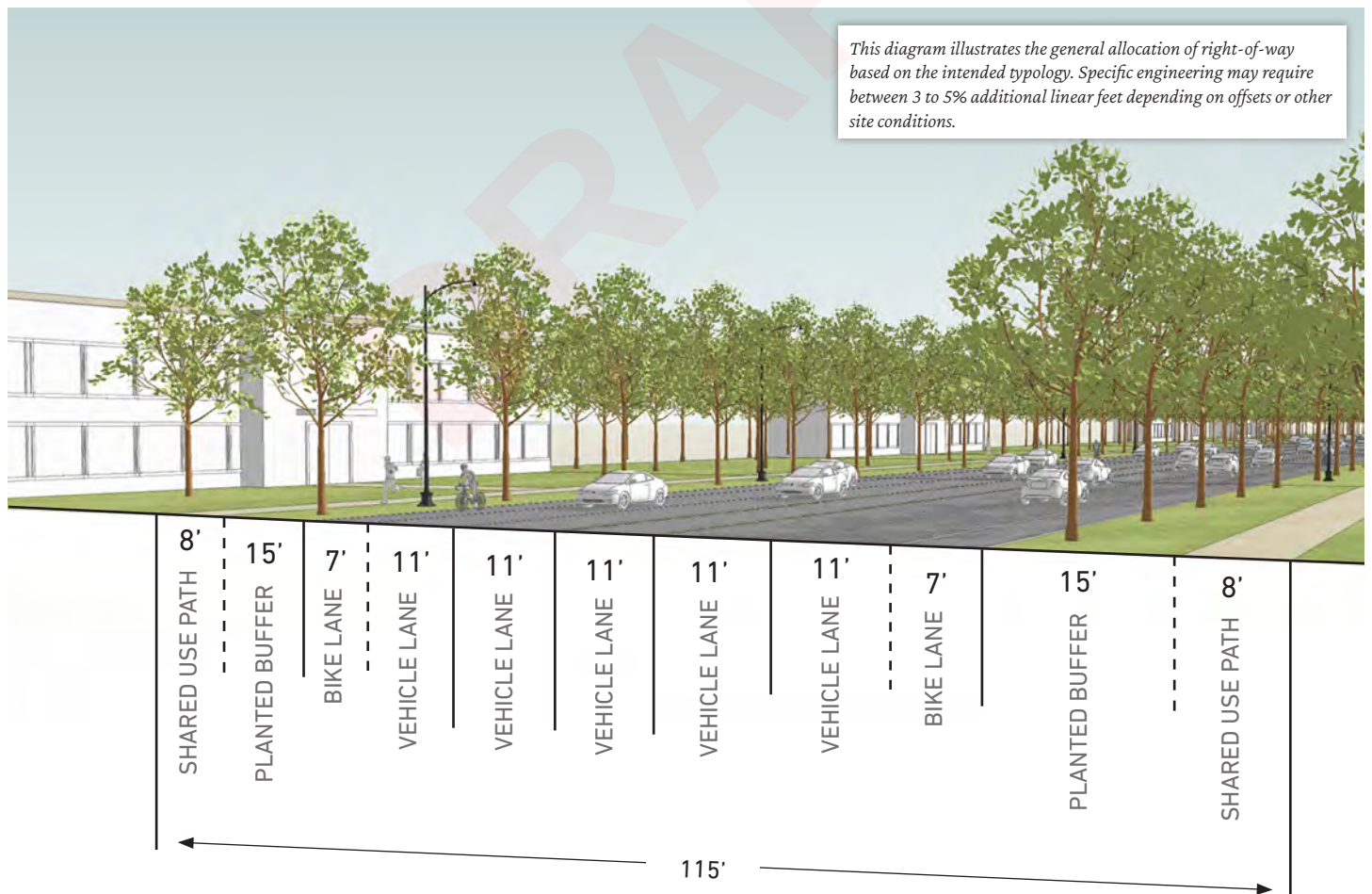
FIGURE 46
Employment Center Roadway Characteristics

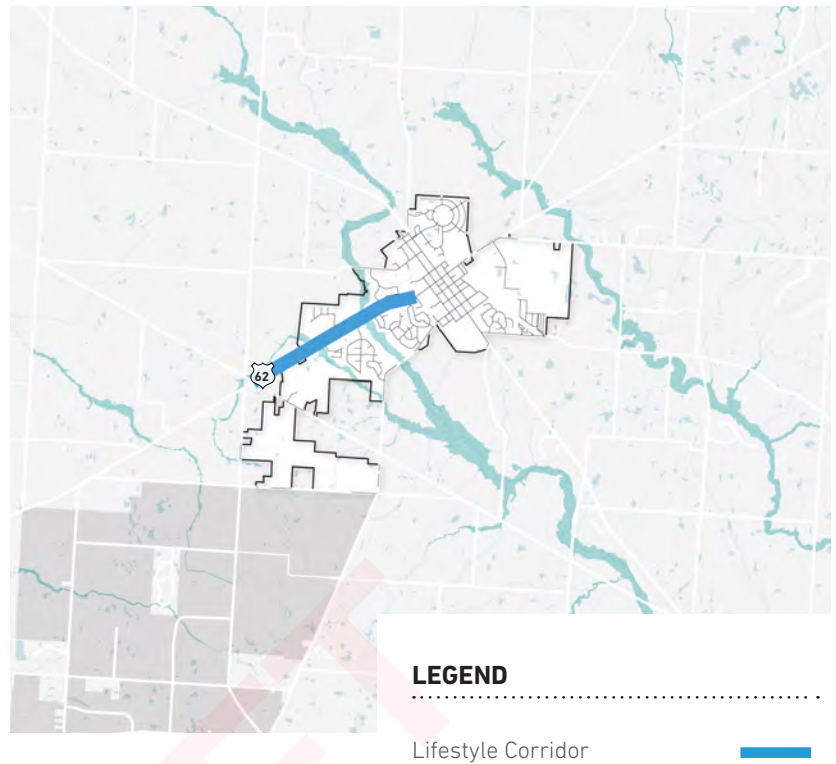
Net Right-of-Way Dedication			
	Primary Road - Curbed	Primary Road - Uncurbed	Secondary Road
Offset	2'	2'	2'
Walking/Shared-use Path	16'	16'	16'
Open Space	24'	30'	20'
Curb	3'	Uncurbed	3'
Bike Lane	10'	14'	10'
Drive Lane Width	11'	11'	11'
Number of Lanes	5	5	3
Total Right-of-Way	110'	117'	84'



FIGURE 47

Employment Center Roadway Character Illustration





Lifestyle Corridor

Lifestyle Corridors include streets located in commercial retail nodes outside of the Village Center with many auto-centric commercial uses. In many ways, these corridors seek to accommodate changes in the market for brick-and-mortar retailers and accommodate future redevelopment that includes a mix of residential and retail uses. These mobility corridors will have reduced setbacks, parking lots that are more visible from the street, monument signage, leisure trails rather than sidewalks, no on-street parking, private driveways, and right turn lanes with curb cuts.

FIGURE 49

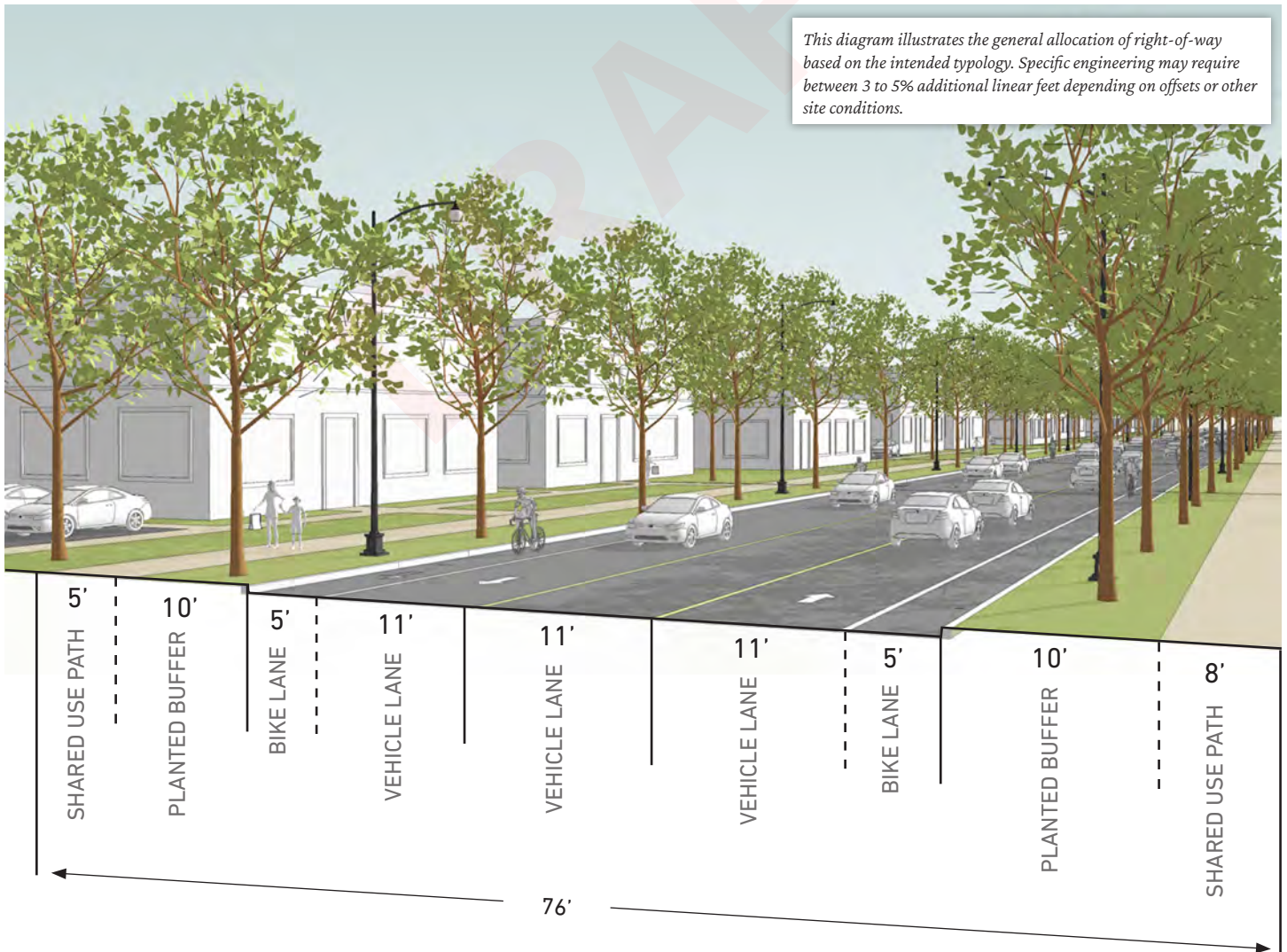
Lifestyle Corridor Roadway Characteristics

Net Right-of-Way Dedication			
	Primary Road - Curbed	Secondary Road - Curbed	Collector Road - Curbed
Offset	2'	2'	2'
Walking/Shared-use Path	16'	16'	10'
Open Space	20'	20'	16'
Curb	3'	3'	3'
Bike Lane	10'	10'	None
Drive Lane Width	11'	11'	12'
Number of Lanes	3	3	2
Total Right-of-Way	76'	76'	58'



FIGURE 50

Lifestyle Corridor Roadway Character Illustration





Village Center

The Village Center mobility corridors are intended to preserve and enhance the character within the historic core of Johnstown. The public realm plays a major role in overall character of the community - and a top priority of the community is to preserve the “small-town feel” of the community. These corridors prioritize walkability, with large sidewalks rather than leisure trails. The development pattern of the Village Center with buildings adjacent to the sidewalk promotes a more quaint, pleasant experience for residents and visitors of downtown.

These mobility corridors include curbs, on-street parking, curb extensions in some places, street trees, pedestrian lighting, buried utilities, mid-block crosswalks where necessary, brick crosswalks, and tree lawns where appropriate.

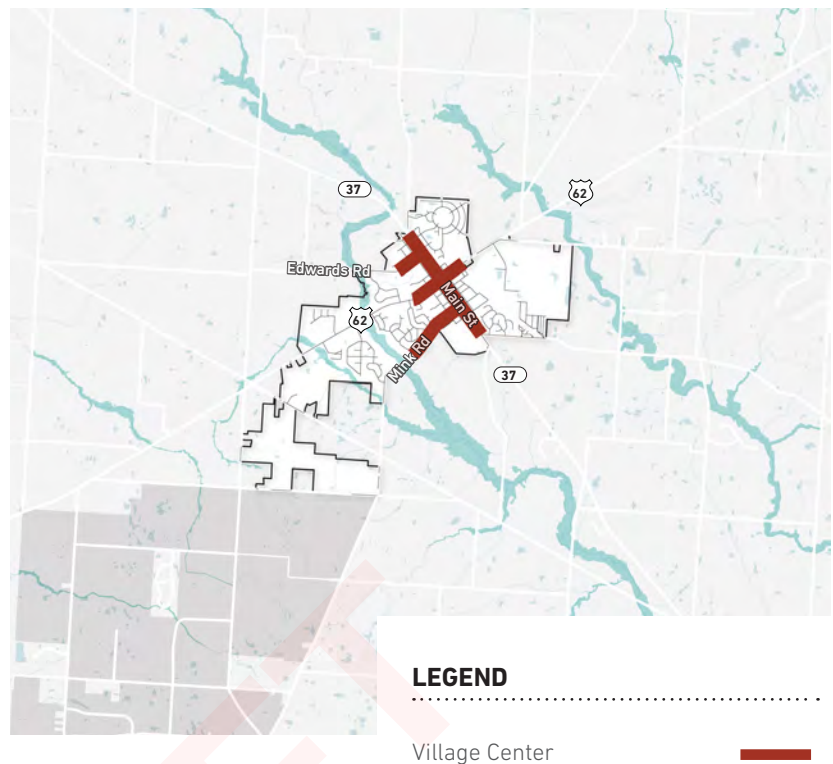


FIGURE 51
Lifestyle Corridor Roadway Characteristics

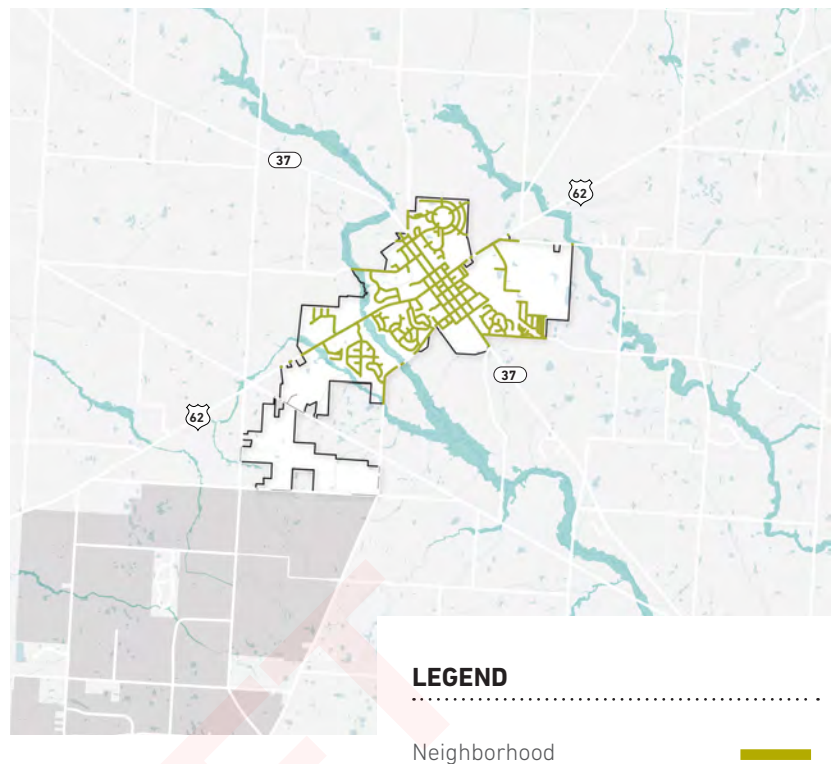
Net Right-of-Way Dedication	
	Collector Road - Curbed
Offset	2'
Walking/Shared-use Path	10'
Open Space	16'
Curb	3'
Bike Lane	None
Drive Lane Width	12'
Number of Lanes	2
Total Right-of-Way	55'



FIGURE 52

Village Center Roadway Character Illustration





Neighborhood

Neighborhood mobility corridors are two-lane roads within residential subdivisions with curbs, tree lawns, formal street trees, and curb cuts for driveways. The preference is for these corridors to have sidewalks on both sides of the street. An acceptable alternative is a leisure trail placed on one side of the roadway if it is not practically feasible to install sidewalks on both sides of the corridor. Bikes are accommodated on-street via sharrows.

FIGURE 53

Neighborhood Roadway Characteristics

Net Right-of-Way Dedication	
	Collector Road - Curbed
Offset	2'
Walking/Shared-use Path	10'
Open Space	16'
Curb	3'
Bike Lane	None
Drive Lane Width	12'
Number of Lanes	2
Total Right-of-Way	55'

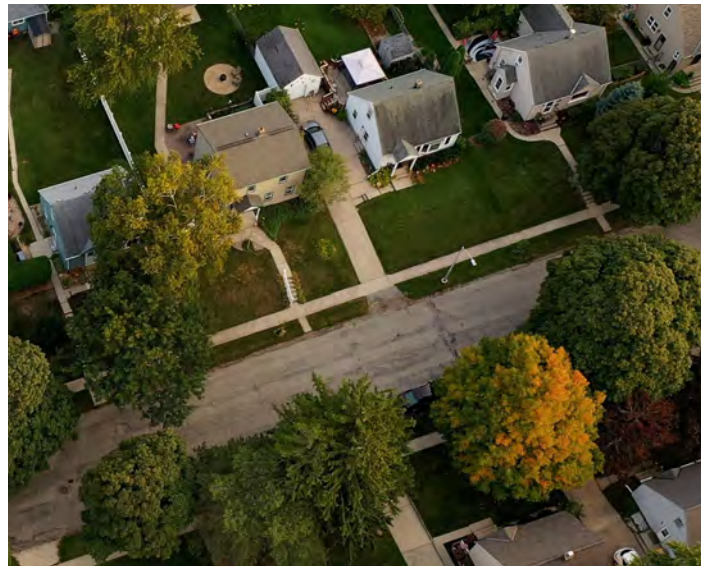


FIGURE 54

Neighborhood Roadway Character Illustration





Rural

Rural roadway corridors are charming, original township corridors that contain two-lane roads, do not have a curbed street edge, and carry lower traffic volumes. These roadways will also typically have numerous curb cuts and shallower setbacks. Homes or buildings along rural corridors are often located close to the road, along with large open spaces, fields, pastures, or large rural lots with few structures. Vegetation along the roadway is generally more natural in form and irregular in spacing.

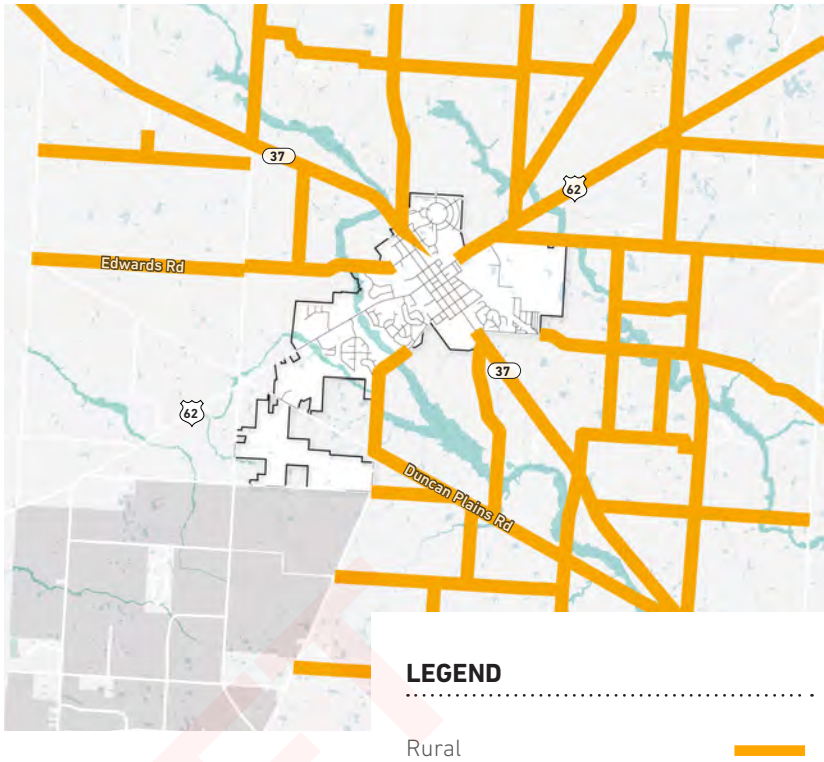


FIGURE 55
Rural Roadway Characteristics

Net Right-of-Way Dedication		
	Secondary Road - Uncurbed	Collector Road - Uncurbed
Offset	2'	2'
Walking/Shared-use Path	16'	16'
Open Space	30'	30'
Curb	None	None
Bike Lane	14'	14'
Drive Lane Width	11'	11'
Number of Lanes	3	2
Total Right-of-Way	95'	84'



FIGURE 56

Rural Roadway Character Illustration

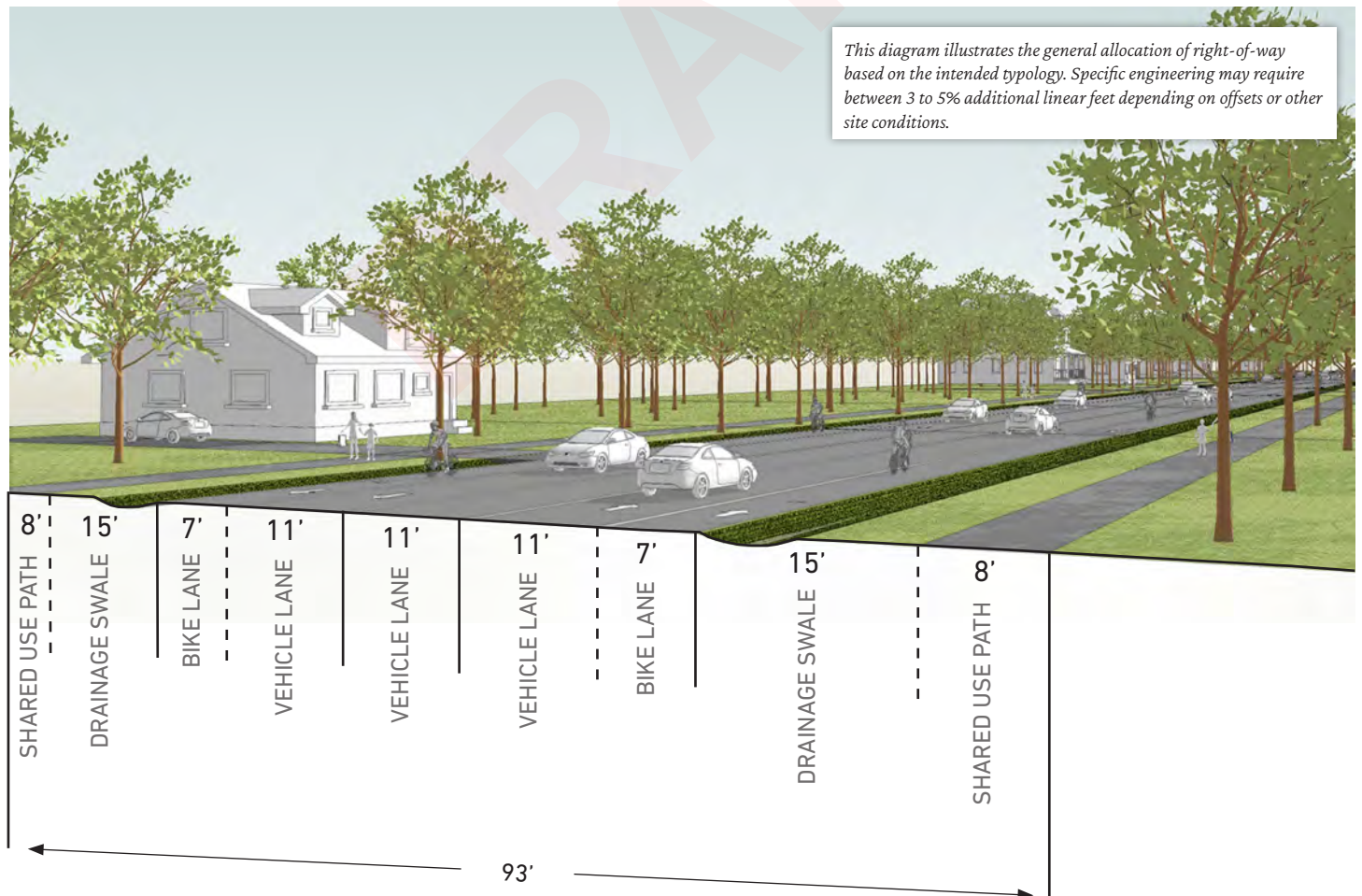


FIGURE 57

Consolidated Thoroughfares Plan

CONSOLIDATED THOROUGHFARES PLAN

The map right presents a consolidated view of both roadway character classifications and functional classifications for all streets and roads in the planning area. Not all streets in the planning area are currently owned by the city of Johnstown. This map also includes several streets in the City of New Albany. The character classification, in this case, reflects the current condition of that roadway as it meets the Johnstown planning area.

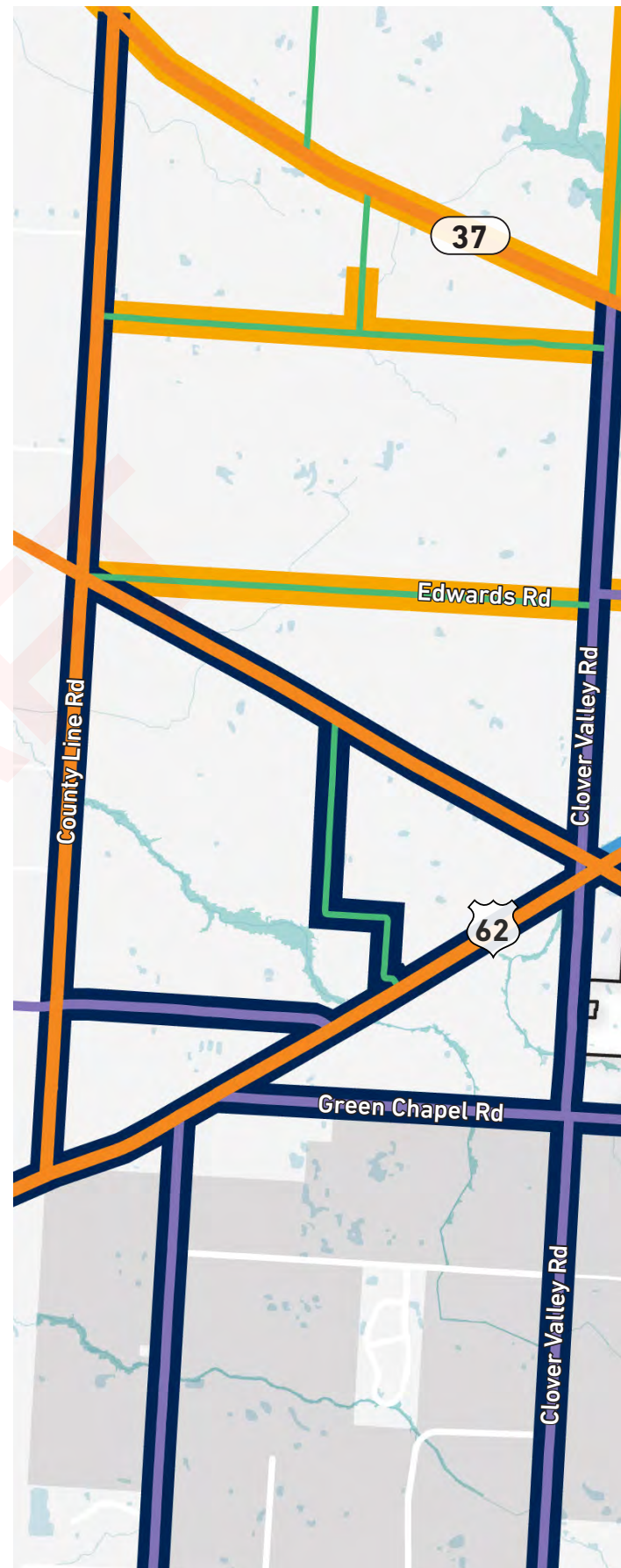
LEGEND

Character Classification

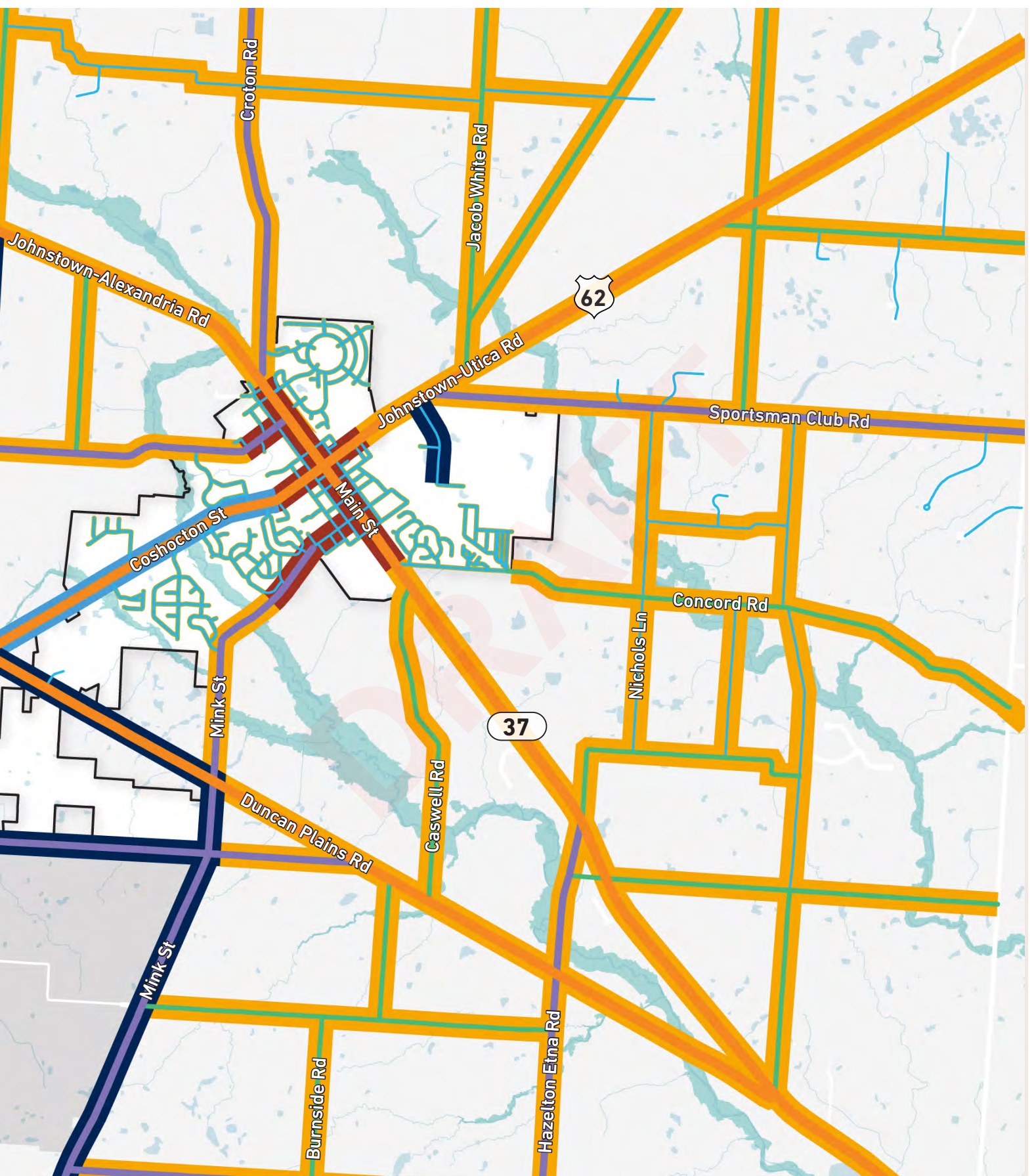
Employment Center	
Lifestyle Corridor	
Village Center	
Neighborhood	
Rural	

Functional Classification

Primary Road	
Secondary Road	
Collector Road	
Minor Road	



Source: MKSK



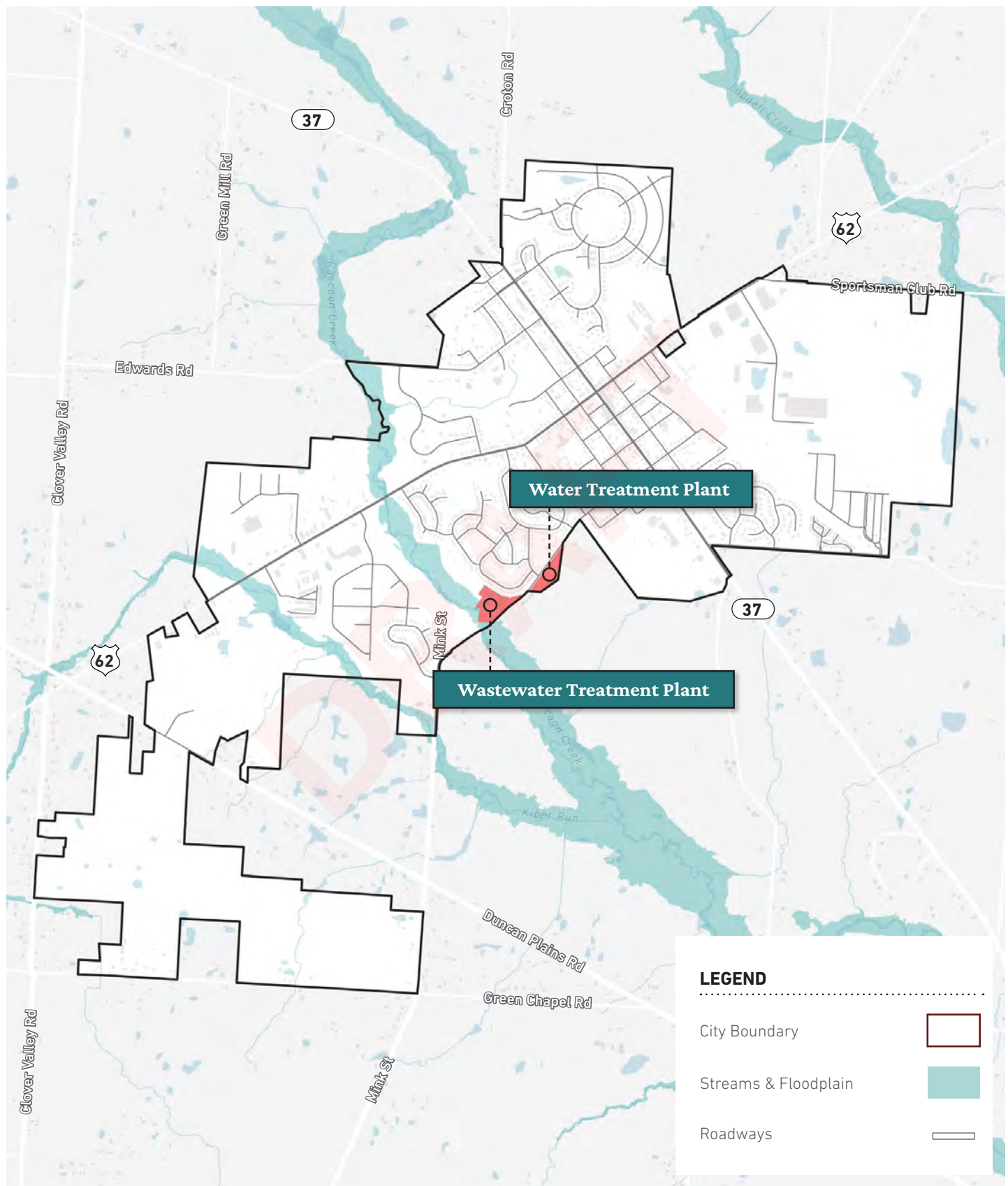
WATER AND SEWER

Water and sewer utility is the primary enabling infrastructure for future growth and development in Ohio. Western Licking County is at the forefront of significant economic development and subsequent increases in demand for un-serviced land. Investments in water and sewer infrastructure expansion is needed to meet the demands of future employment and housing growth. Johnstown's municipal water / sewer system provides an opportunity for the city to lead growth discussions and facilitate sustainable utility provisions, informed by land use planning, public service capacity, and multi-jurisdictional partnerships.

- **Johnstown's water distribution system has an estimated 31 miles (163,680 ft) of water main with sizes of 2-inch to 16-inch diameter pipes.** The system has 2,235 service connections for residential and commercial customers.
- **The water distribution system has 2 elevated storage tanks.** The existing tank has a capacity of 1 million gallons. The new elevated tank has capacity of 0.5 million gallons and began filling in early 2023.
- **The City's source water comes from a 3 MGD well field.** Additional well field sites shall be explored mid-2024. The water treatment plant on Mink St currently has a capacity of 1 MGD treated water. The new water treatment plant expansion is in design by Jacobs Engineering with an estimated completion in the first quarter of 2026.
- **The water distribution system growth tends to be irregular.** Some years, the city will add approximately 80 to 100 new service connections. Others can be as low as 10. With the construction of several housing developments within the city, a few hundred will be added in the future. That will likely be the last bulk addition to the city until another tract is proposed. These housing developments are likely to be completed in the next few years.
- **The wastewater treatment plant can treat 1.2 MGD of wastewater.** The wastewater collection system consists of approximately 26.9 miles of gravity sewer lines, 3.8 miles of force main sewer lines, 635 manholes, and nine pump stations that are treated at the Mink St wastewater treatment plant.
- **The wastewater treatment plant expansion design began in the second quarter of 2023.** The proposed design goal of the treatment plant expansion is to at least double the current plant's current capacity.
- **The Johnstown Alexandria Granville (JAG) agreement is a regional partnership for water and sewer.** JAG also includes partnerships with the townships of St. Albans, Liberty, and Monroe. The agreement aims to manage growth and increase the quality of life for residents in these areas. It allows participating communities to control their own destiny by providing water and sewer services in conjunction with other public services.

FIGURE 58

Water and Sewer Infrastructure



Source: Licking County GIS

ENERGY

Electricity

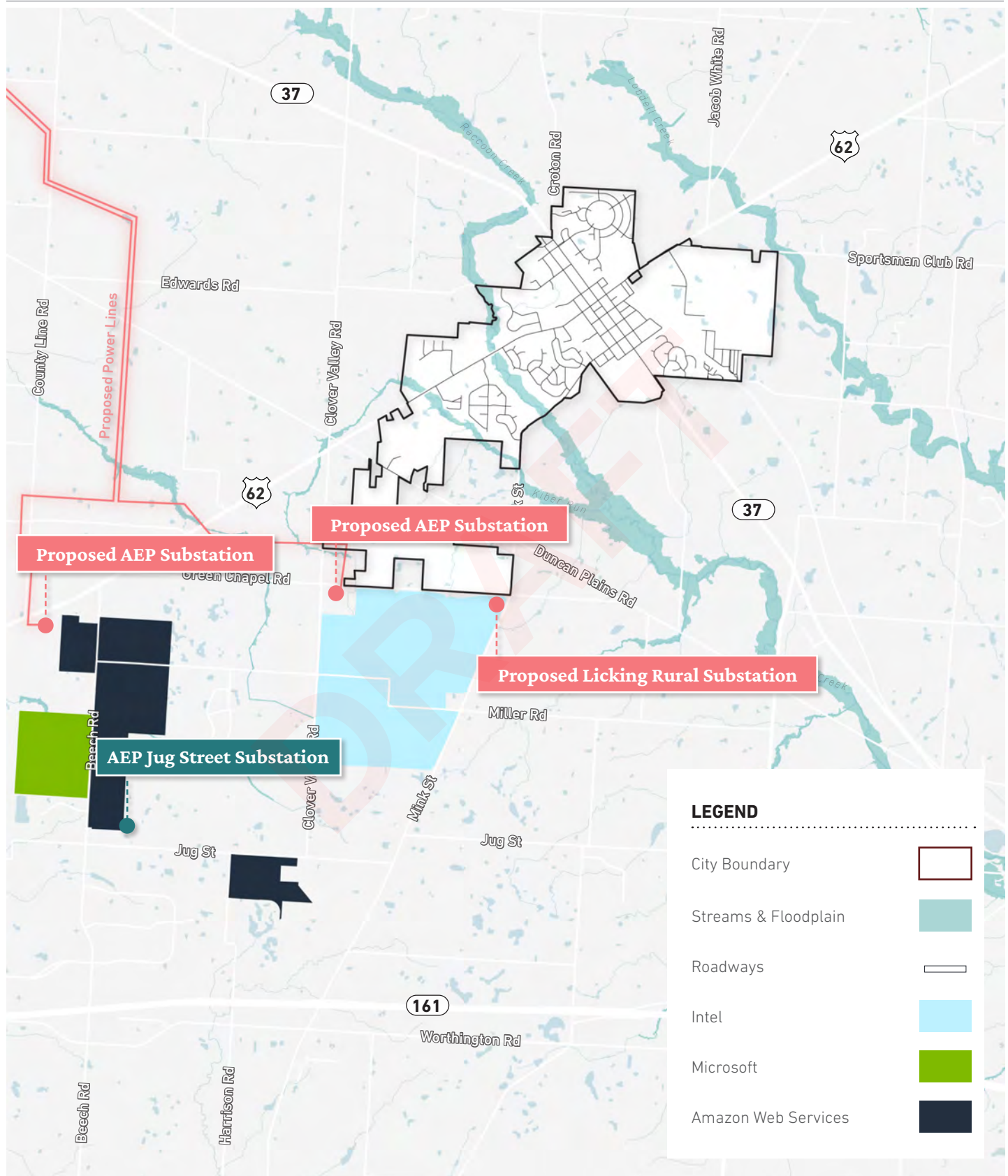
- **Electricity within Johnstown is primarily provided by American Electric Power Ohio (AEP).** Unincorporated areas around Johnstown are serviced by Licking Rural Electrification (LRE).
- **AEP is planning to build two new electric transmission lines to serve the growing demands for power in the region.** The new power lines will connect Vassell Substation in Sunbury to two new substations along Green Chapel Road. The first of two 13-mile, 345-kilovolt power lines will connect to the new substation closest to Intel, with the second one connecting to the substation near Amazon's recently purchased land along Beech Road.
- **The proposed power lines will run through land areas east of the city.** 345-Kilovolt power lines are standard for powering large industrial facilities that consume high levels of power. These land areas are designated as employment on the future land use map. Minor route adjustments are anticipated as AEP continues to negotiate with local property owners, but a right-of-way easement of at least 150 feet is required for construction, operation, and maintenance.

Natural Gas

- **Natural gas within Johnstown is provided by Columbia Gas of Ohio.** The unincorporated areas around Johnstown are serviced by Licking Rural Electrification.
- **Licking County joined the energy aggregation program following a vote in May 2022.** The communities of Heath, Johnstown, Alexandria, and Saint Louisville voted in favor for both electric and natural gas, aiming to reduce energy costs. The aggregation program allows communities to buy electricity and natural gas in bulk. The savings from this program are typically around \$100 annually per customer, with variations depending on market changes. By April 2023, the county had locked in rates for the participating communities and are expected to continue through 2025. The locked-in rate is provided through supplier Energy Harbor and is currently \$0.0624 per kilowatt hour.

FIGURE 59

Electrical Infrastructure



Source: American Electric Power, Licking County GIS

Action Agenda

The Johnstown Comprehensive Plan outlines future investment and initiatives, referred to as actions, chosen to align with the city's vision. Tailored to Johnstown's unique circumstances, the plan requires substantial investment, collaboration, and commitment. It serves as a long-term strategy for enhancing prosperity and livability. This chapter focuses on infrastructure including to streets and utilities.

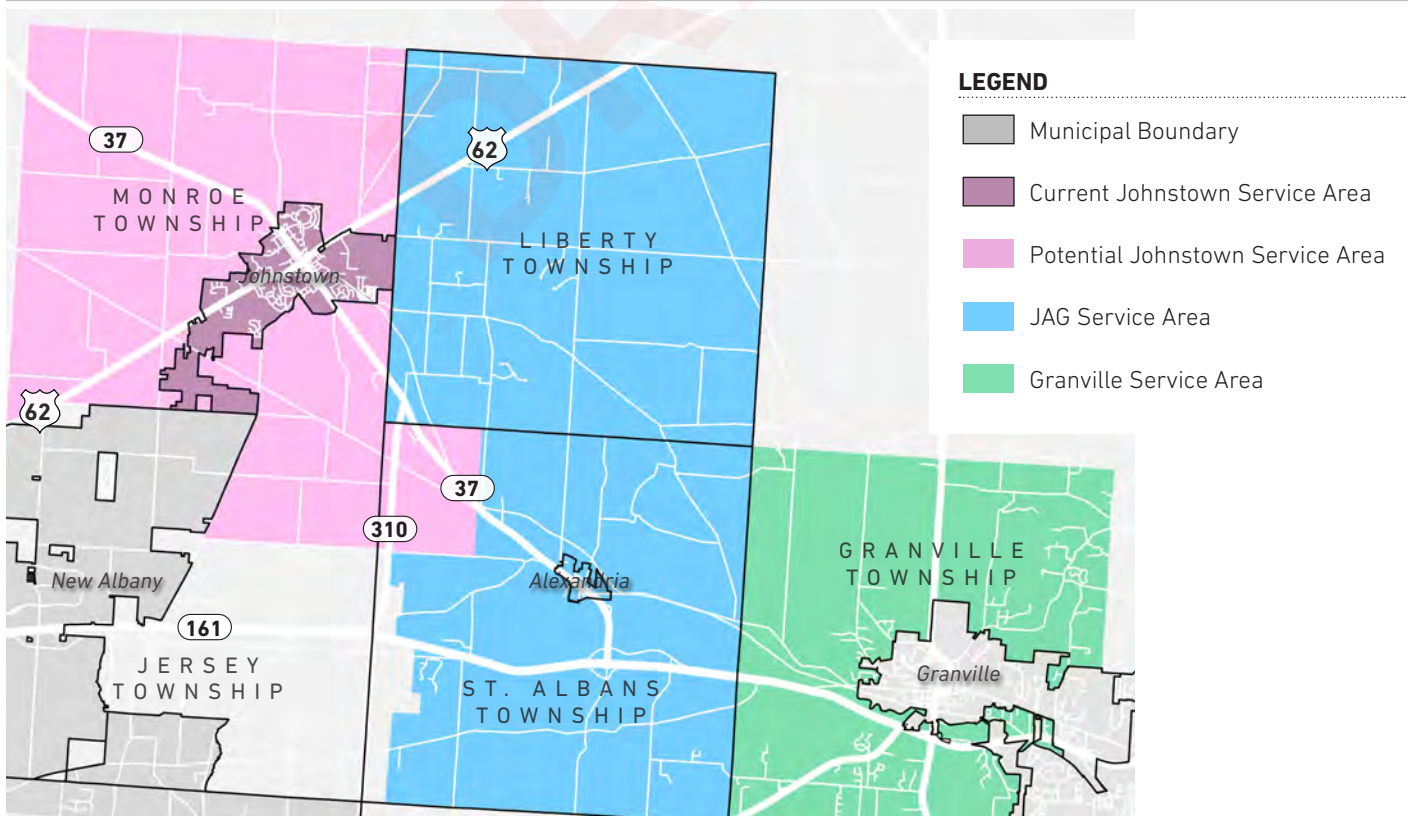
FOUNDATIONS ACTION RECOMMENDATIONS

The following projects, policies, and programs are described in this section and organized further in the plan's final chapter, Implementation Strategy.

- F.1 Continue to strengthen the Johnstown Alexandria Granville (JAG) inter-community water and sewer partnership.** In 2023, the city recognized the importance of partnerships across a broad spectrum of public and private entities to facilitate the area's future growth and development. This multi-jurisdictional effort resulted in the creation of the Johnstown Alexandria Granville (JAG) water/wastewater agreement. The JAG helps to manage growth and increase the quality of life for residents in the region, allowing municipalities to control and coordinate growth using their own water and sewer services.

FIGURE 60

Potential Johnstown - Alexandria - Granville (JAG) Service Area



Source: City of Johnstown, MKSK

The pathway to responsible, regional growth ...

Water and sewer lines enable development and growth. As economic development in the region continues to drive demand, providing large-scale water/wastewater utilities will have critical land use implications, particularly where new utility lines are expanded along arterial corridors. Future utility provisions must be controlled and directed to achieve community goals.

Water and wastewater utility expansion directly impacts quality of life and place, enabling economic development and growth. This growth increases demand for a wide range of other public services, like schools, road maintenance and improvements, police, fire, and recreational amenities. If utility expansion is not beholden to a cohesive land use strategy and governed by the same entity that regulates land use, less accountability exists to prevent haphazard and scattered development over time.

Several considerations must be taken into account when locating and managing additional water and wastewater infrastructure:

- Identify potential future water and wastewater demand for the region
- Identify and secure source water resources and source water protection
- Design and permit raw water, treatment facilities, and the distribution/collection system, including facilities, utility lines, rights-of-way, and easements
- Plan for sufficient staffing, maintenance, and long-term fiscal sustainability
- Careful consideration of costs and implications for end-users

SO WHAT IS JAG?

JAG - Johnstown, Alexandria, Granville - is a collaborative, municipal-led water and wastewater agreement, dedicated to preserving quality of life and place in northwestern Licking County. In service of protecting and enhancing the quality of life for current and future residents, JAG is committed to...

- Utilize water and sewer as a tool to achieve land use and economic goals.
- Uphold municipal independence.
- Expand utilities in lockstep with responsible land use planning.
- Leverage partnerships with school districts, police, fire, and emergency services to ensure the ability to accommodate new growth.
- Engage with Townships to establish Joint Economic Development Agreements, aiding in preserving rural character and development scale, maintaining roadways, and ensuring economic prosperity.
- Mitigate uncontrolled sprawl and the costs.

WHAT'S THE ALTERNATIVE?

Failure to serve through the JAG model will not abate growth pressures. In the vacuum, a regional service provider could step in, similar to the Del-Co Water Company in Delaware County. Different from a municipal provider, a designated management agency is un-tethered from a jurisdictional boundary and managed through a private board. While these models have proven to be nimble, they can also lead to intense and rapid growth in unincorporated areas as tap fees are necessary to recoup the costs of expensive upfront capital expenditures.

- F.2 *Prepare an update to the Transportation Asset Management Plan or Major Streets Plan.*** A Major Streets Plan is a focused component of a broader mobility plan used to inventory and classify existing roadways, identify needed improvements, and prioritize future projects. It also informs annual Capital Improvement Plans (CIP) to best coordinate public investments throughout the forthcoming decade. The plan designates a functional street and character classifications hierarchy based on the Consolidated Thoroughfare Plan Map presented in the Comprehensive Plan. The map shows the expected functional and character classifications for the roads within and around the city. The functional classifications include primary, secondary, collector, and minor roads, which are determined based on traffic volumes, capacity, and anticipated improvements. On the other hand, character classifications provide designations for the roadways that describe the street's furnishings within the right-of-way. These may include bike and/or walking paths, driving lanes, landscape medians, street trees, curbing, and/or ditches. The functional and character classifications identified in the Comprehensive Plan support the community's vision for land use, growth, and preferred development intensity within and surrounding the city while aligning with standards identified by the Licking County Transportation Improvement District and the Ohio Department of Transportation.
- F.3 *Develop and adopt a Complete Streets resolution.*** This resolution would guide developers on the appropriate typical sections (including the number and width of vehicle lanes, bicycle facilities, buffer zones, sidewalks, and/or parking lanes) required for future development based on the magnitude, location, and land use of the proposed development.
- F.4 *Maintain an active role in regional transportation planning.*** Johnstown must maintain an active role in regional transportation planning. With integral placement by US 62, 37, and 161 monitoring and participating in these discussions, can ensure that its transportation needs are considered and addressed. This involvement will help to improve connectivity, accessibility, and efficiency in the region's transportation network, benefiting residents and businesses alike.

- F.5** ***Commit to a public process when prioritizing major transportation investments.*** A collaborative public process is strongly recommended to encourage broad consideration of the impacts and opportunities created by future highway capacity projects and alternatives that may better align with the community's goals.
- F.6** ***Designate access management corridors.*** These important roadways are where the City would either retrofit access management where feasible or enforce access management principles on existing properties when they re-develop over time.
- F.7** ***Develop a comprehensive greenways plan.*** A greenways plan may be part of a larger "mobility" plan or may serve as a stand-alone plan, that, once realized, transfers responsibility to a mobility plan to further enhance and ensure proper maintenance of constructed facilities. This plan should be used to identify opportunities to connect residents and visitors to assets within the community and to neighboring municipalities.
- F.8** ***Improve sidewalk connectivity between neighborhoods and nearby complementary uses.*** Identify existing system deficiencies through a city-wide inventory. Based on this inventory, identify priority connections. The focus should be on connecting residential developments with other uses throughout the city, including downtown areas, parks, schools, churches, commercial developments (where appropriate), and existing/future residential developments. Should explore routes within existing roadways, other utility rights-of-way, or easements. Expanding this type of connectivity can often compete for Safe Routes to School funding, and expanding sidewalks creates an overall more appealing community.
- F.9** ***Develop a community facilities master plan.*** A community facilities master plan serves multiple purposes. This type of plan allows Johnstown to inventory existing community facilities, identify additional desired facilities based on public input, possible funding sources/mechanisms, and a roadmap/timeline for execution of identified projects.

- F.10** ***Establish a schedule for upgrading and repairing existing streets within established neighborhoods.*** This should be addressed on an ongoing basis by the CIP approved and executed by Johnstown. A long-range component could be created and included in an overall Mobility Plan for Johnstown. An inventory of existing streets should be completed. This inventory should document the maintenance responsibility of roadways, the condition of roadways, existing traffic counts, and metrics on how priorities established in the plan were reached. This long-range component, once adopted, should be used to guide CIP programming over the horizon of the long-range plan.
- F.11** ***Support the implementation of the City's Active Transportation Plan.*** Completed in 2021, the plan presents key opportunities to improve the safety and connectivity of the city's non-motorized trails, paths, and sidewalks network. This plan includes a schedule of capital projects that include new connections like the Racoon Creek Trail, US62, and others.
- F.12** ***Support regional transit planning through collaboration with LCATS, COTA, and other agencies.*** Regional transit planning allows for an expanded transportation network that connects municipalities. This increased flow from one area to another can bring economic growth, support job growth, and provide opportunities for residents without automobiles to expand travel options. A regional view can also help connect visitors from further away into the city. Collaborating with agencies such as LCATS, COTA, and others would allow the city to manage projected traffic volume increases and tap into existing resources for studying and programming improvements.
- F.13** ***Study opportunities for a communitywide public bike share or micro-mobility program.*** Exploring the potential for a communitywide public bike share or micro-mobility program offers exciting opportunities for Johnstown. Such initiatives can promote sustainable transportation, improve access to key areas, and enhance residents' overall quality of life. Johnstown can pave the way for a more connected and eco-friendly community by studying these possibilities.

- F.14** *Create a community-wide green infrastructure plan integrated with other relevant local plans, including the Storm Water Management Plan.* Developing a comprehensive green infrastructure plan for the entire community is essential for Johnstown's sustainability and resilience. Integrating local plans, such as the Storm Water Management Plan, will enhance stormwater control, promote biodiversity, and improve overall environmental quality. By aligning these initiatives, Johnstown can create a greener, more sustainable future for all residents.

DRAFT



CHAPTER GOAL

We're a city ...

Committed
to action. We're in
daily pursuit of a
community made
more beautiful,
more prosperous,
and more connected
through our
collective work.



F. Implementation

Effective plans inspire real-world action, led by the community and stewarded by city leadership. The Comprehensive Plan's implementation strategy outlines projects, policies, and programs that collectively achieve the vision and goals identified by the community during the engagement process. These actions require focus, planning, collaboration, resources, and continued management and evaluation. The implementation strategy identifies key partnerships, costs, funding strategies, and priority rankings for each action item to ensure feasible pathways to achieving plan goals.

Adopting the Comprehensive Plan and its implementation strategy is the first step in a decade-long approach to fully realizing the vision for Johnstown. It is an incremental set of building blocks that require continued management, monitoring, and evaluation throughout the next decade to ensure its effectiveness and relevance as changes in the community occur over time. Collaboration across public administration and leadership, nonprofit organizations, and private stakeholders will be essential. This is especially important for action items that work toward positioning Johnstown as a regional

partner, advocate, and leader. As plan actions are implemented, the city should continue to celebrate the continued, incremental work being done to achieve goals and action items recommended in the Plan. In doing so, the city acknowledges the continued input and support given by the community and the importance of resident participation in procuring future plans and action agendas. This chapter presents a full matrix of plan actions with associated timeframes, priorities, resources, and supporting partners.



Place



RECOMMENDATIONS	PRIORITY	TIMING	LEAD IMPL.	SUPPORT
P.01 Update the city's zoning code in accordance with the future land use plan.	Major move	Immediate	City Staff	Consultant City Council Residents P&Z
P.02 Develop design guidelines and development standards.	Major move	Short Term	City Staff	Consultant City Council Design Review Board P&Z
P.03 Develop the Downtown Johnstown Master Plan.	Major move	Short Term	City Staff	Consultant Residents City Council
P.04 Align policy documents with neighboring municipalities and townships.	Critical first step	Ongoing	City Staff	City Council
P.05 Explore a development impact fee schedule.	Critical first step	Short Term	City Staff	City Council
P.06 Identify development/ redevelopment opportunities sites in Downtown.	Critical first step	Ongoing	City Staff	Grow Licking County City Council
P.07 Maintain an active role in regional planning efforts through the Mid-Ohio Regional Planning Commission.	Order of business	Ongoing	City Council	City Staff MORPC
P.08 Require a traffic impact study for new development.	Order of business	Immediate	City Staff	Consultant City Council
P.09 Create a community development pattern book.	Not yet a priority	Short Term	City Staff	Consultant City Council DRB
P.10 Develop a commercial redevelopment playbook.	Not yet a priority	Mid Term	City Staff	Consultant Private Landowners City Council Grow Licking County

Place



RECOMMENDATIONS	PRIORITY	TIMING	LEAD IMPL.	SUPPORT
P.11 Enhance the streetscape of Main Street through Downtown as the community's signature street.	Depending on initiating steps	Mid Term	City Staff	Consultant ODOT Private Landowners City Council
P.12 Connect Downtown as a node for the city and regional trails network, most importantly the TJ Evans Trail.	Depending on initiating steps	Long Term	City Staff	TJ Evans Foundation Private Landowners City Council
P.13 Develop a land acquisition strategy for Downtown.	Depending on initiating steps	Mid Term	City Staff	Grow Licking County City Council
P.14 Modernize GIS mapping tools.	Not yet a priority	Mid Term	City Staff	Licking County Auditor Consultant MORPC
P.15 Adopt renewable energy generation regulations.	Not yet a priority	Long Term	City Staff	City Council
P.16 Develop a plan for identifying and preserving historically and architecturally significant buildings and sites.	Not yet a priority	Mid Term	City Staff	Johnstown Historical Society Grow Licking County
P.17 Encourage private preservation and renovation of historic sites or structures by approving necessary variances to development standards.	Dependent on initiating steps	Mid Term	City Staff	City Council P&Z
P.18 Consider a facade improvement program to support businesses Downtown.	Dependent on initiating steps	Mid Term	City Staff	Private Landowners Grow Licking County
P.19 Support the successful implementation of the Licking County Framework.	Order of business	Ongoing	City Staff	City Council Licking County
P.20 Review various permitting, application, and user fees continuously.	Order of business	Ongoing	City Staff	City Council



Prosperity



RECOMMENDATIONS	PRIORITY	TIME FRAME	LEAD IMPL.	SUPPORT
PP.01 Utilize the New Community Authority model/tool for major planned development districts.	Major move	Immediately	City Staff	Private Landowners
PP.02 Increase the local income tax.	Critical first step	Immediately	City Council	City Staff Residents
PP.03 Explore the use of Tax Increment Financing (TIF).	Critical first step	Immediately	City Staff	City Council
PP.04 Prepare an annexation and growth strategy based on the community growth framework.	Critical first step	Short Term	City Staff	Consultant City Council Johnstown-Monroe SD
PP.05 Work with regional partners to develop a comprehensive housing assessment and strategy.	Critical first step	Short Term	City Staff	City Council Consultant MORPC Licking County
PP.06 Prepare an Economic Development Strategic Plan.	Critical first step	Short Term	City Staff	Consultant City Council Grow Licking County
PP.07 Maintain and develop distinctive gateways.	Not yet a priority	Mid Term	City Staff	Consultant ODOT Private Landowners
PP.08 Expand and enhance signage and wayfinding.	Not yet a priority	Mid Term	City Staff	Consultant DRB Residents City Council
PP.09 Evaluate the effectiveness and impact of the Community Reinvestment Act (CRA) program.	Order of business	Ongoing	City Staff	City Council
PP.10 Continue collaborating with Grow Licking County and lead regional economic development planning.	Order of business	Ongoing	City Staff	Grow Licking County City Council
PP.11 Continue to enhance employment offerings within the city's two industrial parks.	Order of business	Ongoing	City Staff	Grow Licking County City Council

Prosperity



RECOMMENDATIONS	PRIORITY	TIME FRAME	LEAD IMPL.	SUPPORT
PP.12 Create more opportunities for medical and professional office space development.	Order of business	Long Term	City Staff	Private Landowners Business Community
PP.13 Review the home occupation section of the zoning ordinance in light of Work-From-Home trends.	Not yet a priority	Mid Term	City Staff	City Council P&Z Consultant
PP.14 Explore strategic land assembly to support redevelopment activity.	Dependent on initiating steps	Ongoing	City Staff	City Council Grow Licking County TJ Evans Foundation
PP.15 Develop a fiscal model as a criterion for evaluating land use decisions.	Dependent on initiating steps	Ongoing	City Staff	Consultant City Council P&Z
PP.16 Develop and maintain a commercial property inventory.	Dependent on initiating steps	Ongoing	City Staff	Grow Licking County
PP.17 Develop an annexation evaluation model.	Dependent on initiating steps	Ongoing	City Staff	City Council P&Z Consultant
PP.18 Preserve older neighborhoods and support housing affordability.	Order of business	Ongoing	City Staff	Licking County
PP.19 Pursue a community branding and identity initiative.	Depended on initiating steps	Mid Term	City Staff	City Council Residents Consultants
PP.20 Seek financial incentives to promote vacant, undeveloped sites and conduct brownfield site remediation.	Order of business	Ongoing	City Staff	Private Landowners



Community



RECOMMENDATIONS	PRIORITY	TIME FRAME	LEAD IMPL.	SUPPORT
C.01 Expand the capacity of City staff in concert with overall community growth.	Major move	Short Term	City Council	City Staff
C.02 Continue to support the Johnstown-Monroe School District as the City enters into Planned Development (PD) or other development agreements.	Order of business	Ongoing	City Council	Johnstown-Monroe SD
C.03 Develop a parks, recreation, and conservation master plan.	Critical first step	Short Term	City Staff	Consultant Residents City Council Johnstown-Monroe SD Nonprofit Community
C.04 Manage and upgrade facilities at existing parks.	Not yet a priority	Mid Term	City Staff	Consultant City Council
C.05 Hire a full-time city planner.	Critical first step	Immediate	City Council	City Staff
C.06 Conduct regular "walking audits."	City Staff	Ongoing	City Staff	Residents
C.07 Assist property owners and residents in encouraging the preservation of historic homes and buildings in the City.	Not yet a priority	Mid Term	City Staff	Grow Licking County State/Federal Grants
C.08 Perform an annual review or assessment of plans, procedures, resources, and training based on emergency response incidents and demands.	Order of business	Ongoing	City Staff	City Council
C.09 Participate in regional work to improve, expand, and connect regional park systems.	Order of business	Ongoing	City Staff	New Albany Granville Newark Alexandria Columbus Metro Parks

Community



RECOMMENDATIONS	PRIORITY	TIME FRAME	LEAD IMPL.	SUPPORT
C.10 Identify and adopt a model tree ordinance to facilitate tree planting on public and private property.	Order of business	Ongoing	Tree Commission	City Staff Private Landowners
C.11 Ensure new development includes sufficient public open space integration.	Order of business	Ongoing	City Staff P&Z	City Council
C.12 Support the work of the City's Tree Commission.	Order of business	Ongoing	City Staff	Tree Commission
C.13 Support the police department in accomplishing future departmental goals.	Order of business	Ongoing	City Council	Police Department



Foundations



RECOMMENDATIONS	PRIORITY	TIME FRAME	LEAD IMPL.	SUPPORT
F.01 Strengthen the Johnstown Alexandria Granville (JAG) inter-community water and sewer partnership.	Major move	Immediately	City Staff	City Council Residents Johnstown-Monroe SD Alexandria Granville
F.02 Prepare an update to the Transportation Asset Management Plan or Major Streets Plan.	Major move	Immediately	City Staff	Consultant ODOT Licking County TID
F.03 Develop and adopt a Complete Streets resolution.	Critical first step	Short Term	City Staff	Consultant City Council
F.04 Maintain an active role in regional transportation planning.	Critical first step	Ongoing	City Staff	City Council MORPC Licking County TID ODOT
F.05 Commit to a public process when prioritizing major transportation investments.	Not yet a priority	Ongoing	City Staff	City Council
F.06 Designate access management corridors.	Order of business	Mid Term	City Staff	City Council P&Z
F.07 Develop a comprehensive greenways plan.	Not yet a priority	Mid Term	City Staff	Consultant City Council Residents
F.08 Improve sidewalk connectivity between neighborhoods and nearby complementary uses.	Order of business	Ongoing	City Staff	Private Landowners ODOT P&Z City Council
F.09 Develop a community facilities master plan.	Dependent on initiating steps	Mid Term	City Staff	Consultant City Council
F.10 Establish a schedule for upgrading and repairing existing streets within established neighborhoods.	Order of business	Ongoing	City Staff	City Council

Foundations



RECOMMENDATIONS	PRIORITY	TIME FRAME	LEAD IMPL.	SUPPORT
F.11 Support the implementation of the City's Active Transportation Plan.	Dependent on initiating steps	Ongoing	City Staff	City Council
F.12 Support regional transit planning through collaboration with Licking CountyATS, COTA, and other agencies.	Not yet a priority	Ongoing	City Staff	LCATS COTA City Council
F.13 Study opportunities for a community-wide public bike share or micro-mobility program.	Not yet a priority	Ongoing	City Staff	LCATS Residents City Council
F.14 Create a community-wide green infrastructure plan integrated with other relevant local plans, including the Storm Water Management Plan.	Not yet a priority	Long Term	City Staff	City Council

Implementation



RECOMMENDATIONS	PRIORITY	TIME FRAME	LEAD IMPL.	SUPPORT
I.01 Establish and regularly update a multi-year Capital Improvement Plan (CIP).	Dependent on initiating steps	Ongoing	City Staff	City Council
I.02 Develop an annual progress report.	Order of business	Ongoing	City Staff	
I.03 Identify and track indicators of progress.	Order of business	Ongoing	City Staff	
I.04 Establish a schedule for plan review and updates.	Order of business	Ongoing	City Staff	City Council Consultant



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JOHNSTOWN COMPREHENSIVE PLAN

Our Values: Our opportunity

G. Appendix

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GROW OUR BASE



LIVE WELL



PRESERVE OUR HERITAGE

CITY OF JOHNSTOWN GROWTH FRAMEWORK



In 2023, the City of Johnstown has reached an inflection point. Central Ohio's economic development efforts have been successful in landing numerous large-scale investments, punctuated by the Intel Corporation's plan to construct its next fabrication facility in Western Licking County, just three miles from the City. To address these ever-increasing development pressures, the City of Johnstown Growth Framework presents a cohesive set of planning objectives that prioritize job growth, vibrant and sustainable land use patterns, and upholding preservation of natural resources. Now is the time for the City to set expectations for new development, solidify long-term plans, and engage in new partnerships to establish Johnstown's position in the Central Ohio region. This development pressure represents a once-in-a-generation opportunity to use the values of the Johnstown community to shape the built environment and create the community that residents and business owners desire. This turning-point necessitates immediate, decisive action by Johnstown leadership to capitalize on the development opportunities within the region.

Acknowledgments

Thank you to all community members and stakeholders who participated in the Our Values: Our Opportunity process. We would also like to specifically thank the following individuals listed on the right for their guidance and direction throughout the planning process.

2023 Comprehensive Plan Update

The Johnstown Comprehensive Plan was last updated in 2020. Compared to most municipalities, this is quite a recent update. However, the announcement of the Intel semi-conductor production facility has urged the City to revisit its set of planning documents to realign policy goals with recent economic developments within the Central Ohio region. The City of Johnstown Growth Framework is a formidable first step toward updating the Comprehensive Plan.

Mayor & City Council

Donald Barnard | Mayor
Jon Merriman | Council President
Sharon Hendren | Acting President
Ryan Green | Member
Charlie Campbell | Member
Nicole Shook | Member
Bob Orsini | Member

City Staff

Sean Staneart | City Manager
Teresa Monroe | Clerk of Council
Jack Liggett | Service Director

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2 Ordinance No. 07-2023: Chapter 1164: Planned Development (PD) District, as amended	

Terms Defined

The City of Johnstown Growth Framework introduces several interrelated planning concepts that require further clarification regarding their relationship to other planning procedures and future City objectives:

Comprehensive Plan: an adopted public document that serves as a guide for policy decisions about physical development within the City of Johnstown and acts as a legal rationale for future policy, zoning, and planning decisions.

Growth Framework: a supplementary component to the City’s 2023 Comprehensive Plan, which aims to articulate the community’s preference for the ideal character of future development opportunities within the Growth Framework Planning Area.

Growth Framework Map (Figure 2): a diagram that spatially designates general Opportunity Areas within the Growth Framework Planning Area.

Growth Framework Planning Area: a geographic land area outside of the City’s municipal boundaries that encompass all non-incorporated lands in the Johnstown-Monroe School District and portions of Jersey, Monroe, Liberty, and St. Albans Townships.

Opportunity Areas: a set of three general outcomes as a result of land developments within the Growth Framework Planning Area. These three categories include Jobs, People, and Preservation, and are illustrated on the Growth Framework Map (Figure 2).

Land Development Regulations: a consolidated set of processes, tools, and regulations that govern development of all lands within the City and are aligned with community aspirations.

1. INTRODUCTION

The purpose of the City of Johnstown Growth Framework is to establish and express high-level goals that Johnstown aspires to achieve as growth occurs and properties are annexed into the City. This framework establishes the location and mix of land uses that will inform growth decisions by the City of Johnstown over the next ten years. The community's principles for growth and conservation guide this framework and provide the common direction for "where" and "how" Johnstown will grow in the future. The Development Principles established in this framework represent aspirational goals of the community gathered from public input and validated by Johnstown leadership.

Purpose

This framework presents the high-level growth goals for Johnstown and the community's informing principles. In addition, the framework articulates the City's intention with respect to the character and makeup of future physical growth in the lands surrounding Johnstown. The development of the Intel fabrication facility along Mink Road has and will increase development pressure for properties between Johnstown and New Albany and throughout the Johnstown-Monroe School District. The community, like the broader region, is intending to leverage this generational investment at its borders to improve the qualities of life, place, and opportunity for current and future residents. In addition, this document is supported by, and interfaces with, the other various regulatory tools adopted by Johnstown such as the Comprehensive Plan and Code of Ordinances.

Intent

The City of Johnstown Growth Framework intends to:

- » clearly state the community's preferences for types of future development growth and the subsequent characteristics of such uses of land.
- » identify opportunities for public utility expansion
- » recognize the significant impacts on existing roadway infrastructure and the school district as a result of increased economic development activity in the region.
- » **NOT** identify specific parcels for future development, City annexation, and/or public utility expansion.
- » **NOT** legally permit and/or restrict specific future development proposals

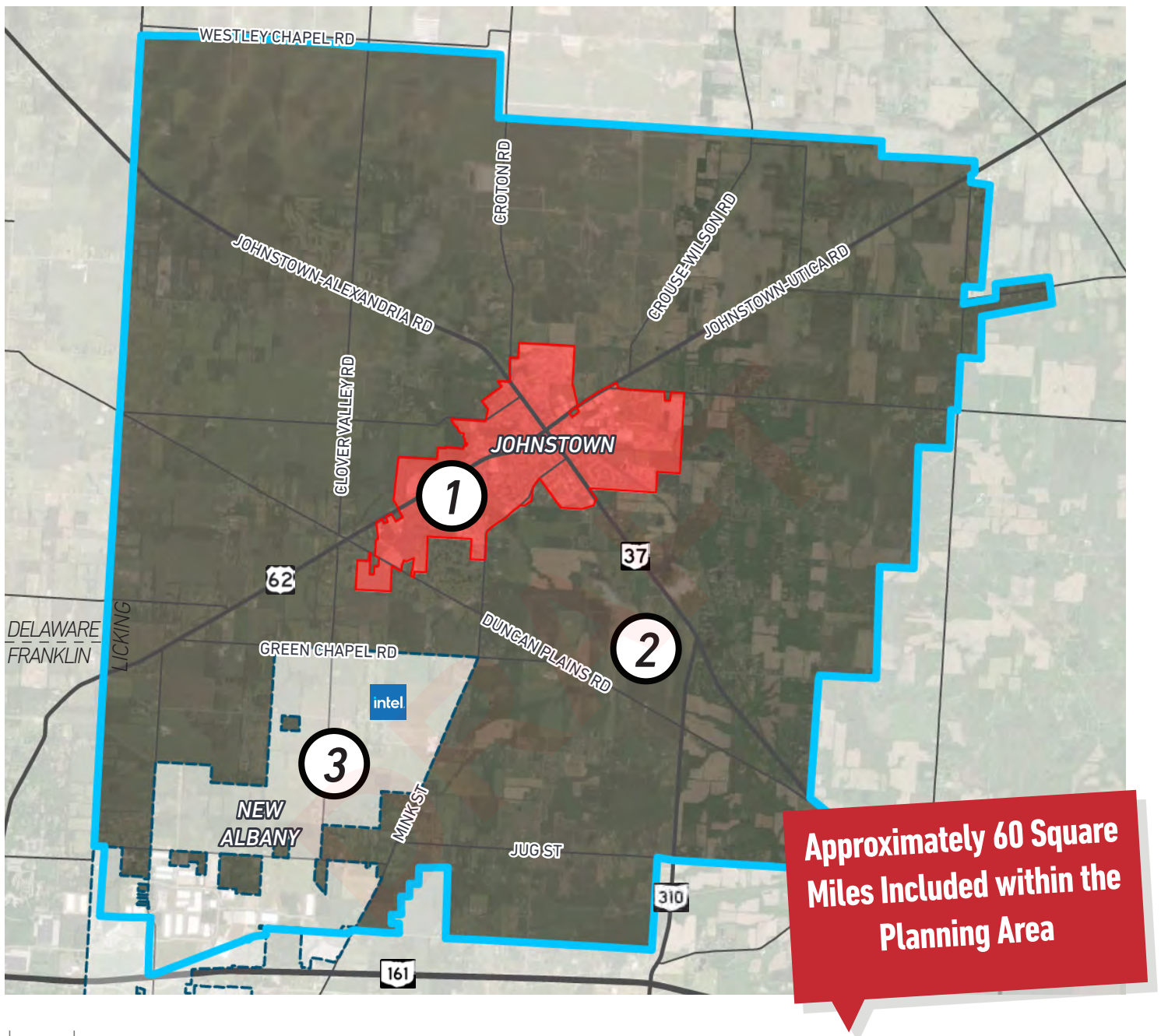
Applicability

As a stand-alone document, this framework cannot be used to entitle any future development. The Growth Framework is one of multiple regulatory tools used to guide physical development within Johnstown, in addition to future policy measures adopted as a result of forwarding this document's implementation strategy (see Chapter 5). Most notably, to promote large-scale master planning as Johnstown grows, this Growth Framework should be used in concert with the adopted Planned Development (PD) District. These

tools are intended to be used on a temporary basis to allow development to be appropriately reviewed and conditions applied as necessary until Johnstown comprehensively updates development requirements that take the place of the PD process. Utilizing this process will allow requisite time for Johnstown to review existing land development regulations and amend them to meet the community's goals while still accommodating pertinent development.

Figure 1

Growth Framework Planning Area



Legend

-  Planning Area
-  1 Johnstown City Limits
-  2 Existing Township Property outside of Johnstown, but within the Planning Area (under consideration of this Growth Framework)
-  3 City of New Albany

1. INTRODUCTION

Regulatory Context

The Growth Framework is one tool within a larger toolkit of regulatory documents that will guide development within Johnstown. To fully leverage the Development Principles and Growth Framework Map, the Comprehensive Plan and Code of Ordinances must support the overall Growth Framework. The descriptions below illustrate how the various regulatory tools within Johnstown interact to accomplish the goals of the community.

Growth Framework

Applied to lands within the Planning Area, but outside of Johnstown municipal boundaries.

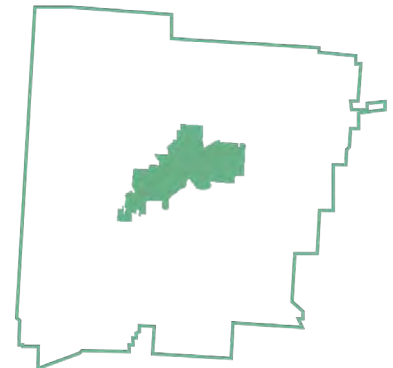
- » Provides high-level guidance to staff and appointed and elected officials when reviewing annexation requests for compliance with the Comprehensive Plan and Code of Ordinances.
- » Expresses community intent/expectations to residents and developers for outward growth.



Comprehensive Plan

Applies to all properties within Johnstown and acts as a legal rationale for community planning objectives.

- » Establishes desired character and general guidelines to shape where and how development occurs within Johnstown.
- » Includes Action Items to be pursued by the City with detailed recommendations, which encompasses several topics beyond land use, such as transportation, economic development, parks and recreation, and community services.



Code of Ordinances / Land Development Regulations

These enable the Action Items established in the Comprehensive Plan. All developments must adhere to the standards prescribed within these documents.

- » Regulations adopted by law (ordinance) that control all aspects of development in fine-grain detail.
- » Applied to all development, reviewed by applicable Johnstown boards, commission, and staff as development occurs.

GROWTH FRAMEWORK

reflecting broad community objectives for development growth outside of Johnstown



JOBS



PEOPLE



PRESERVATION

COMPREHENSIVE PLAN

specific land use and planning objectives that apply to all properties within Johnstown

Flex
Employment

Traditional
Neighborhood

Natural
Preservation

Residential
Mixed Use

Conservation
Residential

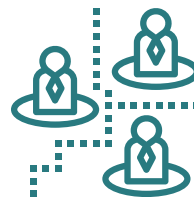
Commercial
Mixed Use

Residential Mixed Use and
Conservation Residential are
examples of land use types
that achieve multiple high-
level community aspirations

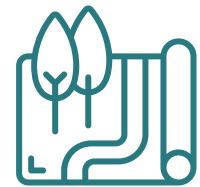
Agriculture

LAND DEVELOPMENT REGULATIONS

regulations adopted by law (ordinance) that control all aspects of development in fine-grain detail and enable action items established in the Comprehensive Plan



Zoning
Districts



Landscaping
Requirements



Subdivision
Regulations



Design
Standards



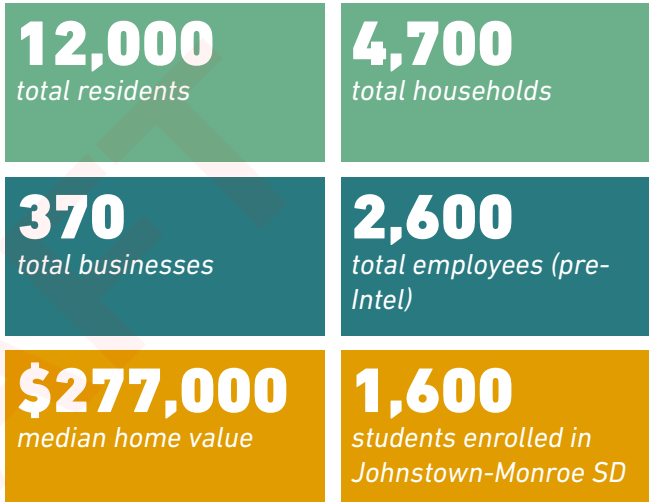
Sign
Requirements

2. ANALYSIS AND KEY FINDINGS

Current trends and public input were gathered throughout the creation of this framework. Interviews with community stakeholders, public engagement workshops, and online polling were all utilized to gather information, analyze findings, and understand the major influences likely to shape future growth within Johnstown.

Planning Area Analysis and Community Snapshot

The Growth Framework is supported by various analysis methods and local and regional datasets. The focus of the framework is within the near term (5-year) when the most significant growth pressure is anticipated for Johnstown. The framework analysis included investigation of existing conditions and data, demographics and trends, transportation, housing, utilities, community character, examination of previous plans, and GIS analysis and mapping. The Growth Framework uses the key findings from this analysis as a basis for the Development Principles and Growth Framework Map recommendations.



Key Findings

- » The Intel Corporation's plan to develop its next computer chip fabrication facility in western Licking County represents **one of the largest, single economic development wins in the Midwest.**
- » The Intel project, along with broader economic growth trends, presents a significant opportunity to **solidify and expand the City's revenue stream through the next decade.**
- » **The City's water and wastewater system are nearing capacity** relative to the projected growth and potential absorption of said growth into the planning area.
- » **Housing costs in the planning area have increased dramatically** through the three years of the pandemic but most notably following the Intel announcement.
- » **Trip demand could double or triple on several roadways in the planning area** by the "opening day" for the new Intel fabrication facility in 2025.
- » Land uses are traditionally rural, but that has the potential to change.
- » Fiscal conditions and trends point to continued growth.
- » Front lot development and large lot contiguity will limit the development potential in the southeastern portions of the Planning Area and focus developable land to the south and west.
- » **Moving forward, developable land will be highly sought after.**

3. PRINCIPLES FOR GROWTH AND CONSERVATION

Over the next decade, the City of Johnstown will be faced with a series of difficult questions. These decisions can impact the qualities of life, place, and opportunity for residents over the next generation. It is critical, therefore, for the community to put forward its argument for the type of community it's intending to become. The principles for growth and conservation present the broadest articulation of this initial argument. These statements – collectively – describe “where” and “how” the City will invest, preserve, enhance, and protect its community. They are derived from sentiments shared during the community conversations series and represent the collective voice of hundreds of residents and business owners.

WE WILL **GROW OUR BASE** | More Jobs, More Revenue

- » Commercial and industrial development adds to the community.
- » Annexation decisions are based on a rational plan.
- » New growth pays for its own infrastructure and provides a long-term net fiscal benefit.
- » New land uses introduced are jobs-oriented.
- » New development helps the City raise the average salary.
- » Buildings have four-sided architecture, sites are well-landscaped, and buffering is utilized where appropriate.

WE WILL **LIVE WELL** | Great Neighborhoods, Strong Community

- » Residential development is based on a holistic site plan.
- » The site plan stitches into the existing community in terms of character, access, and other criteria.
- » The housing product mix and density are calibrated to ensure positive outcomes for the Johnstown-Monroe School District.
- » Community developers commit to building neighborhoods - not subdivisions - that add to the richness and quality of life in Johnstown.
- » The City applies strong, but clear standards to site plan reviews to ensure consistent and quality outcomes.
- » New neighborhoods provide a mix of high-quality housing types.
- » Neighborhoods can integrate logical secondary uses that support the primary use (residential) within the development.

WE WILL **PRESERVE OUR HERITAGE** | Direct Growth, Demand Quality

- » Streams and source groundwater is protected for current and future needs.
- » Woodlots are treated as an environmental constraint and are preserved within development when at all possible.
- » The community is connected through an ever-growing network of multi-use trails that leverage stream corridors and existing rights-of-way.
- » The community's parks network and offerings grow and diversify with new investment and development. The City exceeds national standards for park space per resident.
- » New development includes best practices with respect to street trees, open space, and stormwater management.

4. GROWTH FRAMEWORK

The Growth Framework is a road map illustrating the major concepts for where and how Johnstown should guide future physical development. The intent is to preserve the small-town character and independence that makes Johnstown distinct from its neighboring municipalities, while expanding employment opportunities and diversifying housing options. This framework expresses the general expectations of new development as lands are annexed into Johnstown. The **OPPORTUNITY AREAS** used in this document aim to establish 1) the preferred outcomes for future development, 2) where certain land uses are appropriate, and 3) how new development should interface with and support the existing Johnstown community.

The Growth Framework Map (see Figure 2, pg. 8) spatially delineates the community's preferred outcomes within **OPPORTUNITY AREAS** for lands outside of Johnstown's city limits, but considered within the Growth Framework. The pages following include specific development principles for each use typology identified, which align with the long-term goals of the community. This includes identifying lands appropriate for development, the general form that physical development should follow, and how differing land uses should interact with one another.

The Growth Framework is not intended to be applied on a parcel-by-parcel basis. The boundaries of the character areas are intentionally blurred to allow flexibility on behalf of City leadership. This framework should be used in concert with the Land Use Character Areas established in the Comprehensive Plan and applied accordingly to achieve the City's goals. The Growth Framework is only intended to provide high-level guidance to assist in decision making as properties are annexed into Johnstown.

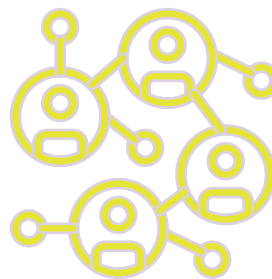
The **OPPORTUNITY AREAS** established in this Growth Framework are broken into three categories: Jobs, People, and Preservation. Expanded descriptions of these character categories are on the following pages, but are generally described as:

OPPORTUNITY AREAS



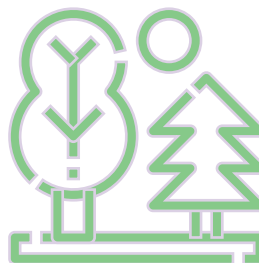
JOBS

Areas focused on supporting employment based uses. Secondary uses may include limited retail/commercial services or multifamily residential.



PEOPLE

Areas to support a variety of housing types in thoughtful, organized patterns that are additive and well-connected to existing neighborhoods. Secondary uses may include limited retail or office uses.

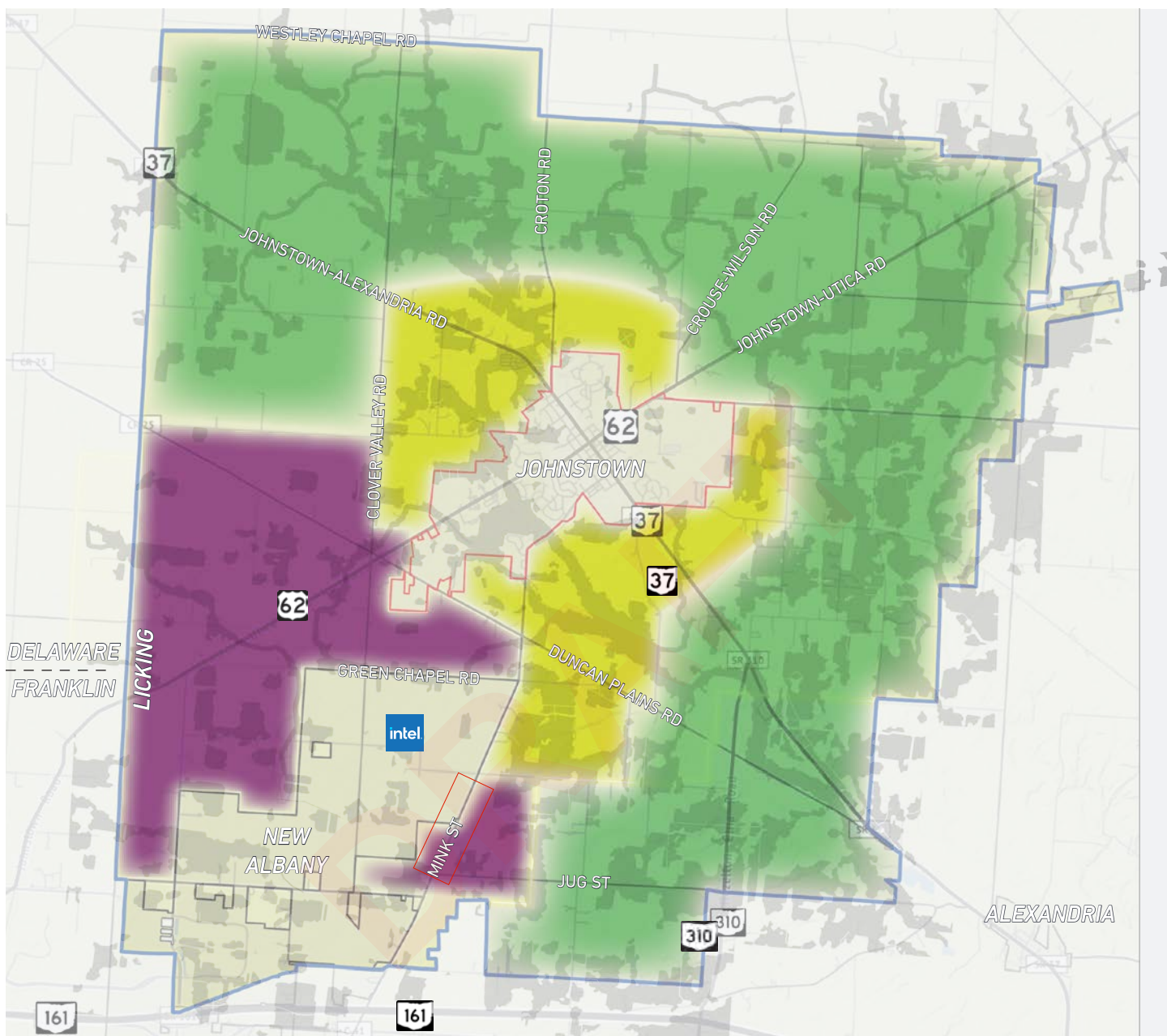


PRESERVATION

Areas to preserve existing rural land use patterns. Uses generally include agriculture uses, very-low density residential, conservation subdivisions, and natural open space.

Figure 2

Growth Framework Map



Legend

- Preservation
- Jobs
- People
- Environmental Constraints

Potential
Build-Out

30
square miles within
Preservation Area

50%
of Planning Area
preserved

+10 million
total building square
footage¹

+5,000
net new employees²

+10,000
new housing units³

+\$27 million
net property tax revenue
for new housing units⁴

¹Calculated based on .2 F.A.R. situated on 20% of the total land area within the Jobs Opportunity Area

²Calculated based on existing employee/residential population ratio (.23) and projected new housing units

³Calculated based on an average of 4 dwelling units per acre

⁴Calculated based on median annual property tax payment in Licking County (\$2,726).

4. GROWTH FRAMEWORK

Illustrative Land Use Breakdown

The following section aims to briefly outline the specific types of land uses that should be considered for future planned developments in the Planning Area. It is recommended that each **OPPORTUNITY AREA** should share a healthy combination of land use types described below, which is further outlined in detail in the following section. In considering these land use types, the City should further contemplate the scope of its future land development regulations in relation to each type of land use and their respective emerging trends. In doing so, the City can better prepare for future development applications facilitated through efficient approval processes, aligning with community objectives, and reflecting the contemporary demands of large-scale development sites.

EMPLOYMENT

Primary Opportunity Area: **Jobs**

The City should consider the following types of land uses in preparation for accommodating an influx of and high-wage, high-skilled employment demand as a direct result of Intel's investment in the region, in addition to a vast network of start-up and tertiary industries that will accompany such industries.

- » **Professional Offices** - low to mid-rise structures, built for specific end-users or for a mix of companies
- » **Data Centers** - large-scale sites, high levels of water usage, high-skilled employment
- » **Flex Facilities** - a mix of professional offices, light production, and research and development
- » **Light Industrial Facilities (Indoor)** - last-mile fulfillment centers, small warehousing and truck terminals



COMMERCIAL (SERVICE, RETAIL, RESTAURANT)

Primary Opportunity Area: **People**

In addition to the potential expansion and adaptive reuse of Johnstown's existing commercial corridor along SR 62, the City should consider the types of commercial offerings that will serve the greater Planning Area, which will develop alongside and/or in support of master-planned residential developments, office parks, and employment centers.

- » **Neighborhood Commercial** - small-scale retail, restaurants, breweries, coffee shops, boutiques, with an emphasis on ground-floor transparency and pedestrian activation
- » **Regional Commercial** - retail establishments serving the broader Planning Area and beyond



**Light Industrial Facilities
(Indoor)**

Flex Facilities

HOUSING

Primary Opportunity Area: **People**

As housing opportunities expand within the Planning Area, the City should prioritize requiring a healthy mix of housing types as part of any proposed land development. Through thoughtful design guidelines that establish the form and scale of residential structures, the City can accommodate a wide-variety of housing densities that sufficiently provide options for 1) long-standing Johnstown residents who want to age in place, 2) service industry employees that sustain the City's attractions and entertainment offerings, and 3) new residents and families joining Johnstown's community.

- » **Single-Family** - mix of attached and detached dwelling units within cluster developments
- » **Townhomes** - low-rise dwelling units that share common party walls, typically with private backyards
- » **Apartments** - three to five story structures with on-site amenities, common open space, and parking



4. GROWTH FRAMEWORK

Illustrative Land Use Breakdown

OPEN SPACE

Primary Opportunity Area: **People**

In support of any new planned development, the City should consider regulatory measures to ensure the facilitation of public and/or common open space, conservation of sensitive land areas, and regional connections to active transportation corridors throughout Central Ohio. This may include the following types of land uses.

- » **Trail Connections** - where applicable, promoting the construction of bike lanes, sidewalks, and way-finding
- » **Public Recreation** - new park spaces, floodplain activation, and opportunities for sports activities
- » **Public Squares** - centralized common areas within planned developments



AGRICULTURE

Primary Opportunity Area: **Preservation**

The City of Johnstown, along with the surrounding Planning Area, share a rich agricultural heritage that remains at the forefront of the City's values. As development expands further from the core of Johnstown's downtown, agricultural land uses should play a key role in serving as a gradient that gradually transitions development from residential and mixed-use to fully preserved lands.

- » **Agriculture Operations** - crop production, raising of livestock, mills
- » **Agritourism** - supporting long-standing agricultural landowners in diversifying opportunities on their existing land and/or within existing farm structures
- » **Incidental Agriculture Sales, Repair, Storage** - ancillary uses directly related to agriculture operations



NATURAL FEATURES

Primary Opportunity Area: **Preservation**

Existing natural features span across and throughout each opportunity area as outlined in this document. Future planning efforts should uphold the natural conditions already present on land areas proposed for development to the greatest extent feasible. As part of any planned development, regulatory provisions should be included for the protection of the following existing characteristics. This list is not all-encompassing.

- » Streams and Rivers
- » Agricultural Soils
- » Floodplains
- » Fields and Woods



4. GROWTH FRAMEWORK

Jobs

The Jobs Framework Character Area is designed to support and accommodate the increased demand for employment uses such as low-impact industrial and commercial service uses in response to the Intel semi-conductor production facility. These land uses should be conveniently connected to highly accessible regional transportation routes and near population centers that provide convenient access for prospective employees.

Significant demand for industry, professional offices, and related services in support of the new Intel facility is now present throughout the region. There are thousands of acres of land around the Intel facility that can support development once utilities are expanded in the area.

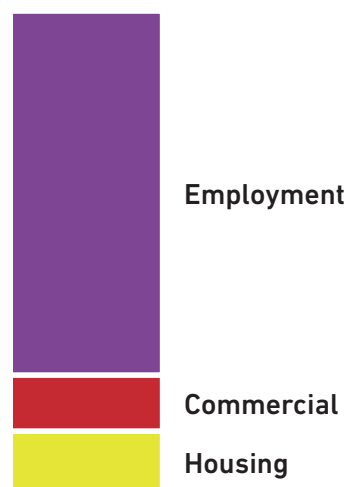
To meet this drastic increase in demand for employment uses, scalable, flexible facilities are needed. These businesses conduct value-added operations and have significant logistics components to fulfill orders. These uses benefit from proximity to similar uses to take advantage of shared infrastructure, labor pools, and other resources. Facilities within this character area should be designed to grow and accommodate changing uses as production techniques and technology change over time. Scalability is a key focus to respond to changing market demands and accommodation of multiple users. These areas may include commercial and residential uses, but are generally at a smaller scale than comparable commercial or mixed-use areas.

These areas should be thoughtfully designed and respond to similar development types in the area to minimize visual impacts from adjacent roadways and between lower intensity uses. While not a primary focus, development of these facilities should include pedestrian amenities such as protected bike lanes, separated multi-use trails, and sidewalks where opportunities exist to connect pedestrian mobility facilities across jurisdictions. The use of berms, substantial vegetative buffers, and low maintenance vegetation should be used in combination to create visually appealing environments that enhance the character of Johnstown.

INTENT

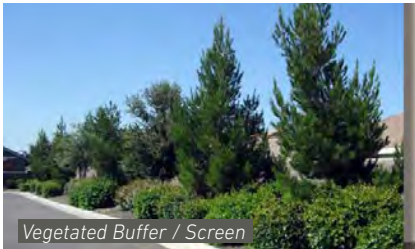
- » Co-locate uses in districts designed to support increased vehicular traffic, and be developed using design guidelines that create an aesthetically pleasing end product.
- » Respond to the significant increase in demand for employment-based uses due to the development of the Intel semi-conductor production facility.
- » Prioritize circulation of vehicular traffic while providing separate pedestrian facilities, as appropriate, to connect with the emerging trail system programmed within the New Albany International Business Park.
- » Minimize environmental impacts through thoughtful site design, innovative stormwater management systems, and minimizing removal of established woodlots.

Illustrative Land Use Breakdown





Separated Bike Path / Leisure Trails



Vegetated Buffer / Screen



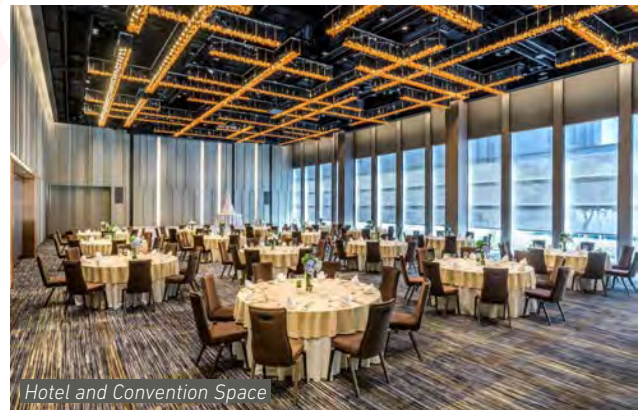
Technical Training Facilities



Corporate Campuses



Flexible Industrial Spaces



Hotel and Convention Space



Thoughtfully incorporated multi-family neighborhoods

4. GROWTH FRAMEWORK

People

The People Opportunity Area is designed to provide needed housing in a pattern that creates vibrant, walkable environments typical to traditional, American neighborhoods. Development patterns within this character area include mixed-use developments that support accompanying residential neighborhoods featuring a variety of housing typologies and price-points. This character type is intended to enhance existing neighborhoods within Johnstown.

People are the life-blood of every community. Through the public engagement process residents, leadership, and stakeholders all shared what makes a great community from their perspective. Several common themes emerged through the plan development process: solidifying an identity for Johnstown, ensuring growth does not outpace development of school facilities, and expanding/connecting community amenities.

Development within the People Opportunity Area should embody the common themes established via public input. New development should be people-focused and include plentiful recreational amenities, establish meaningful connections between new and existing development, and prioritize user experience over basic development yield. In addition, new development should focus on creating walkable residential development patterns supported by purposeful inclusion of neighborhood-scale retail and restaurant uses.

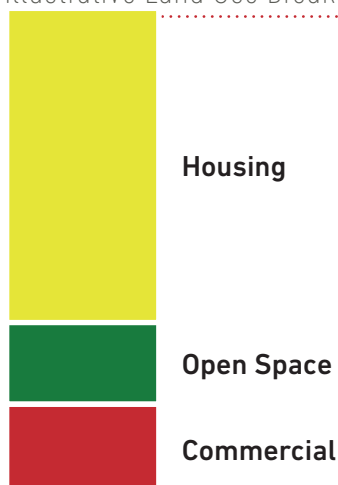
A mix of residential and appropriately scaled commercial uses create opportunities for residents to address their daily needs within their neighborhood. This reduces overall vehicular trips on roadways within the community and strengthens community relationships as people walk or bike to their neighborhood shops.

Residential development within this Opportunity Area should be configured in well-connected block patterns that support a variety of residential typologies. A healthy neighborhood should include for-rent and for-sale units in a variety of typologies. This allows residents of all ages and income levels to locate throughout the neighborhood, strengthening the feeling of community within Johnstown.

INTENT

- » Establish vibrant, walkable neighborhoods that allow residents to meet their daily needs without needing to leave Johnstown.
- » Connect residents to each other and to downtown through robust pedestrian infrastructure.
- » Include multiple housing typologies, for-rent and for-sale, at varying price points throughout the community.
- » Provide incentives for new development to add additional and more diverse recreational amenities than currently exist within the community.
- » Create multi-generational neighborhoods that support residents in all stages of life.

Illustrative Land Use Breakdown





Preservation

The Preservation Opportunity Area is designed to preserve the established rural character of lands surrounding Johnstown. The intent of this Opportunity Area is to preserve the existing land use patterns of agricultural operations, very low density residential, and natural open spaces.

Preservation of rural character is important to residents of Johnstown. However, it is generally understood that some development will still happen in these rural portions of the Planning Area.

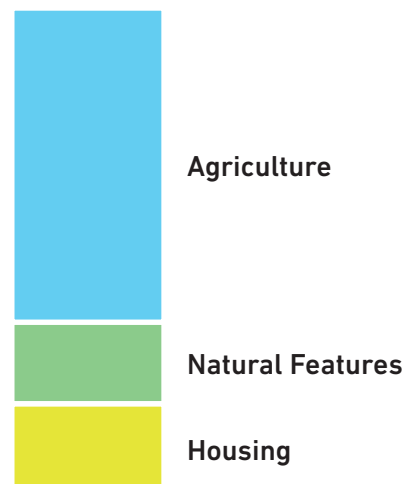
Development within these areas is sparse, with primary land use being agricultural production fields, very low density residential (generally one unit per three acres or more), and natural open space. Minimal growth is anticipated within these portions of the planning area due to lack of centralized water and sewer utilities outside of the current Johnstown boundaries.

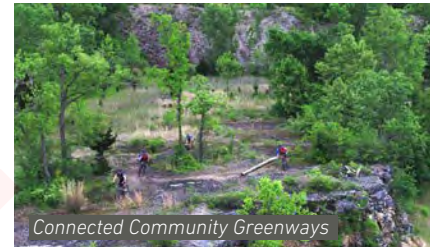
While this Opportunity Area is primarily concentrated to the north and east of the Planning Area, where existing and future development is at its lowest density, considerations emphasized as part of preservation efforts should be applied and enforced across the board and for all future developments.

INTENT

- » Preserve lands not suitable for development within agricultural land use patterns that make use of the favorable terrain and soil compositions in the area.
- » Promote land uses that are appropriate for rural areas not served by potable water and sanitary sewer services.
- » Utilize cluster subdivisions and other land use patterns that minimize land clearing and protect existing environmentally sensitive areas.
- » Emphasize site design that does not impede on existing sightlines and viewsheds characteristic to rural communities, specifically along adjacent roadways, crossroads, and properties.

Illustrative Land Use Breakdown





5. IMPLEMENTATION STRATEGY

The action items established below represent the highest priority items that should be actively pursued and achieved by Johnstown. These strategies will allow the City to leverage the mounting development pressure in the area, solidify Johnstown as a regional stakeholder, and establish the long-term intent of being a primary utility provider within the region. The items below are listed in order of priority based on input received from the community and leadership.

1. Establish a Planned Development (PD) Zoning Tool

- » The existing Code of Ordinances that govern development within Johnstown is outdated, and does not allow the types and styles of development the market demands. Updating the overall Code of Ordinances will be a lengthy process. As an interim measure, a Planned Development (PD) tool is recommended. The PD will allow for large-scale, mixed-use developments that expand housing and employment options, all while guided by modern design guidelines and fiscally and environmentally sustainable land use practices. This PD follows a similar process as a traditional rezoning, but is a negotiation between an applicant and the City for items such as architectural standards, allowable density, phasing, and infrastructure improvements.



IMPLEMENTED
MAY 2023

City Council adopted Ordinance 1164: Planned Development (PD) District, providing for a Master Planning process for future large-parcel development proposals. This is only the first step in achieving a holistic policy approach that articulates the City's long-term land use goals. A PD application requires robust, detailed application submittals. The adopted ordinance and associated master plan requirements for these PD districts establish fine-grain details including, but not limited to, minimum standards for architectural character, minimum landscape requirements, buffering standards, and transportation and mobility illustrations and studies.

2. Establish a Utility Expansion Implementation Strategy

- » Johnstown currently provides water and sewer service to properties within the municipal boundaries. As the City generally does not provide services outside of its boundary, excess capacity has only kept pace with past growth trends. The development pressure created by the Intel semi-conductor facility has fundamentally disrupted the past growth trends. In order to leverage the significant increase in development pressure, large-scale expansions of the potable water and sanitary sewer systems will be necessary to accommodate new developments within Johnstown. Establishing an actionable, implementable long-range utility expansion plan is key to solidifying Johnstown as a regional utility provider and curb proposed expansions by other utility providers in the region.

3. Comprehensive Plan Update

- » The Johnstown Comprehensive Plan was last updated in 2020. While this is a recent update, the development landscape has changed significantly due to the Intel announcement. Now is an appropriate time to validate the findings of the current Comprehensive Plan and put in motion actions to accommodate the changing landscape.

New development should be used to benefit the community through increased aesthetics, additional employment opportunities, and enhanced public amenities. The Comprehensive Plan houses the “big ideas” for the community and these ideas should be based on current trends data and reflect the goals of the community.

4. Update and Expand Development Regulations

- » The existing Code of Ordinances for Johnstown are outdated and do not yield the types of development desirable to the community. While the PD tool noted in item one is a stop-gap measure, a comprehensive update of Johnstown’s land development regulations is needed to mandate the type, quality, and aesthetics that all development must meet. Establishing standards for architectural character, appropriate building materials, landscaping standards, and analyzing allowable uses throughout the community should be included in this update. The land development regulations are technical in nature and should be informed by the public input gathered during the Comprehensive Plan update.

5. Pursue Strategic Partnerships within the Central Ohio Region

- » To better accommodate change generated by new development, as regional issues arise, Johnstown will be best served by a robust and diverse network of strategic partnerships. Participation in regional planning efforts and partnerships with peer communities and state-wide agencies will solidify the Johnstown position. These partnerships will also afford the opportunity for Johnstown to guarantee its seat at the table for ongoing regional initiatives and planning efforts.

6. Engage and Participate in Regional Processes

- » There are multiple agencies with influence and jurisdiction within central Ohio and Johnstown. Moving forward, ongoing participation in regional processes related to potable water and sanitary sewer, transportation, long-range planning, and culture/arts programs is critical. Engagement in these processes spreads awareness of Johnstown, ensures the viewpoint of the City is reflected in regional efforts, and enhances the quality of life for Johnstown residents.

These action items are necessary first steps in realizing the goals of the community to create lasting memories, provide quality education opportunities, and establish an easily identifiable character that embody all that is — Johnstown. Accomplishing the Growth Framework action items is a community effort involving numerous stakeholder groups representing the entire set of neighborhoods that make up Johnstown.

Memo



To: Sean Staneart, City Manager, City of Johnstown, Ohio

From: Kyle May, Associate Principal, MKSK

CC:

Date: June 2, 2023

Re: Comprehensive Plan Task 1: Growth Framework Conditions and Trends

This memo supports the findings and recommendations outlined in the City of Johnstown Growth Framework and Comprehensive Plan update. The Growth Framework and Comprehensive Plan update aims to articulate the community’s future development goals in the context of emerging regional economic development opportunities and the ensuing rapid pace of workforce and population growth anticipated throughout Central Ohio. The Growth Framework acts as the first “task” within a broader set Comprehensive Plan documents to be produced throughout this year.

Contents

1. <u>Introduction & Background</u>	<u>2</u>
2. <u>Regional Conditions and Trends</u>	<u>15</u>
3. <u>Land Use, Development, and Conservation</u>	<u>30</u>

I. Introduction & Background

In 2023, the City of Johnstown is at an inflection point. Central Ohio's economic development efforts have been successful in landing numerous large-scale investments, punctuated by the Intel Corporation's plan to develop its next fabrication facility in Western Licking County. Located just three miles from the site, the Johnstown community will be greatly affected by the plan. While there are inherent challenges to this development, the opportunities are also tremendous. The City must take proactive steps to prepare for the development pressure and direct its energy toward positive community outcomes.

In the fall of 2022, Johnstown city leaders began a process to develop their collective reaction to the Intel announcement in the form of a Growth Framework and new comprehensive plan. This report inventories the key findings with respect to the conditions and trends of the 60 square mile planning area and will set the base for the City's principles and plan for future annexation, development, conservation, and transportation priorities.

The Growth Framework and associated recommendations are based on analysis of existing conditions and current trends within the Planning Area. This Growth Framework is intended to provide over-arching guidance for land use decisions as lands are annexed into Johnstown. The recommendations included in this document are based on feedback received through public engagement, best management practices, and existing adopted Johnstown plans. Once this framework is completed, the recommendations will be incorporated into the updated Johnstown Comprehensive Plan to create a complete roadmap for future growth of the community.

A. KEY FINDINGS AND HIGHLIGHTS

The following are key highlights from topics further explored through this report.

- **The Intel Corporation's plan to develop its next computer chip fabrication facility in western Licking County represents one of the largest, single economic development wins in the Midwest.** The \$20 billion investment is expected to produce 3,000 high-

paying tech jobs and more than 7,000 temporary construction jobs in pursuit of the facility's 2025 opening day. The site is less than five miles from the city of Johnstown and has rapidly increased development pressure inside the city and in the city's planning area, the Johnstown-Monroe School District.

- **The Intel project – along with broader economic growth trends – presents a significant opportunity for the city to solidify and expand its revenue stream through the next decade.** Johnstown's municipal income tax (one percent of earnings for workers and residents) is one of the lowest rates in the region. Coupled with lower wages compared to the region and recent jobs losses, the city's fiscal position is less stable today compared to ten years ago. Capturing high wage, tightly tethered employers and modestly increases to municipal income taxes to regional parity, would help address these insecurities in the long-term.
- **The city's water and wastewater system are nearing capacity relative to the projected growth and potential absorption of said growth into the planning area.** Major upgrades are necessary to service developable portions of the planning area. The current system has less than one million gallons of daily capacity in water and in wastewater provision in 2022. While some expansion is in the works, demand in the Planning Area exceeds this capacity by orders of magnitude.
- **Housing costs in the planning area have increased dramatically through the three years of the pandemic but most notably following the Intel announcement.** This extreme inflation is likely to course-correct as time goes on but demands for short-term and long-term housing options for Intel workers will be significant drivers of the housing market.
- **Trip demand could double or triple on several roadways in the planning area by the "opening day" for the new Intel fabrication facility in 2025.** Major and minor routes around the planning area are expected to see large increases in trip demand based on Intel site and secondary development. The largest impacts are expected in the southern portions of the planning area for roads like OH 62, Duncan Plains Road, Mink Road, OH 310, and supportive local streets.

- **Land uses are traditionally rural, but that has the potential to change.** Primary land uses in Johnstown include agriculture, very low density single-family residential, and employment centers. Much of the land in the area has historically been used for agricultural purposes, but recent development has led to subdividing farmland to create residential neighborhoods.
- **Fiscal conditions and trends point to continued growth.** Johnstown has experienced steady growth in recent years which has brought more workers to the local job force, and this growth is expected to continue and proliferate. A diverse job pool and several industries expanding within the region will bring more residents who can contribute to the local tax base, raising income tax funds for the city.
- **Front lot development and large lot contiguity will limit the development potential in the southeastern portions of the planning area and focus developable land to the southern and western swaths of the planning area.**
- **Developable land is going to be highly sought after.** The Johnstown planning area has a wide variety of parcels that are considered “highly developable” due to their large size and minimal environmental constraints; these lands are on a fast-track to become frequent targets for development due to their proximity to the Intel site.

B. BACKGROUND AND PURPOSE

The Johnstown Comprehensive Plan was last updated in 2020. While this is a very recent update, the announcement of the Intel semi-conductor production facility less than one mile from the Johnstown municipal boundary generated the need to update the Johnstown Comprehensive Plan. The purpose of this Growth Framework is intended to provide overarching guidance for land use decisions as extra-territorial lands are annexed into Johnstown. The recommendations and character guidelines developed for this framework will be included in the updated Johnstown Comprehensive Plan, which is the next phase of this process.

The overall intent of this framework and the associated Comprehensive Plan, once completed, is to clearly state the preferences of the community related to use of land, aesthetic qualities, provision of utilities, expansion of public schools, and mobility needs as development occurs.

Further, it is intended that this Comprehensive Plan be used to inform and guide updates to and establishment of new regulatory tools to ensure the vision of the community is realized.

The planning process is being facilitated by MKSK Studios, based in Columbus, Ohio with support from PRIME AE Group, Inc.

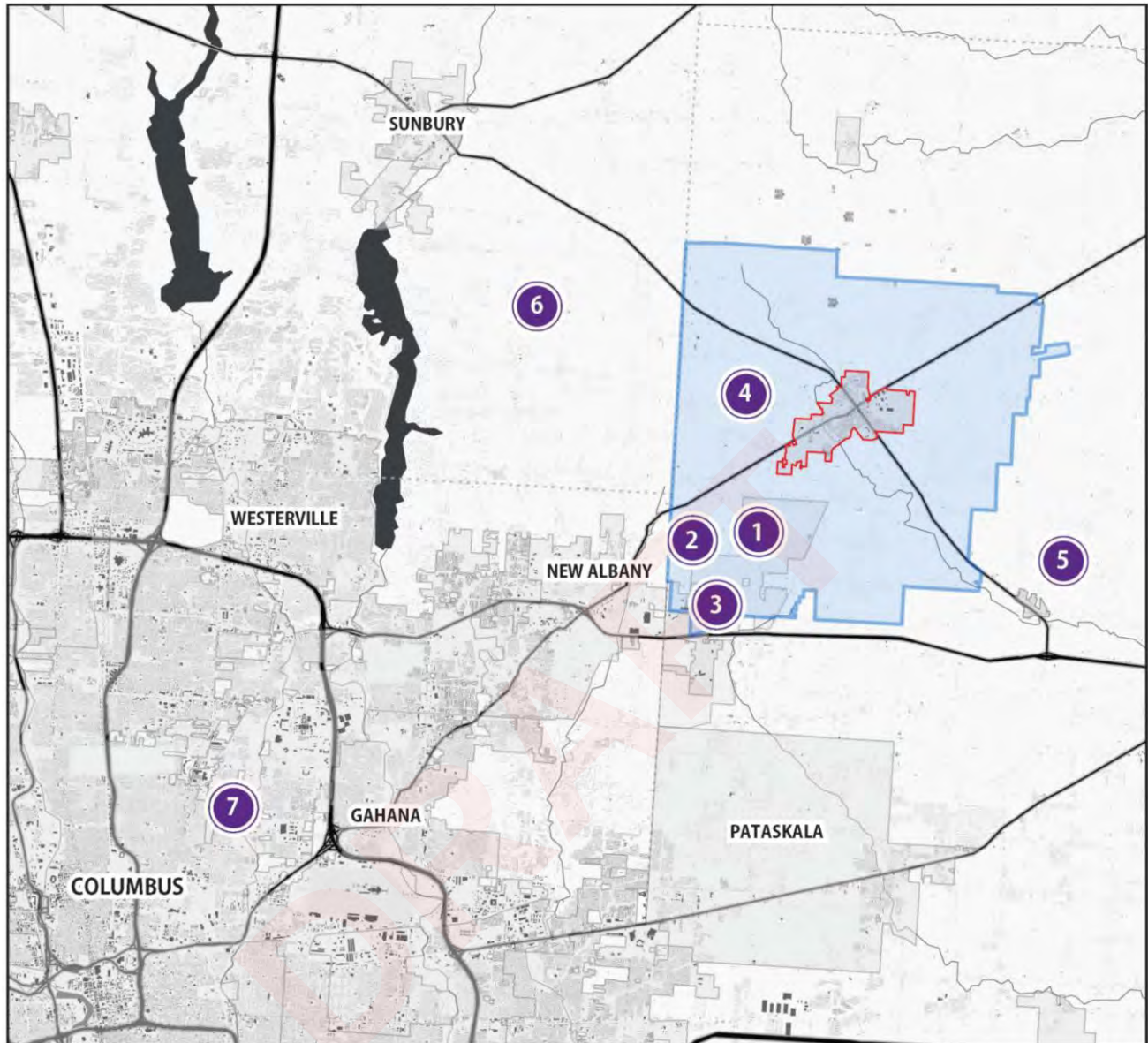
C. PLANNING AREA

The planning area for the Growth Framework includes all non-incorporated lands in the Johnstown-Monroe School District. The roughly 60 square mile area includes portions of Jersey, Monroe, Liberty, and St. Albans Townships, as well as the future Intel Chip Fabrication facility. This site, however, has been annexed into the city of New Albany and is not considered by the framework's recommendations.

Extra-territoriality – The framework process considers the conditions and opportunities for lands that are currently outside the city of Johnstown. This planning area is not, however, an annexation plan for the city, but a best practice with respect to land planning. Given the regional growth pressures and the opportunities presented by the Intel facility, city leaders are considering the opportunities presented by this greater land area.

D. REGIONAL PRESSURES

The city of Johnstown sits within an increasingly dynamic economic region. Growth in central Ohio accelerated through the 2010s and with recent announcements from Intel, Amazon, and other major employers, jobs growth should extend well into the next decade. The region is bucking statewide population trends plagued by stagnation or decline. By 2050, the Mid-Ohio Regional Planning Commission (MORPC) forecasts an additional 726,000 residents will move into the 15-county region with the greatest share of this growth in Franklin, Delaware, Union, and with the Intel announcement, Licking Counties.



Legend

 Planning Area
 Johnstown City Limits
 Municipalities

- 1 Intel Project - 1,000 acres, \$20 Billion Investment
- 2 Facebook 2023 Purchase - 392 acres, 30 buildings planned
- 3 5,000+ new jobs created in New Albany Intl Business Park since 2012
- 4 Price per Acre has increased 4x for commercial land in Study Area since 2012
- 5 Grow Licking County had 82 serious development inquiries in 2022
- 6 Delaware County is Metro Columbus' fastest growing exurb (+212% since 2000)
- 7 Columbus Region added 7,981 new jobs in 2022

Map 1.1 Regional Pressures

E. INTENDED OUTCOMES

The Growth Framework and Comprehensive Plan will define how and where community development and conservation occur in Johnstown over the ten-year planning horizon. During this period, the region is expected to grow with respect to jobs and households. This will have an impact on the city and its supportive systems. Through this plan, Johnstown can proactively mitigate the negative scenarios presented by this growth pressure and leverage the myriad opportunities.

Through the Growth Framework, Johnstown will:

- Study the primary and secondary impacts of projected regional growth along with the impact from specific projects like Intel;
- Work with the community and stakeholders to better understand their priorities for investment;
- Articulate Johnstown's principles for growth, development, and conservation;
- Identify development character place types that match the form, function, and fiscal revenue potential prescribed by the principles;
- Map the Opportunity Areas as part of a Growth Framework Map;
- Phase the priority growth areas in a series of community enhancement focus areas;
- Demonstrate the impact of said potential development across all categories of additive community development (fiscal, aesthetic, quality of life, connectivity, opportunity, etc.);
- Enhance the city's planned unit development zoning tool to meet the initial wave of forthcoming development, and;
- Integrate the findings and recommendations of the Growth Framework with the broader comprehensive planning process.

The Growth Framework and Comprehensive Plan will help Johnstown take a confident first step forward in its next chapter of community growth and development.

F. PREVIOUS PLANS AND RELATED STUDIES

This plan will leverage all existing work where available. The city completed a comprehensive plan in 2020 and updated its design standards as a result. The city is actively participating in several regional planning efforts focusing on transportation, economic development, workforce development, and other related topics. The planning team will make use of the data, analysis, and recommendations elevated through this work when relevant.

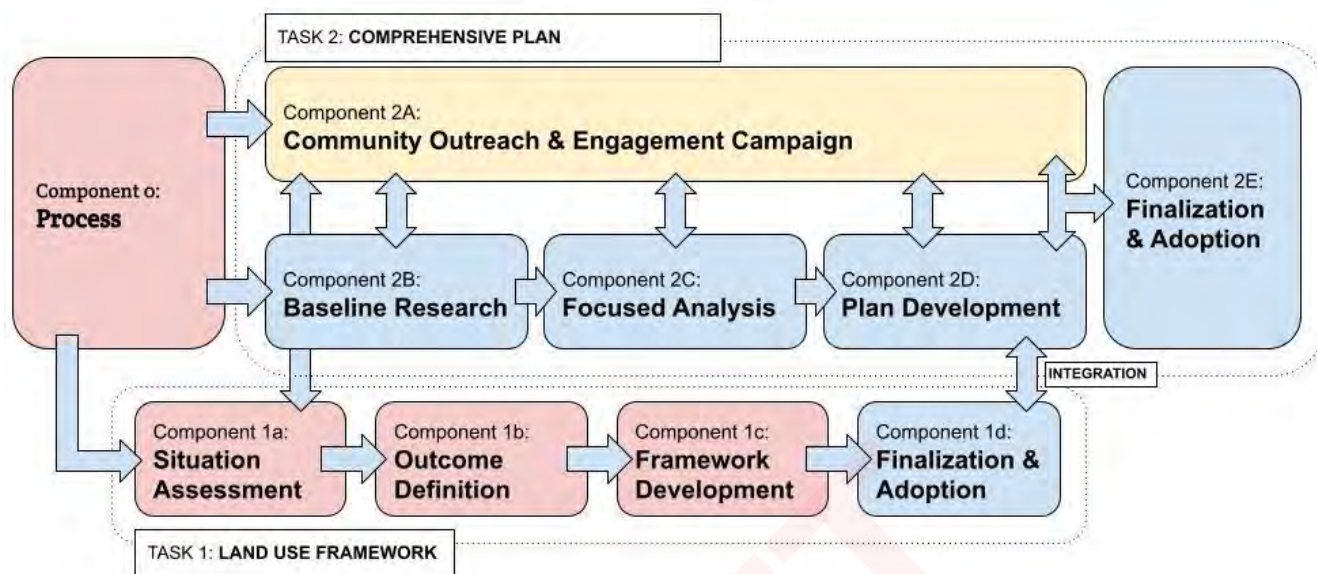
The following is a list of all plans and studies considered by the planning team.

- Village of Johnstown Active Transportation Plan 2021
- Design Review Districts and Standards 2021
- Licking County Transportation Improvement Plan 2021
- Greater Ohio Workforce Board Inc., Local Plan 2021-2024
- Village of Johnstown Comprehensive Plan 2020
- Future Land Use Map 2020
- Western Licking County Accord 2018
- Park & Greenway Master Plan 2017
- Economic Development Strategic Plan 2015

H. PROCESS

The process to generate this Growth Framework and the subsequent comprehensive plan is grounded in public input and engagement. This includes facilitated public discussions, individual meetings with elected and appointed officials, and online public surveys. A baseline assessment of the community was conducted at the on-set of the project to include economics, housing, transportation, utilities, and community character. This analysis culminated in a conditions report, which was used to focus on specific priorities the community desires to address. Based on the baseline analysis and focused analysis to determine overall priorities, the plan was developed. The Growth Framework is incorporated into the overall Johnstown Comprehensive Plan to provide guidance for lands within the Johnstown jurisdictional boundaries and extraterritorial lands within the larger planning area.

Figure 1: Johnstown Growth Framework and Comprehensive Plan Process Diagram



Task 1: Growth Framework

The Growth Framework is an expedited effort to develop land use guidance and recommendations for lands outside of the Johnstown municipal boundaries within the Planning Area. The framework was developed using a four-step process including: Situation Assessment, Outcome Definition, Framework Development, and Finalization and Adoption.

The Situation Assessment is used to establish a foundation, targets, and expectations for the process through collaboration with city staff. The Situation Assessment includes working group sessions, a tour of the planning area, information collection, a community listening session, base mapping, market analysis, and a utilities capacity analysis.

The Outcome Definition establishes a broad direction for the framework based on the community's needs and priorities as determined by stakeholders and staff. The Outcome Definition includes stakeholder interviews, development of community priorities, working group sessions, a community capacity statement, and development principles for Johnstown.

The Framework Development includes developing findings that distill key land planning issues related to regional trends, market absorption, use mix, developability, policy alignment (city / township / county), and development character assessment. The Framework will consider existing adopted plans, regional dynamics, sensitive lands/environmentally constrained lands, a developable land analysis, and analysis of current development trends and opportunities. Additionally, the Growth Framework will include a conceptual development diagram, future development typologies, and a Growth Framework Map. These components will be reviewed by the working group and refined as necessary to produce the draft Growth Framework report, maps, and recommendations.

The last component of the Growth Framework is to assemble the framework, maps, and recommendations into a single report. This report will then be finalized based on feedback received and presented to the Johnstown City Council for adoption. Also included in this component is review by the Planning Team of the existing zoning and other land development regulations to develop an inventory of necessary updates, changes, and/or additional necessary tools to fully implement framework. This step also includes revised guidelines and standards for the Planned Unit Development, described below.

The Planning Team will develop an implementation strategy to enact the Growth Framework through the Planned Unit Development provision of the Codified Ordinance (Chapter 1179: Planned Unit Development). Included in this strategy will be Development Typologies, Development and Architectural Standards and Design Review, Landscaping, Street Typologies and parkland dedications, and adoption.

Task 2: Comprehensive Plan

The Planning team will assist the City of Johnstown in creating a new Comprehensive Plan. This process will begin once the Growth Framework is adopted, and findings from the Growth Framework will be integrated into the Comprehensive Plan. The process of drafting and adopting the comprehensive plan includes five components, culminating in finalizing and adopting the updated Johnstown Comprehensive Plan. The components of the comprehensive plan development process include the Process Preparation, Baseline

Research, Community Outreach and Engagement, Plan Development, and Finalization and Adoption.

Process Preparation: During this step the Planning Team will integrate staff and various City committees to develop clear and consistent messaging about the process, establish project goals, schedules, and milestones, and generally orient the groups to the work to come. This phase includes hosting a kick-off workshop, conducting regular coordination calls, gathering relevant data, establishing a steering committee, and developing a community outreach and engagement strategy.

Baseline Research: The Planning Team will conduct an audit of previous plans, develop the plan research and analysis outline, review and document community conditions and trends, and determine focus area planning geographies. This research will inform the overall plan and assist the community in establishing priorities to address.

Community Outreach and Engagement: The purpose is to refine the community vision, development principles, and goals. This component includes multiple Steering Committee meetings, stakeholder round-table discussions, collaborative development of community vision and principles, and a community workshop intended to elicit “big idea” feedback.

Plan Development: The Planning Team will compile and distill the background research, public input, and past plans to assemble the Johnstown Comprehensive Plan. Once assembled, the Planning Team will generate an implementation strategy that consolidates all recommended action items established in the plan. Once the Comprehensive Plan is complete, the Planning Team will assist with the adoption process of the plan.

I. COMMUNITY INVOLVEMENT

As a priming element for the Growth Framework, the planning team is facilitating a parallel community and stakeholder outreach and engagement campaign. These conversations are open to anyone interested in Johnstown’s future and will be integrated into the direction and recommendations of the Comprehensive Plan. This section provides an overview and major findings from the initial community engagement activities hosted in Winter 2022.

Community Meeting 1: Let's Talk Johnstown!

On December 14th, 2022, community members gathered for a community engagement session. This included Johnstown residents, property owners, and members of the Johnstown workforce. During the meeting the Planning Team gave an overview of the planning process, regional trends, and why a new plan is needed for the City. Through smartphone polling, small-group discussions, and a large-group debrief the group shared their biggest concerns and greatest hopes for the future of Johnstown as the City prepares for increased development.

The top 5 concerns for the future:

1. **Increased local traffic and congestion.** New development could generate excessive amounts of local traffic that get ahead of necessary capacity and/or access improvements.
2. **Strained infrastructure due to growth.** Can the capacity of services keep pace with development demand, and if not, how do we responsibly expand these services with an eye on good outcomes for locals?
3. **More crime and insufficient safety services.** How do we fund necessary growth with our city services, facilities, and personnel with a special focus on public safety?
4. **Keeping up with the speed of development.** Investment conversations are happening at a new speed, new volume, and with new partners. How do we ensure projects address our needs, meet our expectations, and generally add to our qualities of life, place, and local opportunity?
5. **Losing the City's identity.** Johnstown has a distinct sense of itself. The Big Red Band and school district are a unifier and help locals feel a strong tie to the allegiance to the community. How can we ensure that, as growth occurs, it does so in a way that enhances this sense rather than deadening it?

The top 5 hopes for the future:

1. **Confidence in City leadership.** The people of Johnstown want to ensure that their city is in good hands so that Johnstown remains a great place to live, even with

imminent changes on the horizon. What can we do to instill confidence in our residents?

2. **Expanded entertainment options.** One benefit of growth is the opportunity to foster new experiences within the city. Residents want to see a more exciting, thriving town center with a wide variety of activities to enjoy.
3. **Larger and higher tax base.** If Johnstown is to develop into a flourishing community, expanding the city's tax base can help capture the funds necessary to enact desired changes as the city grows.
4. **Intentional housing development.** Johnstown recognizes the need for additional housing in the area with Intel and other projects bringing more people to the region; ensuring that additional housing is purpose-driven and context-sensitive is a priority.
5. **Retaining and defining community character.** Johnstown's identity might evolve with the growth facing the region. Now is a critical moment for the city to determine what it wants to be, and having a vision for Johnstown's identity can help guide development to support that vision.



Additional Themes from Community Conversation

- **School capacity and quality must be maintained**, and development should not outpace the ability of Johnstown-Monroe LSD to upgrade or construct school facilities.

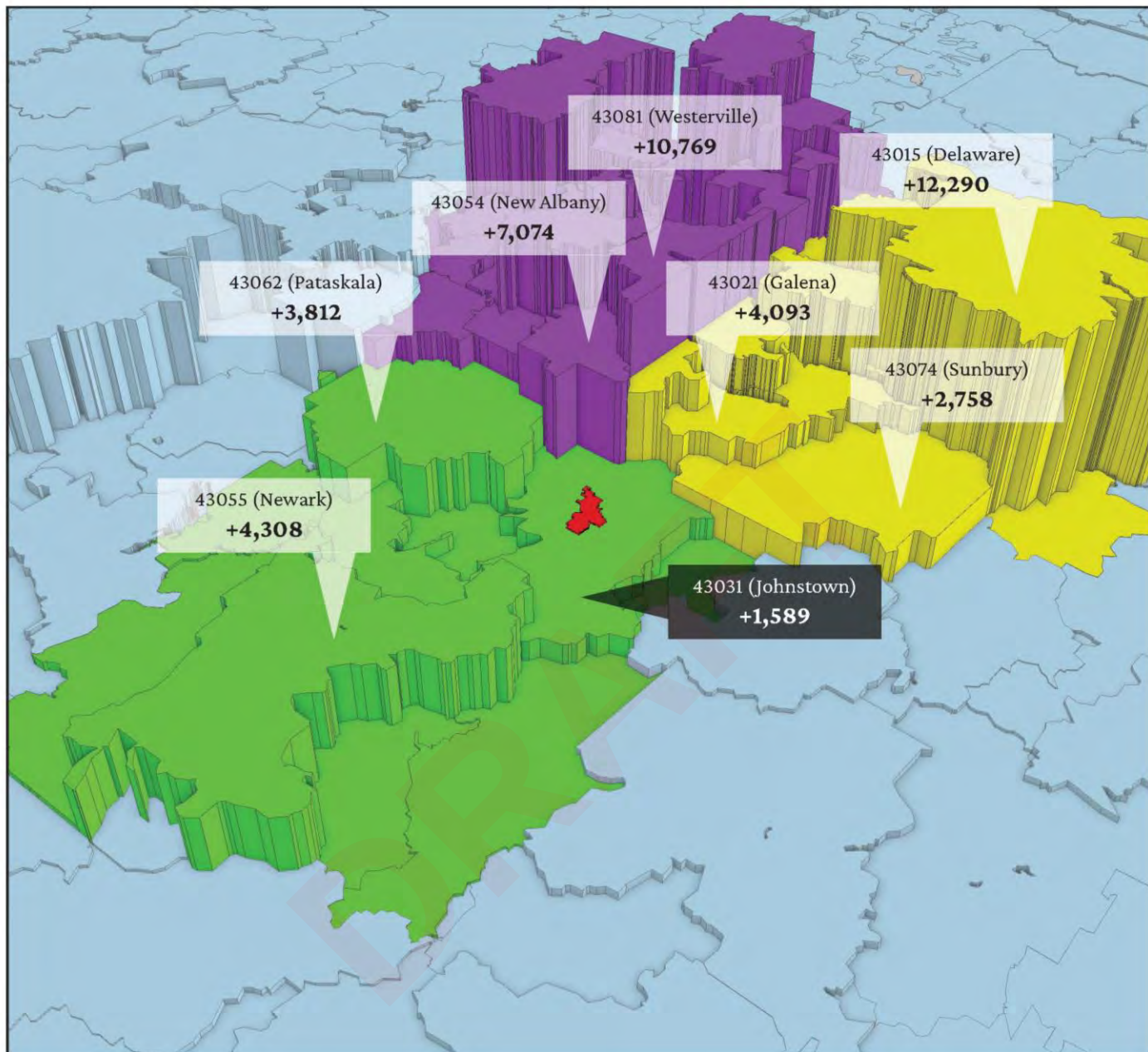
- It is generally understood, based on the Intel announcement, that development is coming, and that **development should be distinctly characteristic to Johnstown** (no more being grateful of development simply for the sake of development).
- The **lack of clear architectural standards** reduces the effectiveness of the Design Review Board.
- Residents and stakeholders express **desire for a Johnstown “brand”** to allow a clear demarcation of development within and outside of the city.
- **Extension of the TJ Evans bike trail to downtown**, and additional pedestrian infrastructure throughout the community is highly desired within Johnstown.
- Traffic within downtown, primarily caused by the intersection of U.S. 62 and State Route 37, is problematic. Pedestrian comfort is reduced due to **high traffic volumes and limited ability to cross streets during peak travel times**.
- **Increasing revenue streams is imperative** to funding the items that residents and leadership would like to provide within Johnstown.
- **Preservation of small-town character** is a top priority. Residents don’t want to lose their identity through this transformation.
- **Utility provision and extensions will be necessary** to support new development, where and how much needs to be determined.

II. Regional Conditions and Trends

The Growth Framework and Comprehensive Plan are being developed during a dynamic period in Central Ohio. This section highlights key conditions and trends pertinent to the city's land use discussion.

DEMOGRAPHICS

The Central Ohio region is expected to add 726,000 new residents by 2050 according to projections prepared by the Mid-Ohio Regional Planning Commission (MORPC). This forecast was updated from 650,000 following the announcement by the Intel Corporation about their plans to build in Licking County (detailed in the following section). Jobs growth has outpaced household growth in the region, increasing the competition for workforce and housing. The latter has not kept pace with population. In their Regional Housing Strategy, MORPC identified a 10,000+ unit building gap between population growth and new housing starts. This is impacting home prices and competition across the region.



Legend

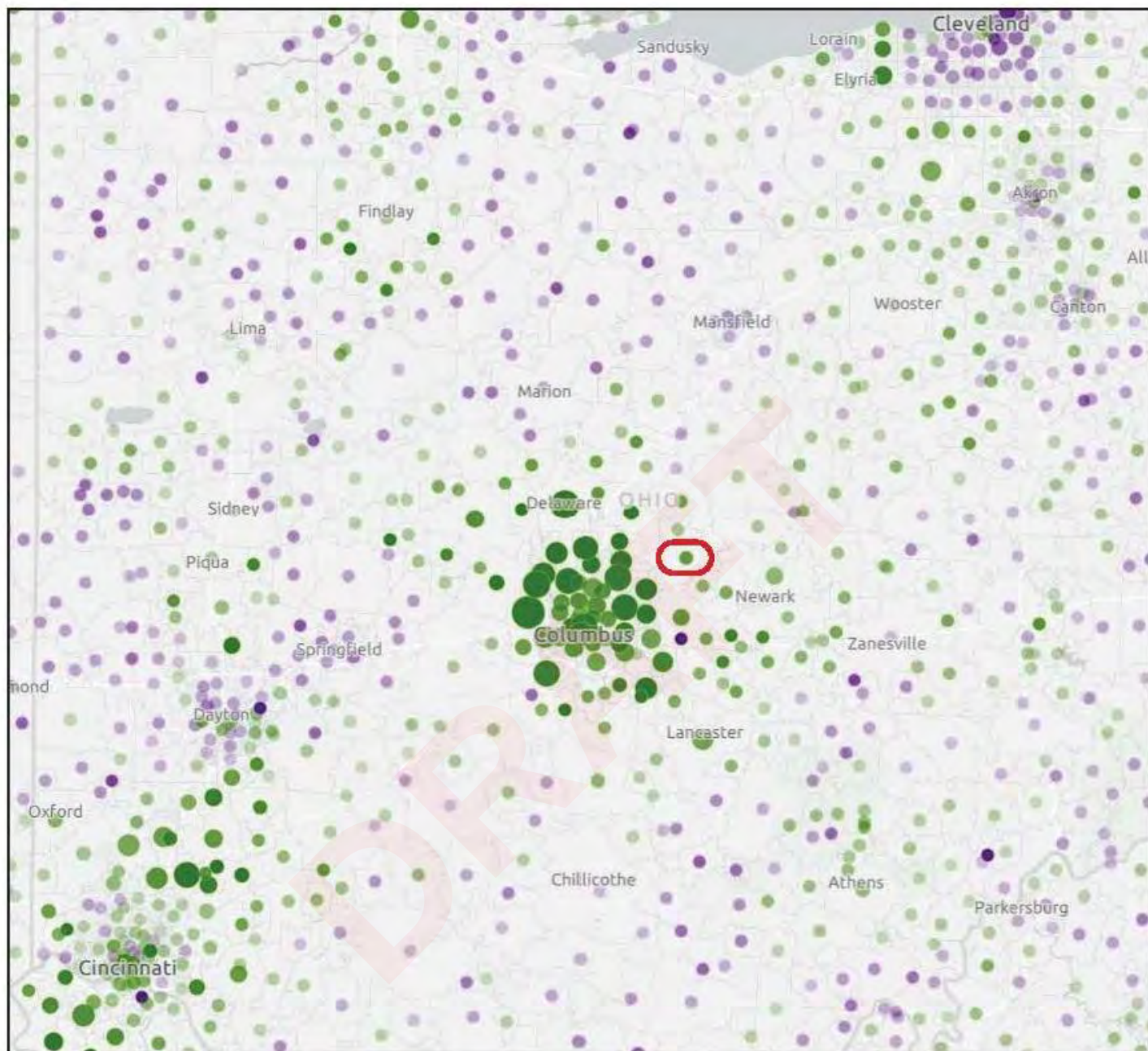
 Johnstown City Limits

Zip Codes Extruded by Population Growth

-  Franklin County Zip Codes
-  Delaware County Zip Codes
-  Licking County Zip Codes
-  Additional Zip Codes

Map 2.1

Population Change from 2010-2022 by Zip Code



Legend

- 43031 Zip Code (Johnstown)
- Zip Codes with Population Growth
- Zip Codes with Population Decline

**The size of circle corresponds to the amount of new people added to the population*

Map 2.2

Population Change from 2010-2022 by Zip Code

Johnstown's population has grown steadily through the past two decades, adding more than 1,700 new residents from 2000. The city has larger family sizes than the surrounding county (3.37 people, compared to 3.13 in Licking County) and a significantly lower median age (33, compared to 39 for Licking County). There are 570 households, or 1,500 school-age children under the age of 19.

Growth in the city has fueled enrollment in the local schools. As of December 2022, the Johnstown-Monroe School District serves over 1,700 students, an increase of about 150 students in the last 5 years. This increase in student population has led to the district's administration paying closer attention to funding levels to prepare for the future. The district is placing two levy renewal issues on the special elections ballot in May to secure the needed funding for the schools. The levies are not new taxes, but simply renewals to previously approved ones. This renewal would cover the next five years, as funding will likely need to be reevaluated again once the new Intel site moves in and brings more families into the school district.

The Board of Education was presented with a state-mandated 5-year forecast for the school district at their March 13, 2023 meeting, which by law was prepared under the assumption that the district's two tax levy renewals on the ballot in May will fail. Without these two revenue sources in the forecast, funding deficits for the Johnstown-Monroe School District are expected. This puts additional strain on the district and could lead to staff reductions, even with the growth in enrollment that the district is experiencing. If the two levies fail, by the year 2026 the district will be negative by almost \$1 million, and that number is projected to jump to \$14.7 million by 2027. The success of the school district may hinge on the results of the upcoming vote.

At the Board of Education's meeting on April 10, 2023, it was stated that a Strategic Planning and Economic Development Committee will be organized soon, likely to begin planning for continued growth within the region and school district.

Conditions and Trends | Growth Framework | City of Johnstown, Ohio

THE INTEL ANNOUNCEMENT

In January 2022, the Intel Corporation announced their intentions to build their next chip manufacturing plant, known as “fabrication facilities” or “fabs”, on a 1,000-acre site in western Licking County. The site, located on a set of parcels on the southwest corner of Mink and Green Chapel Road, will join three other American fabrication sites in Oregon, New Mexico, and Arizona, and international sites in Ireland, Israel, and China. When completed, the plant will represent one of the single largest economic investments into the Midwest through the previous half century and marks a physical “re-shoring” trend in advanced manufacturing.

The \$20 billion investment has the potential to radically upset the relative “status quo” of the region. Even with the rapid growth of the New Albany Business Park, Intel’s demands on workforce, infrastructure, and other systems will be an order of magnitude greater than any recent employment announcement in the region. When the “fab” becomes operational (planned for 2025), it is anticipated to quickly accelerate to close to 3,000 full-time jobs, with many thousands more secondary supplier jobs also added. At the height of construction, the site will host more than 7,000 daily construction workers.

Key statistics related to the Intel investment:

- 1,000+ acre land assemblage and site plan to accommodate two fabrication facilities.
- 7,000 initial construction jobs sourced to develop property starting with site grading in summer 2022.
- 3,000 full-time jobs at the operational site paying an average salary of \$135,000.
- Additional \$100 million toward partnerships with educational institutions to build a talent pipeline and fund research programs.
- \$110 million in land costs to acquire an initial 750 acres.
- Supplier demand / secondary locating could total \$100 billion in capital investment.

Johnstown’s current municipal boundary is less than a mile from the future site. This proximity has increased the pressure for peripheral development in the lands surrounding the city. While the plant will be in the City of New Albany, a majority of the primary and secondary impacts will be felt by Johnstown. The city has the opportunity to grow utility capacity and sits within more

Conditions and Trends | Growth Framework | City of Johnstown, Ohio

than 60 acres of undeveloped farmland split between Jersey and Monroe Township. This is unique among other proximate jurisdictions and has intensified the development pressure in the city and within the planning area.



Map 2.3: Johnstown Location in relation to Intel Site

There are primary and secondary potential impacts from the plant. These include:

- Jobs related to construction and, eventually, operation
- Transportation and roads usage
- Infrastructure – water, wastewater, electricity, natural gas, fiber optics, etc.
- Gravitational shifts in economic energy in the region
- Housing development and demand – increasing demand across all segments
- Supportive operations
- Retail, restaurant, service demand shifts
- Workforce demand / labor sheds / commuting
- School enrollment

FRAMEWORK, a public/private partnership, was created to collaboratively plan for the future of Licking County considering the significant growth and development spurred by Intel. Fifteen local jurisdictions will work with community members and stakeholder groups, with staff support from Thomas J. Evans Foundation and planning consultation from Planning NEXT, to develop a vision for the future of Licking County. The communities most directly impacted will also create a development framework and strategies for its implementation.

LOCAL ECONOMIC IMPACTS

The location of Intel in such proximity to Johnstown is expected to change the development demand in the near term and long term. The fab is also expected to shift sub-sector demand in the area. Land prices rose dramatically with the announcement from Intel in 2022, with average per acre prices increasing from \$219,000 in 2012 to \$909,602 in late 2022.

A major announcement by Amazon Web Services (AWS) in 2023 included 400 acres in the far west of the city's planning area. The site (located on the west side of Beech Road and straddling Miller Road) was purchased for \$115 million and will host 18 identical 400,000+ square feet data center buildings, a 50,000 sq ft office building, and a new electrical substation to support operations on the site. The proposal marks the demand shift initiated by the Intel project. The emergent demand sectors present in the initial round of secondary project announcements leverage 1. proximity to the site as supplier entities for the operation of the Intel facility, 2. utility needs (i.e., electrical capacity) for high-demand users like the AWS data center, or 3. lifestyle needs for anticipated population increase. The third category is a catch-all for major, secondary incited demand. This includes residential and retail projects.

LOCAL JOBS AND EMPLOYMENT

Johnstown's local jobs mix is diverse compared to similar communities in size and location. The city has always maintained a strong manufacturing base with employers like TECH

International, Mohawk Cushion, and Atrium Corporation employing hundreds of workers.

Despite the departure of Thirty-One Gifts and their 500+ employees in 2015, the city has been

successful in recruiting and

filling the Johnstown Business

Park. Employers like Atrium

(who now occupy the

100,000 square foot Thirty-

One Gifts facility on

Commerce Boulevard),

Mohawk Cushion, and

Curaleaf contribute

significant income and

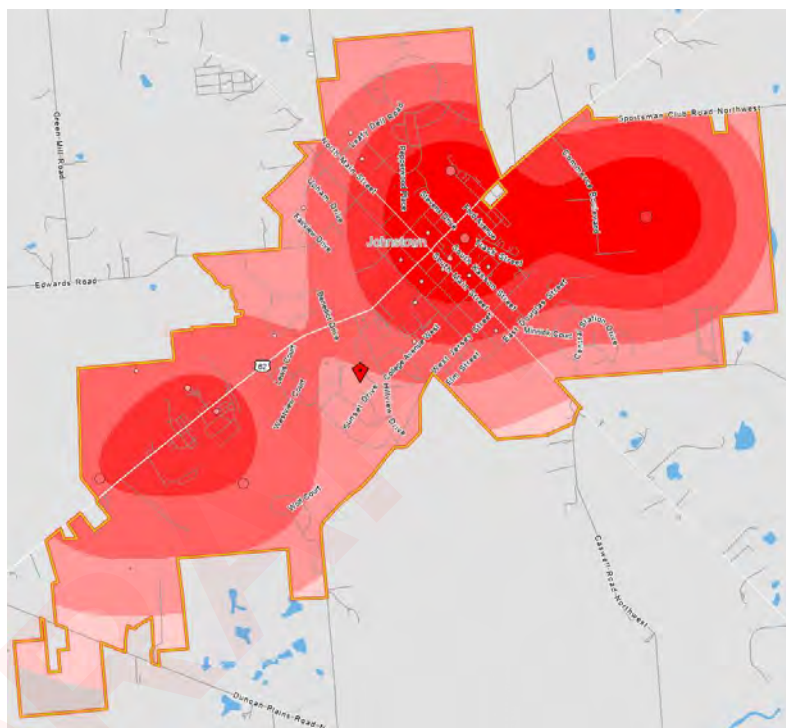
property tax. This Enterprise

Zone allows Johnstown to

provide real and personal

property tax exemptions to

businesses making investments in Ohio.

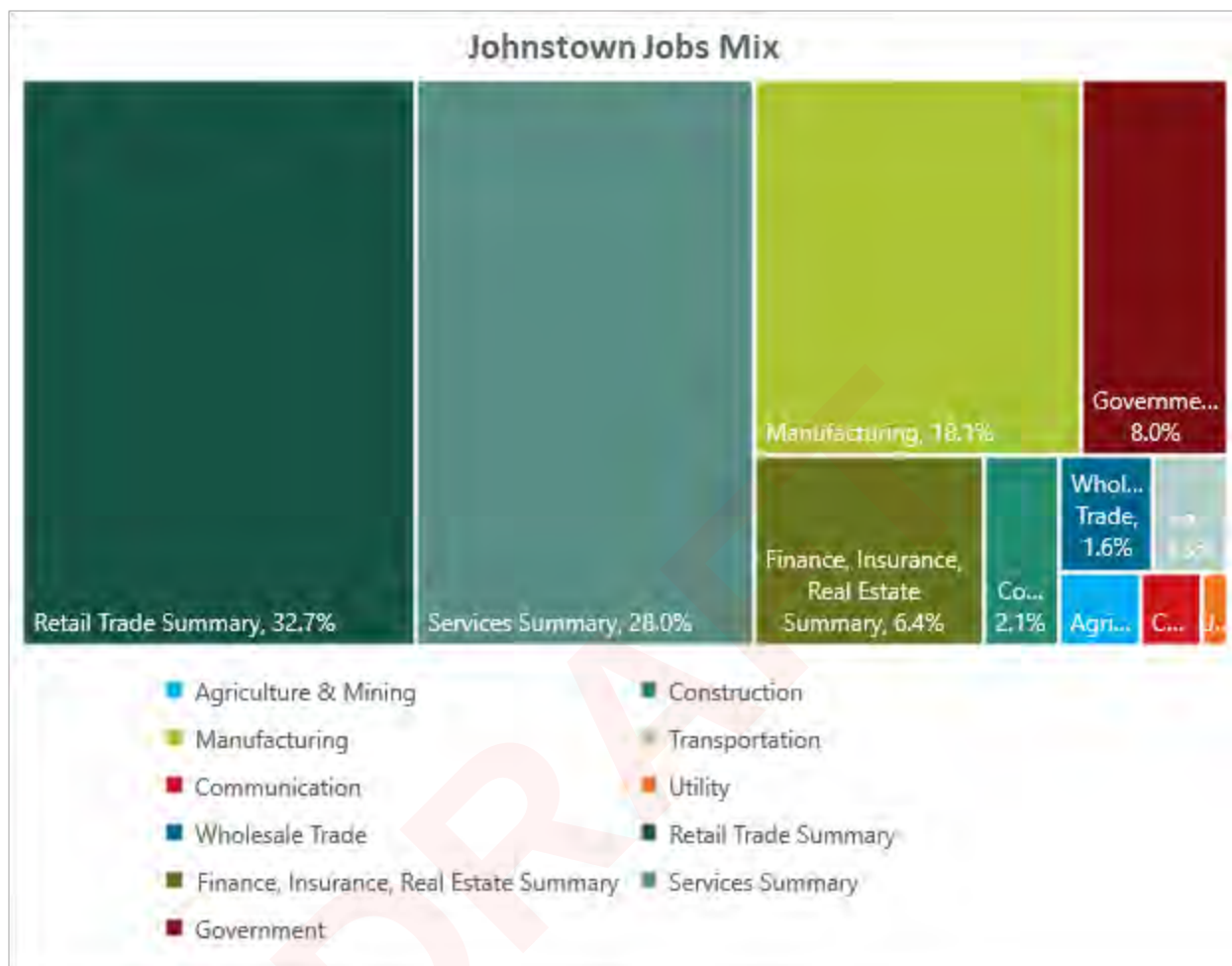


Map 2.4: Job Density

The Johnstown Enterprise Center is the city's second business park. Located south of downtown, north of Duncan Plains Road and east of US 62, the site includes 20 acres of "shovel ready" property. The site is currently served by city water and sewer utilities and new road infrastructure.

Most of the city's employment, however, is in retail and services. Together, these sectors comprise just over 60 percent of all local jobs. The city has two major clusters in this sector including downtown and along US 62 west of the city's center. The share of retail / service-oriented jobs has increased while manufacturing jobs have fluctuated over the last decade.

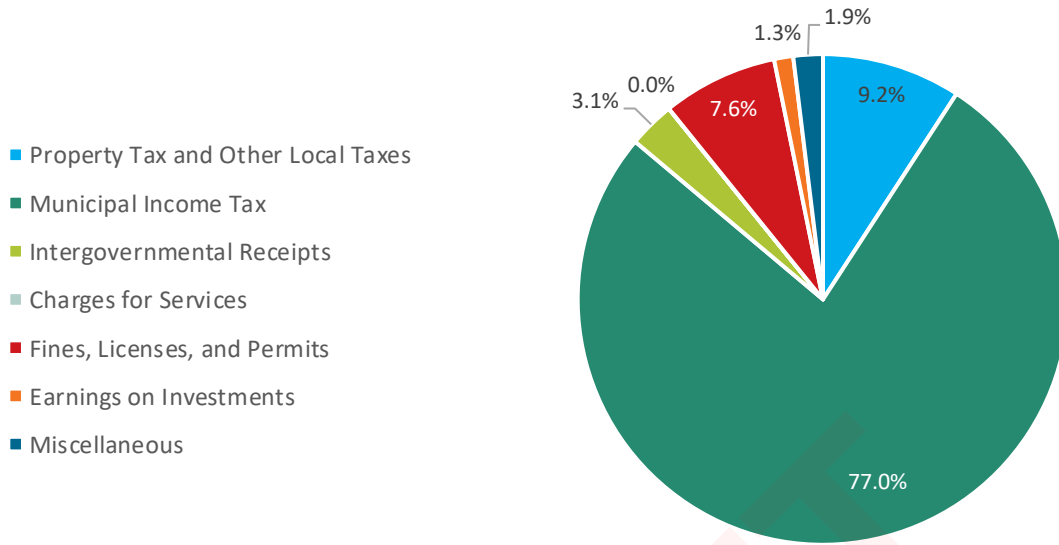
These sectors have the lowest average wages and their increase in prevalence has decreased the city's average hourly wage to ~\$18.00 per hour.



FISCAL CONNECTIONS WITH LAND USE POLICY

In the state of Ohio, municipal governments depend on income tax as their primary source of revenue. The city's income tax rate is one percent. This applies to local workers (who may live outside Johnstown) and resident workers (who may work outside Johnstown). This one stream accounts for more than 75 percent of the city's annual revenue.

Revenue Sources (2018)



There is a fiscal net benefit to developing jobs-oriented land use policy. Higher paying jobs translate to higher annual revenues, even when weighed against costs to serve infrastructure and city services. All jobs-oriented uses, however, deliver a net fiscal benefit to Johnstown. The following table shows the income tax average contribution by use spread across the city's 20 top employers.

Per-Acre Use Average Top 20 Employers

Retail Service	Manufacturing	Institutional	Office (Potential)
\$ 7,900.00	\$ 3,900.00	\$ 3,500.00	\$ 40,000.00

Source: ESRI Business Analysis, 2020

LOCAL WORKFORCE

As of 2019, there were 1,978 people working in Johnstown. The largest job sector is Manufacturing with 529 employees, followed by Retail Trade and Accommodation and Food Services. About 16 percent of workers in the city have at least a bachelor's degree, and another 23.8 percent have some college or an associate degree. Close to half of the workers in the city are between the ages of 30 and 54.

Of the people who work in Johnstown, 30 percent of workers live less than 10 miles away from their job, and another 46.3 percent live between 10 and 24 miles away. Ten percent of workers in Johnstown live more than 50 miles away. Many people who live outside of Johnstown and work in the city commute from Newark, Northeast Columbus, and Utica.

HOUSING

Product Types

Roughly 65% percent of the housing structures in Johnstown are single-family detached housing, with an estimated total of 1,209 units. This share is slightly less than Licking County as a whole (75 percent). Johnstown's next largest housing type category is 3-to-4-unit structures, with 159 units within the city. The smallest housing category available within the city is single-family attached housing.

Most of the homes in Johnstown were built prior to 2010, with nearly 20 percent of homes built in the '90s. Just over 10 percent of homes were built in or prior to 1939. Housing construction in Johnstown has slowed in recent years, and fewer than 100 homes have been built since 2014. The median value of a home in Johnstown is \$188,700, which is slightly above the county average. About half of the homes fall between \$150,000 and \$300,000, and very few homes are valued higher than \$500,000.

Market

The Johnstown housing market in 2022 does not fully represent the potential future residents in the area given the market disruption brought on by the Intel project. There will likely be waves of demand with vacillating market demands based on short-term and long-term employment make-up. The latter will have high-amenity, quality of life expectations based on income, accrued equity, and previous experience. Future demand is not purely driven by the Intel project, but broader housing demand in the Central Ohio region. With the projected addition of over 700,000 new residents, the entire 15-county region is feeling the strain on the housing market.

Nevertheless, the Intel development is not insignificant. Salaries for upwards of 7,000 long-term site employees will average over \$135,000, which is triple the median income in Licking County (\$33,000). The average Intel employee is most likely to be under 40 years old, male, and more racially diverse than Licking County overall. Impacts on housing demand from this group will not be limited to a single product (i.e., single family detached housing). There will also be competition from commutable destinations around the region to try and capture some of these residents. Some of these destinations include, but are not limited to: New Albany, Powell, Dublin, Westerville, Worthington, Granville, unincorporated Delaware County, and the rising neighborhoods of Columbus.

Summary of Housing Points to Consider

- Johnstown market in 2022 does not fully represent the potential or future customer / resident in the area given the market disruption brought on by the Intel project
- There will likely be waves of demand with differing market demands based on short-term and long-term employment make-up. The latter will have high-amenity, quality of life expectations based on income, accrued equity, and previous experience.
- Future demand is not purely driven by the Intel project, but a broader housing demand within the Central Ohio region. The 15-county region is expected to add 726,000 additional residents by 2050.
- The Intel development is not insignificant. Salaries for 7,000+ long-term site employees will average over \$135,000, triple the median per capita income in Licking County (\$33,000).

TRANSPORTATION

According to the 2020 Census, only 6.9% (156) of Johnstown residents work in the Village, while 93.1% work outside its boundaries. Columbus, New Albany, and Westerville are the top three cities that Johnstown residents commute to for work. Mean travel time to work for Johnstown residents ages 16 years and up is 27.8 minutes, meaning most residents within Johnstown work in other communities within the Central Ohio region. Over 60% of residents commute 10 to 24

miles to work, while 20% commute less than 10 miles, and 19% commute 25 miles or more. This is consistent with the average Ohio commute distance of 13.4 miles a day.

In early 2023, the Licking County Transportation Improvement District developed a report outlining various county and township road improvements necessary in preparation for the Intel facility. The study utilized a 10-minute travel time radius for its study area. Key highlights and considerations from the report are included below:

- Current roadway infrastructure is not suited for the projected increase in traffic volumes, where roads currently serving 1,000 to 2,000 vehicles per day will begin to see volumes in the range of 4,000 to 6,000 vehicles per day.
- Local roadway traffic volumes will likely increase threefold along Clover Valley North, Duncan Plains west of US 62, Duncan Plains east of Green Chapel, and Fancher Road.
- In the short-term, Johnstown's Main Street intersection will experience an influx in truck traffic, with hopes to prioritize a long-term truck bypass to better distribute regional trucking routes headed to and from the Intel fab facility and the New Albany Manufacturing & Technology District.

Proposed Opening Year Roadway Projects in Licking County:

Roadway	Extent	Proposed Improvement
Duncan Plains Rd NW	6.00 miles (County Line Rd. To Hazelton Etna Rd.)	Licking Co. Full-Depth Reconstruction
Clover Valley Rd.	3.33 miles (SR 37 to Green Chapel Rd NW)	Licking Co. Full-Depth Reconstruction
Fancher Rd.	1.5 miles (S. County Line Rd. To SR 62)	Licking Co. Full-Depth Reconstruction
Mink St.	0.4 miles (Duncan Plains Rd. NW to Green Chapel Rd NW)	Licking Co. Full-Depth Reconstruction
Green Chapel Rd. NW	0.8 miles (Mink St. To Duncan Plains Rd. NW)	Licking Co. Full-Depth Reconstruction

Miller Rd. NW	2.2 miles (Mink St. To Hazelton-Etna Rd.)	Licking Co. Resurfacing
Jug St.	2.6 miles (Mink St. To Hazelton-Etna Rd.)	Licking Co. Resurfacing
Duncan Plains Rd. NW	1.4 miles (Hazelton Etna Rd. To SR 37)	Licking Co. Resurfacing

UTILITIES

Water Distribution System

The water distribution system has an estimated 31 miles (163,680 ft) of water main with sizes of 2-inch to 16-inch diameter pipes. The system has 2,235 service connections for residential and commercial customers. The water distribution system has 2 elevated storage tanks. The existing tank has a capacity of 1 million gallons. The new elevated tank has capacity of 0.5 million gallons and is set to begin filling the first of February. The City's source water comes from a 3 MGD well field. Additional well field sites shall be explored mid-2024. The water treatment plant on Mink St currently has a capacity of 1 MGD treated water. The new water treatment plant expansion is in design by Jacobs Engineering with an estimated completion in the third quarter of 2024. Design for the distribution expansion on Duncan Plains Road from State Route 62 southeast to Enterprise Drive was completed by PRIME AE in late 2022.

The water distribution system growth tends to be irregular. Some years, the City will add approximately 80 to 100 new service connections. Others can be as low as 10. With the construction of several housing developments within the City, a few hundred will be added in the future. That will likely be the last bulk additions to the City until another tract is proposed. These housing developments are likely to be completed in the next few years.

Wastewater Collection System

The wastewater collection system consists of approximately 26.9 miles of gravity sewer lines, 3.8 miles of force main sewer lines, 635 manholes, and nine pump stations that are treated at the Mink St wastewater treatment plant. The wastewater treatment plant can treat 1.2 MGD

of wastewater. The wastewater treatment plant expansion design will begin in the second quarter of 2023. Prior to the design of the wastewater treatment plant expansion, OEPA is conducting a Streams Study that is estimated to be completed by mid-February 2023. The proposed design goal of the treatment plant expansion is to at least double the current plant's current capacity. At this time there are no collection system expansion projects in design.

COMMUNITY HISTORY

In 1813 the Village of Johnstown was laid out by Dr. Oliver Bigelow from 4,000 acres of land. Although population growth was slow, the Village thrived for over a century as an agricultural hub for the surrounding area.

In 1880 the railroad came to Johnstown, helping the population rise to just under 1,000 by 1920. Passenger service only lasted 50 years, but freight travel lasted until the early 1970s.

Johnstown's major industry shifted in 1939 from agriculture to manufacturing with the founding of Technical Rubber Co., now Tech International. The large tire repair unit manufacturer employs about 230 workers at their Johnstown plant. The presence of TECH has helped Johnstown establish an identity and remains one of the largest employers in the area.

Population growth has expanded rapidly since the start of the millennium. From 2000 to 2020 the village grew by almost 2,000. New neighborhoods have sprouted since to accommodate this growth. The village crossed the minimum threshold of 5,000 residents and became a city in 2020. It currently serves as a bedroom community for the City of Columbus. However, rapid expansion is on the horizon as Intel makes plans to develop their new manufacturing plant in Licking County.

III. Land Use, Development, and Conservation

A. INTRODUCTION AND METHODOLOGY

One of the most noticeable and impactful aspects of a community is the configuration and use of land. This Growth Framework pairs an Implementation Strategy, Opportunity Areas, and a Growth Framework Map to provide guidance on land use decisions as extraterritorial lands are annexed into the City of Johnstown. The components of this framework are based on a variety of analysis and data sources that are distilled and vetted by the community and its leadership.

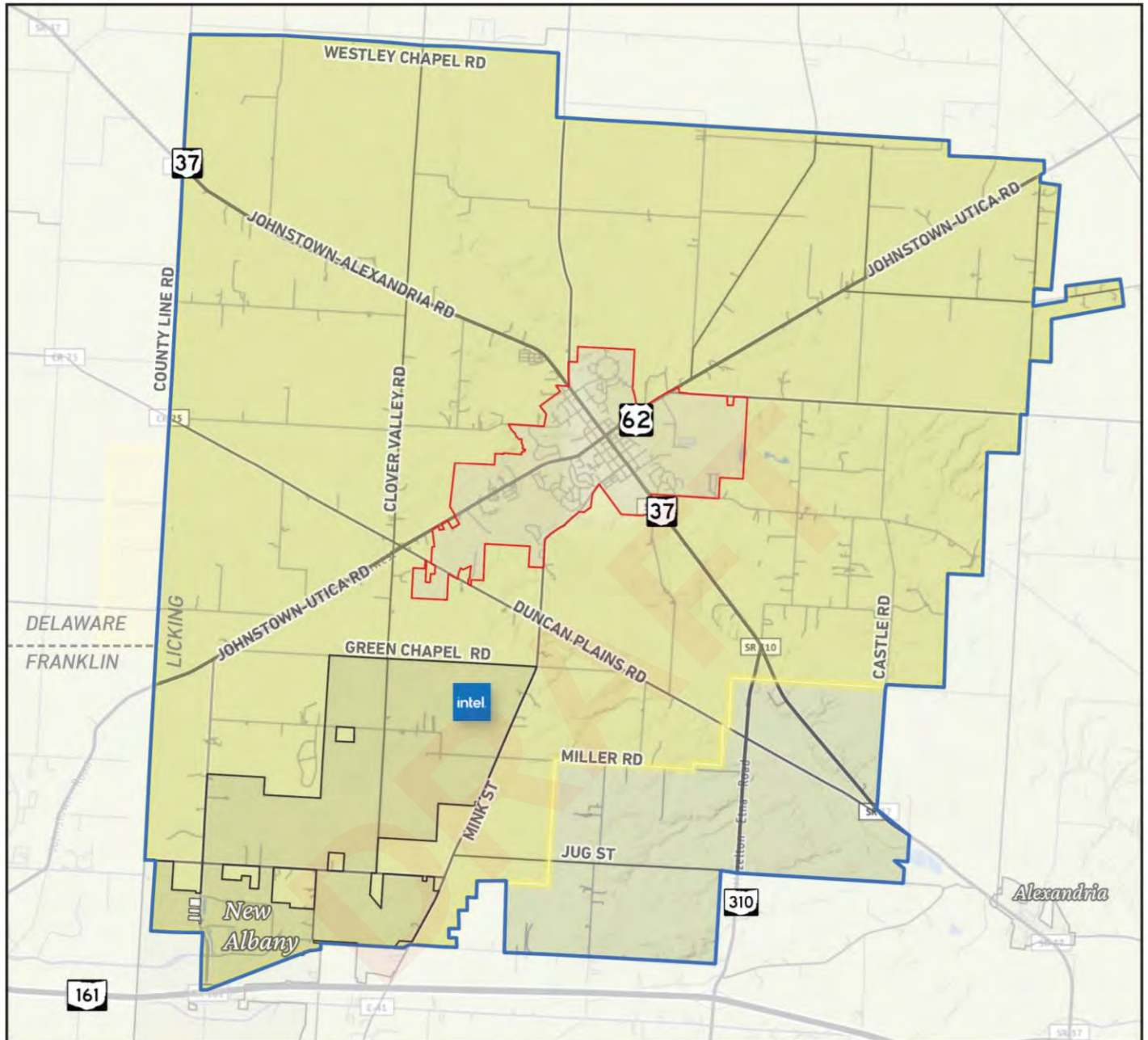
To determine where specific uses should be located, a development suitability analysis was conducted. This development suitability analysis includes a variety of Geographic Information System (GIS) datasets, but focuses primarily on environmental constraints (waterways, floodplain, wetlands, natural tree stands), access to major transportation corridors, parcel sizes (larger parcels under single ownership present fewer development hurdles), and utility availability.

This analysis was conducted at a planning area scale to determine general conditions of parcels within the planning area. The presence or absence of one of the above criteria does not preclude parcels from development; the analysis is intended to be a scale of developability based on a combination of these factors. For example, if one portion of a parcel is located within the floodplain and has natural tree stands present the parcel may still be developable, but portions may be significantly limited on how much development can be supported.

This development suitability analysis was then used to establish where the Opportunity Areas would be most suitable for lands within the Planning Area. Using the development suitability analysis in combination with best management practices and feedback received through public engagement, a conceptual development map was generated. This conceptual development map was then reviewed, and modifications made, based on input received to generate a Growth Framework Map. This map, adopted as part of the Comprehensive Plan, will be used to evaluate annexations into Johnstown and provide guidance as to the appropriate land use designation to apply to these properties.

PLANNING AREA

The Planning Area for the Johnstown Comprehensive Plan includes approximately 60 square miles surrounding the city. The Planning Area generally follows the boundaries of the Johnstown-Monroe Local School District, except for the southeast corner of the planning area. The area to the southeast not within the Johnstown-Monroe Local School District was included within the planning area due to the proximity of the Intel development, major transportation corridors, and potential for water and sewer service provision. The southwest portion of the Planning Area includes land within the jurisdictional boundaries of New Albany; these areas have also been included for consideration due to their impacts on transportation and utility provision within the Planning Area. Figure 3.1 illustrates the planning area analyzed for this Growth Framework.



Legend

- ▭ Planning Area (44 sq mi/28,000 acres)
*Excludes Municipalities
- ▭ Johnstown City Limits
- ▭ Nearby Municipalities
- ▭ Johnson-Monroe School District

Map 3.1 Planning Area Context Map

B. EXISTING CONDITIONS

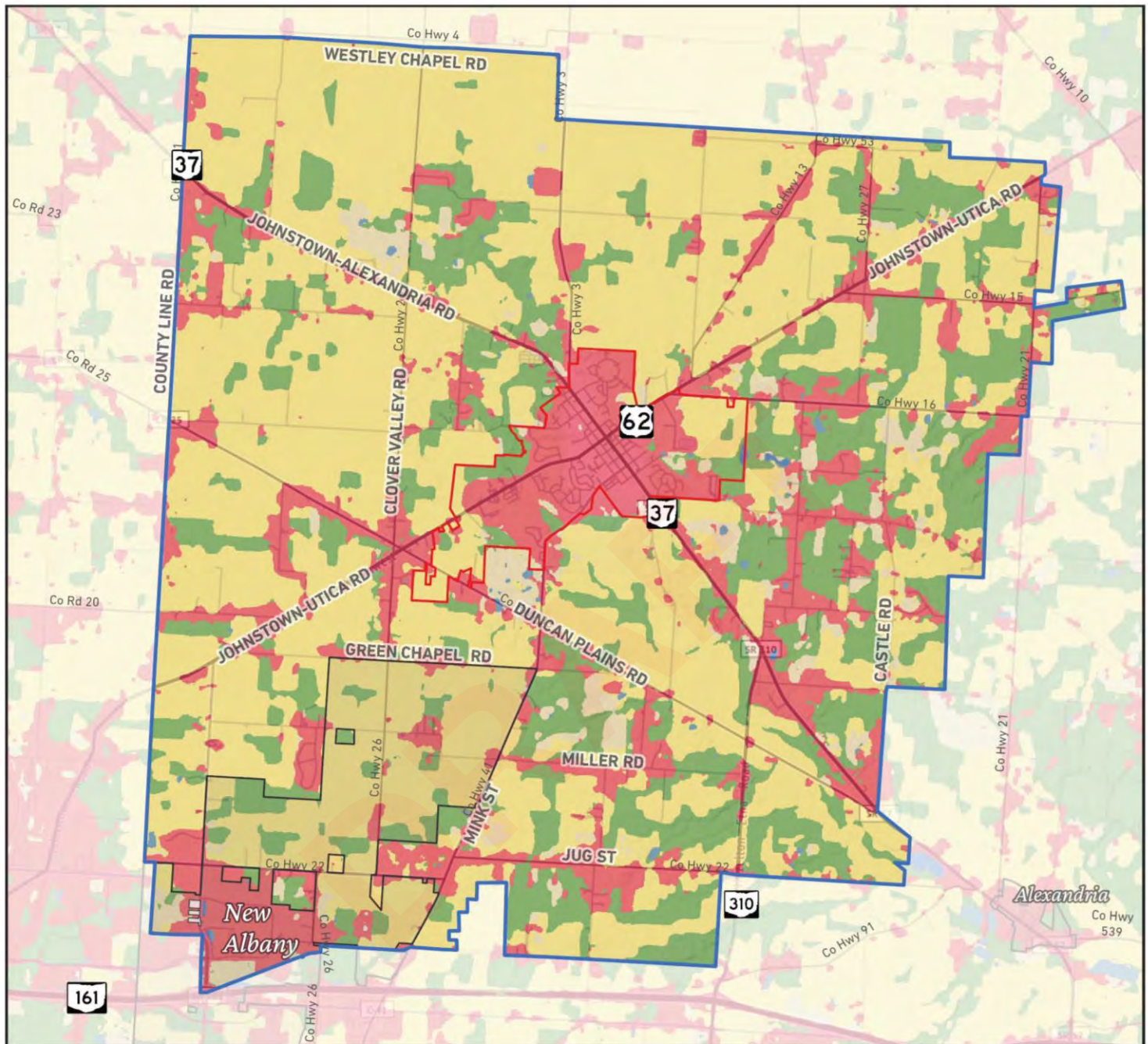
Analysis of the physical environment within the Planning Area is below. To create an accurate characterization of the Planning Area, the Planning Team reviewed land use, land cover, transportation network, environmental constraints, utilities, ownership patterns, developability, and focus areas. This analysis ultimately informs land use recommendations, and shapes how and where future development is most appropriate and should occur.

Land Use

Within the planning area the primary use of land is currently agricultural, very low density single-family residential, and employment centers. Across the planning area uses generally transition from agricultural and residential to employment and residential uses from north to south. Employment uses within the planning area but outside of Johnstown are concentrated in the New Albany Technology and Manufacturing District and International Business Park. Residential uses within the planning area are generally large-lot single-family residences at a density of less than one unit per acre, often one unit per five acres with individual driveways onto adjacent roadways. Within the Planning Area, but outside of Johnstown, traditional subdivisions (such as Leafy Dell or Concord Crossing within Johnstown) are limited. Most residential lots are a result of minor subdivisions of larger lots that utilize existing County or State roadways for access as opposed to internal roadways with consolidated access.

Land Cover

Due to the generally flat terrain and rich soils, much of the land within the Planning Area was cleared and has been historically used for agricultural purposes. Interspersed throughout the area are natural tree stands and waterways with associated floodplains. Within the Planning Area, there are minimal occurrences of wetland areas and those that do exist are generally proximal to other natural features such as woodlands or waterways.



Legend

- | | | | |
|---|-----------------------|---|------------------|
|  | Planning Area |  | Built Area |
|  | Johnstown City Limits |  | Crops |
|  | Nearby Municipalities |  | Tree Cover |
| | |  | Bare Ground/Golf |

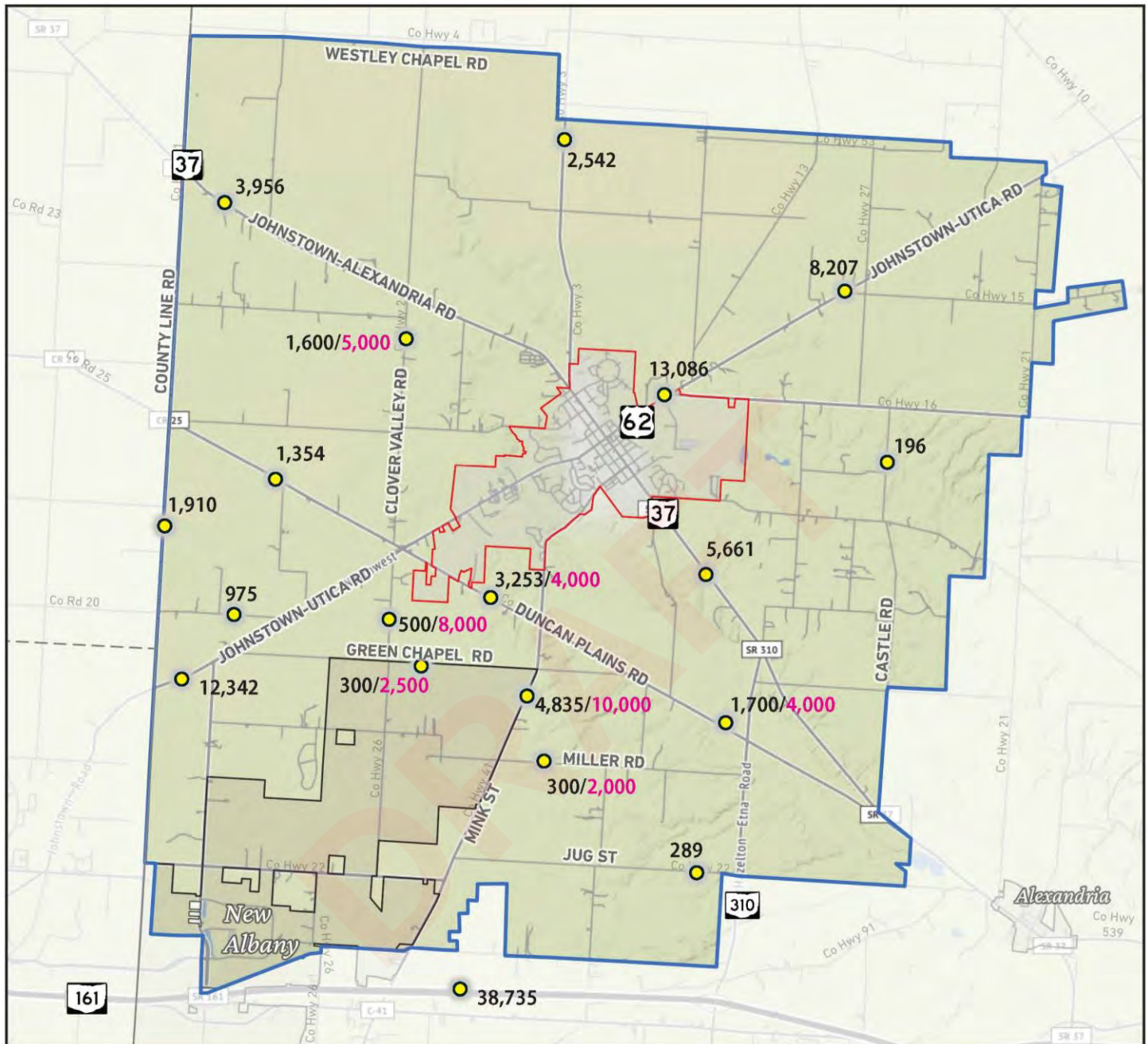
Map 3.2
Land Cover

Transportation Network

There are currently two major transportation corridors throughout the planning area. U.S. 62 (Johnstown-Utica Road) is oriented in a southwest to northeast configuration and S.R. 37 (Johnstown-Alexandria Road) is oriented in a northwest to southeast configuration within the planning area. These roads intersect in downtown Johnstown and provide connections to multiple communities within the Central Ohio region. State Route 310 is an additional notable transportation corridor that connects State Route 37 with Interstate 70 through the communities of Pataskala and Etna. State Route 310 intersects State Route 37 approximately 2.5 miles to the southeast of downtown Johnstown.

With the announcement of the Intel project in the New Albany International Business Park, numerous roadway improvements are being studied within the southern portion of the Planning Area. Based on available information, roadway improvements responding to the Intel announcement are located generally south and west of the existing Johnstown municipal boundaries. Within the Technology and Manufacturing District of the New Albany International Business Park, 10 new roundabouts and 15 new signals are proposed to manage increased traffic in the district. No improvements outside of the Technology and Manufacturing District are currently proposed in response to the Intel facility development.

Outside of the Johnstown municipal boundaries, pedestrian infrastructure is limited. The TJ Evans bike trail is a 14.3-mile paved trail connecting Johnstown with Newark to the east. Other than the TJ Evans trail, sidewalks or other pedestrian infrastructure is minimal, primarily due to the very low intensity of development within the Planning Area.



Legend

- Planning Area
- Johnstown City Limits
- Nearby Municipalities
- Daily Traffic Counts along Major Roadways
- #/# Current Count/Projected Count (Intel Opening)

Map 3.3

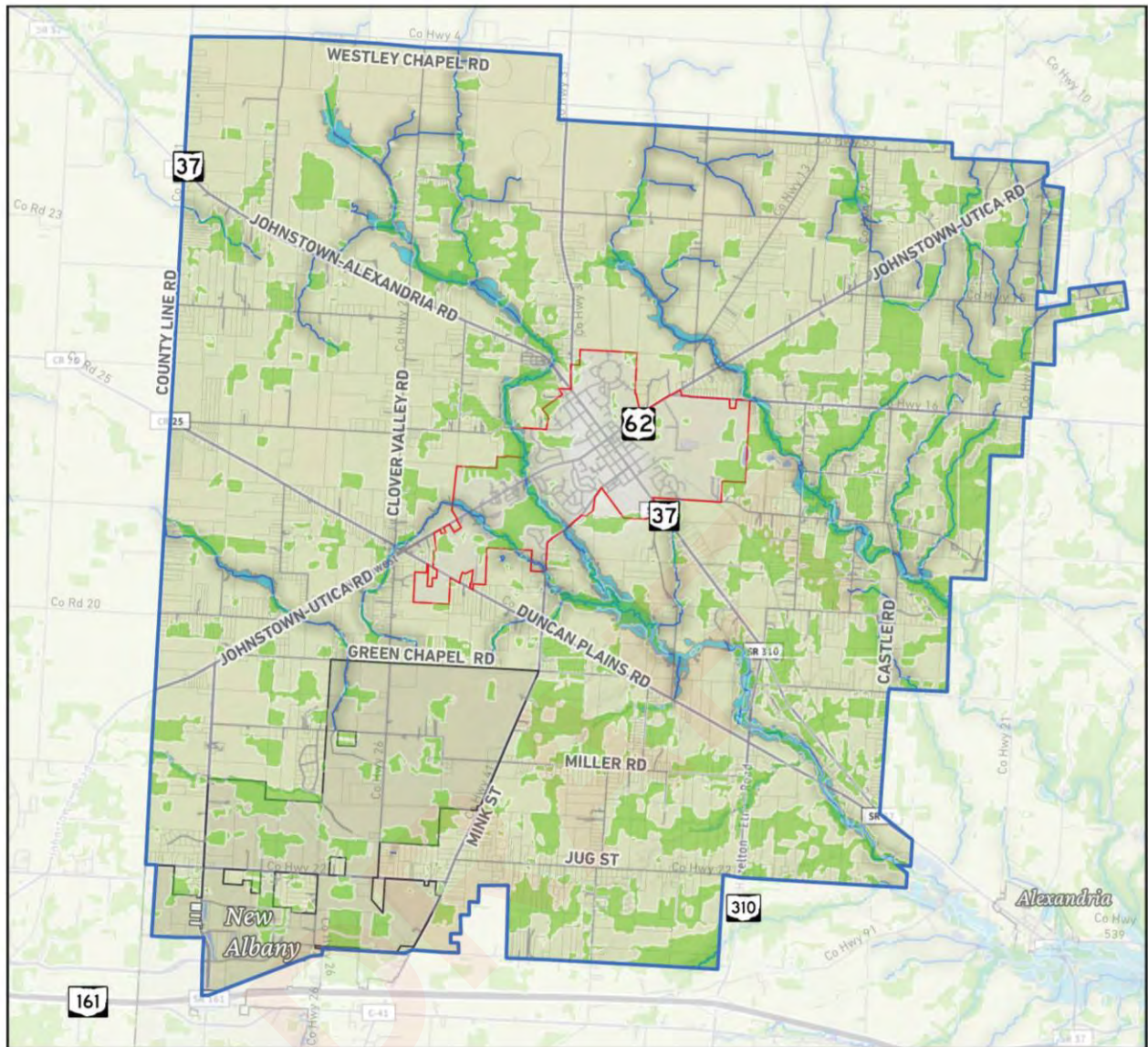
Daily Traffic Counts Along Major Roadways

Source: ODOT - 2021 AADT

Environmental Constraints

Across the Planning Area, environmental constraints are primarily related to natural tree stands, waterways, and floodplains. Overall, environmental constraints are minimal across the planning area. While portions of some parcels are encumbered by environmentally sensitive areas, entire parcels rendered undevelopable by environmental constraints are minimal. Impacts of developability from environmental constraints are reflected in the Development Suitability Analysis illustrated in Figure 3.4.

DRAFT



Legend

- Planning Area
- Johnstown City Limits
- Nearby Municipalities
- Streams/Rivers
- Floodplain
- Woodlots

Map 3.4 Environmental Constraints

Environmental Constraints Quantities	
Flood Zones (Total)	1,065 Acres (AC) (1.66+/- Square Miles (SM))
Zone AE	652+/- AC
Zone A	503+/- AC
Rivers/Streams/Creeks	62 Miles (327,678 Linear Feet (LF))

Natural Tree Stands	9,370 +/- AC (14.64 SM)
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Utilities

The City of Johnstown provides water and sewer service within the Johnstown municipal boundaries. Properties outside of the municipal boundaries can be served but must sign an annexation agreement to be annexed into the city once the property becomes contiguous to Johnstown.

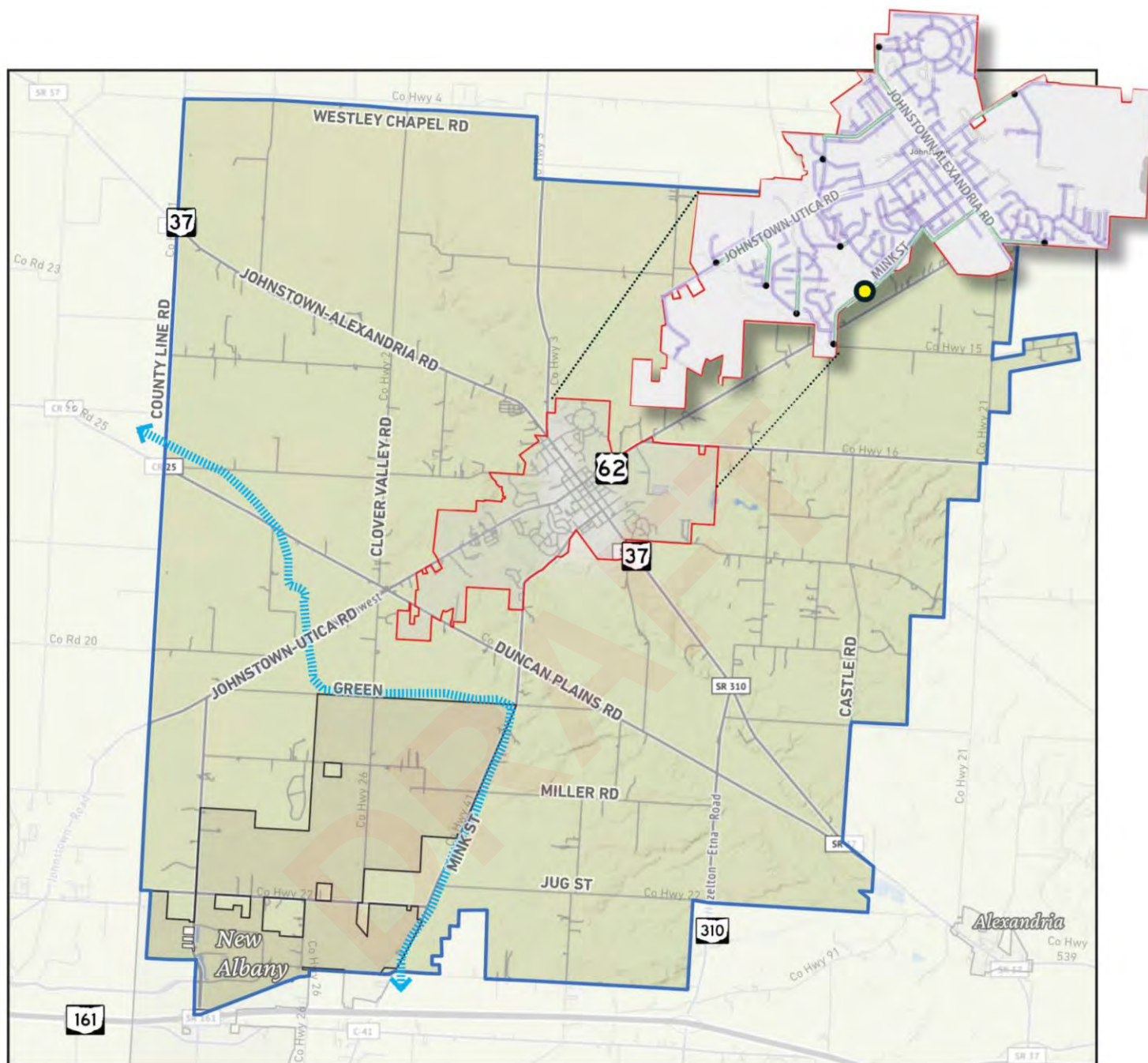
The water distribution system within Johnstown is comprised of distribution lines, storage facilities, a treatment plant, and a well field. The City's newest elevated water storage tank (0.5 million gallon) was set begin filling in February of 2023. To ensure adequate potable water supply for future development, additional well field sites shall be explored mid-2024. An expansion to the existing water treatment plant is in the works with an estimated completion in the third quarter of 2024. Design for the distribution expansion on Duncan Plains Road from State Route 62 southeast to Enterprise Drive was completed in late 2022.

Johnstown Water Utility System Components	
Distribution System (Length)	31 Miles (163,680 LF)
Pipe Sizes	2-16 Inches
Service Connections	2,235
Storage Capacity	Elevated Tank – 1.0 million gallons (MG) Elevated Tank – 0.5 MG
Well Field Capacity	3.0 million gallons per day (MGD)
Treatment Capacity	1.0 MGD

The wastewater collection system in Johnstown includes gravity sewer mains, force sewer mains, manholes, pump stations, and a wastewater treatment plant. The wastewater treatment plant, located along Mink Street, is programmed to be expanded with design beginning in the second quarter of 2023. Prior to the design of the wastewater treatment plant expansion, OEPA is conducting a Streams Study that is estimated to be completed by mid-February 2023. The proposed design goal of the treatment plant expansion is to double, at a minimum, the plant's current capacity. At this time, there are no collection system expansion projects in design or programmed.

Johnstown Sewer Utility System Components	
Collection System (Length)	26.9 miles (142,032 LF) – Gravity Mains 3.8 miles (20,064 LF) – Force Mains
Manholes	635
Force Main Pump Stations	9
Treatment Capacity	1.2 MGD

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Legend

- | | | | |
|--|------------------------------------|--|----------------------------|
| | Planning Area | | Sewer Lines |
| | Johnstown City Limits | | Force Mains |
| | Nearby Municipalities | | Pump Stations |
| | Columbus 208 Utility District Line | | Wastewater Treatment Plant |

Map 3.5
Sewer Network

Other utilities such as natural gas, electricity, and telecommunications are provided by other utility providers in the area. 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 City of Johnstown. Columbia Gas of Ohio is the largest natural gas utility in the state.

AEP Ohio serves nearly 1.5 million customers in Ohio. It provides power to nearly 1,000 communities, including Johnstown, in 61 of Ohio'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.

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 lines, 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.

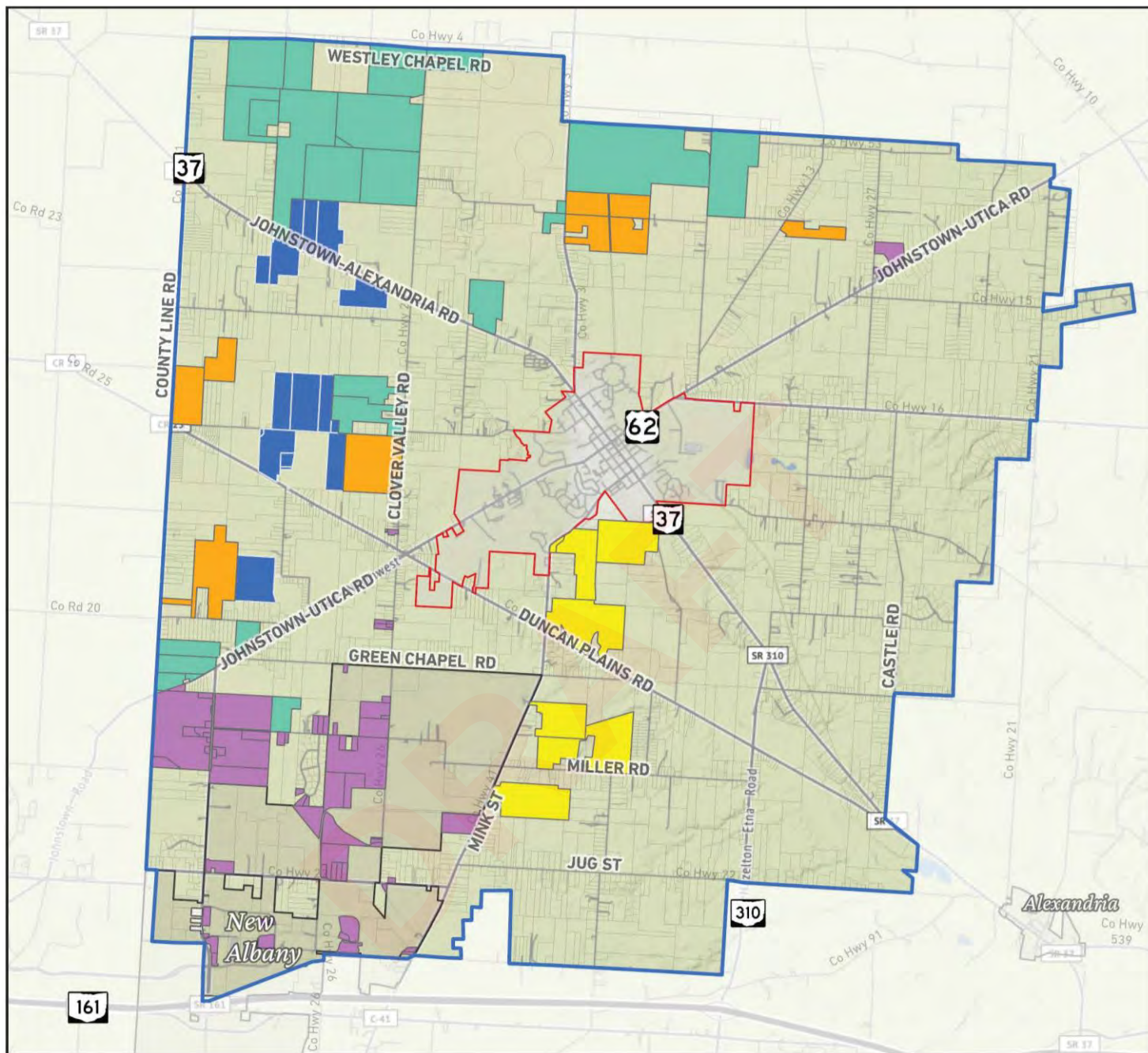
Ownership Patterns

The planning area includes parcels ranging from small single-family lots to large undivided tracts of farmland. The planning team researched ownership patterns utilizing publicly available property data from the Licking County Auditor (dated 23 January 2023). This analysis revealed several large landowners within the Planning Area. Large landowners other than those listed may be present, but not identified due to the use of LLC's and other corporations to purchase properties under different names. The five largest landowners within the Planning Area are illustrated in Figure 3.6, and include Hendren Century Farm (2,641 acres), MBJ Holdings (1,310 acres), Green Chapel Properties (797 acres), Fred Hendren (796 acres), and Thomas Hendren (689 acres).

Most of these properties are distributed to the north, west, and south of Johnstown. Additionally, these properties are not necessarily consolidated into contiguous swaths of land, but still represent significant opportunity for development through consolidated

ownership. Properties owned by MBJ Holdings LLC and Green Chapel Properties are closest to the Intel development site and are likely to experience more development pressure than properties to the east and north of Johnstown.

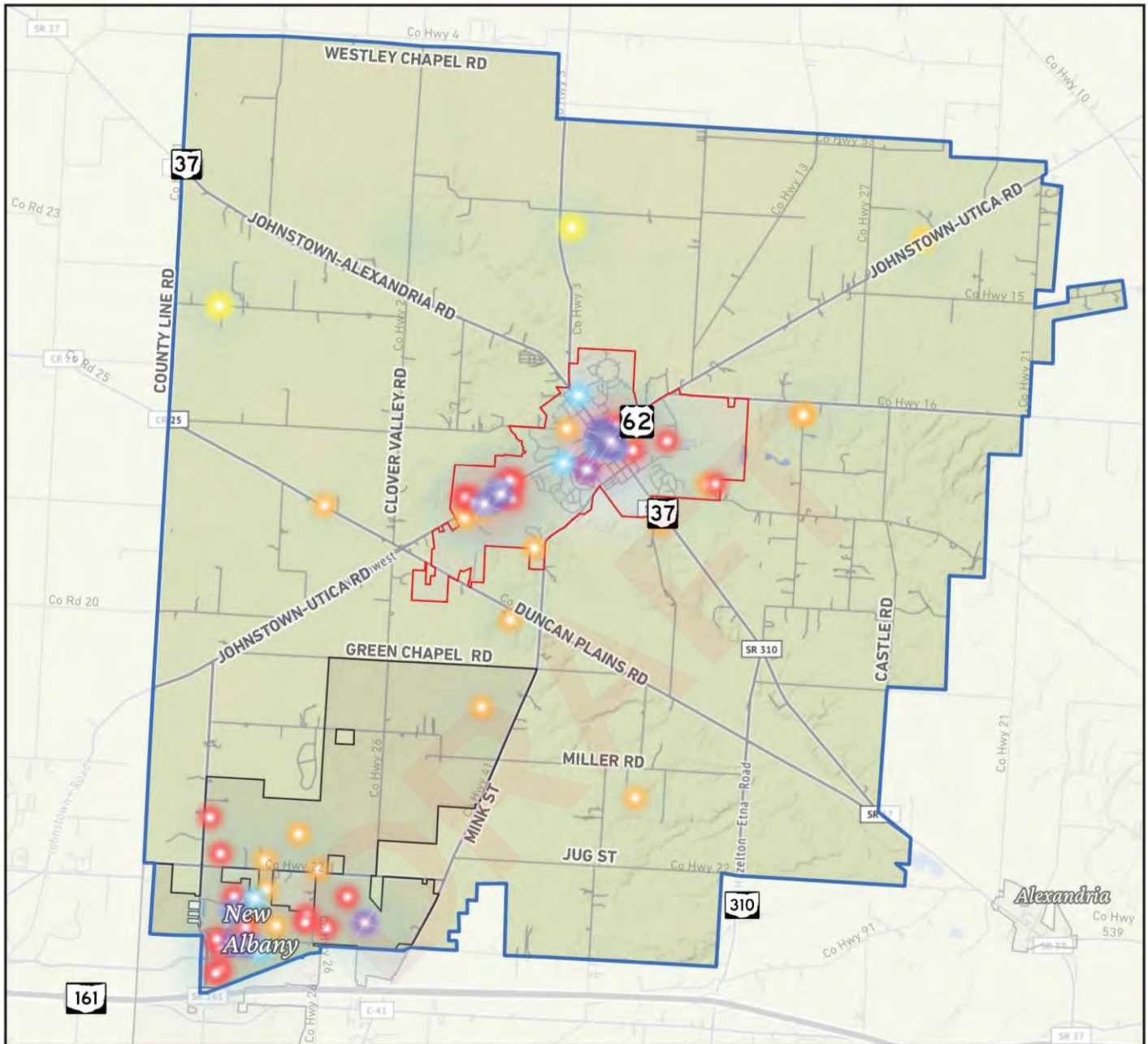
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Legend

- | | | | |
|---|-----------------------|---|-------------------------|
|  | Planning Area |  | Green Chapel Properties |
|  | Johnstown City Limits |  | MBJ Holdings LLC |
|  | Nearby Municipalities |  | Thomas Hendren |
|  | Fred Hendron |  | Hendren Century Farms |

Map 3.6 Large Land Owners



Legend

- Planning Area
- Johnstown City Limits
- Nearby Municipalities

*The median sale value (per acre) for the entire 10 year period is **\$219,000**. The median sale value for 2021-2022 is **\$909,602**. 1/4 of transactions occurred in 2021 or 2022.

Price per Acre of Land

- 0- \$10,000
- \$10,000 - \$100,000
- \$100,000 - \$500,000
- \$500,000 - \$1 Million
- Greater than \$1 Million

Map 3.7 Commercial Land Sales (2012- 2022)

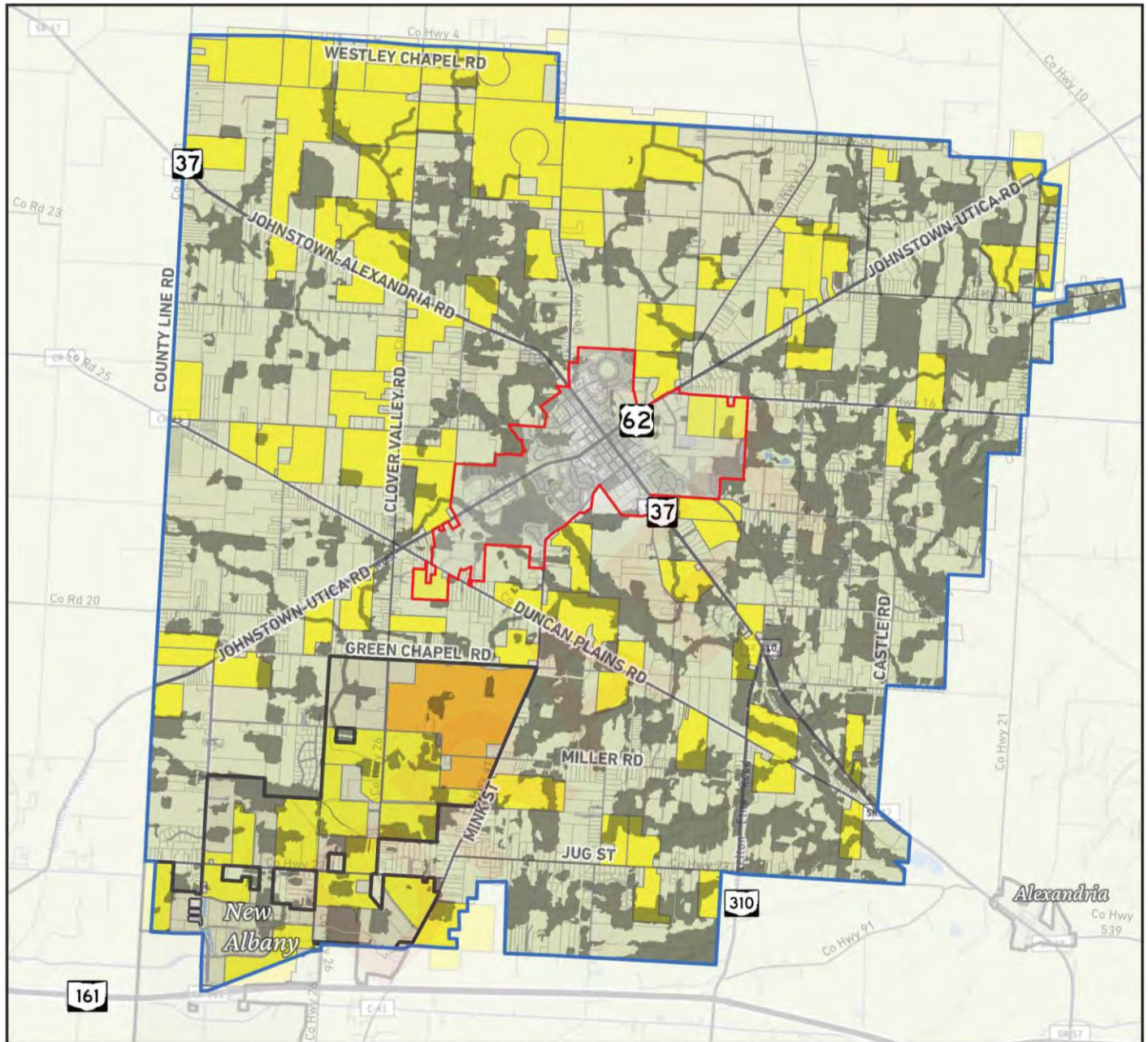
Source: CoStar

Developability

A Development Suitability Analysis was conducted for lands within the Planning Area using GIS datasets collected from local, State, and Federal information sources. This data was compiled and analyzed to determine the ability of lands within the Planning Area to support development. The methodology to determine developability is below.

The developability analysis began by selecting all parcels greater than 50 acres in size (173 total properties). Roadways were then analyzed to create a subset of roadways that includes U.S. Highways, State Routes, and County Highways as these roadways represent the main transportation corridors most likely to receive future development. The parcels 50 acres in size and greater were then filtered based on adjacency to major transportation corridors, which reduced the total properties from 173 to 110. Once properties and roadways were identified, any environmentally sensitive areas were analyzed.

Environmentally sensitive lands in this context are those with established tree canopies, streams/waterways, and FEMA Flood Zones A and AE. These features were merged into a single dataset to be applied equally to the selected properties without duplicating land area to produce accurate results. These environmental overlays were then overlaid onto the selected parcels to determine the percentage of these properties that are encumbered by environmentally sensitive lands. Once the environmental analysis was applied, the selected properties were filtered to identify those parcels that include 15 percent or less of total environmental encumbrance based on total land area. This reduced the selected parcels from 110 to 60, with most environmentally sensitive parcels located in the eastern third of the planning area. This Development Suitability Analysis is illustrated as a heatmap in Figure 3.8.



Legend

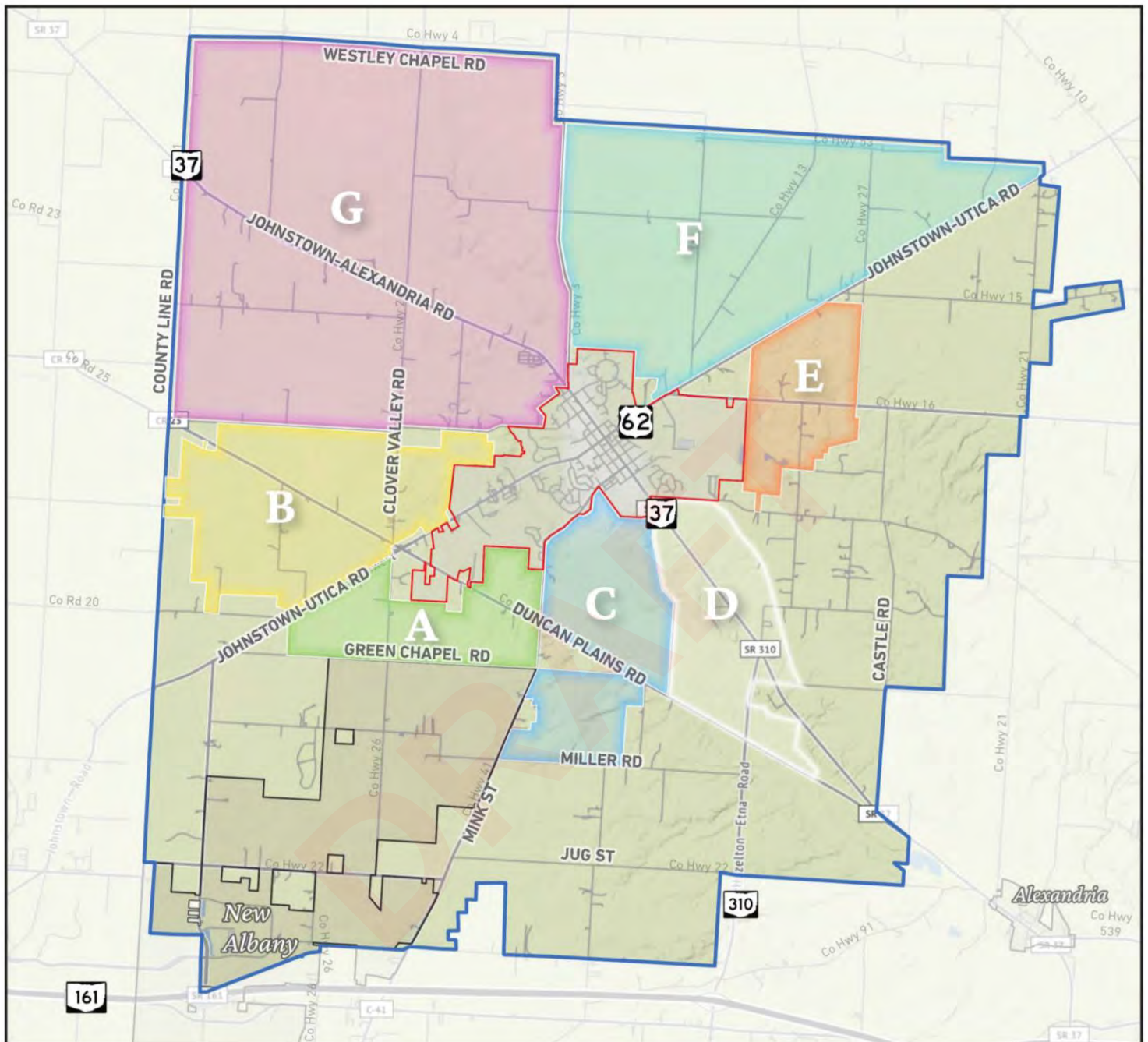
- | | | | |
|---|--|---|---------------------------|
|  | Planning Area |  | Nearby Municipalities |
|  | Johnstown City Limits |  | Environmental Constraints |
|  | Properties 50+ Acres with High Developability (95 properties) | | |
|  | Properties 50+ Acres with High Developability under Construction | | |

Map 3.8 Large Properties with High Developability

**High Developability entails properties located along major roadways (US Route, State Route, County Hwy) which have greater than 50% parcel area unencumbered by environmental constraints (Streams/Rivers, Floodplain, Woodlots).*

Focus Areas

Due to the size of the Planning Area, approximately 60 square miles, Focus Areas were identified to allow more in-depth analysis of areas most likely to experience significant development pressure. Through this process, seven Focus Areas were identified. These Focus Areas do not cover the entirety of the Planning Area but are configured to include lands that will likely be developed during the same timeframes based on proximity to existing development, transportation corridors, and utility availability. These Focus Areas are preliminary and will be adjusted as needed based on public input, results of analysis, and best practices. Through this process, selected Focus Areas will be advanced with further analysis and development concepts, character guidance, and recommended development standards. The Focus Area map is pictured in Figure 3.9.



Map 3.9 Focus Areas

Legend

- Planning Area
- Johnstown City Limits
- Nearby Municipalities

Focus Area A - 1,037 Acres
 Focus Area B - 2,137 Acres
 Focus Area C - 1,440 Acres
 Focus Area D - 1,247 Acres

Focus Area E - 903 Acres
 Focus Area F - 3,990 Acres
 Focus Area G - 7,521 Acres

FOCUS AREA “A” – GREEN CHAPEL ROAD

Bounded by the Johnstown municipal boundary to the north, U.S. 62 (Johnstown-Utica Road) to the west, Green Chapel Road to the south, and Mink Street to the east, Focus Area “A” includes approximately 1,037 acres directly adjacent to the Intel semi-conductor production campus currently under development.

Within Focus Area A, there are minimal environmentally sensitive areas as most of the focus area is occupied by farm fields and large-lot single-family residences. The land within this focus area has minimal topography changes and is generally flat. Kiber Run transverses the Focus area from about one-quarter mile east of Clover Valley Road, traveling northwest to cross U.S. 62. Other than the roadways listed above, Clover Valley Road bisects the focus area and connects U.S. 62 with Jug Street to the south.

The sparsely developed, and large, undeveloped tracts with ample access to roadways connecting to the region, which are minimally encumbered by environmentally sensitive lands generate a high potential for development. Additionally, Focus Area A is directly adjacent to the Intel development, and adjacent to the existing Johnstown municipal boundaries. Access to the regional roadway network is available on along all edges of Focus Area A, including U.S. 62 which connects to Utica and downtown Columbus. Ohio 161 is approximately 3 miles south of the focus area.

FOCUS AREA “B” – NORTHWEST DUNCAN PLAINS

Located to the northwest of Focus Area A, Focus Area B encompasses 2,137 acres of land. The focus area is bounded by Edwards Road to the north, the Licking County / Delaware County border to the west, Francher Road to the south, and the Johnstown municipal boundary and U.S. 62 (Johnstown-Utica Road) to the east.

Focus Area B is primarily undeveloped with large, unsubdivided parcels being used for growing crops. Single-family homes on large lots are scattered throughout the focus area at very low densities. Undisturbed wood-lots are present amongst the crop fields but are not connected by

vegetated corridors. The land within this focus area is flat with minimal elevation changes. Duncan Plains Road is the primary roadway connection to nearby cities, with smaller county roads providing access to the farmlands and homes in the area.

The sparsely developed, and large, undeveloped tracts with ample access to roadways connecting to the region, which are minimally encumbered by environmentally sensitive lands could support additional development, if served by centralized water and sewer utilities. Focus Area B is proximal to the Intel development, and adjacent to the existing Johnstown municipal boundaries. Duncan Plains Road, the primary roadway in the focus area, connects to U.S. 62 to provide greater access to the central Ohio region.

FOCUS AREA “C” – SOUTHERN SWATH

Located due south of Johnstown and east of Focus Area A, Focus Area C encompasses 1,440 acres of land. The focus area is bounded by the Johnstown municipal boundary to the north, Mink Street to the west, Miller Road to the south, and Caswell Road to the east.

Focus Area B is primarily undeveloped with large, unsubdivided parcels being used for growing crops. Single-family homes on large lots are scattered throughout the focus area with the largest concentration near the Duncan Plains Road, Mink Street, and Green Chapel Road triangle. There are several large woodlots, connected via vegetated stream corridors including Kiber Run and Raccoon Creek. The land within this focus area is undulating with rolling topography starting gently near Johnstown and becoming more pronounced moving south. Mink Street, Green Chapel Road, and Duncan Plains Road are the primary roadway connections to Ohio 161 and the central Ohio region.

The large, undivided parcels have the potential to support development, but at a lesser scale than some other focus areas due to the environmentally sensitive lands and rolling topography. Adjacency to Johnstown, and the City’s centralized utilities offer opportunities to expand appropriate uses that enhance the community and leverage natural features. Multiple roadways through Focus Area C provide options to connect with the central Ohio region.

FOCUS AREA “D” – JOHNSTOWN-ALEXANDRIA ROAD

Located to the east of Focus Area C, Focus Area D encompasses 1,247 acres of land. The focus area straddles Ohio 37 (Johnstown-Alexandria Road) and is bounded by the Johnstown municipal boundary to the north, Caswell Road to the west, Duncan Plains Road to the south, and the T.J. Evans Trail to the east.

Located along the primary connection between Johnstown and Alexandria, this focus area is a mix of large, unsubdivided parcels and single-family homes on large lots. While generally very-low density, the number of homes along the corridor limits access to some of the larger parcels within the focus area. Kiber Run transverses the southwestern portion of the focus area.

Vegetated corridors line the streams within the focus area and connect to the preserved trees on residential lots. The topography gently undulates as traveling from Johnstown to the southeast. Johnstown-Alexandria Road is the primary roadway connection to nearby communities, with Hazelton Etna Road providing connection to Ohio 161.

Development of currently undivided parcels presents an opportunity to enhance and complement the existing character established by existing development. Use of creative design creates an opportunity to preserve the natural features within the focus area. Additionally, the T.J. Evans Trail is an opportunity to extend connections to this unique recreation feature as Johnstown grows.

FOCUS AREA “E” – SPORTSMAN CLUB ROAD

Located to the east of Johnstown, Focus Area E encompasses 903 acres of land. The focus area is bisected by Sportsman Club Road and is bounded by the Johnstown-Utica Road to the north, the Johnstown municipal boundary to the west, Concord Road and Denune Road to the south, and Nichols Lane to the east.

Focus Area E is primarily comprised of low-density single-family homes, undisturbed woodlots and some agricultural fields. Compared to other focus areas, there are fewer large, undivided parcels within Focus Area E. Lobdell Creek meanders from northwest to southeast through the focus area. There are significant vegetated corridors and woodlots within the focus area that

are loosely connected due to minimal development in the area. The topography is generally flat within Focus Area E. Sportsman Club Road and Concord Road provide direct connection to Johnstown from the focus area.

Given the presence of plentiful natural features on many of the parcels within the focus area, opportunity exists to incorporate these features into future development to enhance the community while protecting natural resources. Smaller parcels, as compared to other focus areas, will foster smaller-scale development creating an opportunity for creative design that enhances the existing character of the focus area.

FOCUS AREA “F” – JOHNSTOWN-ALEXANDRIA ROAD

Located due north of Johnstown, Focus Area F includes 3,990 acres of land. The focus area is bounded by Harmony Church Road (County Road 53) to the north, Croton Road to the west, the Johnstown Municipal Boundary to the south, and the U.S. 62 (Johnstown-Utica Road) to the east.

Focus Area F is largely comprised of agricultural fields and poultry houses. Interspersed among the fields are single-family homes, primarily located along Crouse-Willison Road. Undisturbed vegetated areas are minimal as most of the land has been cleared for crop production. The topography is generally flat, with minimal topography changes. The northern portion of Lobdell Creek is within this focus area; however, the banks have been cleared of vegetation unlike in Focus Area E. Johnstown-Utica Road is the primary roadway connection to nearby communities, with Jacob White Road and Crouse-Willison Road providing access to Johnstown.

Minimal public infrastructure in the area presents an opportunity to reserve some lands around Johnstown for future development. Based on recent economic trends, development pressure north of Johnstown is projected to be minimal compared to lands south of the city. The existing agricultural land use patterns lend this focus area to supporting minimal additional development at this time.

FOCUS AREA “G” – NORTHWEST QUADRANT

Located to northwest of Johnstown, between Focus Areas B and F, Focus Area G encompasses 7,521 acres of land. The focus area is bounded by the Westley Chapel Road to the north, County Line Road to the west, Edwards Road to the south, and Croton Road to the east.

Bisected by Johnstown-Alexandria Road, this focus area contains the least amount of development of all identified focus areas. Land uses are primarily agricultural related, with some single-family homes interspersed with farm fields. The Clover Valley Golf Club is located within this focus area, providing recreational opportunities for the Johnstown area. While much of the land has been cleared for agricultural uses, there are significant woodlots within the focus area. The northern portions of Raccoon Creek and its tributaries are located within Focus Area G and generally flow from Northwest to Southeast through Johnstown and beyond. The topography within the focus area is flat, with minimal topography changes throughout the focus area. Johnstown-Alexandria Road is the primary roadway connection to nearby communities, with Clover Valley Road connecting down to U.S. 62.

Minimal public infrastructure in the area presents an opportunity to reserve some lands around Johnstown to be developed in the future. Based on recent economic trends, development pressure within this focus area is projected to be minimal compared to lands within other focus areas. The existing agricultural land use patterns present an opportunity to continue current land uses and preserve the existing character of the focus area.