

RECORD OF PROCEEDINGS
Violet Township Zoning Commission

June 19, 2018

Mr. Biancamano called the meeting to order at 7:50 p.m.

Members present: Mr. Rowell, Mr. Bussom, Mr. Decker, Mr. Palsgrove, and Mr. Biancamano. Also present was Ms. Kelly Sarko, Zoning Inspector, and Holly Mattei, Development Director.

Mr. Rowell made a motion to approve the minutes from the May 15, 2018 meeting. Seconded by Mr. Bussom. Roll call vote: Mr. Rowell, yes; Mr. Bussom, yes; Mr. Decker, yes; Mr. Biancamano, yes; Mr. Palsgrove, abstained. Motion carried.

Mr. Rowell made a motion to recess the meeting at 7:52 p.m. Seconded by Mr. Bussom. Roll call vote: all ayes.

Mr. Palsgrove made the motion to reconvene at 8:10 p.m. Mr. Bussom seconded the motion. Roll call vote: all ayes.

Holly Mattei introduced Jennifer Noll from the Mid Ohio Regional Planning Commission (MORPC) to speak about Insight 2050.

Ms. Noll explained that MORPC has been working closely with the township. They have over 60 members in the Central Ohio region and provide programs, initiatives and services to assist members in delivering a high quality of life to their residents. Insight 2050 is a collaborative project with the Columbus District Council of the Urban Land Institute and Columbus 2020. It is designed to help MORPC members in preparing for population growth and demographic changes and their impact on development and neighborhood design.

MORPC has recently updated their population growth estimates. They expect up to one million more people in the central Ohio region by 2050. This growth would bring 400,000 homes and 600,000 jobs. Growth here is not surprising or new as the region has been growing steadily over several decades. Something new is the demographic changes underlining that growth. From 1980 to 2010, the majority of the growth was in ages 35-54 and baby boomers were driving development. Looking forward into 2040, the growth will increase in 1-2 person households whose residents are older and younger than the 35-54 age group. By 2050, over 80% of the population growth will be in the 1-2 person households. This is very different from the demographics that were driving real estate development 30 years ago.

Despite the age difference between the young adults and baby boomers, they still have much in common. A growing demand for walkable neighborhoods where residents live closer to their jobs, services and shopping and they want more transportation options. Integrated uses, as opposed to mixed uses, is a new development trend. Residential development does not have to be separated from commercial, retail or services. People should be living near places where they want to go.

Another trend coming out of this population growth is a demand for homes that require less maintenance. This is true for active older adults who want to move into some place with less

maintenance so they can travel more during retirement. Among young people, there is interest in living in more diverse communities.

The demand for single-family housing is not going away, but those communities that can offer a broader range of housing options, such as smaller homes on smaller lots, condos or apartments will be able to retain existing residents who are looking to downsize or move to maintenance free living. They will also be able to attract new talent to take the jobs vacated by retirees.

Ms. Noll commented that with more people wanting to live closer to the places they go and with more people coming to Central Ohio, we need to start thinking about road infrastructure. We don't necessarily have to access roads the way we do now. We can think about other transportation options like transit, safe bike lanes and sidewalks. If we can provide real transportation choices, we can give residents a realistic alternative to driving alone. This would allow us to accommodate growth in our region without the traffic issues that could come with it.

In regard to economic development, we have a real opportunity to connect the way our neighborhoods are designed to employment opportunities. In the past, we'd look for the job we wanted, regardless of where it was; if the job met our needs and we qualified for it, we'd go. Today, young people, in particular, really want to live in communities with amenities they want and are expecting the jobs to follow; and employers are paying attention to that. Employers are starting to recruit talent by being in the places where talent wants to be. We can use that to our advantage by thinking about what types of employers we want here and designing neighborhoods to attract the employees.

There are different ways we can accommodate these growing market preferences. Rather than building beyond the existing footprint, a community can use infill development and redevelopment. This is not an overnight process and, in reality, change would happen over decades and require some investment. Ms. Noll provided some example illustrations. It's not unexpected that when redevelopment begins and there are more things to do, more people will follow and then more investment will follow the people. This new investment could be residential, retail, restaurants or services. Eventually the deteriorating property you have redeveloped begins to generate value again.

Ms. Mattei commented that there is a perfect example of this in Dublin at the northeast corner of Riverside Drive and SR 161.

Ms. Noll stated that Insight 2050 is a regional analysis of the growth trends she has described as they relate to Central Ohio. They show four different scenarios based on four different land use plans. The first is a hypothetical depiction of what Central Ohio might look like if there had never been any land use plans. The second is if you take into account all existing land use plans. The third and fourth take into account the incorporation of differing levels of new land use plans with the fourth being a likely hypothetical scenario where all new development is done within the existing development footprint.

Eight quality of life metrics are examined for each of the four scenarios and benefits are shown as we move away from past trends and shift toward in-fill and redevelopment options.

In regard to the amount of land we would need to accommodate 500,000 more people:

- 1) If we continued with the existing land use plans, we would need 270 square miles of additional land. This would likely come from agricultural land that may already be in its highest and best use.
- 2) If we used a focused growth approach, we would only need 45 square miles of additional space.

The difference of 225 square miles is the size of Columbus now.

The further out we have to extend infrastructure to accommodate new development, the more it will cost us to maintain it. There would be a \$2.6 billion savings if communities would take a focused approach to development as opposed to moving forward with their existing land use plans.

Regarding transportation, we currently drive about 12 billion vehicle miles per year. If we would take a focused approach to development, we could accommodate at least 500,000 more people in the region and still drive about the same vehicle miles. This would be accomplished by people living closer to where they want to go and providing alternative transportation choices that free people from driving cars.

Mr. Noll invited commission members to sign up for newsletters from Insight 2050 and to attend the next annual Insight 2050 Academy in September to learn more about the initiative and how to implement it. Mrs. Mattei spoke of her positive experience of attending the last Academy and encouraged their attendance.

Insight 2050 now provides a technical assistance program and will help members with their own programs and projects. Violet Township is one of four MORCP members that are currently getting technical assistance from them. Going forward they are working on analyzing four corridors in the region in response to feedback from MORPC members. Findings will be released this fall with a guide for implementation.

One Commission member commented that he moved here from Cleveland where he sometimes used public transit. For a region of this size, the lack of usable public transit amazes him. There is really no good option to get from Pickerington to downtown Columbus except by car. The closest express transit is a park-and-ride COTA stop on Gender Road. The increasing traffic congestion on SR 256 around I-70 was also mentioned as an issue.

Mr. Palsgrove made the motion to adjourn the meeting at 8:45 p.m. . Seconded by Mr. Decker. Roll call vote: All Ayes.

Bob Bussom, Acting Secretary

John Biancamano, Chair

Date