



COMMUNITY VISION

DRAFT 1/24/11

Produced by:



150 South Front Street
FSL Suite 10
Columbus, Ohio 43215

Tel. 614-525-3094
Fax 614-525-7155
www.franklincountyohio.gov/edp

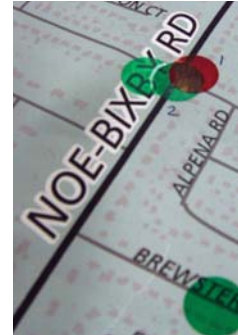
Blacklick-Madison Area Plan

Project manager
Benjamin Weiner

Project team
Matthew Brown
Patrick Hewitt
Devin Keithley
Anna Thomas
Chelsea Weber

Disclaimer: We produced the maps, figures, tables and other information in this document only for Franklin County business purposes. While we made every effort to include complete information, the maps, figures, tables and other information are not guaranteed to be accurate. The content of this plan is for reference purposes only and shouldn't be used for any survey, engineering or commercial purpose.

ABOUT THIS DOCUMENT



Land use planning improves communities by empowering residents to collectively envision their future.

The planning process involves identifying current conditions, creating a vision for the future and developing ways to achieve that vision.

About the Blacklick-Madison Area Plan

The Blacklick-Madison Area Plan focuses on the unincorporated territory within the planning area boundaries described below, outside of municipal jurisdictions. The planning process is divided into four phases: information gathering, creating a vision, developing policies and assembling the plan.

Community Vision

This document contains the Community Vision, a collection of statements and maps that sets forth the desired future of the planning area.

We developed this vision using information gathered from stakeholder interviews, an online survey and a public input meeting held on September 27, 2010.

Planning Area Boundaries

The planning area is located in southeastern Franklin County approximately five miles from downtown Columbus. It includes all of Madison

Township, except the areas south of Rohr Road and west of Pontius Road, plus the portion of Truro Township south of Refugee Road.

The unincorporated area is approximately 20 square miles or 12,839 acres.

Next steps

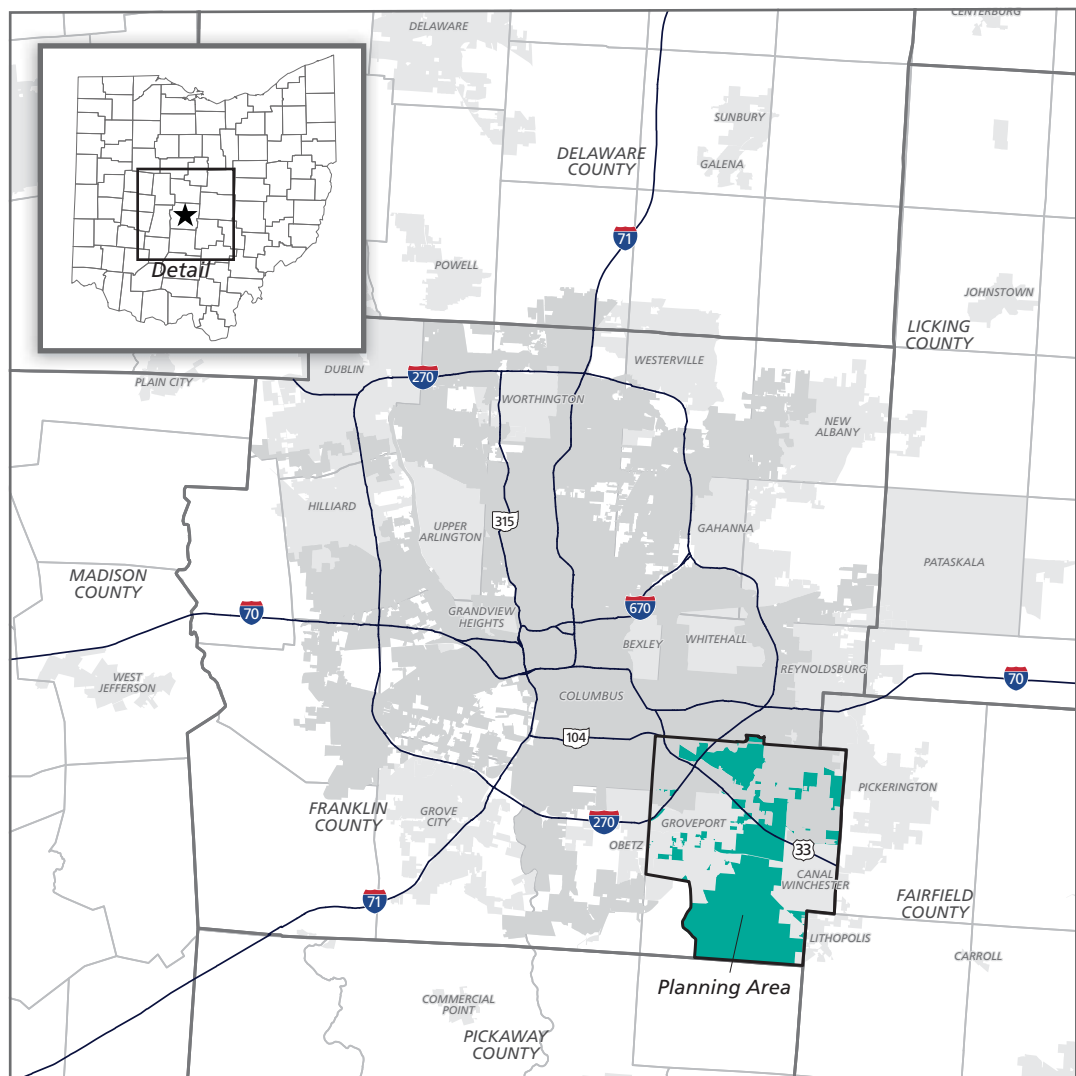
We will conduct a public meeting to gather input on the proposed community vision.

Once the community agrees on a vision, the project team will develop proposed policies and actions to achieve that vision.

INSIDE

About This Document	3
Public Meeting Results	5
Favorite Places.....	7
Feedback Forms	13
Vision Statements	24
Vision Maps	25
Acknowledgements.....	53

PLANNING AREA



The Blacklick-Madison
Planning Area is
shown in green.



PUBLIC MEETING RESULTS



Public meetings allow community members to provide input on their community's future. For the purposes of the Blacklick-Madison Area Plan, the future includes how land is used, how buildings look and how people get around.

First public meeting

The first of four Blacklick-Madison Area Plan public meetings was held on September 27, 2010 at Asbury United Methodist Church South, 4760 Winchester Pike.

Over 70 residents, property owners, business representatives and other interested individuals attended the meeting.

Gathering input

After a brief presentation by the project team, meeting attendees were divided into four groups according to geographic area: Blacklick Estates, Edgewater Park/Marwick Estates, Central Madison and South Madison.

The project team conducted the following three exercises to gather detailed feedback from participants.

1. Feedback form: Each attendee filled out a form, composed of two types of questions: questions to answer on a scale from

strongly agree to strongly disagree and open-ended questions asking attendees to indicate their general likes and dislikes about the community.

2. Group discussion: Within the small groups, attendees discussed their likes and dislikes. Participants then grouped their comments according to topic area, to see which likes and dislikes were most common.
3. Favorite places maps: For the final exercise, attendees placed green and red dots on a map to indicate their top three favorite and least favorite places.

Those unable to attend the public meeting could complete an online survey. The survey questions mirrored those on the public meeting feedback form.

Using the results

Results from the meeting and the online survey are used to establish a community vision for the future. After understanding what people like, and what they want changed, we develop policies and actions to achieve that vision.

The proposed vision for the future will be presented at the next public meeting, where we will gather more feedback.

BLANK PAGE

FAVORITE PLACES

MAPS AND COMMENTS



PLANNING AREA

About the exercise

At our large-scale public meeting in September 2010 we conducted a mapping exercise to gain an understanding of how attendees feel about their community. During the exercise attendees placed colored dots on a map to indicate their favorite and least favorite places in and around their community.

The results

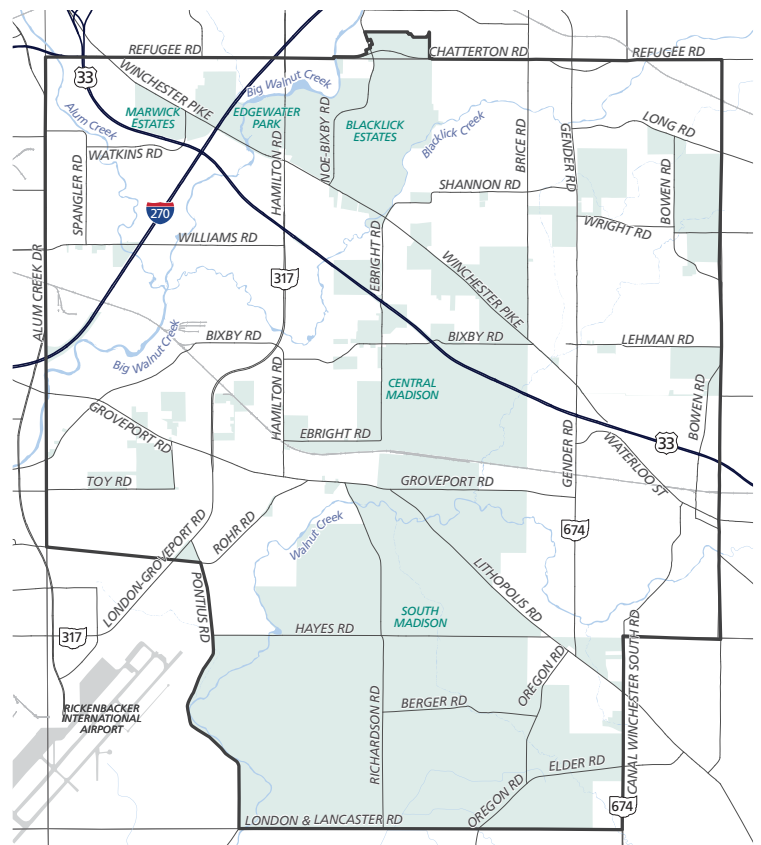
We determined the community's overall favorite and least favorite places by identifying the locations with the most dots. The following pages contain the exercise's results.

Blacklick Estates map, p. 9

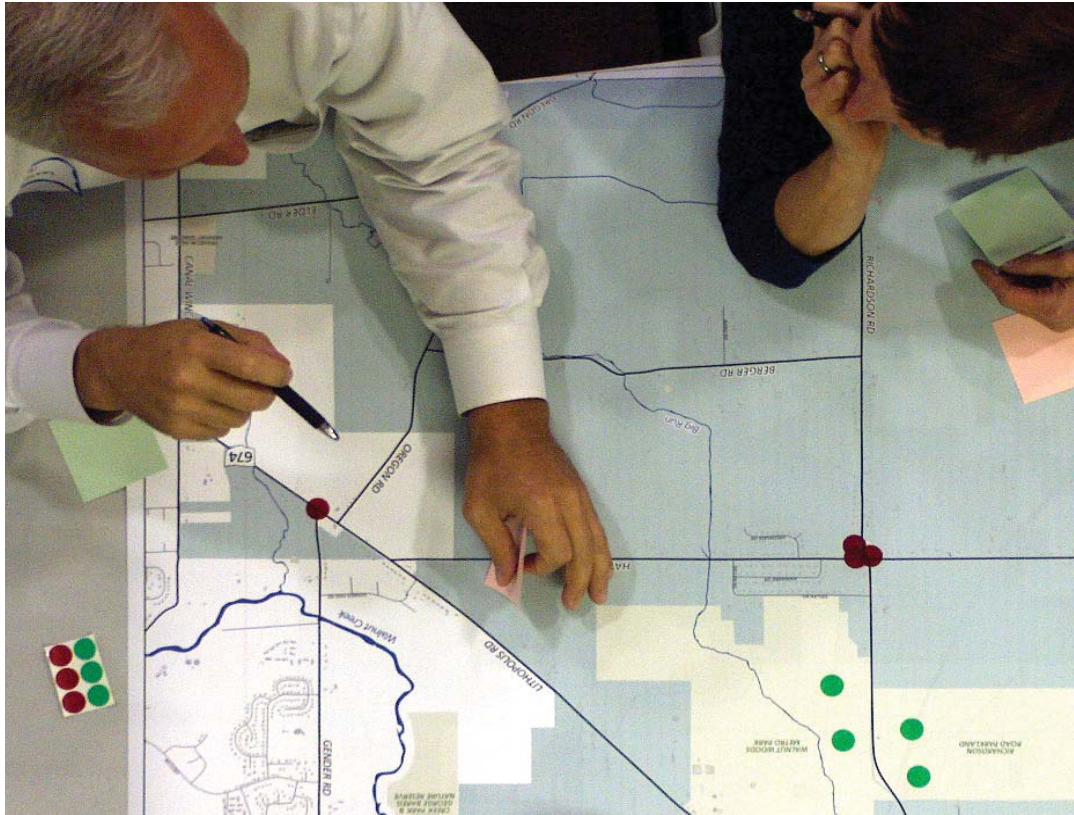
Edgewater Park / Marwick Estates map, p. 10

Central Madison map, p. 11

South Madison map, p. 12



Unincorporated Areas



Favorite Areas

Nafzger Park: Located north of Refugee Road, attendees enjoy the recreational facilities at this Columbus park.

Dairy Queen/State Farm shopping center: Attendees like the shopping center's updated appearance on Noe-Bixby Road.

Positive comments

Land use and development: Nearby businesses meet daily needs.

Housing and community: Quiet neighborhood and friendly people

Transportation: Roads are well maintained.

Least Favorite Areas

Refugee Center shopping center: Attendees dislike the shopping center's appearance and types of businesses.

Former Walnut Knolls apartments: The large, vacant apartment building on Noe-Bixby Road concerns attendees.

Negative comments

Land use and development: Businesses along Chatterton, Hamilton and Noe-Bixby Roads are poorly maintained.

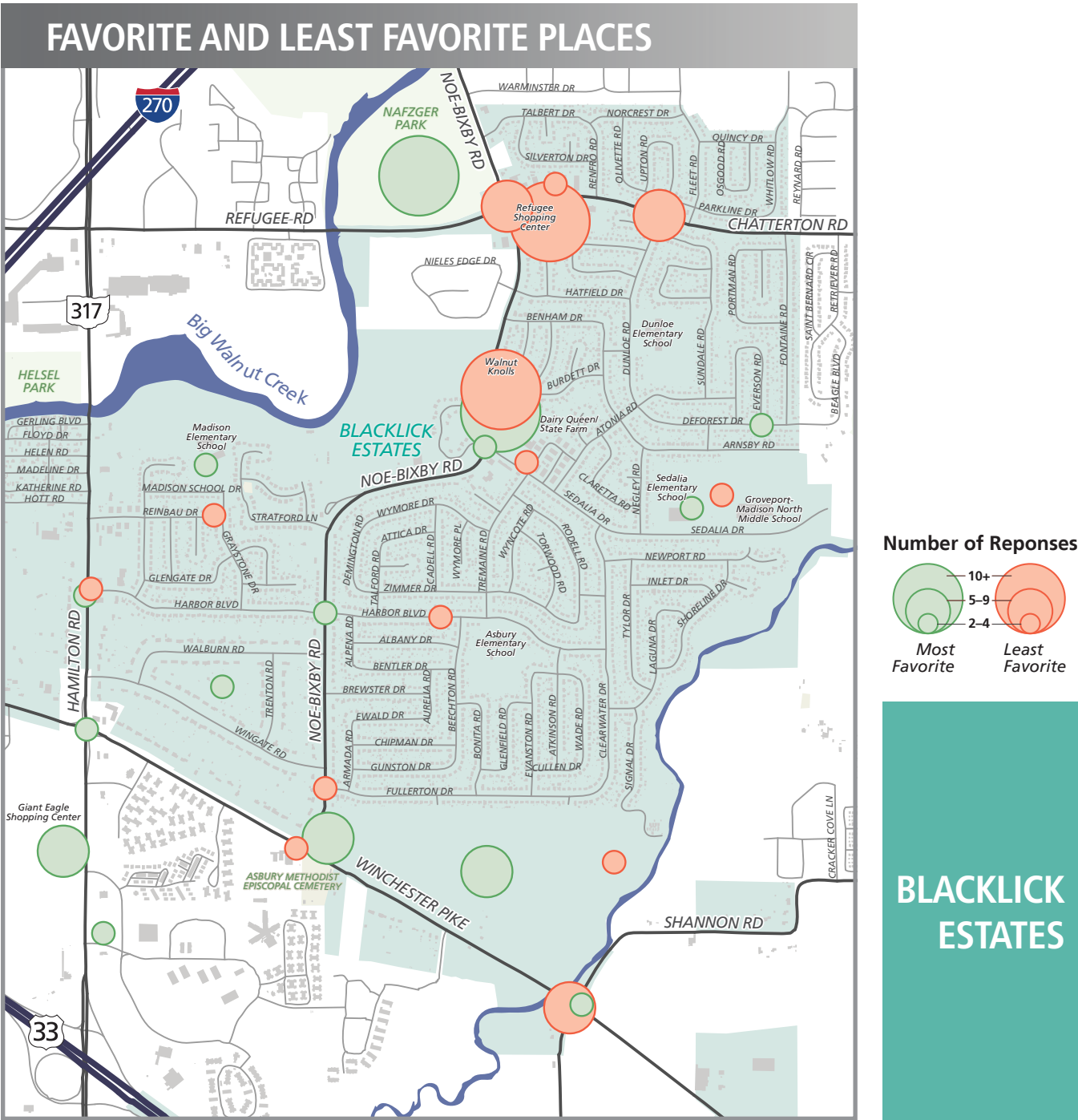
Housing and community: Too many vacancies and poor property upkeep, particularly at rental properties

Public services: High water rates

Recreation: Lack of recreational facilities and parks

**BLACKLICK
ESTATES**

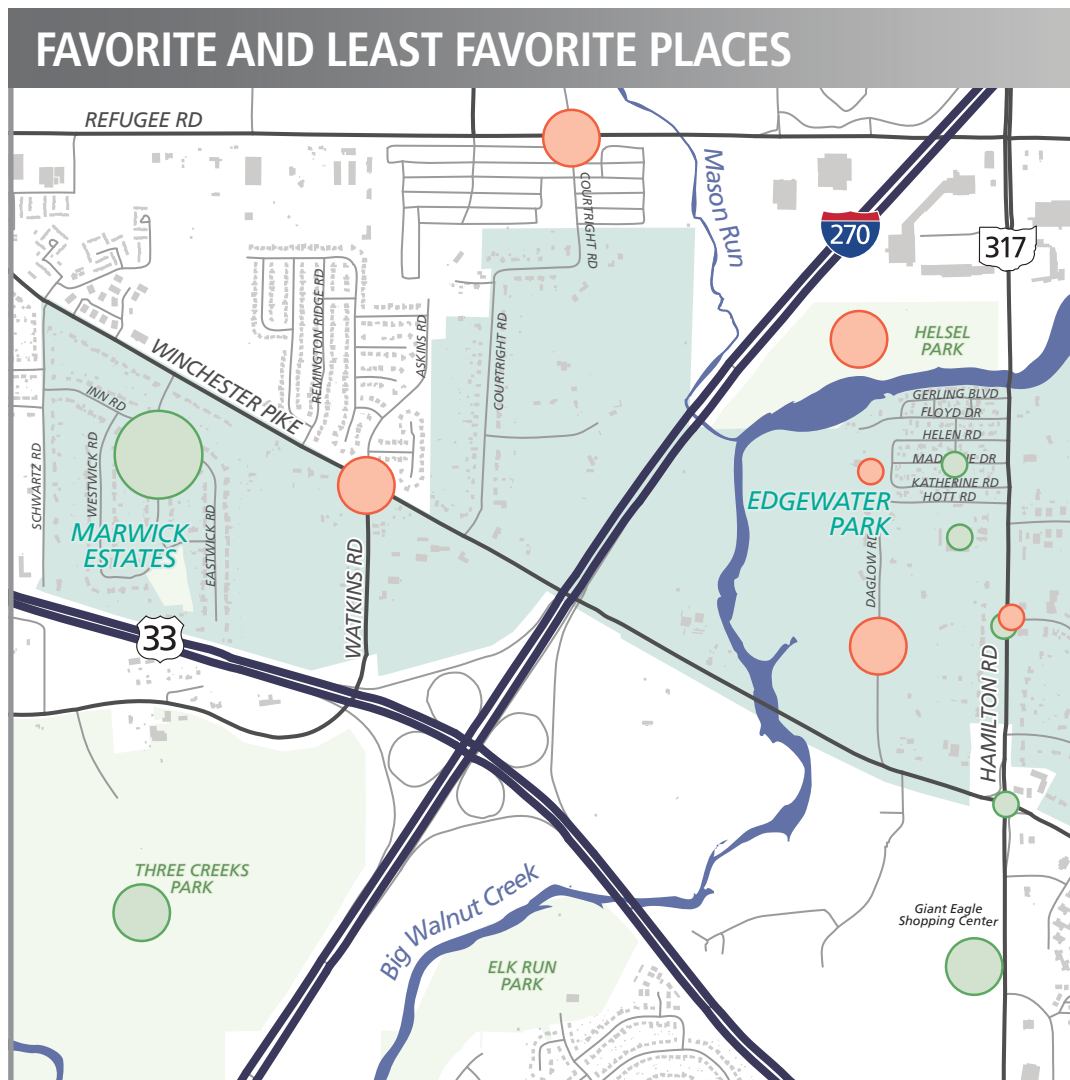
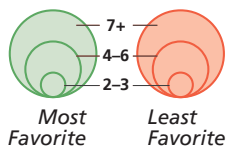
See map on next page ►



◀ See map explanations on previous page

FAVORITE AND LEAST FAVORITE PLACES

Number of Responses



EDGEWATER PARK / MARWICK ESTATES

Favorite Areas

Marwick Estates: Attendees enjoy the quiet, friendly neighborhood.

Giant Eagle Shopping Center: Attendees like the new shopping center on Hamilton Road.

Three Creeks Park: Attendees enjoy living near the park and would like a bikeway connection.

Positive comments

Public services: Good fire and police protection

Transportation: Easy access to freeways and downtown Columbus

Land use and development: Proximity to parks, shopping and the public library

Least Favorite Areas

Helzel Park: Attendees believe illegal activities occur at this Columbus park.

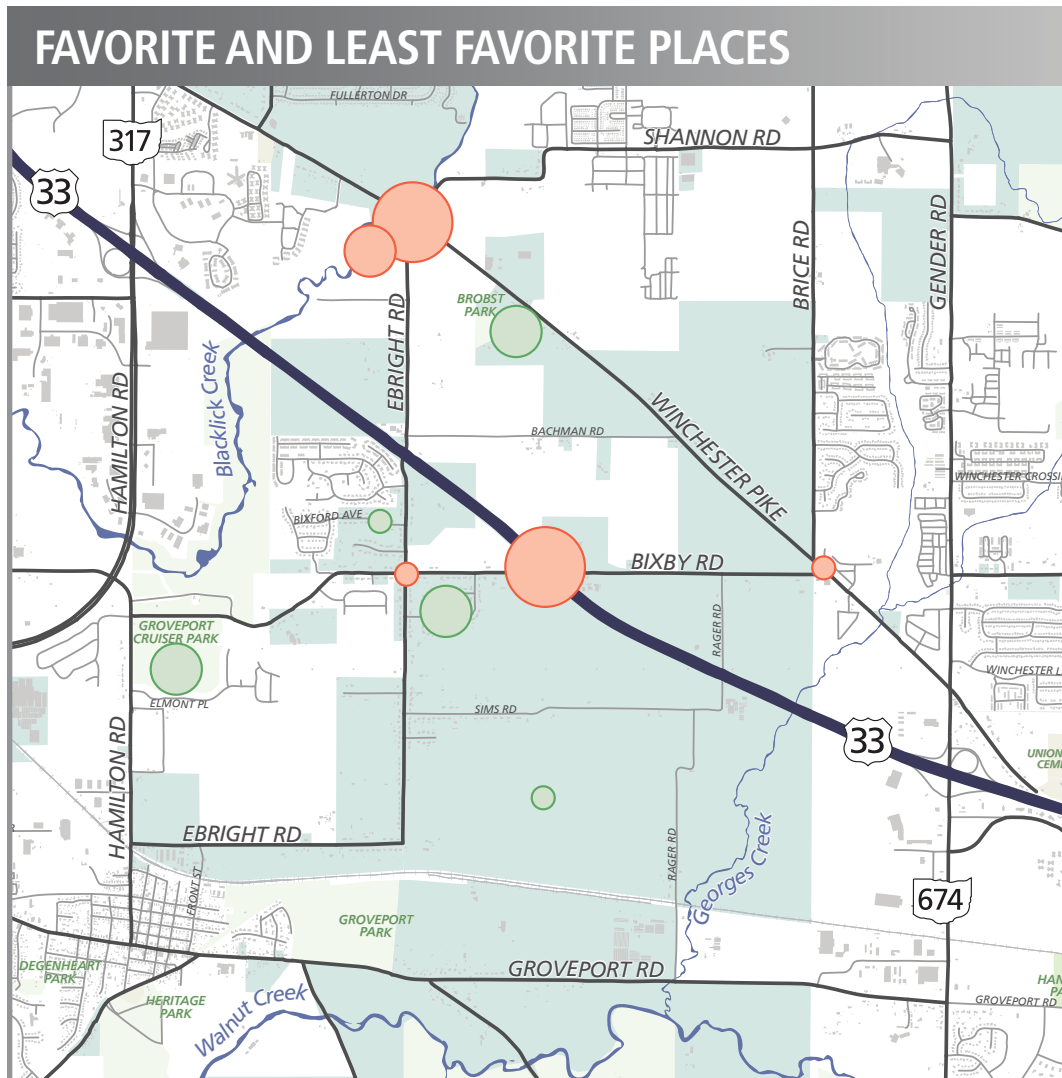
Winchester Pike and Watkins Road intersection: Heavy traffic, too much speeding and poor visibility concern attendees.

Negative comments

Housing and community: Too many vacant homes and poor property upkeep

Public services: Attendees said that schools need improvement but did not provide specific suggestions.

Transportation: Too much traffic



Favorite Areas

Groveport Cruiser Park: Attendees enjoy the park's playing fields.

Robert M. Brobst Park: Attendees like the recreational facility with ball fields, basketball courts and play areas.

Positive comments

Land use and development: Rural character, quiet and solitude

Housing and community: Neighborhood feel and friendly neighbors

Transportation: Convenient access to Columbus

Least Favorite Areas

Bixby Road / Route 33 Interchange: Attendees expressed concern about the interchange's potential to increase traffic and development.

Winchester Pike, Ebricht Road and Shannon Road intersection: Heavy traffic, too much speeding and poor visibility concern attendees.

Negative comments

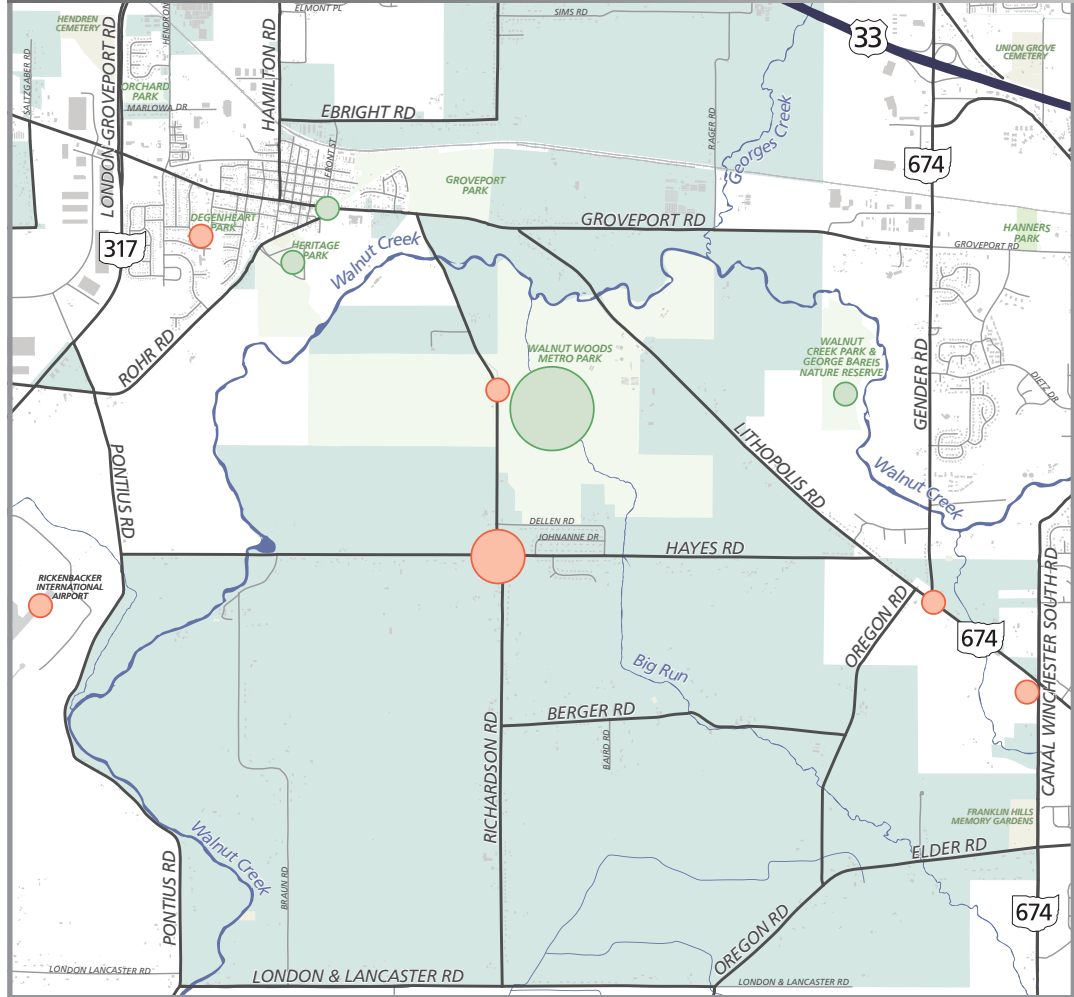
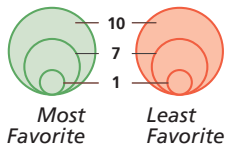
Transportation: Too much traffic, roads in disrepair and highways difficult to access

Land use and development: Increasing amounts of residential development and losing township area to annexation

**CENTRAL
MADISON**

FAVORITE AND LEAST FAVORITE PLACES

Number of Responses



Favorite Areas

Walnut Woods Metro Park: Attendees look forward to the new Metro Park that will include new bicycle paths, nature trails, picnic areas and an adventure course.

Positive comments

Recreation: Abundant parks and easy access to bicycle trails

Land use and development: Quiet, solitude, farmland, large lots and no commercial development

Least Favorite Areas

Richardson Road and Hayes Road intersection: Attendees worry about heavy traffic and speeding cars.

Negative comments

Transportation: Need more traffic control, turn lanes and road realignments

Land use and development: Threat of annexation, encroaching commercial and industrial development, loss of farmland, and traffic and noise from Rickenbacker International Airport

**SOUTH
MADISON**

FEEDBACK FORMS



About the Feedback Forms

At our public meeting in September 2010 we asked participants to complete a feedback form to gain an understanding of how the community feels about various topics. The feedback form's topics included land use, environment, community identity and transportation.

The feedback forms contained questions to answer on a five-point scale from strongly agree to strongly disagree. Questions requiring written responses asked respondents what they like and dislike in their neighborhoods and in commercial areas.

The results

Results of the feedback forms are on the following pages. In addition to the graphs, we also list written and oral comments provided by attendees.

Topic areas

Responses are sorted by the topic areas below:

Land Use: Residential, p. 14

Land Use: Commercial, p. 15

Parks and Nature, p. 16

Community, p. 17

Transportation: Walking, p. 18

Transportation: Bicycling, p. 19

Transportation: Transit, p. 20

Transportation: Car, p. 21



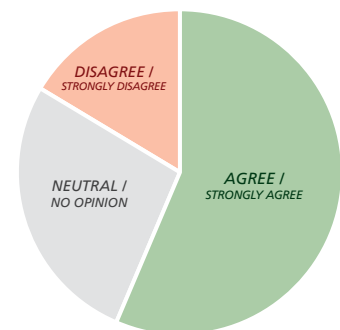
LAND USE: RESIDENTIAL

In general

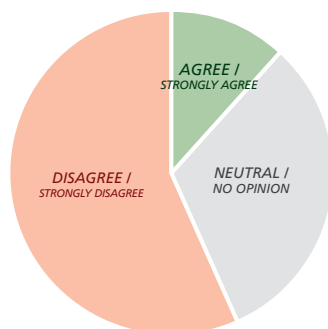
Respondents report a sufficient range of housing options and do not want more residential development. They want to see all or most farmland preserved.

If residential development occurs, respondents prefer single-family homes over condos, townhomes and apartments.

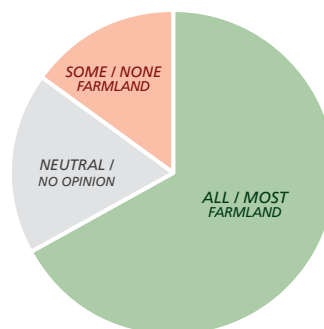
The only exception was found in Blacklick Estates. Respondents here are dissatisfied with the available housing options, do not want to see more homes built and have no opinion about preserving farmland. If development does occur they want a mix of single-family homes, condos and townhomes.



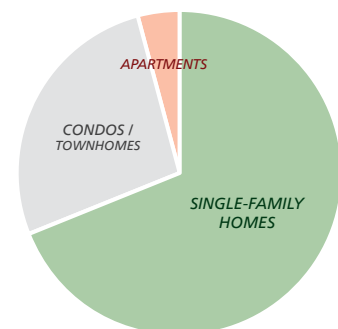
There are enough housing options available in my neighborhood to allow me to remain as I get older



I want to see more houses built in my general area



How much farmland should be preserved in the planning area?



If residential development occurs, what type of housing would you like to see in your area



LAND USE: COMMERCIAL

In general

Respondents report that a consistent visual appearance is important in commercial areas. Overall, respondents are satisfied with the number and variety of businesses.

By area

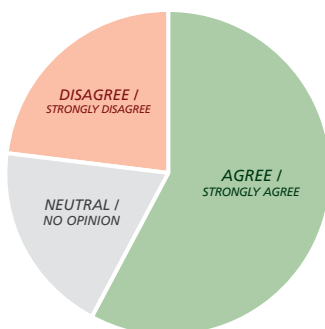
Edgewater Park / Marwick Estates: Half of respondents are dissatisfied with how commercial properties look.

Blacklick Estates: Most respondents are dissatisfied with the number and variety of businesses nearby. The appearance of commercial proper-

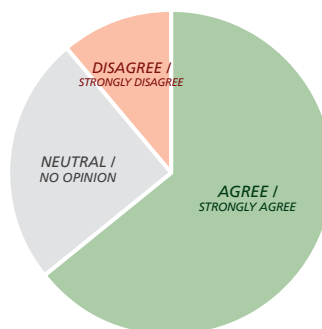
ties on Chatterton, Noe-Bixby and Hamilton Roads also dissatisfies respondents.

Central Madison: Most respondents visit commercial areas in Columbus, Groveport or Canal Winchester.

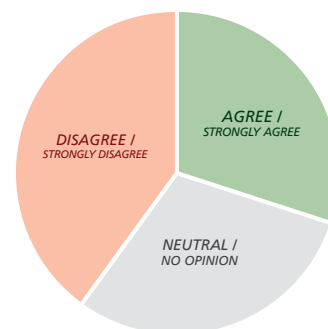
South Madison: Respondents visit commercial areas in Groveport and Canal Winchester. They do not want to see commercial uses in their area.



The number and variety of nearby businesses meet my needs



It's important to have a consistent appearance such as welcome signs, decorative street lights and building design in commercial areas



Commercial properties nearby look nice



PARKS AND NATURE

In general

Respondents overwhelmingly believe that clean streams, wooded areas and natural areas are important to the community.

Respondents believe there are enough parks and recreational facilities. They also feel that parks and playgrounds are well maintained.

The one exception is Blacklick Estates where respondents believe there are not enough natural areas or recreational opportunities. Playgrounds and ball fields on school properties serve as recreational facilities.

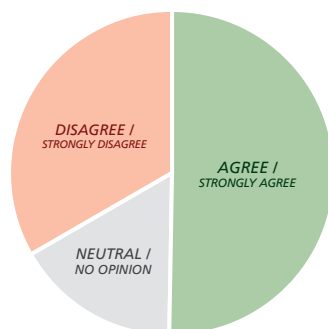
By area

Edgewater Park / Marwick Estates: The majority of respondents visit parks less than once a month.

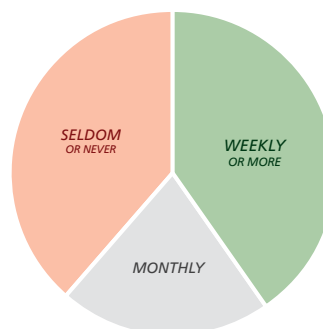
Blacklick Estates: Most respondents visit parks monthly.

Central Madison: The majority of respondents visit parks monthly.

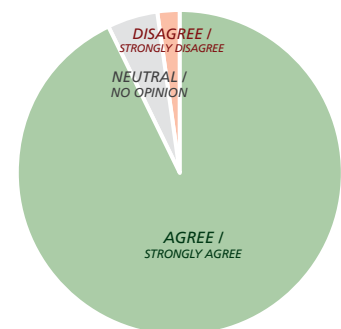
South Madison: Respondents visit parks on a weekly basis.



There are enough parks, playgrounds, ball fields and other places to play in my neighborhood



How often do you/your family visit parks?



Having clean streams, wooded areas and natural areas is important to me



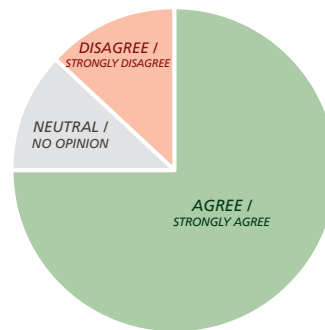
COMMUNITY

In general

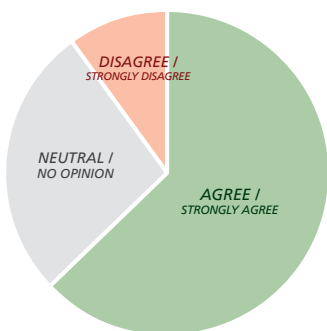
Respondents reported a strong desire to stay in their neighborhoods as they grow older.

Most would like to see a consistent neighborhood appearance such as entrance signs, streetlights, and street signs. The only exception was in South Madison where respondents had no opinion about having a consistent look in the area.

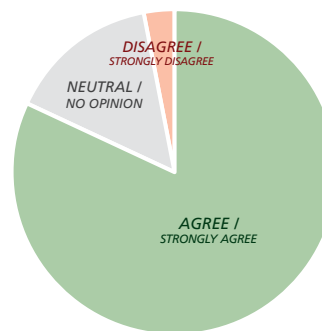
Respondents desire access to fresh, locally grown food.



Staying in my neighborhood is important to me/my family as we get older



Having a consistent neighborhood look/feel such as neighborhood entrance signs, decorative street lights and uniform street signs is important to me



Consuming fresh, locally-grown food is important to me/my family



TRANSPORTATION: WALKING

In general

Respondents reported that walking around their neighborhoods is easy, whether there are sidewalks or not. Walking to commercial areas is difficult due to a lack of sidewalks.

By area

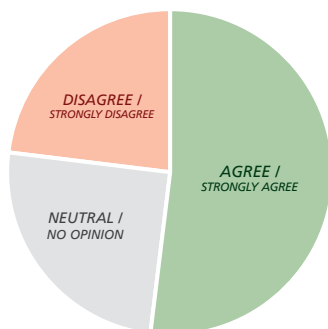
Edgewater Park / Marwick Estates: A lack of sidewalks, heavy traffic and high vehicle speeds along Hamilton Road and Winchester Pike makes walking to commercial areas difficult.

Blacklick Estates: Gaps in sidewalks along Noe-Bixby, Chatterton, and Hamilton Roads make walking through commercial areas difficult and

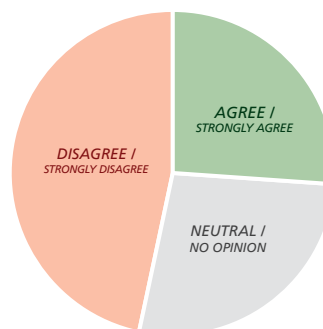
unsafe. Sidewalks along residential streets make walking safer.

Central Madison: Walking along residential streets is easy despite a lack of sidewalks. Walking to commercial areas is impractical due to long distances and a lack of sidewalks. A lack of sidewalks also makes walking along major roads difficult.

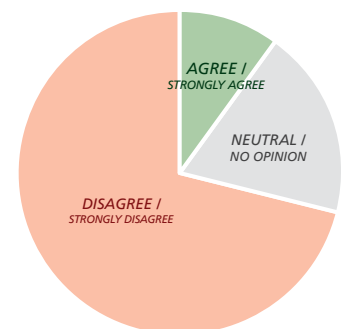
South Madison: Respondents had no opinion about the safety of walking. High vehicle speeds, heavy traffic and a lack of sidewalks or paths make walking along major roads unsafe.



It is easy and safe to walk around my neighborhood



I can easily walk to commercial areas near my neighborhood



It is easy and safe to walk along main roads



TRANSPORTATION: BICYCLING

In general

Riding a bicycle to commercial areas is generally difficult.

While responses were mixed, many expressed a desire for better connections to bicycle trails. Several trails pass through the planning area, but a lack of connection forces bicyclists to travel long distances via busy main roads to access the trails.

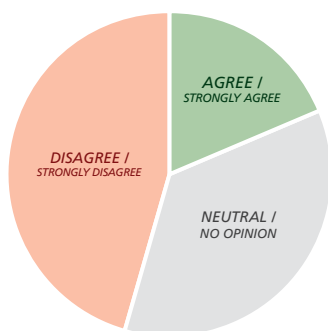
Blacklick Estates: A lack of bicycle trail connections to the Blacklick Creek Trail frustrates respondents. More than one-third of respondents find it difficult to reach trails.

Central Madison: Respondents find it easy to access nearby bicycle trails.

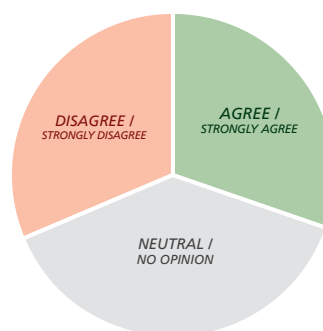
South Madison: Most attendees had no opinion regarding bicycle access to commercial areas and trails.

By area

Edgewater Park / Marwick Estates: Respondents desire a connection to the nearby Alum Creek Trail.



It is easy to ride a bicycle to commercial areas



It is easy to get to bicycle trails



TRANSPORTATION: TRANSIT

In general

Most respondents had no opinion regarding bus routes and bus stops.

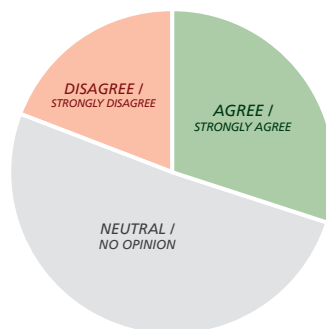
By area

Edgewater Park / Marwick Estates: Respondents report that sufficient bus routes serve the area. The majority stated that bus stop improvements would not increase their ridership.

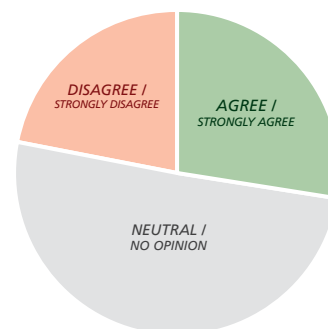
Blacklick Estates: Sufficient bus routes serve the neighborhood. Respondents reported that bus stop improvements would increase ridership.

Central Madison: Respondents report a lack of transit routes. They had no opinion on whether bus stop upgrades would increase ridership.

South Madison: No bus routes serve the area. Respondents had no opinion of whether there were enough routes.



There are enough bus routes in my area to get where I need to go



Bus-stop upgrades (benches, shelters, etc.) would increase my use of buses



TRANSPORTATION: CAR

In general

Respondents report easy access to main roads throughout the planning area.

The table below lists roads with the most reported speeding. Respondents desire improvements at major intersections.

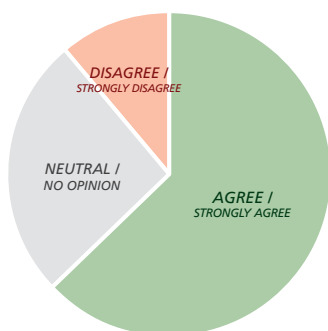
By area

Edgewater Park / Marwick Estates: The intersection of Winchester Pike and Watkins Road has heavy traffic and poor visibility. Residents desire a traffic light to improve safety. Respondents report that roads in Edgewater Park need to be repaved.

Blacklick Estates: Respondents report the need for turn lanes, sidewalks, crosswalks and pedestrian signals at the Chatterton and Noe-Bixby Roads intersection.

Central Madison: Respondents are dissatisfied with access to major roads. Bixby, Rager and Sims Roads need to be repaved. Bixby Road needs to be realigned with Brice Road at Winchester Pike.

South Madison: Respondents believe a four-way stop is needed at Hayes and Richardson Roads. Respondents feel that Gender and Oregon Roads need to be realigned at Lithopolis Road.



Speeding is a problem in my neighborhood

Top speeding concerns:

- Harbor Boulevard
- Noe-Bixby Road
- Fullerton Drive
- Winchester Pike
- Chatterton Road
- Hamilton Road
- Richardson Road
- Ebright Road
- Bixby Road
- Bixford Avenue

BLANK PAGE

VISION FOR THE FUTURE

DRAFT
1-24-11

This section contains the proposed Community Vision, a collection of statements and maps that sets forth the community's desired future.

We prepared the vision using information gathered from stakeholder interviews, a public input meeting and an online survey.

The Community Vision has two components, vision statements and vision maps.

Note: This draft vision is subject to change based on working committee input and feedback from the January 2011 public meeting.

Vision Statements

The vision statements describe the community's desired future in words. Statements are divided into topic areas and further subdivided to give more detail.

Vision Maps

The maps show the community's future graphically in four specific topic areas:

Land use map: In general, the types of land uses the community wants to see and where they want them.

Bikeways map: Locations of future paths and on-pavement treatments to make bicycling safer and more convenient.

Sidewalk priorities map: The community's top priorities for installing new sidewalks. The map shows the desired locations and their relative priority to one another.

Roadway improvement map: Locations of community desired roadway improvements including repaving and traffic control.

Next steps

After review by the working committee, we will conduct a public meeting to gather input on the proposed community vision.

The project team uses the agreed-upon community vision to develop proposed policies and actions to achieve that vision.

VISION STATEMENTS

DRAFT
1-24-11

Vision for Land Use

Types of uses: A range of uses that supports and respects current areas, preserves agricultural and residential character, efficiently uses infrastructure and supports mixed use areas.

This vision promotes confidence that an area's character will not substantially change while promoting infill development in appropriate locations to support nearby residents and areas.

Development character/appearance: Appropriate residential development that maintains neighborhood character. Attractive commercial development that promotes lasting economic growth.

Vision for Healthy Living

An environment that promotes accessibility and physical activity, clean air, land stewardship and healthy eating to benefit overall community health.

Parks and recreation: A parks and recreation system accessible to all, providing opportunities for physical activity and enjoyment of the natural environment.

Development: Healthy and accessible developments that have minimal impact on the natural environment.

Natural environment: A natural environment that provides clean water, open space and wildlife habitat.

Fresh, local foods: A local food system that encourages healthy eating and preserves land for agriculture.

Vision for Community

An inclusive community with a sense of pride and identity that provides public space for community activities.

Community Identity: An identity in residential and commercial areas that builds pride

in the community, encouraging community involvement.

Housing: A variety of housing that provides options for all people and promotes a sense of inclusiveness in the community.

Public spaces: Safe, well-maintained public spaces that promote community pride and encourage residents to interact.

Vision for Transportation

A complete transportation system that allows safe and easy travel by foot, bicycle, transit and car.

Foot: A well-maintained pedestrian network in built-up areas. This allows residents to reach nearby destinations without the need for a car and promotes a healthy lifestyle.

Bicycle: A complete bicycle network for recreation and transportation. This provides a transportation option to those without access to other methods of travel and to those that desire physical activity.

Transit: A transit network offering riders sufficient destinations with bus stops to increase ridership. This provides a low-cost transportation option for those without access to other methods of travel and to those that wish to reduce traffic congestion.

Car: A well-maintained road network with convenient access to major roads and appropriate traffic controls for safety. This promotes economic stability by allowing workers, customers and goods to move efficiently.

VISION MAPS

DRAFT
1-24-11

Land Use p. 27

Bikeways p. 34

Sidewalks p. 36

Roadways p. 38

About the maps

The maps in this section reflect visions for the future: what land uses people want to see, how people travel by foot and bicycle, and where road improvements are needed.

Land Use map

What it is: The future land use map is part of the Community Vision. The map shows, in general, what types of land uses the community wants to see in the future.

How it's used: Most often, the future land use map is used when a landowner proposes new development or redevelopment. If the proposal requires a rezoning or zoning variance, officials reviewing the proposal can see whether it matches what the community wants.

Why we need it: Including a future land use map allows residents to communicate their land use opinions to appointed and elected officials making zoning decisions. By participating in the community vision, residents can weigh in on future development without attending numerous public hearings.

Bikeways map

What it is: The bikeways map shows locations of current and proposed bikeways in the planning area. The proposed bikeways connect residents to existing and planned bikeways.

Why we need it: It is critical to plan for bikeways on a region-wide basis since bikeways allow people to cover large distances.

Sidewalk priorities

What it is: The sidewalk priorities map shows the community's stated desires for new sidewalks. Sidewalks keep people safe, promote fitness, reduce traffic congestion and increase pedestrian traffic for businesses.

Why we need it: Installing sidewalks costs money. Realizing that funds are limited, the sidewalks map prioritizes where sidewalks would be most beneficial. Primary priorities are sidewalks that should be installed first. Secondary priorities should be installed after all the primary priorities are installed. Sidewalks on the priority list should be installed any time a new development or substantial redevelopment occurs.

Roadway improvement map

What it is: The roadway improvement map shows locations where the community desires improvements such as repaving, intersection realignments, and stop signs or stop lights.

Why we need it: Informing township and county governments where upgrades are desired can help direct funding to these locations.

LAND USE CATEGORY DESCRIPTIONS



Low Density Residential

Allowed land uses: Single-family homes

Density: Maximum of 0.4 units per acre, minimum 2.5 acre lot size



Medium Density Residential

Allowed land uses: Single-family and two-family homes

Density: Minimum of 2 units per acre, maximum of 8 units per acre



High Density Residential

Allowed land uses: Townhomes and multi-unit buildings

Density: Minimum of 8 units per acre, maximum of 24 units per acre



Office + Residential

Allowed land uses: Offices, single- and multi-unit housing. Uses may mix within the same building.

Density: For buildings without offices, minimum residential density of 4 units per acre. For all buildings, maximum residential density of 24 units per acre



Commercial: Limited range + Multifamily

Allowed land uses: Limited range of retail uses, mostly neighborhood-scale, plus offices and multi-unit housing and townhomes.

Density: Maximum residential density of 24 units per acre



Commercial: Full range + Multifamily

Allowed land uses: Full range of retail and office uses, plus multi-unit housing and townhomes.

Density: Maximum residential density of 24 units per acre



Light Industrial + Office

Allowed land uses: Range of uses including office, industrial, storage and warehousing.



Parks/Open Space

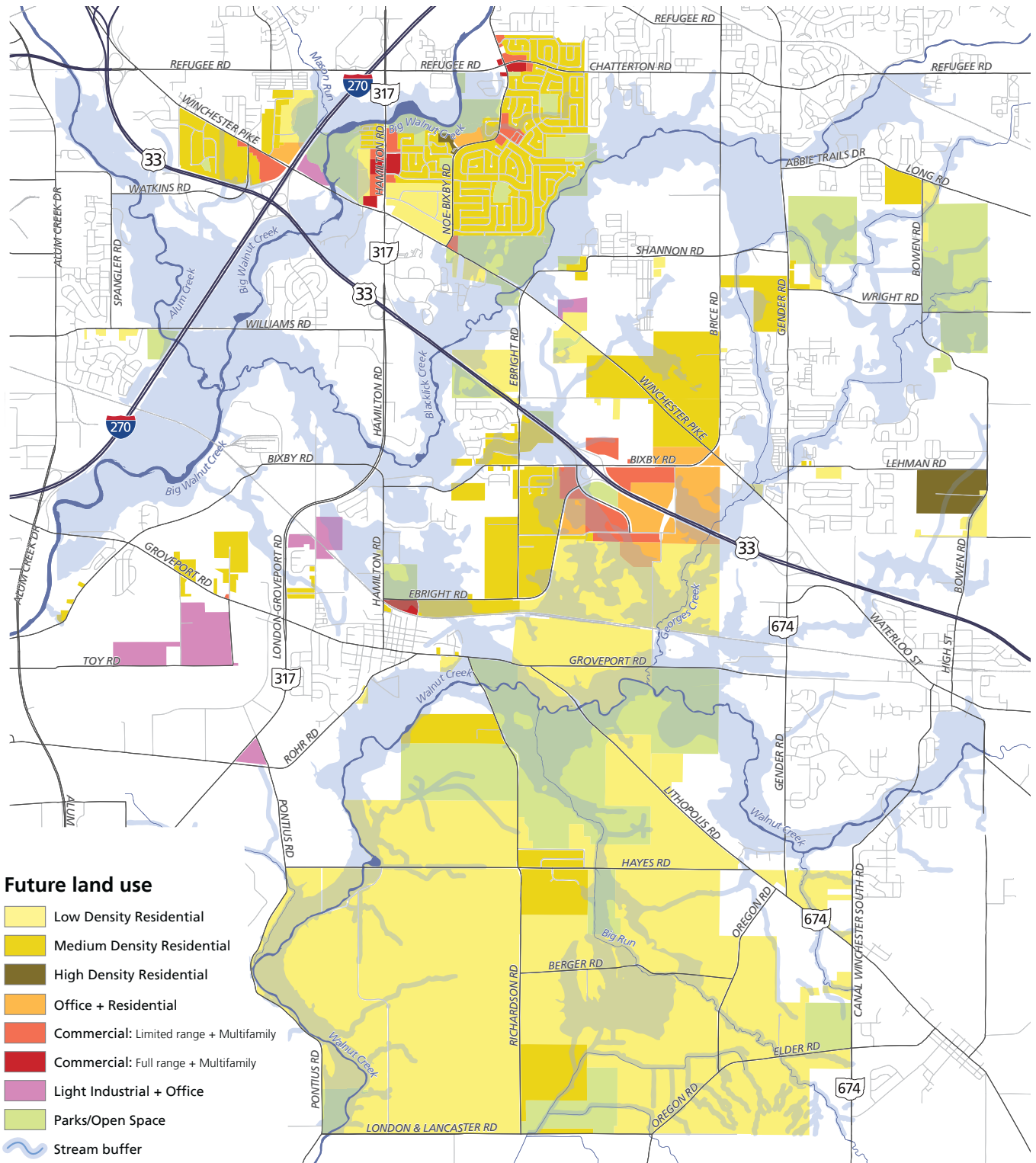
Intended for nature or recreation with minimal buildings.



Stream buffer

Environmentally-sensitive area that includes streamways and 100-year floodplain.

To protect the environment development restrictions apply. Specific recommendations will be developed following additional public input.



FUTURE LAND USE MAP

DRAFT
1-24-11

The map above shows anticipated roadway improvements in the vicinity of Bixby Road and U.S. Route 33

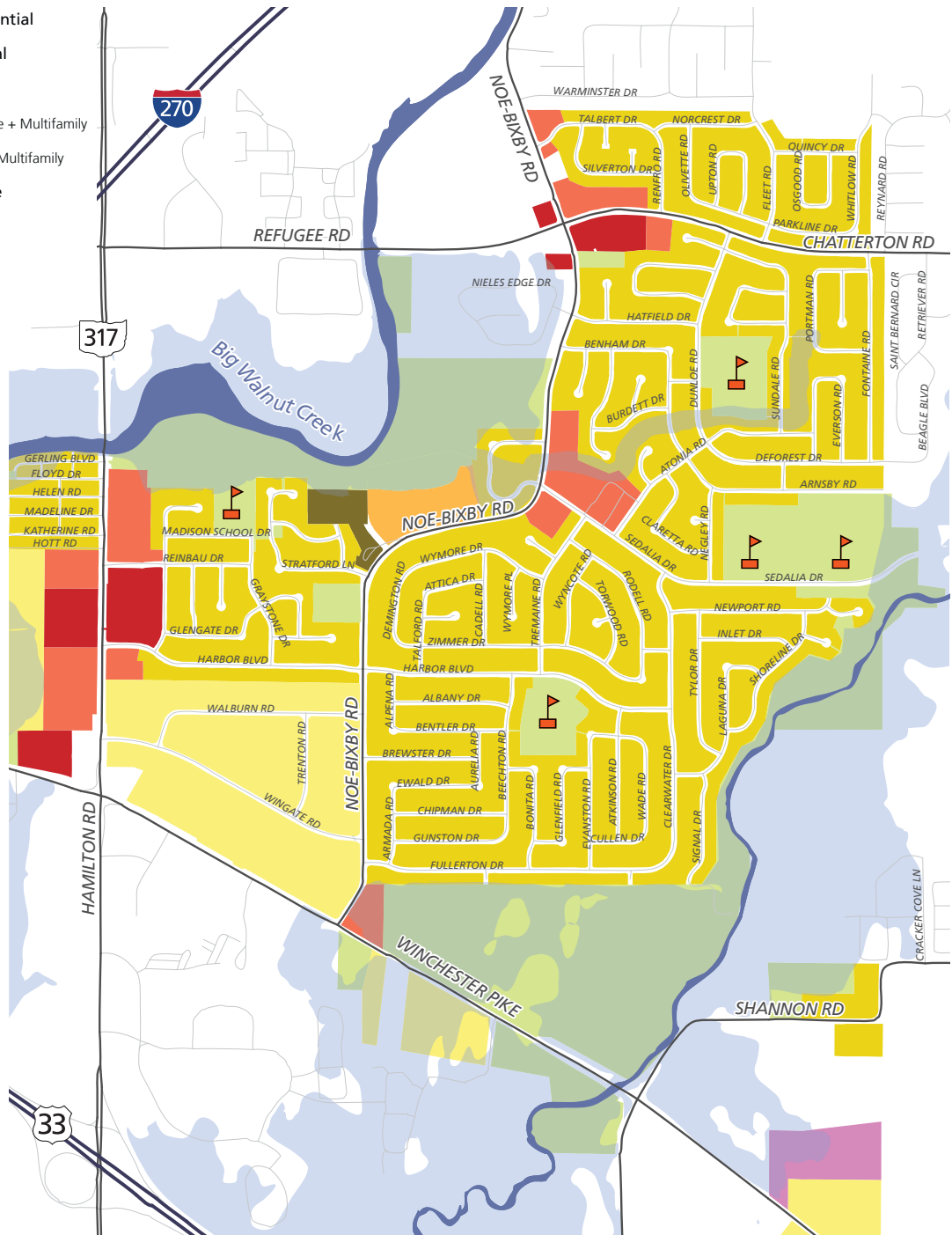
DRAFT 1/28/11 15:44

Future land use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Office + Residential
- Commercial: Limited range + Multifamily
- Commercial: Full range + Multifamily
- Light Industrial + Office
- Parks/Open Space
- Stream buffer
- Existing School

DRAFT
1-24-11

**BLACKLICK
ESTATES**



See map explanations on next page ►



Chatterton Road and Noe-Bixby Road Commercial

The intersection will continue to serve as a commercial activity center. Redevelopment of existing commercial uses should include attractive facades and signage. A wide range of commercial uses will serve neighborhood residents and the wider community. Multi-unit residential development is permitted. Buildings should feature mixed use of commercial and residential uses.

Commercial uses at the intersection's northeast corner should be limited in range and respect the residential development to the north. Uses at the intersection's southeast corner may be a wider range as the cemetery provides a buffer to residential uses.

Noe-Bixby Road and Sedalia Drive Commercial

Commercial uses at the intersection will serve the everyday needs of neighborhood residents. Buildings will be appropriately sized to complement the neighborhood's character.

Noe-Bixby Road Office and High Density Residential

Developing office and residential uses in this area will efficiently use land near existing road, water and sewer infrastructure. Developing near existing infrastructure reduces the cost of development and prevents sprawl into undeveloped areas.

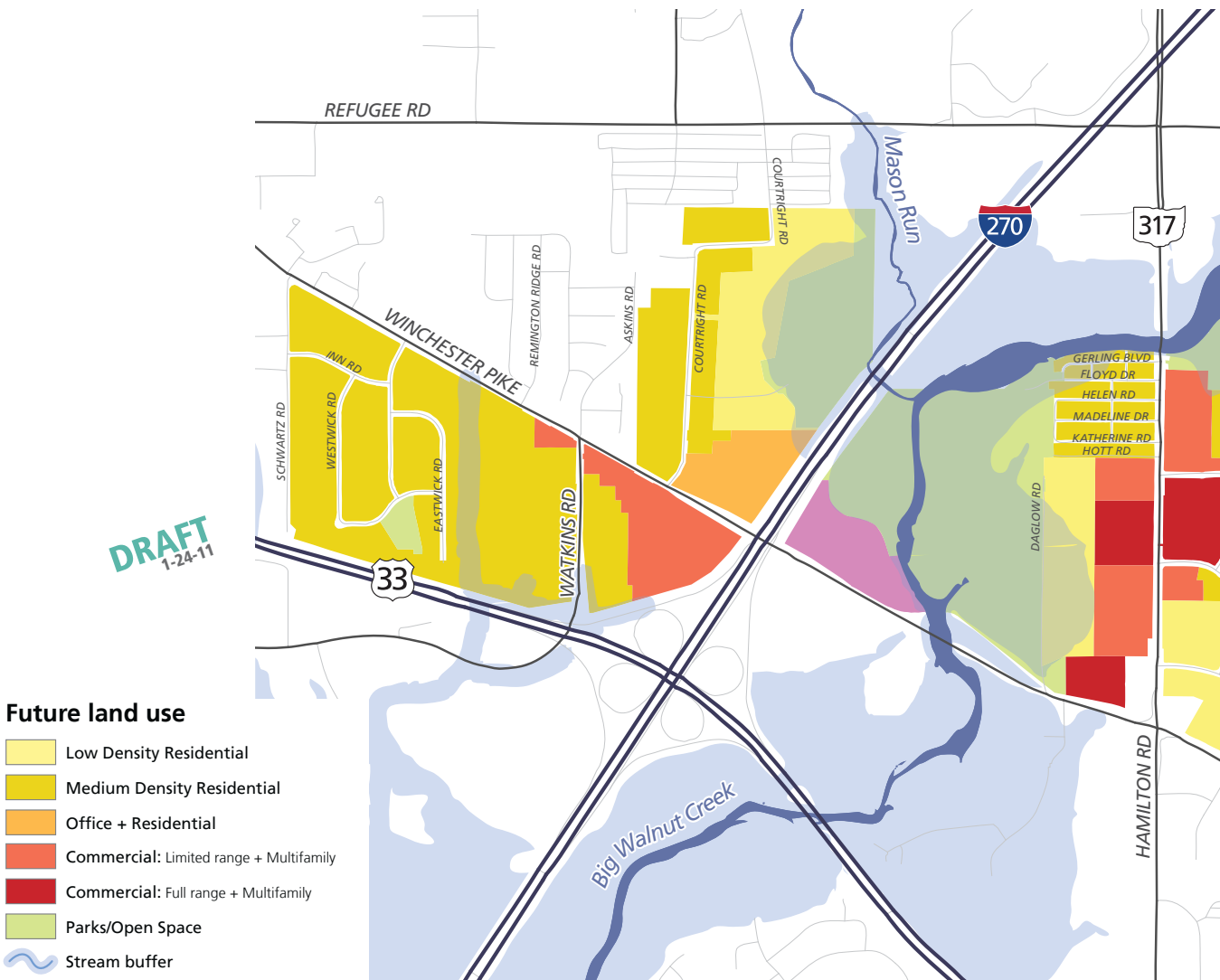
Hamilton Road Commercial

Hamilton Road should serve as an attractive commercial corridor for the township, complementing commercial development south of Winchester Pike. A wide range of commercial and residential uses will serve residents in Blacklick Estates, Edgewater Park and the surrounding area. Multi-unit residential uses currently exist nearby and should continue.

Groveport-Madison school sites

School sites no longer used for education should be converted to recreational facilities or community gathering places. Residents stated a need for such facilities and children currently use school sites for recreation.

DRAFT 1/28/11 15:44



EDGEWATER PARK / MARWICK ESTATES

Winchester Pike Office and Residential

Development between Courtright Road and Interstate 270 should provide a buffer to existing residential uses by placing buildings close to the road. Building height along Courtright Road should be limited to 2 stories while building height along Winchester Pike and Interstate 270 may be 3 stories. These building heights will reduce visual impacts to nearby residents.

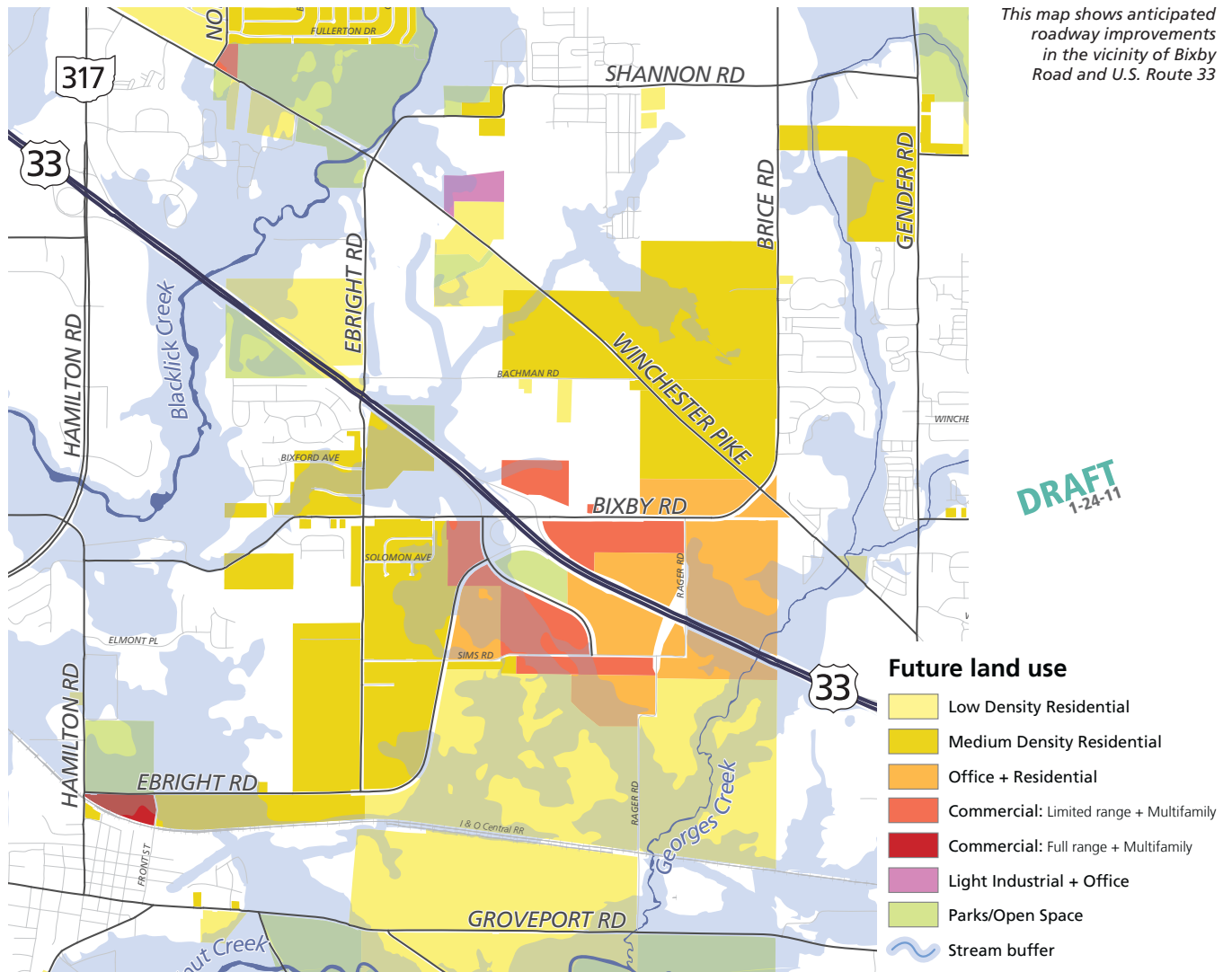
Winchester Pike Light Industrial and Office

The site is suitable for light industrial and office uses with existing buffers provided by Interstate 270 and Big Walnut Creek. An electric transmis-

sion line crosses the site and must be taken into consideration prior to development.

Winchester Pike Commercial

Commercial uses should provide services to meet the everyday needs of nearby residents. Building height should be a maximum of 2 stories and be constructed close to Winchester Pike. This will provide a buffer and reduce visual impacts to existing residential uses.



U.S. Route 33 and Bixby Road

Land use recommendations assume the construction of the proposed interchange and adjacent road improvements. Concentrated development near the proposed interchange will efficiently use infrastructure and limit impacts to residential and agricultural uses.

Recommendations intend to complement nearby Columbus land use plans. This helps ensure a uniform and consistent appearance.

A significant amount of floodplain exists south and west of the proposed interchange. Development should include innovative stormwater management techniques to prevent increased flooding to nearby residents. Buildings should

be designed to provide flood protection while limiting floodplain fill.

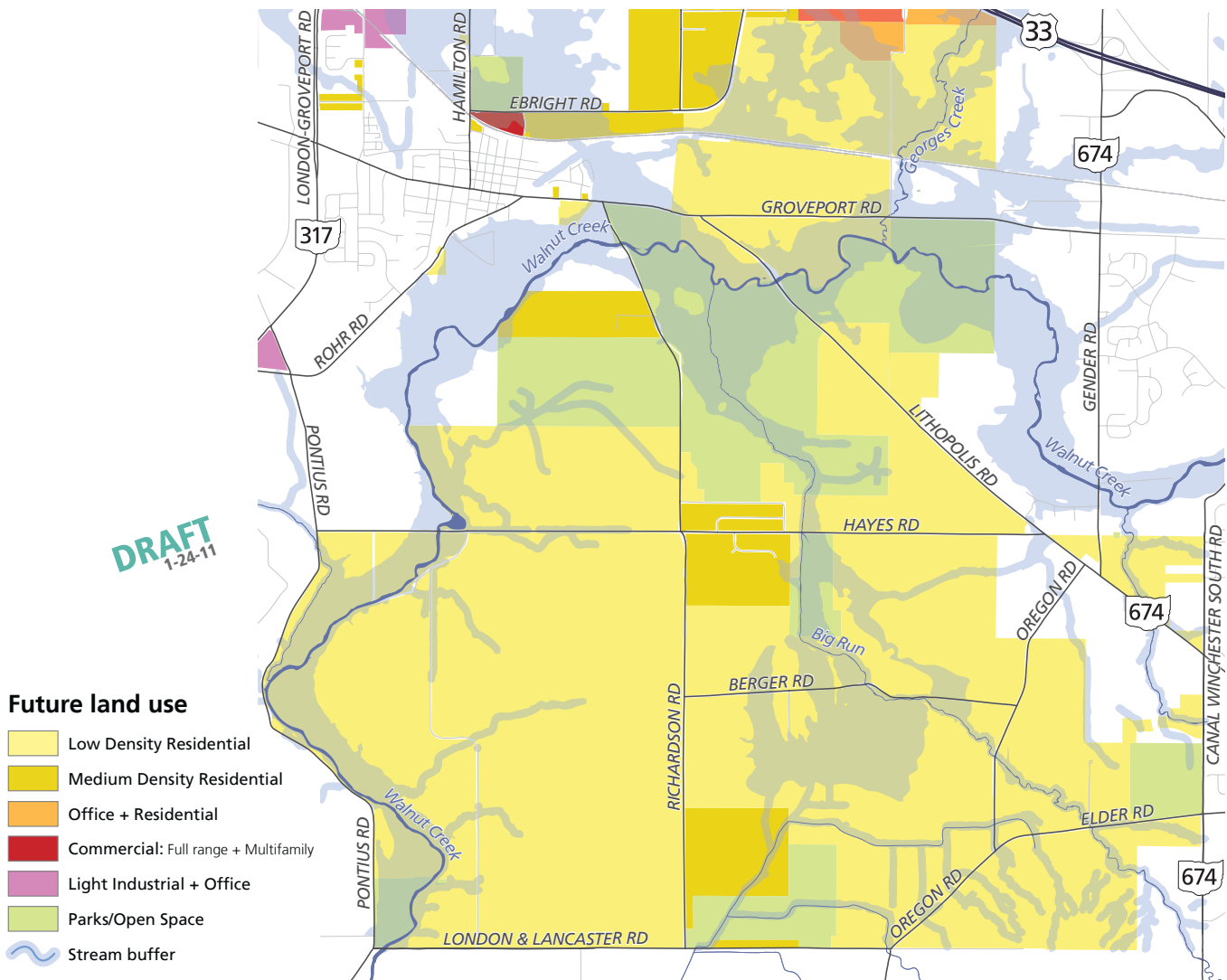
Residential uses are not encouraged in the area between Bixby Road and U.S. Route 33, east of the interchange. Office uses in this area should be larger scale and visible from U.S. Route 33. A mix of retail, office and residential uses are encouraged elsewhere. All development should incorporate high quality building design.

Sims Road Low Density Residential

The area between Sims Road and the railroad is impacted significantly by floodplain. Agricultural uses should continue in this area to preserve floodplains.

**CENTRAL
MADISON**

DRAFT 1/28/11 15:44



SOUTH MADISON

Agricultural Uses

A large amount of land is currently used for agricultural purposes and residents desire to maintain the area's rural character. Residential development proposals should strive to preserve farmland. Clustering housing is one way to preserve farmland.

This development technique keeps the total number of housing units permitted on a property the same as in a conventional subdivision. The technique preserves farmland by allowing those housing units to be built on smaller lots and dedicating the undeveloped area as farmland.

The ability of any particular property to cluster development on smaller lots depends on many

factors including the sites soil capability to treat waste.

Clustering development allows a property owner to make a reasonable return on their investment while meeting the community's goal to preserve farmland.

Additional recommendations to preserve farmland in the area will be developed with community input.

TYPES OF PROPOSED BIKEWAYS

Bikeways map

What it is: The bikeways map shows locations of existing and proposed bikeways. The proposals support a bikeway network for transportation and recreation.

Why we need it: Since bikeways allow people to cover wide distances, communities plan for bikeways on a regional basis. This ensures we connect destinations for people living in the planning area and throughout central Ohio.

In addition to Blacklick-Madison Area Plan bikeways recommendations, the map contains information from these sources: Columbus Bicentennial Bikeways Plan, MORPC Regional Bikeways Plan, Metro Parks, Groveport Parks and Recreation, Canal Winchester Development Department and Pickerington Engineering Department.



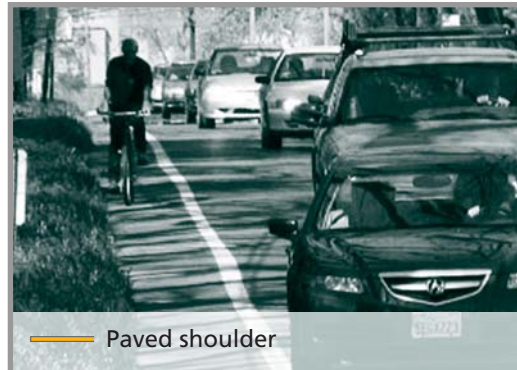
Shared Use Path

A path for bicycles and pedestrians, separate from a road. Generally 10 to 14 feet wide.



Bicycle lane

On-street striped lane for bicycles, 4 to 6 feet wide, usually next to the outermost travel lanes.



Paved shoulder

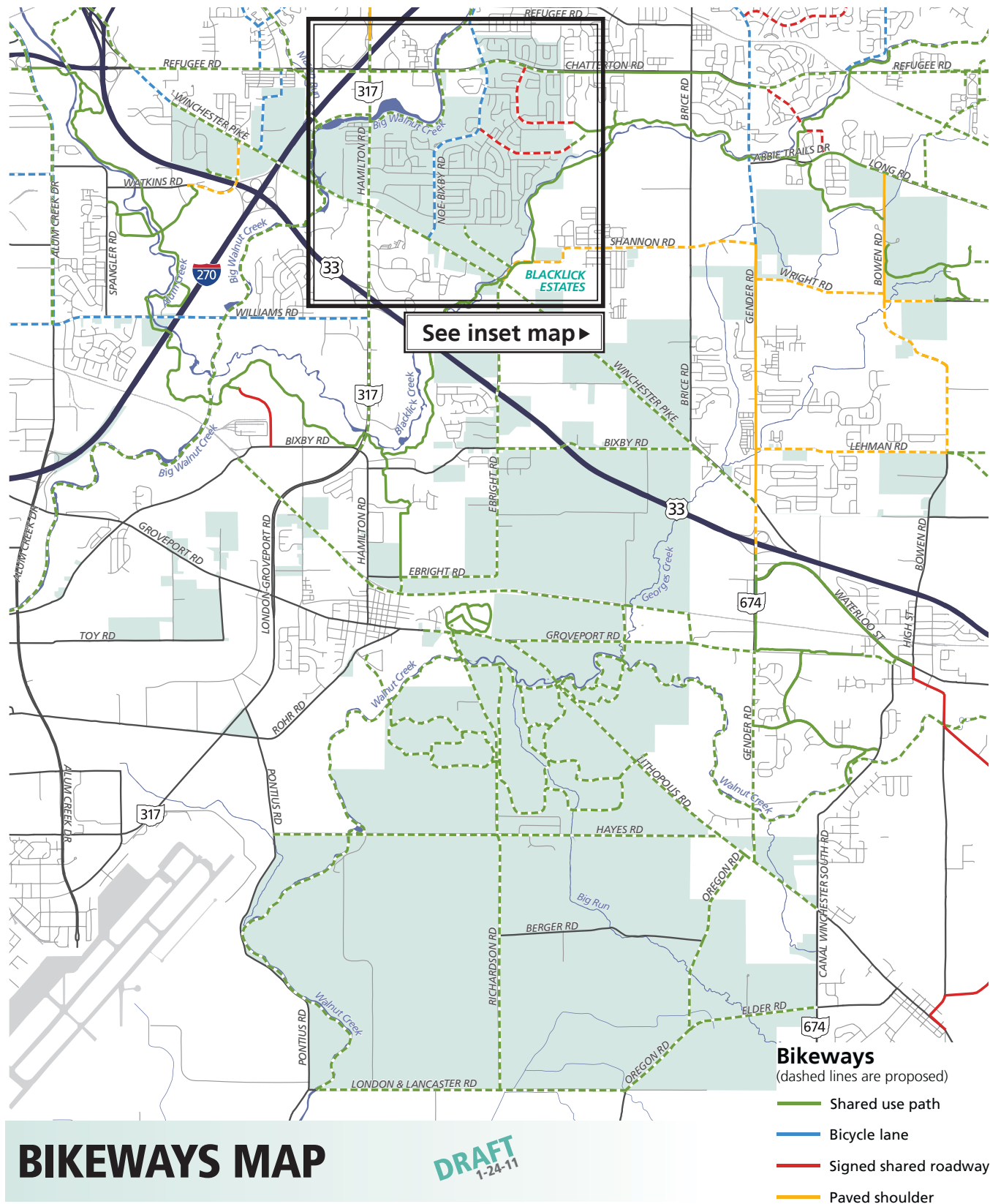
A paved area beyond outside travel lanes, 4 feet wide. Common on narrow rural roads.

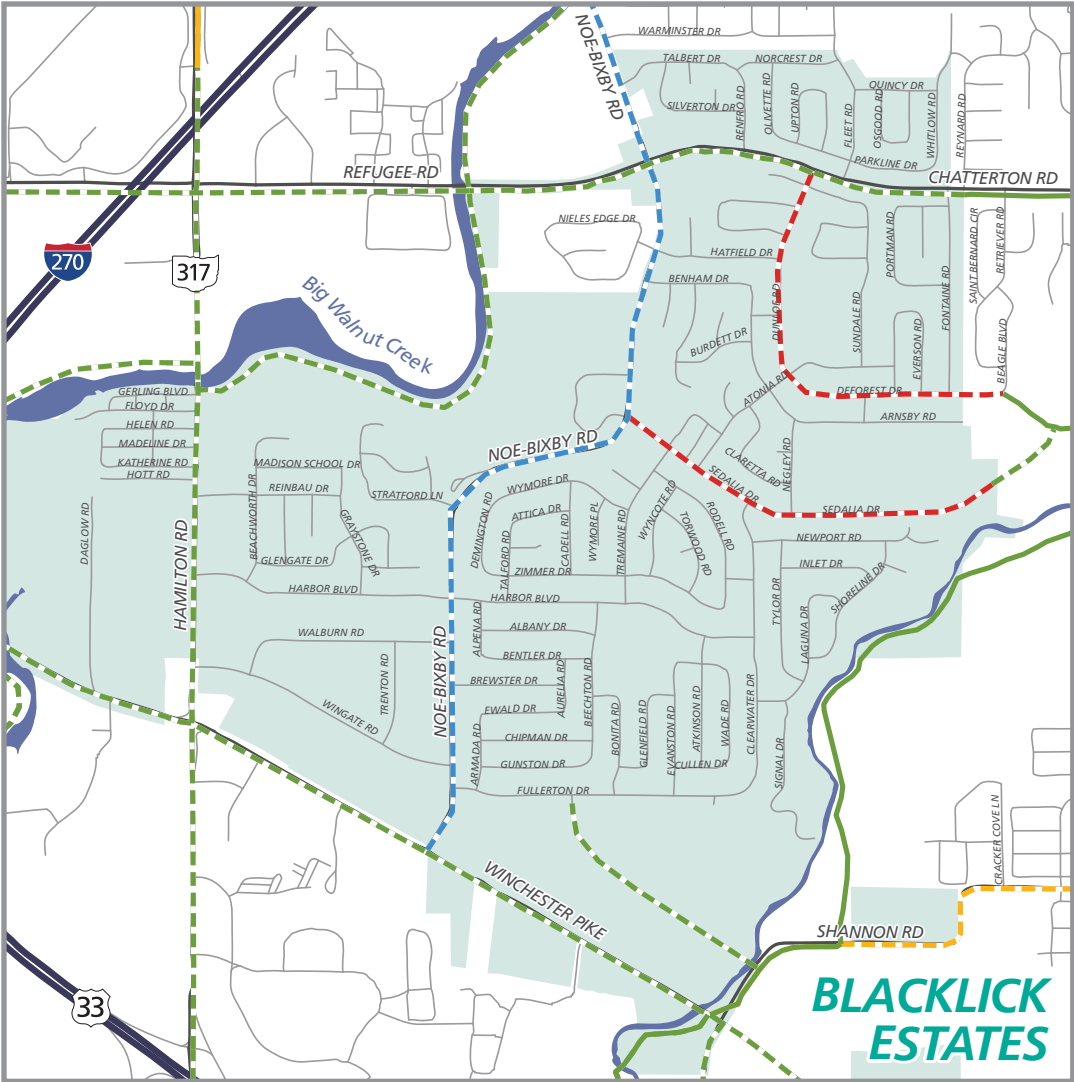


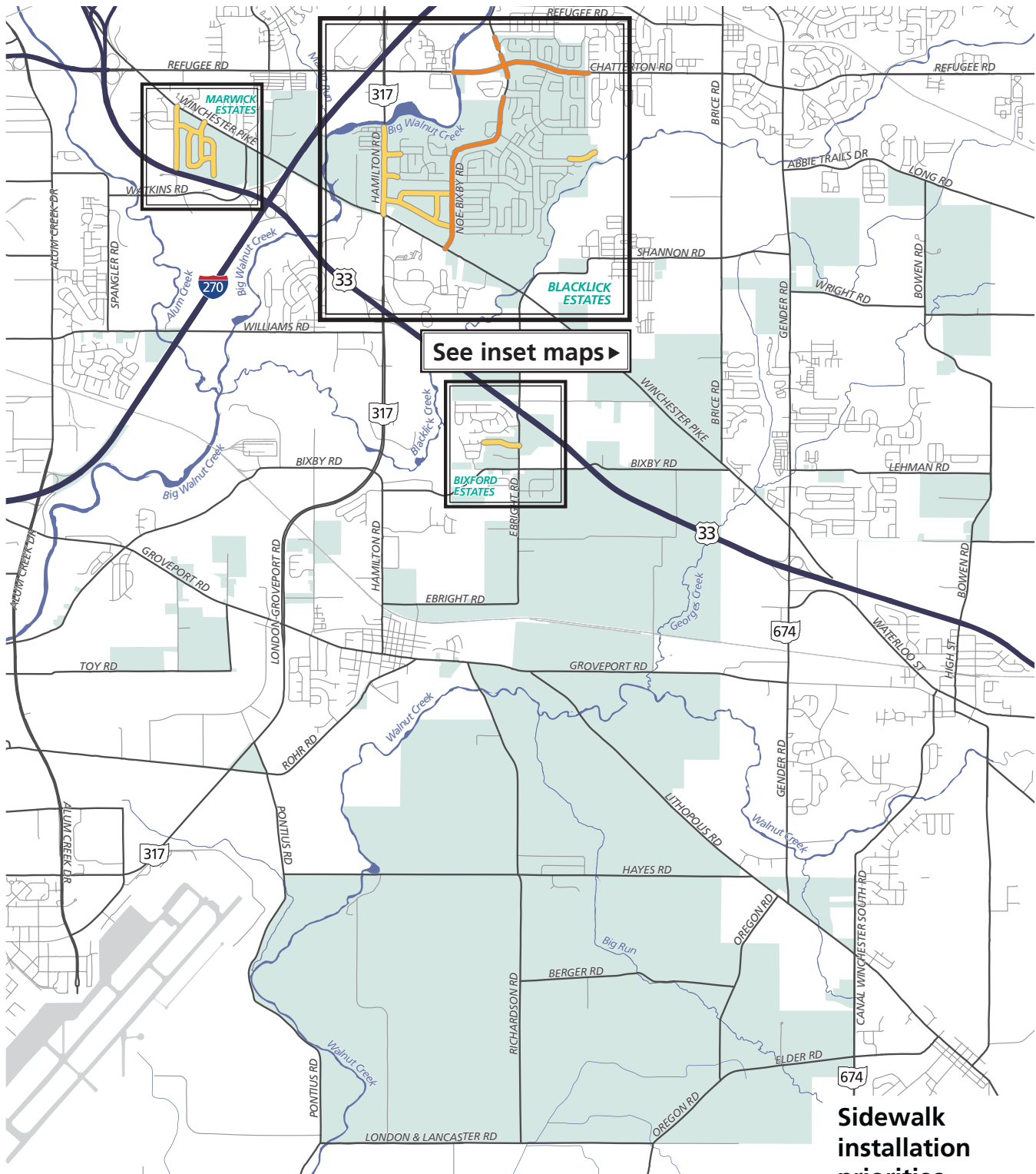
Signed shared roadway

Standard road with a combination of traffic calming, signage and “sharrows” (shown at right), or a high-volume road with 14-foot or wider outside lanes.

DRAFT 1/28/11 15:44





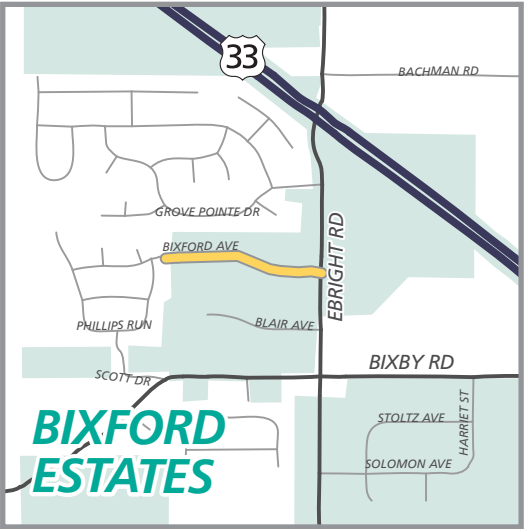
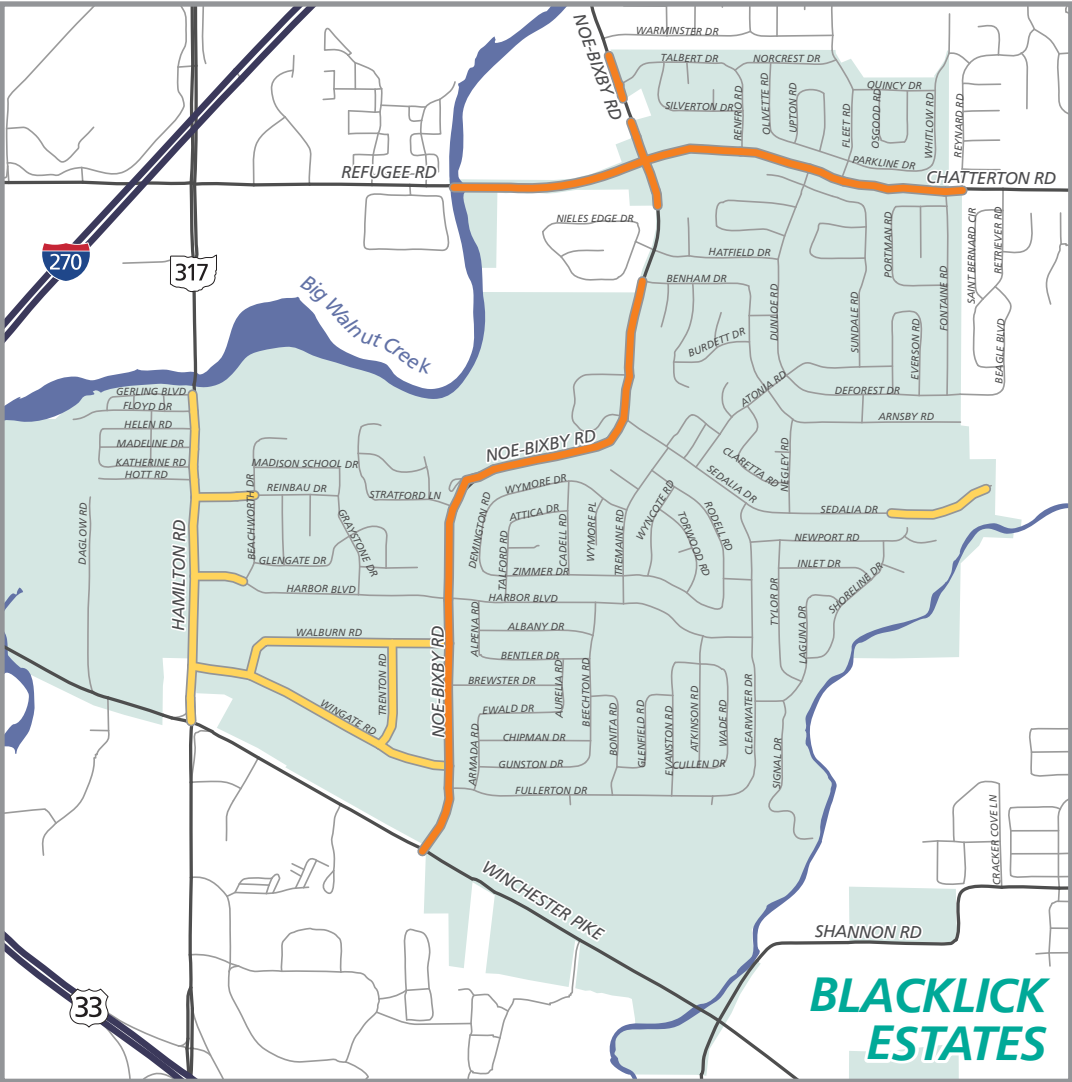


Sidewalk installation priorities

- Primary priority
- Secondary priority

SIDEWALK PRIORITIES MAP

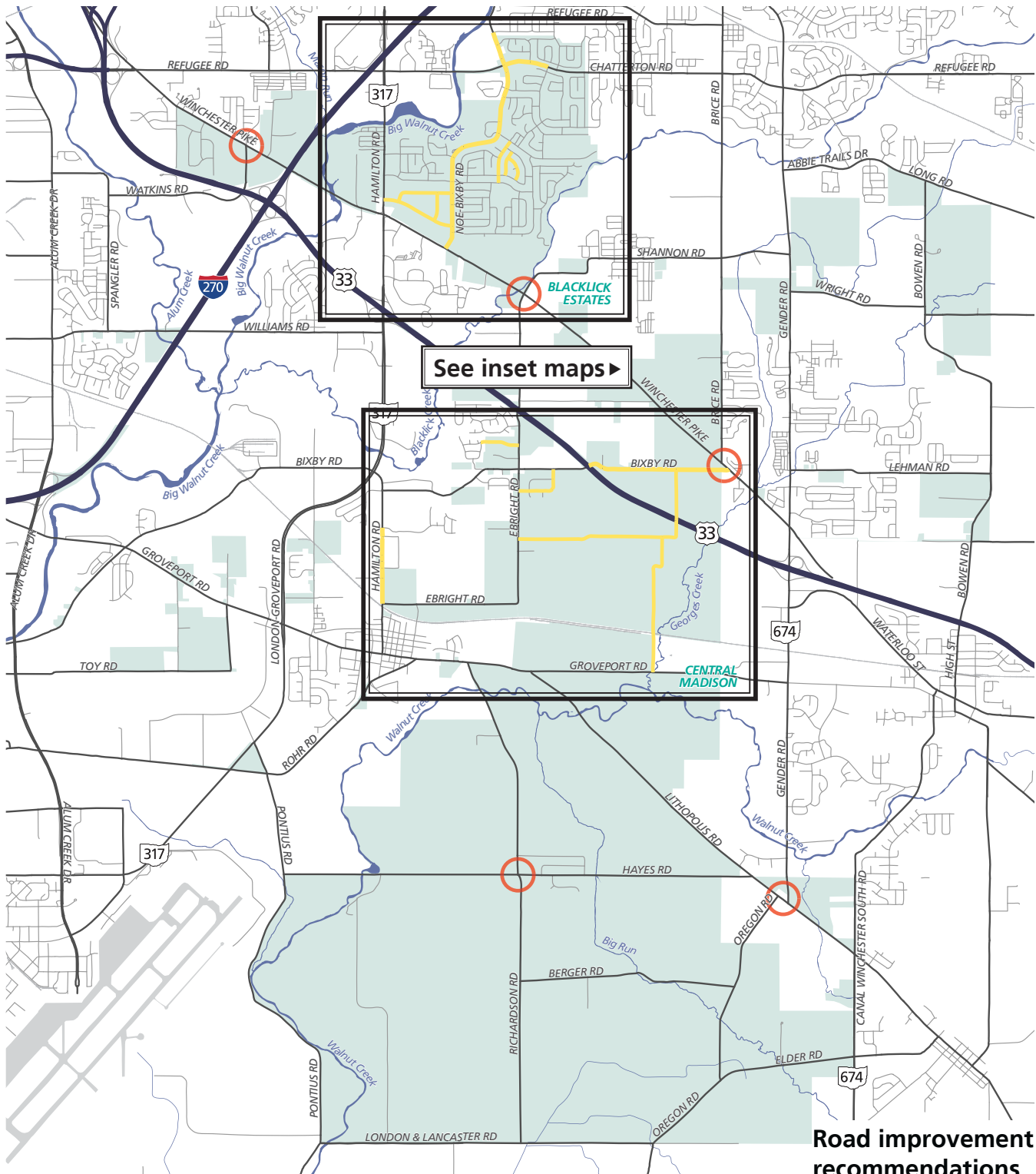
DRAFT
1-24-11



DRAFT
1-24-11

Sidewalk
installation
priorities

- Primary priority
- Secondary priority

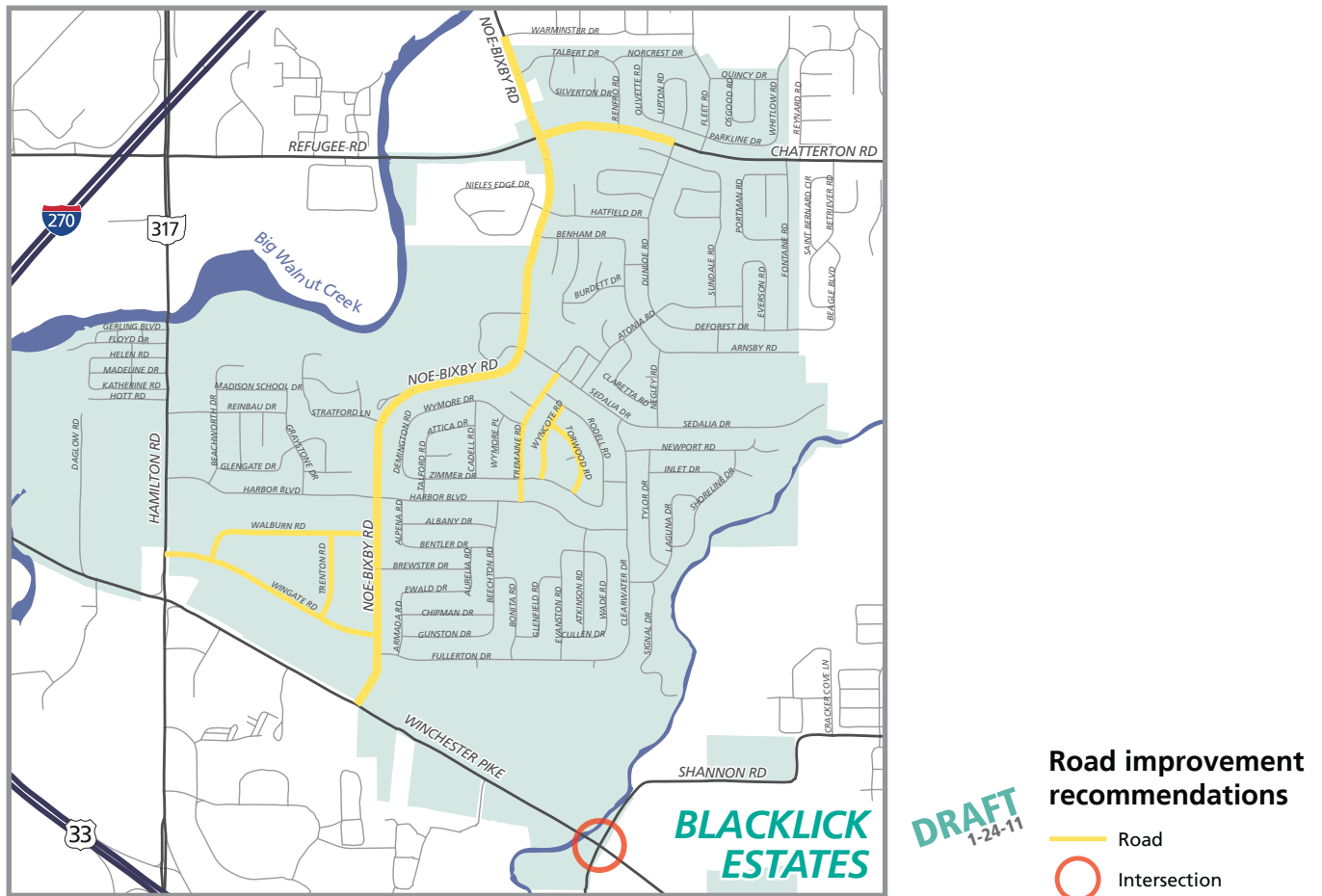


Road improvement recommendations

- Road
- Intersection

ROAD IMPROVEMENTS MAP

DRAFT
1-24-11



Respondents reported desires for the following roadway improvements.

Intersection Improvements

Winchester Pike and Watkins Road: Traffic light

Ebright Road, Shannon Road and Winchester Pike: Traffic light

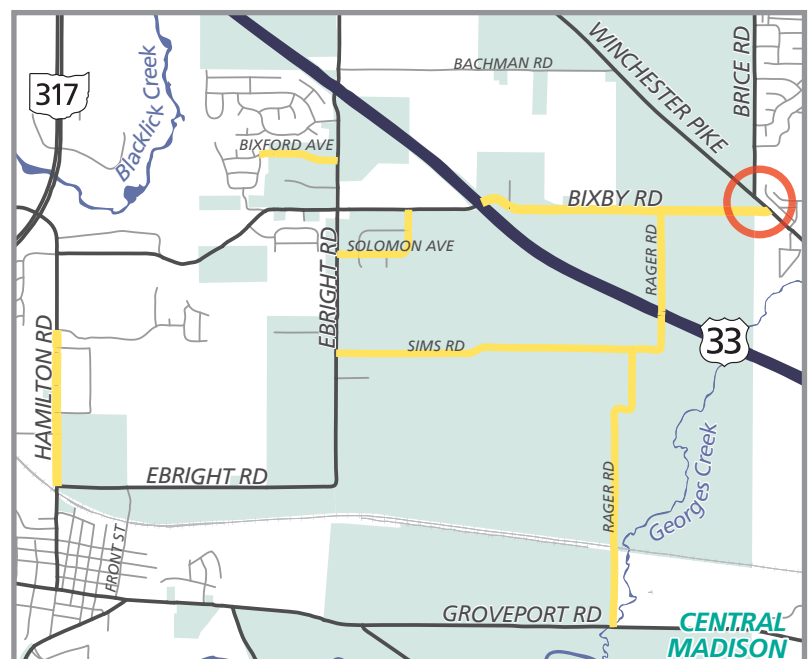
Brice Road, Bixby Road and Winchester Pike: Realignment of Brice and Bixby Roads

Hayes and Richardson Roads: Four-way stop

Gender, Oregon and Lithopolis Roads: Realignment of Gender and Oregon Roads at Lithopolis Road

Roadway Improvements

Residents desire roads highlighted in yellow to be repaved.



BLANK PAGE

COMMUNITY IDENTITY

DRAFT
1-24-11



The Franklin County Economic Development and Planning Department is partnering with the Neighborhood Design Center to develop community identity features and site designs. Potential community identity-building features include gateway signs, street signs and lamppost signs. Locations for site design concepts were chosen based on input from the first public meeting and stakeholder interviews.

Community identity

A consistent appearance within residential and commercial areas builds pride and ownership within a community.

Designs shown on the following pages are concepts for how identity-building features could appear in the community. Each option can identify specific neighborhoods while providing a consistent design that ties the community together.

Site design

We developed alternative site designs for four locations. The concepts include various options for open space and building designs.

The concepts show how existing underutilized sites can be improved. The concepts will provide guidance if a development proposal requires a rezoning or zoning variance.

Next steps

We will present the community identity and site design concepts at the January 24, 2011 public meeting. The Neighborhood Design Center will update designs based on public input and present revised designs at the following public meeting.

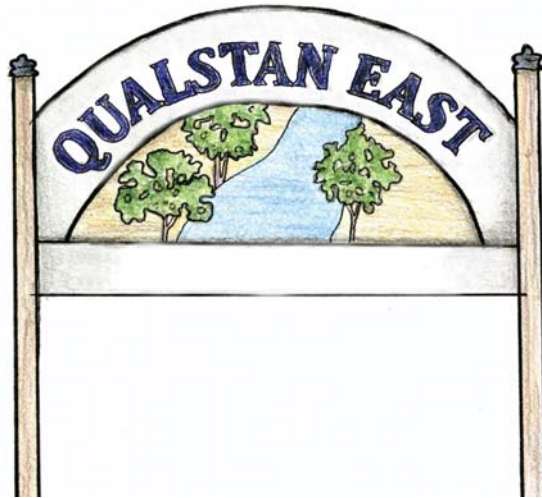
DRAFT 1/28/11 15:44



A township logo helps residents and visitors relate with the community and builds an identity. These logo designs can be used on gateway signage, street signs and lamp posts.

TOWNSHIP LOGO DESIGNS





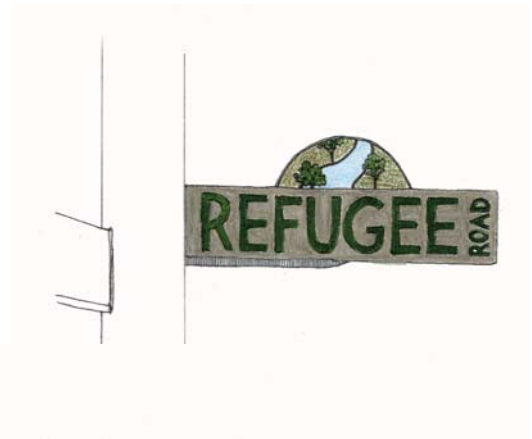
Gateway signs welcome people to the community. They can also help identify specific neighborhoods and areas within the community.

GATEWAY SIGNS

DRAFT 1/28/11 15:44

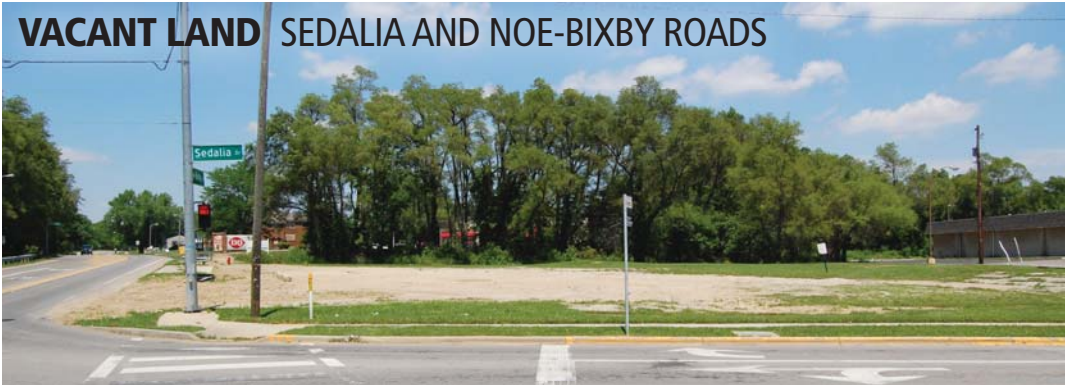


Using the township logo on lamp posts (top) and street signs (bottom) helps orient people and builds a community-wide identity.

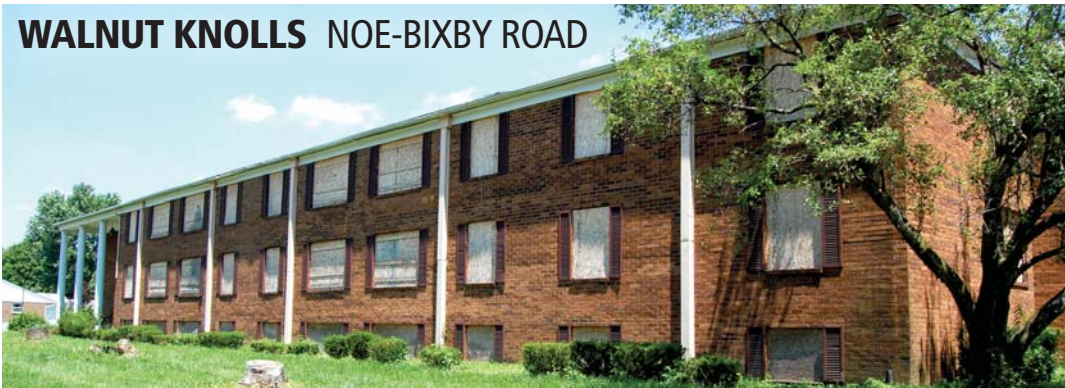


LAMP POSTS AND STREET SIGNS

VACANT LAND SEDALIA AND NOE-BIXBY ROADS



WALNUT KNOLLS NOE-BIXBY ROAD



REFUGEE CENTER CHATTERTON ROAD



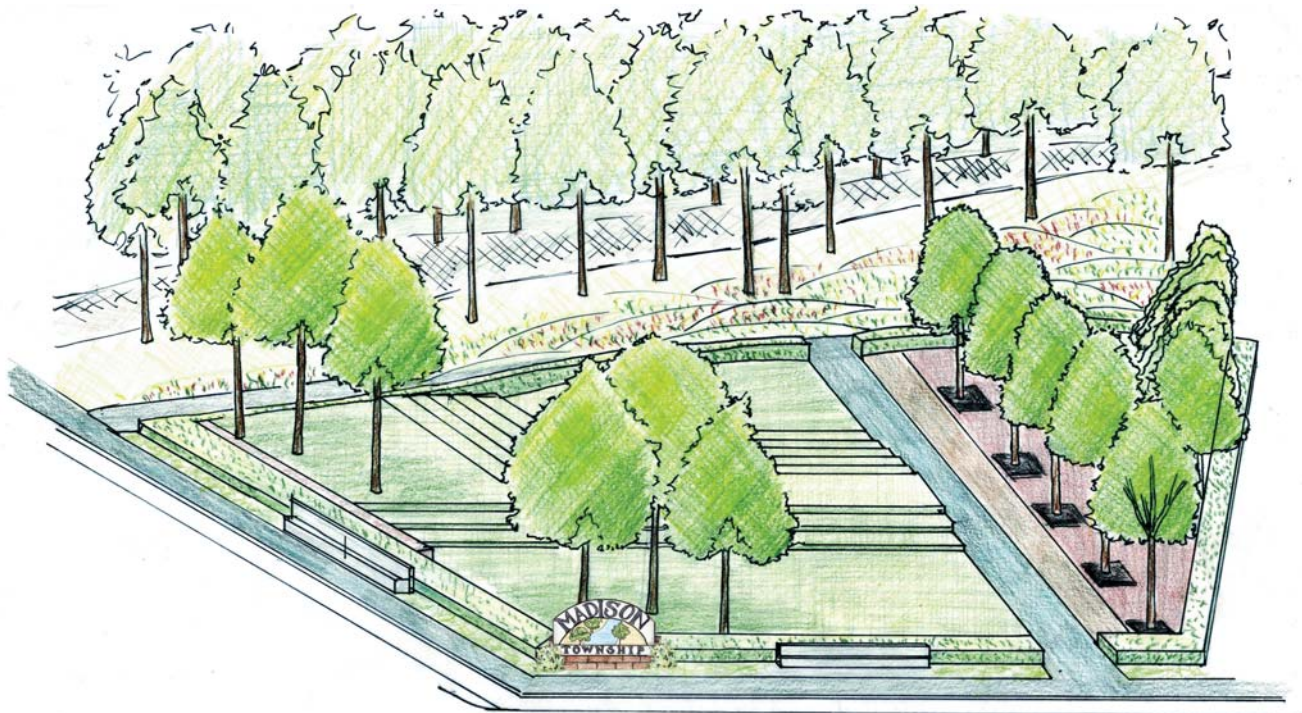
Underutilized properties are opportunities for improvement. Better site design improves the look of the community and helps attract customers.

VACANT LAND HAMILTON ROAD



**SITE
DESIGN
LOCATIONS**

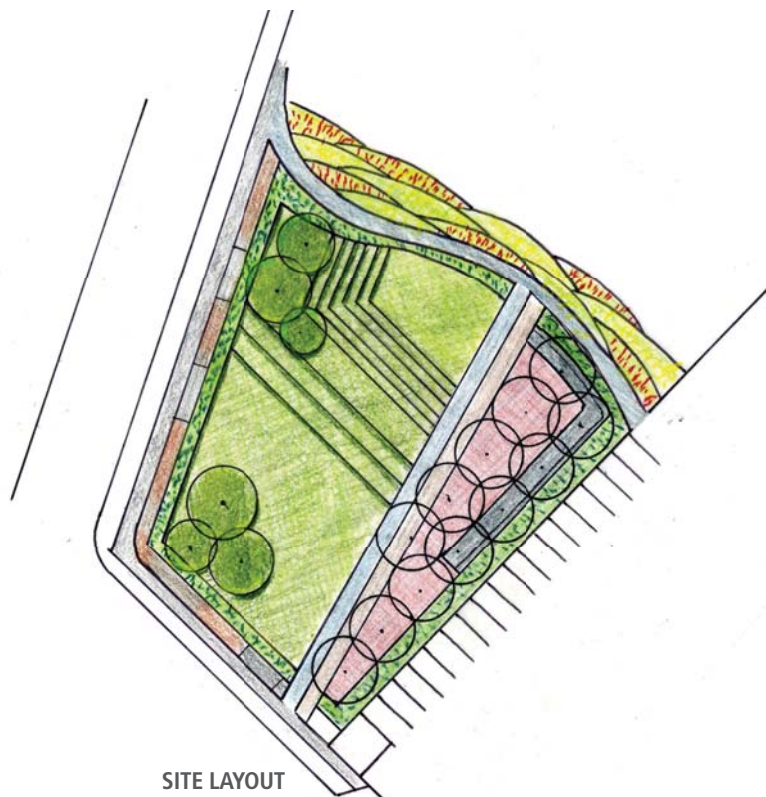
DRAFT 1/28/11 15:44



SITE PROFILE

A park at the corner of Sedalia and Noe-Bixby Roads would beautify the area and add needed public space.

**VACANT
LAND**
SEDALIA AND
NOE-BIXBY
ROADS



SITE LAYOUT



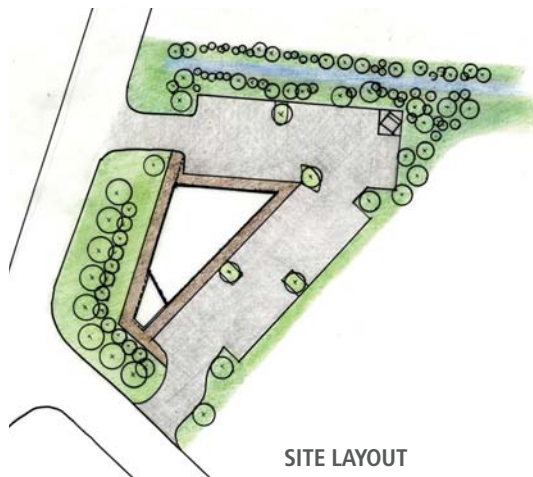
SITE PROFILE



SITE LAYOUT



SITE PROFILE



SITE LAYOUT

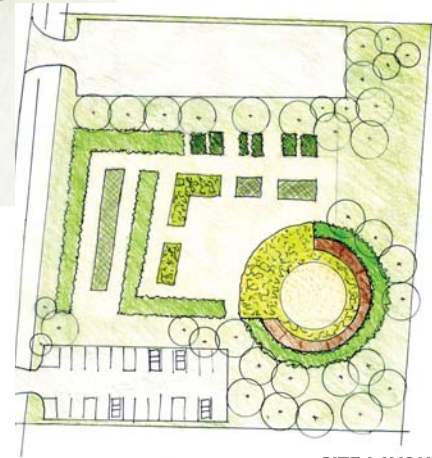
As an alternative, the site is an ideal location for an attractive commercial/retail use.

**VACANT
LAND**
SEDALIA AND
NOE-BIXBY
ROADS

DRAFT 1/28/11 15:44



SITE PROFILE



SITE LAYOUT

The former site of the Walnut Knolls Apartments on Noe-Bixby Road is a prime location for an outdoor community gathering space. The concepts show how the site could look if used for public space.



SITE PROFILE

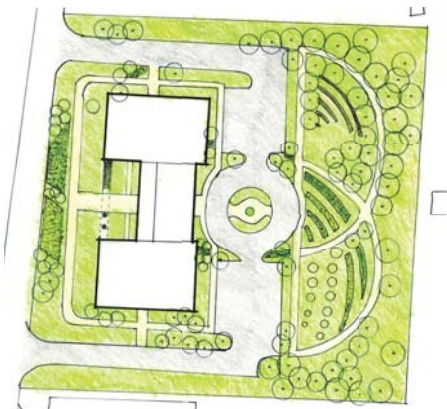


SITE LAYOUT

**WALNUT
KNOLLS**
NOE-BIXBY ROAD



SITE PROFILE



SITE LAYOUT



BUILDING ELEVATION



SITE PROFILE



SITE LAYOUT



BUILDING ELEVATION

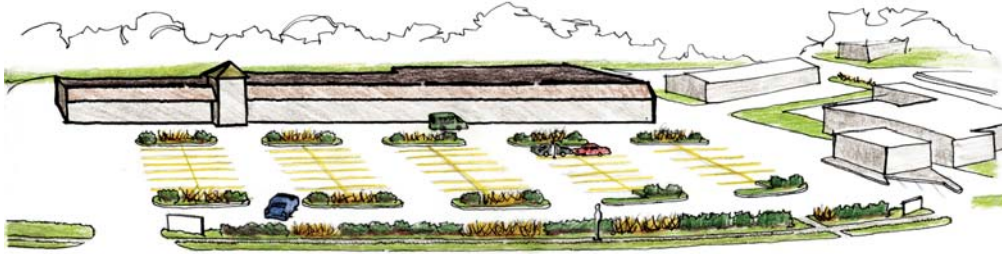
The Walnut Knolls site would also be a great place to build a new community center to bring neighbors together.

**WALNUT
KNOLLS**
NOE-BIXBY ROAD

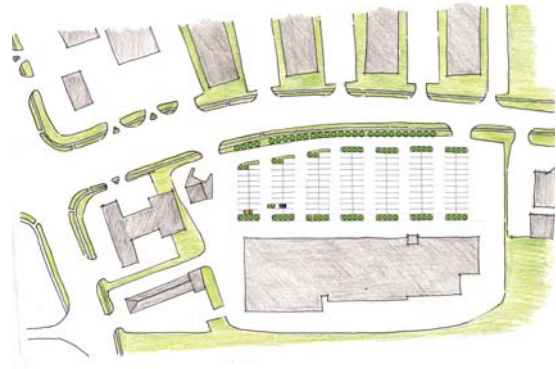
DRAFT 1/28/11 15:44



BUILDING ELEVATION



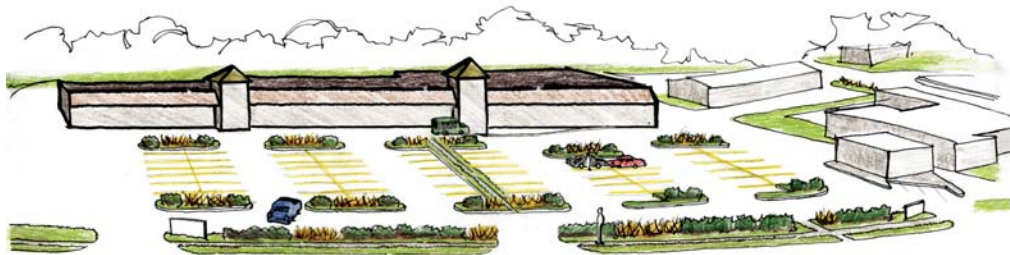
SITE PROFILE



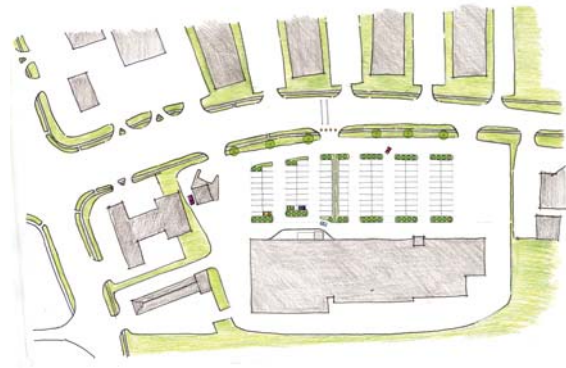
SITE LAYOUT



BUILDING ELEVATION



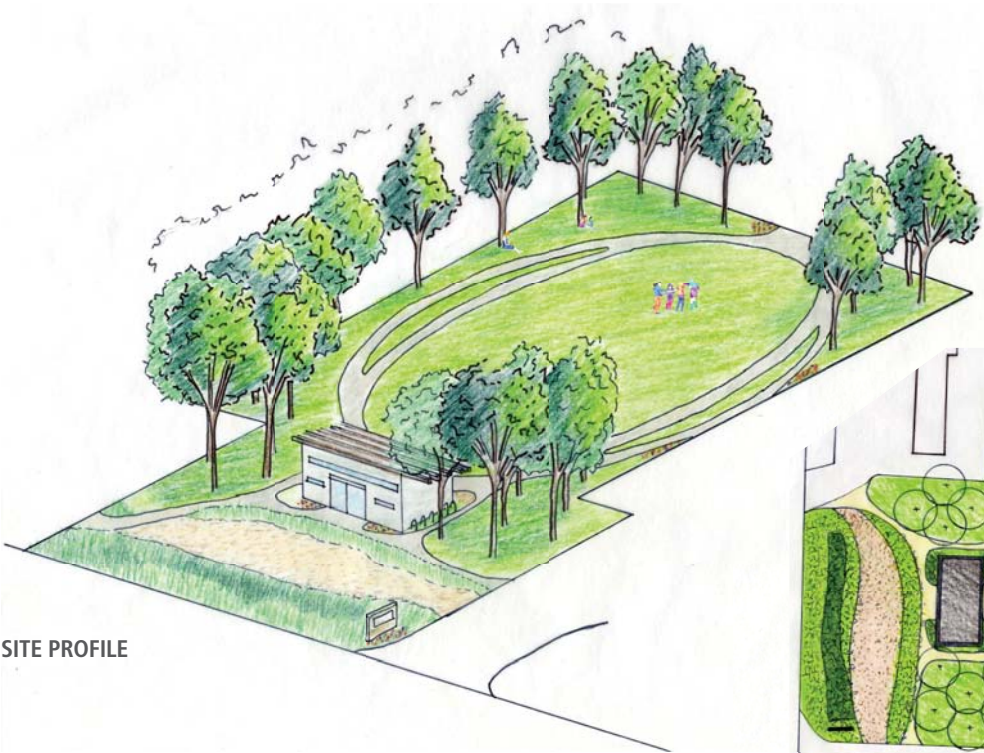
SITE PROFILE



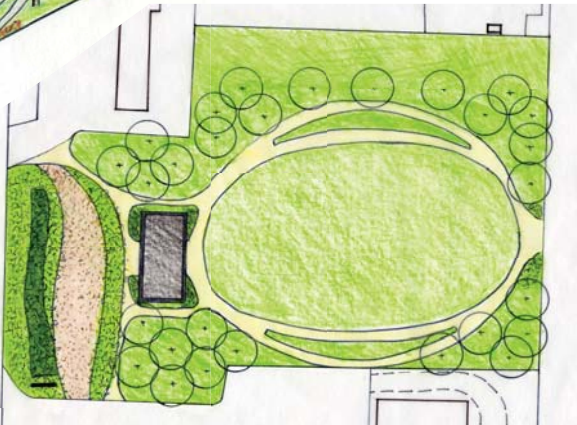
SITE LAYOUT

The Refugee Shopping Center site design concepts consolidate signage, reduce curb cuts and introduce landscaping.

**REFUGEE
CENTER**
CHATTERTON
ROAD



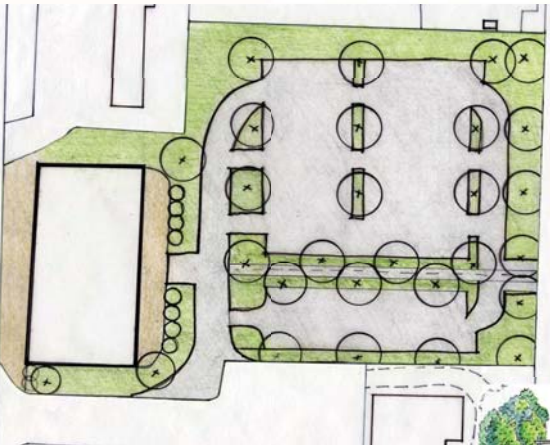
SITE PROFILE



SITE LAYOUT



SITE PROFILE



SITE LAYOUT



BUILDING ELEVATION

The vacant property near Hamilton Plaza is an ideal location for a community park and bicycle facility (top) or a new commercial development with space for retail (bottom).

**VACANT
LAND**
HAMILTON ROAD

BLANK PAGE

ACKNOWLEDGEMENTS

The project team thanks the following individuals and groups for input, technical advice and assistance overall with the Blacklick-Madison Area Plan:

Greg Bachman, *Pickerington Engineering Department*

Robert J. Bates, *Madison Township Fire Department*

Ted Beidler, *Franklin County Engineer's Office*

Gary Bepler, *Blacklick-Madison Area Plan Working Committee*

Becky Bickerdt, *Asbury United Methodist Church South*

Stacey Boumis, *Obetz Planning and Zoning Commission*

David Brobst, *Blacklick-Madison Area Plan Working Committee*

Susan Brobst, *Madison Township*

Dave Burgei, *Fairfield County Auditor's Office*

Gary "Dane" Clark, *Blacklick-Madison Area Plan Working Committee*

Amelia Costanzo, *Mid-Ohio Regional Planning Commission*

Susan Crotty, *Pickerington Economic Development Department*

Anne D. Cyphert, *Bloom Township Zoning Department*

Warren Diehl, *Franklin County Engineer's Office*

Edward B. Dildine, *Madison Township*

Andrew Dutton, *Canal Winchester Development Department*

James Dydo, *Blacklick-Madison Area Plan Working Committee*

Steve Farst, *EMH&T Geospatial Solutions Department*

Jeff Fasone, *Blacklick-Madison Area Plan Working Committee*

Larry Flowers, *Madison Township*

Terry Frazier, *Pickaway County Development & Planning*

Ariel Godwin, *Mid-Ohio Regional Planning Commission*

Jeff Green, *Groveport Economic Development Department*

Erin Grushon, *Mid-Ohio Regional Planning Commission*

Steven Hein, *Truro Township Fire Department*

Ava Johnson, *Kingston Crossing/Walnut Bluff Block Watch*

Stan Knoderer, *Truro Township Road Department*

Susan K. Liggins, *Pickaway County Office of Development and Planning*

Maureen Lorenz, *Columbus Recreation and Parks Department*

Pat Mahaffey, *Truro Township*

Kim Martin, *Columbus and Franklin County Metropolitan Park District*

Holly Mattei, *Fairfield County Regional Planning Commission*

Michael McCann, *Central Ohio Transit Authority*

David McCoy, *EMH&T Geospatial Solutions Department*

Barbara Morris, *Blacklick-Madison Area Plan Working Committee*

Charles Muller, *Blacklick-Madison Area Plan Working Committee*

Dennis Nicodemis, *Truro Township*

Natalie Nicodemis, *Truro Township*

Victor Paini, *Madison Township*

Jim Ramsey, *Franklin County Drainage Engineer's Office*

Dave Reutter, *Blacklick-Madison Area Plan Working Committee*

Larry Ricchi, *Blacklick-Madison Area Plan Working Committee*

Cornell Robertson, *Franklin County Engineer's Office*

Sandy Rose, *Blacklick-Madison Area Plan Working Committee*

David Roseman, *Friends of Alum Creek and Tributaries*

Gregory Ryan, *Madison Township Police Department*

Eric Sandine, *Village of Lithopolis*

Brian Sarkis, *Columbus Regional Airport Authority*

Lance A. Schultz, *Pickerington Planning and Zoning Department*

Thomas Schwing, *Ohio American Water*

Terry Spangler, *Madison Township Road Department*

Robert Stapleton, *Truro Township*

Mike Stokes, *Blacklick-Madison Area Plan Working Committee*

Chris Strayer, *Canal Winchester Development Department*

Barbara Strussion, *Truro Township*

Steve Studenmund, *Columbus and Franklin County Metropolitan Park Dist.*

Connie M. Tursic, *Columbus Regional Airport Authority*

Ed Van Vickie, *Village of Lithopolis*

Nathaniel Vogt, *Mid-Ohio Regional Planning Commission*

Paul Wenning, *Franklin County Board of Health*

Kevin Wheeler, *Columbus Department of Development*

Charles Wilde, *Blacklick-Madison Area Plan Working Committee*

Ruby Wolfe, *Blacklick-Madison Area Plan Working Committee*

Kristine Yania, *Central Ohio Transit Authority*

Produced by:



Economic Development and Planning Department
150 South Front Street
FSL Suite 10
Columbus, Ohio 43215

Tel. 614-525-3094
Fax 614-525-7155
www.franklincountyohio.gov/edp