

SECTION 2

MAP CENTER

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 desired. We developed the maps based on community input. You can see the detailed results from public input in *Section 3, Current Conditions*, beginning on page 33.

Future Land Use map, p. 23

This map shows what types of land uses the community wants to see in the future.

The Future Land Use map is used most often when a landowner proposes a new development or redevelopment. If the proposal requires a rezoning or zoning variance, officials reviewing the proposal can see if it matches the community's vision for their future.

Including a Future Land Use map in the Blacklick-Madison Area Plan allows residents to communicate their land use opinions to the appointed and elected officials who make zoning decisions.

Bikeways map, p. 27

The bikeways map shows locations of current and proposed bikeways in Madison and Truro Townships.

Since bikeways allow people to cover wide distances, it is critical to plan for bikeways on a region-wide basis. The Bikeways map is a

compilation of various bikeway plans developed by area local governments.

The Bikeways map represents the community's desired future bikeways network.

Sidewalk Priorities map, p. 29

Sidewalks have benefits for the entire community, including safety, physical fitness and more walk-in traffic for businesses.

Installing sidewalks costs money. Since funds are limited, the sidewalks map prioritizes new sidewalks to balance usefulness and cost.

The sidewalk priorities reflect the community's stated desires for new sidewalks.

Road Improvements map, p. 31

Smooth roads, properly aligned intersections and traffic controls ensure motorists experience safe, comfortable travel. The Road Improvements map can help direct roadway funding to locations where the community desires improvements.



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



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 + Multi-unit

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 + Multi-unit

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.



Farmland Preservation overlay

Farmland preservation is a high priority. The Farmland Preservation overlay identifies focus areas for preservation. The areas were selected based on soil productivity, enrollment in the Current Agricultural Use Value (CAUV) assessment, property size greater than 20 acres and connectivity to other land meeting this criteria.

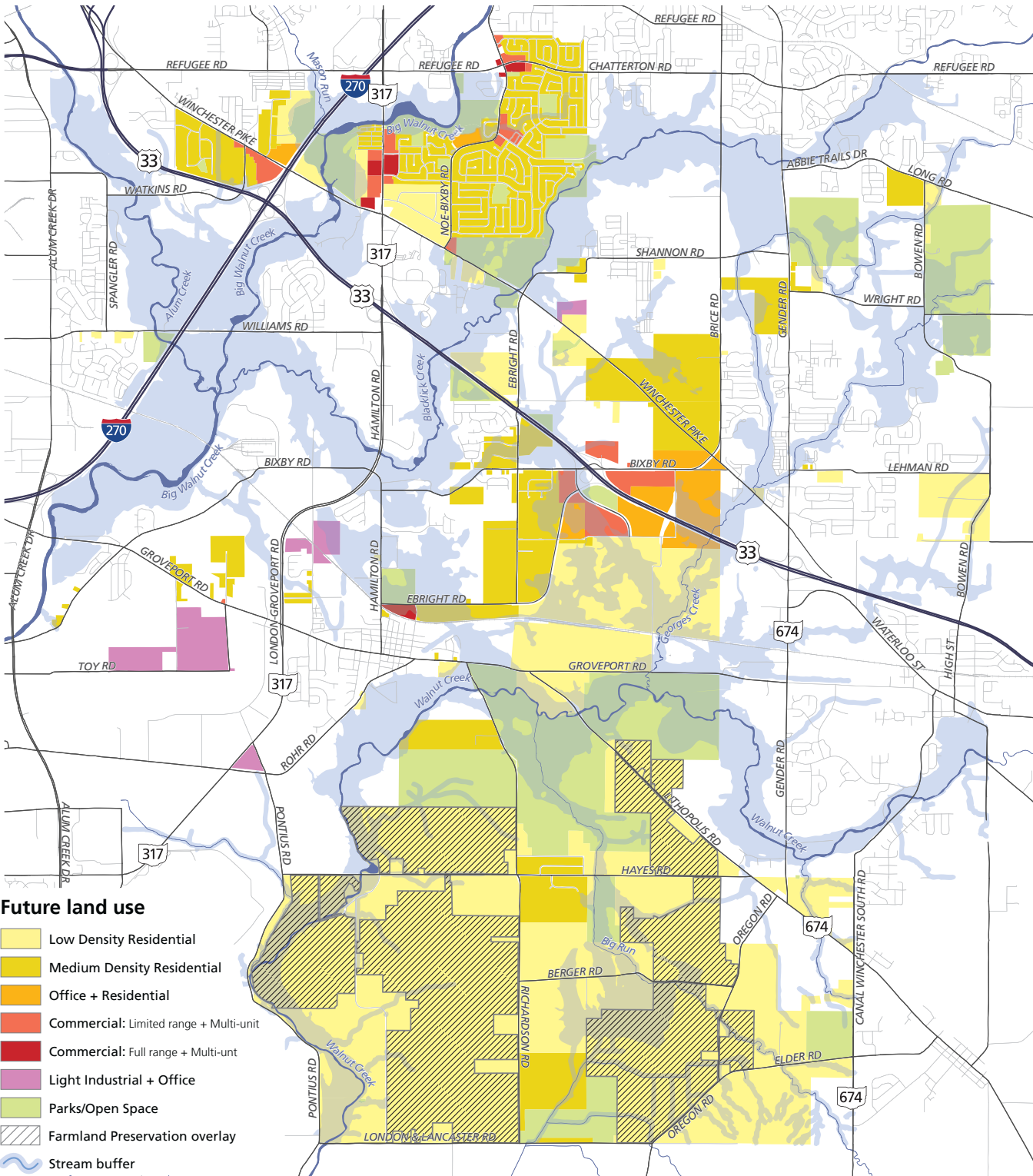


Stream buffer

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

Preservation of the stream buffer area is critical to the health of waterways. Development is discouraged in the buffer area and any disturbances should be mitigated.

Use this map in conjunction with the Land Use Category Descriptions on the previous page and explanations on pages 72–80



FUTURE LAND USE MAP

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

CORRESPONDING ZONING DISTRICTS

Use this page in conjunction with the Land Use Category Descriptions on page 22

Land Use Category	Zoning Districts											
	Residential						Commercial				Industrial	
	R-24	R-12	R-8	R-4	R-2	Rural	CS	CC	NC	SO	LI	RI
Low Density Residential						●						
Medium Density Residential			●	●	●							
Office + Residential	●	●	●	●						●		
Commercial Limited range + Multi-unit	●								●	●		
Commercial Full range + Multi-unit	●						●	●	●	●		
Light Industrial + Office										●	●	●

● Any use listed in this zoning district is permitted in the land use category

CORRESPONDING ZONING DISTRICTS TABLE

What it is: The Blacklick-Madison Area Plan's future land use categories are matched to existing zoning districts in the corresponding zoning district table.

The Future Land Use map shows the community's desired future land uses. The zoning district regulations govern which uses are permitted.

Why we need it: When evaluating a development proposal, public officials use the table to determine whether a development proposal's desired zoning district matches the Future Land Use map. Since the map represents the community's desires for the future, following the map ensures the community's wishes are followed.

KEY TO ZONING DISTRICTS

Residential

- R-24: Multifamily apartment
- R-12: Urban residential
- R-8: Restricted urban residential
- R-4: Suburban residential
- R-2: Limited suburban residential
- Rural: Rural

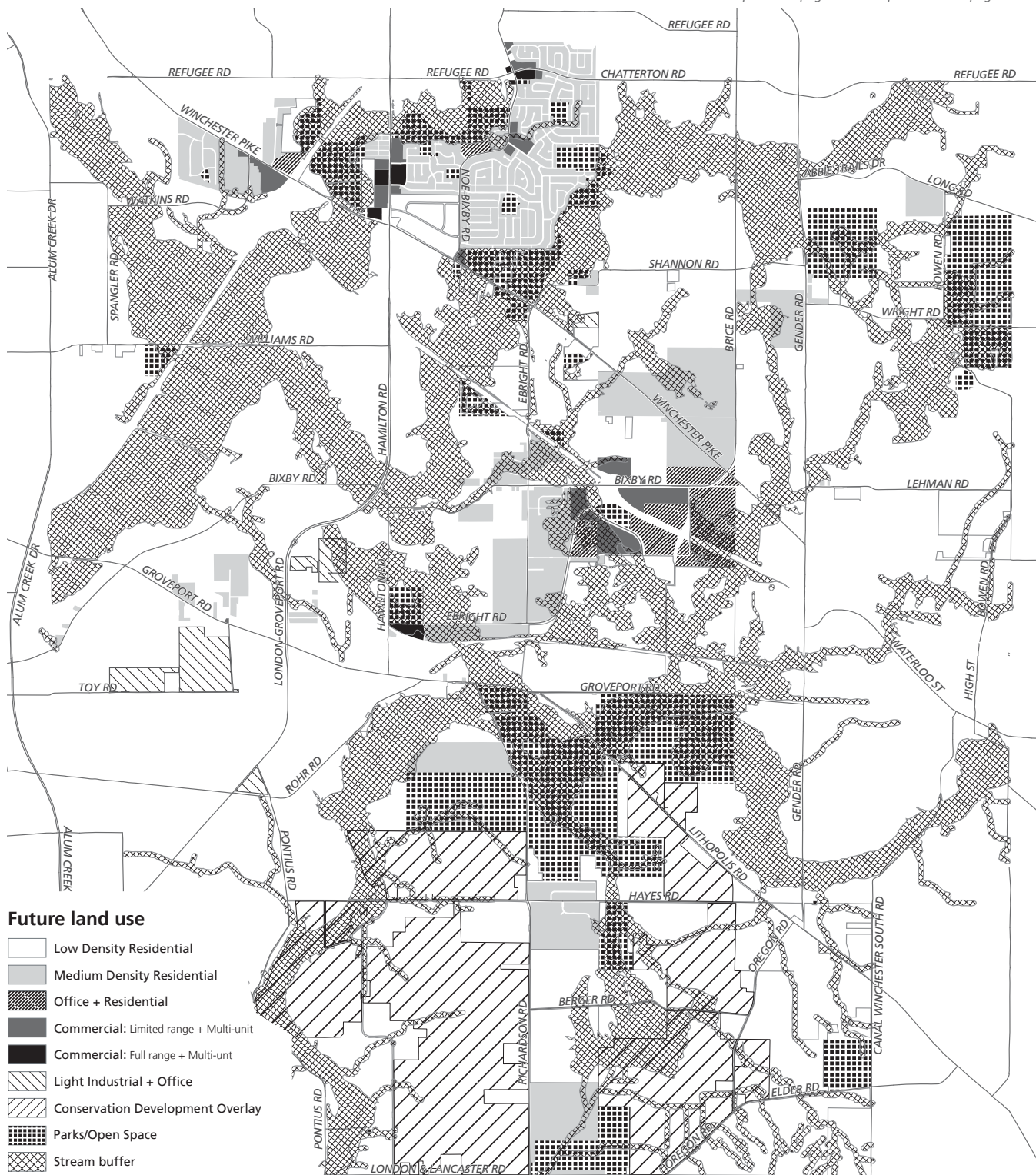
Commercial

- CS: Community Service
- CC: Community Commercial
- NC: Neighborhood Commercial
- SO: Suburban Office

Industrial

- LI: Limited Industrial
- RI: Restricted Industrial

Use this map in conjunction with the Land Use Category Descriptions on page 22 and explanations on pages 72–80



FUTURE LAND USE MAP IN BLACK AND WHITE

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

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.



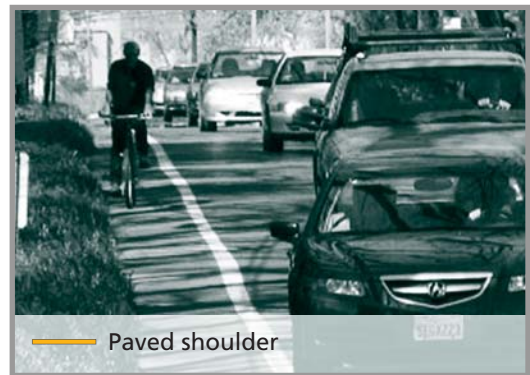
Shared Use Path

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

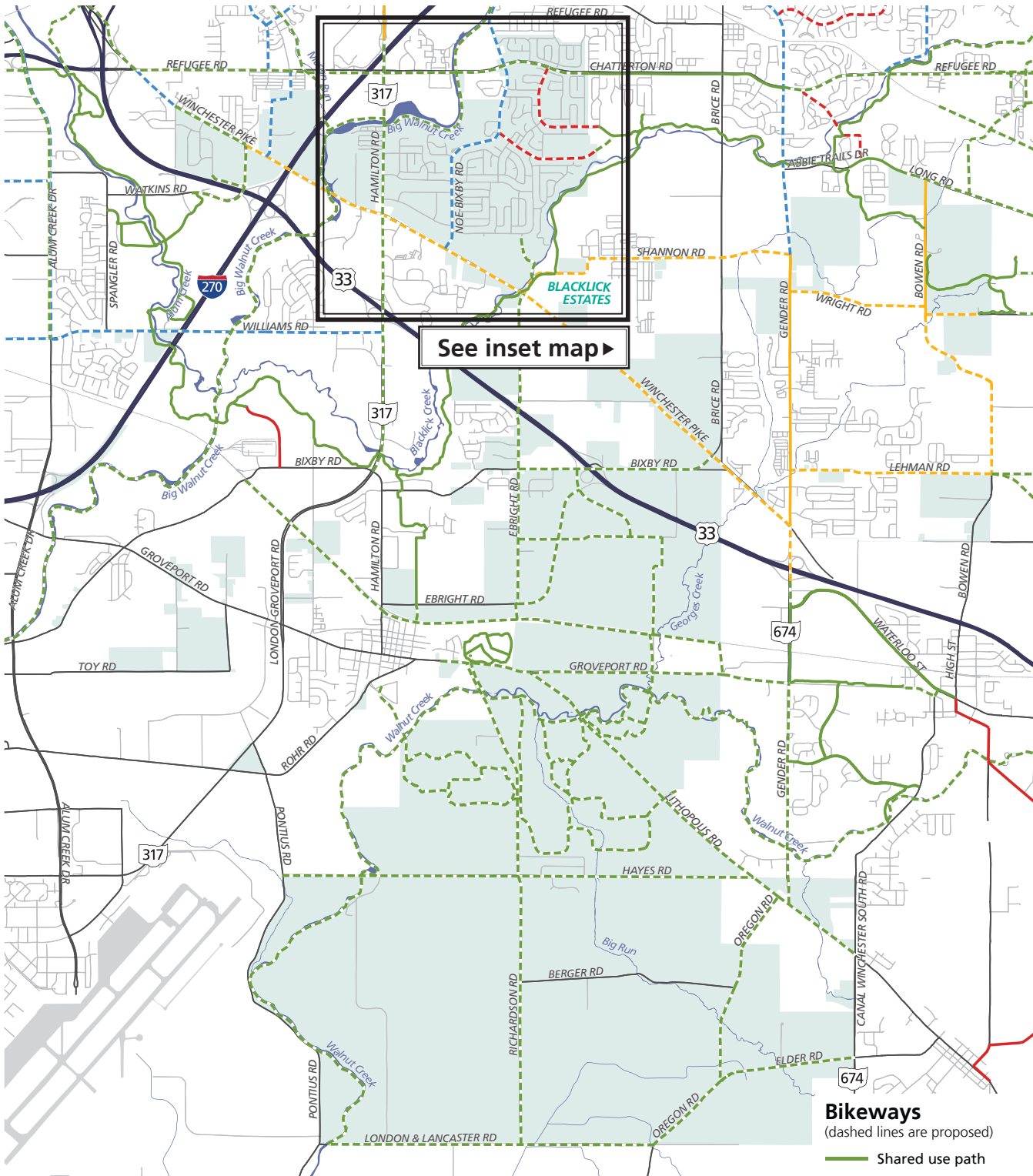
A paved area beyond outside travel lanes, 4 feet wide. Common on narrow rural roads.



Signed shared roadway

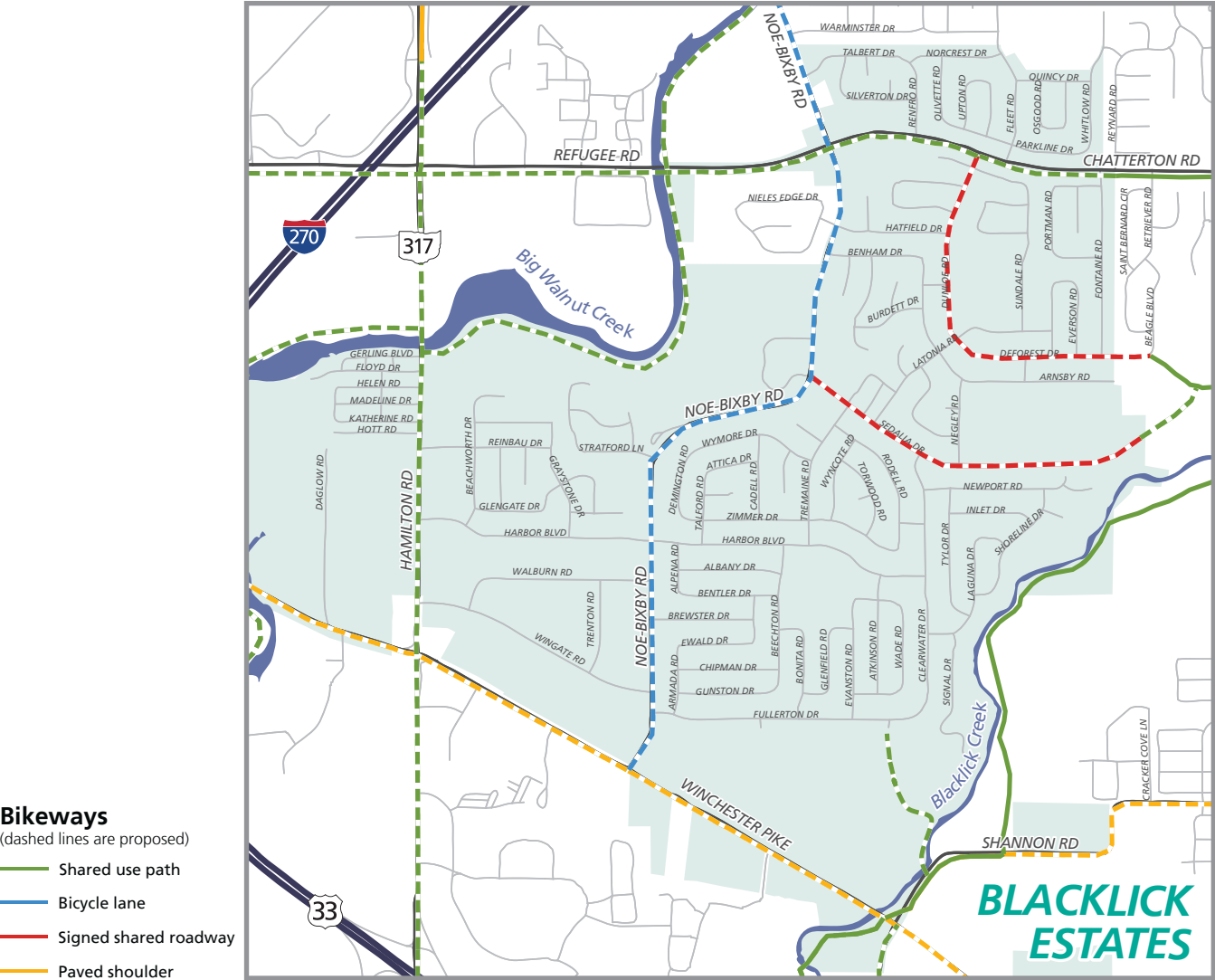
Standard road with a combination of traffic calming, signage and “sharrows” (shown at right), or a high-volume road with 14-foot or wider outside lanes.

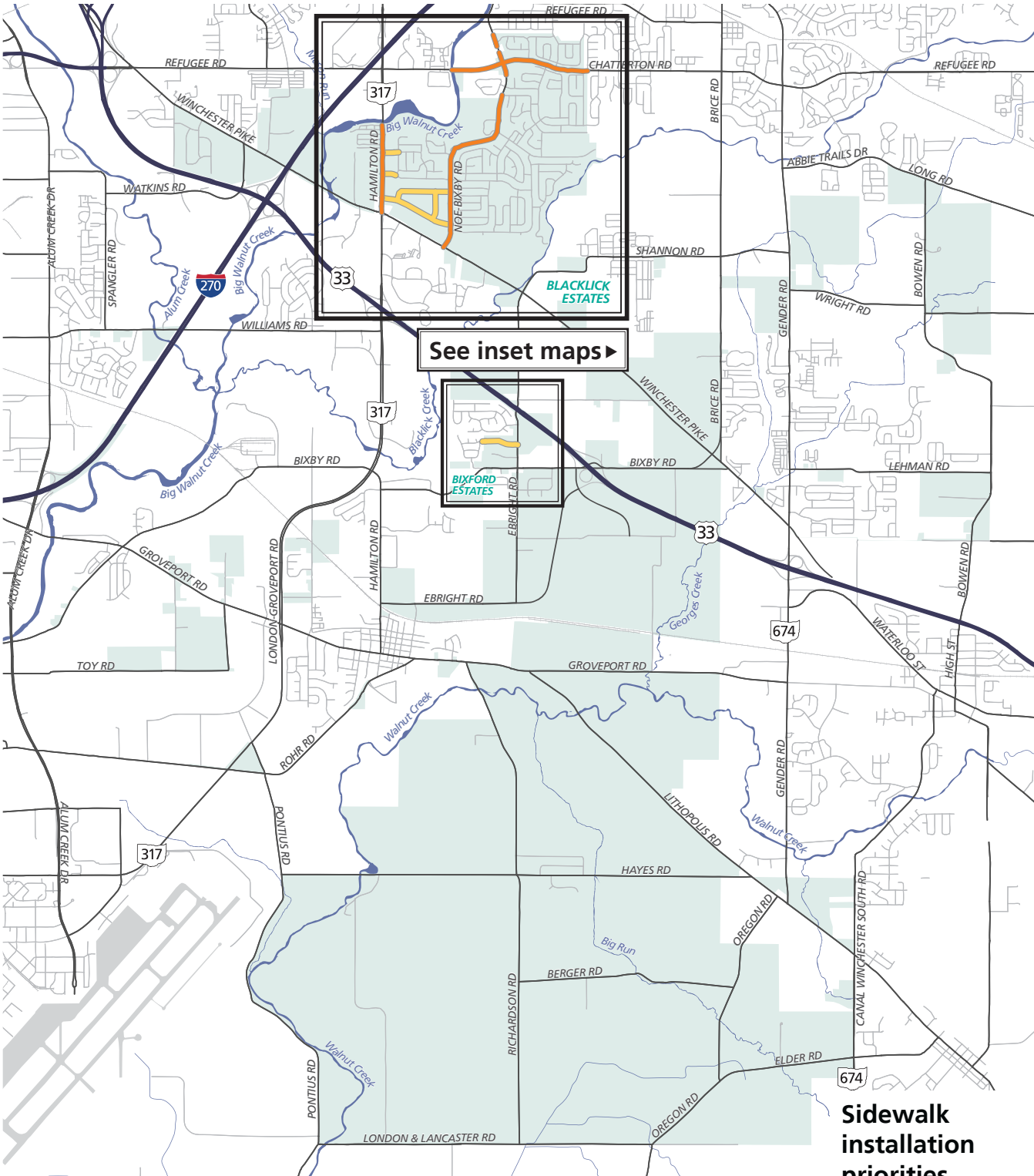
In addition to Blacklick-Madison Area Plan bikeways recommendations, the map contains information from these sources: Columbus Bicentennial Bikeways Plan, MORPC Regional Bikeways Plan, Metro Parks, Groveport Parks and Recreation, Canal Winchester Development Department and Pickerington Engineering Department.



BIKEWAYS MAP

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



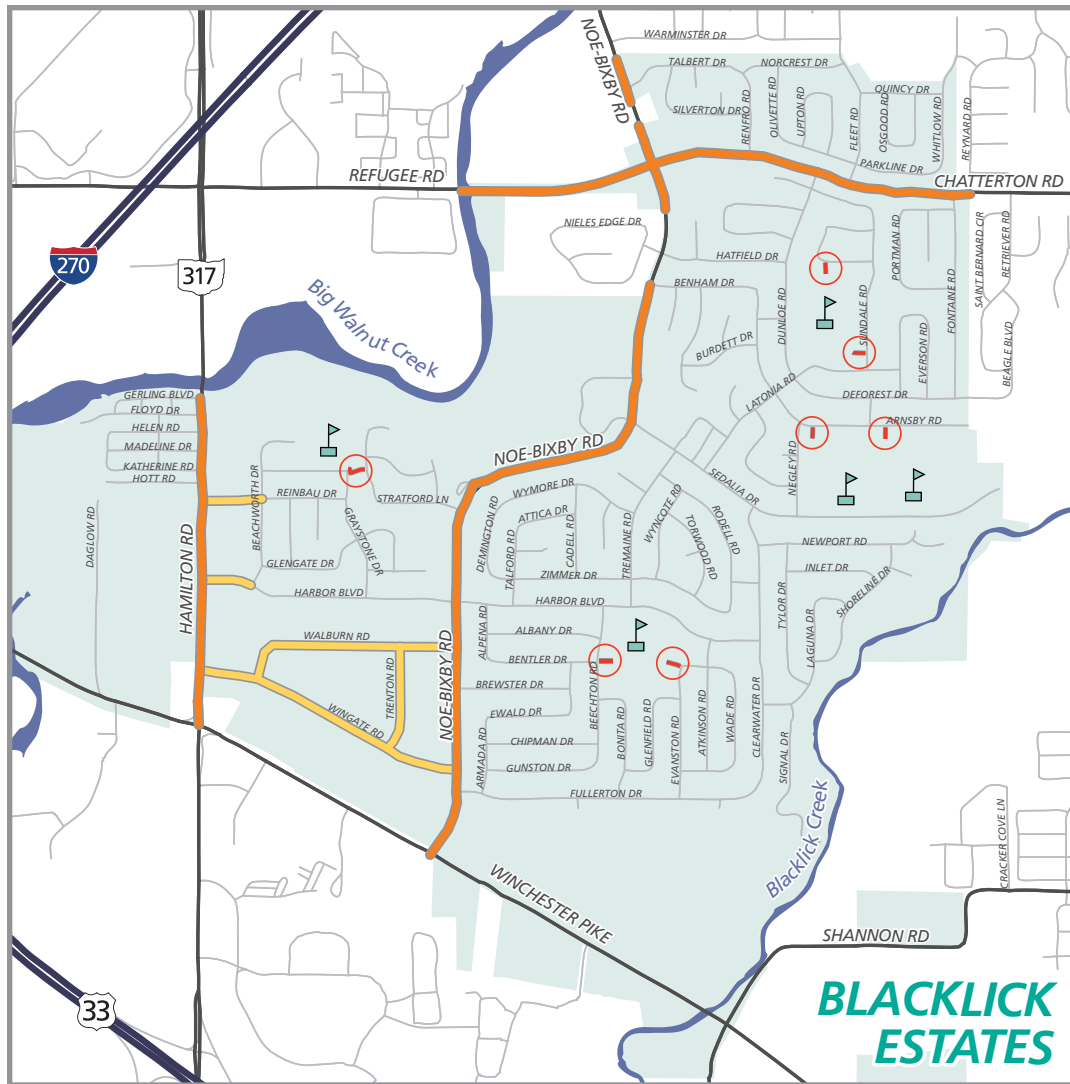


SIDEWALK PRIORITIES MAP

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

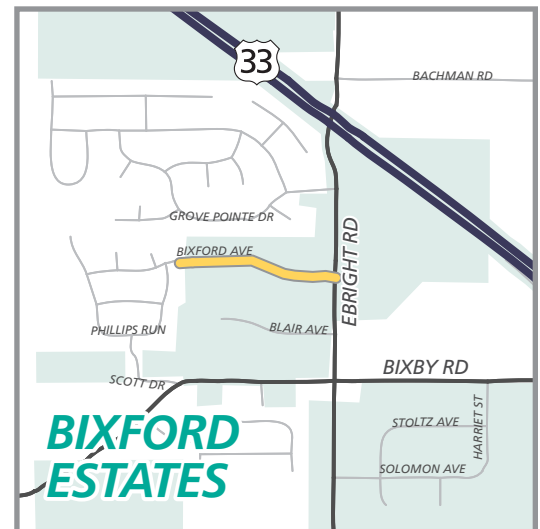
Sidewalk installation priorities

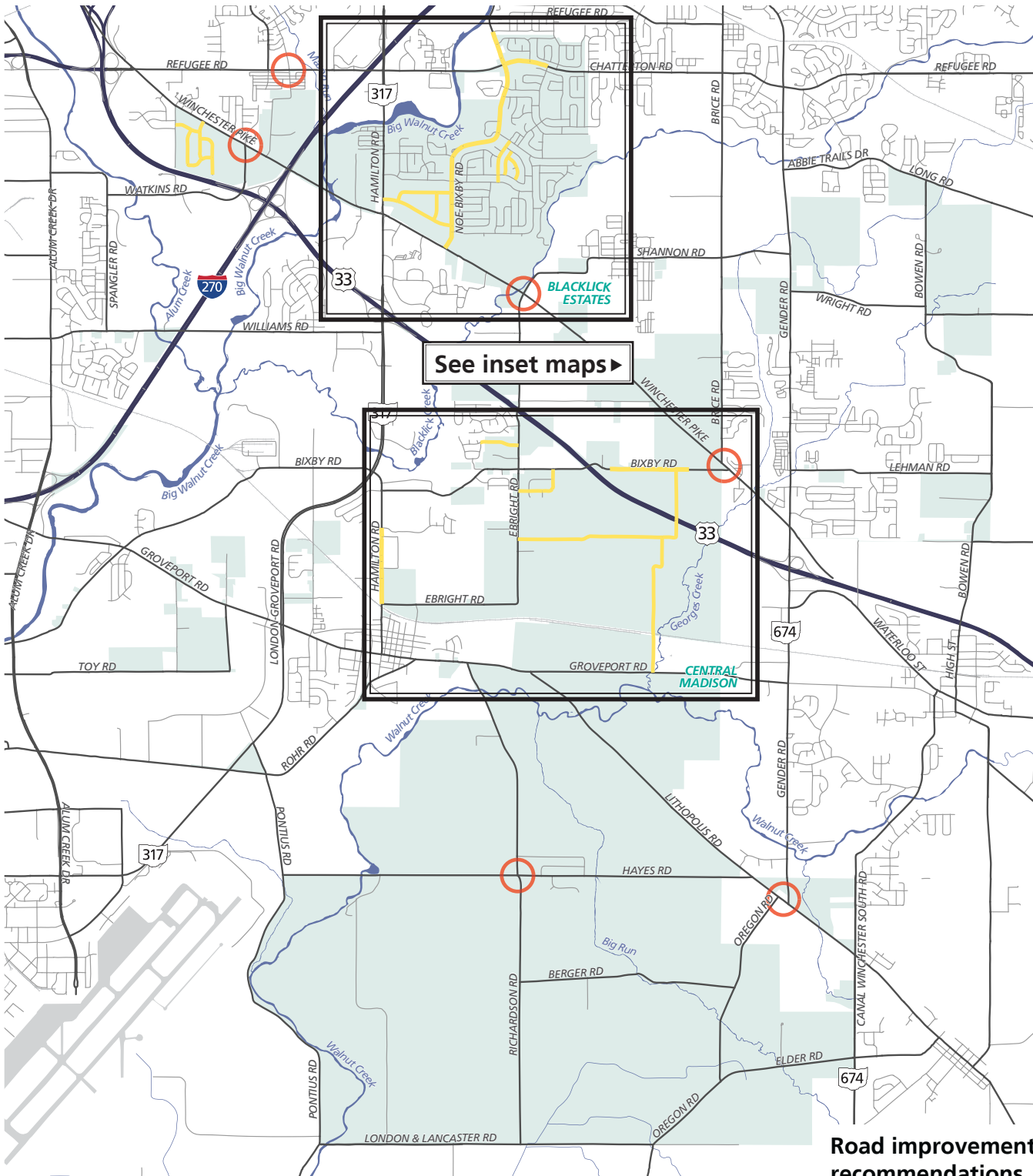
- Primary priority
- Secondary priority



Sidewalk priorities

- Primary priority installation
- Secondary priority installation
- ⊖ Existing School Access Path
- 🚩 Existing School



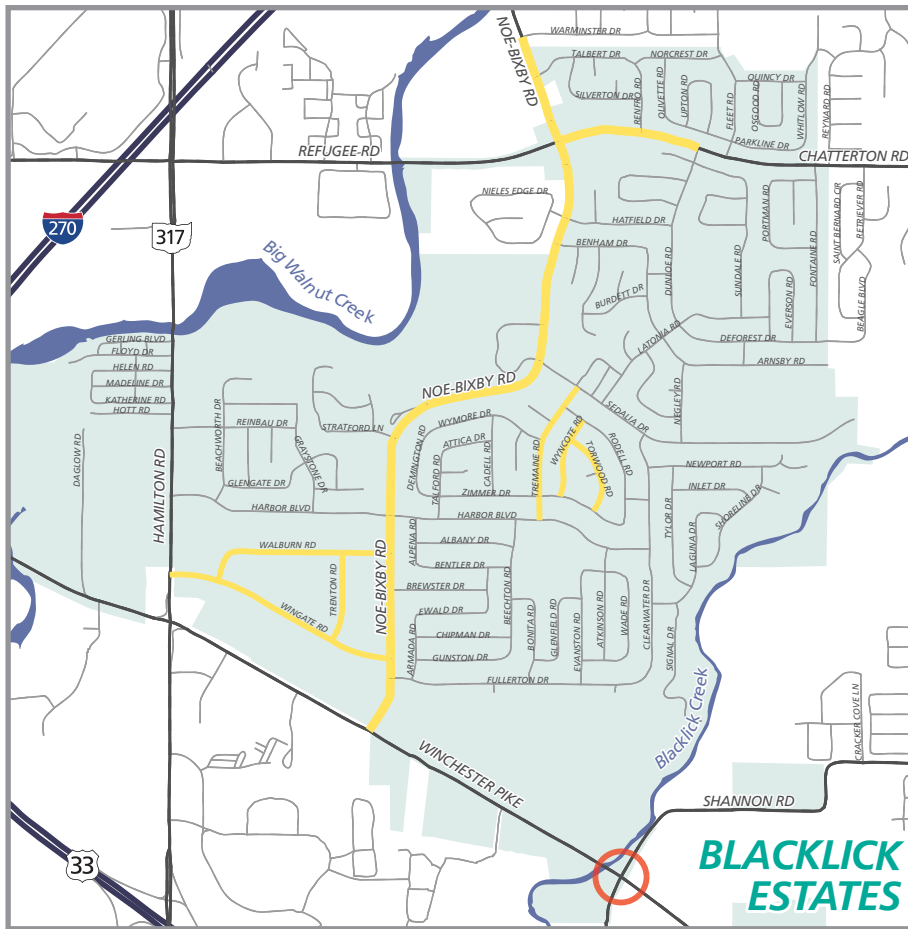


Road improvement recommendations

- Road
- Intersection

ROAD IMPROVEMENTS MAP

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



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

Road improvement recommendations

- Road
- Intersection

