

Introduction

During the early stages of the public input process of this Comprehensive Planning update, an Open House provided opportunities for the public to react to numerous illustrations. The purpose of the exercise was to gauge the types of architectural and building materials, setbacks, and landscaping that could inform the recommendations of this plan.

The following building materials were most frequently listed as desirable: Brick/Stone, Stone/Wood, Brick/Glass.

There was a clear desire for no pre-cast concrete.

For building design, there was a preference for consistency in design and an avoidance of a “hodge-podge” look.

For access, frontage and backage roads should be required with developments, as they are noted as safer and intended to ease congestion.

Architecture and Building Materials—Negative



The commercial building above was noted as too bland, sterile, modern, trendy, and is likely to go out of style. The image of the retail building to the top right generated negative comments about the poor design, ongoing maintenance, and upkeep.



Architecture and Building Materials, Landscaping and Setbacks—Positive



These images were the “most liked” in this category, illustrating that natural materials such as brick and stone, are desired as they indicate quality, permanence, and craftsmanship. Several participants noted that the building to the left is too tall. Several noted that the illustration to the right is presented at a residential scale. However, it was also noted that this design choice is too “common” and looks like other suburban development.

Landscaping and Setbacks—Positive



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Landscaping and Setbacks—Negative



The development at left also generated negative setback comments based on the “sea of asphalt” in front of the building and minimal landscaping. The tight setbacks and minimal landscaping above was also noted as undesirable, but it was also noted that the photo was taken before the trees had produced leaves for the season.

Exercise and images provided by Crossroads Community Planning, LLC.

Elements of Good Design

The following text and visual examples demonstrate positive design principles in the public realm. The following general principles enhance the quality and reflect development goals within commercial and other non-residential areas.

Site Furnishings

Site furniture helps create a vibrant commercial destination and can be integrated into elements that screen parking lots and adjacent uses. Consistency enhances the visual unity of a commercial area. Furnishings include lighting fixtures, trash receptacles, benches, and other usable structures. Furniture should be permanently installed, be vandal-resistant, have replaceable components, and be easily maintained. It should be of high quality design and “timeless” in style. Seating should be located at logical resting points and situated so they do not block the internal walkway system.

Buildings Form the Space of the Street

Buildings have the potential to create a shared public “room.” The character and scale of these walls determine the character of the room. Continuous building frontage with active uses on a street creates a welcome space that supports pedestrian and economic activity.

Building indentations, penetrations, and facade treatments can be used to complement adjacent structures. These features also reduce monotonous blank walls often seen on “big-box” developments. A series of doors, windows, porches, and other projections in new construction can add value and character to a commercial development.

Building Height/Appearance

Streets have a more cohesive, pedestrian feel when contiguous buildings are of similar height. The maximum building height is generally 35 feet, or as otherwise limited by the available emergency equipment. Though this would allow building of two stories, most commercial development has been built with only a single story. Creating a pedestrian-oriented development requires a mix of uses or spaces, where retail would be located on the ground floor with offices or even specific types of residential above.

Roof Forms and Building Materials

Roofs on new structures should be pitched or hipped. Building materials may be wood frame, brick, or stone. Roof material should have a shingle look, either as asphalt shingles, slate, tile, or metal.

Environmental Sustainability

Mixing uses results in lower impact to the environment. “Green” buildings can improve worker productivity, enhance marketing efforts, and help to create a district identity. Structures and parking should respond to the specific building site, be efficient in water and energy use, be constructed of sustainable materials, and create a healthy environment for the occupants. The Leadership in Energy and Environmental Design (LEED) *Reference Guide for*

New Construction and Major Renovation, is a valuable resource for guidance on green building techniques, practices, and standards.

Parking and Access

Where there is limited access to a major road, circulation streets should be created rather than individual entrance drives to parking lots. Secondary streets should create a network of backage streets. Parking and access to parking should be located at limited locations along these secondary streets.

Parking lots should be screened and separated from the public right-of-way. Large expanses of surface parking should be broken up into smaller areas and may be located beside or between buildings. Parking located directly in front of buildings should be minimized. All lots should be landscaped and shading maximized.



These images indicate commercial development that encourages walkability. Buildings are oriented toward the street, with sidewalks. Buildings are designed with natural materials and designed including unique architectural features.

Pedestrian Orientation

Even large, commercial-only areas can be tailored to the pedestrian and create a walkable environment. Walkways and crosswalks are not sufficient by themselves. Walkways can create a focal point, ending in an architectural feature between or integrated into buildings. Outdoor dining areas are separated from direct contact with parking. Walkways are provided between buildings.

Service

Service and delivery should be accommodated on side streets or from the rear of buildings. Dumpsters may be grouped for multiple users. All refuse collection areas should be screened from public rights-of-way.



Lighting

Building and site lighting should be designed to eliminate light trespass and minimize light pollution. The best lighting schemes will maximize uniformity and eliminate glare. Lighting for pedestrians is an important consideration and should be designed to maximize visibility and comfort. These considerations can decrease initial costs, have marked value in life-cycle costs, and create a more attractive and comfortable nighttime environment.



Creating a hierarchy of lighting standards is another way to unify image and identity. Lighting used to illuminate parking areas, the street, or signage should be indirect and shielded, avoiding off-site spillage of light into other properties. Light fixtures should be designed as a cohesive part of the other site elements. This will include various lighting levels for vehicles, pedestrian circulation, signage, and special accents.

Signage

The scale of signage should be designed with pedestrians in mind. Signs on awnings, in windows, and projecting from the face of the building can help create an interesting pedestrian environment. Traffic signage should have a consistent look and placement, where possible.



Natural-colored materials should be used for the base of monument signs. Variation of signage themes based on sign type or location should be encouraged. Signs should be of high quality and ‘timeless’ in style to avoid becoming outdated. Signs should be limited to one per lot or one per multiple lots if devoted to one specific use or user. Graphics should be simple to encourage readability and increase identification. If a ground sign is to be used, the monument-style is mandated. No sign should interfere with the safe movement of pedestrians and vehicles.

Accessibility

Standard concrete walks should be 6 feet wide, where sufficient right-of-way exists.



Along secondary streets, the walk should be located 4 feet from the back of curb. Handicap-accessible curb ramps should be used at all access drives, public streets, private streets, and shared easements that function as public streets.



All major intersections should include painted crosswalks to alert drivers to the pedestrian crossing. Change of pavement (i.e., brick and concrete) should be considered for pedestrian crossings at major intersections.

Landscaping

Landscaping should be designed to provide shade for pedestrians and generally create a comfortable pedestrian environment in commercial portions of the corridor. Impervious surfaces should also be shaded to mitigate heat island effects. Continuous trees are encouraged to augment the public landscape plan. There are many environmental, as well as psychological benefits to including a tree planting plan. Trees can enhance values, reduce traffic speeds, increase levels of comfort, and unify the look of an area. Correct placement and choice of species can eliminate ongoing maintenance issues.



Large shade trees should avoid conflicts with structures and reinforce the streetscape (assuming they do not conflict with emergency access and utility placement).

Small ornamental trees should be used as accent plants and frame views to special architectural features. Avoid placing ornamental trees in locations that would block the view from the street to the structure and impair visibility for auto operators.

Plant materials should be native to the area when possible.

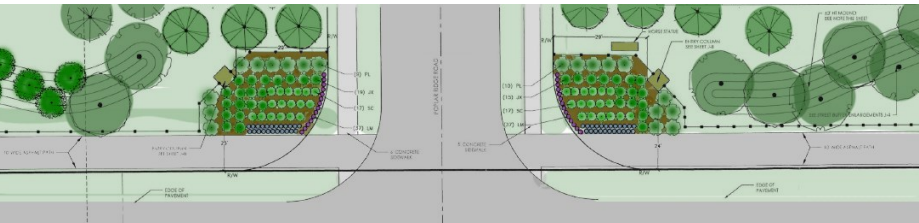
Screen parking lots with a minimum 4-foot high continuous evergreen or deciduous hedge, low earth mounding, or stone wall. Hedge size at installation should be at least 30" in height. A creative combination of these elements is encouraged to avoid visual monotony.

Planting, mounding, and fencing should be incorporated at the rear of commercial areas that are adjacent to residential areas. Screened planting should be 75% opacity at installation during full foliage.

Guidance for minimum standard plant sizes at installation:

- Shade Trees: 2½" caliper
- Ornamental Trees: 1½" caliper
- Evergreen Trees: 6' in height
- Shrubs: 3 gallon

If landscaping is used as screening for trash receptacles, it should have a minimum opaqueness of 80% during full foliage. The height of a screen wall should be at least 6 feet.



Sample of neighborhood entry with established landscaping, and a sample landscaping plan from a recent proposal.

Development opportunities

In an effort to diversify the taxbase, the community looks to the future for development opportunities. The following sites are potential development areas for non-residential investment and should be a focus of economic development efforts between the township and the Delaware County Economic Development Department.



A 1.5-acre outlot at the 3975 W. Powell Road Kroger. (Subarea IV)



A half-acre unfinished portion of the office development at Wedgewood Boulevard and Powell Road. (Subarea IV)



The Bridgewater Banquet and Conference Center utilizes a portion of the property under the same ownership to its east. This could be developed as a commercial/office use while preserving overflow parking for the conference center. (Subarea IV)



A half-acre area just west of the Valvoline behind Culver’s on Powell Road. (Subarea IV)



The corner of Powell Road and Dublin Road provides an area of under-development. Currently part of the Safari Golf Course and owned by the City of Columbus, the township could work with the Columbus Zoo to develop a site for non-residential uses that would be commercial and office uses that would not compete with services offered by the Zoo. (Subarea V)



The POD 18D overlay approved in November 2022 provides a site with roughly 19.5-acres of developable area that would allow a number of commercial uses, as well as established design details such as setbacks, landscaping, and architectural features. Although the details are already approved, the township should seek a cohesive design, with walkability and interconnectedness as a key feature of the site. The current design of Clarkshaw Crossing includes a road connection and at least one pedestrian connection. The Development Plan for the site should enhance these connections with significant landscaping, taking care not to orient service structures toward future residential areas. (Subarea VII)



The Park at Greif includes several undeveloped or underdeveloped parcels that can be marketed to a variety of office uses. (Subarea IX)



Land between Bean-Oller and Ford Road may have access to sewer in the next decade and could be developed with a number of strategies. (Subarea VII)

General

A Comprehensive Plan is a declaration of intent. It is advisory and does not itself constitute a regulation, but its adopted goals, objectives, principles, and recommendations are policies intended to guide the Trustees, Zoning Commission, and the Board of Zoning Appeals in the development of the township.

The Comprehensive Plan and Map for the township is intended to incorporate all the preceding chapters and their recommendations.

Overall Development Concept

Over the course of many years, the township has maintained an overall concept of development which is summarized with four corridors as follows:

1. The Olentangy Heritage Corridor includes land in the Olentangy River valley, providing for a few remaining small farms, open space, and low-density single-family residences in harmony with the natural resources and historic legacy of the area.
2. The Scioto Valley Corridor, located near the O’Shaughnessy Reservoir, provides for active public recreational uses, open space, and low-density residences in harmony with the natural resources and vistas of the area.
3. A Civic Corridor, which extends from Powell north to Hyatts Road, accessed generally by Sawmill Parkway. It provides opportunities for public, institutional, employment, and other supporting uses for the resident population on a daily basis. The Liberty Road portion of this corridor would remain faithful to the more traditional forms and styles of architecture and landscape.

4. The U.S. 23 corridor includes lands oriented near U.S. 23. This area would be for major commercial and institutional uses and higher densities as shown on the Sub Area plan. The northern portion of this corridor may be forced to annex into Delaware to obtain water for new development under an exclusive agreement between the Del-Co Water Company and the City of Delaware.

Within these general corridors there are planning Sub Areas, with specific recommendations for use and density shown on the Comprehensive Plan map and within the text that follows this section.

The staged expansion of public sewer and water systems may indicate the general location and rate of development, and the Comprehensive Plan map, together with the Sub Area text establishes the recommended uses and density of land.

Goals

Liberty Township is a great place to live and its location makes it well positioned to continue to thrive. The community must be mindful of its legacy and quality of life as it looks toward the future. In the early stages of community input, the Comprehensive Planning Committee embarked on an analysis of its Strengths, Weaknesses, Opportunities, and Threats. During that exercise, the following goals emerged

Seek a Balance when promoting land use, finances, and cooperation

- Develop a healthier tax base by allowing for a variety of land uses including housing, retail, commercial, and offices.
- Promote an appropriate level of housing forms and densities that will allow for a range of high-quality housing types and provide housing opportunities for the entire generational spectrum, while taking into consideration the needs of a range of demographic and socioeconomic groups.
- Protect strategic open spaces and strategically locate future green areas to create large spans of open space.

- Maintain the excellent level of educational, public safety and healthcare services in the township.
- Ensure that traffic remains manageable and appropriate for the road network by directing development to high-capacity areas and planning and developing road improvements where needed and appropriate to adjust to increasing demand.
- Encourage strategic cooperation between the cities, county, state and township.

Sustainability

- Strategically plan for growth that will provide healthy revenue streams to the township tax base.
- Promote partnerships and strategies that will reduce the threat of annexations and help maintain the township form of government.
- Assure future developments provide the necessary infrastructure to support future demands on existing services: utilities, schools and public safety.
- Ensure that the road network has sufficient capacity to accommodate current and future growth. Future developments should be targeted towards appropriate areas with higher-capacity roads.
- Identify various funding sources for infrastructure improvements.
- Encourage developments to include alternative approaches including energy, multimodal transportation and green infrastructure systems.
- Evaluate future administrative capacity needs for public services such as public safety, park and roads maintenance, and zoning services due to increased development pressures.
- Promote opportunities for shared services with surrounding cities, townships and the County where the various entities may provide similar services.
- Promote education and training opportunities to residents to support workforce needs of existing and future businesses.

Growth

- Ensure that growth is properly balanced to support a strong tax base.
- Identify specific growth sectors. Target sectors that will provide for a strong tax base, will fit with the environment and will be appropriate for the location in terms of impact on the surrounding community.
- Be intentional about locations of future infrastructure, such as roads and utilities, to help promote future land uses in the appropriate areas.
- Ensure that investments in road network that increase capacity in higher-density areas.
- Promote vehicular connectivity between developments to reduce impacts to mainline roads.
- Strategically identify parcels and corridors for future community needs such future school and park sites, destinations (i.e. zoo), and rights-of-way for roads and utilities.
- Encourage pedestrian and non-motorized connections between parks and other destinations.
- Promote areas for small, startup businesses where they can grow organically within the township.
- Accommodate compatible flex office/industrial space at strategic locations to provide jobs and increase the tax base of the township.
- Evaluate compatible uses for sharing of buildings and infrastructure (such as parking, road capacity) for different demand periods.
- Engineered natural features should be designed to blend with the surrounding aesthetic environment. These should include soft edges, native species and should blend with the surrounding environment.
- Create design standards that reflect a rural character.

Preservation

- Focus development to preserve and enhance the existing tax base in appropriate areas, while allowing for preservation of land in sensitive areas, as well as preserving service capacity.
- Preserve rivers, streams, bluffs, ravines, woodlands, wetlands, and wildlife habitats in their natural condition to the greatest extent possible. Protect the Scioto and Olentangy River basins from pollution and destruction.
- Ensure the preservation of water quality by creating riparian corridors along waterways, preserving wetlands (including intermittent wetlands) and preventing contamination of the water table and aquifers.
- Development should be directed away from preservation areas, and roads should remain lower-capacity in these areas to encourage preservation. Alternate road options should be provided that encourage traffic away from these areas.
- Protect from invasive species by utilizing native plantings and coordinating with ODNR and the Ohio Invasive Plant Council to ensure compatibility with the environment.
- Maintain scenic views from area roads and preserve existing trees along roads to the greatest extent possible (realizing that in some cases, large trees may inhibit the expansion of roads to accommodate increasing traffic or safety/sight line improvements).
- Promote the creation of design standards that help integrate the scale and appearance of new development that translates into landscapes that reflect the township’s rural character. These include consideration of sight lines, natural areas, foliage and density that preserves the existing visual landscape.
- Recognize and appreciate the auto racing and horse rearing/racing history of the township.
- Preserve to the greatest extent possible the agricultural and local foods production in the township.

Health and Well-Being

- Ensure a healthy tax base which can support basic services and provide funding for expanded wellness and recreational opportunities.
- Promote a variety of indoor and outdoor recreational facilities to provide residents with year-round access to a variety of activities.
- Preserve and enhance the existing park system and nature preserves by increasing access to the recreational areas through existing and new trails.
- Enhance programming options for the parks system.
- Ensure ease of travel by investing in appropriate road network. Developed areas should include sidewalks/bike paths to encourage physical activity.
- Promote the physical health of the community through convenient, high-quality access to healthcare options, including physical and mental care.
- Promote medical and medical-related residential facilities that provide care for the aging population.
- Encourage development that allows current residents to age in place without needing to move out of the township.
- Evaluate future land uses to ensure adequate availability of healthcare options, such as urgent cares, outpatient surgical centers, stand-alone emergency rooms, and other similar uses, both within or in proximity to the township.
- Promote the spiritual well-being of the community by providing opportunities for places of worship and community gatherings
- Investigate transportation options for the elderly and disabled.

General Recommendations

Environmental, Natural, and Historic

- **Preserve historic structures** and natural resources, including ravines in their natural state, woodlands, wildlife corridors, streams, and bodies of water.
- **Prohibit filling** or development within the 100-year floodplain except for necessary public construction or drainage improvements.
- **Encourage greenways** as part of new developments and maintain OEPA stream buffers within open space or in preservation easements on lots.
- **Consider adopting a zoning overlay along the Olentangy River** and its tributaries to emphasize the importance of maintaining water quality. Such an overlay with mitigation setbacks would reference the OEPA Olentangy Permit (*Mainstem Streamside Buffer of 100 feet, Outer Buffer to the Floodplain, Perennial Stream buffer of 80 feet, Intermittent, and Ephemeral buffer of 30 feet*). These setbacks are mapped by the DCRPC and are reflected on the following map.
- **Identify critical resource** areas to be given primary or secondary conservation status in conservation subdivisions.
- **Establish a typical landscaping design** for developments along Sawmill Parkway including a typical fence standard.

Health and Wellness

- **Expand existing tobacco-free policies** within the township to all public spaces.
- Seek opportunities to **expand the trail or pathway network** throughout the township, including opportunies to add benches, trees, and way-finding signage indicating distances between milestones.
- **Expand green space** for future recreational areas such as playgrounds, soccer fields or skate park to increase sustainability. Provide pathways or easements from public areas to dedicated green spaces.
- **Promote bicycling and walking** to nearby public transportation station by providing sidewalks, bicycle lanes, and bicycle racks.
- **Coordinate with the YMCA** to provide and expand active recreational opportunities at parks and other areas.

Road Placement and Design

New development should mitigate, or pay its fair share of the cost to mitigate its traffic impacts, in accordance with County Engineer policies.

- **Use traffic calming devices to maintain speed limits and increase safety for pedestrians and cyclists within residential subdivisions on local and minor collector streets:** Traffic calming interventions should be part of the tools used to enforce posted speed limits on local residential and minor collector streets. **Effective interventions include:** roundabouts at specific locations, traffic signals at high-speed intersections; exclusive walk signal phasing; adequate duration of signal timing; sidewalks; bicycle lanes; refuge islands and raised medians on multi-lane, high traffic volume roads; and increased intensity of roadway lighting to reduce nighttime pedestrian crashes.
- **Street connectivity is desirable:** Developments should ideally have three points of access, with a minimum of two. Conservation subdivisions, due to site specific topography or other unique condition may have fewer than three accesses, subject to development plan approval.
- **Access management practices should be followed:** Commercial developments should consolidate entrances and exits wherever possible to limit curb cuts. Left turn movements should be accomplished with proper spacing between movements to avoid conflicts. All developments should undergo a Traffic Impact Study through the County Engineer. This will determine the need for turning lanes and other mitigation. The Delaware County Engineer has adopted access management guidelines for County roads that may be of interest to the Trustees to use on township roads. Access management can also encourage a more productive use of land by discouraging minor lot splits, and promote clustering of land uses and reduced access points.

Active Transportation and Roads Policies

- **Accommodate all roadway users** with comprehensive street design measures such as “complete streets,” including sidewalks, bicycle lanes, and share-the-road signs that provide safe and convenient travel for all users of the roadway.
- **New roads should have sidewalks** installed on both sides of the road, wide enough to accommodate people walking in groups, or pushing strollers, and individuals with disabilities.
- **Promote safe roadway crossings** for new roads through use of small block sizes and cross-walks.

- **Encourage and provide streetscape amenities** such as benches, landscaping, lighting, and public art.
- **Encourage way-finding** with signs, maps, and landscape cues to improve the travel experience for pedestrians and bicyclists.
- **Encourage bicycle parking** at workplaces and transit stops. Designate bicycle-specific crossings and signals along busier bike corridors. Seek a buffer between bicyclists and cars to increase safety where needed.
- **Ensure that site design**, parking, and fences do not preclude safe and comfortable pedestrian connections to future development.
- **Support physical activity** among people with disabilities by making new roads and paths universally accessible.
- **Provide safe and convenient** bicycle and pedestrian connections such as a trail or easement to dedicated green space and potential public parks and recreation areas.
- **Encourage audible and visual** pedestrian crossing signals where significant pedestrian use is anticipated. Design such crossings for all users. Special consideration should be given to the design of crossing environments for pedestrians with disabilities and vision or hearing impairments.

Trail and Bike Use Development

- **The township should continue to use the OPAL** (Olentangy Powell and Liberty) group to set the vision for future trail construction and grant requests. (See current map in the Appendix with proposed routes reflected in the Parks and Biketrails map.)
- **Encourage the development of trails** in accordance with OPAL and the Delaware County Trail Committee (DCTC) Corridors (Liberty Road Trail, Home Road Trail, Olentangy River Trail North, Olentangy River Trail South, Northwest Passage, Carriage Road Trail, Jewett Road Trail, Jewett Road Alternate Trail, and Hyatts Road Trail).
- **Limit asphalt trails or other hard surfaces** within the 100-year floodplain within the Olentangy Heritage Corridor with the exception of a bike path from the south (Franklin County) that connects to Highbanks Metro Park. This will support the ODNR Scenic River recommendations to preserve the Olentangy River’s fragile ravine system and to keep impervious surfaces away from the State scenic river.

Permitted trails should be built at existing grade within the 100-year floodplain and generally set back to a minimum of 120 feet from the

edge of the river. The area between the trail and the river should be maintained as a natural riparian buffer. This provides a minimum buffer depth necessary to protect stream ecology and water quality and reduces the risk of stream bank erosion which could threaten the structural integrity of the trail.

Infrastructure and Fiscal Health

- **Developers should be encouraged to minimize impervious surfaces** and manage stormwater runoff with structural BMPs (green infrastructure). These can be incorporated into the street design and roadside landscaping. BMPs include grass filter strips, water quality swales, bioretention cells, tree boxes, sand filters, and infiltration trenches.
- **Work with Delaware County** and/or local fiber providers to increase availability and speed of data services within the Township, particularly to encourage economic development.
- **Township trustees and staff should consider applying financial tools** to certain current and future projects. JEDDs may be useful in areas where new jobs may be created. New Community Authorities may be considered where projects are mostly residential. The township should consult with the County Engineer and Economic Development office since county and township projects often overlap.

Township Identity

- **Development a Liberty Township logo** (or enhance the existing one).
- **Develop a street-sign standard** with a township marker or logo to differentiate township roads from those maintained by the City of Powell, County, or State.
- **Enhance the existing gateway feature** at Sawmill Parkway and the Franklin County line. This may be done in accordance with any redevelopment of the northern portion of the site. If additional construction takes place on the site, new landscaping and mounding should be added to buffer any new building(s).
- **Enhance the intersection of Powell Road and Sawmill Parkway** by partnering with the City of Powell. Create a cohesive landscape design for the four corners of each quadrant that provides year-round green as well as seasonal color. Existing corner bikeway connections should be extended north and south on the west side of Sawmill.

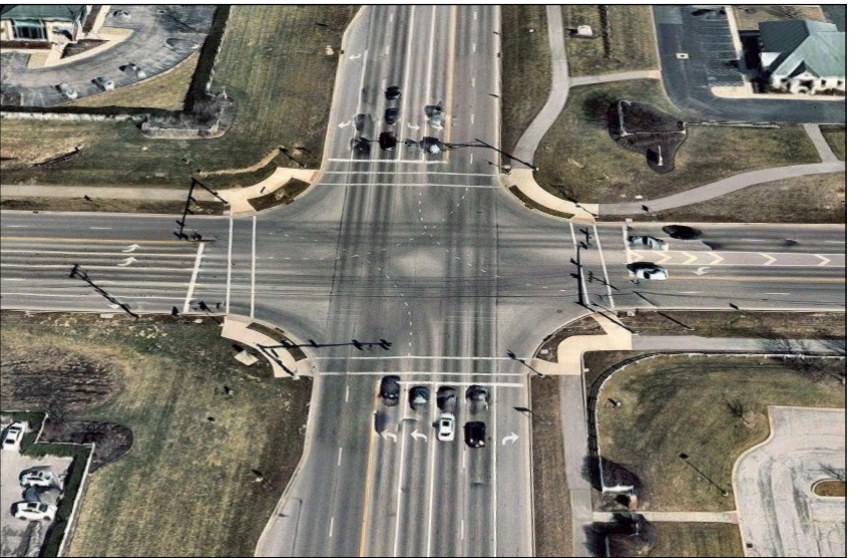
- **Enhance the roundabout at Bunty Station Road and Sawmill Parkway.** Partner with the County Engineer’s office to provide additional landscaping may be provided, as well as southbound township signage.
- **Ensure that all roads** are marked where entering the Township with signage.



Sample of a street identification sign with township branding.



The roundabout at Bunty Station provides an opportunity for township identity through signage and enhanced landscaping.



The intersection of Powell Road and Sawmill Parkway (left) presents an opportunity for enhanced landscaping and identity.



Township identity at the southern entrance should be enhanced, particularly if the north part of the parcel is developed.



Bunty Station roundabout from the north.



Sub Area I

The Olentangy Heritage Corridor

Boundaries: east and west sides of the Olentangy River below elevation 900 feet.

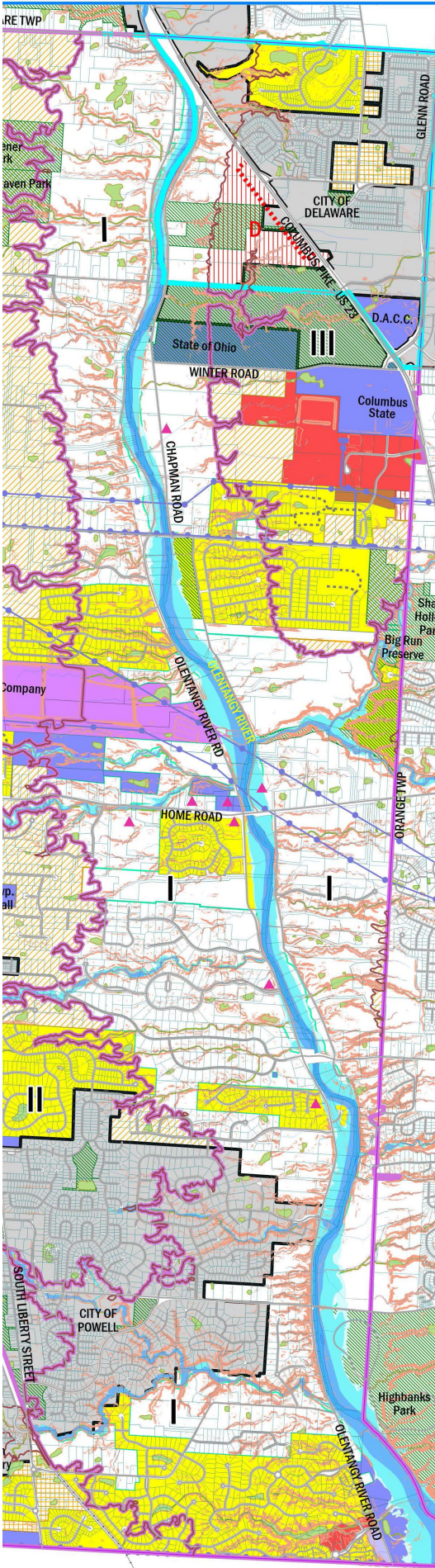
Background Information

This is one of the earliest-settled areas of the County. There are still many historic structures and natural areas, but residential development has converted much of the farming. The Olentangy River is a state-designated Scenic River, and State Route 315 is a designated Scenic Byway. Del-Co Water Company, a private water cooperative, has a large water treatment plant, office complex, and upground reservoirs that stretch from the west bank of the Olentangy River to Liberty Road.

As of 2023, S.R. 315 will remain a two-lane road in order to protect the Scenic River and Scenic Byway status. Improvements are being studied at the Jewett Road intersection with 315 and at Hyatts Road and 315.

Recommendations

1. Other than the lands previously zoned for Planned Commercial on Manning Parkway at S.R. 315, no new commercial development is recommended in Sub Area I.
2. Maintain a maximum residential density of one unit per net developable acre, with a standard lot size of 1 acre in the FR-1 zoning district. Consider allowing Conservation Subdivisions at a maximum density of one unit per acre with clustered lots and a minimum of 50% permanent open space.
3. To protect water quality in the Olentangy River, establish a 100-foot streamside buffer and an outer buffer equal to the 100-year floodplain in accordance with the OEPA Olentangy Watershed Permit.
4. Preserve historic structures and natural resources, including ravines in their natural state, woodlands, wetlands, wildlife corridors, streams, and bodies of water.



Sub Area II

Olentangy West Highlands

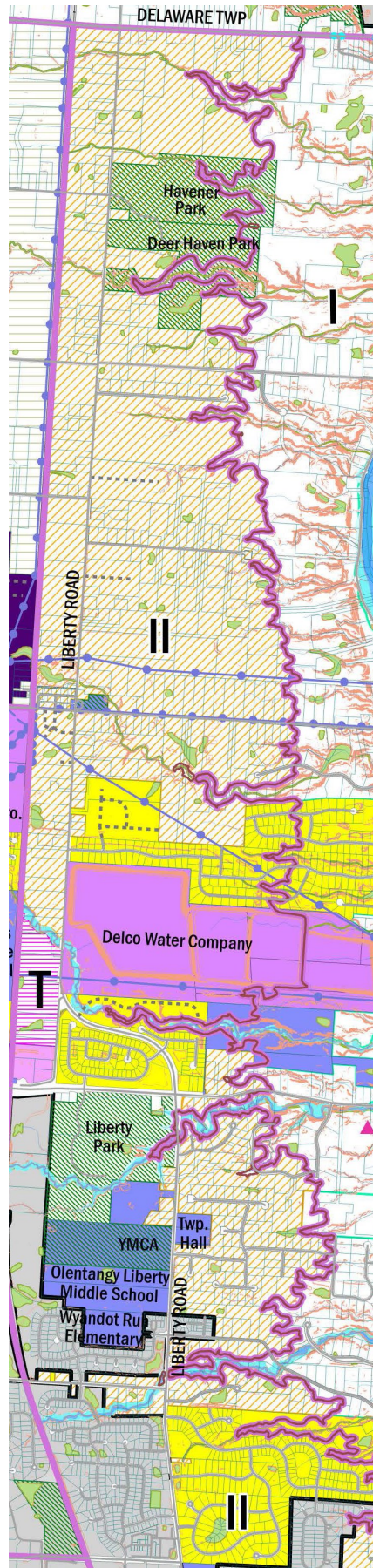
Boundaries: Generally east of the railroad and above the 900 foot elevation.

Background information

Large tracts of open land still exist north of Home Road. However, the amount of such acreage is dwindling. This subarea includes the Township’s Havener Park and Preservation Park’s Deer Haven Park.

Recommendations

1. The area north of Home Road, west of Old Liberty Road, east of the rail-road, and south of the stream (west of the Del-Co reservoir) is impacted by the railroad to the west, industrial to the south, and three schools west of the railroad. This is no longer the exclusively low-density, single-family area it once was, so the plan may consider alternative transitional (T) uses, such as commercial and office. Such uses should provide proper buffering to the existing residential uses on the east side of Old Liberty Road.
2. For lands not served by centralized sewer, maintain a standard minimum lot size of 1 acre in the FR-1 zoning district. To preserve natural open space and all its attributes, consider Conservation Subdivisions at a maximum density of one unit per net developable acre, with a minimum of 50% permanent open space.
3. For lands served by centralized sanitary sewer, consider rezoning for Planned Residential Developments at a maximum density of 1.25 units per net developable acre, with a minimum of 20% preserved common open space.
4. Seek additional park lands within this Sub Area as it develops.



Sub Areas III U.S. Route 23 Corridor

Boundaries: All of the land in Liberty Township above 900 feet elevation on the east side of the Olentangy River. Sub Area IX is the Delaware exclusive water service area, which is generally north of Camp Lazarus on the west side of U.S. 23 and north of Peachblow Road east of U.S. 23.

Background Information

These lands represent a high plateau on the east side of the Olentangy River. The most notable feature is the four-lane, divided U.S. Route 23 that runs down its spine. The U.S. 23 corridor represents a property tax and jobs base for the Township and a sales tax base for the County. Grady Memorial Hospital has built a single office building at its future campus at Glenn Parkway. This is north and east of the expanded Delaware Area Career Center. Glenn Road will eventually link U.S. 23 to U.S. 36/S.R. 37 as a City of Delaware road project.

Lands within Sub Area IX may annex into Delaware in order to be developed pursuant to an exclusive water agreement between Del-Co Water Company and the City of Delaware.

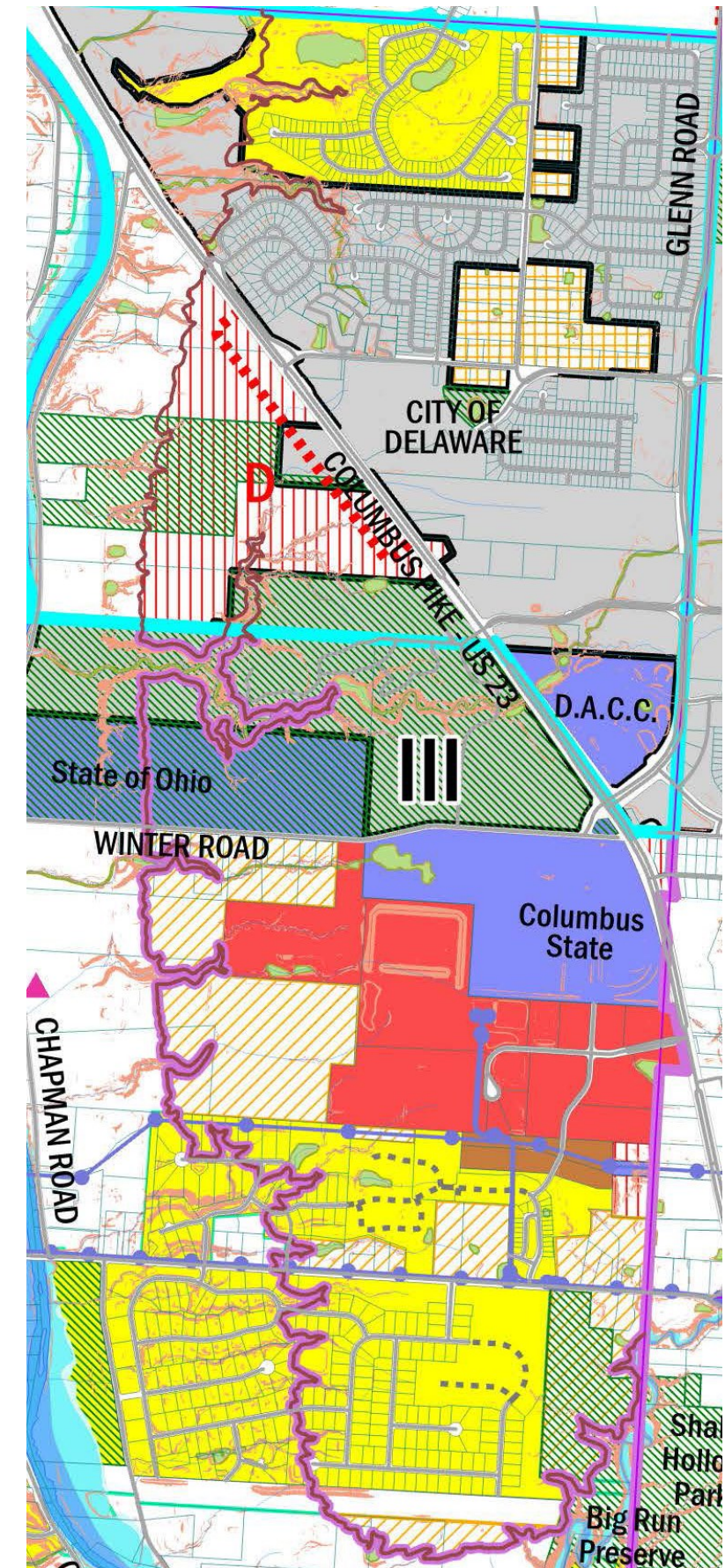
The area includes Columbus State Community College's first building on its 100-acre campus on the southwest corner of Winter Road and U.S. 23; Greif Brothers with its headquarters at The Park at Greif office park; and Camp Lazarus/State of Ohio land at several hundred acres north of Winter Road and west of U.S. 23. A very deep and fragile ravine that runs to the Olentangy River divides these sites. Camp Lazarus has sold conservation easements to the state of Ohio, so this plan views the land as permanently-protected open space.

The Dornoch Golf Club on U.S. 23 uses an on-site sewage treatment plant and land-application (golf course irrigation) system to service the 432 houses built around the golf course in the northeastern corner of the Township. Dornoch is surrounded on three sides by Delaware, so expansion of this system is unlikely, since city sewer is or will be available. Any further development of the golf course will require services from the city.

The Perkins Observatory is an active telescope used by Ohio Wesleyan University and area astronomers. New development that casts light upwards can reduce the clear view of the night sky. For that reason, exterior lights should be downward cast or "cut-off" type appliances.

Recommendations — Commercial and Office

1. The Park at Greif includes approximately 60 acres of undeveloped land that is zoned Planned Commercial. The Township should work with Delaware County to aggressively promote this area to site selectors.
2. The Park at Grief may be expanded into undeveloped land to the west. Such development would require amendments to the current park to



allow access to those lands. Commercial and office use should be limited to the area above the 900-foot elevation mark.

3. All lands that abut or can gain access from U.S. 23 are potential new professional office or commercial sites, provided strict access management standards are used with developer-built parallel access roads, such as the suggested new road “D” on the Comprehensive Plan.
4. “Big Box” retail, meaning single stores with more than 65,000 square feet under one roof, is eligible for location within the Planned Commercial District provided it has access to U.S. 23.
5. Maintain a minimum 125-foot structural setback from the U.S. 23 right-of-way.

Recommendations — Residential

1. For lands not served by centralized sewer, maintain a maximum density of one unit per net developable acre, and maintain a minimum lot size of 1 acre in FR-1 districts.
2. The pockets of single-family homes on 1-acre lots east of U.S. 23 are directly adjacent to and becoming surrounded by Delaware. They lie outside the county sewer service area. The Plan recommends consideration for rezoning as Planned Residential Developments at a maximum density of 1.5 units per net developable acre, but it is unlikely these lands will redevelop in the Township due to the proximity of Delaware sewer, and exclusive water service agreements between Delaware and Del-Co Water.
3. For residential lands served by centralized sanitary sewer west of U.S. 23, consider rezoning for Planned Residential Developments at a maximum density of 1.25 units per net developable acre, with a minimum of 20% preserved open space.
4. Multi-family residential development is recommended as a permitted use within newly zoned Planned Commercial Districts at a maximum density of five units per net developable acre. This density is suitable for empty nester style condominiums, which typically generate few school-age children.

**Sub Area IV
Sawmill South**

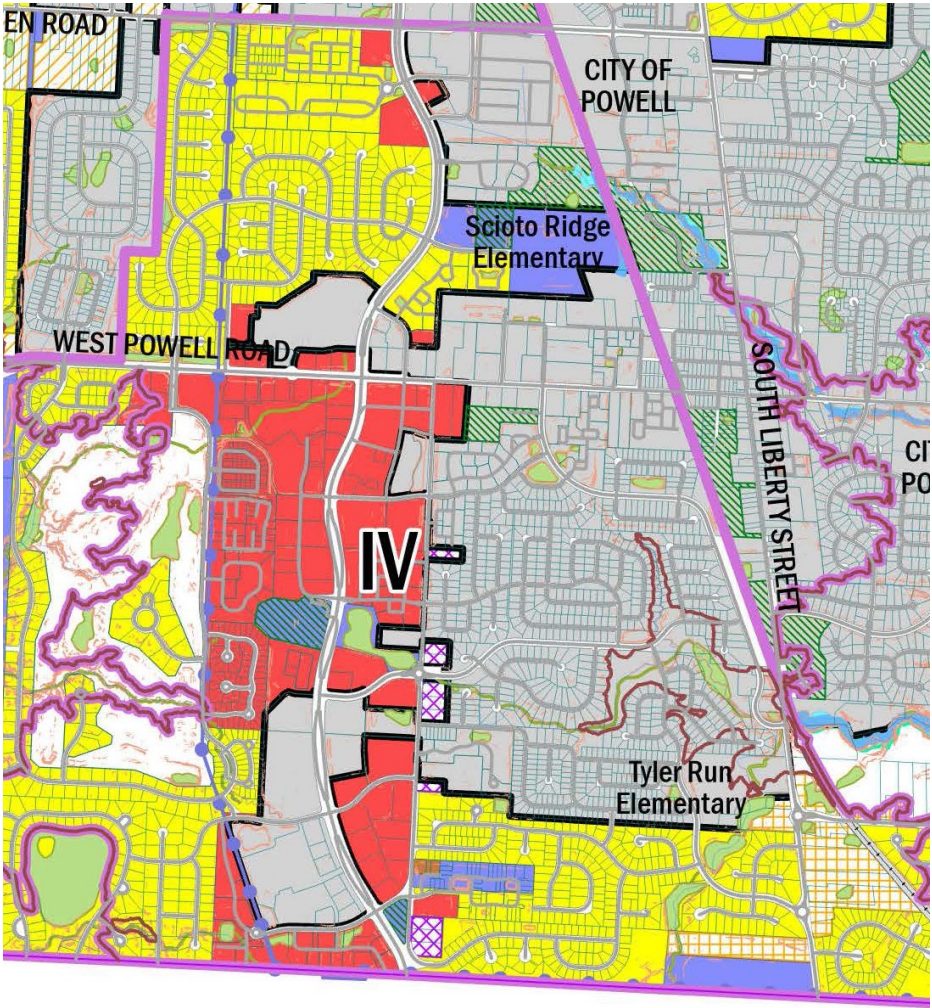
Boundaries: North: Seldom Seen Road; South: Franklin County; West: O’Shaughnessy Reservoir; East, railroad tracks.

Background Information

This Sub Area is almost completely zoned to higher density and commercial uses. The zonings are, for the most part, planned developments. There are some small parcels of land zoned FR-1 on the east side of Sawmill Road still available for development. The Target site and outparcels, as well as Wedgewood Urgent Care, Ganzhorn Suites, and developments just south of Presidential Parkway have developed in the City of Powell.

Recommendations

1. All lands that directly abut Sawmill Parkway in Sub Area IV are recommended for mixed uses, whether they are new professional office, commercial uses, or residential uses that are compatible with and sensitive to surrounding uses as part of an overall planned development. Developments should seek pedestrian orientation, integrated green spaces, and mixed uses.
2. Multi-family residential development is recommended as a permitted use within Planned Commercial Districts. Modest-density condominium development with one- and two-bedroom units can help reduce new student enrollment loads.
3. FR-1 zoned house lots along the east side of Sawmill Road are recommended for Planned Office or Residential mixed use, with a residential density of 1.5 units per net developable acre. Care must be taken to adequately buffer the existing residential neighborhoods in Powell to the east.
4. For lands served by centralized sanitary sewer and currently zoned FR-1, consider rezoning for Planned Residential Developments at a maximum density of 1.5 units per net developable acre, with a minimum of 20% preserved open space.



Sub Area V

Sawmill Central

Boundaries: North: Home Road; South, Seldom Seen Road to Verona, then south; West, Township boundary; East, railroad tracks.

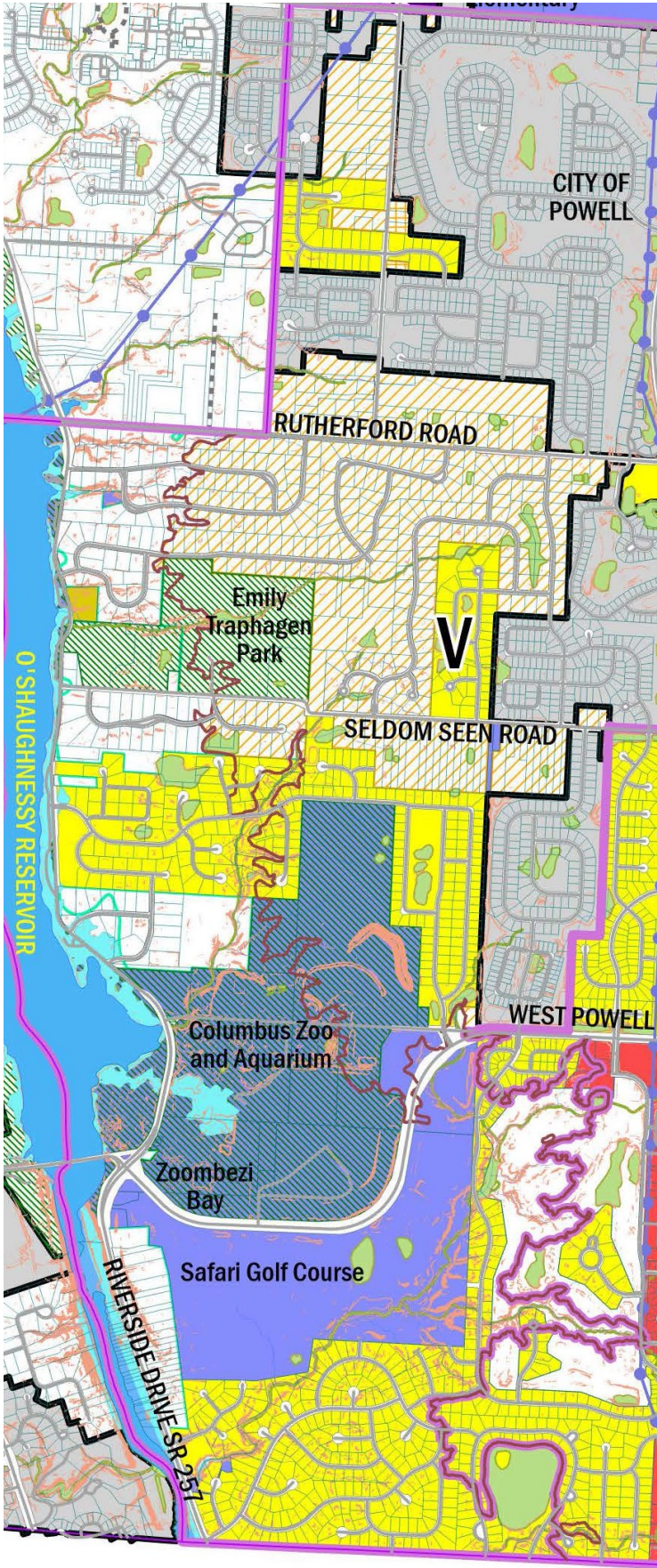
Background Information

This Sub Area is largely built out, but there are still vacant parcels of land. Any alterations to existing development plans will result in reviews, allowing protection of adjacent uses.

As of this printing, the Columbus Zoo and Aquarium is actively working on a framework to plan the future use a programming of all of its properties.

Recommendations

- 1. For lands not served by centralized sewer, maintain a minimum lot size of 1 acre in the FR-1 district. To preserve natural open space and all its attributes, consider allowing Conservation Subdivisions at a maximum density of one unit per net developable acre, with a minimum of 50% permanent open space.
- 2. For lands served by centralized sanitary sewer, consider allowing rezoning for Planned Residential Developments at a maximum density of 1.25 units per net developable acre, with a minimum of 20% preserved open space.
- 3. Work with the Columbus Zoo to seek development opportunities at the southeast corner of Powell Road and Dublin Road for non-residential uses that would be commercial and office uses that would not compete with services offered by the Zoo.



Sub Area VI Liberty Grand Area

Boundaries: North: Hyatts Road; South, Home Road; West, Concord Township; East, railroad tracks.

Background information

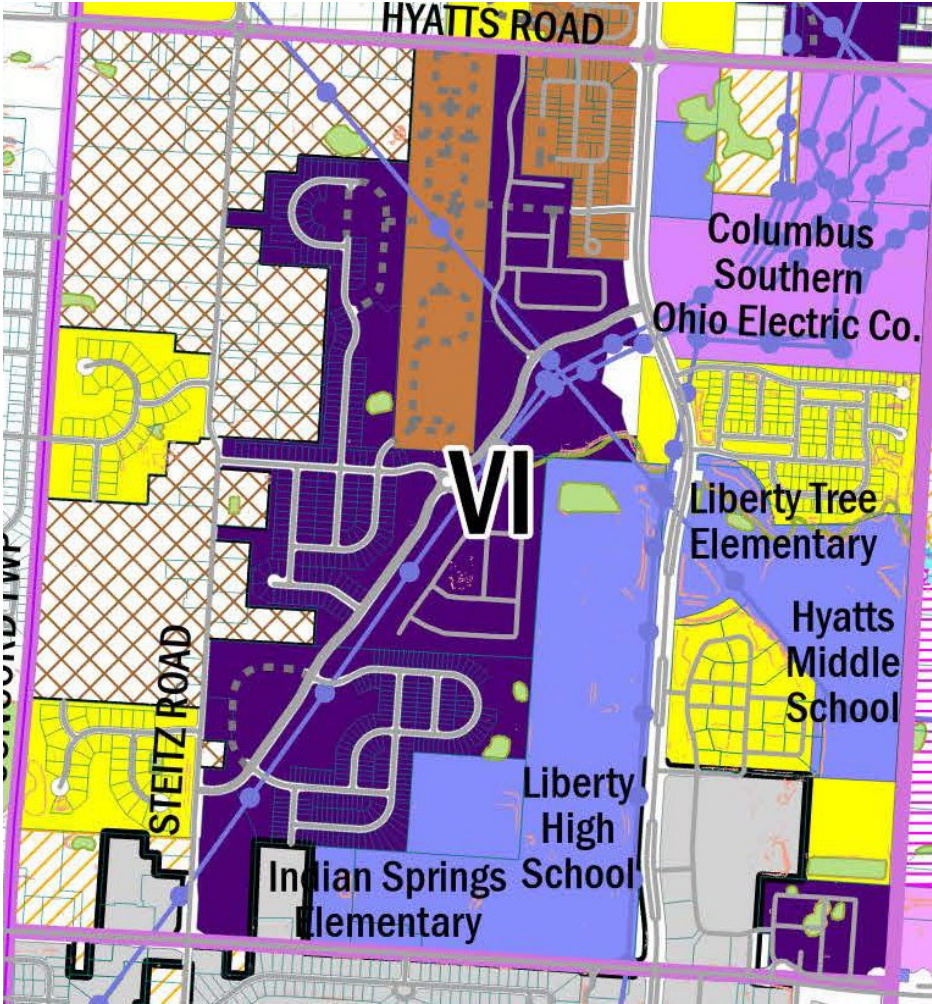
This Sub Area serves as a transition from higher densities to the south to lower densities to the north.

The 136-acre Olentangy Liberty High School and elementary school complex anchor the northwest corner of Sawmill Parkway and Home Road. Two additional school sites of 77 acres Hyatts Middle School and Liberty Tree Elementary School are on the east side of Sawmill. Work is finally underway on the OSU Wexner Medical Center facility on the northeast corner of Sawmill and Home Road. Located within Powell, the 200,000 square foot facility on 30 acres is scheduled to open in May of 2025.

In 2010, the County expanded and elevated Home Road over the CSX railroad tracks. During 2022/2023, additional improvements were made at Home Road and Sawmill in preparation for the hospital development. High tension powerlines crisscross this Sub Area.

Recommendations

1. For lands not served by centralized sewer, maintain a maximum density of one unit per net developable acre. Maintain a standard minimum lot size of 1 acre within the FR-1 zoning district.
2. For land served by centralized sewer, recommend 1.85 units per net developable acre in the Planned Residence District zoning designation for single-family platted lots with a minimum of 20% preserved open space, to be comparable to densities in Scioto Reserve to the west.
3. Infill areas of Multi-Family may be considered where the standards of the Planned Multi-Family Residence District can be met with regard to access and other design standards. Density in such developments should not exceed 4 units per acre and should be structured with a minimum of 4 units per building to qualify for commercial taxation.
4. Other than lands already zoned for Planned Commercial within this Sub Area, no additional commercial uses or districts are recommended.



Sub Area VII North West Estates

Boundaries: North: Bunty Station Road; South, Hyatts Road; West, Concord Township; East, CSX railroad tracks.

Background information

This Sub Area has the most undeveloped land among all the Sub Areas. As sewer service expands to this area, farming may gradually give way to development. The Sawmill Parkway is completed as a limited access, four-lane County road to U.S. 42.

The Perry-Taggart sewer provides service to the area, but additional service lines will need to be extended for this area to gain service. Densities should remain low. Furthermore, the roads are narrow and drainage is poor due to high groundwater, clay soils, and flat topography. Adding density would exacerbate these problems and undermine the character of the area.

The County Thoroughfare Plan recommends a Steitz Road extension, shown as new road “B” on the Comprehensive Plan Map linking Clark-Shaw Road to Ford Road. This alignment may be refined as developments are proposed.

Recent developments within Concord Township and Liberty Township have set the tone for the area south of Clark-Shaw Road. These developments include both single-family and condominium development at an overall density of roughly two units per net developable acre. Clarkshaw Crossing is a project utilizing the POD 18D overlay including 254 single family units and 136 attached units. Rosewood Village, west of Sawmill Parkway, also will utilize the overlay with 208 apartments.

Recommendations

1. For lands not served by centralized sanitary sewer, maintain a standard minimum 1-acre lot size within the FR-1 zoning district.
2. Maintain a 100-foot setback for any building and 50 feet for any paving from the edge of the proposed Sawmill Parkway right-of-way.
3. No direct access to Sawmill Parkway should be approved (DCEO controls access to the road).
4. In an effort to diversify the tax base of the township, low-impact light industrial uses may be considered on larger tracts between Sawmill Parkway and the railroad tracks, particularly between Bean Oller and Ford Road. Such uses must have appropriate access without accessing Sawmill Parkway. Interconnection should be provided between developments. Appropriate services such as water and sewer, must be available.
5. Such non-residential uses should be “clean” industrial, with all operations conducted inside the structure(s). Site design should include Best Management Practices as noted within this plan where applicable. Sites should include deep setbacks from adjacent residential uses with mounding and landscaping used for buffering. Signage should be minimal with entry features designed to blend with the surrounding development.

Option A: Rural Trend

For all lands, whether served by centralized sewer or not, maintain a maximum density of one unit per net developable acre.

Option B: Residential Flexibility

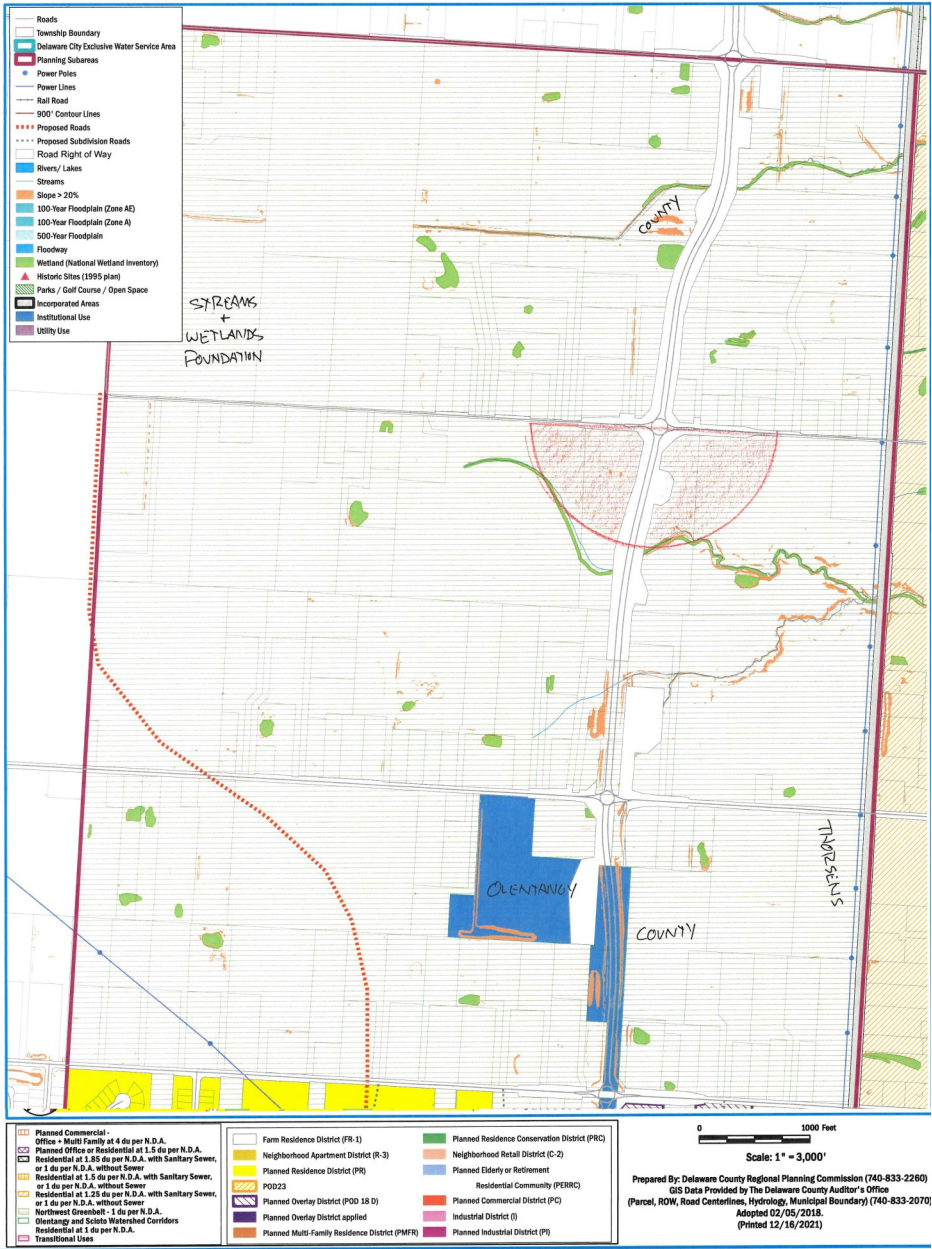
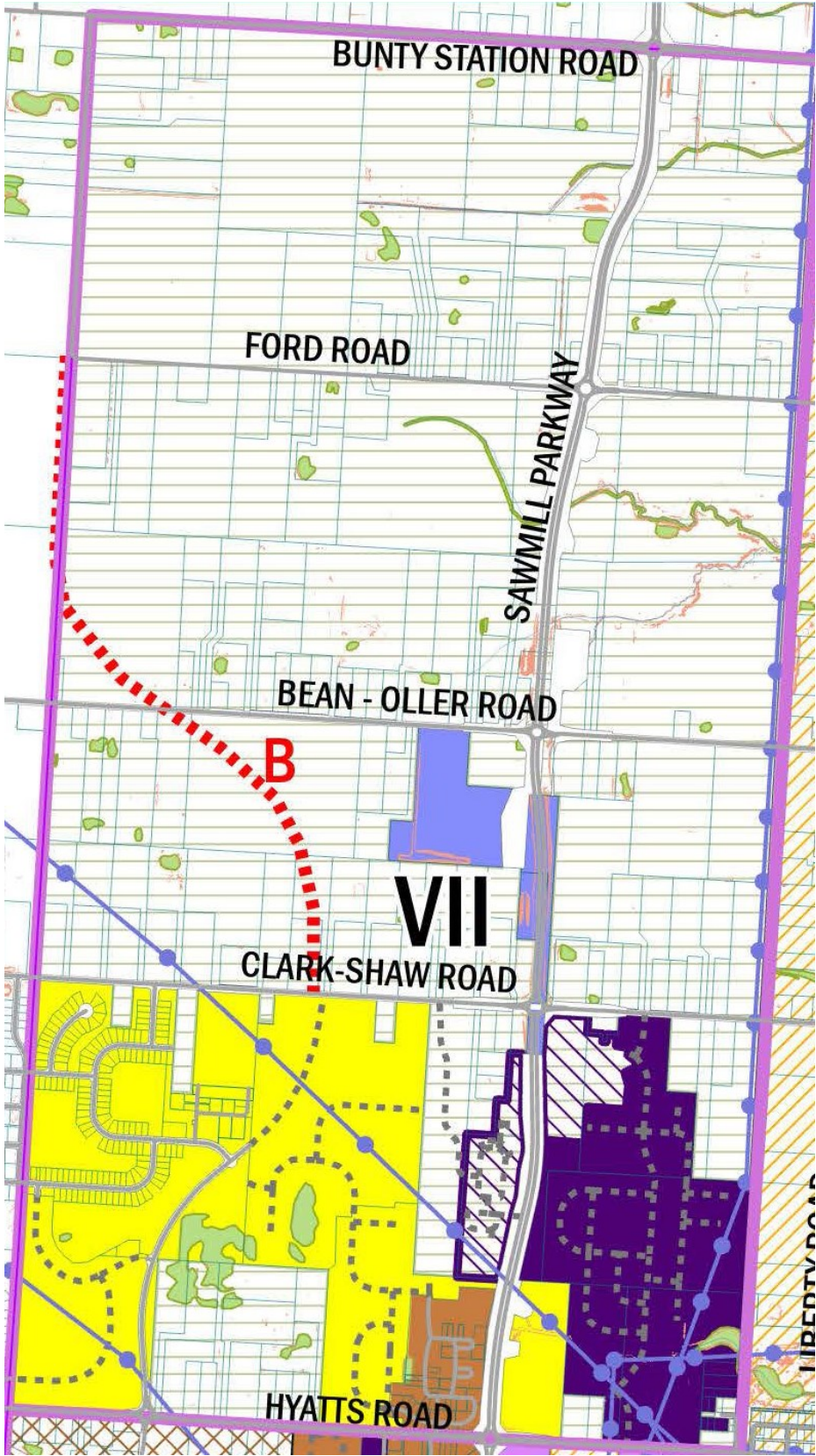
For lands served by centralized sanitary sewer, consider rezoning for Planned Residential Developments at a maximum density of 1.25 units per net developable acre, with a minimum of 20% preserved common open space.

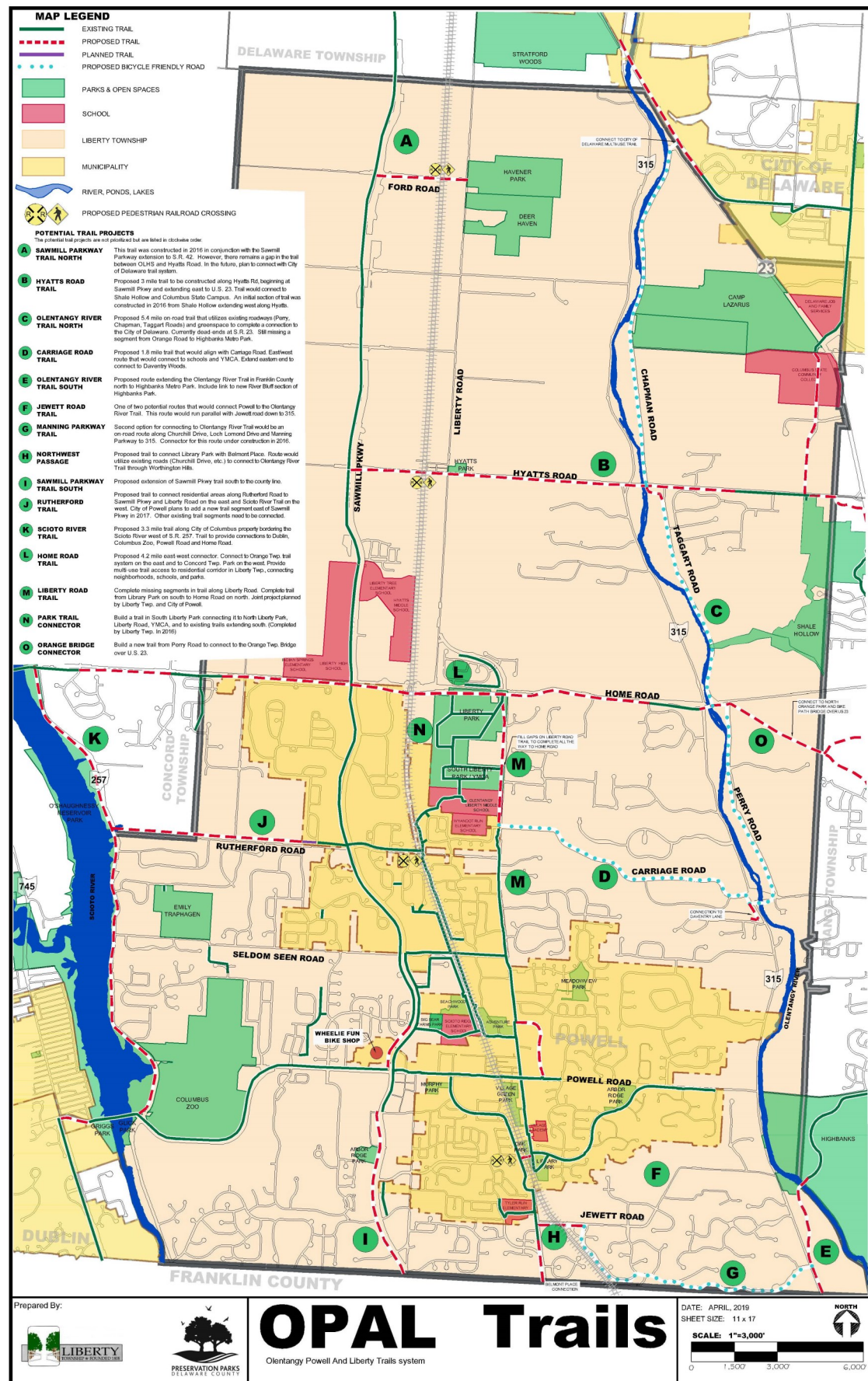
In an effort to preserve natural open space and its attributes, allow Conservation Subdivisions at a maximum density of one unit per net developable acre, with a minimum of 50% permanent open space.

Option C: Rural Village

When served by centralized sanitary sewer, consider a Traditional Neighborhood Design (TND) mixed-use development along Sawmill Parkway if designed as a compact pedestrian-scale neighborhood with a central green open space. In the Zoning Resolution, text would need to be established or approved which would allow a mixed-use residential, commercial, and office approach.

Areas of Multi-Family may be considered where the standards of the Planned Multi-Family Residence District can be met with regard to access and other design standards. Density should not exceed 4 units per acre and should be structured with a minimum of 4 units per building to qualify for commercial taxation. (approximately 33 acres)





The current OPAL map will be included as an Appendix at the end of the plan.