

Liberty Township Plan 2040



Liberty Township has experienced significant growth since the mid-1990s. The projected population at the beginning of 2024 is 22,433, representing a 22.8% growth rate just since 2020. Building permits have ramped up in the last few years with multi-family becoming more prominent. Recent announcements related to Intel and other technology investments in the region suggest that growth will continue.

Building on current trends and previous planning efforts, Liberty Township Plan 2040 can be summarized as follows:

General Development

- **New development should be well buffered and landscaped, especially when different development types are adjacent.**
- **Developments should be interconnected, with limited and well-placed access to existing roads.**
- **Multi-use paths and sidewalks should provide opportunities for active transportation along existing roads and between developments.**
- **Improve and Enhance gateways to the Township.**
- **Improve communication with residents, particularly about development projects.**
- **Preserve and enhance open space while actively seeking new park opportunities, particularly in the northwest.**
- **Preserve natural resources, particularly in the Olentangy Valley.**

General Commercial Approach

Existing commercial areas within the Sawmill Parkway south and US 23 area, including Greif Park, should be emphasized for commercial development. Lands along the periphery of the Columbus Zoo may present opportunity for partnering with the Township on non-residential development. Existing commercial zoning at Clarkshaw Crossing is an opportunity for a walkable commercial use with commercial, office, and institutional uses.

Olentangy Valley—Recommendations densities remain low within this area of critical resources. Existing zoning at 1 acre lots and Conservation Subdivisions at 1 unit per acre with 50% open space.

West Highlands—The corridor along Liberty Road and lands east. Some transitional uses are recommended along the

railroad but close to Home Road. Existing zoning and Conservation Subdivisions also recommended. If sewer is available, Planned Residential Developments at 1.25 units per net developable acre would be reasonable.

Route 23 Corridor—The Township has limited land along 23 that isn't otherwise owned by Columbus State, the DACC, the Boy Scouts, or Preservation Parks. Township and County representatives should emphasize development of the Park at Greif. Other commercial is appropriate with access to US 23. Multi-Family may be appropriate in existing Planned Commercial portions of Greif, depending on the amenities. Planned Residential west of Greif but above the 900 foot elevation could be developed at 1.5 units per net developable acre.

Sawmill South—This represents the Sawmill corridor from Seldom Seen Road to the Franklin County line. Redevelopment is emphasized and Mixed Use development is encouraged, both within the limited undeveloped areas and as opportunities for redevelopment of underutilized sites.

Scioto Central—This is all areas south of Home Road near the O'Shaughnessy Reservoir. This area is largely built out but some larger parcels might redevelop. If parcels can be combined, Planned districts at 1.25 units per net developable acre would be appropriate.

Liberty Grand Area—Lands to the west of Liberty Grand could be developed in Planned Residential Districts at 1.85 units per net developable acre with Planned Multi-Family Districts at 4 units per acre in 4-unit buildings.

North West Estates—This is the area that represents the most undeveloped land. Sanitary sewer is currently available south of Clark Shaw Road. A new pump station could bring sewer to the area south of Ford Road. There is no current plan to provide sewer from Ford to Bunty Station. Land could be developed at the existing 1-acre zoning or rezoned to Planned Residential Districts at 1.25 units per net developable acre. Increased density may be appropriate near Sawmill Parkway but only if it was age-targeted housing for seniors. Clean light industrial uses could be permitted near the railroad between Ford and Bean-Oller.