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

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Description</th>
</tr>
</thead>
</table>
| 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. |

See page 24 for the zoning districts that correspond to the land use category descriptions.
The map above shows anticipated road improvements in the vicinity of the proposed Bixby Road and U.S. Route 33 interchange.
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.

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Residential</th>
<th>Commercial</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>R-24</td>
<td>R-12</td>
<td>R-8</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td></td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Office + Residential</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Commercial Limited range + Multi-unit</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Full range + Multi-unit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light Industrial + Office</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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
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.

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**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.

**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.

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

BIKEWAYS MAP

Bikeways
(dashed lines are proposed)

- Shared use path
- Bicycle lane
- Signed shared roadway
- Paved shoulder
Bikeways
(dashed lines are proposed)
- Green: Shared use path
- Blue: Bicycle lane
- Red: Signed shared roadway
- Orange: Paved shoulder

BLACKLICK ESTATES
The map above shows anticipated road improvements in the vicinity of the proposed Bixby Road and U.S. Route 33 interchange.
Sidewalk priorities
- Primary priority installation
- Secondary priority installation
- Existing School Access Path
- Existing School
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.