

Violet Township Land Use and Transportation Plan



Fairfield County, Ohio

**Accepted
March 2, 2005**





Acknowledgments

The Violet Township Land Use and Transportation Plan was prepared at the request of the Violet Township Trustees, and was developed under the direction of the Violet Township Steering Committee. The members of the Steering Committee worked together for more than one year to review concepts, debate ideas and develop the Plan. The following Township residents served on the Steering Committee and deserve much appreciation from the community for their dedication to Violet Township's future:

Steering Committee:

John Biancamano	Monica Hogan
Susanne Brennan	Albert Kluczynski
Stephanie Brobst	Roger McLoney
Robert Carbonara	Rita Ricketts
John Cook	Ira Weiss

In addition, representatives from the Township administration and several other local agencies and governments participated in the Plan development as advisors to the process. Ex-Officio participants included the following:

Greg Butcher P.E., Violet Township	Don Rector P.E., Fairfield County
Susan Crotty, City of Pickerington	Sanitary Engineer
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Village of Canal Winchester	Bill Yapple, Violet Township
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Violet Township Land Use and Transportation Plan



Introduction

Violet Township is the largest Township in Fairfield County, and one which has experienced dramatic changes during the late 1990s and early 2000s. Historically an agricultural community, the Township has experienced significant development pressures for more than 30 years, particularly as a result of the suburban growth of the southeastern portion of the Columbus metropolitan area. Residential growth has increased at a steady pace for at least a decade, and new residential development continues to be proposed on a regular basis.

Although residential growth provides some benefits, such as an increasing Township tax base and an increase in local services for residents, residential growth also impacts aspects of the community that the Township does not directly control. These include the area's primary roadways, many of which are maintained by Fairfield County, and the Pickerington Local School District, which is an entirely separate entity from the Township. Although the Township's ability to redirect these influences is limited by State law and private property rights, the Township can make a significant impact on these influences by identifying future land use patterns and transportation improvements that will improve the Township's quality of life. Articulating these future desires and needs is the primary goal of this Plan.

This plan is an update to the 1998 Violet Township Development Plan, which has guided Township land use decisions for the past six years. Although many of the points of the 1998 Plan were still sound, changes in growth patterns and community needs were determined to require a Plan update. In 2003, the Township retained Edwards and Kelsey to update the 1998 Plan and to develop a more detailed thoroughfare and access management plan.

In order to ensure that this Plan expresses the needs of the Violet Township community, development of this plan was led by the Violet Township Steering Committee, a collection of volunteers from all areas of the Township who met regularly for over a year. The Steering Committee was responsible for reviewing, revising and ultimately approving all aspects of this Plan. This plan is the voice of Violet Township's residents heard through the Violet Township Citizen Steering Committee. Without their guidance, this Plan could not have been created.

The original Land Development Plan was developed to address a time frame that extended 20 years into the future. Since this Plan is intended to be an update to that document, this Plan is designed to address a 15-year future time window.



Section 1: Existing Conditions

Developing a useful plan for the future of any community requires a full understanding of the current characteristics and the factors that have influenced current conditions. Violet Township's environment is particularly complex, given the variety of factors that have influenced the Township's current development patterns. A brief summary of these factors is provided below; maps illustrating these factors are referenced by figure number and attached at the end of this section.

Existing Land Use (Figure 1)

This figure illustrates current land use patterns in the Township as of December 2003. Existing Land Use refers to the primary activity taking place on the property, such as agricultural, residential or commercial. A parcel's existing Land Use is often different from its Existing Zoning, as discussed below. The existing land use categories used in this section differ from those used in the 1998 Plan, in part because of changes in development patterns and in part to maintain congruity with County land use mapping, which did not exist in 1998. The proportion of Township lands falling into each of the categories is provided at the end of this section.

The Existing Land Uses are as follows:

- ***Agricultural.*** This small number of parcels include those that appear to be used for farming activities but are not enrolled in the State Current Agricultural Use Valuation (CAUV) program.
- ***CAUV (Current Agricultural Use Valuation).*** This category indicates parcels that are enrolled in the Ohio CAUV program. Properties enrolled in CAUV are taxed according to their agricultural value, rather than their full market value. To be enrolled in the CAUV program, parcels must be greater than 10 acres in size and must be either a parcel used "exclusively to agricultural use," a wooded parcel contiguous to an exclusively agricultural parcel, or a fallow field. In general, the CAUV designation indicates an undeveloped property, and the size or value of the agricultural or husbandry activity being pursued may be minimal. There are a small number of active, commercial-scale farms in the county; these appear to be primarily concentrated along Carroll-Northern Road and Allen Road, south of U.S. 33 along Winchester Rd.
- ***Open Space.*** For the purposes of this analysis, open spaces designations are assigned to areas that were set aside during the development of a residential



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subdivision. These may include unused green spaces, passive recreational spaces or small active recreation facilities.

- ***Single Family Residential.*** Single Family Residential properties are occupied by one single family house and were developed either as part of a subdivision or as an agricultural lot split. These parcels range in size from approximately one-third of an acre to 20 acres.
- ***Two Family Residential.*** A small number of parcels along Refugee and Milnor roads are occupied by two-family residences, often referred to as duplexes.
- ***Multi-Family Residential.*** Higher density residential development within the Township is limited to one location on the south side of Refugee Road. Although there are other multi-family developments that fall within the Pickerington Local School District's boundaries, these are not in the Township.
- ***Commercial.*** This category refers to community and regional businesses that buy and sell goods and services to the public, including stores, salons, gas stations, etc.
- ***Office.*** Office facilities provide professional services and do not involve the sale of items on their property, except as an auxiliary use. Professional services include lawyers, dentists, architects, accountants, temporary services, etc.
- ***Industrial.*** Industrial properties, which are primarily scattered along U.S. 33, include the warehousing and storage of products, research and development, and manufacturing of goods.
- ***Institutional.*** Institutional properties include public and private facilities such as schools, religious centers, community centers, country clubs, cemeteries, hospitals, public buildings, and other similar uses.
- ***Utilities.*** A very small number of parcels in the Township are occupied by uses relating to the provision of utilities to the community. These include wellfields, water treatment facilities, electrical transformers, etc.
- ***Undeveloped.*** Undeveloped parcels are those that were not used for any activity, including agriculture, at the time of this land use survey. Some of these parcels are actually unused, while others may have been under preparations for development and may have gained a different land use shortly after this survey was completed.



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- Parks and Recreation.** Park and recreation facilities are owned by a public entity, such as the Township, the County, or the Columbus Metroparks, or are owned by a private entity for recreational uses. These may include parks, playgrounds, golf courses, and recreational facilities that are not associated with a school or club.

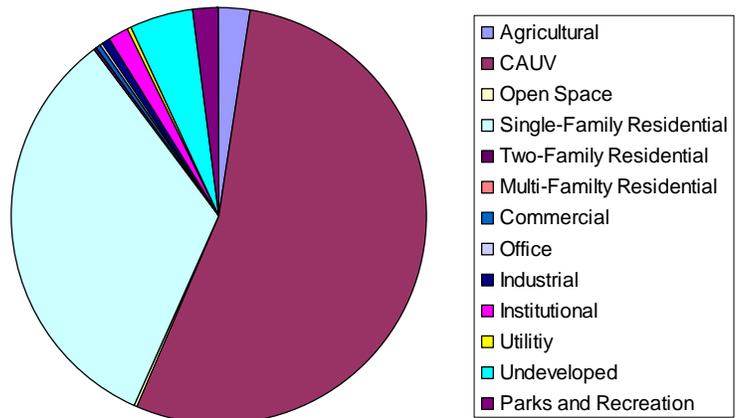
Distribution of Existing Land Uses

The following table and chart summarize the proportion of the Township's existing land use represented by each of the categories above.

Table 1

Existing Land Use	Acres
Agricultural	472.15
CAUV	9,952.59
Open Space	94.04
Single-Family Residential	6,118.23
Two-Family Residential	16.82
Multi-Family Residential	27.47
Commercial	67.57
Office	42.51
Industrial	80.46
Institutional	327.36
Utility	47.28
Undeveloped	942.38
Parks and Recreation	338.63
Total acreage	18,527.49

Chart 1



As this information indicates, more than 60% of the Township's existing land falls into the Agricultural, CAUV and Undeveloped categories. Approximately 33 percent is used for single family residential.



Violet Township, Fairfield County, Ohio

Existing Zoning (Figure 2)

Violet Township's existing zoning code was adopted in 1960 and has been revised several times. The map provided in Figure 2 is intended for general informational use only and should not be considered a definitive statement of the Township's existing zoning. An official zoning map may be obtained from the Violet Township Zoning Inspector.

The Violet Township Zoning code provides for four residential zoning classifications of varying densities, the most common generally requiring minimum lots sizes of 30,000 and 20,000 square feet, respectively. It also provides a Planned Residential Development (PD) district that provides additional flexibility in the review of proposed residential subdivisions, and several classifications for office, commercial and industrial uses. Each of these categories includes specific requirements in terms of site design, lots coverage, and other factors intended to ensure that the proposed development supports Violet Township's quality of life.

Watersheds (Figure 3)

Watersheds refer to the geographic area that is drained into a particular waterway. Watersheds are determined by the United States Department of Agriculture on the basis of topographic analysis. Violet Township includes portions of five watersheds that drain into Blacklick Creek, Sycamore Creek, George Creek, Poplar Creek, and Walnut Creek.

Hydric Soils (Figure 4)

This figure identifies the presence of hydric soils, which are soil types that retain water for some period of time following heavy rains. Depending on their specific characteristics, hydric soils may require special site engineering to provide an adequate foundation for buildings, Hydric soils may also be unsuited for septic systems and may require sewer infrastructure in order to be developed.

The most common hydric soil in Violet Township is the Pewamo sicl, a soil that is not prone to flooding but can shrink and swell against foundations. With proper drainage and foundation construction, development may occur in these soils at relatively low densities. Septic systems may be located in Pewamo sicl soil with special precautions and management measures, but public sewer systems or alternative systems are preferred.



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Flood Plain and Wetlands (Figure 5)

This figure identifies the locations of the 100-year Floodway along Walnut Creek, the 100-year and 500-year Flood Plains (sometimes referred to as Flood Fringe) along Walnut and Sycamore creeks, and additional wetlands throughout the Township. Floodways and Flood Plains are determined by the Federal Emergency Management Agency (FEMA). Floodways are defined as the location in which flood waters are expected to accumulate during any significant precipitation event, while the 100-year flood plan is defined as having a 1% chance in any year of experiencing flooding to a certain specified depth (the 500-year flood plain has a 0.2% chance in any year of experiencing such a flooding event).

Under FEMA regulations governing flood insurance, construction of any type that will alter the flow of flood waters is generally not permitted in a floodway, and construction within a 100-year flood plain is generally required to be designed in such a manner as to meet FEMA requirements.

Infrastructure: Water Service Districts (Figure 6)

The water service districts identified on this map indicate the areas that the Fairfield County Water District and/or the various municipal water agencies have sufficient infrastructure and capacity in place. It also indicates the areas that are planned to have public water service in the near future which includes almost the entire Township. As this map indicates, the majority of the Township has water service available at this time; an area to the east of the City of Pickerington does not have service at this time but is expected to receive service within 5 - 10 years. Although the 1998 Plan identified a lack of water and sewer service as a development constraint for some of the southern portions of the Township, water service has been expanded since that time to such an extent as to make water service available to most of these areas.

It should be noted that the availability of water service does not mean that every property is currently using water services or may tap into them in the future, since residences and small developments that can meet their water needs via existing wells are likely to continue to do so until development or environmental concerns create a necessity for use of public water utilities.

Infrastructure: Sanitary Sewer Service Districts (Figure 7)

As in Figure 7, The sanitary sewer service districts identified on this map indicate the areas that the County and municipal service districts have sufficient infrastructure and capacity in place at this time to make them capable of serving at almost all of the Township. As this map indicates, the majority of the Township has



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sanitary sewer available at this time; a portion of the Township to the east of the City of Pickerington does not have service at this time but may receive service within the 15-year time frame of this Plan. Although the 1998 Plan identified a lack of water and sewer service as a development constraint for some of the southern portions of the Township, sanitary sewer service has been expanded since that time to such an extent as to make water service available to most of these areas.

It should be noted that the availability of sanitary sewer service does not mean that every property is currently using sanitary sewer services or may tap into them in the future, since residences and small developments that can meet their sanitary sewer needs via existing septic systems are likely to continue to do so until development or environmental concerns create a necessity for use of public sanitary sewer utilities.

Annexations Since 1998 (Figure 8)

As noted in the Capacity Analysis following this Section, Violet Township experienced a significant amount of annexation in recent years. Acreage has been annexed by both the City of Pickerington and the Village of Canal Winchester, most frequently in connection with proposed developments. As of December 2003, approximately 58 acres had been annexed from Violet Township to the City of Reynoldsburg, approximately 1,073 acres had been annexed to the City of Pickerington, and approximately 445 acres had been annexed to the Village of Canal Winchester.

Public School Districts (Figure 9)

Violet Township is served by five school districts. Bloom-Carroll, Liberty Union-Thurston, and Reynoldsburg school districts serve small portions of the community, while the Canal Winchester School District and the Pickerington Local School District serve the majority of the Township. The most populous areas of the Township fall within the Pickerington School District service area, while the vicinity of the Hill-Diley Interchange and the Violet Township-Canal Winchester Cooperative Economic Development Area (CEDA) fall within the Canal Winchester School District boundaries.

Roadway Jurisdiction (Figure 10)

As in most Townships, Violet Township's roadways are administered by a variety of entities. Within the Township, Interstate 70 and U.S. 33 are administered by the Ohio Department of Transportation (ODOT) through an agreement with the Federal



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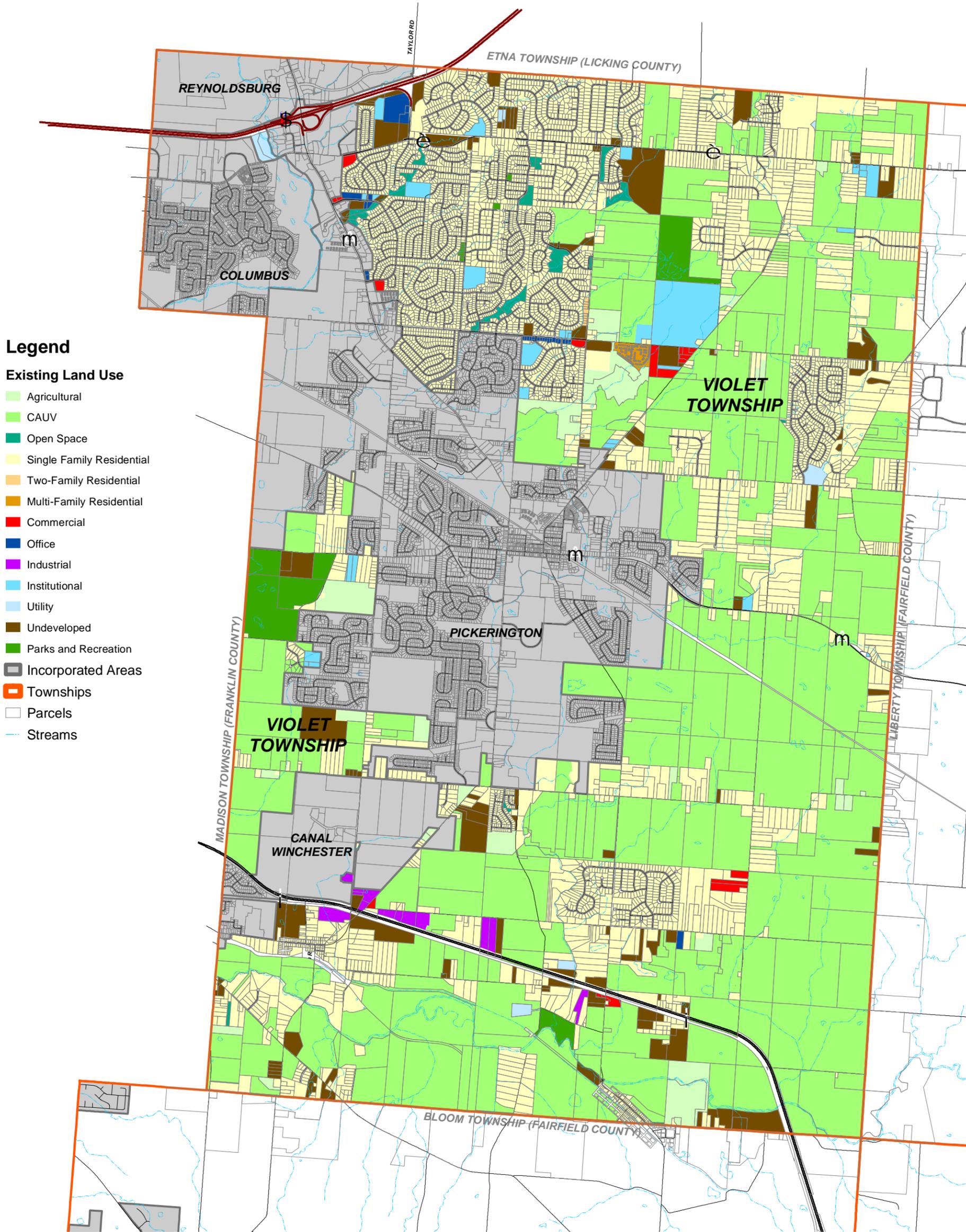
Highway Administration (FHWA). State routes, including Route 204 and Route 256 also fall under ODOT's jurisdiction. These routes constitute Violet Township's existing arterial system¹.

The majority of Collector streets in Violet Township are the responsibility of Fairfield County. The exceptions to this rule are Allen Road, Waterloo Road, Amanda-Northern Road, Busey Road, Ault Road, Tollgate Road, Saylor Road and a small number of other road segments, which are under the jurisdiction of the Township. The majority of Local roads in the Township are administered by the Township.

Average Daily Traffic (ADT) Volumes (Figure 11)

Figure 11 indicates the average daily number of vehicles estimated to pass a specific location. As these counts indicate, most of Violet Township's roadways have relatively low daily traffic volumes, given their functional classification and design characteristics. The notable exceptions are Tussing Road within the City of Columbus and Refugee Road between Milnor and Harmon roads. It should be noted that this data represents daily averages, not peak hour counts, and that several of the area's most heavily-traveled roads, including Route 256 and Route 204 through the Township, do not have available recent counts.

¹ Roadways are generally grouped according to a functional classification hierarchy that is based on whether a road's primary use is to move traffic across largest distances, or to provide access to individual properties. Arterial roads are generally designed to move traffic between larger areas, and usually have higher speeds and more limited access. Collectors are roadways whose primary traffic is moving from arterial or other collector streets to and from destinations on Local streets, which are used almost exclusively for moving traffic in and out of a destination. Highways are generally Arterial routes, while subdivision roads are generally good examples of Local routes.



Legend

Existing Land Use

- Agricultural
- CAUV
- Open Space
- Single Family Residential
- Two-Family Residential
- Multi-Family Residential
- Commercial
- Office
- Industrial
- Institutional
- Utility
- Undeveloped
- Parks and Recreation
- Incorporated Areas
- Townships
- Parcels
- Streams



Violet Township Land Use & Transportation Plan

Fairfield County, Ohio

Source: Fairfield County GIS/Aerial Photo Interpretation



**Figure 1:
Existing Land Use**

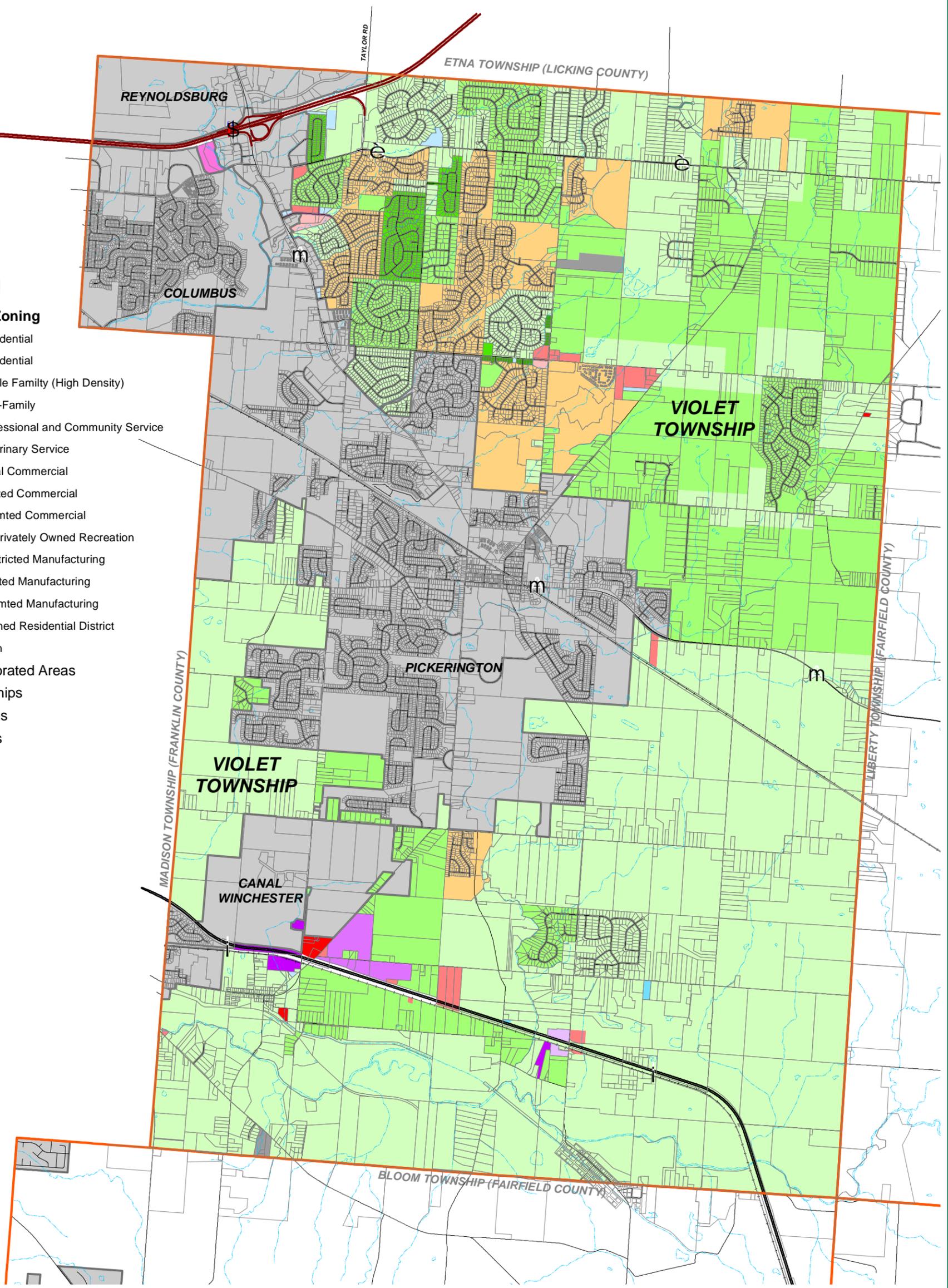
July 21, 2004



Legend

Existing Zoning

- R-1 Residential
- R-2 Residential
- R-7 Single Family (High Density)
- R-8 Two-Family
- S-1 Professional and Community Service
- S-2 Veterinary Service
- C-1 Local Commercial
- C-2 Limited Commercial
- C-3 Unlimited Commercial
- REC-1 Privately Owned Recreation
- M-1 Restricted Manufacturing
- M-2 Limited Manufacturing
- M-3 Unlimited Manufacturing
- PD Planned Residential District
- Unknown
- Incorporated Areas
- Townships
- Streams
- Parcels



Violet Township Land Use & Transportation Plan
Fairfield County, Ohio

Source: Fairfield County GIS



**Figure 2:
Existing Zoning**

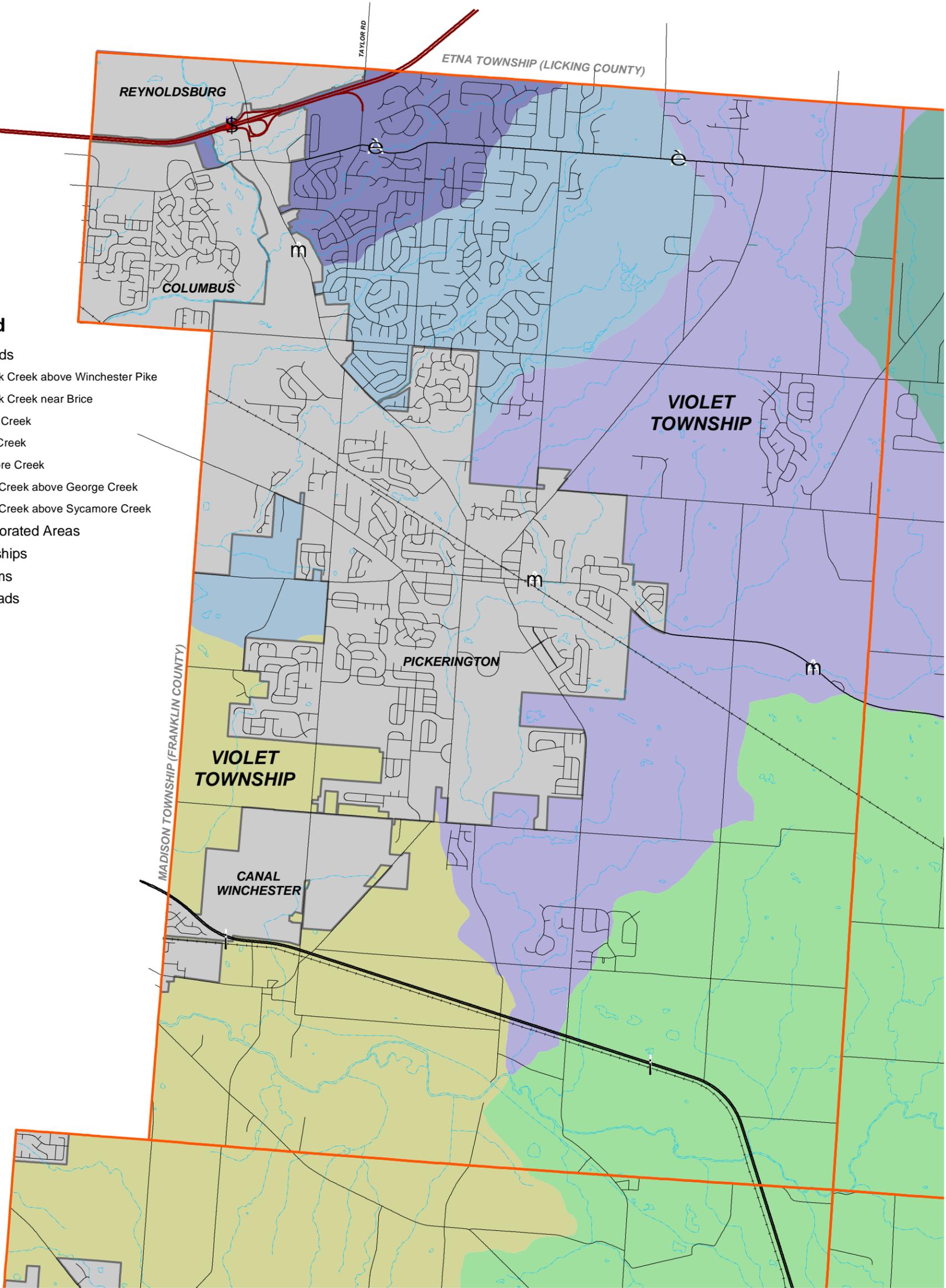
July 21, 2004



Legend

Watersheds

- Blacklick Creek above Winchester Pike
- Blacklick Creek near Brice
- George Creek
- Poplar Creek
- Sycamore Creek
- Walnut Creek above George Creek
- Walnut Creek above Sycamore Creek
- Incorporated Areas
- Townships
- Streams
- Railroads



Violet Township Land Use & Transportation Plan
Fairfield County, Ohio

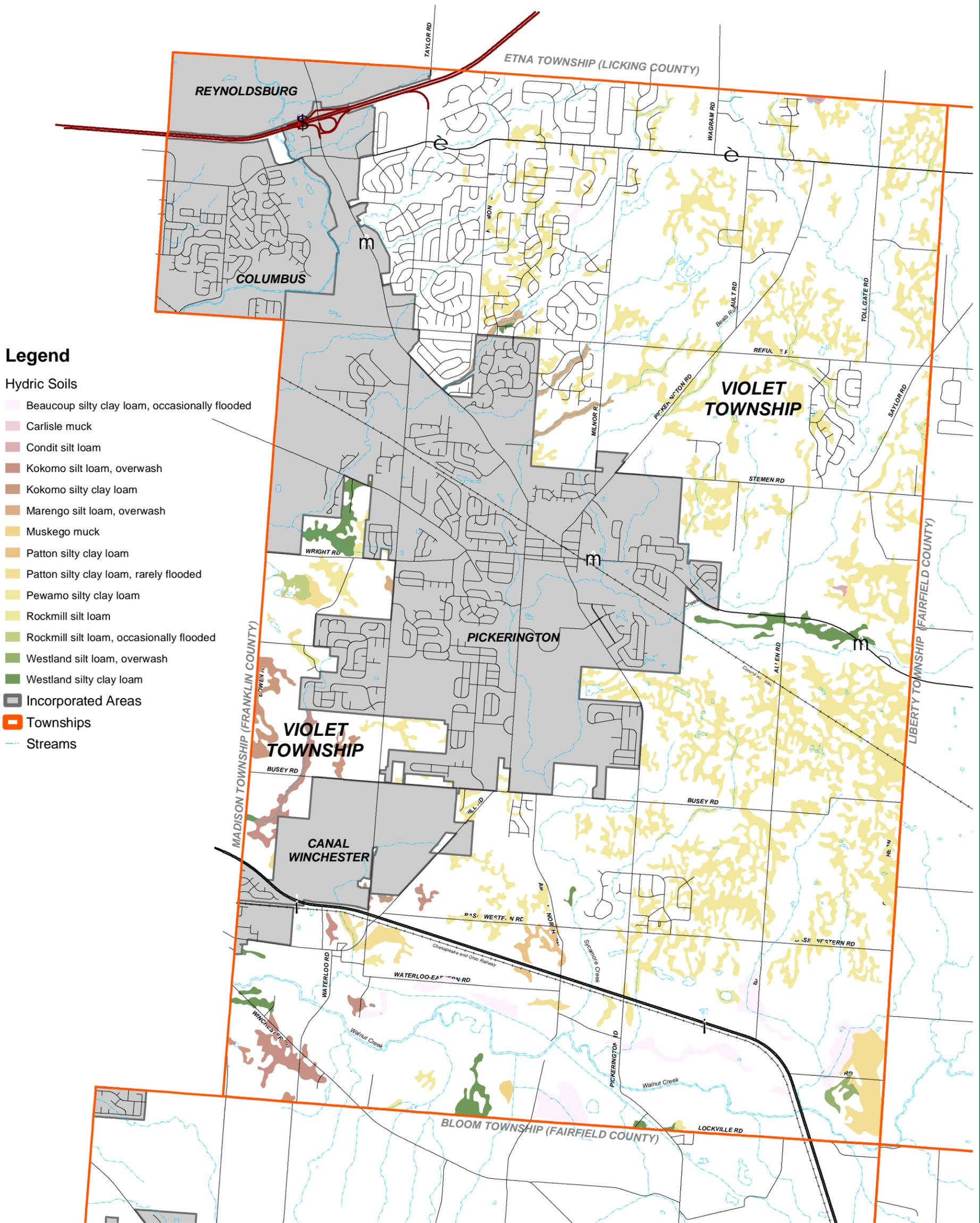
Source: Fairfield County GIS



**Figure 3:
Watersheds**

July 21, 2004





Violet Township Land Use & Transportation Plan

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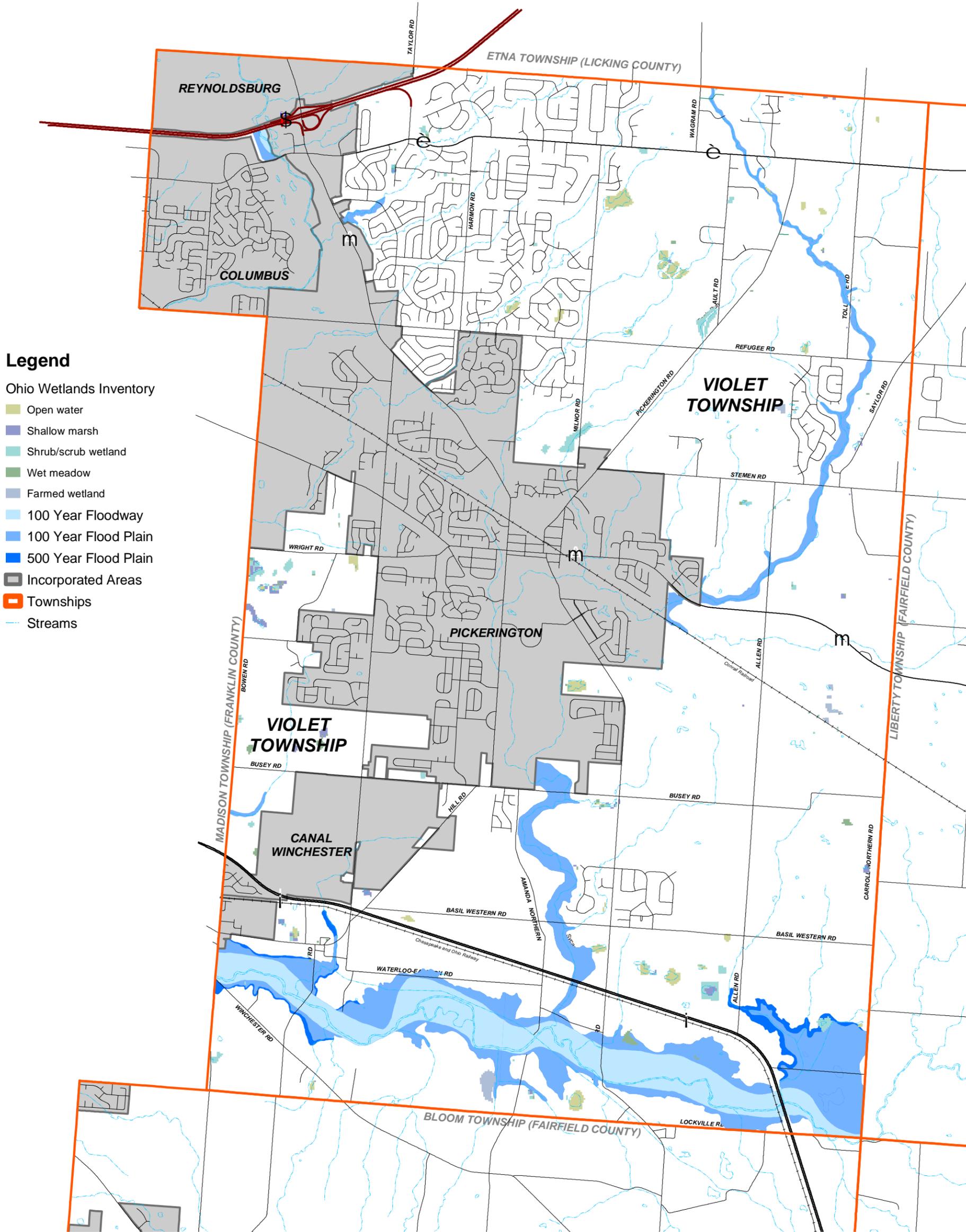
Source: USDA, Natural Resources Conservation Service; In cooperation with the ODNR, Division of Soil and Water Conservation;



**Figure 4:
Hydric Soils**

July 21, 2004





Violet Township Land Use & Transportation Plan

Fairfield County, Ohio

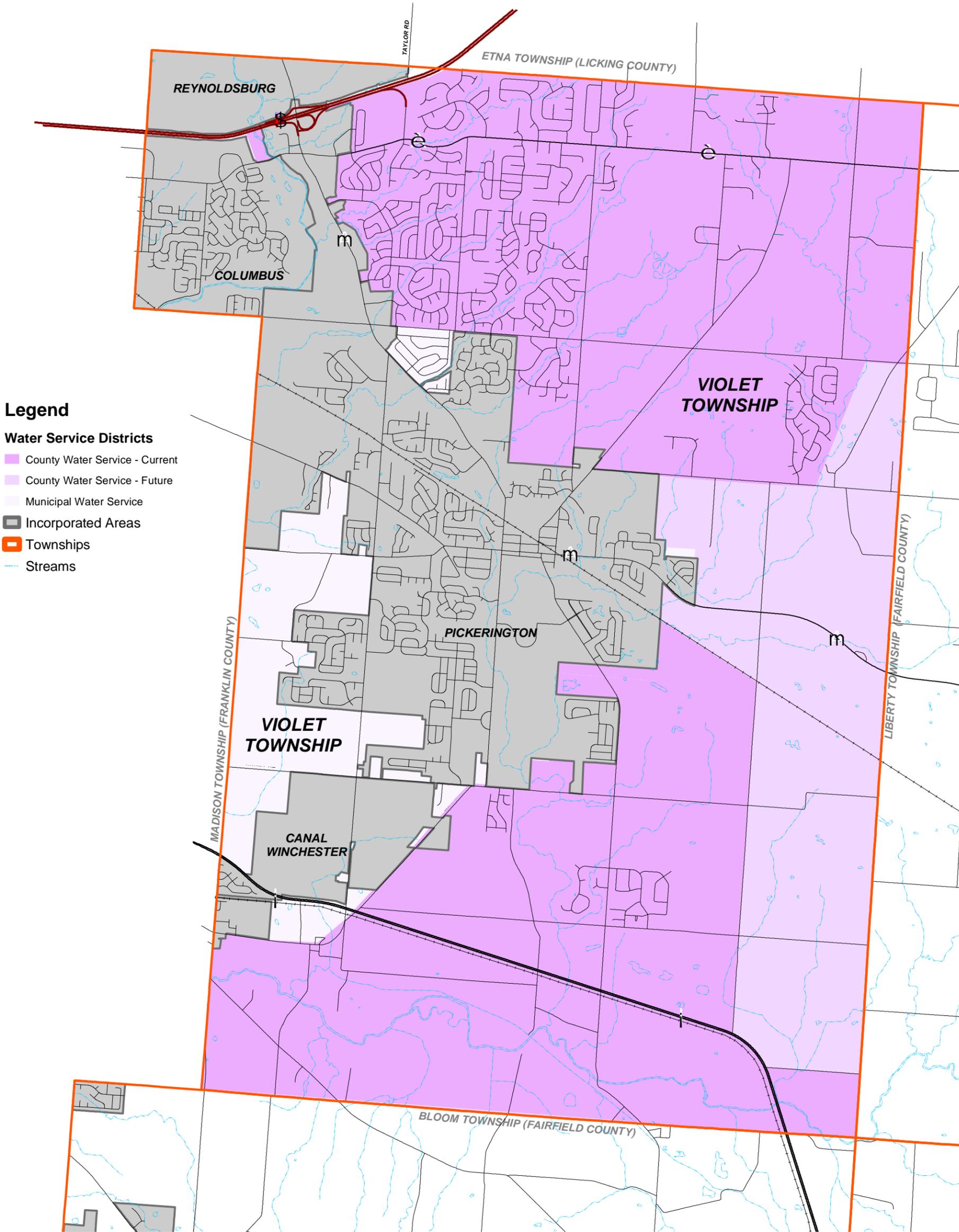
Source: Fairfield County GIS/ODNR



Figure 5:
Flood Plain and Wetlands

July 21, 2004





Violet Township Land Use & Transportation Plan

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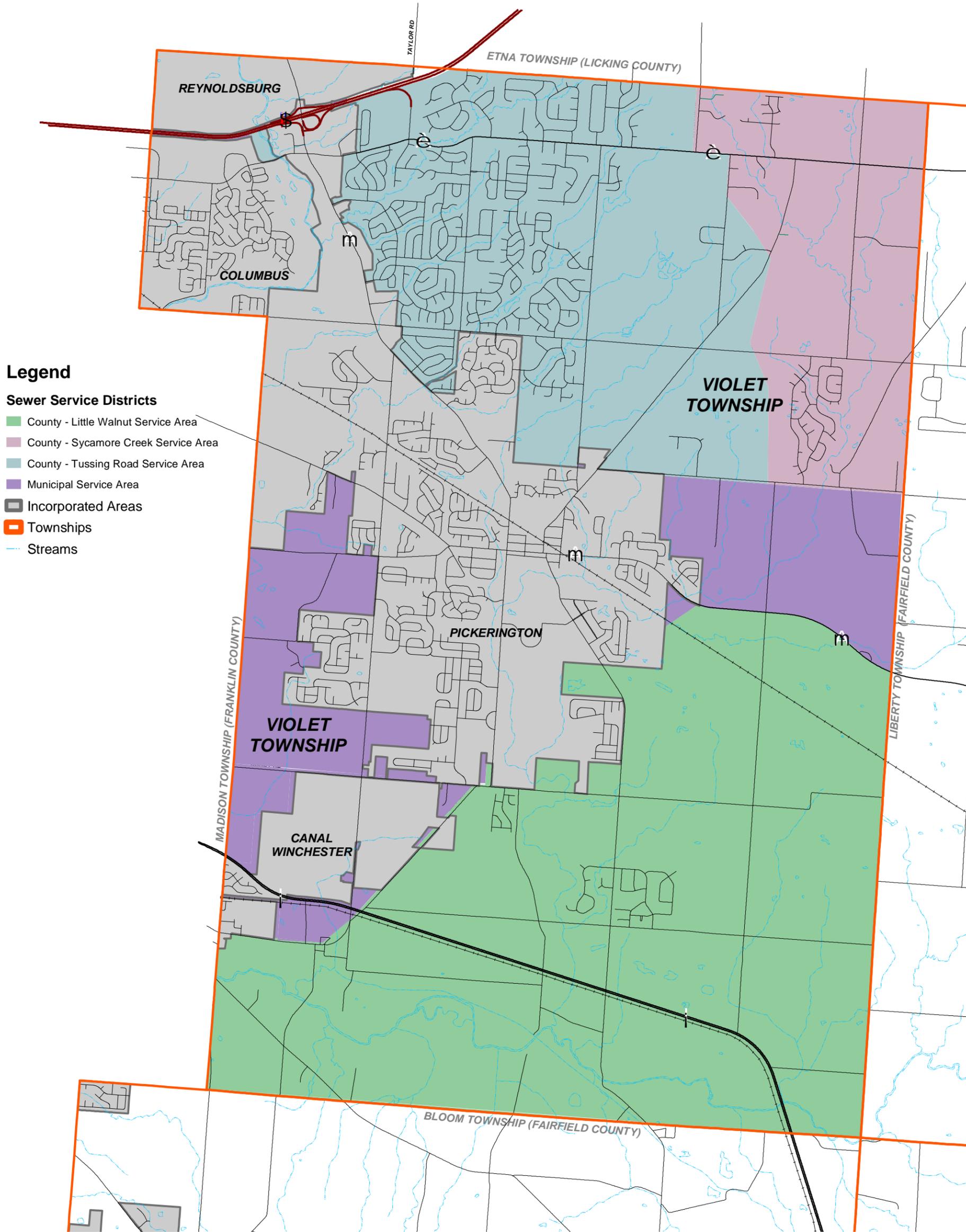
Source: Fairfield County Sanitary Engineer



Figure 6:
Infrastructure - Water Service Districts

July 21, 2004





Legend

- Sewer Service Districts**
- County - Little Walnut Service Area
 - County - Sycamore Creek Service Area
 - County - Tussing Road Service Area
 - Municipal Service Area
 - Incorporated Areas
 - Townships
 - Streams



Violet Township Land Use & Transportation Plan
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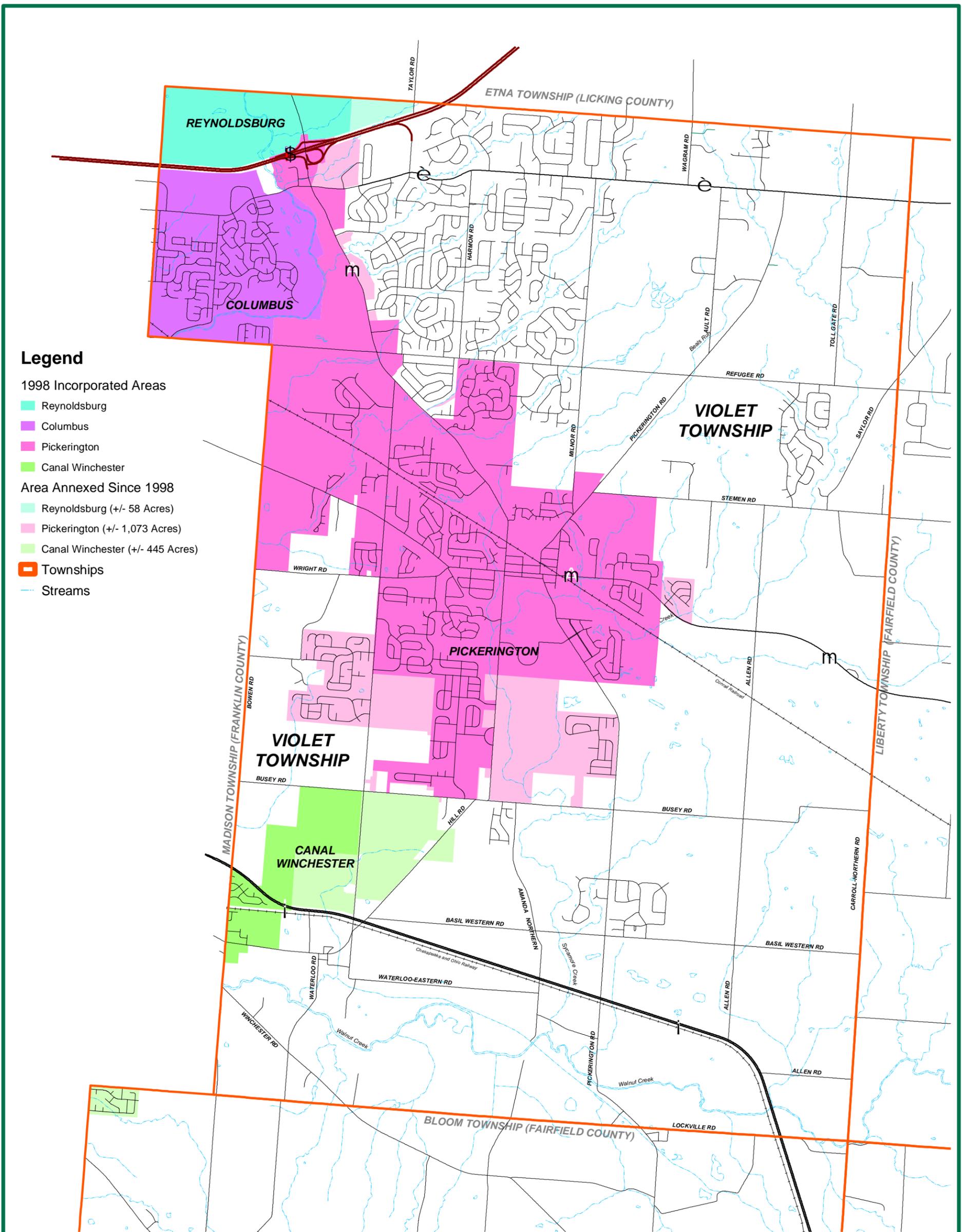
Source: Fairfield County Sanitary Engineer



Figure 7: Infrastructure - Sanitary Sewer Service Districts

July 21, 2004





Violet Township Land Use & Transportation Plan

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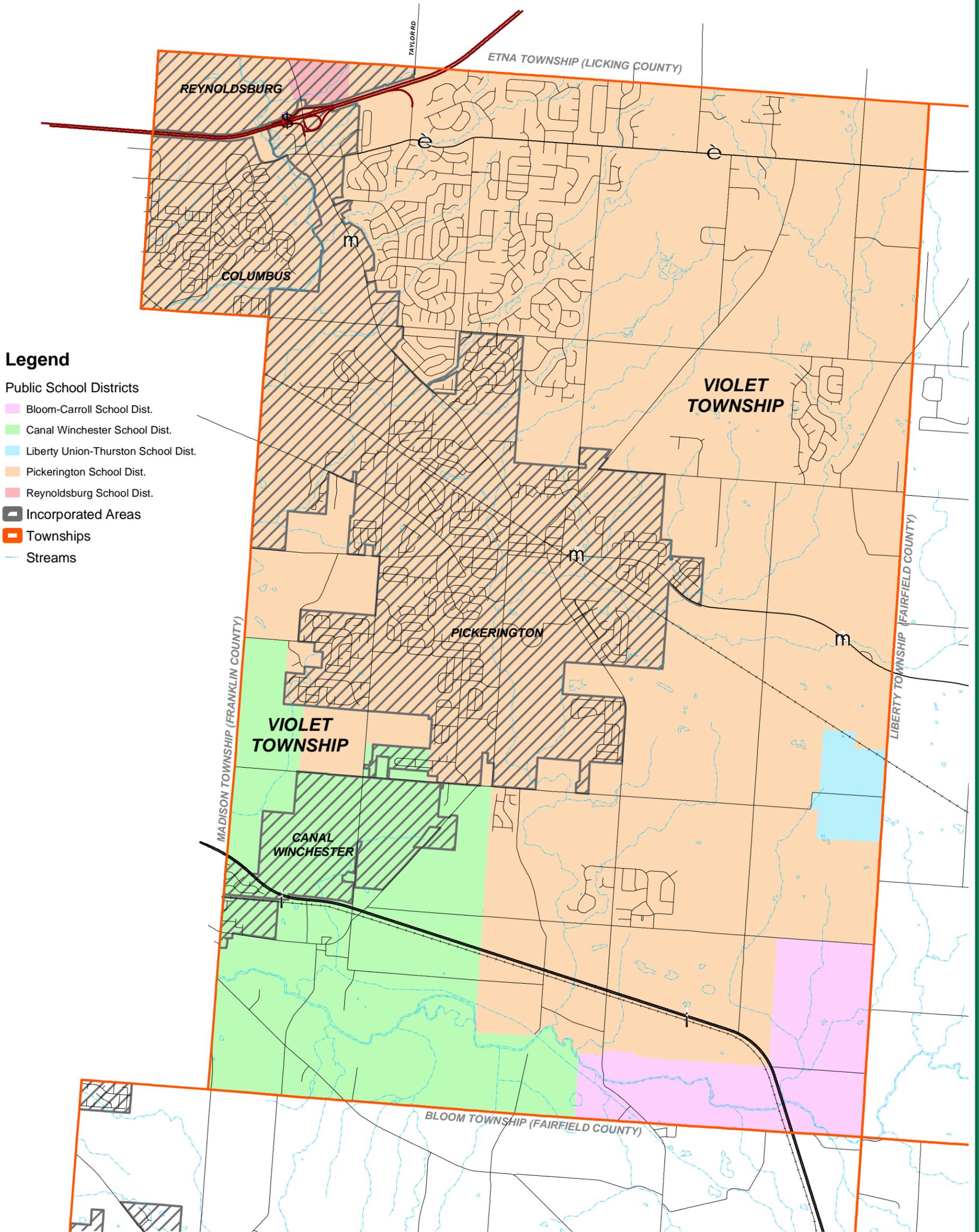
Source: Fairfield County GIS



**Figure 8:
Annexations Since 1998**

July 21, 2004





Violet Township Land Use & Transportation Plan

Fairfield County, Ohio

Source: Fairfield County GIS



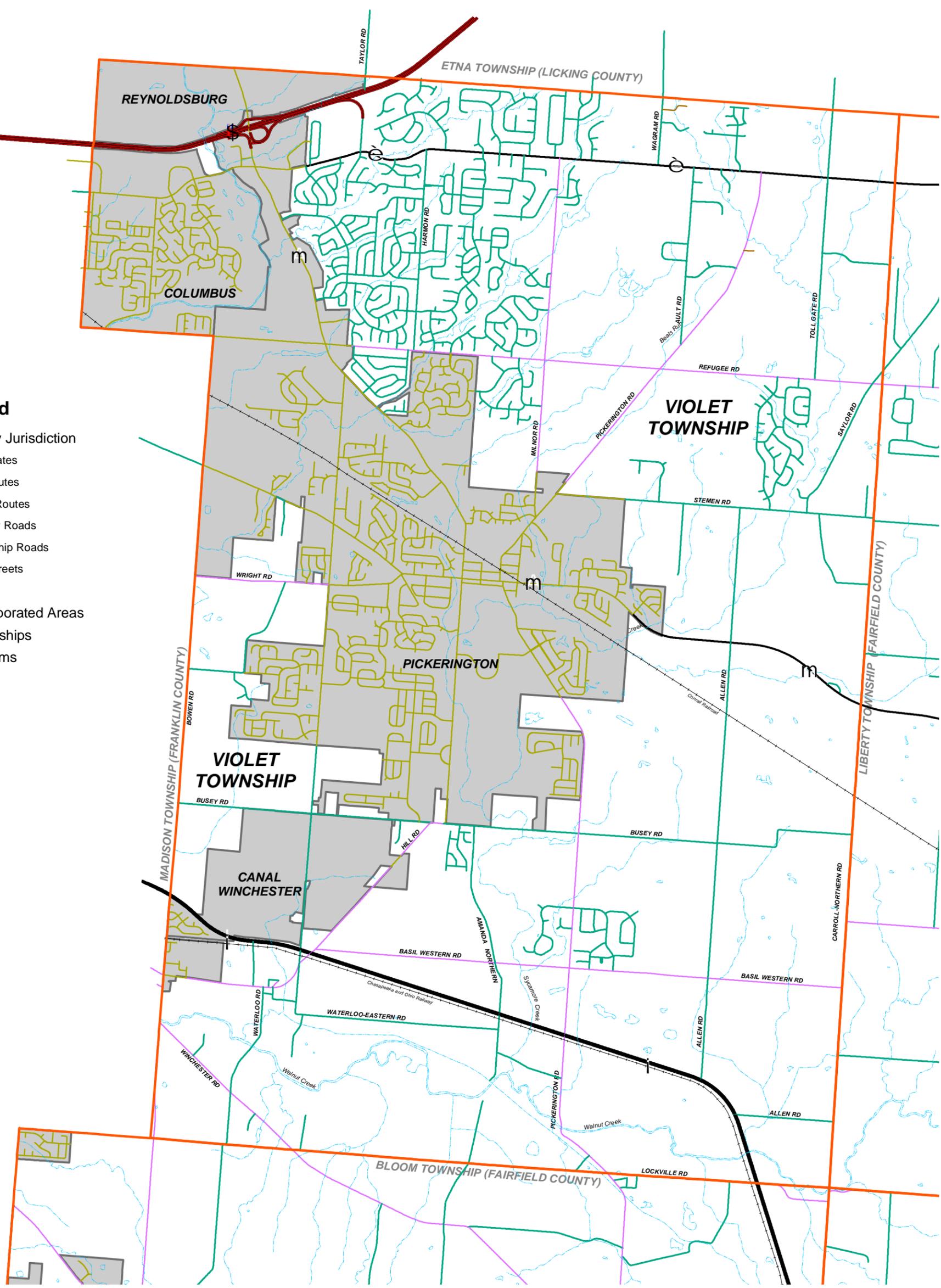
Figure 9:
Public School Districts

July 21, 2004



Legend

- Roadway Jurisdiction
-  Interstates
 -  US Routes
 -  State Routes
 -  County Roads
 -  Township Roads
 -  City Streets
 -  Private
 -  Incorporated Areas
 -  Townships
 -  Streams



Violet Township Land Use & Transportation Plan
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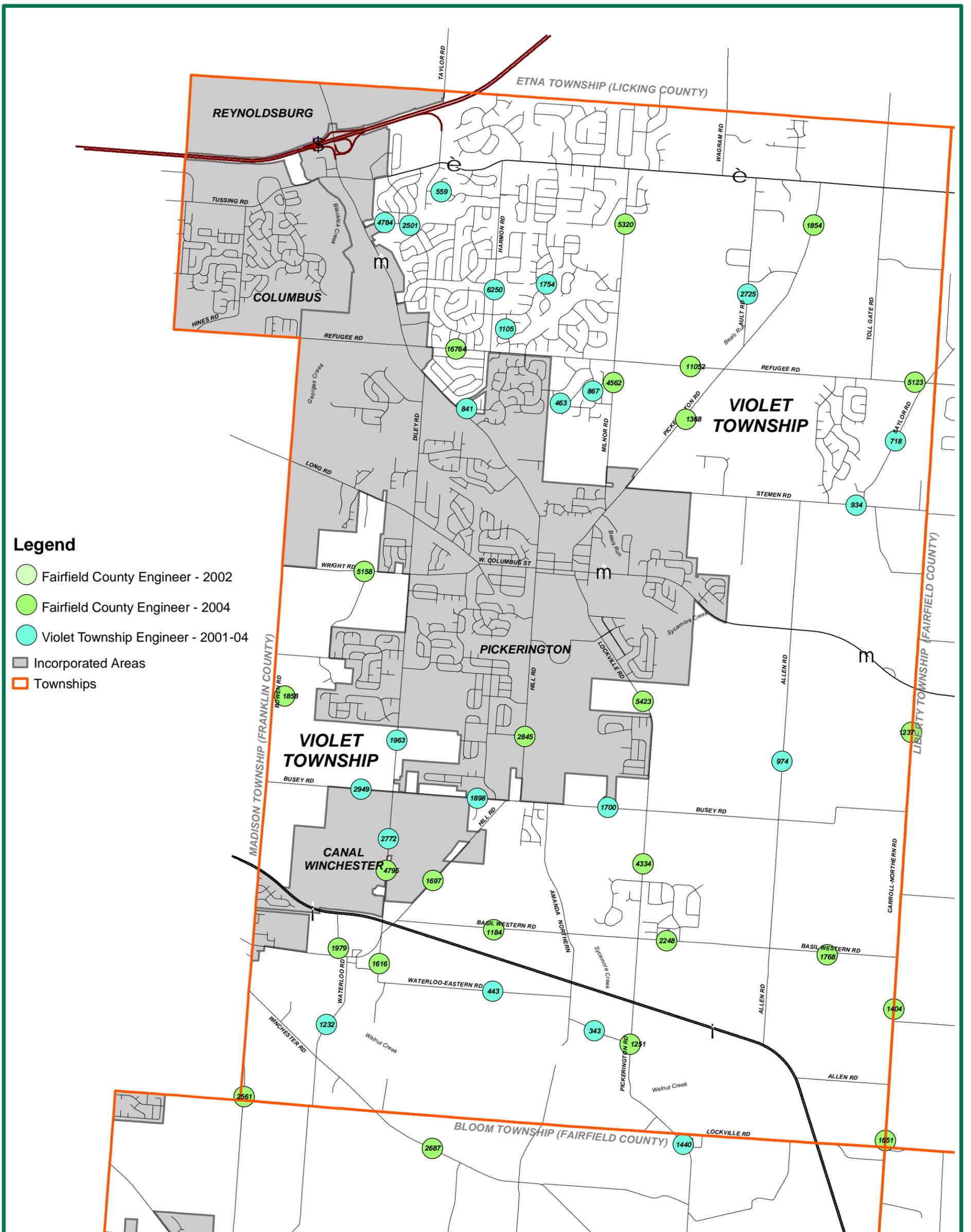
Source: Fairfield County GIS



**Figure 10:
Roadway Jurisdiction**

July 21, 2004





Violet Township Land Use & Transportation Plan

Fairfield County, Ohio

Source: Fairfield County and Violet Township Engineer



Figure 11:
Average Daily Traffic (ADT) Volumes

December 17, 2004





Section 2: Demographic Trends and Projections

For a complex community such as Violet Township, an understanding of demographic trends is vital to evaluating current conditions and projecting future needs. This section contains three sub-sections. The first examines basic demographic trends relating to the unincorporated portions of Violet Township. The second sub-section provides additional information that was available at the time of this Plan for all of the incorporated and unincorporated portions of Violet Township, and is included in order to give a more nuanced picture of the current demographic trends that are impacting Violet Township. The third portion provides an update to the Township's population projections from 1998.

Demographic Trends for Violet Township, 1990 - 2000

Table 2: Total Population, Unincorporated portions of Violet Township.

1990	2000	Difference	Percent Change
12,968	16,893	3,925	23.23%

Source: U.S. Census Summary File 1, 1990 and 2000.

Table 2 indicates that Violet Township's population increased by 23% between 1990 and 2000.



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Table 3: Age Distribution, Unincorporated portions of Violet Township.

	1990	2000	Difference	Percent Change
Under 5 Years	952	1,046	94	8.99%
5 to 9 years	1,236	1,380	144	10.43%
10 to 14 years	1,261	1,673	412	24.63%
15 to 17 years	713	1,061	348	32.80%
18 to 19 years	370	437	67	15.33%
20 years	149	124	-25	-20.16%
21 years	124	145	21	14.48%
22 to 24 years	270	326	56	17.18%
25 to 29 years	614	458	-156	-34.06%
30 to 34 years	1,033	895	-138	-15.42%
35 to 39 years	1,427	1,406	-21	-1.49%
40 to 44 years	1,574	1,726	152	8.81%
45 to 49 years	1,068	1,770	702	39.66%
50 to 54 years	678	1,602	924	57.68%
55 to 59 years	477	1,000	523	52.30%
60 to 61 years	162	311	149	47.91%
62 to 64 years	208	323	115	35.60%
65 to 69 years	260	404	144	35.64%
70 to 74 years	129	321	192	59.81%
75 to 79 years	102	232	130	56.03%
80 to 84 years	72	109	37	33.94%
85 years and over	89	144	55	38.19%
Total population	12,968	16,893	3,925	n/a
Average change	n/a	n/a	178	23.23%

Source: U.S. Census Summary File 1, 1990 and 2000.

In terms of percentages, Violet Township's school-aged population grew significantly between 1990 and 2000. At the same time, Violet Township's senior population also grew significantly, although the age cohorts generally remain smaller than those for the school-aged population. The Township did experience some losses in the young adult age cohorts, particularly in the 25 to 29 and 30 to 34 age groups. This data appears to indicate that the Township's younger and older population groups are the most rapidly-growing, while the young adult population has declined.



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Table 4: Total Households, Unincorporated portions of Violet Township.

1990	2000	Difference	Percent Change
4,039	5,475	1,436	26.23%

Source: U.S. Census Summary File 1, 1990 and 2000.

The number of households in the township has grown as a rate slightly higher than the rate of population growth, a factor that is partially explained by the downward trend in household size, below.

Table 5: Average Household size, Unincorporated portions of Violet Township

1990	2000	Difference	Percent Change
3.10	3.05	-0.05	-1.64%

Source: U.S. Census Summary File 1, 1990 and 2000.

As in most U.S. communities, Violet Township's average household size declined slightly between 1990 and 2000. This trend develops partly as a result of the increasing "empty-nester" population and is often found in communities that are experiencing growth in the older age cohorts.

Selected Demographic Trends for the Incorporated and Unincorporated portions of Violet Township, 1990 - 2000

A larger set of Census data was available at the time of this Plan for the combined Township and those municipalities that are part of the Township. The following data includes the unincorporated areas of Violet Township, all of the City of Pickerington and that portion of Canal Winchester that lies within Violet Township. The portion of the Township that is occupied by the City of Columbus is not included due to Census rules. The portion of the Township that is occupied by the City of Reynoldsburg is not included in the following data because that area did not include any residents in 1990 or 2000.



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Table 6: Total Population, unincorporated and incorporated portions of Violet Township.

1990	2000	Difference	Percent Change
19,253	26,785	7,532	28.12%

Source: U.S. Census Summary File 1, 1990 and 2000.

Table 7: Total Households, unincorporated and incorporated portions of Violet Township.

1990	2000	Difference	Percent Change
6,196	8,989	2,793	31.07%

Source: U.S. Census Summary File 1, 1990 and 2000.

As Tables 6 and 7 indicate, the total incorporated and unincorporated portions of Violet Township experienced approximately 5% more growth between 1990 and 2000 than did the Township alone. Total household growth also illustrates the same trend.

Table 8: Travel to Work, unincorporated and incorporated portions of Violet Township (number).

	1990	2000	Difference in numbers of commuters in category	Percent change
Less than 5 minutes	70	175	105	150.00%
5 to 9 minutes	370	758	388	104.86%
10 to 14 minutes	556	789	233	41.91%
15 to 19 minutes	825	1,074	249	30.18%
20 to 24 minutes	1,115	1,354	239	21.43%
25 to 29 minutes	1,028	918	-110	-10.70%
30 to 34 minutes	1,272	1,663	391	30.74%
35 to 39 minutes	370	463	93	25.14%
40 to 44 minutes	338	417	79	23.37%
45 to 59 minutes	403	552	149	36.97%
60 to 89 minutes	128	153	25	19.53%
90 or more minutes	145	99	-46	-31.72%
worked at home	130	399	269	206.92%

Source: U.S. Census Summary File 1, 1990 and 2000.



Violet Township, Fairfield County, Ohio

Table 8 indicates that the percentage of commutes in almost all categories of length increased between 1990 and 2000. The majority of commutes in 2000 were between 15 and 35 minutes.

Revised Population Projections, Violet Township 2005 - 2020.

One of the tasks of a land use plan update is to revise the population projections that form the basis for the Plan's land capacity analysis. The capacity analysis will provide a basic projection of the amount of land that future population growth may consume, assuming that population growth patterns and zoning density requirements remain the same as at present. This memo outlines the revised population estimates and projections that will be used in the 2003 Plan Update.

Projecting population is not an exact science. Population projections are almost never identical to actual population growth, since the analyst cannot foresee all of the factors that will influence population growth in the future. The purpose of population projections for land use planning is to provide an understanding of the general trend of population growth that may be expected over the planning period, rather than to specify the exact number of residents the Township will have in the future.

The 1998 Land Development Plan population projections were based upon 1996 population estimates. These estimates were used because the 1990 actual census counts were assumed to be outdated by 1998, and the 1996 estimates (the most recent available) were assumed to be more accurate. For the purposes of this Plan's projections, the 2000 census counts are used as a basis because they are relatively recent and more reliable than population estimates. A 2003 population estimate is provided at the end of this section.

The 2000 population of the unincorporated area of Violet Township was 16,893, 775 less than was projected for 2000 in the 1998 Plan.

Table 9: 2000 Population Revisions

1990 population	12,967
2000 projected population	17,668
2000 actual population	16,893
Amount of difference 2000 projected and actual	-775
difference as percentage of 2000 projected population	-4.39%



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Although it is true that population growth in the southeastern Columbus area is accelerating, it is also true that actual population growth in the Township has increased slightly less than anticipated in 1998. In terms of the entire population of Violet Township, this difference is quite small, and the Township's actual growth between 1990 and 2000 of 28.9% still represents an extremely high growth rate as compared to other communities in the State of Ohio.

Since there is no reason to expect the Township's already high population growth rates to accelerate in an exceptional manner over the next 15 years, the population projections used in the 1998 Plan may be revised downward by 4.39%.

Table 10: 2005 - 2020 Population Revision

	1998 projection	2003 projection	Amount of difference
2005	20,321	19,430	891
2010	23,421	22,394	1,027
2015	26,909	25,729	1,180
2020	31,559	30,175	1,384

The 1998 Plan supplemented its primary population projection by examining a variety of alternative projection techniques, and the 1998 Plan concludes that the Township will have a population of between 29,000 and 33,000 residents by the year 2020. The revised population projection for 2020 above falls within the range identified at that time. As a result, both the 1998 and 2003 population projections indicate that the Township is projected to add 12,000 to 16,000 additional residents between the years 2000 and 2020 if current growth rates and densities remain constant.

Land use plans use median household size to further refine population projections into a projected number of households. The 1998 Plan used the median household size determined by the 1990 census, which was 3.1 persons, to project that the Township would add approximately 4,000 to 5,300 households between 2000 and 2020. The 2000 census indicates a median household size in Violet Township of 3.05 persons, which represents a very slight decline from 1990. Although household sizes are generally declining nationwide, Violet Township's demographic characteristics do not indicate any potential substantial alteration in median household size over the next 20 years. As a result, the Township may continue to expect to add approximately 4,000 to 5,300 households between 2000 and 2020.



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Since the beginning of the year 2000, there have been 482 new housing starts in Violet Township. Given the average household density of three residents per household, it may be estimated that the Township added 1,446 residents in 2001, 2002 and 2003². It is possible that a small number of these units have not been completed and are not yet occupied, but the development environment of Violet Township and the very low housing vacancy rate recorded by the 2000 Census indicates that extremely few of these units are likely to be unoccupied.

As a result, the 2003 population of Violet Township is estimated to be 17,855. This represents an 8% growth rate in three years, which is very similar to the average three-year growth rate noted in the Township between 1990 and 2000.

² Township records list 152 housing starts during the year 2000. Census counts are generally conducted mid-year, and as a result it is likely that at least some of these houses were constructed and occupied by the time of the Census. However, it is also likely that the majority of these houses were not occupied at the time the Census count was conducted in the Township. This count assumes that all 2000 housing starts were uncompleted at the time of the 2000 census, making it possible that this estimate may be slightly higher than actual growth.



Section 3: Land Demand and Capacity

A Capacity Analysis is the estimate of the Township's capacity to accommodate the population growth that is projected to occur between 2003 and 2020. Capacity analyses provide a basic estimate of the Township's available land, and estimate the amount of that land that may be consumed by projected population growth. In the case of Violet Township, the Capacity Analysis concludes that the Township has several times more land available than is necessary to absorb the population growth that is projected to occur between 2003 and 2020.

Capacity analysis is also not an exact science. Growth almost never occurs exactly as the planner anticipated for a variety of reasons, and as a result a capacity analysis should not be interpreted as an absolute prediction of future growth. The purpose of the capacity analysis is to provide an understanding of the potential amount of available vacant land that may be consumed by new development over the course of the planning period, and to provide advance warning of any potential implications that may result from expected growth.

For the purposes of this Capacity Analysis, a few basic assumptions are necessary. First, this Capacity Analysis assumes that the existing zoning pattern will remain in place. This assumption is necessary to provide a basis for determining the amount of population that specific areas will absorb. Second, this Capacity Analysis assumes that all of the undeveloped and agricultural land in the Township will be potentially available for development, except for that land necessary for roadways. This assumption is based on the fact that there are no physical or regulatory limitations in place at this time that will make development of any significant amount of territory impossible. Although a few specific locations may present development challenges because of their site characteristics, such as floodplains, it is assumed that virtually all of these properties could be developed, given proper site engineering. This is different from other townships in Ohio, where lack of access to public utilities, steep slopes, and other factors may require the planner to assume that certain areas are undevelopable.

Finally, commercial and industrial development have been excluded from this capacity analysis because the amount of land in the Township at this time that is undeveloped and zoned for these uses represents an extremely small amount of Township's undeveloped and agricultural land. Commercial and industrial property



Violet Township, Fairfield County, Ohio

was included in the 1998 Plan's capacity analysis, but the majority of this property has been annexed since that time.

This Capacity Analysis contains two sections. Section 1 revises the 1998 Capacity Analysis to correct some mathematical errors that were discovered in preparing the 2003 analysis. The Capacity Analysis for the 2003 Plan Update is presented in Section 2.

Finally, this section introduces the Concept Areas. For the purposes of the Land Demand and Capacity Analysis, this section uses the Concept Areas that were defined in 1998, with land that has been annexed since that time removed from these calculations. The 1998 Concept Areas are shown in Figure 12. Revised versions of these Concept Areas are presented in the next Section and are used to formulate the 2003 Plan Update.

Revised 1998 Capacity Analysis

When EK staff began preparing this analysis, we discovered that some of the total acreages listed for the concept areas in the 1998 Plan were larger than the acreages we were calculating for 2003. Since there is no way to add acreage to these concept areas (most would become smaller due to annexations), this indicated that the 1998 plan had understated the amount of land in at least some of the concept areas. As it turned out, the 1998 Plan's concept areas acreages were all inaccurate, given the Township's boundaries in 1998.

Table 12: Concept Area Acreages, 1998 Plan and 2003 recalculation (see next page)



Violet Township, Fairfield County, Ohio

1998 Concept Area	Total Area given in 1998 Plan (acres)	Actual 1998 Area (calculated 2003)	Difference 1998 Plan and 1998 Actual	Percentage difference
1. Blacklick-Eastern Corridor	2,596.4	2,797.9	201.5	7.20%
2. Harmon Road Neighborhoods	1,790.7	1,863.1	72.4	3.89%
3. Refugee Road District	3,003.0	3,255.5	252.5	7.76%
4. Eastern Violet Rural Area	4,390.0	4,470.2	80.2	1.79%
5. South Violet Area	2,750.2	2,257.5	(492.7)	-21.83%
6. US 33 Corridor	2,486.8	3,110.5	623.7	20.05%
7. Violet Water and Sewer District	1,916.6	2,273.0	356.4	15.68%
8. Pickerington Ponds District	1,453.5	1,810.1	356.6	19.70%
Total	20,387.2	21,837.8	1,450.6	6.64%



Violet Township, Fairfield County, Ohio

This revision may have resulted from the fact that improvements in GIS technology since 1998 have made it easier to accurately measure the amount of land in an area. However, creating an accurate 2003 capacity analysis required the correction of the proportions of undeveloped and developed land in 1998, and the population that could be accommodated in these concept areas.

Table 13: Revised Population Capacity, 1998 Actual

Concept Area	Percentage Difference 1998 Plan and Actual	New Buildable Units, 1998 Plan	Estimated New Buildable Units, 1998 Actual	Estimated Potential New Population, 1998 Actual
1. Blacklick-Eastern Corridor	7.20%	2,306	2,140	6,634
2. Harmon Road Neighborhoods	3.89%	472	454	1,406
3. Refugee Road District	7.76%	3,299	3,043	9,434
4. Eastern Violet Rural Area	1.79%	6,688	6,568	20,361
5. South Violet Area	-21.83%	1,597	1,946	6,031
6. US 33 Corridor	20.05%	3,057	2,444	7,576
7. Violet Water and Sewer District	15.68%	2,497	2,105	6,527
8. Pickerington Ponds District	19.70%	1,929	1,549	4,802
Total	6.64%	21,845	20,394	63,223

The revised potential population is 4,498 less than the amount included in the 1998 Plan. Added to the 1996 estimated population of 16,213, this indicates that the 1998 Plan should have given Violet Township's estimated build-out population as 79,436, rather than the 83,934 estimated build-out population given in that document. The 1998 Plan claimed that the Township had at that time enough vacant, residentially-zoned land to accommodate over six times the amount of population growth projected to the year 2020, indicating a large surplus of land. Given these revisions, the 1998 Plan should have indicated that the Township had at that time approximately four times more land that would be necessary to absorb the projected population to 2020.



Violet Township, Fairfield County, Ohio

Table 14: Revised Comparison of Build-out Capacity to Projected Population Growth, 1998

Revised 1998 Build-out population	79,436
less 1996 estimated population	16,213
Revised 1998 population capacity	63,223
2020 population projection, 1998 Plan	31,559
less 1996 estimated population	16,213
Additional population projected, 1998 to 2020	15,346
Difference 1998 population capacity and 1998 additional population projected	47,877
Factor of difference capacity and projected population	4.12

Although this surplus is significantly less than the surplus identified in the 1998 Plan, it still indicates that the Township had much more land in 1998 than would be necessary to absorb the projected additional population to 2020.

Capacity Analysis, 2003

Since 1998, a portion of the Township's land has been removed from the Township's surplus of undeveloped land through annexation. As a result, most of the Concept Areas have less total acreage than they did in 1998. Additional development has also occurred, making it necessary to revise the tally of developed to undeveloped land as follows:



Violet Township, Fairfield County, Ohio

Table 15: Concept Area Acreages, 2003

Concept Area	Area (Acres)	Area Developed	Area Undeveloped	Percent Developed
1. Blacklick-Eastern Corridor	2,470.2	1,549.3	920.9	62.72%
2. Harmon Road Neighborhoods	1,567.8	1,337.6	230.2	85.32%
3. Refugee Road District	3,197.9	1,255.7	1,942.2	39.26%
4. Eastern Violet Rural Area	4,357.4	1,063.5	3,293.9	24.41%
5. South Violet Area	2,207.2	521.6	1,685.6	23.63%
6. US 33 Corridor	2,705.4	596.9	2,108.5	22.06%
7. Violet Water and Sewer District	1,063.8	398.4	665.4	37.45%
8. Pickerington Ponds District	1,151.0	404.5	746.5	35.15%
Total	18,720.7	7,127.5	11,593.2	38.07%

The estimated amount of additional development that has occurred since 1998 is as follows:

Table 15: Estimated Additional Development since 1998

Concept Area	Estimated Percent Developed, 1998	Percent Developed, 2003	Additional Development, 1998-2003	Additional Acres Developed, 1998-2003
1. Blacklick-Eastern Corridor	36.57%	62.72%	26.15%	405.1
2. Harmon Road Neighborhoods	74.98%	85.32%	10.34%	138.3
3. Refugee Road District	17.20%	39.26%	22.06%	277.0
4. Eastern Violet Rural Area	9.88%	24.41%	14.53%	154.5
5. South Violet Area	9.33%	23.63%	14.30%	74.6
6. US 33 Corridor	11.19%	22.06%	10.87%	64.9
7. Violet Water and Sewer District	10.65%	37.45%	26.80%	106.8
8. Pickerington Ponds District	21.09%	35.15%	14.06%	56.9
Total	27.23%	38.07%	10.84%	772.5

As a result, the projected capacity of the Township's undeveloped land is as follows:

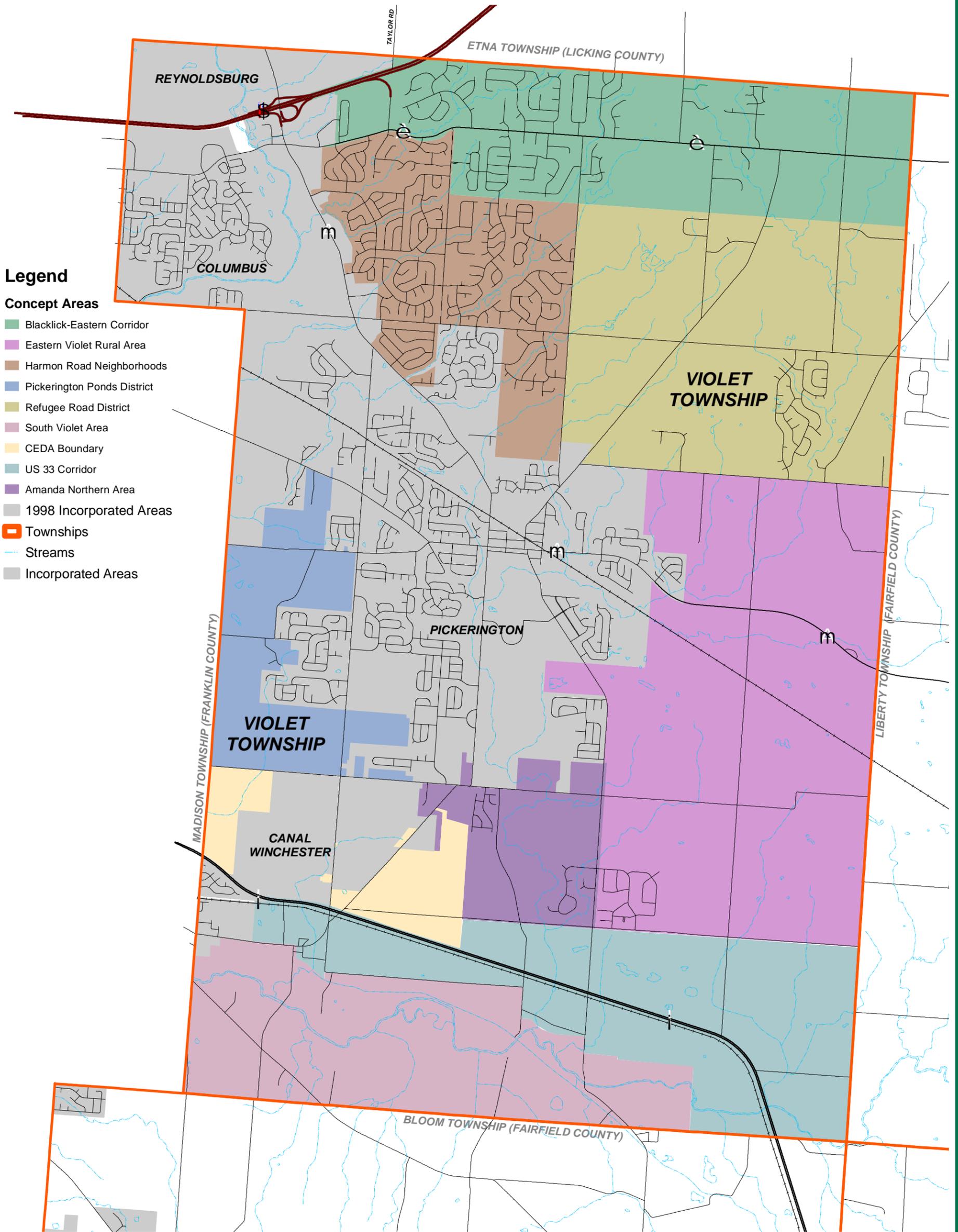


Violet Township, Fairfield County, Ohio

Table 16: Estimated Additional Development since 1998

Concept Area	Area (Acres)	Area Developed	Area Undeveloped	New Buildable Units	Potential New Population
1. Blacklick-Eastern Corridor	2,470.2	1,549.3	920.9	1,580	4,820
2. Harmon Road Neighborhoods	1,567.8	1,337.6	230.2	407	1,241
3. Refugee Road District	3,197.9	1,255.7	1,942.2	2,372	7,234
4. Eastern Violet Rural Area	4,357.4	1,063.5	3,293.9	5,614	17,122
5. South Violet Area	2,207.2	521.6	1,685.6	1,667	5,086
6. US 33 Corridor	2,705.4	596.9	2,108.5	2,178	6,644
7. Violet Water and Sewer District	1,063.8	398.4	665.4	1,541	4,700
8. Pickerington Ponds District	1,151.0	404.5	746.5	1,331	4,060
Total	18,720.7	7,127.5	11,593.2	18,184	55,462

As noted in the Population Projections, Violet Township's current population is estimated to be 17,855, implying that the Township's potential capacity is 73,317. Since the Township's 2020 population projection was 30,175, the Township is projected to add 12,320 residents between 2003 and 2020. According to this analysis, the Township has enough land currently zoned residential to accommodate over 43,000 residents more than the population projection indicates are likely to live in the Township in 2020. As a result, it can be concluded that the Township still has 3.5 times more land than it will need to accommodate expected population growth to 2020.



Legend

Concept Areas

- Blacklick-Eastern Corridor
- Eastern Violet Rural Area
- Harmon Road Neighborhoods
- Pickerington Ponds District
- Refugee Road District
- South Violet Area
- CEDA Boundary
- US 33 Corridor
- Amanda Northern Area
- 1998 Incorporated Areas
- Townships
- Streams
- Incorporated Areas



Violet Township Land Use & Transportation Plan

Fairfield County, Ohio

Source: 1998 Violet Township Development Plan



**Figure 12:
1998 Concept Areas**

July 21, 2004





Section 4: Vision and Goals

As one of the beginning phases of this Plan, the Violet Township Steering Committee participated in a series of visioning and goal-setting activities designed to meet two objectives:

- To create a clear, well-articulated Vision for the future of Violet Township that will provide a sound foundation, not only for the Plan but also for other Township policy decisions.
- To update the Policy Matrix from the 1998 Plan to ensure that it continues to reflect the needs, goals and preferred direction of the community as articulated by the Steering Committee. One of the elements of this process was the revision of the 1998 Policy Areas, which are described in the Policy Matrix and shown in Figure 13.

Both the Vision and the Policy Matrix below were revised repeatedly by the Steering Committee to ensure that they correctly articulated their vision for the Township's future. The Vision below and the final draft of the Policy Matrix were accepted by the Violet Township Steering Committee on January 28, 2004.



Violet Township, Fairfield County, Ohio

Violet Township Vision:

Violet Township will be a well-rounded, diverse community with a mix of incomes, activities and residential opportunities.

The Township will encourage excellent educational facilities, appropriate residential choices and activities for senior citizens, and access to good medical facilities. Violet Township will steward and maintain its existing housing and infrastructure. The Township's desirability as a residential community will increase because of its greenspace, parks, recreational trails and recreational facilities.

Violet Township will have transportation systems that support appropriate uses and sidewalks and trails that connect residential neighborhoods with other neighborhoods and community activity centers. Violet Township will promote efficient public transportation.

Violet Township will attract light industrial and commercial development, and will use its planning and zoning tools, including planned districts, to create commercial and industrial development that benefits the community's residents. Violet Township will have the best available high-technology infrastructure.

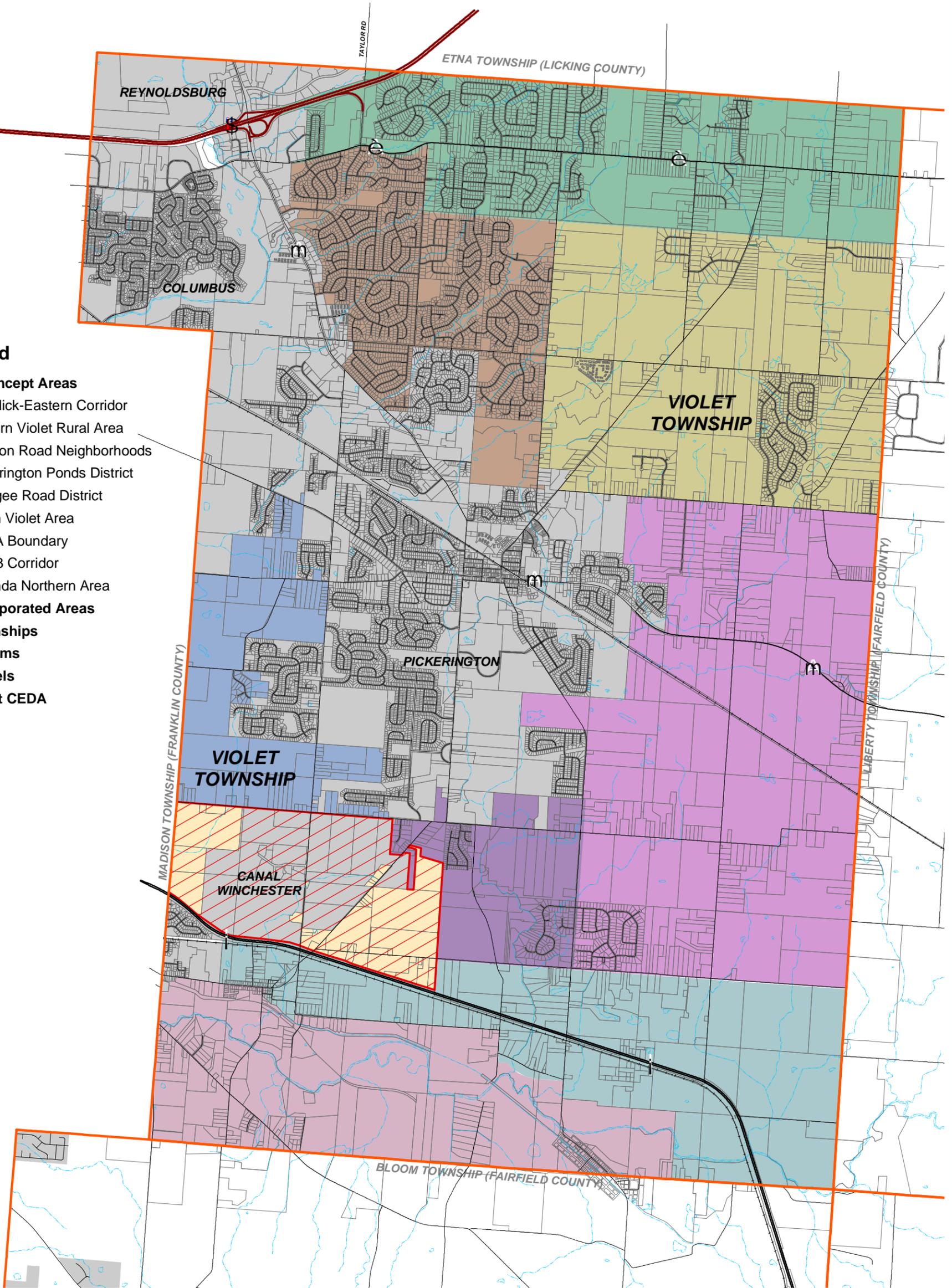
Violet Township will, to the extent compatible with other goals, seek to maintain its rural character. The Township's residential developments will feature attractive and useful open spaces, and the Township's natural and historic features will be preserved.

Violet Township will retain its existing Township structure. Violet Township will develop effective working relationships with all governments and public agencies in the region, to the extent that is consistent with other goals.

Legend

2003 Concept Areas

- Blacklick-Eastern Corridor
- Eastern Violet Rural Area
- Harmon Road Neighborhoods
- Pickerington Ponds District
- Refugee Road District
- South Violet Area
- CEDA Boundary
- US 33 Corridor
- Amanda Northern Area
- Incorporated Areas
- Townships
- Streams
- Parcels
- Violet CEDA



Violet Township Land Use & Transportation Plan
Fairfield County, Ohio

Source: 1998 Violet Township Development Plan



**Figure 13:
2004 Concept Areas**

July 21, 2004



**Violet Township Development and Transportation Plan Update
2004 Policy Framework**

Blacklick-Eastern Corridor		
Existing Character / Issues	Goals	Desired Character
◆ 63% Developed	◆ Maintain the existing neighborhood structure and character.	◆ Single family residential development that is compatible with the character and density of existing developments in the area.
◆ Office uses near SR 256	◆ Encourage developers to utilize the planned development process	◆ Neighborhood convenience retail in limited areas
◆ Several major subdivisions.	◆ Reduce traffic congestion to and from neighborhoods	◆ Institutional uses, (given adequate transportation corridors)
◆ "Road frontage" residential development.	◆ Monitor the amount of traffic to be generated by new developments to mitigate the impact on existing roadways	◆ Parks and open space.
◆ Large lot residential uses to the east.	◆ Continue to encourage developers to set aside areas of development for recreation, open space & schools.	◆ Promote turn lanes into new developments as part of approval process
◆ Additional entrances to 204 -- traffic impact	◆ Promote development of on ramp to I-70 East and West	◆ Promote installation of sidewalks and trails around and between subdivisions and between subdivisions and community destinations
◆ Traffic congestion at SR 256 and Blacklick-Eastern Road (204)		◆ Managed traffic and access
◆ Limited access to and from neighborhoods onto Blacklick-Eastern Road		◆ Extensive buffering between residential and non-residential land uses
◆ Sycamore Creek		◆ Improve access from Refugee Rd. to Route 204 and from Route 204 to I-70 and U.S. Route 40
◆ Increased traffic from development and schools		◆ Improve access on Taylor Rd. to north of I-70
◆ Few parks or open spaces.		
◆ Houses close to I-70 (noise, pollution)		
◆ Blacklick-Eastern Road = 2 lane, high traffic		
◆ No sidewalks or walking paths on main road (204)		
◆ Off -ramp (egress) from I-70 EB		
◆ Mature Housing Stock		
◆ Rural character in eastern section		

**Violet Township Development and Transportation Plan Update
2004 Policy Framework**

Harmon Road Neighborhoods

Existing Character / Issues		Goals	Desired Character
♦ 85% Developed	♦	Maintain the existing neighborhood structure and character.	♦ Single family residential development that is compatible with the character and density of existing developments in the area.
♦ SR 256 commercial and office space fully developed	♦	Reduce traffic congestion to and from neighborhoods	♦ Planned developments
♦ Several major subdivisions.			♦ Parks and open space wherever possible.
♦ Higher density residential.			♦ Support ongoing property maintenance & improvement
♦ High volume of traffic on 256.			♦ Promote installation of sidewalks and trails around and between subdivisions and between subdivisions, community destinations, and districts
♦ Residents use Brookview shopping center as a "cut thru" to access SR 256.			♦ Managed traffic and access
♦ Remainder of vacant property approved for development			♦ Extensive buffering between residential and non-residential land uses
♦ Mature Housing Stock			
♦ Harmon Road Middle School			
♦ Proximity to Junior and Senior high schools complex			

**Violet Township Development and Transportation Plan Update
2004 Policy Framework**

Refugee Road District

Existing Character / Issues		Goals / Objectives	Desired Character
◆ 39% Developed	◆	Continue to encourage developers to set aside areas of development for recreation, open space & schools.	◆ Single family residential development that is compatible with the character and density of existing developments in the area.
◆ New fire station	◆	Encourage developers to utilize the planned development process	◆ Neighborhood convenience retail in limited areas.
◆ Huntington Hills subdivision	◆	Improve roads to facilitate traffic flow to and from neighborhoods	◆ Open Space Subdivisions (OSS)
◆ Farmland	◆	Plan for the amount of traffic to be generated by new residential and commercial developments to mitigate the impact on existing roadways	◆ Planned residential developments
◆ Large lot residential uses.	◆	Encourage non-residential land uses along Refugee Road corridor at an appropriate scale and density	◆ Small scale office developments along Refugee Road between Milnor and Pickerington Roads
◆ Spring Creek development			◆ Institutional uses
◆ Attractive to developers			◆ Parks and open space
◆ High School and Junior High School			◆ Multiple access points to subdivisions
◆ Diversity in the types of development and style of housing.			◆ Buffering between residential and any future non-residential development
◆ Sycamore Creek/Sycamore Creek Floodplain			◆ Control access to frontage lots
◆ New Kroger and strip mall			◆ Promote installation of sidewalks and trails around and between subdivisions and between subdivisions and community destinations
◆ Vacant commercially zoned properties exist			◆ Managed traffic and access
◆ Inadequate roadways			◆ Improve access between Stemen Rd. and Route 204
◆ Future elementary school			
◆ Hickory Lakes			

**Violet Township Development and Transportation Plan Update
2004 Policy Framework**

Eastern Violet Rural Area

Existing Character / Issues		Goals / Objectives	Desired Character
♦ 24% Developed	♦	Continue to encourage developers to set aside areas of development for recreation, open space & schools.	♦ Low density residential use (1 unit per acre)
♦ Jefferson Farms subdivision and Grants Mini Farms	♦	Encourage developers to utilize the planned development process	♦ Open Space Subdivisions (OSS)
♦ Rural residential	♦	Encourage the use of lot clustering to help preserve areas with significant rural character	♦ Planned developments
♦ Railroad	♦	Promote mixed use development at appropriate scale and density in the area adjoining SR 256	♦ Small-scale commercial, office and light industrial uses
♦ Some concentration of hydric soils			♦ Locally oriented Institutional uses.
♦ Probable US 33 Interchange to the south			♦ Parks and open space.
♦ Annexation pressure			♦ Multiple access points to subdivisions
♦ 2 lane roads			♦ Buffering between residential and any future non-residential development
♦ Large Lot residential development (2 acres +)			♦ Control access to frontage lots
♦ Some active farmland			♦ Promote installation of sidewalks and trails around and between subdivisions and between subdivisions and community destinations
♦ Sycamore Creek Floodplain			♦ Managed traffic and access
			♦ Improve access between Stemen Rd and Route 33

**Violet Township Development and Transportation Plan Update
2004 Policy Framework**

South Violet Area		
Existing Character / Issues	Goals / Objectives	Desired Character
♦ 24% Developed	♦ Protect the integrity and scenic beauty of Walnut Creek.	♦ Single family - large lot (2+acres) residential development.
♦ "Road frontage" residential development	♦ Encourage lot clustering to avoid development in the floodplain.	♦ Open Space Subdivisions (OSS)
♦ A large portion of this area lies in the Walnut Creek floodplain.	♦ Continue to encourage developers to set aside areas of development for recreation, open space & schools.	♦ Private recreation (i.e. golf courses).
♦ Limited access to the remainder of the Township, Pickerington and US 33.	♦ Encourage developers to utilize the planned development process	♦ Larger-scale public recreation and open space.
♦ Limited groundwater available for wells southwest of Winchester Road.	♦ Encourage preservation of historic resources	♦ Maintain character of historic areas
♦ Potential for commercial/industrial development at Allen Road, if interchange is constructed at that location	♦ Maintain low density residential development	♦ Promote installation of sidewalks and trails around and between subdivisions and between subdivisions and community destinations
♦ Lockville Park		♦ Managed traffic and access
♦ Potential for bike trail along former interurban line between Lancaster and Canal Winchester		♦ Extensive buffering between residential and non-residential land uses
♦ Potential to be cut off from remainder of Township by US 33 improvements.		♦ Improving access to the north and Route 33
♦ Some active farmland		
♦ Zeller Park		
♦ Lockville Historic area		
♦ Waterloo historic area		

**Violet Township Development and Transportation Plan Update
2004 Policy Framework**

US 33 Corridor

Existing Character / Issues		Goals / Objectives	Desired Character
♦	22% Developed	♦ Create a visually attractive atmosphere along the US 33 corridor, i.e. well landscaped developments, small scale signs and well designed buildings.	♦ Light industry and mixed use
♦	Major highway corridor	♦ Monitor the amount of traffic to be generated by new developments to mitigate the impact on existing roadways	♦ Industrial parks
♦	Some commercial and light industrial uses	♦ Preserve the integrity of the Walnut Creek aquifer, which runs directly beneath US 33 and may be contaminated by industrial pollution.	♦ Office parks
♦	"Road frontage" residential development	♦ Encourage developers to utilize the planned development process for commercial and light industrial development	♦ Some commercial development.
♦	Active railroad	♦ Attract commercial and appropriate industrial development consistent with the CEDA.	♦ Limited multi-family housing in planned developments to serve as a transition from industrial to the surrounding single family housing developments.
♦	Several large parcels of land (50+ acres).	♦ Attract regional institutions, including medical facilities	♦ Planned developments.
♦	Sycamore and Walnut Creek floodplain.	♦ Expand existing roadway system to support commercial and light industrial development.	♦ Hospitals
♦	The area's major aquifer lies underneath the US 33 corridor.		♦ College campus
♦	Proposed upgrade of US 33 to a limited access highway. All access points to US 33 will be closed with the exception of two interchanges.		♦ Institutional uses.
♦	Hill - Diley Interchange nearing completion		♦ Roadways and infrastructure compatible with desired scale of economic activity
♦	CEDA with Canal Winchester		♦ Promote installation of sidewalks and trails around and between subdivisions and between subdivisions and community destinations
♦	Availability of Fairfield County water and sewer		♦ Managed traffic and access
♦	Floodplain south of U.S. 33		♦ Hotels and restaraunts
♦	US 33 is the main accessway Lancaster - Columbus		♦ Mixed use development
♦	Amanda Northern Road will become cul-de-sac on both sides of U.S. 33		♦ Extensive buffering between residential and non-residential land uses

**Violet Township Development and Transportation Plan Update
2004 Policy Framework**

Amanda Northern Area

Existing Character / Issues		Goals / Objectives	Desired Character
♦ 37% Developed	♦	Encourage developers to utilize the planned development process for residential and non-residential developments	♦ Medium density residential use (2 units per acre)
♦ Diley Road Interchange	♦	Continue to encourage developers to set aside areas of development for recreation, open space & schools.	♦ Open Space Subdivisions (OSS)
♦ Sycamore Creek floodplain.	♦	Promote light industrial/office mixed uses consistent with CEDA development and compatible with surrounding residential uses	♦ Institutional uses
♦ Some rural residential			♦ Parks and open space
♦ Annexation by Pickerington of the Sycamore Creek development.			♦ Extensive buffering between residential and non-residential land uses
			♦ Appropriate infrastructure for light office and industrial development, including roads and telecommunications systems
♦ Pickerington Ponds Expansion			♦ Site designs to accommodate and incorporate natural resources
♦ Several large parcels of active farm land			♦ Promote installation of sidewalks and trails around and between subdivisions and between subdivisions and community destinations
♦ Adjacent to CEDA area			♦ Managed traffic and access
♦ Several major road intersections			

**Violet Township Development and Transportation Plan Update
2004 Policy Framework**

Pickerington Ponds District		
Existing Character / Issues	Goals / Objectives	Desired Character
♦ 35% Developed	♦ All development should be sensitive to the existence and preservation of the Pickerington Ponds wetlands.	♦ Low density residential use (1 unit per acre) surrounding Pickerington Ponds to preserve the rural character of the area and to minimize environmental impacts on the wetlands.
♦ Rural residential	♦ Prevent contamination of groundwater resources.	♦ Medium density residential use (3 units per acre) south of Pickerington Ponds.
♦ Pickerington Ponds	♦ Upgrade roads in this area to accommodate current and projected traffic conditions.	♦ Open Space Subdivisions (OSS)
♦ Recent annexation by Pickerington of a large area between Long and Wright Rds.	♦ Evaluate the need for a "Zone of Influence" around Pickerington Ponds to define the most appropriate uses suitable for the area.	♦ Low density townhomes and condos.
♦ Diley Road has limited traffic capacity	♦ Continue to encourage developers to set aside areas of development for recreation and open space	♦ Parks and open space.
♦ Diley Road planned for improvements Busey to U.S. 33	♦ Encourage developers to utilize the planned development process	♦ Suburban Office development compatible with CEDA
♦ Possible access problems to US 33	♦ Promote commercial development in locations and with site design that will not impact the Ponds	♦ Promote installation of sidewalks and trails around and between subdivisions and between subdivisions and community destinations
♦ Watershed Issues	♦ Capitalize on connections made possible by bike trail in process between Three Creeks and Blacklick Park.	♦ Managed traffic and access
♦ Bike Trail in process between Three Creeks and Blacklick Creek Park.	♦ Evaluate potential for expanding Diley Road to five lanes.	♦ Extensive buffering between residential and non-residential land uses
	♦ Pursue cooperation with Metroparks and surrounding municipalities to preserve wetlands.	
♦ New development to west and northwest (Columbus)	♦ Develop residential properties in northern and central areas of Policy Area at low densities	
♦ Adjacent to Canal Winchester Industrial Park	♦ Develop medium density residential south of Lehman Road	
♦ Open farm land/large lots along Bowen, Hill and Wright roads	♦ Encourage office development along Busey and Diley roads	



Section 5: Preferred Land Use Plan

The Land Use Plan Update establishes the types and locations of development appropriate for Violet Township based on surrounding land uses, available infrastructure, environmental impact, market trends, fiscal implications and the Vision and Policy Matrix developed by the Plan Update Steering Committee.

This Plan Update should serve as the basis for land use, zoning and infrastructure decisions made by the Township, County and regional organizations because it is the embodiment of the community's vision of Violet Township's future. The Preferred Land Use Plan was accepted by the Steering Committee on May 26, 2004, and the text was accepted on June 30, 2004.

The following is a description of each of the land uses proposed for Violet Township:

Single Family Residential

Single family housing at densities comparable to or lower than surrounding residential development are recommended. Single family housing is an appropriate infill density in the vicinity of existing residential subdivisions, and in areas where residential land uses are most appropriate and non-residential uses are not desired. Open Spaces should constitute as much as 40 percent of usable subdivision land.

One of the most attractive aspects of Violet Township is its rural character. Although much of the Township's remaining undeveloped land is used for agricultural purposes at this time, many residents understand that development pressures are likely to raise the Township's land values to such an extent that the Township's remaining farmers will ultimately see more benefit to themselves in selling their lands rather than continuing to farm. Nonetheless, it is important to the Township to maintain the rural "character" of the area as development continues to occur in the Township. Wherever possible, lot sizes greater than the minimum required may be encouraged. Open space subdivision design practices will also allow future developers to protect the Township's rural character.



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Lower densities are appropriate and desirable in the Walnut Creek Concept Area south of U.S. Route 33 along Walnut Creek. This location has several environmental constraints: approximately one-third of the area falls within the Walnut Creek Floodway or the 100-year Flood Plan (See Flood Plain and Wetlands, Figure 5). As a result, future development in these locations will be significantly constrained. Parcels to the south of the flood plain are also impacted in some locations by the presence of hydric soil concentrations. This area also has an extremely limited roadway network, particularly in terms of access to the northern portion of the Township. At present, this area is connected to the northern portion of the Township by four roads: Diley, Amanda Northern, Pickerington and Allen, all of which cross U.S. 33. The U.S. 33 Access Management Plan prepared by the Ohio Department of Transportation calls for the elimination of the Amanda Northern crossing (Amanda Northern will end in cul-de-sacs on either side of the highway). Additionally, either Pickerington or Allen roads may be reconstructed as a cul-de-sac following the construction of an interchange at one of these locations. Due to the continuing debate over the location of the Pickerington Road/Allen Road interchange, both the overpass and cul-de-sac options for the non-interchange road remain open at this time. As a result, however, the portion of the Township south of U.S. 33 will see its access to the remainder of the Township further eroded by the probable loss of two access points. Due to the lack of access and the environmentally sensitive nature of this area, very low-density subdivisions will be most beneficial. The use of open space subdivisions is strongly encouraged because it will allow future development to cluster residential units outside of the floodplain while protecting the scenic integrity of Walnut Creek.

Commercial

Existing commercial uses such as restaurants, retail stores, gas stations and grocery stores are limited in Violet Township to a very small amount of S.R. 256 frontage and an approximately ¼-mile length of Rustic Drive east of S.R. 256. Although the 1998 Land Development Plan identified a more extensive area with a commercial designation along S.R. 256, almost all of this frontage has been annexed by the City of Pickerington.

Although the commercial land use was described in the 1998 plan in terms of typical retail development, the Rustic Drive area is more mixed-use in character, including offices, training institutions, day care centers and some specialized niche retail. Given these properties' location near but out of sight of a major corridor with convenient highway access, these uses are more appropriate to this location than generalized commercial or retail activity. Redevelopment or infill



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development of these properties should reflect the scale and site design characteristics of these developments, and similar uses should be encouraged to locate in this area whenever possible. Redevelopment or infill development must also include adequate buffering from adjoining residential developments.

Mixed Use Commercial

This area was designated as Small Scale Office in the 1998 Plan. This portion of the Refugee Road corridor has continued to see opportunities for non-residential development, but the construction of the new Pickerington North High School and Lakewood Junior High School and the Kroger store at the intersection of Refugee and Pickerington roads has had and will have a significant impact on the traffic volumes, traffic patterns and types of activity occurring in this area. Over the next 15 years, it is likely that this vicinity will develop into a trade center secondary to S.R. 256 in Pickerington as a result of the number and density of surrounding residential developments and the factors discussed in support of the Neighborhood Commercial Retail section.

For these reasons, this area has been redefined and expanded further east to include the triangular area bounded by Refugee and Pickerington roads and the potential future expansion of Allen Road (See the Thoroughfare Plan, Section 6). Appropriate uses in this area continue to include small offices and service providers, but the opportunity for specialized retail may be increased. Niche businesses that provide appropriate services and retail for high school students or that provide specialized food products, such as bakeries or health food retailers, may be particularly appropriate for this location

Although the 1998 Plan stated a preference for converting houses to office uses and otherwise maintaining the residential scale and character of the area, the new developments and expansion of the preferred land uses, as well as the need to ensure access management will necessitate new building construction. Permitted buildings in this area should be constructed to look like conventional retail and office structures. Buildings, however, should have smaller footprints and the properties should include less impervious surfaces (including parking lots) than do commercial properties on S.R. 256. Substantial landscaping and buffering must be required for all new developments, both to retain the perception of the area as predominately suburban residential and to avoid creating undesired impacts for adjoining residential properties. If multiple properties are redeveloped, access management strategies must also be incorporated into the site designs to avoid the traffic conflicts and congestion that may result from uncontrolled access in the vicinity of this busy intersection



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(See Non-Residential Traffic Access, Section 7). Finally, sidewalk and bicycle trail access between these developments and nearby residential subdivisions will play an important role in increasing the desirability of surrounding residential areas and the viability of new businesses. Sidewalks and trails should be incorporated into new commercial and office developments at every opportunity, and should be designed to facilitate access to existing and future sidewalks and trails.

Mixed Use

This area south of S.R. 256 on the eastern side of the Township represents an opportunity for a vibrant mix of small-scale retail and office uses in combination with appropriate residential development. While S.R. 256 frontage may provide a good opportunity for small-scale regional retail and services, such as medical specialists or rural lifestyle supplies, the southern portion of this area adjoining the rail line will be more appropriate for light industry, back-office functions and other uses that require good access to the local population but relatively little roadside visibility. Properties requiring the most intensive traffic access should front onto or have primary access from S.R. 256, while low traffic-generating land uses and service drives may be appropriate for the Allen Road side if properly designed. Access via Carroll-Northern Road should be discouraged unless it can be proven that impacts on the rural character of the surroundings will be minimal.

Business and Industrial

This land use is recommended along the U.S. Route 33 Corridor, and is highly important to the continued viability of Violet Township and the larger Pickerington area. The U.S. 33 Corridor represents Violet Township's best remaining opportunity to balance its land use mix by developing appropriate commercial, office, specialized retail and light industrial activities. The Township has begun to pursue this strategy in conjunction with the Village of Canal Winchester through the Cooperative Economic Development Area (CEDA) that has been established surrounding the Hill-Diley interchange. Although the CEDA properties have not developed significantly at the time of this writing due to the fact that the interchange is still under construction, it is expected that the majority of the land within the CEDA will be developed well before the close of the 15-year window of this Plan Update. As a result, it is vital that the Township plan for further expansion of appropriate business and industrial development along the U.S. 33 Corridor.



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Facilitating business and industrial development in the U.S. 33 Corridor will have several benefits for the Township and its residents:

- It will decrease the Township's dependence on residential property taxes;
- It will increase the Township's fiscal resources for the provision of services;
- It will increase the number and quality of jobs and entrepreneurship opportunities available in Violet Township, lessening the need for Township residents to commute long distances for employment;
- It will locate the majority of new business and industrial development at a distance from the bulk of Township residents, lessening the impact of these developments on Township residents and making it possible to design new sites so that they do not create unwanted impacts;
- It will allow Violet Township's new businesses to access a fast-growing regional market made possible by the growth of Greater Columbus and improvements to U.S. 33 north and south of Violet Township.

Expanding the development of appropriate business and industrial uses along the entire U.S. 33 Corridor will be necessary regardless of whether the interchange that is constructed when U.S. 33 is converted to a limited-access highway is located at Pickerington Road or at Allen Road (See Transportation Existing Conditions, Figures 10 and 11). The location of the interchange will have an unquestionable impact on the timing of the development of one parcel versus another, as well as the need for transportation system investments (See the Thoroughfare Plan, Section 7), but the same total area will be available for business and industrial development regardless of the interchange's location. As a result, the Preferred Land Use for the U.S. 33 Corridor must be the same regardless of where the future interchange is located.

A relatively wide variety of uses are appropriate in this Corridor. A variety of uses should also be encouraged in this Corridor in order to provide a well-rounded local economy that is not dependent on any one economic sector. Retail is appropriate to this corridor if it represents a specialized type of good that requires access to a large trade area, but retail uses should not be permitted to dominate the Corridor due to the general oversaturation of the Greater Columbus retail market and the potential for future vacancies and redevelopment challenges as retail patterns continue to swiftly change. Appropriate land uses include the following:

- Large and small-scale office facilities and office campuses,
- Light industry, including product assembly and finishing;



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- Office/warehouse developments (facilities that incorporate office and warehouse or light industrial space into a single building);
- Moderate-scale warehousing facilities;
- Regional sales and distribution;
- Regional educational facilities, including university extension campuses, community colleges, technical schools and private or non-profit training facilities.
- Health care facilities, including hospitals, rehabilitation facilities and outpatient clinics.

It should be noted that non-profit land uses, which may include some educational facilities and some health care facilities, will be exempt from property taxes and may provide little fiscal benefit to the Township. It should also be noted, however, that these entities will increase the local employment base and increase the desirability of the Violet Township area for residents seeking convenient employment.

To the greatest extent possible, developments in the U.S. 33 Corridor should be designed in an integrated fashion as office or industrial parks. These facilities may have campus-like settings, and should be required to incorporate substantial landscaping and vegetation. In locations where these uses may abut active residential parcels, site design requirements must ensure that the property to be developed is adequately buffered from surrounding residences. Access management will also play a vital role in the long-term success of this corridor, particularly if the area develops with numerous small sites or if it includes heavy traffic generators (see Non-residential Traffic Access, Section 7).

Suburban Office

This small area is designated as Suburban Office in order to provide a transitional space between the non-residential uses of the CEDA and the relatively low density land uses expected in the Pickerington Ponds area. Development in these locations should capitalize on the proximity of the CEDA businesses. Potentially successful land uses may include business support services, such as temporary employment agencies or office equipment service providers. Development in this area should be at a scale comparable to residential development and should include extensive landscaping and buffering, particularly in locations that abut residential properties.



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Neighborhood Convenience Retail

The creation of small-scale commercial centers near residential neighborhoods is appropriate under certain circumstances. Residents who do not live near major commercial centers must often travel relatively long distances for convenience retail and services. The increased number of trips resulting from this spatial arrangement increases the amount of traffic congestion along major roadways, adding to resident's frustrations. Neighborhood Convenience Retail centers continue to be appropriate in locations that are in proximity to large residential developments and lack easy access to major commercial corridors. Appropriate mixed use commercial developments may include small-scale restaurants, personal services offices and small-scale commercial establishments, such as bakeries or coffee shops that are designed to meet the needs of the surrounding residents.

Within the Mixed Use Commercial areas, the Preferred Land Use map identifies potential Neighborhood Convenience Retail locations with circular indicators, which indicate that parcels in the vicinity of this intersection may provide an opportunity for Neighborhood Convenience Retail. These indicators are not intended to designate specific parcels for this use, but to indicate that such land uses should be considered in this vicinity. Neighborhood Convenience Retail establishments should not, however, be permitted to locate further than 500 feet from these intersections when the proposed development adjoins residentially developed areas.

Since these locations are situated at key locations, commercial and service uses that serve a wider, but still predominately residential clientele may be appropriate. Neighborhood Convenience Retail centers should be developed at a slightly higher level of density in the immediate vicinity of these intersections in order to minimize the impact on surrounding residences. Appropriate commercial uses for residential areas include dry-cleaners, banks, small grocery or convenience stores, pizza parlors, stand alone ATM machines, and other related uses. Carefully-designed access management will be essential to ensuring that these uses do not create additional traffic conflicts.

Mixed Use Commercial and Neighborhood Convenience Retail establishments should be required to meet strict regulations that address permitted uses, as well as sizes and appearance of buildings and setback, access, parking, buffering, landscaping and other factors of the development. Structures should be compatible with the scale and character of the surrounding neighborhoods.



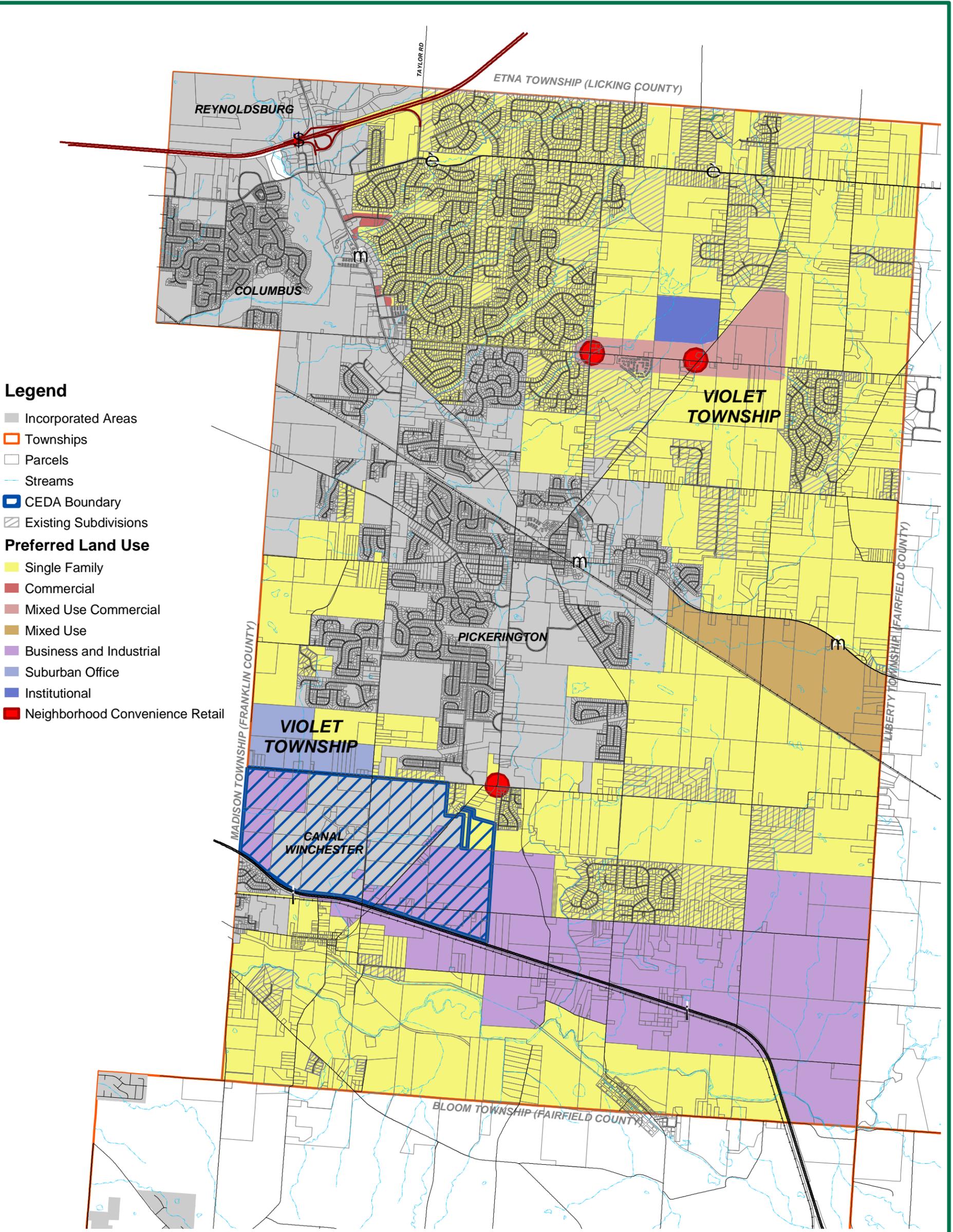
Violet Township, Fairfield County, Ohio

Preferred Land Use Plan Potential Impact on Residential Growth

Based on the Preferred Land Use Plan identified above, it is possible to revise the estimate of future residential capacity provided in Section 3. Assuming that all of the areas identified in the Preferred Land Use Plan will be developed as described, then the amount of land used for residential development would be significantly decreased. Given this assumption, and the assumption that 15% of non-residential land would be used to create new the new right of ways that will be needed, the Preferred Land Use Plan projects a decrease in capacity of over 7,000 residential units from the initial capacity estimate provided in Section 3.

Table 17: Impact on Township Residential Capacity

Preferred Land Use	Total Acres	Existing Zoning	Zoning Units Per Acre	Change in Residential Capacity (Units)	Less 15% ROW (Acres)	Residential Capacity Removed (Units)
Mixed Use	596	R-1	2.17	(1,293)	194	1,099
Institutional	250	R-1	2.17	(543)	81	462
Business & Industrial	2,548	R-1	2.17	(5,529)	829	4,700
Business & Industrial	465	R-2	1.45	(674)	101	573
Mixed Use Commercial	155	R-1	2.17	(336)	50	286.00
Mixed Use Commercial	143	R-2	1.45	(207)	31	176.00
					Total	7,296



Violet Township Land Use & Transportation Plan

Fairfield County, Ohio



Figure 14:
2004 Preferred Land Use Alternative

July 21, 2004





Section 6: Thoroughfare Plan

As noted in the Introduction, one of the key goals of this Plan was to provide the Township with additional tools for addressing the transportation needs resulting from existing and future development. This section presents an expanded thoroughfare Plan, the primary plan element designed to address transportation and roadway issues.

The Preferred Land Use Plan presented in Section 5 was used by the Steering Committee to evaluate the 1998 Plan's thoroughfare plan. One element of particular interest to the Steering Committee was the development of an improved route between the northern and southern portions of the Township. The first subsection of Section 6 presents the revised Thoroughfare Plan and recommendations for roadway improvements over the life of this Plan. The second subsection presents the Transportation Improvement Plan. The Transportation Improvement Plan includes several key improvements and a recommended strategy for completing a vital link in the Township's transportation network: establishing an improved connection between Refugee Road and Blacklick-Eastern Road.

Violet Township Thoroughfare Plan, 2004

Figure 15 presents the Thoroughfare Plan that was accepted by the Steering Committee on May 26, 2004. Like the 1998 Plan, this Thoroughfare presents a functional classification that implies needed improvements to certain road segments. Since U.S. 33 is currently in the process of being upgraded from a Major Arterial to a limited-access interstate-style highway, the Major Arterial classification has no use in this Plan. The functional classifications that are used as follows:

Interstate Highway

Interstate 70 is currently classified as an interstate highway, and U.S. Route 33 is in the process of being upgraded to a limited-access highway. Although U.S. 33's federal designation is not expected to change in the foreseeable future, the function and character of the highway will be virtually indistinguishable from an interstate highway when the improvements are completed. As a result, both highways are classified for the purposes of this Plan as interstate highways.



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As Violet Township residents and officials know, local communities have relatively little influence over improvements made to interstate highways. The Township and other local communities are in the process of negotiating with ODOT regarding access roads and factors relating to the U.S. 33 limited access improvements.

Minor Arterial Roads

Minor arterial roads are designed to carry moderate volumes of traffic on short or medium length trips. Minor arterials link urban areas to rural areas or major traffic destinations. There is limited access to private properties from minor arterials, most of which is to properties in densely commercial areas. Curb cuts on minor arterial should be separated by large distances to maintain a safe speed on these roads

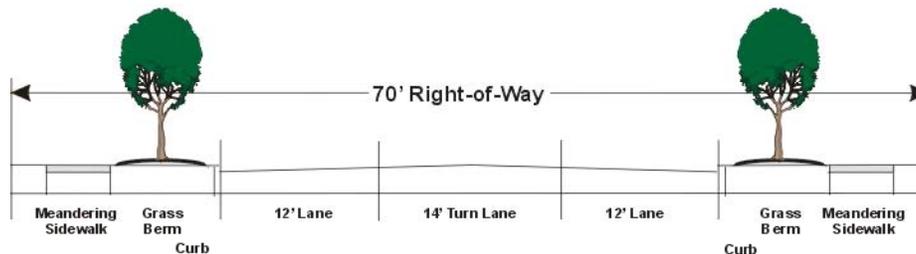
Violet Township faces some potential challenges with regard to its minor arterial system. As noted in Section 1, many of Violet Township's minor arterials are administered and maintained by Fairfield County, including Pickerington Road, Refugee Road, Milnor Road, Basil-Western Road and Winchester Road. Others, such as State Routes 204 and 256, are administered and maintained by the State of Ohio. As a result, many of Violet Township's key minor arterials are not directly under Violet Township's control. Instead, the Township must negotiate with these entities to ensure that the Township's needs are met. Violet Township does have direct jurisdiction over some minor arterials, including Allen Road, Stemen Road and Waterloo-Eastern Road. However, the structure of Ohio taxing powers for townships provides only minimal funding for Township-maintained roads, generally requiring Townships to coordinate with county or State agencies to access funding for more substantial projects.

An additional challenge to Violet Township will result from the existing right of way associated with many of the minor arterials administered by Fairfield County and Violet Township. As demonstrated below, Minor arterials roadways need to have relatively substantial design characteristics in order to accommodate the safety at moderate speeds that these roads should provide to through traffic. The graphic below presents an idealized cross-section of a minor arterial that provides turn lanes, curbs, sidewalks, or trails, and a grass berm or tree lawn to buffer non-vehicular traffic from the roadway.



Violet Township, Fairfield County, Ohio

Minor Arterial Roadway



However, few of Violet Township's recommended minor arterials have sufficient existing right of way to construct all of these features. Most of the roads identified on Figure 15 as future Minor Arterials have a 60-foot right of way, including Refugee, Blacklick-Eastern, Basil-Western, Pickerington, Carroll-Northern and Stemen roads. In these cases, future roadway improvements will probably require modifying this template to provide the transportation elements that are most needed on that roadway (such as turn lanes or sidewalks) within the existing right of way. Certain strategies, such as a three-lane roadway with continuous left turn lane, may be appropriate in locations where additional right of way cannot be acquired. All roadway improvements to minor arterials should consider this template and be designed using a context-sensitive approach that meets the transportation needs of the roadway to the greatest extent possible.

Allen Road, which has been identified throughout the process as vital to the future economic growth of the Township and the long-term health of the Pickerington Area, has a 30- to 33-foot right of way, depending on the location. If Allen Road is to become a minor arterial roadway and become a primary means of improving transportation between northern and southern Violet Township, acquiring additional right of way for this route will be essential.

The following roads are classified as minor arterial roads:

- Tussing Road
- Blacklick-Eastern Road
- State Route 204
- State Route 256
- Diley Road
- Pickerington Road
- Basil-Western**
- Allen Road**
- Stemen Road**
- Carroll-Northern Road**
- Winchester Road

*** Identified as Collector Streets in 1998 Plan*

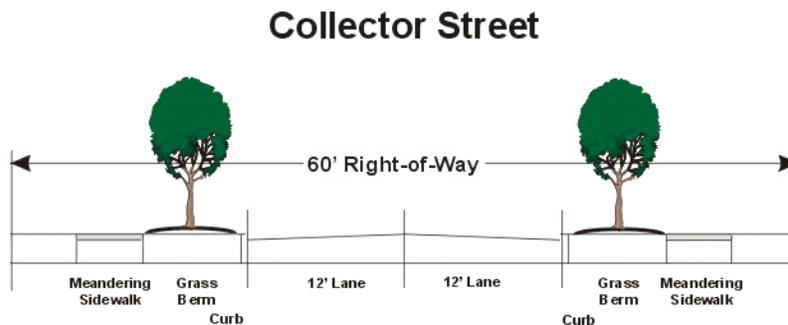


Violet Township, Fairfield County, Ohio

The Thoroughfare Plan also recommends the construction of a minor arterial extension of Allen Road from its current terminus at Stemen Road to an intersection with Refugee Road. Strategies for improving access between this intersection and Blacklick-Eastern Road are addressed in the following subsection.

Collector Streets

Collector streets are designed to perform the intermediate function of connecting local uses with arterial roads. Collectors function primarily to provide circulation within certain areas of the Township and to access large developments. An idealized cross-section of a collector street is presented in the graphic below.



Upgrading collector streets will also present some challenges to the Township. Although these collectors will have lesser traffic demands and than the minor arterials, it is essential that these roads be well-designed and well-maintained in order to improve local access to and from the minor arterials and interstate systems. In addressing these roadways' needs, the Township will face the same need to coordinate with Fairfield County.



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Many of the Collector streets identified here have far less than the 60 foot right of way shown in Figure 16. Wagram Road, for example, has a 33-foot right of way, while Tollgate Road is only 30 feet wide. Roads of this width can meet the travel lane requirements of a collector road, but provide little additional opportunity for pedestrian space or berms. Given these conditions, future designs for these roadways should, at a minimum, provide a sidewalk and buffering berm or tree lawn on one side of the road. If possible, additional right of way should be a condition for developments on roads with a right of way of less than 50 feet.

The following roads are classified as Collector Streets in Violet Township:

- Harmon Road
- Milnor Road
- Ault Road**
- Toll Gate Road
- Long Road
- Amanda-Northern Road
- Wright Road
- Hill Road
- Basil-Western Road
- Busey Road
- Waterloo-Eastern Road
- Waterloo Road

*** Identified as Local Street in 1998 Plan*

The Thoroughfare Plan also identifies three future Collector Streets to be constructed in coordination with the development of southeastern Violet Township. Collector streets will be constructed in coordination with ODOT as a result of improvements to U.S. 33; the Township and its partners should foster the development of collector streets between Pickerington and Allen roads north and south of the U.S. 33 right of way. Developing these collector routes will facilitate access through this area and create additional opportunities for economic development; both collectors will be necessary regardless of whether the interchange is ultimately located at the Pickerington or Allen Road intersections³

Local Streets

Local streets provide access to the majority of private properties within Violet Township. Local streets are used for short destination trips at relatively slow speeds. Primarily, local streets provide access to the residential, commercial and industrial properties for vehicles, pedestrians and bicyclists. To a lesser extent,

³As of this writing, ODOT has expressed a preference for a Pickerington Road interchange, but no formal determination has been made at this time.



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local streets provided traffic movement between other local streets and collector streets.

The remaining roadways within Violet Township are classified as local streets. For the most part, these are the roads that are developed as part of a major residential, industrial or commercial development. Roadway designs in these locations should mirror the Collector Streets to the greatest extent possible. It is particularly important that sidewalks or walking paths be provided in connection with local streets in order to facilitate pedestrian movement, lessen residents' and employees' dependence on vehicles, and ensure pedestrian safety.

Transportation Improvement Plan

The Transportation Improvement Plan identifies improvements to Violet Township transportation infrastructure that will facilitate the development of the Township according to the Policy Matrix and the Preferred Land Use Plan. The following improvements are identified on Figure 15; the Allen Road Corridor extension alternatives are shown on Figure 16.

U.S. 33 Interchange at Allen Road

One of the most critical elements facing the Violet Township area at this time is the location of an interchange on the upgraded U.S. 33. At this time, the State's Preferred Alternative has been identified as Pickerington Road, a location that presents several challenges to the neighboring communities because of its potential to negatively impact Downtown Pickerington and the lack of economic development opportunities surrounding that intersection. Although many of the goals of the Plan can be met by encouraging Business and Industrial development in the Allen Road/U.S. 33 vicinity, and by ensuring the development of a Collector street system between Allen Road and Pickerington Road, constructing the interchange at the Allen Road site would clearly provide the most significant benefit for the Violet Township area.

Township and surrounding municipal officials should continue to lobby for placement of the interchange at Allen Road, but should also ensure substantial roadway connections between Allen and Pickerington roads within the Business and Industrial Preferred Land Use Area in order to ensure that the Township's needs can be most adequately met under either scenario.



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Hill/Busey Road Intersection Realignment

The 1998 Plan proposed realigning this intersection to eliminate the potential conflict points caused by the irregular intersection of Hill, Amanda Northern and Busey Roads. Given the increased traffic volumes that may be anticipated as a result of the completion of the Hill-Diley Interchange, this improvement is increasingly important. It is also important, however, that Hill Road remain a local collector street. Through traffic should not be encouraged to use Hill Road because of its potential impact on downtown Pickerington, and intersection improvements should be designed to facilitate slower-moving local traffic. Through traffic should be directed to Diley Road.

Amanda Northern Bridge Replacement

The replacement of the Amanda Northern bridge across Walnut Creek was proposed in the 1998 Plan. Replacing this bridge would facilitate access to the portion of the Township south of Walnut Creek, and would be particularly beneficial for reducing emergency run times to this area. However, the wide floodway of the Walnut Creek and environmental issues associated with the creek are likely to complicate plans to construct it, and access across the creek is available at Waterloo and Pickerington roads.

Allen Road Corridor Extension

Finally, the Violet Township Steering Committee spent a significant amount of time examining alternatives for the extension of Allen Road from its current terminus at Stemen Road through to Blacklick-Eastern Road. Extending this corridor was ranked by the Committee as its highest priority during a planning charette on December 10, 2003.

As noted previously, the improvement and extension of Allen Road was considered by the Steering Committee to be crucial to the future of the Township for several reasons. Not only is this roadway necessary to connect the Township's northern and southern portions and provide an alternative circulation route that does not pass through downtown Pickerington, but it is important to facilitate the Business and Industrial development of the Allen Road/U.S. 33 vicinity.

As noted on the Thoroughfare Plan, any extension of Allen Road will require the construction of a new roadway from Allen Road's current terminus at Stemen



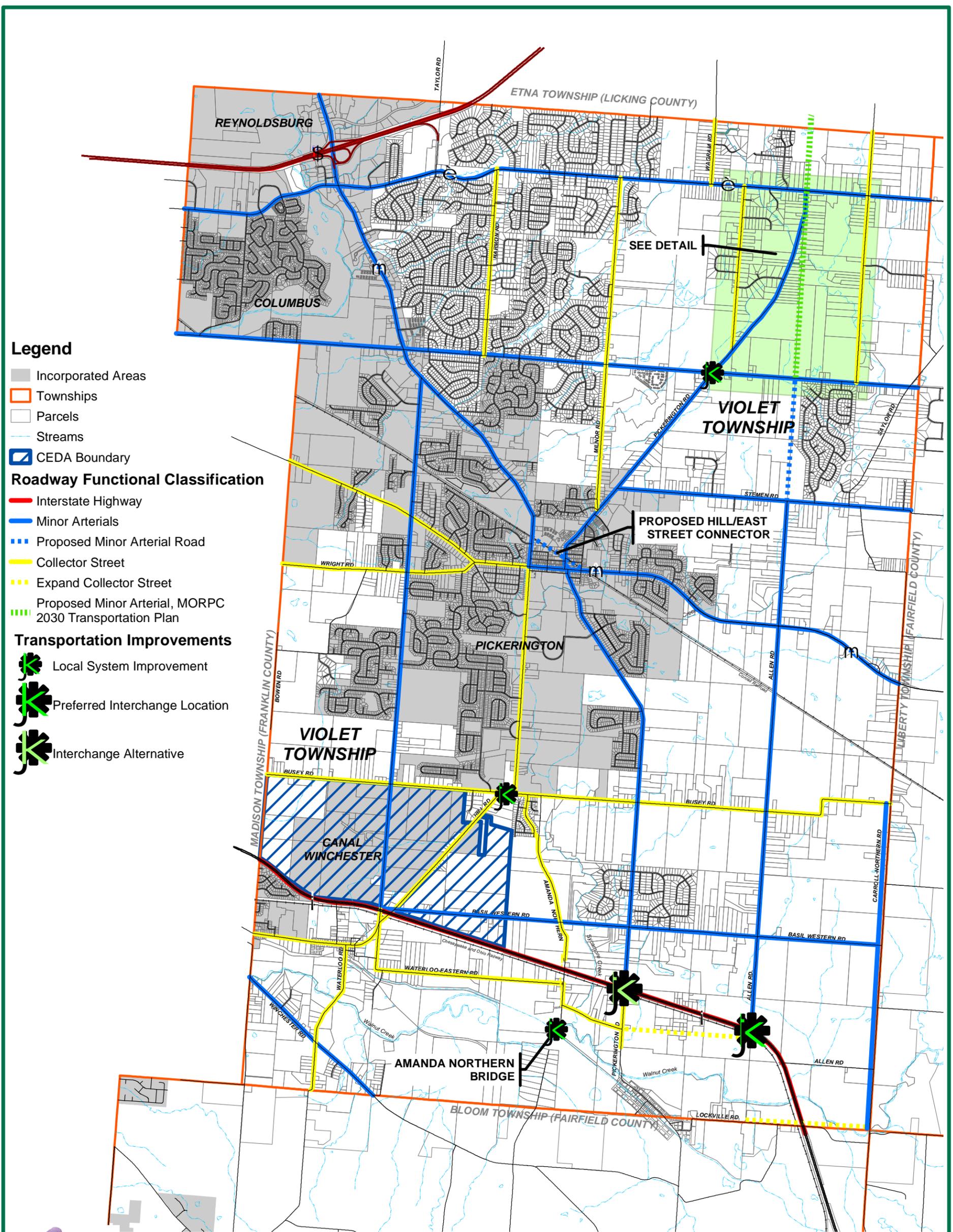
Violet Township, Fairfield County, Ohio

Road north to an intersection with Refugee Road. A preferred route would follow a straight line to Refugee Road, although some curvature may be acceptable if it does not limit the roadway's ability to function as a minor arterial. A standard intersection with Refugee Road will be essential, and should be at least 1,000 feet from the closest Collector or Minor Arterial intersection. The new roadway should be constructed to Minor Arterial standards.

To complete the connection from Refugee Road to Allen Road, the Steering Committee considered a variety of options. Extending the route directly in a straight north-south line was determined to be unfeasible due to the costs of land acquisition, the potential impact on surrounding residences and the creation of an irregular intersection at the juncture of this proposed roadway and the Pickerington Road/Blacklick-Eastern Road intersection. Two preferred routes are shown on Figure 16. Both routes involve several common features:

- Elimination of the irregular intersection of Ault, Pickerington and Refugee roads to create a standard intersection.
- Extension of a new roadway stub from Refugee Road to Ault Road
- The closure and vacation of Ault Road between the new road and the current Ault/Pickerington intersection
- The improvement of the Ault Road/Blacklick Eastern Road intersection, either by improving the existing intersection or by extending the roadway to create an intersection with Wagram Road. Wagram Road is the route most likely to intersect a future I-70 interchange between the existing interchanges at Taylor Road and State Route 310, and thus a road alignment that connects directly with this intersection may facilitate future access to and from the Interstate. However, Wagram Road has a right of way of only 33 feet, making it unsuitable at present to carry significant traffic loads.

Development of either of these routes is likely to require the involvement of both The Township and Fairfield County. The Township must emphasize the importance of these improvements to northwestern Fairfield County, and the Township must work with the County to identify strategies for the acquisition of property and the construction of improvements to facilitate this access.



Violet Township Land Use & Transportation Plan

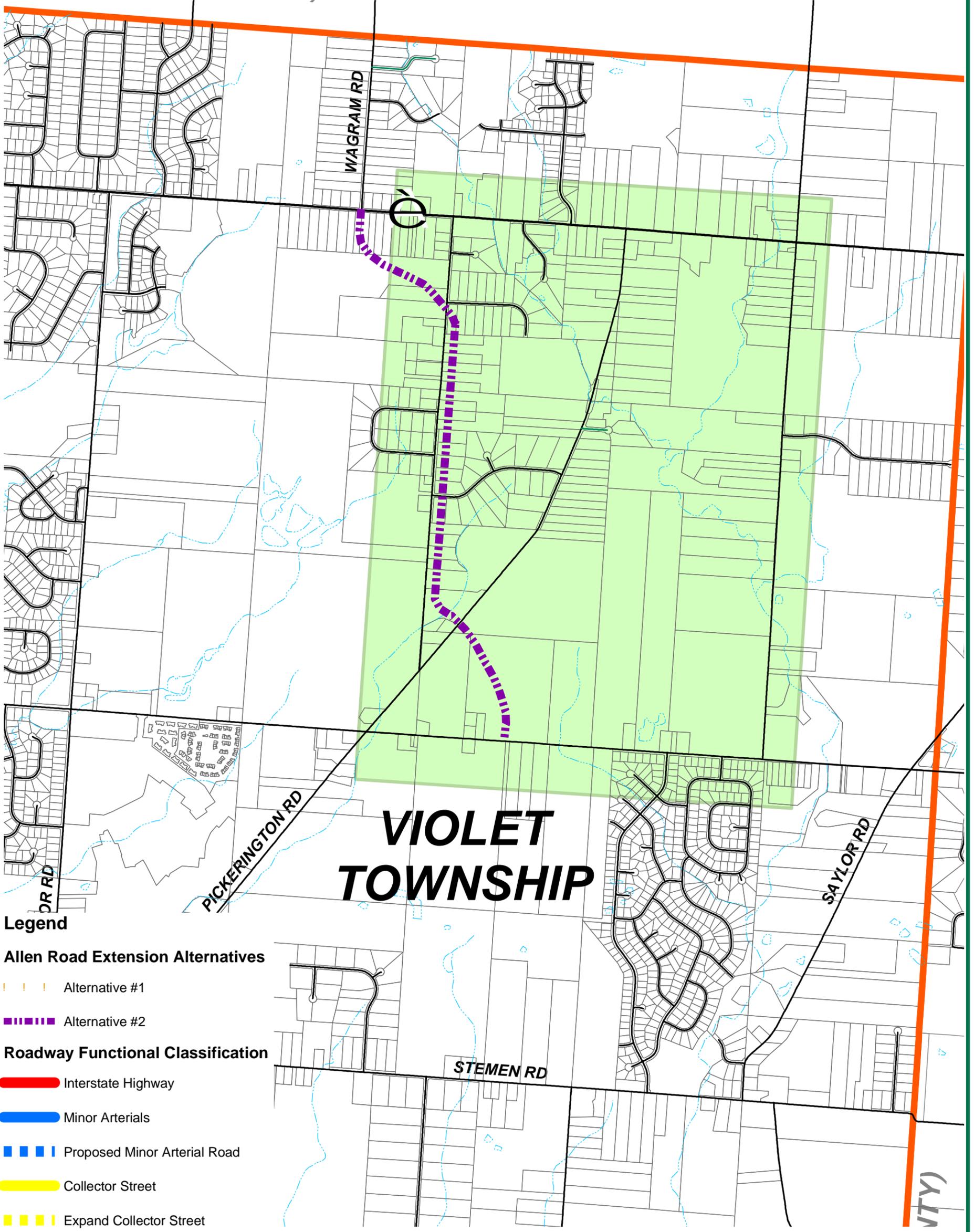
Fairfield County, Ohio



Figure 15:
2004 Thoroughfare Plan

December 17, 2004





Legend

Allen Road Extension Alternatives

- Alternative #1
- Alternative #2

Roadway Functional Classification

- Interstate Highway
- Minor Arterials
- Proposed Minor Arterial Road
- Collector Street
- Expand Collector Street



Violet Township Land Use & Transportation Plan
Fairfield County, Ohio



Figure 16:
2004 Thoroughfare Plan - Detail

July 21, 2004





Section 7: Access Management Recommendations

This section summarizes our recommendations regarding strategies that the Township can use to facilitate access management in new development and redevelopment.

What is Access Management?

The term “access management” relates to a variety of site development strategies and roadway design techniques that can be used to facilitate the flow of traffic on streets. Access management strategies operate on a simple principle: if drivers encounter fewer instances in which other drivers are in a direction or a speed other than the direction and speed of traffic, then traffic will flow more freely, and there will be less congestion and a higher level of traffic safety.

Contrary to popular assumptions, roadway congestion is not strictly a factor of the number of cars using the road, although congestion does generally increase as the number of cars increases. Two other factors also impact roadway congestion:

1. The design characteristics of the roadway itself - not only its width and number of lanes, but also traffic signal timing, sight distances from intersections and driveways, and locations and characteristics of turn lanes.
2. The activities of motorists attempting to enter or exit the roadway, which is impacted to a great extent by the character of the vehicle access provided by properties adjoining the roadways and the activities that must be undertaken by motorists to move against traffic.

As a result, access management strategies fall into two groups: strategies designed to maximize the flow of traffic on existing roadways, and strategies designed to make the process of moving on and off the roadway as smooth as possible.

Access management strategies can be developed for all types of roads. Violet Township area residents are familiar with this concept in terms of the access management plan for U.S. Route 33, which proposes closing several at-grade intersections to create a highway that is accessed only at grade-separated interchanges. It is important to note that the access management strategies in this



Violet Township, Fairfield County, Ohio

Plans are designed to facilitate the flow of traffic on existing surface roads in the Township, not to change their functional classification or to dramatically limit access to roadways.

The County Engineer's Role in Access Management.

In Ohio Townships, the County Engineer is generally responsible for developing access management standards for public roads, as well as reviewing and preparing permits for new driveway access to roads under their jurisdiction. As a result of the passage of House Bill 366 in 2003, all County Engineers are required to prepare access management regulations.

Fairfield County is in the process of preparing draft recommendations, which will focus on issues relating to, in the words of the County Deputy Engineer, "access to the public highway system."⁴ Issues addressed by the county access management regulations will include minimum sight distances, minimum distances of driveways from intersections, storage requirements for turn lanes, etc. These regulations should be completed by the end of 2004. Any Township decisions or recommendations relating to these issues should be in conformance with the County's access management regulations.

What do the County access management regulations NOT include?

Although the County access management regulations address many issues that will impact Violet Township's roadways, these regulations only minimally address the impacts of site design on roadways. The County's access management regulations are primarily focused on the roadway network; there is a great deal more that can be done on a site itself to facilitate smooth-flowing traffic and traffic safety. These recommendations are designed to help the Township focus on these issues.

How Should these Strategies be Used?

The following strategies are designed to provide guidance to Township staff and officials in evaluating proposed developments in terms of their impacts on surrounding roadways' traffic congestion. These may be used informally, or may be incorporated into the Township's regulations. Townships do have the authority under the Ohio Revised Code to implement access management requirements if they choose, but they must also be approved by the County Engineer.⁵ Many of these strategies will be implemented most effectively as part of the regulations accompanying a Planned District development in the Township.

⁴ Telephone interview with Eric McCrady, P.E., June 17, 2004.

⁵ Under current interpretations of the Ohio Revised Code, Townships with limited home rule can take on the responsibility for permitting driveways, but such permitting is still under the review of the County Engineer.



Access Management Strategies

General Site Design

- A Traffic Impact Study will provide a rational basis for determining what level of access management strategies may be needed. Projects for which Traffic Impact Studies may prove beneficial include large subdivisions and commercial developments that will generate significant additional traffic. Any criteria requiring Traffic Impact Studies must be compatible with County access management regulations. Traffic Impact Studies are generally required when a development is expected to generate more than 100 trips during the peak travel hours, although some communities also require them at their discretion.

A Traffic Impact Study evaluates access points and major intersections within a specified distance from the proposed project. The study determines current traffic volumes and traffic projections and evaluates the impact that the proposed development may have on future traffic volumes, based on the characteristics of the proposed development and an estimated number of vehicles trips associated with it. The Traffic Impact Study can then be used to develop recommendations relating to future improvements intended to minimize the impact of traffic generated by the development on the community's roadways.

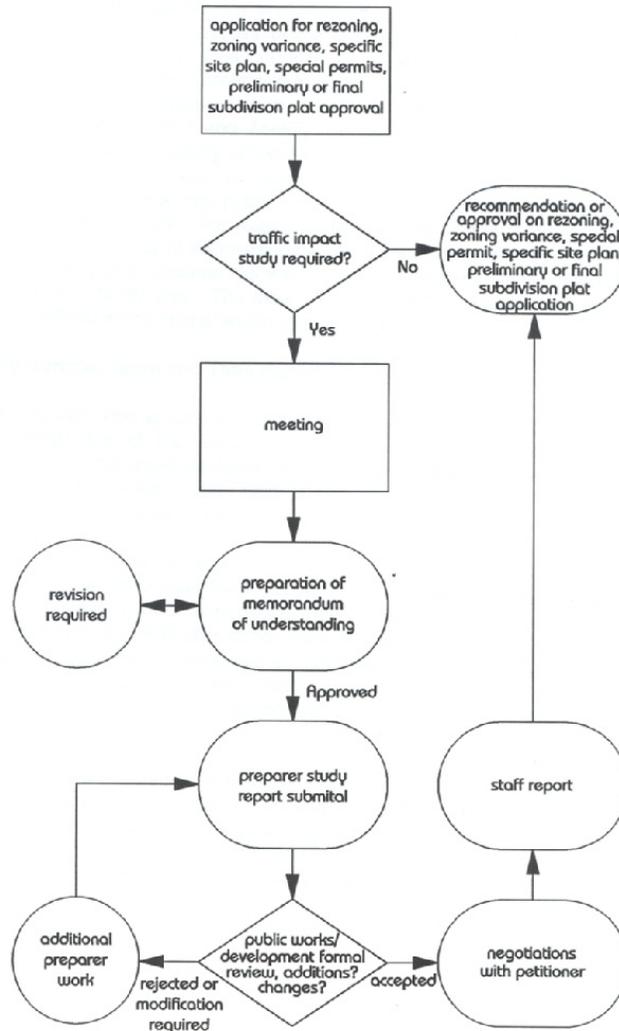
Generally, the Traffic Impact Study review process proceeds as shown in Figure 17. Due to the need to coordinate with the County Engineer, this process may be more complex, depending on how the Township wishes to implement this strategy.



Violet Township, Fairfield County, Ohio

Figure 17:

Major Steps In Traffic Impact Study Process



- Constructing turn lanes, both right and left, into primary development entrances will lessen the impact on through traffic by moving the turning traffic out of the through lanes. Some turn lane criteria will be determined by the County access management plan; others may be considered as a condition of Township approval when possible. Whenever possible, the developer should be financially responsible for providing the



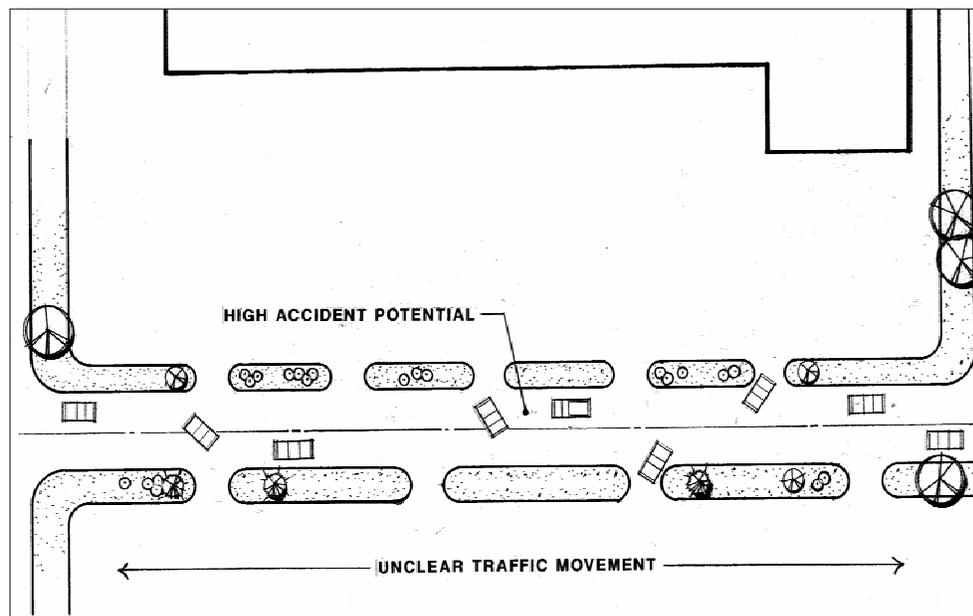
Violet Township, Fairfield County, Ohio

necessary improvements to the roadways that will be impacted by the development's traffic generation.

Commercial Site Design

- **Minimize curb cuts to the greatest extent feasible.** Overabundant, non-controlled curb cuts are one of the primary site-related causes of access conflicts. A proliferation of curb cuts not only provides for more locations for unpredictable vehicular traffic, but it can create confusion for the driver who must choose between several driveways. Figure 18 demonstrates the conflicts created by uncontrolled access, which Figure 19 illustrates the impact on roadway congestion and safety resulting from minimizing curb cuts. Figure 19 also illustrates the use of turning lanes to further facilitate traffic movement into adjoining development.

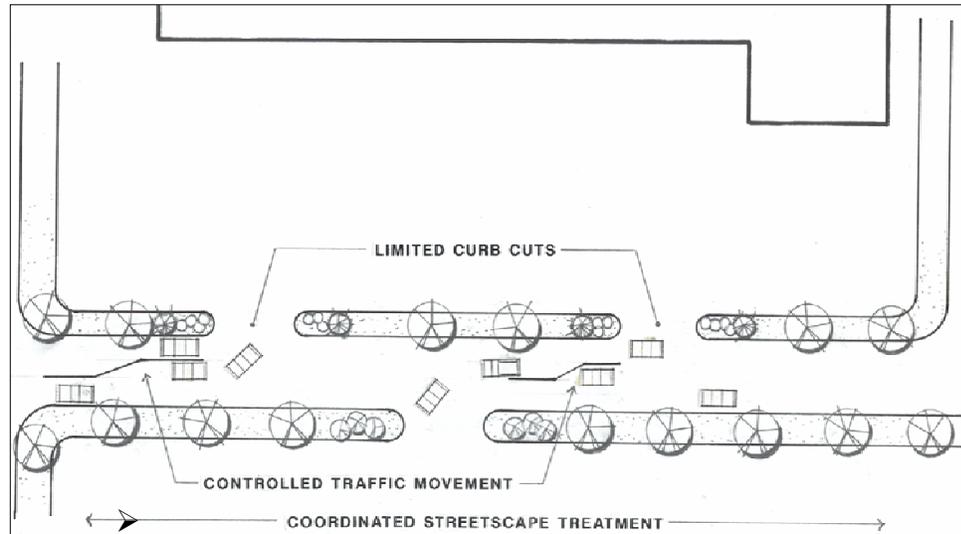
Figure 18: Uncontrolled Access





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Figure 19: Minimized Curb Cuts

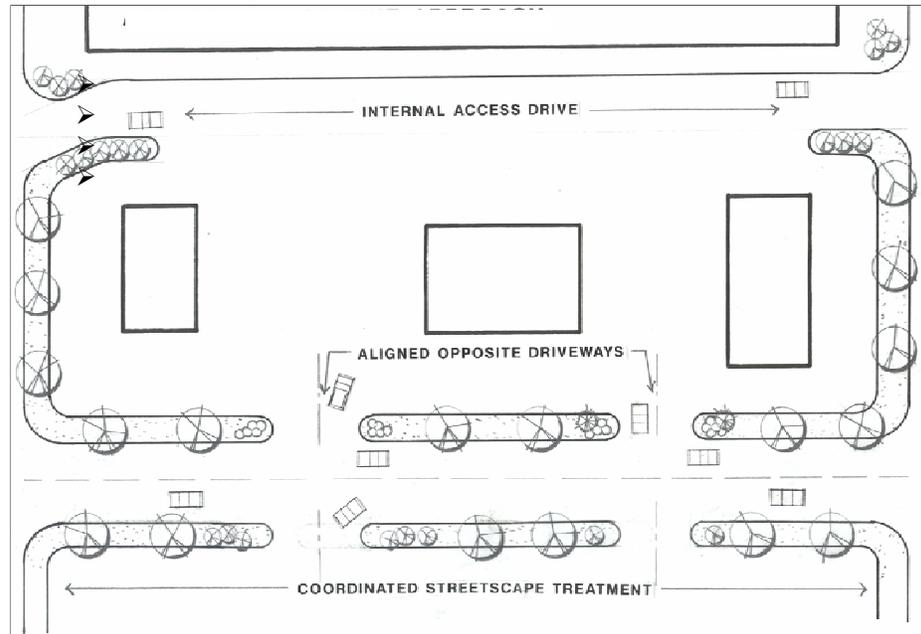


- Coordinate driveway placement with driveways of properties on the opposite side of the roadway, particularly if uses are compatible. One of the most common sources of traffic congestion is vehicles moving into the public roadway in order to drive a short distance to access another property. The access management issues described previously are compounded in this case by the number of entrances to and exits from the roadway, as well as the fact that the vehicle moving between nearby driveways is not likely to travel at a speed compatible with through traffic. By coordinating the placement of driveways, as show in Figure 20, these traffic conflicts are reduced.



Violet Township, Fairfield County, Ohio

Figure 20: Aligned Driveways

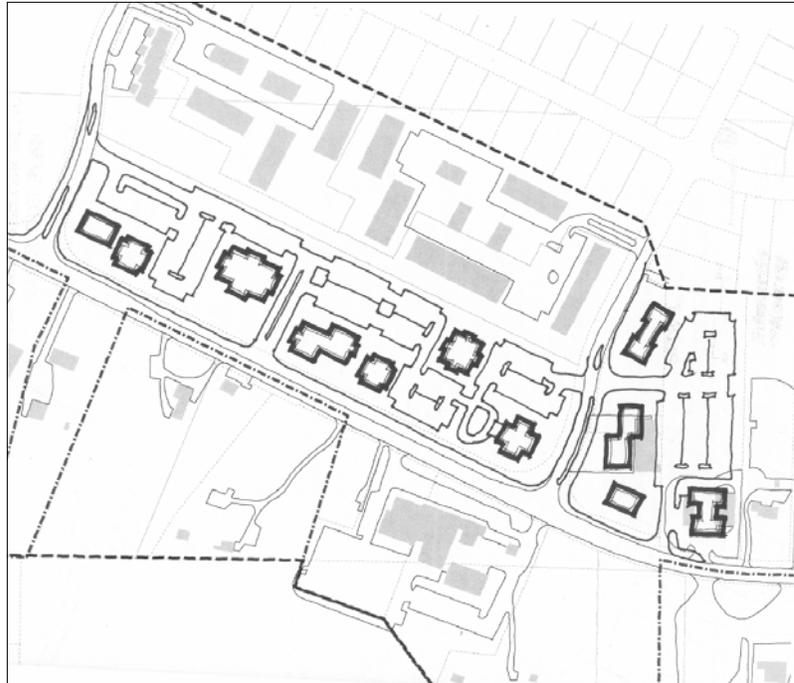


- Providing secondary access from side streets will help facilitate access IF this access will not adversely impact adjoining land uses. (See Figure 21.) Secondary access, such as may be used by employees to access rear parking lots, is particularly appropriate if adjoining land uses are also non-residential and the majority of traffic leaving the site will be moving to the primary street.



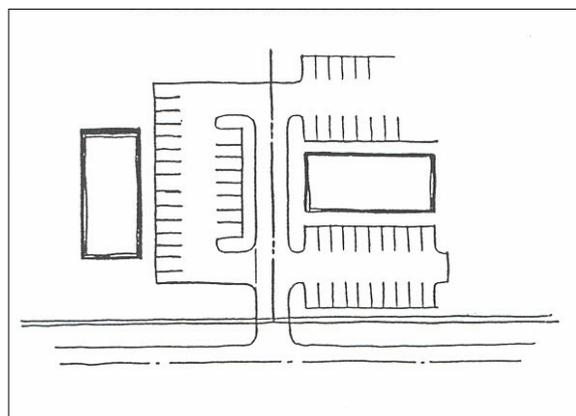
Violet Township, Fairfield County, Ohio

Figure 21: Internal Circulation and Side Street Access.



- When adjoining properties have compatible uses, cross-easements between properties will improve traffic movement. (See Figure 22 and 23). Although cross-easements cannot be required between two separate property owners, it may be possible to require that a cross-access location be made available for future connections. It is possible in some locations that site conditions (such as steep grades) will make cross easements unfeasible.

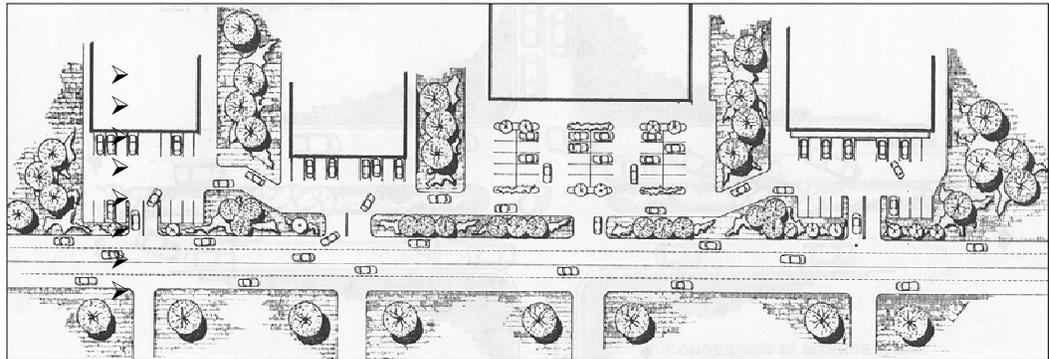
Figure 22: Cross Easement Design Concept





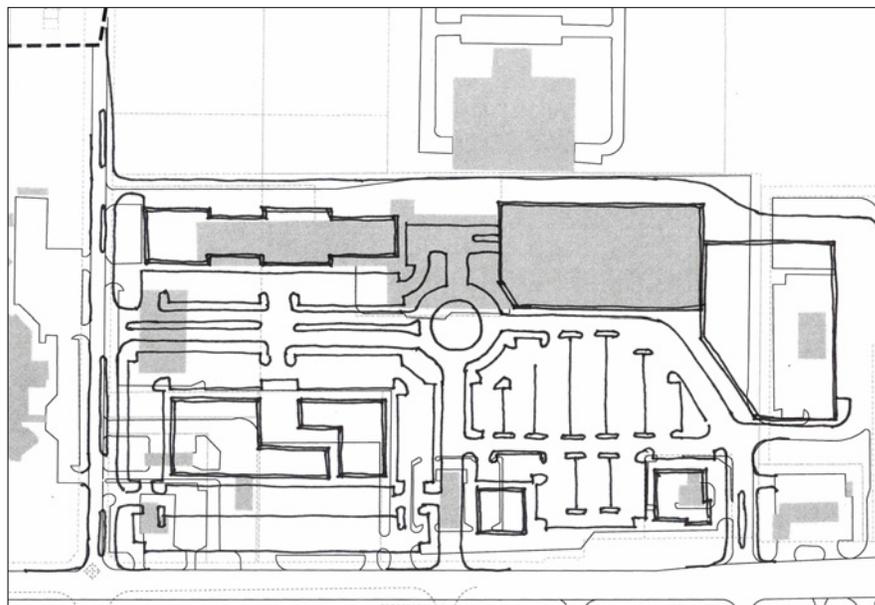
Violet Township, Fairfield County, Ohio

Figure 23: Cross Easement Design Concept



- **Multi-building developments should provide complete and rational internal circulation within the development.** Figure 24 provides a good example of a development that includes a fully-developed internal circulation system. Motorists should find internal circulation systems that are demarcated by striping, landscaping islands and signs, which will discourage drivers from simply cutting across parking lots and lessen the amount of short-trip traffic that the public roadway must accommodate.

Figure 24: Internal Circulation Concept





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Residential Subdivision Site Design

- Depending on its size and shape, every subdivision should provide at least two means of direct access to the public roadway system. Large subdivisions may require more access points; criteria may be developed by the Township based on the strategy that is chosen. Multiple access points are necessary for a variety of reasons:
 - They are necessary in order to distribute the volume of traffic entering the subdivision in order to minimize the impact on traffic congestion. This is particularly true when collector streets are involved and when large numbers of entrants may be expected to be turning left.
 - They are necessary to provide adequate access for service and emergency vehicles, including ambulances, snow removal equipment and school buses.

The number and location of access points to a subdivision will depend on a variety of factors, including the number of houses, the configuration of the subdivision, the traffic characteristics of existing roads, and the internal layout of the subdivision.

- Residential subdivisions should be designed to provide access points between adjoining subdivisions, and new subdivisions should include connections with adjoining subdivisions. Traffic that must move between adjoining subdivisions on collector or arterial road can add significantly to traffic congestion, not only by adding unnecessary traffic, but also by adding to the number of cars that are traveling at speeds below that of through traffic and increasing the number of turning movements being executed. Providing routes that permit drivers to travel between points within subdivisions without entering the collector road system will support the community's traffic access goals.
- Residential subdivisions should have an internal street system that provides enough alternative circulation options to ensure adequate connectivity. Subdivisions that do not provide adequate internal circulation options often result in locations where traffic becomes congested at particular times of day or where



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service and emergency vehicles cannot efficiently navigate. Extremely long cul de sac streets should be avoided, and the use of cul de sacs should be generally minimized.

Figure 25: Subdivision Connectivity Design Concept

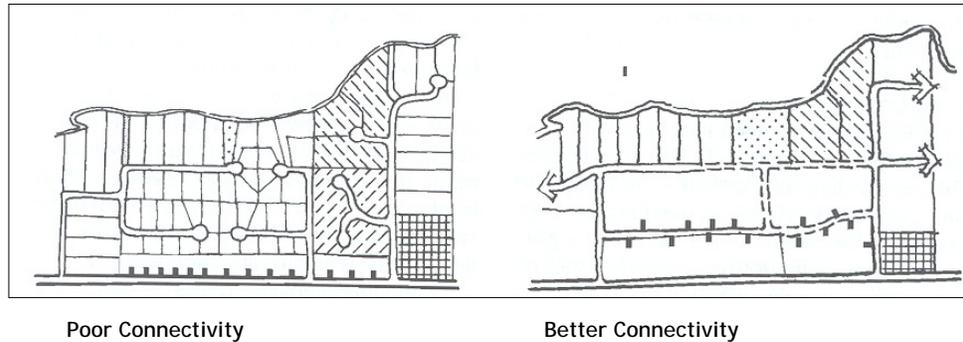


Figure 26 shows a plan prepared by David Jensen Associates, Inc. for a residential development in Montgomery County, Ohio. This plan is a good example of several key concepts related to subdivision connectivity:

- The plan provides for extensive internal circulation options. Drivers, bicyclists or pedestrians originating at most lots have at least two alternative routes to access the adjoining collector routes.
- The plan includes cul de sacs, which often command a price premium and are attractive to developers, but does not include excessively long cul de sacs roads, which can add to traffic congestion and create challenges for the movement of emergency and service vehicles.
- The plan maximizes access to surrounding collector streets without overburdening the collector streets with a proliferation of curb cuts.

Washington Trace - Washington Township, Ohio

Illustrative Lotting Plan

Summary

- 50 UNITS @ 120' x 190' - Waterbury Woods
- 82 UNITS @ 85' x 130' - High End Patio
- 42 UNITS @ 100' x 180' - Estate
- + 55 UNITS @ 90' x 180' - Gold Key
- 324 UNITS @ 70' x 150' - American Dream
- 111 UNITS - Attached Residential

664 TOTAL UNITS



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Montgomery County
 Warren County

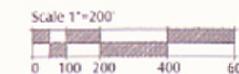
November 14, 2003

Note: This design concept is the property of David Jensen Associates, Inc. No changes may be made to this design without the written permission of David Jensen Associates, Inc.

REVISED: December 9, 2003

Project Number: 0181
 CAD File: sub130200
 Plot Date: 01/05/03

Designed By: gwh
 Drawn By: Wima
 Checked By: dj



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Figure 26: Sample Subdivision Design



Section 8: Parks and Recreation Plan

As noted in the 1998 Plan, park and recreational facilities are key elements of a Township's quality of life. Although Violet Township is served at this time by a variety of parks and recreational facilities, most of these are operated by other entities, including the City of Pickerington, Columbus Metroparks, the Fairfield County Historical Park Commission, and private organizations, in addition to school fields.

The provision of additional parks and recreational facilities was discussed in the 1998 Plan in terms of benchmarks quantity of park space to be provided for active and passive recreation. In 2002, the Township retained Blake Rafeld and Associates to prepare an analysis of existing parks, recreational resources and natural resources within the Township and identify locations that should be considered for new community parks⁶. This study identified several large parcels or groups of parcels that should be considered for park locations. Any future community parks would not occupy the entire parcel; community parks are generally between 10 and 25 acres in size.

During the preparation of the Land Development and Transportation Plan, the Violet Township Steering Committee examined the Park and Recreation Study's recommended park sites in the context of the Preferred Land Use Plan and the Thoroughfare Plan presented in previous sections. These locations are identified on Figure 27. Of these parcels, the Steering Committee recommended that the Township consider the location east of Pickerington Road and north of Busey Road as the community's first priority for a community park site, and that the collection of parcels between Refugee and Stemen roads be considered the second priority. The other potential community park sites may be considered for additional park and recreational uses in the future if demand warrants.

As noted in the 1998 Plan, the development of Township parks and recreational facilities will require the creation of a revenue stream to pay for parkland acquisition, development and maintenance. Of Ohio Townships that have park and recreational facilities, the majority obtain funding through a park levy, an outside millage levy similar to public safety and road maintenance levies. A few Townships fund their parks acquisition and management through their general fund, and a very small number of Townships have investigated the use of TIF funds for parkland

⁶ According to park and recreational planning terminology, community parks are designed to provide active and passive recreational opportunities to residents of the entire community. Community parks are often defined as being approximately 25 acres in size, but the actual size needed depends largely on the type of recreational activities offered.



Violet Township, Fairfield County, Ohio

acquisition and improvements. Violet Township should identify a preferred funding source as soon as possible in order to begin developing a Township park system.

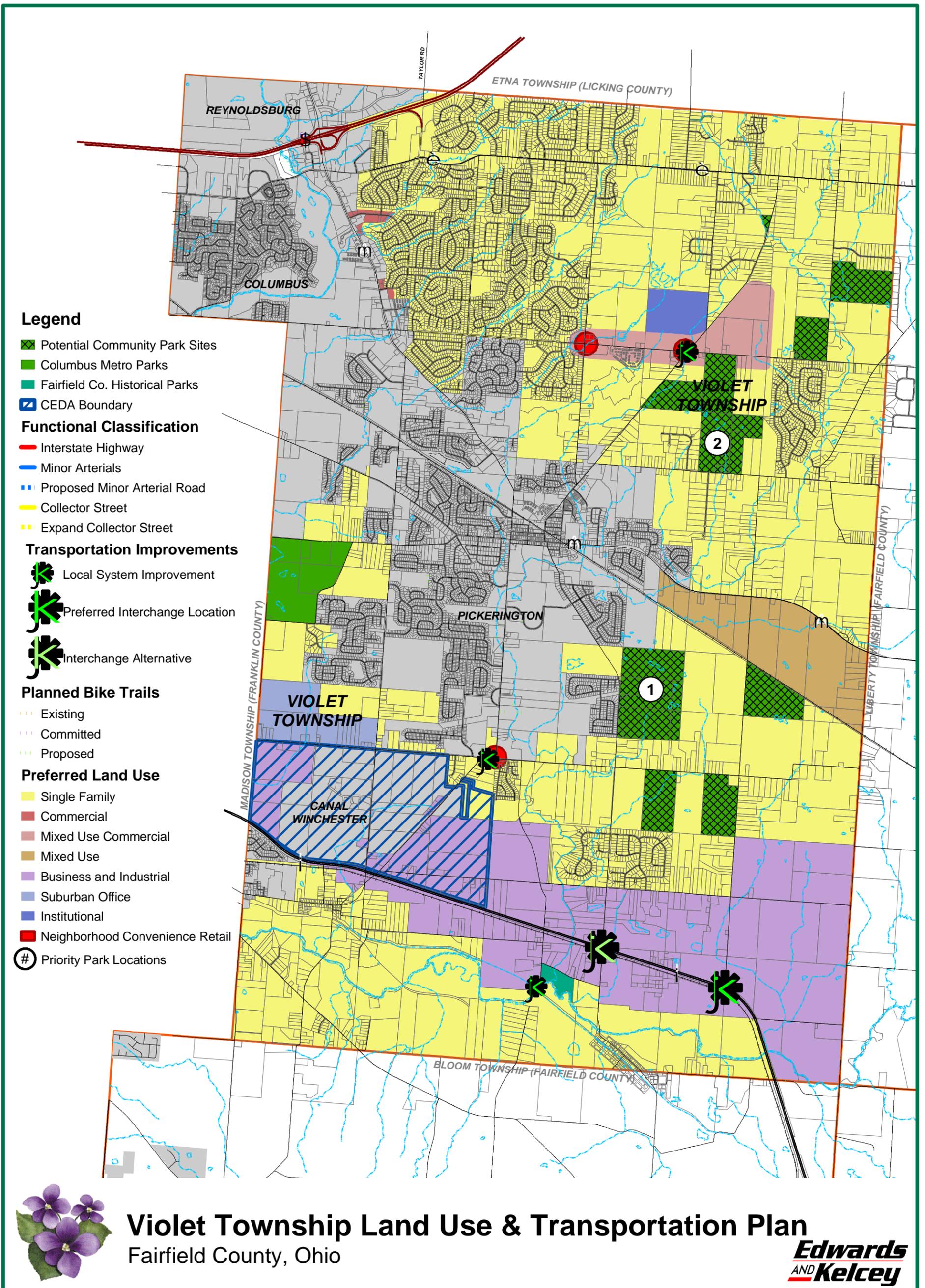
Bicycle Facilities

Figure 27 also presents existing bicycle routes and future bicycle facilities as identified on regional plans developed by the Mid Ohio Regional Planning Commission and Community First. Bicycle routes or trails along these roadways would advance several of the goals of this Plan, including access management and improving transportation options, particularly for children and seniors.

Existing plans do not identify whether these facilities will be bicycle lanes on the roadway or dedicated bicycle trails. In many locations, the narrow right of ways identified previously will make bicycle lanes the only feasible option. Bicycle lanes can be used effectively by experienced riders, but less experienced riders often find them uncomfortable or unsafe. Wherever possible, the development of bicycle trails should be encouraged in order to provide safe bicycling options for less experienced riders, including children. Multi-use facilities that provide space for bicyclists and pedestrians would provide multiple safe travel options while using the available space most efficiently. The strategies discussed in the sub section below for the development of pedestrian options should also incorporate bicycle use to the greatest extent possible.

In addition to these routes, Violet Township should consider the development of bicycle facilities between residential neighborhoods and the following community resources:

- Schools
- Parks
- Areas of residential concentration
- Shopping and Employment centers
- Senior centers and nursing homes
- Government offices
- Churches
- The Pickerington Public Library.



Violet Township Land Use & Transportation Plan

Fairfield County, Ohio



Figure 27:
2004 Park & Recreation

July 21, 2004





Section 9: Implementation Strategies

Creating this Land Use and Transportation Plan has provided the Township with a valuable resource for channeling future development to meet the Township's needs. However, a small number of additional strategies will be necessary to ensure that the Township has the full set of tools it will need to meet its goals. The following recommendations will ensure that the Township's Vision and Goals will be realized.

- Reexamine the Plan in the years 2009 and 2014 to determine if additional updates need to be made or if additional issues need to be addressed. Regular review and updating of the Plan will ensure that the Township's policies match its needs, and will give the Township an opportunity to address any issues that cannot be foreseen at this time.
- Revise the Townships' Planned Residential Development (PD) to provide greater flexibility, encourage the development of pedestrian and bicycle facilities, and facilitate higher percentages of open space preservation.
- Develop Planned District regulations for non-residential development in order to ensure that the Township can have adequate review powers to address issues such as buffering and access management when future commercial, industrial, recreational or other types of developments are proposed. More than one Planned District may be necessary.
- Develop a Mixed Use district that can be used to permit uses with more than one land use type, as described in the Mixed Use land use description in Section 5.
- Review the Township's other non-residential zoning regulations to ensure that they are reinforcing the goals and vision of this Plan, and revise them if necessary to provide additional buffering, landscaping and access management, or to meet other needs. Implementation of various economic development strategies, such as a Joint Economic Development District (JEDD), with surrounding communities and governmental entities will facilitate this effort.



Violet Township, Fairfield County, Ohio

- Work with the Fairfield County Regional Planning Commission to develop subdivision regulations that meet Violet Township's needs, particularly with regard to roadway designs, access points and subdivision layouts.
- Continue to maintain communication with the Mid Ohio Regional Planning Commission (MORPC) and ODOT regarding the Pickerington/Allen Road interchange and future access roads between Pickerington and Allen roads.
- Use the Thoroughfare Plan and the Access Management recommendations to communicate the Township's transportation management needs to the Fairfield County Engineer and the Fairfield County Regional Planning Commission.
- Develop a Sidewalk Trail and Pedestrian Facility Master Plan to use in Township roadway improvements, developer negotiations and coordination with Fairfield County Regional Planning Commission.
- Consider the development of a Tax Increment Financing District (TIF) to create a funding stream to support the infrastructure necessary for new non-residential development. If necessary, a TIF can be created without impacting the revenue stream to the Pickerington Local School District and/or the Violet Township Fire Department. A TIF provides one of the few strategies available to the Township for the development of the infrastructure that new non-residential development will require, and not creating a TIF will put the Township at a significant disadvantage in its efforts to attract new businesses.
- To the greatest extent possible, continue to support efforts to recruit development to the U.S. 33 Corridor that will reinforce the Vision of this Plan. Development of a Joint Economic Development District (JEDD) with the City of Pickerington will facilitate this effort by permitting the involvement of the City's Economic Development staff.
- Critical Data for planning, such as Average Daily Traffic (ADT) Counts, should be collected and compiled systematically from entities involved in planning and developments, including ODOT, MORPC, Fairfield County, the Township Engineer, and other sources as available.
- The Trustees should convene an ad-hoc committee on an annual basis consisting of department heads, Commission and Board representatives, and citizens to review the progress of the Plan implementation and recommend amendments or new initiatives, if needed.