

Jefferson Township Scenic Byways

Corridor Management Plan Update 2015

Sponsored by
Jefferson Township Trustees
Richard P. Courter
Mike Rowan
Claire Yoder

Jefferson Township
6545 Havens Road
Blacklick, Ohio 43004



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Acknowledgements

Thanks is extended to all those who dedicated time and effort to the completion of this Jefferson Township Scenic Byways Management Plan. The following are those who volunteered their time and served in an official capacity for this process. We would also like to thank those persons who participated in the planning process and attended the Advisory Committee meetings.

Jefferson Township Scenic Byways Advisory Committee

Mike Anderson
Joshua Botts
Fritz Crosier
Joe Gerhart
Brinsley Lewis
Linda Mosbacher
Dean Ringle
Tom Spring

Jefferson Township Scenic Byways Advisory Subcommittees

Scenic Views and Points of Interest

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Trees and Vegetation

Lisa Bowers
Linda Mosbacher

Roads and Leisure Paths

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Plan Development

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Kelly Kiener
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The following update is a supplement to the original Jefferson Township Scenic Byways Corridor Management Plan, adopted in 2003. This is the first addendum to that plan.

Summary of Changes and Additions to the original plan:

- Defined Mission Statement
- Defined Vision Statement
- Update to Corridor Conditions and Outstanding Issues
- Update to Funding Sources
- Update to Action Plan
- Development of a series of Short-term and Long-term Goals
- Establishment of Benchmarks to measure success by
- Creation of a Public Participation Plan
- Creation of a Marketing Plan



JEFFERSON TOWNSHIP CORE VALUES ►

In 1996, Township leaders and residents embraced a conservation development approach that rewarded preservation and conservation of the existing rural atmosphere, historic character, and natural resources of Jefferson Township. In addition to a new comprehensive zoning plan, the Township adopted the Jefferson Township Core Values to articulate the community's vision for the future.

- Build upon and retain the “Green Community” character that makes Jefferson Township an exceptional community within Central Ohio;
- Protect, promote, and preserve the abilities and activities of the Jefferson Water and Sewer District, financially and otherwise, because of its integral and vital role in ensuring that the Township is and will continue to be a sustainable Green Community with the desired community character;
- Continue to make sure that the Community is a Visioning and Planning community, which through consensus of its leaders and residents, understands, embraces and then uses innovative land use and preservation concepts, such as performance zoning, to retain the desired character of the Township;
- Safeguard the Township's significant special resources, such as scenic streams, farmland, rural streetscapes, healthy business community and unique residential opportunities, along with its cultural and historical heritage;
- Build relationships with the neighboring communities by recognizing and building on mutual goals;
- Become a “Sustainable Community” with resources sufficient to achieve the Community's goals; and
- Adhere to the following principles:
 1. Protect and nurture the Township's exceptional natural landscape.
 2. Prevent inappropriately located, poorly planned and/or extremely high density development because of its negative impact on Jefferson Township's rural beauty, natural resources, infrastructure and “Green Community” character.
 3. Identify areas where growth is likely and provide the means to accommodate that growth in ways that do not diminish the Green Community Character of the Township.
 4. Promote and enhance the Township's economic viability.



THE CORRIDOR STORY ► Jefferson Township Scenic Byway

Jefferson Township is located in Franklin County, Ohio. Situated on the northeast edge of the metropolitan area, the Township is uniquely decorated with alluring landscapes. However, these intrinsic qualities are under threat from development that is typical of suburban areas. In 1996, Township leaders and residents decided to turn away from conventional approaches that commonly lead to suburban sprawl, and instead embraced a conservation development approach that rewards preservation and conservation of the existing rural atmosphere, historic character, and natural resources. In addition to a new comprehensive zoning plan, the Township adopted the Jefferson Township Core Values in 1996. This community direction has been very effective and resulted in an oasis of rural and natural character amid sprawling suburbs. Jefferson Township has been recognized throughout Franklin County for this vision.

In 2003, obtaining Ohio scenic byway status for the roadways in the township that most exemplify the natural beauty and character of the township became an obvious and widely accepted next step in the continued pursuit and accomplishment of the Township's Core Values. Now, in 2015, Jefferson Township seeks to further preserve and enhance these scenic routes for the enjoyment of its residents and visitors for years to come.

The Jefferson Township Scenic Byways Program helps achieve the Core Values because it preserves the rural character, protects and nurtures the Township's exceptional natural landscape, safeguards rural streetscapes, and continues to build upon the "Green Community Character" vision so important to the residents and community leaders.

In total, the Jefferson Township Scenic Byways corridor covers nearly fifteen miles. This Management Plan provides a long-term strategy to preserve and enhance the roads making up the scenic corridors of Jefferson Township. It is also a tool to be used to assist the Township to guide development in a way that continues to maintain the Community's rural character.

Mission: The Jefferson Township Scenic Byways Management Plan strives to protect the character and nature of major corridors in Jefferson Township, giving particular emphasis to the protection of scenic vistas and wildlife for the benefit of all Byways travelers.

Vision: To protect the character and spirit of the Jefferson Township Scenic Byways by monitoring the condition of the Byways, reviewing development plans that effect the Byways, and illustrating the history and significance of the Byways for future generations.



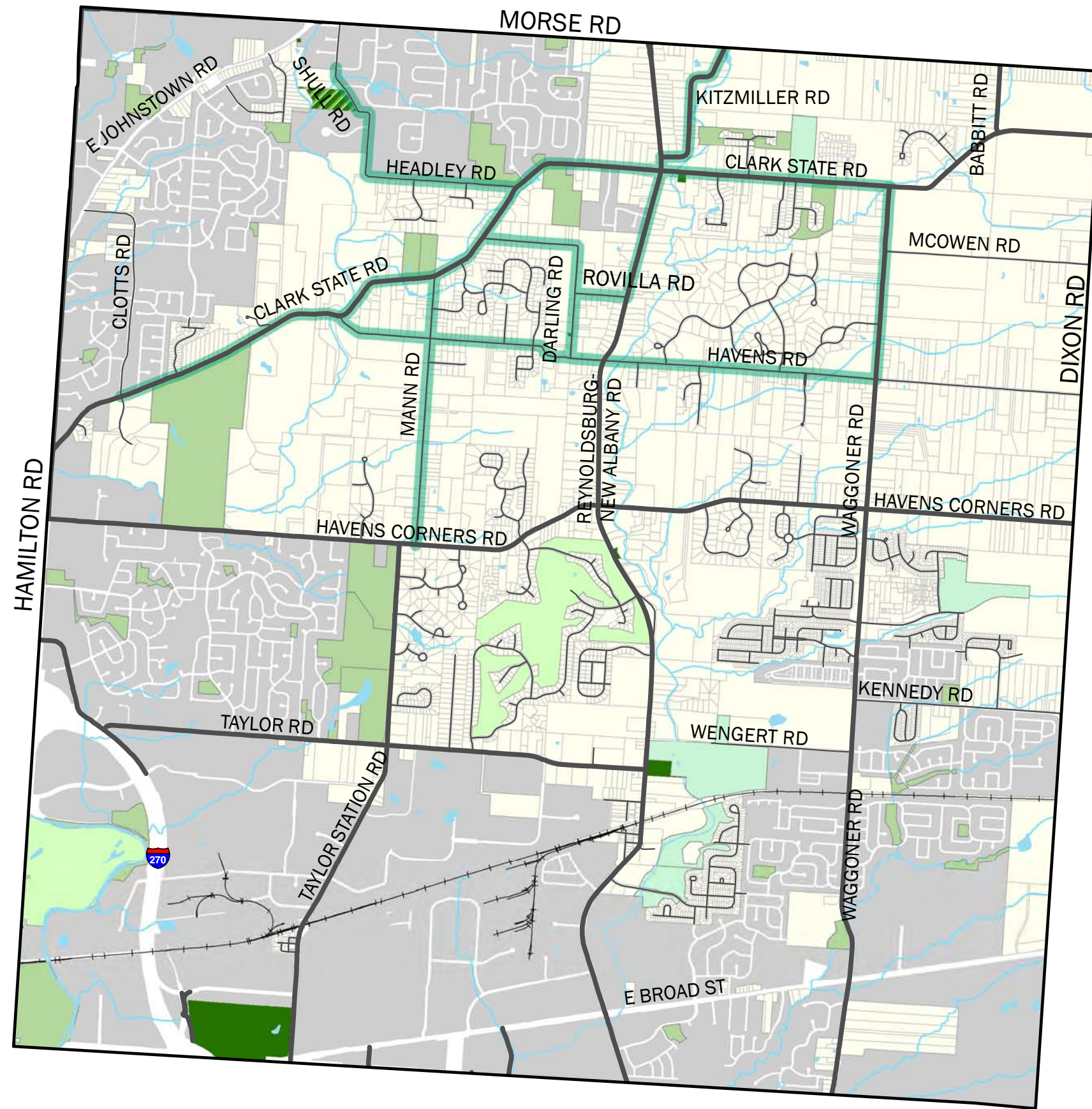
Corridor Conditions

In recent years there have been several subdivisions developed along scenic byways roads. However, the Jefferson Township Zoning Resolution protects the rural character of the scenic byways by giving the Zoning Commission authority to approve development plans. This ensures that trees, bodies of water, and open space are preserved and that minimum setbacks, fencing and the placement of homes are respectful of the character of the scenic byways corridor.

Outstanding Issues

A growing community, Jefferson Township is a sought-after location for residential development and the Jefferson Township Scenic Byways Committee has been added as a technical review body in the 2015 update of the Jefferson Township Zoning Resolution. This allows the Scenic Byways Committee to be a recognized voice in the process of development review for future residential developments.

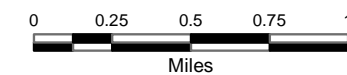
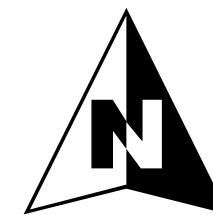




Jefferson Township Scenic Byways

Legend

- Historical Township Boundary
- County Roads
- Township Roads
- Jefferson Township Scenic Byways
- Pond/River
- Golf Course
- Park
- Open Space
- Greenspace
- Burial Mound
- Cemetery
- Railroad
- Stream/Creek
- Jefferson Township Parcels
- Annexed Land



The information shown on this map is compiled from various sources available to us which we believe to be reliable. JUN-2015



OBJECTIVES and STRATEGIES ►

The overall objective of the Jefferson Township Scenic Byways Management Plan is “to protect the character and nature of major corridors in Jefferson Township, giving particular emphasis to the protection of scenic vistas for the benefit of all byways travelers.” To that end, the Scenic Byways Committee has identified several objectives that should be achieved to ensure continued success well into the future.

2015 OBJECTIVE: Revisit discussion of renaming the Byways to avoid referring to a political boundary

1. Revisit past suggestions or identify new name to describe the character of the Byways.
2. Present name to Jefferson Township Trustees for feedback.
3. Present name change to Ohio Department of Transportation (ODOT).

2015 OBJECTIVE: Establish means of outcome assessment

1. Determine optimal location for Ohio Scenic Byways guest log; signage to inform users of its existence. Possible locations: Township Hall, Clark State Road Pull Off, Jefferson Park.
2. Build Scenic Byways website and use Google Analytics (or similar) to monitor traffic.
3. Partner with ODOT to monitor website traffic on the Ohio Scenic Byways Program page.
4. Examine possibility of developing a mobile application.

2016 OBJECTIVE: Revise and retool 2003 Jefferson Township Scenic Byways Corridor Management Plan

1. Re-establish regular monthly or quarterly Scenic Byways Committee meetings.
2. Discuss changes to original document.
3. Create template for designed document.
4. Prepare text changes and additions.
5. Obtain updated seasonal photographs of the Scenic Byways.

2016 OBJECTIVE: In celebration of the Jefferson Township Bicentennial, establish an educational signage program focusing on the historical and cultural significance of elements on the Byways; from its architecture to its vistas

1. Revise and update the vistas named in the original Corridor Management Plan and identify 5-10 sites to consider for educational signage - possible features to start: scenic vistas, archeological/historic sites, cemeteries and mounds.
2. Work with Jefferson Township Zoning and Franklin County Planning to identify locations outside of the rights-of-way to install such signage.
3. Work with Ohio Historical Society and other historians to research and prepare text and photographs related to the sites.
4. Seek funding for the creation and placement of educational signage along the Byways.
5. Install educational signage.

2017 OBJECTIVE: Prepare Jefferson Township Scenic Byways for local marketing

1. Revise and retool 2003 Jefferson Township Scenic Byways Corridor Management Plan.
2. Establish an educational signage program that educates users on the historical and cultural significance of elements on the Byways; from its architecture to its vistas.
3. Develop a website for Jefferson Township Scenic Byways and monitor web traffic.
4. Establish a “Scenic Spotlight” to contribute to the Jefferson Township newsletter.
5. Develop a brochure for Realtors to help inform potential homebuyers about the Scenic Byways and other characteristics that make Jefferson Township an exceptional place to live.



MEASURING SUCCESS ►

To accurately measure success, we must set achievable outcomes. The following outcomes will inform us as to the success of the program:

- Once a Jefferson Township Scenic Byways website is established, website traffic should increase steadily year-after-year
- Sign-ins to Jefferson Township Scenic Byways visitor's log should increase year-after-year
- Survey Township residents for awareness bi-annually
- Increase number of Community Events along the Byways



The Jefferson Township Scenic Byways belong to the Jefferson Township community, and are to be celebrated! To create a sense of community ownership, the Byways Committee seeks to hold more regular public involvement and outreach events:

Potential Involvement Events:

- Yearly public forums to review and set goals
- Open call for interested individuals to join the Scenic Byways Committee or a Sub-Committee

Potential Outreach Events:

- Participate in the Jefferson Township Bicentennial Celebration in 2016
- Photo / Instagram Scavenger Hunt - ongoing with an award given for completion
- Classic Car Show at Jefferson Community Park - Date TBD
- Establish an annual 5k Run or bicycle route along the Byways
- Participate in the annual State of the Township Address
- Create a Letterbox / Geocache Program



Until now, the Byways have been promoted in cost-effective ways at events within the Township, and on Township media. Additionally, improvements for the Byways have been donated or included to achieve a joint purpose with another project in an effort to be fiscally efficient. As we set new goals for improvements and potentially increased marketing and promotion, we anticipate a greater need for funding.

There are a number of grants and funds that can assist with components and strategies discussed herein. Included is a partial list of related assistance. Additionally, we consider the Jefferson Township community itself as a great resource; not just for fund-raising, but also for efforts and services in kind. Dedication, involvement, and sweat equity are truly the keys to successful implementation. The following is a list of potential funding mechanisms for projects related to the Scenic Byways:

Greenworks - Through the Ohio Department of Natural Resources (ODNR), Division of Forestry, the Greenworks grant is a useful funding source. The money must be used for a community action involving youth or young adults. The maximum funding is one thousand dollars (\$1000). Check with ODNR for applications and deadlines.

Clean Ohio Fund - There are a number of programs under the Clean Ohio Fund, including the Clean Ohio Trails Fund (COTF), the Clean Ohio Easement Purchase Program, and the Clean Ohio Conservation Fund. The COTF funds trail acquisition and development costs, and up to seventy-five percent (75%) of project costs are eligible through this program. The Mid-Ohio Regional Planning Commission (MORPC) administers the program. On an annual basis, the deadline dates change and should be checked through MORPC.

Land and Water Conservation Fund (LWCF) - Through ODNR, Division of Real Estate and Land Management, the federally funded Land and Water Conservation Fund (LWCF) finances outdoor recreation projects. This fund is administered by the State in cooperation with the National Park Service, and provides fifty percent (50%) reimbursement with a proposal deadline of May 1st every year.

NatureWorks - Through ODNR, Division of Real Estate and Land Management, the NatureWorks Parks and Recreation fund provides seventy-five percent (75%) reimbursement for acquisition, development, or rehabilitation of public park and recreation areas. The project must be completed within two years. Applications are due on May 1st every year.

Recreational Trails Program - Through ODNR, Division of Real Estate and Land Management, the Recreational Trails Program provides up to eighty percent (80%) matching federal funds for projects like: the development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas; improving access for people with disabilities; acquisition of easement and property; and development and construction of new trails. Generally the proposed project application is due on February 1st of each year.

Wetland Restoration - Through ODNR, Division of Wildlife, the Wetland Restoration fund provides funding for costs associated with wetland restoration projects on private land in Ohio.



The Committee’s vision for the Jefferson Township Scenic Byways is to **“protect the character and spirit of the Jefferson Township Scenic Byways by monitoring the condition of the Byways, reviewing development plans that affect the Byways, and illustrating the history and significance of the Byways for future generations.”**

To this end, the Scenic Byways Committee wishes focus marketing efforts to a concentrated target market of Jefferson Township and the adjacent jurisdictions of New Albany, Gahanna, and Reynoldsburg in an effort to lessen the impact of traffic on the Scenic Byways.

Our marketing objectives include:

- The development of a Scenic Byways website
- The creation of a pamphlet that can be used as Township events and as literature for Realtors to distribute to prospective homebuyers
- The implementation of more outreach events, including running and bicycling, cruise-in events and other community-focused events at Jefferson Community Park



The mission of the Jefferson Township Scenic Byways Management Plan is to protect the character and nature of major corridors in Jefferson Township, giving particular emphasis to the protection of scenic vistas and wildlife for the benefit of all Byways travelers. The following is a list of goals that have been accomplished by the Scenic Byways Committee in partnership with Jefferson Township and the Franklin County Engineer's office for the good of the Byways.

Goals Accomplished Since Implementation

- Jefferson Township Scenic Byways Plan was adopted by Jefferson Township Trustees in 2003
- Jefferson Township Scenic Byways Plan was adopted by Franklin County Commissioners in 2003
- Inclusion into the Ohio Scenic Byways Program website as one of 27 scenic byways in Ohio
- Placement of Ohio Byways signage along corridors
- Achieved grant funding for the installation of a pull-off for visitors to enjoy a peaceful view of Rocky Fork Creek at the intersection of Havens Road and Clark State Road
- Received a donation for fencing at the Clark State Road pull-off from the Jefferson Township Historical Society
- Obtained grant funding for the planting of trees to screen the view of an AEP substation on Headley Road
- Installation of wood guardrails to replace metal guardrails on Shull Road to enhance the view from the byway
- Completion of a speed limits study for Byways roads



JEFFERSON TOWNSHIP BOARD OF TRUSTEES

Franklin County, Ohio

A RESOLUTION

The Board of Trustees of Jefferson Township, Franklin County, Ohio, met in a regular meeting on June 24, 2015, at the Township Fire Station, 6767 Havens Corners Road, Blacklick, Ohio 43004, with the following members present:

Richard P. Courter
Mike Rowan
Claire Yoder

COURTER

offered a motion to adopt the following Resolution:

RESOLUTION No. 2015- 050

A RESOLUTION ADOPTING THE JEFFERSON TOWNSHIP SCENIC BYWAYS CORRIDOR MANAGEMENT PLAN AMENDMENT

WHEREAS, in 2003, Jefferson Township developed a Corridor Management Plan for its Scenic Byways, and the Board of Township Trustees adopted Resolution No. 03-5-3 adopting the Corridor Management Plan; and

WHEREAS, an Amendment to the Corridor Management Plan has been developed by the Jefferson Township Scenic Byways Committee and recommended for adoption to the Board of Trustees; and

WHEREAS, the amendment has been reviewed by the Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF TOWNSHIP TRUSTEES OF JEFFERSON TOWNSHIP, FRANKLIN COUNTY, OHIO, THAT:

Section 1. The Board hereby approves and adopts the Jefferson Township Scenic Byways Corridor Management Plan Amendment.

Section 2. The Board directs the township planner to file a copy with the Ohio Department of Transportation and the special assistant to the township administrator to post the amendment to the township website. The Board thanks the Scenic Byways Committee for its service.

Section 3. It is found and determined that all formal actions of this Board concerning and pertaining to the adoption of this resolution were taken in an open meeting of this Board, and that all deliberations of the Board, and any of its committees, that resulted in such formal action were in meetings open to the public, or in an executive session authorized by §121.22 of the Revised Code.


Section 4. This Resolution shall be in full force and effect immediately upon its adoption.

ROWAN seconded the motion and the roll being called upon the question of its adoption, the vote resulted as follows:

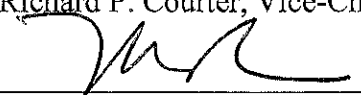
Voting Aye thereon:



Claire Yoder, Chair



Richard P. Courter, Vice-Chair



Mike Rowan, Trustee

Voting Nay thereon:

Claire Yoder, Chair

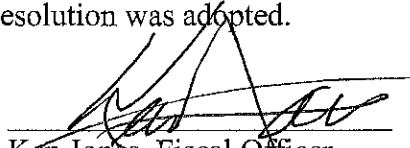
Richard P. Courter, Vice-Chair

Mike Rowan, Trustee

**BOARD OF TRUSTEES
JEFFERSON TOWNSHIP
FRANKLIN COUNTY, OHIO**

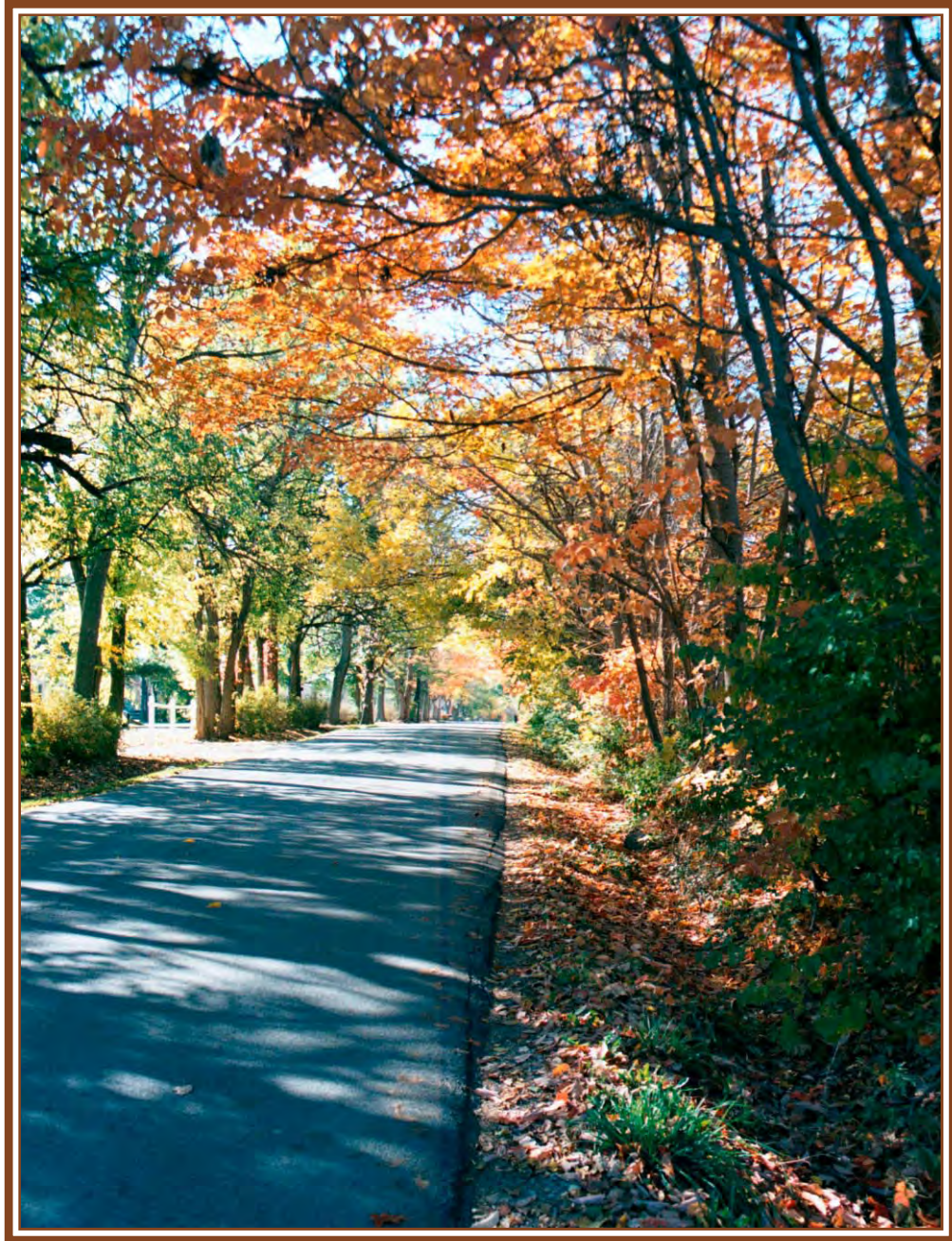
The motion carried and the Resolution was adopted.

ATTEST AND CERTIFY:



Ken Jones, Fiscal Officer

Jefferson Township Scenic Byway Management Plan



Jefferson Township, Franklin County, Ohio

2003

Management Plan for the Jefferson Township Scenic Byway

An Ohio Scenic Byway

Sponsored by:

**Jefferson Township
6545 Havens Road
Blacklick, Ohio 43004**

2003

Prepared by:

**Myers Schmalenberger/MSI in conjunction with
The Jefferson Township Scenic Byway Committee
Photos by Ellen Walker, Jefferson Township Administrator**

ACKNOWLEDGEMENTS

Thanks is extended to all those who dedicated time and effort to the completion of this Jefferson Township Scenic Byway Management Plan. The following are those who volunteered their time and served in an official capacity for this process. We would also like to thank those persons who participated in the planning process and attended the Advisory Committee meetings.

Jefferson Township Scenic Byway Advisory Committee

Mark Bogue
Lisa Bowers
Ron Brofford
Crystal Davis
Tracy Hatmaker
Donna Finn
Sean Gouhin
Rob Mautz
Dennis McAvena
Steve Miller
Raleigh Mitchell
Linda Mosbacher
Joan Phillips
Dean Ringle
Paul Staley
John Robinson
Doug Stoll
Ellen Tripp
Ellen Walker
Holly Wittman

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Jefferson Township Scenic Byway Advisory Subcommittees

Scenic Views and Points of Interest

Joan Phillips
John Robinson
Crystal Davis
Ellen Walker

Trees and Vegetation

Mark Bogue
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FRONT COVER PICTURE:

Havens Road looking west from Mann Road.

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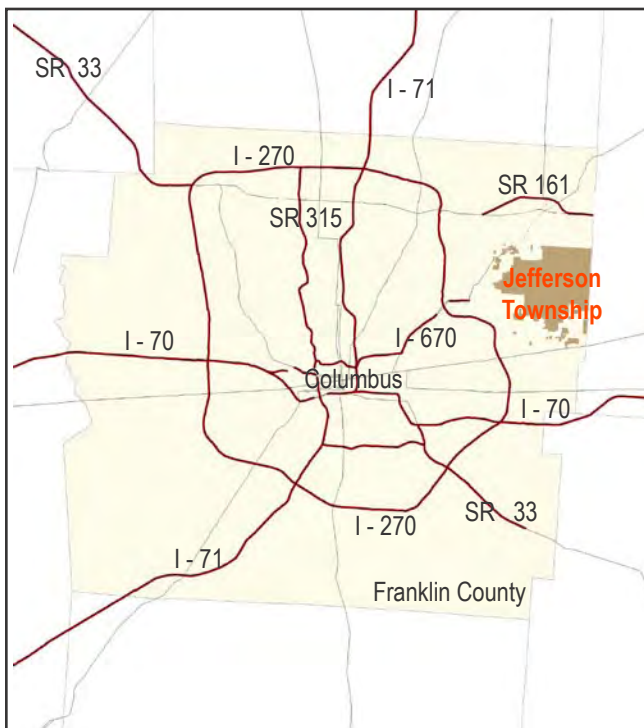
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I. INTRODUCTION

Jefferson Township Scenic Byway

Jefferson Township is located in Franklin County, Ohio. Situated on the northeast edge of the metropolitan area, the township is blessed with beautiful land but must contend with the strong development pressure that is typical of growing urban areas. Some years ago, township leaders and residents decided to turn away from conventional approaches that commonly lead to suburban sprawl, and instead embraced a conservation development approach that rewards preservation and conservation of the existing rural atmosphere, historic character, and natural resources. This is reflected in the "Core Values" the Township adopted (listed on this page). This community direction has been very effective and resulted in an oasis of rural and natural character amid sprawling suburbs. Jefferson Township has been recognized throughout the state of Ohio for this vision. Obtaining Ohio scenic byway status for the roadways in the township that most exemplify the natural beauty and character of the township became an obvious and widely accepted next step in the continued pursuit and accomplishment of the Township's Core Values.

Jefferson Township has actively preserved its character and quality of life by adhering to its Core Values. These were established in 1997.



Regional Map highlighting Jefferson Township

Jefferson Township Core Values

Build upon and retain the "Green Community" character that makes Jefferson Township an exceptional community within Central Ohio;

Protect, promote, and preserve the abilities and activities of the Jefferson Water and Sewer District, financially and otherwise, because of its integral and vital role in ensuring that the Township is and will continue to be a sustainable Green Community with the desired community character;

Continue to make sure that the community is a Visioning and Planning community, which through consensus of its leaders and residents, understands, embraces and then uses innovative land use and preservation concepts, such as performance zoning, to retain the desired character of the Township;

Safeguard the Township's significant special resources, such as scenic streams, farmland, rural streetscapes, healthy business community and unique residential opportunities, along with its cultural and historical heritage;

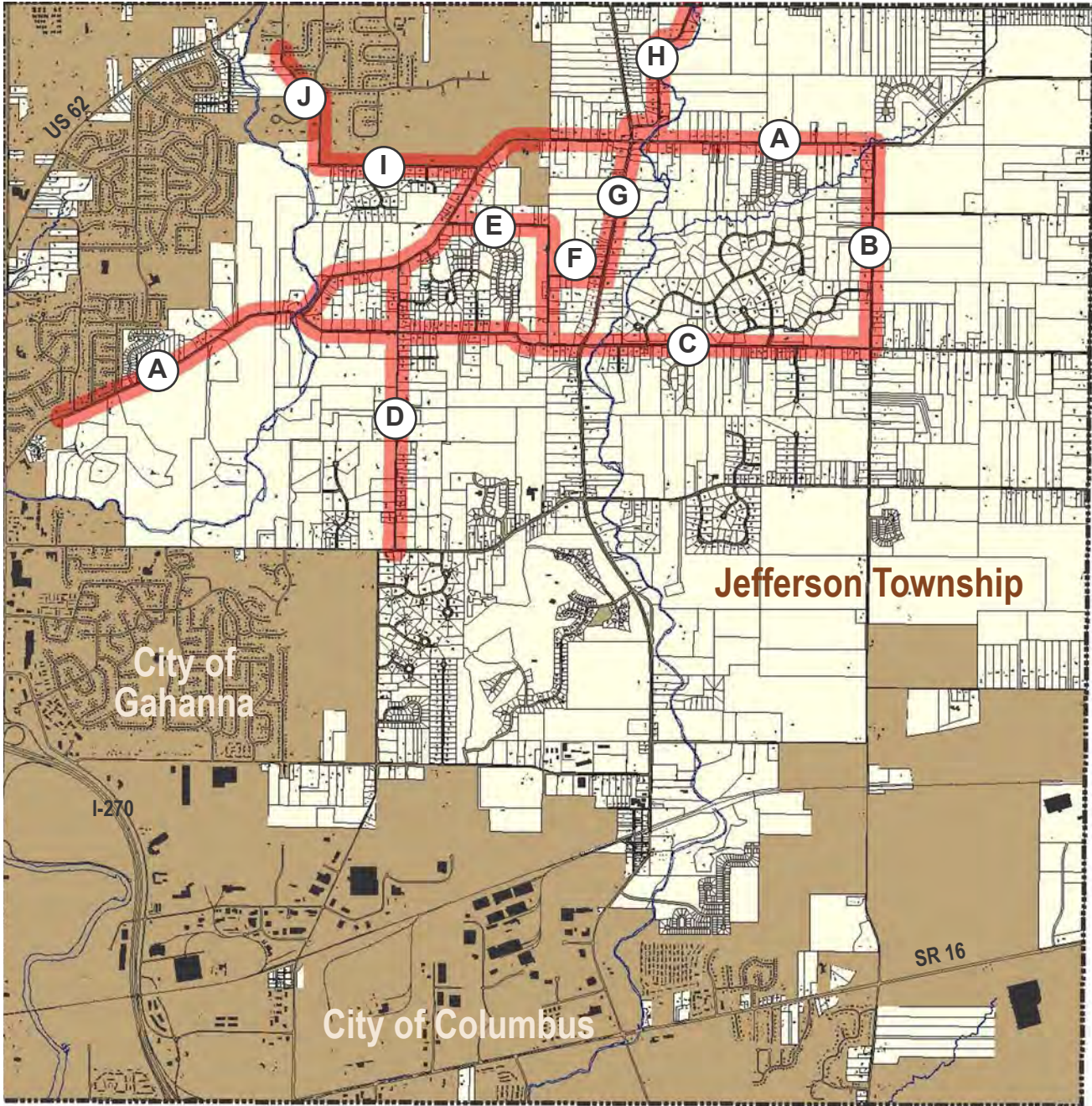
Build relationships with the neighboring communities by recognizing and building on mutual goals;

Become a "Sustainable Community" with resources sufficient to achieve the community's goals; and

Adhere to the following principles:

1. Protect and nurture the Township's exceptional natural landscape.
2. Prevent inappropriately located, poorly planned and/or extremely high density development because of its negative impact on Jefferson Township's rural beauty, natural resources, infrastructure and "Green Community" character.
3. Identify areas where growth is likely and provide the means to accommodate that growth in ways that do not diminish the Green Community character of the Township.
4. Promote and enhance the Township's economic viability.

INTRODUCTION



Jefferson Township Scenic Byway

- | | | |
|---------------------|---------------------------------|--------------------|
| A. Clark State Road | D. Mann Road | H. Kitzmiller Road |
| B. Waggoner Road | E. Darling Road | I. Headley Road |
| C. Havens Road | F. Rovilla Road | J. Shull Road |
| | G. Reynoldsburg-New Albany Road | |

The Jefferson Township Scenic Byway Program helps achieve the Core Values because it preserves the rural character, protects and nurtures the township's exceptional natural landscape, safeguards rural streetscapes, and continues to build upon the "Green Community Character" vision so important to the residents and community leaders.

The Jefferson Township Scenic Byway Committee was established in 2001 to apply for the scenic byway status with the state of Ohio. This committee met for over two years to develop its proposed Ohio Byway and create this management plan. These roads are a fundamental part of Jefferson Township's character and any required changes must preserve these treasures and be in keeping with the community's core values.

Why are these Jefferson Township roadways so important? First, the destination is the drive. Scenic character is derived not just from the views from the road, but also from the road character itself. These characteristics include the road widths and surface, the winding courses, and the naturalized edges and swales. Second, the natural landscape and rural scenic vistas are characteristic of what once predominated in this county. The experience of driving or strolling along these roadways provides a sense of relaxation and relief that is sought by residents from the busy, modern world that has developed around us. The Township's scenic byways are special to the community not only for their physical character and views, but also for the special locations they link together and unique activities and events that occur along them.

The scenic byway in Jefferson Township is shown on the accompanying map. In total, the corridor covers nearly fifteen miles. The management plan provides a long-term strategy to preserve and enhance the roads making up the scenic corridors of Jefferson Township. It is also a tool to be used to assist the Township to guide development in a way that continues to maintain the community's rural character.

Ohio Scenic Byway Qualifying Criteria

With the establishment of the Ohio Department of Transportation's Scenic Byway Program in 1994, many communities have taken the opportunity to preserve their heritage and scenic corridors. The Ohio Byway program requires that four criteria are met for the roadway to qualify as a byway. The criteria are as follows:

- 1) The byway must possess one of the following outstanding intrinsic qualities: scenic, natural, historical, cultural, recreational, and/or archaeological.
- 2) It must be an existing road with legal, public access. This includes any combination of routes under federal, state, or local jurisdiction.
- 3) The road must safely and conveniently accommodate two-wheel drive automobiles with standard clearances.
- 4) The Ohio Byway must be a minimum of five miles in length.

The goals of this management plan are to:

- Preserve the township's image and rural character;
- Protect the character of the roadways;
- Maintain the natural landscape and scenic vistas that occur along the corridors;
- Effectively integrate new conservation development along the corridors;
- Mitigate and screen elements that are not appropriate;
- Highlight and protect sites of historic/scenic interest; and
- Create a cohesive character and identification system for the roadways.

II. EXISTING ROADWAY CHARACTER - Clark State Road

Clark State Road Scenic Byway




From West Park Lane in western Jefferson Twp. to Waggoner Rd.

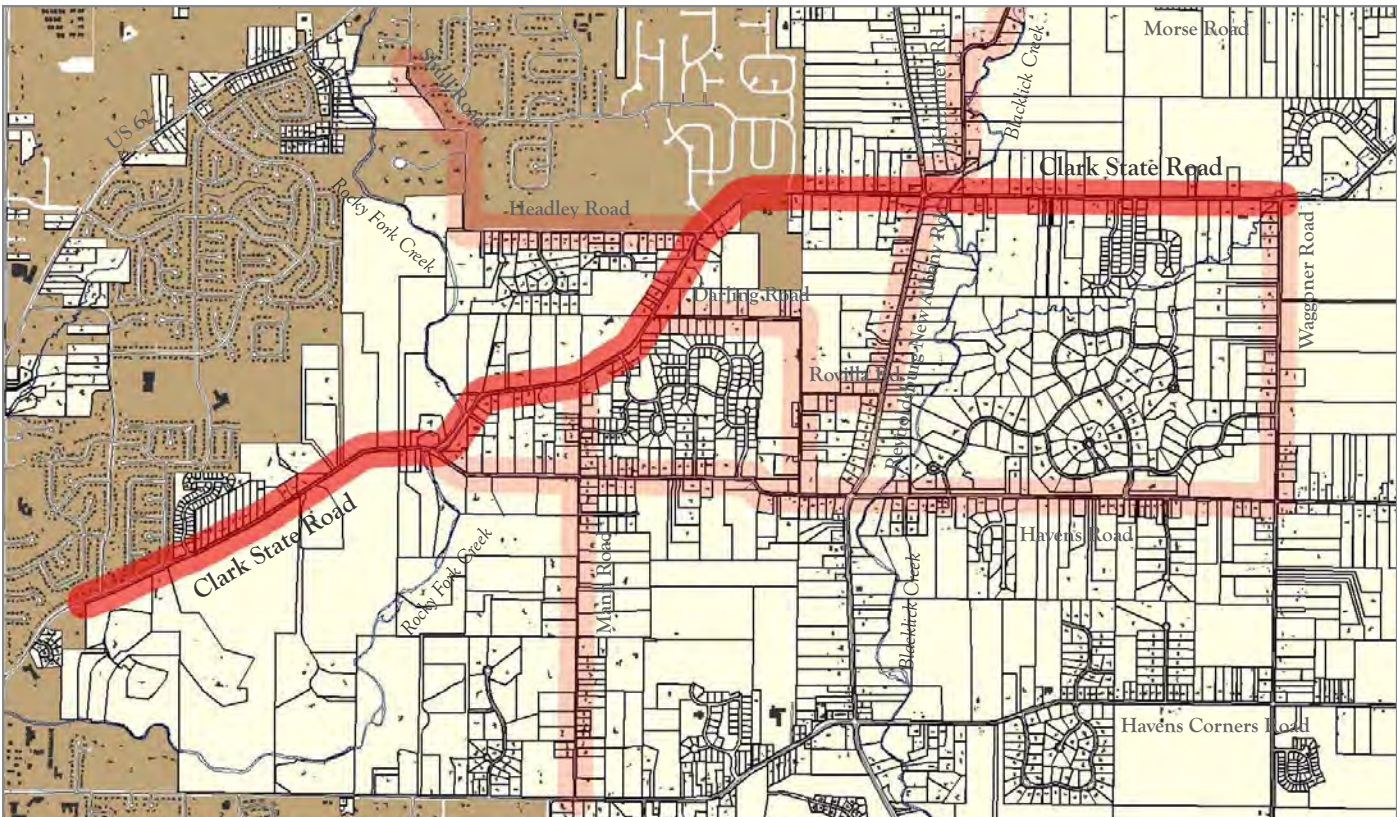
Clark State Road is one of the oldest roads in Jefferson Township. An 1842 map of Franklin County shows Clark State fairly close to its present alignment. (This hand-drawn map probably does not accurately reflect the road's many curves).

Clark State pre-dates Hamilton Road by many years, and was a main route to Newark, Johnstown, Granville, and other points to the north and east. Some of the oldest homes in Jefferson Township are located on Clark State, including the original "toll keeper's house" at the intersection of Clark State and Headley Roads, which dates to 1832, and a brick two-story at 5516 Clark State. Both of these homes have been carefully maintained to reflect their historical appearance.

The early road passed by and through farms of the Township's major founders, including the Headleys, Manns, Kidds, Steeles, and Ayres, and was a main artery for travel to Columbus, a small village only several blocks large at the time.

Clark State Road Statistics	
<i>Direction:</i> primarily runs northeast to southwest	
<i>Scenic Byways Start Point:</i> West Park Lane (west) <i>End Point:</i> Waggoner Road (east)	
<i>Scenic Byway Length:</i> 6 miles	
<i>Intersects with:</i> Havens, Mann, Darling, Headley, Reynoldsburg-New Albany, and Waggoner Scenic Byways	
<i>Authority:</i> County Road	<i>Speed Limit:</i> 35/45/55
<i>Right-of-Way:</i> 60 feet	<i>Pavement Width:</i> 22-24 feet

LEGEND	
	Scenic Byway
	Jefferson Township
	Cities of Gahanna & Columbus



Clark State Road Scenic Byway

Clark State Road

Today, much of the rural character of this Jefferson Township “backbone” road remains. Clark State is the centerpiece of Jefferson Township’s Scenic Byway. Scenic vistas of meadows and fields are interspersed with stretches lined with trees. Homes and barns are tucked in the trees and along the edges of the fields and meadows.

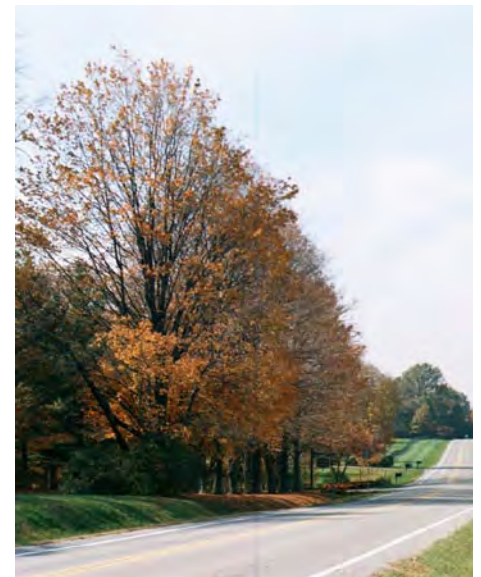
Clark State crosses the Township’s two most important creeks — Rocky Fork toward the west and Blacklick to the east. The view of Rocky Fork gorge from the Clark State Road bridge is stunning in all seasons. Blacklick is more pastoral in nature in the area of Clark State, but forms its own gorge further south, near East Broad Street. A description of Clark State at Blacklick Creek is found in the description of Headley’s Corners within the section on Reynoldsburg-New Albany Road.

Along with the views of the creeks, specific vistas can be enjoyed along Clark State. They include the meadow on the south side of Clark State between Rocky Fork Hunt Club barn and West Park Lane, a large forested area extending from the hunt club east to Crooked mile road; and fields and meadows between Crooked Mile Road and Rocky Fork Creek. Drivers can encounter horseback riders, cyclists, joggers and walkers along Clark State. Deer are also prevalent, so careful driving is important.

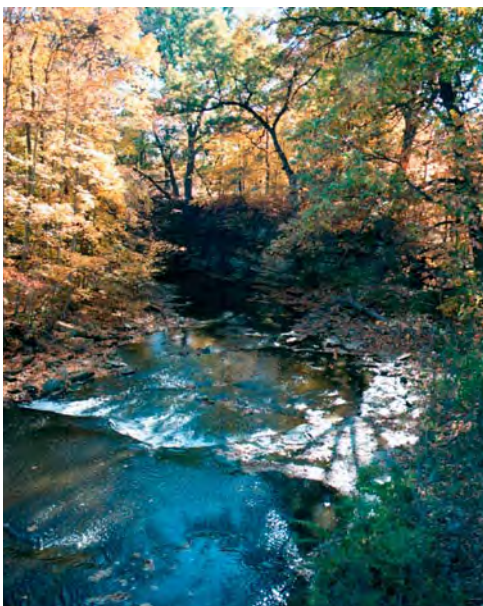
Jefferson Community Park, the Township’s main public recreational area, is located on the north side of Clark State about a mile east of Reynoldsburg-New Albany Road. This park, with its three shelter houses, woods, pond, playground, ball field and heated restrooms is a popular year-round gathering place for those who love the outdoors.



Shallowbrook Farm on Clark State Road, from Darling Road



Field near 5057 Clark State Road



Rocky Fork Creek from Clark State Road bridge



Field near 5057 Clark State Road

EXISTING ROADWAY CHARACTER - Waggoner Road

Waggoner Road Scenic Byway From Havens north to Clark State

The character of Waggoner Road is very different from that of Clark State and Mann Roads. It is in this portion of Jefferson Township that one can see remnants of the serious farming community that Jefferson once was. Here, broad fields line the eastern side of Waggoner, while for the most part, homes have sprouted on the west side. Of note is the white painted brick home at 3825 Waggoner, which has been restored to its original 1820's appearance.

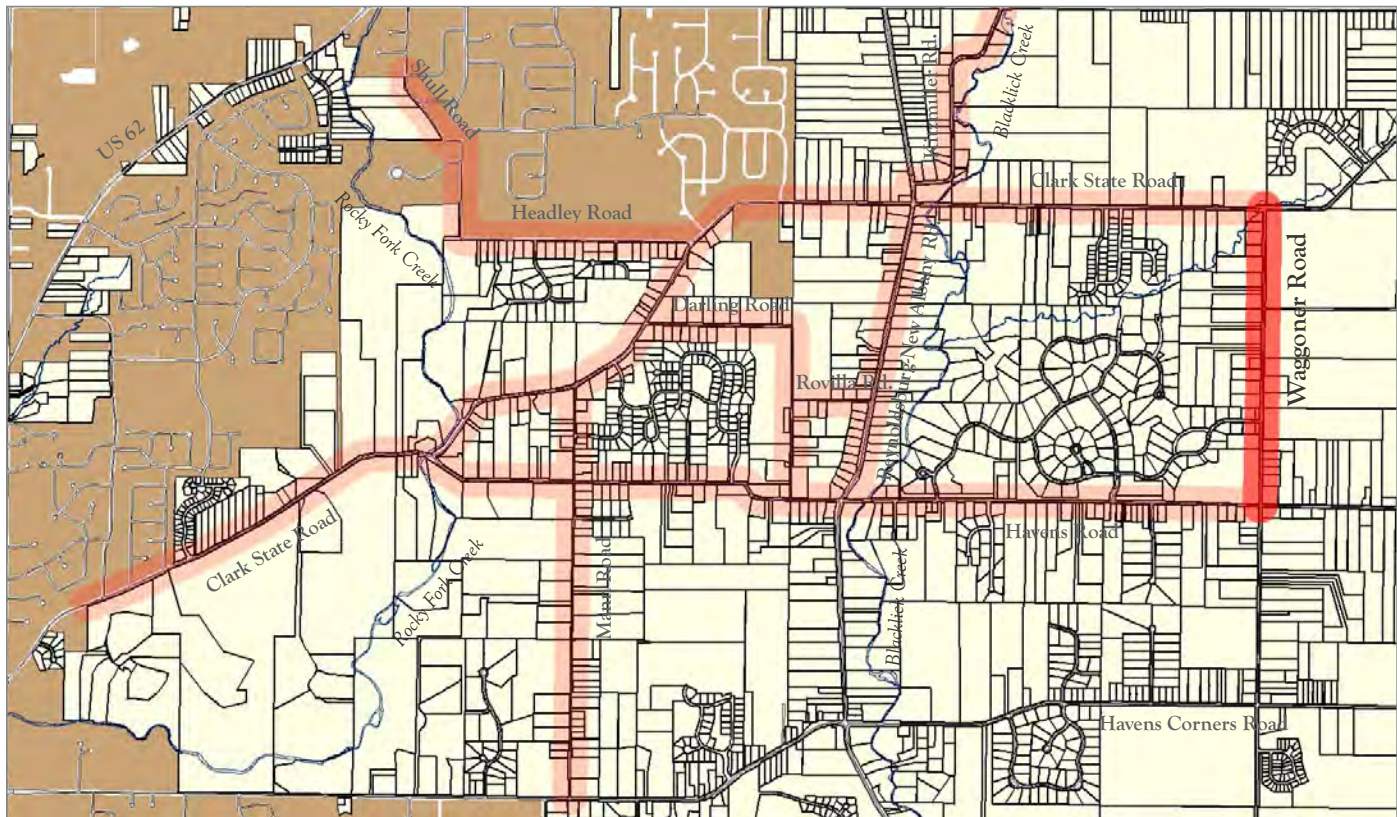
Waggoner Road's character in this part of the Township is substantially different from Waggoner Road south of Havens Corners Rd., where housing developments predominate. What probably permits this road to retain something of its rural character is the fact that it was never connected to Morse.

The barn at the southeast corner of Waggoner and Clark State is clearly a century or so old. The original owner according to the 1812 map was a family named Stag, but the McOwen family had settled here by 1895, and it is likely the barn dates to their era.

Waggoner Road Statistics	
<i>Direction:</i> runs north to south	
<i>Scenic Byways Start Point:</i> Clark State Road (north terminus) <i>End Point:</i> Havens Road (south)	
<i>Scenic Byway Length:</i> 1 mile	
<i>Intersects with:</i> Clark State and Havens Scenic Byway (McOwen Road - non scenic)	
<i>Authority:</i> County Road	<i>Speed Limit:</i> 55 mph
<i>Right-of-Way:</i> 60 feet	<i>Pavement Width:</i> 24 feet

LEGEND

- Scenic Byway
- Jefferson Township
- Cities of Gahanna & Columbus



Waggoner Road Scenic Byway



3825 Waggoner Road



Waggoner & Clark State Roads



Waggoner & Clark State Roads

EXISTING ROADWAY CHARACTER - Havens Road

Havens Road Scenic Byway

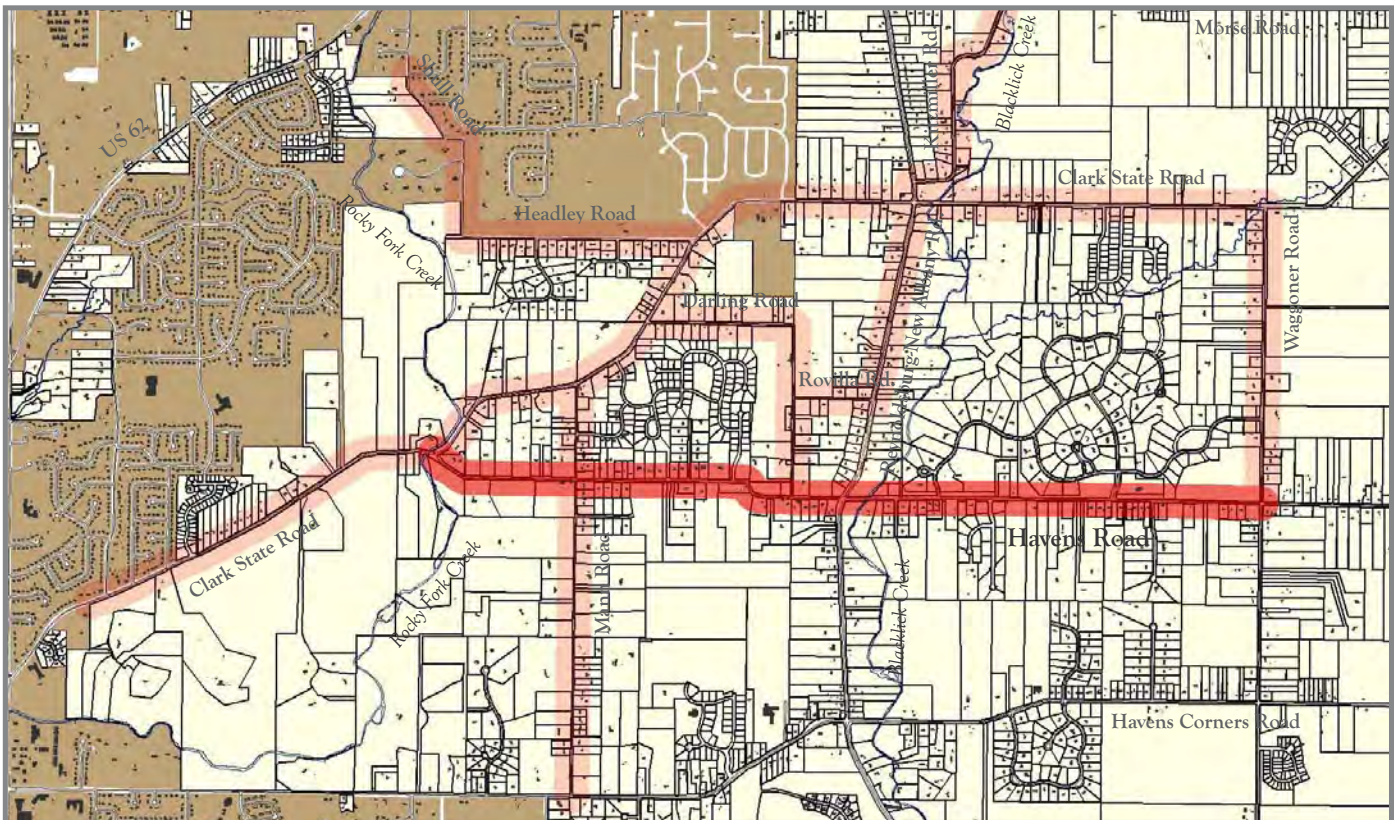
Between Clark State and Waggoner Roads

By 1895, area maps show that Havens Road was clearly the main east-west road between Rocky Fork Creek and points east in Jefferson Township. Named for the Havens family, early settlers who prospered and owned hundreds of acres in Jefferson Township, the road interestingly traveled past the homesteads of Marcus and Samuel Mann (for whom Mann Road is named) before passing by some of the many tracts owned by William & Rebecca Havens.

Today, Havens Road is a narrow, “backwater” road not traveled unless you live there or you’re not in a hurry. As a result, it is one of the most scenic and pleasant roads to travel in Jefferson Township, especially between Clark State and Mann Roads, and east of Reynoldsburg-New Albany Road. Havens is a favorite of joggers who like to take a circular route offered by Clark State, Darling and Havens.

Havens Road Statistics	
<i>Direction:</i> runs predominantly east to west	
<i>Scenic Byways Start Point:</i> Clark State Road (west terminus) <i>End Point:</i> Waggoner Road (east terminus)	
<i>Scenic Byway Length:</i> 3.9 mile	
<i>Intersects with:</i> Clark State, Mann, Darling, Reynoldsburg -New Albany, and Waggoner Scenic Byway Roads	
<i>Authority:</i> Township Road	<i>Speed Limit:</i> 45 mph
<i>Right-of-Way:</i> 60-80 feet	<i>Pavement Width:</i> 16-30 feet

LEGEND	
■	Scenic Byway
	Jefferson Township
	Cities of Gahanna & Columbus

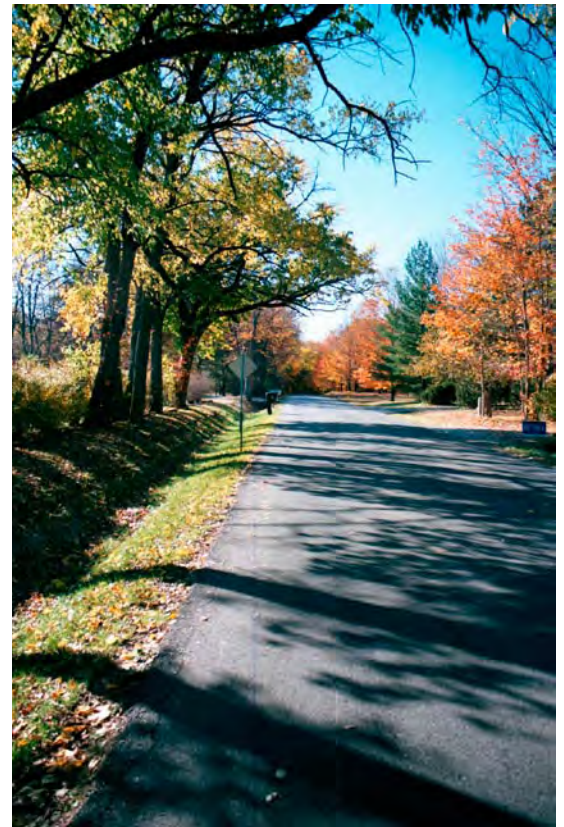


Havens Road Scenic Byway

Trees overhang Havens Road along its western end, an occurrence allowed due to the absence of utility lines. The tree-lined road frames fields lined by split rail fence used to pasture polo ponies. A small polo practice field can also be seen.

Unusual hills can be found just west of Havens' intersection with Reynoldsburg-New Albany Road. Early maps indicate that the large hill on the north side of Havens is an Indian mound, but this has not been documented. Darling Road intersects with Havens just west of this mound. To the southwest is a small yellow sided home with a tin roof which sits on a small hill. It dates from 1826.

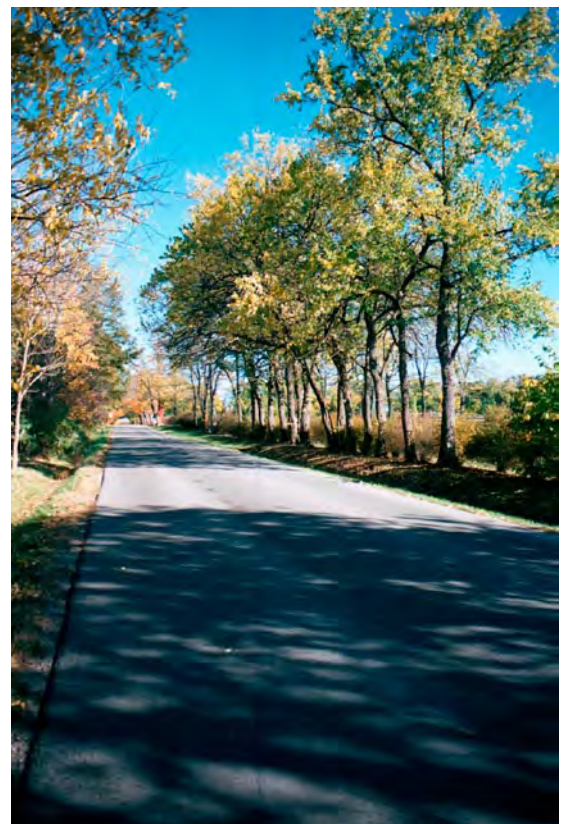
One of the best views of Blacklick Creek can be seen where the creek is crossed by Havens Road just east of Reynoldsburg-New Albany Road. This tree-lined creek has been virtually untouched by development in Jefferson Township, although many homes have been built near it to take advantage of its beauty. An example is the white clapboard two-story home at 6799 Havens Road. Further east on Havens is a more modern community called Colt's Neck, which features wide setbacks, white fences, pastures and ponds—also pleasant to look at from the roadside. At 7443 Havens Road (on the south side of the road) is an example of a very early home transformed from a log cabin to 21st century comfort. The east wing of brick and the midsection of clapboard dates to the mid 1820's, while the western-most section is brand new.



View along Havens Road



6557 Havens Road, circa 1826



View of Havens Road

EXISTING ROADWAY CHARACTER - Mann Road

Mann Road

Mann Road between Clark State and Havens Corners

Named for the Mann brothers in the early 1800's, Mann is a short narrow road today—home to a variety of housing from small cottages to large estates. The road gently slopes from its highest point at Clark State, through a glacier-created valley containing Goose Creek, a small tributary of Rocky Fork, and back up to the ridge which carries Havens Corners Road.

Mann Road is primarily a tree-lined, shady, cool spot in summer and sheltered in winter. Drivers on Mann Road can enjoy a wide variety of architectural styles and history among the homes along the street. At the northeast corner of Mann and Havens, one of the early farm homes of the Township can be seen. Diagonally across the intersection is a 1920s-circa home and barn, now used to house polo ponies.

Mann Road Statistics

Direction: runs north to south

Scenic Byways Start Point: Clark State Road (north)
End Point: Havens Corners Road (south)

Scenic Byway Length: 1.3 miles

Intersects with: Clark State, and Havens Scenic Byways

Authority: Township Road

Speed Limit: 45 mph

Right-of-Way: 30 feet

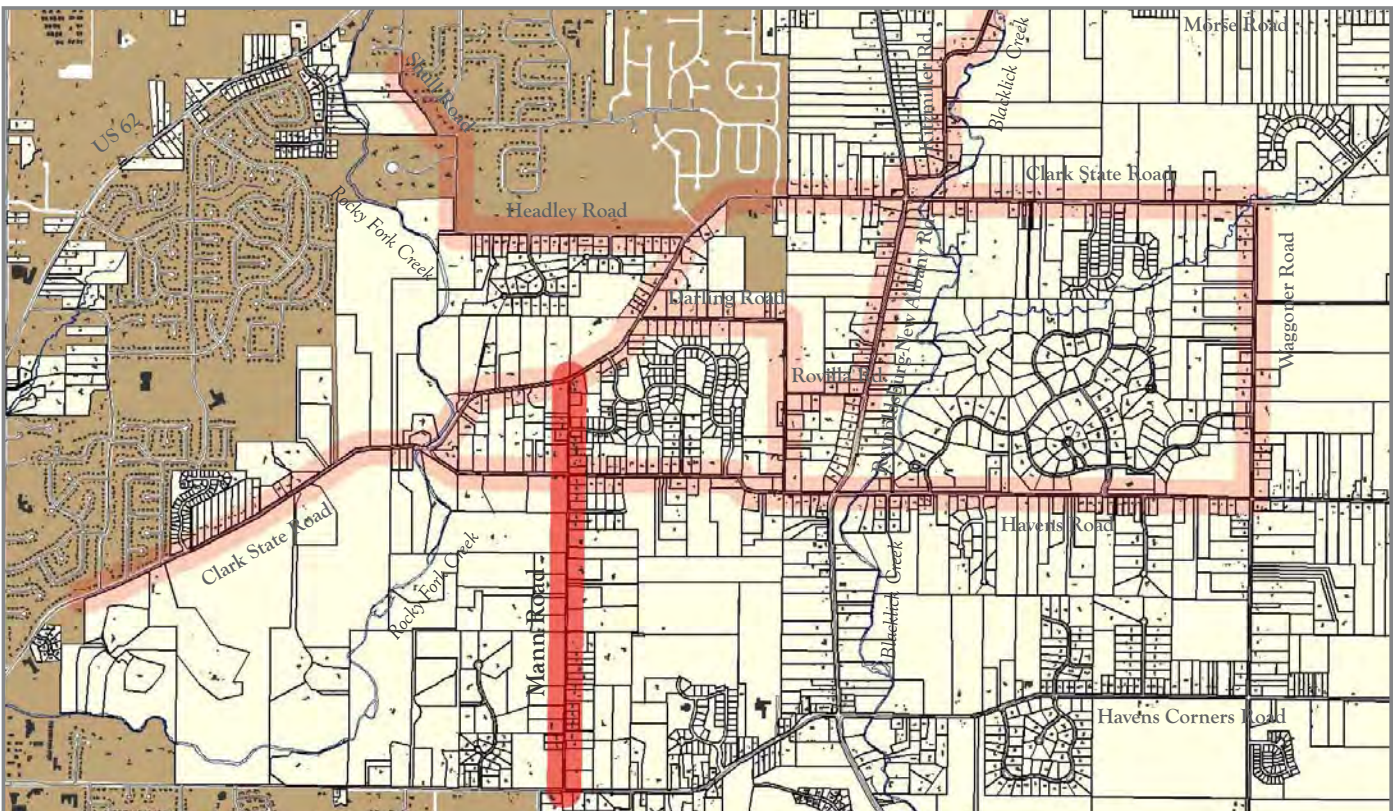
Pavement Width: 18 feet

LEGEND

■ Scenic Byway

□ Jefferson Township

■ Cities of Gahanna & Columbus



Mann Road Scenic Byway

Mann Road

The deer really do roam along Mann Road. Wildlife of all kinds can travel unmolested between Hamilton Road, five miles to the west, and Licking County, about five miles to the east, following the tributaries of Rocky Fork and Blacklick Creeks.

Near the south end of Mann Road is Gahanna Woods State Nature Preserve (a jog west on Havens Corners, then south on Taylor Station Road). This wetlands and forest preserve contains walkways through the site and facilities for picnicking.



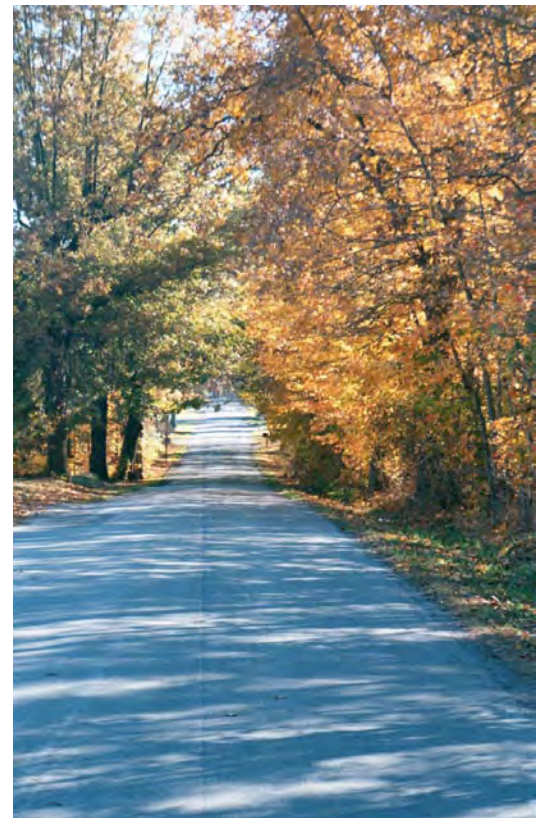
View of Mann Road



Field on west side of Mann Road at Howard St. intersection



View north on Mann Road



View of Mann Road




EXISTING ROADWAY CHARACTER - Darling & Rovilla Roads

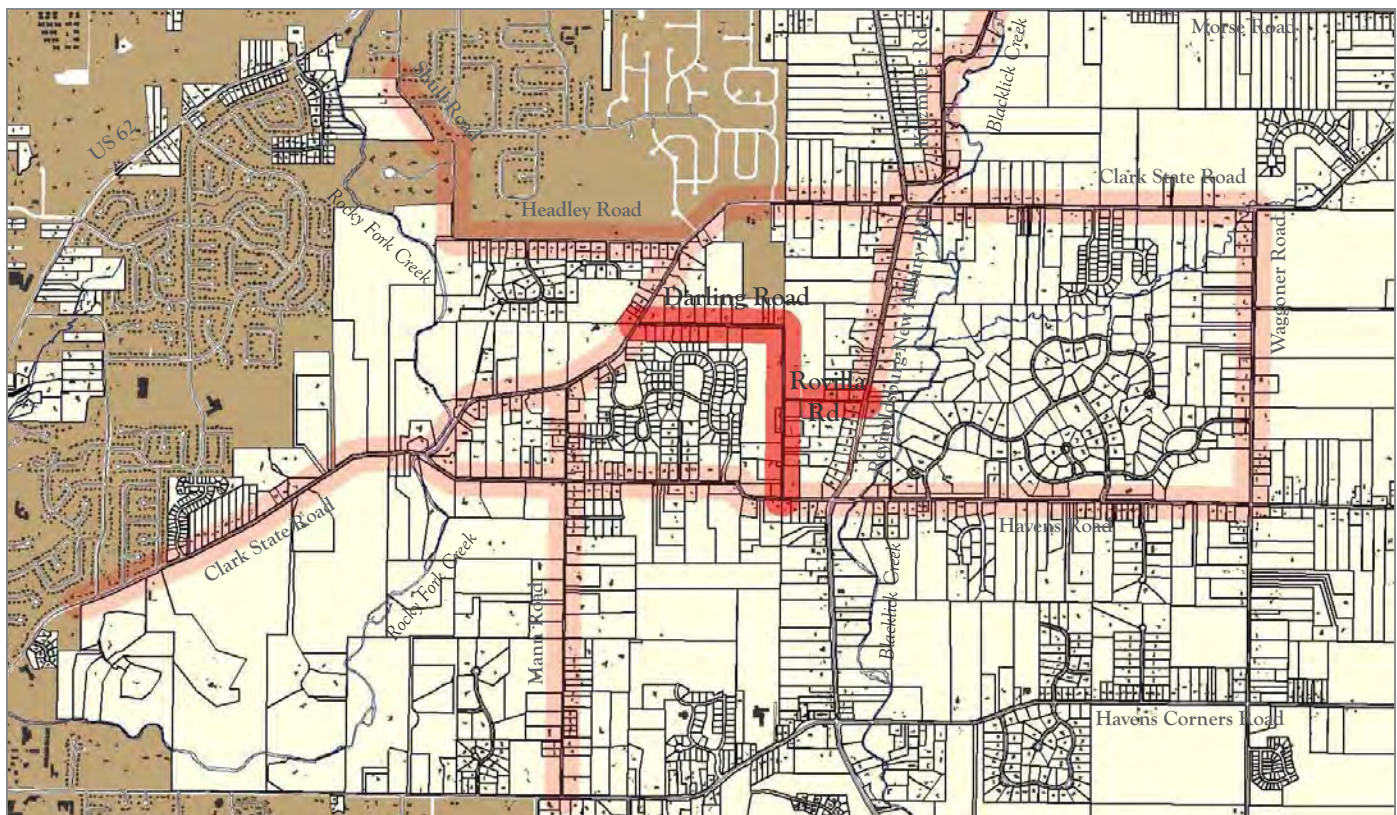
Darling & Rovilla Roads Scenic Byway

Darling is even narrower than Havens Road, and Rovilla, narrower still. Darling heads due north from Havens, then makes a sharp turn west about midway, indicating that it was laid out along the edges of properties. The 1812 map of the township confirms this.

The north/south section of today's Darling Road probably best illustrates Jefferson Township's early 18th century beginnings, and reflects the styles the settlers brought with them. Drivers heading north pass by historical Ayres Cemetery, established in 1820 as a family burial ground and now maintained by Jefferson Township. As they continue north, they pass split rail fences and see a 1820's barn built right on the road, as was the style of the day. Tree-dotted pastures and lawns characterize this portion of Darling Road.

Darling & Rovilla Roads Statistics	
<i>Direction:</i> Darling runs east-west, then north-south Rovilla runs east to west	
<i>Scenic Byways Start Point:</i> Clark State Road (west terminus) <i>End Point:</i> Havens Road (south) Reynoldsburg-N.A. Road (east)	
<i>Scenic Byway Length:</i> 1 mile - Darling Road 0.25 miles - Rovilla Road	
<i>Intersects with:</i> Clark State, Havens, and Reynoldsburg-New Albany Scenic Byways	
<i>Authority:</i> Township Roads	<i>Speed Limit:</i> posted 25-35 mph
<i>Right-of-Way:</i> Rovilla - 30 feet	<i>Pavement Width:</i> Rovilla - 12 feet

LEGEND	
	Scenic Byway
	Jefferson Township
	Cities of Gahanna & Columbus

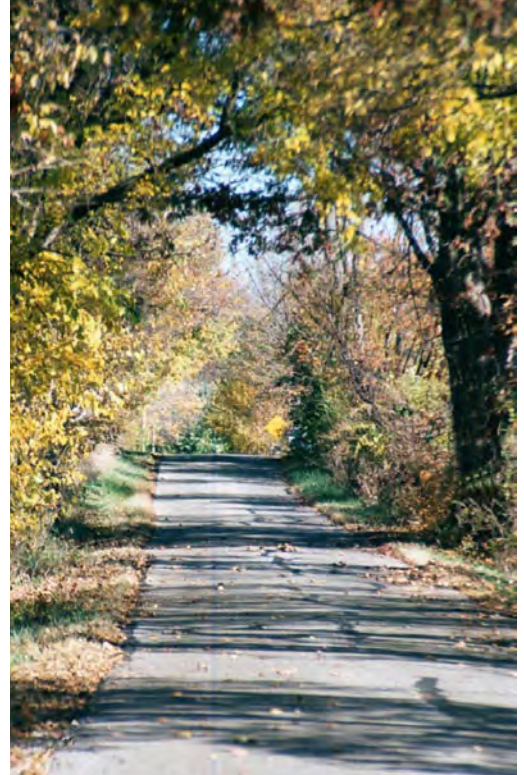


Darling & Rovilla Roads Scenic Byway

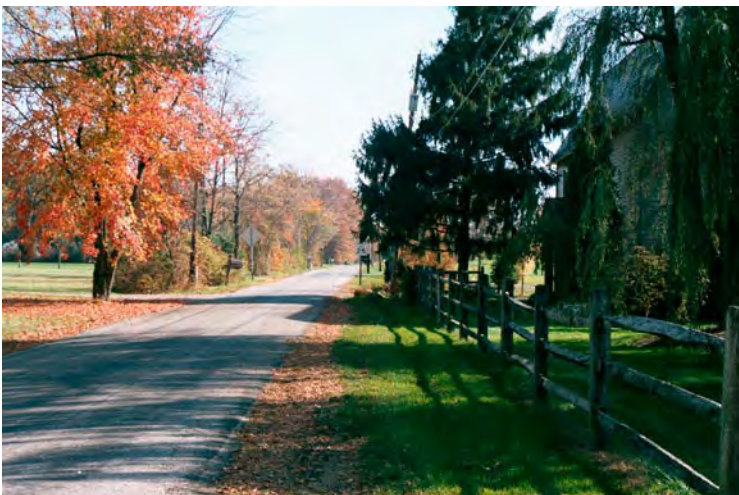
Darling & Rovilla Roads

The east/west section of Darling is much more modern in flavor. Here, homes dating from the 1940's, 50's, and 60's mingle with homes in a contemporary subdivision. At one time, all the land on the west and south sides of Darling made up the Ayres farm, and the farm home seen on the high point at the corner is most likely the site of the original Ayres homestead. It's likely the Ayres built (and named) Darling, as it would have given them two access points onto main roads of the day.

Rovilla Road is a tiny, narrow road, narrower than most of today's driveways. Nevertheless, school buses, emergency vehicles and some private traffic use it without problem. Trees are allowed to overtop the road, adding to its rural flavor. A hay field borders it on the north, homes with acreage on the south. Darling Road residents use it to connect to Reynoldsburg-New Albany Road.



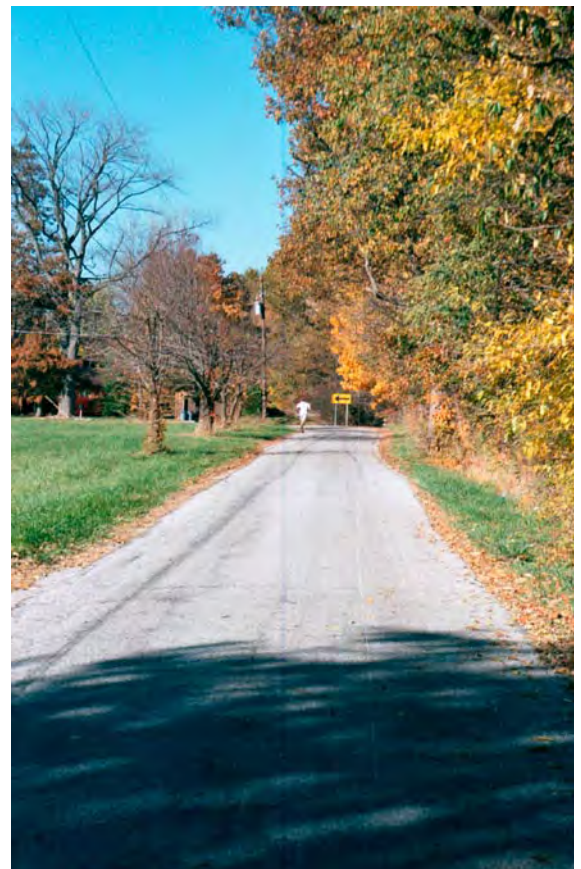
View of Rovilla Road.



View of Darling Road.



2865 Darling Road.



View of Darling Road

EXISTING ROADWAY CHARACTER - Reynoldsburg-New Albany Rd.




Reynoldsburg-New Albany Road Scenic Byway Reynoldsburg-New Albany Road, From Rovilla to Clark State

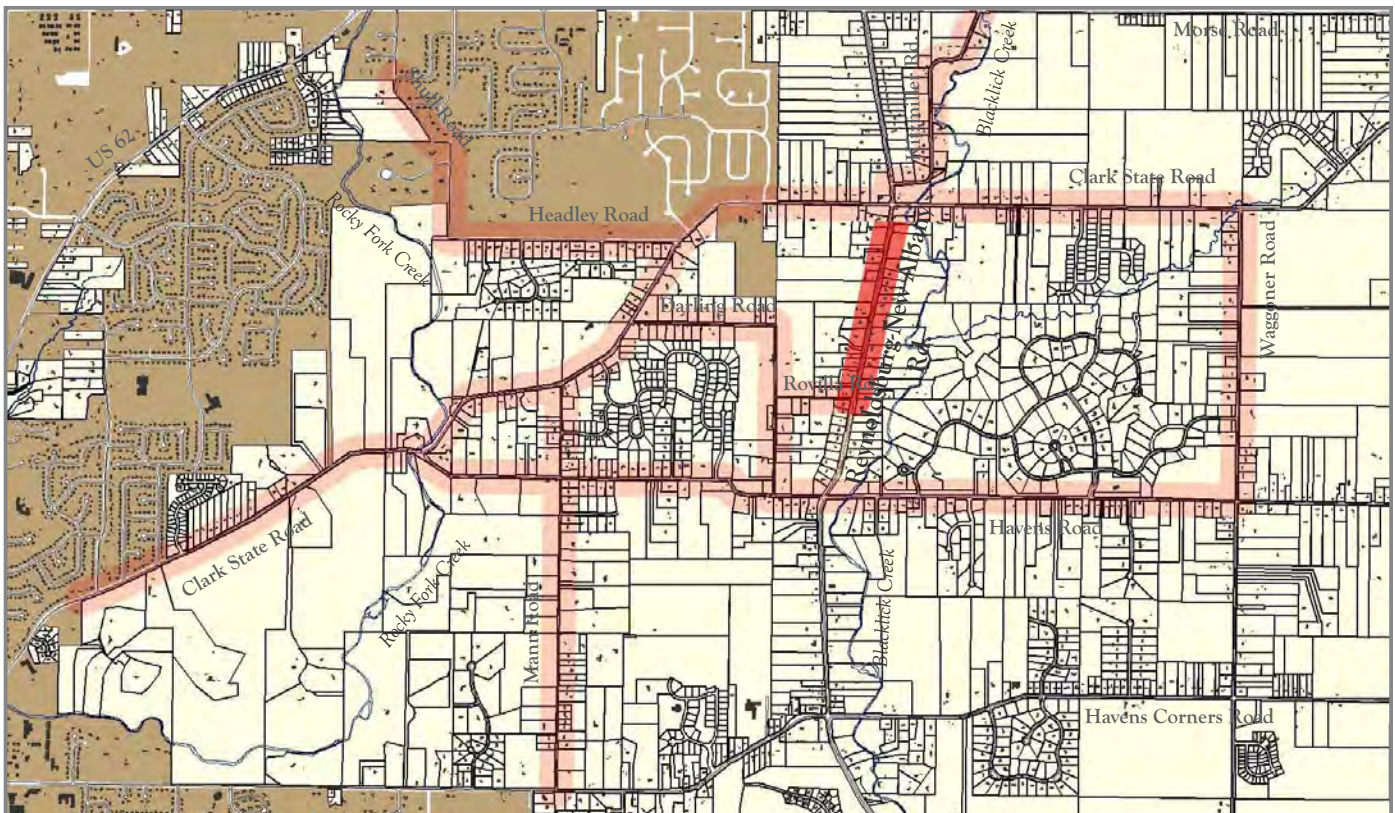
This road is a main artery for commuters between the two towns whose names it carries, and yet in this area it retains a lot of its early 19th century character. The road was shown on maps dating back to 1842, passing by or cutting through lands owned by the Township's earliest settlers. The north-south road follows a ridge above Blacklick Creek, moving closer and further away, as the creek and its flood plain meander.

In this particular section, two homes are notable. Both home sites were originally owned by members of the Havens family. Both are built close to the road, in the manner of the early 18th century, and both are built of white clapboard, also indicative of the period, when hardwood forests covered much of this area and nearby Blacklick Creek was home to many small mills — at least three in Jefferson Township. These homes are at 2650 Reynoldsburg-New Albany Road on the east side, and 2825 Reynoldsburg-New Albany Road on the west side, just south of the road's intersection with Clark State.

The flavor of a small town remains at the intersection of Reynoldsburg New Albany and Clark State. In fact, the beginnings of a town were

Reynoldsburg-New Albany Road	
<i>Direction:</i> runs predominantly north to south	
<i>Scenic Byways Start Point:</i> Kitzmiller Road (north) <i>End Point:</i> Rovilla Road (south)	
<i>Scenic Byway Length:</i> 1 mile	
<i>Intersects with:</i> Clark State and Rovilla Scenic Byways	
<i>Authority:</i> County Road	<i>Speed Limit:</i> 55 mph
<i>Right-of-Way:</i> 80 feet	<i>Pavement Width:</i> 22-27 feet

LEGEND	
	Scenic Byway
	Jefferson Township
	Cities of Gahanna & Columbus



Reynoldsburg/New Albany Road Scenic Byway

Reynoldsburg-New Albany Road

laid out here by the Headley family, who owned much of the land surrounding this intersection. The town was called Headley's Corners after them, until a post office named Ovid was located here. Ovid was never platted into small lots like Blacklick and New Albany were, which may be why it never developed further, but a 1910 map shows that Ovid was a stop on the old Interurban rail line that connected Columbus through New Albany to Johnstown. A special note at this corner is the evenly spaced row of Osage orange trees on the west side, and a unique stone house on the east side.

Just south of the stone house is an estate on Blacklick Creek built of the same stone. Local folks tell that the estate builders imported a stonemason from the Netherlands to create their home in the early 1920's. They liked the work so much, they gave him the corner lot, where he built his own home of the same local stone found nearby in and along Blacklick Creek. This home was enlarged and remodeled in the mid 1990's, but the stone "barn" next to Reynoldsburg New Albany Road remains as it was originally constructed. A newly built office building, designed to fit into the flavor of the area with its stone façade, complements the older home.

Just east of the creek and south of Clark State near its intersection with Reynoldsburg New Albany Road is Headley Cemetery, named after the early settlers of this ground and used as their family cemetery for many years. This cemetery was established in 1810, and is now owned and managed by Jefferson Township.

The Headley home lies just across from the cemetery. The homestead evolved from log cabin through many designs until becoming its current Victorian style. After falling into disrepair for several years in the 1980's and 90's, it was recently restored by its current owners to its former imposing appearance.



2825 Reynoldsburg/New Albany Road



Blacklick Creek runs parallel to Reynoldsburg-New Albany Road



6985 Reynoldsburg/New Albany Road



2708 Reynoldsburg/New Albany Road

EXISTING ROADWAY CHARACTER - Kitzmiller Road

Kitzmiller Road Scenic Byway

From Morse Road to Reynoldsburg-New Albany Road

The word “miller” contained in the name Kitzmiller Road is appropriate. Before the age of steam engines, water-powered mills sprang up along Blacklick Creek to serve area settlers and farmers. Both wood and grain were milled using the water power of Blacklick Creek.

It’s hard to believe today, when the water in Blacklick hardly rises above a couple of feet in rainy weather, that this creek once carried on a daily basis sufficient amounts of water to power the mills along its banks.

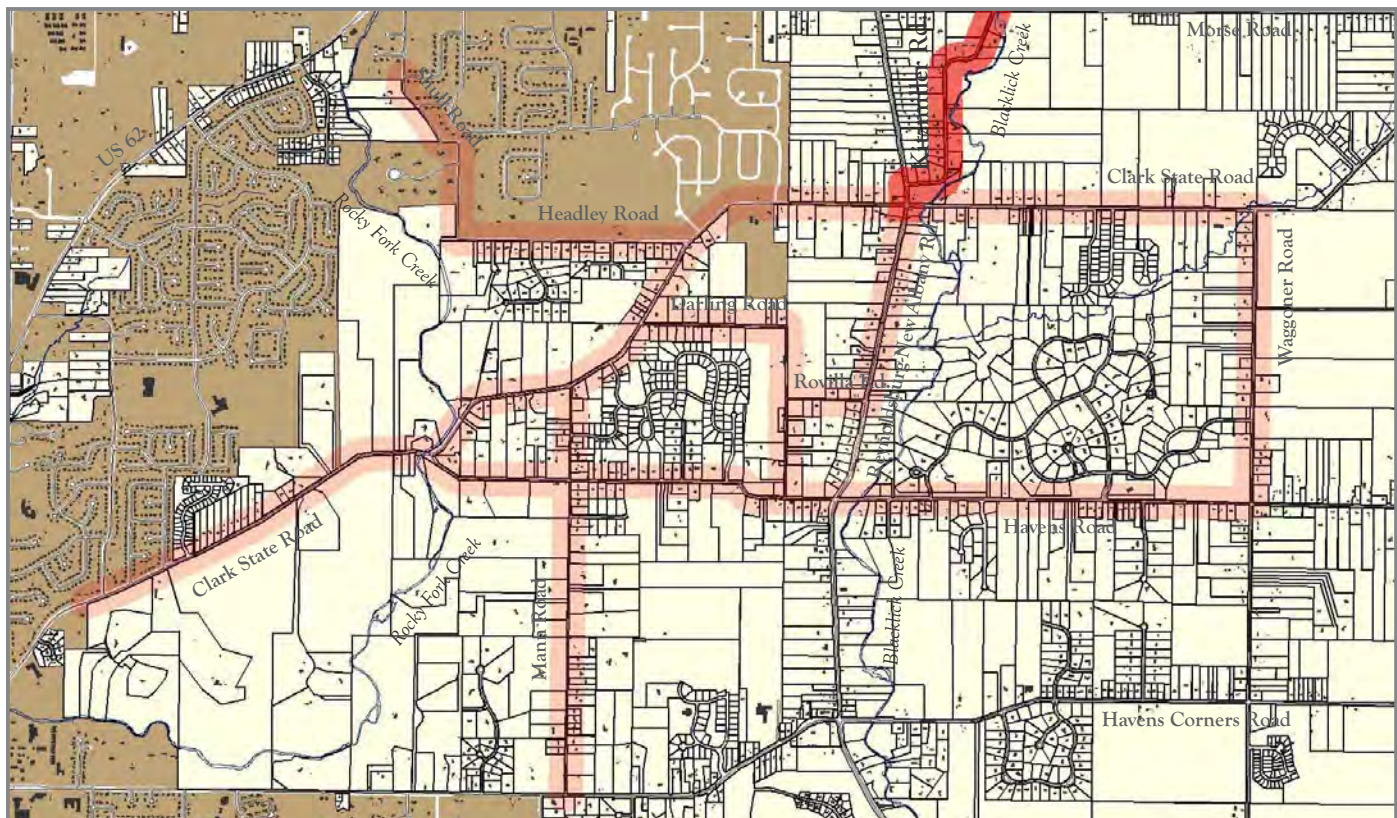
Kitzmiller Road probably follows Blacklick Creek so closely because of at least two mills and possibly three that were located between the road’s southern point and its northern terminus at Rt. 62 to the north. At least one of the mills was located in the Jefferson Township portion of Kitzmiller.

The road’s curving alignment conforms to the creek’s flood plain. A pastoral view of the home and barn at 3375 Kitzmiller is available to northbound travelers just before they traverse an S curve about midway along the road. Further north, several homes are tucked alongside the creek to take advantage of its beauty.

Kitzmiller Road	
<i>Direction:</i> runs predominantly north to south	
<i>Scenic Byways Start Point:</i> Morse Road (north) <i>End Point:</i> Reynoldsburg-N.A. Road (south)	
<i>Scenic Byway Length:</i> 0.76 miles	
<i>Intersects with:</i> Clark State & Reynoldsburg-New Albany Roads Scenic Byway	
<i>Authority:</i> County Road	<i>Speed Limit:</i> 55 mph
<i>Right-of-Way:</i> 60 feet	<i>Pavement Width:</i> 18 feet

LEGEND

- Scenic Byway
- Jefferson Township
- Cities of Gahanna & Columbus



Kitzmiller Road Scenic Byway



Fields along Kitzmiller Road



Blacklick Creek flows next to Kitzmiller Road



3375 Kitzmiller Road



3687 Kitzmiller Road

EXISTING ROADWAY CHARACTER - Headley/Shull Roads




Headley/Shull Roads Scenic Byway Between Clark State and Sleeping Meadow Road

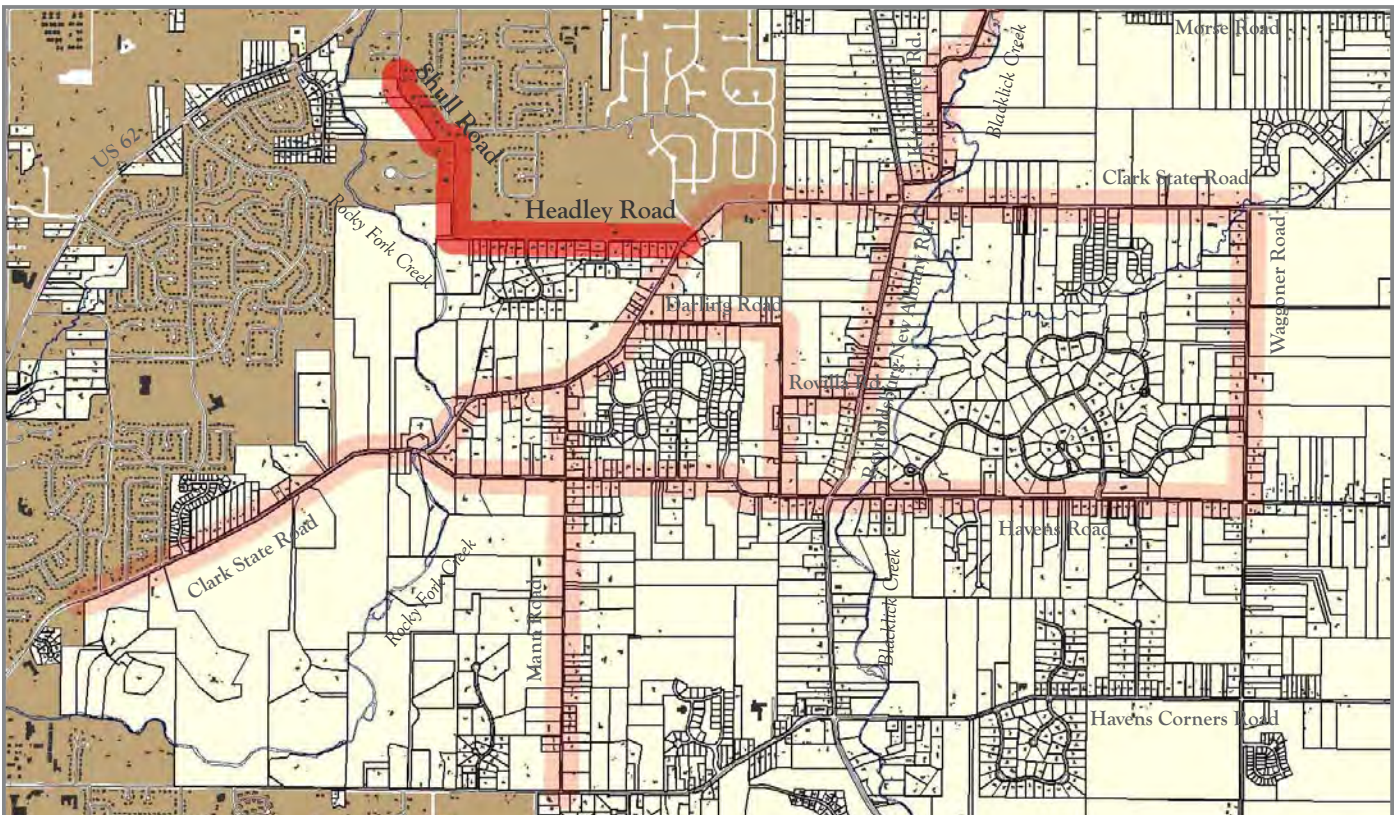
Headley Road, (which makes a sharp turn and becomes Shull Road) is a “late bloomer” not showing up on the early maps of the Township. It’s also one of the few roads in Jefferson that was *not* occupied by any members of the Headley family. Although Headley has been paved and widened somewhat, Shull remains a very narrow winding road typical of early rural roads.

Headley Road is a somewhat hilly road that heads west from Clark State Road, traveling along Gahanna’s Headley Park, an active recreation site for youth soccer, and sometimes polo. The Columbus Polo Club frequently hosts matches here in the summer. A number of 1960’s-era homes line the south side of the road until it nears its western-most point, where a large estate can be seen through the trees. West of the park is a large electrical substation which negates the otherwise pastoral character of Headley Road.

A private gravel lane at the western terminus of Headley is all that’s left of Headley’s one-time connection onto the west, and then south to Clark State. (The Clark State end of this connection can be seen about 1000 feet west of the bridge over Rocky Fork Creek.) The

Headley & Shull Roads Statistics	
<i>Direction:</i> Headley runs east to west Shull runs north to south	
<i>Scenic Byways Start/End:</i> Clark State Road (west to Shull Rd) <i>Start/End:</i> Headley (south) to Sleeping Meadow (north)	
<i>Scenic Byway Length:</i> 2.5 miles	
<i>Intersects with:</i> Clark State, Headley, and Shull Scenic Byway	
<i>Authority:</i> Township Roads	<i>Speed Limit:</i> 35 & 55 mph
<i>Right-of-Way:</i> 60 & 50 feet	<i>Pavement Width:</i> 19 feet

LEGEND	
	Scenic Byway
	Jefferson Township
	Cities of Gahanna & Columbus



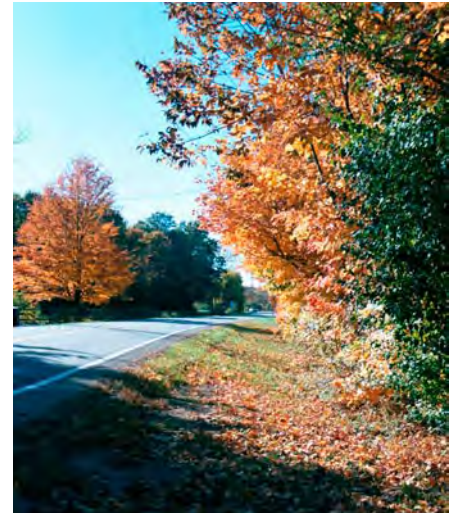
Headley & Shull Roads Scenic Byway

Headley/Shull Roads

gravel right-of-way crossed Rocky Fork, then turned abruptly south to make the connection. It was a short cut to town for those living in this area of the Township. The road was still in use and clearly marked on a 1938 map, but the now abandoned portion of Headley was finally vacated in the 1970's.

Turning from Headley onto Shull, drivers and joggers are treated to a vista of meadow, trees, and a small hill. That hill, reached after traveling through two more tight curves, is a documented Indian mound which has been placed in a permanent historic preserve by the landowners. The mound is currently not open to the public, although educational groups can sometimes arrange to tour it.

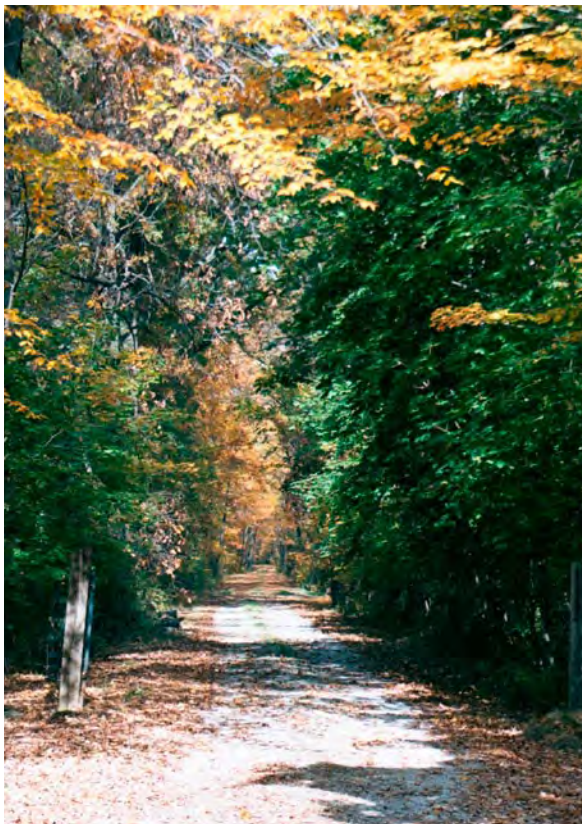
Known to the local folk by such names as "Murder Hill" and "Hook's Hill," due to tales about a one-armed man said to have lived there at one time, the site is now named the Montei Indian Mound after its current owner. The Montei family purchased the property shortly after World War II, not to live on, but to enjoy in the summertime. Although it is likely the site was cleared of trees at one time, the plot has remained virtually the same since it was owned by Frank Shull in 1895. The best viewing site for the mound is from a pull-off at the first curve on Shull about a mile north of Headley. A close up view is available from the subdivision street across Shull Road from the mound.



View of Shull/Headley Roads



Indian Mound



South Terminus of old Headley Road at Clark State



View of Shull Road

III. EXISTING BYWAY QUALITIES & CONDITIONS

A. Scenic Vistas and View Corridors

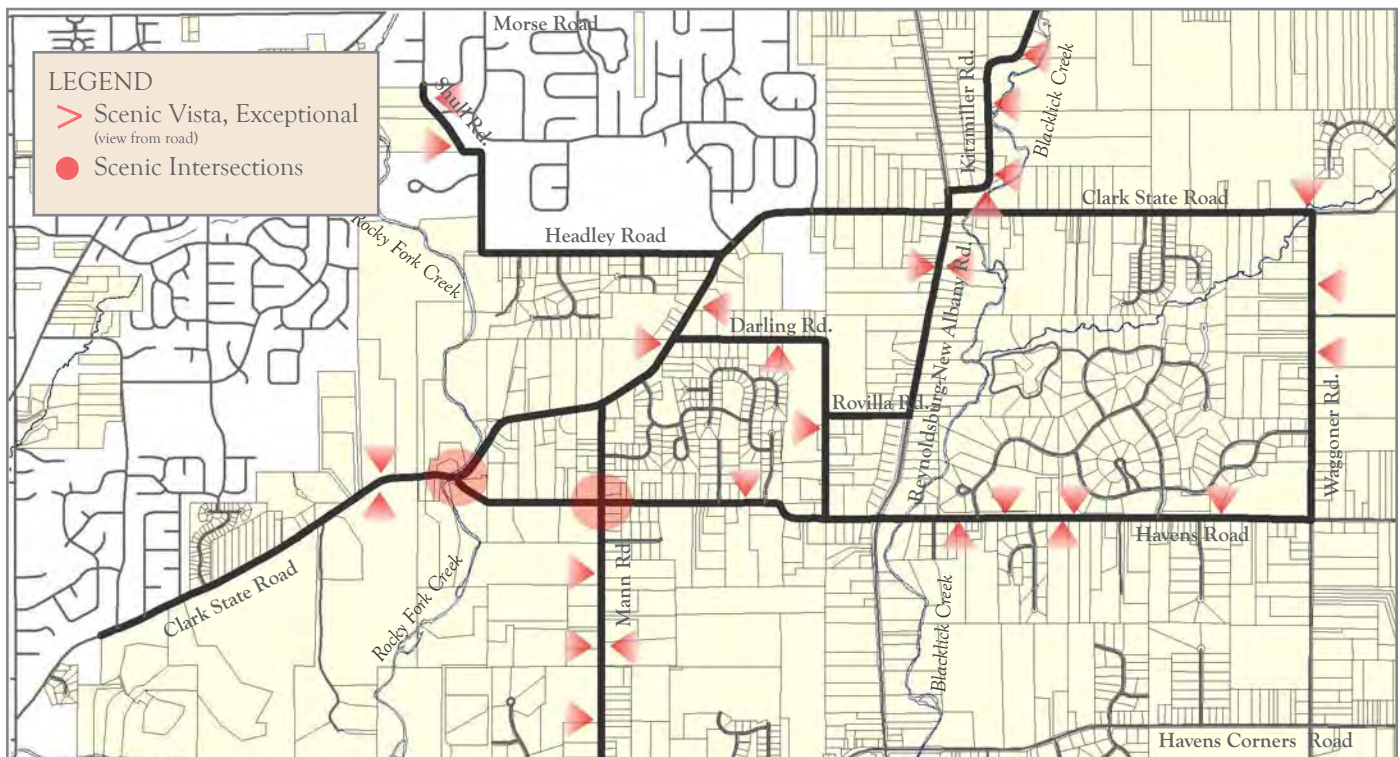
As the name implies, the Jefferson Township Scenic Byways are packed with scenic views and vistas. In addition to the road corridors themselves, these byways also offer spectacular views along the way that capture the nature and way of life that is Jefferson Township. Some of the more breath-taking and remarkable vistas are indicated on the map below. There are particularly nice views along the Darling, Rovilla, Havens, Shull, and Kitzmiller Road corridors.

This Scenic Byways Management Plan strives to protect the character and nature of these corridors, including particular emphasis on these scenic vistas. Great effort must be made to protect these vistas – leaving the views to the fields unobstructed, preserving the older character-giving barns and homes, maintaining the stream corridors in their natural state, and protecting the tree stands and wooded corridors. This also means supplementing tree-lined areas with new trees to ensure generations of trees exist and adding native vegetation to screen utilities, etc. that are a necessary price of

progress. In addition, there are certain elements that are part of the Jefferson Township character that should be maintained and matched. Paying close attention to the details, such as using appropriate fence styles, guardrail designs, and signage types, goes a long way toward maintaining the township scenic byway character.



One of many scenic vistas.



Scenic Vistas Map

EXISTING BYWAY QUALITIES & CONDITIONS

Scenic Vistas and View Corridors

Clark State Road

Open space at Swisher Creek
Victorian home at 6976 Clark State Road, across from Headley Cemetery (restored Victorian)
Views of Blacklick Creek
Historic stone home at 6895 Clark State Road (corner of Reynoldsburg-New Albany Road (circa 1900)
Historic home at Reynoldsburg-New Albany Road and Clark State Road near cemetery
Historic home at 6381 Clark State Road at Headley Rd.
Historic home at 5516 Clark State Road
Substantial wooded area (approximately 98 acres) in a conservation easement
Pastoral view of Shallow Brook Farms (6270 Clark State Road)
Vista across from 5770 Clark State Road
Beautiful view of Rocky Fork Creek near intersection of Havens and Clark State Road
Many deer in fields and woods
Historic home at 7157 Clark State Road
Historic home at 7629 Clark State Road
Vista across from Ackley farm

Mann Road

View of 3383 Mann Road toward Goose Creek
Particularly rural character with tree-lined road and deer inhabited wooded areas
Pasture and barn with hedgerows on Mann and Havens Roads

Havens Road

Historic home at 6799 Havens Rd. (on Blacklick Creek)
View from bridge near 6799 Havens Road
Colts Neck entrance (stables and estate residences)
7443 Havens Road (some historic qualities)
Wooded areas along Havens Road
Polo practice fields and barn

Waggoner Road

Historic home at 3825 Waggoner Road (circa 1830)
Many cornfields with hedgerows

Darling Road

Ayers Cemetery
Undocumented Indian Mound at corner of Darling & Havens Roads
Slate-roof barn and historic home near 2717 Darling Rd.
Pastures and trees
Historic home at 1826 Darling Road

Reynoldsburg-New Albany Road

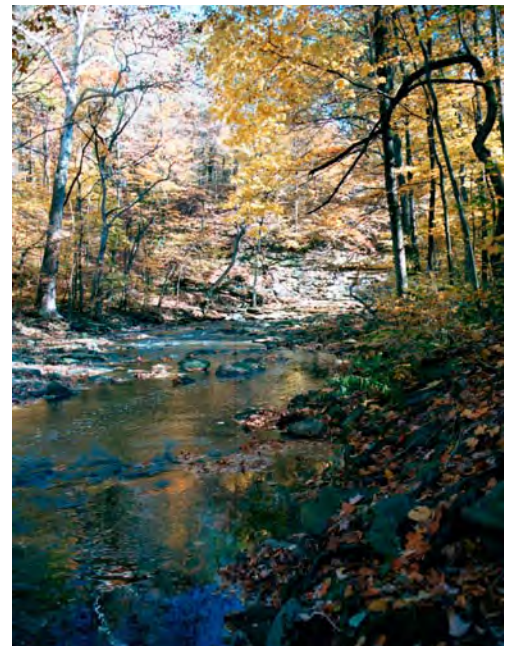
Many large trees
Historic home at 2941 Reynoldsburg-New Albany Road
Historic home at 2650 Reynoldsburg-New Albany Road

Shull Road

Beautiful hills and curves along Shull Road
Indian Mound on Shull Road, protected by a Land Trust



Darling Road barn



Scenic view of a stream.

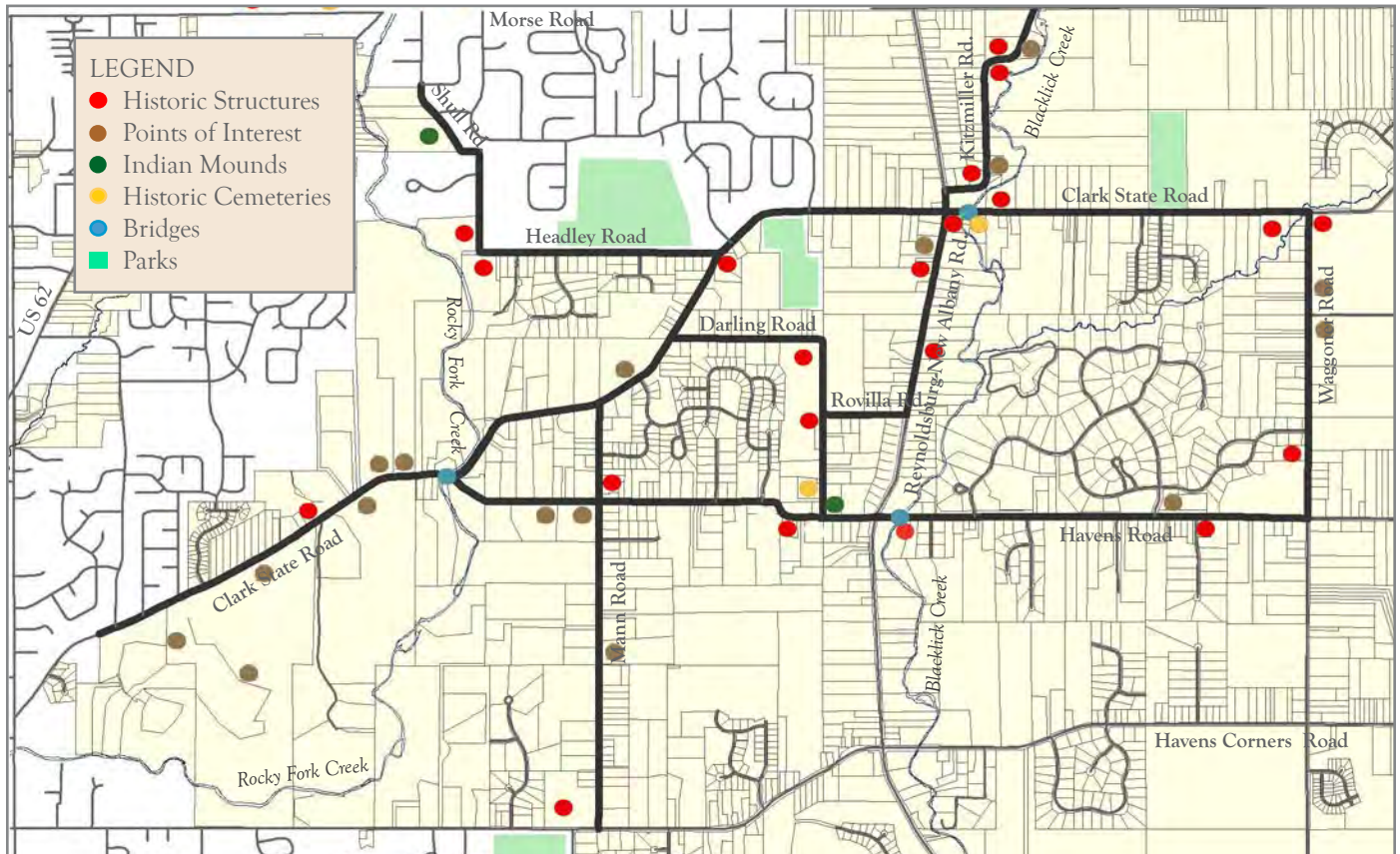
EXISTING BYWAY QUALITIES & CONDITIONS

B. Historical & Cultural Sites

Historically, Central Ohio was home to numerous generations of American Indians from a number of tribes. One of the physical remnants of these communities is earthen mounds, some of which can be found near the township's byways. Jefferson Township's colonial roots date to 1800 when beneficiaries of land grants for service in the Revolutionary War began to occupy and farm the area as it became an established farming community. A number of structures dating from the early 1800's remain in the township today. These structures and other significant sites such as early cemeteries are indicated on the map below. Also indicated on the map are park locations, points of interest, and bridges over scenic stream areas.



Indian Mound on Shull Road



Historic & Cultural Highlights Map

EXISTING BYWAY QUALITIES & CONDITIONS

C. Natural Features

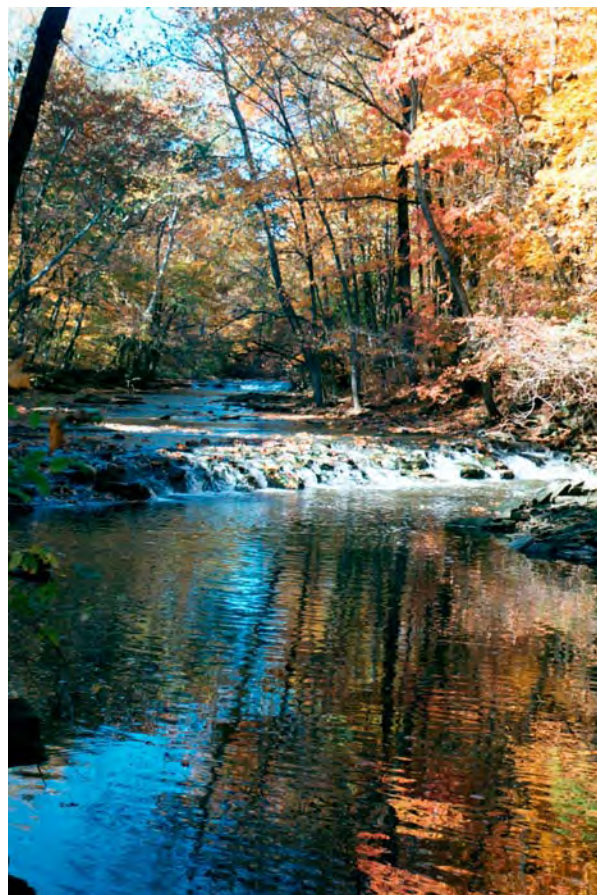
The natural features of Jefferson Township are important contributing features of the scenic byways. Jefferson Township has more topography than surrounding areas, and the resulting stream corridors, hills, and slopes provide a beautiful setting for the township roads. Because so much of the natural streams, slopes, and vegetation has been unaffected by recent development in much of the surrounding area, the township is an oasis and haven in the Central Ohio community. The map below shows the varied topography of the township, including the waterways, floodplain, and tributaries of Rocky Fork, Blacklick, and Swisher Creeks that carve their way south through the area.



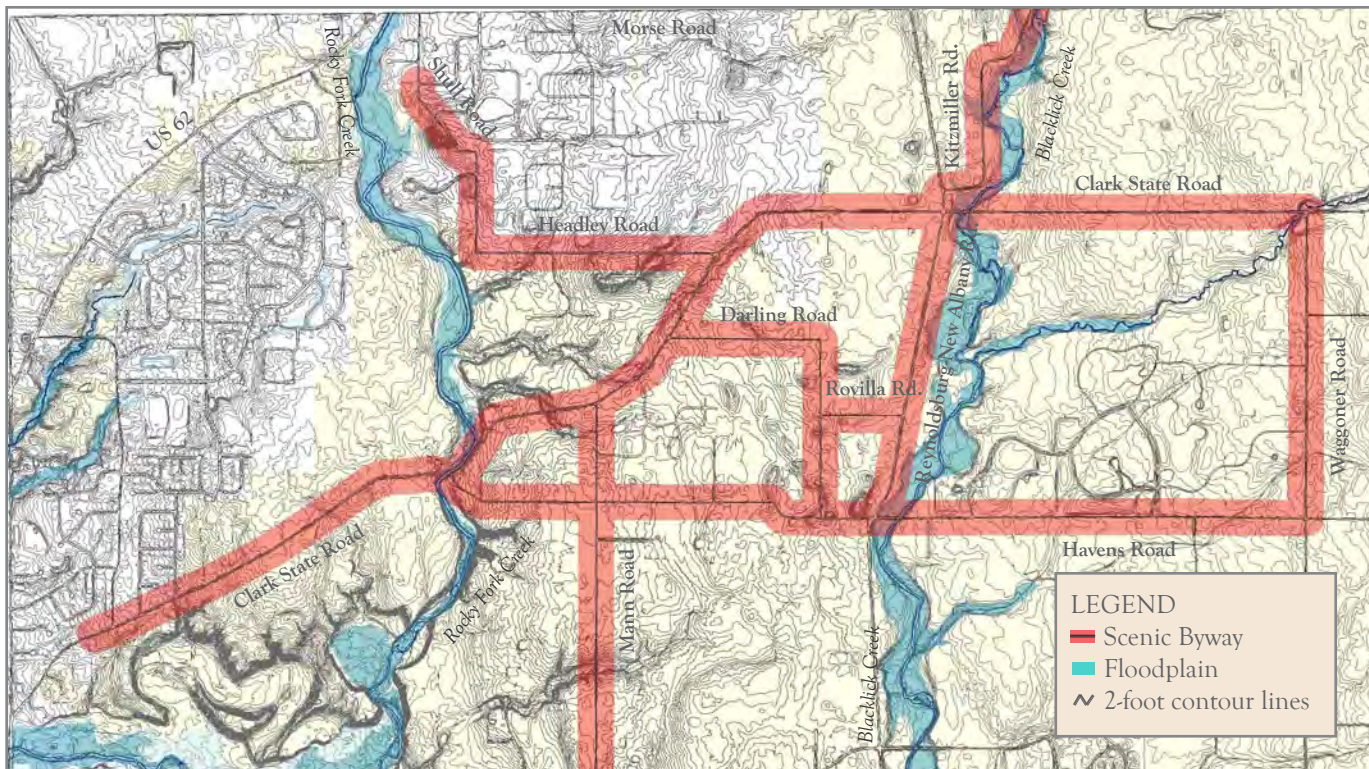
Rocky Fork Creek



Rocky Fork Creek outcrop



Rocky Fork Creek looking north

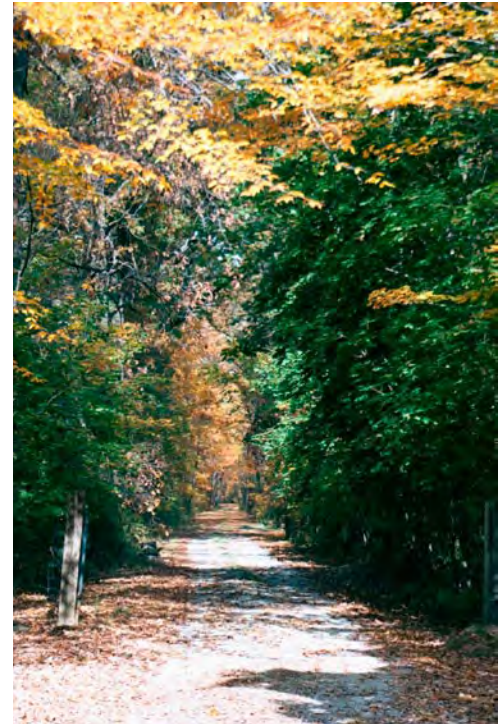


Natural Features Map

EXISTING BYWAY QUALITIES & CONDITIONS

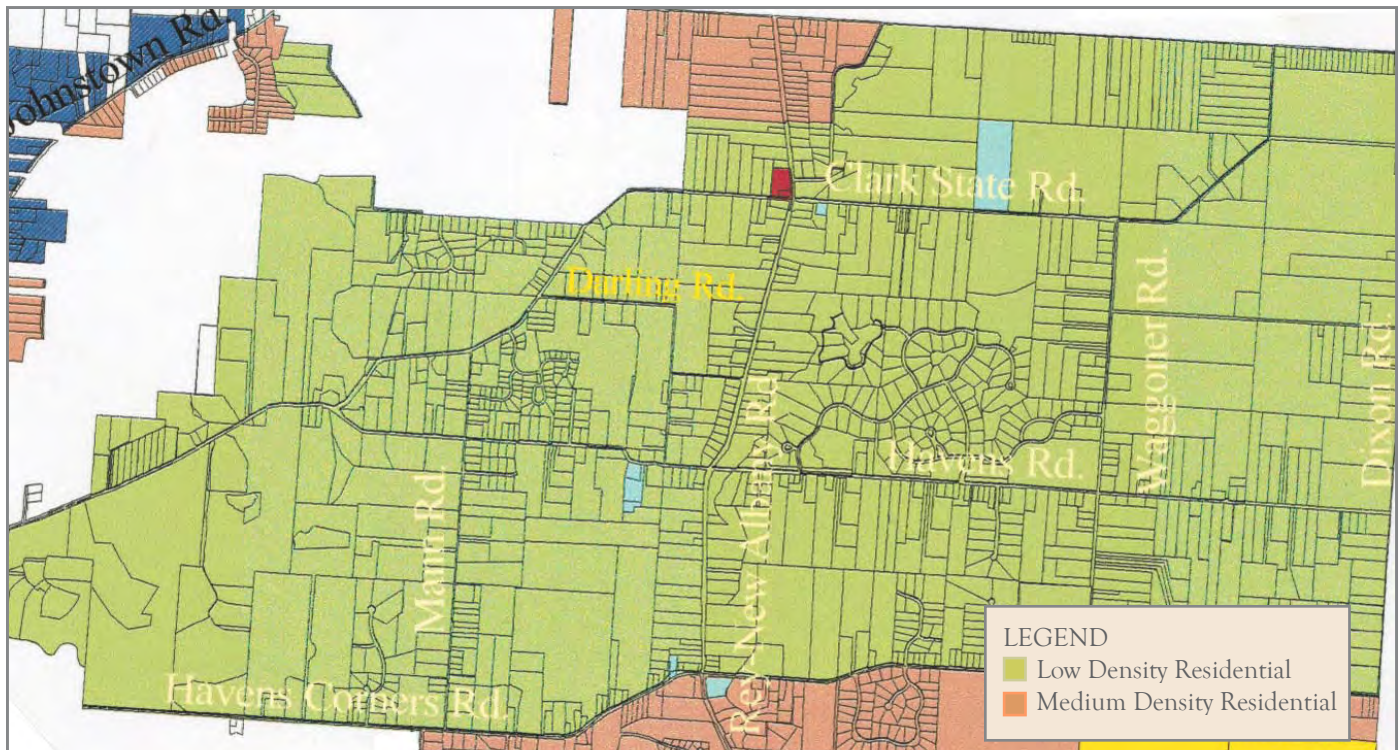
D. Comprehensive Plan

Preserving and protecting rural character has been a guiding principal of Jefferson Township. This task grew more challenging with the explosive suburban growth of Central Ohio in the 1980's and 1990's. With ever increasing pressure to develop the township's farmland and rural lots into massive residential subdivisions, Jefferson Township carefully crafted a comprehensive community plan that called for lower density conservation residential development in the township's core. Higher densities were permitted around the periphery adjacent to incorporated municipalities. To further protect Jefferson Township from annexation to surrounding cities and ensure the character goals of the community can be met, the township also created its own water and sewer district. This effectively enabled the township to determine its own fate. The scenic byways would not exist in their present form or be as protected if not for the deliberate and visionary efforts of the township, citizens, and leaders.



South Terminus of old Headley Road at Clark State

The adopted Comprehensive Plan serves as a legal guiding document that represents the intent of the community. As such, it carries weight when considering related township policy decisions for the area. The plan serves as strong legal underpinning when used as the basis of rezoning and capital improvement decisions.



Applicable portion reprinted from 2002 Jefferson Township Comprehensive Plan

EXISTING BYWAY QUALITIES & CONDITIONS

E. Land Use & Zoning

Jefferson Township currently includes approximately 14 square miles (9,145 acres) of land and 2,000 residential housing units. The average density of homes per acre ranges from 0.25 to 4.0. There are four types of residential zoning in the township: low, medium, high, and extra high. Still, these terms are relative. Low density residential zoning allows a maximum density of 0.25 units per acre. This low density zoning category represents most of the acreage in the township and the scenic byway at 5,102 acres. The medium density residential areas permit a maximum density of 1.0 units per acre and only represent a total of 1,899 acres, most of which is not within the scenic byway area. Based on the existing zoning and remaining buildable land in the township, the population is expected to grow to a maximum of 14,713.

The non-residentially zoned land within the township includes commercial, office, industrial, and governmental uses. These various zoning areas contain a total 1,228 acres.

Existing zoning reflects what can be developed/redeveloped on a parcel and what the site requirements are (such as landscaping, off-site parking, etc.). In terms of the Jefferson Township scenic byways, it is important to consider the zoning requirements, such as setbacks and screening, as part of this management plan. Rather than make special adjustments to each zoning district along the scenic byways, it will be easier to create a Scenic Byway Overlay zoning district with special requirements for these important roadway corridors.



Darling Road structures



Farm fields along the byway

IV. MANAGEMENT PLAN

A. GENERAL MANAGEMENT PLAN FOR ROADWAY ELEMENTS

The following are general management plan recommendations for all of the Jefferson Township Scenic Byways. These recommendations establish a framework to enhance and preserve the desired natural, historic, and rural scenic character of these distinctive roadways for the community. Sample road cross sections depict many of the following recommendations and conditions.

1. Road Surface Material

Township Roads – Chip and Seal:

A chip and seal surface is the desired finish coat material for township roads. A traditional chip and seal surface is part of what provides township roads with their rural character. When roads are rebuilt for any reason, they are usually repaved with asphalt. Asphalt is extremely smooth and black, contrasting with the rural township roads. It should be possible to use the chip and seal as the finish coating over asphalt. This will maintain/regain the desired character of these roads and also save money.

County Roads - Asphalt:

The county roads are designed to carry more vehicles within and through the community. The standard material for county roads is asphalt and this is acceptable for these roads.

2. Minimum Road Widths

One significant characteristic of rural roadways is their narrow width, and this should be maintained. While roads continue to be made wider in many communities, Jefferson Township wishes to maintain a rural character that is often lost with wider roadways. The scenic byways in Jefferson Township were originally narrow, though some have been widened in part. Not only does this widening destroy the rural character, it often requires widening the berm, swales, and disturbing the natural vegetation. Efforts should be made for the scenic byways to maintain the minimum road widths necessary for safe travel, adding turn lanes only when necessary. Where existing traffic volumes require road widening, it should be performed to the minimum width and length necessary. It should be noted that Jefferson Township carefully manages its development densities through its comprehensive plan, so widening should not be necessary to carry township-generated traffic.

3. Natural Road Edges

The road edges within the scenic byway corridors should remain natural. The use of curbs and gutters is strictly an urban and suburban condition that is not reflective of the character of these roadways. For similar reasons, pavement edge paint striping should only be implemented when necessary for safety. The edges of the scenic byways may have shoulders of pavement or gravel, as well as swales and guard rails where necessary. These size and length of culverts and swales should be kept to the minimum required and planted with natural vegetation.

4. Reduced Speed Limits

Lower speed limits should be the rule, rather than the exception, for the scenic byways. Recommendations for future speed limits along the scenic byways, subject to traffic volumes and other safety criteria, are as follows:

Recommended Speed Limits	
Clark State Road	
east of Reynoldsburg-New Albany Road	45 mph
west of Reynoldsburg-New Albany Road	35 mph
Darling Road	25 mph
Havens Road	
east of Reynoldsburg-New Albany Road	35 mph
west of Reynoldsburg-New Albany Road	35 mph
Headley Road	35 mph
Kitzmiller Road	35 mph
Mann Road	35 mph
Reynoldsburg-New Albany Road	45 mph
Rovilla Road	25 mph
Shull Road	35 mph
Waggoner Road	45 mph

There are many reasons to justify lower speeds. In general, slower speeds are safer for motorists, pedestrians, and other users of the road. This is particularly true for these scenic byways due to their curving, winding nature as well as the short lengths and 90-degree corners of the roads. None of these roads are limited access, and all contain residential curb cuts. These corridors have been and continue to be used by horseback riders, and walkers, and increasingly by bicyclists. Slower vehicular speeds will increase their safety. The township should actively pursue to have the speed limits changed to match the recommendations of this management plan.

5. Preserved Road Course

Preserve the existing rural roadway courses/routes. This is another defining characteristic of these roadways – their curves and turns. These roads turned to follow natural features and farm field boundaries. The irregular course of these roads is part of their charm and character. Flattening vertical curves, straightening horizontal curves, widening the road width all contribute to stripping the road of its rural character and heritage. Slower speeds allow the roads to remain hilly, winding, and narrow.

6. Naturalized Roadside Edges

Limit the maintenance and native vegetation clearing/cutting of the corridors to the immediate roadside. Roadside maintenance by the township, county, and utility companies is often very destructive to the natural landscape. Part of the intent of this management plan is to establish compatible vegetation (grasses and wildflowers) in the swales and at the right-of-way edges (ornamental and screening

trees). An understanding should be achieved with the Franklin County Engineer, utility companies, and road crews about maintenance guidelines that compliment the goals of the management plan. Maintenance zones should be established and roadsides mowed only to the extent necessary to create an edge and maintain safety. Careful pruning techniques should be followed to preserve the road edge tree coverage and canopy.

7. Distinctive Road Signs

The scenic byway corridors should have distinct signage. The goal is to create a sign package that meets road and safety marker requirements but is significant and identifying of the byways. Signage along the corridors should also be simplified with the purpose of reducing the sign clutter along the roads to enhance scenic qualities. Developing scenic byway signage and wayfinding guidelines is a good tool to aid in this effort (see map, pg. 29). For example, this distinctive sign package could consist of decorative poles, distinguishing backing material and/or colors, unifying logo, etc. A consistent, dark natural color should be selected for the byway signs components.

8. Naturalized Guard Rails

An improved and naturalized standard guard rail design for the corridor must be achieved. Guard rails should be consistent and more rustic in character versus the typical steel rail. At a minimum, the steel of the existing guard rails should be painted a dark natural color, such as dark green. The preferred design would be more distinctive and in keeping with the township character using wood or other natural materials. The immediate solution is to paint the existing guard rails and when they are replaced, switch to the improved rustic design.

9. Limited Street Lights

Street lights along the scenic byways should be kept to a minimum. These corridors were historically unlighted. The township strives to minimize light pollution. Reflective tiles installed in the roadbed median line are the preferred night safety feature where necessary. In addition, high traffic intersections may be lighted by street lights. These should be black cut-off fixtures, mounted on black or dark green metal poles.



Existing guardrail and bridge condition

10. Minimize Utilities

Utilities should be coordinated so as to minimize poles and lines as well as conflict points between utilities and vegetation. Strong efforts should be made to use roadside maintenance standards which are less destructive to the natural landscape. Whenever possible, burying utility wires underground is the preferred condition, provided the impact to established vegetation can be minimized.

11. Compatible Culvert and Bridge Design

Collaborate with the Franklin County Engineer to develop new design standards for culverts and bridges along the scenic byways. Though culverts and bridges must meet modern structural engineering requirements, effort should be made to keep their appearance true to the rural origins of the corridors. In addition, because the natural setting of these roads is so important, the bridge railings should provide views to the streams. Furthermore bridges should be designed to allow for a collocated pedestrian route where pathways are placed/planned parallel to the roadway.

12. Establish Multiuse Path

Jefferson Township has a history of horseback riding and the provision of a bridle path is appropriate in the byways context. A separated multiuse path system is appropriate along Clark State Road. This path should be approximately eight feet wide and composed of crushed limestone. It should be placed in such a way that ditches, guardrails, and landscaping separate it from the roadway. This path should link up with the regional trail system. Multiuse paths are appropriate for walkers, joggers, families, strollers, bicyclists, horses, etc. Additional study is necessary to determine if multiuse pathways are appropriate in other locations.

13. Designated Roadside Pull-offs

Roadside pull-offs should be designated and created in areas to allow travelers the chance to stop and take in the beauty that is the Jefferson Township Scenic Byways. Where parking lots do not exist, these pull-offs should be large shoulder areas off the road that allow a vehicle to safely pull-off and parallel park. These sites should be signed for use. Potential pull-off locations include: 1) Havens Road at Clark State, 2) Havens at east bank of Blacklick Creek, 3) Clark State at the Cemetery (creek view), 4) Jefferson Township Park, 5) Jefferson Township Office, and 6) Headley Park.

14. Shared Driveways

Shared driveways and curb cuts should be encouraged to minimize the negative impacts on vegetated areas and preserve the rural character of the corridors.

15. Review Process

Establish a Jefferson Township Scenic Byways review process for private development and public projects along the byways. Projects proposed along the scenic byways should be reviewed by either Jefferson Township staff or commission to ensure their conformance to this management plan.

MANAGEMENT PLAN

16. New Development Compliance

Integrate new uses within the context of the character and preservation of open space efforts of Jefferson Township. Proposed subdivisions along the scenic byways should match the traditional rural setbacks and prevent the massing of structures close to the roadway. In fact, the township requires a 250-foot building setback for subdivisions. Existing lots of record can be developed with a single residential structure closer to the road, provided it faces the road and replicates the existing rural front and side setbacks of structures along the corridor. When the side or back of a structure is placed in a manner that would be visible from a scenic byway, it must be heavily screened by vegetation (see Landscape Design Recommendations below). Nonresidential development should also follow these guidelines, but may also be placed closer to the road provided the structure is residential in scale and is aesthetically well-designed. Retail strip-style commercial development is prohibited.

17. Road Frontage Treatment

The township should encourage private property owners interested in landscaping, fencing, or otherwise treating their scenic byway street frontage to follow this management plan by making it available and letting residents know that staff is available to discuss design solutions.

B. RECOMMENDATIONS FOR CORRIDOR EDGE ELEMENTS

The landscape is a critical component to the character of the Jefferson Township Scenic Byways. Protection of the existing rural landscape along the corridors is a fundamental theme of this management plan. The following section outlines roadside landscape-related elements in more detail and provides specific recommendations for the various conditions that occur along the scenic byway corridor edges. Sample road cross sections and maps depict some of the following recommendations and conditions.

1. Wooded Edges and Hillides

- Protect trees on hillsides and close to the roads from clearing or damage from erosion.
- Encourage planting of native understory trees such as Serviceberry, Witch Hazel, and Redbud.

2. Roadside Embankments

- Preserve natural growth of native grasses and shrubs.
- Encourage planting of native understory trees such as Redbud, Hawthorn, Dogwood, and Cornelian Cherry.
- Work with county road crews to develop less aggressive maintenance procedures and schedule, as well as mark areas to be left natural annually, seasonally, or continuously.
- Use curvilinear mowing lines to create interest between maintained and natural areas along roadsides.

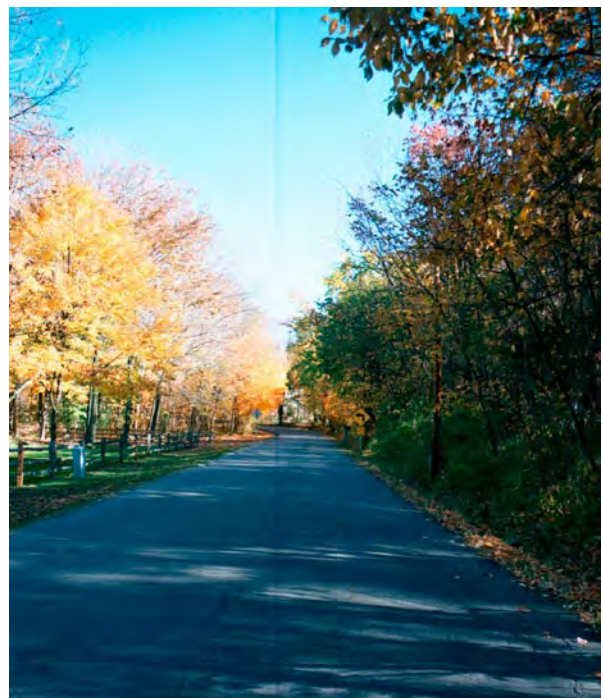
3. Ditches and Swales

- Plant native grasses such along the bottom and sides of swales to improve their character.
- Work with county road crews to develop less aggressive maintenance procedures and a schedule for seasonal maintenance.

4. View Corridors

(See previous Scenic Vistas Map showing areas with significant vistas/view corridors along the scenic byways.)

- Encourage setback of development from the road edge to preserve the natural landscape along the roadside.
- Where fencing is desired, use post on board or split rail styles, no higher than 42 inches (3 ½ feet) in height. Stone fences are also encouraged. Chain link and plastic fences are not appropriate.
- Encourage the preservation of fence rows, hedges, pasture, wooded lots, and open fields. These are defining and form-giving features of the corridor.
- For new homes and developments, encourage landscape that blends in with the indigenous landscape image by using native plants and naturalistic planting schemes as opposed to ornamental planting designs in highly manicured settings.
- Discourage planting schemes that obscure existing distant views, particularly schemes that utilize large mass plantings of conifers.
- Discourage developments that will obscure views of riparian corridors.
- Encourage protection of views of historic structures such as farmsteads, barns, and outbuildings.



Typical scenic view

- Protect and enhance views of natural and significant features such as rock outcrops, ponds, streams, tree lines, farm fields, cemeteries, and Indian Mounds.
- Provide pull-off areas for a vehicle at overlooks to allow for the enjoyment of the prime vistas.

5. Riparian Corridors

- Encourage selective clearing of vegetation that obscures views of riparian corridors from the public road. In many cases, simply removing a few overhanging branches will be sufficient.
- Provide pull-off areas for vehicles and overlooks for pedestrians to allow views from bridges of riparian corridors.
- Consider boardwalk access into limited areas of the corridor.
- Plant edges of creeks in view from bridges with native wildflowers, shrubs, and trees.
- Monitor water quality periodically and publicize results.
- Encourage correction of erosion problems along corridors.

6. Landscape Screening and Buffering

(The map below shows areas that need additional screening along the scenic byways.)

- Screen only those man-made objects that detract from the rural and scenic character of the corridor.
- Limit screening to the minimum height and width necessary

to accomplish the obstruction of the visual (or otherwise) nuisance.

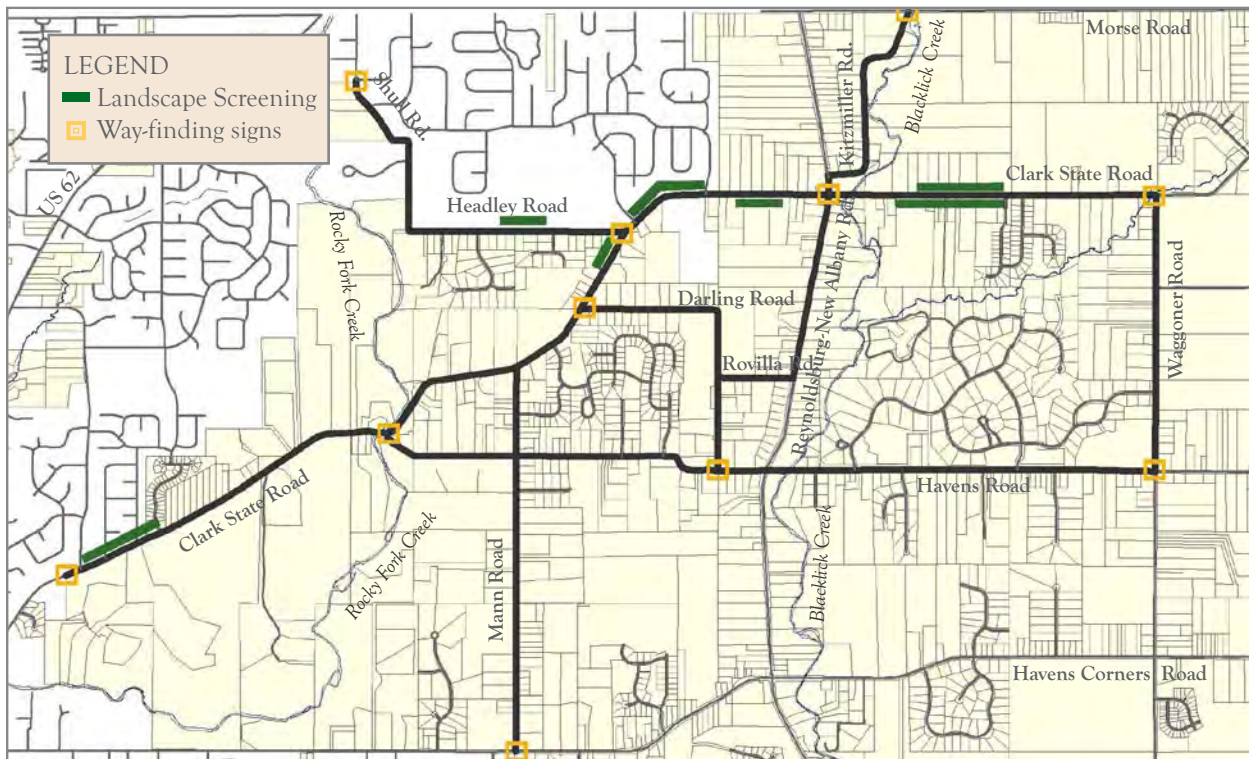
- Employ native species for screening where possible, with conifers the last resort when heavy or complete screening is required.
- Plant landscape screening in natural patterns where possible, avoiding the use of long rows of plant material.
- Reserve screening walls for only the most severe situations. Such walls or fencing should consist of an appropriate design and character for the corridor.
- Avoid the use of earthen mounds as screening.
- Consider the use of low landscaping and smaller trees to distract the eye from tall nuisance elements such as electric power transmission lines.

7. Parks

- Design parks so that active recreational activities are located well off the scenic byway.
- Keep planting schemes in parks naturalistic and with low maintenance requirements.
- Include hiking trails in parks wherever possible.

8. New Construction

- Require careful protective procedures prior to and during construction that will prevent damage to existing vegetation and natural features. Protective construction silt fencing must be installed and maintained to preserve the natural character of the township.



Map of Areas to be Screened and Locations for Way-finding Signs

MANAGEMENT PLAN

C. DESIGN CONSIDERATION AND EVALUATION

It is worth noting that much of this valued landscape is located outside of the public right-of-way on private property. This is especially true of the scenic vistas, historic homes, wooded lots, and developed edges. Indeed, some of the recommendations in the previous sections apply to private landholdings (particularly “View Corridors” above). It is critical that the township provide guidance for private property owners when and if they consider substantially modifying their built and/or natural landscape. Thus this section outlines the major goals to consider when contemplating new development and evaluating site plans for projects located along the scenic byway corridors. Some of these points restate previous recommendations. A site plan should do the following:

1. Inventory Existing Elements

The site plan should carefully assess the existing environmental features and the impact development will have on them. These features include, but are not limited to, slopes, vegetative cover (particularly mature trees and wooded areas), wetlands, streams, floodplain, ponds, views, and unique habitats. Development should be required to make every effort to protect unique features and enhance the site by being in context with its surroundings.

2. Preserve Open Spaces

Preservation of open spaces and distant views within the township is critical to the visual quality of the community and scenic byways. As land values increase, private property owners are tempted to build in these areas, fragmenting open space and destroying or obstructing views. Development should be designed in such a way as to maximize the preservation of existing view corridors.

3. Avoid Dramatic Grading

New development should compliment and adhere to the natural topography of the site. Dramatic alterations to the existing topography should be avoided. Artificial changes to topography can be very apparent as well as visually and environmentally disrupting. Avoid the use of mounds.

4. Preserve Trees

Preserve woodlots and existing groves of trees. These areas soften the impact of development and provide valuable habitat. In some areas around a development it may be appropriate to clear the underbrush and partially thin the trees, but it is important to leave this vegetation full at the edges of the lot. Jefferson Township's image is defined by mature trees that create a canopy over the roadways. The trees along the byway must be protected and their health monitored. They should receive professional pruning and maintenance as necessary.

5. Provide Natural Plantings

Large, long-lived shade trees should be the backbone of the landscape. Restoring lost tree canopy is appropriate provided important existing views are not screened. Use native plantings to add interest and provide privacy to the lot. This natural application applies to the form

and planting pattern as well. Avoid formal landscape patterns such as regularly spaced and uniform plantings. When natural landscapes are removed, natural plantings should be replanted.

6. Streetscape and Traditional Fence Design

Develop streetscape plans that are appropriate for the corridor, building upon and blending with the township efforts along the byways. Where fencing is desired to mark property edges or pastures, traditional designs are to be used. Appropriate and traditional fence designs include wood split rail, stacked rail paddock fence, Connecticut or Kentucky-style post and rail, or other traditional pasture fencing for open fields and pastures. In front of buildings, use low, open picket fences or low, dry-stack stone walls. Chain link, plastic, or vinyl fences and synthetic stone, precast concrete, modular, or railroad tie walls and planters are not appropriate.

7. Naturalize Retention Ponds

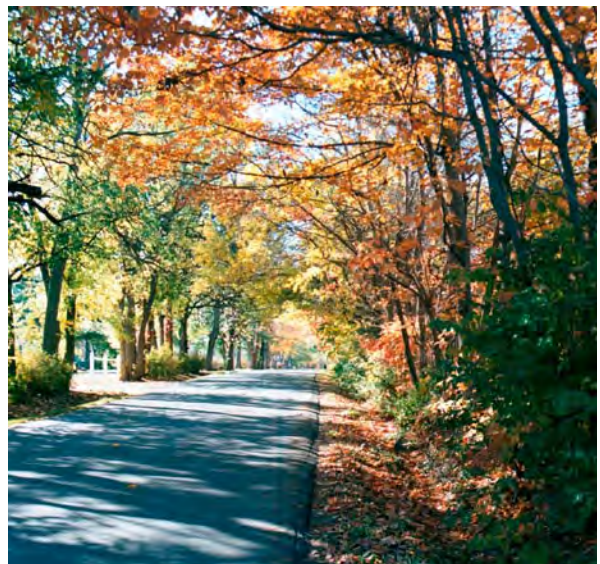
Retention ponds required for storm water drainage control should be designed as natural amenities. They should hold water at all times and have native vegetation planted at the edges that provide wildlife food and cover. Maintenance procedures should avoid mowing the edges of ponds.

8. Create an Appropriate Building Design

The structures should be residential in proportion and scale so that they are appropriate for the corridor. Accessory structures and buildings are acceptable provided they are in keeping with the those that exist(ed) along the corridor.

9. Use High Quality Architecture and Materials

Wherever possible, buildings should be architecturally detailed and constructed of high-quality, natural-style materials. Exterior colors should be appropriate to the corridors. Buildings visible from the byway should have their front door facing/addressing the road.



D. IMPLEMENTATION

This section highlights the major implementation steps for the Jefferson Township Scenic Byways Management Plan.

1. ADOPTION

This plan should be endorsed and/or adopted by both Jefferson Township and Franklin County. As an adopted plan, this document becomes an implementation tool for guiding the review and administration of public and private projects initiated along the Jefferson Township Scenic Byway corridors. An endorsement is a commitment by the governing bodies to work together to advance this management plan. A number of recommendations contained within this document necessitates cooperation and agreement as to how the road corridors and their components will be maintained and repaired over time. This covers operational issues such as speed limits and mowing procedures as well as design issues such as road widths and guard rails. This also captures and guides the development review process for projects along the scenic byways. Adoption indicates a public commitment to the township and the Central Ohio community to protect and enhance this valuable resource that is the scenic byway corridor.

2. MARKETING

A number of marketing related steps are necessary and helpful to advance the Jefferson Township Scenic Byways. A critical first step is to inform the township residents and property owners of the effort to protect the township's scenic byways and how the management plan applies to them. This is also true for the county, township, and utility staff and commissions that are affected by this plan. Thus the information contained within this document must be effectively disseminated and made available. It is important to note that the Jefferson Township Scenic Byways were created with the intent to preserve and enhance the roadways, encourage conservation development that reflects the rural character of Jefferson Township, and provide enjoyment and safe use of the corridors by the community. It is not the intent of these scenic byways to draw people in to the area to spend money at local businesses. Thus a specific marketing plan to encourage shoppers is not necessary at this point in time, though it is important for visitors to be informed and able to explore the byways if they do visit.

Specific marketing recommendations include:

Brochures/Maps:

- Develop and print a simple, easy-to-read brochure map describing a self-guided tour of the byway with a clear map and quick information of key features and highlights. These maps could be mailed to all Township residents to build support and understanding of the scenic byways. They could also be used to promote the corridors to the Central Ohio population. Grants may be available to offset some of the cost.
- Prepare a second, informational brochure for distribution solely to residents. This brochure should highlight the

major management strategies, particularly as they pertain to private property. It should specifically detail the value of corridors to the community and the importance of retaining and restoring native vegetation. Grants may be available to offset some of the cost.

- Promote community awareness of the historical and natural importance of the corridors by providing maps and interpretive displays at overlooks.

Signs

- Create a distinctive and identifying sign package for the Jefferson Township Scenic Byways. This should include road markers, way-finding signs, and point-of-interest signs. Colors, graphics, fonts, materials, and structural sign design should be considered. In addition, a unique and distinguishing logo for the township byways should be created. This could be accomplished through a community contest.
- Promote community awareness of the historical and natural importance of the corridors by providing interpretive displays (and maps) at overlooks/pull-offs.

Web Site

- Post the Management Plan on the township web site to allow public access and sharing.
- As they are completed, add digital versions of the brochures, maps, and sign markers in a downloadable format for the public.
- Post news and updated information regarding the scenic byways on the web site.

3. MAINTENANCE AND MONITORING

A monitoring and maintenance program for the byways should be established. This program will use the Byway Management Plan to guide byway enhancement and protection. As development is planned or occurs, the program and this management plan should be consulted to educate any decisions made within the byway corridors. A special zoning overlay could be created to further protect the scenic byways and provide more detailed public oversight. Some recommendations related to ongoing maintenance, monitoring, and enforcement include:

- Schedule community events for cleanup of the road edges and riparian corridors. This could take the form of an Adopt a Highway program to encourage various parts of the community such as businesses, churches, civic groups, etc. to get together to clean the litter along the various byways. If signs are used to identify responsible groups, these signs should be part of the comprehensive sign package for the roadways.
- Develop a Scenic Byways zoning overlay based on the management plan (serves as the text) in order to better protect the Jefferson Township Scenic Byways.

MANAGEMENT PLAN

4. FUNDING

The implementation of this management plan can be greatly assisted by outside funding sources. There are a number of grants and funds that can assist with components and strategies discussed herein. Included is a partial list of related assistance. Remember that often the community itself is a great resource not just for fund-raising, but also for efforts and services in kind. Dedication, involvement, and sweat equity are truly the keys to successful implementation.

The following is a list of potential funding mechanisms for projects related to the scenic byways:

Greenworks

Through the Ohio Department of Natural Resources (ODNR), Division of Forestry, the Greenworks grant is a useful funding source. The money must be used for a community action involving youth or young adults. The maximum funding is \$1000. Check with ODNR for applications and deadlines.

Clean Ohio Fund

There are a number of programs under the Clean Ohio Fund, including the Clean Ohio Trails Fund, the Clean Ohio Easement Purchase Program, and the Clean Ohio Conservation Fund. The COTF funds trail acquisition and development costs. Up to 75% of project costs are eligible through this program. The Mid-Ohio Regional Planning Commission (MORPC) administers the program. On an annual basis, the deadline dates change and should be checked through MORPC.

Land & Water Conservation Fund (LWCF)

Through ODNR, Division of Real Estate & Land Management, the Land & Water Conservation Fund (LWCF) finances outdoor recreation projects. The federal money is administered by the state in cooperation with the National Park Service. This fund provides 50% reimbursement with a proposal deadline on July 1st every year.

NatureWorks

Through ODNR, Division of Real Estate & Land Management, the Natureworks Parks & Recreation fund provides 75% reimbursement for acquisition, development, or rehabilitation of public park and recreation areas. The project must be completed within two years. Applications are due on July 1st every year.

Recreational Trails Program

Through ODNR, Division of Real Estate & Land Management, the Recreational Trails Program provides up to 80% matching federal funds for projects like: the development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas; improving access for people with disabilities; acquisition of easement and property; and development and construction of new trails. Generally the proposed project application is due on March 1st of each year.

Watershed Coordinators

Through ODNR, Division of Soil & Water Conservation, the Watershed Coordinators program awards a six-year declining grant to employ a watershed coordinator to work on watershed planning and implementation to control non-point source pollution. The application for a coordinator is June 15th every year.

Urban Streams Program

Through ODNR, Division of Soil & Water Conservation, the Urban Streams Program is available to Soil & Water Conservation Districts or partners in association with a SWCD. The initiation of corridor/floodplain protection, techniques to improve stream function, training for staff for urban personnel or storm water design and programs, updating and revising storm water management requirements and programs for broader stream system protection are allowable uses for the program.

Grassland Restoration Pasture-To-Prairies

Through ODNR, Division of Wildlife, the Grassland Restoration Pasture-To-Prairies funding source helps with costs associated with prairie restoration projects on private land in Ohio. A minimum of ten acres is required.

Wetland Restoration

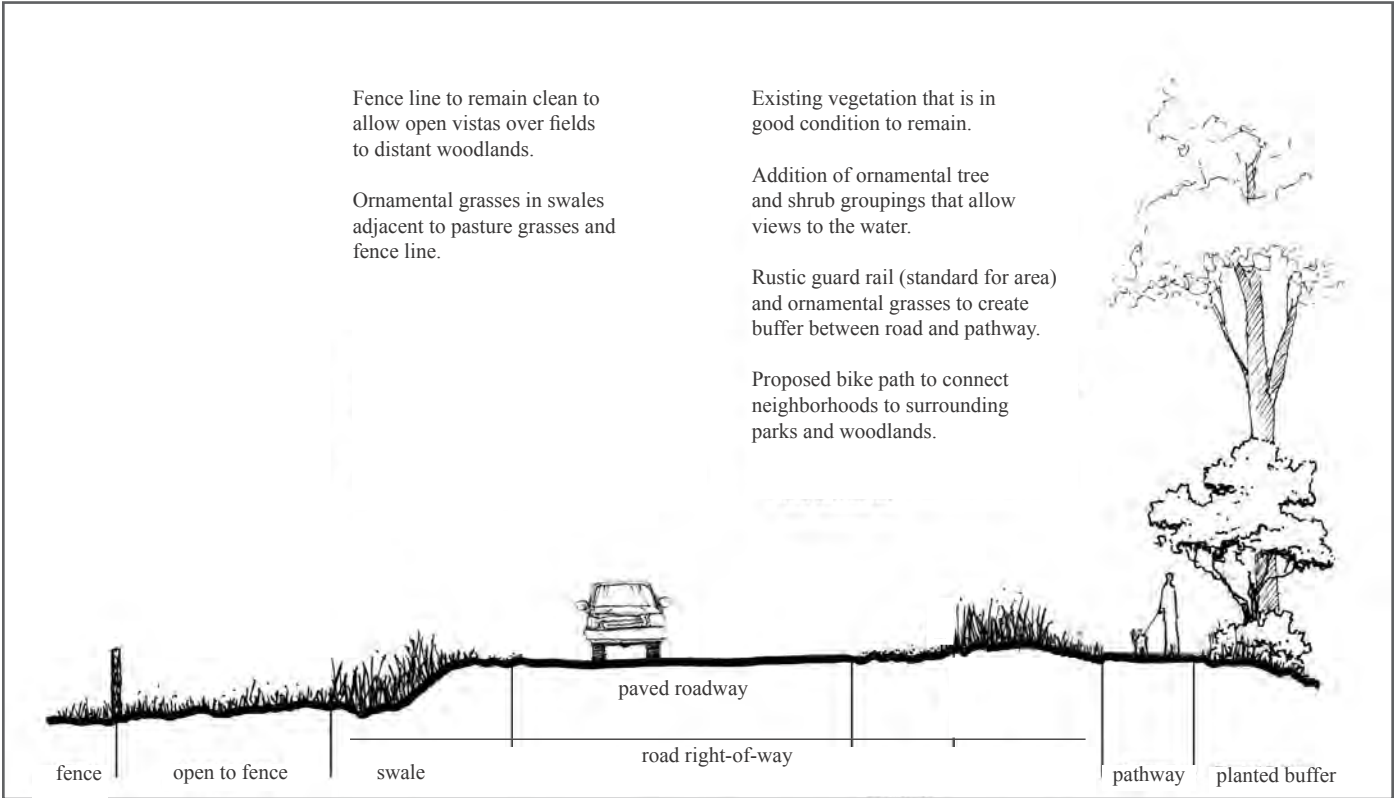
Through ODNR, Division of Wildlife, the Wetland Restoration fund provides funding for costs associated with wetland restoration projects on private land in Ohio.

Smart Tree Program

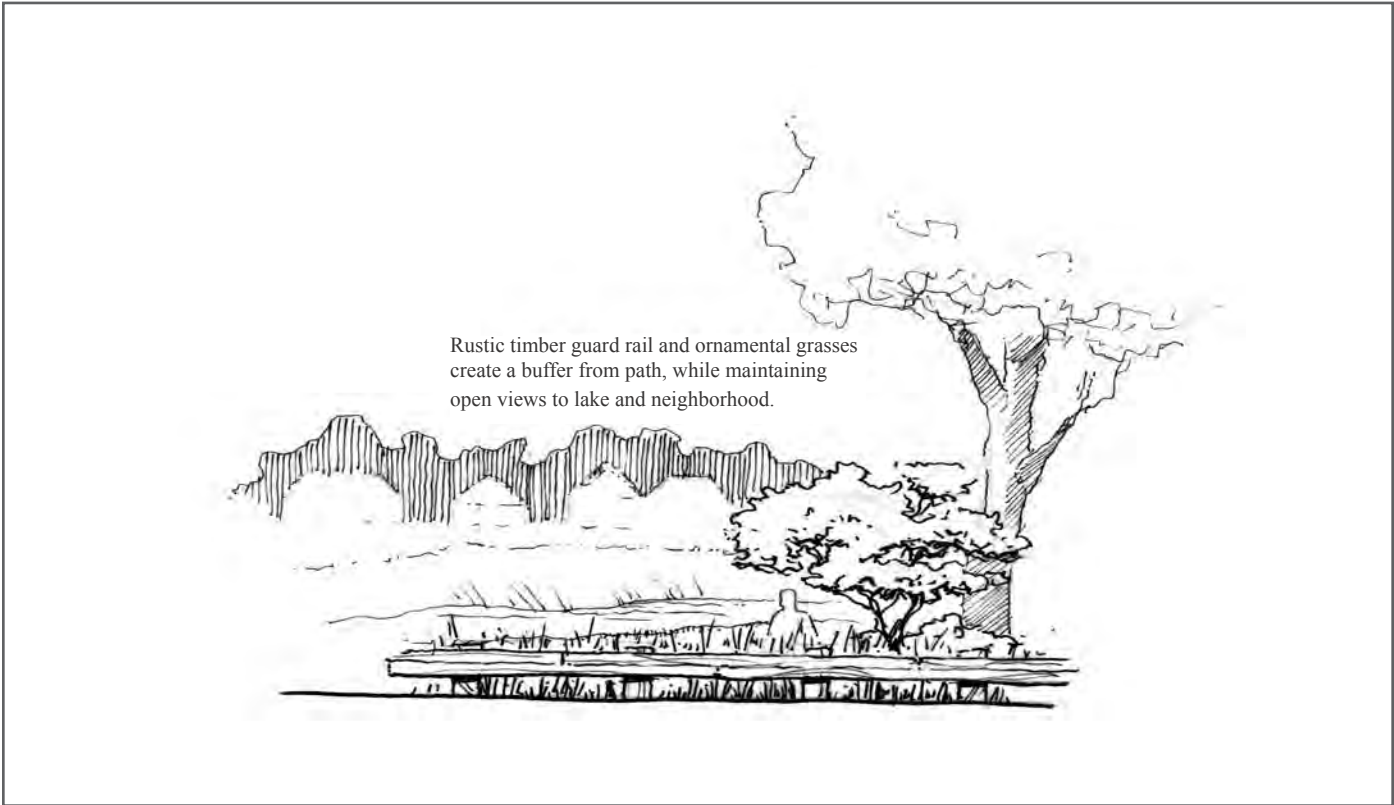
American Electric Power (AEP) provides trees for planting in their power transmission line easements. These trees are grown by AEP and Ohio State University. The selected species grow to a limited height so they are suitable for location under powerlines.

5. EXTENDING BYWAYS

As the Jefferson Township Scenic Byways are established, the community should share its efforts with the surrounding communities in an effort to help them extend the byways where appropriate. At a minimum, this will assist the township in educating the surrounding communities about the township's efforts, the motivation and goals behind it, and hopefully create an understanding of the importance of the byways. The extension of the byways into adjacent communities is an ideal way to build support and ensure the long term viability of the byways, as well as to maintain the scenic character of the area. Efforts to gain cooperation with New Albany, Pataskala, Gahanna, and Columbus should be made toward this end.

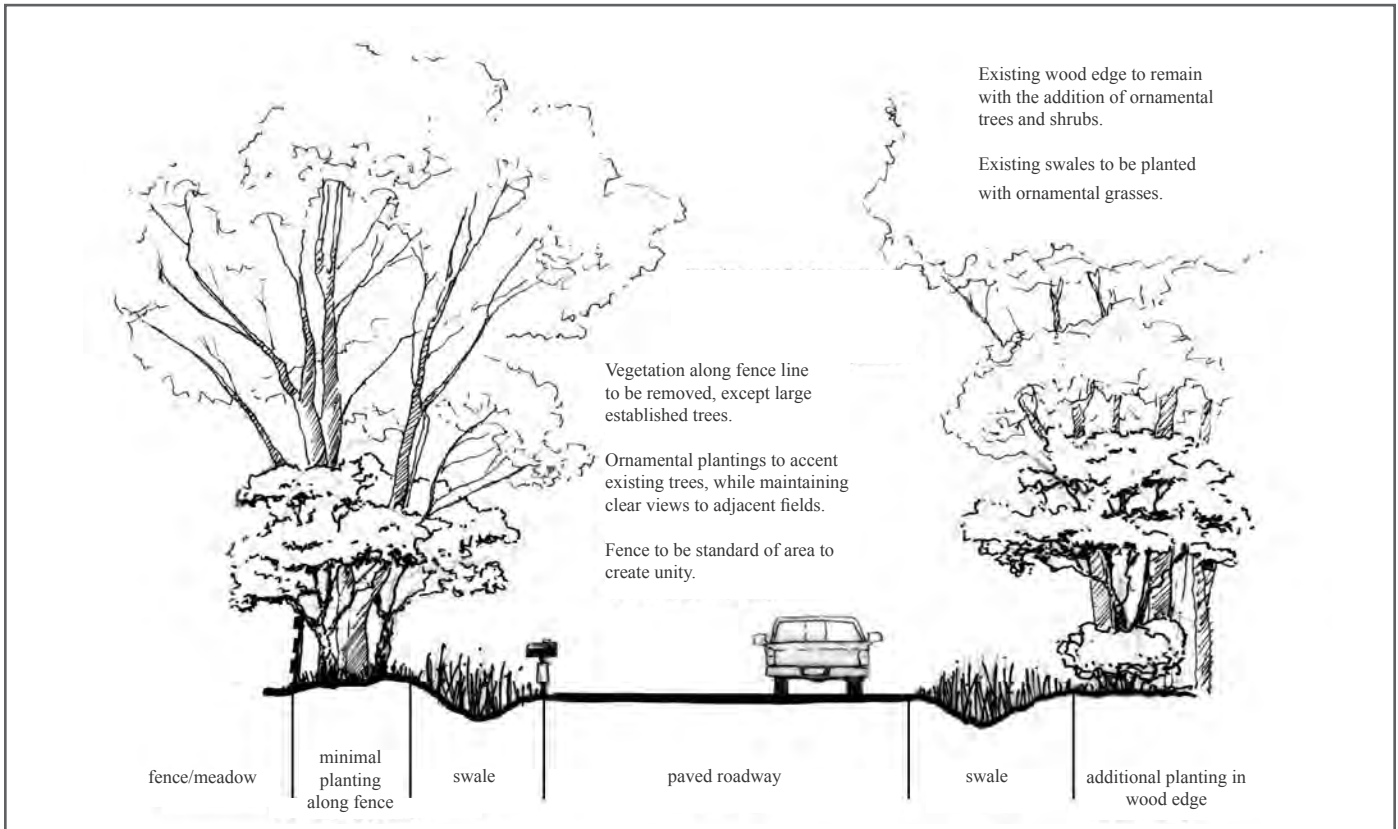


Proposed cross-section of open roadway condition to preserve views, including optional pathway.

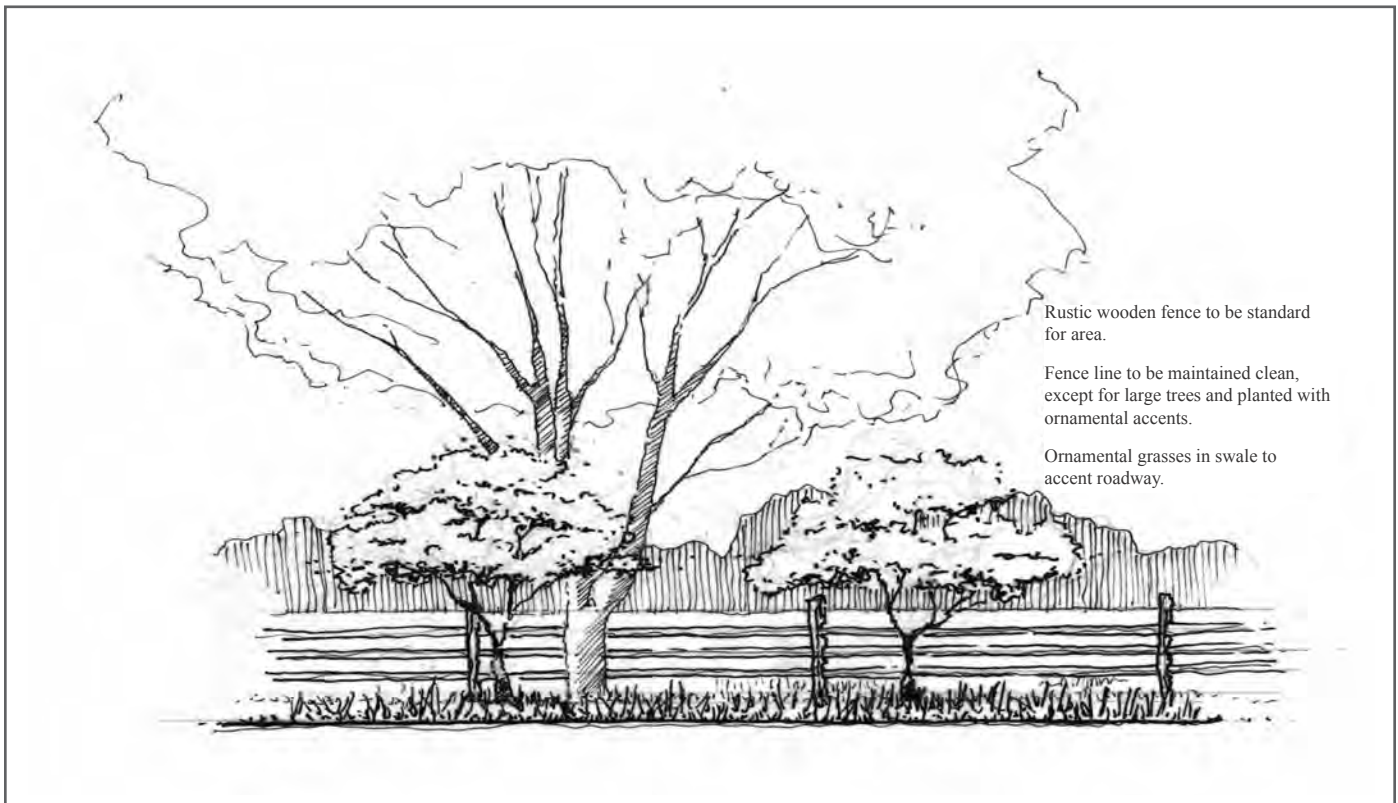


Preserved view example, including guard rail and pathway.

MANAGEMENT PLAN



Proposed cross-section of wooded roadway condition to preserve tree rows and canopy.



Example of fencing and swale treatment.

Recommended Byway Vegetation

Byway vegetation can significantly enhance the overall natural appearance of the corridors. The management plan recommends the addition of plant material for a number of purposes such as: creating additional understory planting, establishing screening buffers, replacing dying or diseased plants, and as a way of adding color and identifying plant types to the corridors. This is a list of appropriate vegetation recommended for use as part of any landscape or planting effort along the scenic byway. This list is not exhaustive, but provides a strong foundation. The selected plants are intended to build upon the existing natural and rural character of the township corridors while creating a strong aesthetic edge to the roadways. These plants should be used as indicated in order to maximize their ideal growth conditions and impacts on the byway.

Trees

Tree rows and the tree canopy over the roads are distinguishing characteristics of the byway. Trees should continue to be planted to maintain these features. Where tree infill is needed, Oaks, Beech, and Ash can add substance. In addition, clusters and groupings of flowering trees should be added to the existing understory edge along lengths of the byways. Trees such as the Crabapple, Dogwood, and Redbud will do well in this environment and add spectacular Spring color that can become one more hallmark of the township corridors.

Winter King Hawthorn

Crataegus viridis 'Winter King'

The Winter King Hawthorn has characteristics that will provide color and ornamentation to the byways year-round. The flowers, berries, and branches make this tree the perfect choice for distinguishing these roadways from others. The tree has a rounded branching structure and will grow to a height of 20' - 25' and a spread of 20' - 30'.

Crabapple

Malus

Crabapple is the most dominant spring flower tree with annual flowering and consistent fruit. It is a good, medium-sized tree to use in groups or as an accent. The spreading branch structure grows to 15-25 feet.

Eastern Redbud

Cercis canadensis

The Eastern Redbud's bright magenta and pink buds create an outstanding contrast in the April landscape. The unique heart-shaped leaves and spreading branch patterns make this a great addition to a woodland edge.

Kousa Dogwood

Cornus kousa

The bark of the Dogwood has a mosaic jigsaw puzzle appearance in the winter. In the spring and summer, the shelves of flowers look great along the borders of woodlands. Dogwoods do well in extreme soils, growing to 20-30 feet in height.



Winter King Hawthorn



Crabapple



Eastern Redbud



Dogwood

MANAGEMENT PLAN

Recommended Byway Vegetation continued...

Sugar Maple

Acer saccharum

Known for its unrivaled fall color, this maple also has soft yellow spring flowers, thus creating color for every season.



Sugar Maple

Red Oak

Quercus rubra

The Red Oak is unique due to its round shape. The new spring growth can rival flowering trees while its bright fall color is beyond compare.



Red Oak

Chinkapin Oak

Quercus muehlenbergii

A large tree with an open form at maturity, the Chinkapin Oak has magnificent, dark leaves that turn bright yellowish-orange in the fall.

Hackberry

Celtis occidentalis

A very tolerant plant, the Hackberry has a great roadside form - growing up and out. The bark has appeal with its unique texture.

Hickory (Bitternut)

Carya cordiformis

Hickory is a tall slender tree that is often widest near the top. Its leaves are 2-6 inches long that turn yellow in the fall.



Hickory

American Beech

Fagus grandifolia

Described as a noble tree, this sturdy Beech has a wide spreading crown of shimmering green leaves. With orange fall color, the Beech has year-round appeal.

Green Ash

Fraxinus pennsylvanica

The irregular shape and extreme tolerance of the Green Ash makes it a great tree. The coarse, twiggy branches and its bright yellow leaves in the fall make the Green Ash stand out.



American Beech

Shrubs

Shrubs add beauty and depth to the byway and provide vegetation at eye-level. Along with perennials, they soften the road edges. Shrubs are also effective and appropriate plant material for screening areas close to the road (Arborvitae for example). Shrubs can be combined with dense tree groups or evergreens to screen larger areas.

Summersweet Clethra

Clethra alnifolia

The natural environment for this shrub is along the edge of woodlands and along streams, making this a perfect choice for the roadside swales and tree lines. The fragrant flowers of this 3' to 6' shrub will create a colorful edge and screen for the byway.



Summersweet Clethra

Butterflybush

Buddleia davidii

With bright flowers and a graceful form, the Butterflybush looks great anywhere. The long flowers bloom from June through July and contrast well with the long greenish-gray leaves.



Butterfly Bush

Japanese Kerria

Kerria japonica

This shrub has a green twiggly structure that looks good in the winter, and bright yellow flowers that bloom throughout the summer. It's 3 to 6 foot height and broad mounding form make this a perfect compliment to the Clethra.



Japanese Kerria

Sweetshrub

Calycanthus floridus

The Sweetshrub has wonderfully fragrant flowers in April and May and good fall color. It is a good plant for use along the edge of woods because it grows well in partial shade and has lustrous leaves that create a nice green canvas.

Lilac

Syringa

The Lilac is a magnificent, flowering shrub with super-fragrant spring flowers. It is a great border shrub due to its dense form and beautiful flowers.



Lilac

Viburnum

Viburnum opulus

The Viburnum is great in borders due to its large, coarse shape. With its winter fruit and spring flowers, this wet soil-tolerant plant provides year-round appeal.

American Arborvitae

Thuja occidentalis

The American Arborvitae is a very tolerant evergreen plant and is ideally suited for marshy soils. With a broad pyramidal form of rich grass green, its leaves turn a yellowish-brown in the winter. The Arborvitae can grow to 40 feet in height and 15 feet in width.

MANAGEMENT PLAN

Recommended Byway Vegetation continued...

Perennials

Perennials provide bursts of attractive, seasonal color along the byway. They are very effective ground cover along swales and road edges. Ornamental grasses can be added as infill and additional screening as appropriate.

Day Lilies

Hemerocallis fluva 'Orange'

These colorful flowers can withstand the harsh environment of the roadside swales while maintaining a brilliant flower through out the summer. The long green leaves will create a clean edge even when the flowers are not in bloom. Although this plant is listed as invasive, it will maintain its location in swales.



Day Lily

Black-Eyed Susan

Rudbeckia

These jaunty golden-yellow daisies are very hardy flowers. Requiring only full sun and ordinary soil, the Black-eyed Susan provide abundant, sunny color to the landscape.



Black-Eyed Susan

Daisy (Hardy)

Chrysanthemum coccineum

Daisies are a showy, reliable, and hardy plant that grows well in natural areas. They prefer fertile soil.



Daisy

Ornamental Grasses

Many varieties

Ornamental grasses come in a wide variety of types. These grasses usually grown in clumps and can grow quite tall. Ornamental grass can add interest to an area, as well as serve effectively as screening vegetation in some instances.



Iris

MANAGEMENT PLAN CHECKLIST

Checklist of Jefferson Township Scenic Byway Issues for the Township and County Boards and Commissions

The following is a checklist of issues for consideration by Commissions reviewing development along any byway corridor. These issues are not presented in a particular order of importance.

1. Is the project within the viewshed (1,000 feet) of a Jefferson Township Scenic Byway?
2. Does the project site include historic or significant structures or landscape features? If yes, what measures are being taken to preserve and enhance the historic/significant integrity of the structure or feature? Are additional measures warranted?
3. What is the quality of the existing landscape on the site and does the proposed project take adequate measures to preserve and protect portions of existing trees, tree rows, shrubs, and native vegetation?
4. Does the proposed landscaping for the project fit the existing landscape character of the project site and its surroundings and does it follow recommendations of the Management Plan? There should be a follow up check for compliance with approved plans.
5. Are there special landscape features (rock outcroppings, wetlands, riparian corridors, wooded hillsides, landmark trees, etc.) on the project site and will these features be protected as part of the proposed plan?
6. Are grading changes proposed as part of the project? If yes, does the grading fit the surrounding landscape character?
7. Is storm water detention/retention part of the project? If yes, will the proposed landscaping enhance the detention/retention area as a natural feature?
8. Is fencing proposed as part of the project? If yes, is the fence design appropriate for the setting? If no, select from an appropriate alternative.
9. Does the proposed project conform to the recommendations of the Jefferson Township regulations?
10. Is lighting proposed as part of the project? If yes, what will be the impact of the light on adjacent properties and is the proposed intensity of the light appropriate for the Scenic Byway corridors?
11. Are proposed parking, service, and storage areas appropriately screened?
12. Is signage proposed as part of the project? If yes, is the sign design appropriate in scale, location, colors, materials, and lighting?

V. APPENDIX - Byway Inventory

Inventory of historical, recreational and archaeological sites and their specific locations by road and address.

CLARK STATE ROAD –

From West Park Lane to Waggoner Road (West to East)

Address	Subject
5159	Home, circa unknown; and barn, circa 1920s — Rocky Fork Stables
5189	Rocky Fork Country Club (private)
East of 5189	Mature forest stretches for about 1/2 mile
5516	Home, circa unknown
near 5540	100-acre conservation easement; land lab owned by Columbus School for Girls
near 5778	Remnant of Headley Road (now vacated; private) Polo practice field Bridge and scenic view of Rocky Fork Creek (Pull-off area accessed from Havens Road)
6270	Shallowbrook Horse Farm
6381	Home, circa 1832; original road toll keeper's home
Near 6381	Headley Park — soccer and polo fields (polo games open to public)
Near 6548	Hannah Park, ball fields; walking path
Reynoldsburg-New Albany Rd.	intersects
6895	Stone House, circa unknown
Near 6895	Bridge over Blacklick Creek
Near 6920	Headley Cemetery — Historic Township-owned cemetery (pull-off area)
6976	Restored Victorian Home on site of original Headley family homestead
7464	Jefferson Community Park — Pond, shelter houses, playground, walking trail, woods, volleyball and full service restrooms
7629	Home and barn, circa unknown; original Kidd family homestead
7763	Barn, circa unknown; original Ayres family homestead
Intersection of Waggoner Road	

WAGGONER ROAD –

From Havens Road to Clark State Road (South to North)

Address	Subject
1825	Home, circa 1830s
At McOwen Rd.	Several hundred acres of farm fields are still actively farmed
At Clark State intersection	Barn, circa unknown

HAVENS ROAD –

From Clark State Road to Waggoner Road (West to East)

Address	Subject
At intersection	Pull-off area — view of Rocky Fork Creek at Bridge
Across from 5960	Polo practice field
Corner of Mann	Polo pony barn
6557	Home, circa 1826
Across from 6635	Indian mound (undocumented) shown on early maps
Reynoldsburg-New Albany Rd.	intersects
Near 6799	Bridge over Blacklick Creek — (pull-off is on north side of Havens Road, east of bridge)
6799	Home, circa unknown
Across from 6969	Colts Neck barn, fields and residential community
7443	Home, circa 1820s

MANN ROAD –

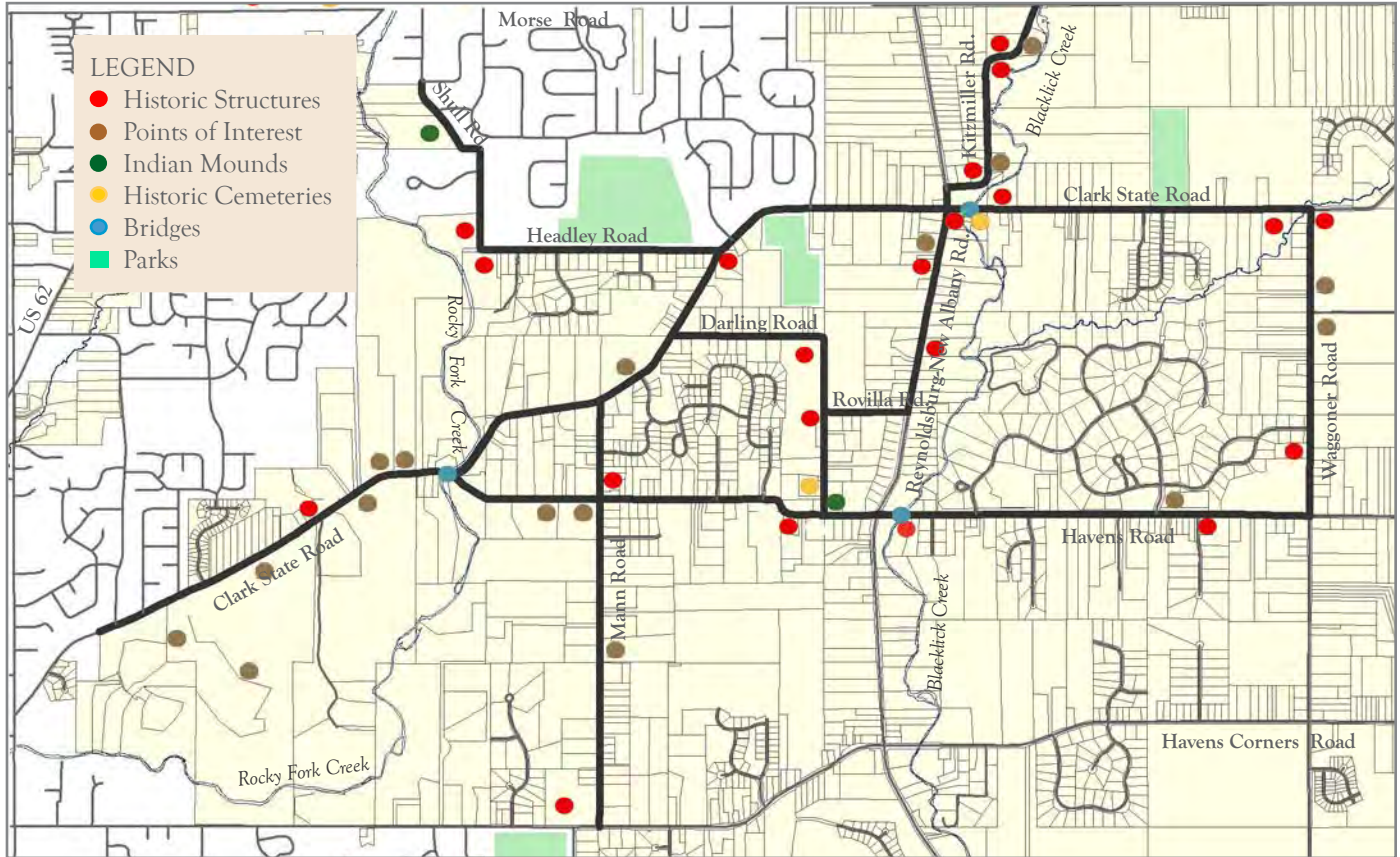
From Clark State Road to Havens Corners Road (North to South)

Address	Subject
3742	Home, circa unknown
3711	Polo barn and field
Near 3330	Goose Creek — scenic view
Havens Corners & Mann intersection	Brick home, circa unknown (northeast corner)
Taylor Station & Havens Corners	Gahanna Woods State Nature Preserve (stretching south along Taylor Station Road) — picnic areas, restrooms, walking paths

DARLING AND ROVILLA ROAD –

Between Havens Road and Clark State Road

Address	Subject
Near 2585 Darling	Historic Ayres Cemetery (now owned & maintained by Jefferson Township — pull off along frontage)
2717 Darling	Home and barn, circa unknown
Rovilla Road intersects	Rovilla Road — a pleasant “driveway width” public street
2865 Darling	Home, circa unknown; original Ayres family homestead
Clark State Road intersects	Nice view of Shallowbrook horse farm at this point



Byway Inventory Map

**REYNOLDSBURG-NEW ALBANY ROAD –
From Rovilla Road to Kitzmiller Road (North to South)**

Address	Subject
2770	Home and barn, circa unknown
2825	Home, circa unknown; one of the original Havens family homesteads
North from 2825	Exceptional tree row — trees are Osage orange trees
Clark State Intersects	
Southeast corner	Stone home and outbuilding, circa unknown

**HEADLEY SHULL ROAD –
From Clark State Road to Kames Way (West & North)**

Address	Subject
Near Clark State	Headley Park (See Clark State Road for description)
5887	Home, circa early 1920s
Near 4609	Indian Mound; known as the Monte Indian Mound named after the property owners (this site is in a private preserve – visits by appointment only)

**KITZMILLER ROAD –
From Reynoldsburg-New Albany Road to Morse Road
(South to North)**

Address	Subject
3370	This area believed to be the site of an early water mill
3375	Home, circa unknown
3687	Home and barn, circa unknown
3736	This area believed to be the site of an early water mill

APPENDIX - Historical Inventory

A photographic inventory of the historic homes along the Jefferson Township Scenic Byway follows.



2708 Reynoldsburg-New Albany Road



2825 Reynoldsburg-New Albany Road



5159 Clark State Road



5516 Clark State Road

APPENDIX - Historical Inventory



6381 Clark State Road



6363 Clark State Road

APPENDIX - Historical Inventory



6976 Clark State Road



6895 Clark State Road

APPENDIX - Historical Inventory



7629 Clark State Road



7157 Clark State Road



6557 Havens Road, circa 1826



6799 Havens Road

APPENDIX - Historical Inventory



7443 Havens Road



3742 Mann Road



2717 Darling Road



2865 Darling Road

APPENDIX - Historical Inventory



3752 Kitzmiller Road



3375 Kitzmiller Road

APPENDIX - Historical Inventory



3687 Kitzmiller Road



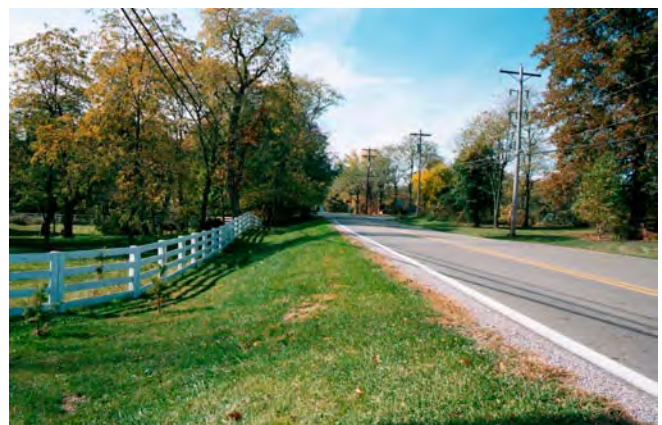
3825 Waggoner Road

REFERENCES AND RESOURCES

- www.jeffersontownship.org
- *Jefferson Township Zoning Resolution*, Jefferson Township, 6545 Havens Corners, Blacklick, Ohio 43004.
- *Jefferson Township Comprehensive Plan*, Jefferson Township, 6545 Havens Corners, Blacklick, Ohio 43004.
- *Heritage Corridors of Bath: Bath Township Scenic Byways Management Plan*, Bath Township, 3864 West Bath Road, Bath, Ohio 44333, September 2001.
- *Community Guide to Planning and Managing a Scenic Byway*, US Department of Transportation, Federal Highway Administration; available through The National Scenic Byways Clearinghouse, 1440 New York Ave., NW, Suite 202, Washington D.C. 20005.
- *Byway Beginnings: Understanding, Inventorying, and Evaluating A Byway's Intrinsic Qualities*, Federal Highway Administration, National Scenic Byways Program, 1999; available through National Scenic Byways, 400 7th Street, SW, Washington D.C. 20590.
- *The Road Beckons: Best Practices for Byways*, American Association of State Highway & Transportation Officials, 444 North Capitol Street, NW, Suite 249, Washington D.C. 20001.
- *Flexibility in Highway Design*, US Department of Transportation, Federal Highway Administration.
- *Dirr's Hardy Trees and Shrubs*, Michael A. Dirr, 1997, Timber Press, Inc., 133 S.W. Second Avenue, Suite 450, Portland, Oregon 97204.
- www.Byways.org



Clark State Road.



Clark State Road.

www.jeffersontownship.org

JEFFERSON TOWNSHIP BOARD OF TRUSTEES

RESOLUTION No. 03-5-3

TO ADOPT THE JEFFERSON TOWNSHIP SCENIC BYWAY MANAGEMENT PLAN

Whereas, the Jefferson Township Board of Trustees agreed to go through the required process to obtain Ohio Scenic Byway designation for certain roads in the Township, and

Whereas, the Trustees formed a Scenic Byways Advisory Board, obtained a grant and contracted with a consultant to create the plan, and

Whereas, the plan created by the Scenic Byways Advisory Board and the consultant is complete, and the Advisory Board is requesting that the completed plan be adopted.

Be it Resolved by the Trustees of Jefferson Township, Franklin County, Ohio, that:

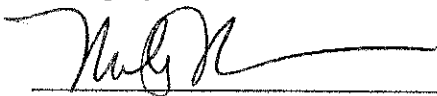
That the Jefferson Township Scenic Byway Management Plan, which is attached hereto as if fully reproduced herein, shall be and is hereby adopted as the Township's official Plan to protect, preserve and improve the specified roadways in Jefferson Township.

That the Jefferson Township Scenic Byway Management Plan be promptly forwarded to the Ohio Department of Transportation for review and approval, in order to finalize the Ohio Byways designation process for the roadways featured in the Plan.

That the Board expresses its sincere appreciation to all members of the Scenic Byways Advisory Board for their time and hard work on this project to the benefit of Jefferson Township residents; and commends them for the quality of the document they produced.

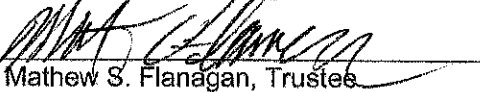
Motion for adoption by FLANAGAN, seconded by ROWAN,
this 13TH day of MAY, 2003.

Voting Aye thereon:



Mike A. Rowan, Chairman

Donna T. Finn, Vice-Chairman



Mathew S. Flanagan, Trustee

Voting Nay thereon:

Mike A. Rowan, Chairman

Donna T. Finn, Vice-Chairman

Mathew S. Flanagan, Trustee

Attest:


Carl Glenn, Clerk