



Southwest Area Draft Plan



City of Columbus, Department of Development, Planning Division



Franklin County Economic Development and Planning Department

The Southwest Area Draft Plan



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The *Southwest Area Plan* was adopted by City Council on xxxxxxx.

Letter from the Directors

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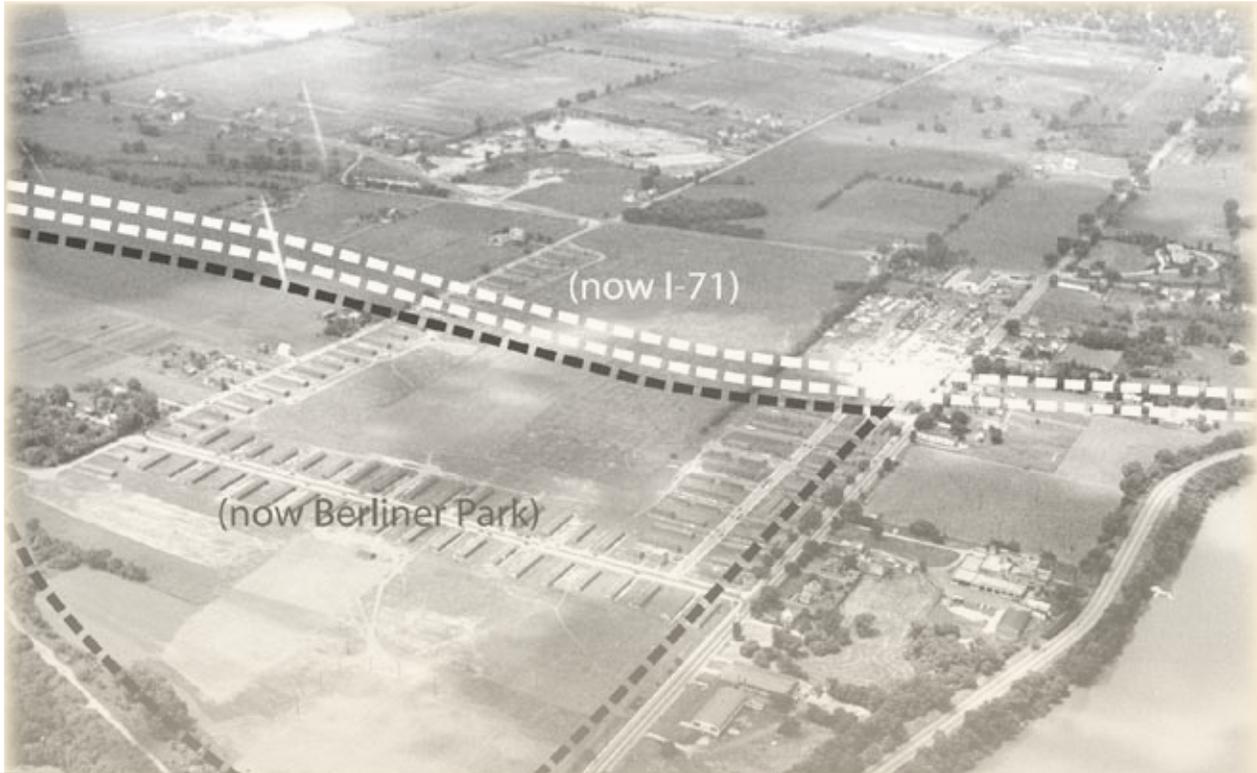
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ELEMENT 1

Introduction

ELEMENT 1

Introduction

What is a Plan and How is it Used?

The *Southwest Area Plan* provides an opportunity for the community to help shape and direct the pattern of growth and development within their neighborhoods. The area planning process addresses urban design, land use, transportation, economic development, and natural resources and open space. The goal of the plan is to develop a shared vision unique to the planning area by bringing together a range of community stakeholders. The *Southwest Area Plan*:

- Identifies strengths and assets.
- Identifies area needs and concerns.
- Represents a vision defined by the community.
- Sets goals for improving the area.
- Recommends specific actions and strategies to accomplish goals.
- Identifies the resources and responsible parties that can help implement the recommendations.

Adoption of the plan will help the Southwest area in a number of ways. The adopted plan will:

- Reflect clearly what the neighborhood desires for the future.
- Provide a framework for zoning and other land use decisions.
- Inform capital improvement priorities appropriate for the neighborhood.
- Provide guidelines for the design of new development.

A neighborhood plan does not address the following:

- A plan does not resolve disputes between property owners.
- It does not solve issues unrelated to the built and natural environment, such as health care, code enforcement, and public safety.
- A plan does not “force” public and private entities to do something that they would not otherwise do.
- A plan is not zoning, though it provides the policy basis for zoning and related development decisions.

Plan Format

The plan consists of four elements including, Introduction, Existing Conditions, Plan Recommendations, and Implementation Strategy. The bulk of the plan consists of the Plan Recommendations Element, which includes text, maps, charts, photos and other illustrations. The recommendations are organized by Development Principles that apply to the Southwest Area. Policies are developed for each Development Principle to help guide their implementation. Guidelines and Strategies are then formulated to implement the policies.

Planning Area

The planning area is located a short distance to the southwest of downtown Columbus covering approximately 6,500 acres or 10 square miles. The Hilltop and Franklinton areas of Columbus

border the area to the west and north and Grove City lies to the south. The area's boundaries are Mound Street to the north, the Scioto River to the east, I-270 to the south and the CSX railroad

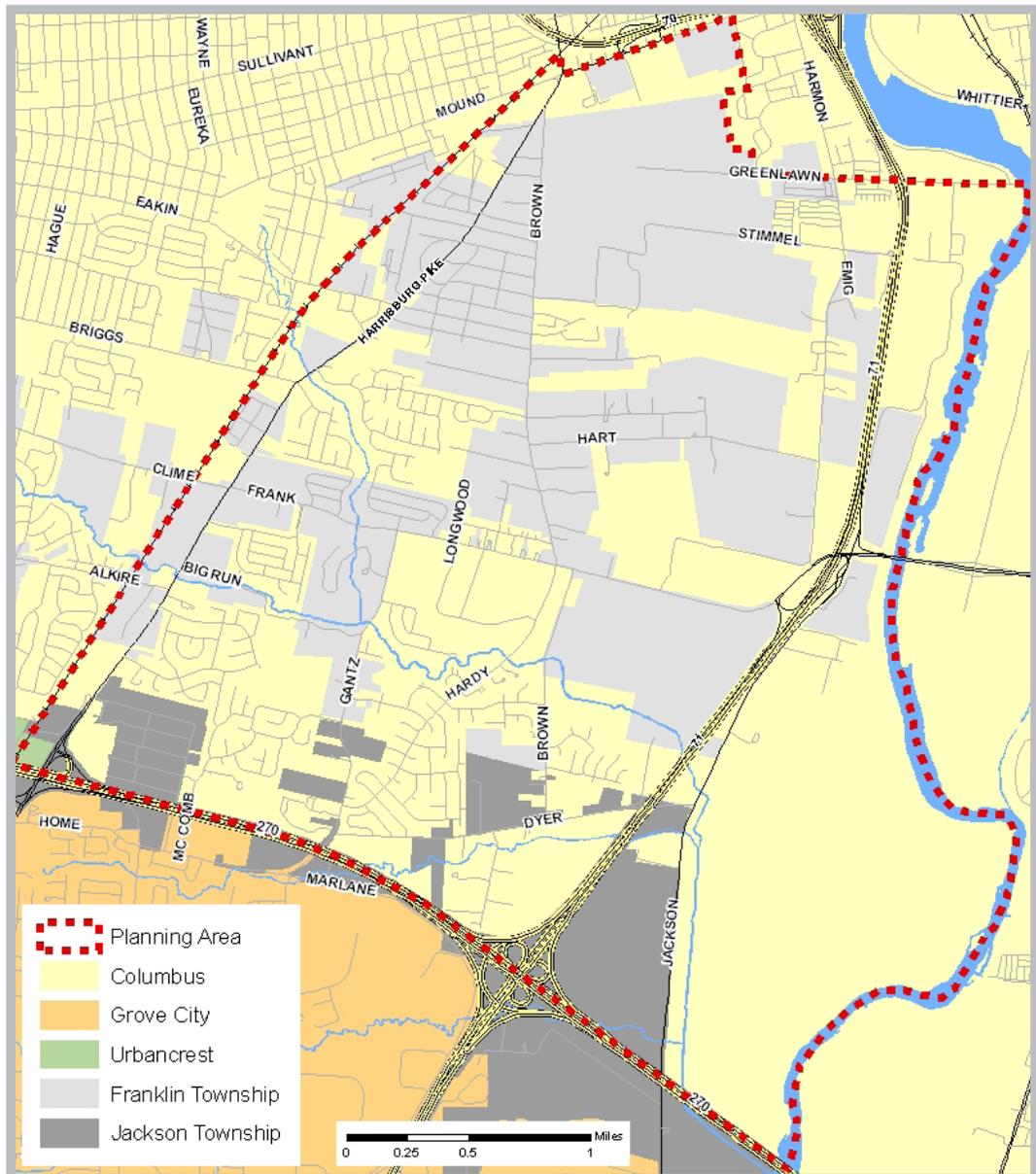


Figure 1: Planning Area and Jurisdictional Boundaries



tracks to the west. There are five jurisdictions present in the area - Columbus, Franklin County, Franklin Township, Jackson Township and the Village of Urbancrest.

History

In 1803 when Franklin County was formed, the Southwest Planning Area was part of Franklin Township. The area is just south of the pioneer village of the county, Franklinton, which was settled in August, 1797. There is discussion of two ancient circular mounds (perhaps from the Adena culture) three miles southwest of the 1888 borders of Columbus on Harrisburg Pike¹, but little is known about the land before European settlement.

The two principle activities in the area at this time were farming and quarries. Land for a state quarry was purchased in 1845 and encompassed 50 acres along the banks of the Scioto River. The stone from this quarry was used in building the State House, the Penitentiary and other state institutions.

In 1848 Greenlawn Cemetery, originally encompassing 83 acres, was opened by a non-profit corporation in the northern section of the planning area. The cemetery's trustees prided themselves on their nonsectarian policy, although a chapel was added to the cemetery grounds 54 years later. The cemetery holds numerous monuments and is the resting place of many prominent figures in Columbus history. Another cemetery in the area, Mt. Calvary, was opened in the 1870s.



Greenlawn Cemetery, 1889



Brown Residence (Brown Road and Dyer Road), 1897.

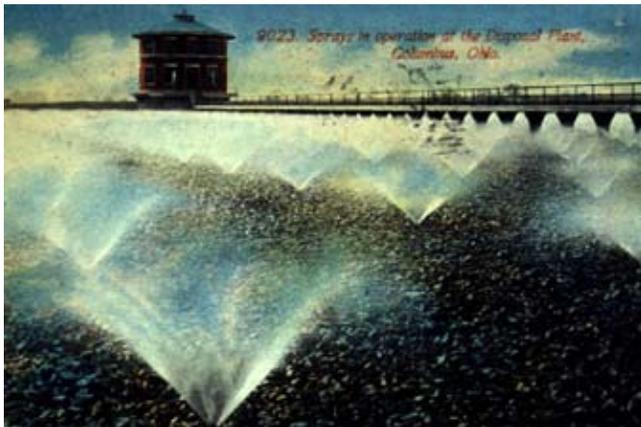


Route 62, south of Grove City, 1933.

¹"Earthworks of Franklin County." Ohio Archaeological and Historical Quarterly. Volume II (1888).



Greenlawn Avenue under water, 1898



Jackson Pike Sewage Disposal Plant, 1914



Red Bird Stadium, 1937

Harrisburg Pike was built in 1848 to connect the small village of Harrisburg to Columbus. This route would later become part of State Route 62 and State Route 3, known as the Three-C Highway, connecting Cincinnati, Columbus, and Cleveland. Not until 1962 would Interstate 71 be constructed through the Southwest Area, replacing Harrisburg Pike as the major route between Cincinnati and Columbus.

The west side of the Scioto River had flooded 12 times over the 100 years since Franklinton's settlement, and in 1898, one of these floods forced residents from their homes, damaged property, stopped factory work, and temporarily caused the city's waterworks and electric light plants to close. The 1913 flood devastated the west side once again. This time, 93 people died and four bridges connecting the west side to downtown were destroyed. Water rose up to 22 feet in some areas and property damage was estimated at over \$5.5 million.²

The first wastewater treatment plant to serve the city of Columbus was located in the Southwest Planning Area. Constructed in 1909, approximately a half mile south of the intersection of Frank Road and Jackson Pike, the plant was a part of a program to alleviate pollution in the Olentangy and Scioto Rivers. It was later replaced by the Jackson Pike Wastewater Treatment Plant. Additional expansion was necessary in the mid-1950s to serve the growing population of the Columbus Area.

²Taggart, Nick. *Historic Photos of Columbus*. Paduca, KY: Turner Publishing Company, 2007. p. 55

Red Bird Stadium (now Cooper Stadium) on West Mound Street opened in 1932. It first housed the Red Birds minor-league baseball team, then the Columbus Jets from 1955 to 1970, and finally the International League's Columbus Clippers.

In 1933, the City used its land along the west bank of the Scioto River to construct the City Workhouse after much of the original City Workhouse building, located in Franklinton, had been destroyed by a tornado in 1929. The Jackson Pike site now holds the Franklin County Corrections Center.

In 1951 the Franklin County Children Services Board relocated from Sunbury Road to Gantz Road at Frank Road. Franklin Village, a facility which provided temporary housing for children awaiting placement in foster homes, was also built that year at the same location. It served the children of Franklin County for 45 years, finally closing due to the popularization of foster homes and private residential facilities.

In the following year, 1952, Central Point Shopping Center, a major commercial attraction for the area, was constructed at the northwestern edge of the planning area.

The Women's Correctional Institution on Jackson Pike was built in 1963.

In 1983, both the Federal Emergency Management Agency (FEMA) and the city of Columbus classified areas west of the Scioto River as a floodplain. Strict building requirements and floodplain regulations were imposed. Construction on a seven mile flood wall to mitigate potential flooding began in 1993. This joint city/federal effort, the West Columbus Protection Project, took nearly 10 years to complete and cost over \$120 million. The project alleviates the constraints associated with floodplain development in the northern part of the planning area.

The 1960s through 1990s saw substantial residential development throughout the area. Commercial development was also taking place during this period, most notably Southwest Square in 1987. This shopping center currently contains the area's only full-service grocery store.



Workhouse on Jackson Pike



Southwest Area prior to construction of I-71



Residents arriving for a public workshop

Key Recommendations

Key recommendations from the plan are:

- **Parks and Open Space.** The plan offers a concept for the redevelopment of the former Franklin County Children Services site at the southwest corner of Frank Road and Gantz Road. The preferred use of the site is a mix of offices, a passive park, and a community facility.
- **Land Use.** The concentration of commercial at key locations along the area's major corridors and the preservation of existing residential areas are the main focus of the plan's land use recommendations.
- **Urban Design.** Design guidelines for new residential and commercial development are provided to ensure new development contributes to the overall attractiveness of the area and to increase design compatibility between residential abutting commercial and industrial land uses.
- **Transportation.** Sidewalk, trail, crosswalk enhancements and bicycle facilities are recommended to increase safety for pedestrians and to connect neighborhoods.
- **Economic Development.** The land use plan protects prime industrial land for targeted business development.
- **Regional Coordination.** Key projects and issues are identified where regional coordination is necessary to successfully implement the plan's recommendations.

Planning Process Summary

The *Southwest Area Plan* is a collaboration between four of the jurisdictions present in the area - Columbus, Franklin County, Franklin Township and Jackson Township. The plan was initiated at the request of the Southwest Area Commission.

The planning process follows a standard model of data gathering and analysis, alternative concept analysis, consensus through community participation, plan preparation, and plan implementation. A Working Committee consisting of various stakeholders in the neighborhood was formed and met from March 2008 to November 2008 to provide input and guidance. The in-depth participation from the members of the Committee was a critical component in the effort to prepare a long-range plan that was responsive to the identified needs and aspirations of the community.

Four Public Workshops were held over the course of the planning process to obtain public opinion on a range of land use and urban design issues. Workshop topics included issues and opportunities identification, visioning, plan text review, and finally the draft plan open house.



Reviewing design concepts at visioning workshop



ELEMENT 2



Existing Conditions

ELEMENT 2

Existing Conditions

The Existing Conditions element of the plan provides a summary of the planning area's physical attributes, including land use, urban form, transportation, community facilities, and the natural environment. This element also reviews existing zoning, community demographics, and other factors that will influence future development. The Existing Conditions element concludes with a summary of two important pieces of public input: stakeholder interviews that were conducted in the early stages of the process and a summary of the top priorities identified by the community at the first public workshop for the plan.



Five local jurisdictions make up the Southwest Area

Summary of Findings

Demographics

The population increased by 13.4% between 1990 (13,717) and 2000 (15,846).

Employment

- Established employment center with over 8,000 jobs located in the planning area.
- Retail, services and transportation are the strongest sectors.
- Businesses are clustered along the major corridors of Harrisburg Pike, Frank Road and Harmon Avenue.

Opportunities and Constraints

- Opportunities exist on two sites that are owned by Franklin County.
- There are opportunities to create gateways into the planning area at underutilized sites and along major corridors.
- Although it has been lessened since the completion of the Franklinton Floodwall, the 100-year floodplain still represents a constraint to development for a portion of the planning area.

Land Use and Zoning

- Landfills, quarries and other industrial uses make up over 32% of the planning area.
- 28% of the area contains residential uses.

Urban Form

- The Southwest Area gateways lack distinguishing features.
- Corridors (Frank Road and Harrisburg Pike) convey an utilitarian image instead of being reflective of the community.

Transportation

- The planning area has good access to the highway system. Harrisburg Pike and Frank Road carry high traffic volumes.
- Truck traffic on Frank Road, especially near I-71, is very heavy.
- Most of the arterials lack sidewalks.
- There are no bicycle facilities.
- The area has moderate access to transit.

Community Facilities and Infrastructure

- Five parks are located within the planning area; however the majority of the park acreage is Berliner Park which is not easily accessible by residents due to distance and physical barriers (I-71).
- Five schools are centrally located within the planning area.
- A multi-use trail exists along the west side of the Scioto River. An east-west trail is proposed along Big Run.
- There are no libraries, senior centers, post offices or major health care facilities located in the Southwest Area.

Natural Resources

- The Scioto River and its tributaries Big Run and Early Run are the defining natural features in the planning area.

Demographics

The 2000 U.S. Census provides the most accurate demographic information for the Southwest Planning Area. The Southwest includes 15,846 residents and 6,084 households. From 1990 to 2000, the area experienced population growth of 13.4 percent. Projections for the period between 2000 and 2030 show a steady, but slower, growth rate of 6.1 percent.

Table 1: Population and Housing Trends

	Population	Housing Units
1990*	13,717	4,950
2000*	15,846	6,084
2005**	16,772	6,389
2030**	16,892	7,230
Percentage Increase	23.1%	46.1%

*US Census

**Estimates, MORPC

Table 2: Demographics

Race	SW Planning Area		Columbus	
	Number	Percent	Number	Percent
White	14,034	88.6%	483,332	67.9%
Black	1,146	7.2%	174,065	24.5%
Asian	295	1.9%	24,495	3.4%
Other/Mixed Race	371	2.3%	29,578	4.2%
Age				
Under 18	4,151	26.2%	171,868	24.2%
18 to 34	4,116	26.0%	238,924	33.6%
35 to 59	5,605	35.4%	217,331	30.5%
60 & above	1,974	12.5%	83,347	11.7%
Total	15,846		711,470	

Source: 2000 US Census

Employment

According to data compiled from the Reference USA database, there are approximately 379 businesses operating in the Southwest Area. The Mid Ohio Regional Planning Commission (MORPC) tracks local employment for use in traffic and land use analysis. Their data indicates that the Southwest Area had over 8,000 employees in 2000.

The majority of businesses are located north of Frank Road. Major thoroughfares on which businesses are densely populated include Harrisburg Pike — a mix of auto-related, dining and retail locations — and Frank Road, Harmon Avenue and Hardy Parkway — which contain mostly trucking, contracting and manufacturing businesses.

MORCP Traffic Analysis Zone (TAZ) data estimates over 525,000 square feet of office floor area in 2005, down almost 40,000 square feet since 2000. This estimate is based on a broad definition of office space and uses, as there are few actual office buildings in the area. Trucks are the major industrial component. There are more than 30 trucking-related services, equipment suppliers and dealers. There are over 25 contractors (electric, paving, sewer, excavating, etc.), a landfill and several solid waste facilities. There are no community reinvestment areas, job ready sites or other economic incentive districts designated at this time.



Neighborhood Market on Harrisburg Pike

Table 3: Sectors

NAICS Sector	Number of Businesses	Percentage
Accommodation and Food Services	26	7%
Administrative and Support	19	5%
Agricultural, Forestry, Fishing and Hunting	2	1%
Arts, Entertainment, and Recreation	4	1%
Construction	34	9%
Educational	3	1%
Finance and Insurance	13	3%
Health Care and Social Assistance	12	3%
Manufacturing	18	5%
Miscellaneous	28	7%
Other Services	56	15%
Professional Scientific and Technical	6	2%
Public Administration	9	2%
Real Estate	17	4%
Retail	66	17%
Transportation	37	10%
Wholesale Trade	29	8%
Total	379	100%

Opportunities and Constraints

The Opportunity and Constraints section summarizes the key physical attributes that have an influence on development — either as a constraint or as an opportunity. Opportunities can be underutilized sites or corridors, typically identified as development opportunities or priorities. Constraints may be environmental factors such as the floodplain or other matters such as incompatible land uses, or other factors. This section highlights development opportunities identified by existing documents or stakeholder interviews.

New development and redevelopment opportunities exist within the Southwest Area. Because the area has not been the subject of many studies or plans over the years, the following opportunities have been identified through stakeholder interviews, existing condition research, old planning documents and input received at public workshops.

Cooper Stadium

Opened as Red Bird Stadium, Cooper Stadium has been the home to professional baseball in Columbus for 76 years. The 2008 season was the last for the Columbus Clippers at Cooper Stadium. A new facility is being constructed in downtown Columbus that will house the Clippers beginning in 2009. Franklin County owns the 15,000-seat historic stadium, located on 46 acres. The county is actively pursuing a redevelopment plan for the site.

Former Franklin County

Children Services Facility on Gantz Road

The 74-acre site owned by Franklin County sits in the center of the planning area on the southwest corner of Frank and Gantz Roads. The site has rolling topography that includes the confluence of Big Run and Early Run. Abandoned structures have been demolished. Franklin County has expressed a strong desire to pursue redevelopment of this site according to the community's needs and wishes.

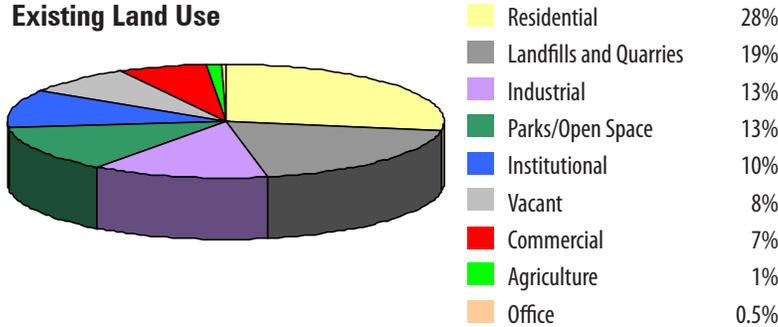
Central Point

Once a regional shopping destination, the Central Point shopping center is located at a prominent intersection in the planning area. This site has substantial redevelopment capacity.



Cooper Stadium

Existing Land Use



Land Use and Zoning

The Southwest Area is characterized by a wide range of land uses. The existing land use is illustrated in the chart and map below. The highest percentage of land in the planning area is residential, the majority of which (97 percent) is single family. The second highest percentage of land in the area is categorized as Landfills and Quarries. When this category is combined with Industrial, they collectively make up over 32 percent of the planning area.

Table 4: City of Columbus Zoning

Category	Acres	Percent
Commercial	100.5	4.0%
Excavation/Quarrying	807.9	32.5%
Manufactured Home	66.1	2.7%
Multi-family	252.9	10.2%
Residential	1,262.2	50.7%
Total	2,489.7	

Table 5: Jackson Township

Category	Acres	Percent
Community Service	9.0	2.2%
Exceptional Use	183.2	45.4%
Office & Institutional	1.8	0.5%
Planned Industrial	12.4	3.1%
Semi-Residential	119.2	29.6%
Suburban Residential	77.5	19.2%
Total	403.3	

Parks and Open Spaces account for approximately 13 percent of the land in the Southwest, although only about a third of that land can be categorized as publicly-owned parks. The open space category is made up of cemeteries (historic Greenlawn Cemetery is 360 acres) and the Phoenix Golf Links golf course.

The 10 percent of land that is considered Institutional includes five schools, nearly two dozen churches as well as 473 acres of government-owned land. Of particular interest is the 74 acre, county-owned site at 1951 Gantz Road that used to house Franklin Village, a temporary housing facility run by Franklin County Children Services. The site is now cleared of buildings and has been identified by this process as one of the opportunity sites.

Commercial uses make up approximately 7 percent of the land use in the planning area, the majority of which can be classified as Community Commercial. There is very little Regional Commercial, meaning that the businesses in the Southwest generally serve their surrounding neighborhoods and do not draw customers from outside the area. About a third of the commercial uses in the area are Auto-Related.

Table 6: Franklin County Zoning

District		Acres	Percent
CC	Community Commercial	6.9	0.3%
CS	Community Service District	59.9	2.4%
EQ	Excavation and Quarry	60.4	2.5%
EU	Exceptional Use	5.1	0.2%
GI	General Industrial	537.5	21.9%
LI	Limited Industrial	250.9	10.2%
NC	Neighborhood Commercial	4.7	0.2%
R-12	Urban Residential	1.1	0.0%
R-24	Multifamily Apartment	69.4	2.8%
RI	Restricted Industrial	4.2	0.2%
RURAL	Rural	1,449.8	59.1%
SCPD	Select Commercial Planned	0.6	0.0%
SO	Suburban Office	2.2	0.1%
Total		2,452.7	

Zoning Administration

Three different regulations govern zoning in the Southwest Area. In Columbus, zoning is regulated by title 33 of the Columbus City Codes. Franklin Township follows the Franklin County Zoning Resolution, while Jackson Township has adopted its own separate township zoning resolution.

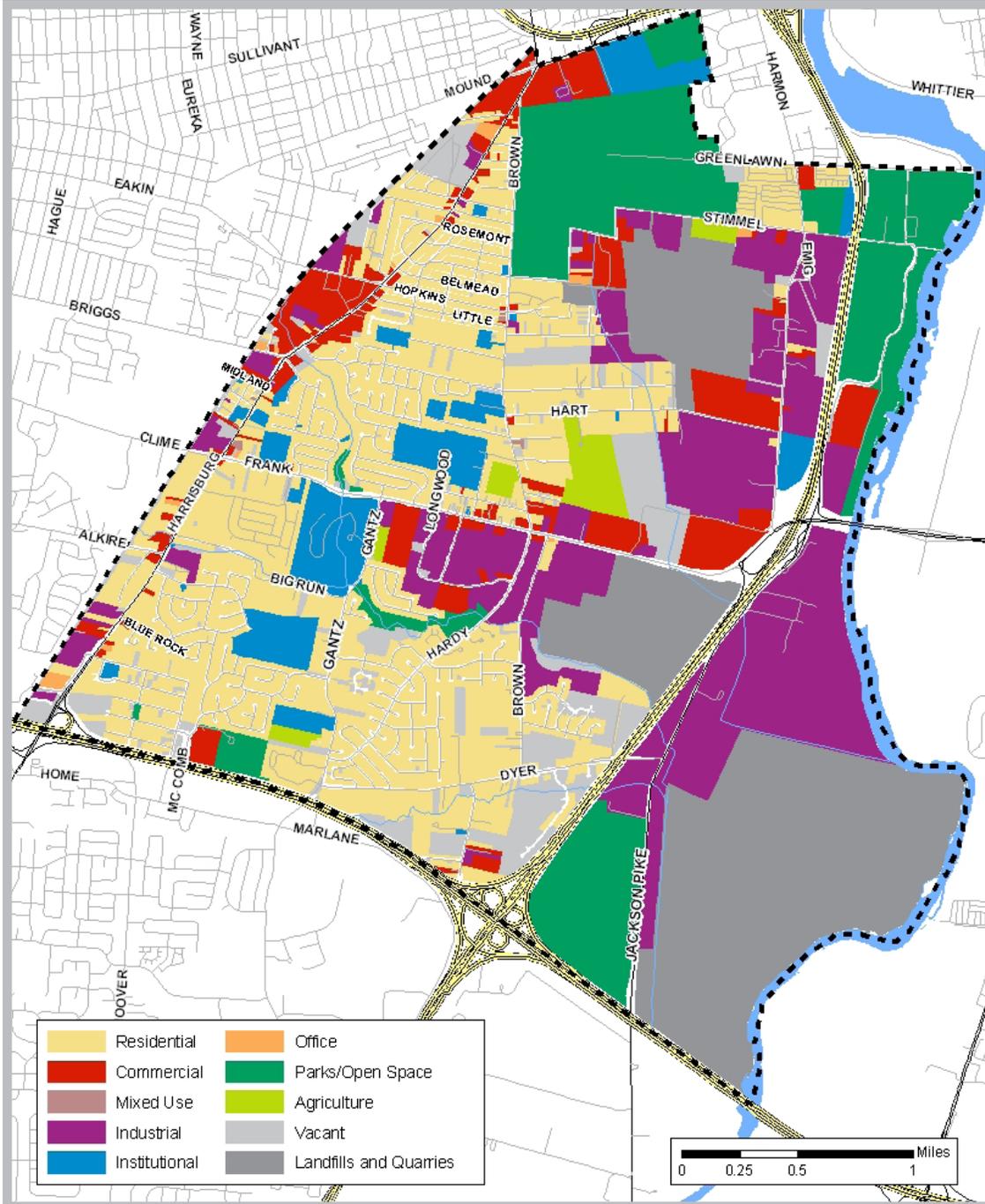


Figure 2: Existing Land Use



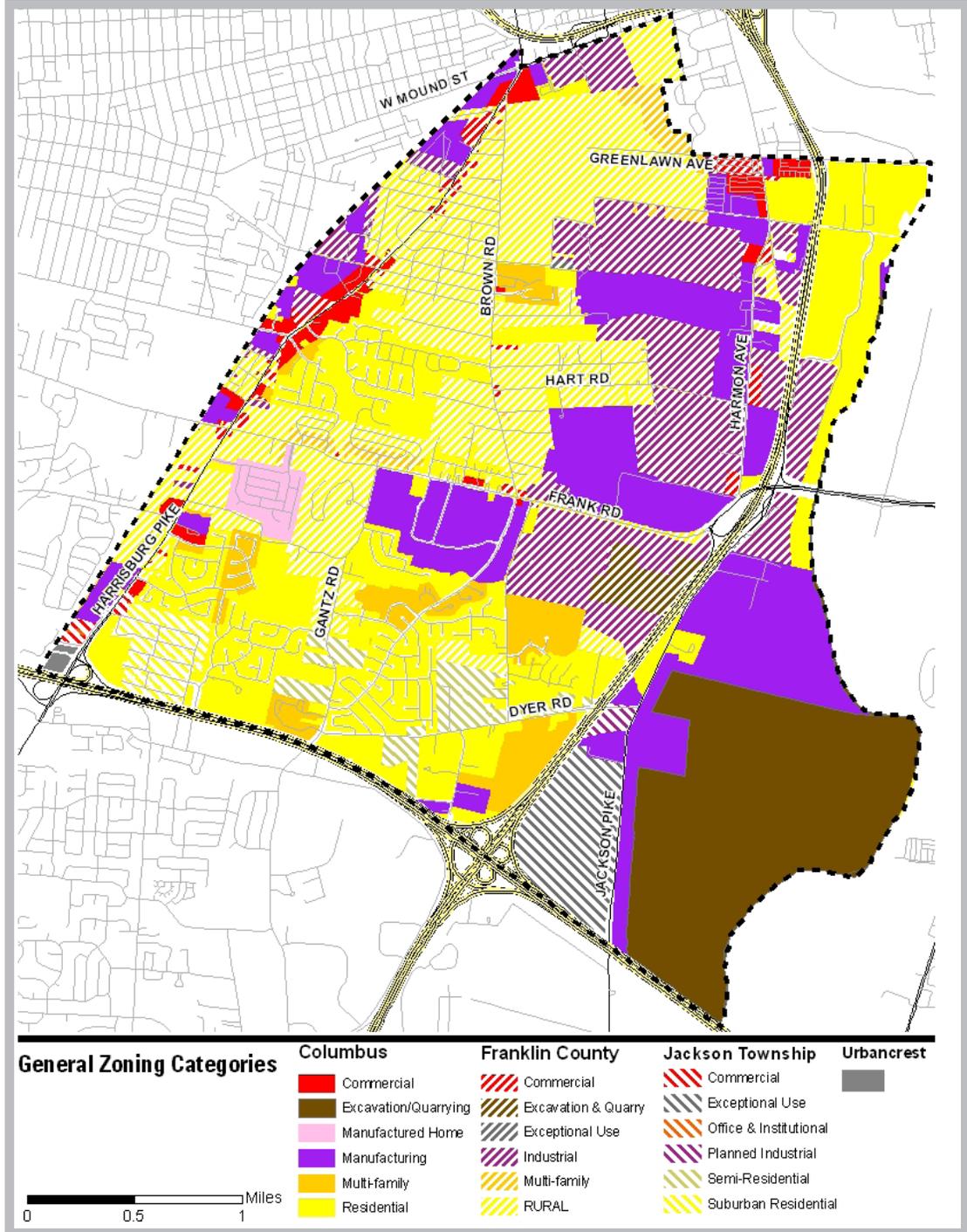


Figure 3: Existing Zoning



Urban Form

The existing urban form map for the Southwest Area illustrates the overall design and organization of the neighborhood, including its gateways, landmarks, primary corridors, districts, and edges.

Gateways

Gateways are major entry points to the community and aid in establishing its image. The Southwest Area gateways lack distinguishing features such as welcome signage or landscape treatments that would inform travelers of their entrance into the area.

Corridors

Corridors also convey a community's image. The primary corridors of the Southwest Area are its major roadways, Interstate 71, Harrisburg Pike (U.S. 62-OH-3), Frank Road, Brown Road and a stream corridor, Big Run.

Interstate 71

I-71, a six-lane and highly trafficked highway, cuts north-south through the east side of the planning area, separating the area closest to the Scioto River from the more residential and commercial western side. Also, the Franklinton Floodwall follows much of I-71. Travelers arriving in Columbus from the south experience their first impressions of the city on this portion of I-71.

Harrisburg Pike

On the west side of the planning area, Harrisburg Pike runs north-south. It contains a mix of old and new businesses and established residences. The route is historically significant as part of the Three-C highway that connected Cincinnati, Columbus and Cleveland before the Interstate system was constructed. With only two lanes, a lower speed limit and less traffic, it is better suited to pedestrian and neighborhood-oriented retail.

Frank Road

Frank Road serves as the major east-west corridor through the area. Housing little retail and much industry and using four lanes, it is best suited for automobile traffic. As a major corridor and hosting many residences, Frank Road is presented with the challenge of minimizing the impact of "eyesore" uses (industrial, trucking, etc.) and encouraging safe pedestrian and bicycle travel. Special consideration should be given to landscaping and screening, pedestrian and site access, and building and parking setbacks.

Big Run

Big Run is a scenic asset and potential recreation corridor for the area. It flows through the existing Willow Creek Park; plans for the park's extension follow the stream almost to the juncture with Early Run. Early Run is centered in the old Franklin County Children Services site, a development opportunity for the Southwest Area. The recreational potential here is strong.

Districts

Districts share common design elements and characteristics, setting them apart from other sections of the planning area. Districts are generally grouped as commercial, residential, industrial, and open space. Certain areas mix uses and become activity centers (or "nodes"), bringing people together for business, social, and civic reasons. Commercial uses are primarily located along Harrisburg Pike. The reuse of old houses as businesses is common along Harrisburg Pike, especially south of Briggs Road, while post-1950s commercial development is common to the north. Residential districts are located throughout the western portion of the planning area, with historic development in the northwest, along Harrisburg Pike, Hart Road, Richter Road, and scattered on Brown Road, Gantz Road, Dyer Road, and Frank Road. More-recent development fills in between these older roads.

Residential areas are categorized into large-lot, early suburban and suburban residential. Large-lot residential areas include both older and contemporary suburban style homes on lots of one acre or larger. Early suburban refers to the portion of the planning area which generally consists of pre-World War II-era homes built on a traditional street grid street system. Suburban residential refers to the most recent residential development in the planning area, generally consisting of homes built as a subdivision within the last 30 to 40 years.

Edges

Edges of the Southwest Area are the Scioto River, I-270, the CSX Railroad, West Mound Street, Mt. Calvary Avenue, and Greenlawn Avenue. I-71 also acts as an edge, separating the more densely used west from correctional facilities, quarries, industry, Berliner Park, and the Phoenix Golf Links.

Landmarks: Historic, Archeological, and Cultural Resources

Landmarks are major buildings, structures, or other locations that, while not always historic, are placemakers that help to define the character and image of the community, positive or negative. Green Lawn Cemetery, vast and historic, is perhaps

the most prominent landmark in the Southwest Area. Other landmarks include Green Lawn Abbey, Mt. Calvary Cemetery, Union Methodist Cemetery, Cooper Stadium, Berliner Park, Phoenix Golf Links, multiple quarries, Jackson Pike Wastewater Treatment Plant, Franklin County Correctional and Work Release Facilities, and Jackson Pike Transfer Station.

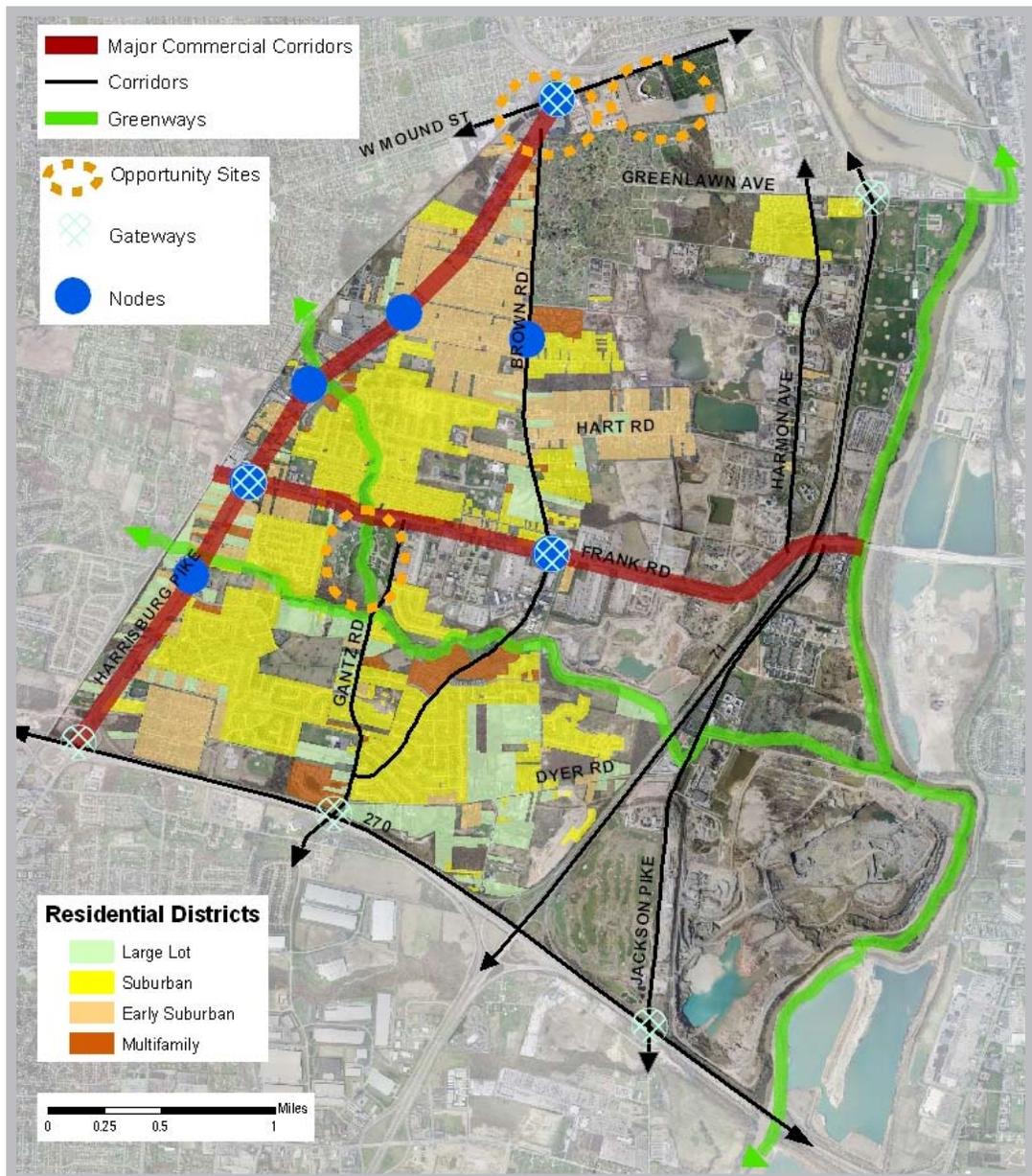


Figure 4: Urban Form



Transportation

Highways, Road and Streets

The Southwest enjoys excellent access to the city's highway system with I-270, I-70 and I-71 within or near the planning area. Four-lane arterials, collectors and local streets complete the transportation network. Table 6 identifies the major roadways from the *Columbus Thoroughfare Plan (1993)* and the

Franklin County 2020 Thoroughfare Plan, their classification, and provides a brief description of each classification. Classifications are used to protect needed rights-of-way and to plan for future development and redevelopment. The classification assigned to a given roadway will affect the possibility and nature of future enhancements such as pedestrian facilities, curb cuts, access points, intersection configurations, speed limits, pavement widths, right-of-way requirements and traffic calming devices.

Table 7: Major Roadways

Street	Classification (Columbus/ Franklin County)	Min. ROW width (Columbus/ Franklin County)	Min. pavement width Columbus/ Franklin County)	Description (Columbus)
I-270	Freeway	Varies	Varies	Right-of-way and pavement widths necessary to accommodate traffic needs.
I-71	Freeway	Varies	Varies	Right of way and pavement widths necessary to accommodate traffic needs.
SR 62 (Harrisburg Pike)	4-2D / Major arterial	120 feet / 120 feet	72 feet / 48 feet	Four moving lanes with median divider on mainline sections
Brown Road	4-2 / Minor arterial	100 feet / 100 feet	56 feet / 36 feet	Two-way arterials that includes four moving lanes
Mound Street	4-2D / Minor arterial	120 feet / 100 feet	72 feet / 36 feet	Four moving lanes with median divider on mainline sections
Frank Road	4-2D / Major arterial	120 feet / 120 feet	72 feet / 48 feet	Four moving lanes with median divider on mainline sections
Harmon Avenue	C / Minor arterial	60 feet / 100 feet	36 feet / 36 feet	Two moving lanes and two parking or additional moving lanes in two directions.
Stimmel Road	C / Collector	60 feet / 80 feet	36 feet / 36 feet	Two moving lanes and two parking or additional moving lanes in two directions.
Hardy Parkway	C / Unclassified	60 feet / 60 feet	36 feet / 22 feet	Two moving lanes and two parking or additional moving lanes in two directions.
Gantz Road	C / Minor arterial	60 feet / 100 feet	36 feet / 36 feet	Two moving lanes and two parking or additional moving lanes in two directions.
Hart Road	/ Minor arterial	/ 100 feet	/ 36 feet	
Greenlawn Avenue	/ Minor arterial	/ 100 feet	/ 36 feet	
Hopkins Avenue	/ Collector	/ 60 feet	/ 36 feet	

Traffic counts, or average daily traffic (ADT), is a measure of how busy a roadway is. ADT is determined by the total volume of vehicle traffic, in both directions, that passes a point during a 24-hour period. This allows transportation planners to determine priorities for roadway projects, document traffic volume trends, and assess the functionality of individual roadways and the roadway system as a whole. The Mid-Ohio Regional Planning Commission collects traffic counts from a variety of sources and publishes the data in the form of maps. The map below illustrates traffic volumes for streets in the Southwest area.

Current road projects planned for the area include adding turn lanes and sidewalks to Harrisburg Pike from south of Briggs Road to north of Hopkins Avenue by the Ohio Department of Transportation. Construction is expected to begin in May 2009 and finish by December 2010. The project will also include improving the intersection of Harrisburg Pike and Clime Road.



Bus stop along Harrisburg Pike

Franklin County is also conducting a minor widening of Alkire Road from west of Manly Ray to Harrisburg Pike. The project includes widening from two to three lanes and replacing a railroad bridge over Alkire Road. Jackson Township is resurfacing roads in the Emersonia subdivision in the southwest corner of the planning area. The city of Columbus does not have any current or planned road projects within the planning area.

Road maintenance responsibilities

Resurfacing and general maintenance of roadways in the city of Columbus are the responsibility of the Department of Public Service, Transportation Division.

In the unincorporated areas, various entities are responsible for road maintenance duties. The Franklin County Engineer's Office is responsible for the maintenance of county-designated roads. Franklin and Jackson townships are responsible for township-designated main roads and subdivision roads in their respective jurisdictions. The Ohio Department of Transportation is responsible for Harrisburg Pike.

Transit

The Central Ohio Transit Authority (COTA) provides bus and paratransit service for the Southwest area in the form of two local routes, Route 3 - West Mound and Route 15 - Grove City. Both routes travel through the planning area and terminate at a location outside of the Southwest area. The frequency of both routes increased in September 2008. A third route, Route 17 - Greenlawn Gantz, formerly served the area. It is anticipated that COTA will resume this route. The majority of bus stops are marked only by a freestanding sign; lacking shelters, benches and concrete pads.

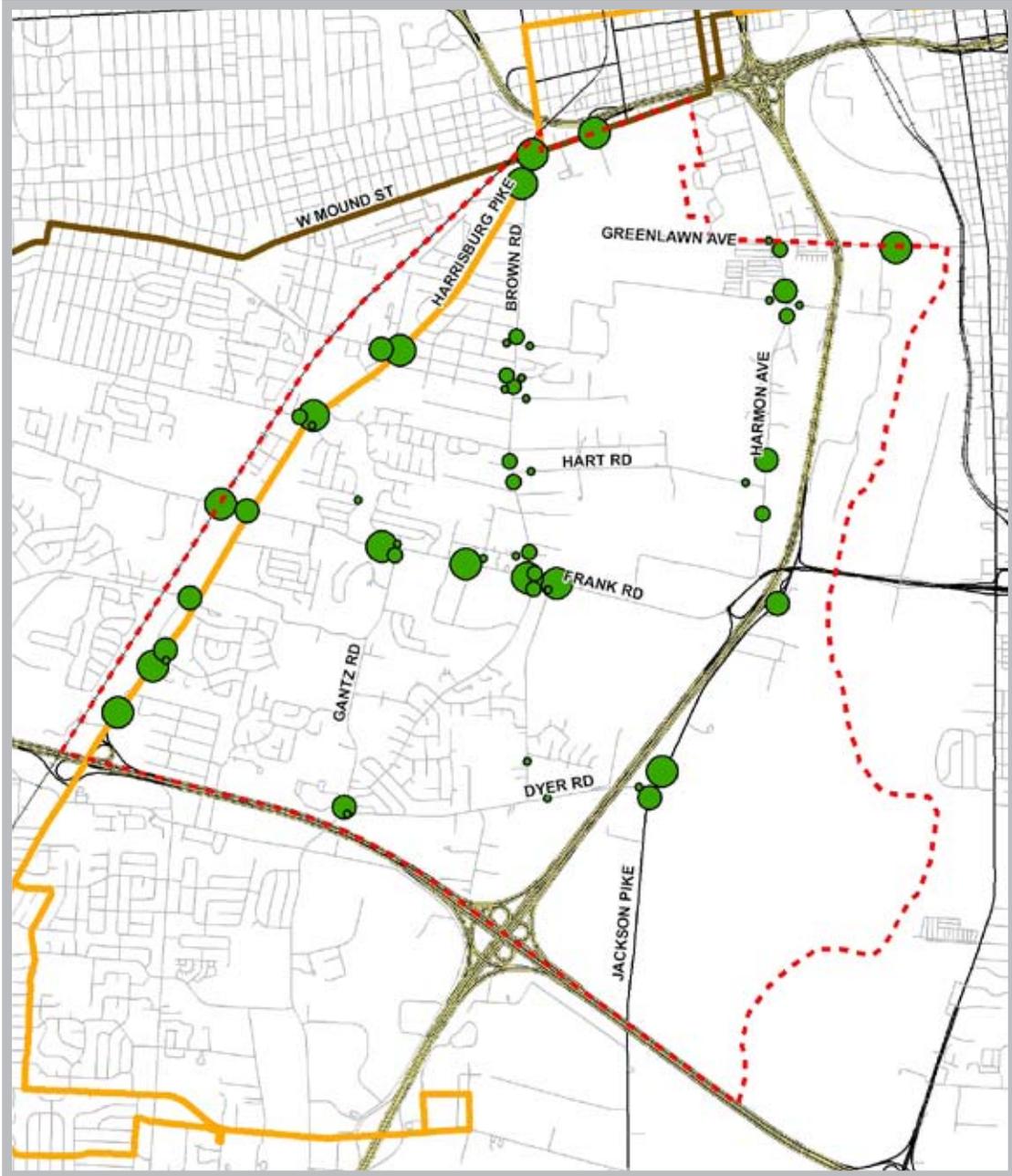


Figure 5: Traffic Counts and COTA Routes



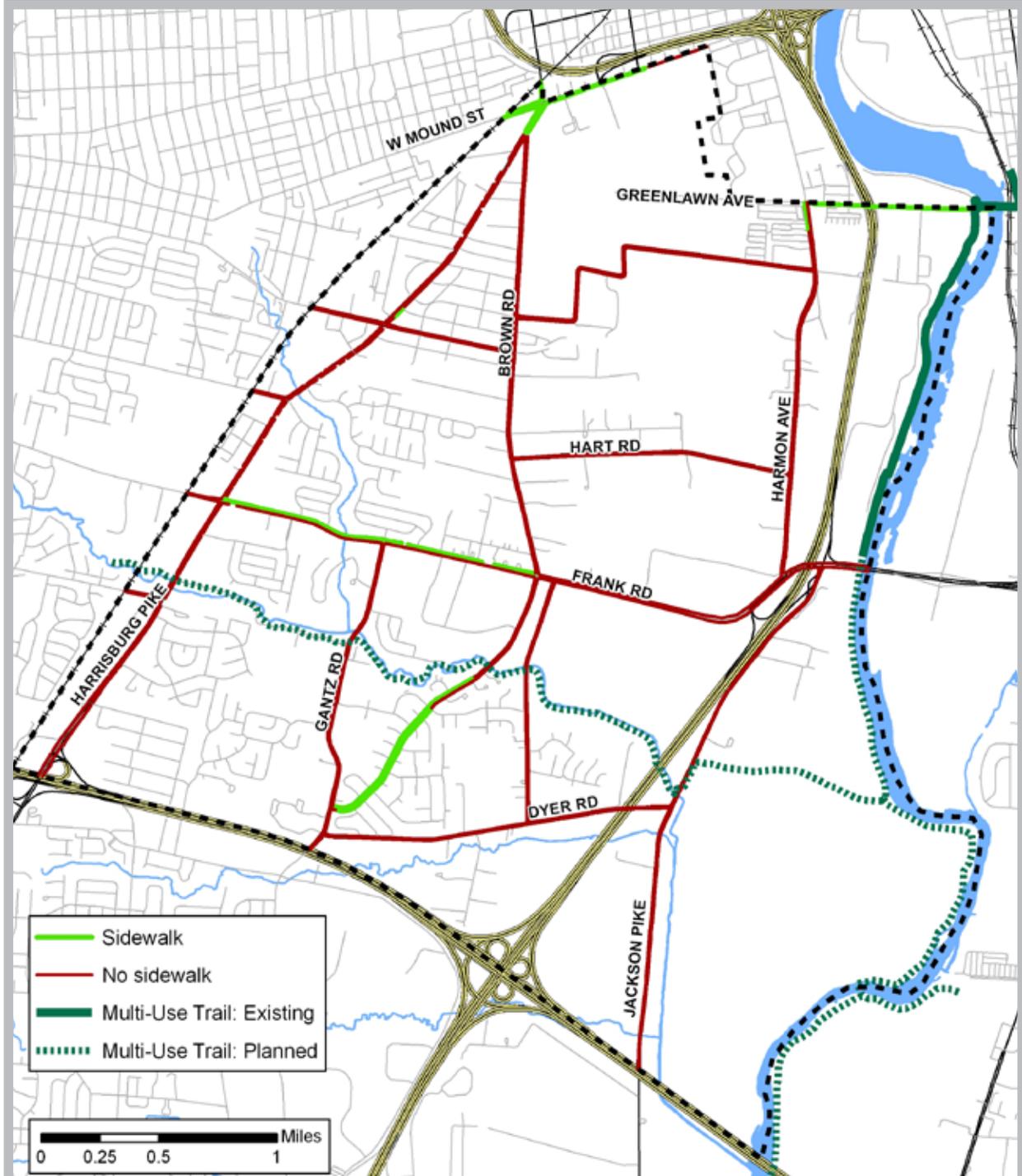


Figure 6: Sidewalks and Trails



Rail

The western boundary of the planning area is formed by the CSX railroad tracks. Data shows that one train runs along these tracks each day. At-grade crossings are located on Eakins Road, Briggs Road and Frank Road and an overpass exists on Alkire Road.

Sidewalks and Multi-Use Trails

Sidewalks and trails serve a number of functions for a community. Their most basic purpose is to allow for the safe passage of pedestrians. They connect neighborhoods to services, children to schools, provide opportunities for exercise and serve as an alternative mode of transportation. Much of the planning area is without sidewalks. Newer residential developments generally contain sidewalks along the interior streets; however, both the older residential areas and the major roadways lack these facilities. Harrisburg Pike, Gantz Road, Dyer Road, Brown Road, Harmon Avenue, Stimmel Road and Hart Road do not have sidewalks on either side of the street. Areas with narrow sidewalks include the north side of Frank Road, east of Brown Road. However, the south side of Frank Road has no sidewalks at all. At the northern boundary of the planning area, sidewalks line the south side of Mound Street from Harrisburg Pike east to the Mount Cavalry cemetery. The west side of Hardy Parkway, south of Willow Creek Park has sidewalks and beginning south of Rockcreek Drive, sidewalks are on both sides of the street.

The Lower Scioto multi-use trail is a ten-foot wide, paved surface that runs along the Scioto River's west bank. The trail links to the Upper Scioto Trail in downtown Columbus. It currently ends at Frank Road, but future plans call for it to extend westwardly along Frank Road to provide east/west access. Other trails planned for the area include a trail along Big Run that would eventually connect to the Scioto Trail.

The city has completed the *Bicentennial Bikeways Plan* to guide the development of an on-street and off-street bicycle transportation system, it calls for several bike related projects within the Southwest planning area. The Plan Recommendations element will reflect the facilities identified in the *Bikeways Plan*.



Many streets in the area do not have sidewalks

Community Facilities and Infrastructure

Recreation and Park Facilities

The Southwest Planning Area has 296 acres of park, parkland and recreational space. Five parks are located in the northeastern and southern portions of the planning area. The parks in the south are adjacent to residential areas, while those in the northeast are near the Scioto River and I-71. City of Columbus policy is to provide 5.5 acres of parkland per 1,000 residents. Based on this ratio, the area has a significant



Willow Creek Park

amount of park acreage for its approximately 16,000 residents. However, the vast majority (77percent) of the acreage comes from Berliner Park, a regional facility that is difficult to access by foot or bike because of its location between I-71 and the Scioto River. The area lacks smaller, neighborhood parks that are within walking distance of residential areas, particularly the residential areas to the north of Frank Road.

The nearest recreation center is the city of Columbus' Sullivant Garden Recreation Center located just outside the planning area's borders at 755 Renick Street. This 11,130 square foot center, built in 1976, contains a gymnasium, multi-purpose rooms, game rooms, craft rooms and a volleyball court. The facility hosts a number of classes and special events. This center is not easily accessible to southwest residents by foot, bike or transit.

Schools

The planning area is served by the Southwestern City School District and the Columbus City School District. Columbus City School District has no schools located within the planning area boundaries. Southwestern City School District has five schools in the area. There are three elementary schools (grades K-4) in the planning area; Finland Elementary School, James A. Harmon Elementary and East Franklin Elementary School. James A. Harmon Elementary offers an after-school facility. The district has one intermediate school, Franklin Woods Intermediate School, serving grade levels five and six. Middle school-age children attend the district's Finland Middle School. High school students typically attend Franklin Heights located approximately two miles outside the planning area.

One private school, Central Baptist Schools is located in the planning area. The school is operated by Central Baptist Church, and offers classes from kindergarten through high school. A charter school, Imagine Harrisburg Pike Community School operates at Harrisburg Pike and Mound Street.



Franklin Woods Intermediate School

Municipal Facilities and Safety Services

Police and fire services are provided to the Southwest by the city of Columbus and Franklin Township. Columbus Police Precincts 8 and 10 patrol the area. Precinct 8's substation is located at 2070 Sullivant Avenue and Precinct 10 substation is at 4215 Clime Road. The nearest Columbus Fire Station is station 12, located at 3200 Sullivant Avenue.

The Franklin Township fire station is located on Frank Road within the planning area. The township provides fire, and limited police service in Franklin Township. The Franklin County Sheriff's Office provides police protection for Franklin and Jackson Townships.

Other Community Facilities

Green Lawn Abbey

Located on Greenlawn Avenue west of Harmon Avenue is Green Lawn Abbey, an architecturally significant early 20th century mausoleum. The Abbey was recently listed on the National Register of Historic Places. Green Lawn Abbey's occupants include numerous public officials and prominent families. Efforts are underway to renovate the building and restore its operation as a mausoleum.

There are no libraries, senior centers, post offices or major health care facilities located in the Southwest area. The Franklin Branch of the Grove City Public Library (now Southwest Public Libraries) opened at 973 Harrisburg Pike within the planning area in 1974, however, the branch was closed in 1978 due to lack of use.

Stormwater Facilities

The area is largely served by stormwater conveyance infrastructure constructed in the first half of the 20th century. Older residential areas are drained by county-maintained petition ditches. Due to modifications to the ditch system in the 1960s and 1970s, stormwater backups are a problem after heavy rains. The Whims Ditch has been a particular problem for residents of the Southwest Area. The drainage way was modified numerous times, resulting in a configuration that leads to inefficient drainage after even moderate rain. Whims Ditch-related legal complaints have been filed. The problem remains unresolved.

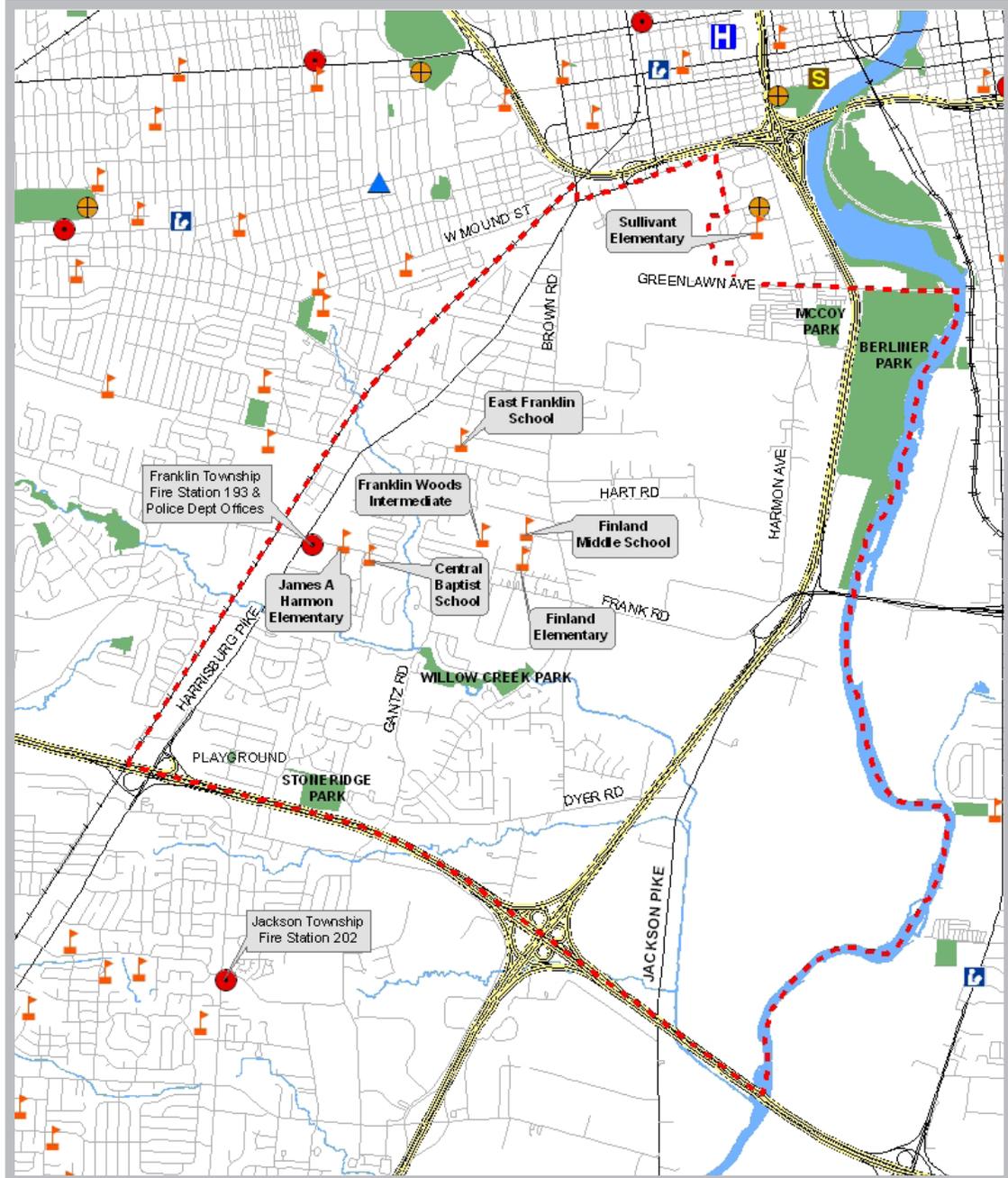


Figure 7: Community Facilities



Natural Environment

Natural Resource Base

The area is a combination of developed and rural land. The most prominent natural feature is the Scioto River, which defines the eastern boundary of the planning area. At more than 231 miles in length, the Scioto River is one of the largest rivers in the state. Several tributaries to the Scioto: Big Run, Early Run and March Run, cross the planning area from west to east.

Tree Cover

The Southwest planning area was historically farmed, excavated and used for industrial purposes, as evidenced by minimal tree cover (see page 26). Most trees are located along the Scioto River, within parks and scattered throughout residential areas.

Floodplains, Slopes, and Wetlands

Several additional important natural features can be found in the planning area. The area has a history of flooding due to its proximity to the Scioto River and the flat topography. This has been largely alleviated by the completion of the Franklinton

floodwall. The Federal Emergency Management Agency (FEMA) released new flood maps in 2008, to reflect changes. Much of the land north of Frank Road and east of Brown Road that formerly was the 100-year floodplain is now outside of the floodplain. As a consequence, most property owners are not required to have flood insurance and properties are exempted from floodplain regulations on development and use of the land.

The planning area potentially contains a number of wetlands. These wetlands are predominantly located along the streams, the Scioto River and in low-lying areas. The southwestern portion of the planning area has the highest elevation. The lowest points are found near the river.



Early Run

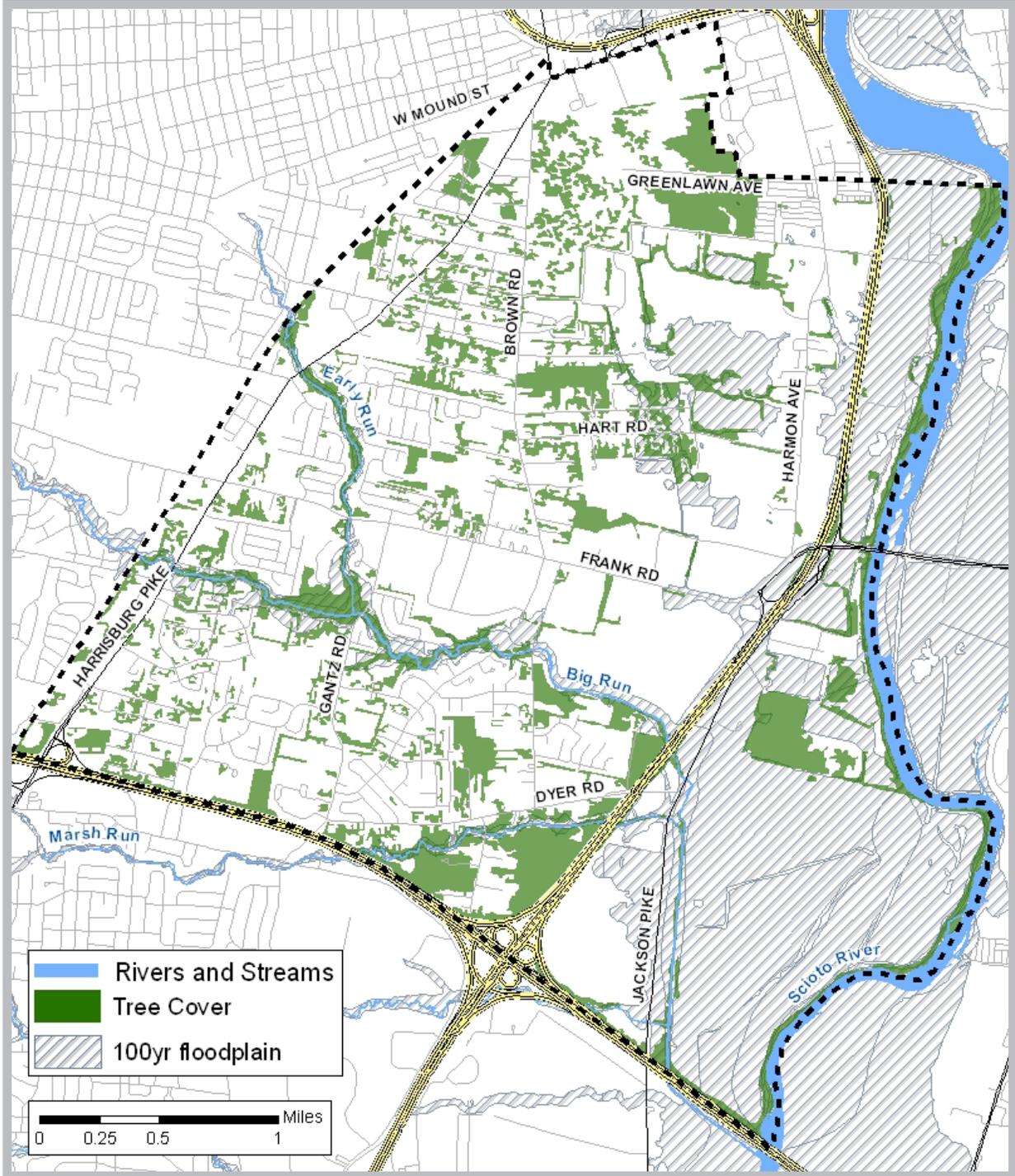


Figure 8: Natural Resources



Public Input

Stakeholder Interviews

A series of interviews were conducted at the beginning of the planning process. The interviews aimed to gain a preliminary understanding of the issues facing the Southwest Area. Eleven individuals that live, work or own a business in the area provided valuable information on a wide variety of topics.

Summary of Findings

- Concerns about conflicts between industrial and residential land uses
- Wishes for improved retail businesses and shopping areas
- Widely-praised highway access
- Need for sidewalks and bicycle access
- Desire for streetlights among township residents
- Strong desire for recreation center

Land Use

The most common issue surrounding land use is the of and incompatibility of industrial uses near residential areas. Some of the negative impacts of industrial uses include heavy truck traffic in the area and environmental considerations (dust, noise and odor). Many of the interview participants cited the residential neighborhoods as one of the Southwest's strongest assets. There is a good supply and variety of housing types and prices within the neighborhoods.

Some interviewees expressed concern regarding the lack of variety among retail businesses in the area. With the exception of the Southwest Square shopping center, most retail areas are seen as depressed, vacant or dilapidated.

Urban Form

The Southwest lacks identifying features or gateways that convey the community's image. There was no agreement on the location that would be considered a gateway to the community, however, many agree that the overall impression or image of the community is poor. This is due to the number of industrial uses along the major corridors and the lack of sidewalks and neighborhoods without streetlights.

Transportation

In general, interview participants believe the area has excellent access to the road transportation network. The area is centrally located with easy access to major highways. There is traffic congestion in the morning and evening commutes on Harrisburg Pike and Frank Road.

Walking and biking is unsafe and unattractive for Southwest residents as most roads lack sidewalks. Harrisburg Pike and Brown Road were identified as particularly dangerous for pedestrians. Residents who are forced to walk out of necessity find it difficult to walk along the road's shoulder.

Transit access is limited. Higher-volume bus lines travel along Harrisburg Pike and Mound Street, but Brown Road and Frank Road have no transit access.

Since lower incomes result in one- or no-car households, people paid particular attention to travel by other modes of transportation.

Community Facilities and Infrastructure

Participants feel that the area is not well served by community facilities. Total park acreage per resident is low and there is no park for people who live north of Frank Road. There is no building for community meetings — a recreation center, senior center and teen center were all mentioned as needed facilities for the area.

Residents see a glaring lack of a recreation center. Without a place to play or participate in organized activities, stakeholders felt that some children turn to vandalism and other problematic activities.

There is no nearby library or farmers' market. Residents are also worried that recreation opportunities will be even fewer once the Clippers leave Cooper Stadium.

Residents have poor access to medical and dental care. Many families living in the planning area don't have health insurance. Among those who do, the lack of a nearby neighborhood medical center leads many to go without care.

Natural Resources

The clean-up of area streams is the main natural resource concern of interviewees. A storm sewer overflow exists at Early Run has detrimental impacts on the stream. Some participants thought that the streams could be used for recreational purposes if the environmental concerns were addressed. However, some people expressed doubt that they were large enough to provide for recreation or that area residents wouldn't use them for that reason.

Safety Services

Interviewees believe fire protection is satisfactory. Due to Columbus-Franklin Township jurisdictional lines, police protection can be a challenge. Many expressed frustration at police refusing to answer a call they believe is in another jurisdiction.



Mapping exercises at first public workshop

Public Workshop

At the first public workshop for the Southwest Area Plan, about 40 residents and stakeholders participated in exercises aimed at identifying the issues within the planning area. A total of 395 pieces of input were received at the workshop by means of four different exercises. Every piece of input received was entered verbatim into a database, categorized by Plan Element (e.g. Land Use, Transportation, etc.) and assigned a theme. The data was then queried by theme to identify the top priorities, which are given below:

- Need community center (recreation/senior center, library)
- Need streetlights
- Need more sidewalks
- Clean up area/properties
- Reduce crime/improve public services
- Increase bus service
- Limit pollution from industrial areas
- Need a more diverse mix of businesses

Other exercises sought to obtain qualitative information from residents by asking them to use maps to identify their favorite and least favorite places within the planning area, places where they feel safe or unsafe to walk or bike and places where they think opportunities for future development exist. Respondents seemed to like the existing parks and community facilities in the area the best, while the Frank Road corridor was overwhelmingly the least favorite place in the planning area. Residents expressed a concern for the ability to bike and walk on Brown Road, Frank Road, and Harrisburg Pike. Concerning places where development could occur, participants indicated a strong desire to see the former Franklin County Children's Services site redeveloped. There was also significant interest in Cooper Stadium and the intersection of Brown and Frank Roads. The public input, and the existing condition research described above, provides an excellent base of information to serve as a starting point for the plan.

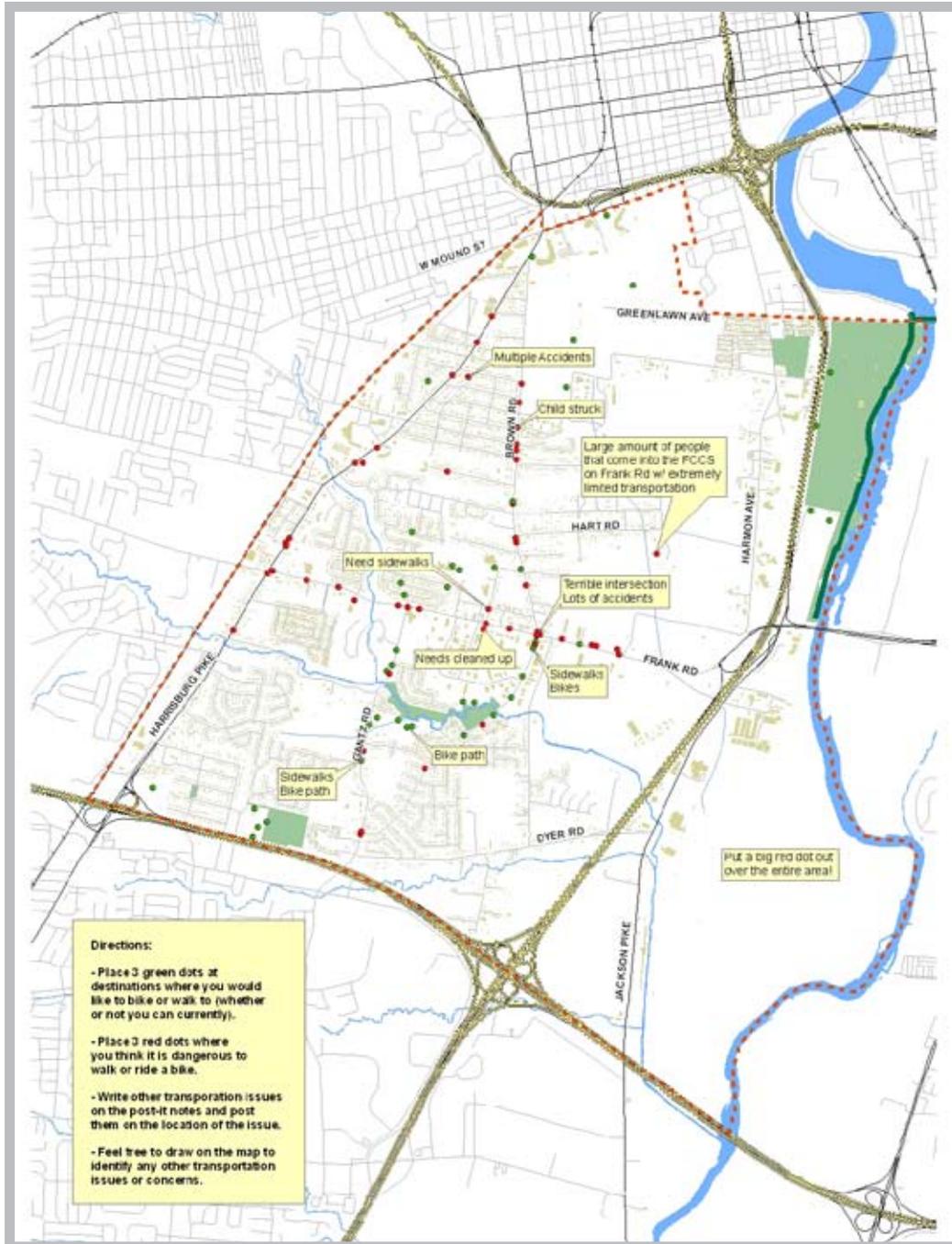
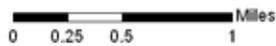
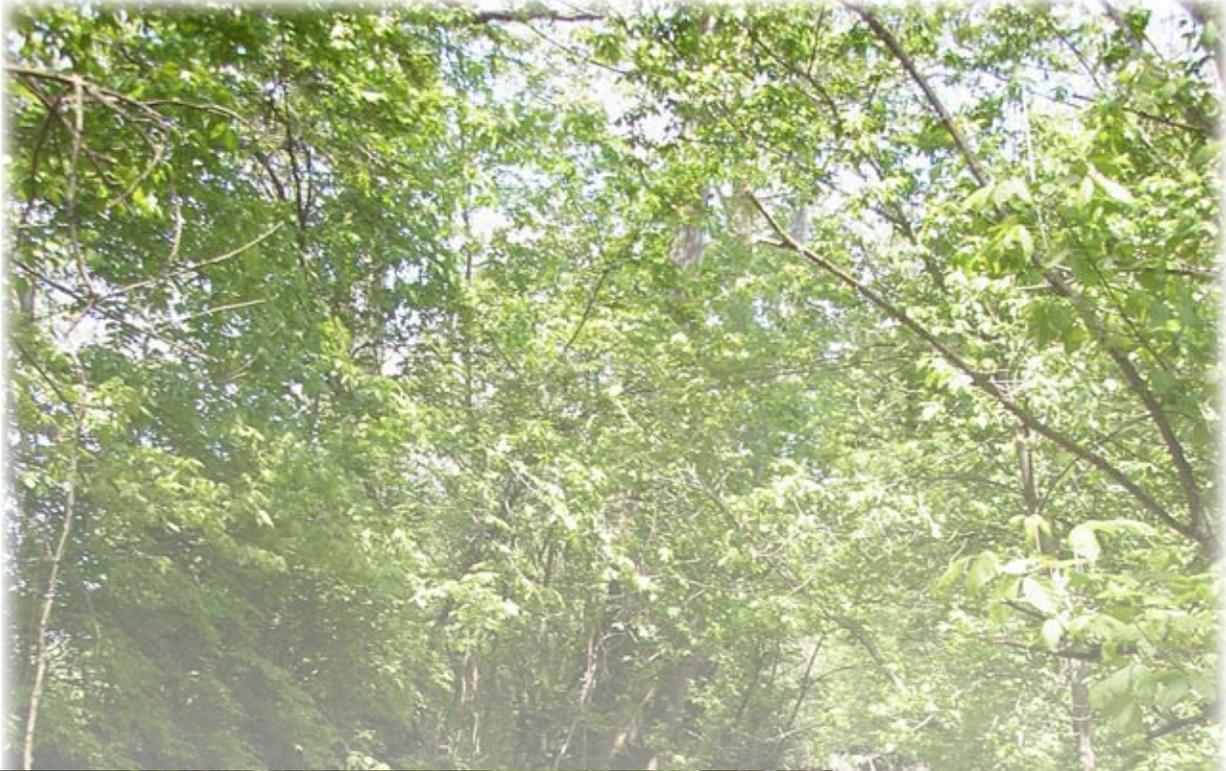


Figure 9: Public Workshop Results





ELEMENT 3

Plan Recommendations

Element 3

Plan Recommendations

The Plan Recommendations Element is organized around six development principles, which represent residents' aspirations for the Southwest area. The development principles correspond to the priorities identified by the community early in the planning process. Supporting policies follow each development principle. Guidelines and strategies accompany each policy providing direction on implementation. Together, the development principles, policies and guidelines/strategies are designed to progress from broad to specific. This creates a framework for future decision making in the areas of land use, transportation and urban design.

Land Use and Transportation Plans are included in the body of this text along with pictures and renderings that illustrate the recommendations.

Development Principle 3.1 **Increase and maintain parks, recreational facilities and open spaces.**

Parks, open spaces and recreational facilities serve several critical roles for communities. They improve the quality of life for area residents, promote active and healthy lifestyles, protect

significant natural resources and act as transitions between land uses. They also stabilize neighborhoods and enhance property values. The existing park and open space network in the Southwest area is disconnected and, although the area enjoys a generous amount of overall park acreage due to Berliner Park, a regional sports facility, it lacks neighborhood-scale parks and amenities.

The park, recreation and open space recommendations in the plan are intended to enhance the area's park and open space system by ensuring that new development provides adequate park space, by protecting natural resources from the impacts of growth and by developing new parks within the area.



Open space in the Southwest



Perspective view of preferred alternative



Plan view of preferred alternative

Redevelopment Concept

Franklin County owns the 74-acre site at the southwest corner of Frank Road and Gantz Road, which formerly contained housing facilities for Franklin County Children Services. The land has been cleared of all structures and the community has identified the site as a high priority for redevelopment. Franklin County has used the planning process for the Southwest Plan as a vehicle to generate ideas for the future reuse of the property.

Investigation of site conditions and initial public input led to the creation of several development concepts for the site. Key considerations that are shared among each concept are:

maintaining the floodplain, protecting mature trees and wetlands, and establishing connections to neighboring properties. The four concepts provide a range of development options that are described below:

1. **“As is” scenario** – Focusing on protecting existing natural resources with a minimal amount of improvements, such as walking trails, seating areas and a small amount of parking.
2. **“Enhanced park” scenario** – Includes all the improvements of the first scenario with an added focus on active recreational facilities. Such as sports fields, courts and playground equipment, for example.
3. **“Fully developed” park scenario** – Adds a community facility to the amenities included in the first two scenarios. A variety of community facilities could be appropriate in this location since the surrounding area lacks a recreation center, public meeting space, library, post office or senior center. This study does not identify any particular end-user.
4. **“Mixed use” scenario** – The concept shows office development on the portion of the property that is out of the floodplain. The community facility is relocated to the west side of the stream with sports fields and courts nearby. The most environmentally-sensitive features are conserved as a passive park.

The concepts were presented at a public workshop to assess the feasibility and desirability of each design. The “mixed use” scenario was the public’s preferred concept. The public strongly supported the idea that redevelopment efforts should take the opportunity to provide uses that are not currently available in the planning area, including park space and offices for new business development. Input also suggested a desire for a revenue-generation development scheme to pay for construction and operation of a community facility and park. The recommendations below are based on the preferred development concept and offer strategies for future development of the site.

Policy A: *The redevelopment of the former Franklin County Children Services site should meet both the needs of the community and those of Franklin County.*

Guidelines/Strategies:

- The site should be redeveloped with a mix of uses that include a community facility, passive park, limited active recreational facilities and offices.
- The approximately 17 acres at the northeast quadrant of the site that are located outside of the 100 year floodplain are appropriate for office development.
- As indicated on the future land use map, a passive park should be the predominant use of this site. The park should be designed in a sensitive manner to highlight and complement the natural environment. Walking and biking trails, restoration of Big and Early Runs, benches and wildlife viewing areas could be constructed as part of the park.
- A community facility should be developed according to the development concept in the plan. The county should actively work with private and public interests to locate a user and develop a community facility.
- Entrances to the site should serve as gateways and provide a cohesive identity for the park, as well as the surrounding community. Gateways should include signage, landscaping or other types of amenities that enhance the character of the area.
- Crime prevention and public safety should be a priority for the facility. This priority should be reflected in design and lighting of public spaces, using established Crime Prevention Through Environmental Design (CPTED) measures to reduce incidences of fear and crime, and design safer environments.
- Pathways should be provided that offer direct connections from public streets, adjacent neighborhoods and other on-site uses.



Former site of Franklin Village



Example of a multi-purpose trail



Example of a gateway leading into a park

- Primary vehicular access to the site should be provided from Gantz Road. Should development of a community facility warrant vehicular access to Frank Road, the possibility of using a right-in/right-out only access point should be explored.
- A wetland mitigation bank could be a component of the passive park portion of the site.
- Specific active recreation facilities should be programmed based on community needs at the time of park development



Sidewalks and paths should connect throughout the site

- Franklin County's ownership of the former Children's Services site offers two cost advantages in the development of a new park. First, county ownership avoids land acquisition costs. Second, selling a portion of the site for office development can generate funds to construct and operate a recreation center or other facility. Responsibilities for ownership and operation are another consideration for park planning: the county could maintain ownership, but the park operator would still need to be determined.

Policy B: *All residents should be within a one-half mile radius of a neighborhood or community park.*

Guidelines/Strategies:

- Ensure that abandoned quarries are restored with land uses that are compatible with the community and maximize recreational reuse potential where appropriate.
- Develop and integrate lakes resulting from quarry reclamation with greenways along area creeks and the Scioto River.
- New developments should contribute their fair share of park land acquisition and development costs to ensure that local standards are met for such new development. The published standard for the city of Columbus for overall park acreage is 5.5 acres per 1,000 residents.

- Future residential development should propose a hierarchy of park types and sizes depending upon the size and density of the development.
- No more than 25 percent of open space and parks provided in conjunction with new development should be comprised of stormwater facilities.
- Parks and open space should be designed to protect and augment natural features such as streams, ponds, wetlands and wooded tracts.
- Parks should be located contiguous to other open space in order to create larger park facilities and build the community's green infrastructure.

Policy C: *Natural systems should be conserved and protected from impacts of development.*

Guidelines/Strategies:

- Tree cover and wetlands should be conserved and incorporated into new development as open space features.
- Provide a minimum 150-foot no-disturb zone along all creeks, waterways, and ravines. The width of the no-disturb zone will vary depending on the waterway and city of Columbus and Franklin County Stormwater Drainage Manual requirements.
- The 100-year floodplain should be preserved.
- Alternative methods to manage stormwater should be considered, such as bioswales, vegetated swales, native landscaping, naturalized detention and retention basins, minimizing impervious surfaces, and others.
- Natural features, including mature trees, slopes, wetlands and ponds, should be identified on site plans submitted as part of any zoning or variance application. Limitation/development text should be used to ensure their preservation.

- A minimum of 35 percent of the mature trees on any development site should be preserved. Mature trees are defined as trees having a caliper of 6 inches or greater at a point 4 feet above grade.
- The 35 percent minimum tree preservation requirement should be in addition to those preserved as part of the regulated floodway or areas set aside for compliance with the city's or any county parkland dedication ordinance.
- Tree preservation measures should be density-neutral. Any development densities that apply to the area of tree preservation may be transferred to the developable portion of the site. The overall site density would not change, but the net density of the developable portion of the site would be higher.
- Steps should be taken to protect notable trees (20-30 inches or greater in diameter at 4 feet above grade). This will be particularly important in instances when trees are isolated from other tree preservation areas.
- To ensure trees remain protected, tree protection measures and/or tree protection areas should be incorporated into construction documents, site plans and development text through the zoning process whenever possible.
- Measures should be taken during the construction process to protect the trees intended for preservation, such as fencing around drip edge and avoidance of good compaction.



Open space near subdivision

Development Principle 3.2

Ensure a variety and availability of appropriate compatible residential, commercial and industrial settings.

Land use is the central element to the Southwest Area Plan. Land use planning is a collaborative process that combines technical analysis and community input to determine future uses and densities within a given area. The resulting future land use map and accompanying policies (collectively referred to as the land use plan) are the tools that will guide future growth and development in the Southwest. Land use also provides the legal basis for zoning.

To determine the future land use for the Southwest area, the broad land uses of residential, commercial and industrial have been divided into more specific categories based on density and intensity of use. The land use categories are illustrated on the future land use map to provide a visual reference to the locations of each category. Definitions give context on the intent of each category and offer examples of the types of development that is anticipated.

Each land use category corresponds to a range of specific zoning districts, helping to provide a consistent structure for the evaluation of development proposals (rezoning requests, variances, or use permit applications). Development proposals will be evaluated in terms of their compatibility with the future land use plan, as well as other factors including infrastructure capacity, urban design requirements, natural resource protection and traffic circulation.

Southwest Area Plan Land Use Categories

Semi-Rural

The Semi-Rural category includes both large residential lots with on lot well and wastewater disposal systems and moderately low-density single-family residential development with access to centralized water and/or sewer systems. These areas generally lack curb, gutter and sidewalks. Density is less than 3 units /acre.

Low Density Residential

This category generally permits single family detached homes that have access to centralized water and sewer service. Developments in this category typically have facilities such as curb, gutter and sidewalks. This category allows 3-6 units/acre.

Medium Low Density Residential

The Medium Low Density Residential category includes a variety of multi-family units such as duplexes, townhouses, condominiums, and low-density apartments. The density range for this category is 6-12 units/acre.

Neighborhood Commercial

The function of this category is to provide localized commercial areas for the daily use of neighborhood residents. These areas to contain multiple functions and act as local centers of activity, examples include small-scale, retail establishments, office and dwelling units located above other permitted uses. Neighborhood commercial uses should be located at key intersections and nodes along minor arterials and collectors that intersect with arterials, as appropriate and be integrated into surrounding neighborhoods with sidewalks, bike paths and/or greenways.

Community Commercial

The Community Commercial category allows low to medium intensity retail, office, or other commercial uses that serve primarily local area patrons and do not include more intense general commercial characteristics. Examples include neighborhood shopping centers, offices with professional and business services, and other places of public assembly and public and semi-public uses. The category may also allow mixed-use development with a residential component.

Light Industrial

The Light Industrial category allows for non-hazardous, low-intensity industrial uses, including light manufacturing, assembling and processing, warehousing and distribution and

mixed business parks containing compatible industrial and non-industrial uses. These areas also serve as job centers and are beneficial to the local economy.

Industrial

The Industrial category allows for a broad range of uses. These areas help to stabilize and diversify the local economy and serve as job centers for the region. Such activities are typically incompatible with the surrounding areas, need a large amount of land for their operation and should generally be separated from neighborhoods for public safety and environmental reasons. These uses should be designed to minimize the potential adverse impacts on the surrounding community with particular attention to how they transition to other land uses.

Institutional

This category allows large governmental buildings, complexes, police and fire facilities, hospitals, sewage treatment and storm water control facilities, schools and other uses considered public or quasi-public such as libraries and public utility facilities.

Office

The Office category provides for small lot office conversions as a transition, along primary and secondary streets, from residential to commercial uses, and for large planned office areas. Permitted uses include business, professional, and financial offices as well as offices for individuals, and non-profit organizations.

Park

This category allows public parks and recreational areas such as playgrounds, sports fields and buildings commonly associated with the principal activity, including recreation centers.

Open Space

This category applies to existing open areas and areas that are planned to be remain as open space in the future. It may consist of passive recreational areas, land reserves, areas owned by public entities for future development as parks or usage of large areas of permanent open land, such as cemeteries, greenways and public and private golf courses

Landfills and Quarries

Due to unique operational needs and potential impacts, this category is specific to landfills and quarries. These uses should be designed to be sensitive to the needs of the land, residents and other adjacent uses.

Future Land Use Map

The concept for the Southwest's future land use map is to preserve open space along stream channels, reinforce

established residential areas, introduce office uses and revitalize Central Point and Southwest Square as the primary commercial nodes for the area.

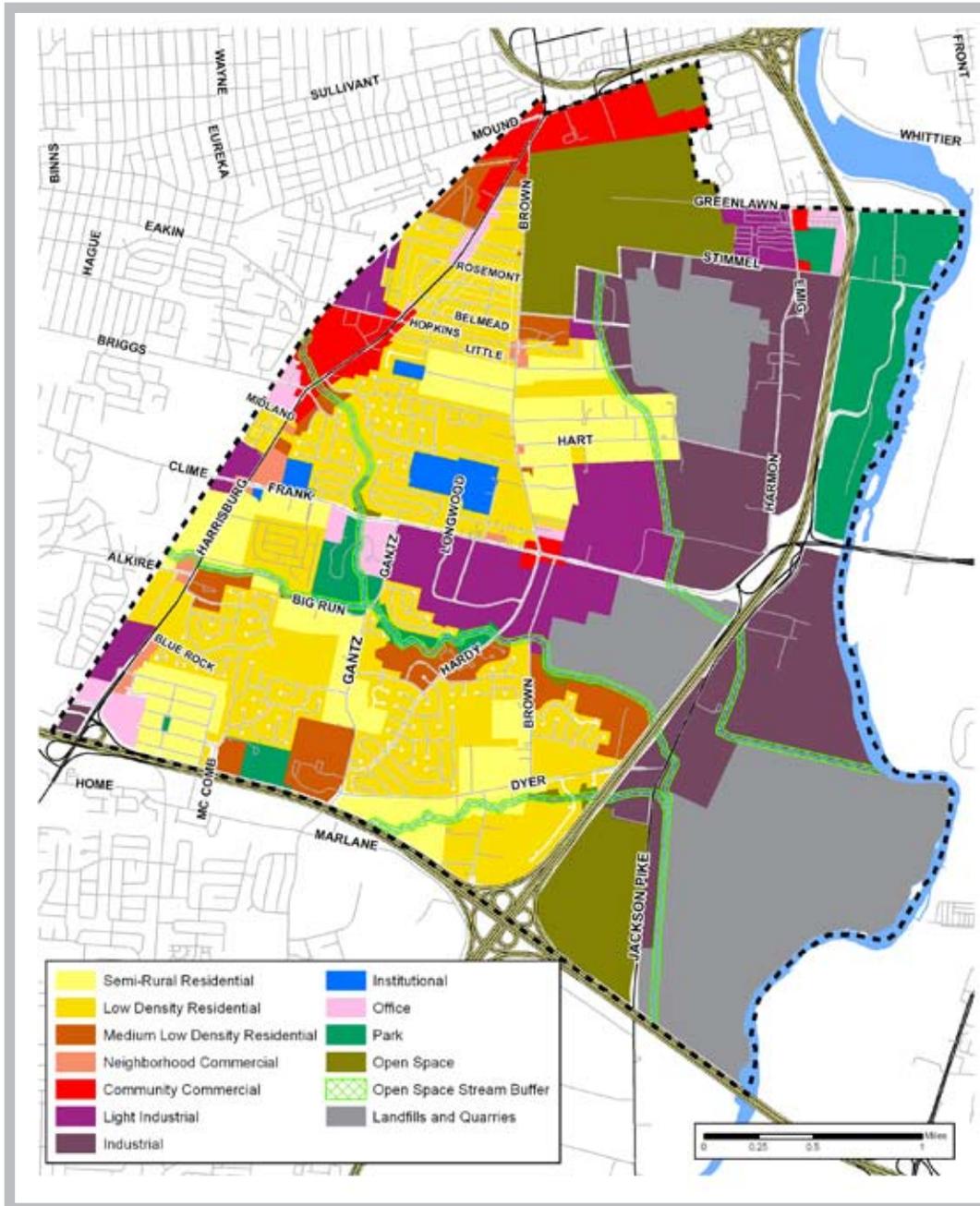


Figure 10: Future Land Use



Table 8: Corresponding Zoning Districts

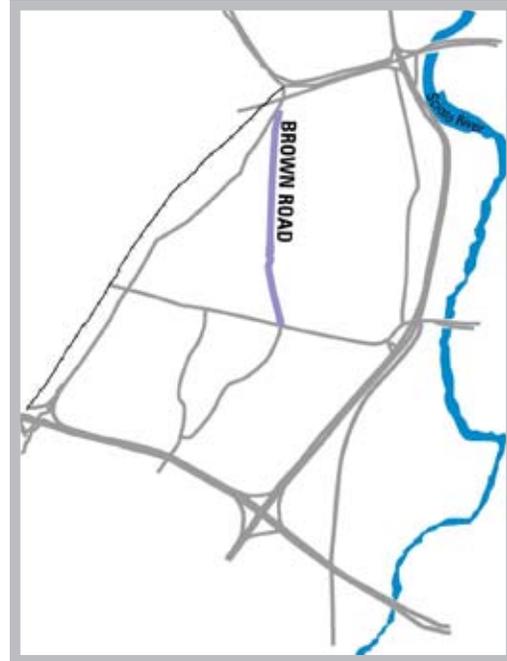
Land Use Category	Columbus Zoning Districts	Franklin County Zoning Districts	Jackson Twp Zoning Districts
Industrial	M, M1, EQ	GI, LI, PIP	I2, PI
Light Industrial	M2	RI, PIP	I1, PI
Institutional	None	None	None
Landfills and Quarries	EQ, Landfills are a prohibited use	EQ	EQ
Community Commercial	C3, CPD, a limited range of C4 uses may be appropriate	CC, SCPD, a limited range of CS uses may be appropriate, PSC	CC, a limited range CS may be appropriate, PC, MUC
Neighborhood Commercial	C1	NC, SCPD, PSC	NC, PC, MUC
Office	C2, CPD	SO, SCPD	OI
Open Space	None	EU	ACOS, EU
Park	None	EU	ACOS, EU
Semi-Rural Residential	R, LRR	RU, LDR, R1, R2	R, SR
Low Density Residential	SR, R1, PUD	R4, R8	S, PR
Medium Low Density Residential	R2,R3, R2F, R4, AR12, ARO, PUD	R8, R12	PR

Policy A: *Corridors should be the focus of daily activity for people living along the corridor and in surrounding neighborhoods and for those working along the corridor.*

Guidelines/Strategies:

Brown Road

- The Brown Road corridor should maintain its predominantly residential and limited commercial character.
- The area around Brown Road between Little Avenue and Hopkins Avenue should contain neighborhood serving commercial uses.
- Discourage auto-oriented uses, such as auto-repair, drive through commercial and vehicular sales to preserve this as a neighborhood-focused, walkable corridor.
- The intersection of Brown Road and Frank Road is the gateway into the Southwest Area's neighborhoods. Retail and office uses should be the focus of any redevelopment.



Commercial use of area on Brown Road



Residential use of area on Brown Road



The residential appearance of buildings should be maintained if use converts to offices.



When homes transition to offices, parking should be located in the side or rear of the structures.

Harrisburg Pike Redevelopment Concept

Harrisburg Pike dates back to the 1840s. Some of the current architecture, particularly the residential properties, reflects this past. A look at existing land use along Harrisburg Pike reveals a mix of homes, small offices, retail shopping centers and isolated industrial sites. Largely a two-lane road, heavy vehicular traffic and many access points makes visibility difficult and creates conflicts between vehicles and pedestrians. The majority of the corridor does not have sidewalks; pedestrians use the shoulder of the road.

The corridor was the focus of an exercise at the visioning workshop. Participants were presented with several redevelopment scenarios for the two types of development that currently exist along Harrisburg Pike: 1) small, residential lots being converted into offices or other commercial uses and 2) large commercial shopping centers. It is important to note that the city does not own these sites, nor does it plan to acquire these sites. The design concepts are meant to illustrate a vision for future development at these locations and along Harrisburg Pike.

Residential Conversions

To gather residents preferences for any proposed residential-to-office conversions along Harrisburg Pike, three development concepts were prepared that illustrated different uses and development standards: 1) promote residential uses by maintaining existing homes; 2) promote small business use by converting houses to offices while maintaining the residential look of the buildings and 3) promote the assembly of parcels for any future redevelopment. Participants evaluated the concepts and completed a survey concerning future uses along the corridor. Concept 2 (illustrated on this page) was the community's preferred development concept.

Large commercial shopping centers

Built in the 1950s and occupying a prominent corner in the planning area, Central Point Shopping Center has long served as a regional shopping and entertainment destination. Southwest Square, at Harrisburg Pike and Eaton Road is similar in size and function, with the only full-service grocery store in the area. Both are retail shopping centers with a moderate amount of vacant retail space. Redevelopment concepts for the shopping centers were presented to workshop participants, focusing on improving building layout and pedestrian movement among buildings. Residents favored redevelopment of the shopping centers into walkable, mixed-use centers that provide a variety of shops and services.



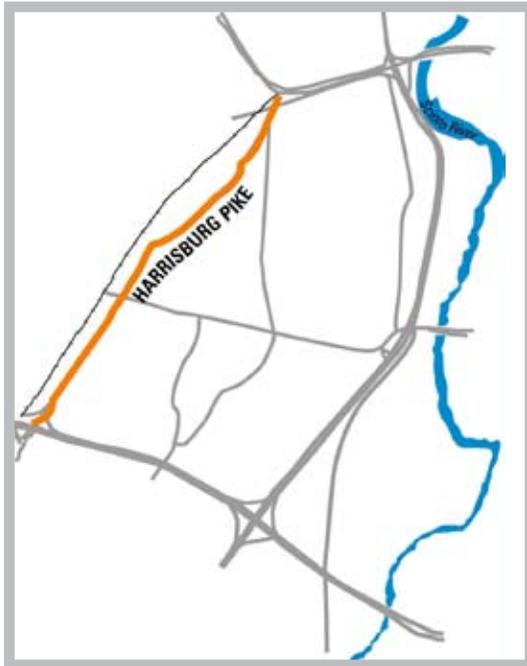
Visioning exercise study area



Excess parking at Southwest Square shopping center



Southwest Square shopping center



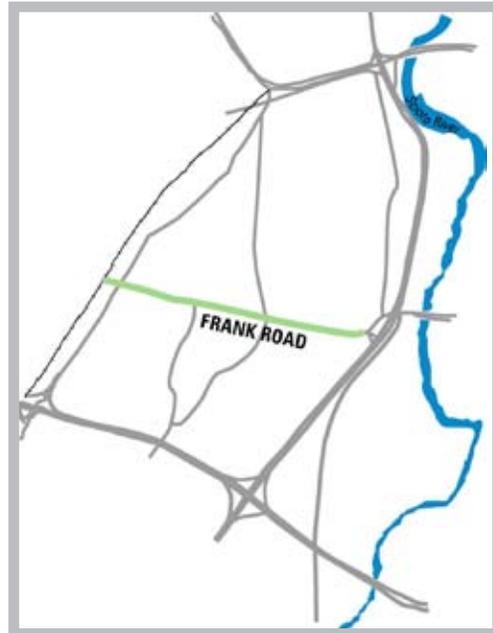
Guidelines/Strategies:

Harrisburg Pike

- Individual, undersized parcels rezoned to a commercial district should be discouraged along Harrisburg Pike. Limited commercial uses may be appropriate when a sufficient number of parcels have been assembled to form a unified development proposal consistent with current commercial land demand. These types of proposals should be evaluated based on their adherence to the recommended design guidelines, particularly in terms of having a single access point, sufficient parking, compatibility of scale and setback.
- Office development should be focused at specific points along the corridor as indicated on the future land use map. Office uses economically diversify the corridor, create employment opportunities for area residents and help to form a buffer between existing incompatible land uses.
- As shown on the future land use map, rezoning to a non-residential district should be discouraged along both sides of Harrisburg Pike at the following locations:
 - Between Rosemount Avenue and Belmead Avenue
 - Between Frank Road and Big Run Road
 - Between Alkire Road and Blue Rock Boulevard
- The west side of Harrisburg Pike between Midland Avenue and Franklin Avenue should remain predominantly residential except if parcels can be combined into larger redevelopment sites.
- Discourage auto-oriented uses, such as auto-repair, drive through commercial and vehicular sales.
- The areas around Central Point (Harrisburg Pike and Mound Street) and the Southwest Square shopping center (Harrisburg Pike between Eakin Road and Briggs Road) are the commercial nodes for the entire Southwest Area. The most intensive commercial uses should be located in these nodes to avoid retail uses elsewhere along the Harrisburg Pike Corridor.

Frank Road

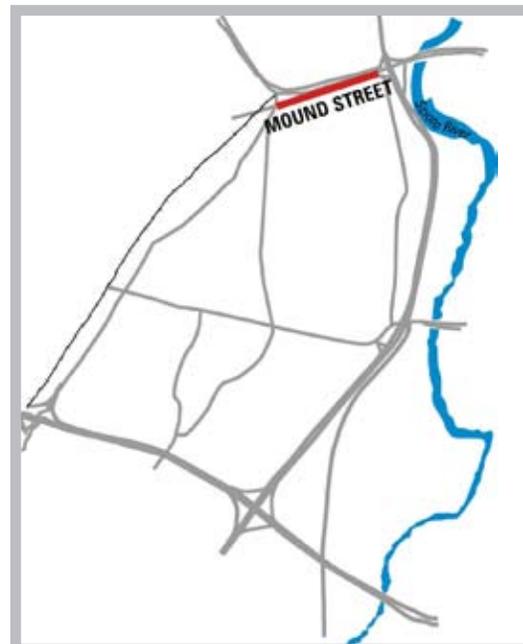
- As the gateway to the Southwest Area's neighborhoods, the intersection of Frank Road and Brown Road should be developed with community commercial and office uses.
- Individual, undersized parcels rezoned to a commercial district should be discouraged along the north side of Frank Road. Limited commercial uses may be appropriate when a sufficient number of parcels have been assembled to form a unified development proposal. These types of proposals should be evaluated based on their adherence to the recommended design guidelines, particularly in terms of having a single access point, sufficient parking, compatibility of scale and setback.
- Maintain existing industrial land use on the south side of Frank Road, east of Gantz Road and on both sides of Frank Road, east of Brown Road



Frank Road streetscape

Mound Street

- Community commercial uses are appropriate for Mound Street.





Cooper Stadium

Cooper Stadium has served as a cultural and entertainment hub for the Southwest and the entire metropolitan region since its opening in 1932. The final season of minor league baseball has concluded and redevelopment of the site is a priority for the community. The main ways the Southwest Area Plan will influence redevelopment are through the plan's land use and urban design recommendations. These are the overall guidelines concerning the future use and form of whatever may be built at this location.

As a long-range planning document, an area plan is not the proper venue to evaluate a specific proposal on an individual site, however in recognition of the significance and potential impact to the community that redevelopment of Cooper Stadium presents it is appropriate for the plan to outline criteria that should be kept in mind as redevelopment proposals are shaped and evaluated.

The guiding principles below form that criterion. The principles are adapted from the Cooper Alternative Plan, a study prepared for Franklin County in 2005 that investigated re-use concepts for feasibility and impact. The principles convey the major issues that are important to the community and have received community support. They should serve as a reference for governmental agencies, potential developers and the public.

Guiding Principles

- **Comprehensive.** Redevelopment proposals should be evaluated for the overall impact on the community including environmental, quality of life and economic considerations.
- **Immediacy.** Most agree that the presence of a large, vacant site would be a detriment to the community. This commonality should provide an incentive for all parties to work cooperatively when considering redevelopment proposals.
- **Positive impact.** Located between the Southwest and Franklinton areas, redevelopment of the site must be beneficial for both communities. Examples of positive benefits could be job creation, adding an asset/amenity for the area, providing enhanced retail opportunities or a use that triggers additional private investment.
- **Maximize economic development potential.** Previous studies conducted by Franklin County indicated a strong preference for economic growth for the Cooper Stadium site and surrounding area. This includes an increased tax base, job creation and retention of jobs in the surrounding areas.
- **Feasibility.** Redevelopment proposals should be achievable. The relative ease or difficulty of reuse scenarios should be evaluated. Environmental impact, community support, freeway access and market conditions are factors to consider.
- **Access.** Currently, highway access is only available from the east. This has implications for the commercial value of the site because customers traveling from the west would not have direct access to the site. While improved highway access is desirable, it seems unlikely due to expense and space requirements. Any redevelopment scenario should take into account access limitations and study the financial impacts on their business. Also, uses that generate significant traffic should study impacts on adjacent neighborhoods due to increased cut-through traffic.
- **Sensitivity.** Redevelopment proposals should acknowledge and respect the character of the neighboring cemeteries.
- **Mixed Uses.** If the reuse of the existing facility is not feasible, a range of commercial and office uses may be appropriate on the Cooper Stadium site.
- **Cemetery Access.** Redevelopment proposals should consider the possibility of improving access to Greenlawn Cemetery. By reorienting the entry the cemetery would have easier access and a ceremonial entrance suitable to the historic cemetery.
- **Adaptive Reuse.** Reuse of the existing structure should be encouraged.

Policy B: *New residential development should be consistent and compatible with the land use, density and pattern of the surrounding area.*

Guidelines/Strategies:

- Infill development within existing residential areas should develop according to the future land use map. Recommended residential land use categories are: Semi-Rural (SR), less than three dwelling units/acre; Low Density (L), 3-6 dwelling units/acre and Medium Density (M), 6-12 dwelling units/acre.
 - Non-residential uses are not appropriate in existing residential areas with the exception of the Neighborhood Commercial and Institutional areas designated on the future land use map.
 - The average density for residential development in the Southwest Area is approximately five dwelling units per acre. Should parcels in townships annex to the city of Columbus, new development should be developed according to the Low Density (L) category.
 - New development should respect the rural feel of existing corridors (Brown Road, Dyer Road and Gantz Road, south of Frank Road) by maintaining larger lots along the corridors and locating denser development to the interior of development sites. Setbacks for new residential dwellings built along the area's rural corridors should be compatible with existing residential development.
 - New streets should connect to and logically extend external street systems at multiple locations. Subdivisions should connect to existing street stubs and offer stubs for future, adjacent development.
- New residential housing should offer a range of housing types, sizes and price points.
 - New residential developments should have features that contribute to a healthy lifestyle, encourage social interaction and sustain property values, such as sidewalks, trails, bicycle paths, open spaces, play areas and front porches.
 - Streets that form a "T" intersection should be visually terminated with a building centered on the terminus, a public park or other feature that provides visual interest and a sense of place.
 - Home occupations should continue to be allowed as permitted uses. To retain residential character, more-intense home occupations should not be approved, including those currently available with a conditional use permit. The county should pursue an amendment to the zoning resolution to allow only permitted home occupations.

What is Density?

A measurement of the amount of development located within an area. Density is measured by the number of dwelling units per acre for residential development.



Residential area



Industrial area

Policy C: *Prime industrial space should be protected to provide an opportunity for the City/County to support targeted industries and business clusters and to redevelop underutilized sites for economic development purposes.*

Guidelines/Strategies:

- Discourage the rezoning of currently commercially- and industrially-zoned land to residential use.
- Utilize urban design standards to improve the image and quality of life of the area which will in turn attract new businesses.
- Follow the land use plan closely to locate new businesses on vacant or underutilized land that takes advantage of available infrastructure.
- Protect and encourage non-polluting green businesses within the planning area.
- Identify procedural barriers to site development and re-development. Consider establishing processes to speed the approval process for business relocations.
- Use economic development tools, such as Enterprise Zones from the city of Columbus and the Micro Enterprise Loan Program from Franklin County, to spur the redevelopment of large underdeveloped and vacant parcels.

Development Principle 3.3
Urban design standards should be utilized to enhance a sense of place and create cohesion.

The quality of the built environment is a reflection of a community's character and identity. Community input suggested that the area's neighborhoods are its strongest asset, yet the poor visual environment of the major corridors does not convey their strength. A poor image is more than an aesthetic issue; it can have significant economic consequences as individuals and businesses may be less likely to invest in an area considered undesirable.

The design standards recommended here should be used as a tool to promote high-quality development, which will present a positive image of the area. They will also help to ensure long-term economic viability by maintaining property values and encouraging additional development.

Policy A: *New commercial and mixed-use development should be held to a high standard, both in terms of its location and the quality of design and materials.*

Guidelines/Strategies:

- Consider the development of commercial zoning overlay designations for the Southwest Area. Possibilities include the Regional Commercial Overlay on Mound Street and Frank Road and the Community Commercial Overlay on Harrisburg Pike.
- Until an overlay is implemented, the following guidelines should be utilized in the review of development applications.
- The placement of buildings should be consistent with the appropriate commercial overlay, with the front elevation oriented to address the street and entryways facing the street frontage and clearly demarcated.
- Parking should be hidden to the greatest extent possible (by locating it to the rear or side of a building or by extensive landscaping).
- Building design should incorporate patterns and materials that provide visual interest. This should be accomplished through the use of changes in color, materials, or relief, such as the inclusion of beltlines, pilasters, recesses, and pop outs (offsetting planes). Flat, plain building walls should be discouraged.
- Building surfaces over 20 feet high or 50 feet in length should be relieved with a change of wall plane or by other means that provide strong shadow and visual interest.
- A consistent level of detailing and finish should be provided for all sides of a building ("four-sided" architecture).
- Signs are recommended to be placed and sized on buildings such that they are in keeping with the scale and size of the building facades and general streetscape so as not to obscure or interfere with architectural lines and details.

What is a zoning overlay?

A regulatory tool to that identifies special provisions in addition to an underlying zoning district. An overlay can be applied in areas where design and neighborhood character are of special concern.

- Freeway, pole signs, billboards, “sign benches,” roof signs, larger overhanging signs, LED and other such electronic or digital signs, or excessively large signs that interfere with visual character are discouraged.
- Large commercial developments should utilize integrated signage rather than multiple freestanding signs along the street frontage.
- Lights should be fully shielded, recessed and directed downward to enhance safety without glare, hot spots, or spillover to adjacent properties.
- Convenient, safe, well-marked, and attractive pedestrian connections should be provided between the site and adjacent development and from the public street to building entrances.
- Parking lots should have one landscaped island, with at least one tree, for every ten parking spots.
- Taller or denser development is not necessarily inconsistent with older, lower density neighborhoods but must be designed with sensitivity to existing development.
- Leadership in Energy and Environmental Design (green building) technologies are encouraged for commercial buildings.
- Landscaped buffers and screening should be provided between residential and commercial uses. Screening should consist of structures and/or landscaping to a minimum height of six feet and 90-percent opacity.
- The following guidelines should be utilized for the Southwest Square and Central Point shopping centers;
 - Redevelopment should maintain a visible connection to Harrisburg Pike.
 - Pedestrian pathways should be located in areas where vehicular access is limited. Existing expansive parking lots should be retrofitted with street trees, landscape, pedestrian paths and new building placement concurrent with private investment.



Photo-simulation of tree lined sidewalks along Harrisburg Pike



Photo simulation of a gateway feature

Policy B: *Gateways should be developed to complement and define the entry points to the area's neighborhoods.*

Guidelines/Strategies:

- Frank Road near Brown Road and Harrisburg Pike are possible locations for gateways.
- Gateways should be defined by well-maintained infrastructure, enhanced landscaping and appropriate signage.

Policy C: *New residential development should utilize design standards to reinforce a sense of community and preserve the integrity of neighborhoods.*

Guidelines/Strategies:

- Developments should create a positive sense of identity at their entries through landscaping, decorative fencing and complimentary signage. A common identification monument should be used at all entry points. Entry features should be placed in a platted or recorded reserve with ownership and maintenance the responsibility of a homeowner or condominium association.
- Exterior materials within developments should be complimentary, but not uniform.
- Walled and gated communities are strongly discouraged.
- Garages should be located behind the house or, if facing a street frontage, should not exceed 40 percent of the width of the housing façade (including the garage) and should be recessed at least three feet from the front elevation of the house.
- Houses should not back onto streets, parks or natural features.
- Subdivisions should be designed to respect existing lot pattern established within neighborhoods to maintain community character.
- Buildings should be oriented so that loading, storage and other external activities, as well as building features that generate noise are not facing public rights-of-ways or residential or institutional uses.
- Such accessory uses should be screened from the public right-of-way, adjacent residential and adjacent institutional uses to their full height by a solid masonry wall (not cement block) or wooden fence of a color or material that is complimentary to the principal building.
- Parking should be hidden to the greatest extent possible (by locating it to the rear or side of a building, or by extensive landscaping). Parking lots used primarily by semitrucks or other large vehicles require more intensive screening when located adjacent to residentially-zoned land.
- Gravel parking lots are not permitted by city and county code. Variances to this standard are strongly discouraged.
- Where feasible, safe bike and pedestrian access should be provided to encourage workers to use these modes of transportation.

Policy D: *Industrial development should be designed to increase compatibility between residential and abutting uses and to mitigate environmental impacts.*

Guidelines/Strategies:

- Buildings should exhibit a “corporate” architectural character of high quality materials, design and color. Where feasible, natural materials should be used on front façades that are compatible with the remaining elevation treatments in terms of color.
- Landscaping should be used to soften industrial buildings along front elevations or elevations that face public streets.



Example of industrial building with architectural character

Development Principle 3.4

People will be able to get around by walking, car, transit, and bicycle.

A recent trend in transportation planning is to look at roads in the context of a larger circulation system that includes vehicles, pedestrians, cyclists and transit. An integrated system eases congestion by distributing vehicular traffic and offering alternative modes of travel for area residents, visitors and businesses. Benefits are reduced congestion, increased public safety and improved air quality.



Many area roads do not have sidewalks

Like other areas in central Ohio, the Southwest Area developed around the automobile. Land use patterns and the road network maximize vehicular capacity and access. Many of the area's main arterials and neighborhood streets don't have sidewalks or biking facilities, making pedestrian travel difficult and unsafe. The Southwest Area Plan's transportation recommendations are aimed at supplementing the existing road network with facilities for pedestrians, cyclists and transit.

Transportation Plan

Transportation-related improvements recommended for the Southwest area are shown on the Transportation Plan. The purpose of the Transportation Plan is to offer alternative modes of transportation and to increase safety for pedestrians, cyclists and transit users. The plan integrates adopted County and City plans, policies and programs to ensure continuity and efficiency of the circulation system as it crosses jurisdictional boundaries.

Transportation Map

The proposed multi-use trails shown in green on the map include the Big Run Trail and the southern extension of the Scioto Trail, which are identified on the Central Ohio Greenways Map (a joint effort of Columbus Recreation and Parks, Metro Parks, and the Mid-Ohio Regional Planning Commission). The Bicentennial Bikeways Plan also recognizes the potential of these two projects to greatly improve the network of recreational trails in Columbus. The Bikeways Plan recommends additional trails along Frank Road, Mound Street and Stimmel Road, as well as bike lanes, lane road widenings, and paved shoulders throughout the planning area. The Early Run Multi-Use Trail is a proposal that has not appeared in previous plans, but has been identified by the community for its potential to connect the former Children Services site with Harrisburg Pike.



Figure 11: Transportation



Policy A: *Public transportation should be expanded accordingly in response to increased demand and to support future development.*

Guidelines/Strategies:

- In accordance with COTA's 2006 Long Range Transit Plan, Route 17 should be reinstated.
- COTA should work with the Southwest Area Commission concerning the final alignment of Route 17 through the planning area.
- The frequency of Route 15 should be increased.
- Development should provide pedestrian access to transit stops. New development or redevelopment projects should coordinate with COTA on constructions or possible relocation of bus stops.
- Bus stops should be provided in all neighborhoods. Particular focus should be given to the construction of bus stops along Harrisburg Pike. At a minimum, bus stops should consist of a concrete pad and signage. Shelters, benches and amenities, such as trash cans and newsracks, should be included when funding allows.
- As COTA expands the number of Park and Ride facilities, consideration should be given to locating a facility in the Southwest Area.



COTA bus stop with trash can and concrete pad

Policy B: *Accommodations should be made for bicycling according to adopted bike plans.*

Guidelines/Strategies:

- Implement the Columbus Bicentennial Bikeways Plan, by:

Phase 1

- Paved shoulder along Briggs Road, from Eureka Avenue to Harrisburg Pike (adjacent to planning area).
- Shared use path along Frank Road from Brown Road to the Scioto Trail.
- Shared use path along the Scioto River from SR 104 to US 1-270 (extension of the Scioto Trail).

Phase 2

- Bike lane on Frank Road from Harrisburg Pike to Brown Road.

Phase 3

- Bike lane on Clime Road from Georgesville Road to Harrisburg Pike
- Shared use path along Greenlawn Avenue, from the Scioto River to Harmon Avenue.
- Lane road widening of Harmon Avenue, from Greenlawn Avenue to Frank Road.



Frank Road does not have biking facilities

- Shared use path along Mound Street, from Central Avenue to Souder Avenue.
 - Paved shoulder along Hardy Parkway, from Gantz Road to Frank Road.
 - Shared use path along Gantz Road from Hardy Parkway to Dyer Road.
 - Shared use path along Big Run Creek from the Scioto River to Georgesville Road.
 - Lane road widening of Dyer Road from Gantz Road to Jackson Pike.
 - Lane road widening of Jackson Pike from Frank Road to US I-270.
 - Shared use path along Stimmel Road, from Berliner Park to Whim's Ditch, and then south along Whim's Ditch to Frank Road.
- Construct a shared use path/multi-use along Early Run, from the former Franklin County Children Services site to Harrisburg Pike.

Policy C: *Road improvements and enhancements should be context sensitive and contribute to a pedestrian friendly, walkable environment.*

Guidelines/Strategies:

- Future road improvements and enhancement projects should include pedestrian facilities, including five-foot or wider sidewalks that are set back from the pavement, with street trees, pedestrian-scaled lighting and signs, landscaping, bike racks, and street furniture where funding is available.
- Road improvements should be consistent with relevant Complete Streets policies and guidelines.
- Additional curb cuts along Harrisburg Pike should be discouraged. When sites with an overabundant number of curb cuts are redeveloped, access should be reconfigured with input from the government entity responsible for road maintenance.



Bike lane

Description of bike facilities:

Shared use path/multi-use trail – *provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.*

Lane road widening – *roadway must be widened to provide striped lane for one-way travel on a street or highway.*

Lane – *provides a striped lane for one-way travel on a street or highway.*

Paved shoulder – *provides extra room for bicyclists and motorists along roadway.*

- At signalized intersections with high pedestrian use, crosswalks should be provided and clearly delineated with an alternative pavement material, such as brick or textured/colored pavement. Crosswalks should also utilize timers, enhanced signage, or bumpouts where feasible. Crosswalks should be provided at the safest crossing locations of an intersection, therefore pedestrian crossings may sometimes be prohibited on certain crossing legs. The following intersections in particular should be considered for enhancements: Frank Road and Brown Road; Frank Road and Harrisburg Pike; Harrisburg Pike and Mound Street and Brown Road and Hopkins Avenue.
- Street trees are recommended on all public and private streets.



Example of an enhanced pedestrian crossing.

Policy D: *Neighborhoods should have an interconnected street and sidewalk system with connections to existing and future residential, commercial, civic and cultural areas, and to existing and planned paths and trail systems.*

Guidelines/Strategies:

- As identified by the city of Columbus' Safewalks Program, sidewalks should be constructed on Mound Street, Harrisburg Pike, Frank Road, Brown Road, Hardy Parkway, Gantz Road, Dyer Road, Stimmel Road, Hart Road, Harmon Avenue and Jackson Pike.
- When possible, all sidewalks should be a minimum of five feet to comfortably permit side by side walking and be separated from the street to promote pedestrian safety.
- The segments of Harrisburg Pike and Brown Road, north of Frank Road are the primary priority for sidewalks. Harrisburg Pike south of Frank Road, Gantz Road and improved (wider, separated from the street) sidewalks along Mound Street are the secondary priority. The remaining segments listed above are the third priority.
- A pedestrian connection, including crosswalk, pedestrian refuge island and pedestrian signal, should be installed from the former Children's Services site to the north side of Frank Road.
- Sidewalks should be provided along the main thoroughfares within the planning area regardless of jurisdiction.
- Franklin County should explore the use of pedestrian access easements to provide safe and accessible travel for area residents. Easements would abut the right-of-way, and sidewalks would be constructed by the owner upon development and/or redevelopment of a property. Because current state law prohibits counties from assigning maintenance responsibility to adjacent property owners, as is the current practice by municipalities, this mechanism would allow for sidewalks to be constructed without Franklin County assuming maintenance.

Development Principle 3.5 **Minimize negative impacts of industrial uses on residential areas.**

While it is recognized that a mix of uses is the best way to create vibrant, sustainable neighborhoods; the separation of incompatible land uses, such as homes and industry, is still necessary when the potential for adverse impacts exists. The Southwest Area has a wide range of industrial uses within its boundaries. This includes large scale operations within the eastern portion of the planning area and smaller, isolated industrial sites along the Frank Road and Harrisburg Pike corridors. The resulting pattern of development includes numerous instances where industrially zoned land is adjacent to residences. The following recommendations are intended to provide adequate transition of land uses and minimize environmental impacts on area residents.

Policy A: *Existing neighborhoods should be protected from industrial encroachment and from other incompatible uses.*

Guidelines/Strategies:

- Industrial sites should have direct access to major truck routes and freeways to minimize traffic impact on residential streets.
- Landscaped buffers and screening are recommended between non-compatible land uses, such as residential and commercial and/or industrial uses, as well as other sensitive land use transitions.
- Appropriate physical transition and separation should be provided by using green space, fencing, setbacks or orientation between industrial uses and other surrounding uses.
- A 200-foot buffer should be provided between industrial uses and existing or planned residential uses.



Open, landscaped area separating industrial uses from residential area

- Within any required buffer, screening should be provided between an industrial site and all adjacent residential uses. Screening should include one of the following treatments:
 - The primary preference is a mound or berm with sufficient width and slope to fully screen the industrial use. The mound or berm should be landscaped and placed within a landscape easement. The face of the mound should not be located closer than 15 feet to the residential property line. The mound should be designed and graded so that water will not be trapped between the mound and the residential property. The area between the top of the mound and the residential property should be landscaped with evergreen trees. Five evergreen trees with a minimum height of five feet and five evergreen trees with a minimum height of three feet should be planted for every 100 lineal feet of mound. Tree should be grouped to give a natural appearance.
 - When site conditions do not allow a mound or berm, a 6-foot high decorative wall constructed of materials complimentary to the principal building should be constructed between 8 to 15 feet of the property line. Evergreen and/or deciduous trees should be planted, evenly spaced, at a ratio of one tree per 20 lineal feet on the outside of the wall.
- Screening materials should be compatible with a building's principal materials.
- New development should not add to existing environmental concerns, including drainage, water quality and air quality.
- Any rezoning for a new quarry should carefully consider environmental concerns:
 - To adequately protect waterways, a minimum 200-foot stream buffer, planted with native plants, should be provided from the top of bank. In order to ensure the buffer zone is maintained and performing its intended functions, applicants should consider placing the area in a conservation easement held by the Franklin County Soil and Water Conservation District or other governmental entity.
 - No dams or dikes should be constructed that deny the river access to the floodplain.
 - To protect sub-surface water in areas near wells, only "wet" method extraction should be permitted; there should be no pumping of ground water.

Development Principle 3.6

Entities in the area should coordinate on regional issues

The *Southwest Area Plan* defines a vision for the future of the area and lays out a conceptual framework for how the area's communities can work together to implement the recommendations in this plan. As the plan was prepared through a partnership among the communities within the area, the communities should also adopt a regional approach to implementation.

Policy A: *Issues of area-wide significance, requiring the city of Columbus, Franklin County, Franklin Township and Jackson Township to coordinate, should be addressed in a timely fashion.*



Workshop participants review redevelopment concepts

Guidelines/Strategies:

- Encourage local units of government to partner with one another in order to improve the provision of services to area residents and to become more efficient.
- The Southwest Area Commission should serve a communication and coordination role for all the jurisdictions within the area. In order to ensure consistent application of the plan's recommendations, the townships and the area commission should consider having township rezoning applications go before the area commission for an informal review.
- Coordinate with other public and private agencies in the area to pursue the design and construction of public facilities to have multiple uses. In particular, the city, county and townships should work towards the construction and operation of a community facility at the former Franklin County Children's Services site at Frank and Gantz roads.
- An integrated greenway system following MORPC and city of Columbus plans should be developed.
- Local governments should coordinate among each other and with the Ohio Department of Transportation to ensure sidewalks and bike paths are included in all road projects within the area.
- Streetlights should be provided on arterial and neighborhood streets. New development should install streetlights concurrent with construction. Retrofitting neighborhoods with streetlights should follow programs established by the local jurisdictions.
- Local governments should work with non-profit preservation groups to preserve and restore the area's historic and cultural resources. Resources such as Green Lawn Cemetery and Green Lawn Abbey contribute to the community's character and attract visitors by offering historic walking tours and other special events.



ELEMENT 4

Plan Implementation Strategy

Element 4

Plan Implementation Strategy

The most effective way to implement the provisions of the Southwest Area Plan is through the consistent and unified advocacy of the Southwest Area Commission. The commission will need to work in concert with the city of Columbus, Franklin County, Franklin Township, Jackson Township and other stakeholders, including community development corporations, business and civic associations, development-related agencies, churches, social service agencies, and others. The most typical mechanism for plan implementation is the review of development proposals for consistency with the plan. Additionally, the plan can be used proactively to seek investment in the area, advocate for neighborhood issues, pursue grant funding and guide capital improvements.

Major implementation elements include:

- Organization, education and outreach
- Plan amendment and revision
- Development review checklist
- Chart of action oriented related recommendations

Organization, Education and Outreach

Organizational, educational and outreach mechanisms can play a key role in area plan implementation. Potential mechanisms include:

- The formation of an area plan implementation committee of the Southwest Area Commission that would consist of area commissioners and other stakeholders. Alternatively, an existing area commission committee could take responsibility for plan implementation.
- Quarterly meetings of the committee in order to foster the implementation of priority projects and goals from the area plan.
- An annual report to the area commission and community on progress and concerns regarding the plan's implementation, prepared by the implementation committee.
- Coordination and communication with the Columbus Planning Division and Franklin County Economic Development and Planning, both of which can serve as a limited resource to the committee in its plan implementation efforts. Other city, county and township departments/staff may also provide assistance as necessary.
- The Southwest Area Commission website, which should be utilized to keep the community informed of implementation progress, and an email list to supplement existing information distribution systems.
- Copies of the plan and/or its executive summary, which should be distributed to key stakeholders and community agencies, including community development corporations, developers, civic associations, schools, libraries, and social service agencies.

Plan Amendment and Revision

Area plans should be regularly reviewed and updated to ensure timeliness and relevancy. Minor amendments and brief updates may be considered on an as-needed basis. A more complete review and revision of an area plan should be considered within 10 years of adoption.

Development Review Checklist

The development review checklist summarizes the plan's development guidelines and recommendations. It is designed for stakeholders to use in the review of development proposals for consistency with plan provisions. When a rezoning request is presented to the Southwest Area Commission, for example, the checklist can be used to see how closely the proposal follows the plan's recommendations.

In addition to zoning and variance requests, the checklist can also be used for investments in community facilities and infrastructure, and for any other initiatives or requests impacting the built environment in the Southwest area. Guidelines from an area plan are not city or county code/regulations, but as part of an adopted plan they serve as city and county policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered.

The development review checklist also provides a clear, concise record of stakeholder input at each stage of project consideration. The checklist will be maintained in a database by the Columbus Planning Division and Franklin County Economic Development and Planning Department and made available to all city, county and township departments for the review of development applications.

Users of the checklist are strongly encouraged to review additional background information for each item on the checklist by referencing the relevant plan section. The "Conditions to Approval" column is intended to note specific conditions that the proposal must incorporate in order to meet that standard. The "Mitigating Circumstances" column should be used to note specific reasons why the proposal is not expected to meet that standard. Nothing in the checklist is intended to speak to the development proposal's conformance with other city, county or state code requirements and policies.

Recommendations regarding the use of development review checklists include:

- Applicants for a zoning and/or variance are encouraged to review a development review checklist and incorporate its provisions in their proposals.
- Neighborhood civic associations, business associations, agencies and other stakeholders, should use a checklist as an organizing element for their review and comment to the given area commission on development proposals.
- Area commissions should submit one approved checklist evaluation to the city as part of their recommendation in response to any development proposal.
- Development Department staff should use the checklist for their internal review of zoning and variance applications for consistency with the plan.
- City or county staff should consider the checklist submitted by an area commission in the development of a staff position or response to development proposals.
- City departments or county offices should use the checklist as community facilities and infrastructure investments are made.
- Updated or modified project proposals should receive updated checklist evaluation by appropriate parties.

GENERAL GUIDELINES

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Has the developer reviewed the recommendations of the <i>Southwest Area Plan</i> ?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan? (p. 39)					
Is parking hidden to the greatest extent possible (by locating it to the rear or side of a building or by extensive landscaping)? (p. 17)					
Is pedestrian access to transit stops provided? (p. __)					
Are natural features (like mature trees, slopes, wetlands, and ponds) identified on the site plan? (p. 5)					
Are wetlands and 35% of mature trees on the site preserved? (p. 5)					
Are notable trees (those 20-30 inches or greater in diameter at 4 feet above grade) preserved? (p. 5)					
Have tree protection measures been incorporated into site plans and development text? (p. 5)					
Is there a minimum 150-foot no-disturb zone along all creeks, waterways, and ravines? (p. 4)					
Is the 100 year floodplain preserved? (p. 4)					
Does the proposal include alternative methods to manage stormwater? (p. 4)					

SITE-SPECIFIC GUIDELINES

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
If the proposal is on Brown Road, does the plan adhere to the guidelines listed on page 9?					
If the proposal is on Harrisburg Pike, does the plan adhere to the guidelines listed on page 10?					
If the proposal is on Frank Road, does the plan adhere to the guidelines listed on page 12?					
If the proposal is on Mound Street, does the plan call for community commercial uses? (p. 12)					
If the proposal is for the Cooper Stadium site, does the plan adhere to the guidelines listed on page 13?					
If the proposal is for the former Franklin County Children Services site, does it adhere to the guidelines listed on page 3?					

COMMERCIAL DEVELOPMENT					
Standards	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Is the proposal consistent with the Land Use Plan? (p. 7)					
Are buildings oriented to the street and are entrances facing the street and clearly demarcated? (p. 17)					
Does building design incorporate patterns and materials that provide visual interest? (p.17)					
Are building surfaces over 20 feet high or 50 feet in length relieved with a change of wall plane or by other means that provide visual interest? (p. 17)					
Is a consistent level of detailing and finish provided for all sides of a building? (p. 17)					
Is the proposed signage appropriate according to the standards listed on page 17?					
Are lights fully shielded, recessed and directed downward? (p. 18)					
Do parking lots have one landscaped island, with at least one tree, for every ten parking spots? (p. 18)					
Are quality pedestrian connections provided between the site and adjacent development and from the public street to building entrances? (p. 18)					
Do buildings meet Leadership in Energy and Environmental Design (green building) standards? (p. 18)					
Are landscaped buffers and screening provided between residential and commercial uses? (p. 18)					
If the proposed development is on either Mound Street or Frank Road, is the building placed in a manner consistent with the Regional Commercial Overlay? (p. 17)					
If the proposed development is on Harrisburg Pike, is the building placed in a manner consistent with the Community Commercial Overlay? (p. 17)					
If the proposal is in either the Southwest Square or Central Point shopping centers, does the plan adhere to the guidelines listed on page 18?					

INDUSTRIAL DEVELOPMENT					
Standards	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Is the proposal consistent with the Land Use Plan? (p. 7)					
Does the site have direct access to major truck routes and freeways? (p.25)					
Do buildings exhibit a "corporate" architectural character of high quality materials, design and color? (p. 19)					
Is landscaping used to soften buildings along elevations that face public streets? (p. 19)					
Are buildings oriented so that loading, storage, and other noise-generating activities are not facing public rights-of-way or residential or institutional uses? (p. 19)					
Are accessory uses screened to their full height by a solid masonry wall or wooden fence of a color or material that is complimentary to the principal building? (p. 19)					
If parking lots are to be used primarily by semis or other large vehicles, has more intensive screening been provided? (p. 20)					
Is safe bike and pedestrian access provided? (p. 20)					
If the site is adjacent to existing or planned residential uses, is a 200-foot landscaped buffer provided? (p. 25)					
If a buffer is established, does it follow the guidelines for screening listed on page 25?					
Does the proposal positively address any existing environmental concerns, such as drainage, water quality or air quality? (p. 26)					
If the proposal is for a new quarry, does it adhere to the guidelines listed on page 25?					

RESIDENTIAL DEVELOPMENT					
Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Is the proposal consistent with the Land Use Plan? (p. 7)					
Is there a range of housing types, sizes and price points? (p. 15)					
Do subdivisions connect to existing street stubs and offer stubs for future, adjacent development? (p. 15)					
Do new streets connect to and logically extend external street systems at multiple locations? (p. 15)					
Do streets that form a "T" intersection visually terminate with a building centered on the terminus, a public park or other feature that provides visual interest and a sense of place? (p. 15)					
Does the development respect the rural feel of existing corridors, as defined on p. 15?					
Does the development create a positive sense of identity at its entries through landscaping, decorative fencing and complimentary signage? (p. 19)					
Do houses front onto all streets, parks, and/or natural features? (p. 19)					
Are exterior materials within the development complimentary and not uniform? (p. 19)					
Are garages located behind the house? If not, are they recessed three feet from the front elevation of the house and do they make up less than 40% of the housing façade? (p. 19)					
Is the development designed to respect existing lot patterns established within neighborhoods? (p. 19)					

TRANSPORTATION					
Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Is the proposal consistent with the Transportation Plan?					
Is public transportation being considered?					
Does the proposal include 5-foot or wider sidewalks that are set back from the pavement? (p. 23)					
Does the proposal include street trees, pedestrian-scaled lighting, landscaping, bike racks, and street furniture? (p. 23)					
Is the proposed road improvement consistent with relevant Complete Streets policies and guidelines? (p. 23)					

Action Oriented Recommendations

The plan also includes recommendations that are action oriented. These recommendations are not utilized for the review of development applications, but are pro-active in nature and require action on the part of the Southwest Area Commission in cooperation with each political jurisdiction and other stakeholders. A chart is provided below that lists these action-oriented recommendations, referencing the plan element in which they are recommended.

It is recommended that upon adoption of an area plan, the Southwest Area Commission utilize the chart to prioritize the recommendations. Part of the prioritization process should include discussion with the city of Columbus and where appropriate Franklin County, Franklin Township and Jackson

Township and any other potentially responsible parties to determine their feasibility. This information can then be used to inform the prioritization process. After priorities are established and agreed upon, the top recommendations should be addressed as part of the aforementioned quarterly meeting of the plan implementation subcommittee.

The action-oriented plan recommendations are maintained in a database by the Columbus Planning Division and made available to city departments. The database will have the capacity to be queried by plan and the year it was adopted, recommendation type, if recommendation is funded or not, if recommendation is a rezoning recommendation, and if the recommendation would result in a capital improvement.

ACTION-ORIENTED RECOMMENDATIONS CHART	
General Recommendations	Notes/Resources
Protect and encourage non-polluting green businesses within the planning area. (p.16)	Columbus Planning Division, Franklin County Economic Development and Planning, SWAC
Identify procedural barriers to site development and re-development. Consider establishing processes to speed the approval process for business relocations. (p. 16)	Columbus Planning Division, Franklin County Economic Development and Planning, SWAC
Encourage local units of government to partner with one another in order to improve the provision of services to area residents and to become more efficient. (p.16)	Columbus Planning Division, Franklin County Economic Development and Planning, Franklin and Jackson Townships, SWAC
Consider the development of commercial overlay designations for the Southwest Area. Possibilities include the Regional Commercial Overlay on Mound Street and Frank Road and the Community Commercial Overlay on Harrisburg Pike. (p. 17)	Columbus Planning Division, Franklin County Economic Development and Planning, SWAC
Frank Road near Brown Road and Harrisburg Pike should be considered as possible locations for gateways. (p. 18)	SWAC
Use economic development tools, such as Enterprise Zones from the City of Columbus and the Micro Enterprise Loan Program from Franklin County, to spur the redevelopment of large underdeveloped and vacant parcels. (p. 16)	Columbus Planning Division, Columbus Economic Development Division, Franklin County Economic Development and Planning, SWAC

Transportation Recommendations	
In accordance with COTA's Long Range Transit Plan, reinstate Route 17. (p. 22)	COTA, SWAC
Determine the final alignment of Route 17 through the planning area. (p. 22)	COTA, SWAC
Increase the frequency of Route 15 should be increased. (p. 22)	COTA, SWAC
Bus stops should be provided in all neighborhoods. Particular focus should be given to the construction of bus stops along Harrisburg Pike. (p. 22)	COTA, SWAC
Implement the recommendations of the <i>Columbus Bicentennial Bikeways Plan</i> . (as listed on p. 22)	Columbus Transportation Division, Columbus Recreation and Parks, Franklin County Engineer's Office
Construct a shared use path along Early Run, from the former Franklin County Children's Services site to Harrisburg Pike. (p. 23)	Columbus Transportation Division, Columbus Recreation and Parks, Franklin County Engineer's Office
At signalized intersections with high pedestrian use, crosswalks should be provided and clearly delineated with an alternative pavement material, such as brick or textured/colored pavement. (p. 23)	Columbus Transportation Division, Franklin County Engineer's Office
Sidewalks should be provided along all of the main thoroughfares within the planning area, as prioritized in the Transportation Plan. (p. 24)	Columbus Transportation Division, Franklin County Engineer's Office, SWAC
A pedestrian connection, including crosswalk, pedestrian refuge island and pedestrian signal, should be installed from the former Children's Services site to the north side of Frank Road. (p. 24)	Columbus Transportation Division, Franklin County Engineer's Office, SWAC
Franklin County should explore the use of pedestrian access easements to provide safe and accessible travel for area residents. (p. 24)	Franklin County Engineer's Office, Franklin County Economic Development and Planning
Regional Coordination	
Coordinate with other public agencies in the area to pursue the design and construction of public facilities to have multiple uses. In particular, the city, county and townships should work towards the construction and operation of a community facility at the former Children's Services site at Frank and Gantz Roads. (p. 26)	Columbus Planning Division, Franklin County Economic Development and Planning, Franklin and Jackson Townships, Metro Parks, SWAC
An integrated greenway system following MORPC and City of Columbus plans should be developed. (p. 26)	Columbus Transportation Division, Columbus Recreation and Parks, Franklin County Engineer's Office, MORPC
Local governments should coordinate among each other and with the Ohio Department of Transportation to ensure sidewalks and bike paths are included in all road projects within the area. (p. 27)	Columbus Planning Division, Franklin County Economic Development and Planning, Franklin and Jackson Townships, SWAC
The Southwest Area Commission should serve a communication and coordination role for all the jurisdictions within the area. (p. 27)	SWAC



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