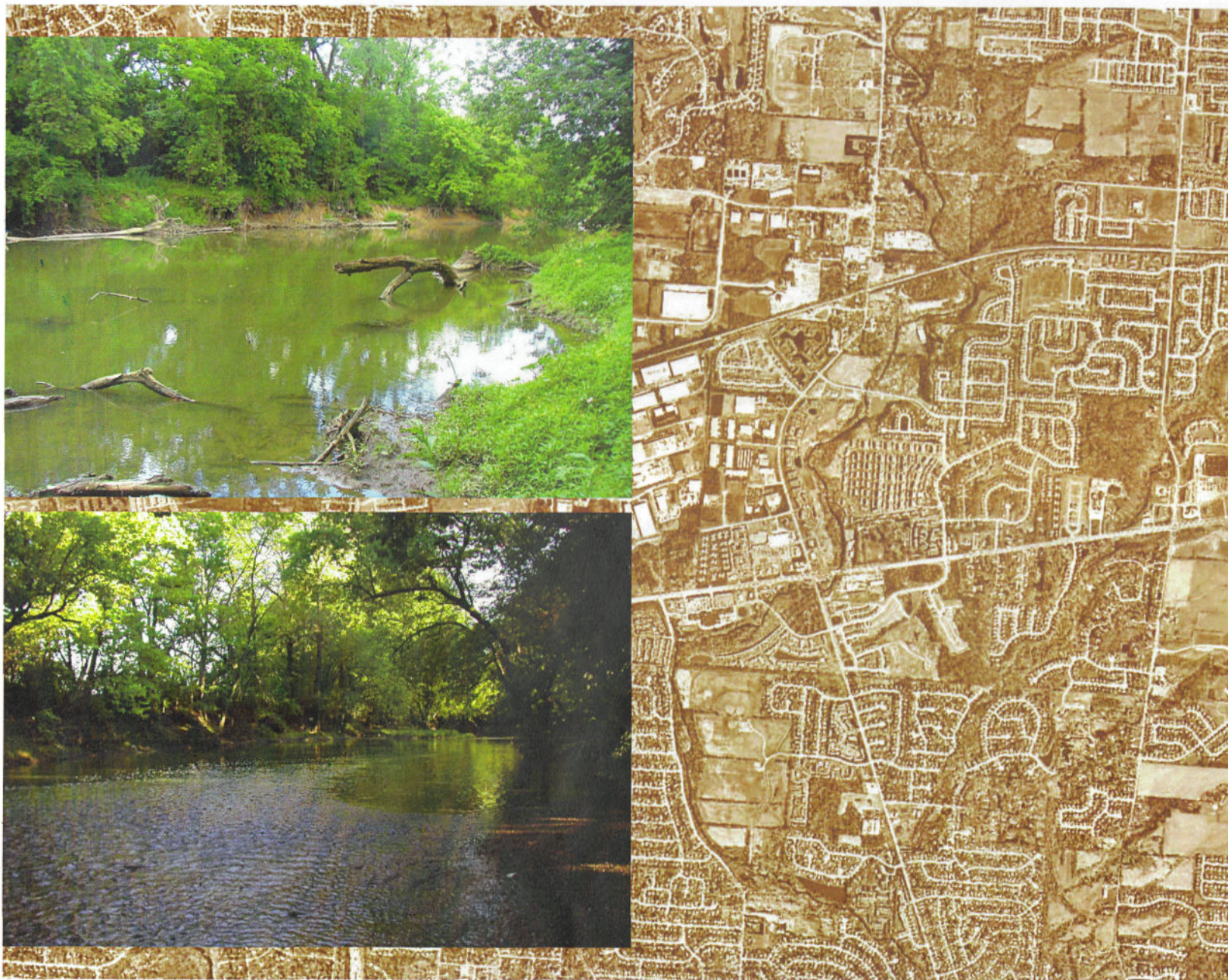


Broad-Blacklick Area Plan



Broad-Blacklick Area Plan

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What is a Plan and How is it Used?

The Broad– Blacklick Area Plan provides an opportunity to help shape and direct the pattern of growth and development within its neighborhoods and business districts. The area planning process addresses land use, urban design, and economic development.

The Broad– Blacklick Area Plan:

- Identifies strengths and assets.
- Identifies area needs and concerns.
- 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.

The adopted plan will:

- Reflect clearly the development priorities for the future.
- Provide a framework for zoning and other land use decisions.
- Inform capital improvement priorities.
- Create a clear picture of the type of development that is preferred.
- Provide guidelines for the design of new development.

An area 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, street lighting, and public safety.
- A plan does not “force” public and private entities to do something that they would not otherwise do.
- A plan isn’t zoning, though it provides the policy basis for zoning and related development decisions.

Plan Format

The plan consists of four elements: 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 Broad– Blacklick Planning Area. Policies were developed for each Development Principle to help guide their implementation. Guidelines and Strategies were then formulated to implement the policies.

Planning Area Boundaries

The Broad– Blacklick Area is bound by Pataskala on the east, Reynoldsburg on the southeast, Main Street on the south, Whitehall on the southwest, and both Gahanna and Jefferson Township on the north. The area covers 5,434 acres. The Columbus corporate boundary covers about 81% of the planning area. The remaining area is primarily within Jefferson Township (18%) with a very small portion of Truro Township also included.

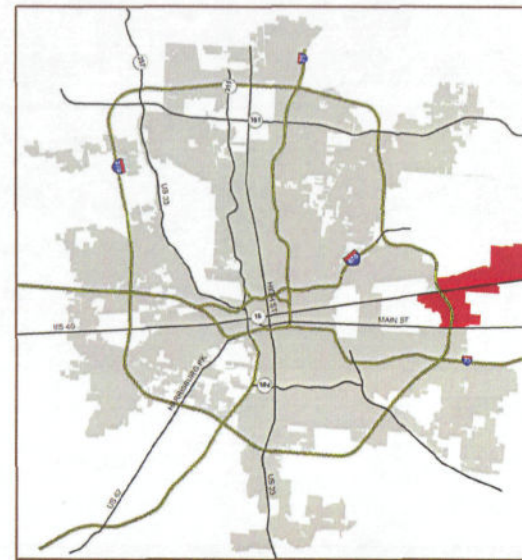
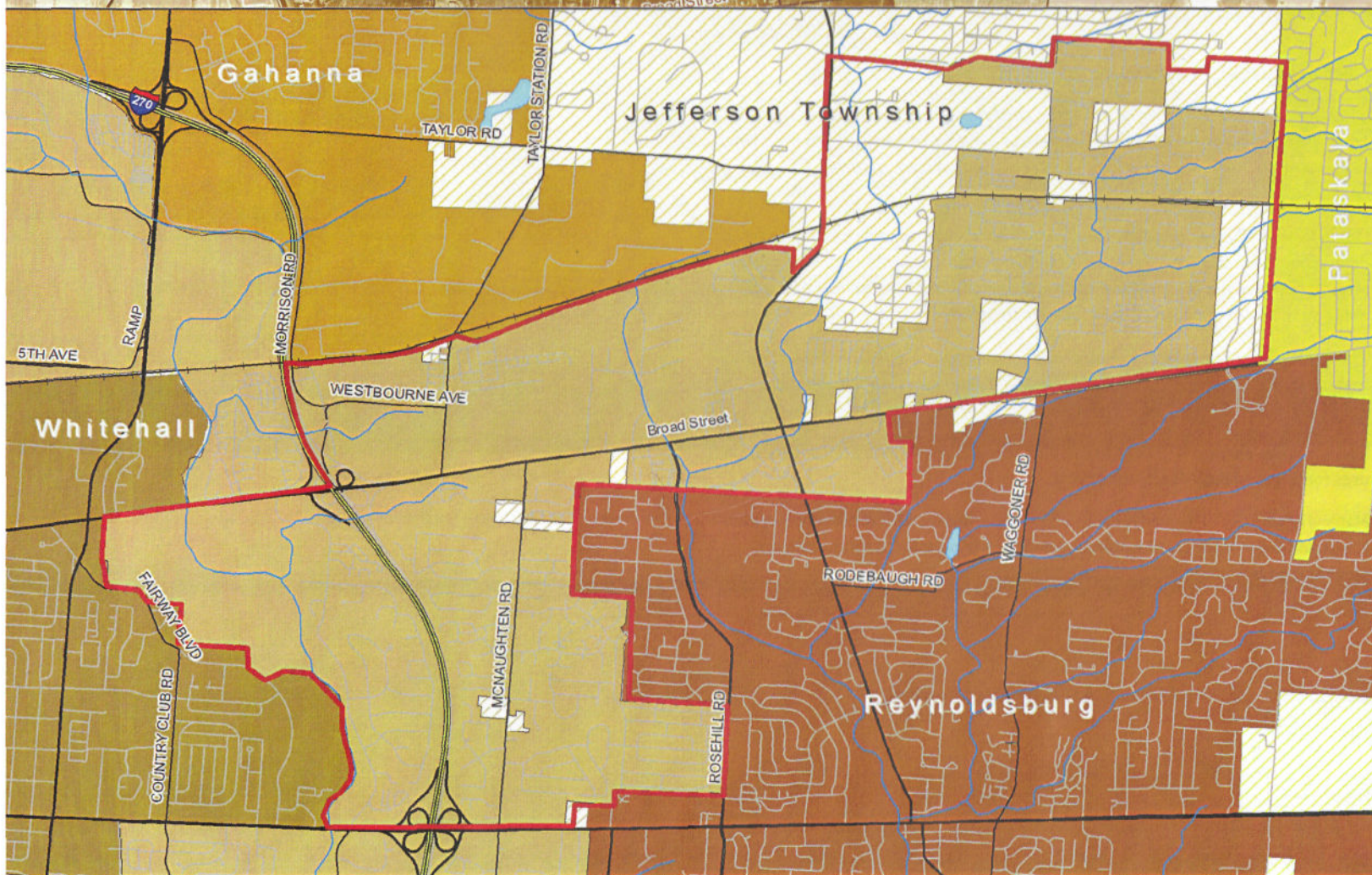


FIGURE 1: PLANNING AREA LOCATION



Jurisdictions

Legend

- Planning Area
- Columbus

City of Columbus
Department of Development
Planning Division

June 2010



FIGURE 3: JURISDICTIONS

Introduction

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, demographics, and other factors that influence future development. The section concludes with a summary of two important pieces of public input in the planning process- stakeholder interviews that were conducted in the early stages of the process and a summary of the top priorities identified by the community at a public workshop for the plan.

Demographics: (Year 2000 US Census Data)

The Broad-Blacklick planning area includes 22,259 residents and 9,583 households (Table 1). The planning area is younger in comparison to the city as a whole with over 40% of its population between 30 to 59 years of age, compared to Columbus overall at 35.5%. The population increased slightly from 1990 to 2000 while the number of households rose substantially (23%).

A further examination of new building permits in the City of Columbus from 1994-2006 depicts a spike in growth from 2001-2002 and again in 2005, as portrayed in Figures 4 and 5. This data also demonstrates that the majority of the growth is new residential and has occurred in the eastern portion of the planning area. Although not as extensive, there has also been growth in the western portion of the area. Development activity has significantly declined during last 2 years.

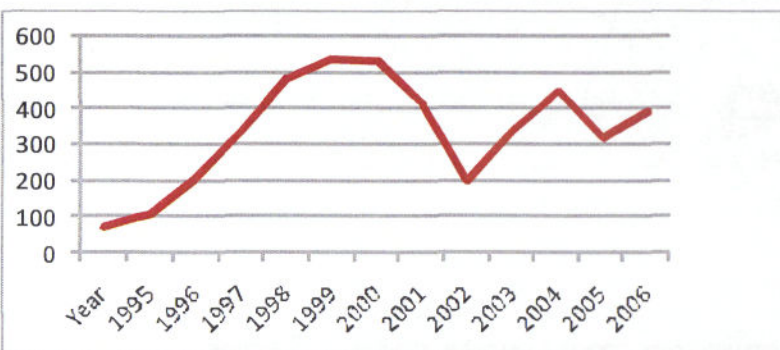


FIGURE 4: BUILDING PERMITS

Population	1990	2000	Change	Percent Change
Total	21,706	22,259	553	3%
Female	11,068	11,725	657	6%
Male	10,638	10,534	-104	-1%
Households	7,819	9,583	1,764	23%
Average Household Size	2.76	2.49	.27	10%
Race & Ethnicity				
White	19,924	16,948	-2976	-15%
Black	1,274	4,004	2730	21.4%
Asian or Pacific Islander	427	610	183	43%
Other Race or Mixed Race	81	697	616	88%
Age				
≤ 14 years of age	4,969	4,574	-395	-8%
15-29 years of age	4,349	5,442	1093	25%
30-59 years of age	9,911	9,040	-871	-9%
60+ years of age	2,477	3,203	726	29%
Housing Occupancy				
Renter Occupied	2,047	3,904	1857	90%
Owner Occupied	5,772	5,679	-93	-2%

TABLE 1: DEMOGRAPHICS

Employment

According to the Reference USA Database, there are over 17 different employment categories with 820 businesses in the planning area. The businesses are distributed throughout the planning area with some clusters along East Broad Street, Main Street and Reynoldsburg-New Albany Road. The Healthcare and Social Assistance category is by far the largest with 423 businesses, 52% of the total (Table 2). This can be explained by the presence of Mount Caramel East Hospital and ancillary offices.

The employment table 3 follows a different pattern as compared to number of businesses. The top two categories within two tables are the same with similar percentage. It is important to note that over 5,000 individuals are employed in the Healthcare Industry in the planning area.

Industry	Businesses	Percentage	Industry	Employment	Percentage
Health Care and Social Assistance	423	51.59%	Health Care and Social Assistance	5010	49.8%
Retail Trade	68	8.29%	Retail Trade	1199	11.9%
Other Services (except Public Administration)	51	6.22%	Accommodation and Food Services	958	9.5%
Construction	45	5.49%	Manufacturing	476	4.7%
Professional, Scientific, and Technical Services	41	5.00%	Wholesale Trade	434	4.3%
Wholesale Trade	35	4.27%	Construction	326	3.2%
Accommodation and Food Services	35	4.27%	Professional, Scientific, and Technical Services	292	2.9%
Real Estate and Rental and Leasing	27	3.29%	Arts, Entertainment, and Recreation	261	2.6%
Administrative and Support and Waste Management and Remediation Services	25	3.05%	Other Services (except Public Administration)	221	2.2%
Manufacturing	20	2.44%	Administrative and Support and Waste Management and Remediation Service	211	2.1%
Finance and Insurance	13	1.59%	Educational Services	183	1.8%
NA	10	1.22%	Real Estate and Rental and Leasing	177	1.8%
Information	10	1.22%	Finance and Insurance	150	1.5%
Educational Services	7	0.85%	Transportation and Warehousing	58	0.6%
Transportation and Warehousing	6	0.73%	Information	56	0.6%
Arts, Entertainment, and Recreation	3	0.37%	Agriculture, Forestry, Fishing and Hunting	39	0.4%
Management of Companies and Enterprises	1	0.12%	Management of Companies and Enterprises	1	0.0%
Total	820	100%	Total	10052	100%

TABLE 2: BUSINESSES

TABLE 3: EMPLOYMENT

Population, Housing, and Employment Forecasts

The Mid-Ohio Regional Planning Commission (MORPC) has estimated that by 2030 the East Broad corridor population will have dropped by 3.5% from its 2000 level, the number of housing units will have increased by 7.1%, and the total employment within the area will have increased by 15.6%. It should be noted that these figures are, in fact, projections and that the previous lack of a development plan for the area plays a role in their estimation.

Annexation History

The majority of the planning area lies within the City of Columbus. The area was annexed to Columbus beginning in 1965 with the bulk of annexations taking place by the mid 1960's. Infill annexations continue to take place.

Opportunities and Constraints

This section summarizes the key physical attributes of the planning area that may influence development. Opportunities typically include locations, circumstances, or situations that may allow for physical and other future improvements in the planning area. Constraints may be environmental factors, ownership patterns, or other existing circumstances that serve to set realistic limits on possibilities for the area's future. Both were identified by existing documents, stakeholder interviews, site analysis and additional analysis during the core of the planning process.

One of the most important opportunity corridors is East Broad Street, shared with the city of Whitehall to the west and City of Pataskala to the east. The corridor is comprised of a number of retail commercial businesses and major employers such as Mount Carmel Hospital that serve both regional traffic from I-270 and residents of adjacent neighborhoods. There is no uniformity of design for any new development and existing development and the area is not pedestrian friendly.

Waggoner Road is an important north-south corridor in the area. It is predominantly comprised of residential developments with commercial development at the intersection with Broad Street. Similar to East Broad Street, this corridor lacks consistent setbacks and design. It is also very challenging for residents to walk or bike using this corridor.

The planning area includes a significant amount of open space. These areas are located primarily along the Big Walnut and Blacklick creeks, with additional large open spaces located in the eastern portion of the planning area. Ownership patterns and public accessibility varies for these spaces.

Natural resources are also present throughout the area in the form of streams, wetlands and woodlands. These resources can be preserved and enhanced as new development occurs, providing opportunities for passive recreation. A lack of public access demonstrates a need for stronger connection to these resources.

Potential gateway locations include several entrances to Broad-Blacklick planning area provide opportunities to establish gateways giving the area its own unique image and identity. Also, the plan is an opportunity to help preserve and enhance many distinct neighborhoods.

Existing Land Use

The Broad-Blacklick planning area land use is depicted in Table 4 and Figure 8. Residential uses comprise 52% of the land area while job-oriented land uses account for approximately 7.4%. Parks and Open Space along with vacant land total around 20%.

The residential makeup of the planning area is predominantly single family, distributed throughout the area while multifamily uses are concentrated along Broad Street. Institutional uses, including a library, recreation center, schools, churches, social service agencies and governmental uses are found throughout the planning area.

Broad Street has a wide mix of retail, commercial, and office uses. The majority of commercial uses are located along Broad Street mainly in the form of auto-oriented shopping malls and stores. Mount Caramel forms a large cluster of healthcare related uses on Broad Street. Several offices in the planning area are related to the healthcare industry because of closeness to this regional hospital. Industrial uses are north of Broad Street and west of Reynoldsburg-New Albany Road.

Parks and open space comprise approximately 8% of the planning area. Although there are no larger recreation and parks facilities within the planning area, the smaller, neighborhood-based open spaces are well distributed.

Land Use Category	Acres	Percentage
Residential	2554.12	52.95%
Vacant	563.15	11.68%
Commercial	446.94	9.27%
Parks and Open Space	404.27	8.38%
Industrial	357.72	7.42%
Institutional	252.15	5.23%
Agriculture	118.28	2.45%
Office	79.87	1.65%
Utilities and Railroads	46.68	0.97%
Total	4823.20	100%

TABLE 4: EXISTING LAND USE

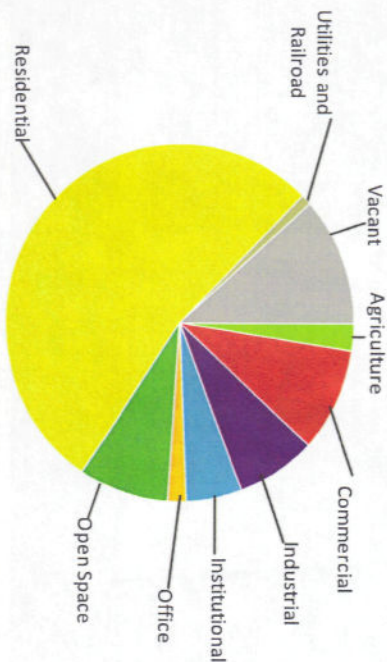


FIGURE 8: EXISTING LAND USE

Existing Zoning

Similar to existing land use, the majority of the area is zoned single family residential (Table 5 and Figure 10) representing 50% of the land area. Another 24% of the planning area is zoned multifamily residential. In general, these zoning categories allow not only residential uses but also houses of worship, schools, parks, libraries, and the like.

In addition, the east side of I270 and north of Broad Street is zoned for manufacturing representing 543 acres. The Broad Street corridor has clusters of commercial zoning. The portion of Jefferson Township in the planning area is zoned under the Township zoning resolution.

Zoning Category	Acres	Percentage
Columbus		
Commercial	462.21	11.73%
Institutional	22.79	0.58%
Manufacturing	542.71	13.77%
Multi-family	926.68	23.51%
Single Family	1986.61	50.41%
Total	3941.01	100%
Jefferson Township		
Community Service	4.16	0.40%
Residential	725.79	70.30%
Government	127.71	12.37%
Industrial	111.40	10.79%
Commercial	61.17	5.93%
Suburban Office and Institutional	2.12	0.21%
Total	1032.35	100%

TABLE 5: EXISTING ZONING

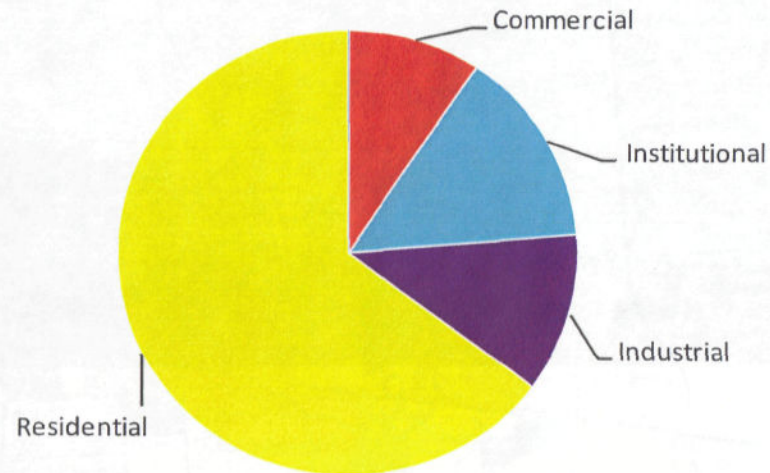


FIGURE 10: EXISTING ZONING



Urban Form

Density

Housing patterns in the Broad-Blacklick planning area consist primarily of single family homes at a density of about 1 to 4 dwelling units per acre. Higher density housing (at about eight units per acre) is located, to some extent, in all parts of the area, with most found in the more recently developed portions.

Gateways

While some individual neighborhoods in the area have signs indicating entry points, there is a lack of gateway identification for the area as-a-whole. In fact, the Broad-Blacklick planning area has not traditionally been considered a single entity due to the many corridors dividing it: streams, I-270, railroad right-of-way, Broad Street etc.

Considerable attention would be needed to provide the area with a cohesive, unique identity distinguishing it from municipal neighbors and other parts of Columbus. It is currently often difficult to determine when one is within the Columbus corporate limits or in Gahanna, Pataskala, Whitehall or Reynoldsburg, for instance. Possible gateway locations exist along all major streets crossing the planning area. (see Opportunities and Constraints map).

Special treatment should be given to the eastern and western gateways into the East Broad community at the city limits. The western gateway is located at Big Walnut Park, just west of Noe-Bixby Road.

Corridors

The planning area's northern border is more than four miles long and several other roadways intersect it at Havens Corners Road. These include: Taylor Station Road, Reynoldsburg-New Albany Road, and Waggoner Road.

Broad Street also serves as the principal east-west arterial within the area and Main Street is a major arterial along its southern border. I 270 cuts through the planning area north south.

Noe Bixby Road is another north south corridor within the planning area which has been classified as an Urban Scenic Byway.

Broad Street and Reynoldsburg-New Albany Road each are fronted by a variety of land uses ranging from residential to office and retail to institutional.

Nodes

Activity nodes (points of concentrated public activity) exist primarily at Mount Carmel East Hospital and other major businesses within the planning area.





Capital Improvements

The Capital Improvements Program is a compilation of the City's infrastructure investment priorities for a six-year period. It includes individual projects as well as categories of projects. Allocations and schedules are subject to change due to such issues as funding availability, right-of-way acquisition, and work flow. Those interested in specific projects should contact the implementing department or division to determine the current status. CIP projects for the Broad-Blacklick Planning Area are in the Table 7.

Category	Name	Status
Stormwater	Olde Orchard Stormwater System Improvements - Phase 2	Design
Stormwater	Eastside Neighborhood SSI Phase I (Brice Road)	RFP
Stormwater	Eastside Neighborhood SSI Phase I (Farms Drive)	RFP
Stormwater	Olde Orchard Stormwater System Improvements - Phase 2	Design
Stormwater	Olde Orchard Stormwater System Improvements - Phase 2	Design

TABLE 7: CAPITAL IMPROVEMENTS PROJECTS

Community Facilities

Community facilities within the planning area are shown in Figure 14.

Mount Carmel is the largest community facility within the planning area and serves as regional health center. In addition to the hospital, there is an urgent care center, a fire station and a post office within the planning area. This area is served by schools in close vicinity but not within the planning area. A public library is just south of the planning area.

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 source of the increased volume of stormwater is an increase in development and non-pervious surfaces. There have been extensive changes in the landscape from agricultural to residential areas and businesses. Stormwater retention ponds from housing developments were not designed to reduce volume, and there is a lack of floodplain to dissipate the energy of the flow. The Woods at Jefferson and Creek-stone subdivisions do not have stormwater infrastructure to address stormwater volume or water quality. (*Blacklick Watershed Action Plan*)

Natural Environment

Parkland and Protected Open Space

The vast majority of parkland and open space in the area is privately held including the 233-acre Columbus County Club Golf Course, Shepherd's Corner on Waggoner Road and Forest Lawn Cemetery. A few smaller parks are distributed within the planning area (Table 8). Jefferson Township offers 4 park facilities but none of those are within the planning area. Other than that, there are clusters of tree cover within the planning area but no other public parkland and no recreation centers. The airport golf course and Big Walnut Park are very close to the planning area.

Name	Acres
DYSART RUN AND E BROAD PARKLAND	6,581
DYSART RUN PARKLAND	7,444
JEFFERSON WOODS RAVINE	6,358
WAGGONER CHASE PARKLAND	5,163
JEFFERSON WOODS PARK	1,861
REYNOLDS CROSSING PARK	4,418
BIG WALNUT - OTTOWA PARKLAND	1,387
CREEKSTONE PARKLAND	7,246
CRAWFORD FARMS PARK	3,598

TABLE 8: COLUMBUS PARKS

Tree Cover

Aerial photography and windshield surveys indicate many areas of significant mature tree cover most of which are privately held. They are along the Blacklick and Big Walnut creek corridors; in older, more established residential neighborhoods; and, in some locations, serving as buffers between I-270 and adjacent residential areas. Many mature individual trees are scattered throughout the planning area. Figure 15 shows only those locales where major stands of trees currently exist.

Floodplains, Slopes, and Wetlands

The Broad-Blacklick planning area is generally quite level, interrupted with minor changes in slopes and topography along the stream corridors. Floodplains extend the greatest distance adjacent to Blacklick and Big Walnut Creeks, and to a lesser extent along other tributaries. Many low-lying areas of potential wetlands exist within the floodplain, as well as in a few scattered areas somewhat distant from streams. Figure 15 provides more detail as to the location of these natural features.

Streams

Blacklick Creek flows in a southerly direction from its headwaters in western Licking, southern Delaware and northeast Franklin counties. The creek flows past the Village of Blacklick and through the City of Reynoldsburg before turning southwest and joining Big Walnut Creek at the Alum Creek confluence in southeast Franklin County.

Blacklick Creek is approximately 31 miles long and drains into an area of 61.3 square miles. The Blacklick Creek basin is comprised mainly of small headwater streams flowing into the main stem. Blacklick Creek is located in the Eastern Corn Belt Plains (ECBP) ecoregion of Ohio. The gently rolling glacial till plain comprising the ECBP ecoregion is broken by moraines, kames and outwash plains. Local grade is generally less than 50 feet. Soils derived from glacial till materials contain substantial amounts of clay and soil drainage is often poor. Many of the smaller streams in the ECBP ecoregion have been channelized to assist soil drainage.

Roughly 29% of riparian corridors in the Blacklick watershed are preserved and protected. However, most of the tributary riparian corridors in the developed areas are not protected. More uniform regulations are needed to protect the stream corridor, wetlands, and highly erodible lands. Causes of impairment in the Blacklick Creek main stem were attributed to ammonia, nutrients, pathogens, and organic enrichment. Sources of these pollutants were attributed to agricultural runoff, and to point source discharges from wastewater treatment plants tributary to Blacklick Creek. Recreational use impairment was attributed to these same sources. (*Blacklick Creek Watershed Action Plan, 2009, MORPC*)

Public Input

Planning Division staff interviewed stakeholders representing various interests in the planning area to clarify the perspectives and priorities of the community. Stakeholders are persons with personal, business, or other strong interests in the future of the community.

In general, interviewees felt very favorably about many aspects of the planning area but also had concerns over some aspects of the aging physical environment. Highlights of the interviews include:

- Well served market in terms of fast food restaurants, and day to day necessities, however, there is a lack of consistent development quality on major commercial corridors.
- Land use mix in certain areas has inadequate buffering/landscaping.
- Commercial corridors are unsafe for traffic and pedestrians.
- Protect the existing character of the residential areas from inappropriate commercial and industrial development.
- Preserve remaining natural resources and incorporate them for passive recreation.
- Provide community facilities such as parks.
- Need for sidewalks and trails connecting residential neighborhoods and commercial development and also to take advantage of natural resources.
- Need better stormwater management practices especially for older residential neighborhoods.
- Need better blending of development standards between the City of Columbus and its adjacent jurisdictions.
- Pockets of commercial and industrial development do not contribute to streetscape.
- Lack of definitive gateways for area.
- Lack of identity for its neighborhoods.
- New construction should fit in with the Broad Street corridor to improve the look and feel of the corridor.
- Need to improve the appearance of older residential areas.
- Need more street trees and landscaping along the commercial corridors.
- The area's location near Downtown, Port Columbus, and major freeways was seen as a big plus.
- The uninviting environment for pedestrians, cyclists, and users of public transit was cited as a significant negative. The private automobile dominates the area's transportation system. Walking and cycling were seen as rare. Some specific locations need sidewalks.
- A number of interviewees had strong concerns about excessive automobile speeds, even within residential subdivisions.
- Gateways to individual neighborhoods or subdivisions were mentioned but the area as a whole was not perceived as having strong gateway locations that establish a unique, positive image for the community.



Introduction

The Plan Recommendations Element is organized around six development principles and is an outgrowth of staff analysis and guidance from public input. The development principles, policies, and guidelines/strategies are consistent with overall City of Columbus development-related policies. 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

Development Principle 1

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

Land use defines how a property and/or a building is used. For neighborhoods to be sustainable over the long term, it is critical that a vibrant mix of uses is provided to ensure stable property values and provide for the needs of the residents for goods and services. Land use is the central element of the Broad-Blacklick Area Plan. The resulting future land use map and accompanying policies (collectively referred to as the land use plan) are the tools that will guide development and redevelopment in the Broad-Blacklick Area. A land use plan also provides the legal basis for zoning.

To determine the future land use for the Broad-Blacklick 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.

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.

Policy

New Development and redevelopment should be consistent and compatible with the land use, density and pattern of the surrounding area.

- Infill development within existing areas should be consistent with the future land use map.
- Non-residential uses are generally not appropriate in existing residential areas except where designated on the future land use map.
- New development and redevelopment should provide features that contribute to a healthy lifestyle, encourage social interaction and sustain property values such as sidewalks, trails, bicycle paths, and open spaces.
- Redevelopment and reuse of vacant and underutilized sites for commercial and office is recommended.
- New residential housing should offer a range of housing types, sizes, and price.



Broad-Blacklick Area Plan

Classification	Typical Density	Description
Low Density Residential	2 to 4 du/acre	This classification is characterized by single family residential development in the form of subdivisions served by centralized utilities.
Medium Density Mixed Residential	4-12 du/acre	This classification of residential development is common in older neighborhoods and can include single-family, doubles, and townhouses. In suburban areas, this category is characterized by townhouse and condominium development as well as smaller lot single-family. New development should
High Density Residential	12 to 30 du/acre	This classification is intended for multi-story multifamily housing in specific areas where high density is considered appropriate, such as the primary corridors of older neighborhoods. Each development application must be reviewed on a case by case basis, be judged on its own merits, and must
Commercial	10,000-12,500 sf/ac	The Commercial classification supports retail, office, or institutional uses that serve multiple neighborhoods. Gas stations built to Community Commercial Overlay design standards may be supported. Commercial uses should be located along arterials and at key intersections. Large scale shop-
Mixed Use		The classification includes commercial such as retail and or office on the lower floors and residential units on the upper floors encouraging more pedestrian friendly experience.
Industrial (Light)	12,500 sf/ac	Light industrial uses should be located in older industrial areas, within industrial parks, and in limited locations on major arterials but not within close proximity of residential uses. Typical uses include light assembly, fabrication, and related uses.
Employment Center	10,000-15,000 sf/ac	This classification is intended for business and professional offices, technology park clusters, research and development, light industrial operations, and visitor service establishments, with retail only as a secondary use.
Office	15,000 sf/ac	Office uses should be located at major intersections, sites with freeway visibility, in mixed use buildings, or as a transition between residential and non-residential development. Office uses are also expected within Mixed Use and Commercial designations as secondary uses.
Institutional	N/A	Institutional uses include schools, government property, and houses of worship. These uses should be located on major arterials, in nodes of commercial activity, and within neighborhoods but only along arterials or collectors provided sites are sufficiently large to accommodate on-site parking.
Parks	N/A	Parks should be integrated into residential neighborhoods and/or located adjacent to preserved open spaces. Parks are either publicly- or privately-owned recreational facilities and include golf courses.
Open Space	N/A	Open space should be conserved lands that are not suitable for development, such as the floodway, wetlands, major wood stands, steep slopes and ravines, and species habitat. These are natural areas that do not provide recreational facilities.
Utilities and Railroads	N/A	Utilities and railroads should be located in existing locations.

TABLE 9: LAND USE PLAN CLASSIFICATION

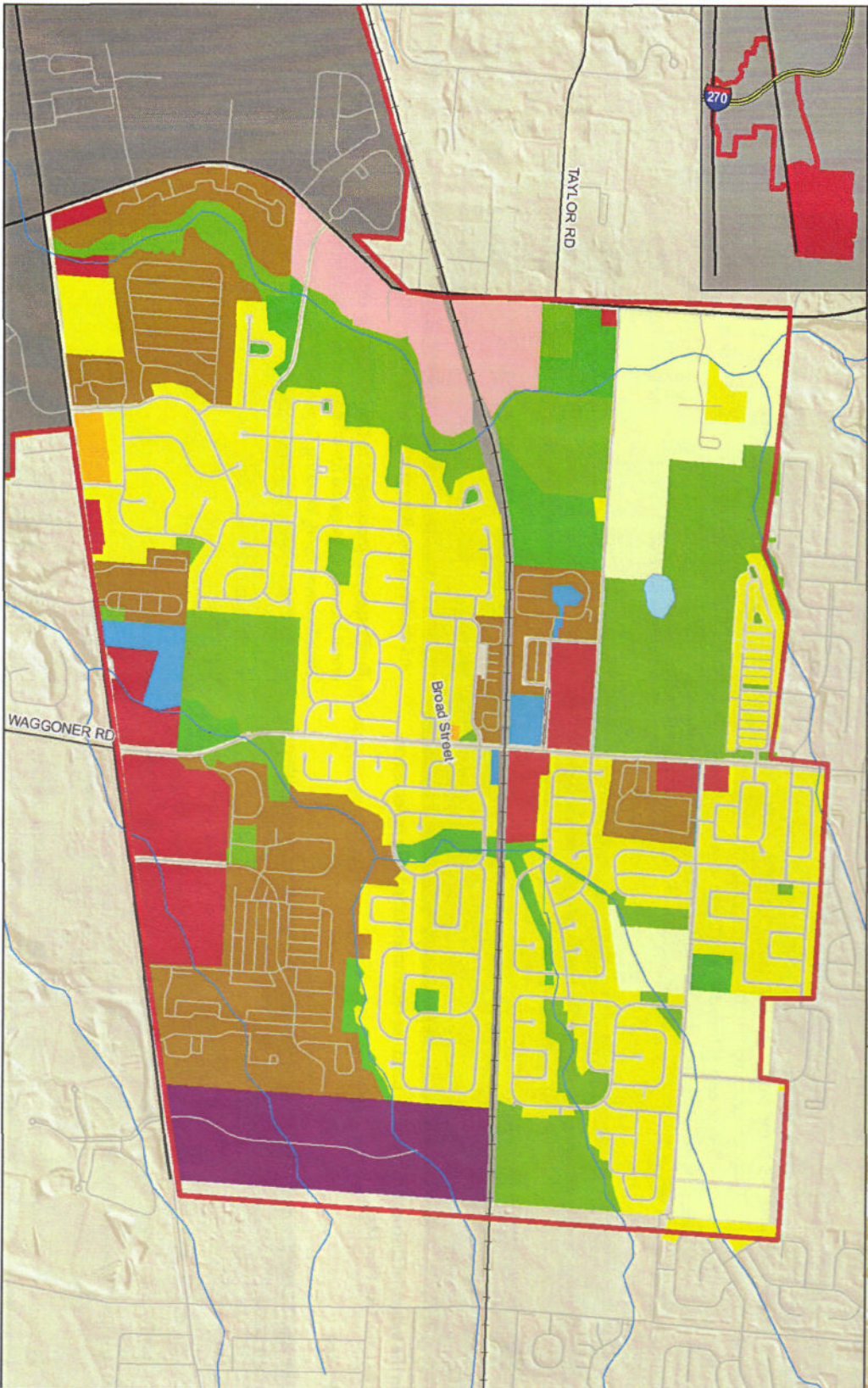


FIGURE 17: BLACKLICK SUBAREA

Blacklick Subarea

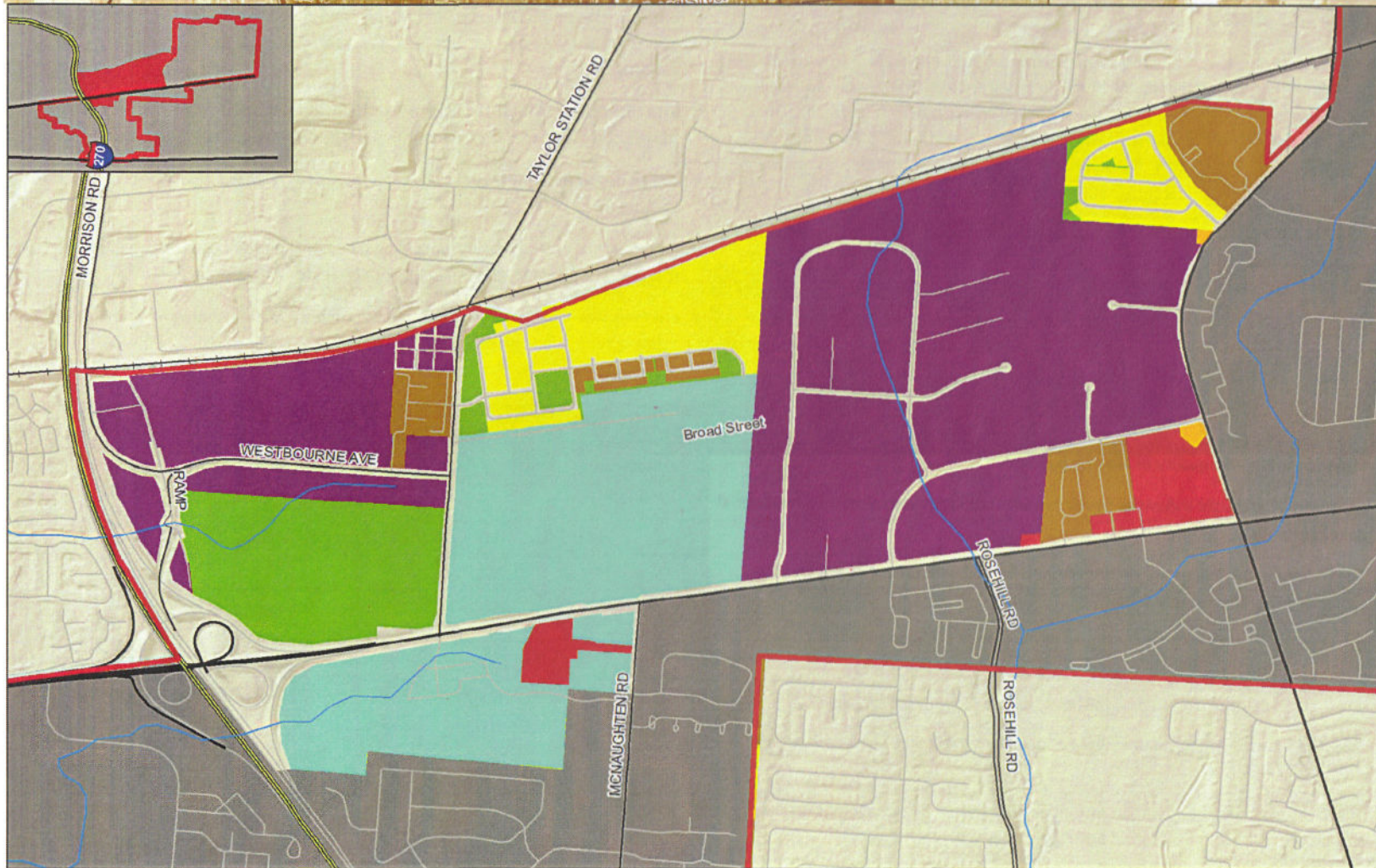
Future Land Use Plan



City of Columbus
Department of Development
Planning Division

June 2010





Broad Street Employment Subarea Future Land Use Plan

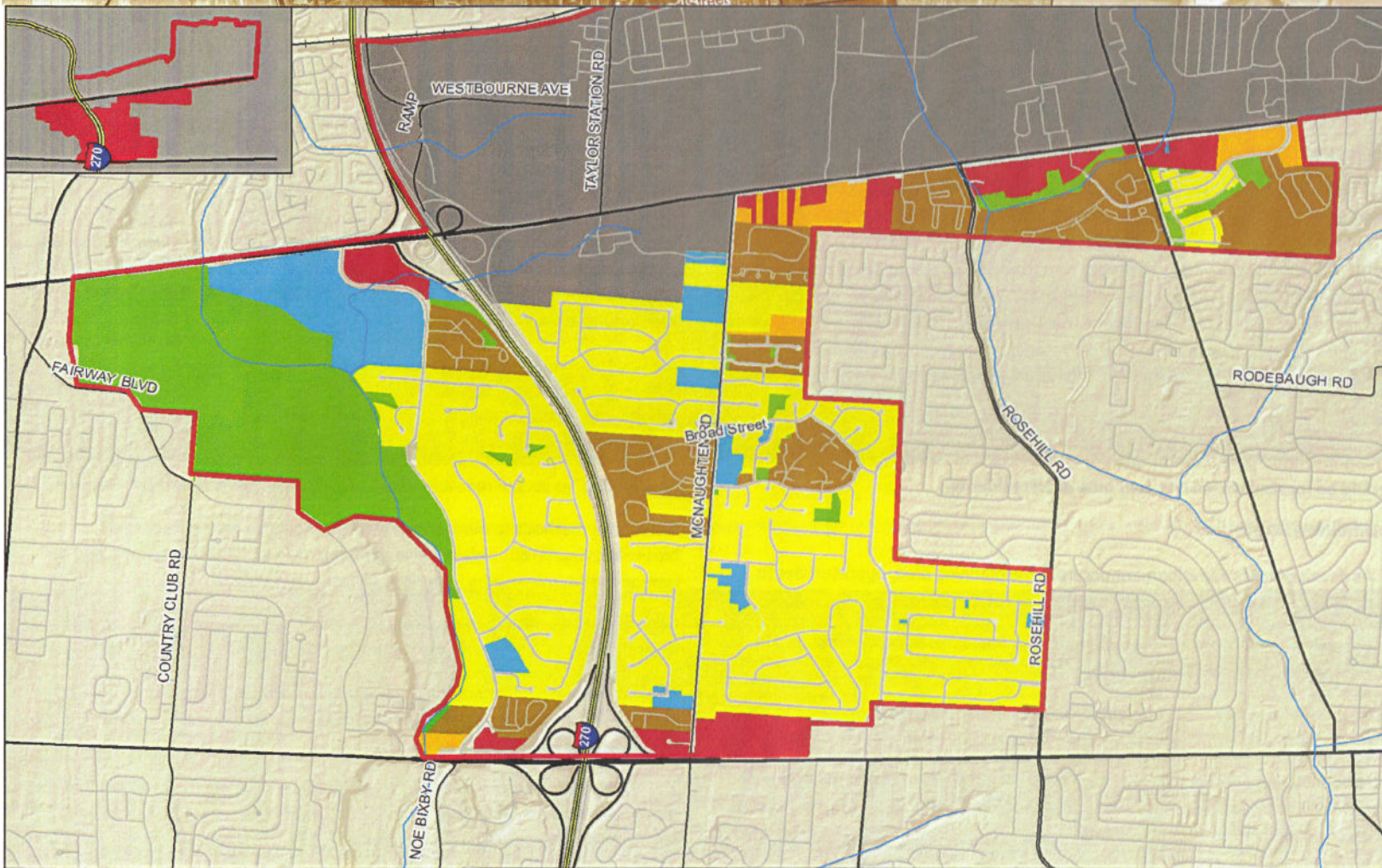
Legend	
 Planning Area	Land Use Plan Classification
 Commercial	 Industrial (Light)
 Employment Center	 Mixed Use (Neighborhood)
 Office	 Institutional
 Mixed Use	 Low Density Residential
	 Medium Density Residential
	 High Density Residential
	 Open Space
	 Parks
	 Utilities and Railroads

City of Columbus
Department of Development
Planning Division

June 2010



FIGURE 18: BROAD STREET EMPLOYMENT SUBAREA



Big Walnut Subarea

Future Land Use Plan

Legend

 Planning Area	Land Use Plan	Industrial (Light)	High Density Residential
 Commercial	Classification	 Mixed Use (Neighborhood)	 Open Space
 Employment Center		 Institutional	 Parks
 Office		 Low Density Residential	 Utilities and Railroads
 Mixed Use		 Medium Density Residential	

City of Columbus
Department of Development
Planning Division

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FIGURE 19: BIG WALNUT SUBAREA



Broad-Blacklick Area Plan

- 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.
- Developments adjacent to creeks and major tributaries should limit the paved surfaces to 25 percent of site area to avoid deterioration of stream corridors.



Plan Recommendations

- ◊ 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.
- ◊ 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 (LEED) "green" 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 with 90-percent opacity.

Policy

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

Guidelines/Strategies

- The intersections of Noe Bixby Road and Broad Street, Noe Bixby Road and Main Street, Waggoner Road and Broad Street, Broad Street and Kennedy are possible locations for gateways.
- Gateways should be defined by well-maintained infrastructure, enhanced landscaping and appropriate signage.

Policy

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

Guidelines/Strategies

- Buildings exhibiting a "corporate" architectural character of high quality materials, design and color are encouraged. 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.

- 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.
- Accessory uses should be screened from the public right-of-way and adjacent residential and institutional uses to their full height by a solid masonry wall (not cement block) wooden fence of a color or material that is complementary 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 semi trucks 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 employees to use these modes of transportation.

Policy

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 complementary signage.
- Exterior materials within developments should be complementary, 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 two feet from the front elevation of the house.
- Houses should not back onto streets, parks or natural features.

Transportation

Development Principle 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 include reduced congestion, increased public safety, health and improved air quality.

Like other areas in central Ohio, the Broad-Blacklick Area developed around the automobile. Land use patterns and the road network maximize vehicular capacity and access. At the same time, the City has recently adopted a Complete Street policy. Many of the area's main arterials and neighborhood streets don't have sidewalks or biking facilities, making pedestrian travel difficult. The Broad-Blacklick Area Plan's transportation recommendations are aimed at supplementing the existing road network with facilities for pedestrians, cyclists and transit to create complete streets.

Policy

Accommodations should be made for bicycling according to adopted bike plans.

Guidelines/Strategies

Implement the *Columbus Bicentennial Bikeways Plan*, which identifies the following projects for consideration:

Phase I: Shared use path along Broad Street.

Phase II: Shared use path along Waggoner Road and railroad tracks

Phase III: Paved shoulder along Taylor Road

Policy

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. An interconnected street system also distributes auto traffic and thereby prevents and relieves congestion.

Guidelines/Strategies

- As identified by the city of Columbus' Safewalks Program, sidewalks should be constructed on Broad Street, Noe Bixby Road, McNaughton Road, Taylor Road, Reynoldsburg-New Albany Road, Rosehill Road, Waggoner Road and Kennedy Road.
- Sidewalks should meet the minimum required width in accordance with the Department of Public Service's Standard Sidewalks and Specifications to comfortably permit side-by-side walking and to be separated from the street to promote pedestrian safety and comfort. Recommended sidewalk width for residential development is 4' and 8-12' for commercial developments.
- Opportunities to integrate pedestrian connections into new development, particularly when connecting residential areas to retail and other activity centers, should be explored.

Policy

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

Guidelines/Strategies

- Methods to relieve heavy auto traffic congestion and improve traffic flow should be explored in current problem areas. All of Broad Street and all intersections with north-south streets along Broad Street need particular attention.
- Future road improvements and enhancement projects should include pedestrian facilities, including sidewalks that are set back from the pavement, street trees, pedestrian-scaled lighting and signs, landscaping, bike racks, and street furniture where funding is available.

Industrial Uses

Development Principle 5

Minimize negative impacts of industrial uses on residential areas.

In many situations, a mix of land uses supports vibrant, sustainable neighborhoods. In others, the separation of incompatible land uses, such as homes and industry, is still necessary when the potential for adverse impacts exists. The Broad-Blacklick Area has a wide range of industrial uses within its boundaries. This includes both large and small scale operations within the central portion of the planning area. 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

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 transitions 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.
- 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.

- 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 linear feet of mound. Trees 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 complementary to the principal building should be constructed between 8 to 15 feet of the property line. Evergreen and/or deciduous trees should be planted and evenly spaced at a ratio of one tree per 20 linear feet on the outside of the wall.



Introduction

The most effective way to implement the provisions of the East Broad-Blacklick Area Plan is through the consistent and unified advocacy of the community organizations. The community will need to work in concert with the city of Columbus, Franklin County, Jefferson Township and other stakeholders, including Mount Carmel Hospital, business and civic associations, development related agencies, churches and social service agencies. 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:

Coordination and communication with the Columbus Planning Division and Franklin County Economic Development and Planning, both of which can serve as a resource to the committee in its plan implementation efforts. Other city, county and township departments/ staff may also provide assistance as necessary.

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.

Broad-Blacklick Area Plan

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
General Developer has reviewed recommendations of Broad- Blacklick Plan? Has the site plan of the project been submitted? Is the proposal consistent with the land use plan (p26)? Does the proposal follow appropriate development guidelines listed in Subareas in land use plan section?					
Natural Resources Does the proposal follow Open Space and Park guidelines (p34)? Are the natural resources preserved as per the preservation guidelines (p34)?					
Urban Design Does the proposal meet the Urban Design guidelines in terms of location and the quality of design and materials (p36)? Does the proposal follow commercial overlay standards for the locations listed in Urban Design element (p36)? Are the quality gateway features proposed (p37)? Are proposed Industrial Uses buffered following guidelines for better compatibility (p37)? Are new residential development proposal compatible in terms of density and design (p37)? Does the proposal follow quality landscaping standards (p38)?					
Transportation Are the bike connections encouraged per bike plans (p39)? Does the proposal have interconnected system for auto traffic as well as other modes of transportation (p39)? Are new street designs context sensitive and walkable (p39)? Has public transportation aspect taken into consideration (p40)?					
Industrial Uses New Industrial development shouldn't encroach existing neighborhoods and other incompatible uses (p41) Does the proposal follow appropriate buffering standards (p41)?					

Implementation



Broad-Blacklick Area Plan

Action Oriented Recommendations

Area plans also include recommendations that are action oriented. These recommendations are not utilized for the review of development applications, but are proactive in nature and require action on the part of a given area commission or civic association in cooperation with the city of Columbus and other stakeholders. The implementation element of all area plans will include a chart 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 area commission or civic association utilize the chart to prioritize the recommendations. Part of the prioritization process should include discussion with the city of Columbus 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.

All action-oriented plan recommendations are maintained in a database by the Columbus Planning Division and made available to city departments. Said database will have the capacity to be queried by plan and the year it was adopted, plan element, if recommendation is funded or not, if recommendation is a rezoning recommendation, and if the recommendation would result in a capital improvement. A section of a chart listing action-oriented related recommendations is given below for illustrative purposes.



Implementation