

The background of the slide is a photograph of a multi-story brick building, likely a government or institutional structure, with a large arched window. An American flag is flying on a tall pole in front of the building. The image has a light blue overlay.

# CITY OF COLUMBUS DEVELOPMENT COMMISSION

October 9, 2014

< < << THE  
*west* franklinton

< < << PLAN

# *The West Franklinton Plan*

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## **Purpose of the Plan:**

- To establish a planning framework for the West Franklinton Neighborhood with long-term aspirational visions and near-term action steps.
  
- Topics include:
  - Housing
  - Economic Development
  - Transportation (auto, bicycle, pedestrian)
  - Open Space Systems
  - Infrastructure and Utilities

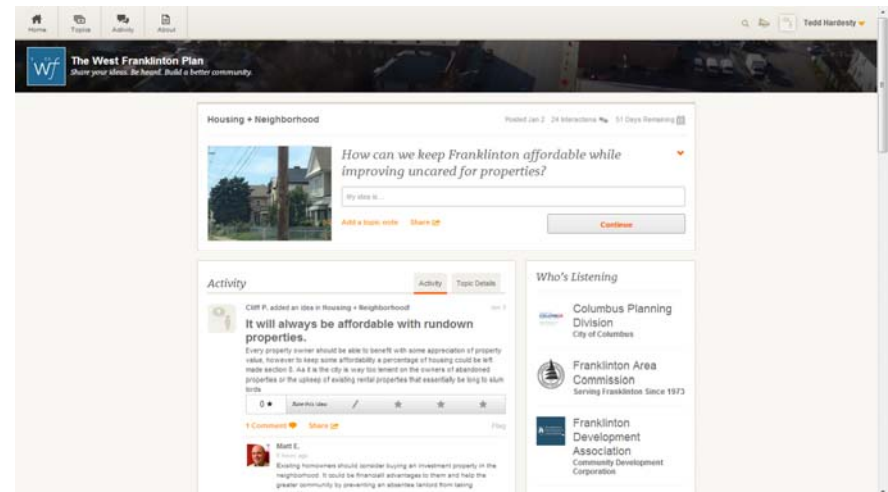


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## Public Input Process

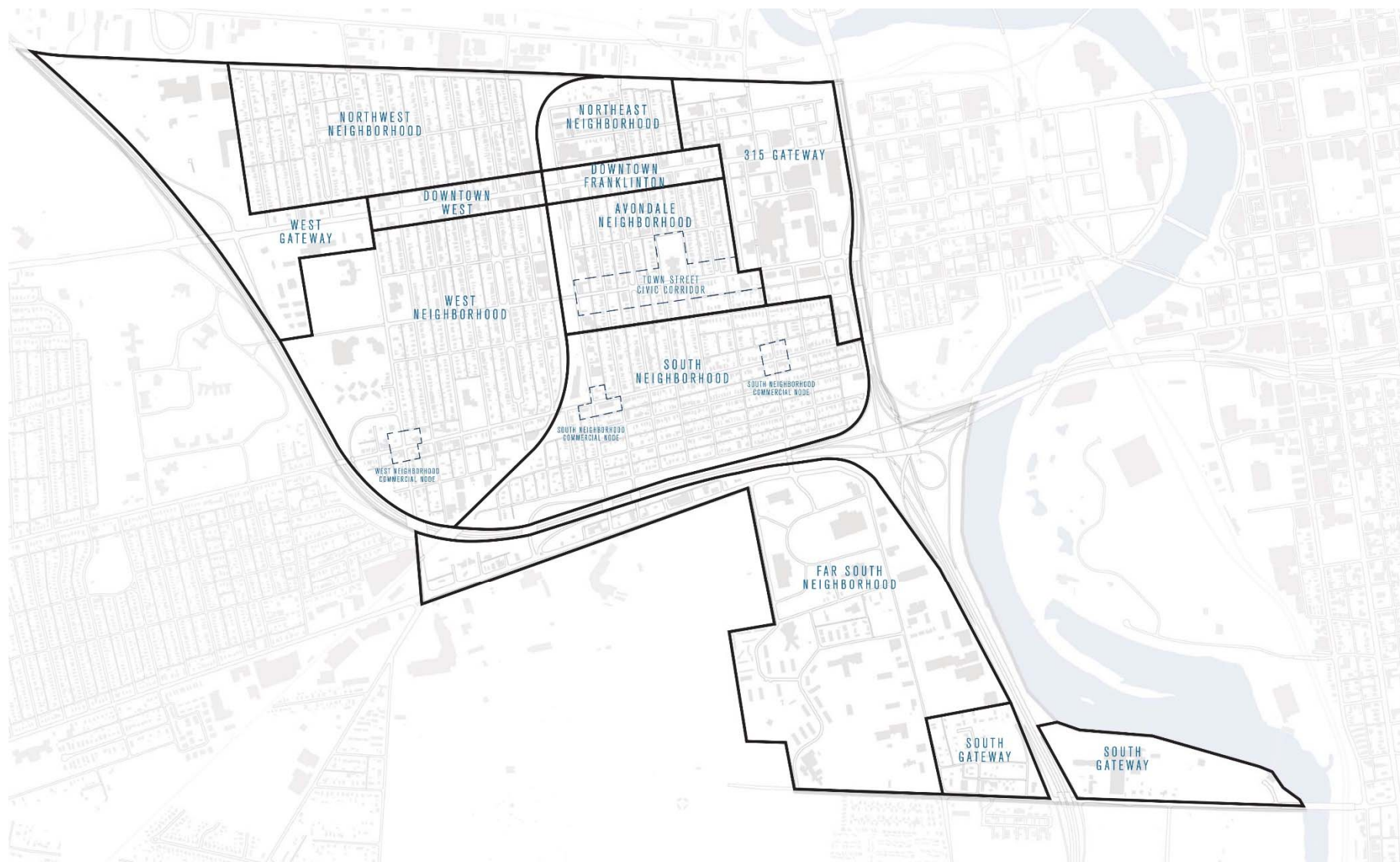
- Stakeholder Interviews
- Public Meetings
- Westfranklinton.com
- Resident Interviews
- Surveys – hard copy and electronic



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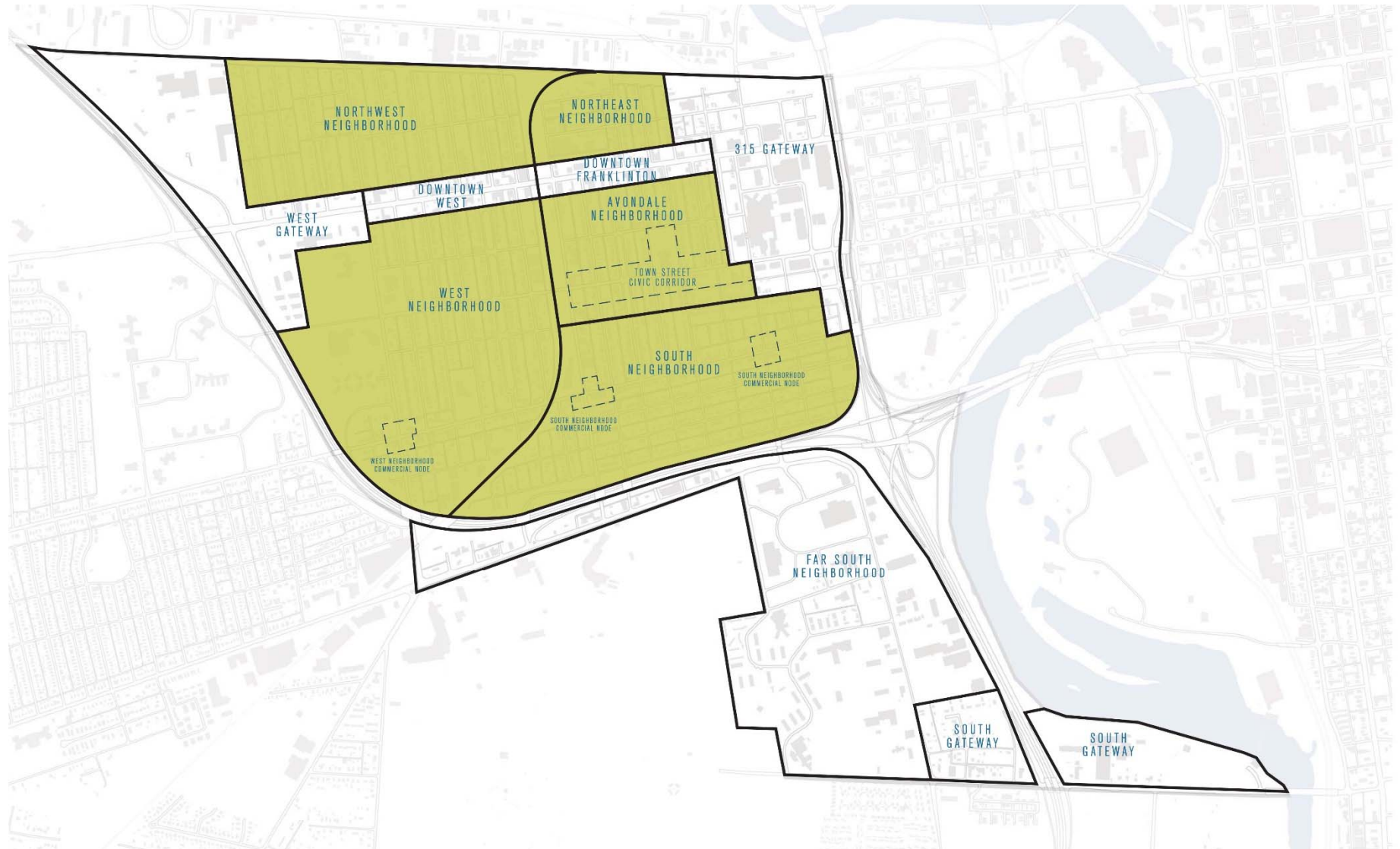
## Planning Districts



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## Established Residential Neighborhoods





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## Established Residential Neighborhood Recommendations

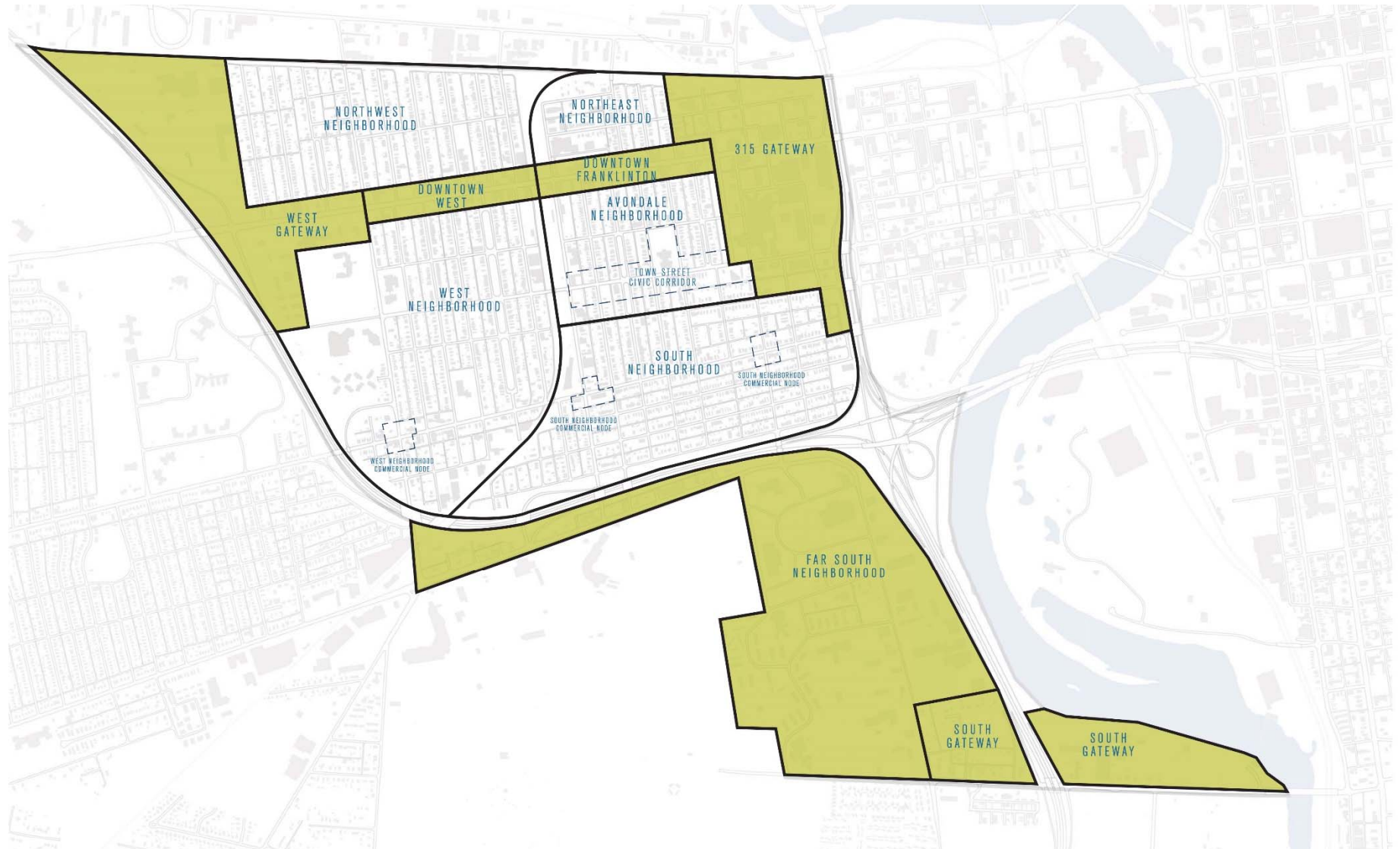
- Vacant Property Strategy
- Targeted Parkland
- Urban Infrastructure Improvements (sidewalks, curbs, street trees, alley repair, etc...)



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## Mixed-Use Districts





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## 315 Gateway



Looking southwest from north of West Broad Street and east of Souder Avenue



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## **"Downtown" Franklinton**



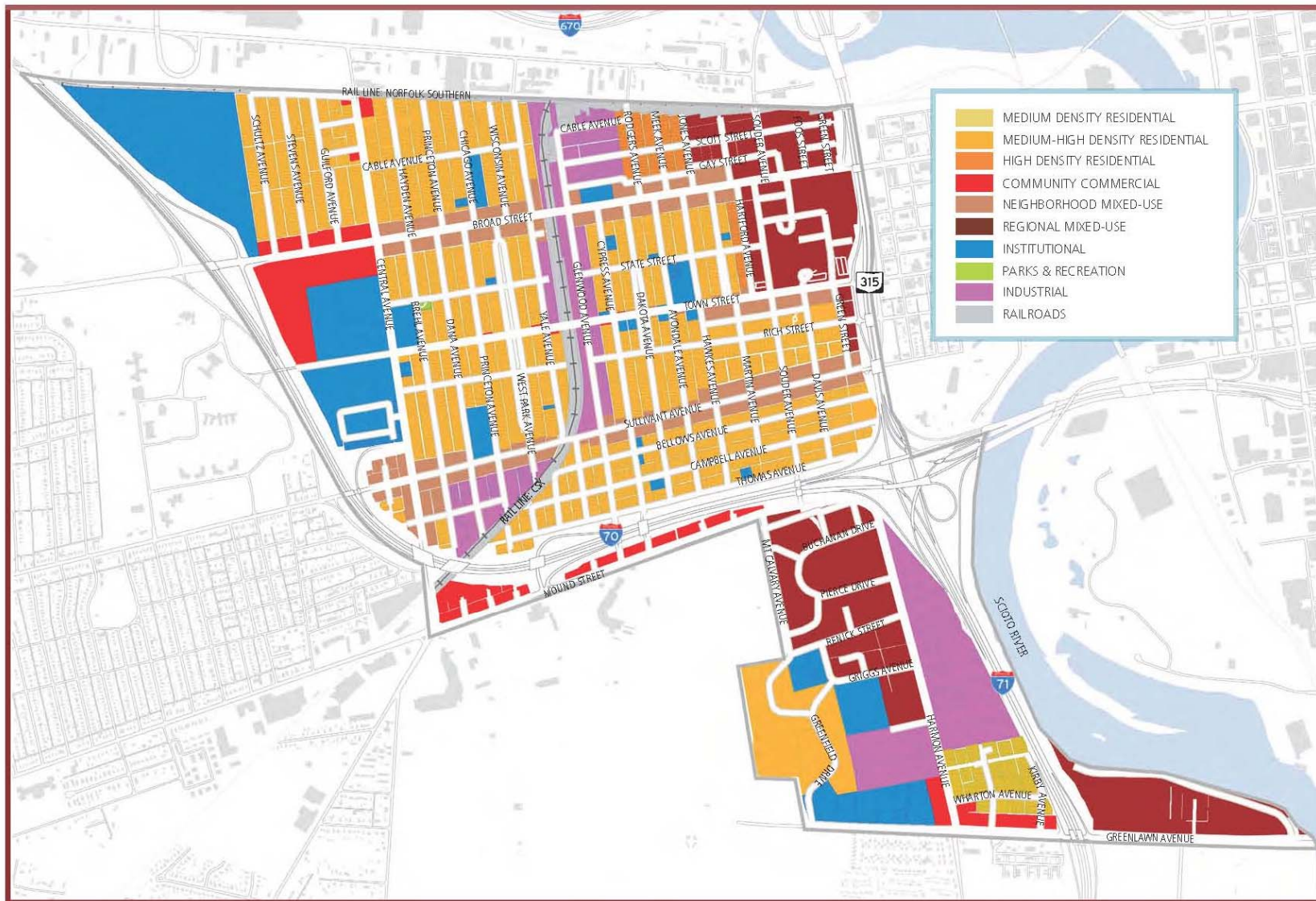
Looking east from the intersection of West Broad Street and Hawkes Avenue



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## Proposed Land Use





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## Design Guidelines

### HISTORIC RESOURCES



1. Encourage building owners/developers to preserve and rehabilitate historic buildings and architectural elements, as well as contributing buildings in West Franklinton
2. Additions to historic buildings should be complementary and not detract from the building's essential character
3. New construction should be compatible with adjacent historic districts and buildings

### COMMERCIAL AND MIXED-USE



1. Ground Floors should contribute to a lively, pedestrian-scaled environment at the street level. Retail, restaurants, personal services, cultural facilities, and similar uses are appropriate
2. Vertically mixed-use buildings are encouraged
3. Buildings should be oriented to the street on which they front
4. Setbacks should be within 10 feet of the front property line in order to reinforce the traditional pedestrian character of the commercial corridors
5. A high degree of transparency should be incorporated into ground floor spaces
6. Parking should be located to the rear of buildings or in structures that are screened from street view by commercial/mixed-use architecture. Service and loading zones should be screened from the public right-of-way

### RESIDENTIAL



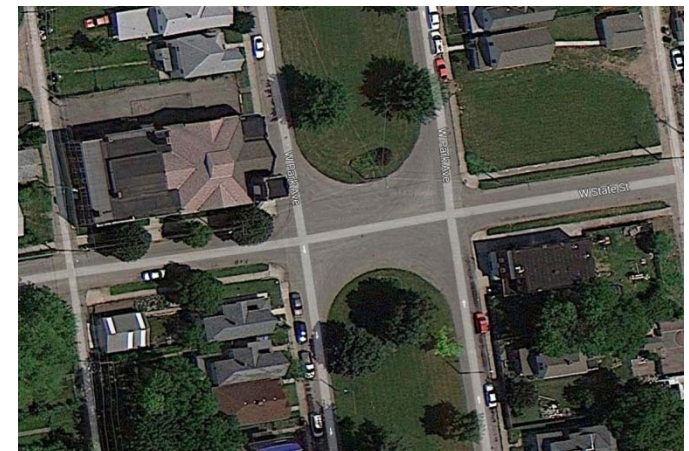
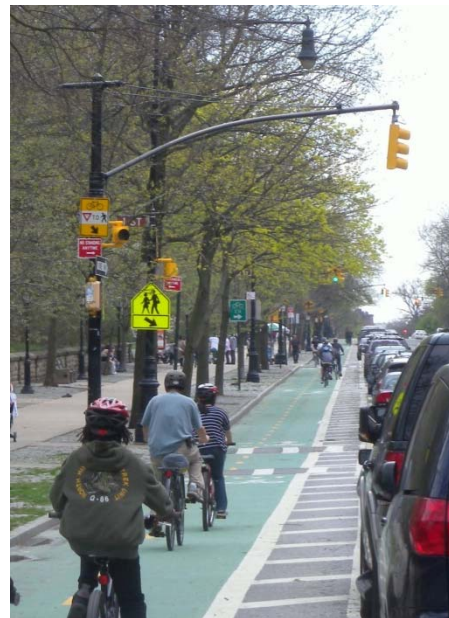
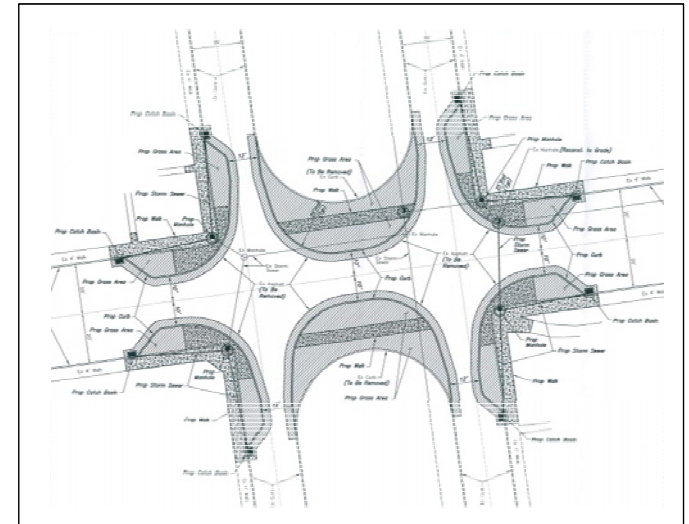
1. New single- and two-family housing should be compatible with the traditional architecture of the neighborhood. This would include height and width, building materials, front porches, roof pitch, setbacks, and the proportions, width and spacing of window and door openings
2. Vehicular access should be provided from existing alleys to the rear of lots. Additional curb cuts and street-facing garages are strongly discouraged
3. Multi-family residential should be oriented to the street frontage, and include entryways on the primary frontage. The ground level of the primary facade should include entrances, stoops, porches, or other features to ensure they contribute to the street

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## Infrastructure Improvements

- Broad Street Improvements
- Sidewalks, curb ramps, median extensions, bike facilities, etc...





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