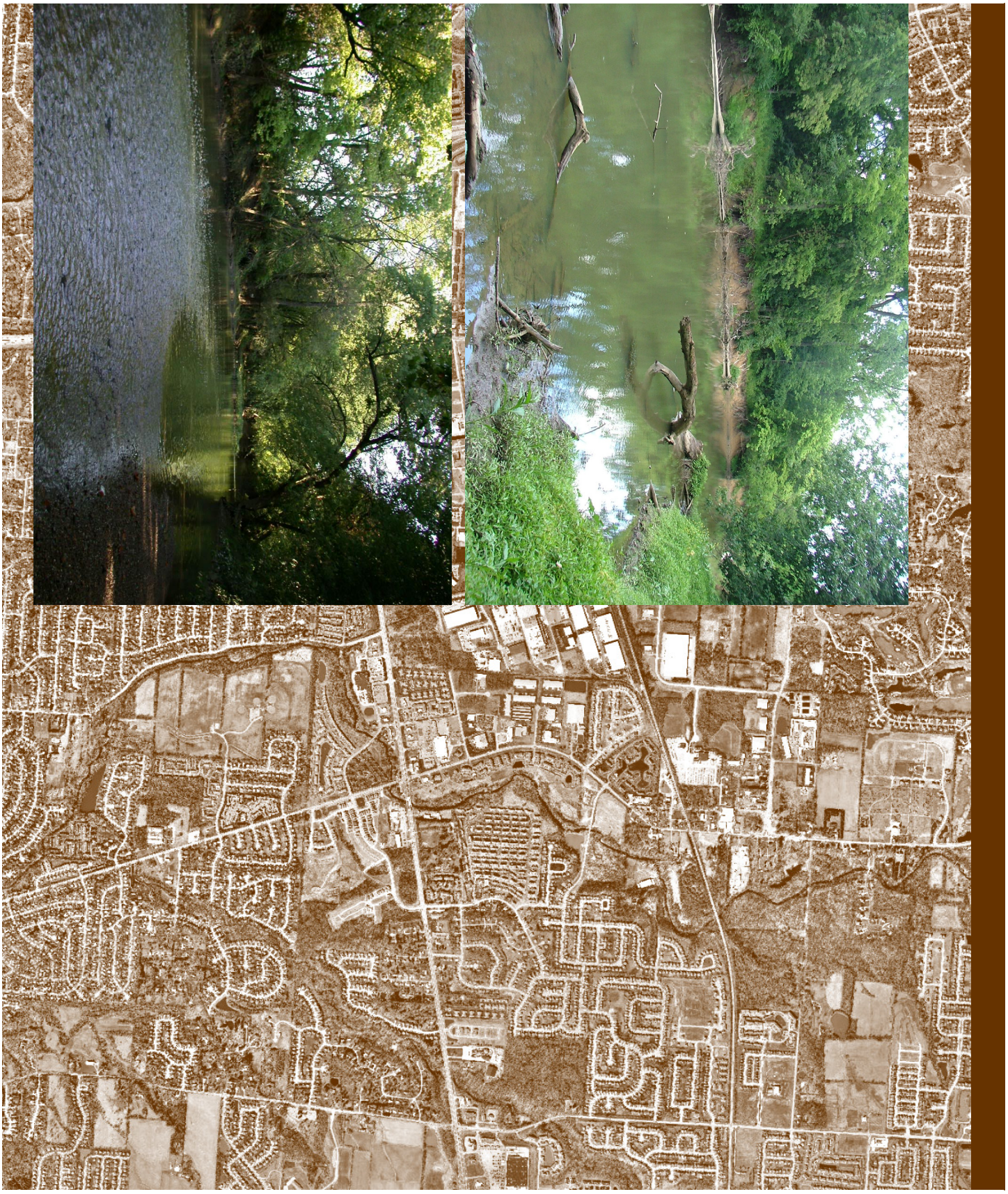

Broad–Blacklick Area Plan

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Image Sources

All images, except where noted, are from the City of Columbus Planning Division

Director's Letter

I am pleased to present the Broad-Blacklick Area Plan, adopted by Columbus City Council on September 19, 2011. On behalf of the city's Department of Development, congratulations to the residents of the planning area and the stakeholders who participated in the planning process.

Goals of the plan include: maintaining the concentration of healthcare uses in the central portion of the planning area as an employment center; establishing development guidelines for new commercial, industrial, and residential development; pedestrian and bicycle improvements to increase mobility for residents; protecting prime industrial land for targeted business development.

Implementation of the Broad-Blacklick Area Plan will be accomplished through several avenues: the review of zoning applications for consistency with the plan, the review of proposed project improvements, and by guiding other neighborhood or city development-related initiatives.

I would like to thank the representatives of the planning area– Far East Area Commission Task Force members and other stakeholders for their hard work and supporting the development of the plan. The Development Department looks forward to continued cooperation as we work together with the Far East Area Commission on the implementation of this plan.

Sincerely,

Boyce Safford III, Director

Department of Development

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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.

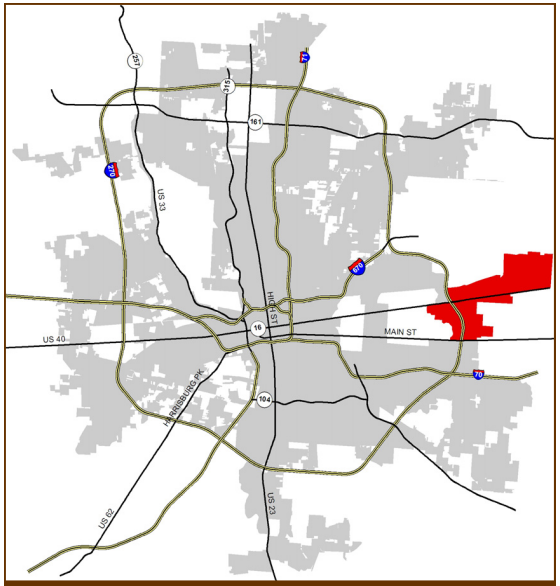

FIGURE 1: PLANNING AREA LOCATION

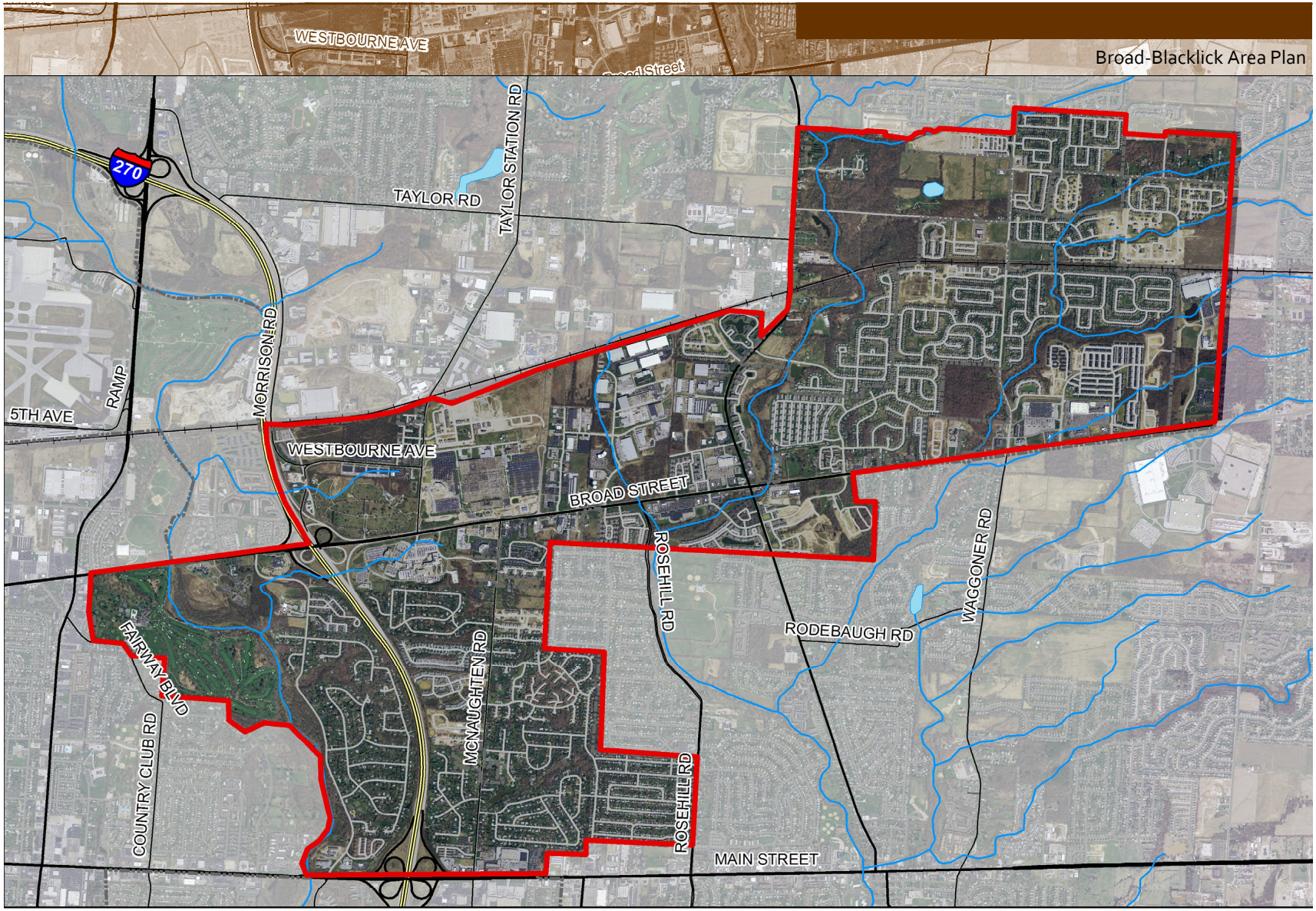

FIGURE 2: BROAD– BLACKLICK PLANNING AREA

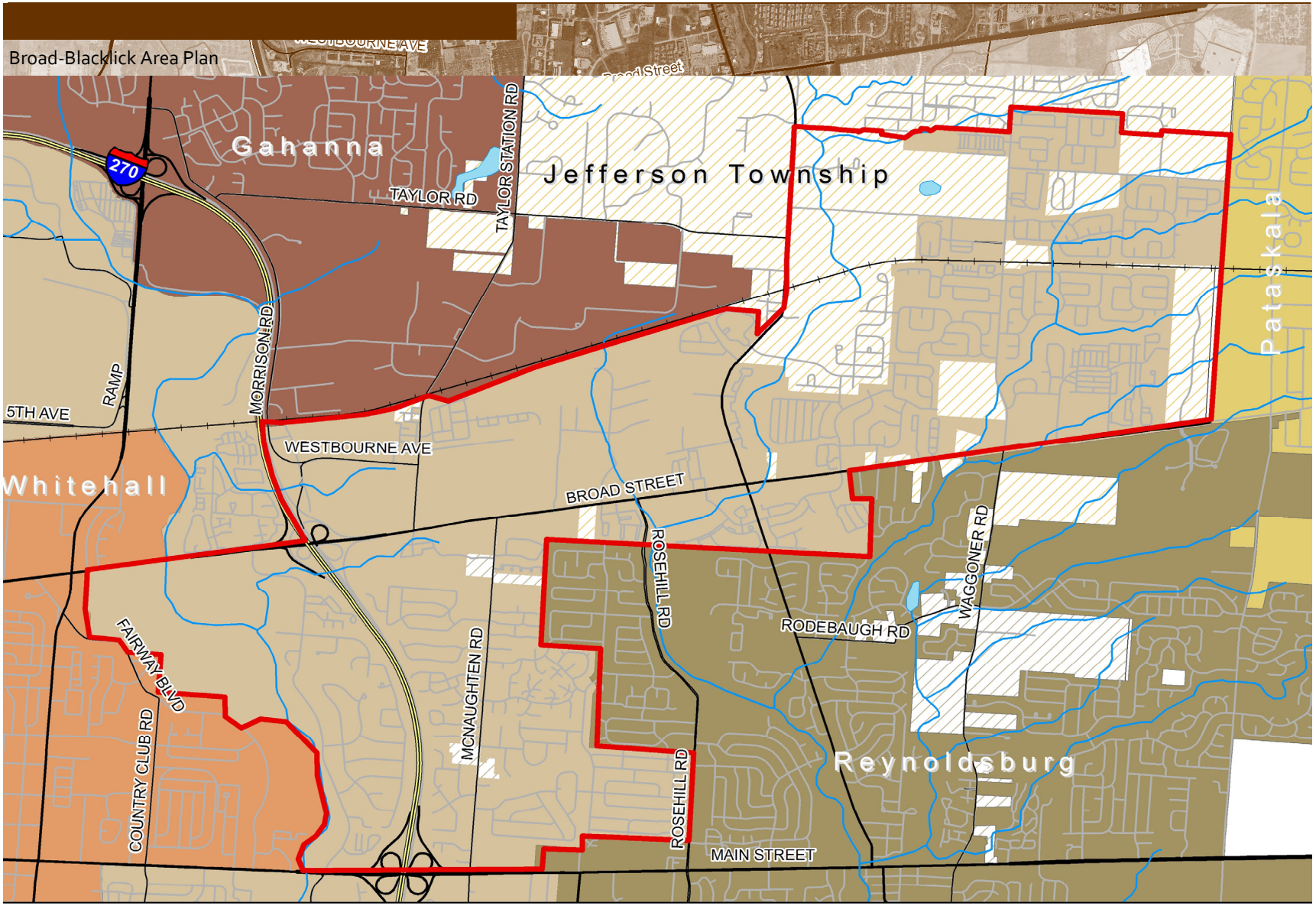

FIGURE 3: JUSRIDICTIONS

Key Recommendations

Key recommendations of the plan are:

- Land Use - The concentration of industrial and hospital uses in the central portion of the planning area should be maintained as a regional employment center. Development and redevelopment should be consistent and compatible with existing land uses.
- Urban Design - Design guidelines for new residential, commercial, and industrial development are provided to ensure new development contributes to the overall attractiveness of the area and to increase design compatibility of new development on the main commercial corridor– Broad Street.
- Transportation - Sidewalk, trail, crosswalk enhancements and bicycle facilities are recommended to increase safety for pedestrians and cyclists, and to connect neighborhoods and other activity nodes.
- Economic Development - The land use plan protects prime industrial and medical uses for targeted business development.
- Natural Resources - The plan recommends that properties located within the Blacklick Creek and Big Walnut Creek watershed and their tributaries follow stream preservation guidelines.
- Implementation - Plan implementation is recommended through the use of a development review checklist for the review of zoning and variance applications. Applications are reviewed for consistency with the area plan and a chart of action-oriented recommendations to assist with the prioritization of plan recommendations.

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 stakeholder interviews that were conducted in the early stages of the process.

Demographics:

The Broad-Blacklick planning area includes 23,673 residents and 11,240 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 portion of the planning area 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. Recently development activity has significantly declined during the last 2 years.

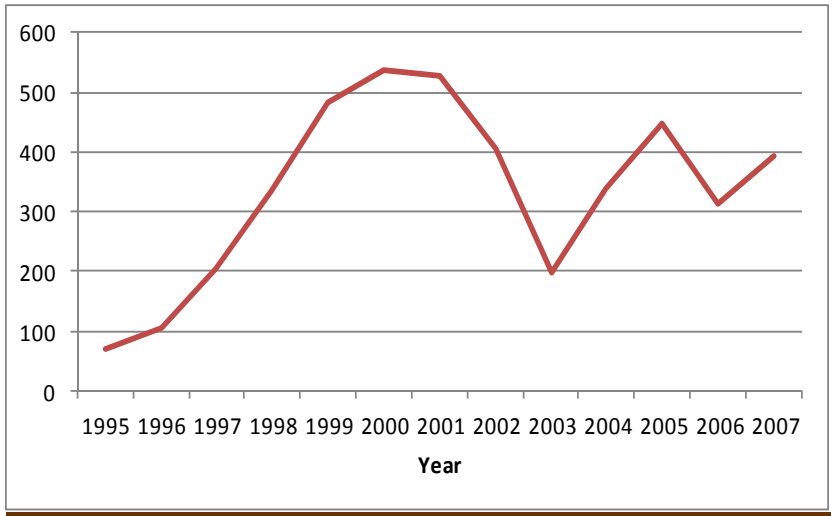

FIGURE 4: BUILDING PERMITS

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%
Asian or Pacific Islander	427	610	183	43%
Other Race or Mixed Race	81	697	616	760%
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

2010 Census update numbers show an increase in the **population** of this area from 22,259 in 2000 to 23,673 in 2010 (around 6%). The total number of **housing units** increased from 9,583 in 2000 to 11,240 in 2010 (around 17%). The **occupied housing units** in 2010 are 10,404, around 93% of total number of housing units, while **vacant units** are 836, around 7% of the total. **Racial distribution** of the planning area has also changed with the number of whites dropping from 16,948 in 2000 to 15,461 in 2010 (around –9%).

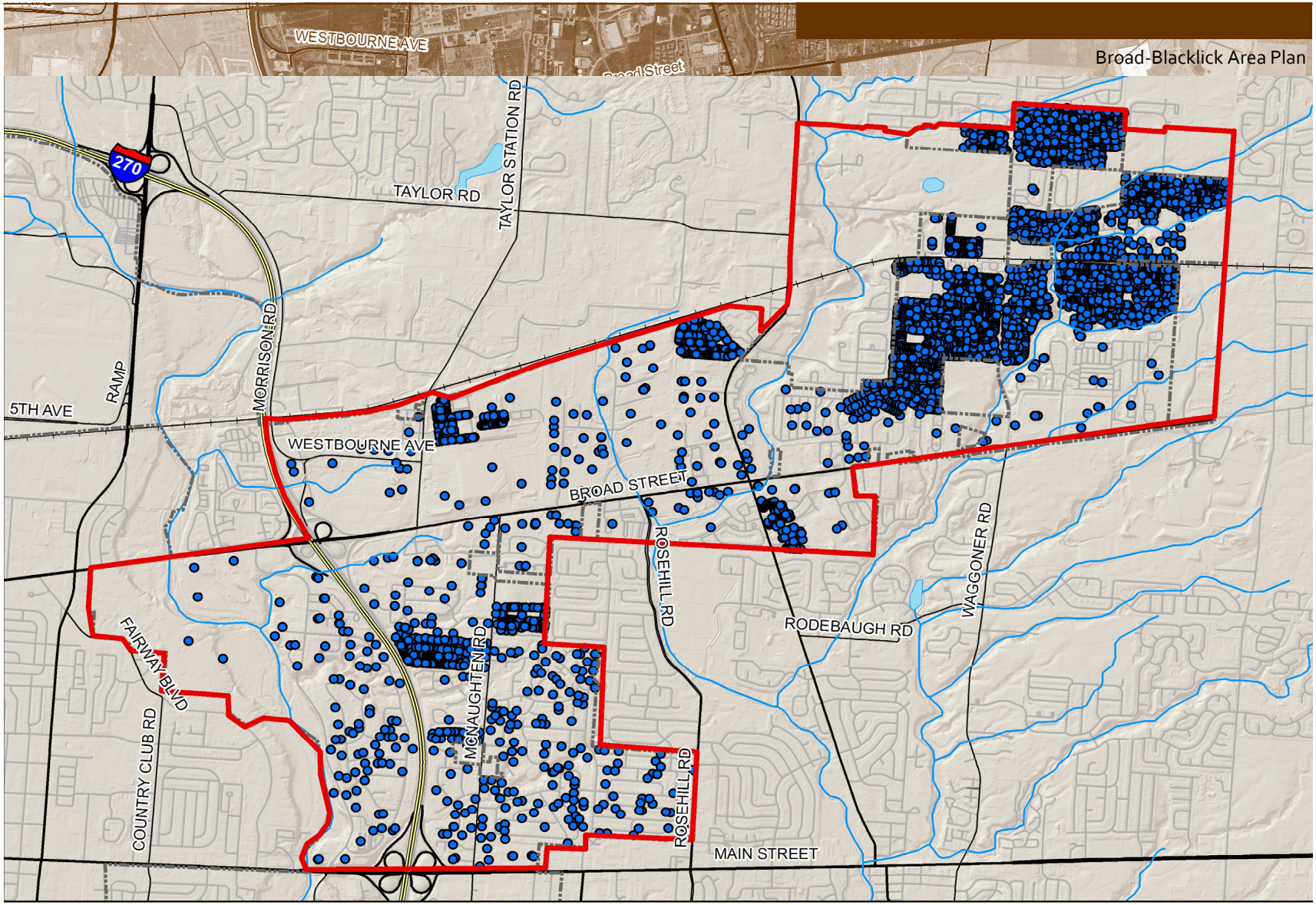

FIGURE 5: DEVELOPMENT GROWTH

Employment

According to the Reference USA Database (2010), 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.

Area employment, as shown in Table 3, follows a different pattern as compared to the number of businesses and the percent of market share they represent. The exceptions are the Healthcare and Social Assistance and Retail Trade categories which dominate both sectors. Representing over one-half of all area businesses, the Healthcare and Retail sections together employ over 5,000 individuals.

Businesses Distribution

Industry	Businesses	Percentage
Health Care and Social Assistance	423	51.59%
Retail Trade	68	8.29%
Other Services (except Public Administration)	51	6.22%
Construction	45	5.49%
Professional, Scientific, and Technical Services	41	5.00%
Wholesale Trade	35	4.27%
Accommodation and Food Services	35	4.27%
Real Estate and Rental and Leasing	27	3.29%
Administrative and Support and Waste Management and Remediation Services	25	3.05%
Manufacturing	20	2.44%
Finance and Insurance	13	1.59%
NA	10	1.22%
Information	10	1.22%
Educational Services	7	0.85%
Transportation and Warehousing	6	0.73%
Arts, Entertainment, and Recreation	3	0.37%
Management of Companies and Enterprises	1	0.12%
Total	**820**	**100%**

TABLE 2: BUSINESSES

Employment Distribution

Industry	Employment	Percentage
Health Care and Social Assistance	5010	49.8%
Retail Trade	1199	11.9%
Accommodation and Food Services	958	9.5%
Manufacturing	476	4.7%
Wholesale Trade	434	4.3%
Construction	326	3.2%
Professional, Scientific, and Technical Services	292	2.9%
Arts, Entertainment, and Recreation	261	2.6%
Other Services (except Public Administration)	221	2.2%
Administrative and Support and Waste Management and Remediation Service	211	2.1%
Educational Services	183	1.8%
Real Estate and Rental and Leasing	177	1.8%
Finance and Insurance	150	1.5%
Transportation and Warehousing	58	0.6%
Information	56	0.6%
Agriculture, Forestry, Fishing and Hunting	39	0.4%
Management of Companies and Enterprises	1	0.0%
Total	**10052**	**100%**

TABLE 3: EMPLOYMENT

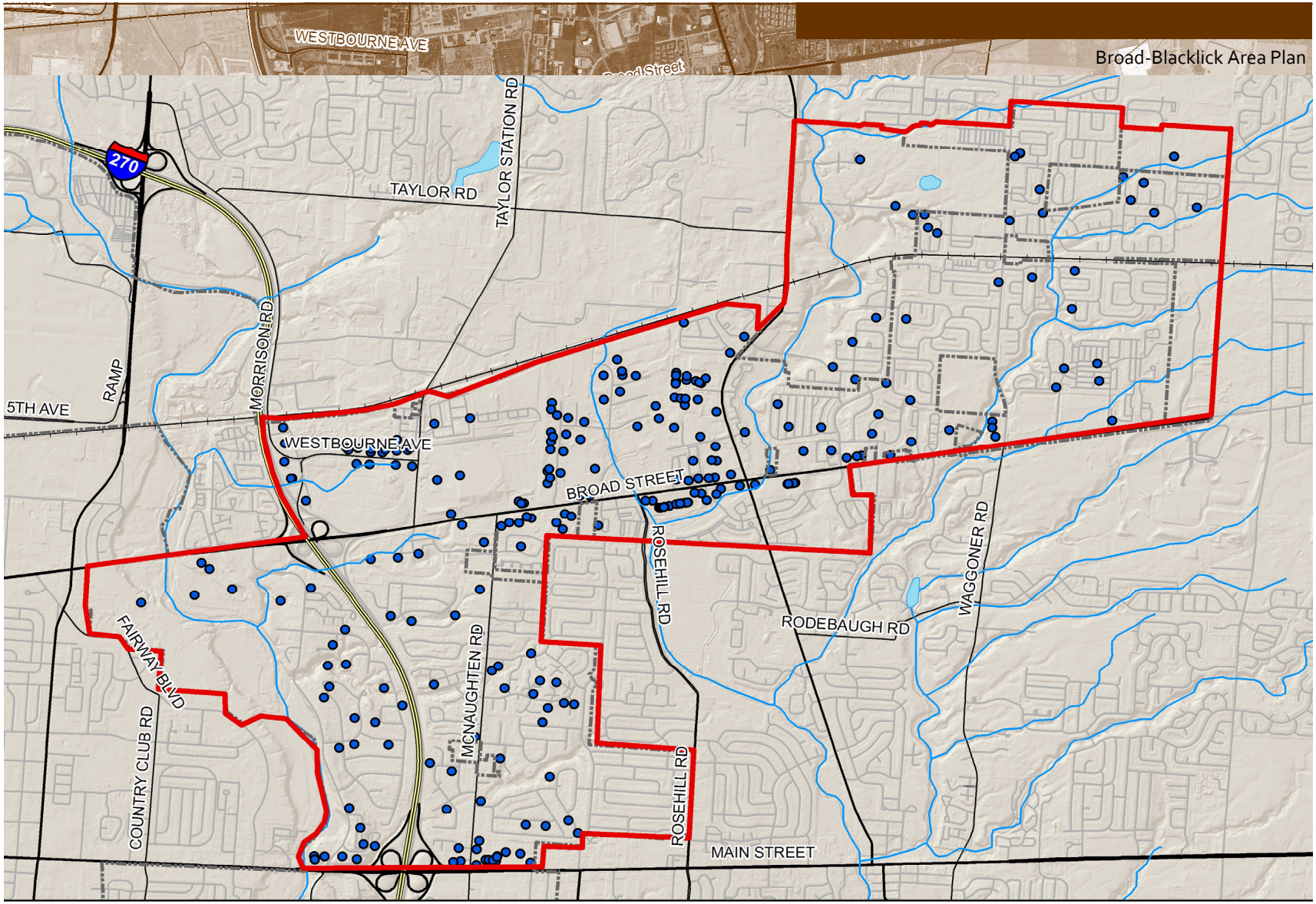

FIGURE 6: BUSINESSES

Population, Housing, and Employment Forecasts

The Mid-Ohio Regional Planning Commission (MORPC) has estimated that by 2030 the planning area 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 opportunities is the Broad Street corridor, 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. It is predominantly comprised of residential developments with commercial development at its 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.

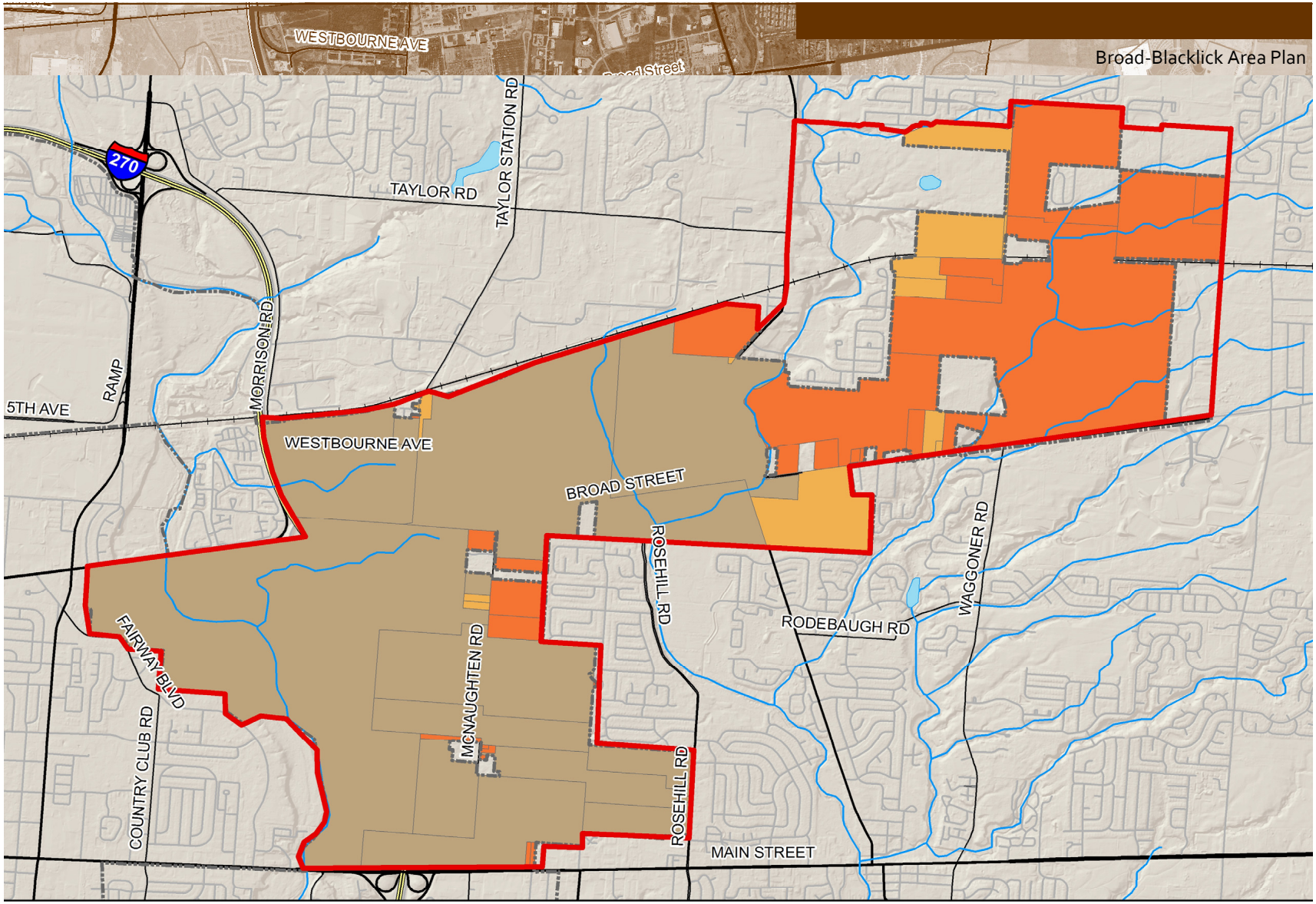

FIGURE 7: ANNEXATION HISTORY

Existing Land Use

The Broad–Blacklick planning area land use is depicted in Table 4 and Figure 8. Residential uses comprise 51% 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.

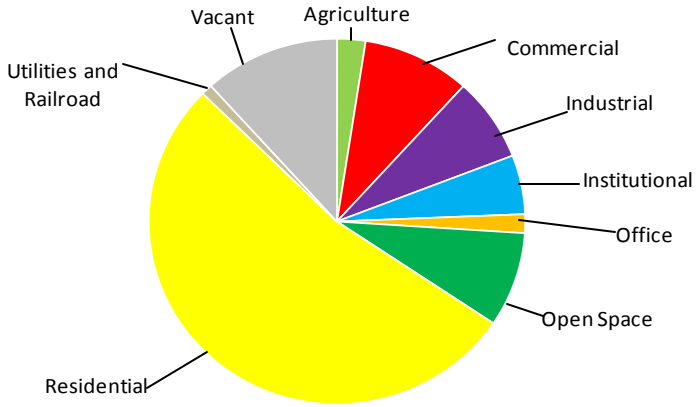

FIGURE 8: EXISTING LAND USE

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	1.66%
Utilities and Railroads	46.68	0.97%
Total	**4823.20**	**100%**

TABLE 4: EXISTING LAND USE

Existing Conditions

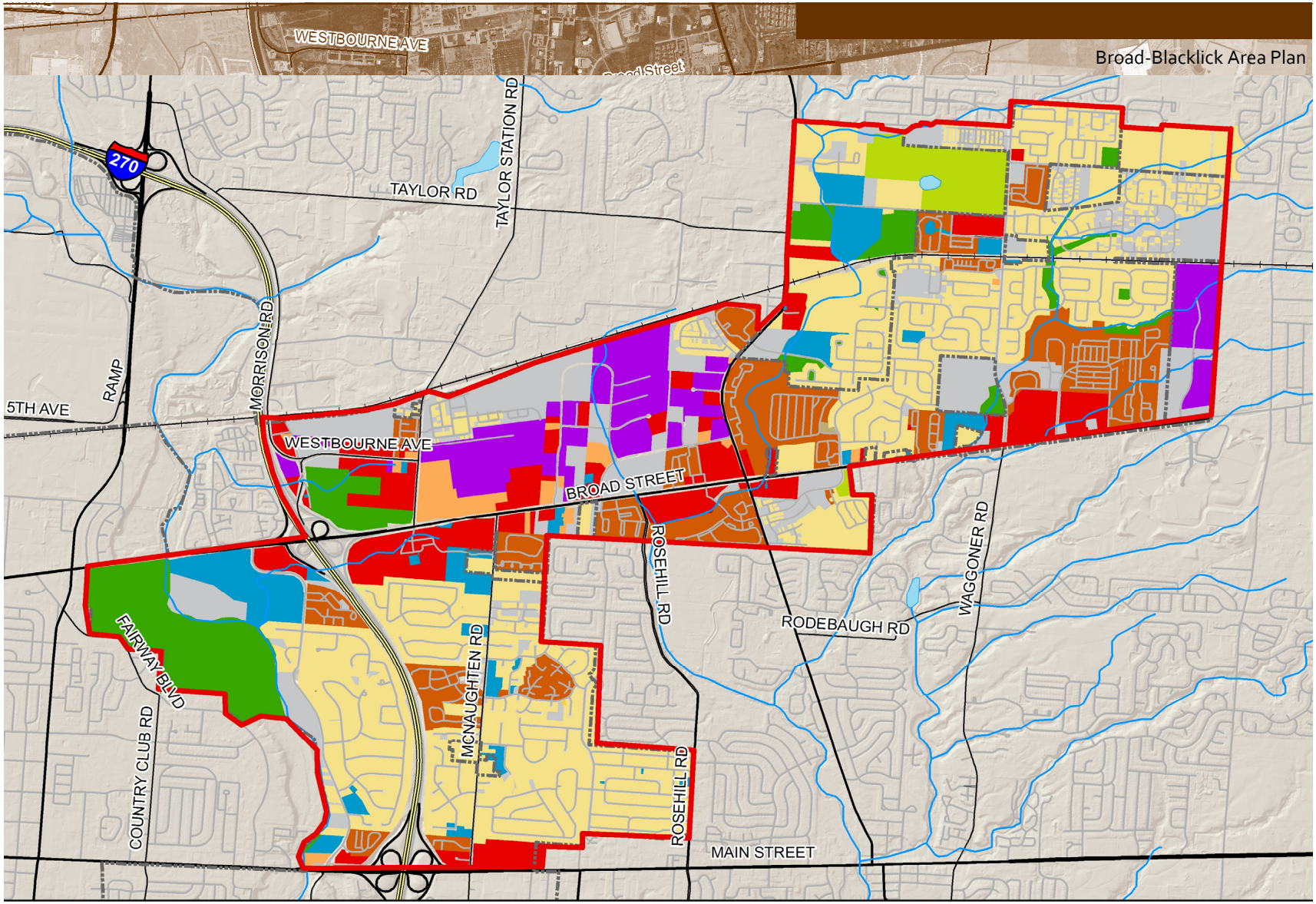

FIGURE 9: EXISTING LAND USE

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 institutional uses such as houses of worship, schools, parks, libraries, and the like.

In addition, the east side of I-270 and the area north of Broad Street is zoned for manufacturing, representing 543 acres. The Broad Street corridor also has clusters of commercial zoning. The portion of Jefferson Township in the planning area is zoned under the Township zoning resolution. Figure 10 shows the distribution of zoning classifications for both, City of Columbus and Jefferson Township.

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

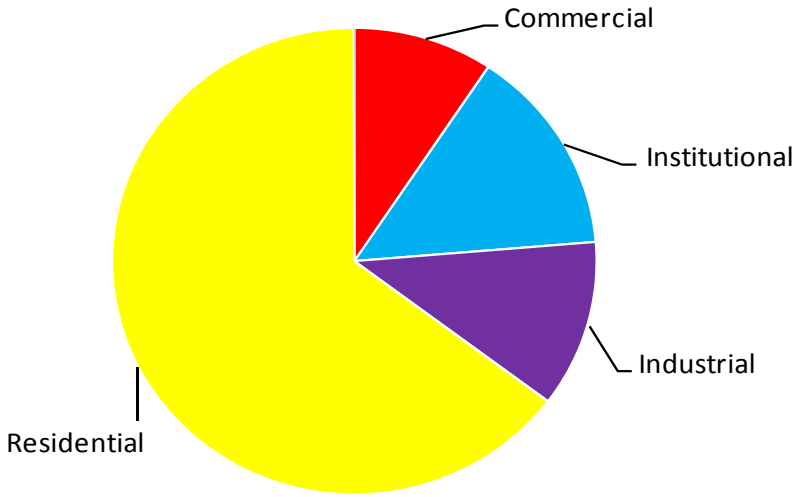

FIGURE 10: EXISTING ZONING (CITY OF COLUMBUS/ TOWNSHIP COMBINED)

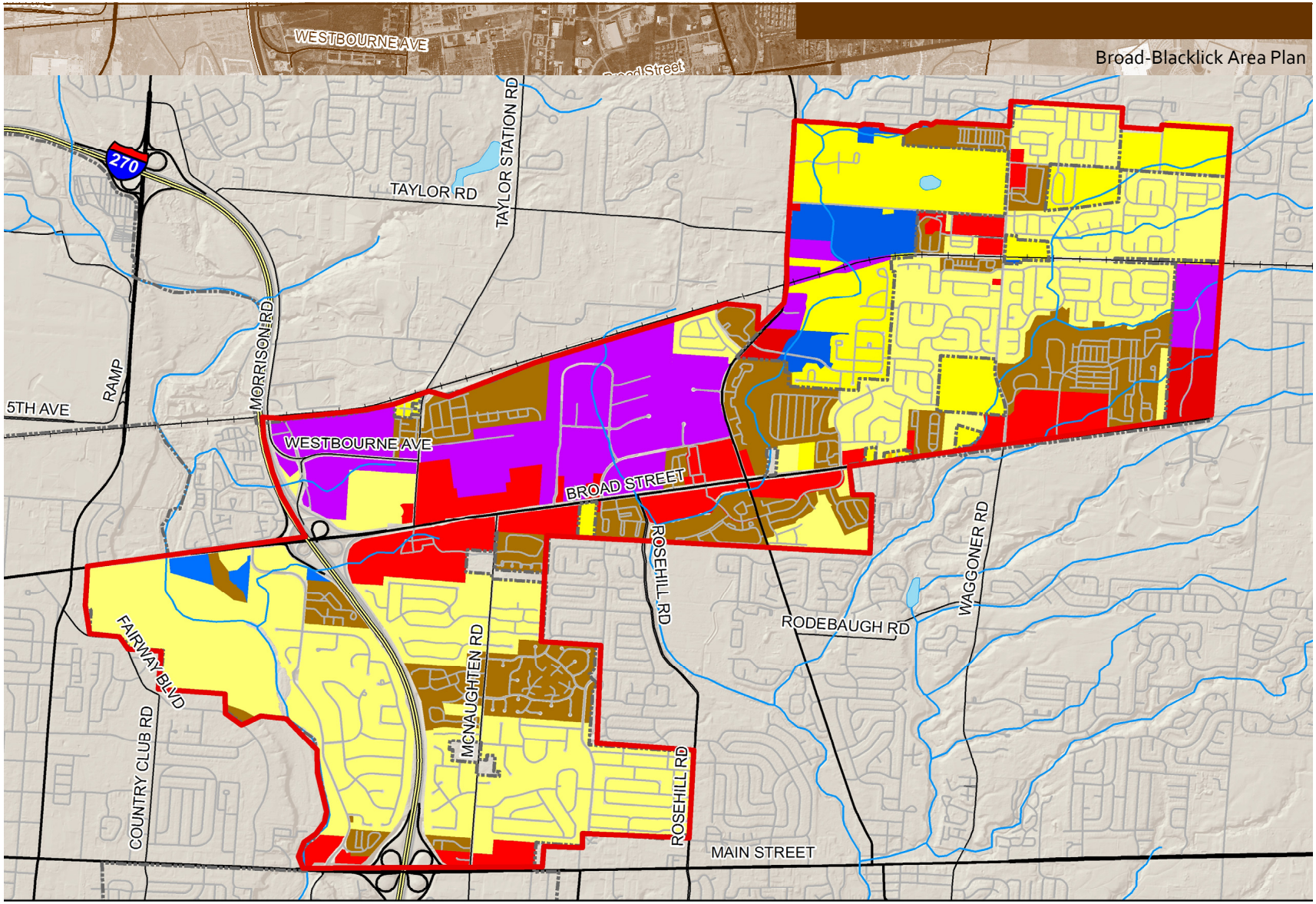

FIGURE 11: EXISTING ZONING

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, the area as a whole lacks gateway identification. 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 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.

Special treatment should be given to the eastern and western gateways into the planning area at the city limits. The western gateway is located at Big Walnut Park, just west of Noe-Bixby Road. An eastern gateway can be established at Waggoner Road and Broad Street.

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 that 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.

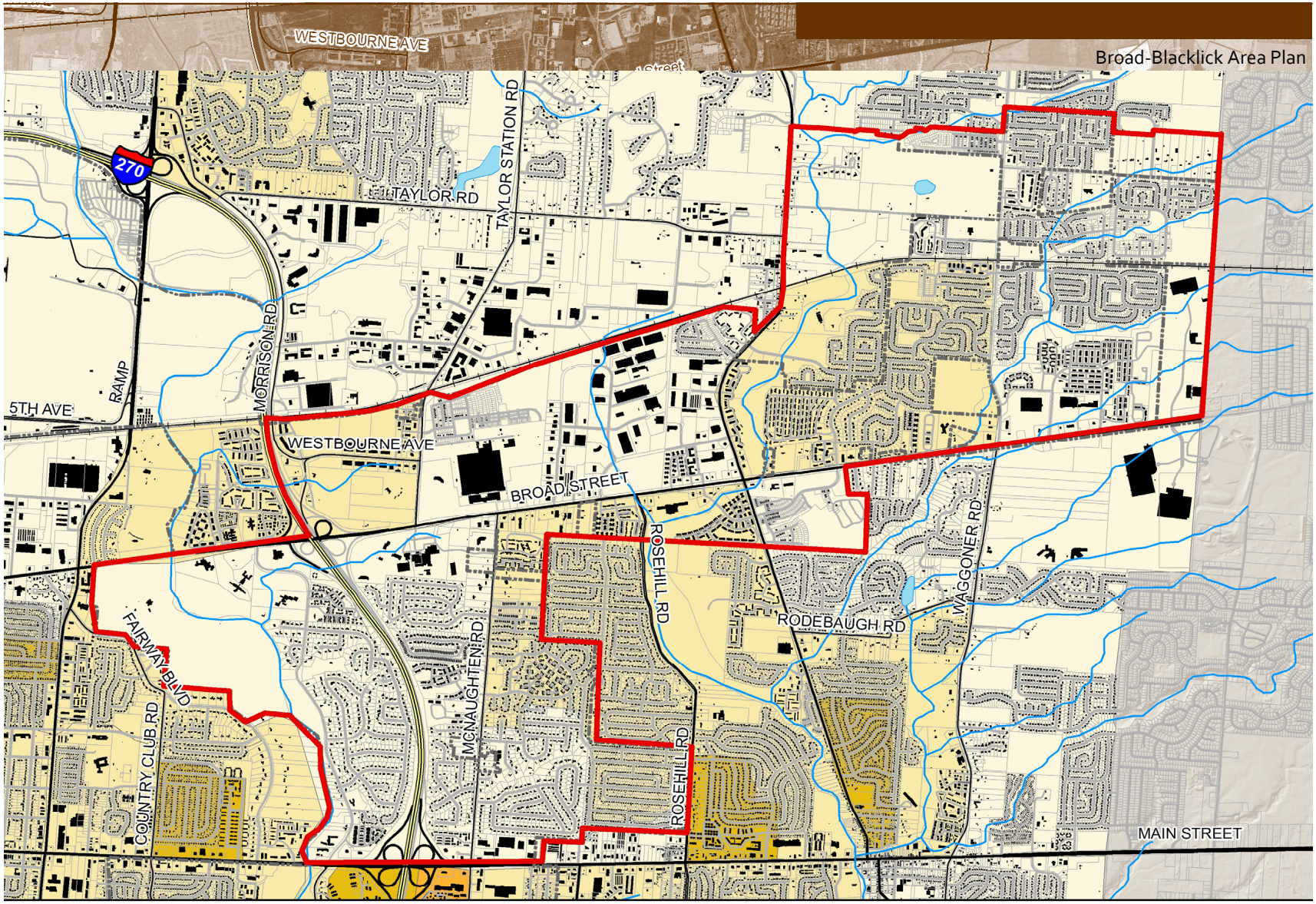

FIGURE 12: EXISTING DENSITY

Transportation

Motorized Vehicular Traffic

The planning area is well served by roadways and freeways, making automobile access to Downtown, Port Columbus, and other major activity and employment centers convenient. Table 6 identifies the functional classification of freeways, arterials, and collector streets within the planning area. Figure 13 shows these roadway corridor locations and includes many traffic counts. Broad Street carries the maximum east-west traffic volumes within the planning area. Traffic volumes represented by average daily traffic counts along Broad Street range from 50,000 automobiles to 100,000 automobiles. This leads to significant delays for area residents.

Street	Classification*	Description	Average Traffic
I 270	F	Freeways / Expressways – Divided high-speed roads with rights-of-way and pavement widths that vary.	113728
Broad Street	6-2DS	Two-way streets that include six moving lanes with a median divider and parallel service roads on mainline sections.	28682
Broad Street	4-2D	Four moving lanes with median divider.	
Reynoldsburg-New Albany Road	4-2	Two-way streets that include four moving lanes.	8453
Waggoner Road	4-2	Two-way streets that include four moving lanes.	7720
No Bixby Road	Scenic Byway		

TABLE 6: TRANSPORTATION

*The classification section follows *Columbus Thoroughfare Plan.* The *Columbus Thoroughfare Plan* designates the functional classifications of roads and includes right-of-way requirements for the various classifications.

Pedestrian Movement

While many of the newer housing developments of the planning area are well-served with sidewalks internally, pedestrian facilities tend to be less common in most of the planning area. Currently, a shared use path follows Blacklick Creek south of the planning area. More paths are planned and proposed within the planning area following Blacklick Creek and Big Walnut Creek each providing north-south connections.

Transit

Alternative modes of transportation for Broad Street are generally limited to the Central Ohio Transportation Authority (COTA) bus service and taxi service. Local route 10-E Broad Street provides service within the planning area and to Gahanna. Express Route 44-N Reynoldsburg provides a quicker commute south to Downtown. Several local and outerbelt routes are available from west of the planning area providing service to Downtown and other areas.

Rail

A portion of the northern boundary of the planning area is formed by the State of Ohio and the Columbus & Ohio River Railroad (CUOH) railroad tracks. Data shows that there are 4 to 8 trains a day going over the line depending on business needs for the day. Traffic includes coal trains, local switching trains, grain trains, and overhead mixed freight trains

Bikeways

The *Columbus Bicentennial Bikeways Plan* anticipates, with a number of techniques, shared use of several planning area roadways by bicycles and motorized traffic. The railroad right-of-way is proposed to serve as a shared use path, but the timing of its development is uncertain. Broad Street is proposed to have a shared use path. Taylor Station Road is proposed to have a paved shoulder.

A shared use path is proposed along Blacklick Creek north/south through the planning area and beyond. Reynoldsburg-New Albany Road will have a shared use path connecting north to south.

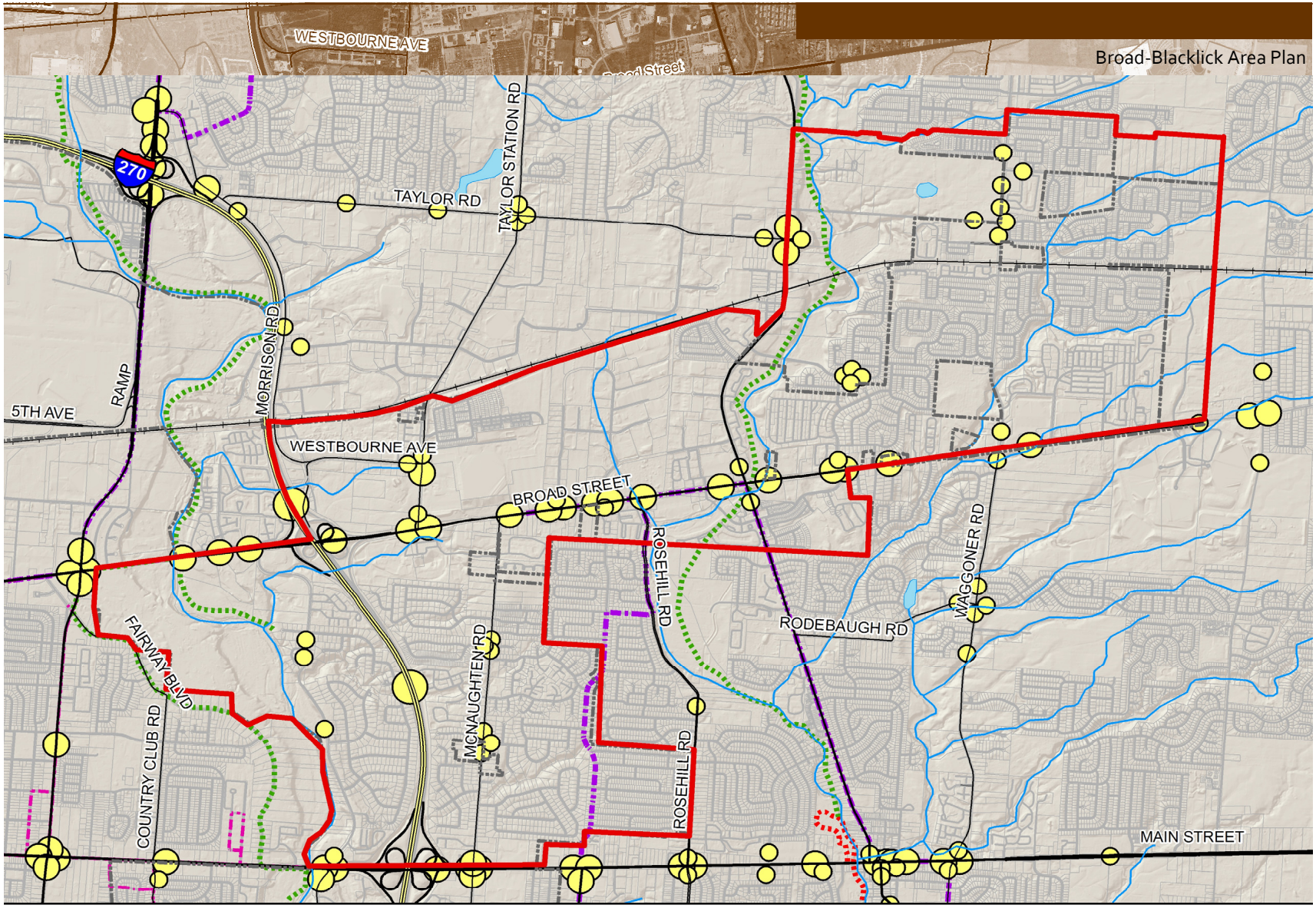

FIGURE 13: TRANSPORTATION

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 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 IMPROVEMENT PROJECTS

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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 Creekstone subdivisions do not have stormwater infrastructure to address stormwater volume or water quality.(*Blacklick Watershed Action Plan, 2009, MORPC*)

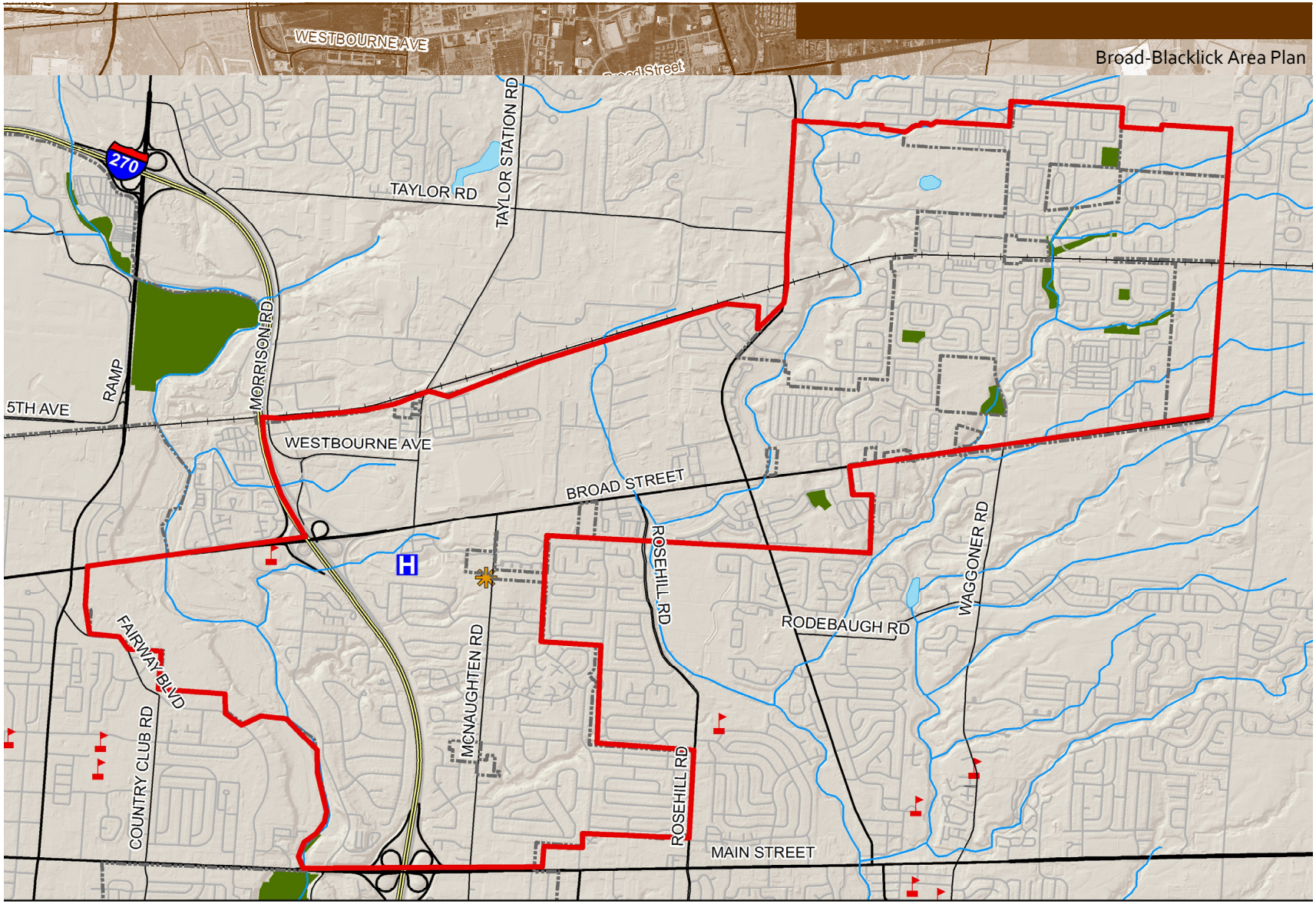


FIGURE 14: COMMUNITY FACILITIES

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 Country 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. 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 located 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 point sources discharging in tributaries and Blacklick Creek. Recreational use impairment was attributed to these same sources. *(Blacklick Creek Watershed Action Plan, 2009, MORPC)*

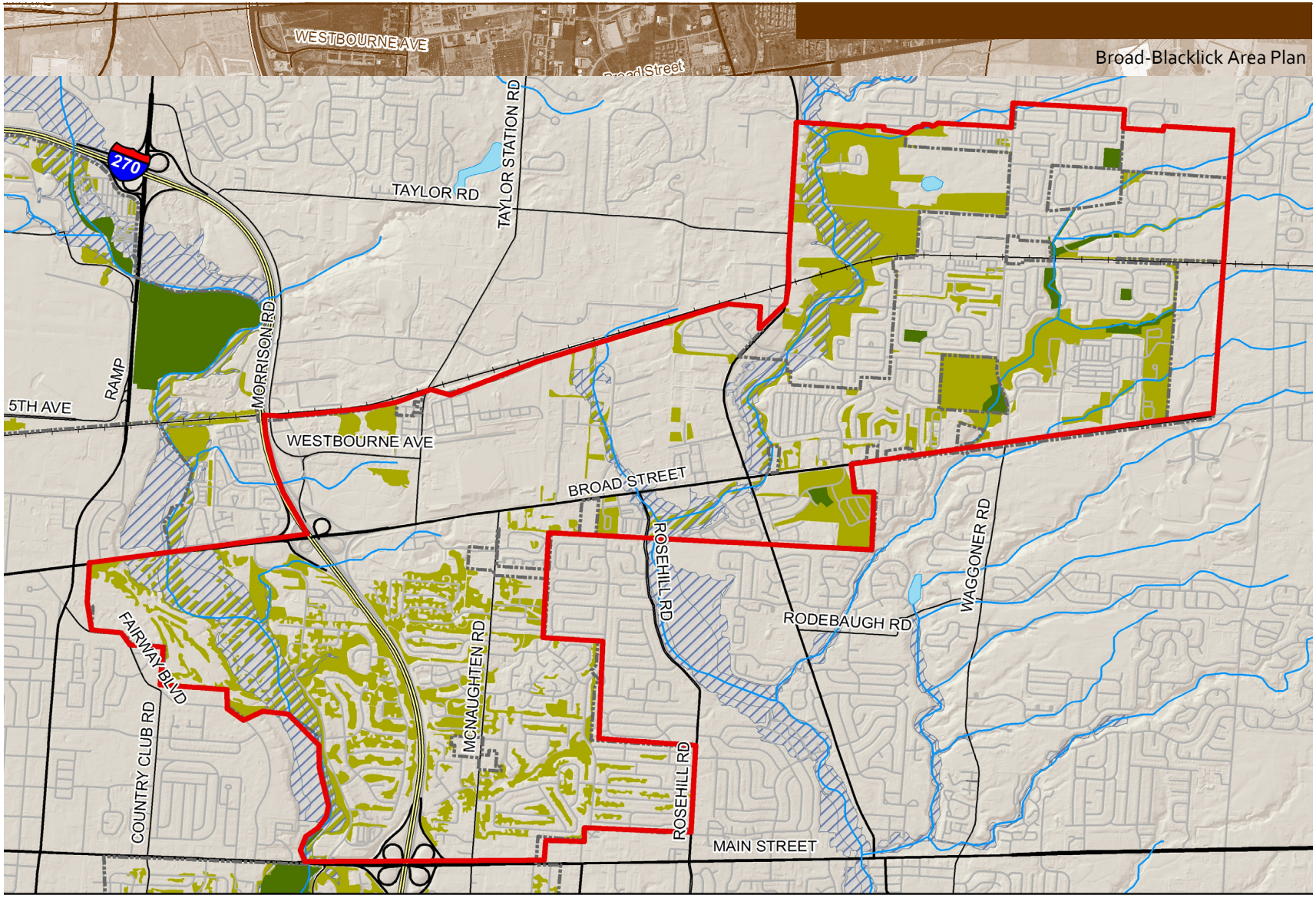


FIGURE 15: NATURAL RESOURCES

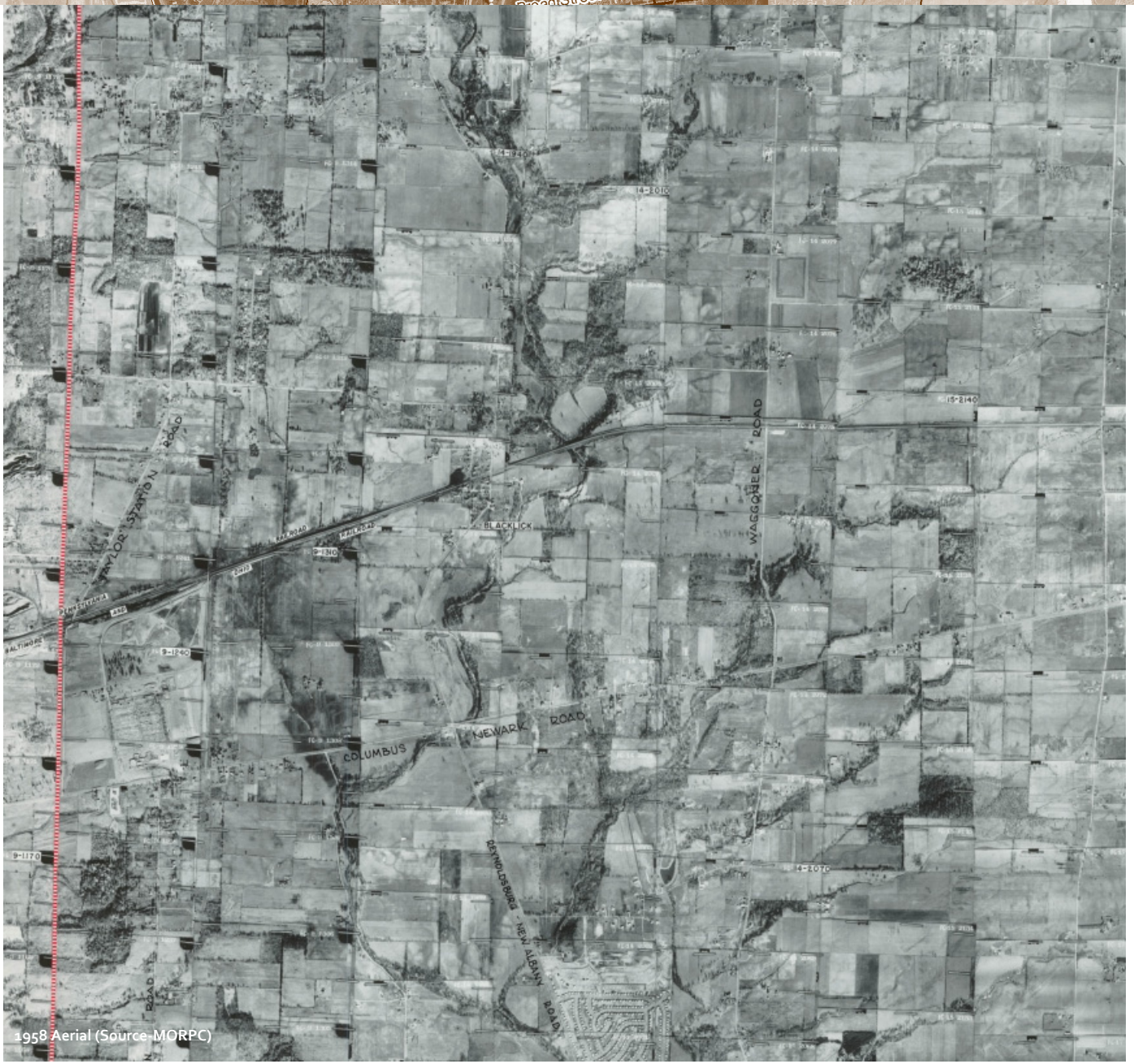
Public Input

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.

Existing Conditions



1958 Aerial (Source-MORPC)

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 help stabilize property values and provide for the needs of 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.

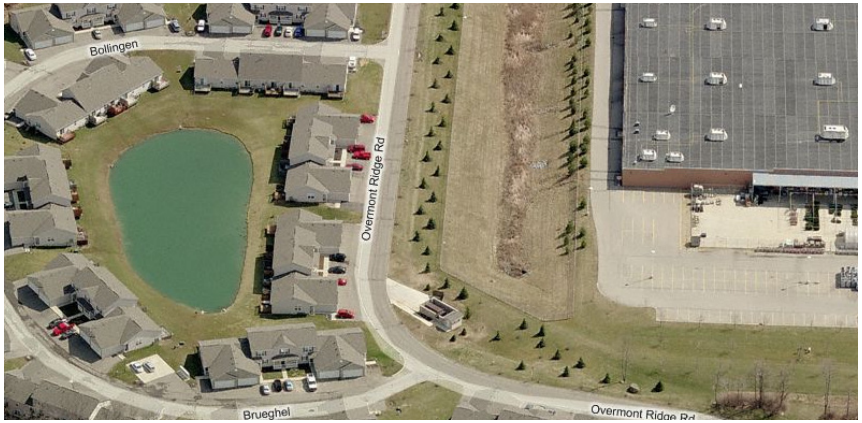
To determine the future land use for the Broad-Blacklick Area, the broad land uses of residential, commercial and industrial have been divided into more specific categories based on density and intensity of use. The land use categories are illustrated on the future land use map to provide a visual reference to the locations of each category. Definitions give context on the intent of each category.

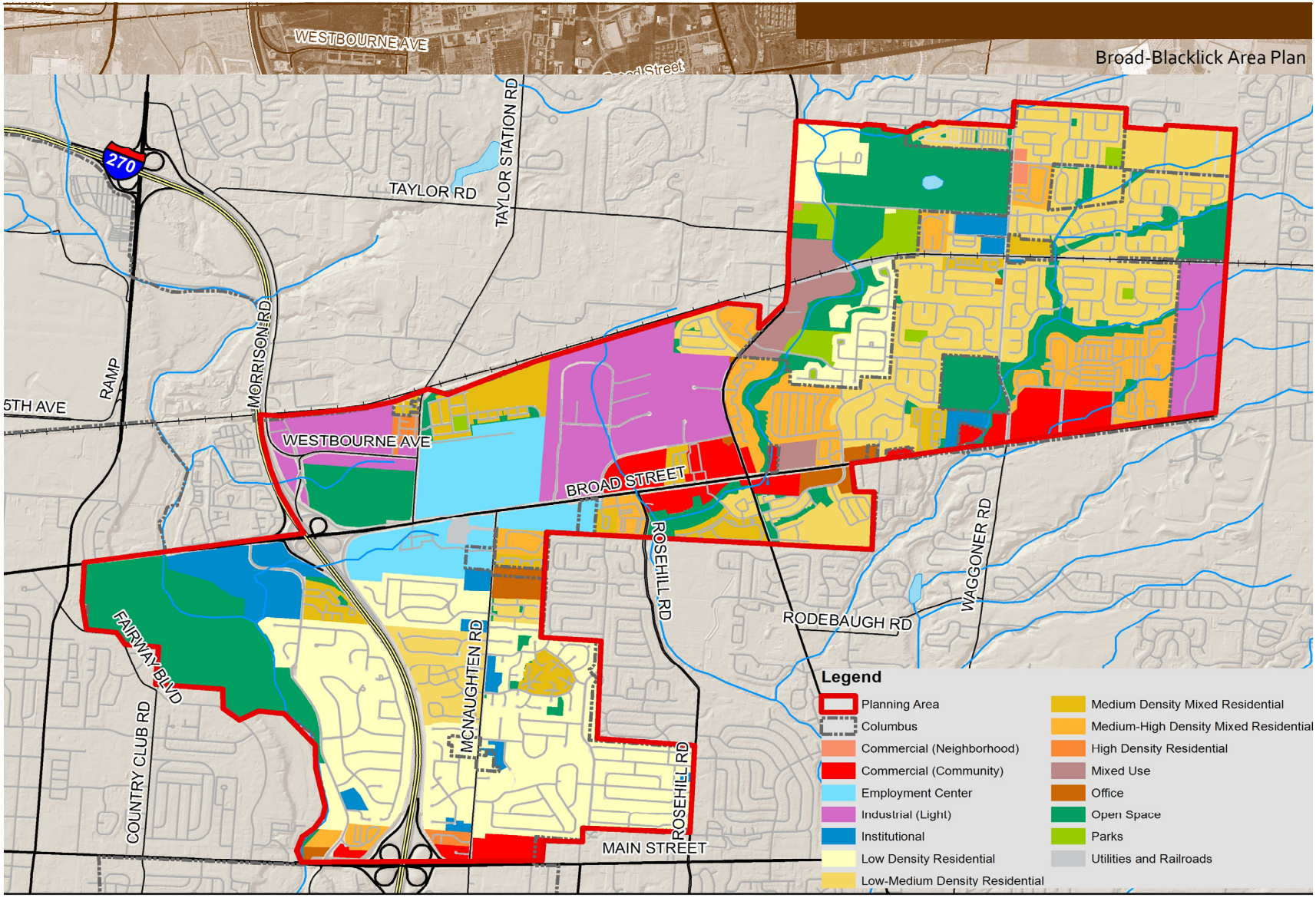
Each land use category corresponds to a range of specific zoning districts, helping to provide a consistent structure for the evaluation of development proposals (rezoning requests, variances or use permit applications). Development proposals will be evaluated in terms of their compatibility with the 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.





Future Land Use Plan

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FIGURE 15: FUTURE LAND USE 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.
Low- Medium Density Residential	4 to 6 du/acre	This classification is characterized by predominantly single-family development, with limited amounts (generally 10% or less) of two- to four-unit buildings interspersed - often at intersections or along larger streets. In suburban areas, this category may also include lower density townhouse and condominium development.
Medium Density Mixed Residential	6-10 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 reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities and multi-story buildings with more than four units per building may be considered for areas that are immedi-ately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the
Medium-High Density Mixed Residential	10 to 16 du/acre	A variety of dwelling types, including doubles, townhouses and multi-family are included in this category. It exists in both older neighborhoods and suburban areas. New development patterns should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities may be consid-ered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development patter of the area.
High Density Residential	16 to 45 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 consider the specific site and the site's context (surrounding uses and development pattern). Proposals that include the highest end of the density range should include structured parking,
Commercial	10,000-12,500 sf/ ac	The Community Commercial classification supports retail, office, or institutional uses that serve multiple neighborhoods, but generally do not attract residents from outside the area. An example includes neighborhood shopping centers. Gas stations built to Community Commercial Overlay design standards may be supported. Community commercial uses should be located along arterials and at key intersections.
Mixed Use		The classification includes mixed uses such as commercial, 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 recrea-tional 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

Land Use Plan by Subareas

For ease of reference, the Broad-Blacklick Area Plan has been divided into three subareas. Individual maps and additional recommendations are provided under each subarea section. Other development principles identified in the plan also contain recommendations relevant to these subareas.

Blacklick Subarea

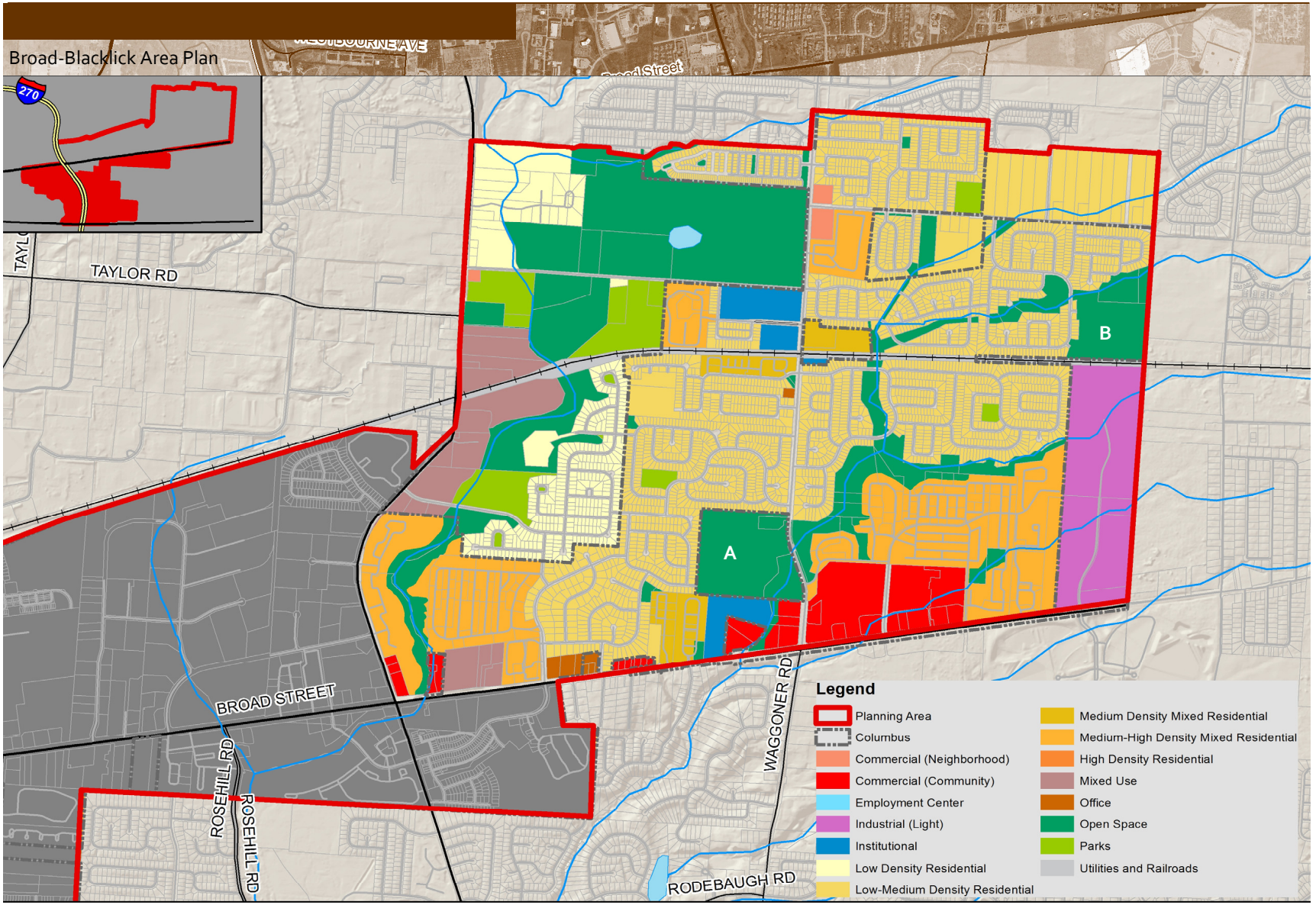
The Blacklick Subarea is located in the eastern edge of the planning area and within the Blacklick Creek Watershed. It lies east of Reynoldsburg-New Albany Road and north of Broad Street. The area includes a portion of Jefferson Township, which is mainly characterized by residential development. There are critical natural resources within this area including Blacklick Creek, its tributaries and mature tree cover. Blacklick Creek meets clean water standards along most of its reaches, but has been impacted by urban and suburban development in its middle reaches. New development and redevelopment should focus on protecting existing open space and passive recreational uses within this area to respect and protect natural resources such as Shepherd's Corner (intersection of Waggoner Road and Kennedy Road) and riparian corridors along the Creek and tributaries.

It should be noted that the recommendations of this plan do not apply to properties outside Columbus. Some township areas are included in the plan to provide continuity should they be annexed to the City in the future. Land use recommendations for the Jefferson Township areas reflected in the plan, draw from the *Jefferson Township Comprehensive Plan (2006)*, surrounding land use patterns, and discussions with township officials.

Land use recommendations are reflected on the Blacklick Subarea Land Use Plan Map.

Guidelines/Strategies

- New residential development should be within the compatible density range of neighboring areas.
- Higher density developments should be adjacent to major corridors such as Waggoner Road and Broad Street.
- Streams, rivers, and wetlands should be included on development site plans and protected in accordance with the city of Columbus Stormwater Drainage Manual. Protected areas should be expanded when feasible to include other resources such as wooded areas.
- Existing tributaries, streams, and swales should be preserved and enhanced over time as greenways and considered for acquisition or the establishment of conservation easements.
- Streams that are currently diverted through culverts should be considered for "daylighting" as part of redevelopment of the site where economically feasible.
- Green development practices should be encouraged for any new development or redevelopment.
- Rain gardens or similar measures should be considered on residential and commercial properties to minimize the impact of stormwater runoff.
- As much tree cover as possible should be preserved within any new development or redevelopment.
- A park should be developed to the east of the Blacklick Subarea within existing open space.
- The light industrial uses should be maintained to the east of the Blacklick Subarea.
- The sites and areas that have plenty of natural resources in the form of mature tree cover, should be left in their original undisturbed state as far as possible and used for passive recreation. If new development is unavoidable, then the site development standards should strictly focus on preserving as much natural resources as possible following cluster development principles.
    - ◊ Site A: Preservation of this site with its mature tree cover and other natural features is a priority. Parkland, with an emphasis on open space preservation, is the preferred use. Should this not prove feasible, Low-Medium Density Mixed Residential land use is recommended with the focus on preserving existing natural resources. (Figure 17)
    - ◊ Site B: The intended land use for this site is a community park. Should this not prove feasible, Low-Medium Density Mixed Residential land use is recommended. (Figure 17)



Blacklick Subarea

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FIGURE 17: BLACKLICK SUBAREA

Broad Street Employment Subarea

The Broad Street Employment Subarea (Figure 18) is considered the Healthcare District and is located in the central portion of the planning area bounded by Reynoldsburg-New Albany Road to the east, railroad tracks to the north, I-270 to the west and Mount Carmel East medical campus to the south (Figure 18). It also includes a mix of light industrial uses north of Broad Street. Over 5,000 employees work within over 400 businesses related to healthcare within this subarea. Zoning in the Broad Street Employment Subarea is predominantly manufacturing and commercial. Future land use recommendations include Employment Center and Light Industrial.

Commercial uses in this subarea are limited, and commercial development is only recommended in the two nodes designated on Broad Street. Secondary commercial uses may be supported in the Employment Center.

Although residential developments are located in this subarea, particularly south of the railroad tracks and west of Taylor Road. Any new residential development in this area is discouraged. Guidelines and strategies pertaining to the subarea are outlined in the Industrial District Policy below. Land use recommendations are reflected on the Land Use Plan Map.

It should be noted that the recommendations of this plan do not apply to properties outside Columbus. Some township areas are included in the plan to provide continuity should they be annexed to the City in the future. Land use recommendations for the Jefferson Township areas reflected in the plan, draw from the *Jefferson Township Comprehensive Plan (2006)*, surrounding land use patterns, and discussions with township officials.

Policy

The Broad Street Employment Subarea should continue as a regional employment center.

Guidelines/Strategies

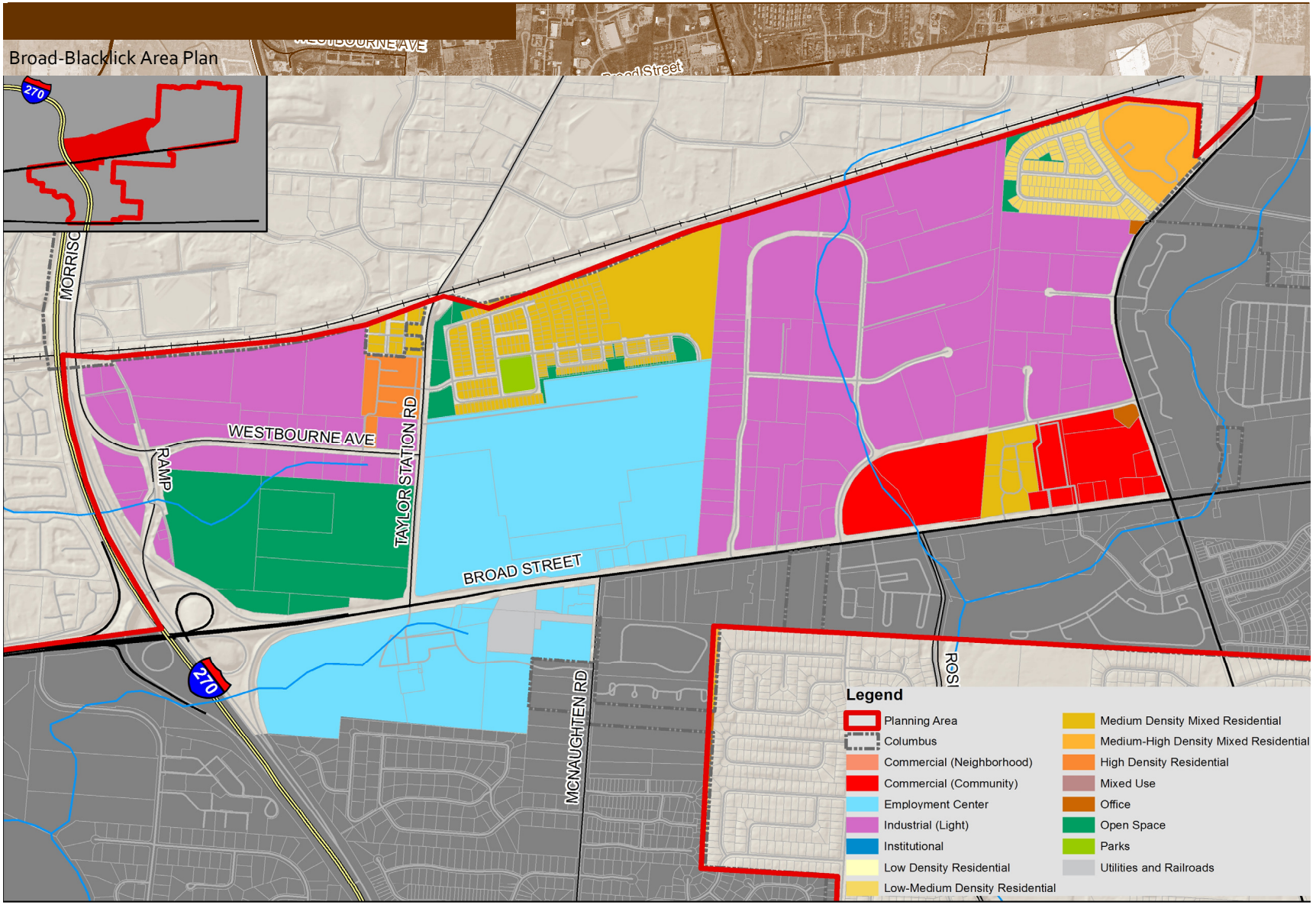
- Future land uses in the Broad Street Employment Subarea may include light industrial (not heavy industrial), research, laboratory, medical offices or mixed use.
- Any new businesses related to the medical and research field are encouraged to be located in this area.
- Mixed use development incorporating office and retail uses may be supported if these uses are ancillary in nature and supportive of the broader employment base.
- Stand alone retail should be limited to existing sites.
- Residential use should be limited to existing locations.
- Rezoning of commercially- and industrially-zoned land to residential use is discouraged.
- Urban design standards should be used to improve the image and quality of life of the area as a means to attract new businesses.
- New businesses should be located on vacant or underutilized land that takes advantage of available infrastructure and is consistent with the land use plan.
- Economic development tools should be used to spur the redevelopment of vacant buildings.

Policy

Job centers with office and light manufacturing uses should be supported.

Guidelines/Strategies

- The land use emphasis for healthcare and light industrial areas should continue to be employment based. Appropriate specific uses include light industrial, research and development, laboratories, warehouse distribution, and flex office space.
- Businesses are encouraged to take advantage of the city's economic development incentives targeted for offices and manufacturing, including: the Business Development Fund, Working Capital Loan funds, real estate tax abatements on improvements, and job growth incentives for new jobs created.
- For the north side of Broad Street from Taylor Station Road to Reynoldsburg-New Albany Road the primary recommendation is Employment Center. The focus could be medical uses to support Mount Carmel Hospital within the area.
- Development in healthcare and light industrial areas should optimize job densities.



Broad Street Employment Subarea

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FIGURE 18: BROAD STREET EMPLOYMENT SUBAREA

Big Walnut Subarea

The Big Walnut Subarea is located south of Broad Street and west of Reynoldsburg-New Albany Road within the Big Walnut Creek Watershed. Noe Bixby Road is an important part of this subarea being a designated scenic byway (Figure 19). Open space in the subarea is located predominantly along this critical resource.

Single and multi-family residential are the dominant land uses in this subarea, a pattern that is reinforced with the proposed land use plan. A number of commercial and institutional uses are also present, particularly closer to the Broad street corridor. The Employment Center designation that applies to Mount Carmel Hospital has been extended eastward to parcels fronting McNaughten Road and the south side of Broad Street. Office designations for the east side of McNaughten are intended to encourage an employment based use that is compatible with adjacent residential. Additional office designations at the east edge of the subarea reflect the opportunity to take advantage of existing natural features to create a clustered development pattern. Commercial designations are also found on Broad Street reflecting existing uses east of Rosehill Road as well as the southern border of the subarea along Main Street.

It should be noted that the recommendations of this plan do not apply to properties outside Columbus. Some township areas are included in the plan to provide continuity should they be annexed to the City in the future.

Future residential development should adhere to the recommended densities indicated on the Future Land Use Plan. Land use recommendations are reflected on the Big Walnut Future Land Use Plan Map.

Guidelines/Strategies

- Maintain the scenic quality of Noe Bixby Road. Follow *Noe-Bixby Road Urban Scenic Byway Overlay (2004)* standards for any new development or redevelopment. The *Noe-Bixby Road Urban Scenic Byway Overlay* standards are designed to preserve, conserve and maintain the natural, and scenic resources that exist along or adjacent to Noe-Bixby Road.

  The purpose is to maintain the natural beauty of the landscape along Noe-Bixby Road by encouraging compatible development. The intent is not to impede scenic views or detract from the aesthetic value of adjacent properties, but rather to reduce the impact of new development and redevelopment upon the natural and scenic character of the area.

- Commercial and light industrial development should not encroach into residential developments.

- The following guidelines are recommended for redevelopment of any institutional land uses within this subarea:

  - ◊ Any redevelopment should be density and design sensitive to the neighborhood.
  - ◊ Site and parking design should follow compatible setbacks.
  - ◊ Landscaping should be used to buffer conflicting and incompatible land uses.

- The City's stormwater management guidelines should be closely followed for stream protection zones around both sides of stream corridors.

- Streams, rivers, and wetlands should be included on development site plans and protected in accordance with the city of Columbus Stormwater Drainage Manual. Protected areas should be expanded when feasible to include other resources such as wooded areas.

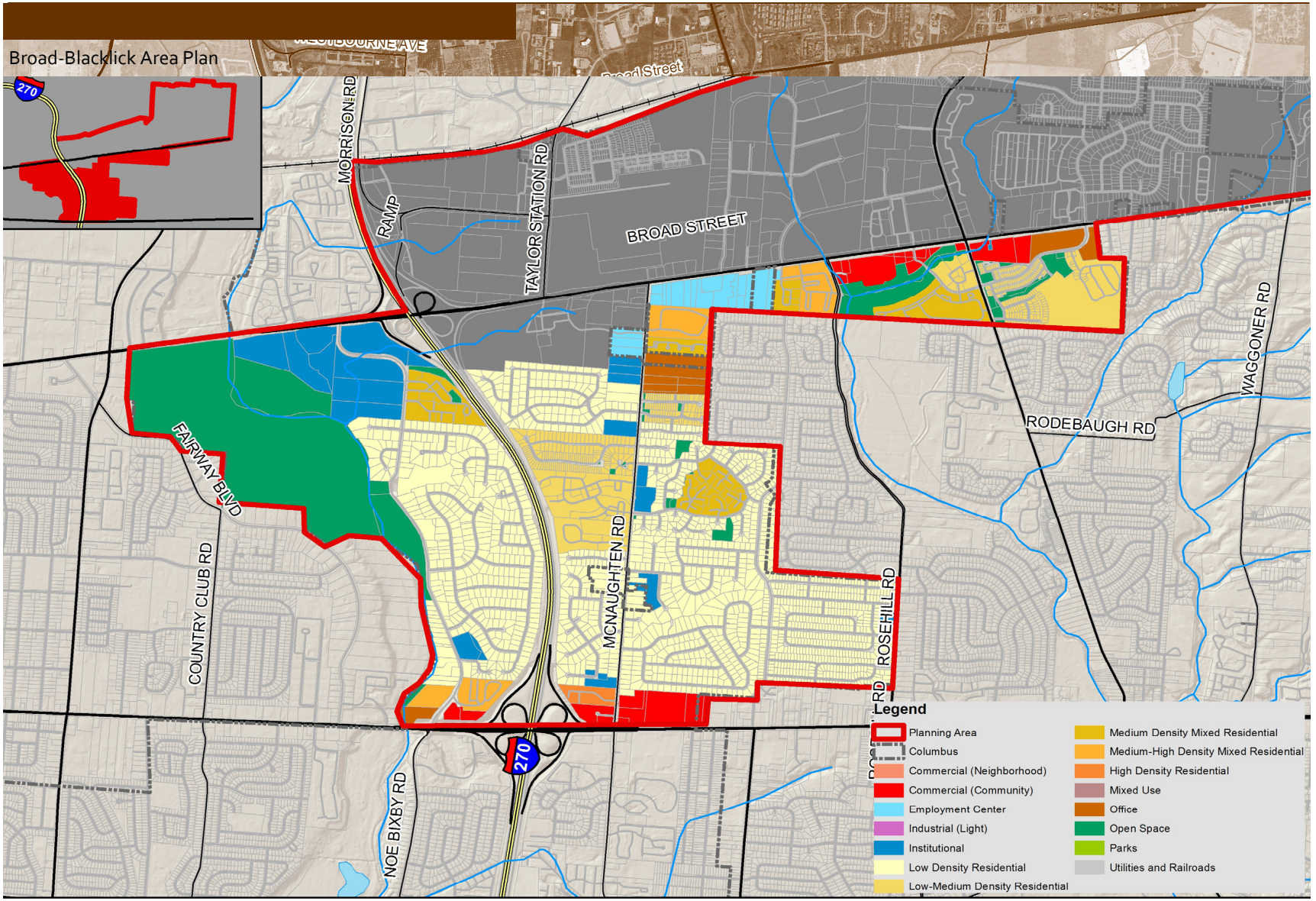
- Existing tributaries, streams, and swales should be preserved and enhanced over time as greenways and considered for acquisition or the establishment of conservation easements.

- Streams that are currently diverted through culverts should be considered for "daylighting" as part of redevelopment of the site where economically feasible.

- Green development practices are encouraged for any new development or redevelopment.

- Rain gardens or similar measures should be considered on residential and commercial properties to minimize the impact of stormwater runoff.

- Existing tree cover should preserved as much as possible within any new development or redevelopment locations.



Big Walnut Subarea

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FIGURE 19: BIG WALNUT SUBAREA

Natural Resources

Development Principle 2

Open space and significant environmental areas should be preserved.

Open space and significant environmental areas are features that provide recreational opportunities for residents, protect functioning ecosystems that support urban wildlife, manage stormwater runoff, act as transitions between land uses, and stabilize and enhance property values. The natural resources recommendations for the Broad-Blacklick Area focus on building upon the existing network of open space, parks, and natural areas, preserving the area's many amenities and making improvements where necessary. These guidelines and strategies work to strengthen existing city policies to help the built environment and natural resources to coexist.

Policy

A neighborhood park, community park, or recreation facility (public or private) should be located within one-half mile of all residents.

Guidelines/Strategies

- As development/redevelopment occurs in the planning area, opportunities to develop parks and include green space should be explored.
- Enhanced connections to adjacent recreation areas should be incorporated in future developments when feasible.
- Where feasible, new development should provide for on-site open space to meet the passive recreation needs of the community.
- New developments should contribute their fair share of park land acquisition and development costs to ensure that local standards are met and new development is consistent with code requirements.
- The City should pursue acquisition of additional parkland and recreation paths in underserved areas.
- Joint use of schools and recreation facilities should be considered where feasible.
- The areas adjacent to creeks, rich with natural resources, should be explored for passive recreational use.

Policy

Natural areas should be conserved and protected from the impacts of development.

Guidelines/Strategies

- Streams, rivers, and wetlands should be included on development site plans and protected in accordance with the city of Columbus Stormwater Drainage Manual. Protected areas should be expanded when feasible to include other resources such as wooded areas.
- Existing tributaries, streams, and swales should be preserved and enhanced over time as greenways and considered for acquisition or the establishment of conservation easements.
- Streams that are currently diverted through culverts should be considered for "daylighting" as part of redevelopment of the site where economically feasible.
- Alternative methods to manage stormwater should be considered, such as bioswales, vegetated swales, native landscaping, naturalized detention and retention basins, minimizing imperious 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.
- 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 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.

- 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

Urban Design

Development Principle 3

Use urban design standards to enhance sense of place and create a structured framework for new development and redevelopment.

The quality of the built environment is a reflection of a community's character and identity. 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. New investment and development is very important to ensure the long-term economic viability of all neighborhoods. Such activity indicates that neighborhoods are safe places to invest private funds, while also providing necessary facilities that benefit residents (new shops, places to work, places to live).

Development should also respect the character of surrounding buildings and the area as a whole. New buildings should add to the built environment, sometimes even creating new iconic structures. Historic features should also be respected, even integrated into new development as the built environment organically evolves over time.

Continued development is certain for the Broad-Blacklick Area. Design guidelines for this future development are a key factor in ensuring it makes a strong contribution to the overall goals of the plan. 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 helping to maintain property values and encouraging additional development.

Policy

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

- Commercial zoning overlay designations should be explored for the Broad-Blacklick Area. Possibilities include:
    - ◊ The Regional Commercial Overlay on Broad Street between I-270 and the Columbus boundary.
    - ◊ The Community Commercial Overlay at two intersections– Broad Street and Reynoldsburg-New Albany Road, and Broad Street and Waggoner Road.
- In the absence of an overlay, 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 clearly demarcated entryways facing the street frontage.
    - ◊ 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 is encouraged for all sides of a building, known as "four-sided" architecture.
    - ◊ Wall signs should be compatible with the size and scale of the building facades and general streetscape. Signs should not obscure or interfere with architectural lines and details.
    - ◊ Freeway, pole signs, billboards, sign benches, roof signs, large overhanging signs, LED and other such electronic or digital signs, and 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.

◊ 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 Road 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.

- Wherever possible, green building and/ or LEED technologies are encouraged.
- Where applicable, subdivisions should be designed to respect existing lot patterns established within neighborhoods to maintain community character.
- 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.
- 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.
- Multi-family developments with six or more units should have more than one building type and/or façade option providing a variety of building characteristics..
- Open space should be used as a means of an organizational element within the site plan.

Policy

Landscaping plays an important role in creating a high-quality environment.

Guidelines/Strategies

- In context with its location, all development should be landscaped and buffered as appropriate. Screening between incompatible land uses should consist of one of the following treatments:
    - ◊ A six-foot high board-on-board fence along the property line. Deciduous trees should be planted, evenly spaced, at a ratio of one tree per 20 lineal feet on the inside of the fence.
    - ◊ In urban locations, this screen could be replaced with a six-foot high wall constructed of materials complimentary to the principal building in combination with a continuous 30-inch high evergreen hedge planted along the property line. Deciduous trees should be planted, evenly spaced, at a ratio of one tree per 20 lineal feet adjacent to the hedge.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.
- The use of pervious surfaces should be encouraged to minimize stormwater run-off and increase infiltration. This treatment is ideal for areas with low vehicle traffic volumes.
- All trees (including street trees) should meet the following minimum size at the time of planting: shade trees two inches caliper; ornamental trees one and half inches caliper; and evergreen trees five feet in height. Tree caliper is measured six inches from the ground.
- Native species are recommended for all landscaping. Invasive species should not be used.
- Developers are encouraged to preserve mature trees, which includes trees having a caliper (diameter) of six inches or greater at a point four foot above grade.
- Developers are encouraged to incorporate landscaping into the hardscape along the commercial corridors by use of planters, etc.

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 (2008),* 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. Connections should be made to and between 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 to encourage pedestrian activity 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.

- Road improvements should be consistent with relevant Complete Streets policies and guidelines.
- 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 bump-outs 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.
- Street trees are recommended on all public and private streets.
- Traffic calming techniques should be considered on roadways with high accident rates.
- Mechanisms to mitigate any noise impacts from adjacent highways and rail corridors should be explored.

Policy

Public transportation should be expanded accordingly to areas not in close proximity to bus routes or bus stops.

Guidelines/Strategies

- Development should provide pedestrian access to transit stops. New development or redevelopment projects should be coordinated with COTA on potential installation or relocation of bus stops.
- Enhanced bus service should be pursued. Particular focus should be given to the construction of bus stops in the western and northeastern sections of the planning area. At a minimum, bus stops should consist of a concrete pad and signage. Shelters, benches and amenities, such as trash cans and newspaper racks, 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 Broad-Blacklick Area.

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.

Plan Recommendations

Economic Development

Development principle 6

Economic Development in the Broad-Blacklick Area should build on the success of existing businesses in order to develop thriving, attractive business districts that provide both services and employment opportunities.

The vitality of the economic base of the city and its neighborhoods and districts is an important foundation of physical planning. The Broad-Blacklick area is regional employment center, and ensuring that economic assets are maintained and enhanced is critical. Employment opportunities and the resulting tax revenues are crucial to providing quality neighborhoods and municipal facilities and services.

Policy

Existing land resources should be recycled with changes in land use.

Guidelines/Strategies

- The redevelopment of brownfield sites should be prioritized where economically feasible as opposed to developing greenfield sites.
- Incentives should be targeted to encourage reinvestment and redevelopment.

Policy

Infrastructure should be maintained and improved to support business activity.

Guidelines/Strategies

- As commercial sites redevelop, opportunities and programs to require developers to contribute funding for needed infrastructure improvements should be explored

Policy

Encourage good design of residential, office and retail entities. Make use of existing facilities where possible.

Guidelines/Strategies

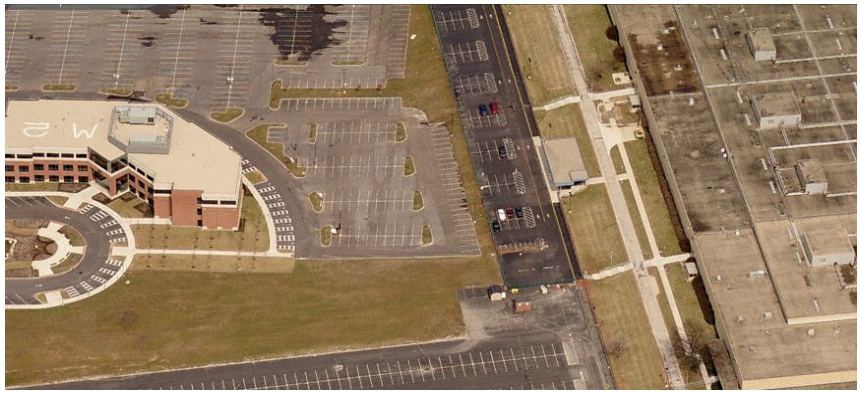
- Promote sites appropriate for mixed use. Uses could include retail, office, service oriented businesses, residential, and open/ recreation space.
- Investigate the application of commercial zoning overlays to the major commercial corridors.

Policy

Target city retention and expansion activities to support the area's strongest economic sectors: healthcare and light industrial uses.

Guidelines/Strategies

- Continue to offer incentives to attract and retain appropriate businesses.



Introduction

The most effective way to implement the provisions of the East Broad-Blacklick Area Plan is through the consistent and unified advocacy of its 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 Department, 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 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 Community, 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 Broad–Blacklick Area. Guidelines from an area plan are not city or county code/regulations, but as part of an adopted plan they serve as city policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered.

Users 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.

Below are recommendations regarding the use of the development review checklists:

- Applicants for a zoning and/or variance are encouraged to review a development review checklist and incorporate its provisions in their proposals.
- Community groups use a checklist to evaluate development proposals in their respective areas. One copy of a checklist should be provided by community groups to serve as the official input for the association regarding each proposal.
- Stakeholder groups or agencies and other stakeholders should use the checklist as an organizing element for their review and comment to the given community group on development proposals.
- 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 community groups 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.
- The checklist should be used by appropriate parties to evaluate updated or modified project proposals.

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
General					
Developer has reviewed recommendations of Broad– Blacklick Plan?					
Has the project site plan been submitted?					
Is the proposal consistent with the land use plan (p26)?					
Does the proposal follow appropriate development guidelines listed in the 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 quality of design and materials (p36)?					
Does the proposal follow commercial overlay standards for the locations listed in the Urban Design section (p36)?					
Are quality gateway features proposed (p37)?					
Are proposed industrial uses buffered following guidelines for better compatibility (p37)?					
Are new residential development proposals compatible in terms of density and design (p37)?					
Does the proposal follow quality landscaping standards (p38)?					
Transportation					
Are bike connections encouraged per the Columbus Bicentennial Bikeways Plan (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 the public transportation been taken into consideration (p40)?					
Industrial Uses					
New Industrial development shouldn't encroach upon existing neighborhoods and other incompatible uses (p41)					
Does the proposal follow appropriate buffering standards (p41)?					

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Economic Development					
Are existing sites utilized for jobs related growth before constructing new developments (p42)?					
Does the existing infrastructure support job growth (p42)?					
Is there a focus on retention and expansion of existing strong job bases (p42)					

Notes:

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 includes a chart listing these action-oriented recommendations and 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.

Recommendation	Notes/Resources
Look for opportunities to create park and recreation areas working with City Parks and Recreation.	
Be proactive while preserving natural resources and approving new development proposals.	
Look for opportunities to create park and recreation areas working with City Parks and Recreation.	
Implement recommendations of Columbus Bikeways Plan related to Broad– Blacklick planning area.	
Establish commercial overlay standards as recommended in Urban Design element.	

Notes:

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