

South Linden

Neighborhood Plan Amendment



DEPARTMENT OF
DEVELOPMENT



The *South Linden Neighborhood Plan Amendment* was adopted by Columbus City Council on November 12, 2012. This amendment supersedes all land use and urban design recommendations of the 2003 *South Linden Neighborhood Plan*.

Special thanks to the staffs of the Greater Linden Development Corporation (GLDC), the Neighborhood Design Center (NDC), and the Linden Community Center for their support of the planning process.

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Letter from the Director

I am pleased to present the *South Linden Neighborhood Plan Amendment*, adopted by Columbus City Council on November 12, 2012. It amends and updates the plan first adopted in 2003. On behalf of the city's Department of Development, I congratulate and thank the residents of South Linden and the many stakeholders who participated in the planning process.

Goals of the amendment include (1) a mix of residential, office, retail, and other compatible uses along Cleveland Avenue and E. Hudson Street; (2) residential infill at appropriate densities arranged to enhance adjacent development patterns; (3) human-scale and pedestrian-friendly urban design; and (4) reservation of the former railroad corridor along the eastern edge of the planning area for future transportation and/or recreational use.

The amendment provides a land use plan that recommends future land uses for all parcels in the planning area. It will assist real estate interests and decision-makers in the formation and evaluation of development and redevelopment proposals.

Implementation of the amendment's goals will be accomplished through the review of zoning applications and proposed public improvements for consistency with city policy as articulated by the recommendations in this document. The amendment also may guide other neighborhood or city development-related initiatives.

Many thanks to the South Linden Area Commission, the Greater Linden Development Corporation, and other stakeholders for many hours of hard work and leadership throughout the process. The Department of Development looks forward to continued cooperation with neighborhood stakeholders as we work together towards implementation.

Sincerely,

Boyce Safford III, Director
Department of Development

What is a Plan and How is it used?

The *South Linden Neighborhood Plan Amendment* serves to update the *South Linden Neighborhood Plan*, adopted in 2003. It provides an opportunity for the community to help shape and direct the pattern of growth, character, and development in the area. The area planning process addresses land use, urban design, economic development, and to a lesser extent, transportation. A goal of the plan amendment is to develop a shared vision unique to the South Linden planning area by bringing together a range of community stakeholders.

The amendment:

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



The Crosstown Building at Four Corners—Cleveland Avenue at E. 11th Avenue

Introduction



Stakeholders at a plan public open house.



Adoption of the amendment will help the neighborhood of South Linden a number of ways. The amended plan will:

- Reflect clearly what the neighborhood desires for the future.
- Provide a framework for zoning and other land use decisions.
- Inform capital improvement priorities appropriate for the area.
- Create a clear picture of the type of development that is desired by the neighborhood.
- Provide guidelines for the design of new development.

A neighborhood plan or amendment does not address a number of issues.

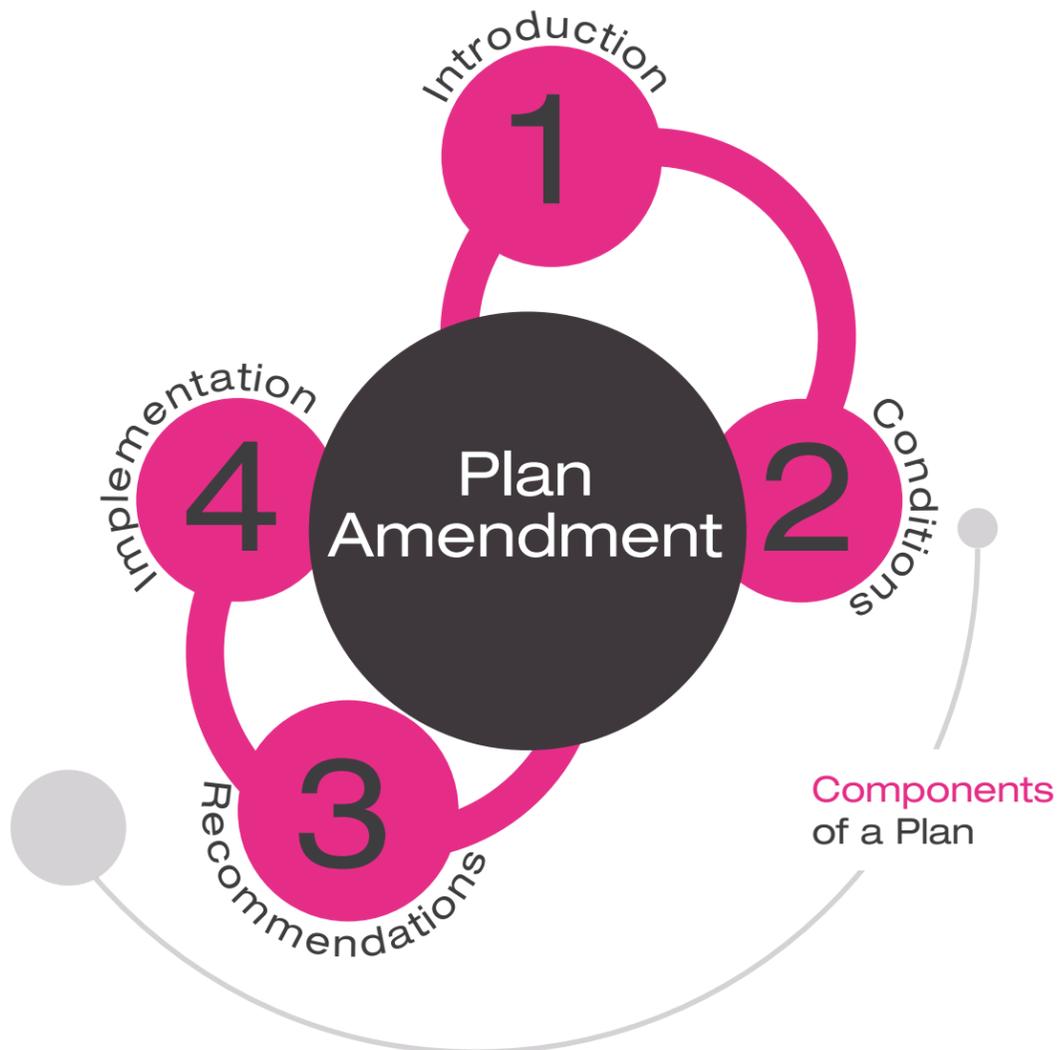
- It does not resolve disputes between property owners.
- It does not solve issues unrelated to the built and natural environment, such as health care, code enforcement, street lighting, and public safety.
- It does not “force” public and private entities to do something that they would not otherwise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

Plan Format

A plan or amendment consists of four elements: Introduction, Existing Conditions, Plan Recommendations, and Implementation Strategy. The bulk of the document consists of the Plan Recommendations Element, which includes text, maps, charts, photos, and other illustrations. The Recommendations are organized by development principle that apply to the planning area and policies are developed for each development principle to help guide its implementation. Guidelines and strategies are then formulated to promote and measure achievement of policies. The development principles generally support a sustainable environment where practical land uses and transportation options are encouraged to enhance the quality of life of area residents and other stakeholders.

Planning Process Summary

The process to amend and update the neighborhood plan was accomplished with the assistance of the South Linden Area Commission, the Greater Linden Development Corporation, and many community stakeholders. A group of neighborhood leaders met to review draft plan materials prior to each of three public workshops and the public open house at the end of the planning process. Public workshops were held on June 29, 2010; November 30, 2010; and March 31, 2011. The open house was held on October 6, 2011.



Key Recommendations

Future Land Use Identification of a future land-use category for every parcel within the planning area. This map and accompanying text provide a mechanism for the evaluation of future land use proposals in South Linden.

Encouragement of mixed-use development South Linden already has areas where land uses are mixed along Cleveland Avenue and E. Hudson Street. The amendment supports continuation of this land use pattern to encourage efficient use of land and to build and strengthen a multi-modal transportation system.

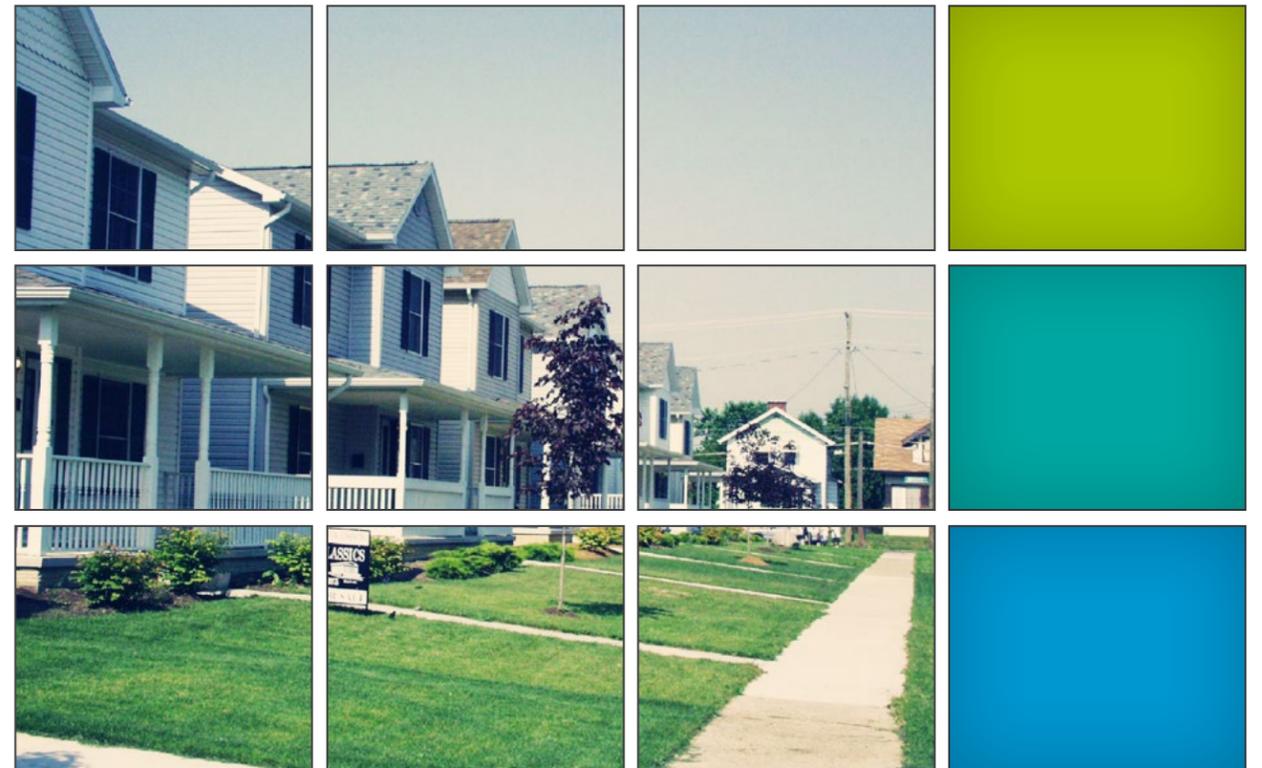
Economic development and jobs The amendment encourages office uses (within mixed-use areas) and light industrial uses in areas of redevelopment potential.

Residential infill at appropriate densities The amendment supports infill in the neighborhood at densities and in physical arrangements that enhance the existing adjacent development patterns.

Reservation of the former railroad corridor along the area's eastern boundary The amendment discourages any development or activity that might preclude future transportation and/or recreation use of the railroad corridor that runs over a mile from south of E. 17th Avenue to E. Hudson Street and beyond.

Urban design The amendment establishes a number of design criteria to support human-scale development and redevelopment of the various land uses included on the Future Land Use Plan.

Implementation The amendment includes a development checklist for the evaluation of future proposals and suggests some pro-active initiatives neighborhood stakeholders may pursue to promote the achievement of plan recommendations.





Existing Conditions

Introduction

The Existing Conditions element of the plan provides a summary of the planning area's physical attributes, including annexation patterns, land use, urban form, and the natural environment. This element also reviews existing zoning, demographics, employment, and other factors that will influence future development. It concludes with a summary of stakeholder interviews conducted in the early stages of the plan amendment process.

Planning Area Boundaries

South Linden is located on the city's north side, bounded on the north by E. Hudson Street; on the east by the former railroad corridor east of Billiter Boulevard and E. 25th, Joyce, and E. 17th avenues; on the south by the Norfolk Southern railroad south of Bonham Avenue; and on the west by I-71 (Figures 1 and 2).

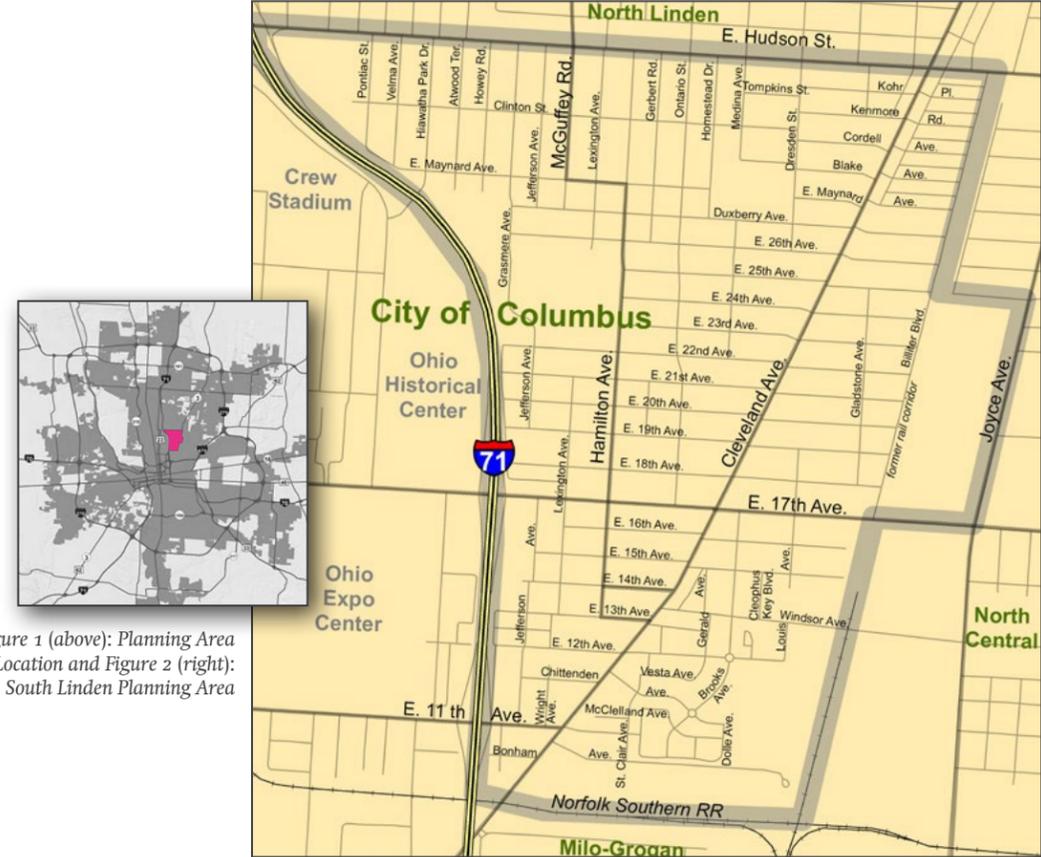


Figure 1 (above): Planning Area Location and Figure 2 (right): South Linden Planning Area



Demographics

The planning area experienced a significant drop in population and housing units between 1990 and 2010, and in the number of households between 2000 and 2010.

The age distribution of the population remained roughly constant between 2000 and 2010 and the percentage of the population of Hispanic or Latino ethnicity grew significantly.

The number of vacant housing units increased throughout the past 20 years, but at the fastest rate between 2000 and 2010. This late increase may be attributable to the national housing crisis following a 2006 peak in values and the subsequent spate of foreclosures (Table 1).

Annexation

Over 94% of South Linden became part of the city of Columbus between 1910 and 1924. The portion just west of Joyce Avenue between E. 17th and E. 25th avenues was added in 1954. None of the South Linden planning area remains unincorporated (Figure 3).

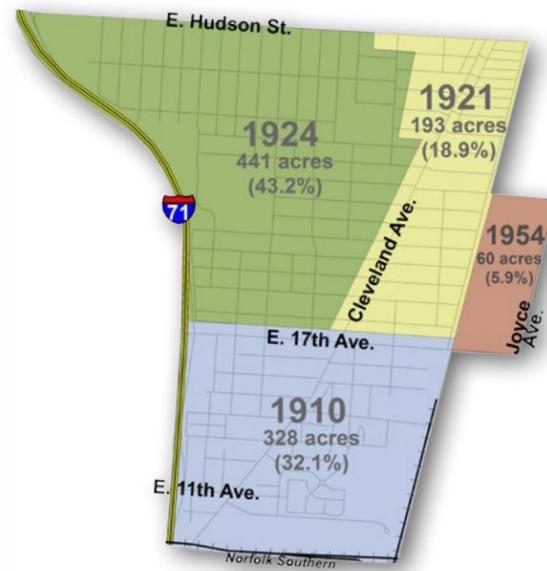


Figure 3: Annexation History

Table 1: Demographics
(Sources: US Censuses 1990, 2000, and 2010)

	1990	2000	2010	20-Year/10-Year Change	Percent Change
Population & Households					
Total	13,519	10,934	9,062	-4,457	-33.0%
Male	NA	4,975 (45.5%)	4,223 (46.6%)	-752	-15.1%
Female	NA	5,959 (54.5%)	4,839 (53.4%)	-1,120	-18.8%
Households	NA	4,050	3,485	-565	-14.0%
Ave. Household Size	NA	2.7	2.6	-0.1	-3.7%
Race & Ethnicity					
Black/African American	10,159 (84.9%)	9,504 (82.4%)	7,589 (81.0%)	-2,570	-25.3%
White	1,629 (13.6%)	1,524 (13.3%)	1,302 (13.9%)	-327	-20.0%
Other Race or Mixed Race	184 (1.5%)	504 (4.4%)	478 (5.1%)	+294	+160.0%
Hispanic or Latino of Any Race	65 (0.5%)	190 (1.6%)	213 (2.3%)	148	+227.7%
Age					
14 years of age or younger	NA	3,424 (29.7%)	2,509 (26.8%)	-915	-26.7%
15-24 years of age	NA	1,653 (14.3%)	1,520 (16.2%)	-133	-8.0%
25-44 years of age	NA	3,096 (26.8%)	2,266 (24.2%)	-830	-26.8%
45-64 years of age	NA	2,116 (18.3%)	2,106 (22.5%)	-10	-0.5%
65 years of age or older	NA	1,243 (10.8%)	968 (10.3%)	-275	-22.1%
Housing Unit Occupancy					
Occupied	4,765 (95.1%)	4,026 (88.2%)	3,488 (75.9%)	-1,277	-26.8%
Vacant	246 (4.9%)	539 (11.8%)	1,107 (24.8%)	+861	+350.0%
Total Housing Units	5,011	4,565	4,595	-416	-8.3%



Urban Form and Development Opportunities

There are four principal urban forms in South Linden (Figure 4). Residential neighborhoods make up most of the area, with mixed use environments occurring along major transportation corridors and light manufacturing along the southern and eastern edges of the community. Two large parks serve the community.

Many opportunities exist in the area for development, redevelopment, and preservation of existing assets. These assets inform the planning process and provide the basis for many of this amendment’s recommendations. The efforts at the Four Corners, at E. 11th and Cleveland avenues, are among the most visible and celebrated on which to build.



- Light Manufacturing (maintain and grow jobs)
- Residential areas (opportunities for rehabilitation and infill)
- Parks & open space (protect and enhance)
- Mixed use nodes & corridors (enhance and support)

Figure 4: Urban Form and Development Opportunities Map

Employment

US Census Bureau estimates show that there is good variety in the occupations of employed persons age 16 and over in South Linden with service and sales occupations making up more than half.

These persons were employed in a number of industries; the educational services, and health and social assistance industry accounting for the largest share, nearly 30% (Table 2).

Table 2: Linden Employment Estimates

(Sources: 2006-2010 American Community Survey, US Census Bureau)

Occupations	Civilians Employed (16 years and over)	Percent
Service occupations	691	27.5%
Sales and office occupations	660	26.2%
Management, business, science, and arts occupations	533	21.2%
Production, transportation, and material moving occupations	467	18.6%
Natural resources, construction, and maintenance occupations	166	6.6%
Industry of Occupation		
Educational service, and health care and social assistance	752	29.9%
Finance and insurance, and real estate and rental leasing	259	10.3%
Arts, entertainments, and recreation, and accommodation and food services	242	9.6%
Manufacturing	220	8.7%
Retail trade	218	8.7%
Other services, except public administration	213	8.5%
Professional, scientific, and management, and administrative and waste management services	212	8.4%
Transportation and warehousing, and utilities	140	5.6%
Wholesale trade	88	3.5%
Construction	71	2.8%
Public administration	64	2.5%
Information	38	1.5%

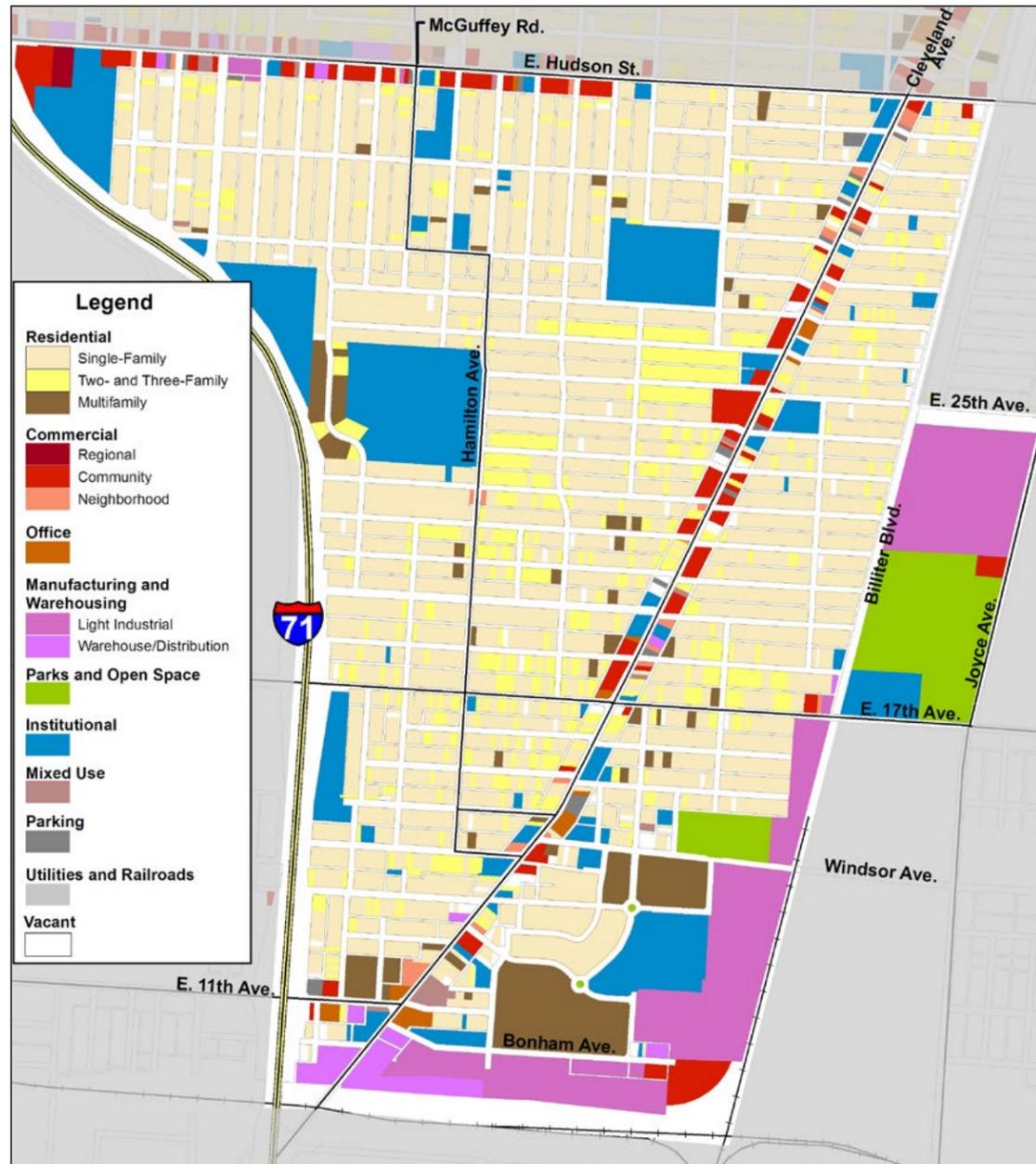


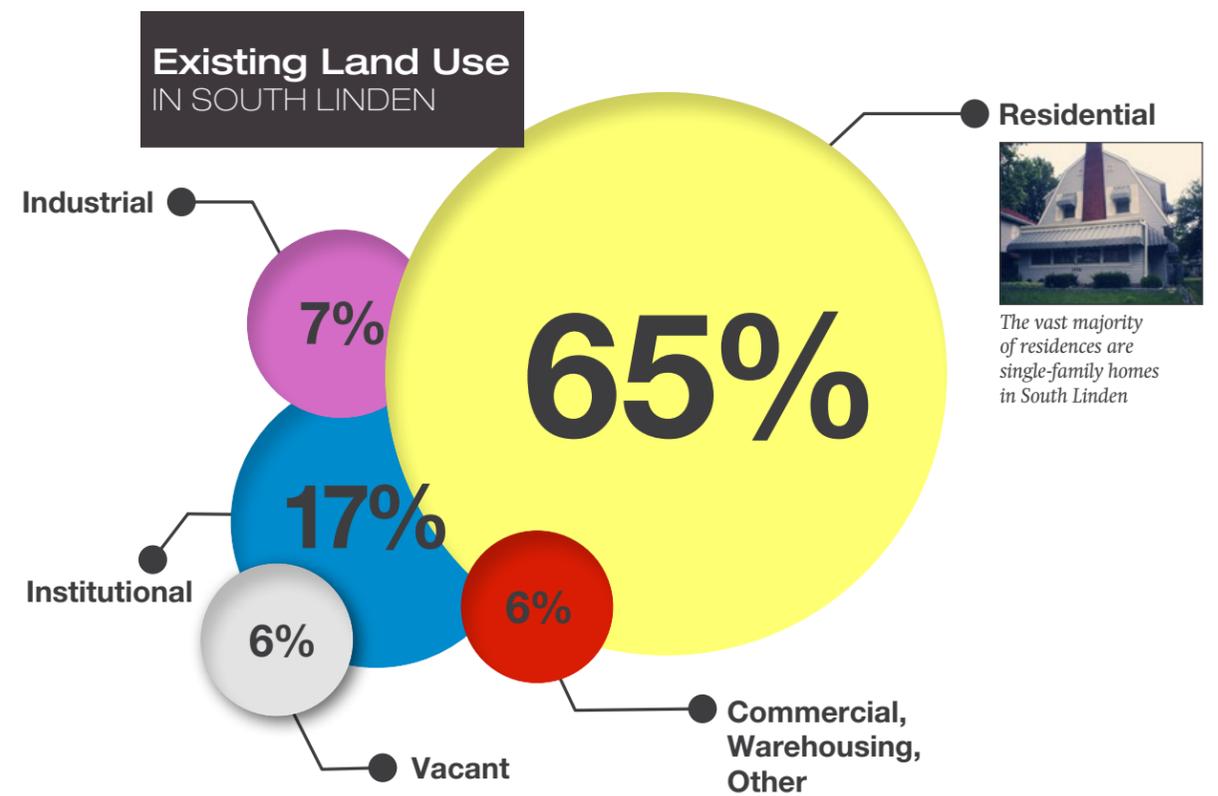
Figure 5: Existing Land Use Map (Sources: Franklin County Auditor and staff analysis)

Land Use

South Linden is primarily residential in nature, with nearly 65% of the land not dedicated to public rights-of-way used for that purpose. The vast majority of residences are single-family homes with a mix of two-family dwellings and some apartment buildings. Institutional uses (including schools, churches, and parks) are second in area (16.8%) and industrial uses rank third (7.1%).

The remaining 11.6% of the land is vacant (5.5%) or dedicated to the following uses: commercial (4.2%), warehousing and distribution (1.3%), and other uses (0.6%)—which include parcels dedicated entirely to offices, parking, and mixed uses.

The Existing Land Use map shows the distribution of land uses within the community (Figure 5).



The vast majority of residences are single-family homes in South Linden

Zoning

South Linden’s zoning pattern roughly mirrors its existing land-use pattern, being primarily residential with other districts along major corridors and along the edges of the community. There is a limited amount of institutional zoning, but institutional uses are permitted in many other districts as well (Figure 6).

Residential zoning consists of medium-density districts allowing single-family and two-family structures.

Along Cleveland Avenue from E. 11th Avenue to E. Hudson Street, the base zoning districts are augmented with the city’s Urban Commercial Overlay (UCO). The overlay contributes additional standards addressing building placement and design, parking and circulation, and landscaping in order to promote efficient land use and a traditional urban scale conducive to pedestrian movement and bicycle and public transit usage. The UCO applies only to commercial and office uses.

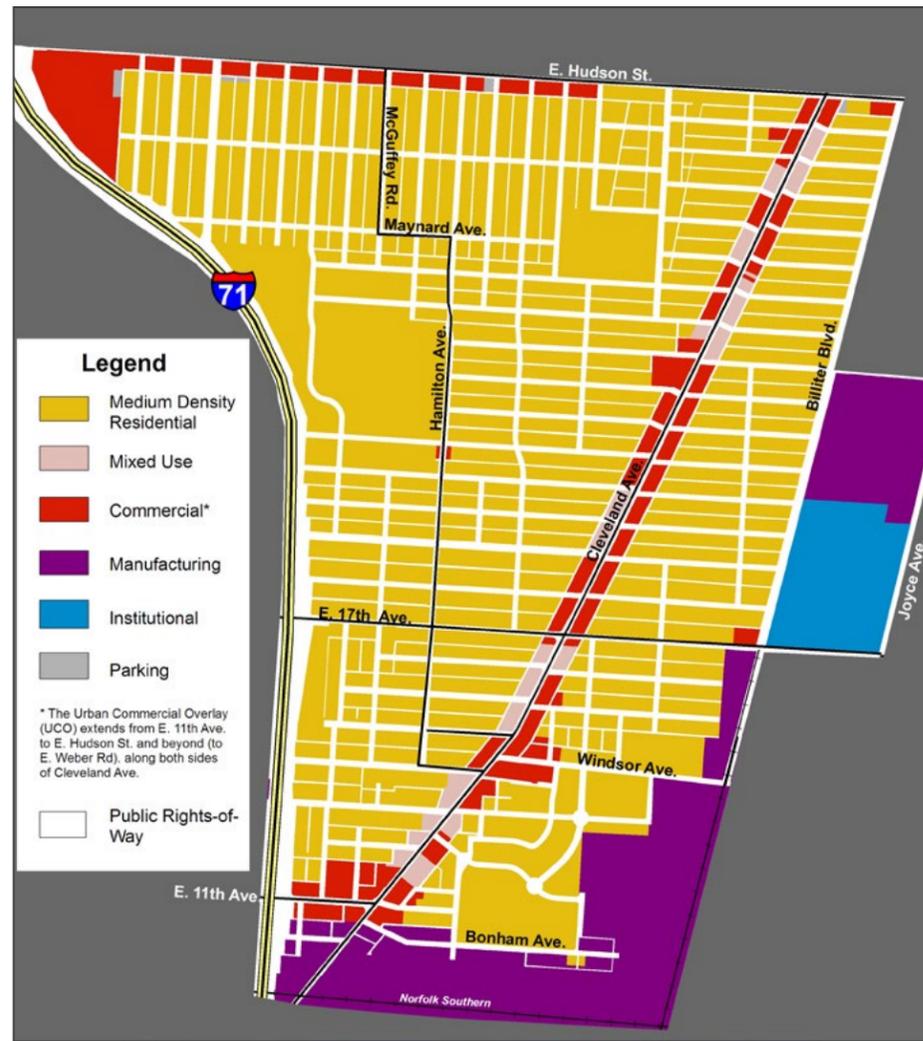
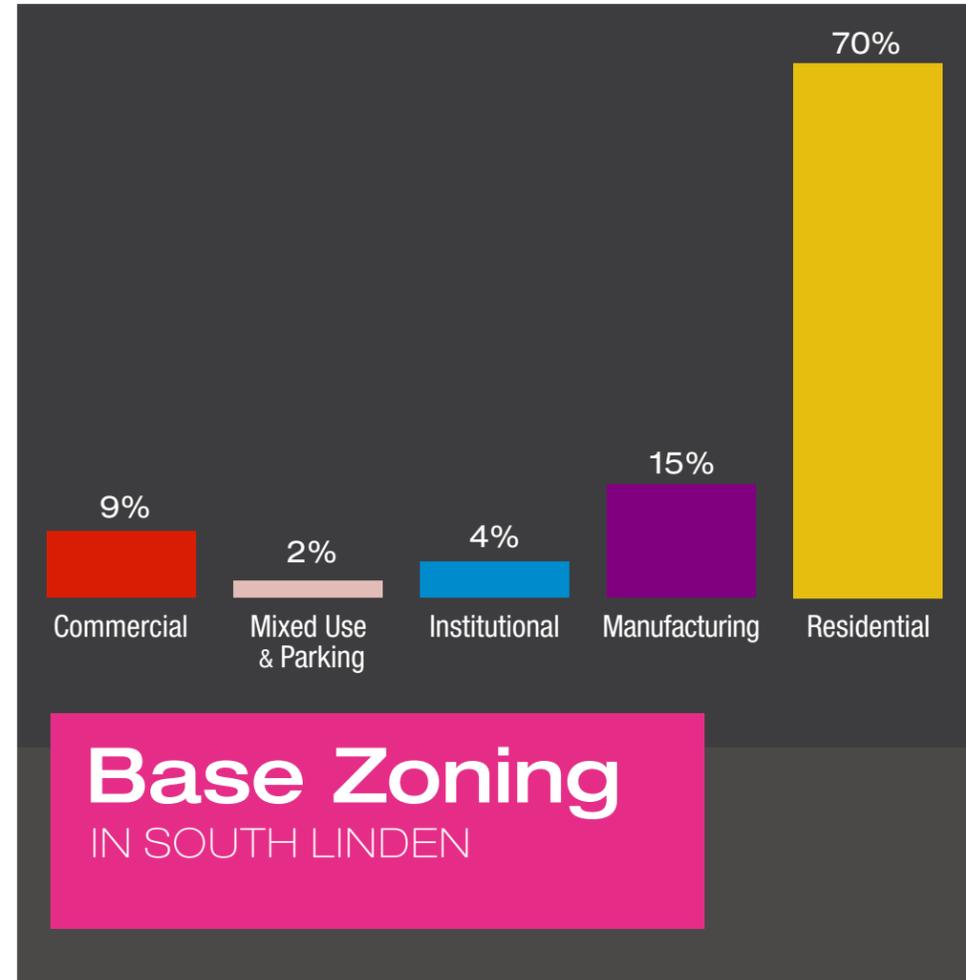


Figure 6: Existing Base Zoning Map (Sources: City of Columbus zoning data and staff analysis)



Cleveland Avenue at E. 11th Avenue within the Urban Commercial Overlay

Natural Environment and Resources

South Linden occupies the very flat high ground between the Olentangy and Alum Creek valleys. As a well-established, largely-residential area, the area has a good stock of mature trees. No streams cross the area and there are no designated flood plains. A few very small areas have characteristics consistent with the presence of wetlands (Figure 7).

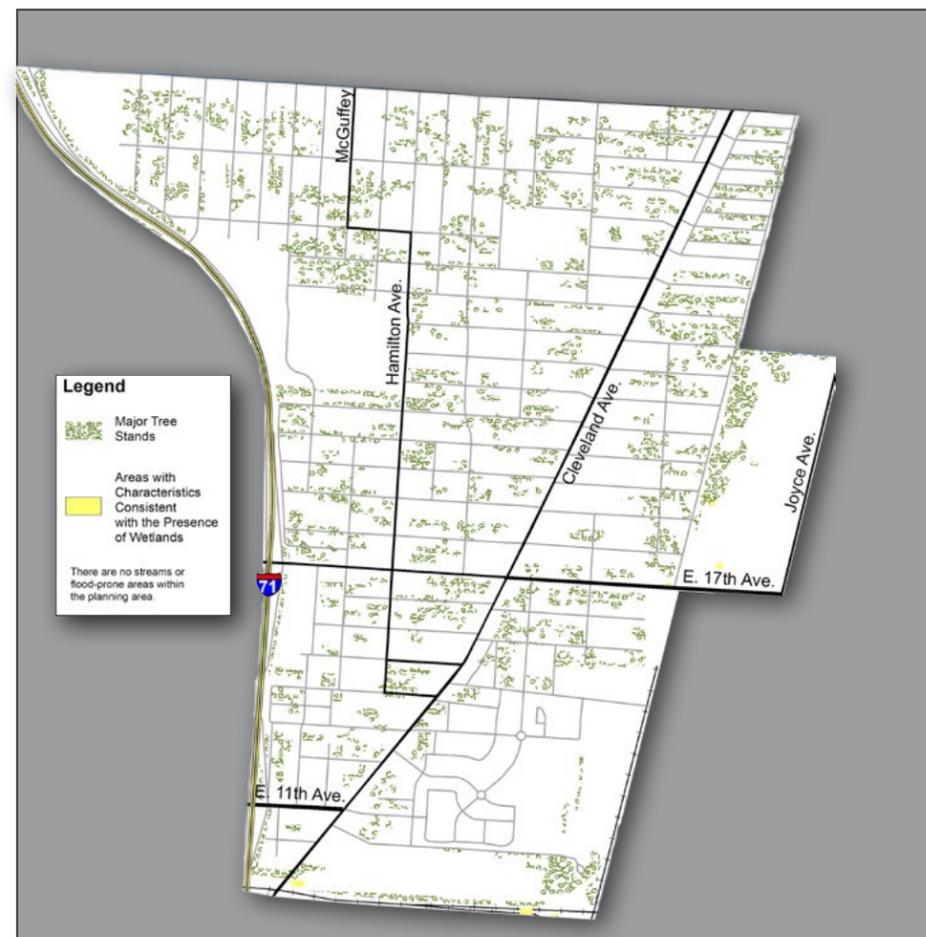


Figure 7: Natural Resources Map (Sources: City of Columbus, GIS databank and staff analysis)



Public Input

Stakeholder participation is key to a successful planning process and equally important during implementation. Input from the widest possible group was sought throughout the plan amendment process, both in terms of individuals and organizations. As the official representative of the neighborhood, the South Linden Area Commission partnered with the city to promote the generation of issues and ideas from stakeholders and a thorough review of draft work products to be incorporated into this document. The Greater Linden Development Corporation (GLDC), the Neighborhood Design Center (NDC), and the two Cleveland Avenue branches of Columbus Metropolitan Library were also instrumental in bringing ideas and people to the table. A Leaders group met to review draft products prior to dissemination to the wider community-at-large.

Three public workshops and an open house were held at critical points in the planning process and the South Linden Area Commission recommended adoption of the amendment on October 18, 2011.

Stakeholder Interviews

Community outreach early in the process provided the perspective needed to initiate the amendment and allowed for person-to-person introductions and mutual understanding of the planning phases and interim products. To that end, eight individuals representing various interests and perspectives in the community were

interviewed individually following data analysis but prior to the first public meeting. In general, these persons are fond of the area and see great potential in its future. There were, however, a number of concerns expressed that lie beyond the scope of this amendment. These included crime/public safety, foreclosures, and code enforcement. But interviewees also had ideas and concerns that can be meaningfully addressed in a plan amendment process. Some highlights include:

Land Use and Zoning

- A lack of day-to-day retail and restaurant offerings in close proximity to residential neighborhoods that can be easily accessed by bicycle or by walking.
- A lack of convenient parking for businesses along Cleveland Avenue.
- Cleveland Avenue zoning that is inconsistent with existing and likely future land use.
- Challenges of compatibility and transition between adjacent land uses.
- Potential use of the former railroad corridor along the area's eastern boundary.

Urban Design

- A general lack of a cohesive appearance and identity of commercial corridors.
- Deterioration of both business and residential structures.

Plan Recommendations

Introduction

The Recommendations element addresses land use and urban design and is organized into four development principles speaking to planning priorities guiding future growth, development, and redevelopment in South Linden. Recommendations are outgrowths of staff analysis, guidance from the leadership of the area, and public input described earlier in this document. They are consistent with overall city of Columbus development policies, programs, and initiatives.

Each development principle is supported by specific policies and each policy is refined by strategies designed to promote the policy and/or guidelines to measure achievement of the policy. In some cases, guidelines take the form of design criteria used to evaluate the physical attributes of development proposals.

Maps and other graphics augment recommendations—text and development concepts are provided to illustrate preferred development and redevelopment patterns and aesthetics.

Land Use Plan

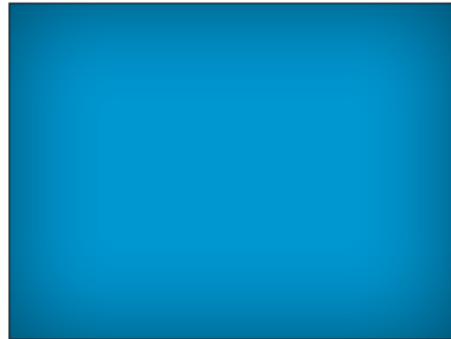
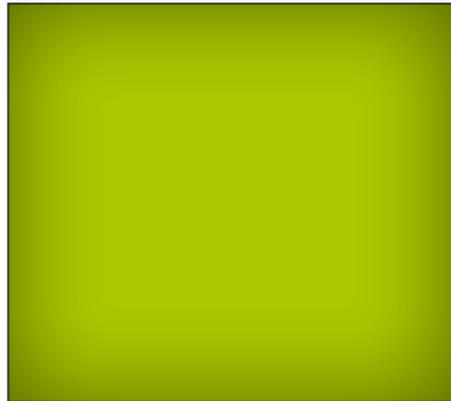
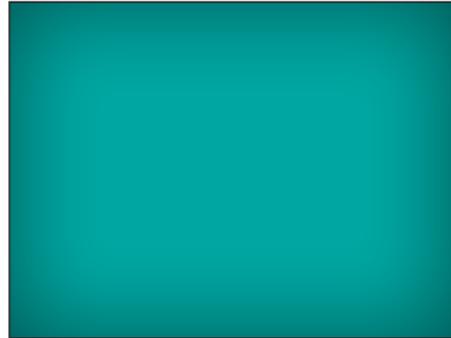
The Land Use Plan includes the Future Land Use Plan map (Figure 8), the Land Use Classifications table (Table 3) and associated principles, policies, strategies, and guidelines. The Future Land Use Plan map provides a land use recommendation for every parcel within the planning area based on a review of existing land uses, staff analysis, and public input. The Land Use Classifications table provides a general description of the land uses recommended on the map.

The Future Land Use Plan map and Land Use Classifications table are utilized if a property owner in the planning area desires to change the land use on his or her property and a rezoning or variance is required. The map and table are not city code, but are policy and are used to guide land-use decisions. The density ranges and other information provided are guidelines meant to provide as clear an expectation as possible, but do not imply that development proposals will be approved at the maximum density or intensity described.



Various land uses are represented by different, uniform colors on the Future Land Use Plan map. Every property is assigned a particular land-use recommendation.

Plan 3 Recommendations



A mix of residential development that falls within the density range recommended for South Linden's primary road corridors.

Land Use Recommendations

Development Principle 1:

Neighborhoods will include a vibrant mix of uses (residential, retail, office, open space, etc.)

Policy

Mixed-use development (horizontal and/or vertical) should be common and will be supported along portions of South Linden's primary roadway corridors. It should include multifamily housing, neighborhood-scale retail, offices, and other services. It should contribute to a walkable/bikeable urban environment.

Guidelines/Strategies

- New development is recommended to be a mix of uses along major roadways where designated in the Future Land Use Plan and include a combination of retail, office, commercial, public buildings and open space, and a variety of residential uses. Higher density multifamily uses would be supported on Cleveland Avenue. Such development should follow the density recommendations provided in this plan.
- New mixed-use development, whenever possible, should include a variety of residential products in terms of style, size, and cost.
- The expansion of commercial developments on primary commercial corridors beyond the alley into primarily residential districts is generally discouraged. Commercial expansion beyond the alley may be supported in limited circumstances provided that key considerations are adequately addressed, including plan and/or commercial overlay compliance, buffering and landscaping, and avoidance of negative off-site impacts, etc.

NOTE:

These recommendations are to be used as general guidelines. Each development application must be reviewed on a case by case basis, judged on its own merits, and must consider the specific site and the site's context (adjacent uses and development patterns). Proposals that include the highest end of the density ranges recommended should be particularly scrutinized in regard to their contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architectural styles.

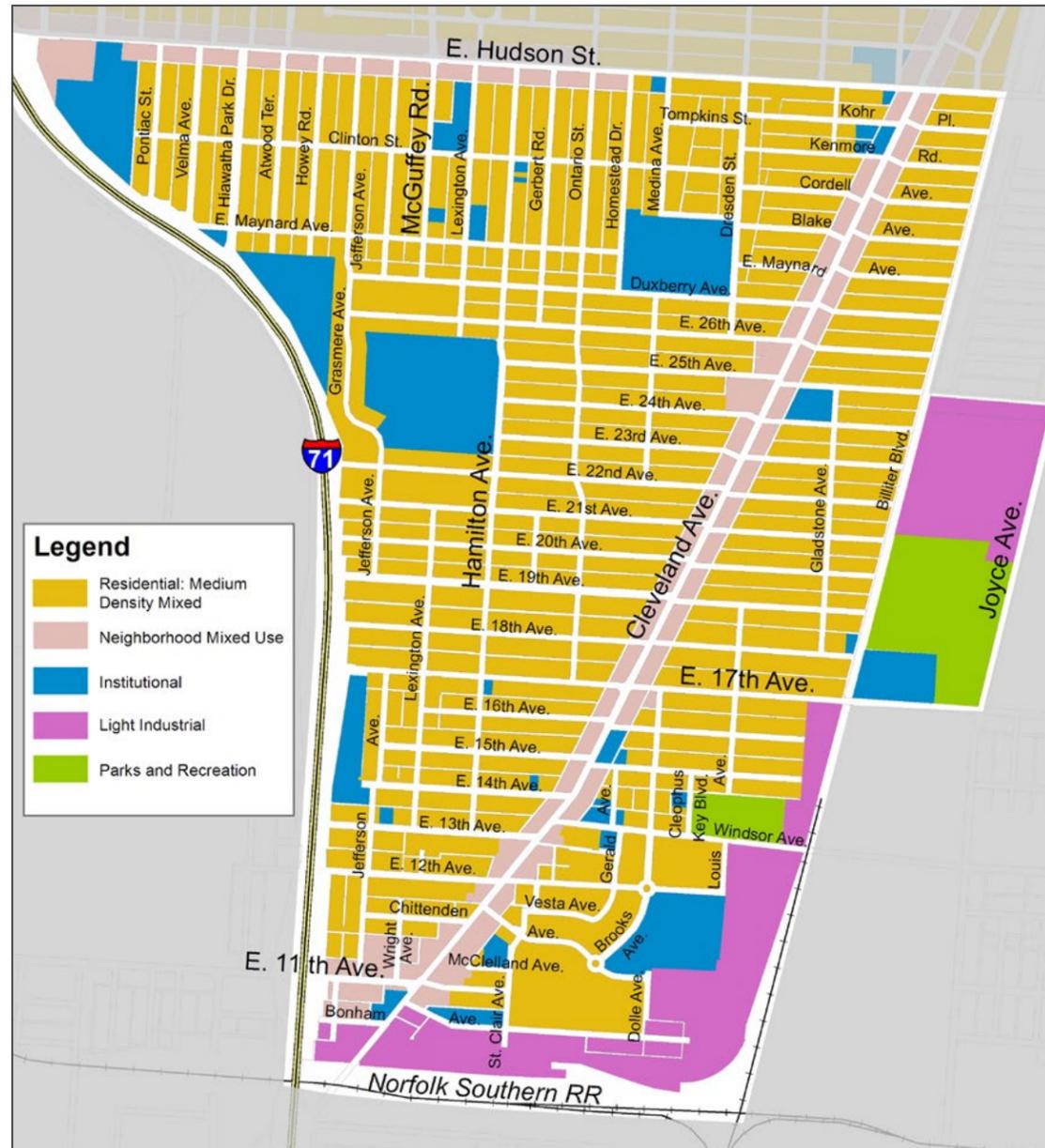


Figure 8: Future Land Use Plan Map

Table 3: Land Use Classifications

Sub-Category	Typical Density/Intensity	Map Color	Description and Guidelines
Medium Density Mixed Residential	6-10 dwelling units per acre		This classification of residential development is common in older neighborhoods and can include single-family, doubles, and townhouses. 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 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 pattern of the area.
Neighborhood Mixed Use	20,000 square feet per acre; 16-28 dwelling units/acre		The function of this classification is to provide neighborhood commercial services and residential opportunities. These areas contain multiple functions and act as local centers of economic activity. Examples include smaller scale retail, office, or institutional uses, including gas stations with convenience stores that are built to Urban Commercial Overlay design standards and located at key intersections and nodes along minor arterials and collectors that intersect with arterials. This classification includes residential units located either above and/or next to the commercial, office, or institutional uses. Residential densities should fall within the range of 16 to 28 dwelling units per acre.
Institutional	NA		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.
Light Industrial	12,500 square feet per acre		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.
Parks and Recreation	NA		Parks should be integrated into residential neighborhoods and/or located adjacent to preserve open space. Parks are either publicly or privately owned recreational facilities.



Policy

Infill in residential neighborhoods should be compatible with existing development.

Guideline/Strategy

- Infill with singles, doubles, and townhouses are recommended for most of the South Linden. Average densities of six to 10 dwelling units per acre are recommended for this area with smaller residential lots and an existing mix of these residential types (Figure 9).
- Within the neighborhood mixed use corridors, residential densities of 16 to 28 units per acre are recommended (Figure 10).

NOTE:

These residential uses may be mixed with smaller scale retail, office, or institutional uses. (Refer to Table 3 on page 26.)

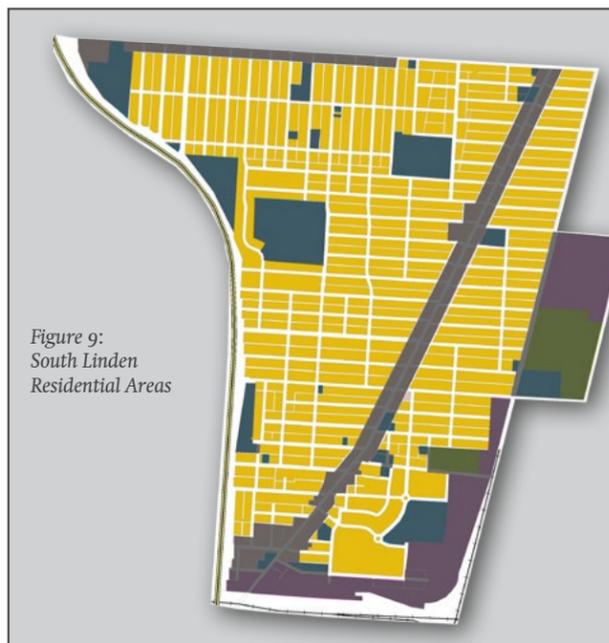


Figure 9:
South Linden
Residential Areas

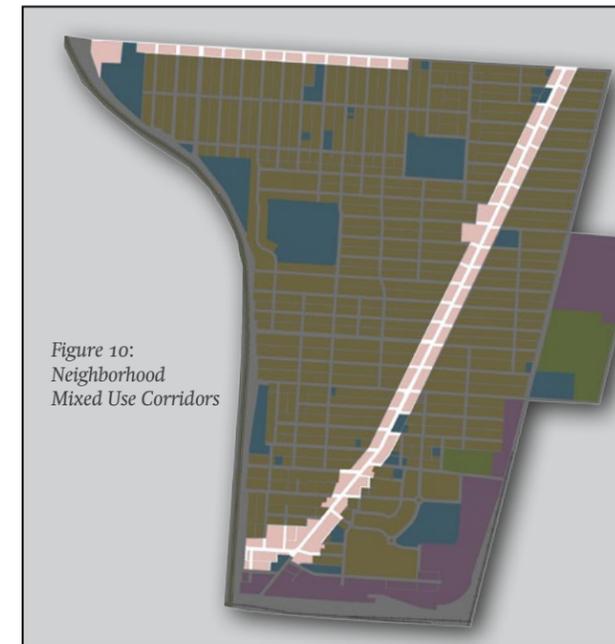


Figure 10:
Neighborhood
Mixed Use Corridors

mixed use *\mɪkst\yoʊs* **1.** A building or group of buildings containing residential in addition to the non-residential uses permitted in the zone.



Residential above business (vertical mixed use) at Four Corners (E. 11th and Cleveland avenues).



Top of page: Mature trees provide shade, help the environment, and cannot be quickly replaced. **Above left:** Gardening is a fun and healthy neighborhood activity for all ages. **Above right (top):** Even the most simple bioswale helps to clean runoff before it becomes groundwater. **Above right (bottom):** A multi-use trail serves both transportation and recreation functions for pedestrians, cyclists, etc.

Development Principle 2:

Parks, natural resource areas, and open spaces will be preserved, protected, and help sustain the area.

Policy

Existing parks, recreational, and natural areas should be protected and enhanced.

Guidelines/Strategies

- Existing ponds, wetlands, and other environmentally-sensitive areas should be preserved and protected.
- Development adjacent to natural features should be designed in a sensitive manner to highlight and complement the nearby natural environment.
- Parks and open spaces should be connected to neighborhoods with pedestrian and bicycle facilities.
- Parks and trails should be accessible to the public.
- The natural environment should be protected during development activity, with impacts mitigated and natural features incorporated into development in sensitive and creative ways. For example, wherever possible, trees greater than six inches in caliper should be preserved and protected during and after construction.
- Alternative methods of stormwater management should be considered (bioswales, native landscaping, and naturalized detention/ retention basins, for example).
- The reservation of the abandoned railroad right-of-way running roughly north-south along the eastern side of Linden (Figure 11) for future use as a shared use path or other public use is recommended. Any use of the right-of-way should minimize possible negative impacts on adjacent properties.
- Where feasible, consideration should be given to the joint use of schools and recreational facilities.
- Gardens supported and operated by nearby residents are encouraged in appropriate locations and in sustainable numbers.

Urban Design Recommendations

Development Principle 3:

New and redeveloped commercial, mixed, and light industrial uses will be designed to contribute to neighborhood character and to accommodate multiple modes of transportation.

Policy

Commercial and mixed-use development and redevelopment along major corridors should be guided by appropriate standards addressing density, building setbacks, screening, lighting, graphics, parking, and others project features contributing to a walkable/bikeable environment.

Guidelines/Strategies

- The Urban Commercial Overlay (UCO) or Community Commercial Overlay (CCO) is recommended for E. Hudson Street west of Homestead Drive (Figure 12).

Design Criteria

The following guidelines should be utilized in the review of commercial and mixed-use development applications:

- A consistent level of detailing and finish should be provided for all sides of a building (i.e., “four-sided” architecture).
- Flat, plain building walls should be discouraged through the use of changes in color, materials, or relief, such as the inclusion of beltlines, pilasters, recesses, and pop outs (offsetting planes). Building surfaces over 20 feet high or 50 feet long should be relieved with a change of wall plane or by other means that provide strong shadow and visual interest.
- Front elevations for retail buildings should be divided into increments consistent with traditional storefronts, consist of 50% or more glass windows at the street level, and utilize a variety of treatments and human-scale details.
- The architectural style of new buildings should not be literal duplications of historic styles. Instead, new designs should be contemporary interpretations of traditional buildings, especially styles found throughout the area. These interpretations should be

A “Westerville to Arena District” bike path has been proposed following former and active railroad rights-of-way, including the unused portion through the Linden area, from Cooper Park near I-270, passing under the Greater Columbus Convention Center, and to the Arena District. A connection could then be made across the Olentangy River to the Olentangy Trail. At the northern end, the path could connect with the Ohio to Erie Trail connecting Cincinnati, Columbus, and Cleveland as it passes through the Westerville area.

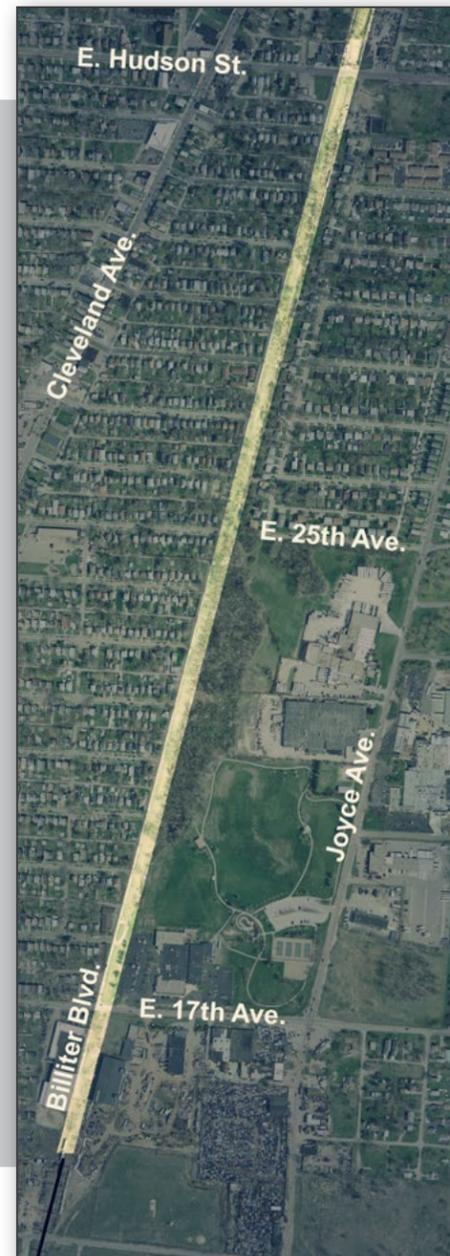


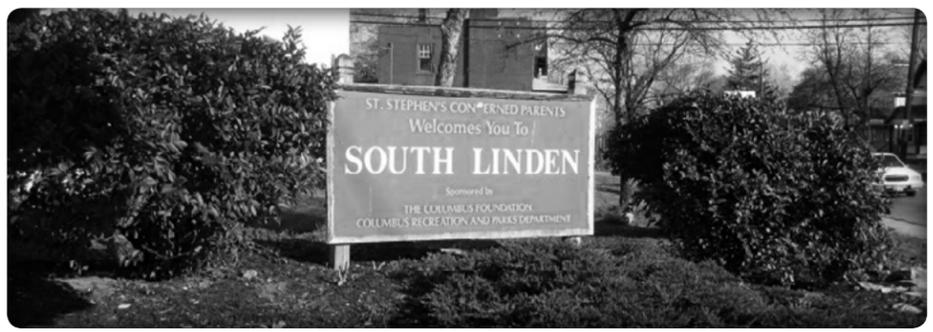
Figure 11: The right-of-way, formerly a railroad corridor, runs over a mile along the east side of the planning area.



Urban Design



Figure 12: E. Hudson Street west of Medina Avenue



- similar in scale and overall character to historical precedents, but should differ in terms of detailing.
- Buildings should be designed to address the street and enhance the pedestrian experience. Examples include the use of outdoor dining areas, installation of transparent windows, and other techniques that emphasize human-scaled design features at the ground-floor level.
- Generally, buildings should be parallel to the street, with the primary façade facing the major street.
- Building façades facing public streets should incorporate an entrance door. Buildings located at a corner should orient the main entrance to the corner instead of to one of the two abutting streets.
- Accessory structures and uses (loading docks, dumpsters, outdoor displays, etc.) should be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and/or out of view from adjacent properties and public streets.
- Taller or denser development is not necessarily inconsistent with older, lower-density development but must be designed with sensitivity to existing structures.
- Leadership in Energy and Environmental Design (LEED or green building) technologies and techniques are encouraged.
- Signs are recommended to be placed and sized on buildings such that they are in keeping with the scale and size of the building façades and general streetscape.
- In general, wall and blade signs are recommended for commercial areas where the UCO is in place or recommended.
- Wall, blade, and/or ground signs are recommended for commercial areas where the CCO is in place.
- For ground signs, one ground sign for each development parcel is recommended and may include the names of all major tenants. Signs should be in keeping with the scale and size of the building and general streetscape and their design should relate to the general theme of the surrounding district. Signs should be designed to be read effectively by the motoring, cycling, and walking public.
- Freeway signs, pole signs, billboards, bench signs, roof signs, larger overhanging signs, LED and other such electronic or digital signs, and excessively large signs that interfere with visual character are discouraged.



- Parking should use a minimum amount of space, should be hidden to the greatest extent possible, and should be located to the rear or the side of the building.
- On-street parking should be provided along street frontages to support adjacent development and to buffer pedestrians from traffic flow, consistent with city transportation policies.
- Parking reductions may be appropriate on the primary corridors which are well served by transit.
- Adjacent parking lots should provide pedestrian connections, thus encouraging their use especially where parking may be very limited.
- Interconnected walkways and parking drives between buildings on a site and between those of adjacent developments should be used to provide for the safe and efficient movement of pedestrians, bicycles, and vehicles within a site and between a site and adjacent development.
- Shared parking arrangements should be encouraged, particularly between users with differing peak hours.
- Shared parking may only be implemented if a mechanism can be developed that is recognized and enforced by both the property owners and the city of Columbus.
- Mixed-use development should include a variety of building types and sizes as well as unique architectural features such as towers, public plazas, fountains, public art, and other amenities.

The following additional guidelines should be utilized in the review of mixed-use development applications:

- Mixed-use development should place the most active uses on the ground floor of buildings in areas where the greatest level of pedestrian activity is desired.
- Mixed-use development should be constructed so as to encourage public transit, pedestrian, and bicycle use.
- Mixed-use development should encourage shared parking arrangements.
- Mixed-use development should transition to existing neighborhoods through pedestrian-friendly site design/ building orientation and multiple pedestrian access points.



The Urban Commercial Overlay encourages the historic pattern of mixed-use buildings and lots oriented to pedestrians, cyclists, and mass transit users.

Development Concepts Sites

The plan presents two development concepts for sites on Cleveland Avenue. These concepts provide examples of the types of development that would promote plan recommendations. The city does not own these sites, nor does it intend to acquire them. Rather, the concepts help to visually illustrate for plan stakeholders how several types of development in the corridor might appear in the future. One concept presents adaptive reuse of existing buildings and one assumes demolition and new construction.

Site 1: 1550 Cleveland Avenue on the east side of street between 13th Avenue and Windsor Avenue.
Current Use: Closed Commercial Garage
Development Concept: Rehabilitation of existing structure for mixed neighborhood commercial uses with exterior modifications and landscaping. Parking in rear (Figure 13).



Current Use



Figure 13: Development Concept for 1550 Cleveland Avenue

Site 2: 1717 Cleveland Avenue on the west side of street south of 18th Avenue
Current Use: Commercial Garage
Development Concept: Demolition of Existing Structure and Redevelopment as Retail and Office Space (Figure 14).



Current Use



Figure 14: Development Concept for 1717 Cleveland Avenue

Policy

Light industrial development should be developed in a manner that limits its impact on adjacent land uses.

Guidelines/Strategies

- Buildings should be oriented so that loading, storage, and other external activities and building features that generate noise, dust, etc., are not facing public rights-of-way or residential or institutional uses.
- Loading docks and outdoor service and storage areas, wherever possible, should be appropriately screened to their full height with earth mounding, vegetation, or decorative fences and/or walls.
- No overhead bay doors or loading docks should be oriented toward a property line.
- Landscaping should be used to soften industrial buildings along front elevations or elevations that face public streets (see also specific landscaping guidelines and strategies).
- Safe bike and pedestrian access should be provided.

Policy

Landscaping and screening should be incorporated into design in order to minimize the impact of commercial, mixed-use, and light industrial development on adjacent residential uses.

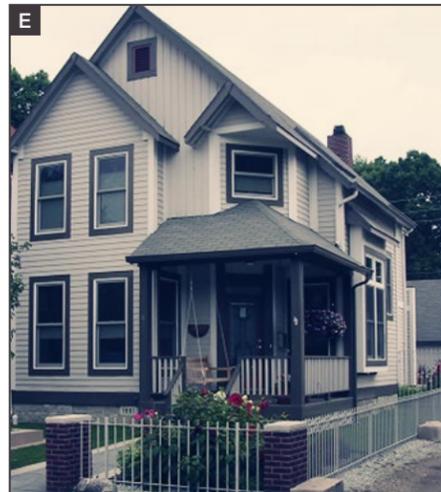
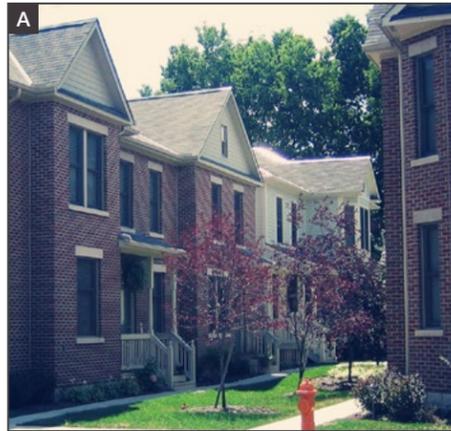
Design Criteria

- In context with its location, all development should be landscaped and buffered as appropriate.
- Particular attention should be paid to screening and buffering between commercial and/or industrial uses and residential uses.
- Screening materials that are different from and inferior to the principal materials used in a building's construction should be avoided.
- Landscaping should not create public safety problems (blocking the lines of sight of motorists and obstructing utility lines, for example).
- Landscaping should be used to support stormwater management goals for filtration, percolation, and erosion control, including the planting of rain gardens, and should include a mix of deciduous, ornamental, and evergreen plant material.
- The use of pervious surfaces should be encouraged to minimize stormwater runoff and increase infiltration. This treatment is ideal for areas with low vehicle traffic volumes, including overflow parking, emergency vehicle lanes, and pedestrian areas.



Above left: Light industrial facilities can be attractive and have positive impacts on surrounding neighborhoods. **Lower right:** Landscaping softens the impacts of development and provides a buffer between adjacent land uses. **Upper right:** Green, landscaped parking provides shade, reduces storm runoff, and is much more pleasing to shoppers and other drivers.

- Street trees are recommended on all public and private streets, with species and spacing approved by the Columbus city forester.
- All trees, including street trees, should meet one of the following minimum sizes at the time of planting: shade trees—two inches caliper (i.e., the width or diameter measured six inches from the ground); ornamental trees—one and one-half inches caliper; or evergreen trees—five feet in height.
- All trees and landscaping should be well maintained. Dead items should be replaced within six months or the next planting season, whichever occurs first. The size of the new material should equal the size of the original material when it was planted or arranged.
- Parking lots should be landscaped per city code (Chapter 3312), including the following:
 - All parking lots should be screened with a continuous wall, a decorative fence, or a hedge. Walls should reflect building architecture and material.
 - Parking lots with ten or more parking spaces should be planted with shade trees (at least 2 inches caliper) with a minimum of one tree per 10 parking spaces. A minimum soil area of 145 square feet should be provided for each tree to ensure long-term viability.



Above:

A. Courtyards and plazas provide peaceful spaces for residents.

Center column (from top to bottom):

B. Infill housing is divided into modules at scales similar to that of surrounding housing, creating semi-private spaces. Garage doors are de-emphasized.

C. A Linden home with a spacious front porch.

D. Brick is an attractive, appropriate building material in the Linden area.

E. Front porches add much to a house's street appeal and contribute to neighborhood safety.

Right column (from top to bottom):

F. Front facing entrances, porches, and balconies enhance the street and encourage interaction among neighbors.

G. A front-facing but de-emphasized garage in Linden.

H. A variety of residential facades makes a neighborhood more interesting.

I. A Linden double with garages to the rear of the property.

Development Principle 4:

Residential development will be compatible with the context in which it is located and will contribute to the long-term quality and vitality of the community.

Policy

Residential development should be guided by appropriate standards addressing building scale, design, construction, and orientation; roadway patterns; etc.

Design Criteria

- Future overall residential densities for a given neighborhood should be consistent with existing densities as indicated in the Future Land Use Plan.
- New housing design, housing additions and garages should be compatible with adjacent nearby historic housing design and measured in terms of similar height and width, window and doors, setbacks, architectural style (not need to be duplicative), and other features.
- Larger buildings should be divided into smaller modules or bays to match nearby patterns.
- Materials should include brick, masonry, stone, stucco, wood, and/or terracotta as appropriate to the location.
- Infill housing should be parallel to and face the public street, front doors should face the street, and a walkway or stoop should be provided linking the front door to the sidewalk or the driveway. Houses should not back onto streets, parks, and/or natural features.
- Houses should include front porches that are at least eight feet deep.
- Leadership in Energy and Environmental Design (LEED or green building) technologies and techniques are encouraged.
- Garages should be located behind the house if the site is served by an alley. Otherwise, garage door openings facing a frontage street should not exceed 40 percent of the width of the house façade (which includes the width of the garage) and should be positioned to de-emphasize their visual presence on the street.
- New multi-family and mixed-use buildings with six or more units should have more than one building type and/or façade option, thus providing a variety of façade treatments.
- Housing developed on the primary corridors as multifamily or mixed-use multifamily development should include design treatments such as the use of front stoops and/or porches, primary building entrances fronting the street, balconies that face the street, small plazas, etc. to ensure that they contribute to street life.
- Scale transitions should be provided between higher-density development and any adjacent lower-density neighborhoods.

4 Implementation Strategy

Implementation Strategy

Development Review Checklist

The Development Review Checklist summarizes the plan amendment’s development guidelines and recommendations. It is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives and requests impacting the built environment. Guidelines from the plan are not city code. But as part of an adopted city plan, they serve as city policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered and optimally included in a proposed development.

Users of the checklist are strongly encouraged to review additional background information for each item on the checklist by referencing the relevant plan section. Nothing in the checklist is intended to speak to a development proposal’s compliance with other city code requirements and policies.

Table 4: Development Review Checklist

Guidelines and Recommendations	Met	Not Met	N/A	Comments
General				
The developer has reviewed the recommendations of the <i>South Linden Neighborhood Plan Amendment</i> .				
A site plan for the project has been submitted.				
The proposal is consistent with the Future Land Use Plan. (p 22)				
If ponds, wetlands, or other environmentally-sensitive areas exist in the proposed development location, are these features preserved and protected? (p 27)				
Does the proposal protect the natural environment during development activity and incorporate natural features in sensitive and creative ways? Does it preserve and protect trees greater than six inches in caliper and incorporate alternative methods of stormwater management? (p 27)				
Commercial, mixed use, and light industrial				
If the proposal is a commercial development, does it not expand beyond the alley adjacent to the major roadway? If it does, does it adequately address plan and/or commercial overlay requirements, buffering and landscaping, and the potential for negative off-site impacts? (p 21)				
If a commercial or mixed-use proposal, is a consistent level of detailing and finish provided for all sides of the building? (p 29)				
If a commercial or mixed-use proposal, are flat, plain building walls avoided and are building surfaces over 20 feet high or 50 feet long relieved with a change of wall plane or by other means that provide strong shadow and visual interest? (p 29)				

Guidelines and Recommendations	Met	Not Met	N/A	Comments
Commercial, mixed use, and light industrial				
Are front elevations of retail buildings divided into increments that are consistent with traditional storefronts and comprised of 50% or more glass windows at the street level? Do they utilize a variety of treatments and human-scale details? (p 29)				
If a commercial or mixed-use proposal, are architectural styles of new buildings contemporary interpretations of traditional buildings, especially those found throughout the area? Are they similar in scale and overall character to historical precedents but different in terms of detailing? (pp 29–31)				
If a commercial or mixed-use proposal, are buildings designed to address the street and enhance the pedestrian experience? (p 31)				
If a commercial or mixed-use proposal, are buildings parallel to the street and are primary façades facing the major street? (p 31)				
If a commercial or mixed-use proposal, do building façades facing public streets incorporate an entrance door and are the main entrances to buildings at corners oriented to those corners? (p 31)				
If a commercial or mixed-use proposal, have Leadership in Energy and Environmental Design (LEED or green building) technologies and techniques been considered and/or applied? (p 31)				
If a commercial or mixed-use proposal, are signs placed and sized on buildings in keeping with the scale and size of building façades and the general streetscape? (p 31)				
Where applicable in commercial or mixed-use proposals, does the design include one ground sign for each development parcel and does it include the names of all major tenants? Are ground signs in keeping with the scale and size of buildings and the general streetscape and do they relate to the general theme of the surrounding district? Can they be read effectively by the motoring, cycling, and/or walking public? (p 31)				
If a commercial or mixed-use proposal, does the design not include freeway signs, pole signs, billboards, bench signs, roof signs, larger overhanging signs, LED/electronic/digital signs, and excessively large signs? (p 31)				
If a commercial or mixed-use proposal, does parking use the minimum amount of space? Is it hidden to the greatest extent possible? Is it located to the rear or the side of buildings? (p 32)				
If a commercial or mixed-use proposal, is on-street parking provided along street frontages consistent with city transportation policies? (p 32)				
If a commercial or mixed-use proposal along a primary roadway corridor, have parking requirement reductions been considered? (p 32)				
If a commercial or mixed-use proposal, are pedestrian connections provided to adjacent parking lots to handle overflow parking? (p 32)				
If a commercial or mixed-use proposal, are on-site walkways and parking drives interconnected with those on adjacent sites? (p 32)				
If a commercial or mixed-use proposal, have shared parking arrangements been considered? If so, has a mechanism been developed that is recognized and enforceable by both the property owners and the city? (p 32)				

Guidelines and Recommendations	Met	Not Met	N/A	Comments
Commercial, mixed use, and light industrial				
If a mixed-use proposal, does the design include a variety of building types and sizes as well as unique architectural features? (p 32)				
If a mixed-use proposal, are the most active uses on the ground floor in areas where the greatest level of pedestrian activity is desired? (p 32)				
If a mixed-use proposal, is it constructed so as to encourage public transit, pedestrian, and bicycle use? (p 32)				
If a mixed-use proposal, does the development transition to existing neighborhoods with pedestrian-friendly site design and building orientation and multiple pedestrian access points? (p 32)				
If a light industrial proposal, are buildings oriented so that loading, storage, and other external activities and building features that generate noise, dust, etc. are not facing public rights-of-way or residential or institutional uses? (p 34)				
If a light industrial proposal, are loading docks and outdoor service and storage areas appropriately screened to their full height with earth mounding, vegetation, or decorative fences and/or walls? (p 34)				
If a light industrial proposal, are overhead bay doors or loading docks not oriented toward property lines? (p 34)				
Does landscaping soften industrial buildings along front elevations and elevations that face public streets? (p 34)				
If a light industrial proposal, are bike and pedestrian facilities provided? (p 34)				
Is development landscaped and buffered appropriately in the context of its location? (p 34)				
Is particular attention paid to screening and buffering between commercial and industrial uses and residential uses? (p 34)				
Are screening materials different from and inferior to the principal materials used in building construction not used? (p 34)				
Is landscaping used to support stormwater management goals for filtrations and does it include a mix of deciduous, ornamental, and evergreen plant material? (p 34)				
Are street trees provided along all public and private streets with species and spacing approved by the Columbus City Forester? (p 35)				
Are all shade trees, including street trees, a minimum to two inches caliper at the time of planting? Are all ornamental trees a minimum of one and one-half inches caliper at the time of planting? Are all evergreen trees, including street trees, at least five feet in height at the time of planting? (p 35)				
Are parking lots to be landscaped in accordance with city code Chapter 3312? (p 35)				

Guidelines and Recommendations	Met	Not Met	N/A	Comments
Residential				
Are proposed residential densities consistent with the Future Land Use Plan? (pp 22 & 37)				
Are the designs for new housing, housing additions, and garages compatible with adjacent nearby housing design? (p 37)				
Are larger building divided into smaller modules or bays to match nearby patterns? (p 37)				
Do building materials include brick, masonry, stone, stucco, and/or terracotta as appropriate to the location? (p 37)				
Is infill housing parallel to and facing the public street and do front doors face the street? Are walkways or stoops provided linking front doors to the sidewalk or the driveway? Do houses not back onto streets, parks, and/or natural features. (p 37)				
Do houses include front porches that are at least eight feet deep? (p 37)				
Have Leadership in Energy and Environmental Design (LEED or green building) technologies and techniques been considered and/or applied? (p 37)				
If the site is served by an alley, are garages located behind the house? Otherwise, are garage door openings facing a frontage street not in excess of 40 percent of the width of the house façade (which includes the width of the garage)? Are they positioned to de-emphasize their visual presence on the street? (p 37)				
Do new multi-family and mixed-use buildings with six or more units have more than one building type and/or façade option, thus providing a variety of façade treatments? (p 37)				
Does housing developed on the primary corridors as multifamily or mixed use/multifamily development include design treatments such as the use of front stoops and/or porches, primary building entrances fronting on the street, balconies that face the street, small plazas, etc. to ensure that they contribute to street life? (p 37)				
Are scale transitions provided between higher-density development and any adjacent lower-density neighborhoods? (p 37)				
Transportation				
If the proposal includes property within the former railroad right-of-way running roughly north-south along the eastern side of South Linden, does it utilize the corridor as a shared-use path and minimize negative impacts on adjacent properties? (p 27)				



Action-Oriented Recommendations

The South Linden Neighborhood Plan Amendment also includes recommendations that are pro-active in nature rather than being used to evaluate and review development proposals. They require specific steps on the part of neighborhood leaders and other stakeholders, including the city of Columbus. It is recommended that, upon adoption, the area commission and others discuss with the city and other potentially-responsible entities the feasibility of these recommendation and establish priorities through community discussion and agreement.

Table 5: Action-Oriented Recommendations

Recommendations	Notes/Resources
Discuss with Columbus City and other schools opportunities for shared/joint use arrangements. Involve staff of the Columbus Recreation and Parks Department in these discussions. (p 27)	
Consider establishment of additional community gardens within the area. (p 27)	
Consider the acquisition of the former railroad right-of-way running north-south along the eastern side of South Linden for a shared use path. (p 27)	

Notes:

