

# Livingston East Area Plan

City of Columbus / Department of Development / Planning Division



# Livingston East Area Plan

The Livingston East Area Plan was adopted by Columbus City Council on September 21, 2009.



**City of Columbus**

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Berwyn West Civic Association  
Elizabeth Avenue Blockwatch  
I-on-U Blockwatch  
James Road Neighborhood Association  
Leawood Gardens-Walnut Ridge Neighborhood Association

**Special thanks go out to the following individuals for their helpful participation and assistance throughout the planning process:**

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Pine Hills Civic Association  
Pinecrest East Neighborhood Association  
Shady Lane Neighborhood Association  
Thunderbird Acres Neighborhood Association  
Walnut Hill Park Association  
Walnut Hills Blockwatch  
Willis Park Civic Association and Blockwatch  
Yorkshire East Civic Association  
Yorkshire Blockwatch

Thank you to Bishop Hartley High School and Walnut Ridge High School for graciously making meeting space available.

## Letter from the Director

I am pleased to present the *Livingston East Area Plan*, adopted by Columbus City Council on September 21, 2009. On behalf of the city's Department of Development, congratulations to the residents of the planning area and the many stakeholders who participated in the planning process.

Goals of the plan include: mixed use development on Livingston Avenue including multi-family residential, office uses, and, in some areas, retail; business growth through redevelopment at key locations, mostly along Livingston Avenue; bicycle and pedestrian improvements to expand mobility options for the residents; and design guidelines for new residential, commercial mixed-use, and light manufacturing development.

Implementation of the *Livingston East Area Plan* goals will be accomplished through several avenues: the review of zoning applications for consistency with the plan, the review of proposed public improvements, and by guiding other neighborhood or city development related initiatives.

I would like to thank the representatives of the planning area and other stakeholders for their many hours of hard work and leadership in the development of the plan. The Development Department looks forward to continued cooperation as we work together with the community on the implementation of this plan.

Sincerely,



Boyce Safford III, Director  
Department of Development



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## Element 1

# Introduction

## A. What is a Plan and How is it Used?

The Livingston East Area Plan provides an opportunity for the community to help shape and direct the patterns of growth and development within its neighborhoods, specifically with respect to the elements of land use, transportation, and urban design. The goal of the plan is to develop a shared vision unique to the planning area by bringing together a wide range of community stakeholders. The Livingston East Area Plan:

- Identifies strengths and assets of the community as well as neighborhood needs and concerns;
- Represents a vision defined by the community;
- Sets goals for the improvement of neighborhoods;
- Recommends specific actions and strategies to accomplish goals; and
- Recognizes the resources and responsible parties that can help implement the recommendations.

Adoption of the plan will help the neighborhoods of Livingston East in a number of ways. The adopted plan will:

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

An area plan does not address the following:

- 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 or private entities to do things they otherwise would not do; and
- It is not zoning, though it provides the policy basis for zoning and related development decisions.



*The planning process provided several opportunities for stakeholder discussion and evaluation of draft plan products.*

## B. Plan Format

The plan consists of four elements, including this Introduction, Existing Conditions, Plan Recommendations, and a Plan Implementation Strategy. Much 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 Livingston East. Policies were developed for each development principle to help guide implementation and guidelines and strategies were then formulated to measure that implementation. In general, the development principles support a sustainable environment where practical land uses and transportation options are encouraged to support an urban neighborhood lying outside the core of the city but not entirely suburban in nature.

The Livingston East planning area is located due east of the city's Near Southside planning area, beginning approximately 2.25 miles east-southeast of the I-70/I-71 split at the southeast corner of Downtown. The area is bounded on the north by the city of Bexley, E. Mound St., the city of Whitehall, and E. Main St.; on the east by the city of Reynoldsburg (along and near Brice Rd.); on the south by Interstate 70; and on the west by Alum

Creek.

Virtually the entire planning area lies within the corporate limits of the city of Columbus. Only a small part of the I-70 right-of-way west of South Hamilton Road is within Truro Township. The planning area spans an average 5.3 miles from west to east and an average 1.4 miles from north to south, covering approximately 4742 acres (or almost seven and one-half square miles).

## Planning Area



## C. History of the Livingston East Area

### 1. Summary

As far back as 10,000 B.C. hunter-gatherer peoples arrived in what is now Ohio but left few cultural remnants and little is known about them today. About 1,000 B.C. more sophisticated mound building Adena and Hopewell peoples arrived. By 1700 the last of these groups had vanished. After about 1730 more modern tribes established semi-permanent villages and trails, settling in the area later and more sparsely than in adjacent frontiers because the Iroquois of New York claimed the Ohio forests.

Prior to the Revolutionary War few Europeans entered the area to establish permanent settlements. With establishment of the Northwest Territory in 1787, Ohio land was made available for grants by eastern states to surviving war veterans and large tracts were reserved for sale or grant by the new federal government. After negotiation of the Treaty of Greenville in 1795, native tribes ceded many of their claims to the land.

Even before Ohio statehood in 1803 there were settlers along Alum Creek. Shortly after Lucas Sullivant established Franklinton (1797), John White and family settled on the banks of the creek, finding others already there. Robert Brotherton, formerly of White Hall, England, acquired land nearby and built the Olde Whitehall Tavern.

The Refugee Tract, parts of which were within today's Franklin County, was established by Congress in 1801 for the benefit of refugees from Canada and other British lands who had aided the United States during

the revolution. In 1804 Edward Chinn Livingston and family settled along Alum Creek on land granted to his father, a Revolutionary War veteran. He named the township after his father's wartime confidant, General Richard Montgomery. The only other families then settled along the creek were the Nelsons, the Whites, and the Mooberrys. Livingston later served as a county judge.

Robert Taylor moved with his family from Truro, Nova Scotia to southern Ohio in 1806, settling shortly thereafter on land along Big Walnut Creek. He chose the name "Truro Township" to honor his distant family home.

In 1812 surveyors laid out the town of Columbus and state government soon spawned rapid growth.

Soon after 1820 a wood frame meeting house and a graveyard were established in Truro Township on land donated by William Patterson at what is now the intersection of Noe-Bixby and Chatterton roads.

In the 1830's Truro Township was home to only 115 families and much of the area was still wilderness. The National Road, built through the area about 1836, eventually extended from Maryland to Illinois. It had many rest stops including the Olde Whitehall Tavern established three decades earlier by Robert Brotherton.

Around 1840 a small unincorporated village was established by Thomas Armstrong when he sold lots near a graveyard that came to be known as Carlisle Cemetery. He called the place "Hibernia," the Roman word for Ireland. A post office was established in 1849. Many of the area's deceased were buried at Carlisle, now on the wooded grounds of the Hibernia Apartments. The cemetery's oldest gravestone is dated to 1810 and there lie the remains of many Revolutionary



*At Carlisle Cemetery on the grounds of the Hibernia Apartments today.*

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War veterans. As recently as the 1950's one of the intercity bus stops on East Main Street was named "Hibernia."

In 1843 the Taylor family came to occupy Westcrest, a new residence located where the National Road crossed Big Walnut Creek. The home was built by David Taylor, husband of Margaret Livingston and son-in-law of Edward Chinn Livingston.

Formerly located where now stands a Whitehall subdivision of prefabricated Lustron homes, Norton Field was dedicated in 1923, becoming the first airfield in Central Ohio. Captain "Eddie" Rickenbacker attended the event and later Jimmy Doolittle, Curtis LeMay, the Wright Brothers, and Charles Lindbergh made use of the facility.

In the late 1940's Town and Country became the nation's first regional shopping center. Early in the 1950s, as the Whitehall and Livingston East areas were growing rapidly, Whitehall-Yearling High School was built.

In 1955 Livingston Avenue became a dirt road at Shady Lane Road and disagreement arose as to the validity of an old public easement leading to the far bank of Big Walnut Creek. At the time, traffic turned right and traveled to a creek crossing near Noe-Bixby Road. The property owner denied the easement's validity and erected an obstructive barrier but the city prevailed and Livingston Avenue was soon extended.

Columbus, which consisted of just less than 40 square miles in 1950, had grown to over 200 square miles by 2000. With the exception of a portion of the planning area annexed in 1929, most of Livingston East's 7.5 square miles was annexed into Columbus during the 1950s, with lesser amounts during the 1960s and 1970s.

## 2. History Sources

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Taylor, Edward Livingston. "Refugees to and From Canada and the Refugee Tract" *Ohio History: The Scholarly Journal of the Ohio Historical Society*. December 10, 2008.

## D. Key Recommendations

The key policy recommendations of the plan are summarized below:

- **Mixed-use development on Livingston Avenue** - This corridor includes appropriate locations for a mix of multi-family residential development, offices uses, and in some areas, retail commercial. The continued development of a vibrant mix of land uses will help to provide for the housing needs of young professionals and seniors, support retail revitalization, and make the area more walkable and serviceable by public transportation.
- **Redevelopment Focus** - The land use plan supports business growth by recommending that redevelopment be focused at certain locations, mostly along Livingston Avenue. Other land uses are recommended for undeveloped and underdeveloped sites within the corridor.
- **Development Concepts** - Development concepts are provided for two sites along Livingston Avenue to help illustrate plan recommendations for those areas and to provide examples applicable to other similar sites.
- **Multi-Modal Options** - Bicycle- and pedestrian-related improvements are recommended, including the consideration of a Livingston Avenue lane road diet, bike boulevards, pedestrian improvements for priority intersections, and additional sidewalks.
- **Urban Design Priorities** - Urban design guidelines are provided for new residential, commercial, mixed-use, and light manufacturing development.

Plan implementation is recommended through the use of a development review checklist for the review of zoning and variance applications for consistency with the area plan and a chart of action oriented recommendations to assist with setting priorities for plan recommendations.



## E. Planning Process Summary

### 1. Summary

This area plan represents the first such effort for the neighborhoods of Livingston East. The planning process follows a standard model for data gathering and analysis, alternative concept analysis, consensus building through community participation, plan preparation, and plan implementation. The Mid-East Area Community Collaborative (MACC) served as a planning partner and provided input and guidance throughout. Four public workshops were held over the course of the planning process, including an issues and opportunities workshop, a visioning workshop, a plan text workshop, and finally, an open house to review a draft plan document. Columbus Development Commission recommended plan adoption to Columbus City Council on August 13, 2009 and City Council adopted the plan on September 21, 2009.

### 2. Key Dates and Events in the Planning Process

- April 4, 2008: A Planning Service Agreement (PSA) was entered by the Mid-East Area Community Coalition (MACC) and the Planning Division.
- June 25, 2008: The first public workshop was held at Bishop Hartley High School.
- October 2, 2008: The second public workshop was held at Bishop Hartley High School.
- December 3, 2008: The third public workshop was held at Walnut Ridge High School.
- March 31, 2009: A public open house was held at Walnut Ridge High School.
- August 13, 2009: Columbus Development Commission recommended approval of the plan.
- September 21, 2009: Columbus City Council adopted the plan.



*At the first public workshop.*

## Element 2

# Existing Conditions

The Existing Conditions element provides a summary of the planning area's physical attributes including land use, urban form, transportation, community facilities, and the natural environment. It also provides a review of existing zoning patterns, community demographics, and other factors likely to influence development in the future. Included are summaries of important pieces of early public input to the planning process: stakeholder interviews conducted prior to the start of meetings with the public-at-large and the top priorities identified by the community at the first public workshop.

## A. Demographics

The Livingston East planning area included 37,798 residents and 16,788 households in 2000, resulting in 2.25 persons per household (as compared to 2.36 for the city as a whole). The planning area was considerably older than the city as a whole with a median age of 38 years (the city was 30.6 years) and the planning area included lower percentages than the city in all age groups below age 35 and higher percentages in all age groups 35 and over. The Livingston East population decreased 2.2% between 1990 and 2000, while the number of households increased by 1.5%, indicating a gradual reduction in the average household size, a common trend found in many areas of Columbus.

### 1. Employment and Income

According to Census 2000, there were nearly 20,000 employed persons within the Livingston East planning area with over 60% working in the areas of office administration and support, professional occupations, management and business, and sales. The estimated 1999 median household income in the planning area was \$38,000, slightly above that of the city as a whole (\$37,897).

### 2. Population, Housing, and Employment Forecasts

The Mid-Ohio Regional Planning Commission (MORPC) has estimated that by 2030 the Livingston East 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.

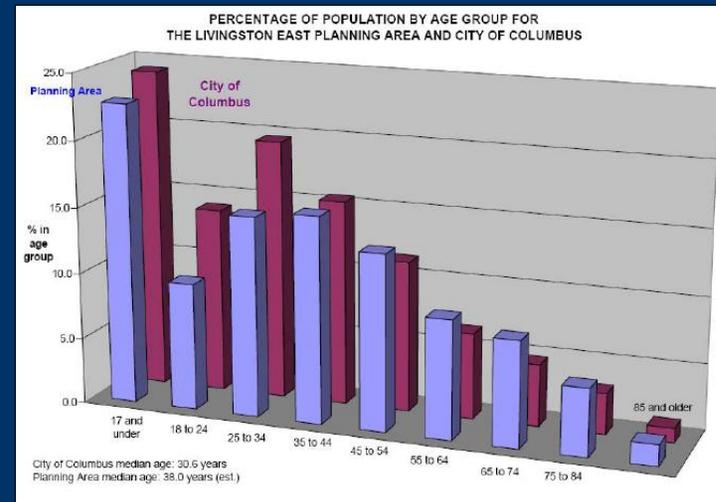


Chart 1: Age Distribution in 2000

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## B. Opportunities and Constraints

This section summarizes the key physical attributes of the planning area that may have an influence on development, either as a positive opportunity or as a negative constraint. 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, and/or analysis during the core of the planning process.

A particular area may, at the same time, present both opportunities and constraints. The following locations in the planning area provide a variety of these:

- **The commercial strip on the south side of Livingston Avenue between Alum Creek and College Avenue (9.4+/- acres)** - This short commercial corridor, shared with the city of Bexley, is comprised of a number of fast food restaurants and other businesses that serve both highway traffic from I-70 and residents of adjacent neighborhoods. Most of the structures were built during the 1960s, '70s, and '80s. There is no uniformity of design and the area is not pedestrian friendly. Bexley has asked the city of Columbus to consider applying the Urban Commercial Overlay (UCO) to this area.
- **Open Space Locations** - Four large areas of open space are available for the use and enjoyment of residents of Livingston East. They are located along the banks of Alum and Big Walnut creeks (including Big Walnut Park), along Barnett Road north of Livingston Avenue, and at Walnut Hill Golf Course. Other smaller open space areas are located throughout the planning area.
- **Chatford Drive** - South of Walnut Hill Golf Course, two segments of Chatford Drive are not connected. This presents an opportunity to improve the transportation system in this southeast portion of the planning area.
- **Two quadrants of the intersection of South James Road and Livingston Avenue** - This prime intersection, especially the

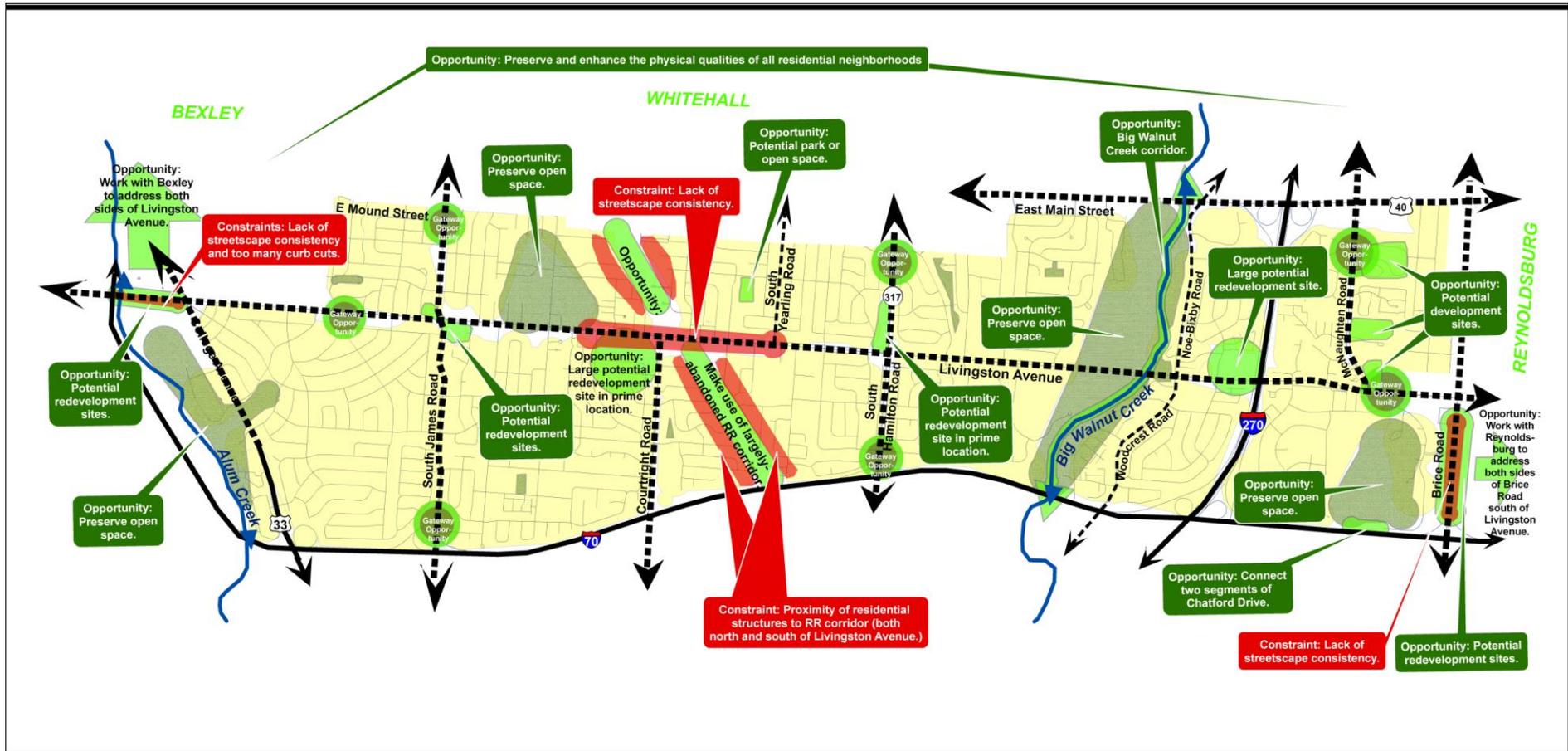
northwest and southeast quadrants, is noted for its large expanses of paved surfaces directly fronting on the roadway. Although surrounded by residential neighborhoods of medium- to high-density the layouts are more suburban in nature and offer little refuge to pedestrians, cyclists, and users of public transportation.

- **Livingston Court: an aging strip commercial area on the south side of Livingston Avenue between Cunard and Courtright roads** - A large (17.5 +/- acres) and underused aging commercial center, Livingston Court currently contributes little to the vitality of the area. Due to its size and location in proximity to a large residential population, it presents perhaps the best opportunity for redevelopment and reuse of any site in Livingston East.

The partially abandoned railroad corridor running from northwest to southeast and crossing Livingston Avenue just to the east of its intersection with Courtright Road - Although not abandoned in its entirety, this green corridor, already used informally by pedestrians, provides an opportunity for an improved transportation link through the central portion of the largely-developed Livingston East area. The adjacency of single-family residential properties poses possible constraints for the potential use of the corridor.

The vacant or underused commercial/office properties at and near the northwest corner of South Hamilton Road and Livingston Avenue - The vacant parcels facing Livingston Avenue present a strong opportunity for urban-style redevelopment and the adjacent strip commercial center to the north, facing South Hamilton Road, could be incorporated into a larger redesign and redevelopment plan.

- **York Plaza: an aging commercial node on the north side of Livingston Avenue just west of its overpass at Interstate 270** - Although not immediately adjacent to an interchange with I-270, this formerly-vibrant commercial center is well placed to contribute to the business and residential vitality of the eastern portion of Livingston East.



Date: January 2009

# Livingston East Area Plan

## OPPORTUNITIES AND CONSTRAINTS



City of Columbus  
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- **The northeast corner of the intersection of McNaughten Road and Livingston Avenue** - If developed, this large, wooded area is well placed to contribute to the vitality of the eastern portion of Livingston East in a “green,” environmentally-sensitive way.
- **Columbus parcels along Brice Road south of Livingston Avenue** - Although still relatively healthy, these largely highway-oriented business parcels offer opportunities for redevelopment and/or redesign to present a more unified appearance and better address the needs of pedestrians, cyclists, and users of public transportation. Coordination with the city of Reynoldsburg would provide opportunities to improve the overall streetscape.
- **Potential gateway locations** - Numerous entrances to Livingston East provide opportunities to establish gateways giving the area its own unique image and identity.
- **Neighborhoods throughout the planning area** - The plan is an opportunity to help preserve and enhance the area’s many distinct neighborhoods.

## C. Annexation History

A relatively small part of the northwestern portion of the planning area was annexed into the city of Columbus in 1929, but the vast majority of the area was annexed during the middle- to late-1950s. Another small portion in the eastern and southeastern parts of the area was annexed during the 1960s and in 1970 (see Table 3 and Figure 3).

## D. Land Use and Zoning

### 1. Existing Land-Use Patterns

As would be expected in this largely “bedroom” community, 52.1% of the Livingston East planning area is currently used for residential purposes, with nearly 80% of that being single-family housing. Institutional and Commercial uses make up over one-quarter of the area. Other land-use categories and sub-categories are shown in Chart 2.

The Existing Land Uses map (p.12) demonstrates the geographic distribution of land uses within the planning area as itemized in the Franklin County Auditor’s database. Retail, office and mixed uses are focused along the major thoroughfares. Multi-family residential sites are far more common in the eastern, more recently annexed portion of the area. Manufacturing is limited to two areas along the partially-abandoned railroad right-of-way: along and south of Livingston Avenue and along Fulton Street between Barnett Road and the abandoned railroad. Single-family residential development is distributed throughout the area with institutional uses scattered throughout. The majority of open space is in the east, as are most of the few vacant sites.

Road rights-of-way and other acreage not included in the Franklin County Auditor’s database comprise 16.8% of the land in the planning area.

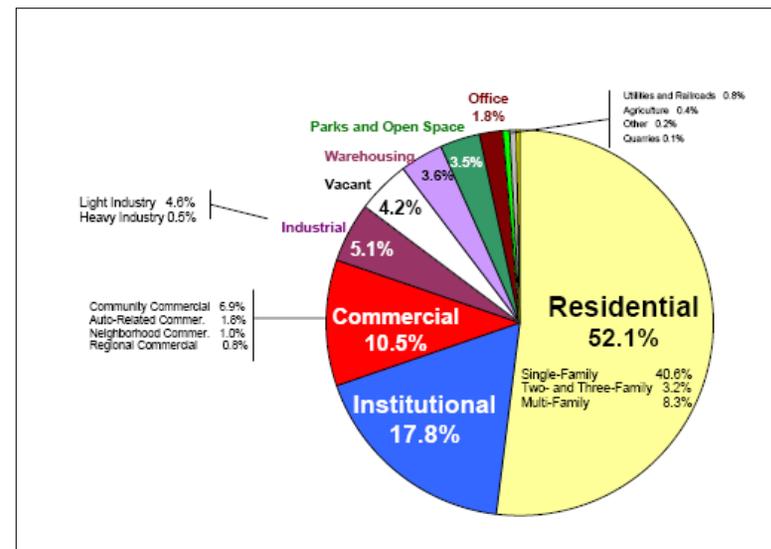


Chart 2: Existing Land Use (excludes portion of planning area not included in the County Auditor’s database) Source: Franklin County Auditor’s data and staff analysis.

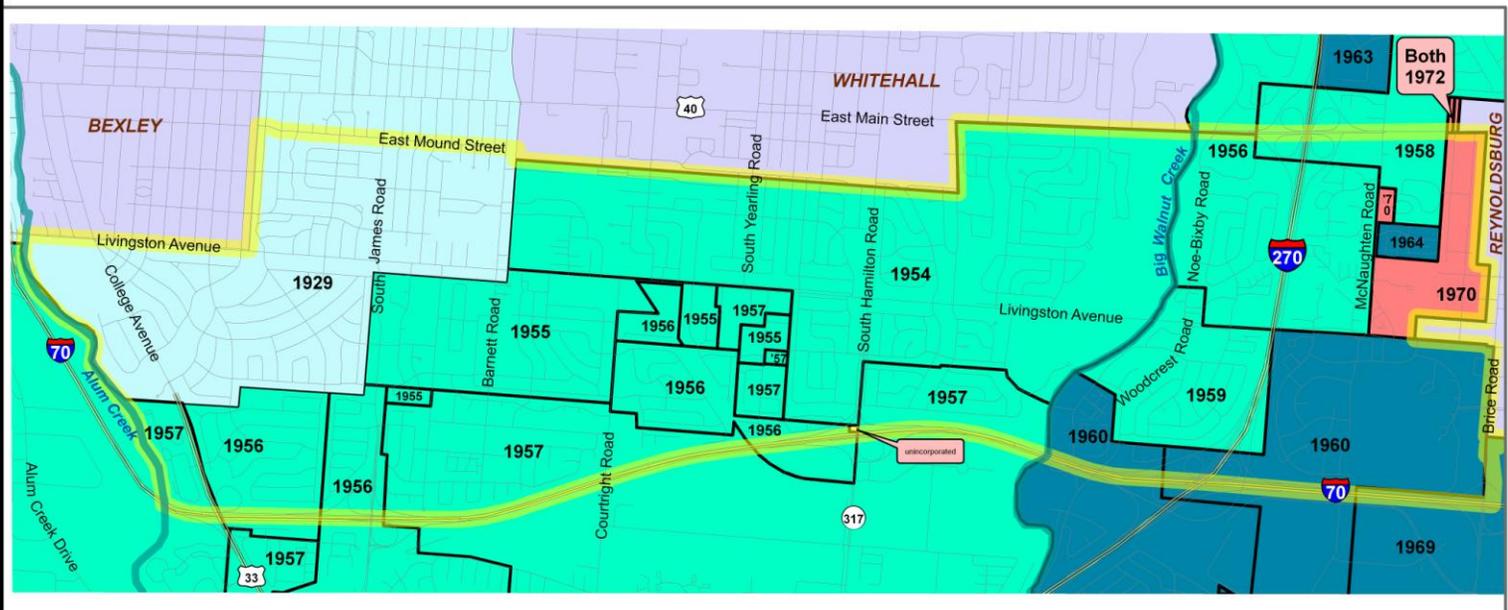
# Livingston East Area Plan

## ANNEXATION HISTORY

### Legend

Dates indicate years areas were accepted into the City of Columbus.

- 1929
- 1954 - 1959
- 1960 - 1969
- 1970 - 1972
- Planning Area Boundary
- Adjacent Municipalities



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Department of Development  
Planning Division



Revised: February 2009

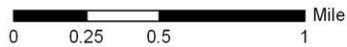


# Livingston East Area Plan

# EXISTING LAND USES



City of Columbus  
 Department of Development  
 Planning Division



Date: December 12, 2007

## Legend

### EXISTING LAND USES

<b>Residential</b>	<b>Commercial</b>	<b>Industrial / Warehousing</b>	<b>Open Space</b>	<b>Office / Institutional</b>
Single Family	Commercial (Neighborhood)	Industrial (General)	Parks and Recreation	Office
Two-Three Family	Commercial (Community)	Industrial (Light)	Other Open Space	Institutional
Multifamily	Commercial (Auto-Related)	Industrial (Heavy)		<b>Miscellaneous</b>
	Commercial (Regional)	Warehouse Distribution		Vacant
				Utilities and Railroads

## 2. Zoning

Nearly all (91.4%) of the zoned land within the Livingston East planning area falls into one of the residential zoning categories, mostly low-density classifications. In general, these zoning categories allow not only residential uses but also houses of worship, schools, parks, libraries, and the like. For this reason the land-use information above is broken down into a much greater number of categories and subcategories than the zoning information below.

The remaining 8.6% of zoned land is included as one of the following generalized zoning classifications: retail/office, manufacturing, institutional, and parking. Table 5, Chart 3 and Figure 5 illustrate the distribution of generalized zoning within the area.



Portions of Livingston Avenue present a cluttered visual hodgepodge of signage, poles, and wires.

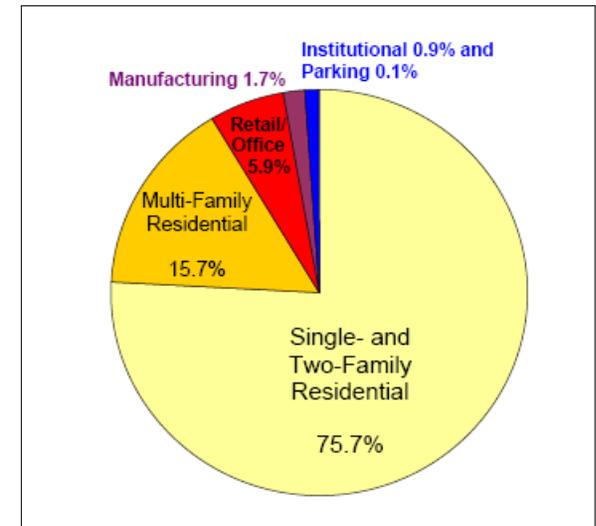
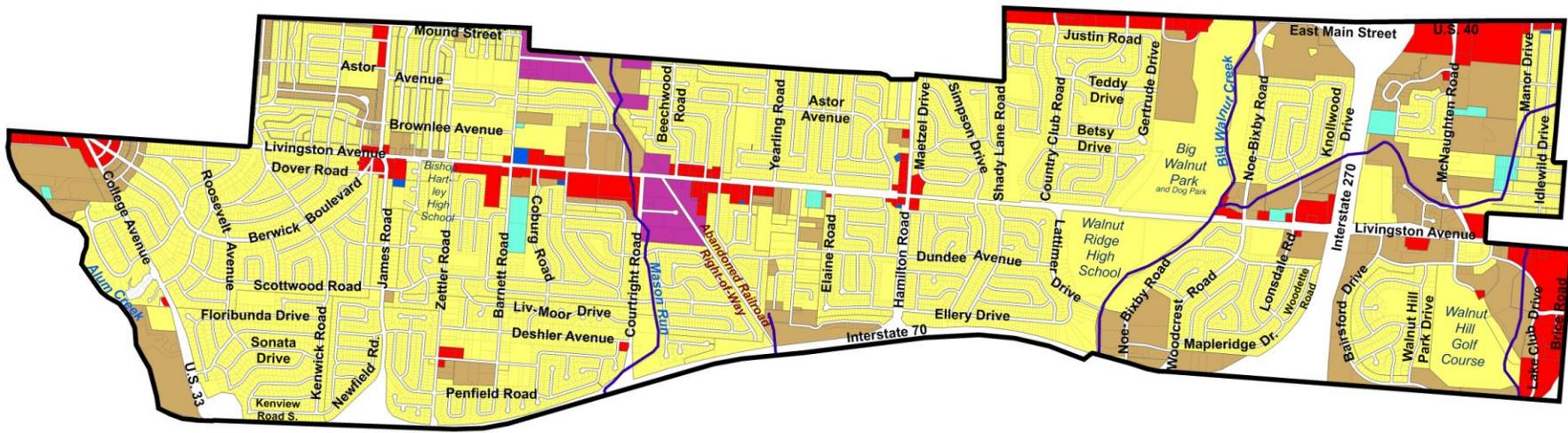


Chart 3: Generalized Base Zoning (Source: Columbus data)



City of Columbus  
 Department of Development  
 Planning Division



Date: November 29, 2007

## Livingston East Area Plan

### EXISTING ZONING

### Legend

#### Generalized Base Zoning

##### Residential

- Single- and Two-family
- Multi-family

##### Business

- Retail / Office
- Manufacturing

##### Other

- Institutional
- Parking

## E. Urban Form

Housing density patterns in the Livingston East planning area consist primarily of single- and two-family dwelling units at a density of less than or equal to eight dwelling units per acre. Higher density housing (at eight to 12 units per acre) is located, to some extent, in all parts of the area, with most found in the more recently developed portion east of Big Walnut Creek.

While some individual neighborhoods in the area have signs indicating entry points, there is a lack of gateway identification for the area-as-a-whole. In fact, the Livingston East planning area has not traditionally been considered a single entity due to the many north-south corridors dividing it: streams, Interstate 270, railroad right-of-way, etc. Considerable attention will be needed to provide the area with a cohesive, unique identity distinguishing it from municipal neighbors and other parts of Columbus. It is currently often difficult to determine when one is within the Columbus corporate limits or in Whitehall or Reynoldsburg, for instance. Possible gateway locations exist along all major arterials crossing the planning area with exceptionally good locations at entrance points from Interstate 70, particularly at Livingston Avenue, South James Road, and at South Hamilton Road (see Figure 2: Opportunities and Constraints).

Livingston Avenue serves as the principal east-west arterial within the area and I-70 is a major expressway along its southern border. South James Road, South Hamilton Road, and I-270 provide principal north-south connections in and through the entire corridor. Both Livingston Avenue and South James Road are fronted by a variety of land uses ranging from residential to office and retail to institutional; but of the major non-freeway corridors, South Hamilton Road has the smallest amount of residential property fronting directly on the roadway. A mix of land uses is located along Livingston Avenue between South James and South Hamilton roads.

Activity nodes (points of concentrated public activity) exist primarily at area schools, houses of worship, and recreational and parks facilities.

## F. Transportation, Capital Improvements, and Community Facilities

### 1. Motorized Vehicular Traffic

The planning area is well served by surface roadways and freeways, making automobile access to downtown, Port Columbus, and other major activity and employment centers quite convenient.

Table 6 identifies the functional classification of freeways, arterials, and collector streets within the planning area. Figure 6 shows these roadway corridor locations and includes many traffic counts.

### 2. Pedestrian Movement

While many of the older, western portions of the planning area are well-served with sidewalks, pedestrian facilities tend to be less common in the newer, eastern portions. The city is focusing its efforts to build new sidewalks near schools throughout the city, and paths leading to two schools in the planning area (Leawood elementary and Yorktown middle schools) are included in the next round of construction. Currently, a shared use path follows Alum Creek north/south through the planning area.



*Sidewalks are lacking in much of the eastern portion of the planning area, such as the south side of Livingston Avenue just west of Brice Road.*

# Livingston East Area Plan

## COLUMBUS THOROUGHFARE PLAN and AVERAGE DAILY TRAFFIC VOLUMES

### LEGEND

#### Street Classifications

-  Freeway
-  6-2DS Arterial
-  6-2D Arterial
-  4-2D Arterial
-  4-2 Arterial
-  Collector Street
-  Planned Roadway Connection

Two-way average weekday traffic volumes gathered between 1995 and 2004 and are provided by the Mid-Ohio Regional Planning Commission (MORPC).

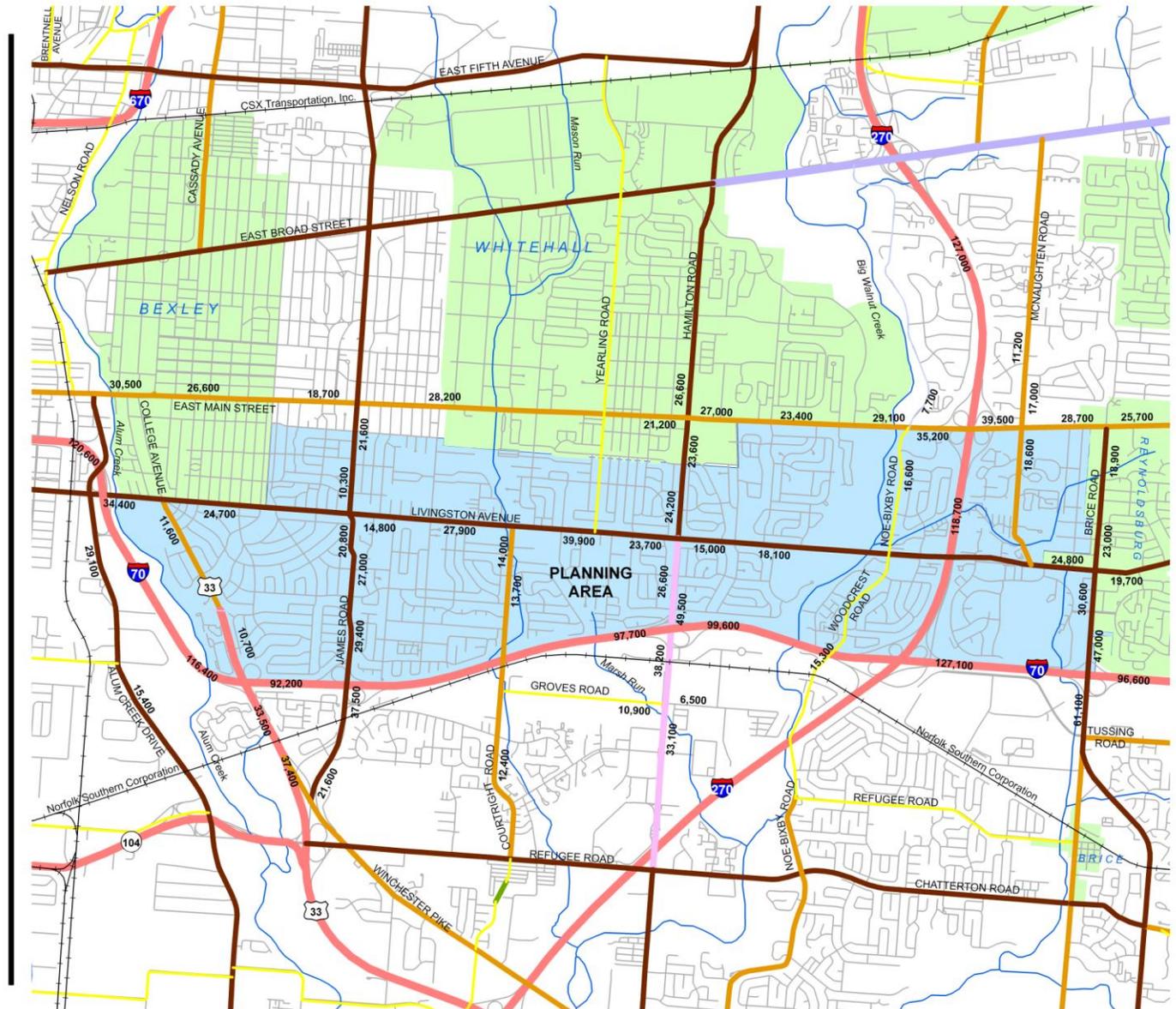


City of Columbus  
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Planning Division



0 0.25 0.5 1 Mile

Date: November 27, 2007



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### 3. Public Transit

The Livingston Avenue Central Ohio Transit Authority (COTA) local bus (Route 1) on Livingston Avenue provides excellent east-west transit service to the central portion of planning area, with relatively frequent coaches and relatively long hours of operations, including limited service on Sundays and holidays. Similarly, the East Main local bus (Route 2) provides service near and along the area's northern and eastern borders and the East Broad Street local bus (Route 10) serves the northern portion of the area along and west of South Hamilton Road. Crosstown buses (Routes 89 and 92) and express buses (Routes 45 and 47) provide much more limited service to only some portions of the area and with limited service frequencies.

### 4. Bikeways and Multi-Use Trails

The *Columbus Bicentennial Bikeways Plan* anticipates, with a number of techniques, shared use of several planning area roadways by bicycles and motorized traffic. The abandoned railroad right-of-way crossing Livingston Avenue just east of Courtright Road is proposed to serve as a shared use path, but the timing of its development is uncertain.

Currently, a shared use path follows Alum Creek north/south through the planning area and beyond. An existing signed shared roadway runs between Alum Creek and College Avenue south of Livingston Avenue. Table 8 and Figure 7 show future bikeway improvements identified by the bikeways plan. They are followed by definitions of the various types of bikeway facilities included. In Table 8, bold text in the "FROM" and "TO" columns indicates the bikeway facilities' boundaries within the planning area while regular text indicates the total extent of the facilities (in cases where they extend beyond the planning area).

### 5. Types of Bikeway and Shared Use Facilities

**Bike Boulevard (BB):** A roadway allowing all types of vehicles, but which has been modified to enhance bicycle safety and security by removing all or most obstacles to bike travel. They tend to be low-volume residential streets but may include secondary commercial streets.

- Usually parallel to a major "automobile street."
- No stop signs for BB traffic, except, perhaps, four-way stops at intersections with higher-volume streets.
- Kept open to slow, local automobile traffic.
- Signs may require motorized traffic to turn but allow cyclists to proceed on BB.
- A relatively low-cost option.
- Map Examples: Kenwick and Scottwood roads and Roswell Drive.

**Bike Lane (BL):** A lane for one-way bike travel on a street or highway. These are designated with signs, striping, and/or pavement stenciling. Motorists and cyclists share the street, each having their own preferred lane.

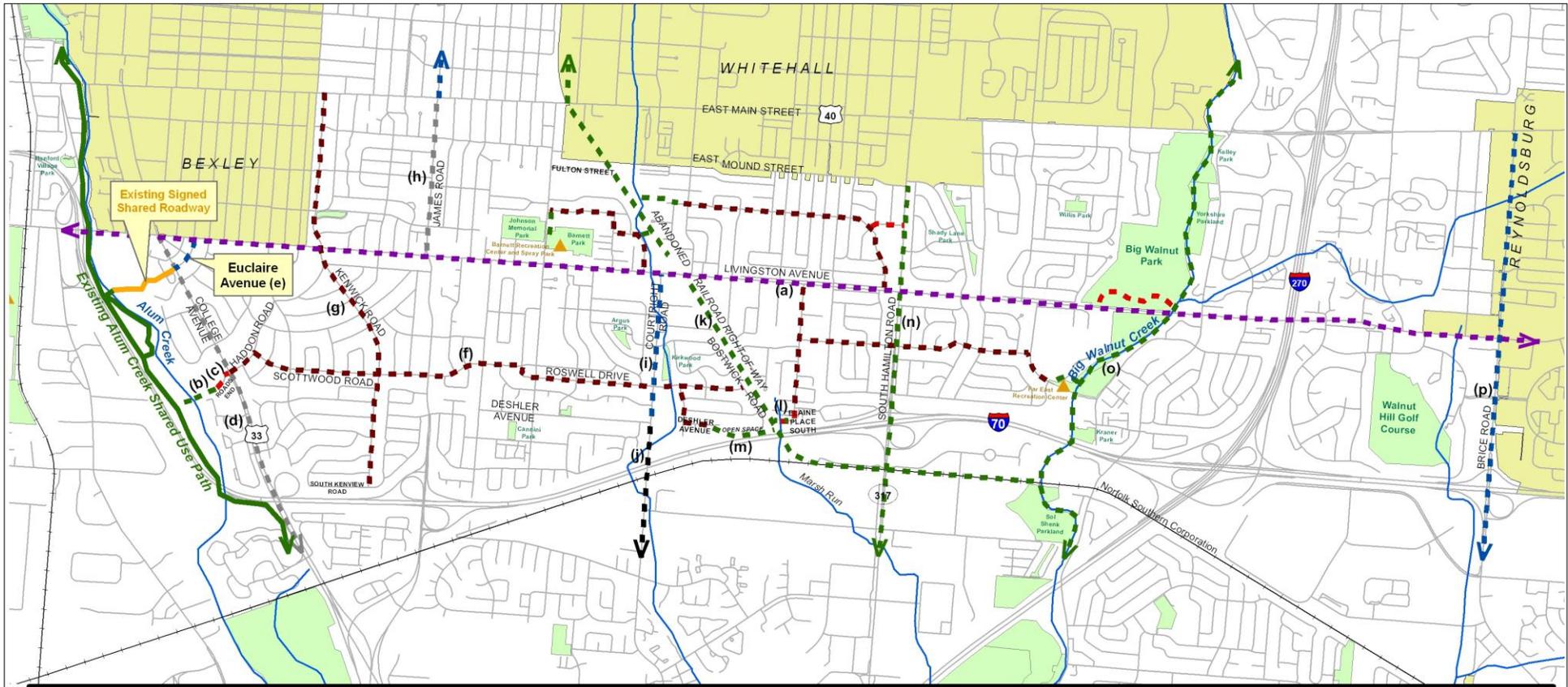
- Map Examples: Euclaire Avenue, Courtright Road (just south of Livingston Avenue), and Brice Road.

**Lane Road Diet (LRD):** The narrowing of a roadway by reducing the number of lanes or limiting lane width(s), i.e., a "lane diet." It is a traffic calming strategy used to reduce vehicle speeds and thereby improve cyclists' (and pedestrians') safety.

- Map Examples: College Avenue and South James Road north of Livingston Avenue.

**Lane Road Widening (LRW):** Increasing the width of a street or one of its lanes, thereby allowing additional space for cyclists and, thus, improving their safety.

- Map Example: Courtright Road just north and south of Interstate 70.



City of Columbus  
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Planning Division



0 0.25 0.5 1 Mile

Date: May 8, 2008

## Livingston East Area Plan

### COLUMBUS BICENTENNIAL BIKEWAYS PLAN

#### Legend

- - - Bike Lane
- - - Shared Use Path
- - - Bike Boulevard
- - - Signed Shared Roadway
- Lane Road Diet
- Lane Road Diet and Shared Use Path
- Lane Road Widening
- Planning Area
- Parks and Open Space

**Shared Use Path (SUP):** A paved, multiuse right-of-way completely separated from any street or highway. Often, these are built within greenway corridors; along railroad rights-of-way; or parallel to, but separate from, highways. They are shared by a variety of users including cyclists, pedestrians, rollerbladers, people pushing baby strollers, etc. As such, they need to be designed appropriately to accommodate all such users.

- Map Examples: the abandoned railroad right-of-way, along Big Walnut Creek, and along South Hamilton Road.

**Signed Shared Roadway (or “bike route”) (SSR):** A roadway used by cyclists and motor vehicle operators sharing the lane(s) and identified only by signage.

- Map Example: Roads End just west of College Avenue at the end of Haddon Road.

## 6. Other Community Facilities and Infrastructure/ Capital Improvements

The following community facilities currently lie within and serve the planning area:

- Livingston Branch of the Columbus Metropolitan Library;
- Bishop Hartley and Walnut Ridge high schools;
- Seventeen other public, charter, and private schools;
- Fifteen houses of worship;
- Barnett Recreation Center and Spray Park;
- Far East Recreation Center;
- Big Walnut Park and its dog park;
- Twelve smaller parks;
- Columbus’ Walnut Hill Golf Course;
- Columbus Fire Station #23; and
- Livingston Station of the U.S. Postal Service.

## 7. Capital Improvements Program (CIP)

Table 9 shows city of Columbus sanitary sewer, stormwater, and water CIP projects identified for the Livingston East area, with project timing subject to funding availability.

## G. Natural Environment

### 1. Parkland and Protected Open Space

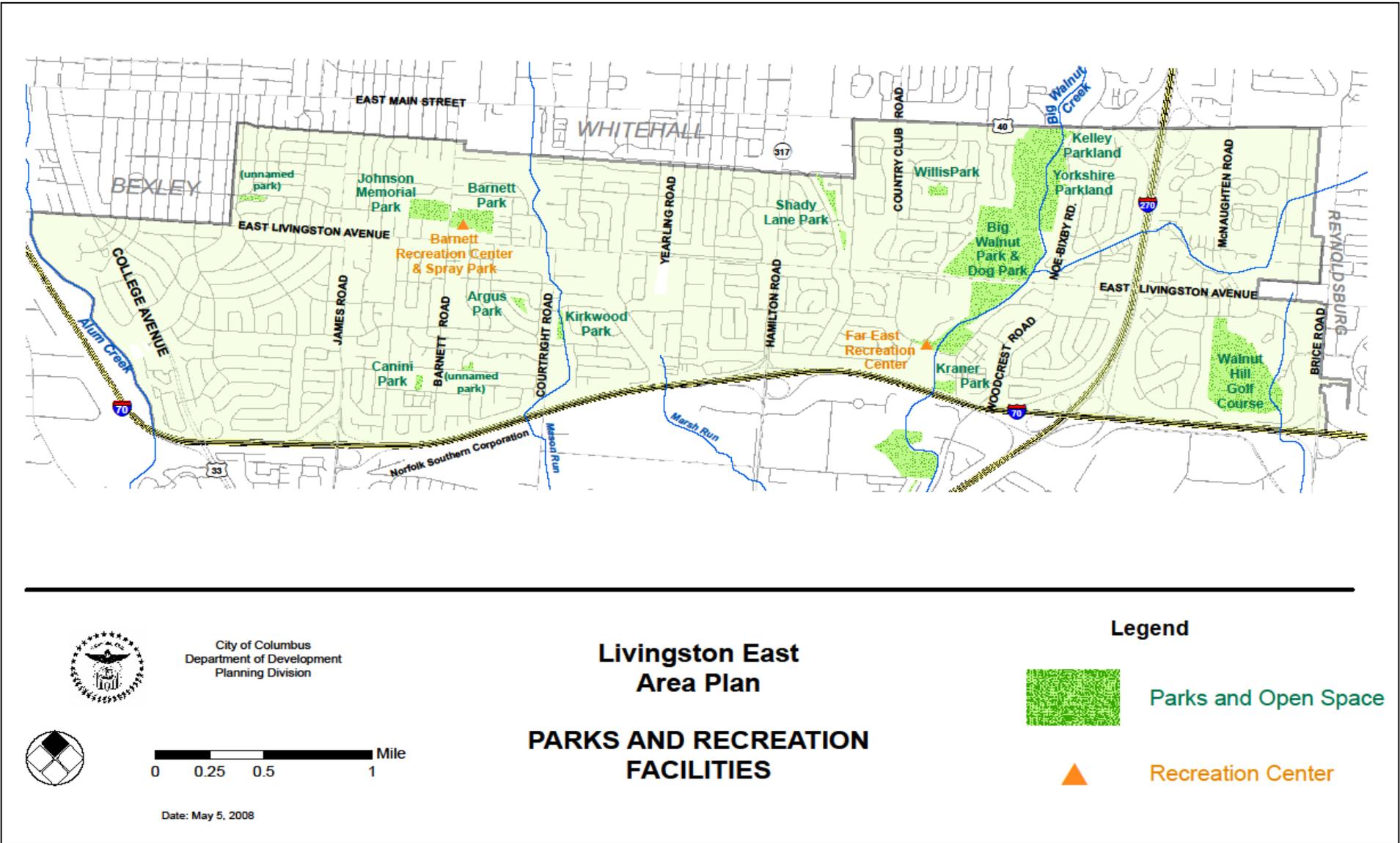
The 143-acre Big Walnut Park, 12 smaller parks, and Walnut Hill Golf Course are distributed throughout Livingston East and provide important public green space. There are 5.57 acres of parkland per 1,000 residents, and when the city-owned Walnut Hill Golf Course is included in the calculation, the figure rises to 7.38 acres/1,000. The city’s Parkland Dedication Ordinance now calls for 5.5 acres/1,000 residents and the 2003 *Columbus Recreation and Parks Master Plan* recommends increasing that figure to 10 acres/1,000 (for active and passive recreation) while maintaining the 5.5 acres/1,000 standard for active recreation. There are two city recreation centers within the Livingston East planning area: Barnett Road and Far East.

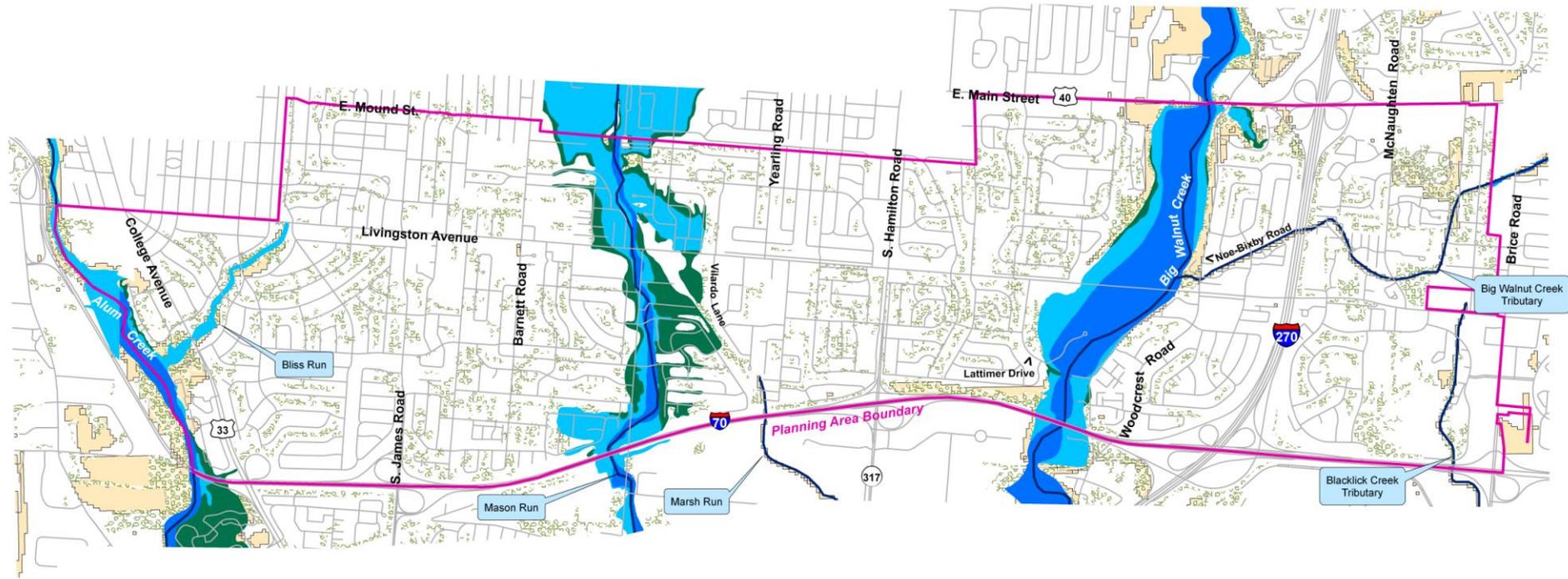
### 2. Tree Cover

Aerial photography and windshield surveys indicate many areas of significant mature tree cover in Livingston East. They are along the Alum and Big Walnut creek corridors; in older, more established residential neighborhoods; and, in some locations, serving as buffers between Interstates 70 and 270 and adjacent residential areas. Many mature individual trees are scattered throughout the planning area. Figure 9 shows only those locales where major stands of trees currently exist.



*Residential neighborhoods throughout the planning area enjoy a variety of mature trees.*





City of Columbus  
 Department of Development  
 Planning Division

## Livingston East Area Plan

### EXISTING NATURAL RESOURCES

#### Legend

- Stream and Floodway
- 100-Year Floodplain
- 500-Year Floodplain
- Potential Wetlands
- Major Tree Stands



Date: October 2009

### 3. Floodplains, Slopes, and Wetlands

The Livingston East planning area is generally quite level, interrupted with minor slopes and topography along the stream corridors. Floodplains extend the greatest distance adjacent to Mason Run and Big Walnut Creek, and to a lesser extent along Alum Creek. Many low-lying areas of potential wetlands exist within the floodplain, as well as in a few scattered areas somewhat distant from streams. Figure 9 provides more detail as to the location of these natural features.

### H. Economic Development

The rehabilitation, revitalization, and, where appropriate, the diversification of the uses within strip shopping centers (opportunity sites) could create jobs in Livingston East and provide a greater selection of retail, service, and office choices for area residents. Some of the aging retail properties are large enough to allow for a variety of possible use combinations and building footprints.

The planning area is almost certainly going to retain its character as primarily a bedroom community, but good transportation options provide relatively convenient access to employment centers to the west (downtown), north (Easton, Polaris), southeast (Eastland area, Brice Road), and southwest (Rickenbacker).

Opportunities exist for cooperative economic development ventures with municipal neighbors Bexley, Reynoldsburg, and Whitehall. Zoning overlays to improve pedestrian movement and to help create “complete streets” would assist in attracting new businesses along major corridors. Overlay efforts with Bexley and Reynoldsburg are possible along Livingston Avenue and Brice Road, respectively.

It should be noted that, in the planning area, while the working-age population (age 16 and above) dropped by 3.5% between 1990 and 2000, the number of employed persons in that same age group grew by 41.5%. Strong economic growth during the period, more women working outside the home, and older persons remaining employed later in life are most likely contributors to this dichotomy.

### I. Preliminary Public Input

#### 1. Summary of Stakeholder Interview Responses

Preliminary community outreach was an important part of the initial phase of the process to develop an area plan for Livingston East. During March and April of 2008, Planning Division staff interviewed 12 stakeholders representing various interests in the planning area to clarify the perspectives and priorities of persons who know the area best. Stakeholders are persons with personal, business, or other strong interest(s) in the present and future of the community.

In general, interviewees felt very favorably about many aspects of the Livingston East community but also had concerns over some aspects of the aging physical environment.

Highlights of the interviews include:

- The area’s location near downtown, Port Columbus, and major freeways was seen as a big plus. But 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.
- Many see a lack of “everyday” retail options. There is especially the need for a new moderately-sized grocery store/supermarket. The area is not perceived by most as an employment center.
- Residents care deeply about neighborhood schools, houses of worship, and the public library. These serve as principal meeting places in the area.
- Residents of the area are perceived as friendly, helpful, and cooperative; cultural diversity is a strong asset. But relationships between property owners and renters were seen as less than desirable. Many residential property owners see apartment complexes as a threat to neighborhood stability.
- The area is seen as offering well-built and reasonably priced homes, good public transportation services, mature trees and other vegetation, good parks and community facilities (especially Barnett Recreation Center and the spray park), generally good fire/emergency medical service (EMS) response times, and relatively new infrastructure. However, the need for

improvement was mentioned often. Specifically, the condition of roadways, streetlights, and sidewalks is seen as lacking.

- The deterioration and lack of maintenance of residential, business, and public properties was cited by most as problems that have grown worse over time. Many responses also focused on the growing numbers of foreclosed and vacant homes. Aging commercial properties are seen as eyesores with negative impacts on the area.
- There is perceived to be a general lack of positive activities for young people in the area as well as a level of complacency on the part of neighborhood residents.
- There is some level of interest in green/clean technologies and ensuring that they are incorporated into future development and redevelopment activities.
- 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.
- The major streams and waterways in the area go largely unnoticed unless water levels get very high. Fishing in Bliss Run may be the only exception.

## 2. Public Workshop

The first public workshop, held on June 25, 2008, provided the opportunity to identify stakeholders' top priorities and concerns. Over 400 individual items of input were received during four separate exercises and the top development-related items are listed below.

## 3. Plan Related Priorities

Priority 1: New business development is needed in the area, especially day-to-day retail. Too often, residents must leave the area in order to fulfill basic goods and service needs.

Priority 2: The walkability of the area needs to be improved. Much development, largely of 1950s and 1960s vintage, is not now inviting to pedestrians. Cycling is infrequent, although residents would bike if better facilities existed.

Priority 3: Streetscape improvements are necessary. The aesthetic qualities of both public and private spaces along Livingston Avenue and other major roadways need to be improved before economic viability can be expected to grow. Public infrastructure needs greater attention.

Priority 4: The area needs to "get green." State of the art clean and green technologies are seen as important to promote sustainability of new development and redevelopment activities.

## 4. Other Priorities

Priority 5: Recreational facilities are in need of improvement. The condition of the Far East Recreation Center is perhaps most problematic, although maintenance of other properties is in need of greater attention as well.

Priority 6: The area's residents need to become more mobilized and involved in charting the area's future.



*Brainstorming at the first public workshop*

**Table 1: Selected Demographics**

Category	1990	2000	Change	Percent Change
<b>Population</b>				
Total	38,657	37,798	- 859	- 2.2%
Male	18,047	17,584	- 463	- 2.6%
Female	20,610	20,214	- 396	- 1.9%
<b>Households</b>				
Total	16,535	16,788	+ 253	+ 1.5%
Average Household Size (persons)	2.34	2.25	- 0.09	- 3.8%
<b>Race &amp; Ethnicity</b>				
Black or African American	11,368	17,479	+ 6,111	+ 53.8%
White	26,432	17,786	- 8,646	- 32.7%
Native American (including Alaskan native)	73	105	+ 32	+ 43.8%
Asian, Native Hawaiian, and Other Pacific Islander	631	869	+ 238	+ 37.7%
Other or Mixed Race	153	1,559	+ 1,6	+ 919%
Total	38,657	37,798	- 859	- 2.2%
<b>Age</b>				
Under 18 years of age	8,002	8,583	+ 581	+ 7.3%
18 - 24 years of age	4,508	3,635	- 873	- 19.4%
25 - 34 years of age	7,497	5,693	- 1,804	- 24.1%
35 - 44 years of age	5,369	5,894	+ 525	+ 9.8%
45 - 54 years of age	3,936	5,011	+ 1,075	+ 27.3%
55 - 64 years of age	4,086	3,410	- 676	- 16.5%
65 – 74 years of age	3,271	3,029	- 242	- 7.4%
75 - 84 years of age	1,511	1,940	+ 429	+ 28.4%
85 years of age and over	477	603	+ 126	+ 26.4%
18 years of age and over	30,655	29,215	- 1,440	- 4.7%
21 years of age and over	28,967	27,724	- 1,243	- 4.3%
62 years of age and over	6,457	6,526	+ 69	+ 1.1%
65 years of age and over	5,239	5,572	+ 333	+ 6.4%

Source: U.S. Census, 1990 and 2000

**Table 2: Occupations of Residents**

Occupation	Number	Percent
Office and administrative support occupations	4,433	23.0
Professional and related occupations	3,219	16.7
Management, business, and financial operations occupations	2,218	11.5
Sales and related occupations	1,998	10.4
Production occupations	1,596	8.3
Transportation and material moving occupations	1,584	8.2
Food preparation and serving related occupations	998	5.2
Construction and extraction occupations	737	3.8
Building and grounds cleaning and maintenance occupations	585	3.0
Installation, maintenance, and repair occupations	501	2.6
Personal care and service occupations	500	2.6
Health support occupations	453	2.3
Protective service occupations	442	2.3
Farming, fishing and forestry occupations	13	0.1
<b>Total</b>	<b>19,277</b>	<b>100.0</b>

Source: U.S. Census 2000

**Table 3: Annexation History**

Year	Area in Acres	Area in Square Miles	Percent
1929	825.6	1.29	17.4
1954 – 1959	3,270.4	5.11	69.0
1960 – 1969	524.8	0.82	11.1
1970	121.6	0.19	2.6
<b>Total</b>	<b>4,742.4</b>	<b>7.41</b>	<b>100.1*</b>

Notes: One square mile equals 640 acres.  
Slight error due to rounding of figures.\*

**Table 4: Existing Land Use**

Land Use	Acres	Percent
<b>Residential</b>	2055.1	43.3%
Single-Family	1601.5	(77.8% of Residential)
Multi-Family	327.4	(15.9% of Residential)
Two- and Three-Family	126.2	(6.2% of Residential)
<b>Institutional</b>	702.1	14.8%
<b>Commercial</b>	414.7	8.7%
Community Commercial	272.7	(65.5% of Commercial)
Auto-Related Commercial	71.0	(17.2% of Commercial)
Neighborhood Commercial	39.4	(9.2% of Commercial)
Regional Commercial	31.6	(8.0% of Commercial)
<b>Industrial</b>	201.2	4.2%
Light Industry	181.5	(90.5% of Industrial)
Heavy Industry	19.7	(9.5% of Industrial)
<b>Vacant</b>	165.7	3.5%
<b>Warehousing</b>	142.0	3.0%
<b>Parks and Open Space</b>	138.1	2.9%
<b>Office</b>	71.0	1.5%
<b>Utilities and Railroads</b>	31.6	0.7%
<b>Agriculture</b>	15.8	0.3%
<b>Other</b>	7.9	0.2%
<b>Quarries</b>	3.9	0.1%
<i>Land not included in one of the above categories (such as road rights-of-way)</i>	797.6	16.8%
<b>Total</b>	<b>4746.7*</b>	<b>100.0%</b>

Source: Franklin County Auditor's data and staff analysis Note: \* Slight error due to rounding of figures

**Table 5: Zoning**

Category	Percentage of Total
Residential	91.4%
<i>Single- and Two-Family Residential</i>	<i>(82.8% of Residential) 75.7%</i>
<i>Multi-Family Residential</i>	<i>(17.2% of Residential) 15.7%</i>
Retail/Office	5.9%
Manufacturing	1.7%
Institutional	0.9%
Parking	0.1%
Total	100.0%

**Table 6: Major Roadways by Functional Classifications**

Roadway Segments	Arterial Classifications	Description	Average Daily Traffic (ADT)
Interstate 70 Interstate 270 U.S. Route 33	F	Freeways / Expressways – Divided high-speed roads with rights-of-way and pavement widths that vary.	10,700 - 118,700
South Hamilton Road (south of Livingston Avenue)	6-2DS	Two-way streets that include six moving lanes with a median divider and parallel service roads on mainline sections.	26,000 – 49,500
Brice Road South Hamilton Road (north of Livingston Avenue) South James Road Livingston Avenue	4-2D	Two-way streets that include four moving lanes with a median divider on mainline sections.	10,000 – 47,000
College Avenue Courtright Road East Main Street McNaughten Road	4-2	Two-way streets that include four moving lanes on mainline sections.	11,600 – 39,500
Noe-Bixby Road (north of Livingston Avenue) Woodcrest Road South Yearling Road	C	Two-way streets with moving lanes and two parking or additional moving lanes.	15,300 – 16,600

Source: Columbus Thoroughfare Plan (1993) and Mid-Ohio Regional Planning Commission (MORPC)

**Table 7: Transportation Capital Improvement Projects**

Project	Description
Bairsford Drive (Operation Safewalks)	Sidewalk Installation Program -- Just east of Interstate 270
Barnett Road at Livingston Avenue	Intersection Improvements
South James Road from Livingston Avenue to East Main Street	Street Improvements
McNaughten Road	Arterial Street Rehabilitation -- North of Livingston Avenue
Vineshire Drive (Operation Safewalks)	Sidewalk Installation Program -- Just west of South James Road north of Interstate 70

Source: Columbus capital improvements data

**Table 8: Planned Bicycle and Shared Use Projects**

Location	Map Identifier	From	To	Type of Facility
Livingston Avenue	(a)	South High Street to Alum Creek	Brice Road then to east of Rose Hill Road (in Reynoldsburg)	lane road diet and shared use path
Open Space	(b)	Alum Creek shared use path	southwest end of Roads End	shared use path
Roads End	(c)	southwest end of Roads End	College Avenue	signed shared roadway
College Avenue/Winchester Pike	(d)	Livingston Avenue	I-70 then south to Columbus corporate limits south of Refugee Road	lane road diet
Euclaire Road	(e)	College Avenue	Livingston Avenue	bike lane
Haddon Road/Scottwood Road/Rosewell Drive	(f)	College Avenue	Bostwick Road	bike boulevard
Kenwick Road	(g)	East Main Street to East Mound Street	South Kenview Road	bike boulevard
James Road	(h)	East Main Street to East Mound Street	Livingston Avenue	lane road diet
Courtright Road	(i)	Livingston Avenue	Deshler Avenue	bike lane
	(j)	Deshler Avenue	I-70 then to Old Courtright Road	lane road widening
Abandoned Railroad Right-of-Way	(k)	East Broad Street to Whitehall corporate limits east of the end of Fulton Street	I-70 east of the end of Bostwick Road then east to the future Big Walnut shared use path	shared use path
Abandoned Railroad Right-of-Way/Open Space	(l)	Bostwick Road at Roswell Drive	Elaine Place South (off Elaine Road south of Vineshire Drive)	shared use path
Open Space	(m)	Deshler Avenue	The abandoned railroad right-of-way	shared use path
Hamilton Road	(n)	East Mound Street at the Whitehall corporate limits	I-70 then south of I-270 near Refugee Road	shared use path
Big Walnut Creek	(o)	Claycraft Road (in Gahanna) to East Main	I-70 then southwest to the Pickaway County line	shared use path

Brice Road	(p)	Street East Main Street	southwest of U.S. 23 I-70 then to Gender Road	bike lane
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Source: *Columbus Bicentennial Bikeways Plan* (2008)

**Table 9: Non-Transportation Capital Improvement Projects**

Project	Location
<b>Sanitary Sewers</b>	
Infiltration and Inflow Remediation	Large parts of the western and central portions of the planning area
<b>Stormwater</b>	
Astor Ditch Improvements	East and West of Interstate 270
Bexvie Avenue Stormwater System Improvements	Along Bexvie and Zettler roads
Bliss Run Relief Trunk Sewer	West of James Avenue north and south of Livingston Avenue
College Avenue Dam Safety Evaluation	East and west of College Avenue
Crestwood Avenue Storm Sewer Improvements	At Crossing Place
Idlewild Drive Storm Sewer Improvements	Northwest of Brice Road and Livingston Avenue intersection
South Kellner Road: Bliss Road Localized Drainage Improvements	North of Livingston Avenue between Kenilworth Place and Kellner Road
Powell Ditch Areawide Storm System Improvements	Walnut Hills and to the northeast
Powell Ditch Improvements	Between Walnut Hills and Brice Road
Striebel Road south of Vilaro Lane Drainage Improvements	Between Courtright and Hamilton roads
Shady Lane Stormwater System Improvements	At and along Shady Land Road and Robinhood Park (to Country Club Road)
Towers Court Stormwater System Improvements	East and west of James Road along Astor Avenue and Towers Court, North and South
Twins Lakes Dredging and Bliss Run Channel Improvements	Between Interstate 70 and College Avenue (U.S. 33)
Walnut Hills Area Drainage Improvements	Along perimeter of Walnut Hills
<b>Water</b>	
Barbara Court Water Line Improvements	Manfeld Drive to end
Betsy Drive Water Line Improvements	Country Club Road to Gertrude Drive
Connie Court Water Line Improvements	Manfeld Drive to end

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Efner Drive Water Line Improvements	Folger Drive to Lillian Lane
Folger Drive Water Line Improvements	Country Club Road to Efner Drive
Gertrude Drive Water Line Improvements	Betsy Drive to Teddy Drive
Livingston Avenue 24" Water Main	Sheridan Avenue to Hampton Road
Livingston Avenue Water Main Cleaning and Lining	Bedford Alley to Kenwick Road and James Road to Zettler Road
East Main Street Water Line Improvements	McNaughten Road to Reynoldsburg Corporate Limit
Manfeld Drive Water Line Improvements	Justin Road to Betsy Drive

Source: Columbus capital improvements data

### Element 3

# Recommendations

## A. Land Use

The recommendations element presents six development principles addressing the three primary planning elements affecting future growth and development: land use, transportation, and urban design. Each of the principles is followed by supporting policies and guidelines/strategies which arose out of staff analysis and input from the MACC, stakeholder interviewees, and the public-at-large.

Principles, guidelines, and strategies respond to identified needs and priorities in the planning area and are compatible and consistent with overall citywide policies addressing the same development issues and concerns. Land use and transportation plan maps are included along with illustrative photos and renderings. This element is concluded with urban design concepts that provide some visual examples of preferred types of development patterns and styles.

The Future Land Use Plan builds on existing land-use patterns and incorporates new land-use recommendations included in Element Three. Existing residential patterns are left unchanged, but recommendations for future single- and multi-family residential development are reflected on the map. Sites recommended for mixed use, neighborhood retail, and light industrial development and redevelopment are also shown, as are open space, parkland, office, and institutional land uses.



1. **DEVELOPMENT PRINCIPLE 3.1:** Neighborhoods will include a vibrant mix of uses (residential, retail, office, etc.).

### Policy

Mixed-use development should be common along portions of Livingston East’s primary roadway corridors, include multifamily housing, neighborhood-scale retail, offices and other services, as appropriate, and contribute to a walkable/bikeable urban environment.

### Guidelines/Strategies

1. **Livingston Court Shopping Center** - Redevelopment of the Livingston Court Shopping Center (at the southwest corner of Livingston Avenue and Courtright Road) is recommended, possibly to include retail, office, recreational, public, institutional, and medium-density residential uses (such as town houses).



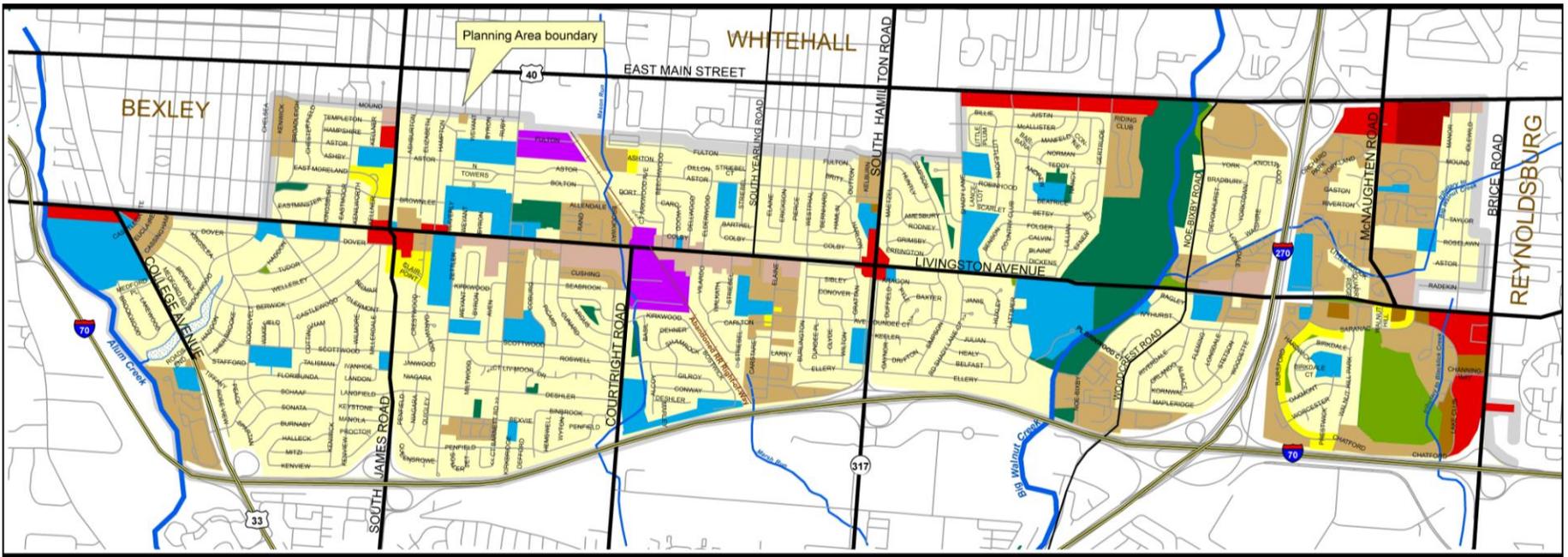
Figure 1: Adaptive Redevelopment Concept for Livingston Court



Figure 2: Existing Conditions



Figure 3: Adaptive Redevelopment Concept



City of Columbus  
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0 0.5 1 Mile

# Livingston East Area Plan

## FUTURE LAND USE PLAN

### Legend

- Residential (Single-Family)
- Residential (Two- and Three-Family)
- Residential (Multifamily)
- Commercial (Community)
- Commercial (Regional)
- Office
- Institutional
- Light Manufacturing
- Mixed Use
- Parks
- Open Space

Date: December 2008

2. **York Plaza Shopping Center** - Redevelopment of the York Plaza Shopping Center (on the north side of Livingston Avenue just west of the I-270 overpass) is recommended, possibly to include retail, office, and medium- to high-density residential uses (town houses and/or apartment flats, such as those designed for elderly residents).
3. **McNaughten Road and Livingston Avenue** - A combination of mixed-use and multifamily residential development is recommended for vacant property at the northeast corner of McNaughten Road and Livingston Avenue. North of the streambed, apartments and/or townhouses compatible in scale with the units on Shana Drive immediately to the north are recommended. South of the streambed, a mix of office and/or retail uses is recommended, perhaps to include multifamily residential of the type recommended north of the streambed as well. Development is encouraged to be sensitive to the location of the streambed. New construction should be set back from the streambed as much as possible and use existing vegetation in these buffer areas.



*Aerial view of the York Plaza site.*



*Northeast corner of Livingston Avenue and McNaughten Road.*

4. **Commercial Overlays** - Application of the Urban Commercial Overlay (UCO) and/or the Community Commercial Overlay (CCO) to select commercial and mixed-use segments of Livingston Avenue is recommended. Consideration of a commercial overlay along Brice Road is also recommended. The overlays work in conjunction with underlying zoning districts to provide additional development standards promoting a more favorable environment for pedestrians and cyclists.



*New construction built to Urban Commercial Overlay (UCO) standards on North High Street.*



*Figure 4: Potential Commercial Overlay Areas*

## Policy

Neighborhood scale retail redevelopment is recommended on portions of Livingston East’s primary roadway corridors where existing retail uses are currently in place.

## Guidelines/Strategies

1. **Livingston Avenue and South Hamilton Road** - Due to their high visibility locations, commercial properties at and near the northwest corner of Livingston Avenue and South Hamilton Road should be considered priority sites for redevelopment. Neighborhood scale retail uses are recommended.



*Vacant office and commercial structures at the northwest corner of Livingston Avenue and South Hamilton Road.*



*Figures 5 and 6: Livingston Avenue and S. Hamilton Road Redevelopment Concept: Aerial Perspectives (Looking toward the Northwest) Including a Grocery Store and Two Smaller Retail Venues*

2. **Commercial Redevelopment Sites** - Redevelopment of additional priority commercial sites is recommended, including the following locations:
  - a. Livingston Avenue just east of the I-70 interchange;
  - b. At and near the intersection of Livingston Avenue and South James Road;
  - c. West side of South James Road between Templeton Road and Astor Avenue; and
  - d. Brice Road south of Livingston Avenue (largely on the west side of the road).

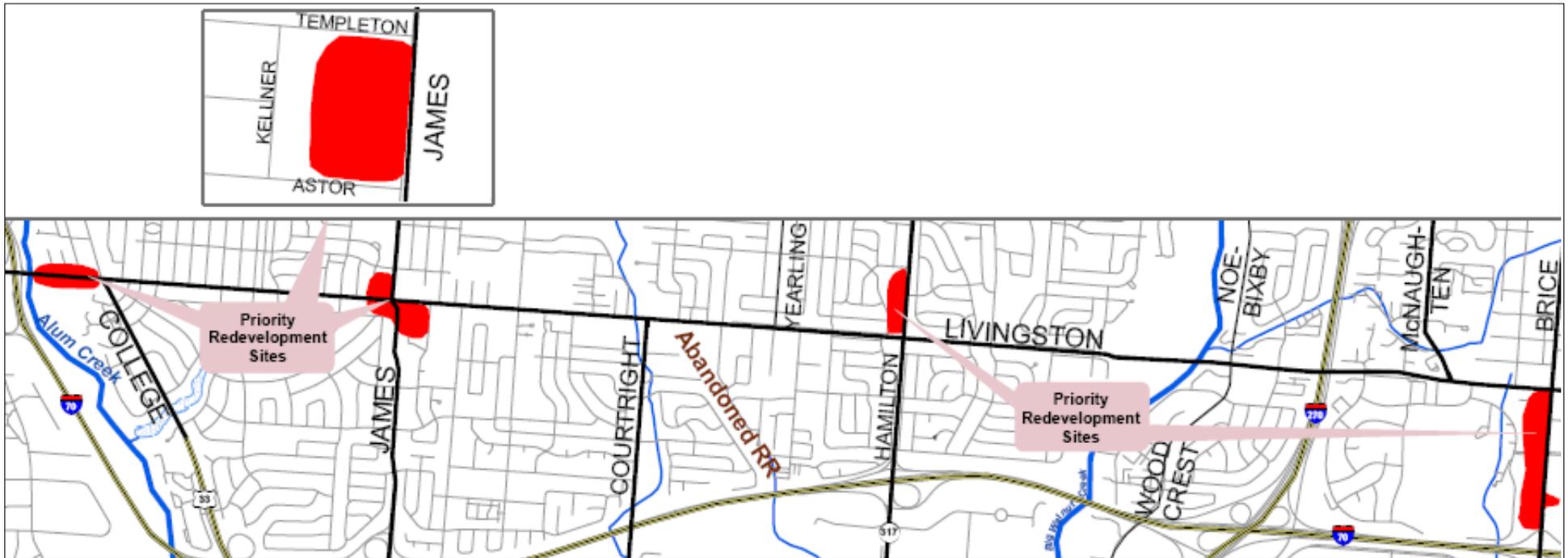


Figure 7: Additional Priority Commercial Redevelopment Sites

## Policy

Well designed multi-family residential development is recommended along major roadway corridors, including Livingston Avenue, to provide housing alternatives and to support neighborhood scale retail uses.

## Guideline/Strategy

1. **New Multifamily Development** - Multifamily residential development is recommended on the vacant land due south of the Burlington Coat Factory (formerly Schottenstein department store) site at 6050 East Main Street, just east of McNaughten Road.

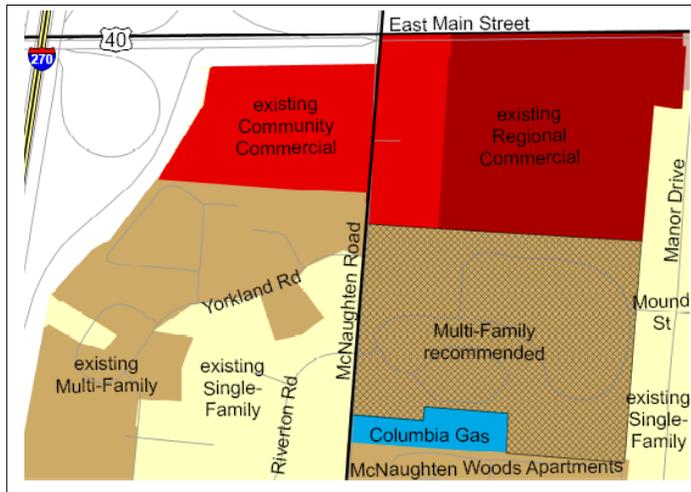


Figure 8: Recommended Multi-Family Residential Development (behind 6050 East Main Street off McNaughten Road).

## Policy

Single-family residential development is recommended along and near roadways with lower traffic volumes.

## Guideline/Strategy

1. **New Single-Family Development** - Single-family residential development is recommended on the vacant land between McNaughten Road and the American Electric Power-owned institutional property at the western end of Roselawn Avenue.

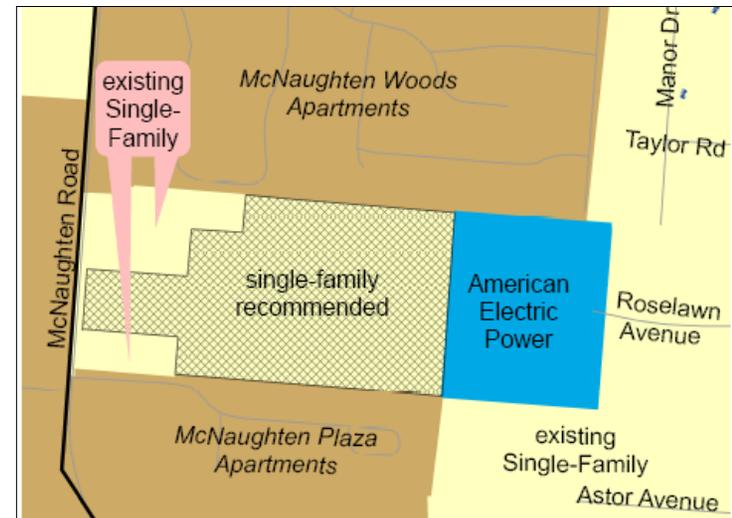


Figure 8: Recommended Single-Family Residential Development (between McNaughten Road and American Electric Power Property at the Terminus of Roselawn Avenue).

2. DEVELOPMENT PRINCIPLE 3.2: The negative impacts of industrial land uses on surrounding uses will be minimized.

### Policy

Due to the largely residential nature of the area, industrial development should be very limited in location and scale.

### Guidelines/Strategies

1. Only light industrial uses are recommended.
2. Light industrial uses are not recommended except in those areas designated on the Future Land Use Plan as appropriate for such uses.
3. Light industrial uses will not be supported in mixed-use areas.

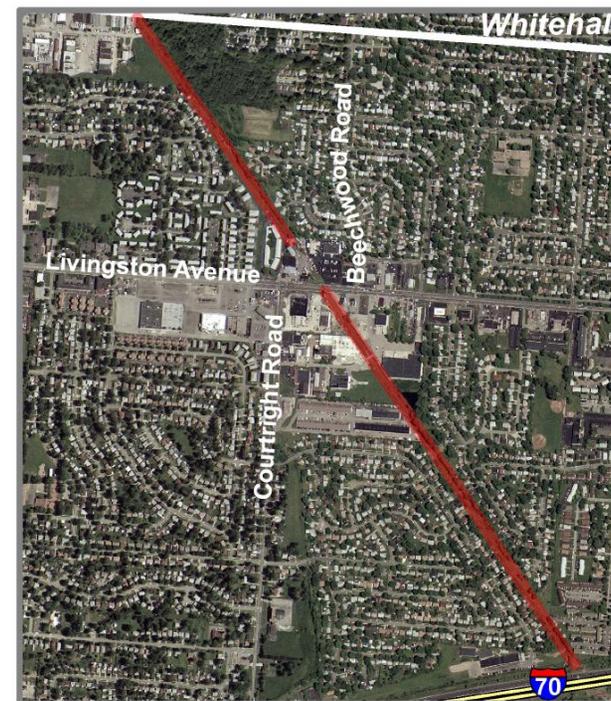
3. DEVELOPMENT PRINCIPLE 3.3: Natural resource areas and open spaces will be preserved, protected, and/or appropriately used to help sustain the area.

### Policy

Open corridors should be protected from encroachment and should be made available for appropriate, contributing uses.

### Guideline/Strategy

1. The reservation of the partially-abandoned railroad right-of-way for future use as a shared use path is recommended. Any use of the right-of-way should minimize possible negative impacts on adjacent properties.



An aerial view of the partially-abandoned railroad corridor.

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## Policy

Existing parks and recreational areas should be protected from redevelopment and should remain in their current or similar uses.

## Guidelines/Strategies

1. The preservation, protection, and the continued recreational use of Big Walnut Park, Walnut Hill Golf Course, and smaller parks and parklands are strongly recommended.
2. Existing lakes, ponds, streams, wetlands, and other environmentally-sensitive areas, including on-site habitat for threatened or endangered species, should be preserved and protected.
3. Development should be sited appropriately and avoid: slopes greater than 15 percent, poorly-drained soils, floodplains, stream corridors, wetlands and wet woodlands, springs, and other environmentally-sensitive areas.
4. Development adjacent to natural features should be designed in a sensitive manner to highlight and complement the nearby natural environment.
5. Parks and open spaces should be connected to neighborhoods with pedestrian and bicycle facilities. Parks and trails should be accessible to the public.
6. The visibility of new developments from natural features and open spaces should be minimized and such developments should be screened so that they are not visually intrusive and they do not interfere with the experience within the open space system.
7. Where new buildings abut natural areas, building and landscape materials should not conflict with the natural environment.
8. 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.

9. Alternative methods of stormwater management should be considered (bioswales, native landscaping, and naturalized detention/retention basins, for example). See the city of Columbus Stormwater Drainage Manual for details.

## Policy

Where possible and appropriate, unused open spaces should be made available to fulfill the recreational needs of surrounding neighborhoods.

## Guidelines/Strategies

1. Long-term use of the vacant site of the former Pinecrest School as a school, public open space, or a city park is recommended. The site is located north of Livingston Avenue and west of Yearling Road -- south of Astor Avenue between Elderwood Avenue and Striebel Road.
2. Long-term use of the school district land due east of Liberty Christian Academy as a neighborhood playground is recommended. The site is located north of Livingston Avenue and east of Country Club Road at the northwest corner of the intersection of Beatrice Drive and Nancy Lane, just southeast of Willis Park.
3. Where feasible, consideration should be given to the joint use of schools and recreational facilities.



An aerial view showing the location of the former Pinecrest School site.



An aerial view showing Willis Park, Liberty Christian Academy, and the recommended location for a future playground.



Figure 10: Publicly-Owned Parks and Open Space Locations

## B. Transportation

1. DEVELOPMENT PRINCIPLE 3.4: People will be able to move about by walking, bicycle, public transportation, and motorized vehicle.

### Policy

Accommodations for bicycling should be made within the planning area according to adopted bike plans and other neighborhood recommendations.

### Guidelines/Strategies

As recommended in the city's Bicentennial Bikeway Master Plan, construction of the following bikeway facilities should be considered.

4. Bike lanes on Euclaire Avenue between College and Livingston avenues, Courtright Road between Livingston and Deshler avenues, and Brice Road from East Main Street southward.
5. Shared use paths between the existing Alum Creek shared use path and the southwest terminus of Roads End Place, along the abandoned portion of the partially-abandoned railroad right-of-way which meets Livingston Avenue just east of the Courtright Road intersection, between the eastern end of Deshler Avenue and Elaine Place South at Elaine Road, along the South Hamilton Road corridor from East Mound Street southward, and along Big Walnut Creek.
6. Bike boulevards on Haddon and Scottwood roads and on Roswell Drive between College Avenue and Bostwick Road, and on Kenwick Road between East Mound Street and South Kenview Road.
7. A signed shared roadway on Roads End Place.
8. Lane road diets for College Avenue from Livingston Avenue southward, and for South James Road between East Mound Street and Livingston Avenue.



*The partially-abandoned railroad right-of-way looking south from Livingston Avenue*



*One of many possible treatments to create a bike boulevard.*

9. A lane road diet and a relatively small amount of shared use path along Livingston Avenue.
10. A lane road widening on Courtright Road south of Deshler Avenue.

In addition to the Bicentennial Bikeway Master Plan recommendations, construction of the following additional bikeway facilities should be considered.

1. Shared use paths from Allendale Drive or Brookway Road to the shared use path along the partially-abandoned railroad right-of-way, from the shared use path along the partially-abandoned railroad right-of-way to the western terminus of Astor Avenue, on the east side of Barnett Road from Bolton Avenue to Barnett Park, and between Lattimer Drive and the Big Walnut shared use path just north of the Far East Recreation Center.
2. Bike boulevards on Bolton and Rand avenues, Allendale Drive, and Brookway Road from Barnett Road to Livingston Avenue, Alcoy Drive and Deshler Avenue between Roswell Drive and the shared use path at the eastern end of Deshler Avenue, Astor

Avenue and Harlow Road from the shared use path at the western terminus of Astor Avenue to Livingston Avenue, Elaine Road between Livingston Avenue and Vineshire Drive; and Dundee Avenue and Lattimer Drive between Elaine Road and the shared use path just north of the Far East Recreation Center.

3. Signed shared roadways on Elaine Road between Vineshire Drive and Elaine Place South, Melroy Avenue from its intersection with Astor Avenue, Hamlin Place, and Harlow Road to South Hamilton Road; and in Big Walnut Park between the park entrance at Livingston Avenue and the Big Walnut shared use path.
4. Properly-spaced bicycle racks should be installed in a clearly visible location near the main entrance of the following facilities:
  - a. City park -- at least eight per acre;
  - b. School -- at least eight for every 40 students;
  - c. Public facilities (including libraries, recreation centers, and community centers) – at least eight per location;
  - d. Commercial, retail and industrial developments over 10,000 gross feet – at least one for every 15 employees or eight for every 10,000 gross square feet;

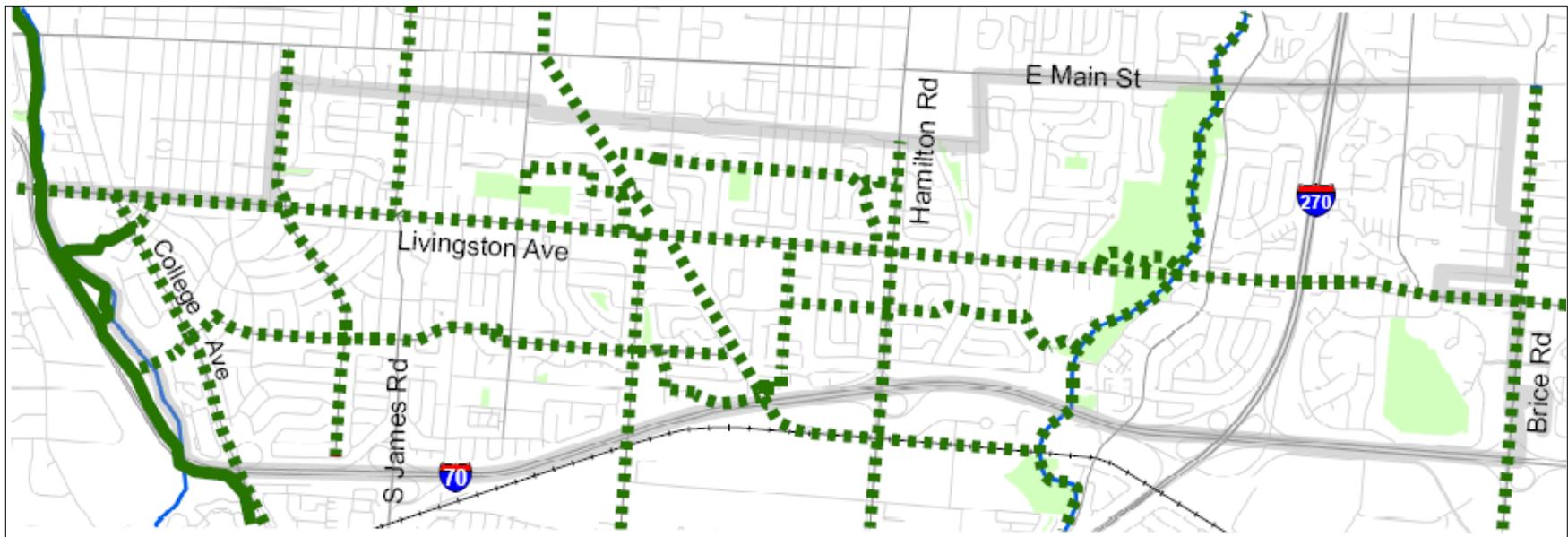


Figure 11: Existing and Proposed Bicycle and Shared Use Facilities (Consult the Future Transportation Plan for details.)

- e. Shopping centers over 10,000 gross square feet – at least eight for every 10,000 gross square feet; and
  - f. Commercial districts – at least two for every 200 feet of frontage.
5. Properly-spaced bicycle racks should be installed adjacent to restrooms/water fountains, picnic areas, sports fields, and other activity centers in city parks at a rate of at least eight per acre of parkland.
  6. Major employers, institutions (schools, houses of worship, etc.), public facilities, and major commercial developments should provide connections to the bike and sidewalk network.
  7. Where feasible, bike lockers should be provided, especially at sites where bicycles are typically stored for an entire workday or longer.

## Policy

Neighborhoods should have an interconnected street and sidewalk system with connections to existing and future residential, commercial, civic, and cultural areas.

## Guidelines/Strategies

1. Sidewalk construction should be considered along the following roadways, as identified in the Operation Safewalks program: College Avenue south of Haddon Road, South James Road south of Langfield Drive, Barnett Road north of Livingston Avenue and between Roswell Drive and Penfield Road, Courtright Road south of Deshler Avenue, South Hamilton Road from East Mound Street southward, Noe-Bixby Road north of Livingston Avenue, Woodcrest Road south of Meyers Road, Livingston Avenue east of Lattimer Drive, McNaughten Road north of Livingston Avenue, and Brice Road south of Livingston Avenue.
2. In addition to the Operation Safewalks locations, sidewalk construction should be considered: along Zettler Road south of Scottwood Road and along Shady Lane Road north of Livingston Avenue.
3. Connection of the two dead ends of Chatford Drive (south of Walnut Hill Golf Course) should be considered by construction of either a roadway with sidewalks or a shared use path.



Figure 12: Priority Sidewalk and Pedestrian Improvements

## Policy

Roadway improvements and enhancements should be sensitive to the context in which they occur, and should contribute to a pedestrian- and public transit-friendly, walkable environment.

## Guidelines/Strategies

1. Road improvements should be consistent with relevant “Complete Streets” policies and guidelines, thus encouraging roadway design with use by several modes of transportation in mind.
2. Major intersections, especially those near major activity centers, should, where feasible, be improved for pedestrians. Potential treatments include: crosswalks delineated with additional markings, alternative pavement materials, or textured/colored pavement, timers that show the number of seconds remaining before the traffic signal changes, enhanced pedestrian signage, and bump outs (raised sidewalk areas extending into the street and, thereby, narrowing it). Priority intersections with Livingston Avenue that should be considered for these treatments include those at: College Avenue and Berwick Boulevard, South James Road, Barnett Road, Courtright Road, South Yearling Road, South Hamilton Road, Shady Lane Road, Noe-Bixby and Woodcrest roads, McNaughten Road, and Brice Road (in coordination with Reynoldsburg).
3. Traffic control signs should be grouped and consolidated on existing utility poles wherever feasible.
4. Street trees are recommended on all public and private streets, as approved by the Columbus City Forester. Trash receptacles and benches are recommended wherever feasible.
5. Gateways should be developed at principal points of entry to the Livingston East area.
6. Traffic calming devices should be proposed for new streets adjacent to schools, parks, libraries, and other community facilities.
7. Public transportation services should be closely coordinated with public and, where possible, private development and redevelopment.
8. The new crosstown bus route recommended in COTA’s *Long-Range Transit Plan* connecting Mt. Carmel East Hospital to Canal Winchester, in part following East Main Street and Brice Road, should be added to the COTA system.

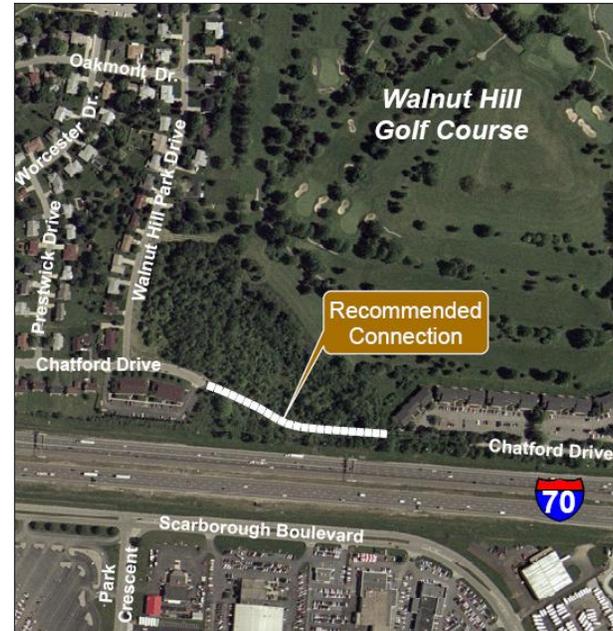


Figure 13: A Proposed Transportation Connection at Chatford Drive



## C. Urban Design

1. DEVELOPMENT PRINCIPLE 3.5: 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

1. The development of commercial overlay designations for the Livingston East area should be considered, especially for the commercial and mixed-use segments of Livingston Avenue. The Urban Commercial Overlay (UCO) and/or the Community Commercial Overlay (CCO) may be appropriate for these areas as well as at intersections with commercial or mixed-use development along other major roadways, such as South James, South Hamilton, and Brice roads.
2. Until such time that overlay(s) may be implemented, the following guidelines should be utilized in the review of development applications:
  - a. A consistent level of detailing and finish should be provided for all sides of a building (i.e., “four-sided” architecture).
  - b. Flat, plain building walls should be discouraged. 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). 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.



*Visual clutter and numerous curb cuts along a segment of Livingston Avenue.*

- c. Front elevations for retail buildings should be divided into increments to mimic traditional storefronts, consist of 50% or more glass windows at the street level and utilize a variety of treatments and human-scale details.
- d. 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 similar in scale and overall character to historical precedents, but should differ in terms of detailing.
- e. 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.
- f. Generally, buildings should be parallel to the street, with the primary façade facing the major street.
- g. 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.

- h. Accessory structures and uses (loading docks, dumpsters, outdoor displays, etc.) should be incorporated into the overall design of the building and the 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.
- i. Taller or denser development is not necessarily inconsistent with older, lower-density development but must be designed with sensitivity to existing structures.
- j. Leadership in Energy and Environmental Design (LEED or green building) technologies are encouraged for commercial buildings.
- k. 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/or walking public.
- l. 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.
- m. Large commercial developments should use integrated signage with an emphasis on wall and building signs and central identification signage rather than multiple freestanding signs along the street frontage. In such developments, monument ground signs should be encouraged.
- n. Lights should be fully shielded, recessed, and directed downward to enhance safety without glare, hot spots, or spillover into adjacent properties.
- o. Convenient, safe, well-marked, and attractive pedestrian connections should be provided from the public street to commercial, office, mixed-use and multifamily building entrances.
- p. Parking should use the minimum possible amount of space, should be hidden to the greatest extent possible, and should be located to the rear or the side of the building.

- q. Adjacent parking lots should provide pedestrian connections, thus encouraging their use where parking may be very limited.
3. Until such time that the overlay(s) may be implemented, the following additional guidelines should be utilized in the review of mixed-use development applications. Wherever possible, mixed-use development should:
- a. 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;
  - b. place the most active uses on the ground floor of buildings in areas where the greatest level of pedestrian activity is desired;
  - c. be constructed so as to encourage public transit and pedestrian and bicycle use;
  - d. include the minimum possible amount of space as parking and encourage shared parking arrangements, and
  - e. merge seamlessly with existing neighborhoods through pedestrian-friendly site design/building orientation and multiple pedestrian access points.



*A common layout for an existing shopping center in the area with the building set back from the street (note adjacent residential development).*

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## Policy

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

## Guidelines/Strategies

1. In context with its location, all development should be landscaped and buffered as appropriate. Particular attention should be paid to screening and buffering between very different, incompatible 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).
2. Landscaping should be used to support stormwater management goals for filtration, percolation, and erosion control, including the planting of rain gardens. Landscaping should include a mix of deciduous, ornamental, and evergreen plant material.
3. 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.
4. 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; and evergreen trees -- five feet in height.
5. 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.
6. All parking lots visible from roadways should be screened with a continuous wall, a decorative fence, or a hedge that reaches a minimum 75% opacity (degree to which one cannot see through it) within five years. Walls should reflect building architecture and material.
7. Parking lots should be planted with shade trees (at least 2 inches caliper) with a minimum of one tree per ten parking spaces. At least half the trees should be located within the interior of the parking lot. A minimum soil area of 162 square feet should be provided for each tree to ensure long-term viability.

## Policy

Light industrial development should be high in quality and limited in its impacts on adjacent land uses.

## Guidelines/Strategies

1. Buildings should exhibit a “corporate” architectural character of high quality materials, design, and color.
2. 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.
3. 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.
4. Lights should be fully shielded, recessed, and directed downward to enhance safety without glare, hot spots, or spillover into adjacent properties.
5. No overhead bay doors or loading docks should be oriented toward a property line.
6. Parking should be hidden to the greatest extent possible and located to the rear or the side of the building.
7. Landscaping should be used to soften industrial buildings along front elevations or elevations that face public streets (see landscaping guidelines and strategies).
8. Where feasible, safe bike and pedestrian access should be provided to encourage workers to use alternative modes of transportation.

## 2. DEVELOPMENT PRINCIPLE 3.6: 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.

### Guidelines/Strategies

1. Future overall residential densities for a given neighborhood should be consistent with existing densities as indicated on the Future Land Use Plan.
2. New housing and housing additions should be compatible with the existing fabric, mass, and scale of development in surrounding neighborhoods and maximize natural ventilation, sunlight, and views.
3. Larger buildings should be divided into smaller modules or bays to match nearby patterns.
4. Architectural elements should be encouraged to avoid the appearance of blank walls.
5. The roof shape of a building should be comparable with the buildings to which it is visually linked.
6. Materials should include brick, masonry, stone, stucco, and/or terracotta as appropriate to the location.
7. Infill housing should be parallel 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.
8. The pedestrian orientation of residential neighborhoods should be respected.
9. Houses should include front porches that are at least eight feet deep.
10. Wherever possible, Leadership in Energy and Environmental Design (LEED or green building) technologies are encouraged.
11. 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.
12. 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 deemphasize their visual presence on the street.
13. 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.
14. Scale transitions should be provided between higher-density development and lower-density neighborhoods.



*Multi-family residential sites, often one element of mixed-use development, benefit significantly from attractive landscaping and buffering.*

## Element 4

# Implementation

The most effective means of implementation of the provisions of the *Livingston East Area Plan* is the consistent and unified advocacy of the Mid-East Area Community Coalition (MACC) and other civic associations working in concert with the city of Columbus and other stakeholders, including community development corporations, business associations, development related agencies, churches, social service agencies, and others. Typically, the most common mechanism of plan implementation is 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 planning and expenditures.

Major implementation elements include:

- Organization, Education and Outreach;
- Plan Amendment and Revision;
- Development Review Checklist; and
- Chart of Action Oriented Related Recommendations

### A. Organization, Education and Outreach

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

- Form an area plan implementation subcommittee through the MACC consisting of business and civic/neighborhood organization representatives and other stakeholders. The subcommittee would work to foster the implementation of priority projects and goals of the area plan;

- The Planning Division could serve as a limited resource to the subcommittee in its plan implementation efforts. Other city departments/staff may also provide assistance as necessary;
- Copies of the plan and/or its executive summary can be widely distributed to key stakeholders and community agencies, including community development corporations, developers, civic associations, schools, libraries, religious organizations, and social service agencies; and
- A website and email communications could be used to supplement more traditional information distribution systems.

### B. 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 comprehensive review and revision of this plan should be considered within ten years of adoption.

### C. Development Review Checklist

Guidelines from an area plan are not city code but, as part of a city-adopted plan, they serve as city policy and provide a basis for stakeholders to review development proposals and ensure that a plan’s goals and priorities are considered and optimally included within them.

This plan’s development review checklist summarizes its development guidelines and recommendations. The checklist is designed for application by stakeholders in the review of development proposals for consistency with plan provisions and is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in Livingston East. It is also intended as a means to provide a clear and concise record of stakeholder input in each stage of project consideration. Development review checklists are maintained in a database by the Columbus Planning Division and are made available to all city departments for use in their review of development applications.



*Stakeholders discuss urban design concepts at the second public workshop.*

Users of the checklist are strongly encouraged to review additional background information for each item on the checklist by referencing the relevant plan section. The “Conditions to Approval” column is intended to note specific conditions that a proposal must address in order to meet a particular standard and the “Mitigating Circumstances” column should be used to note specific reasons why a proposal is expected not to meet a standard. Nothing in the checklist is intended to speak to development proposals’ conformance with other city code requirements and policies.

Recommendations regarding the use of development review checklists include:

- Applicants for a zoning and/or variance are encouraged to review a checklist and incorporate the provisions into their proposals;
- Civic associations should use a checklist as an organizing element for their review and comment on development proposals;
- Department of Development staff should use the checklist for their internal review of zoning and variance applications for plan consistency;
- City staff should consider the checklist submitted by a civic association in the development of a staff position or response to development proposals; and
- City departments should use the checklist as community facilities and infrastructure investments are made.

**Table 10. Development Review Checklist**

Guidelines and Recommendations	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
<b>GENERAL</b>					
Has the developer reviewed the recommendations of the <i>Livingston East Area Plan</i> ?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Future Land Use Plan? (p. 33)					
Is the proposal consistent with the Urban Design recommendations of the plan? (pp. 47-50)					
Does the proposal consider Leadership in Energy and Environmental Design (LEED or green building) technologies appropriate for the particular type of development? (p. 48, p. 50)					
Does the proposal not block the partially-abandoned railroad right-of-way crossing Livingston Avenue just east of its intersection with Courtright Road? (p. 39, p. 42)					
Does the proposal help to protect, preserve, and promote the recreational use of Big Walnut Park, Walnut Hill Golf Course, and/or smaller parks and parklands within the planning area? (p. 40)					
Does the proposal protect and mitigate its impact on the natural environment during development activity? (p. 40)					
Does the proposal incorporate natural features into development in sensitive and creative ways? (p. 40)					
If located adjacent to natural features, is the proposal designed in a sensitive manner to highlight and complement the nearby natural environment? (p. 40)					
If the proposal includes parks or trails, are they designed to be accessible to the public? (p. 40, p. 42, p. 44)					
Does the proposal incorporate alternative methods of stormwater management such as bioswales, native landscaping, and naturalized detention/retention basins? (p. 40)					
If the proposal includes space for loading and/or outdoor storage activities, are these areas appropriately screened? (p. 48, p. 49)					
<b>COMMERCIAL, MIXED USE AND LIGHT INDUSTRIAL</b>					
Has the developer reviewed the recommendations of the <i>Livingston East Area Plan</i> ?					
Has a site plan of the project been submitted?					

Guidelines and Recommendations	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Is the proposal consistent with the Future Land Use Plan? (p. 33)					
Is the proposal consistent with the Urban Design recommendations of the plan? (pp. 47-50)					
Does the proposal provide for a consistent level of detailing and finish for all sides of all buildings? (p. 47)					
Does the proposal not include flat, plain building walls? (p. 47)					
In the proposal, 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. 47)					
In the proposal, are front elevations divided into increments to mimic traditional storefronts? (p. 47)					
Does the proposal consist of 50% or more glass windows at the street level? (p. 47)					
In the proposal, are the contemporary interpretations of traditional buildings similar in scale and overall character to historical precedents, but different in terms of detailing? (p. 47)					
In the proposal, are buildings designed to address the street and enhance the pedestrian experience (generally with buildings parallel to the street and with the primary façade facing the major street)? (p. 47)					
In the proposal, do building façades facing public streets incorporate an entrance door? (p. 47)					
In the proposal, is taller or denser development designed with sensitivity to existing structures? (p. 48)					
Is the proposal consistent with the plan's landscaping, screening, and stormwater related guidelines? (pp. 49)					
Is the proposal consistent with the plan's signage and lighting related guidelines? (p. 48, p. 49)					
In the proposal, are convenient, safe, well-marked, and attractive pedestrian connections provided from the public street to building entrances? (p. 48, p. 49)					
Does the development proposal incorporate bicycle racks as recommended in the plan? (p. 43-44)					
In the proposal, does parking use the minimum possible amount of space, is it hidden to the greatest extent possible, and is it located to the rear or the side of the building? (p. 48, p. 49)					

Guidelines and Recommendations	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
If the proposal includes adjacent parking lots, does it provide pedestrian connections to encourage use of these lots? (p. 48)					
Does the proposal consider Leadership in Energy and Environmental Design (LEED or green building) technologies? (p. 48)					
If the proposal is for a light industrial use, is it landscaped and buffered as appropriate with particular attention to screening and buffering between very different, incompatible uses? (p. 49)					
If a light industrial proposal, do the buildings exhibit a “corporate” architectural character of high quality materials, design, and color? (p. 49)					
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. 49)					
If the proposal is for the Livingston Court site at the intersection of Livingston Avenue and Courtright Road, is it consistent with plan recommendations for that location? (p. 32)					
If the proposal is for the York Plaza Shopping Center site on the north side of Livingston Avenue just west of the I-270 overpass, is it consistent with plan recommendations for that location? (p. 34)					
If the proposal is for the vacant property at the northeast corner of McNaughten Road and Livingston Avenue, is it consistent with plan recommendations for that location? (p. 34)					
If the proposal is for the properties at and near the northwest corner of South Hamilton Road and Livingston Avenue, is it consistent with plan recommendations for that location? (p. 36)					
<b>RESIDENTIAL</b>					
Has the developer reviewed the recommendations of the <i>Livingston East Area Plan</i> ?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Future Land Use Plan? Does it promote overall densities consistent with existing densities as indicated in the Future Land Use Plan? (p. 33)					
Is the proposal consistent with the Urban Design recommendations of the plan? (pp. 47-50)					
In the proposal, are new housing and housing additions compatible with the existing fabric, mass, and scale of development in surrounding neighborhoods					

Guidelines and Recommendations	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
and do they maximize natural ventilation, sunlight, and views? (p. 50)					
In the proposal, are larger buildings divided into smaller modules or bays to match nearby patterns? (p. 50)					
In the proposal, do architectural elements avoid the appearance of blank walls? (p. 50)					
In the proposal, are roof shapes of buildings comparable with the buildings to which they are visually linked? (p. 50)					
In the proposal, do building materials include brick, masonry, stone, stucco, and/or terracotta as appropriate to the location? (p. 50)					
In the proposal, do houses include front porches that are at least eight feet deep? (p. 50)					
Is the proposal consistent with the plan's garage related recommendations? (p. 50)					
In the proposal, 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. 50)					
In the proposal, are transitions in scale provided between higher-density development and lower-density neighborhoods? (p. 50)					
In the proposal, are Leadership in Energy and Environmental Design (LEED or green building) technologies used wherever possible? (p. 50)					
If the proposal includes infill housing, is that housing parallel to and facing the public street, do front doors face the street, and is a walkway or stoop provided linking the front door to the sidewalk or the driveway? (p. 50)					
If the proposal includes infill housing, do houses not back onto streets, parks, and/or natural features? (p. 50)					
In the proposal, is the pedestrian orientation of residential neighborhoods respected? (p. 50)					
If the proposal includes one or more streets that form a "T" intersection, are these streets visually terminated with a building centered on the terminus, a public park, or other feature that provides visual interest and a sense of place? (p. 50)					
<b>TRANSPORTATION</b>					
Is the proposal consistent with the Future Transportation Plan? (p. 46)					
Is the proposed roadway improvement consistent with relevant "Complete Streets" policies and guidelines which encourage roadway design with use by					

Guidelines and Recommendations	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
several modes of transportation in mind? (pp. 42-45)					
Does the transportation or other improvement include bicycle facilities consistent with the bikeway facility recommendations of the <i>Livingston East Area Plan</i> ? (pp. 42-44)					
Does the development proposal incorporate bicycle racks as recommended in the plan? (pp. 43-44)					
Does the proposal allow for the installation of bike lockers especially at sites where bicycles are typically stored for an entire workday or longer? (p. 44)					
Are proposed parks or open spaces designed to be connected to neighborhoods with pedestrian and bicycle facilities? (p. 40, pp. 42-45)					
Does the roadway or other transportation improvement include pedestrian facilities consistent with the recommendations of this plan? (pp. 44-45)					
Does a new street project adjacent to a school, park, library, and/or other community facility incorporate traffic calming devices in its design? (p. 45)					
If the proposed intersection improvement project is located at one of the listed priority locations or at another major intersection (especially near a major activity center), does it include improvements that make the intersection safer and more convenient for pedestrians? (p. 45)					
Does the proposed transportation improvement include the grouping and consolidation of traffic control signs on existing utility poles? (p. 45)					
Does the proposed improvement to a public or private street include street trees as approved by the Columbus City Forester? (p. 45)					
When located at a principal point of entry to the area, does the proposed transportation or other improvement incorporate a gateway? (p. 45)					

## D. Action Oriented Recommendations

The Livingston East Area Plan also includes recommendations that are action oriented. Rather than being used for the review of development proposals, they are pro-active in nature and require specific steps on the part of neighborhood leaders in cooperation with other stakeholders, including the city of Columbus. The chart below lists these action-oriented recommendations.

It is recommended that, upon plan adoption, the MACC and other groups use the chart to assign priorities to the listed recommendations. Part of this process should include discussion with the city of Columbus and any

other potentially responsible parties to evaluate the feasibility of various recommendations at the given time and under given circumstances. After priorities are established through community agreement, the top recommendations should be addressed by the plan implementation subcommittee.

The action-oriented plan recommendations are maintained in a database by the Columbus Planning Division and are made available to other city departments and offices. For quick retrieval, it will be possible to search the database by plan name and adoption year, recommendation type or funding status, status as a rezoning recommendation, and/or relationship to the city's capital improvements process.

**Table 11. Action-Oriented Recommendations**

Recommendation	Resource(s)
Gateways should be developed at principal points of entry into the area. Suggested locations are designated on the Opportunities and Constraints map on page 13. (p. 45)	Planning Division, civic/neighborhood organizations, possibly Urban Infrastructure Recovery Fund (UIRF) monies, possibly funding through the United Way of Central Ohio
Research the feasibility of adopting the Urban Commercial Overlay (UCO) or Community Commercial Overlay (CCO) along select commercial and mixed-use segments of Livingston Avenue (p. 47)	Planning Division, community
Where feasible, consideration should be given to the joint use of schools and recreational facilities. (p. 40)	Department of Recreation and Parks, Columbus Public Schools, civic/neighborhood organizations
Closely monitor and discourage any future development or transportation proposals which could serve to block the partially-abandoned railroad right-of-way or access to that right-of-way. (p. 39, p. 42)	civic/neighborhood organizations, individual stakeholders, Department of Public Service
Promote communication with the Central Ohio Transit Authority (COTA) about ways to continue to coordinate development and redevelopment with public transportation services. (p. 45)	civic/neighborhood organizations, individual stakeholders, COTA
Encourage COTA to add to its system a new crosstown bus route, in part following East Main Street and Brice Road, as recommended in its <i>Long-Range Transit Plan</i> . (p. 45)	civic/neighborhood organizations, individual stakeholders, COTA
Call to the attention of the development community the redevelopment opportunities presented by the following sites: Livingston Court, York Plaza, the northeast corner of the intersection of McNaughten Road and Livingston Avenue (south part), the northwest corner of Livingston Avenue and South Hamilton Road, Livingston Avenue just east of the I-70 interchange, at and near the intersection of Livingston Avenue and South James Rod, the west side of South James Road between Templeton Road and Astor Avenue, and along Brice Road south of Livingston Avenue. (pp. 32-37)	civic/neighborhood organizations, individual stakeholders, Division of Economic Development
Call to the attention of the development community the multi-family housing opportunity presented by the vacant land due south of the commercial property at 6050 East Main Street. (p. 38)	civic/neighborhood organizations, individual stakeholders

Recommendation	Resource(s)
Call to the attention of the development community the multi-family housing opportunity presented by the vacant land the northeast corner of the intersection of McNaughten Road and Livingston Avenue. (north part). (p. 34)	civic/neighborhood organizations, individual stakeholders
Call to the attention of the development community the single-family housing opportunity presented by the vacant land between McNaughten Road and the American Electric Power (AEP)-owned institutional property at the western end of Roselawn Avenue. (p. 38)	civic/neighborhood organizations, individual stakeholders

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