Scioto Southland Area Plan 2007

City of Columbus, Department of Development, Planning Division

The Scioto Southland Area Plan

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The *Scioto Southland Area Plan* was adopted by City Council on October 22, 2007.

I am pleased to present the Scioto Southland Area Plan, adopted by Columbus City Council on October 22, 2007. On behalf of the city's Department of Development, congratulations to the residents of the Scioto Southland Area and the many stakeholders who participated in the planning process.

Goals of the plan include: establishing mixed-use centers at the Great Southern Shopping Center and at the Southland Mall; implementation of design standards for future residential, commercial, and industrial development; completion of the Scioto Trail; transportation improvements; natural resource preservation; and continued development of job opportunities.

Implementation of the Scioto Southland 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 Scioto Southland Civic Association 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 with the Scioto Southland Area 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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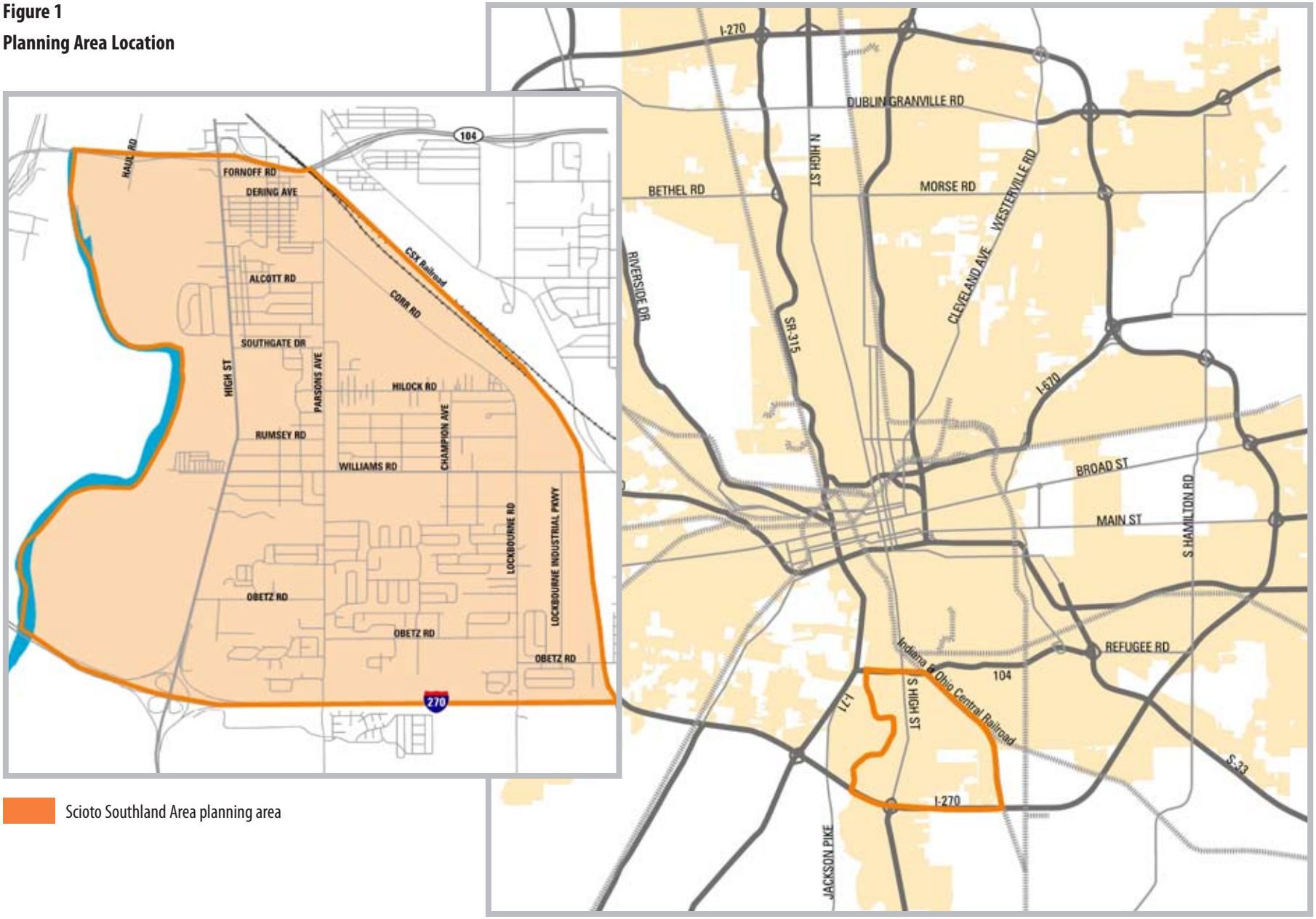
Figure 1

Planning Area Location



Scioto Southland Area planning area

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Element 1

Executive Summary

What is a Plan and How is it Used?

A neighborhood plan provides an opportunity for the community to help shape and direct the pattern of growth and development within their neighborhood. The neighborhood planning process addresses urban design, land use, transportation, infrastructure, community facilities, economic development, housing, natural resources, and open space. The goal of the plan is to develop a shared vision unique to the planning area by bringing together a range of the community stakeholders. A neighborhood plan:

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

Adoption of the plan helps a neighborhood in a number of ways. An adopted plan will:

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

Plan Format

Each chapter, or element, of the *Scioto Southland Area Plan* (plan) first presents a summary of existing conditions which is followed by a statement of the overall goal for the element, along with several supporting principles. The goal and supporting principles are followed by the plan itself, which consists primarily of text and related charts and corresponding maps. Within the plan section are policy recommendations and related guidelines and standards. Each element concludes with a list of strategies that reinforce the policy statements and guidelines and are intended to provide direction on their implementation.

History

The development of the Scioto Southland Area was greatly influenced by the Scioto Trail, present day approximate location of High Street. As one of the most important Native American paths adopted by early pioneers, the Scioto Trail ran north-south following the Scioto, Little Scioto, and Sandusky Rivers from Shawnee Town (Portsmouth) north to Lake Erie. In the 1700s, the river and the ancient trail corridor alongside it were named "Scioto", meaning "deer" by the Shawnee. The Scioto Trail was instrumental in connecting the Mingo tribe settlement in what would become Columbus south to Chillicothe. Proximity to the trail was a deciding factor in locating Columbus at the confluence of the Scioto and Olentangy Rivers.

The majority of the present day Scioto Southland Area developed later than the areas to the north. The industrialization of Columbus' South Side began in the early 1800s and expanded southward to the Scioto Southland Area's northern portion. The Columbus Feeder to the Ohio and Erie Canal east of the Scioto River and rail lines were the major force shaping the initial development of the Scioto Southland Area. With industry centered around the railroad to the east, the central and southern portions of the planning area provided ample space for farming. As additional development pressure came, new housing developments were built in the 1950s, limiting farm production primarily to the south. Despite its proximity to Downtown Columbus, the streetcar did not extend into the Scioto Southland Area, stopping at the viaduct on South High Street just north of SR-104.

Based on the Scioto Southland Area's proximity to downtown, a name change was recommended for the planning area from the Far South Side to Scioto Southland to better reflect its character and location. This community request is reflected in the plan.

Key Recommendations

Key recommendations from the plan include:

Mixed-Use Centers

- **Great Southern Shopping Center.** A mixed-use center is proposed for the Great Southern Shopping Center on South High Street. This center would primarily be infill, redeveloping existing surface parking areas. The center would offer regional and community draws, including restaurants, office, second floor residential, and hotel space. The focus would be to increase pedestrian traffic from use to use as well as provide a gathering space for the planning area. The center would enhance the sense of place in the Scioto Southland Area and fulfill the community's goal of providing additional retail, restaurant, and entertainment options and market rate rental units.

- **Southland Mall.** A mixed-use center is proposed for Southland Mall on South High Street. This would be an infill and redevelopment project to expand the Bob Evans headquarters office space and develop additional office space. In addition the site would incorporate retail uses and townhouses.

Design

- **South High Street.** The *Community Commercial Overlay* is recommended for the northern portion of South High Street and the *Regional Commercial Overlay* is recommended for the southern portion of South High Street. The application of the overlays will enhance the level of development and strengthen the commercial corridor, while reinforcing pedestrian access and walkability.
- **Residential and Commercial Development.** Design standards are proposed for new residential and commercial development.

Transportation

- **Road Design.** Context sensitive road improvements to ensure adequate capacity for future auto traffic and accommodations for pedestrians and bicyclists are recommended. The priority roads are South High Street, Williams Road, and Obetz Road. The plan also recommends enhanced road and pedestrian connectivity to better distribute vehicle traffic. This will reduce congestion on primary roads, assist travelers to efficiently reach destinations, enhance commerce by focusing traffic at key locations, and improve accessibility to commercial destinations.
- **Road Improvements.** Improving transportation infrastructure is recommended to meet the light manufacturing/industrial demands of new development. It is crucial to be proactive and meet this demand for additional manufacturing and warehouse/office space to capture job creation opportunities.

Southland Mall

Economic Development

- **Job Growth.** Continued development of the industrial and manufacturing job centers is recommended. The plan recognizes the importance of designating land and establishing design guidelines for existing companies to expand and to attract new companies. This will make the Scioto Southland Area even more attractive for future job development.

Natural Resources and Open Space

- **Greenways.** An interconnected system of greenways and multi-purpose trails is recommended to build upon on the Scioto Trail and greenway.

Implementation

- **Development Review.** 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 the prioritization of plan recommendations.

Planning Process Summary

This neighborhood plan represents the first plan for the Scioto Southland Area. The plan was initiated at the request of the Scioto Southland Civic Association (formerly Save Our Southside Civic Association). A Working Committee consisting of various stakeholders in the neighborhood was formed and met every three weeks from June 2006 to April 2007 to provide input and guidance. Additional meetings were held during this time frame with stakeholders, including property owners and other representatives, for an Economic Focus Group and a South High Street Design Charrette to develop the economic and design concepts for the plan. A complete plan was formed in the summer of 2007. An open house was held in August of 2007 to allow for broader public input. On September 10, 2007 the Scioto Southland Civic Association recommended the revised plan for the consideration of the City Development Commission.

Neighborhood planning meeting.

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Element 2

Urban Design

Urban design takes into account the physical elements that shape the form of a community. It involves more than just the design of a single building. Urban design takes into consideration the combination of building design, placement, space, and landscape. The combination of these elements impacts land uses, transportation systems, community facilities, and natural resources.

Good urban design focuses on elements that help create a sense of place and a high quality of life. Components include: well-defined gateways, edges, corridors, and districts. When urban design is thoughtfully taken into consideration and implemented, it can create places for people to interact where none exist or expand the function of existing places. Urban design can help connect differing land uses taking into account appropriate buffers and transportation needs for automobiles, pedestrians, and cyclists.

Existing Conditions

The existing urban form of the Scioto Southland Area is illustrated in (Figure 2), which illustrates existing land use patterns and highlights the overall design and organization of the neighborhood, including its gateways, landmarks, primary corridors, districts, and edges.

A Survey of Values and Opportunities in the Scioto Southland Area was taken by community members during the planning process. The results of this survey are incorporated in the analysis of existing conditions and policy formulation.

Figure 2
Urban Form

- Landmarks
- Gateways
- Activity Centers
- Edges
- Primary Road Corridors
- Multi-Purpose Trails Planned
- Multi-Purpose Trail: Recommended
- Major Open Space
- Farmland
- Vacant Land
- Large Lot Residential
- Early Suburban
- Multifamily Residential Development
- Institutional
- Commercial
- Office
- Manufacturing
- Quarry
- Railroad

Gateways. Gateways are major entry points to the community and establish its image. Overall, the Scioto Southland Area gateways lack definition. It is not clear to travelers when they are entering the Scioto Southland Area. Landscaping is lacking at the gateways on South High Street at I-270 and at SR-104, in addition to the minor gateways along the eastern boundary at the CSX overpasses at Parsons Avenue, Williams Road, and Obetz Road.

Corridors. Corridors also convey a community's image. The Scioto Southland Area includes both road corridors and a stream corridor. The primary road corridors include South High Street, Parsons Avenue, Lockbourne Road, Obetz Road, and Williams Road. The Scioto River creates a scenic and potential recreation corridor for the Scioto Southland Area.

South High Street

The South High Street corridor is a commercial hub and conduit for southern traffic to and from the center of the city. Measuring just less than three miles, the northern and southern portions of the corridor show a marked distinction between each other, as development patterns changed. North of the South High Drive-In Theatre, the northern section is considerably denser and developed primarily as residential in the early 20th century. The southern portion south of the drive-in at approximately Southgate Drive developed largely in the 1960s and 1970s with some additional development occurring early in the 21st century. The northern portion of South High has a mix of both residential and commercial uses, whereas the Southern portion of south High is primarily commercial.

The development is more pedestrian oriented in the dense northern portion of the corridor, but becomes less so further south. Large and irregular building setbacks contribute to the lack of pedestrian comfort in the southern portion of the planning area. Service roads and surface parking lots dominate the street.

South High shows signs of disinvestment. The corridor has missing sidewalks, deteriorated parking lots and service roads, and a distressed physical environment. The Survey of Values and Opportunities reported the poor physical appearance of businesses as a problem. Overall, the street lacks a unifying architectural or landscape theme.

North Gateway, US-23

Parsons Avenue

Parsons Avenue, a two-lane arterial road, has lower traffic volumes and a higher concentration of residential uses. Commercial uses are primarily found at or adjacent to major intersections. Manufacturing and industrial uses are located at the northern portion of Parsons Avenue. The commercial structures generally date from the 1950s to late 20th century. Commercial building form is predominantly a linear low-rise basic pad-style structure. The majority of housing stock along Parsons Avenue dates to the 1950s. The dominant residential style is the small 1950s ranch. The streetscape lacks street trees and sidewalks and is dominated by overhead wires and electrical towers.

Lockbourne Road

Lockbourne Road is very similar in style to Parsons Avenue. Homes that front Lockbourne Road generally date to the 1950s with above ground utilities. However, manufacturing and industrial developments play a more prominent role, especially on the east side of the street. Newer housing developments off Lockbourne Road date to the late 20th and early 21st centuries. These developments back onto Lockbourne Road, thereby presenting a continual row of rear lots, which diminishes the corridor's attractiveness.

Williams Road

Williams Road has a diverse streetscape with numerous curb cuts due to the high number of residential units. Institutional and commercial uses are also found with commercial uses concentrated at the intersections with South High Street and Parsons Avenue and Lockbourne Road. A considerable portion of property fronting the south side of Williams Road east of Parsons Avenue remains farmland. Manufacturing uses are located at the east end of Williams Road. The corridor lacks landscaping, street trees, and sidewalks. Serving as a key east-west connector, Williams Road has been under increasing pressure from high traffic volumes. For several years the Transportation Division has identified Williams Road as a candidate for widening.

Obetz Road

Obetz Road, the other primary east-west connector in the planning area is experiencing the same pressures from high traffic volumes as Williams Road. The corridor also lacks landscaping, street trees, and sidewalks. Obetz Road has a mix of uses with manufacturing on the east, but it has less curb cuts from residential units as a majority of the units back onto Obetz Road, fronting on interior streets. Most of the homes are screened by fencing. Obetz Road jogs twice, east of High Street, breaking up its continuous flow.

Districts. Districts share common design elements and characteristics, setting them apart from other sections of a planning area. Districts are generally grouped as commercial, industrial, residential, and open space. Industrial districts are located in the northeastern and southeastern portions of the planning area. Commercial districts are primarily located along South High Street, with older commercial development to the north portion and post-1950s development to the south portion. Residential districts are located in the central portion, with historic development on the north moving into more recent development to the south. The western portion consists of the quarry district.

Several areas act as activity centers in the Scioto Southland Area, bringing people together for business, social and civic reasons (Figure 2). These generally consist of the Great Southern Shopping Center, Indian Mound Recreation Center, and the South High Drive-In, which serves as a flea market during the summer.

Residential areas are categorized in the Urban Form Map as large-lot, early suburban, and suburban residential. Large-lot residential areas include both older historic and contemporary suburban-style homes on lots of at least an acre in size. Early suburban refers to neighborhoods north of Kian Run, which generally consists of pre-World War II era homes built on a traditional street grid system. Suburban residential consists of homes built within a subdivision in the last 30 or 40 years.

Edges. Edges are boundaries of the community that define a distinct change between the planning area and adjacent rural areas or neighbors. Edges of the Scioto Southland Area are I-270, CSX, Scioto River, and SR-104. Internal edges define the manufacturing and future manufacturing district on the east, along with the quarry district on the west. The manufacturing district edge is not very well defined to the north. The quarry district is well defined by the Scioto River. The planning area edges build off of the physical barriers provided by roadways, railroad tracks, and the Scioto River.

Landmarks: Historical, Archaeological, and Cultural Resources. Landmarks are major buildings, structures or other locations that, while not always historic, are placemakers that help to define the character and image of the community (positive or negative). Several landmarks are prominent in the Scioto Southland Area including the Scioto Trail Elementary School, the quarries to the west, the South Drive-In, and to a lesser extent the old Columbus Feeder Canal to the Ohio and Erie Canal that runs by Kian Run.

The quarry dates back to the early 1970s. Native American artifacts are also found throughout the planning area, but no location has been designated to commemorate the Native American history of the Scioto Southland Area.

Older historic homes

Goal and Principles

The Urban Design goal for the *Scioto Southland Area Plan* is:

A cohesive, well-ordered and well designed community that transitions well from land use to land use with attractive gateways, well defined districts, and edges that contribute to a high quality of life and sense of place that together project a positive visual message.

Supporting Principles

- Urban design based on principles that enhance a sense of place and create cohesion.
- New housing developments include a range of densities to provide appropriate transitions from different land uses and expanded housing options.
- The natural resources of the Scioto Southland Area are preserved and integrated into new development capturing recreation and aesthetic values.

Urban Design Plan

The Urban Design Plan seeks to ensure a quality built environment in the Scioto Southland Area for new development and redevelopment. This plan works to improve the quality of the built environment while preserving and integrating the natural environment for enjoyment and recreation.

Gateways

As major focal points for the community, gateways provide an opportunity to enhance a sense of place and provide an identity. The gateways on South High Street at SR-104 and at I-270 should be enhanced with a treatment that distinguishes the Scioto Southland Area. The treatments should focus on creating better landscaping. As the southern entrance to the city, the gateway at I-270 should receive the greatest amount of focus and landscaping given its prominence and considerable open space. The secondary gateways that are less prominent should be maintained and improved in appearance through general maintenance. These gateways are all distinguished with bridges, which tend to be in disrepair.

Corridors

As the most visually prominent feature, the main corridors of the Scioto Southland Area set the tone for the area. Currently no streets are included in the Capital Improvement Program (CIP) for improvement. The Comprehensive Street Tree Program will focus on the areas south of Downtown in spring of 2008. Street trees should be incorporated where right-of-way space allows or by establishing planting easements and trees should be planted when sidewalk additions are made. Residential streets will also be considered as street tree candidates since many have tree lawns. Planted medians should be considered on South High Street where logistically possible.

Several primary road corridors require improvement and reconstruction, such as Obetz and Williams Roads. When improved and rebuilt, these roads should be enhanced not only to accommodate auto demands, but as "complete streets" that function for autos, pedestrians, and bicyclists. Road designs should support the Urban Design and Land Use Plans to enhance community identity and character.

As a major corridor, Parsons Avenue is scheduled to have sidewalks constructed, which will enhance the corridor and make it more pedestrian friendly. Increased pedestrian traffic will help increase patronage at the local retail establishments.

To create a more cohesive and attractive corridor along South High Street the *Community* and *Regional Commercial Overlays* are recommended. These tools require future development to abide by development standards that enhance landscaping, lighting, signage, and generally create a more pedestrian friendly atmosphere. The northern portion of South High (SR-104 to Southgate Drive on the east and Phelps Road on the west) would benefit by utilizing the *Community Commercial Overlay*. The southern half of South High (Southgate Drive on the east and Phelps Road on the west, south to I-270) would benefit from the application of the *Regional Commercial Overlay*. Figure 3 illustrates the proposed overlay areas. The boundaries shown are generalized. If the overlay recommendation is pursued, at that time exact boundaries would be determined.

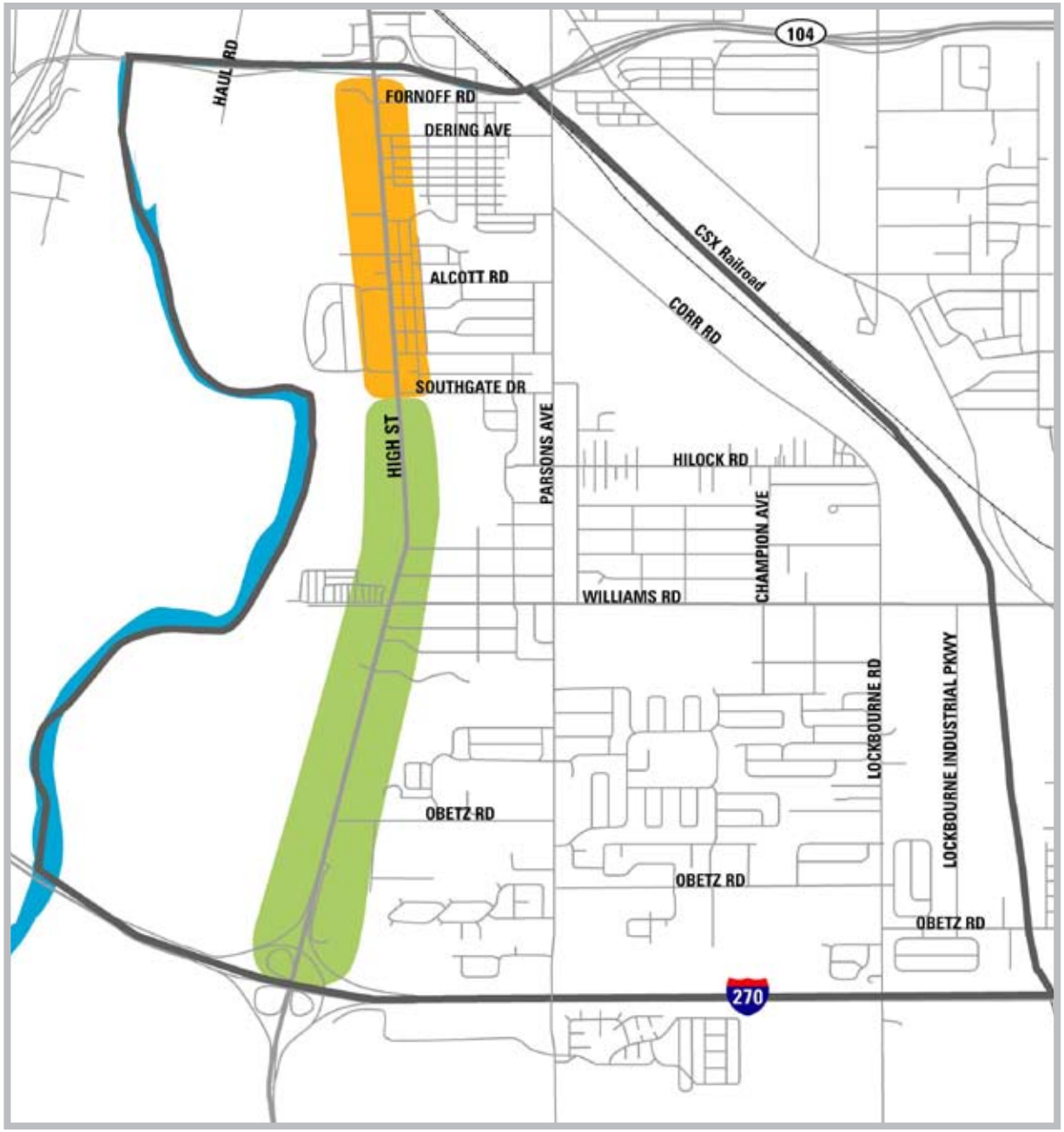
Districts

The redevelopment of several locations along South High Street is recommended to better define the Scioto Southland Area and foster a greater pedestrian atmosphere. These locations include the Great Southern Shopping Center, the Bob Evans Corporate Campus, and the intersection of South High and Williams Road.

Figure 3
Proposed Commercial Zoning Overlays

Recommended Community Commercial Overlay Area

Recommended Regional Commercial Overlay Area



Great Southern Shopping Center Concepts. Built in the late 1950s, the Great Southern Shopping Center has been in existence for almost 50 years. As a commercial hub for the Scioto Southland Area, the shopping center continues to provide retail and service needs to the Scioto Southland Area and the greater region. The site itself is expansive, measuring a half mile long which is equivalent to approximately four city blocks.

Figure 4 is a concept illustrating the application of the *Regional Commercial Overlay*. The design elements include increased landscaping and pedestrian amenities, such as sidewalks connecting the parking areas to the stores and gathering spaces.

Figure 5 is a concept that would build upon the enhancements illustrated in Figure 4, creating an increased sense of place on a pedestrian friendly scale for shoppers within the center and in the adjacent residential districts and commercial zones. In particular the enhanced commercial environment with a proposed hotel would complement the Bob Evans Corporate Technical and Training facilities.

A redevelopment scenario is recommended that preserves the existing Great Southern structures and fills in excess parking with structures along the east-west aisles. This infill gives the shopping center more dimension, breaks up monotony of the parking lot, creates green and gathering spaces, and creates opportunity for mixed-uses with two-story buildings. Figure 6 illustrates what the Great Southern would look like with infill development.

Bob Evans Corporate Campus Concepts. Located across the street from the Great Southern Shopping Center is the declining Southland Expo which originally started out in 1975 as Southland Mall. In early 2007 Bob Evans purchased Southland Expo, which sits to the north of the Bob Evans campus. This property also includes the undeveloped land that extends to the east and south. Bob Evans estimates that it will devise a plan by 2008 or 2009 for the utilization of the property.

No certain use has been identified by Bob Evans. In the meantime, general improvements are anticipated for the property, including repaving and modified signage. Figure 4 is a concept illustrating the application of the *Regional Commercial Overlay* to the Bob Evans Property. The design elements from the overlay essentially include increased landscaping and a sidewalk along the building front.

The *Scioto Southland Area Plan* recommends that the site be redeveloped with an expanded Bob Evans campus that incorporates mixed-uses as illustrated in Figure 5. Similar to the Great Southern illustration, this scenario builds upon landscaping and pedestrian enhancements and recommends several additional improvements. A medium density multifamily component is recommended for the eastern undeveloped portion of the property. The concept focuses on strong connections to the surrounding residential neighborhoods, commercial corridor, and library.

In this scenario, the existing Bob Evans training center and Southland Expo are preserved. A configuration of office buildings are constructed around a green, accommodating Bob Evans office and training needs and possibly providing additional space for tenants. A green provides space for community events, concerts, and a small festival (petting zoo, games, animals, etc.). Garden apartments, townhomes, or condos would be located on the adjacent space, providing street access and circulation to the existing homes to the east. In addition, apartments could incorporate senior housing.

South High Street and Williams Road Potential Mixed-use Development Site Concepts. The intersection at South High Street and Williams Road is also recommended for redevelopment as a mixed-use center at the northwest, northeast, and southeast corners. These are the corners that have not recently undergone development. The mixed-use would provide retail such as a store or restaurant on the first floor and residential or offices on the second floor. The northwest corner is recommended for senior housing on the second story and retail on the first. Situating senior housing in this location would give senior citizens close access to the COTA bus line and access to the retail centers at SouthPointe Marketplace and the Great Southern Shopping Center, allowing independence to those who cannot drive. For the northeast and southeast corners, a mix of retail, offices, and residential is recommended.

Edges

Edges define boundaries of the community along with providing distinctions between different uses within the community. As a tremendous asset to the area, edges become an important feature to help each of the different land uses co-exist.

Existing tree lines and stands should be preserved on undeveloped property to enhance buffers between different uses and enhance the appearance of the area (this is also reflected in the Natural Resources and Open Space Element).

Kroger at Great Southern Mall

As development and redevelopment of manufacturing uses occurs, the guidelines outlined below for manufacturing should be applied to ensure adequate buffers between uses. These buffers will assist in establishing a consistent and definitive edge between manufacturing and its neighboring uses.

Figure 4.
Application of the
Regional Commercial Overlay Standards
Great Southern Shopping Center and Bob Evans Property

Figure 5.
Property Redeveloped
Great Southern Shopping Center
and Bob Evans Property

Figure 6.

Infill Development at Great Southern Shopping Center

Before

After

Policies, Standards, and Strategies

Commercial Development

Policy: Future commercial development on the northern portion of South High Street (SR-104 to Southgate Drive on the east and SR-104 to Phelps Road on the west) should enhance a pedestrian-oriented development pattern.
Standard: New infill buildings should abide by the standards of the city's *Community Commercial Overlay*, including building and parking setback standards, landscaping, graphics, facade transparency, parking and circulation, lighting, and other standards.
Strategy: The *Community Commercial Overlay* should be adopted along the northern portion of the commercial corridor.

Policy: Future commercial development on the southern portion of South High Street (includes the stretch between Southgate Drive on the east and Phelps Road on the west, south to I-270) should create a safe, aesthetically pleasing, and pedestrian friendly atmosphere.
Standard: New infill buildings, expansion of existing buildings, and all other new construction should abide by the standards of the city's *Regional Commercial Overlay*, including building and parking setback standards, landscaping, graphics, facade transparency, parking and circulation, lighting, and other standards.
Strategy: The *Regional Commercial Overlay* should be adopted on the southern portion of the commercial corridor.

Policy: The design of commercial buildings and surroundings should enhance and help to build positive transitions from one land use to another.
Standards: New commercial development should abide by the following guidelines to foster quality development that enhances the planning area.

Building Design, Materials, and Orientation

- Exceptional architectural quality should be focused on buildings anchoring intersections and other high visibility locations. These buildings should be slightly more prominent than neighboring buildings. Special architectural corner features such as towers, turrets, and canopies are encouraged.
- Buildings should not back up to primary streets except alleys and lanes.
- Any pickup window or canopy should be attached to the principle building and be located to the rear or side of the building.
- Buildings should utilize natural materials or materials that replicate a natural finish, and include design details such as false fenestration, parapets, articulation through changes in color, texture, or material, and awnings. These details become particularly important if the building does not utilize natural materials.
- Office buildings on major road corridors should be at least two stories in order to help "frame" the street.

Use of landscaping to enhance Printing Company on Fornoff Road

Site Design

- Whenever functional and possible new structures should be clustered to create plazas and courtyards.

Landscaping

- Landscaping should be utilized to soften and enhance buildings, roadways, and outdoor spaces.
- Street trees should be provided on all public and private streets as approved by the City of Columbus Forester.
- In addition to other landscaping requirements, shade trees should be provided in and around a parking lot at a rate of one tree for every ten parking spaces.
- For parking lots of over 60 spaces, at least half the trees should be located within the interior of the parking lot.

Roads, Pathways, and Parking

- Commercial development should provide pedestrian access to adjacent areas.
- The possibility of parking requirement reductions should be explored wherever feasible; such as shared parking arrangements between users with differing peak hours like churches and office buildings.
- Parking lots should be provided to the rear of buildings.
- All parking lots visible from roadways should be screened with street trees and landscaping.

Signage and Lighting

- Off premise graphics should not be permitted.
- Wall mounted signs should be utilized in neighborhood-scale office areas.
- The style of wall signs should be complimentary to the building architecture.
- Roadways and pedestrian areas within the commercial development should utilize a compatible capped post top light fixture not to exceed fourteen feet above grade.
- Lighting fixtures and signage should not generate excessive light levels, cause glare, flash, or direct light beyond the façade onto neighboring property, streets, or the night sky.
- Cut-off fixtures should be used in all areas to minimize spillage on adjacent sites.

Environmental Protection

- Encourage the utilization of LID (Low Impact Development) technology as encouraged on the US Environmental Protection Agency website. (http://www.epa.gov/owow/nps/lid/).
- Encourage the construction of LEED (Leadership in Energy and Environmental Design) certified green buildings as administered by the US Green Building Council (http://www.usgbc.org/) that promote the utilization of green building construction materials and methods or equal.

Strategy: The commercial design standards should be utilized to guide the design of future developments. Approvals for future rezonings and/or variances should be conditional on the implementation of these standards.

Policy: Retail commercial uses should be focused at current locations and/or incorporated into the proposed mixed-use development sites.
Standard: The conversion of additional residential structures to commercial uses should be avoided along South High Street from SR-104 on the south to Phelps Road on the west and Southgate Drive on the east.
Strategy: Rezonings from residential to commercial should not be supported.

Residential Development
Policy: The design of new residential developments should enhance and help build positive transitions from one land use to another.
Standards: New residential development should follow the following guidelines to ensure that development enhances and contributes to the residential fabric of the community.

- Stormwater best practices are required as part of the *Stormwater Drainage Manual,* however green technologies should be considered.
- Homes should not back up to significant natural features/open space; instead natural features and open space should be used as an "organizational" element in the development.
- Residential developments should include a mix of housing types and sizes increasing the product mix offered and filling the gap in products not found in the planning area, i.e. owner-occupied townhomes.
- Ensure adequate landscaping between residential and non-residential uses, and with higher density developments such as manufactured home parks.

Strategy: The residential design standards should be utilized to inform the design of future developments. Approvals for future rezonings and/or variances should be conditional on the implementation of these standards.

Industrial/Manufacturing Development

Policy: The design of new industrial and manufacturing development should enhance and help to build positive transitions from one land use to another.

Standards: It is important that industrial and manufacturing buildings and site design contribute to the surrounding community and compliment the surrounding uses with adequate setbacks, proper scale, and landscaping techniques.

- Manufacturing sites should provide adequate buffering and screening to minimize impact to residential neighbors.
- Building height should be limited to 35 feet.
- Adequate areas for maneuvering, stacking, truck staging, loading, and emergency vehicle access should be accommodated on site. The use of common or shared driveways is encouraged.
- Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum feasible extent.
- Loading and delivery service areas should be screened with portions of the building, architectural wing walls, freestanding walls, and landscape planting.
- Parking should not dominate street frontages. Parking areas should be screened by buildings and landscaping.
- Where the parking area faces or is across the street from a residential or apartment residential district, a landscaped buffer strip containing a wall, fence, hedge, and/or other plant material shall be provided along the parking setback.
- Where a manufacturing district is contiguous to a residential or apartment residential district a landscaped buffer strip at least five feet wide shall be provided containing a wall, fence, hedge and/or other plant material along the side and/or rear boundaries of the lot abutting the side or rear lot lines contiguous to said residential or apartment residential districts. Such a buffer strip shall consist of a neat, orderly and healthy screen of evergreen or other suitable plant material not less than three feet in height at time of installation with an expected normal growth of at least five feet in height, protected by a galvanized wire link fence, at least five feet in height or a wooden fence or a masonry wall or other landscaping may be substituted for the screening and wire link fence.
- Means shall be provided to prevent vehicle projection beyond the setback requirements and the buffer strip.

Strategy: The industrial design standards should be utilized to guide the design of future developments. Approvals for future rezonings and/or variances should be conditional on the implementation of these standards.

Corridors

Policy: Reconstructed and new roads should be constructed as context sensitive, "complete streets," support the Urban Design and Land Use Plans, and serve to enhance the community identity and character.

Standard: Future road reconstruction should include a system of sidewalks that connects to any existing pedestrian network, should consider the incorporation of multi-purpose trails and/or bike lanes, the inclusion of pedestrian refuge islands, planted medians, pedestrian friendly turn radii, bump outs, enhanced crosswalks, plantings, and incorporate green technologies.

Strategies:

- Cooperate with the Transportation Division to assist with the incorporation of the above standards into future road reconstruction.
- Incorporate green technologies for required stormwater best management practices where practicable.

Policy: The planning area should be demarcated at the primary gateways.

Standard: Enhance gateways on South High Street at SR-104 and at I-270 with a treatment that distinguishes the planning area.

Strategies:

- Future road reconstruction should include gateway features.
- Community groups should pursue gateway funding through local grants.
- Community groups pursue gateway funding through Urban Infrastructure Recovery Fund (UIRF) funding (if planning area is included in UIRF coverage area).

Policy: Secondary gateways should be maintained and improved in appearance through general maintenance.

Standard: Secondary gateways enhance the planning area.

Strategy: The City should work with CSX to improve railroad overpasses.

Policy: Streetscapes in the ROW are improved and maintained for an attractive environment.

Standard: ROW features contribute to an attractive streetscape.

Strategies:

- Plant street trees along existing corridors, including South High Street, Parsons Avenue, Williams Road, and Obetz Road, where right-of-way space allows or establish planting easements.
- Install green medians with plantings where possible on South High Street to "green up" the street.
- Report unscheduled street cleaning needs to the City's 311 Call Center.

Green median at Great Southern Shopping Center

Policy: Developments at key intersections and sites are pedestrian friendly, providing multiple destinations for pedestrians and incorporates gathering places.
Standard: Development uses mixed-use development style.
Strategies:

- Redevelop intersection at Williams Road and South High Street as mixed-use (northeast, northwest, and southeast corners).
- Redevelop Great Southern Shopping Center with infill development incorporating mixed-uses.
- Redevelop Bob Evans campus with infill development incorporating mixed-uses.

Landmarks: Historical, Archaeological, & Cultural Resources
Policy: Developments preserve historic structures and sites, incorporating them into the development.
Standard: Historical buildings and cultural resources are preserved.
Strategies:

- Investigate potential of preserving Scioto Trail Elementary School building and holding a design charrette to determine its future use.
- Preserve Native American artifact sites as open space and incorporate educational signage.

Scioto Trail Elementary School

LAND USE

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Element 3

Land Use

The Land Use Plan provides a vision for how the Scioto Southland Area should continue to develop and redevelop over time. Through conscientious planning and plan implementation, land use changes can contribute to a high quality of life for residents. It is important to note, land use is different from zoning, as zoning is the legal tool that regulates the type and form of development. Zoning is one way to implement a land use plan.

Existing Conditions

Demographics

2000 Census data provides a snapshot of the planning area. The Scioto Southland Area includes 14,399 residents and 5,468 households. The planning area is slightly older in comparison to the city as a whole with 17% of its population 60 years of age and over, compared to Columbus with 12% (Table 1). The higher median age of the Scioto Southland Area is due to a smaller percentage of population of 18 to 29 year olds, whereas 25% of the city's population is 18 to 29 years of age.

Table 1. Demographics

Population	1990	2000	Change	Percent Change
Scioto Southland Area	12,631	14,399	1,768	14%
Race and Ethnicity				
White	12,128	12,652	524	4%
Black	352	1,293	941	267%
Other/Mixed Race	151	454	303	201%
Total	12,631	14,399		
Age				
Less Than 17 Years of Age	27%			
18-29 Years of Age	15%			
30-59 Years of Age	41%			
60 Plus Years of Age	17%			

Source: U.S. Census 2000

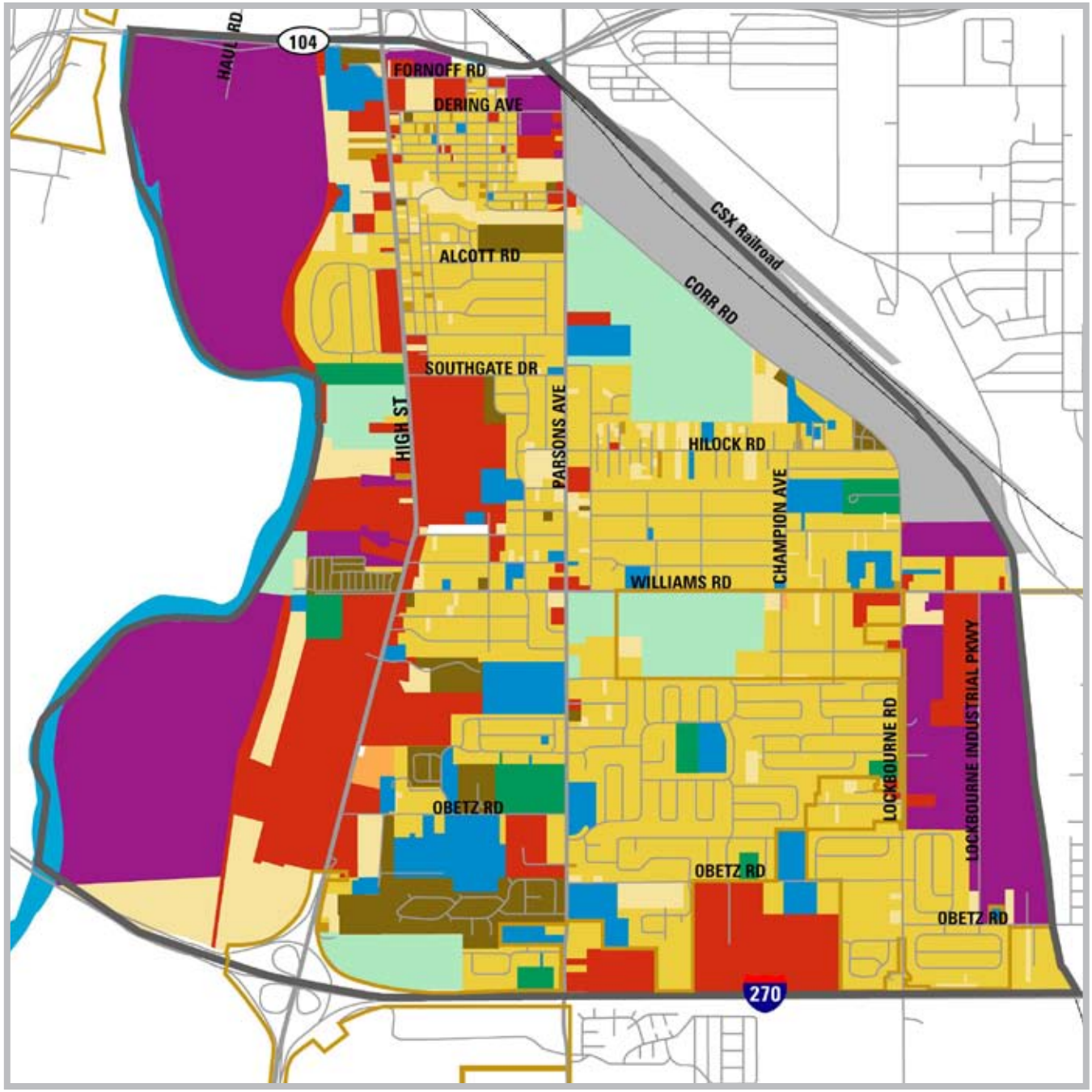


Figure 7
Existing Land Use

- Parks
- Major Open Space
- Farmland
- Vacant Land
- Single-Family Residential
- Two-Family Residential
- Multifamily Residential
- Institutional
- Commercial
- Office
- Industrial
- Railroad
- Columbus Corporate Boundary

Existing Land Use Pattern

The Scioto Southland Area covers an area of approximately 4,118 acres. Existing land use is illustrated in (Figure 7) and (Table 2). Residential uses make up the highest at 31%. Industrial uses are the second highest percentage of land use at 21%, and commercial uses account for 14%. Farmland, vacant land, railroad property, and institutional land use each account for 7%. The remaining land use categories of multifamily, parks, office, two-three family residences, and open space account for 4% or less.

Though small portions of the Scioto Southland Area remain in Hamilton Township, the majority of the planning area was annexed into the city over five decades starting in 1955. Figure 8 illustrates the annexation pattern. The majority was annexed in 1957 with additional annexations in the southern portion coming in the early 1960s to present day.

The Scioto Southland Area has a broad mix of retail, commercial, and office uses along with a diverse range of structures. Offices range from a corporate headquarters to small office businesses. The diversity is seen along South High Street and smaller commercial nodes on Parsons Avenue, Lockbourne Road, and Williams Road. The majority of commercial uses are located along South High Street with the Great Southern Shopping Center, SouthPointe Marketplace, and numerous outparcels.

The residential makeup of the Scioto Southland Area is predominantly single family. Multifamily uses are concentrated in the southwest portion of the planning area, along Highview Boulevard and Obetz Road. Institutional uses, including schools, churches, social service agencies and governmental uses are found throughout the planning area, with the Columbus Division of Fire Training Academy and Administration building being the single largest institutional use. Industrial uses are found in the northern, eastern, and southeastern portions of the planning area.

Parks and open space comprise approximately 2% of the Scioto Southland Area. Almost half is comprised of undeveloped parkland, waiting to be programmed into park activities and infrastructure, and in one case functioning as a wooded preserve. The developed parks are centrally located.

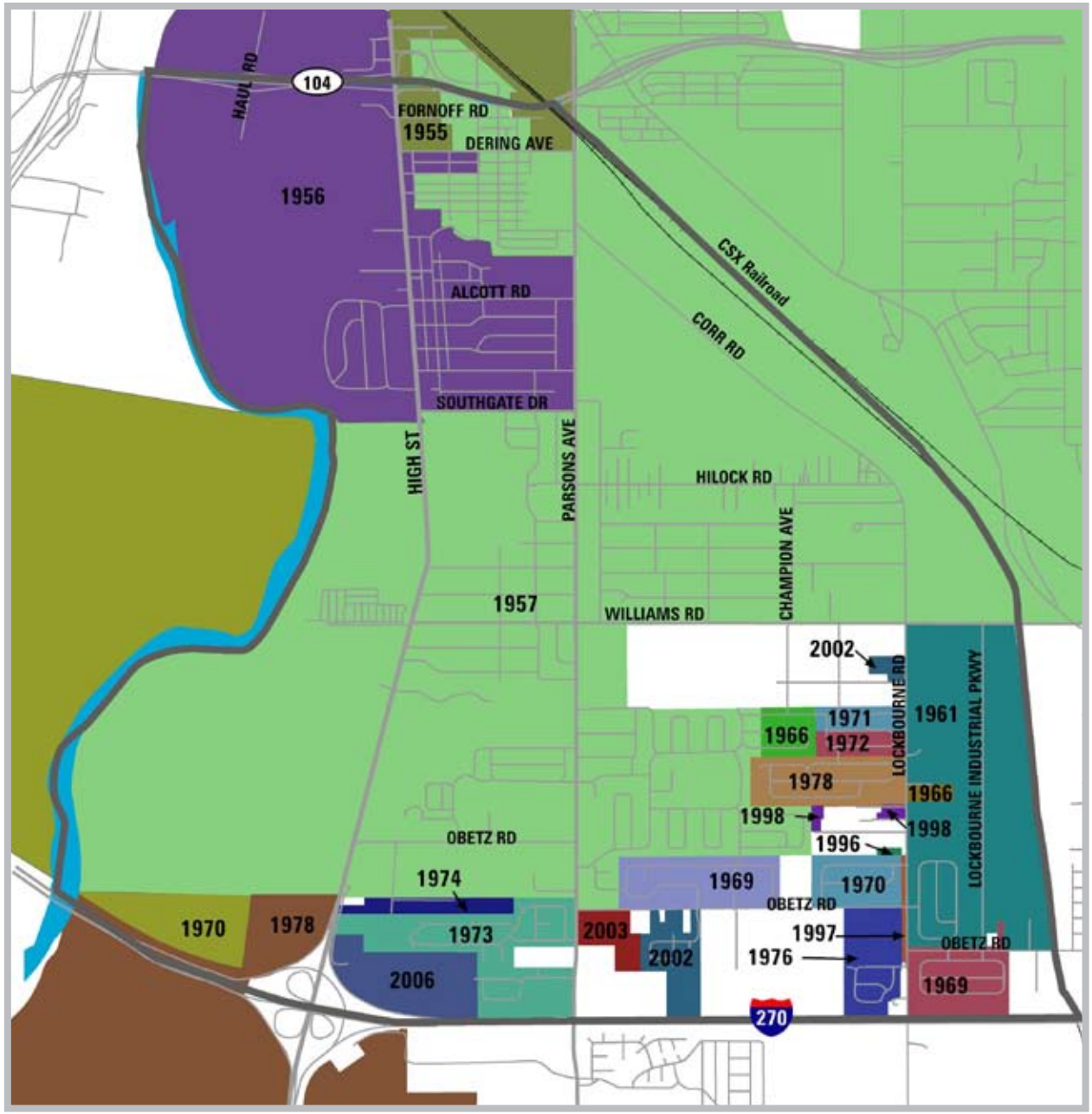


Figure 8
Annexations

Table 2. Existing Land Use in the Scioto Southland Area

Land Use	Percentage of Total Scioto Southland Area
Parks	2%
Open Space	<1%
Farm/Rural	7%
Vacant Land	7%
Single Family	31%
Two-Three Family	<1%
Multifamily	4%
Institutional	7%
Commercial	14%
Office	<1%
Industrial	21%
Railroad	7%

**All figures are approximate and were compiled based on data from the Franklin County Auditor's Office.*

Existing Density Pattern

The housing density pattern for the Scioto Southland Area largely consists of single family residential units set on smaller lots ranging from .13 to .16 acres or four to five dwelling units per acre. To a lesser extent there are larger lots dispersed throughout the planning area. Multifamily housing consists primarily of medium density apartment complexes. Overall the planning area is in the medium density range for housing units, reflecting the 1950s suburban pattern of small ranch-style single family housing.

Existing Zoning Pattern

The existing generalized zoning for the Scioto Southland Area is illustrated in (Figure 9). Like existing land use, the majority of the area is zoned residential, with the majority of the multifamily residential zoning found to the east of South High Street between Obetz Road and Highview Boulevard. Commercial zoning is generally located along South High Street and on portions of Parsons Avenue. As noted above, portions of the Scioto Southland Area are not in the City of Columbus and are therefore zoned under the Franklin County zoning resolution. Floodway and flood plain designations apply to lands adjacent to the Scioto River and its tributaries.

Land Use and Zoning Conflicts

Generally zoning matches existing land use. However, along the northern portion of the South High Street corridor (SR-104 to Southgate Drive on the east and Phelps Road on the west) where commercial properties are zoned C-4, the land use does not reflect a regional scale commercial (C-4) designation. The size and composition of the parcels do not support such regional activity.

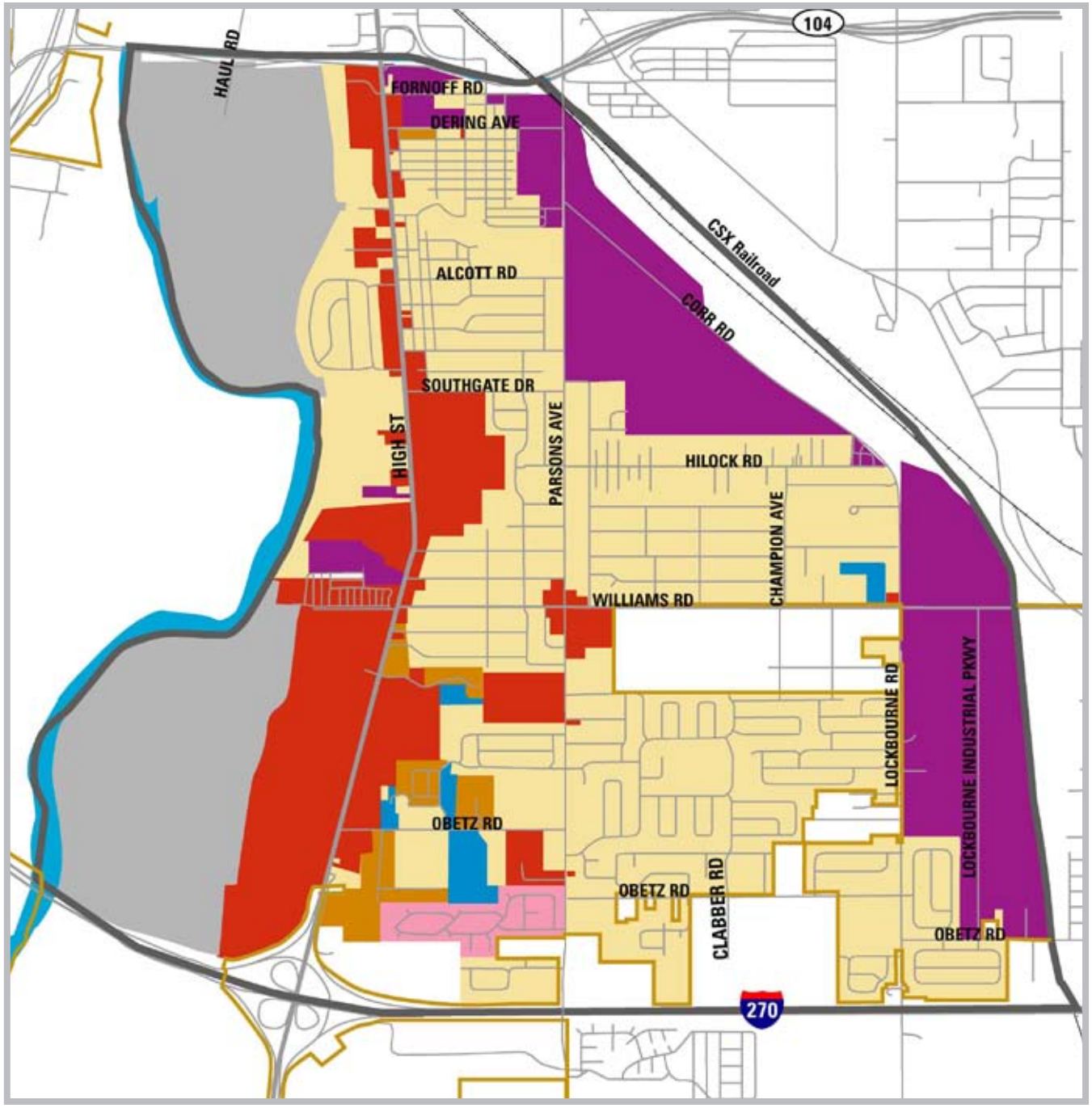


Figure 9

Existing Generalized Zoning

- Single-Family Residential
- Multifamily Residential
- Manufactured Home
- Institutional
- Commercial
- Manufacturing
- Excavation/Quarrying
- Columbus Corporate Boundary

Annexed to the City, Zoned Rural

Goals and Principles

The *Scioto Southland Area Plan* goal for Land Use is:

A sustainable and functional mix of land uses that provides a diverse land use base building upon mutual strengths and providing a high quality of life for residents.

Supporting Principles

- New development on infill sites should be well designed and compatible to the surrounding pattern in terms of uses and density.
- The diverse mix of land uses that currently exists should be supported and enhanced where needed to maintain a neighborhood that offers residents the ability to live, work, shop, and attend school in their community.
- New development in the primary commercial corridors should be mixed-use, including a combination of retail, office, commercial, public uses and open space, and a variety of residential uses.
- Infill development should target brownfields as a means of facilitating reclamation and reuse.
- Development should respect and conserve existing natural resources, including trees, wetlands, streams, rivers, and water quality.
- Development should be sustainable, meeting the needs of the present without compromising the ability of future generations to meet their needs in a similar manner.

Land Use Plan

The Land Use Plan in Figure 10 identifies locations of future development and redevelopment that provide a logical and sustainable growth pattern for the planning area. While the plan supports the continued existence of current land uses, it recognizes that many land uses may change over time. With this in mind, the plan takes into account what would be the likely future scenario for land uses and provides a recommendation based on stakeholder input and the plan's goals and principles. Future uses for Hamilton Township property have been included in the land use recommendations in the event that these would be annexed to the city.

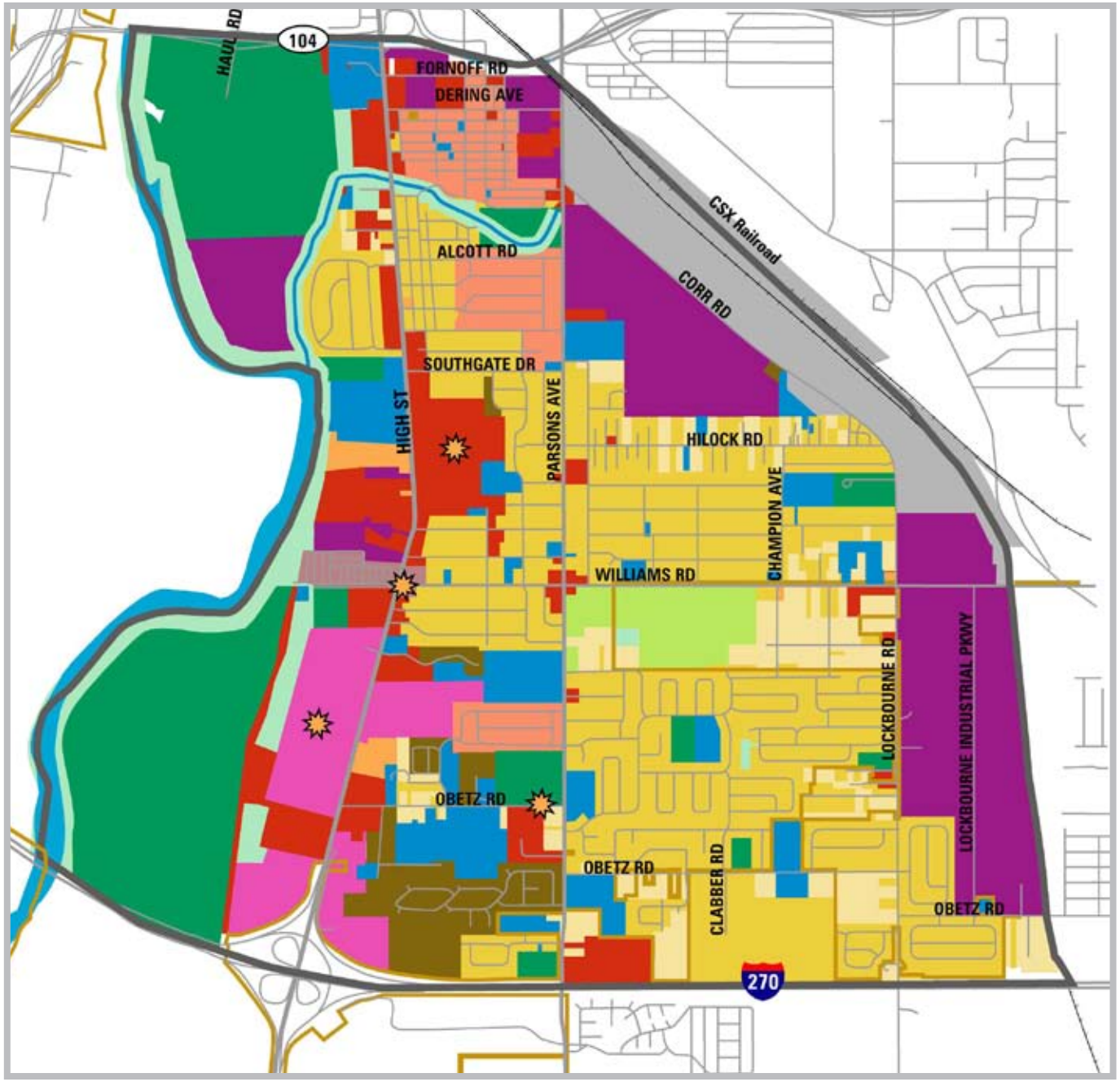


Figure 10
Land Use Plan

- Open Space
- Parks
- Farm/Rural
- Single-Family (1-2 du/acre)
- Single-Family (4-6 du/acre)
- Single-Family (6-8 du/acre)
- Multifamily (12-16 du/acre)
- Institutional
- Mixed-Use Community Commercial
- Mixed Use Regional Commercial
- Commercial
- Office
- Light Manufacturing
- Railroad
- Columbus Corporate Boundary
- Neighborhoods Centers

Northeast Quadrant

Future development in the northeast quadrant (SR-104 on the north, CSX railroad on the east, Williams Road on the south, and Parsons Avenue on the west) focuses on the planned expansion of light industrial uses for the property along Corr Road adjacent to the railroad (Figure 11). The existing residential district will require buffering from industrial land uses. The plan supports the expansion of the Buckeye Middle School open space by incorporating the vacant parcel south of the school. Secondarily medium density residential development is recommended for this stretch of property, as it is situated just north of the residential district.

The residential portion north of Parsons Avenue and east of Lockbourne Road is zoned for manufacturing. Until the property owners choose to develop their property into manufacturing, adequate buffers outlined in the Urban Design Element should be utilized. In the event, the land use changes, light manufacturing uses are recommended.

CSX property on Parsons Avenue

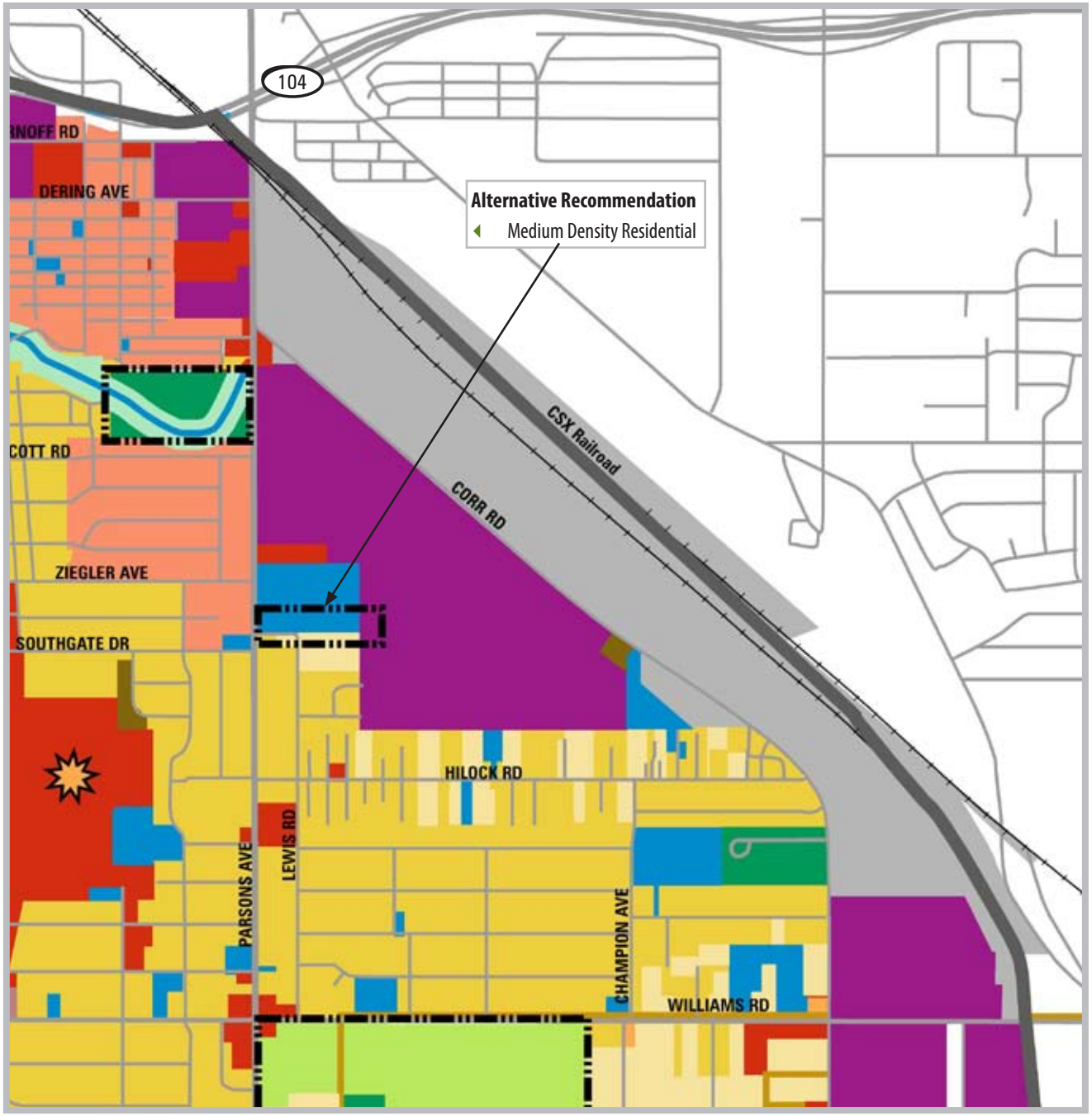


Figure 11

Land Use Plan - Northeast Quadrant

- Open Space
- Parks
- Farm/Rural
- Single-Family (1-2 du/acre)
- Single-Family (4-6 du/acre)
- Single-Family (6-8 du/acre)
- Multifamily (12-16 du/acre)
- Institutional
- Mixed-Use Community Commercial
- Mixed Use Regional Commercial
- Commercial
- Office
- Light Manufacturing
- Railroad
- Columbus Corporate Boundary
- Neighborhoods Centers

Southeast Quadrant

The undeveloped land in the southeast quadrant (Williams Road on the north, CSX railroad on the east, I-270 on the south and Parsons Avenue on the west) is primarily in Hamilton Township (Figure 12). If the farmland at the southeast corner of Williams Road and Parsons Avenue is annexed into the city, the following options are recommended:

- **Option 1.** Maintain the land as a working and educational farm, possibly including components such as an ecological center and community garden. A farmers market would then be recommended at the corner of Williams Road and Parsons Avenue.
- **Option 2.** Develop the land as two-thirds medium density single-family, one-third medium density multifamily with townhomes or condominiums buffering the single-family from commercial property, including a parkland component and establishing a community commercial use at the corner of Williams Road and Parsons Avenue.
- **Option 3.** A senior living facility for the property.

Medium density residential with a parkland component is recommended for the undeveloped land on Obetz Road in Hamilton Township, across from Clabber Road.

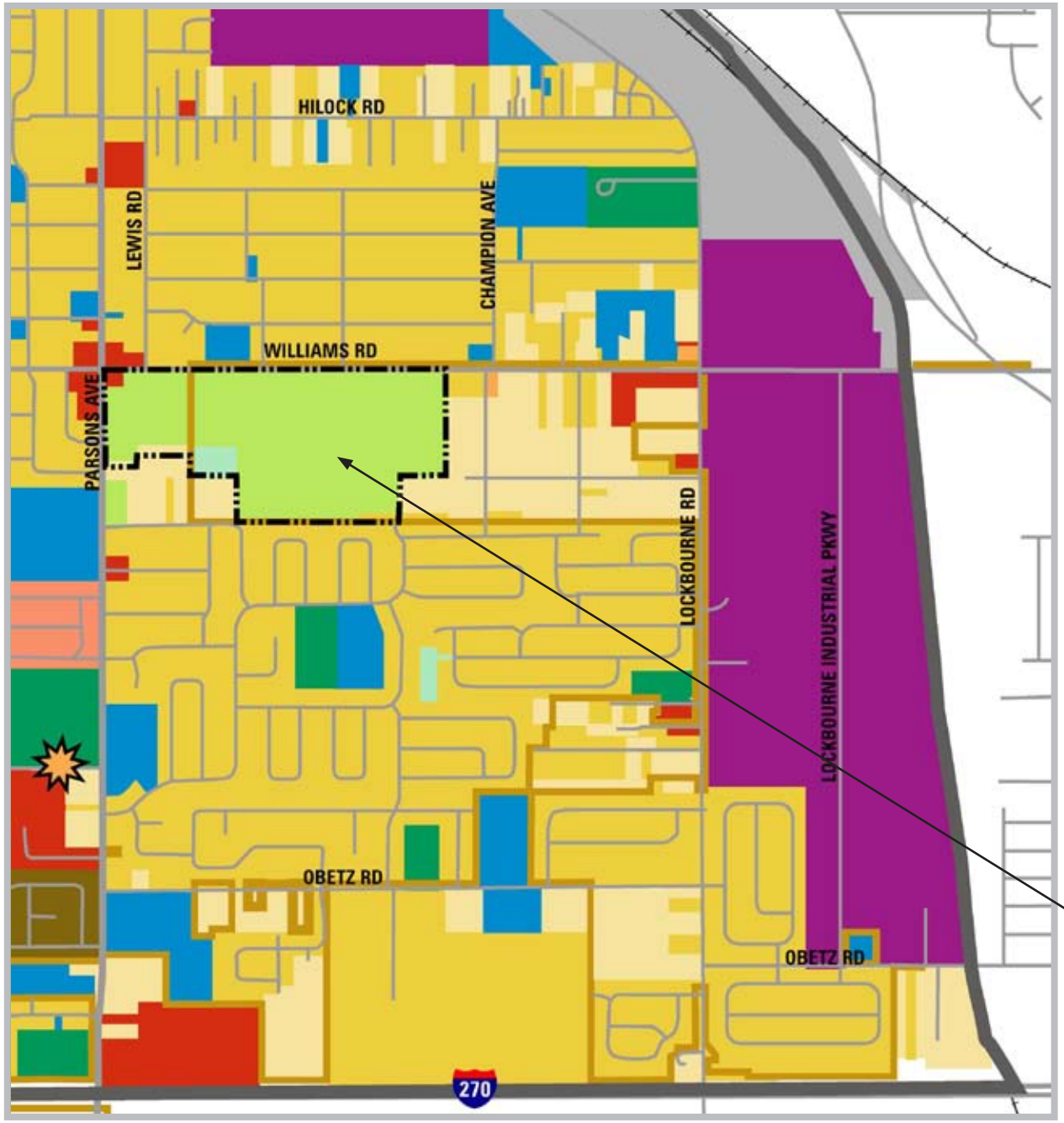


Figure 12

Land Use Plan - Southeast Quadrant

- Open Space
- Parks
- Farm/Rural
- Single-Family (1-2 du/acre)
- Single-Family (4-6 du/acre)
- Single-Family (6-8 du/acre)
- Multifamily (12-16 du/acre)
- Institutional
- Mixed-Use Community Commercial
- Mixed Use Regional Commercial
- Commercial
- Office
- Light Manufacturing
- Railroad
- Columbus Corporate Boundary
- Neighborhoods Centers

Alternative Recommendations

- Mix of medium density single-family and medium density multifamily and neighborhood commercial at the corner of Williams Road and Parsons Avenue
- Senior living facility

Southwest Quadrant

The southwest quadrant (Williams Road on the north, CSX railroad on the east, I-270 on the south, and Parsons Avenue on the west) recommendations focus on strengthening the South High Street corridor (Figure 13). At the southeast corner of Williams Road and South High Street mixed-use community commercial is recommended, with stores or restaurants on first floor and residential or offices on the second floor.

South of Williams Road on South High is the Southern Expo, formerly the Southland Mall, now owned by Bob Evans. The plan recommends redevelopment of the site with mixed-uses of regional retail, office, and residential. Residential uses could both be located on the second story over retail, as well as in the eastern portion of the site as townhomes or garden apartments.

South of Obetz Road on the east side of South High Street, there is a mix of residential and commercial uses. Over time residential lots have been converted to commercial uses. It is recommended that this trend continue and convert the remaining residential units to create a continuous stretch of regional commercial/office. The southern most portion of this stretch of South High Street, known as South Fork Acres, has been recommended for three options:

- **Option 1.** Develop the property with regional commercial or office fronting South High Street with, medium density multifamily (condominiums or townhomes), and park space to the east.
- **Option 2.** Complete commercial with appropriate buffers for the surrounding residential uses.
- **Option 3.** If gaining an additional curb cut on South High Street is an issue, then the plan recommends medium density multifamily with park space for the entire site.

A portion of South Fork Acres falls within the floodplain and any fill in the floodplain will require remediation steps as required by the *Stormwater Drainage Manual* due to potential flooding, erosion, and environmental impact problems.

At the Great Southern Shopping Center, on the west side of South High Street, infill development that incorporates mixed-uses of regional retail, office, and residential is recommended. Both office and residential would be on the second story situated above retail uses. Gathering spaces should also be incorporated into the site.

The property south of Lowes and the Great Southern Shopping Center on South High Street is recommended for regional commercial/office. This entire site falls within the floodplain, therefore any development will need to take steps to compensate for the loss of the floodplain to avoid potential problems associated with flooding, erosion, and environmental impact.

Given the finite nature of the quarries, the planning area has the potential to transition 15% of its planning area to a different use, dramatically changing the western landscape of the Scioto Southland Area. Parkland is recommended for the quarry sites with the possibility of recreational boating. The northern quarry property is no longer an active quarry site. The southern quarry site is a future quarry site. No date has been identified to start quarrying this portion.

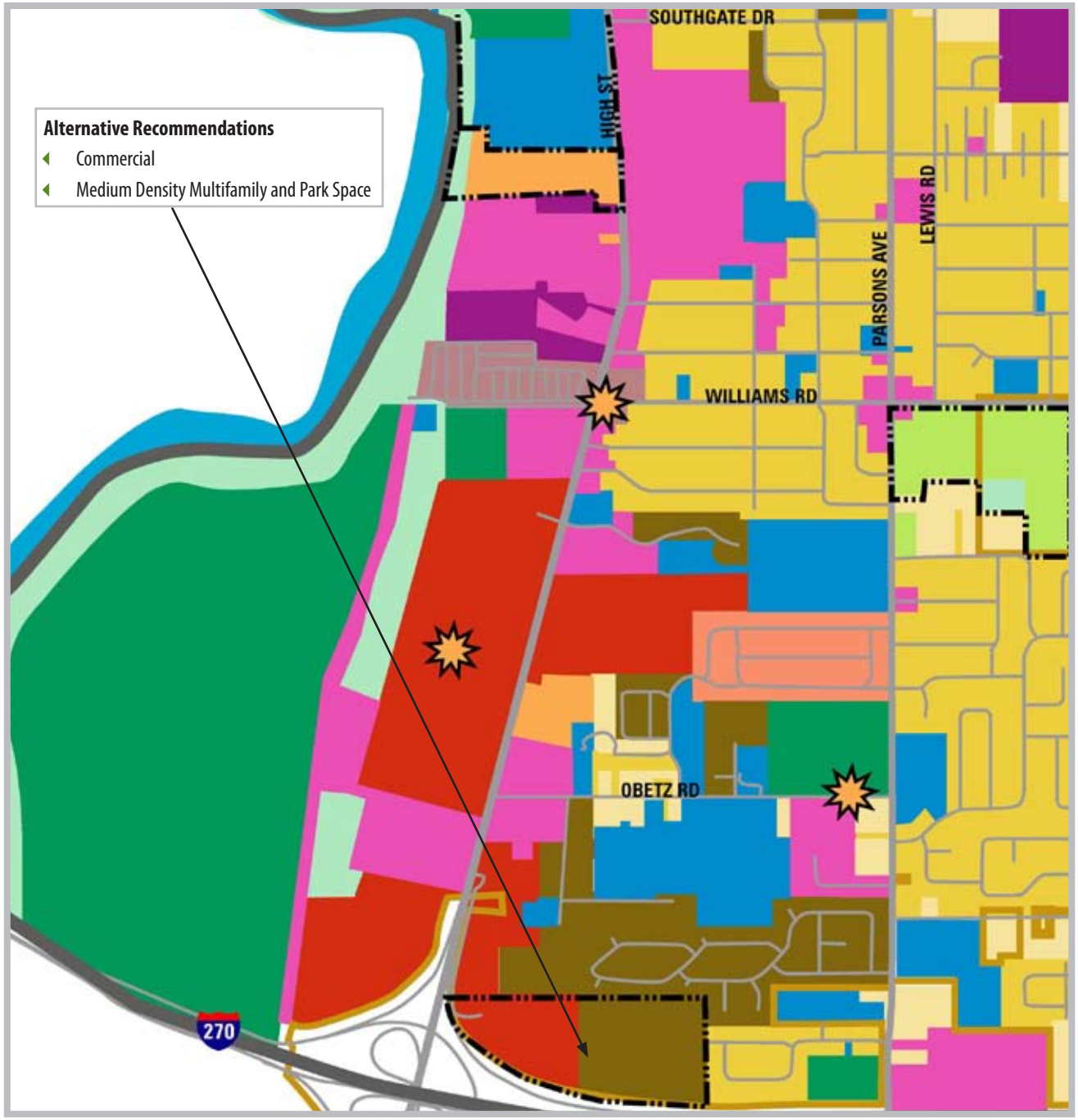


Figure 13

Land Use Plan - Southwest Quadrant

- Open Space
- Parks
- Farm/Rural
- Single-Family (1-2 du/acre)
- Single-Family (4-6 du/acre)
- Single-Family (6-8 du/acre)
- Multifamily (12-16 du/acre)
- Institutional
- Mixed-Use Community
- Commercial
- Mixed-Use Regional Commercial
- Office
- Light Manufacturing
- Railroad
- Columbus Corporate Boundary
- Neighborhoods Centers

Northwest Quadrant

The northwest quadrant (SR-104 on the north, Parsons Avenue on the east, Williams Road on the south, and the Scioto River on the west) contains a vast amount of vacant property and property with redevelopment potential (Figure 14). The continued development of light manufacturing uses is supported north of Dering Avenue and along the northern portion of Parsons Avenue. Residential districts should continue to be strengthened through appropriate buffers and focusing the development of additional commercial sites within existing commercial developments. As reflected in the Land Use Plan, new commercial uses should be located in current commercial spaces, occupying vacant storefronts, or be located in redeveloped commercial property. The rezoning and conversion of additional residential structures to commercial uses along South High Street from SR-104 south to Phelps Road on the west and Southgate Drive on the east should be avoided.

Commercial properties along the northern portion of the South High Street corridor (SR-104 to Southgate Drive on the east and Phelps Road on the west) are recommended for community-scale commercial, office, and retail uses. Given the size and scale of this stretch of the corridor, C-3 Commercial District designation would be the most appropriate. Commercial Planned Development District (CPD) designation or text limitations on commercial zoning categories could also be used to create the same community-scale uses appropriate for the area.

At the southwest corner of South High Street and SR-104, the property is recommended for the following options:

- **Option 1.** Institutional as additional space for the church property to the south.
- **Option 2.** If the church does not desire to expand, community commercial is recommended.

For the vacant property on Dering Avenue, light manufacturing or flex-office/warehouse space, is recommended providing capacity for expansion or new development.

Light manufacturing is recommended at the northwest corner of Corr Road and Parsons Avenue to provide room for neighboring plants to expand and for new manufacturers or small shops to locate.

For the property on Parsons Avenue south of Loxley Drive, two options are recommended:

- **Option 1.** Parkland to help increase the amount of parkland in the northern portion of the planning area and protect Kian Run as it traverses much of the property.
- **Option 2.** Commercial that would be developed in a manner that is sensitive to the nature of the tributary and its surrounding riparian corridor by meeting the Stream Corridor Protection Zone requirements of the *Stormwater Drainage Manual*.

The northern portion of the South High Street corridor, south from SR-104 to Southgate Drive on the east and Phelps Road on the west, is a vibrant mix of residential and commercial uses. The continued use of residential homes fronting South High Street is supported. Any new businesses that locate on South High Street should utilize the current commercial structures to maintain the nature of the street. The existing single-family residential development located on South High Street requires adequate buffering from future commercial development.

At the intersection of South High Street and Williams Road, mixed-use is recommended at the northwest corner with multifamily on the second story. Specifically, senior family is recommended. Mixed-use is also recommended for the northeast corner with commercial on the first floor and office or residential on the second floor.

For the property on South High Street across from the drive-in, the following options are recommended:

- **Option 1.** Offices which could encompass an office complex or medical offices.
- **Option 2.** A commercial land use with flex office/warehouse space.

Development of this property requires the construction of the Castle-Williams Relief Sewer. North of the recommended office land use is property recommended for the following options:

- **Option 1.** Senior housing.
- **Option 2.** Medium density multifamily housing with townhouses or condominiums.

Development of this property also requires the construction of the Castle-Williams Relief Sewer.

At the drive-in the portion of the property fronting South High Street is recommended for a commercial use that pairs well with the theatre, such as an ice-cream parlor or restaurant.

The old driving range at the southeast corner of South High Street and Southgate Drive is recommended for commercial on the portion fronting South High Street and medium density residential for the remainder.

On the west side of South High Street north of Neff Avenue, additional commercial is recommended terminated on the east by open space to preserve the wooded old canal feeder.

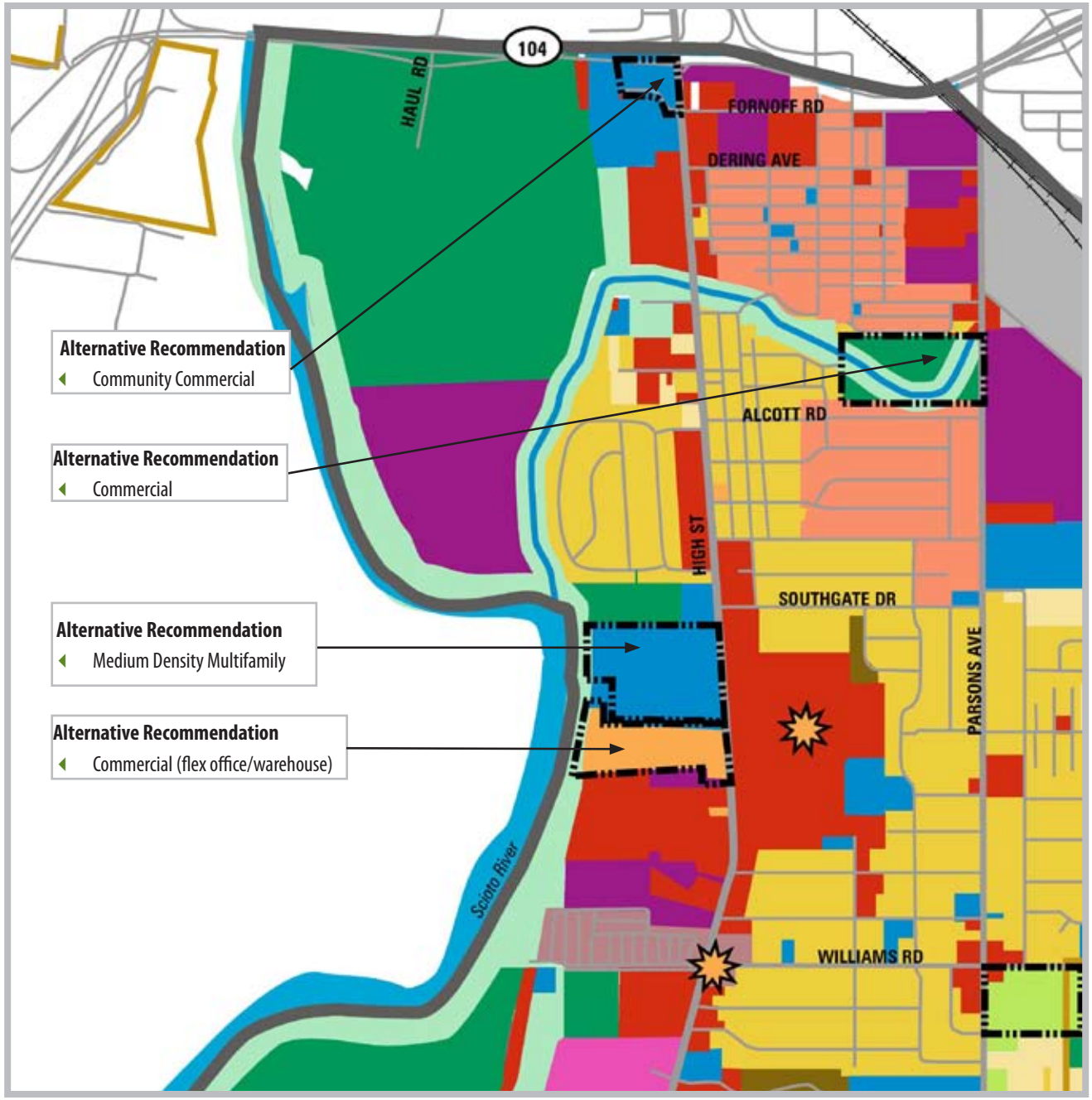
Similar to the recommendations listed for the southwest quadrant, once the quarry property becomes obsolete, it is recommended to convert the property to parkland.

A new impound lot is proposed for the quarry property located just west of the Scioto Village housing development, southwest of Fornhoff Lane. Vehicles transporting cars to and from the proposed site would use Haul Road. A possible South High Street access has not been identified. Currently negotiations are taking place with the Scioto Southland Area community to identify the best location for the access drive.

Figure 14

Land Use Plan - Northwest Quadrant

- Open Space
- Parks
- Farm/Rural
- Single-Family (1-2 du/acre)
- Single-Family (4-6 du/acre)
- Single-Family (6-8 du/acre)
- Multifamily (12-16 du/acre)
- Institutional
- Mixed-Use Community Commercial
- Mixed Use Regional Commercial
- Commercial
- Office
- Light Manufacturing
- Railroad
- Columbus Corporate Boundary
- Neighborhoods Centers



Policies, Standards, and Strategies

Policy: Future residential land use densities should be consistent with the recommendations of the Land Use Plan.
Standard: New infill residential densities should be compatible with existing development.
Strategy: Future rezoning and variance requests will be reviewed for consistency with density recommendations of the Land Use Plan.

Policy: Future commercial development should build on the synergies of current commercial development and integrate with the surrounding districts. Brownfield sites should be cleaned and turned into useful development sites.
Standard: See commercial design guidelines in the Urban Design Element.
Strategies:

- Future rezoning and variance requests will be reviewed for consistency with the Commercial Design Guidelines in the Urban Design Element.
- Future development along the north portion of South High Street (SR-104 to Southgate Drive on the east and Phelps Road on the west) should utilize the C-3 zoning category, Commercial Planned Development District (CPD) designation, or text limitations to better reflect a commercial district where community-scale commercial and retail uses would be more appropriate.
- Do not support additional rezoning of residential properties to commercial use on northern South High Street.
- Brownfield cleanup funds should be utilized by developers.

Policy: New and infill development should incorporate mixed-uses where appropriate.
Standard: Development incorporates a combination of retail, office, commercial, public buildings and open space and a diverse range of residential uses.
Strategy: Utilize the rezoning and variance process to ensure that new infill development utilizes mixed-uses where appropriate.

Policy: Future light industrial/manufacturing developments contribute to the job base and quality of life in the Scioto Southland Area.
Standards:

- Future light industrial/manufacturing development should locate in areas recommended for said uses in the Land Use Plan.
- New light industrial/manufacturing should be developed only in the instances where the infrastructure for utilities and roads has the capacity to accommodate new industrial/manufacturing developments
- Light industrial/manufacturing development should follow the design guidelines identified in the Urban Design Plan.

Strategy: Infrastructure improvements should be made, per the recommendations given in his plan, to facilitate planned light industrial/manufacturing growth.

Example of office use on South Highview Drive

TRANSPORTATION

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Element 4

Transportation

The transportation network plays an important role in the area's development not only for commercial, industrial, and residential development, but also the quality of life for residents, commuters, and visitors to the community. Given these competing demands for transportation, providing adequate infrastructure for the movement of commerce, commuters, residents, and pedestrians is a constant challenge for the Scioto Southland Area.

Existing Conditions

Highways, Roads, and Streets

The Scioto Southland Area is served by a major interstate, four-lane arterials, two-lane arterials, and local residential streets. Figure 15 and Table 3 identify the major roadways from the *Columbus Thoroughfare Plan* (1993), their classification, and provide a brief description of each classification. The classification assigned to a given street in the city's Thoroughfare Plan must be taken into consideration for enhancements to pedestrian facilities, curb cuts, access, intersection configurations, speed limits, pavement widths, right-of-way requirements, and traffic calming devices.

Table 3. Major Roadways

Street	Classification	Description
I-270	Freeway	Right-of-way and pavement widths necessary to accommodate traffic needs.
SR-104 (Frank Road)	Freeway	Right-of-way and pavement widths necessary to accommodate traffic needs.
South High Street	4-2D	Four moving lanes with median divider.
Parsons Avenue	4-2	Two-way streets that include four moving lanes.
Lockbourne Road	4-2	Two-way streets that include four moving lanes.
Williams Road	4-2	Two-way streets that include four moving lanes.
Obetz Road	C	Two moving lanes and two parking or additional moving lanes in two directions.

Traffic volumes on the streets in the Scioto Southland Area are illustrated in Figure 15 and Table 4. Volumes are expressed as average daily traffic counts (ADT), which means the volumes have been factored to represent the average 24-hour traffic count at a particular spot.

Figure 15
Existing Transportation

Columbus Thoroughfare Plan

- Freeway
- 6-2D
- 4-2D
- 4-2
- P 4-2
- C

COTA Routes

- Local
- Express

Average Daily Traffic Counts (Source: MORPC)

- 3700 - 16000
- 16001 - 32000
- 32001 - 48000
- 48001 - 64000
- 64001 - 80000

Table 4. Traffic Volumes

Location	Traffic Count	Year Data Collected
I-270	77,103	2003
SR-104 (Frank Road), at South High Street	45,401	2001
South High Street, at Highview Boulevard	28,409	1999
Parsons Avenue, at Williams Road	9,709	1999
Lockbourne Road, at Obetz Road	4,906	1996
Williams Road, at Parsons Avenue	9,809	1999
Obetz Road, east of South High Street	12,308	1998
Obetz Road, east of Parsons Avenue	4,802	2002

Source: Mid-Ohio Regional Planning Commission

Several existing conditions may pose issues for the transportation network. Both Williams and Obetz Roads may be undersized given their volume of traffic. Both receive high volumes of residential and industrial traffic.

Primary intersections on South High Street include Williams Road, Obetz Road, and Dering Avenue. These intersections have inadequate pedestrian amenities and no landscaping. Williams Road and Dering Avenue have difficulty accommodating truck turning radii according to the Transportation Division. Modifications have been made to the intersection at Obetz Road; however public input indicates that there is still difficulty accommodating truck turning radii.

Key crosswalks on South High Street include Highview Boulevard, Obetz Road, Williams Road, Southgate Drive, and SR-104. Crosswalk markings are not present or in poor condition at these intersections. As an arterial street, South High Street can be challenging to cross because it has a five-lane cross section. In addition, some pedestrians frequently cross the roadway wherever it is convenient and/or ignore traffic signals. This occurs frequently on the stretch of South High Street between Southgate Drive and Dering Avenue.

Mother with stroller on Obetz Road

Transit

Alternative modes of transportation for the Scioto Southland Area are generally limited to the Central Ohio Transportation Authority (COTA) bus service and taxi service. Two local routes, Route 4-Parsons Avenue and Route 16-South High Street, provide scheduled transit options (Figure 15). The routes terminate in the Scioto Southland Area and head back north towards Downtown. Some bus stops lack cement waiting pads and shelters.

Rail

The Scioto Southland Area is bordered on the east by the CSX railroad tracks and rail yard. CSX subsidiary, CSX Intermodal (CSXI), operates a nationwide network of 48 intermodal terminals serving every major market in the eastern United States. The intermodal terminals load containers and trailers on and off trains. Columbus is a major and increasingly important intermodal location for CSXI. The railroad underpasses along the rail line in the Scioto Southland Area are undersized, limiting truck access to industrial areas, therefore diverting truck traffic to residential streets.

Sidewalks and Multi-Purpose Trails

Several key corridors lack sidewalks to provide pedestrians a safe route (Figure 16). These include the southern portion of South High Street, Parsons Avenue, Obetz, Williams, and Lockbourne roads, and Southgate Drive. The lack of sidewalks along the southern portion of South High Street, south of Williams Road, discourages pedestrians from walking to the nearest light to safely cross South High Street. In particular, the South High Library is located on South High Street with no sidewalks connecting the library to the surrounding community.

Though not a major road, Southgate Drive is a key pedestrian connector even though it lacks sidewalks. Southgate has become an important school route since the construction of Parsons Elementary in 2007.

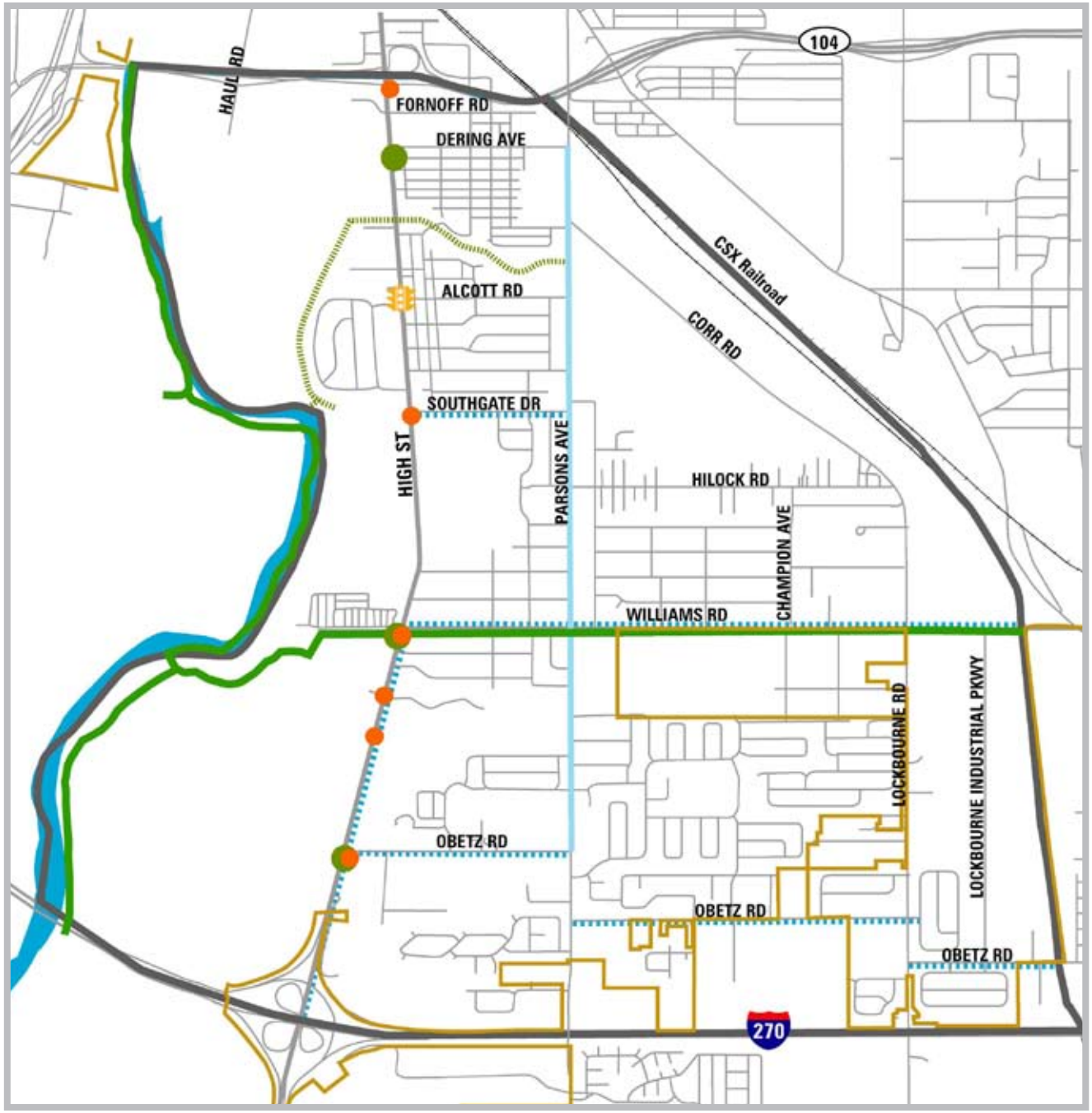


Figure 16
Transportation Plan

- Sidewalks Planned
- Sidewalks Recommended
- Multi-Purpose Trails Planned (Columbus Rec and Parks)
- Multi-Purpose Trail: Recommended
- Inspection Improvements Needed
- Crosswalk Improvements Recommended
- Traffic Signal Recommendation
- Columbus Corporate Boundary

Goal and Principles

The *Scioto Southland Area Plan* goal for Transportation is:

A connected and complete transportation network that provides infrastructure for pedestrians and cyclists and provides well maintained streets that meet traffic demands from all types of vehicles.

Supporting Principles

- Primary roads will be improved to support existing and future vehicle demands, directing truck traffic away from residential areas.
- Primary intersections will be improved to support existing and future vehicle demands, improving the movement of traffic and minimizing bottlenecks.
- Future road improvements will incorporate "complete streets" principles with facilities for pedestrians and bicyclists, along with upgrades for vehicles.
- Public transportation will be expanded accordingly in response to increased demand and to support future development.

Transportation Plan

Transportation access is critical for the quality of life for residents and business climate in the Scioto Southland Area. Given its proximity to the Downtown, major road corridors, and adjacent rail yard, the Scioto Southland Area has benefited from manufacturing, commercial centers, and residential development. Beyond providing for the efficient movement of automobiles and trucks, pedestrians and cyclists must also be accommodated within the street system. Residents and local governments have come to recognize the need to balance the needs of vehicles and pedestrians in order to increase the quality of life in neighborhoods and provide a safe environment, particularly for children. The Transportation Plan (Figure 16) is designed to enhance the Scioto Southland Area transportation network by providing guidance on incorporating context sensitive road improvements, improving vehicle and pedestrian connectivity within and between neighborhoods and commercial areas, and providing recommendations to enhance the capacity of the road network.

Highways, Roads, and Streets

Several roads are recommended for improvement, including Williams Road, Obetz Road, South High Street, Dering Avenue, Parsons Avenue, and Southgate Drive. In the event that these roads are improved, design recommendations from the Urban Design Element should be followed. In general, these design recommendations aim to create well connected, context sensitive, and "complete streets" that respond to the surrounding land uses and provide for vehicles, pedestrians, and bicyclists. Figure 17 illustrates what the intersection of South High Street and Obetz Road would look like with context sensitive, connectivity, and "complete street" improvements. The intersection has been enhanced with street trees, landscaping, decreased radius at corners, sidewalks, crosswalk refuge, "ladder" crosswalks, planted median, and elimination of the shoulder.

Any future expansion of the railroad underpasses may alleviate the need to make certain traffic network improvements, as such, expansion of the underpasses should be considered in any capacity analysis.

Currently there is no programmed (funded) project to widen I-270 on the south side of Columbus. ODOT is conducting a study that is evaluating the number of lanes and intersection configurations required to upgrade the southern section of I-270 which includes the Scioto Southland planning area. The planning process will take 10 to 15 years. In mid 2008 bridges along I-270 will start to be rebuilt with three-lane capabilities both ways.

Transit

COTA's 2006 Long-Range Transit Plan forecasts increased service for the Scioto Southland Area for bus lines 4-Parsons and 16-South High. The Fixed-Route Service Expansion Plan indicates that Line 4's Saturday, Sunday, and weekday routes will have extended hours of operation and improved frequency. Line 16's Saturday, Sunday, and weekday routes will have extended hours of operation and improved frequency. In addition, Line 16 service will be extended from Great Southern south on South High Street to a park and ride at Rathmell and South High.

It is important that COTA bus access be convenient and attractive. The city should be encouraged to consider incorporating bus stop enhancements when making street improvements. COTA will fund bus shelters where ridership volumes warrant a shelter, any other bus stop improvements are the responsibility of the city.

Figure 17
" Complete Streets" and Context Sensitive Design at South High Street and Obetz Road

Rail

CSX is seeking TRAC funding from ODOT to establish an intermodal yard at Parsons Avenue in response to the increased demand. The 140-acre site adjacent to the Parsons Yard, at Groveport Road and SR-104, would be comprised of six working tracks (for loading and unloading intermodal trains), four storage tracks, and parking for nearly 2,700 trailers and containers waiting either for local delivery or outbound movement. A central administrative office building, storage building, and a maintenance and repair building will also be located on the terminal grounds. The cost of the facility is estimated between $65 and $75 million. It is estimated that the new intermodal terminal will be able to process between 450,000 and 500,000 container/trailer loads of freight a year by 2020.

Currently CSX's customer base is located primarily north and west of the city, while projected growth will be located to the south. The terminal is in close proximity to the Rickenbacker logistics park, thus providing an attraction for new logistic-based businesses to both the Rickenbacker area and other industrial areas in south Columbus. The terminal would utilize SR-104 with its connectivity to SR 33, I-70, and I-71. It would limit trucks traveling on secondary roads, funneling them to major roads. (Source: 2006 TRAC Funding Application, CSX Corporation/Ohio Rail Development Commission).

Sidewalks and Multi-Purpose Trails

Columbus is working to increase the presence of sidewalks along key corridors through Operation SAFEWALKS. Created in February, 2007, this program will provide safe pedestrian routes along major arterial roadways through the investment in new roadway infrastructure, including sidewalks, within older areas as designated by the 1958 corporate boundary. Parsons Avenue has already been identified for sidewalks through this program. The city Transportation Division plans to construct sidewalks along Parsons Avenue between Dering Avenue and the north section of Obetz Road and in 2009. Sidewalks south of the north section of Obetz road are more difficult to construct due to site limitations, thus were not included in this "quick-to-construct" project. It is recommended that sidewalks south of the north section of Obetz to the corporation limit (south of Shenandoah Valley) be included in a long-term capital improvements plan. In addition, Southgate Drive is a consideration for sidewalks as it is within the Operation SAFEWALKS program area, so when it is resurfaced, sidewalks should be included in the reconstruction of the street.

Both the Scioto Southland Area and the Columbus region benefit from the construction of multi-purpose trails. Trails recommended for the Scioto Southland Area (Figure 16) include an extension of the Scioto Trail, Williams Road multi-purpose trail, and a trail along the Kian Run tributary. The Scioto Trail extension and Williams Road multi-purpose trail have both been identified by Recreation and Parks. The extension of the Scioto Trail into the Scioto Southland Area would provide alternative methods to reach Downtown in addition to providing access to the Grove City multi-purpose trail to the south. The Williams Road trail would provide a link to the future Alum Creek trail extension. The *Scioto Southland Area Plan* recommends an additional multi-purpose trail be included that runs along Kian Run providing additional east-west connection to the trail system.

Policies, Standards, and Strategies

Highways, Roads, and Streets

Policy: Road improvements should be context sensitive.

Standard: Improvements consider the incorporation of pedestrian refuge islands, planted medians, pedestrian friendly turn radii, bump outs, enhanced crosswalks, plantings, etc.

Strategies:

- Ensure context sensitive improvements.
- Improve South High crosswalks at Williams Road, Obetz Road, Southland Mall, Highview Boulevard, and SR-104.
- Evaluate Obetz Road to determine if mid-block crossings are needed to increase the pedestrian amenities of the street and increase safe access to COTA bus stops.

Policy: The Columbus Transportation Division continually monitors the need for new traffic signals.

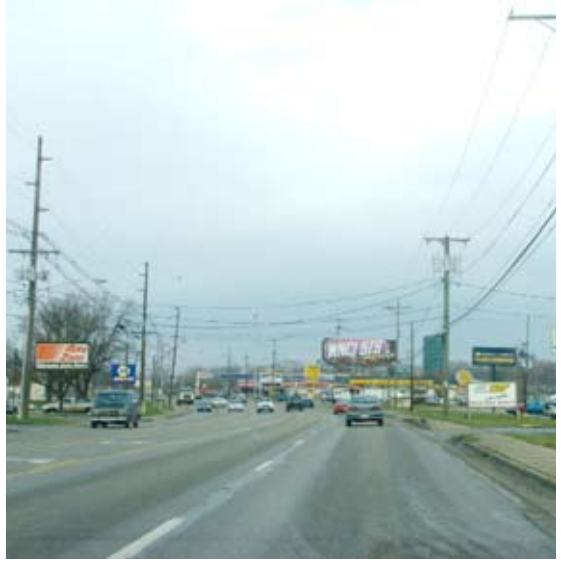
Standard: New traffic signals are installed when they meet state warrants.

Strategy: The Columbus Transportation Division should continue to evaluate South High Street at Alcott Road to determine if conditions change that would warrant a traffic signal, such as in the case if a High Street access would be constructed for the proposed impound lot, just north of Alcott Road.

Policy: The Columbus Transportation Division continually evaluates the appropriateness of speed limits for roads.

Standard: Speed limits are adjusted when conditions warrant a lowering of the speed limit and meet the respective requirements.

Strategy: Consider reduction in existing speed limits on South High Street if traffic flow changes.



High Street and vicinities

Policy: Roads are maintained and enhanced when needed to adequately support the volume and type of traffic and minimize cut-through truck traffic.
Standard: Road infrastructure supports the level of demand.
Strategies:

Williams Road

- Provide for additional traffic capacity using design recommendations from this plan. Where possible, selectively widen the road to preserve older homes built close to the street.
- Improve intersection at South High Street to provide better capacity for automobiles and trucks, and to add pedestrian amenities.

Obetz Road

- Study need for additional traffic capacity and possible reclassification due to high traffic volumes. If enhancements are needed, implement road improvements using design recommendations from this plan, prioritizing the sections of Obetz Road with the western portion as the first priority, then the central portion, and lastly the eastern section.
- Evaluate the need for additional intersection improvements at South High Street to provide better capacity for automobiles and trucks and pedestrian amenities.

Corr Road

- If Corr Road experiences an increase in the volume of truck traffic, evaluate the need for road capacity enhancements.

Dering Avenue

- Improve intersection at South High Street to provide better capacity for automobiles and trucks and pedestrian amenities.

Policy: Encourage the minimization of paved parking surfaces through shared parking arrangements and parking requirement reductions wherever feasible.
Standard: New development minimizes the paving of parking surfaces by sharing with surrounding uses.
Strategy: As improvements are designed, Development staff will work with Transportation Division to ensure consistency with plan.

Policy: Provide context sensitive auto, pedestrian, and bicycle connections between and within existing and future neighborhoods and commercial areas as development occurs.
Standard: Commercial area is connected to surrounding neighborhood by streets, sidewalks, or multi-purpose trail.
Strategy: Ensure connectivity through development review process.

Policy: Provide future stub streets and connect to existing stub streets to ensure future connectivity and context sensitive auto, pedestrian, and bicycle connections between and within existing and future neighborhoods and commercial areas as development occurs.
Standard: Proposed road connects to existing stub and/or new stub street provided for future street extension.
Strategy: As improvements are designed, Development staff will work with Transportation Division to ensure consistency with plan.

Policy: Seek opportunities for the development of new roads to provide for connectivity. New road connections to enhance any existing grid network (traditional or curvilinear) should be developed in place of numerous curb cuts to serve individual parcels or developments.
Standard: Build roads to maximize connections to current road network and future roads.
Strategy: As improvements are designed, Development staff will work with Transportation Division to ensure consistency with plan.

Policy: Utilize block lengths for future development in the range of 300 to 600 feet.
Standard: Block lengths 300 to 600 feet.
Strategy: As improvements are designed, Development staff will work with Transportation Division to ensure consistency with plan.

Transit
Policy: Provide safe and attractive transit stops.
Standard: Persons using COTA have safe and inviting transit stops available.
Strategy: Consider upgrading COTA bus stops that need cement waiting pads, sidewalk access, or shelters.

Rail
Policy: Develop differing modes of transportation so that they do not negatively impact one another.
Standard: Improve access through railroad underpasses to reduce congestion and improve safety.
Strategies:

- Expand railroad underpass capacity to handle truck traffic by encouraging CSX to combine improvements with any track modification with the expansion of Parsons Yard.
- Consider incorporation of railroad underpass capacity expansion into any improvements that are implemented to reduce the flooding of underpasses. (See Infrastructure Element)
- Minimize impact of the Parson Yard expansion on residential areas.

Bus stop on Obetz Road

Sidewalks and Multi-Purpose Trails

Policy: Ensure the provision of interconnected sidewalks and multi-purpose trails throughout the planning area.

Standard: Construct sidewalks with all new developments and as road improvements are made to ensure good connectivity for pedestrians.

Strategies:

- Consider Southgate Drive for "quick-to-construct" sidewalks.
- If a capacity study on Obetz Road determines enhancements are not needed, consider Obetz for "quick-to-construct" sidewalks.
- Establish pedestrian priority zones within one-half mile radius of schools, community centers, senior centers, parks, and other community facilities. These areas should be a high priority for upgrading the existing pedestrian circulation system and constructing new sidewalks, crosswalks, multi-purpose trails, etc. (consistent with *Columbus Recreation and Parks Master Plan*).
- Consider Urban Infrastructure Recovery Fund (UIRF) for sidewalks or walking paths where appropriate.

Policy: Consider bike lanes, multi-purpose trails and/or other provisions for bicycles when road improvements are designed and implemented.

Standard: New and enhanced roads have provisions for bicycles

Strategies:

- Development Review
- Build the planned Williams Road multi-purpose trail
- Incorporate sidewalks or multi-purpose trails into enhancement plans for Obetz and Williams Roads.

Policy: Provide bike parking and/or racks as part of new commercial developments and at other facilities.

Standard: New development constructs bike parking facilities

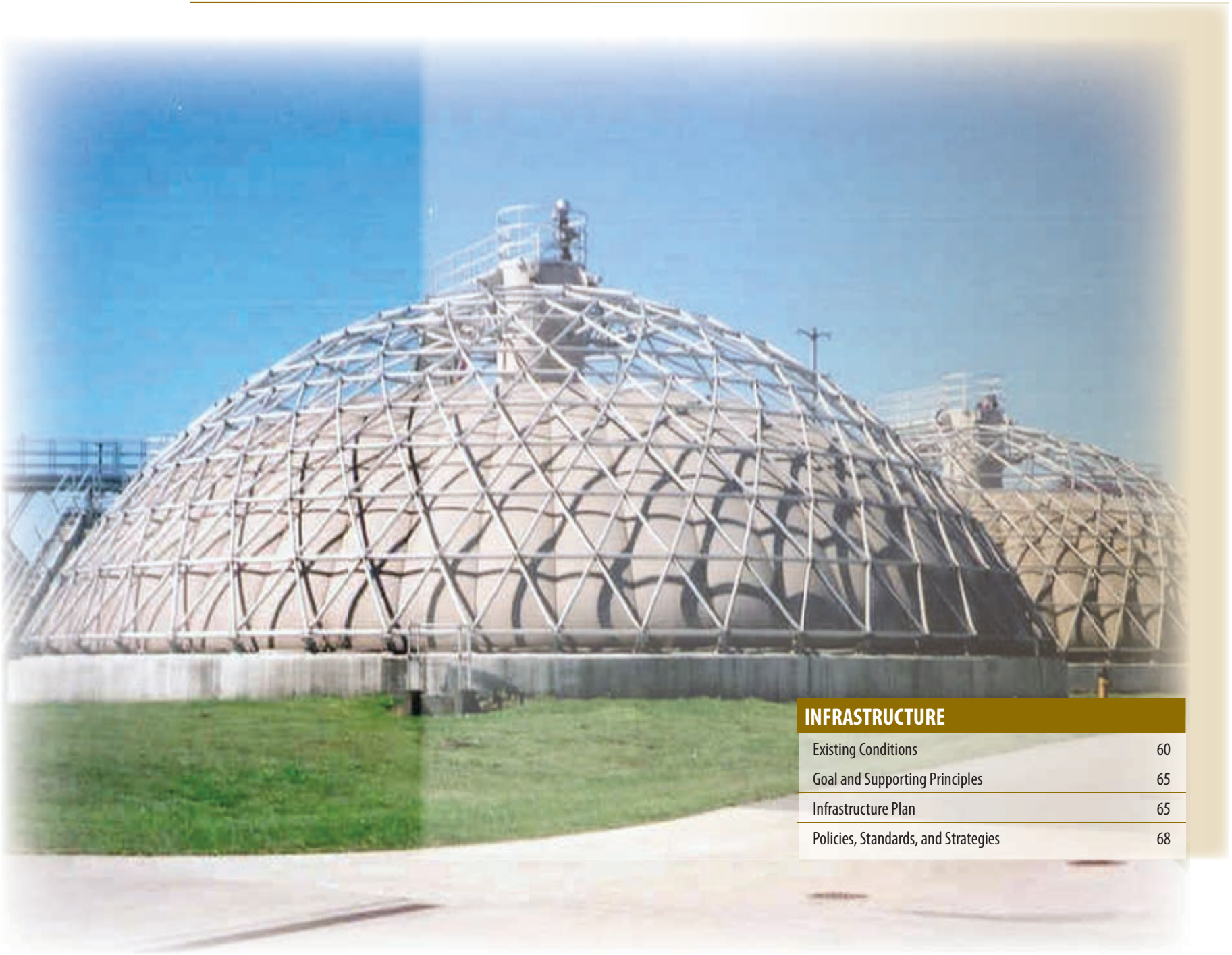
Strategy: As improvements are designed, Development staff will work with Transportation Division to ensure consistency with plan.

Policy: Utilize greenways to locate multi-purpose trails

Standard: Greenways are utilized to construct multi-purpose trails

Strategies:

- Construct multi-purpose trail along the Scioto River
- Construct multi-purpose trail along Kian Run tributary



INFRASTRUCTURE

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Element 5

Infrastructure

Existing Conditions

Water Service

Abundant water supply is available for the Scioto Southland planning area. Columbus water plants are constantly upgraded to meet the demands of this growing community and new regulations. Water drawn from all City reservoirs and wells must undergo a complex treatment process and meet stringent Federal and State EPA standards before it can be distributed to the public. Testing and research assures that Columbus drinking water will be of the highest quality, currently meeting all U.S. Safe Drinking Water Act standards.

Water supply lines are in place throughout the Scioto Southland Area (Figure 18). Forty-two inch diameter water mains are in place along Parsons Avenue. Sixteen-inch water lines run along South High Street, Williams and Lockbourne Roads, and Lockbourne Industrial Parkway. Smaller diameter water lines (generally eight inches) are not illustrated in (Figure 18), but generally run along residential streets throughout the Scioto Southland Area.

Though the main infrastructure is in place to accommodate all properties in the planning area, some parcels are not currently receiving service. Homes within Hamilton Township are generally on wells.

Sanitary Sewer

Centralized sanitary sewer service is currently available throughout most of the Scioto Southland Area (Figure 19). The area consists of separate sanitary and stormwater sewer systems. Both sewer systems are typically located in easements and in the street/right-of-way. The system is aided by two sanitary pump stations located at Castle and Williams Roads that pump the wastewater to the Jackson Pike Wastewater Treatment Plant. The pump station at Williams Road is the larger of the two and provides the majority of service to the planning area.

Stormwater

The Scioto Southland Area has stormwater sewer infrastructure throughout the planning area (Figure 20). This stormwater sewer collection system was constructed primarily in the late 1950s and 1960s with additional sewers constructed as the area continues to develop. A stormwater pump station is located at the Williams Road underpass.

During heavy rain events several areas in the Scioto Southland Area experience flooding and prolonged standing water. Flooding occurs at the CSX railroad underpasses at Parsons Avenue and Williams and Obetz Roads. Frequent flooding and cleanup problems also occur near South High Street and I-270.

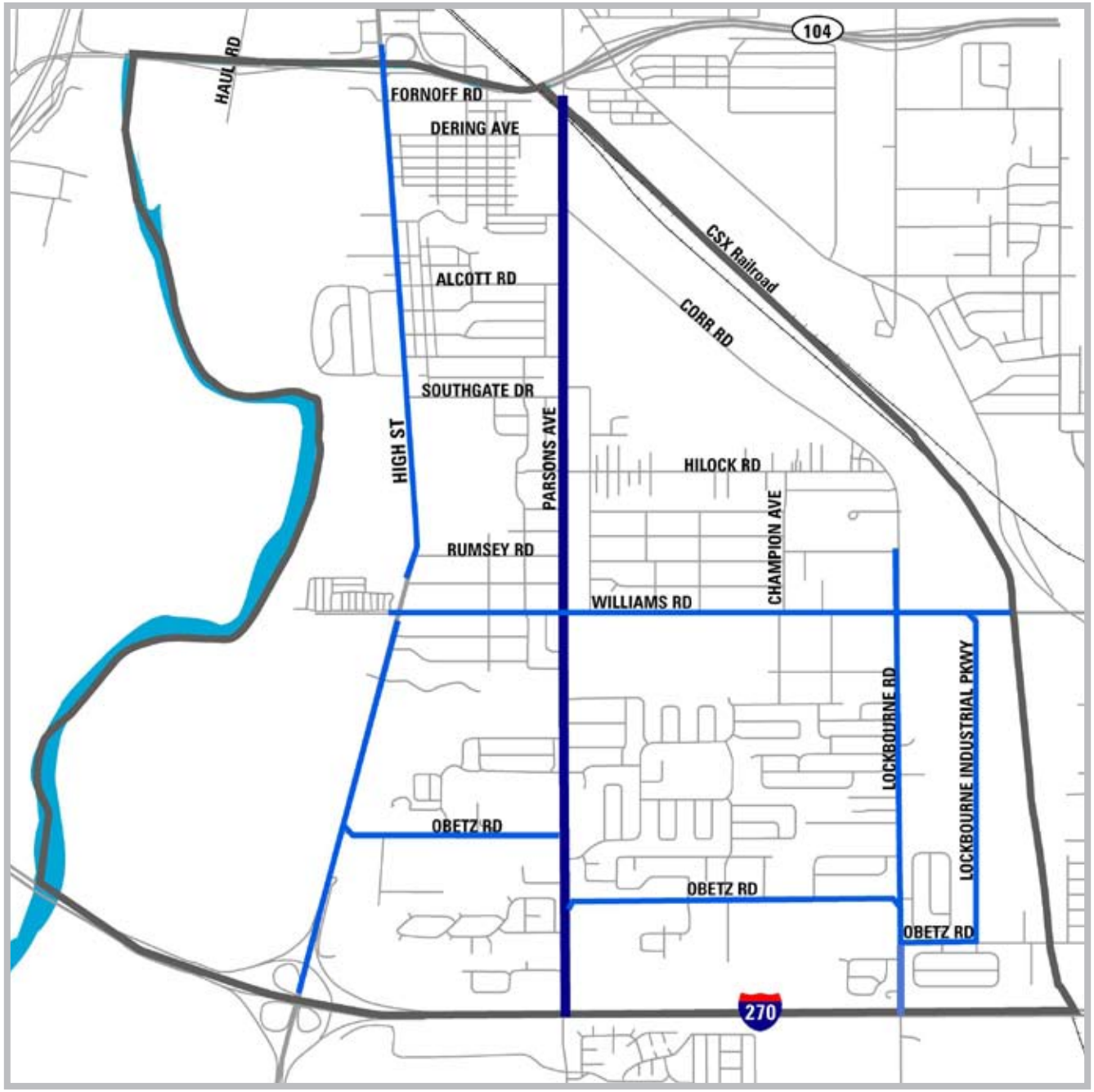


Figure 18
Water Distribution Lines

Diameter

- 10" - 16"
- 17" - 24"
- 25" - 42"

Figure 19
Sanitary Sewer Collection System

Gravity Sewer

Diameter

- Up to 18"
- 18" - 29"
- 29" - 144"

Force Main

Diameter

- Up to 8"
- 8" - 20"
- 20" - 30"

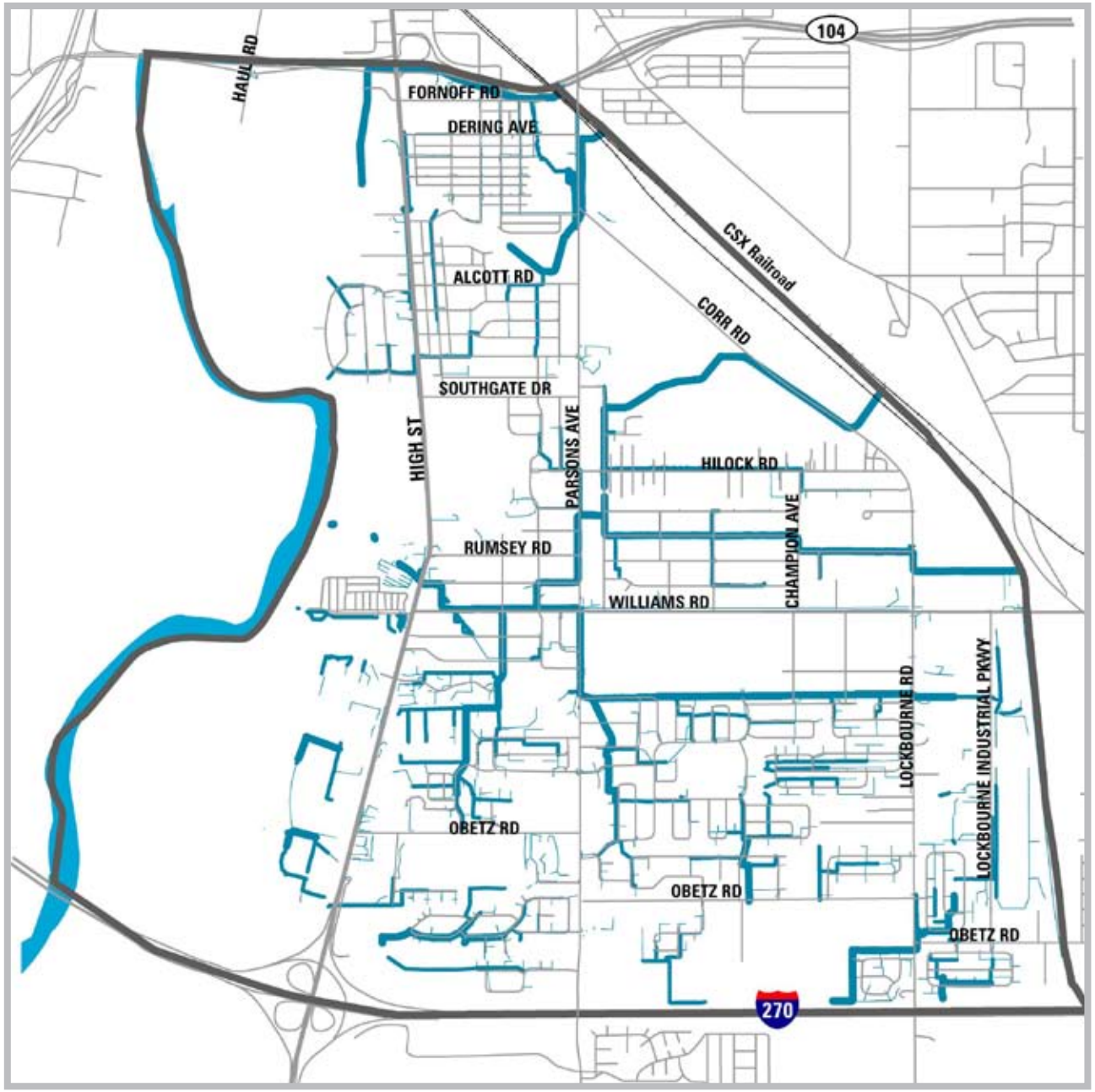


Figure 20
Stormwater Collection System

Diameter

- Up to 18″
- 18″ - 38″
- 38″ - 162″

Figure 21

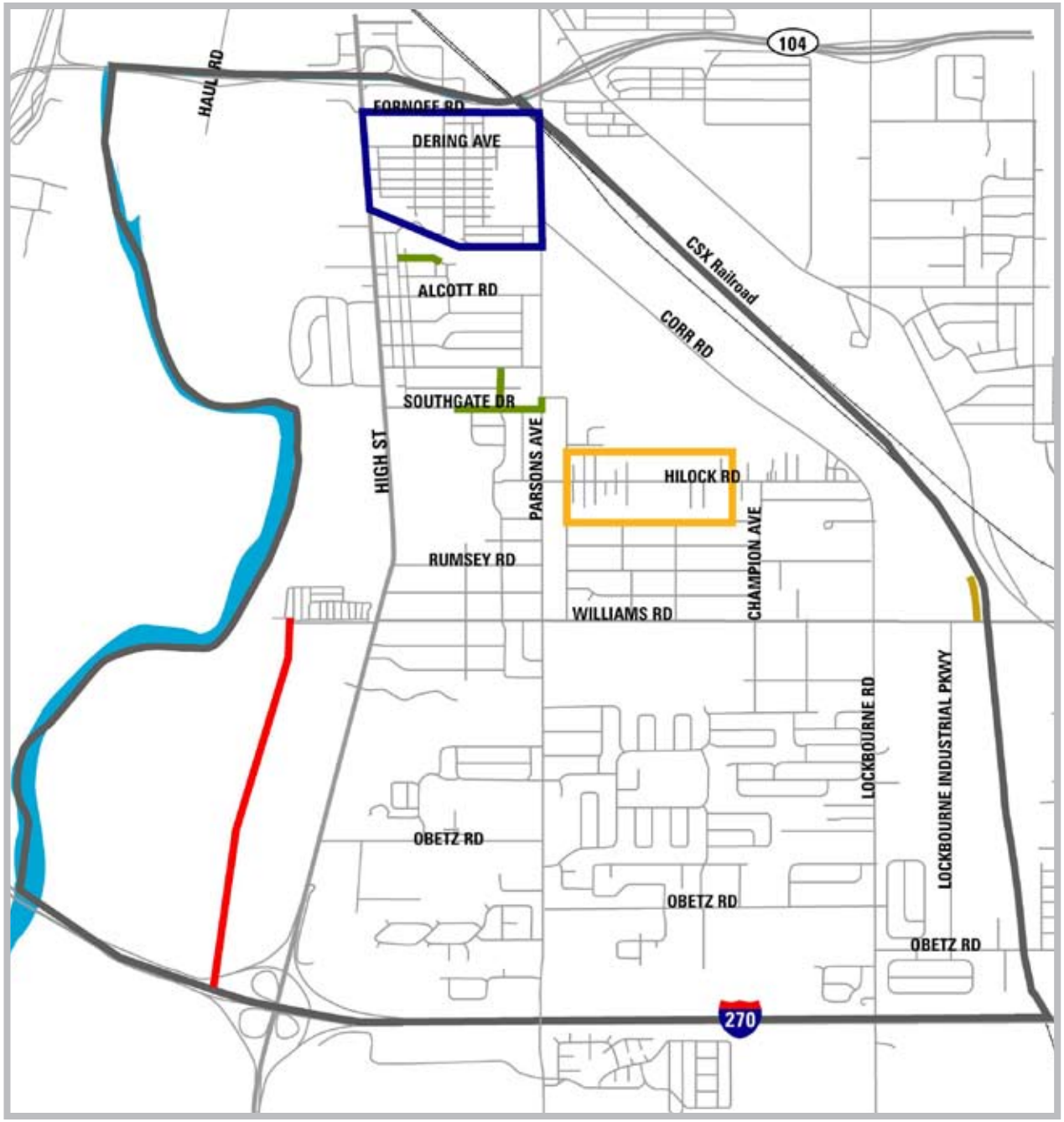
Infrastructure Capital Improvements Program

Stormwater

- ST-28 Williams Road Pump Station Replacement
- Southard/Fornoff Area Stormwater System Improvements
- Southgate/Landers Area Stormwater System Improvements

Sanitary Sewer

- Hilock/Lewis Area Assessment Sewer
- Shadeville Sanitary Interceptor



Goal and Principles

The *Scioto Southland Area Plan* goal and supporting principles for Infrastructure is:

Centralized sanitary sewer, stormwater sewer, and water systems that adequately serve current needs and are developed with future capacity needs in mind, while minimizing the impact on the environment.

Supporting Principles

- Sanitary and stormwater sewer and water service will be provided to support existing and future development at the expense of the given developer.
- Existing sanitary and stormwater sewer and water service will be appropriately maintained and upgraded where it does not meet current demand.
- Stormwater will be managed to limit its impact on the community and the natural environment.

Infrastructure Plan

Water Service

Centralized water services in the area will be provided by the City of Columbus as development occurs. It is the policy of Columbus to require installation of water mains only at the size determined necessary for adequate service to certain developments or areas. If the City requires a water main larger than needed to serve a particular subdivision for general distribution purposes, the City is responsible for the additional cost for such an upgrade. Lines serving individual developments are installed at the developer's expense and linked to the City system. These lines allow for customer use and sufficient flow and pressure to accommodate adequate fire hydrant pressure. After installation, these lines, like streets and other infrastructure improvements, are dedicated to the City. Tap-in fees are paid for individual home or building connections to larger distribution lines.

Sanitary Sewer

The City of Columbus is initiating its *Wet Weather Management Plan* (WWMP), which will improve the City sewer system, addressing sewer overflows in waterways and sewer backups in basements. The WWMP activities for the Scioto Southland Area include sanitary sewer overflow and water in basement mitigation. The WWMP Plan designated various areas of the city as Priority Areas to address sanitary sewer overflows and water in basement issues. The Scioto Southland Area falls within the Castle-Williams Priority Area with a corresponding plan to address basement backups and sanitary sewer overflows.

The *Priority Plan* recommendations will mitigate system deficiencies observed for the 25-year, six-hour design rainfall events under 2030 conditions. The proposed Castle-Williams Relief Sewer will eliminate the designed sewer relief at the Castle Road pump station and transport the wet weather flow to the Williams Road pump station. The future Shadeville Interceptor Sewer connecting to the Williams Road Pump Station running south along the Scioto River, serving areas south of the planning area, will be designed and built based on future development. When the Shadeville Interceptor is constructed both pump stations will be eliminated and the flow will be transported to the Southerly Wastewater Treatment Plant.

The extension of sanitary sewer lines to serve future development should support the Land Use Plan and be consistent with City of Columbus policy. It is generally the policy of the City of Columbus to provide sanitary sewer lines 18 inches in diameter or larger where needed, or to enter into a reimbursement agreement with a developer to install such lines.

Stormwater Management

The stormwater management goals of the City of Columbus are to mitigate flooding, streambank erosion, and water quality degradation that may result from stormwater runoff from development and redevelopment projects. The City's *Stormwater Drainage Manual* provides guidance and direction for meeting these goals. The purpose of the *Manual* is to protect existing natural stormwater resources, convey and control stormwater in a safe and responsible manner, and meet water quality goals. Two issues addressed by the Manual important to the Scioto Southland Area are the establishment of a stream corridor protection zone for the Scioto River and its tributaries and design standards regarding stormwater quantity and quality control facilities.

A stream corridor protection zone consists of the stream and the riparian area along the stream. Its purpose is to allow the natural, lateral movement of open water courses and prevent structures from being impacted by natural streambank erosion. Stormwater quantity controls provide temporary onsite storage to detain runoff and control downstream flooding. Additional information on the stream corridor protection zone, stormwater quantity and quality control measures are available in the *City of Columbus Stormwater Drainage Manual* at the Department of Public Utilities.

While stormwater sewer infrastructure is generally installed at the time of new development, the City may also make stormwater improvements in response to property owner's concerns within areas of existing development. Improvements are budgeted in the Capital Improvements Program (CIP). Projects included in the current CIP plan are detailed in the following section.

Capital Improvement Program

To address the stormwater drainage capacity issues, the City of Columbus has budgeted funds in the Capital Improvement Program (CIP) for several stormwater improvement projects (Figure 21). The Southard/Fornoff Area Stormwater System Improvement project is currently in the design stage and has been budgeted for the 2009 fiscal year. The project area is bounded by Fornoff Road, Parsons Avenue, Loxley Drive, and South High Street.

The ST-28 Williams Road Pump Station Replacement project is an element of the Williams Road Transportation Project. During this project, a new water pump will be installed at the Williams Road pump station just past Lockbourne Industrial Parkway. During this project a new stormwater pump station will be constructed at the Williams Road underpass located just east of Lockbourne Road Industrial Parkway.

The Shadeville Sanitary Interceptor project is a sewage interception and transport system that will ultimately provide an underground pipeline for the transportation of sanitary sewage from the Castle Road and Williams Road pump stations to the Southerly Wastewater Treatment Plant. This project is currently on hold and it has been budgeted for the 2011 fiscal year.

The Hilock/Lewis Area Sewer Assessment is a project initiative intended to provide sanitary sewer service to the residents of Hilock and Lewis Roads. This project is currently in its construction stage and has been scheduled for completion during the 2008 fiscal year.

Policies, Standards, and Strategies

Policy: The extension of sanitary sewer, stormwater, and water lines to serve future development should support the Land Use Plan and be consistent with City of Columbus policy.
Standard: Infrastructure enhancements support the Land Use Plan and are consistent with City of Columbus policy.
Strategies:

- Rezoning and variance development applications should be reviewed for consistency with the Land Use Plan.
- Ensure that all existing homes and businesses in the Scioto Southland Area are ultimately served by centralized sanitary sewer and water services.

Policy: Sanitary sewer system operates efficiently and environmentally sound and handles the demand on the system.
Standard: Sanitary sewer system is designed and upgraded when needed to handle service demands.
Strategy: Implement the City of Columbus Wet Weather Management Plan to prevent sanitary sewer overflows and reduce basement backups.

Policy: Stormwater system supports capacity demands, positively impacting the environment.
Standard: Stormwater system capacity handles demands of existing and new developments and operates using environmental best practices.
Strategies:

- Allocate funding in support of stormwater improvements in areas of existing development where drainage is identified as inadequate, including at the CSX railroad underpasses at Parsons Avenue, Williams and Obetz Roads, and at South High Street and I-270. (See the Transportation Element for underpass clearance improvements recommended to be made in conjunction with stormwater improvements).
- Utilize stormwater management best practices, as described in the City of *Columbus Stormwater Management Manual*, in order to reduce the impact of new development on the environment and preserve and enhance natural features.

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Element 6

Community Facilities

Existing Conditions

Recreation and Parks Facilities

The Scioto Southland Area has just under 70 acres of park and recreational space (Figure 22). The majority of parks are located adjacent to housing developments. Parks are better distributed in the southern portions of the planning area where development activity is more recent. As an older residential area, the northern portion of the planning area does not have parks adjacent to homes.

Heer Park. Heer Park is situated on 8.9 acres and offers parking, picnicking, a playground, and non-motorized dirt bike trail. The park has poor visibility, limiting natural surveillance. Located not far from South High Street, no directional signage is posted at the intersection of West Williams Road to let the community know that the park facility is located just to the west. Circulation to the surrounding area is limited. The Scioto River sits just to the west with no structured access or trail to the river.

Indian Mound Park and Recreation Center. The Indian Mound Park and Recreation Center has ball diamonds, a basketball court, parking lot, picnicking, playground, recreation center, tennis courts, and a walking trail. Situated on 21.5 acres, the Indian Mound Recreation Center was constructed in 1975. Pedestrian access is limited, as there is no sidewalk along Obetz Road to provide a safe route to the park.

Scioto Trail Park. Scioto Trail Park on 7.4 acres offers ball diamonds, picnicking, tennis courts, and a playground. There is no delineated access to the Scioto River sitting just to the west. AEP owns the narrow strip of land between the park and the river for their power line. Currently the park is being leased from Columbus Public Schools. Scioto Trail Elementary School which is situated to the east of the property has since closed and Columbus Public has not determined what will become of the school.

Southern Pines Park. Situated on 6.3 acres, the Southern Pines Park has athletic fields, ball diamonds, a parking lot, playground, and a walking trail.

Stockbridge Park. Stockbridge Park offers mostly unstructured play on 12.6 acres of athletic fields. The park is not connected well to the surrounding community as pedestrian access to the park is limited.

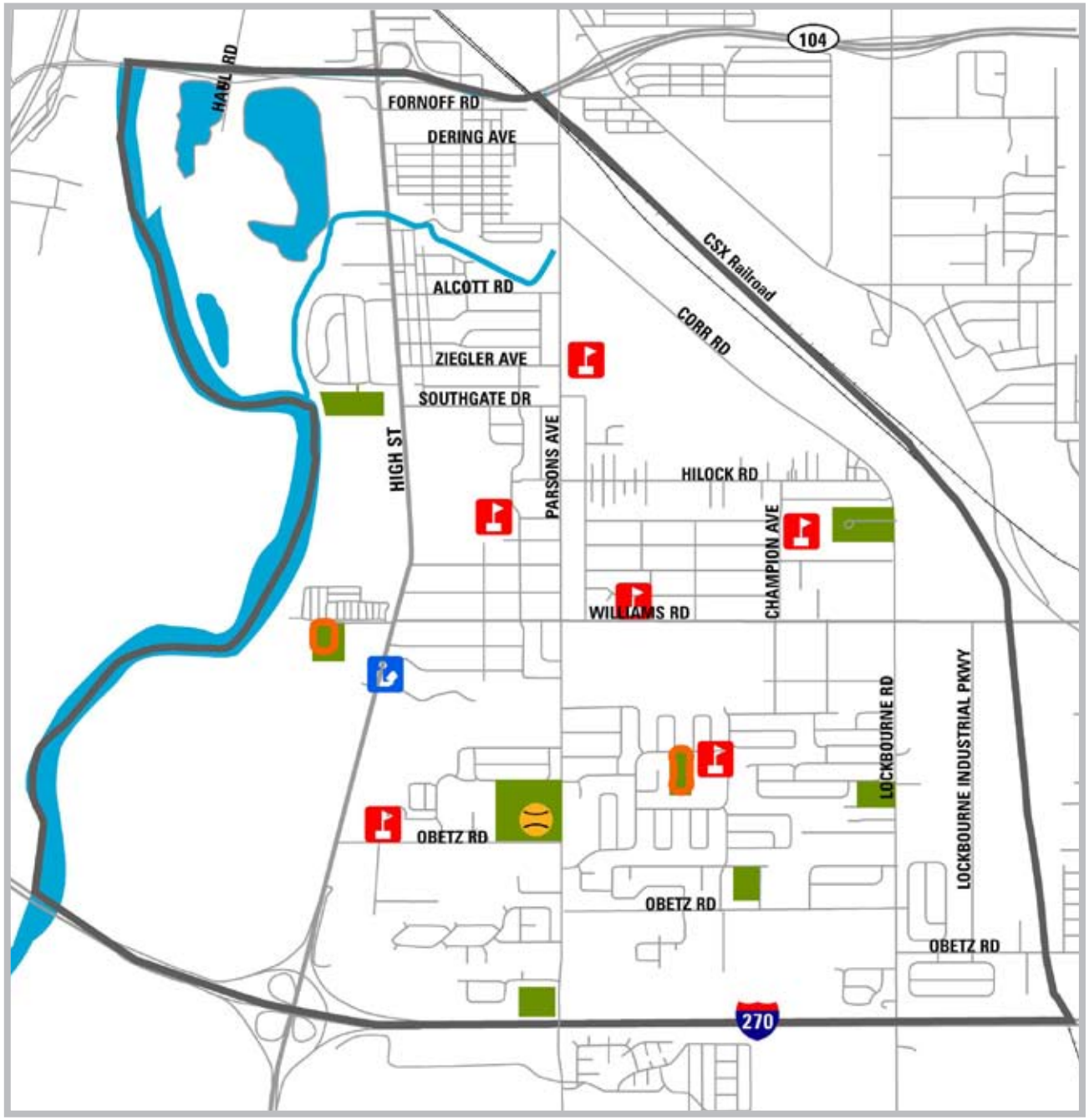


Figure 22
Parks, Recreation, and Schools

- River/Tributaries
- Parks
- Walking Trails
- Recreation Centers
- Library
- Schools

Southgate Park, Hamilton Heights Parkland, and Oak Creek Nature Preserve. Southgate Park and Hamilton Heights Parkland, both undeveloped, sit on 3.8 and 3.7 acres respectively. Oak Creek Nature Preserve provides additional undeveloped parkland on 6 acres. This lot is heavily wooded and largely wetlands.

The Scioto River has been largely neglected as a source of recreation in the Scioto Southland Area. No convenient access to the river has been established to provide passive or active recreation. The closest boat ramps are located to the north behind the old fire academy on Greenlawn Avenue and to the south at the SR 665 bridge in Shadeville.

Schools

The planning area is served by both the Columbus Public School System (Figure 22) and the Hamilton Local School District. Columbus Public has two elementary schools in the planning area, Parsons Elementary which was constructed in 2006 and Cedarwood Alternative, an alternative elementary school. Buckeye Middle School, built in 1957 educates students in the sixth to ninth grades. High School aged children attend Marion Franklin High School which is located just northeast of the planning area. Stockbridge Elementary School, constructed in 1960, is currently being used as swing space and will continue to do so indefinitely. Scioto Trail Elementary School, constructed in 1940 is currently closed. Columbus Public is in the process of determining its future.

Children living in the southeast portion of the planning area attend the Hamilton Local School District schools of Hamilton Township High School, Hamilton Middle School, and Hamilton Elementary.

Two private schools are located in the planning area. Children's Academy, constructed in 1976, is a privately owned school that offers classes from kindergarten through second grade. New Beginnings Assembly Of God teaches students from kindergarten to eighth grade.

No higher education opportunities are located in the Scioto Southland Area.

Libraries

The South High Library is located on South High Street (Figure 22). The branch has 84,000 volumes, public computers, and access to an extensive collection of electronic databases. A community room is available for neighborhood organizations. Pedestrian access along South High Street to the library is limited. No sidewalks exist along South High or Highview.

Major Health Care Facilities

The Scioto Southland Area has several primary care physicians, optometrists, chiropractics, and doctors of dentistry. However, the U.S. Department of Health and Human Services designated most of the Scioto Southland Area as medically underserved in 1994. The medical service shortfall for the planning area was additionally exacerbated in 2001 when its closest hospital facility, Columbus Community Hospital (CCH) closed. Columbus Community was located a little over a mile north of the planning area on South High Street. Urgent Care Plus in now located in the hospital space.

As a result of the CCH hospital closing the Columbus Health Department conducted a medical needs assessment for the South Side. The report entitled *Critical Needs Assessment: South Side Health Services* indicated that the south side has inadequate primary care and needs an urgent care facility. The plan makes several recommendations to help reduce the shortage of medical services, including expanding or establishing primary care, urgent care, limited impatient, or outpatient services at the CCH site or another South Side location. Resource development was recommended to include pursuing potential options to create locally-sponsored health professional recruitment and retention incentives, establish a public process to support indigent health services, and explore external sources for funding.

Additional medical service disruptions came as the result of the closing of the John R. Maloney center, which was located just north of the Scioto Southland Area planning area on Parsons Avenue. The temporary Health Center is located in the Great Southern Shopping Center. A permanent location has yet to be identified.

Health facilities adjacent to the Scioto Southland Area include the Southwest Health Center on Stringtown Road, affiliated with Ohio Health, located about two miles away. Children's Hospital is located less than three miles to the north.

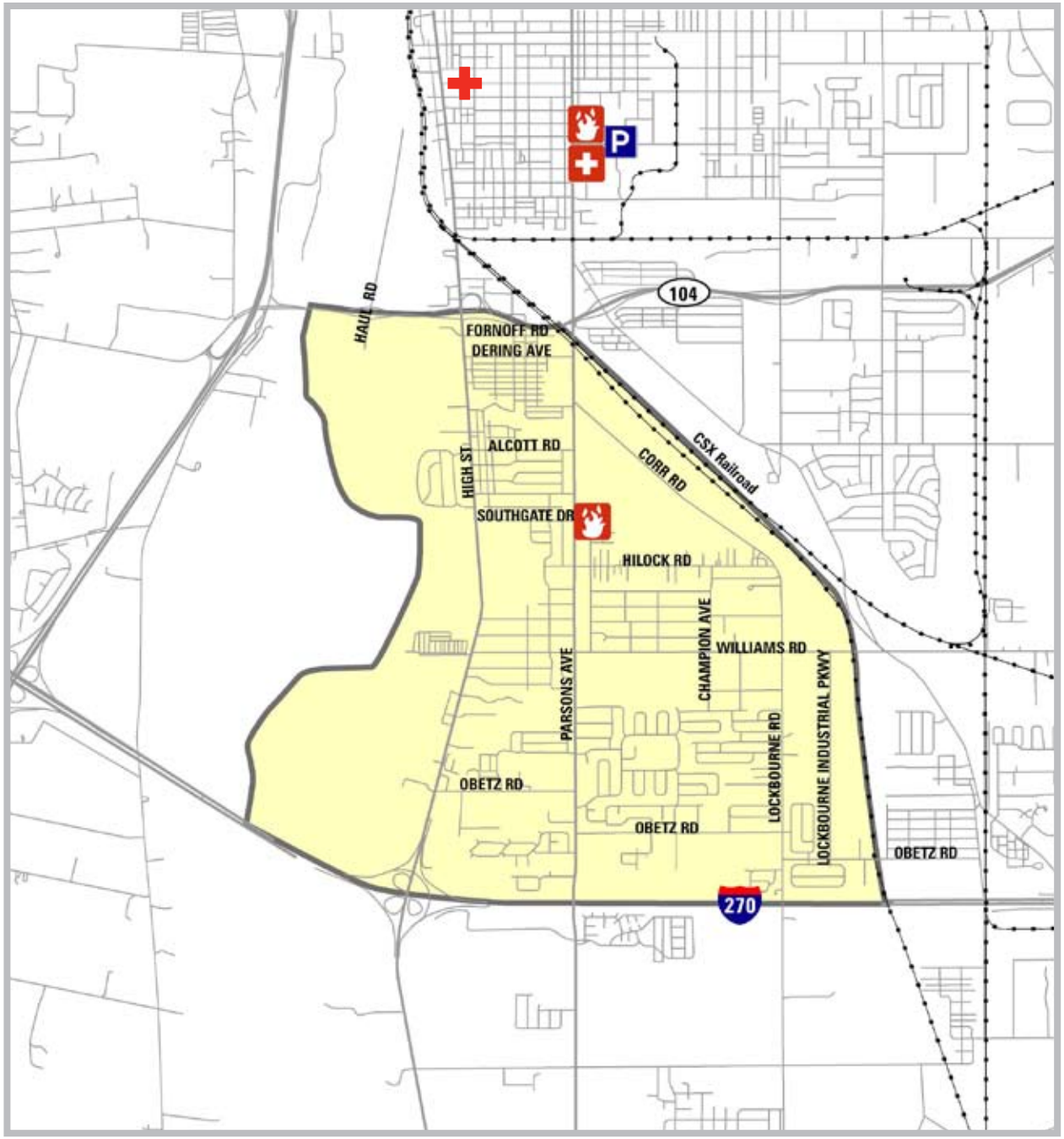
Municipal Facilities

The Columbus Division of Fire Training Academy and Administration Building of the Columbus Division of Fire are located on Parsons Avenue. In addition, Fire Station 22 is located on Parsons Avenue (Figure 23). The closest police sub-station is located just less than three miles to the north.

Figure 23

Police and Fire Services

- Police Substations
- Fire Stations
- Hospitals
- Neighborhood Health Centers
- Urgent Care Centers



Goal and Principles

The *Scioto Southland Area Plan* goal and supporting principles for Community Facilities is:

Full range of well-maintained recreation facilities and parks, schools, libraries, and other municipal facilities to ensure a high quality of life for residents.

Supporting Principles

- Neighborhood parks exist or are planned within one-half mile of all development.
- Parks and open space facilities are connected to neighborhoods with pedestrian and multi-purpose trails.
- Parks and open space are developed in conjunction with natural features such as streams, floodplains, ravines, woodlands, wetlands, and species habitats.
- Parkland is developed, maintained, and updated when needed.
- Schools and library are connected to neighborhoods with sidewalks or multi-purpose trails.

Stockbridge Park on Lockbourne Road

Community Facilities Plan

Recreation and Parks Facilities

The development of the park system in the Scioto Southland Area should focus on connectivity and access. In addition parkland development should focus on the Scioto River through the establishment of a greenway along the Scioto River through land acquisition and easements. The Survey of Values and Opportunities in the Scioto Southland Area taken during the planning process indicated that 100% of respondents feel that access to the Scioto River should be improved so area residents can enjoy and use this natural amenity. Pedestrian mobility is a recurring theme for the plan and recreation and park facilities should be incorporated into any plan focused on increasing connectivity.

The city of *Columbus Recreation and Parks Master Plan* recommends that neighborhood parks be located within one-half mile of all neighborhoods. These parks should encourage passive and active recreation and connect to the parks, trails, and open space previously described, particularly the Scioto River greenway. Neighborhood parks should be located in conjunction with other civic uses and facilities if possible. Efforts should also be made to ensure that neighborhood parks have pedestrian friendly zones within one-half mile, particularly at intersections. This will ensure that children and other residents can safely access the park on foot and bicycle.

The Recreation and Parks Commission has adopted the standard of 5.5 acres of parkland per 1,000 people. With a total of 70 acres of parkland, an addition of nine acres of parkland is needed to meet the standard for parkland. The northern portion of the planning area is the most in need of park space. It does not have an easily accessible park to provide programmed play for youth, including small children. The Land Use Plan recommends creating a park on vacant property located around Kian Run off Parsons Avenue.

Specific recreation center and park improvement recommendations are listed as follows:

Heer Park. One way to increase natural surveillance and at the same time provide access to the Scioto River is for Recreation and Parks to work with the adjacent property owners to the west to establish a multi-purpose trail to access the river. This additional amenity would increase the number of persons using the park. In addition, the construction of a boat ramp or dock for small crafts would give boaters an additional location to set-in to the Scioto River. Property for the boat ramp could be established with an easement on the state-owned land to the west. A directional sign should be posted at Williams Road and South High Street to increase the awareness of the park. The lighting configuration should be evaluated to ensure that it is adequate and properly maintained.

Indian Mound Recreation Center. Along with the planned sidewalk for Parsons Avenue (See Transportation Element), a sidewalk should be installed on Obetz Road to increase the pedestrian traffic so there is additional natural surveillance. On the grounds of the park, the grassy field should be developed into a softball diamond, soccer field, volleyball court, or a little league football field. In addition, a waterpark is recommended for the recreation center since there is no community pool in the vicinity.

Playground at Indian Mound Recreation Center

Scioto Trail Park. The Scioto Trail Park provides a tremendous opportunity for the Scioto Southland Area to establish access to the Scioto River. Access to the river should be explored through an easement on AEP's property to the west. Riverfront access will provide passive and active recreational opportunities. Recreational access should include a small boat dock for small water craft and a bridge to the west side of the river to connect to the planned Scioto Trail. Additional recommended park improvements include installation of benches and removal of the two deteriorated tennis courts to be replaced with another use.

Southern Pines Park. The working group recommends playground equipment to be installed in Southern Pines. Cedarwood Alternative just to the east has playground equipment; however during school hours the playground facilities are unavailable to small children and their families. Additional recommendations include installation of exercise stations and a water fountain for the walking trail.

Stockbridge Park. The plan recommends a walking trail around the perimeter of the park along with benches and drinking fountain.

Hamilton Heights Parkland. For Hamilton Heights the plan recommends constructing a multi-purpose trail through the easement to Radbourne Drive and constructing several parking spots along Vernon Drive for access and parking. For park features, the plan recommends benches, signage, playground equipment, picnic tables, ball fields, and a walking path around the perimeter of the park.

Oak Creek Nature Preserve. Heavily wooded and mostly designated as wetland, Oak Creek should remain in its relatively natural state. The working group recommends a walking path in the woods and possibly picnic tables. More active park activities should be developed elsewhere. Future parkland may be a possibility for the farmland property to the west when it develops.

Southgate Park. For the undeveloped Southgate Park, the plan recommends to develop a park entrance from the neighborhood through the easement on Breathitt Avenue. In addition the park should include playground equipment and benches.

Schools

Quality schools are important to the quality of life for Scioto Southland Area residents. A summary of existing school facilities in the Scioto Southland Area is provided in Table 5. The corresponding improvements identified in the Columbus Public Schools Facilities Plan are listed for each.

Table 5. Schools in the Scioto Southland Area

School Name	Location	Type	Future Plans According to Columbus Public Schools Facilities Plan
Parsons	3231 Lee Ellen Place	ES	None
Cedarwood Alternative	775 Bartfield Drive	ES	Emergency Egress Lighting
Stockbridge	3350 S. Champion Avenue	ES	Swing Space
Buckeye	2952 Parsons Avenue	MS	Emergency Egress Lighting, Roof, Fire Alarm, and add 14,868 square feet
Children's Academy	100 Obetz Road	K-2	NA
New Beginnings Assembly Of God	492 Williams Road	K-8	NA

The plan recommends capitalizing on the location of the Scioto Southland Area and available space to develop a satellite college campus. This would provide additional learning opportunities for residents in addition to drawing additional people to the planning area.

For pre-school children additional daycare has been identified as a need. The plan supports the establishment of new daycare facilities.

Library

Access to the South High Library is hampered by the lack of sidewalks along South High Street. The Transportation Element contains a recommendation to construct sidewalks along South High Street, connecting the library to the surrounding residential districts. In addition, future development in the library area should try to increase the connectivity to the library through new residential connections.

Major Health Care Facilities

Encourage development of major medical services center to fill gap in medical needs. Possible sites appropriate for a medical center include the land proposed for office uses across from the drive-in on South High Street and the property at the northwest corner of I-270 and South High which is recommended for regional commercial/office. Both of these sites are on the COTA bus line and the site at the intersection of I-270 and South High is adjacent to a freeway.

Municipal Facilities

The Scioto Southland Area is adequately served by police and fire facilities. Efforts should continue to provide opportunities to interact with police officers and firefighters. Continual communication with safety services will help to address any emerging issues in the planning area. Community engagement with police and fire will help to enhance the level of service.

Policies, Standards, and Strategies

Policy: Parks and open space are integrated into neighborhoods and accessible through multiple modes of transportation.

Standard: Parks and open space, including the Scioto River and Kian Run, should be connected to the surrounding neighborhoods through sidewalks or multi-purpose trails.

Strategies:

- Develop a connectivity plan for parks.
- Construct pedestrian and multi-purpose trails to existing parks that lack strong neighborhood connections.
- Acquire property or easements along the Scioto River to connect the Scioto Southland Area to the Scioto Trail and to connect to the multi-purpose trail from Grove City.
- When quarry activity has ceased acquire quarry land along Scioto River for a greenway. Partner with Columbus Metro Parks in greenway endeavor.

Policy: Maintain and improve Scioto Southland Area parks.

Standard: Parks should be developed with recreational programming to meet the planning area's needs.

Strategies:

- **Indian Mound Recreation Center:** install sidewalk on Obetz Road, develop grassy field into softball diamond, soccer field, volleyball courts, or a little league football field, and create a waterpark.
- **Heer Park:** establish a multi-purpose trail to access river, construct boat ramp, post directional sign at High Street, evaluate adequacy of lighting, improve landscaping, and add trees to picnic area.
- **Scioto Trail Park:** obtain easement to AEP property for access to the Scioto River, construct boat dock, construct bridge to west side of the river to connect to future multi-purpose trail, remove two defunct tennis courts and replace with another use, and install benches. Permanently acquire or maintain a long-term lease on the Scioto Trail Park and develop access to the Scioto River for enjoyment and recreation.
- **Southern Pines:** install playground equipment installation of exercise stations and a water fountain for the walking trail.
- **Stockbridge Park:** The plan recommends a walking trail around the perimeter of the park along with benches and drinking fountain.
- **Hamilton Heights Parkland:** construct a multi-purpose trail to Radbourne Drive, construct several parking spots along Vernon Drive, and install benches, signage, playground equipment, picnic tables, ball fields, and a walking path.
- **Oak Creek Nature Preserve:** construct walking path in the woods and possibly picnic tables.
- **Southgate Park:** develop park entrance to Breathitt Avenue, and install playground equipment and benches.

Policy: Expand medical services in the Scioto Southland Area.
Standard: Medical services should be available within the Scioto Southland Area consistent with local and national guidelines and accessible by public transit.
Strategy: Encourage development of major medical services center to fill gap in medical needs.

Policy: Expand educational opportunities in the Scioto Southland Area.
Standard: High quality schools for all age levels in the Scioto Southland Area.
Strategy: Support the creation of higher education opportunities with a satellite college campus.

ECONOMIC DEVELOPMENT

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Element 7

Economic Development

Existing Conditions

Economic Base

The Scioto Southland Area is home to a mix of manufacturing and industrial jobs, a substantial amount of retail employment, and a large corporate headquarters along with small office buildings throughout the planning area (See Figure 24). Industrial development is focused on sites located in the vicinity of the CSX Railroad, Dering Avenue, and Lockbourne Road. The South High Street corridor is zoned almost entirely for commercial uses.

Table 6. Economic Development Related Zoning and Existing Land Use

	Existing Zoning	Existing Land Use
Commercial	464	525
Manufacturing/Industrial	1,211	784
Totals	**1,675**	**1,309**

A summary of the economic development related use data is provided in Table 6 and illustrated in Figures 24 and 25. Of the approximately 4,100 acres in the Scioto Southland Area, there is currently a total of over 1,600 acres of land that is zoned for either commercial or manufacturing/industrial uses, with over 1,300 acres of that land currently developed as such. As indicated, the majority of the economic development related zoning and existing land uses are located east of South High Street, in the northern portion of the planning area, and along the CSX rail corridor.

According to the Harris Selectory there are over 19 different employment categories representing just under $2 billion dollars in sales in the Scioto Southland Area (Table 7).

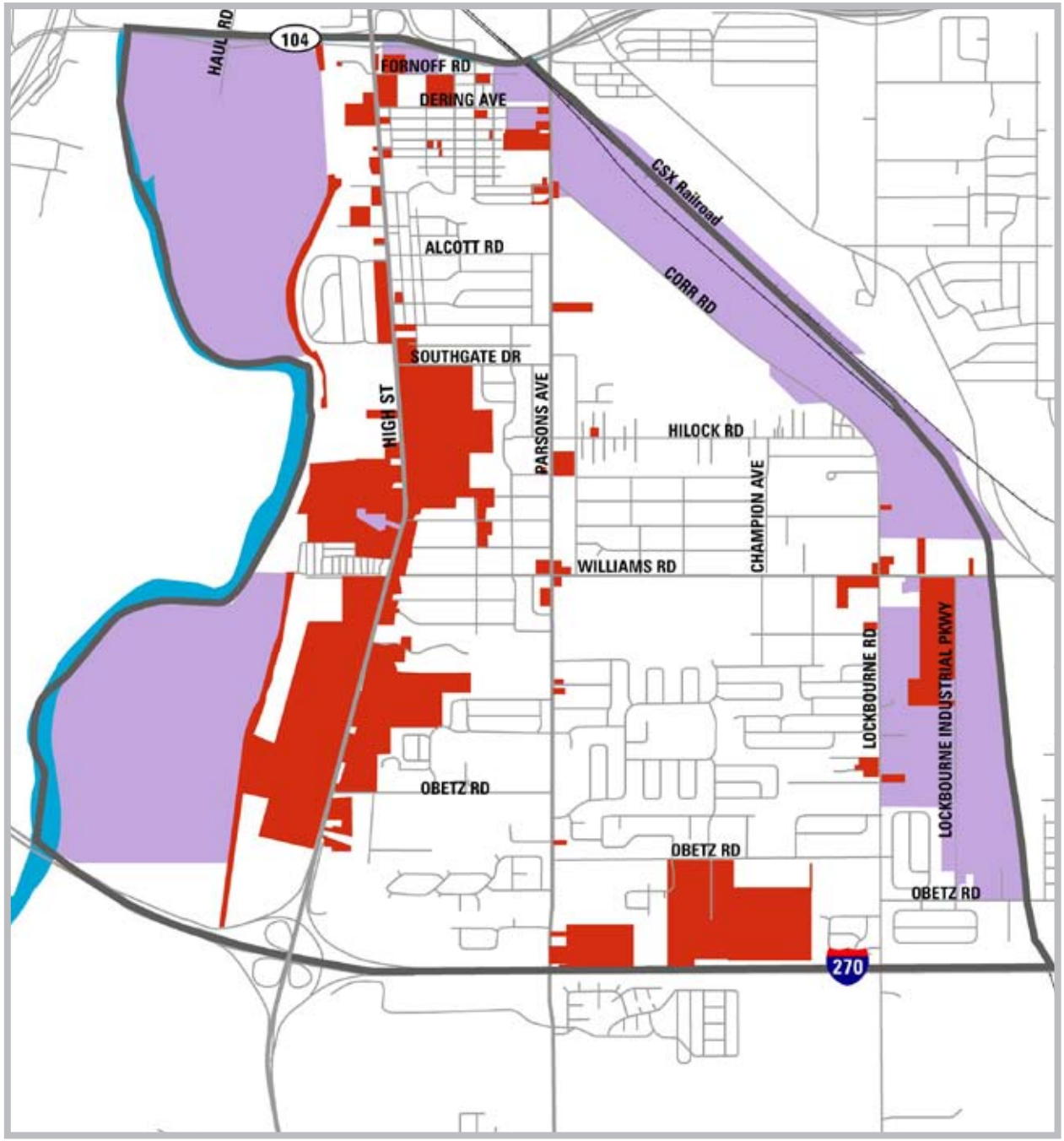


Figure 24

Economic Development Related Land Uses

Existing Land Use - Commercial

Existing Land Use - Industrial

Figure 25

Economic Development Related Zoning

Existing Zoning - Commercial

Existing Zoning - Industrial

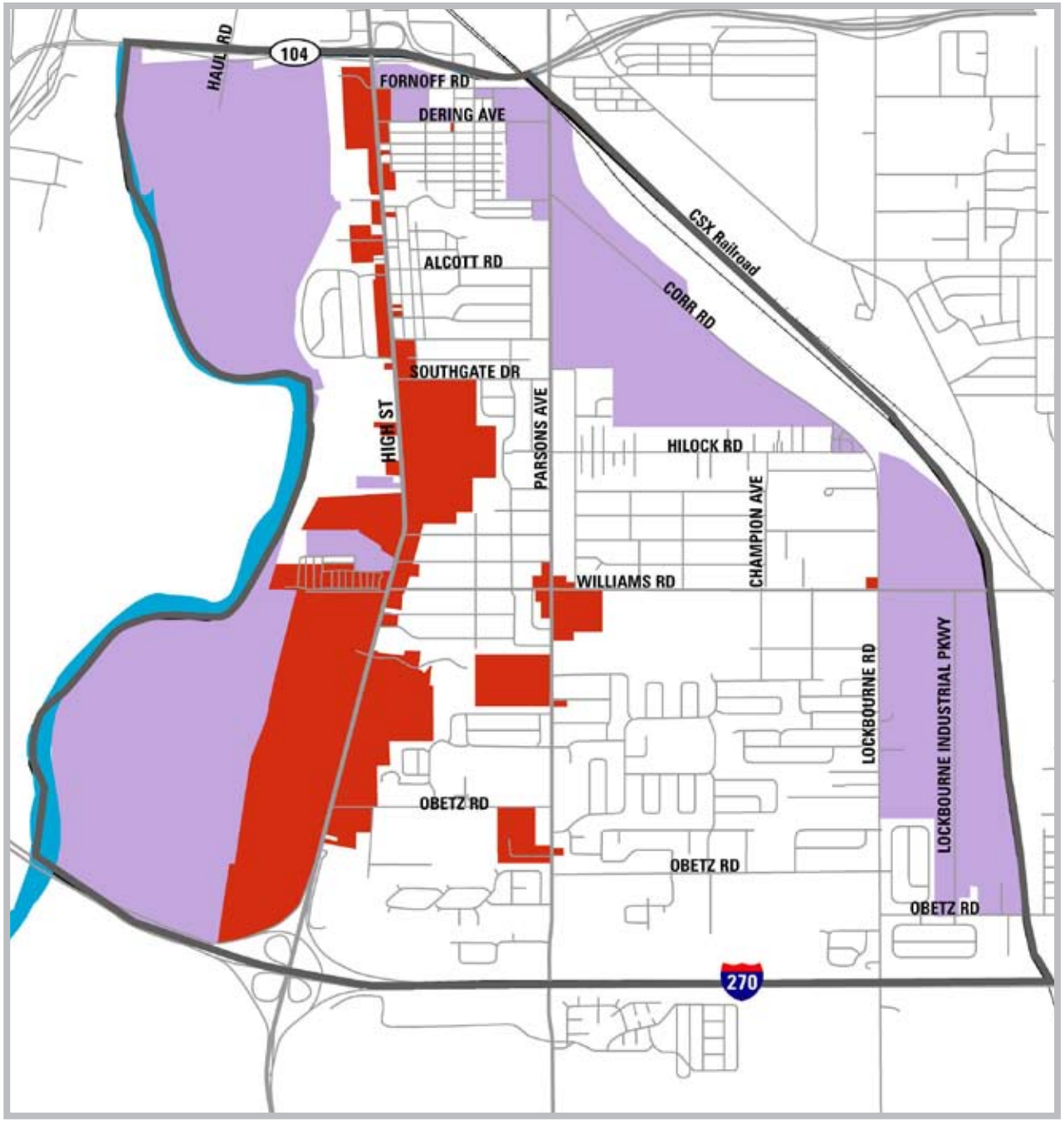


Table 7. Employers in the Scioto Southland Area

	Number of Employees	Total Sales
Transportation/Warehouse	695	$87,134,507
Retail Trade (Auto/Furniture/Food/Gas)	615	$97,285,170
Accommodation/Food	523	$1,590,633,369
Retail Trade (General Merchandise)	437	$53,915,349
Educational	414	$8,300,000
Manufacturing (Paper/Printing)	259	$39,475,000
Construction	142	$11,040,000
Public Administration	132	-
Health Care/Social Assistance	118	$2,480,000
Other Services	68	$5,480,000
Administrative/Waste Management/Remedial	65	$2,400,000
Manufacturing (Metal)	54	$8,746,080
Wholesale Trade	51	$18,132,107
Finance/Insurance	45	$23,725,971
Professional/Science/Technology	35	$2,914,205
Art/Entertainment	30	$1,000,000
Manufacturing (Food/Textile)	12	$1,568,340
Utilities	10	$14,115,270
Real Estate/Rent/Lease	10	$4,191,640
Total	**3,715**	**$1,972,537,008**

Industrial Development

The Scioto Southland Area is home to several manufacturers, warehouses, and distribution facilities. Manufacturing activity tends to be for light uses, with heavier manufacturing activities located to the north and east of the planning area.

Office Development

The Scioto Southland Area is more heavily oriented to retail than office uses. The highest concentration of office jobs is located at the Bob Evans Corporate Headquarters with 325 employees. Additional smaller offices are located along South High Street and Parsons Avenue.

Retail & Entertainment Development

The Scioto Southland Area is a community and regional retail center for the southern portion of Columbus and the surrounding region. It is home to large format, discount, and automotive retailers. Entertainment options are limited to national chain restaurants, a drive-in movie theatre, and a bowling alley. A movie theatre, located in the now defunct Southland Mall, has closed. Other smaller retail options are located along Parsons Avenue and Lockbourne Road. The Scioto Southland Area has a high proportion of discount retailers. In addition to discount retailers, the Scioto Southland Area is heavily oriented toward automotive businesses including used cars sales.

Overall the retail climate for the Scioto Southland Area is fairly strong. At the time of the plan, only the Great Southern Shopping Center is experiencing a high number of vacancies (16 vacant storefronts). All but one of these storefronts are located in the southwest corner of the shopping center which suffers from poor visibility and access.

Goal and Principles

The *Scioto Southland Area Plan* goal and supporting principles for Economic Development is:

A diverse economic base that is sustainable, contributes to the community, meets local and regional demand, and provide residents a place to work, shop, and live.

Supporting Principles

- A full range of employment opportunities will be available in the Scioto Southland Area.
- Office, light-industrial, and retail uses will be developed at the locations and consistent with standards identified in the Urban Design and Land Use Plan Elements.
- Additional industrial or manufacturing development will take place once improvements have been made to the road network infrastructure.
- Road improvements will be made that facilitate economic development consistent with the Land Use Plan.

Economic Development Plan

The Economic Development Plan aims to build upon the existing job and retail centers and strengths of the Scioto Southland Area to expand the employment base. A strong economic climate is essential for a high quality of life in the Scioto Southland Area. The primary means for accomplishing this goal will be by directing job and retail growth to the centers identified in the Land Use Plan and by ensuring that the job centers, retail, and other commercial uses follow the standards and design guidelines recommended in the Urban Design Plan.

These plans and recommendations will provide order to the expected growth in the Scioto Southland Area, enhance the quality of life for existing residents, and concurrently increase the appeal of the neighborhood for future area employers and employees. This strategy is consistent with the current train of thought throughout the country that cities (and in the Scioto Southland Area's case, a community) must offer a high quality of life in order to enhance its appeal for potential employers and employees, who in turn enhance the quality of life of the neighborhood by bringing it continued life, including buying power.

Specific examples of quality of life issues desired by all, including future employers/employees, include a community with a "core", the ability to walk places (pedestrian friendly), quality schools, natural areas, quality retail services, etc. These are the goals and direction of the Scioto Southland Area Land Use and Urban Design plans. The Scioto Southland Area already has significant job centers (Figure 26), proximity to highways and downtown, and a stable residential base. Issues to address include enhanced connectivity for autos and people, pedestrian infrastructure such as sidewalks and multi-purpose trails, parks and natural resource preservation. Continued economic development will certainly occur in the Scioto Southland Area. The challenge is to implement plan recommendations to ensure the existing and future residents capture the benefits that come with this economic development.

The Scioto Southland Area Land Use Plan identifies areas that would be appropriate for future uses that will generate economic development, including Rickenbacker Airport related uses, community based commercial, and office, and light industrial uses. The quantities and locations of these uses are given/illustrated in Table 8 and Figure 27. These locations include only the land uses that are currently vacant. Several other sites were identified as redevelopment sites in the Land Use Element.

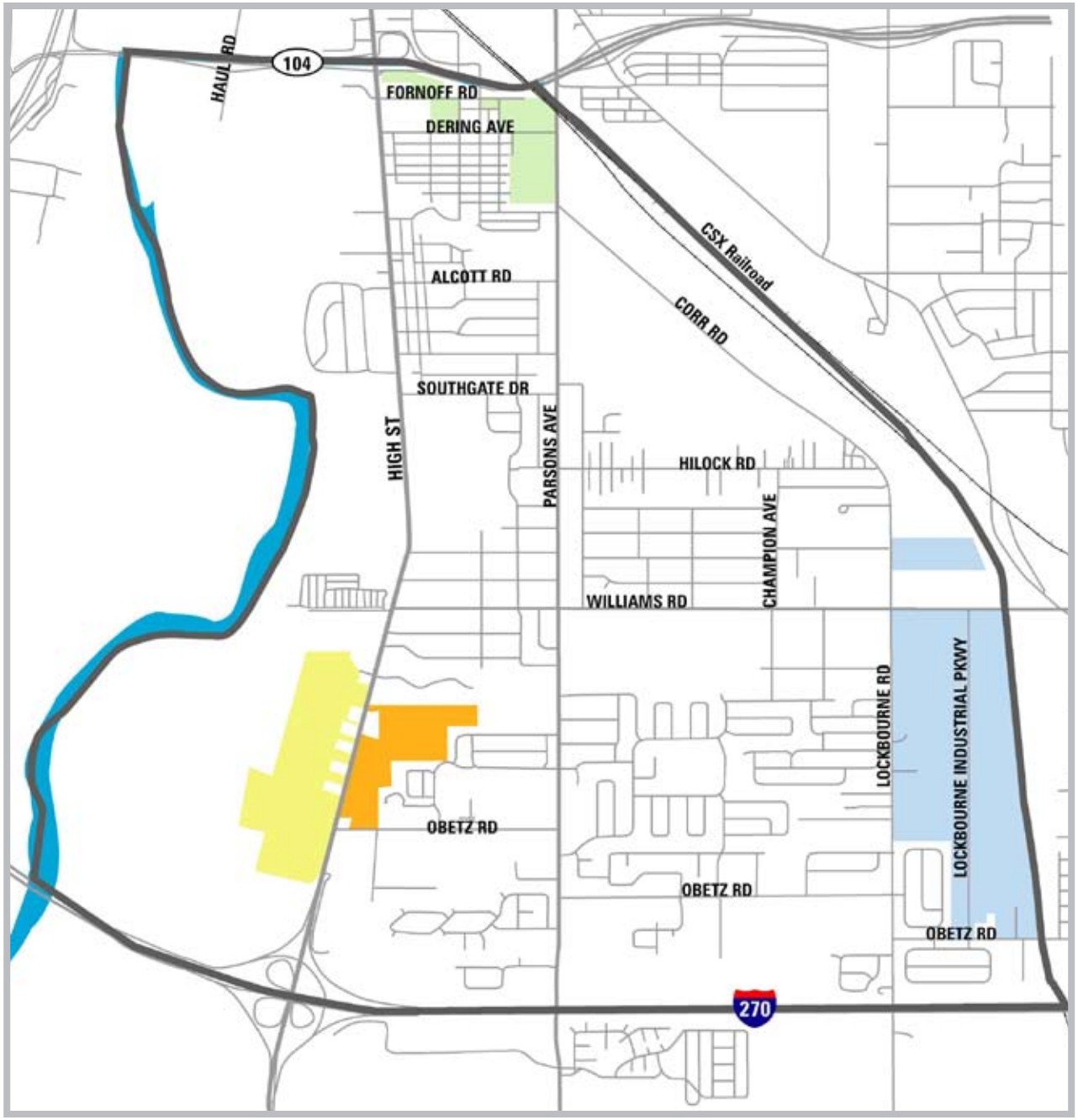
Table 8. Economic Development Related Land Uses Recommended in the Scioto Southland Area Land Use Plan.

Recommended Land Use for Undeveloped Land	Acreage
Community Commercial	5.4
Mixed-Use Regional Commercial	63.4
Light Manufacturing-Industrial	137.8
Total	**206.6**

Bob Evans corporate offices

Figure 26
Job Centers

- Lockbourne Road
- Dering Avenue
- Bob Evans Corporation Campus
- Great Southern Shopping Center



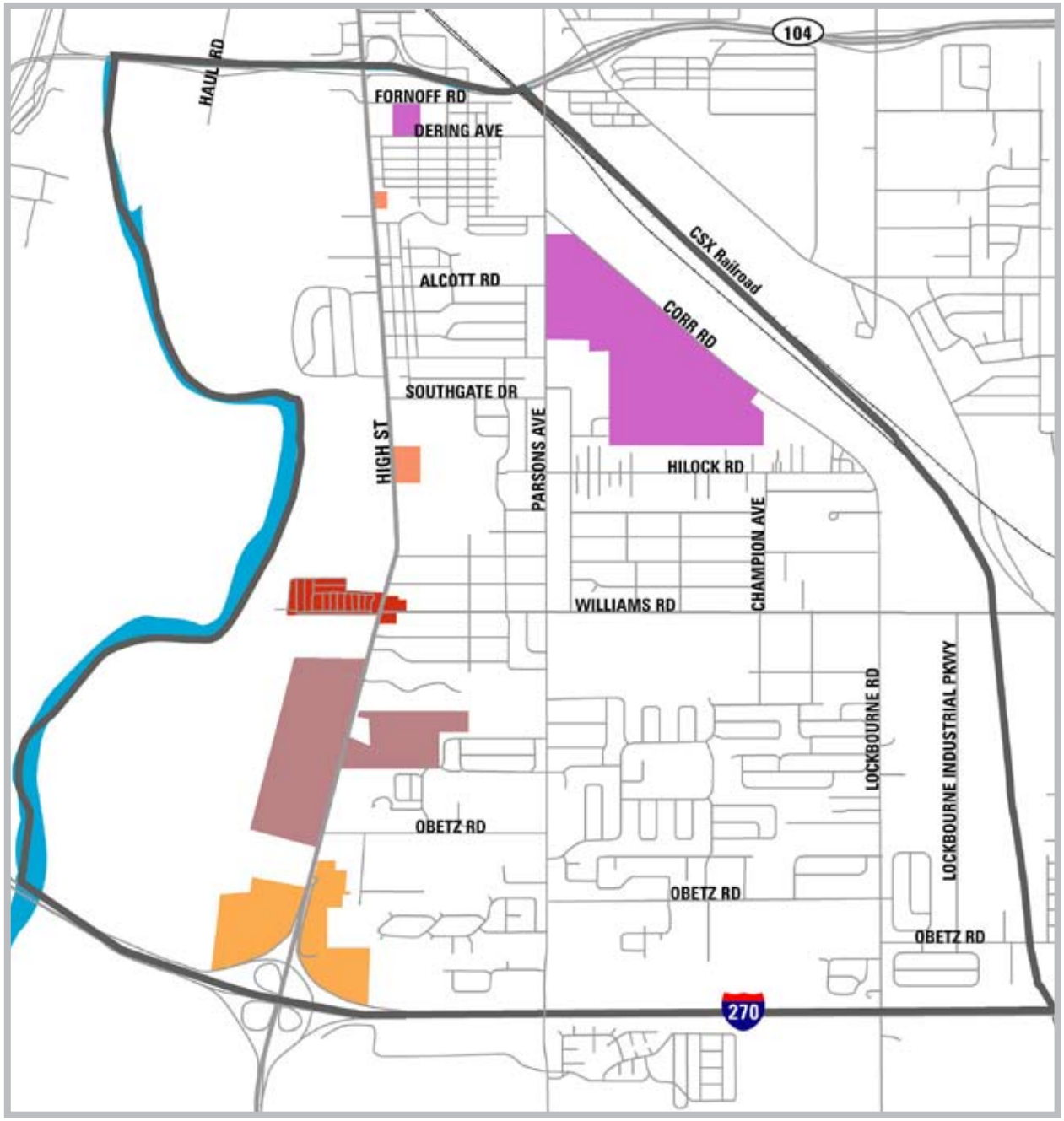


Figure 27
Land Use Recommendations
Related to Economic Development

Development Recommendations

- Community Commercial
- Mixed-Use Regional Commercial
- Light Manufacturing-Industrial

Redevelopment Recommendations

- Mixed-Use Regional Commercial
- Mixed-Use Community Commercial

Economic Forecast

Determining the economic potential of the undeveloped land in Table 8 will help determine the economic potential in the Scioto Southland Area. Based on the amount of undeveloped commercial and manufacturing/industrial land, payroll and tax revenue can be forecasted (Table 9). For the analysis, the land uses are further broken down in to Retail, Accommodations, Food Services, Light Manufacturing-Industrial, and Office. Based on the economic development recommendations in the Land Use Plan for vacant property, the area has the potential to generate over $2.2 million in annual income tax. This represents a potential payroll of over $113 million in salaries to be added to the planning area.

Table 9. Annual Income Tax Forecast (Potential based on currently vacant/unidentified land)

Development	Yield (square feet)	Job Variables (square feet/ employee)	Job Forecast	Income Factor	Payroll Forecast	Columbus Annual Income Tax Forecast (2%)
Commercial:						
Retail (50%)	177,520	400	444	$28,039	$12,443,708	$248,874
Accommodations (25%)	88,760	1,200	74	$14,393	$1,064,602	$21,292
Food Services (25%)	88,760	200	444	$14,393	$6,387,613	$127,752
Light Manufacturing-Industrial	1,873,577	1,150	1,629	$43,184	$70,355,253	$1,407,105
Office	152,160	300	507	$45,547	$23,101,438	$462,029
Totals	**2,380,777**	**-**	**3,098**	**-**	**$113,352,615**	**$2,267,052**

Mixed-Use Development

While identifying land use recommendations for vacant parcels, the Land Use Plan also provides recommendations for the existing retail centers on the South High Street corridor. Specifically the plan is recommending efficient land use and investment in established developments on the South High Street corridor by including mixed-uses. Mixed-use would provide several strategic economic development advantages including (Figure 27):

- Ability to spread market risk: Entire project does not hinge on the market demand for one single use.
- Opportunity to create long-term value: Asset will have likelihood of appreciating in long term as activities from different uses reinforce one another and rents reflect higher pedestrian traffic and improved pedestrian amenities.
- Use of existing infrastructure: These infill sites have existing utilities and roadway access.

Economic Incentives

In addition to the incentive offered citywide, the Scioto Southland Area is eligible for the following economic development incentive programs.

Enterprise Zone

The Scioto Southland Area is situated in the Central Enterprise Zone which provides financial incentives for investment in the planning area. In an Enterprise Zone (EZ) property owners can receive tax incentives for investing in real property improvements. The purpose of an EZ is to encourage revitalization of existing commercial real property and the development of new commercial structures. Participants in the program are eligible for up to 75% real property tax exemption for up to 10 years based upon level of investment in commercial real property, certain personal property, and job creation.

Proposed Rickenbacker CRA District

A Community Reinvestment Area (CRA) has been proposed for the area surrounding the airport. This CRA includes a portion of the Scioto Southland Area, south of Williams Road (Figure 28). The proposed CRA District will offer tax exemptions to attract new construction of commercial and industrial facilities. The exemptions may be up to one 100% and for up to 15 years for buildings in the project area which meet the minimum level of Leadership in Energy and Environmental Design (LEED) certification.

Urban Infrastructure Recovery Fund (UIRF)

The Scioto Southland Area is not currently included in the Urban Infrastructure Recovery Fund (UIRF) program area. The UIRF is the city's funding program to assist older parts of the city with capital improvements including road and park improvements, street lighting upgrades, street trees, and neighborhood gateways. The program inclusion area includes only the portion of the city in the 1950s corporate boundary. The Scioto Southland Area began developing before the 1950s; however it was not annexed into Columbus until the late 1950s. Similar to the TriSouth Planning area to the east, the Scioto Southland Area would benefit greatly from the infrastructure funds, as it needs roadway improvements, street trees, and park improvements would highly impact the planning area which is underserved with recreation and park amenities.

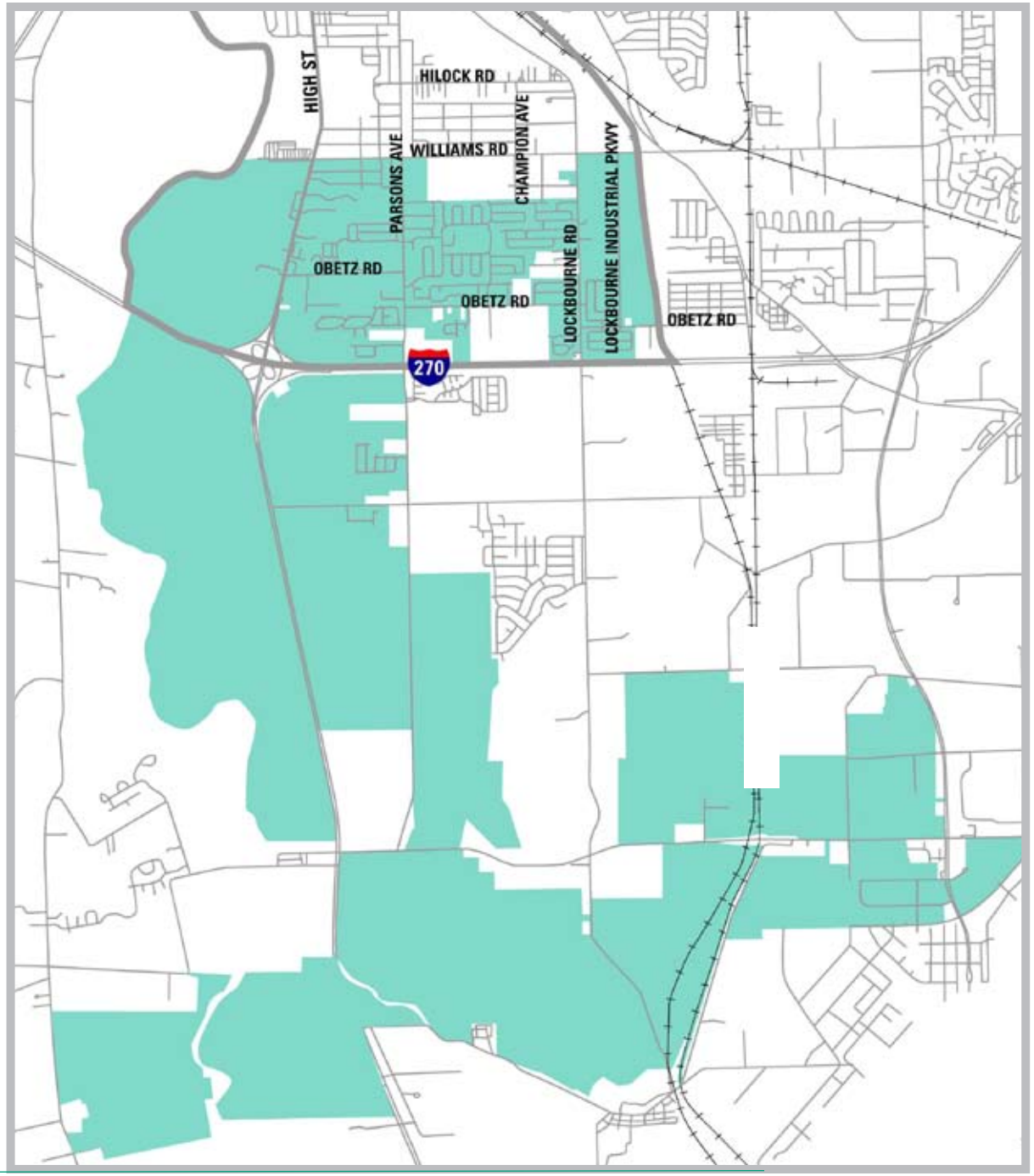
Figure 28

Proposed Community Reinvestment Area

Proposed Rickenbacker CRA (Columbus)

Roads

Railroads



Policies, Standards, and Strategies

Policy: Foster business growth and expansion in the Scioto Southland Area.

Standards:

- Progress toward build out of the economically related land uses recommended in the Land Use and Economic Development Plans.
- Formation of a Scioto Southland Area business association, as recommended.

Strategies:

- Re-establish a business association that looks into the feasibility of creating a Special Improvement District (SID) for portion(s) of the commercial districts.
- Expand professional and office employment
- Develop strategy to brand and market the Scioto Southland Area.
- Develop mid-level motel or hotel and increase range of retail store types.
- Rebuild Williams and Obetz Roads with development standards, as recommended in the Transportation and Urban Design elements of this plan.
- Provide incentives for job growth in the Scioto Southland Area that are consistent with the Land Use, Urban Design, and other elements from this plan.

Policy: Develop entertainment options and destination events for the Scioto Southland Area.

Standard: The development of new entertainment or destination events in the Scioto Southland Area.

Strategies:

- Develop entertainment options for teens and families.
- Hold family oriented activities, i.e. community gatherings, carnivals, and river events.
- Attract sit-down and bistro type restaurants.

Policy: Commercial businesses locate on viable and sustainable sites.

Standard: Future commercial uses are located in the appropriate locations to utilize existing commercial space and assist in developing strong commercial corridors or nodes.

Strategy: Develop future commercial uses consistent with the land use and urban design recommendations from this plan.

Policy: Manufacturing and industrial businesses locate on viable and sustainable sites.

Standard: Future manufacturing uses are located in the appropriate locations to utilize existing manufacturing and industrial space and assist in developing strong industrial corridors.

Strategies:

- Develop future industrial and manufacturing development consistent with the land use and manufacturing design recommendations from this plan.
- Industrial and manufacturing expansions incorporate appropriate design guidelines detailed in the Urban Design Element.

HOUSING

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Element 8

Housing

Existing Conditions

Housing Base

The housing composition of the Scioto Southland Area is predominantly single-family. Homeowners account for 79% of households in the Scioto Southland Area, compared to 49% for Columbus. Renters in the Scioto Southland Area account for 22% compared to Columbus at 51%.

The planning area's apartment complexes are generally clustered off South High Street between Highview Boulevard and Obetz Road in the southwest portion of the planning area as illustrated in Figure 29. The most recent apartment complex was built in 1996. The majority of the apartments date from the early 1980s. Beyond the large complexes, additional multifamily opportunities are limited. A small area of four-unit apartments, built in 1951, is located in the central portion of the planning area.

Affordable multifamily units for low to moderate-income families are provided by the Columbus Housing Network and the Columbus Metropolitan Housing Authority. The Columbus Housing Network provides an apartment complex for the physically disabled and another complex for families. The Columbus Metropolitan Authority's complex houses families. An additional multifamily complex is planned off Obetz Road. This development, Southpoint Place Apartments, is geared toward supportive housing for disabled and formerly homeless individuals and families. Three multifamily complexes designated for seniors are located in this same area of the Scioto Southland Area. There is a waiting list for the senior units and there is concern for the ability of residents to have the opportunity to age in place.

Single-family homes in the Scioto Southland Area were predominantly built before 1970. Year built data for the Scioto Southland Area is illustrated in Figure 30. The northern residential subdivisions developed first as growth spread to the south from the city core. Homes in this area date from the early 1900s. Homes built in the 1950s and 1960s compromise most of the central portion of the planning area. During these two decades of housing development, the ranch style prevailed, and it is the most common house style within the planning area. The southern portion of the area includes developed homes built throughout the 1990s, with development continuing today. Housing types built through the decades is illustrated in Figure 31.

Figure 29

Residential Development

Single Family Residential Development

Multifamily Residential Development

Source: Franklin County Auditor

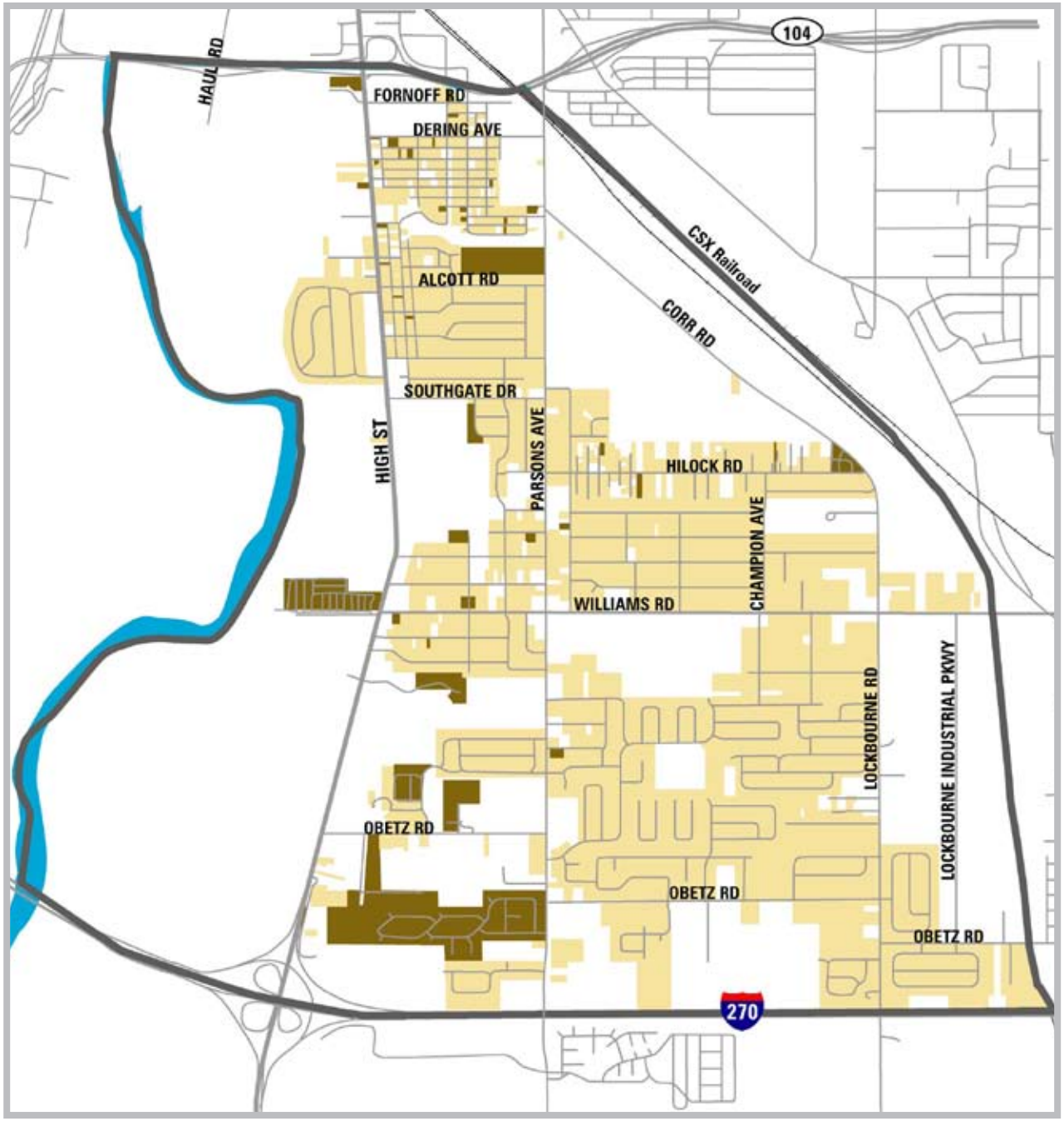


Figure 31
Housing Year Built

- Pre-1941
- 1942 - 1970
- 1971 - 1980
- 1981 - 2000
- 2001 - 2007

Source: Franklin County Auditor

Figure 30
Median Year of Home Construction

- Pre-1947
- 1948 - 1956
- 1957 - 1965
- 1966 - 1971
- 1972 - 1991

Source: 2000 US Census

1923

1940

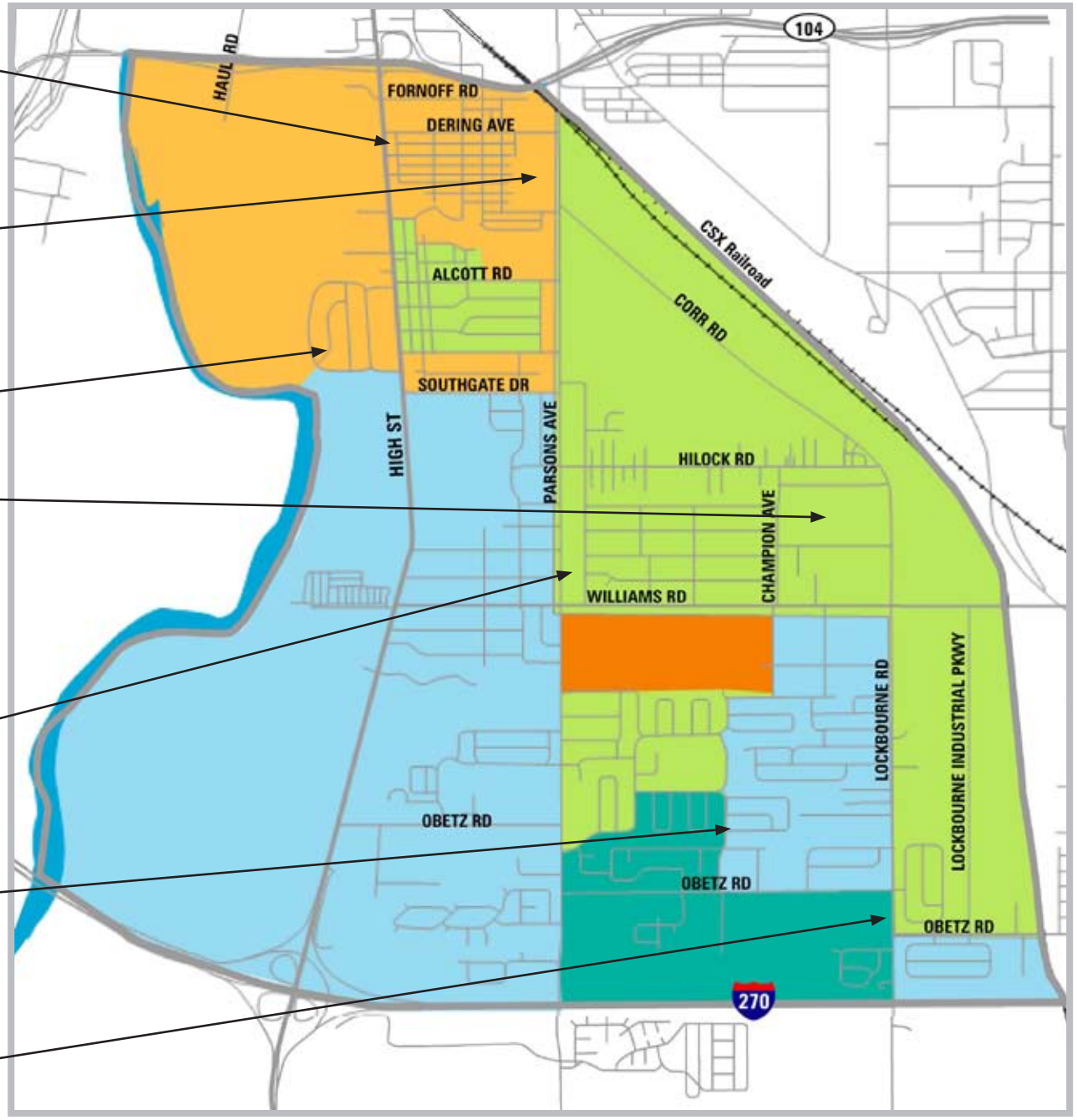
1959

1953

1961

1995

2001



Housing Market

Figure 32 illustrates the median home value by census tract for the Scioto Southland Area and surrounding areas. Home values in the Scioto Southland Area are comparable to homes in the surrounding region. Whereas, the neighborhoods to the north closer to downtown, including German Village, Merion Village, and Schumacher Place are roughly twice the median price. There is no existing move-up housing in the region that has demonstrated the market will bear a higher price point.

Figure 33 provides further detail on home values illustrating the appraised values of single-family housing in the Scioto Southland Area. The majority of homes in the central portion of the planning area are appraised at less than $100,000. The majority of the homes in the northern portion of the planning area appraised at less than $50,000. Homes with the highest appraised values are in the southern portion of the planning area in developments off of Parsons Avenue and Lockbourne Road (average values between $100,001 and $200,000).

Following trends throughout central Ohio, the housing market has slowed in the Scioto Southland Area. New subdivisions such as Ashton Point off Obetz Road have been slow to develop.

The housing tenure for the Scioto Southland Area tends to be stable with a low turnover rate. Figure 34 illustrates the percent of occupied housing units where the householder moved into the home prior to 1970 by block group. Overall the Scioto Southland Area and areas to the east have a lower housing turn over rate than areas to the north.

Housing Conditions

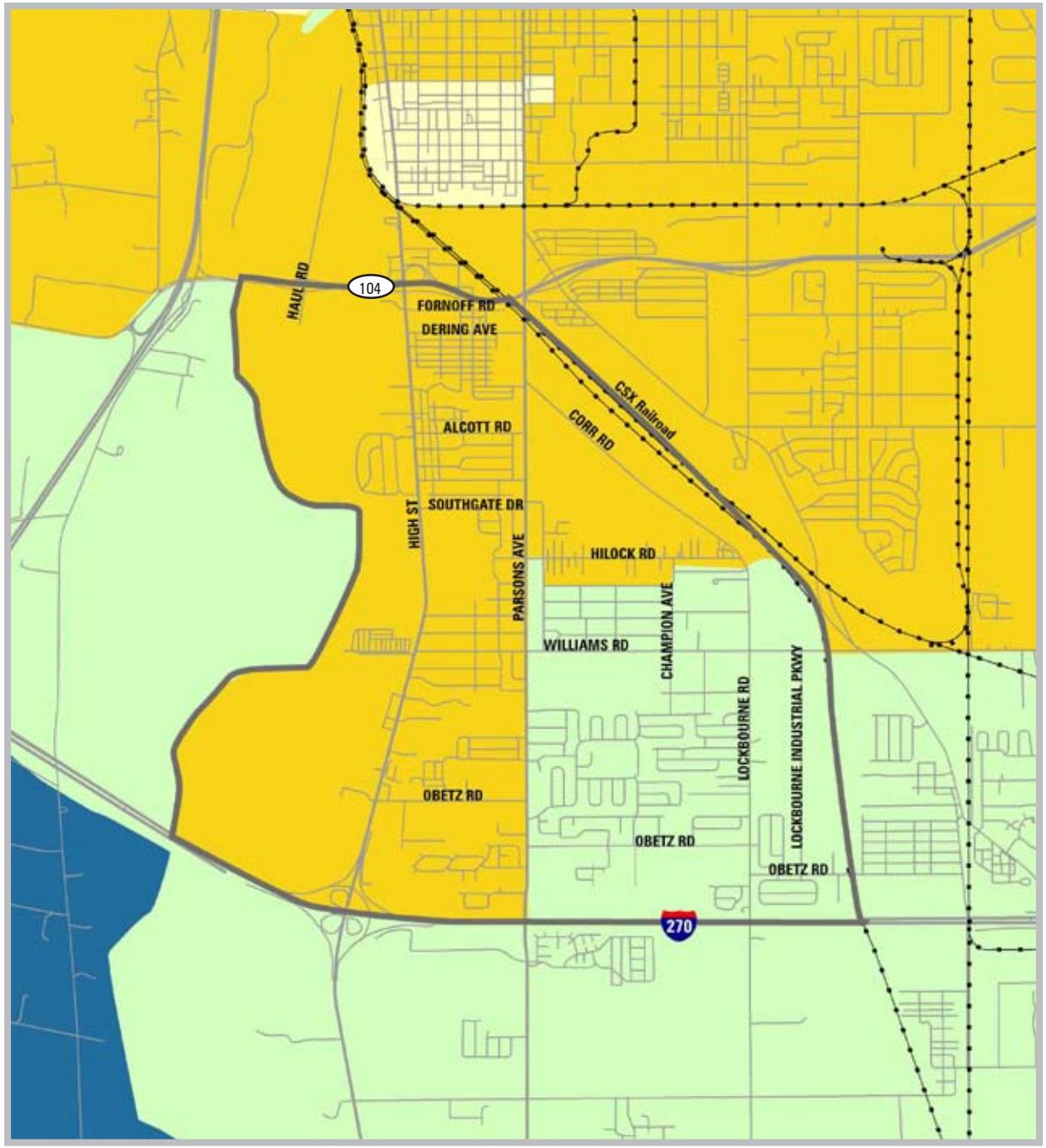
Overall the condition of the Scioto Southland Area housing stock is good. However there are housing units throughout the planning area that are in need of better maintenance and upkeep. The northern portion of the planning area, the oldest portion of the planning area, has the highest concentration of fair and poor housing units. Figure 35 illustrates the assessment of housing units that was taken in 2004 recording the housing conditions (source: Franklin County Auditor).

Figure 32

Median Home Value by Census Tract

- Less Than $60,000
- $60,001 - $85,000
- $85,001 - $150,000
- $150,001 - $250,000

Source: Franklin County Auditor



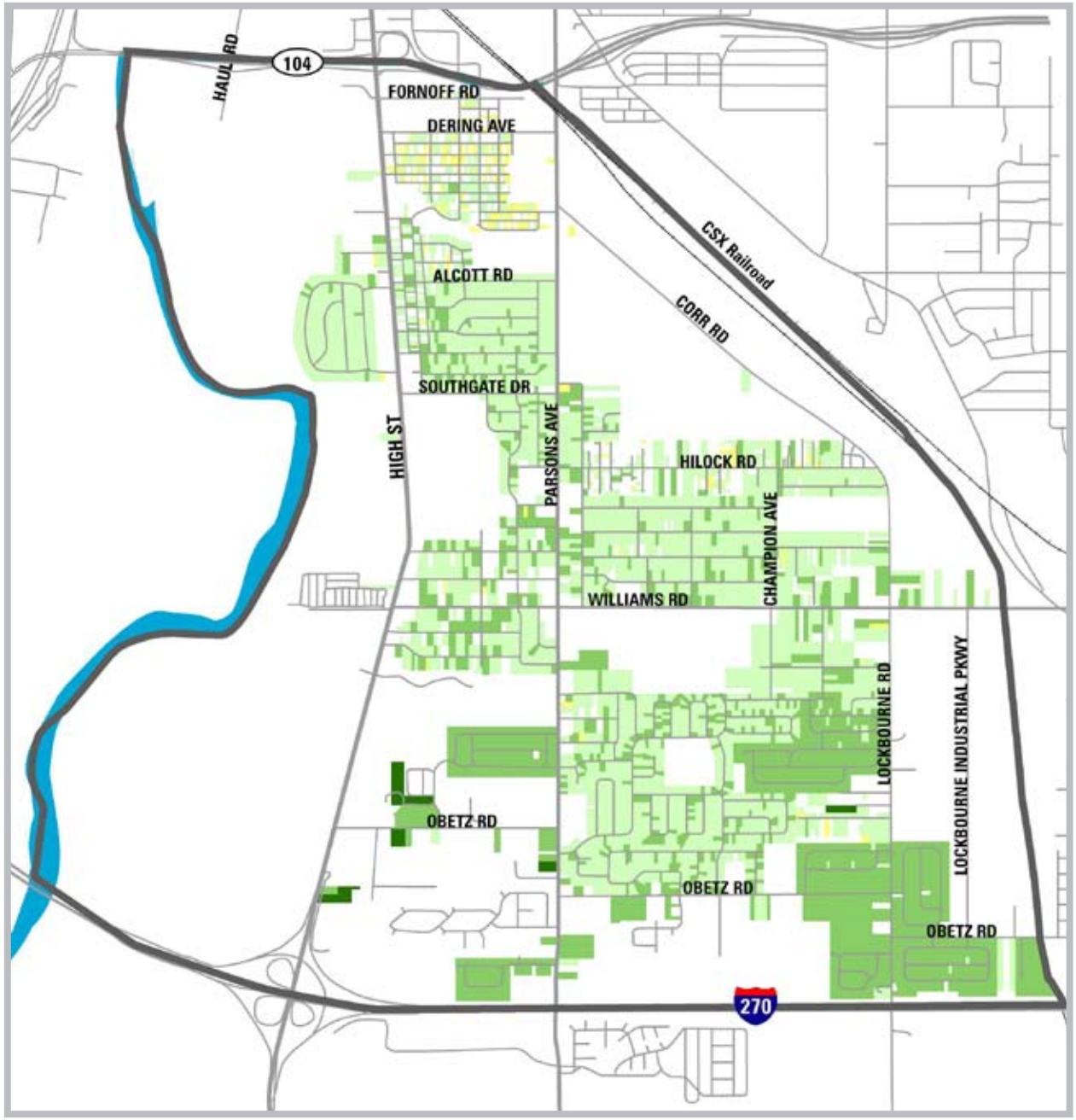


Figure 33

Appraised Value of Single Family Homes

Appraised Value

- $200 - $50,000
- $50,001 - $100,000
- $100,001 - $200,000
- $200,001 - $300,000

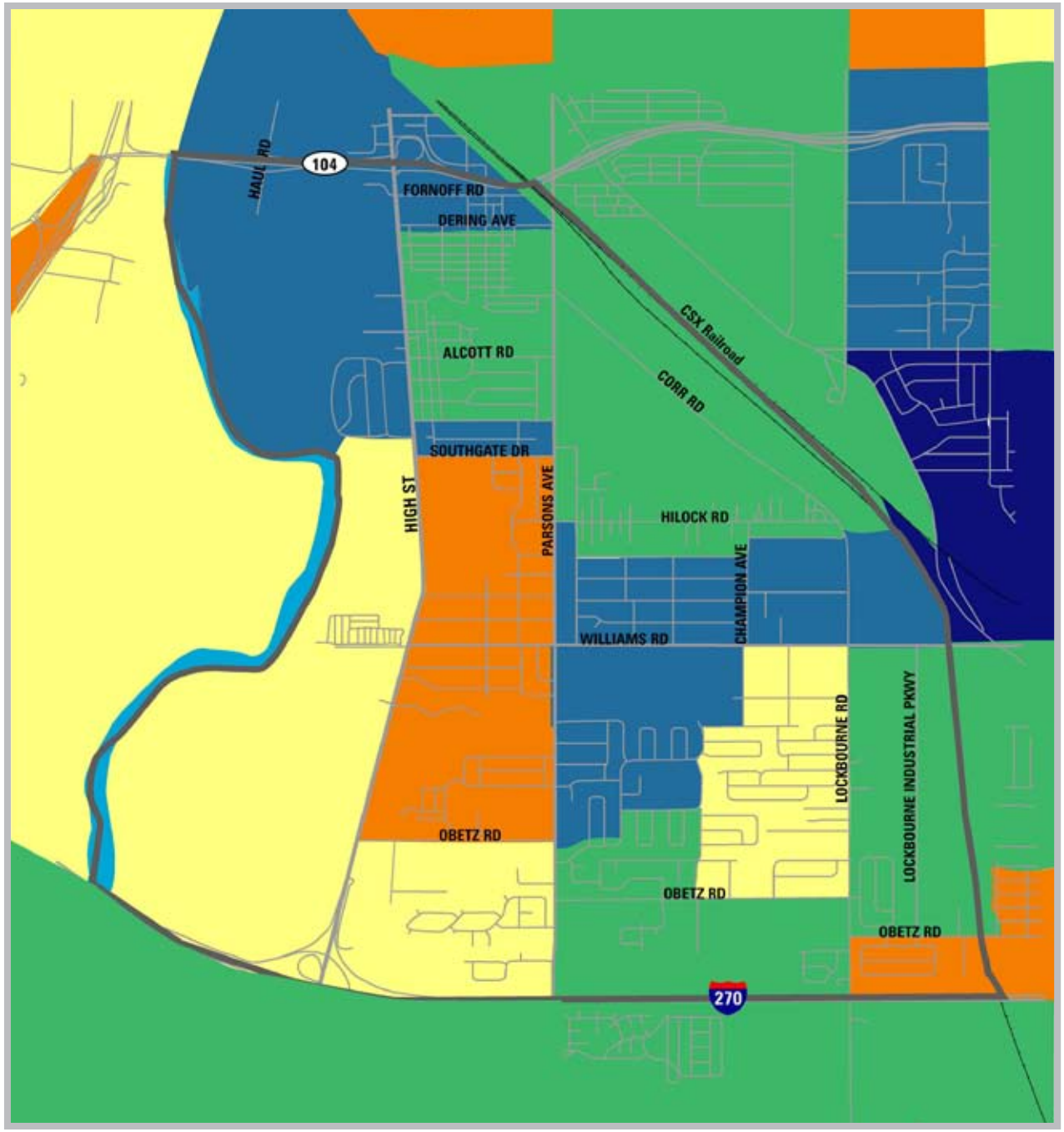
Source: Franklin County Auditor

Figure 34
Percent of Housing Units
Where the Homeowner Moved in Before 1970

Percent

- Less than 6%
- 6% - 14%
- 15% - 24%
- 25% - 35%
- 36% - 48%

Source: Franklin County Auditor



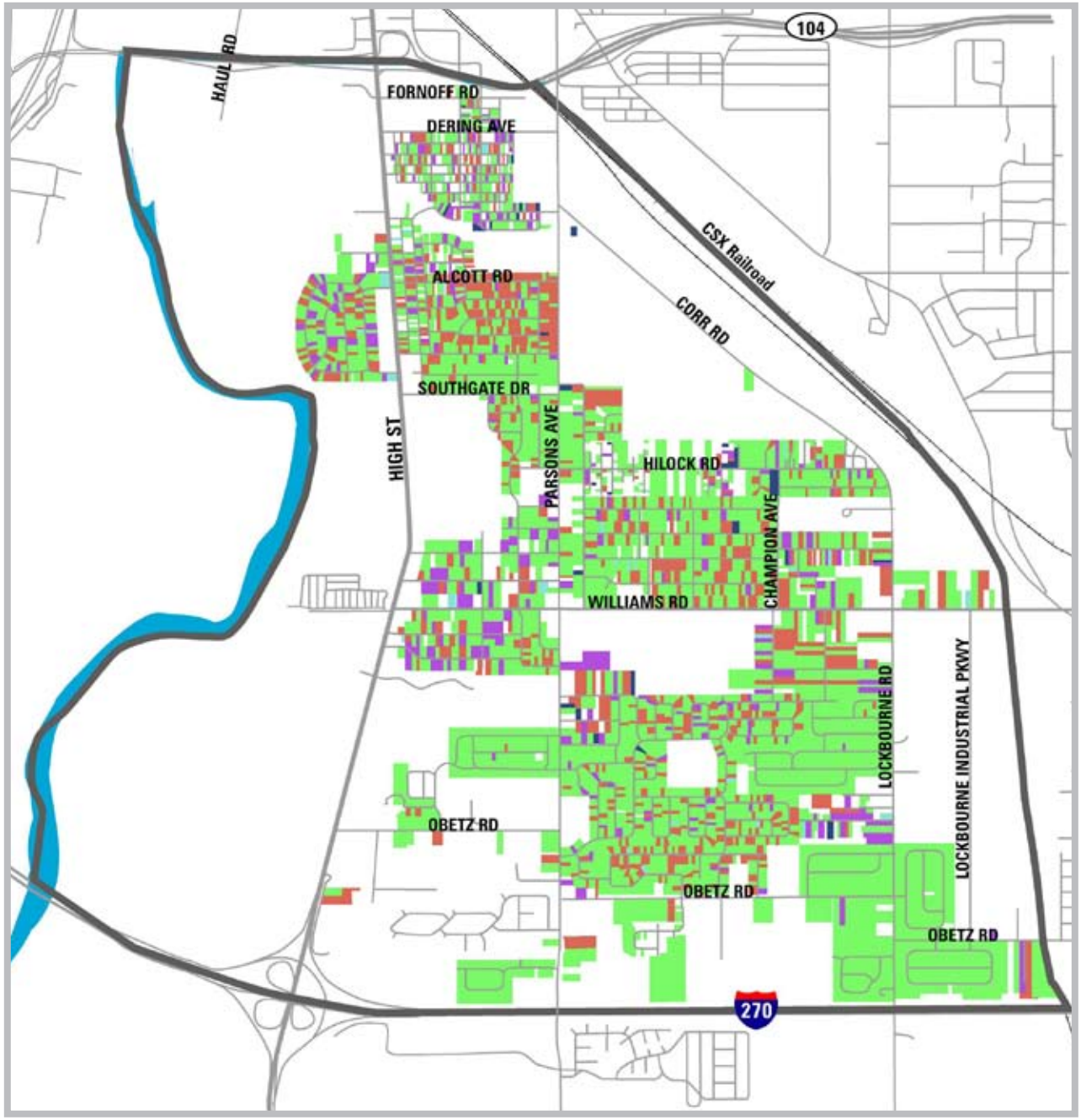


Figure 35
Housing Conditions

- Very Good
- Good
- Average
- Fair
- Poor

Source: Franklin County Auditor

Goal and Principles

The *Scioto Southland Area Plan* goal and supporting principles for Housing is:

A diverse housing stock that provides an opportunity for each segment of the market, providing a high quality product.

Supporting Principles

- The planning area should contain a mix of housing densities and types.
- New housing should have features that contribute to a healthy lifestyle, encourage social interaction, and sustain property values.
- Housing developments should connect to surrounding developments (residential and commercial) and to community facilities, i.e. parks, multi-purpose trails.
- Publicly subsidized housing should be dispersed throughout the planning area and integrated into developments.
- Infill single-family housing should be compatible with existing housing.

Housing Plan

The Housing Plan provides recommendations and guidelines that will contribute to sound housing for existing and future residents of the Scioto Southland Area and enhance the quality of life in the area. Housing goals will be achieved by implementing design guidelines and other recommendations described in the Urban Design element and below. These guidelines will ensure quality housing that encourages social interaction and contribute to a sense of place. Density recommendations will contribute to a logical urban form, supporting the plan's proposed retail and commercial areas.

Results from the Values and Opportunities Survey, indicate that 85% of participants felt that a broader range of housing stock in the Scioto Southland Area is needed, from entry-level to move-up housing. Developing a broader mix of housing options in the planning area will only happen over time. A potential avenue toward move-up housing may be found by using quality design that allows for an incremental increase in housing quality and value. The residential design recommendations below work to encourage a high quality housing stock with design elements that help create homes with lasting quality.

Policies, Standards, and Strategies

Policy: Residential development should utilize sound design in order to help raise the housing market.
Standards: New residential development should follow the following design standards to ensure that a quality housing stock is developed that will have lasting value and age well. (Additional site design standards are located in the Urban Design Element).

- Houses have windows on all elevations.
- Multifamily projects with 20 units plus have more than one building type and/or façade option.
- Homes should not back up to significant natural features or open space. Roads should front the open space or natural feature and thereby maintain views and access to the open space/natural feature.
- Garages should not be the dominant feature of any house. Optimally, garages should be located to the rear of the house. If the garage is located in the front of the house, it should be set back from the house façade and be less than one-half the width of the whole building façade (house plus garage).
- Housing should utilize natural materials or materials that replicate a natural finish, and include design details such as window and door trim, heavy rakeboard, corner board, etc. These details become particularly important if the housing does not utilize natural materials.
- Single-family and two-unit housing should include usable porches (at least six feet deep and twelve feet wide).
- Houses utilize Leadership in Energy and Environmental Design (green building) technologies.
- Historic homes and related outbuildings should be preserved and integrated into new development.
- Connectivity related recommendations from Transportation Element should be implemented to contribute to and ensure logical access between and within neighborhoods, particularly for pedestrians.
- Site plans should be submitted with other supporting materials that illustrate and commit to the residential design guidelines from this plan.

Strategy: Utilize the rezoning and variance process to ensure that new housing development implements the housing design standards.

Policy: New housing developments should offer a range of housing types and sizes. Emphasis should be placed on broadening the housing mix to include move-up housing.
Standard: New housing should be developed at a price point at or above the current median household value.
Strategies:

- Utilize the rezoning and variance process to ensure that new housing development implements the housing design standards
- Develop additional rental units (unsubsidized) including townhouse, garden apartments, and ground floor one-story apartments for senior citizens.

Policy: Provide a mix of housing densities in future development.

Standards:

- Higher density housing should be planned as part of a mixed-use neighborhood center, focused within or adjacent to existing commercial district or shopping center, located on a major arterial, or served by transit, as indicated in the Land Use Plan.
- Medium density housing serves as a transition between the neighborhood center/commercial district and nearby residential areas.
- Residential densities should lessen and transition to surrounding low-density residential uses.
- Some multifamily housing (doubles, triples, or quads) may be integrated within new market rate single-family developments.

Strategy: Utilize the rezoning and variance process to ensure that new housing development implements the housing design standards.

Policy: Disperse publicly subsidized housing throughout the planning area, making it undistinguishable from market rate housing.

Standards:

- Publicly subsidized housing should not be concentrated in one area.
- Quality housing techniques should be implemented using the residential design standards listed above.

Strategy: Utilize the rezoning and variance process to ensure that new housing development implements the housing design standards and avoids concentrating publicly subsidized units.

Policy: Strengthen existing housing stock through maintenance and upkeep.

Standards:

- Homeowners needing assistance should utilize city based assistance with home maintenance and repairs.
- Local agencies should take full advantage of available funding in support of housing rehabilitation for local residents.

Strategy: Utilize the Community Development Block Grant (CDBG) programs to fund home improvements.

Natural Resources and Open Space

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Element 9

Natural Resources and Open Space

Existing Conditions

The following details the existing condition of the natural resources and open space in the Scioto Southland Area.

Natural Resources Base

The majority of the Scioto Southland Area consists of farmland that has since transitioned to developed land starting mainly in the 1940s. Farmland still remains in the planning area along the Scioto River and within the Hamilton Township boundaries. As ideal land for farming, the topography is generally flat with few tree stands. Where clusters of trees remain they are found along property lines and along streams and the Scioto River.

The most prominent natural feature is the Scioto River, which defines the western boundary of the planning area. At more than 231 miles in length, the Scioto River is one of the largest rivers in the state. The portion of the Scioto River in the planning area is considered the Middle Scioto River. Agricultural practices along with urbanization continue to have severe impacts on the Scioto River and its tributaries. (http://www.sciotoriver.org/)

Scioto River

In the Scioto Southland Area, Scioto's riparian corridor is generally wooded and narrows at various locations. Outside of the wooded buffer strip, quarry land is generally found in addition to former farm fields. The Scioto River watershed is home to more species of fish and mussels than any other Ohio watershed. The watershed provides drinking water to over 20 cities, including Columbus. The most recent study assessing the Scioto River's health was conducted by the Ohio EPA in the summer and fall of 1996. The report entitled *Biological and Water Quality Study of the Middle Scioto River and Alum Creek: Franklin, Delaware, Morrow, and Pickaway Counties, Ohio* found partial attainment of existing aquatic life uses along the stretch of the Scioto in the Scioto Southland Area. Partial attainment means that one or more of the applicable indices fails to meet the biological criteria for healthy river ecology.

Though the section of the Scioto River in the planning area only meets partial attainment levels, the river has continued to improve over the years as a result of treatment process upgrades at the Jackson Pike and Columbus Southerly Wastewater Treatment Plants. Yet continued threats to the river's quality stem from the increase in impervious surfaces upstream (parking lots, highways, driveways, rooftops, etc.) which affect the river's peak flows as rainwater and snowmelt quickly move to the river with less chance of infiltration into the soil strata or uptake by plant roots. An increased frequency of high flows provides opportunity for erosion of banks, particularly those denuded of tree cover and thus contributes additional sediments to the river. (www.dnr.state.oh.us)

As a tributary of the Scioto River, Kian Run crosses the northern portion of the planning area. Kian Run primarily creates the southern boundary to the pre-World War II residential neighborhood in the northern portion. Kian's riparian corridor begins just west of Parsons Avenue where it emerges from a culvert. As Kian heads west, the riparian corridor narrows at locations encroached by residential development. At South High Street, Kian is conveyed through a culvert to the western side of South High Street. Kian Run is largely wooded from South High Street to the Scioto River.

Parkland and Protected Open Space

The Scioto Southland Area is home to eight parks of which two are undeveloped and sit as grassy fields and an additional park is largely an undeveloped wooded preserve. Several parcels throughout the planning area remain as major open space, some of which are farmed. None of these properties are currently protected to remain as open space.

Tree Cover

The Scioto Southland Area was largely farmed at one time, as such the presence of tree stands are rare (Figure 36). Most trees are located along property lines and along the Scioto River and its tributaries.

Floodplains, Slopes, and Wetlands

Several additional important natural features are present in the Scioto River (Figure 36). Floodplains are found along the Scioto River and Kian Run. Consequently the greatest slopes which range from 12-18% border the floodplains. A few potential wetlands are identified based on the Ohio Capability Analysis Program (OCAP) which has identified conditions that might indicate wetlands. These wetlands are generally located close to floodplains.

Goal and Principles

The *Scioto Southland Area Plan* goal and supporting principles for Natural Resources and Open Space is:

Natural resources and open space are preserved and integrated into the fabric of the community, making them an asset for the residents.

Supporting Principles

- The Scioto River will be integrated into the Scioto Southland Area, making it a recreational asset.
- Open space and tree stands will be preserved as properties develop, utilizing them as a buffer between different land uses.
- Existing lakes, ponds, streams, wetlands, and other environmentally sensitive areas, including on-site habitat for threatened or endangered species will be retained.
- Stream channel modifications will be minimized, especially those within the regulatory floodplain.
- Alternative methods to manage stormwater will be considered (bioswales, vegetated swales, native landscaping, naturalized detention and retention basins, minimizing imperious surfaces, and others).

Figure 36

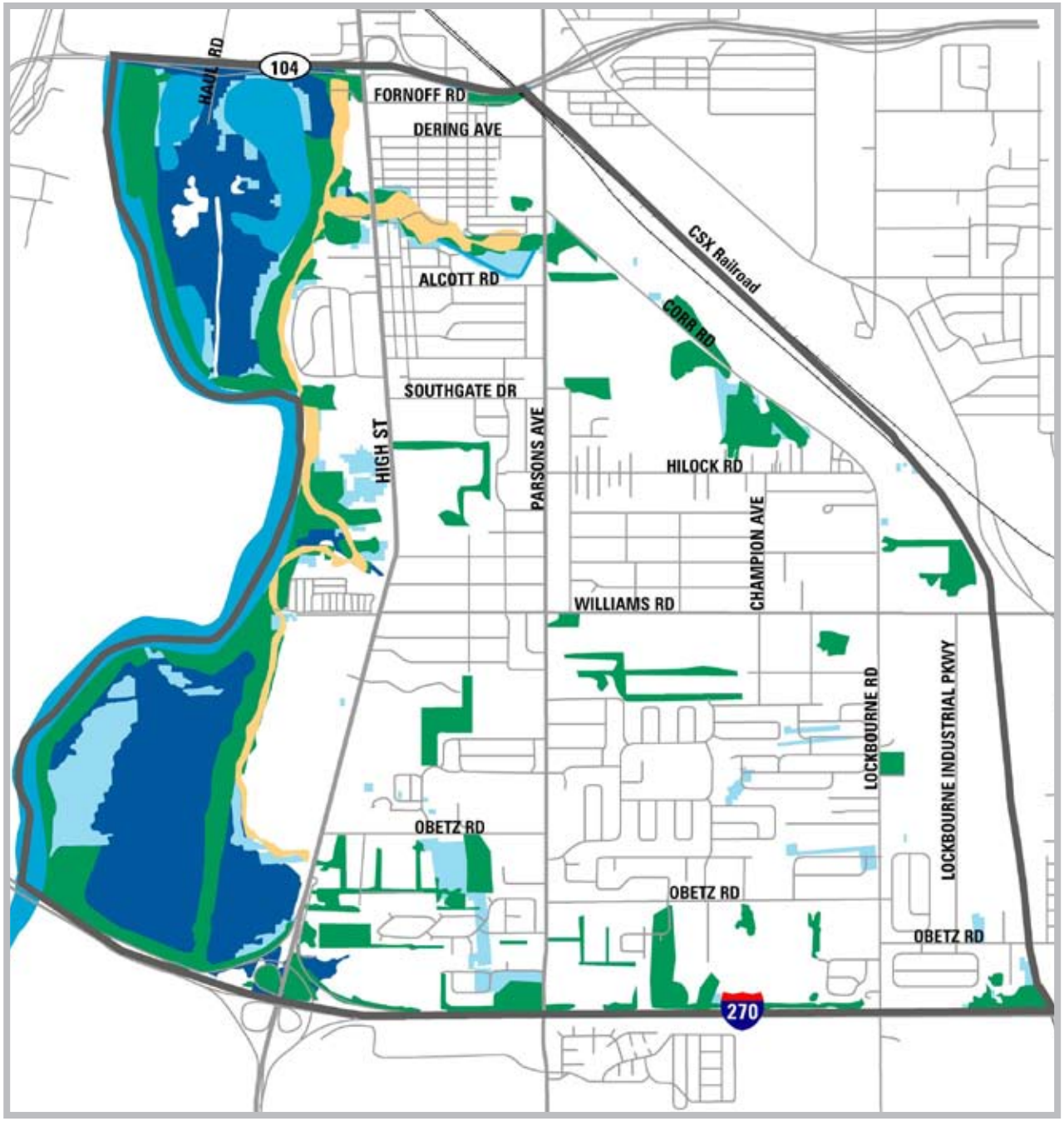
Existing Natural Resources

- River/Tributaries
- Potential Wetlands (Source: OCAP)*
- 12% to 18% Slopes
- Tree Cover (Source: Columbus Planning)**
- Flood Zones (Source: ODNR)

Notes:

* Ohio Capability Analysis Program

** Tree cover data was developed by the Columbus Planning Division based on 2002 aerial photo for Franklin County



Natural Resources and Open Space Plan

The Natural Resources and Open Space Plan strives to preserve the Scioto Southland Area's natural resources for an enhanced quality of life for residents as well as to protect the ecosystem in which the Scioto Southland Area resides. The prominence of the Scioto River and the impact land use decisions have on it demonstrates the importance of balancing development needs with best practices that maintain a healthy environment. Figure 37 illustrates how the existing network of open space and river and stream corridors can be strengthened to meet the goal of environmental conservation and the underserved recreation needs of the area. With a proactive plan, development can continue to occur that incorporates and helps to highlight the environmentally valuable areas of the Scioto Southland Area.

Scioto River

The Scioto River presents a great opportunity for enhancing the quality of life in the Scioto Southland Area. While conservation is widely practiced throughout the watershed, there remains a need to further efforts in the Scioto River Watershed to meet water quality, soil erosion, wildlife habitat, and biodiversity goals. A protective buffer along the river corridor and its tributary, Kian Run, should be established.

Despite its prominence, the Scioto River has been largely ignored. The waterway and floodplain offer the potential for increased recreation options and an increased focus on preserving the natural environment. The planned extension of the Scioto Trail south of SR-104 should also incorporate an east-west connection via the Kian Run tributary and the planned Williams Road bikeway. Both of these connections will increase the opportunity for residents to enjoy the river corridor.

The Scioto Southland Area has an excellent opportunity to build off the Merion Village Reach of the *Columbus Riverfront Plan* (1995) which is planned just to the north of the planning area. The Merion Village Reach is part of the planned park system along the Scioto River covering the river corridor from Greenlawn Avenue south to SR-104 to the CSX Railroad tracks on the east to I-71 on the west. The *Merion Village Reach Plan* includes the following relevant goals:

- Reclaim industrial and commercial lands
- Public park and public access
- Strengthen lateral connections from neighborhood to the river
- Former quarries as lakes
- Interpretive trails and boardwalks will explore riparian ecosystem along river and wildlife

Figure 37

Natural Resources and Open Space Plan

- River/Tributaries
- Potential Wetlands (Source: OCAP)*
- Existing Parks
- Recommended Greenway
- Tree Cover (Source: Columbus Planning)**

Notes:

*Ohio Capability Analysis Program

** Tree cover data was developed by the Columbus Planning Division based on 2002 aerial photo for Franklin County

Natural Topography, Trees, and Vegetation

Trees, slopes, wetlands, and other natural features should be preserved and enhanced as a greenway. Preserving these features that act as a natural filtration system will help maintain and improve water quality in the Scioto River. Greenways and buffers also serve to maximize the neighborhood's exposure to natural resources and provide potential connections to the future Scioto Trail. Each of the buffers shown in the Natural Resources and Open Space and Land Use plans are shown for illustrative purposes (Figure 37). Actual buffers will be determined as development occurs, based on the City of Columbus stormwater management requirements and/or recommendations given below.

As noted, the Scioto Southland Area does not currently have the benefit of many significant tree stands due to the agrarian nature of most of the land. However, trees should be preserved where possible and new tree plantings should be encouraged. Trees provide innumerable benefits: improved water quality, energy conservation, climate moderation, increased property values, aesthetic quality, habitat provision, and storm water control being among them. While planting young trees is an important and desirable objective, healthy mature trees provide far greater benefits. As a consequence, preservation of existing mature tree is particularly important.

Restoration of wetlands is recommended throughout the planning area. Wetland restoration should be an integral part of creating a riparian buffer along the Scioto River. In addition, this is especially important for wetlands that do not fall within a stream buffer.

Kian Run Canal Feeder

Policies, Standards, and Strategies

Policy: Develop Scioto River and Kian Run corridors as greenways over time.
Standard: No-disturb zones should be established for riparian corridors.
Strategies:

- Provide a no-disturb zone along all creeks, waterways, and ravines. No-disturb zone width will vary depending on the adjacent waterway and *City of Columbus Stormwater Drainage Manual* requirements. For the Scioto River, the no-disturb zone should be the width of the floodway or 150 feet on each side of the high water mark of the river, whichever is greater. Efforts should be made to extend this buffer beyond the floodway/150 foot buffer whenever possible.
- Acquire land along the Scioto River and Kian Run for preservation of open space, water quality, and low impact recreational purposes. In the case where land cannot be acquired, conservation easements should be established to ensure their preservation.
- Preserve trees, slopes, wetlands, ponds, and other environmentally sensitive areas within the Scioto River and Kian Run corridors.
- No disturb zones should be delineated on any site plans submitted as part of any zoning or variance application.

Policy: Preserve trees, slopes, wetlands, ponds, and other environmentally sensitive areas.
Standards:

- Mature trees, defined as trees having a caliper of six inches or greater, four feet above grade, should be preserved.
- Wetlands should be managed per the appropriate state and federal guidelines.

Strategies:

- Incorporate natural features into new development during site design process.
- Restore wetlands throughout planning area.
- Natural features, including mature trees, slopes, wetlands, and ponds should be identified on site plans submitted as part of any zoning or variance application. Limitation text should be used to ensure their preservation.

IMPLEMENTATION

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Element 10

Implementation

Summary

The *Scioto Southland Area Plan* is the set of official policies for the planning area to manage development and growth. The policies and implementing strategies taken together establish a vision of the Scioto Southland Area for the future. Development of a good plan must subsequently be followed up with a solid implementation plan to guide the successful implementation of recommendations. It should be clear who are responsible, identifying intergovernmental partnerships as well as partnerships between government and private businesses. This helps to avoid confusion and disillusionment in the plan's outcomes.

Major implementation elements include:

- Education and Outreach
- Plan Amendment and Revision
- Development Review Checklist
- Chart of Action Oriented Recommendations

Education and Outreach

A variety of strategies should be utilized to educate key stakeholders and the public regarding the use of the plan for the improvement of the Scioto Southland Area and its specific goals, design guidelines and other features. Potential mechanisms for education and outreach include:

- Consider the formation of a Plan Implementation Subcommittee of the future Area Commission that would consist of Area Commissioners and other stakeholders. Subcommittee should meet on a quarterly basis in order to foster the implementation of priority projects and goals from the plan.
- Subcommittee could provide an annual written and/or oral report to the Area Commission and community on progress and concerns regarding the plan's implementation. Stakeholders such as elected officials, city staff, civic associations, developers, development corporations, local businesses, and other interested parties could be invited to the meeting and/or mailed the written report.
- Utilize the local media and newsletters to publicize the plan's adoption and implementation.
- Conduct field trip(s) to developments in Columbus and beyond which illustrate the design principles from the *Scioto Southland Area Plan* (invite neighborhood residents, elected officials, community development corporations, developers, and other stakeholders).
- Utilize a website and email to supplement existing information distribution system.
- Ensure copies of the plan and/or its executive summary are distributed to key stakeholders and community agencies, including community development corporations, developers, civic associations, schools, libraries, and social service agencies.
- Develop a summary of the plan for presentation at Scioto Southland area schools. Inform local principals of the potential of utilizing the plan as a classroom instructional aid.

Plan Amendment and Revision

The plan should be regularly reviewed to ensure its timeliness and relevancy. Minor amendments and brief updates may be considered on an as-needed basis. The design guidelines and checklist are particular elements of the plan that should be evaluated after approximately one year to gauge their effectiveness at implementing the plan's goals and strategies. A more complete review and revision of the plan should be considered after approximately five years.

Development Review Checklist

The *Scioto Southland Area Plan* includes recommendations that impact the development review process, as well as recommendations that put forth strategies that entail a high level of community involvement. To assist in the implementation of the development recommendations a Development Review Checklist has been created that lists the applicable development standards and recommendations from the plan. For recommendations that do not fall under the development review checklist umbrella, a separate project list will be included in the following section, Action Oriented Recommendations List. The checklist is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in the community. It is also intended as a means to provide a clear, concise record of stakeholder input in each stage of project consideration.

Additional information about each item of the checklist is provided in the *Scioto Southland Area Plan* as cited in the checklist. The "Conditions to Approval" column is intended to note specific conditions that the proposal must incorporate in order to meet that standard. The "Mitigating Circumstances" column should be used to note specific reasons why the proposal is not expected to meet the standard. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies. The checklist should be widely used and be consulted for the following:

- Applicants are encouraged to review the checklist and incorporate its provisions in their proposals.
- Civic associations use the checklist to evaluate development proposals in their respective areas. One copy of the checklist as prepared and approved by the civic association should be provided to the future Area Commission to serve as the official input for the association regarding each proposal.
- Other stakeholder groups or agencies also use the checklist as an organizing element for their review and comment to the future Area Commission on development proposals.
- The future Area Commission submits one approved checklist evaluation to the city as part of their recommendation in response to any development proposal.
- That the city considers the checklist submitted by the future Area Commission in the development of a staff position or response to development proposals.
- That city departments use the checklist as community facilities and infrastructure investments are made.
- That updated or modified project proposals receive updated checklist evaluation by appropriate parties.

Commercial Related Standards and Recommendations

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Developer has reviewed the recommendation of the *Scioto Southland Area Plan*?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan?					
Does site plan illustrate and commit to natural resource recommendations, including tree preservation and creek and tributary buffers?					
Does proposal address any needs for neighborhood parks? If so, do parks consider design recommendations from Community Facilities Element?					
If within a site designated for the northern portion of South High Street (SR-104 to Southgate Drive on the east and Phelps Road on the west), does proposal follow those land use recommendations?					
If within a site designated for the intersection of South High Street and Williams Road (northeast, southeast, and northwest corners), does proposal follow those specific design recommendations?					
If within a site designated for the Great Southern Shopping Center, does proposal follow those specific design recommendations?					
If within a site designated for the Bob Evans property, does proposal follow those specific design recommendations?					
Do the buildings face the street?					
If the proposal includes a pick-up window, is it located on the side or rear of the building?					
Do the buildings utilize natural materials or materials that replicate a natural finish and design details such as false fenestration, parapets, articulation through color changes, texture changes, or material changes, and awnings?					
If proposal includes a corner building, will the corner structure include special architectural features?					
Are outdoor plazas and pedestrian spaces incorporated into the site plan?					
Is the proposed landscaping and buffering for the project consistent with the standards given in the Urban Design Plan?					
Does the development provide pedestrian access to adjacent areas?					
Is provided parking located at the rear of the building?					
If parking is located at the front of the development, does the proposal adhere to appropriate setback and screening requirements?					
Is shared parking being considered?					
Are proposed signage and lighting appropriate according to the standards given in the Urban Design Plan?					

Will Leadership in Energy and Environmental Design (LEEDs) certified green buildings be incorporated into the development?					
Are stormwater management best practices being considered?					
For office projects on South High Street, is the building at least two stories?					
If the site is on South High Street between SR-104 and Phelps Road on the west and Southgate Drive on the east, does the proposal avoid rezoning a residential structure to a commercial use?					
If the site is on South High Street between SR-104 and Phelps Road on the west and Southgate Drive on the east, does the proposal include a C-3 or CPD zoning designation, or text limitations to implement community commercial developments?					
Does the new or infill development utilize mixed-uses?					

Light Manufacturing Related Standards and Recommendations

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Does the development site provide adequate buffering and screening to adjacent residential uses?					
Is the building height no higher than 35 feet?					
Does the development provide adequate areas for maneuvering, stacking, truck staging, loading, and emergency vehicle access on site?					
Does the development use common or shared driveways?					
Are loading and delivery service areas located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum feasible extent possible?					
Are the loading and delivery service areas screened with portions of the building, architectural wing walls, freestanding walls, and landscape planting?					
Are parking areas designed so they do not dominate street frontages?					
Where the parking area faces or is across the street from a residential or apartment residential district, is a landscaped buffer strip containing a wall, fence, hedge, and/or other plant material provided along the building line?					
Where a manufacturing district is contiguous to a residential or apartment residential district is a landscaped buffer strip at least five feet wide provided which contains a wall, fence, hedge and/or other plant material along the side and/or rear boundaries of the lot abutting the side or rear lot lines contiguous to said residential or apartment residential districts? And does the buffer strip consist of a neat, orderly and healthy screen of evergreen or other suitable plant material not less than three feet in height at time of installation with an expected normal growth of at least five feet in height, protected by a galvanized wire link fence, at least five feet in height or a wooden fence or a masonry wall or other landscaping may be substituted for the screening and wire link fence?					

Is the development designed so as to prevent vehicle projection beyond the setback requirements and the buffer strip?					
Is the infrastructure for roads and utilities adequate to accommodate the new development?					
If the proposal is for the expansion of an existing site, does the expansion plan incorporate appropriate design guidelines from the Urban Design Element?					

Residential Related Standards and Recommendations

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Developer has reviewed the recommendations of the *Scioto Southland Area Plan*?					
Is the proposal consistent with the Land Use Plan?					
Has a site plan of the project been submitted?					
Does site plan illustrate and commit to natural resource recommendations, including tree preservation and creek and tributary buffers?					
Are stormwater management best practices being considered?					
In the residential development, do roads front the natural features or open space, maintaining views and access to such spaces?					
Are site contours being preserved?					
Are natural features and open space being used as an "organizational" element in the development?					
If the proposal is medium or high density residential, is the site at or near the mixed-use neighborhood center, at a sub-neighborhood center, or along a major thoroughfare, as identified on the Land Use Map?					
Does medium density housing serve as a transition between the neighborhood center/commercial district and nearby residential areas?					
Do residential densities lessen and transition to surrounding low-density residential uses					
Are a mix of housing types, sizes, and price points available throughout the development?					
Will garages be located at the rear of the homes or meet the guidelines given in the Urban Design Plan?					
Does proposal address any needs for neighborhood parks? If so, do parks consider design recommendations from Community Facilities Element?					
Are "LEED" technologies being utilized?					
Will homes in the proposed development include windows on all elevations?					
Will the homes in the proposed development utilize natural materials or materials that replicate a natural finish and include appropriate design details?					

Will all single family and/or duplex homes in the development include usable porches (at least six feet deep and 12 feet wide)?					
If proposal is for Multifamily with 20 plus units, does proposal include more than one building type and/or façade option?					
Is adequate landscaping and buffering proposed between the residential and non-residential uses including higher density with developments?					
Are historic homes and outbuildings preserved and integrated into the development?					
Is the proposed publicly subsidized housing site in an area with a high concentration of publicly subsidized housing?					

Transportation and Community Service Related Standards and Recommendations

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Developer has reviewed the recommendations of the *Scioto Southland Area Plan*?					
Is proposal consistent with Transportation Plan?					
Do the proposed road designs support the Urban Design and Land Use Plans and serve to enhance the community identity and character?					
Are proposed block lengths 300-600 feet?					
Is an appropriate no-disturb zone being provided along creeks, waterways, and ravines?					
Does the proposal enhance pedestrian, bicycle, transit, and other connections between neighborhoods, community facilities, existing or planned multi-purpose trails, commercial areas, etc.?					
Does the proposed road improvement provide for pedestrians and bicyclists, in addition to vehicles?					
Is public transportation being considered?					
Does the proposed road development connect to and provide stub streets?					
Does proposed road network respect site contours (follow the "lay of the land")?					
Does the proposed development limit the use of cul-de-sacs?					
Is proposed road improvement context sensitive and include features such as pedestrian refuge islands, planted medians, bump outs, enhanced crosswalks, street trees, etc?					
If located within one-half mile of a park, are intersections of proposed road improvements pedestrian friendly?					
Are sanitary, stormwater, and water service infrastructure provided for?					

Action Oriented Recommendations

The plan also includes recommendations that are action oriented. These recommendations are not utilized for the review of development applications, but are pro-active in nature and require action on the part of the Scioto Southland Civic Association and future area commission in cooperation with the city of Columbus and other stakeholders. The following table lists these recommendations, broken down by the plan element in which they are recommended. The table also makes notes regarding potentially responsible parties and resources. It is recommended that upon adoption of the *Scioto Southland Area Plan* the future area commission and Scioto Southland Civic Association (formerly Save Our Southside Civic Association) utilize this table to prioritize the recommendations. Part of the prioritization process should include discussion with the city of Columbus and any other potentially responsible parties to determine their feasibility. This information can then be used to inform the prioritization process. After priorities are established and agreed upon, the top recommendations should be discussed with the responsible parties in order to initiate implementation.

Action-Oriented Recommendations Chart

Recommendation	Notes/Resources
Executive Summary	
Adopt new name for planning area, i.e. Scioto Southland Area	Scioto Southland Civic Association, Planning Division
Urban Design Element	
Research feasibility of adopting the *Community Commercial Overlay* on the northern portion of South High Street (between SR-104 and Phelps Road on the west and Southgate Drive on the east),	Planning Division.
Research feasibility of adopting the *Regional Commercial Overlay* on the southern portion of South High Street (Phelps Road on the west and Southgate Drive on the east south to I-270),	Planning Division.
Develop gateway enhancements for South High Street at SR-104 and I-270.	Planning Division, Scioto Southland Civic Association, Urban Infrastructure Recovery Fund (UIRF) if included in program, United Way grants.
Plant street trees along existing corridors, including South High Street, Parsons Avenue, Williams Road, and Obetz Road.	Recreation and Parks.
Install green medians with plantings on South High Street.	Transportation Division.
Clean major thoroughfares of dirt and trash in-between scheduled cleaning when conditions warrant an off-scheduled cleaning.	Scioto Southland Civic Association, Public Service
Land Use Element	
Developers utilize brownfield cleanup funds.	Private sector developers
Transportation Element	
Evaluate Obetz Road to determine if mid-block crossings are needed to increase the pedestrian amenities of the street and increase safe access to the COTA bus stops.	Transportation Division
The Transportation Division should continue to evaluate South High Street at Alcott Road to determine if conditions change that would warrant a traffic signal.	Transportation Division
Consider reduction in existing speed limits on South High Street, if traffic flow changes, limiting the road's capacity to be posted at 45 miles per hour.	Transportation Division
Improve Williams Road to provide for additional traffic capacity (improvements should follow the design recommendations from this plan). Where possible, selectively widen the road to preserve older homes built close to the street.	Transportation Division.
Evaluate Obetz Road to determine if additional traffic capacity enhancements are needed (improvements should follow the design recommendations from this plan).	Transportation Division.
Improve intersection at Williams Road and South High Street to provide better capacity for automobiles and trucks and pedestrian amenities.	Transportation Division.

Evaluate intersection at Obetz Road and South High Street to determine if additional capacity for automobiles and trucks and pedestrian amenities are needed.	Transportation Division.
Improve intersection at Dering Avenue and South High Street to provide better capacity for automobiles and trucks and pedestrian amenities.	Transportation Division.
Upgrade COTA bus stops that need cement waiting pads.	Transportation Division
Expand railroad overpass capacity to handle truck traffic.	Transportation Division, CSX.
Consider the following roads for "quick-to-construct" sidewalks: Parsons Avenue and Southgate Drive.	Transportation Division.
Establish pedestrian priority zones within one-half mile radius of schools, community centers, senior centers, parks, and other community facilities. These areas should be a high priority for upgrading the existing pedestrian circulation system and constructing new sidewalks, crosswalks, multi-purpose trails, etc. (consistent with *Columbus Recreation and Parks Master Plan*).	Scioto Southland Civic Association, Transportation Division.
Build the planned Williams Road multi-purpose Trail.	Recreation and Parks.
Build the planned multi-purpose trail along the Scioto River.	Recreation and Parks.
Construct multi-purpose trail along Kian Run tributary.	Recreation and Parks.
Infrastructure Element	
Implement the *City of Columbus Wet Weather Management Plan* to prevent sanitary sewer overflows and reduce basement backups.	Utilities.
Allocate funding in support of stormwater improvements in areas of existing development where drainage is identified as inadequate, including the CSX railroad underpasses at Parsons Avenue, Williams and Obetz Roads, and at South High Street and I-270.	Utilities.
Community Facilities Element	
Construct pedestrian and multi-purpose trails to existing parks that lack strong neighborhood connections.	Recreation and Parks, Transportation Division.
Acquire property or easements along the Scioto River to connect the Scioto Southland Area to the Scioto Trail and to connect to the multi-purpose trail from Grove City.	Recreation and Parks, Columbus Metro Parks.
When quarry activity has ceased acquire quarry land along Scioto River for greenway along the river.	Recreation and Parks, Columbus Metro Parks.
Permanently acquire or maintain a long-term lease on the Scioto Trail Park and develop access to the Scioto River for enjoyment and recreation.	Recreation and Parks.
Indian Mound Recreation Center: install sidewalk on Obetz Road, develop grassy field into softball diamond, soccer field, volleyball courts, or a little league football field, and create a waterpark.	Recreation and Parks.
Heer Park: establish a multi-purpose trail to access river, construct boat ramp, post directional sign at High Street, evaluate adequacy of lighting, improve landscaping, and add trees to picnic area.	Recreation and Parks.
Scioto Trail Park: obtain easement to AEP property for access to the Scioto River, construct boat dock, construct bridge to west side of the river to connect to future multi-purpose trail, remove two defunct tennis courts and replace with another use, and install benches.	Recreation and Parks.

Southern Pines: install playground equipment installation of exercise stations and a water fountain for the walking trail.	Recreation and Parks.
Stockbridge Park: The plan recommends a walking trail around the perimeter of the park along with benches and drinking fountain.	Recreation and Parks.
Hamilton Heights Parkland: construct a multi-purpose trail to Radbourne Drive, construct several parking spots along Vernon Drive, and install benches, signage, playground equipment, picnic tables, ball fields, and a walking path.	Recreation and Parks.
Oak Creek Nature Preserve: construct walking path in the woods and possibly picnic tables.	Recreation and Parks.
Southgate Park: develop park entrance to Breathitt Avenue, and install playground equipment and benches.	Recreation and Parks.
Encourage development of major medical services center to fill gap in medical needs.	Scioto Southland Civic Association.
Support the creation of higher education opportunities with a satellite college campus.	Scioto Southland Civic Association.
Economic Development Element	
Re-establish a business association.	Scioto Southland Civic Association.
Business association looks into the feasibility of creating a Special Improvement District (SID) for portion(s) of the commercial districts.	Proposed Business Association.
Expand number of professional and office employment.	Proposed Business Association, Economic Development Division.
Develop strategy to brand and market the Scioto Southland Area.	Proposed Business Association, Private sector developer(s).
Develop mid-level motel or hotel.	Proposed Business Association, Private sector developer(s).
Increase range of retail store types.	Proposed Business Association, Private sector developer(s).
Provide incentives for job growth in the Scioto Southland Area that are consistent with the Land Use, Urban Design, and other elements from this plan.	Economic Development Division.
Develop entertainment options for teens and families.	Proposed Business Association, Private sector developer(s).
Hold family oriented activities, i.e. community gatherings, carnivals, and river events.	Scioto Southland Civic Association, Proposed Business Association.
Improve and promote the South Drive-In as an entertainment amenity for the community and region and consider developing the empty site fronting South High Street into an ice cream parlor.	South Drive-In, Proposed Business Association.
Attract sit-down and bistro type restaurants.	Proposed Business Association, Private sector developer(s).
Housing Element	
Utilize the Community Development Block Grant (CDBG) programs to fund home improvements.	Local non-profit agencies, Housing Division, Franklin County.
Natural Resources and Open Space Element	
Acquire land or establish conservation easements along Scioto River and Kian Run for stream preservation and recreation space.	Recreation and Parks, Columbus Metro Parks.
Increase canoe/kayak access to Scioto River.	Friends of the Scioto River, Recreation and Parks, Franklin County Greenways.

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