

columbus **planning division**

olentangy west

AREA PLAN



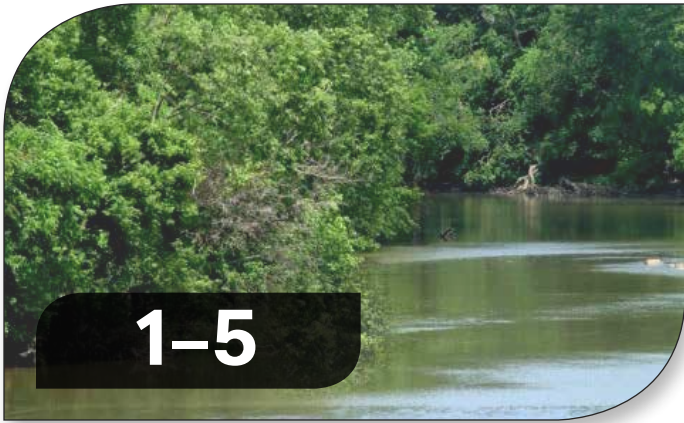
THE CITY OF
COLUMBUS
MICHAEL B. COLEMAN, MAYOR

DEPARTMENT OF
DEVELOPMENT

Columbus Planning Division
109 N. Front Street
Columbus, Ohio 43215

The *Olentangy West Area Plan* was adopted by Columbus City Council on 09/23/2013.
This plan supersedes and replaces the 2003 *Olentangy River Road Urban Design Plan*.
All images in this Plan are from the Columbus Planning Division, unless otherwise noted.

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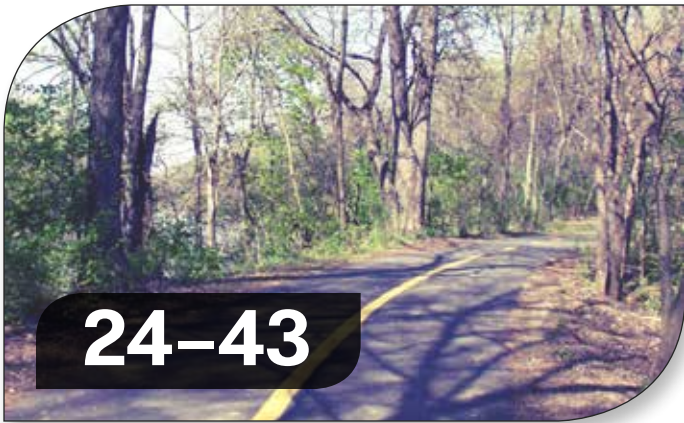
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letter from the director

On behalf of the city's Department of Development, I am pleased to present the *Olentangy West Area Plan*, adopted by Columbus City Council on September 23, 2013. As the first plan that covers the entire Olentangy West Planning Area, I congratulate and thank the residents of Olentangy West and the many stakeholders who participated in the planning process.


Recommendations of the plan were developed to accomplish the following goals:

- Establish design guidelines for new commercial, light industrial and residential development.
- Investigate the feasibility of adopting commercial zoning overlays at Kenny and Henderson.
- Maintain existing densities in residential neighborhoods.
- Provide better connections in the planning area to improve bike and pedestrian accessibility on the primary corridors.
- Support business growth at a regional-scale with a mix of uses (retail, office and multi-family) along the Olentangy River Road corridor north of Union Cemetery to North Broadway.
- Encourage the protection and enhancement of the Olentangy River and its tributaries.

In addition, the plan provides a land use plan that recommends future land uses for all properties in the planning area. Implementation of the plan's goals will be accomplished through the review of zoning applications and proposed public improvements for consistency with city policy as articulated by the recommendations in this area plan.

My express appreciation is extended to the neighborhood groups and other stakeholders for many hours of thoughtful work and leadership throughout the process. The Department of Development looks forward to continued cooperation with neighborhood stakeholders as we work together towards implementation.

Sincerely,



Steven R. Schoeny, Director
Department of Development

introduction



what is a plan and **how is it used?**

THE *OLENTANGY WEST AREA PLAN* provides an opportunity to help shape and direct the pattern of growth and development within its neighborhoods and business districts. The area plan addresses land use, urban design, transportation and other potential public improvements.

The adopted area plan accomplishes the following:

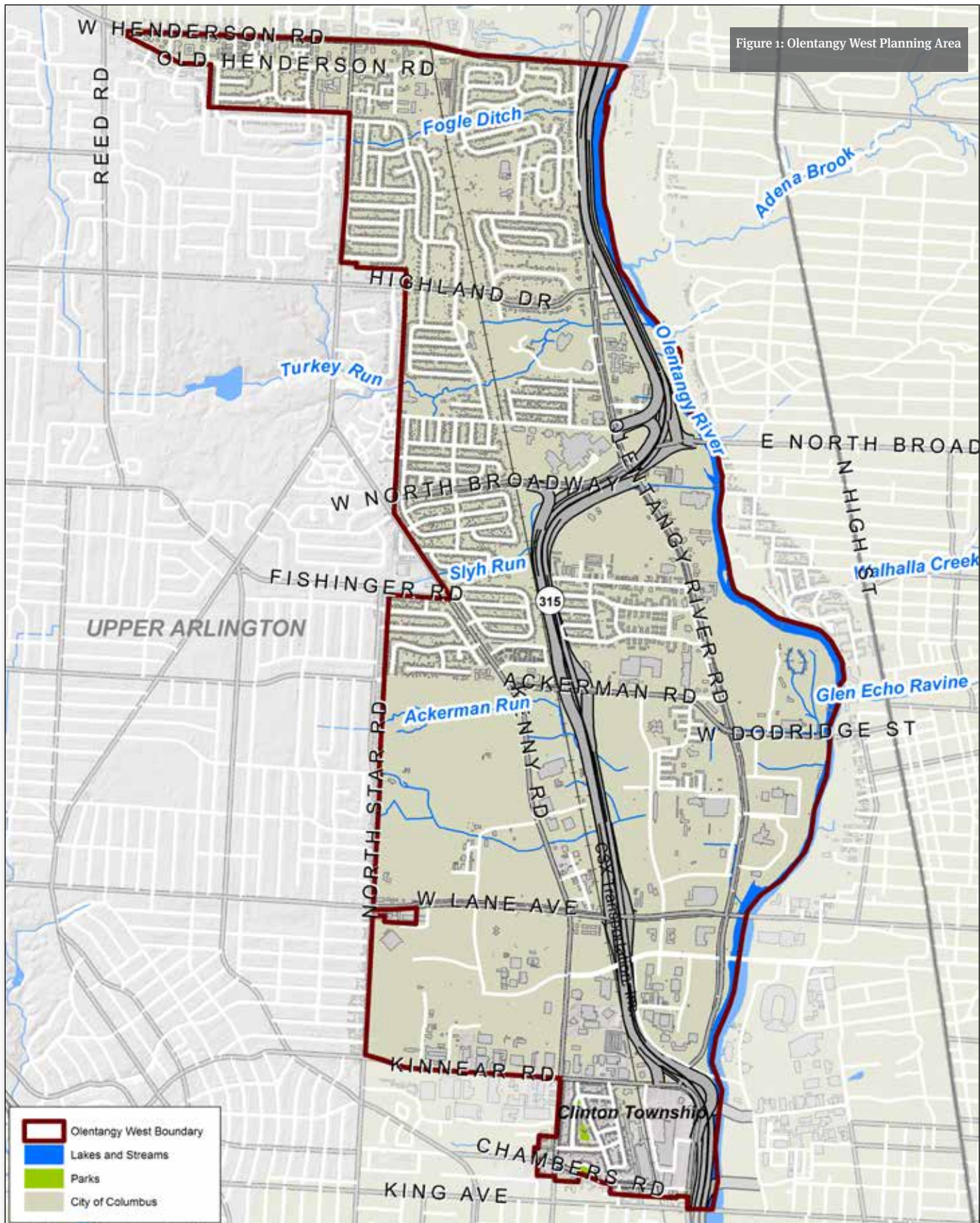
- Provides guidelines for the design of new development.
- Sets goals for improving the built environment.
- Builds upon the *Bicentennial Bikeways Master Plan* to improve on-street and off-street bicycle facilities.
- Provides a framework for zoning and other land use decisions.
- Creates a clear picture of the type of development that is desired by the community.
- Informs capital improvement priorities.

An area plan does not address the following:

- It does not solve issues unrelated to the built and natural environment, such as health care, code enforcement, street lighting, and public safety.

A plan is not city code or zoning, though it provides the policy basis for zoning and related development decisions. The *Olentangy West Area Plan* provides a basis for stakeholders to review a proposed development that requires a rezoning or variance.

Figure 1: Olentangy West Planning Area



plan format

The Plan consists of four elements: Introduction, Existing Conditions, Plan Recommendations, and Plan Implementation. The bulk of the plan consists of the Plan Recommendations Element, which includes text, maps, charts, photos and other illustrations. The recommendations are organized by Development Principles, with supporting Policies, Guidelines and Strategies.

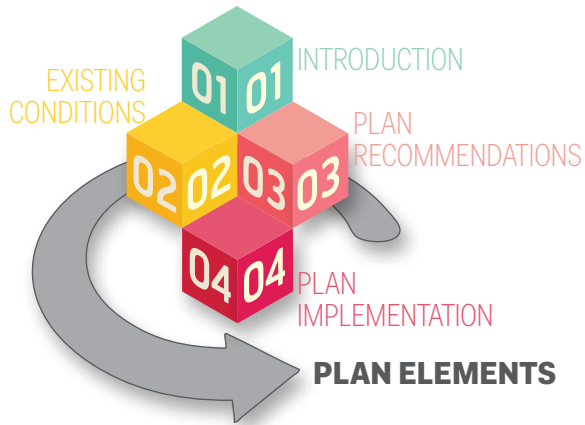
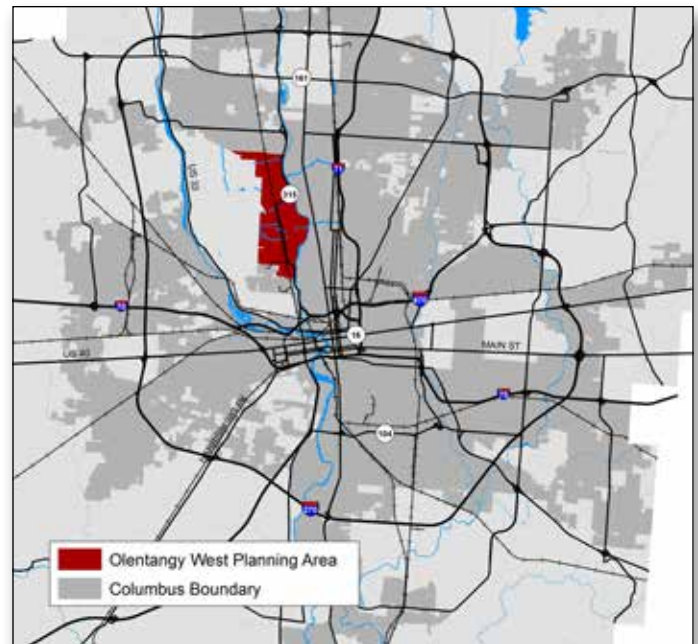


Figure 2: Planning area location



planning area

The Olentangy West Planning Area is northwest of Downtown, generally bound by the city of Upper Arlington on the west, Henderson Road on the north, the Olentangy River on the east and Kinnear and Chambers roads on the south (See Figures 1 and 2). The area covers approximately 3,259 acres (5 square miles).

history



Protestant Hospital (Source: The Medical Heritage Center)



Union Cemetery



Laneview School on Kenny shortly before it was demolished. (Source: Google Earth)



North Broadway Bridge construction. (Source: Franklin County Engineers)

Sources: Clintonville Historical Society, Mary Rodgers; www.ohiohealth.com; Ohio Ghost Towns: Franklin County, ed. Richard M. Helwig

The following is a selection of historical notes relevant to the Olentangy West Planning Area.

The land west of the Olentangy River between North Broadway and Henderson Road is partially in Perry Township and partially in Clinton Township. It is made up of Ohio Military Reservation Lands granted by John Adams to soldiers serving in the Revolutionary War.

The bulk of this land was owned by Simon and Alexander Shattuck, sons of William Shattuck and Eunice Blood. Their grandfather, Job Shattuck was a Captain in the Revolutionary War. Simon divided his farm and attracted 6–8 families to the area, which he called “Shattucksburg.” This community was never formally platted and did not have a post office. Shattuck Avenue is named after the family.

What is known today as Union Cemetery, just west of the Olentangy River, first became a burial site in 1806 when Northwest Territory pioneer and Revolutionary War veteran Balker Hess was buried there on the site of his family farm. Additional members of the Hess family and other families were buried at the site over the next 40 years. In 1847, Union Cemetery was established on land purchased from the Hess family.

A historic Perry Township school sits on a hill overlooking the Olentangy River. Located at 4169 Olentangy River Road, this schoolhouse has been converted into a private residence. According to the Franklin County Recorder’s office, this building was built in 1856.

The Riverside Methodist Hospital was previously known as The Protestant Hospital (est. 1892) until 1947 when land was purchased by the White Cross Hospital (WHC) for the Riverside Methodist Hospital east of North Broadway and Olentangy River Road. Construction started in June, 1958 and it opened in 1961.

Seagrave was a small town centered around the intersection of Lane Avenue and Kenny Road on what is now the West Campus of The Ohio State University. This area was previously known as Lanevue or Laneview (Lane Avenue derives its name from the area). This town grew up around a stop on the Toledo Division of the Hocking Valley Railroad. Its post office only operated two years, from 1898 through 1900. Although much of the neighborhood was demolished to make way for State Route 315, a few buildings remain, including the ruins of the Laneview school (torn down in 2009, built 1910).

Seagrave most likely got its name from the Seagrave Company, which built a factory in 1891 on the north side of Lane Avenue just west of the railroad tracks. Seagrave & Company built ladder trucks, hand-drawn and horse-drawn hose carriages and chemical engines.

The North Broadway bridge over the Olentangy River was dedicated in December, 1939. When built, its purpose was to connect what is now called High Street to Olentangy River Road. West North Broadway was platted in 1890. The street began at the railroad tracks to the east and ended 400 feet shy of the Olentangy River.

key recommendations

Key recommendations of the Olentangy West Area Plan are:

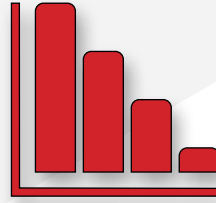
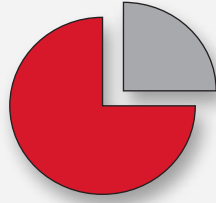
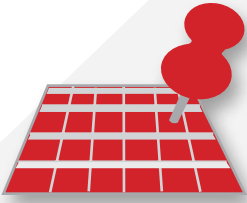
- The **Future Land Use Plan** map and accompanying text provide a mechanism for the evaluation of future land-use proposals in the planning area.
- **Mixed use development** is recommended for the intersection of Kenny and Old Henderson roads and on Olentangy River Road at University City Center (northwest corner of Ackerman and Olentangy River roads) north to Riverview Drive, including multifamily housing, retail, offices, and other services that contribute to a walkable environment.
- **Regional-scale mixed use** (retail, office and multifamily) is recommended for Olentangy River Road north of Union Cemetery to North Broadway. Support infill of additional retail, office, hotels, or multifamily.
- **Single-family portions of the planning area are recommended for low and low medium density** reflecting the existing development pattern for the respective areas.
- **Protect the Olentangy River** and tributaries with a buffer as shown as opportunities arise. Easements should be established to create a buffer and to allow for recreational use of the river corridor, such as bike trails.
- **Design guidelines** are provided for new commercial and residential development.
- The plan includes a **development review checklist** for the evaluation of future proposals and suggests some pro-active initiatives neighborhood stakeholders may pursue to promote plan recommendations.

planning process summary

The City of Columbus Planning Division collaborated on the development of the *Olentangy West Area Plan* with the Olentangy West community from August, 2011 to April, 2013. The planning process included data gathering and analysis, alternative concept analysis, consensus through community participation, draft plan preparation, and final plan development and adoption. Two public workshops were held over the course of the planning process, including an issues and opportunities/visioning workshop, and plan text workshop, in addition to online surveys. The draft Plan was presented at a public open house, prior to moving on to the Development Commission and Columbus City Council.

existing conditions

introduction



THE EXISTING CONDITIONS element of the plan provides a summary of the planning area’s physical attributes, including land use, urban form, transportation, community facilities, and the natural environment. This element also reviews existing zoning, demographics, and other factors that will influence future development.

Additionally, the Existing Conditions element reviews existing plans that affect the planning area, and includes a summary of the top priorities identified by the community through the community survey.

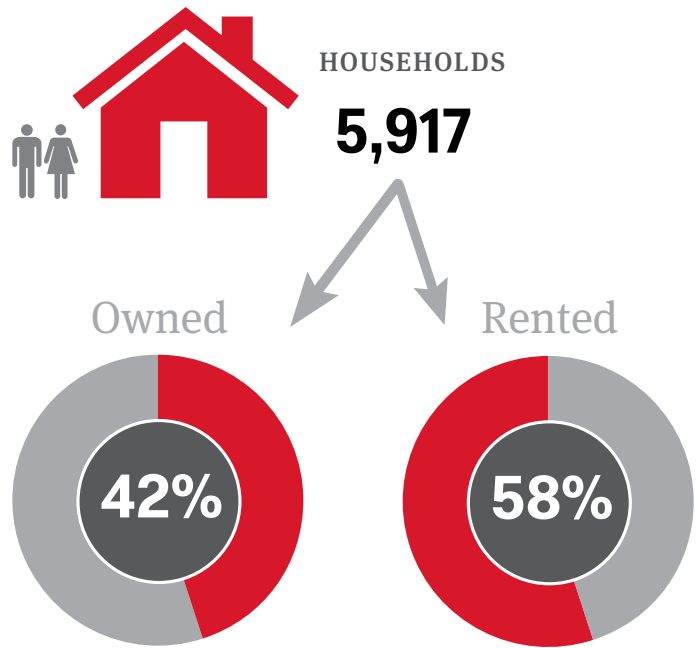
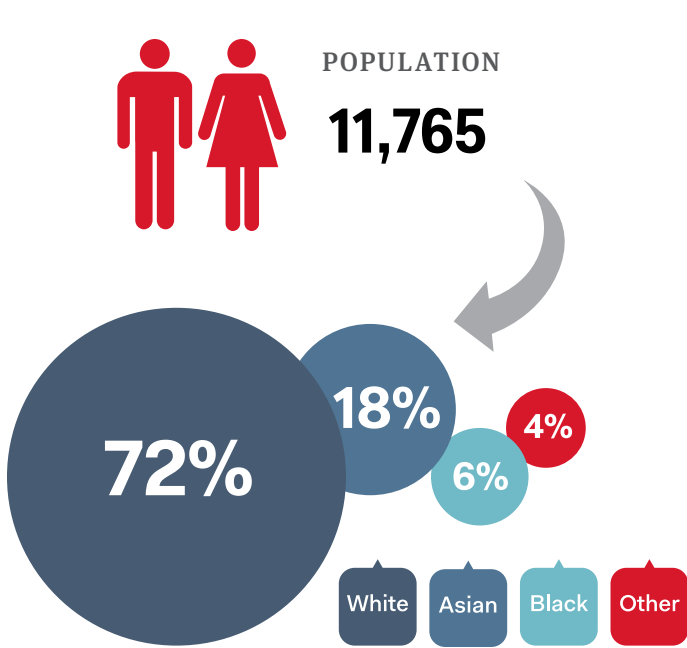


Table 1: Demographics

	2000	2010	Change	% Change
Population				
Total	11,544	11,765	221	2%
Male	5,756	5,945	189	3%
Female	5,788	5,820	32	1%
Households	5,672	5,917	245	4%
Avg. Household Size	2.04	1.99	-0.05	-2%
Race & Ethnicity				
White	8,141	8,478	337	4%
Asian	2,327	2,095	-232	-10%
Black	620	707	87	14%
Other/Mixed Race	456	485	29	6%
Age				
< 14 years of age	1,460	1,297	-163	-11%
15-29 years of age	3,810	4,746	936	25%
30-59 years of age	4,023	3,798	-225	-6%
60+ years of age	2,251	1,924	-327	-15%
Housing Occupancy				
Renter Occupied	3,227	3,430	203	6%
Owner Occupied	2,445	2,487	42	2%
Vacant Housing Unit Percentage	4%	6%		

Table 2: Employment

	Businesses		Employees	
	Number	Percent	Number	Percent
Health Care and Social Assistance	147	23%	16,931	68%
Other Services	76	12%	430	2%
Retail Trade	68	10%	2,078	8%
Professional, Scientific, Technical Services	66	10%	844	3%
Accommodation and Food Services	52	8%	1,388	6%
Finance and Insurance	43	7%	274	1%
Real Estate and Rental/Leasing	34	5%	232	.9%
Information	29	4%	665	3%
Construction	26	4%	98	.4%
Educational Services	24	4%	655	3%
Waste Management	20	3%	265	1%
Unclassified	15	2%	46	.2%
Manufacturing	14	2%	164	.7%
Public Administration	11	2%	574	2%
Transportation and Warehousing	9	1%	77	.3%
Arts, Entertainment, Recreation	9	1%	110	.4%
Wholesale Trade	8	1%	32	.1%
Mining	1	.2%	20	.1%
Total	652		24,883	



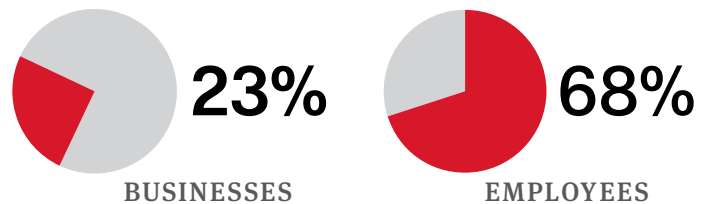
demographics

The Olentangy West planning area includes 11,765 residents and 5,917 households (Table 1). The population increased 2% from 2000 to 2010. The number of households increased by 4% and the average household size decreased 2%, reflecting the widespread trend of a decrease in household size. Homeowners account for 42% of households. The planning area has a moderately low housing vacancy rate at 6%, in comparison to the city of Columbus at 10%.

employment

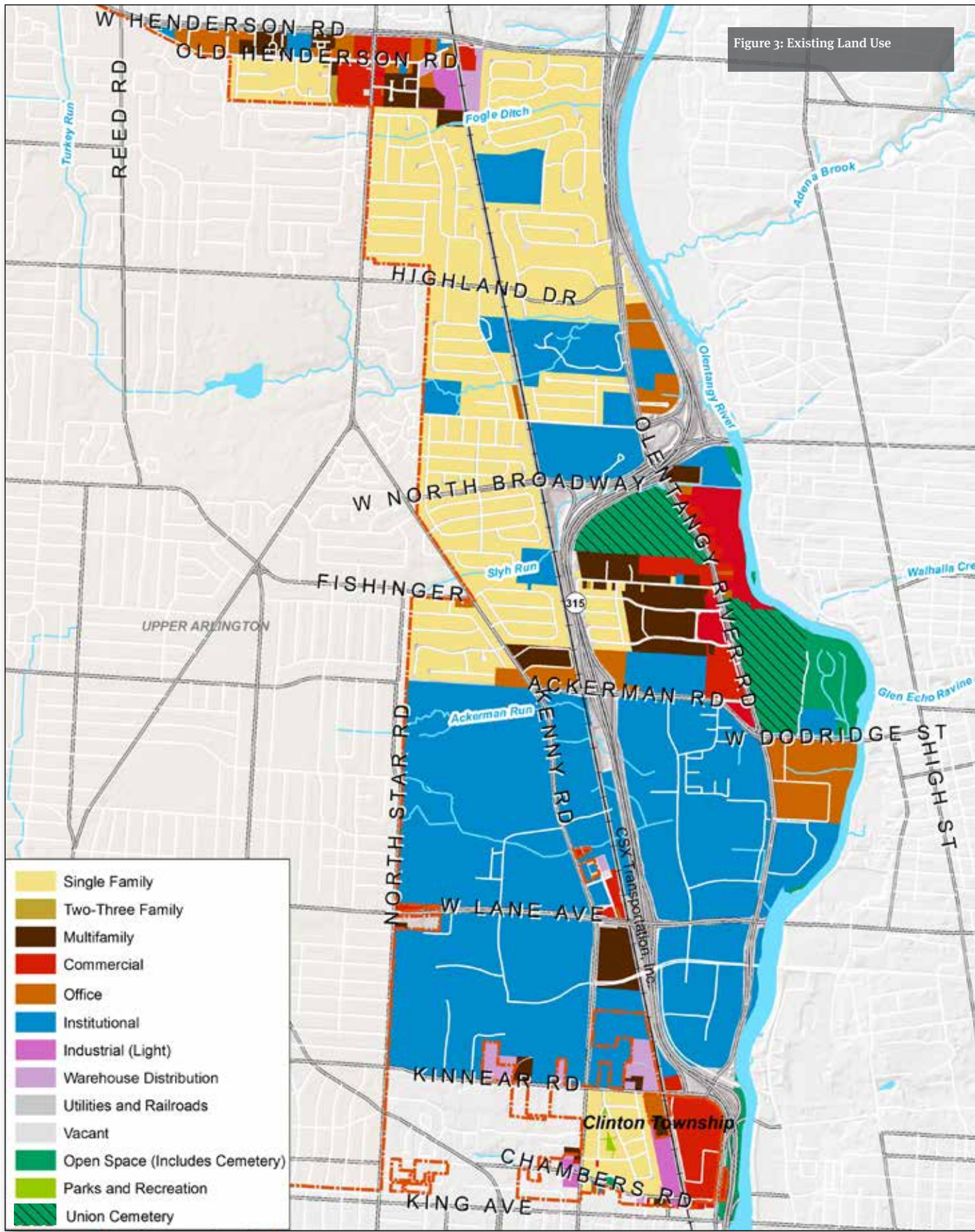
There are over 652 businesses within the planning area with 18 different employment categories employing just fewer than 25,000 workers (Table 2). The Health Care and Social Assistance sector had the largest percentage of businesses (23%) and employees (68%) (Infogroup). These numbers are attributable to Riverside Methodist Hospital.

HEALTH CARE AND SOCIAL ASSISTANCE SECTOR



Riverside Methodist Hospital

Figure 3: Existing Land Use



existing land use

The planning area’s existing land use is illustrated in Figures 3 and 4. Institutional uses comprise 49% of the land in the planning area. The institutional uses include The Ohio State University campus, Riverside Methodist Hospital, Chemical Abstracts, and churches throughout the area.

Residential uses are the second highest percentage of land use at 31%. Residential land uses are largely single family and are mainly located in the northern half of the planning area. Multifamily development is generally located in the northern portion of the planning area across from Kenny Centre Mall and to the west of University City Center.

Parks and open space comprise approximately 7% of the planning area, which mostly consists of the Union Cemetery property on Olentangy River Road and open space along the Olentangy River.

Commercial uses include shopping centers located at the southern portion of the planning area (south of Kinnear Road), at Ackerman and Olentangy River roads, on the east side of Olentangy River Road (south of North Broadway Street), and at Kenny and Henderson roads.

existing zoning

Existing zoning for the planning area is illustrated in Figures 5 and 6. The majority of the area is zoned University Research Park which represents The Ohio State University property. The second largest zoning classification is residential. Ten percent of the area is zoned for commercial uses.

Two zoning overlays are in place in the planning area (Figure 6). Zoning overlays apply design standards in addition to those from the base zoning. In general, these standards address the location and design of new buildings (and additions to existing buildings), parking lot placement and related development standards. The overlays only apply to retail, restaurant, office and medical office uses.

The Community Commercial Overlay (cco) applies to the property at the southwest corner of Chambers and Olentangy River roads. (See page 32 for a description of the cco).

The Regional Commercial Overlay (rco) is designated for all the properties fronting Olentangy River Road between Lane Avenue and North Broadway Street. The rco standards seeks to enhance the built environment, screen parking and establish unified landscaping and graphic standards.

Land Use
Land use defines how a property and/or a building is used—e.g. single-family residential, a business, an institution, light industry, office, or mixed use in the same building.

Zoning
Zoning codes specify the types of permitted land uses, setbacks, lot sizes, and other restrictions for every property. These classifications affect what an individual may legally do to develop and use their land.

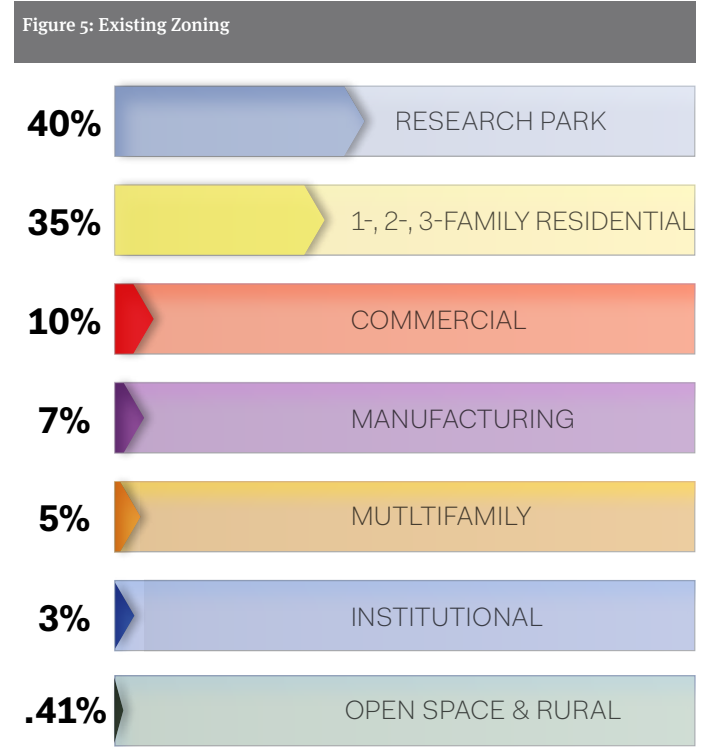
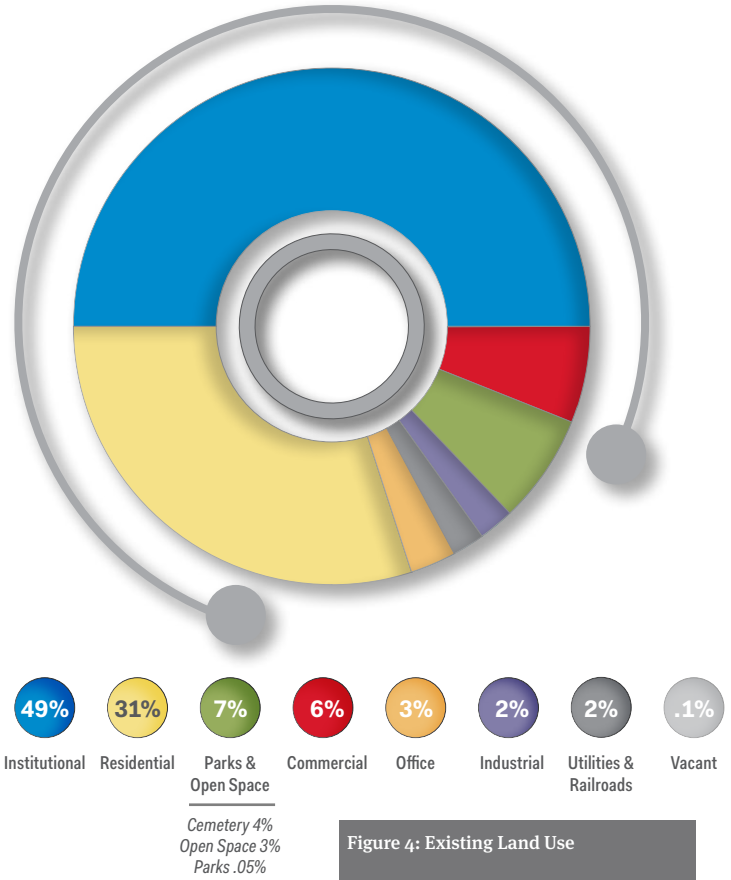
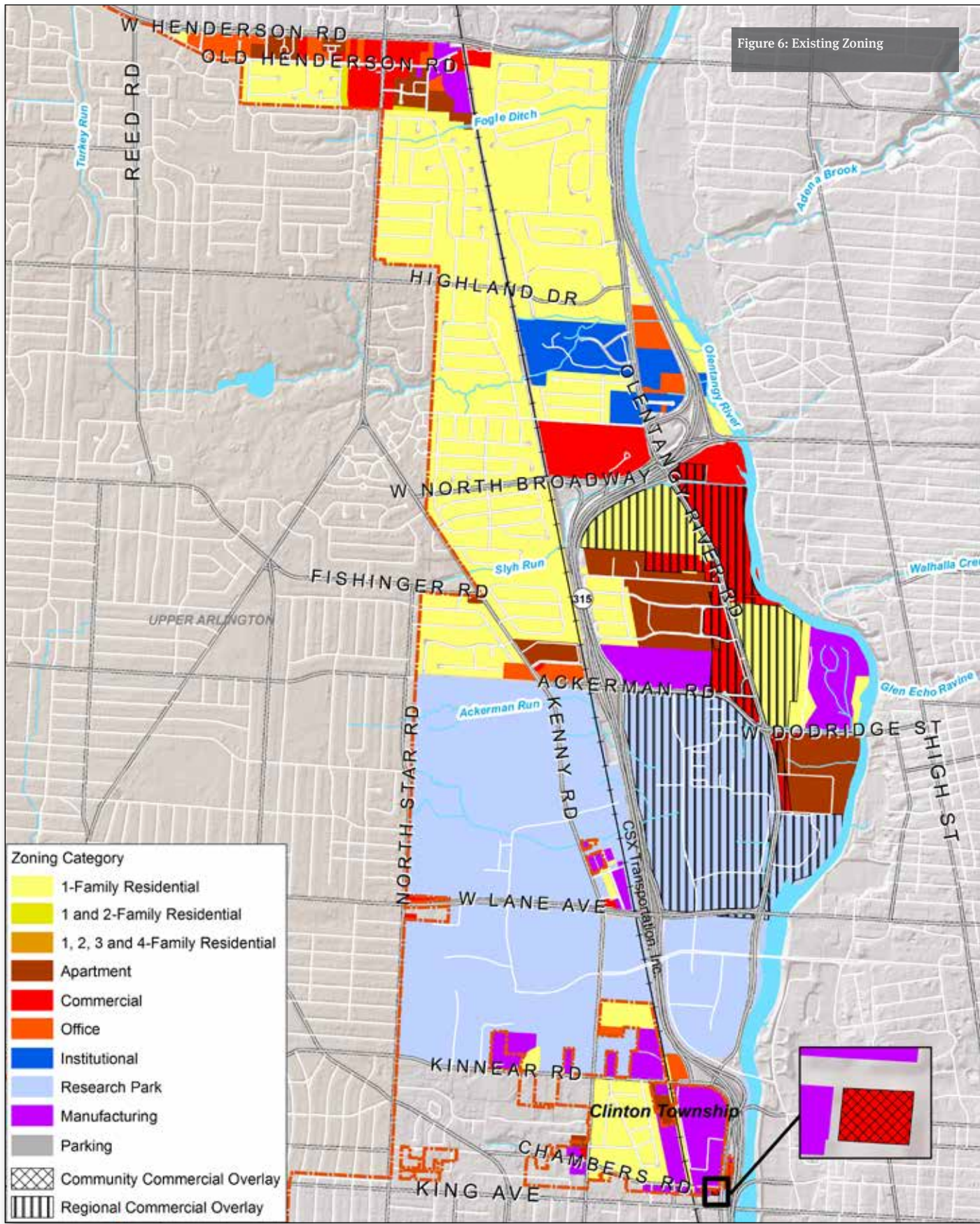


Figure 6: Existing Zoning



urban form

Urban Form describes the pattern of development in a given neighborhood. The Olentangy West area developed initially as small villages along the rail corridor. Major development did not take place in the area until the second half of the twentieth century. The existing urban form is therefore suburban in nature.

residential

The primary residential areas within the planning area are north of Ackerman Road, west of State Route 315 and north of Riverside Methodist Hospital. Area architecture is best categorized as “Midcentury.” These areas generally consist of single family development in the range of four to six dwelling units per acre. Multifamily development consists of townhouse style development and larger scale apartment complexes. The townhouses can be found along Kenny Road and Old Henderson Road with densities from 10–16 dwelling units per acre. The larger scale apartment complexes are generally found northwest of Ackerman and Olentangy River roads, with densities from 16–36 dwelling units per acre.

commercial

Commercial development in the area is generally in the form of auto-oriented strip style centers. These include the University City Center, built in 1961, at the corner of Olentangy River Road and Ackerman Road. Kenny Centre, located in the north portion of the planning area at Kenny Road and Old Henderson Road, was built in 1971. The Lennox Town Center (located in Clinton Township), the newest shopping center, was constructed in 1996 on Olentangy River Road.



Shady Hill Estates Neighborhood



University Village Apartments



Kenny Centre



Olentangy River Road



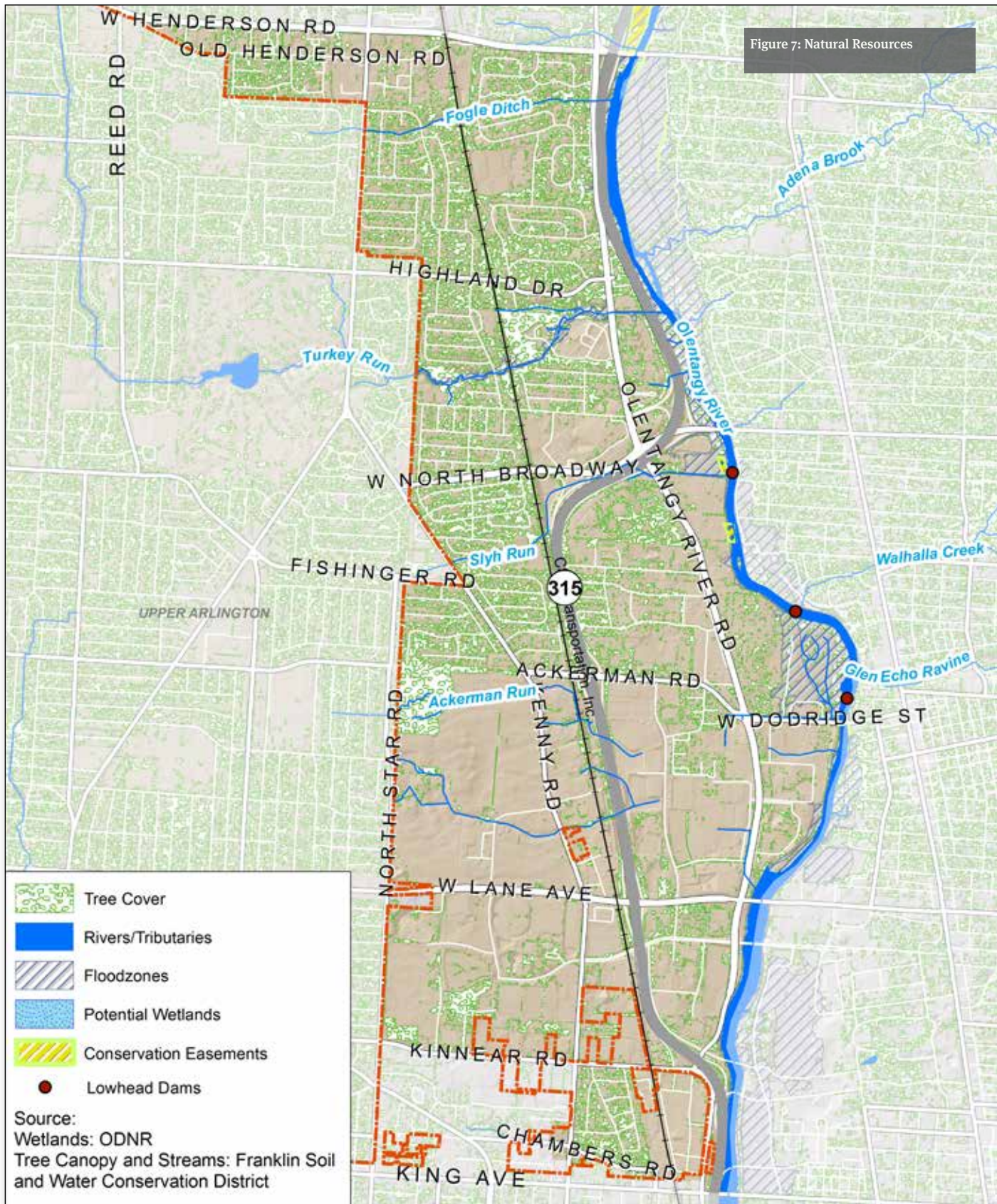
roads

The major corridors in the planning area include Kinnear Road, Kenny Road, Lane Avenue, Ackerman Road, Dodridge Street, Olentangy River Road, North Broadway, Henderson Road, and State Route 315

institutional

The Ohio State University's West Campus is located in the southern portion of the planning area. This portion of the campus is largely comprised of the Martha Morehouse Medical Plaza, athletic fields, farmland at the Waterman Laboratory, and science and technology (SciTech) buildings. Just to the north of West Campus is the Riverside Methodist Hospital campus (Figure 10).

Figure 7: Natural Resources



natural environment

The Olentangy River is the dominant natural feature of the planning area (Figure 7). The river forms the eastern boundary of the planning area. Olentangy West is located entirely in the Olentangy River Watershed. Currently, visual and physical access to this river is largely blocked by SR 315 and Olentangy River Road.

The Olentangy River is a tremendous environmental and recreational resource for the area. However, the treatment and use of the river corridor varies throughout the planning area. From Lane Avenue to the OSU Wetlands Research Area, located just north of Dodridge development, there is an adequate setback of buildings and parking lots from the river. There are also bike trails adjacent to this segment of the river.

The segment of river from the OSU Wetlands Research Area to West North Broadway has not been integrated into the adjacent development but has been encroached upon with development. There are inadequate setbacks from the river, particularly in regards to parking lots.

There are three lowhead dams located within the planning area (Figure 7). All of the dams contain sanitary sewer lines that cross the Olentangy River.

An additional lowhead dam is located at Fifth Avenue just to the south of the planning area. Removal of this dam was initiated in August of 2012 and work will continue in 2013 and beyond to restore the area upstream of the dam by defining the river channel complete with riffles and pools, setting aside areas for wetlands and establishing native species of grasses and other plants (Figure 8).

Additional natural features include seven Olentangy River tributaries. These include Turkey Run, Slyh Run, Ackerman Run, Fogle Ditch and three unnamed tributaries that cross The Ohio State University West Campus. Significant tree cover exists in northwestern portion of the planning area. Floodplain is found along the Olentangy River. In addition, potential wetlands are identified based on the Ohio Capability Analysis Program (OCAP), which has identified conditions that might indicate wetlands along Turkey Run, and the Olentangy River. In regards to natural resource protection, two conservation easements have been established in the Olentangy West Planning Area along the Olentangy River, to the south of North Broadway. The easement just north of Slyh Run is held by the City of Columbus. The next easement to the south is held by Franklin County Soil and Water District (see page 29 for a definition of conservation easement).

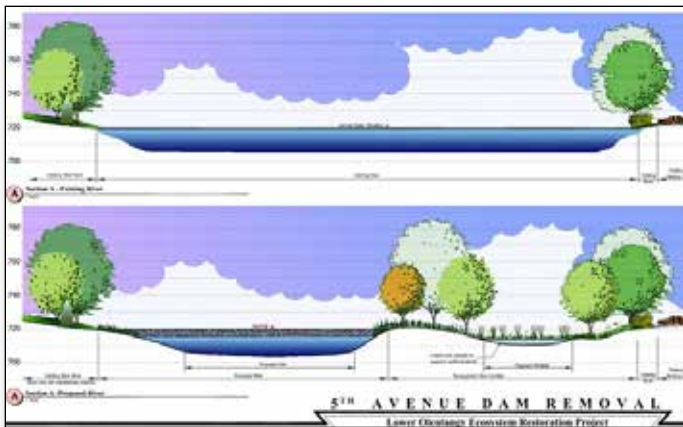
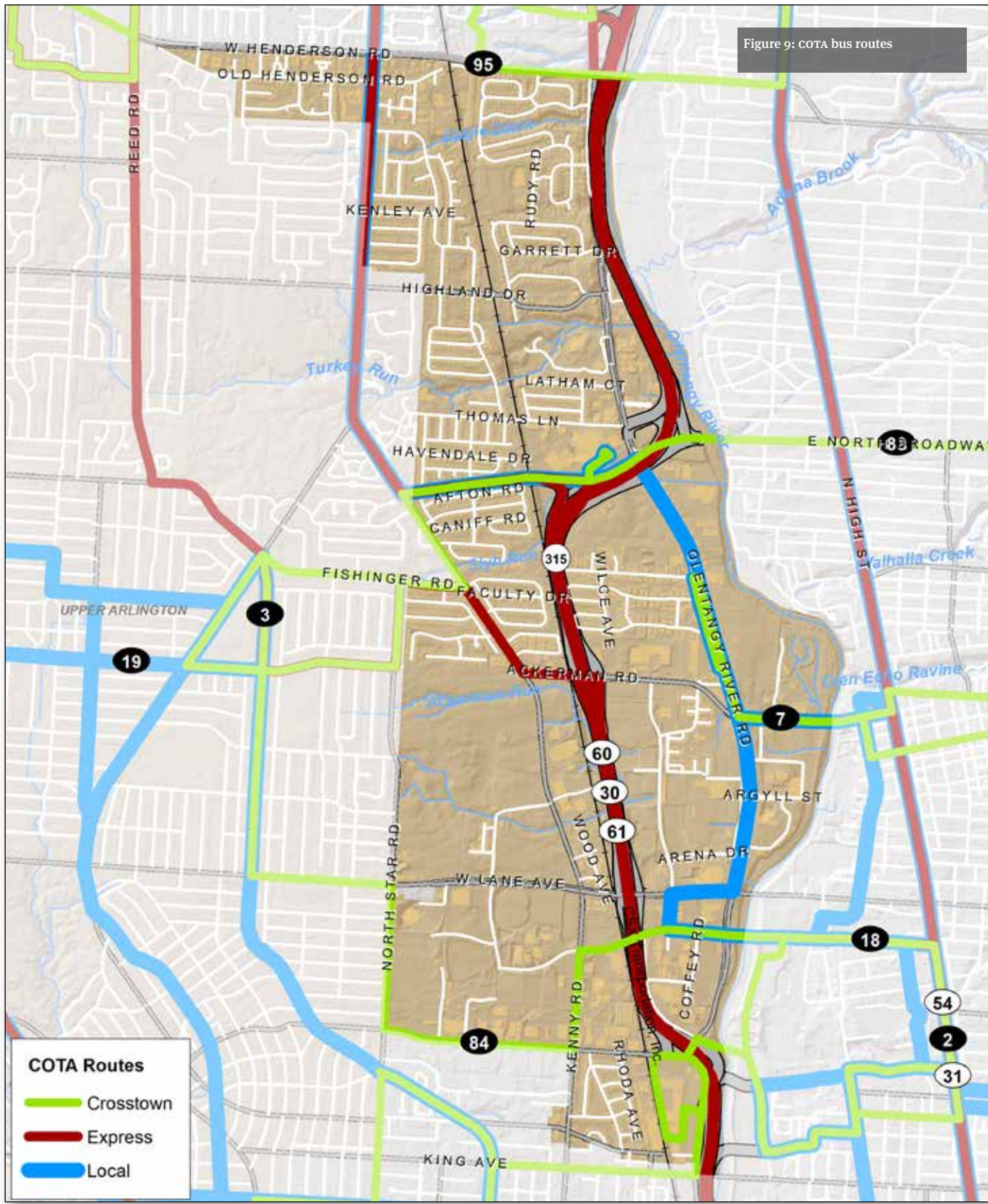


Figure 8: Cross-section view of the projected changes to the Olentangy River once the 5th Ave Dam is removed and streambank restoration takes place. (Source: Department of Public Utilities)

Figure 9: COTA bus routes



transportation

transit

The Central Ohio Transportation Authority (COTA) provides bus service to the planning area. Two local routes, 7-Neil Ave/Whittier and 18-Kenny Road connect the area to downtown. Four routes provide crosstown connection: 81-Hudson St/Ohio Ave, 83-Oakland-Weber, 84-OSU-Arlington-Grandview, and 95-Morse-Henderson. Three routes provide express service to downtown: 30-Smoky Row, 60-Arlington, and 61-Kenny Road.

pedestrian and bike facilities

The Olentangy Trail bike path located on the east side of the Olentangy River provides a multi-use path for north-south movement. Connections to the trail are located at W. Lane Avenue and W. North Broadway. Additional access to the Olentangy Trail is gained by a pedestrian/bike bridge over SR 315 at Markview Road and Olentangy River Road, Dodridge Street via The Ohio State Wetlands, and the Union Cemetery.

The majority of the northern residential portions of the Olentangy West's streets are without sidewalks. There are pockets of available sidewalks in the southern portions of the planning area.

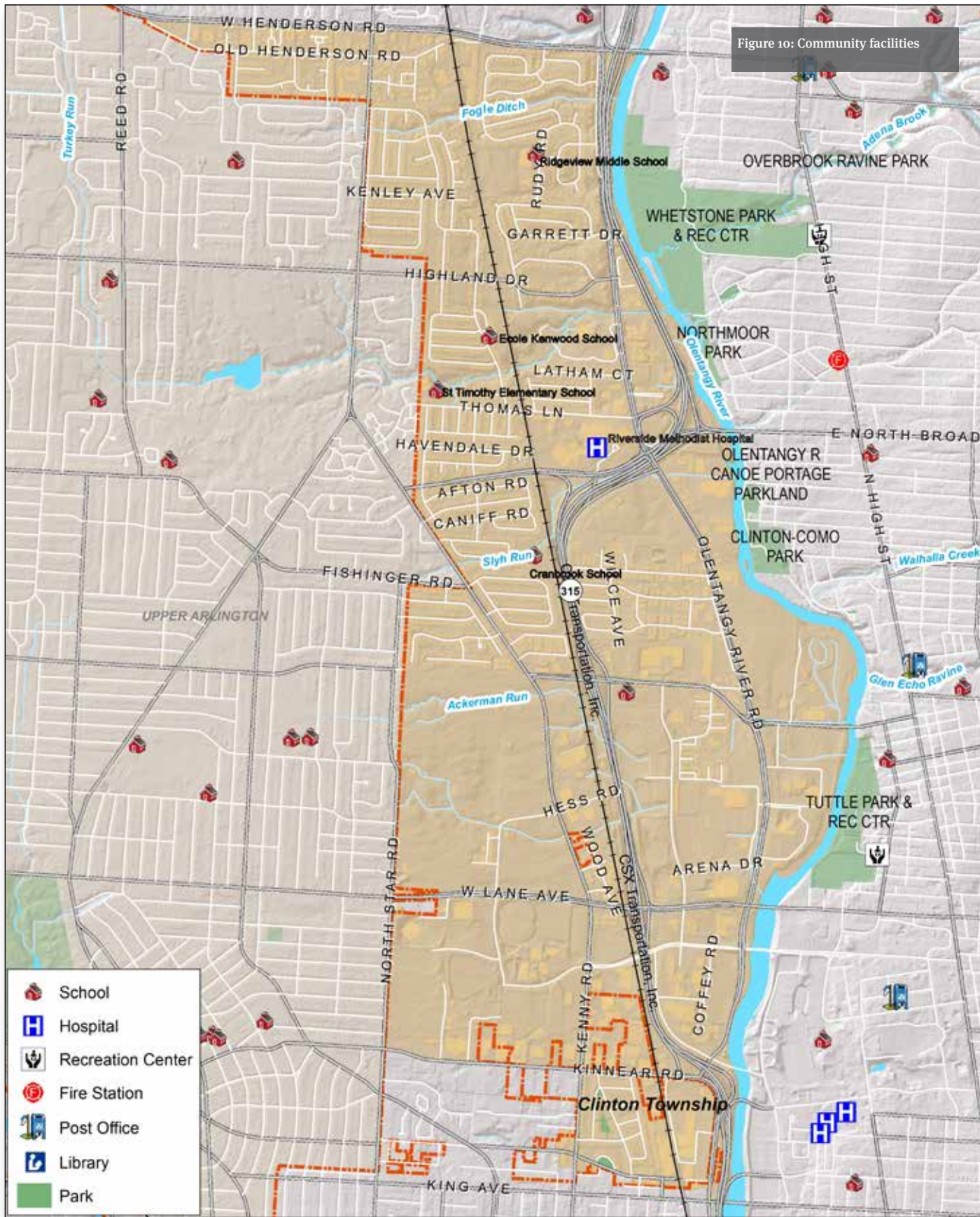


A COTA bus stop and shelter in the planning area



A residential area lacking sidewalks

Figure 10: Community facilities



community facilities

Community facilities in and adjacent to the planning area consist of hospital, police, fire, schools, libraries, post office, and recreation and park facilities (Figure 10).

The Riverside Methodist Hospital campus is located at Olentangy River Road and West North Broadway.

The portion of the planning area north of Lane Avenue falls within Columbus Police Precinct 3 and the area south of Lane Avenue falls within Precinct 4.

Columbus Fire service is provided by Fire stations 19 and 25, both of which are located to the east and south of the planning area, respectively.

No city parks are within the planning area. However, significant parkland and open space are located near the planning area. These facilities include Whetstone Park, area elementary schoolyards, and the Olentangy Trail bike path and greenway. In addition, Clinton Township has two small parks in the University View Neighborhood.

Schools in the planning area include Cranbrook Elementary, St. Timothy Elementary, Ecole Kenwood French Immersion K-8, and Ridgeview Middle. Columbus City Schools is currently considering building a new facility on the current site of the Ecole School. Centennial High School is the Columbus City High School that serves the planning area and is located nearby, at the intersection of Bethel and Godown roads.

The Whetstone and Northside library branches are located just east of the planning area on High Street. In addition, Upper Arlington has three library branches just west of the planning area, Miller Park Branch, Main, and Lane Road.

existing plans and studies

The following is a summary of existing plans and studies that contain recommendations for portions of the Olentangy West Planning Area.

Riverfront Vision (1998)

The *Riverfront Vision* is a development and environmental restoration plan that covers the southern portion of the Olentangy West Planning Area along the Olentangy River corridor. Plan goals include:

- Healthy river ecology.
- Public access to and along the riverfront.
- Balance of uses along the riverfront.
- Improved pedestrian access to the river corridor.
- Improved recreational opportunities on the river.

The Lower Olentangy Watershed Action Plan (2003)

The *Lower Olentangy Watershed Action Plan* was developed by Friends of the Lower Olentangy Watershed (FLOW) to set forth strategies for protecting and improving water quality and recreational use of the Olentangy River and tributary streams. The following is a summary of the recommendations that pertain to the Olentangy West Planning Area.

- Develop a 32-mile Water Trail for boaters (including safety signage at lowhead dams and portage routes).
- Chemical Abstracts—plant trees east of walkway. Along walkway plant native prairies and install bird boxes.
- When development occurs: Establish a 40- to 110-foot setback from Union Cemetery to North Broadway; regrade to open floodplain and reforest.
- Stabilize eroding banks using bioengineering techniques.
- Restore floodplain on tributary streams that have been channelized.
- Daylight streams that currently run through underground conduits. (Daylighting definition on page 29).
- Restore degraded tributary stream channels.
- Establish a Water Trail for canoe and kayakers. (Water Trail definition on page 41).



Olentangy River Road Urban Design Plan Illustrations. New buildings located closer to the street provide a more pedestrian-oriented environment.

Olentangy River Road Urban Design Plan (2003)

The *Olentangy River Road Urban Design Plan (ORRUDP)* was developed to serve as a guide for future development and improvement within the Olentangy River Road planning area, focusing on streetscape improvements, redevelopment opportunities, and river corridor enhancement. The planning area boundaries are the following: Riverside Methodist Hospital/Thomas Lane on the north, the Olentangy River on the east, Lane Avenue on the south, and the railroad on the west. The following is a summary of the recommendations that pertain to the Olentangy West Planning Area.

- Olentangy River Road Streetscape Improvements.
- University City Center redevelopment concept.
- Kohl's Department Store center redevelopment concept.
- Future Land Use recommendations.
- Olentangy River enhancement for environmental health.



The Ohio State University Framework Plan Illustration.

The Ohio State University Framework Plan (2010)

The *Ohio State University Framework Plan* was developed in 2010 and provides a long range vision for the future development of the University. The following is a summary of some of the key recommendations that are within the Olentangy West Planning Area. Framework Plan details can be found at www.osu.edu.

Olentangy River

- Maximize access to the Olentangy River.
- Improve river corridor for enhanced multimodal transportation, storm water management, and open space.

Kinneer Road

- Extend Kinneer Road across the Olentangy River with a new bridge crossing.
- This extension of Kinneer Road would then provide frontage for research park opportunities and partnerships, and would become a primary conduit for the technology district.

SR-315

- Over time, relocate SR-315 into a single transit corridor, along with the existing rail line.

Athletics & Recreation

- Athletic facilities will mainly be consolidated west of the Olentangy River, creating an "Athletics Village."
- An enhanced parking plaza is proposed northwest of the Schottenstein Center.

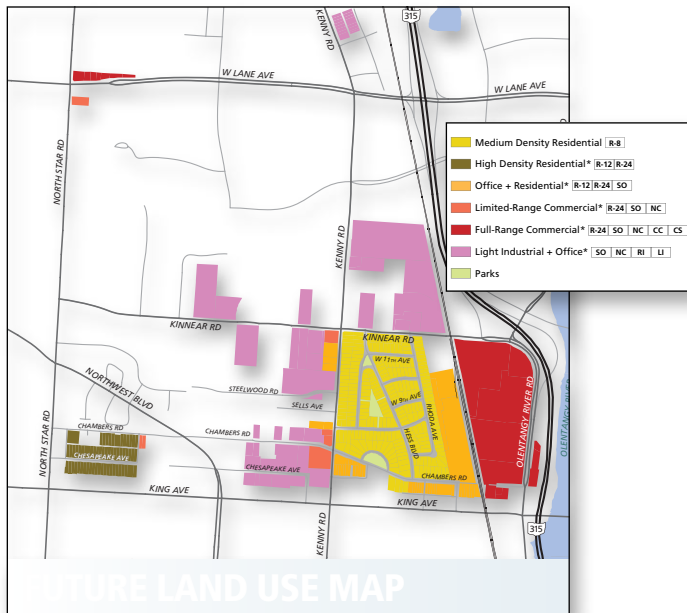
West Campus

- The Waterman Laboratory (located northwest of Lane Avenue and Kenny Road) must be protected and preserved.
- As university recreation facilities migrate east, the Waterman Laboratory should extend south across Lane Avenue.
- The three historic tributaries through West Campus are recommended for restoration. The Plan notes that these tributaries could serve as functional links to the city of Upper Arlington and play an important role in the university's overall stormwater strategy. They could serve as pedestrian and bicycle conduits, providing access to the university from neighborhoods to the west.
- The University has an opportunity to use land in the West Campus area for non-core mission activities. The Plan recommends that private sector development beneficial to the university be encouraged in the northwest corner of Kenny and Kinneer roads.
- Future commercial development will be determined by future market conditions, but could include translational research and residential development.
- The area at the southwest corner of Ackerman and Olentangy River roads is recommended for potential family housing.

Clinton West Neighborhood Plan: University View—Lennox (2012)

Portions of the southern end of the planning area are in Clinton Township, including the University View Neighborhood and Lennox Town Center shopping center. Franklin County worked with the community to develop the *Clinton West Neighborhood Plan*—a guide for future development in Clinton Township, west of the Olentangy River. Major recommendations include:

- A Future Land Use Map.
- Updating standards to improve the visual appearance of development.
- Revising regulations to improve maintenance of residential property.
- Encouraging small business development.



Clinton West Neighborhood Plan

community survey

The following is a summary of the September 2011 resident survey for the Olentangy West planning area. The survey results were an important part of the development of the plan's recommendations. Planning staff mailed out to local residents 300 copies of the survey and 300 postcards that directed participants to the online survey. A total of 170 surveys were submitted online or via a hard copy, which represents a 28% response rate. Survey questions included the following:

- Why did you choose to live in your neighborhood?
- What unique characteristics of your area commercial district(s) give it its identity and what would you like to see preserved or changed?
- What are the characteristics, places, or things about your area that you most cherish?
- Where in the neighborhood do you shop?
- Are there undesirable land uses within your neighborhood that do not fit with the surrounding area?
- What are the locations in your area where new/redevelopment opportunities could occur?
- What type of housing would you like to see in the future?
- What kind of transportation do you most often use?
- Do you feel comfortable walking/cycling in your neighborhood?
- Is there anything else you would like to tell us about your planning area?

The following summarizes the input received:

- People like the area.
- The area has good access to other Columbus destinations such as Ohio State, downtown, etc.
- Concerns were expressed about the future of the Ecole Kenwood School site.
- People expressed a desire for improved development on Henderson Road and other commercial areas.
- People are generally comfortable walking in their neighborhood, but expressed a desire for better bicycle/pedestrian connections to locations outside of their given neighborhood.
- People generally prefer single family development, but some support was expressed for future condominium development.

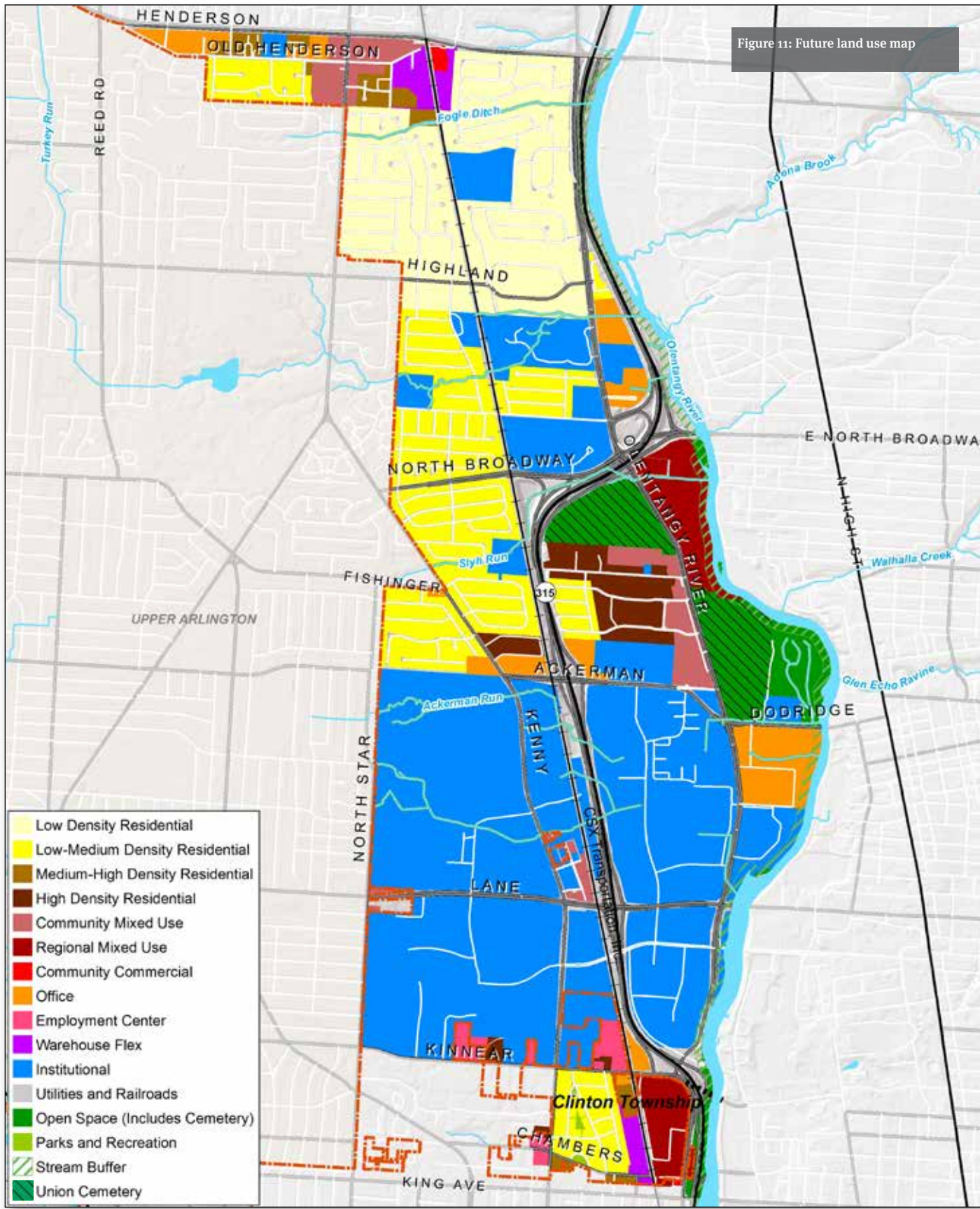
recommendations

introduction

THE PLAN RECOMMENDATIONS element includes four overall development principles that address each of the primary planning priorities that will guide future growth and development, including land use, natural resources, transportation, and urban design. The Plan Recommendations element is an outgrowth of existing plans, staff analysis, guidance from area stakeholders, and the public input summarized in the Introduction. The resultant development principles, policies, guidelines and strategies respond to the identified needs and priorities and are consistent with overall city of Columbus development related policies. Each of the four development principles is followed by supporting policies and guidelines/strategies. Land use, natural resource, urban design, and transportation plans are included within the body of this text along with pictures and renderings that illustrate recommended policies. Development concepts that illustrate preferred development patterns are provided in the urban design section.



Figure 11: Future land use map



PRINCIPLE 1: LAND USE

Neighborhoods will have a mix of uses that provide a variety of housing types, neighborhood services and employment.

Land use defines how a property and/or a building is used—single-family residential, commercial uses, or mixed use in the same building (for example, retail on the first floor and residential on upper floors). For neighborhoods to be sustainable over the long term, it is critical that a mix of uses is provided. This means that people can live in a neighborhood, can purchase the goods and services they need, and may even be employed in their neighborhood. This mix of uses provides for a stable economic base. It also supports walking and biking as options to driving, provided densities are sufficient to encourage such transportation options (such as short walking distances between a home and shops).

The Future Land Use Plan (Figure 11) illustrates recommended future land uses for the Olentangy West Planning Area. The map legend corresponds with Table 3, which provides generalized descriptions of the recommended land use classifications. The following text also corresponds with the Future Land Use Plan map and provides a general overview of the map's recommendations.

POLICY:

New Development and redevelopment should be consistent and compatible with the land use, density and pattern of the surrounding area.

GUIDELINES & STRATEGIES:

- Community Mixed Use designation (multifamily, office, retail, institutional) is recommended for the existing shopping centers (Kenny Centre and University City Shopping Center) in order to support future mixed use development. Any residential development should fall within the range of 10 to 16 dwelling units per acre and abide by the design guidelines from this plan.
- Preserve existing single family areas as they are. Any future development in existing single family neighborhoods should reflect the existing development pattern.
- Existing office uses along Olentangy River and Old Henderson roads are recommended for continued office uses. Redevelopment of existing office sites to provide more office space and jobs should be encouraged to avoid encroachment of office uses into residential areas.
- Office uses are recommended for the Chemical Abstracts' property at the southeast corner of Olentangy River Road and Dodridge Street. A portion of the site that fronts along Olentangy River Road and Ackerman is zoned commercial, however continued office use is recommended based on its adjacency to The Ohio State University and the availability of commercial just northwest of the site. In the event that a commercial use is proposed, Community Commercial Overlay Standards (cco) are recommended.

- The West Campus area (land owned by Ohio State) is identified on the Future Land Use Plan map as Institutional and should be developed in accordance with The Ohio State University Framework Plan.
- Expansion of non-residential uses (commercial, office, industrial, etc.) located in primarily residential areas, beyond their existing site, is discouraged in order to avoid negative offsite impacts.
- The Future Land Use Plan map includes recommendations which are consistent with those from the Clinton West Neighborhood Plan. Recommendations from this plan are only relevant in the case where these properties are annexed to Columbus.

Table 3: Land use descriptions

Category	Compatible Zoning	General Description
Low Density Residential	PUD, RR, RRR	Characterized by single family residential development in the form of subdivisions. Typical Density: 2 to 4 dwelling units per acre.
Low-Medium Density Residential	PUD, RR, SR, R-1	Predominantly single-family development, with limited amounts of 2-4 unit buildings interspersed—often at intersections or along larger streets. This category may also include lower density townhouses/condominiums. Typical Density: 4 to 6 dwelling units per acre.
Medium-High Density Residential	PUD, RR, SR, R-1	Includes doubles, townhouses and multi-family. Typical Density: 10 to 16 dwelling units per acre. Somewhat higher densities may be considered for areas that are immediately adjacent to a neighborhood's primary corridors. Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
High Density Residential	R-4, NG, NC, ARLD, AR-1, AR-2, AR-3, AR-4	Multi-story multifamily housing in specific areas where high density is considered appropriate, such as the primary corridors. Each development application must be reviewed on a case by case basis, be judged on its own merits, and must consider the specific site and the site's context (adjacent uses and development pattern). Typical Density: 16 to 36 dwelling units per acre. Proposals that include the highest end of the density range should include structured parking and be located at primary intersections and particularly scrutinized in regard to their contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architecture.
Community Mixed Use	C3, CPD, some C4	This classification includes retail, office, institutional or hotel uses, with residential units located either above and/or next to the uses, which serve multiple neighborhoods, but generally do not attract residents from outside the area. An example includes neighborhood shopping centers. Gas stations built to Community Commercial Overlay design standards may be supported. Community commercial uses should be located along arterials and at key intersections. Typical Density/Intensity: 12,500 square feet per acre; 10 to 16 dwelling units per acre.
Regional Mixed Use	C4, CPD	Large scale shopping centers and regional malls, entertainment centers, big box retailers, hotels, and similar retail uses that have the potential to attract consumers from major portions of the city, as well as the Central Ohio region. Office or institutional uses may also be appropriate. Also includes residential units located either above and/or next to the commercial, office, or institutional uses. Should be located at nodes on major arterials and at interstate highway intersections. Typical Density/Intensity: 10,000 square feet per acre; 36 or higher dwelling units per acre.
Community Commercial	C3, CPD, some C4	This classification includes retail, office, institutional or hotel uses that serve multiple neighborhoods, but generally do not attract residents from outside the area. An example includes neighborhood shopping centers. Typical Intensity: 12,500 square feet per acre. Gas stations built to Community Commercial Overlay design standards may be supported. Community commercial uses should be located along arterials and at key intersections.
Office	C2, CPD	Should be located at major intersections, sites with freeway visibility, in mixed use buildings, or as a transition between residential and non-residential development. Typical Intensity: 15,000 square feet per acre.
Employment Center	C2, CPD, M	Business and professional offices, technology park clusters, research and development, light industrial operations, and visitor service establishments, with retail only as a secondary use. Typical Intensity: 10,000 to 15,000 square feet per acre.
Warehouse Flex	M, M1, M2	Should be located in older industrial areas and at locations on major arterials but not within close proximity of residential uses. Typical uses include flex office, warehouse flex, distribution and logistics, and smaller light industrial uses. Typical Intensity: 10,000 square feet per acre.
Institutional	I	Includes schools, government property, and houses of worship. These uses should be located on major arterials, in nodes of commercial activity, and within neighborhoods but only along arterials or collectors, provided sites are sufficiently large to accommodate on-site parking.
Utilities and Railroads	N/A	Utilities and railroads should be located in existing locations
Open Space	N/A	Conserved lands that are not suitable for development, such as the floodway, wetlands, major wood stands, steep slopes and ravines, and species habitat. These are natural areas that do not provide recreational facilities.
Parks and Recreation	N/A	Integrated land into residential neighborhoods and/or located adjacent to preserved open spaces. Parks are either publicly- or privately-owned recreational facilities, including golf courses.
Stream Buffer	N/A	The Future Land Use Plan map illustrates a stream buffer along the Olentangy River and its tributaries, indicating a no-disturb zone meant to preserve the greenway. The no-disturb zone width will vary depending on the creek, waterway, and/or ravine based on the Columbus Stormwater Drainage Manual requirements. Efforts should be made to extend this buffer whenever possible.

PRINCIPLE 2: NATURAL RESOURCES

Open space and natural resources should be preserved and

protected. Public input highlighted the importance of preserving natural resources in the Olentangy West Planning Area. Open space and significant environmental areas provide recreational opportunities for residents, protect functioning ecosystems that support urban wildlife, manage stormwater runoff, act as transitions between land uses, encourage a healthy and active lifestyle, and stabilize and enhance property values.

The natural resources recommendations for Olentangy West focus on building upon the existing network of connections to area open space, parks, and natural areas, preserving the area's natural amenities and making improvements where necessary. These guidelines and strategies work to strengthen existing city policies and help the built environment and natural resources to better coexist.

POLICY:

Natural areas should be preserved as a part of public or private park and recreation systems.

GUIDELINES & STRATEGIES:

- New development must be sensitive to the adjacent Olentangy River. Easements should be established to create a buffer between development and the river and to allow for recreational use of the river corridor—such as bike trails. (*Olentangy River Road Urban Design Plan (ORRUDP)*).
- Alternative methods to manage stormwater should be considered (e.g. best management practices (BMPs), such as bioswales (bioswales):

Conservation Easement

A conservation easement is a deed restriction placed on a piece of land to hold that section in conservation in perpetuity. The landowner still owns the land. The goal is to: Maintain and improve water quality; Perpetuate and foster the growth of healthy riparian corridors; and migration corridors; Protect scenic vistas visible from roads and other public areas; ensure that lands are managed so that they are always available for sustainable wildlife preservations and forestry.

Columbus Stormwater Drainage Manual

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. The Manual establishes Stream Corridor Protection Zones along streams to prevent stream bank erosion, prevent flood related damage, remove pollutants and sediments from the stormwater entering the stream, and provide greenway corridors for wildlife and to provide other environmental and aesthetic values.



Rain Garden used to capture and retain rainwater.

landscape elements designed to remove silt and pollution from surface runoff water), native landscaping, rain gardens, naturalized detention and retention basins, and similar treatments. (Refer to city of Columbus Stormwater Drainage Manual).

- Daylight streams that currently run through underground conduits and restore degraded tributary stream channels. “Daylighting” refers to the removal of culverts and restoration of a stream to a more natural state. This would both be a green approach to stormwater management and an attractive feature for a development. Developers are encouraged to daylight streams when a property is undergoing redevelopment (*The Lower Olentangy Watershed Action Plan, 2003*).
- The amount of impervious surfaces (surfaces that do not permit the absorption of rainwater) should be minimized in order to reduce stormwater flow and rates, and to facilitate stormwater infiltration.
- A minimum of 35% of the mature trees on a development site should be preserved. Mature trees are defined as trees having a caliper (diameter) of 12 inches or greater at a point 4 feet above the ground.
- The riparian corridor along the Olentangy River should be enhanced to promote wildlife habitat. The riparian edge refers to the area where the river interfaces with the land, that is, the river bank (*ORRUDP*).
- At key locations along the Olentangy River, allow overlooks, landings and breaks in the vegetation to allow users to experience the river more directly (*ORRUDP*).

- Structures adjacent to the Olentangy River should be set back an appropriate distance to achieve the following (ORRUDP):
 - Create a riparian corridor along the Olentangy Greenway between any structure, surface parking lot, or bike path and the bank of the river. Replant native plant species and remove invasive plant species along the river, with an emphasis on a reforested buffer to help protect the water quality: lowers water temperatures, filters pollutants from run-off, and creates better soils for carbon sequestration.
 - Development should occur consistent with the city's floodplain regulations.
 - Create usable space along the Olentangy Greenway for a multi-use trail and passive recreational use.
- As development occurs or land uses change within the planning area, opportunities to include green space should be explored, with an emphasis on city parkland. The City should consider acquisition of Ecole Kenwood School property for parkland in the event that the Columbus City Schools no longer uses the site for school programming.
- Investigate the feasibility of performing a hydrological study to define flood control structures and identify berms that do not serve a flood control purpose and that could be removed (ORRUDP).

Floodplain

The land adjacent to a stream, river, or lake (constituting both the floodway and the floodway fringe) subject to flooding by storms whose average frequency, severity, and flooding effects can be measured. For example, a 100-year storm will occur, on average, once every 100 years and will be associated with a certain amount of rainfall and flooding demarking the extent of the 100-year floodplain.

A particular floodplain may change over time as development and the related movement of soils occurs, or as precipitation patterns change.

PRINCIPLE 3: URBAN DESIGN

New development will contribute to community character. Continued redevelopment and infill is certain for the Olentangy West area. Design guidelines for future development will help ensure these changes to the built environment make a positive contribution and help ensure the long-term viability of the planning area.

POLICY:

New commercial and mixed use development should utilize design techniques to add to the built environment, ensure that it accommodates the pedestrian and bicyclist, and is integrated with the existing fabric and scale of the given neighborhood.

GUIDELINES & STRATEGIES:

The following guidelines for retail, office, and multifamily buildings should be utilized in the review of development applications:

- A consistent level of detailing and finish should be provided for all sides of a building (“four-sided” architecture).
- Flat, plain building walls should be discouraged. This should be accomplished through the use of changes in color, materials, or relief, such as the inclusion of beltlines, pilasters, recesses, and pop outs (offsetting planes). Building surfaces over 20 feet high or 50 feet in length should be relieved with a change of wall plane or by other means that provide strong shadow and visual interest.
- Front elevations for retail buildings should be divided into increments to mimic traditional storefronts, consist of 50% or more glass windows at the street level and utilize a variety of treatments and human scale details.
- The architectural style of new buildings should not be literal duplications of historic styles. Instead, new designs should be contemporary interpretations of traditional buildings, especially styles found throughout the city. These interpretations should be similar in scale and overall character to historical precedents, but should differ in terms of detailing.
- Buildings should be designed to address the street and enhance the pedestrian experience. Examples include the use of outdoor dining areas, transparent windows, or other means that emphasize human-scale design features at the ground floor level.
- Convenient, safe, well marked, and attractive pedestrian connections should be provided from the public street to commercial, office, and mixed use building entrances.
- Leadership in Energy and Environmental Design (LEED)—green building technologies, are encouraged for new buildings.
- Signs are recommended to be placed and sized such that they area in keeping with the scale and size of the building facades and general streetscape, and do not obscure or interfere with architectural lines and details. Ground/monument style signs are recommended in areas where the city’s Community Commercial Overlay is under consideration or may be developed.
- Freeway, pole signs, billboards, “sign benches,” roof signs, larger overhanging signs, LED and other such electronic or digital signs, or excessively large signs that interfere with visual character are discouraged.



Buildings with ample windows and pedestrian amenities

“ Good development improves property values and creates a better community...”

Survey Response from Public Workshop #1

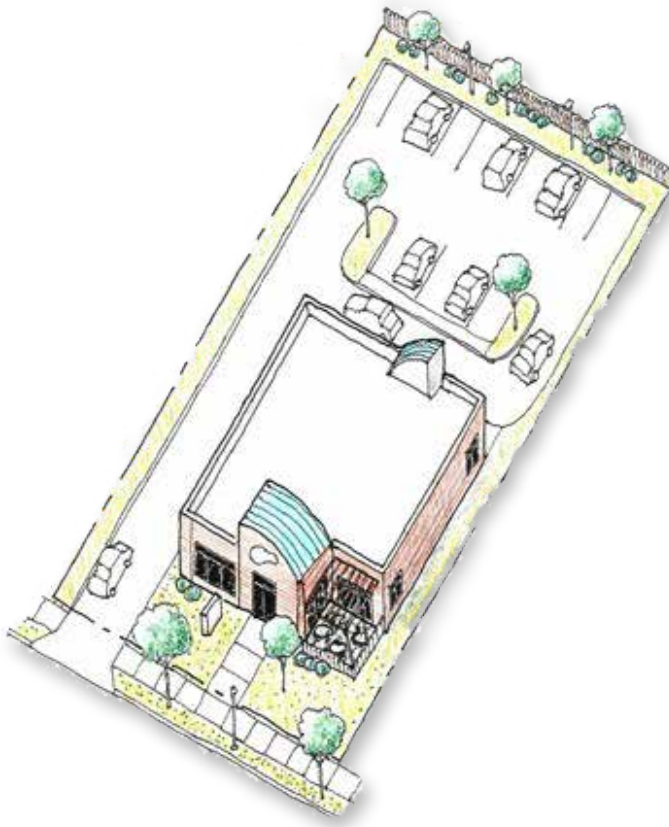


Figure 12. Illustration of Community Commercial Overlay (cco) development standards.

- Consider the development of additional commercial overlay designations for the Olentangy West area. Considerations include: the Community Commercial Overlay (cco) at Kenny and Henderson roads. The Community Commercial Overlay (cco) is a zoning tool to encourage a walkable built environment. It applies to new retail and office development and, in general, results in new buildings that front the street and put the parking in the back of the building. (See Figure 12 for an illustration of cco style development.)
- New buildings along the Olentangy River should address the river in a positive way reflecting the aesthetic role of the riverfront as an open space corridor. Building faces adjacent to public open space and to streets should be treated as fronts and should activate the public environment. Buildings should be sited to create usable, open spaces. (ORRUDP)
- Structures along the Olentangy River should be designed to provide view corridors and public access to the riverfront, avoiding the creation of impenetrable walls that block movements and sights. (ORRUDP)
- New development and redevelopment should provide features that contribute to a healthy lifestyle, encourage social interaction and sustain property values such as sidewalks, trails, bicycle paths, and open spaces.
- Property owners along Olentangy River Road's commercial areas should consider establishing a Special Improvement District (SID): A SID is a self-help tool that allows property owners to assess themselves for area-wide services and capital improvements. (ORRUDP). One effort that could be supported by a SID would be a facade improvement program for Olentangy River Road. This program support facade and signage improvements and other efforts. (ORRUDP)

The Olentangy River largely has a "green" edge (left photo). There are opportunities to improve the access to the river with such treatments such as overlooks (right photo) and even cafes affiliated with the numerous hotels, restaurants and higher density residences near the river.



POLICY:

Landscaping/screening should be utilized to enhance development, minimize impact of non-residential development on adjacent residential uses, and provide appropriate corridor landscaping.

GUIDELINES & STRATEGIES:

- In context with its location, all development should be landscaped and buffered as appropriate. Particular attention should be paid to screening and buffering between non-residential and residential development.
- A landscaped buffer strip at least 25 feet wide should be provided between industrial and residential uses. Buffer strip should contain landscaping in conjunction with a wall, fence or earthen mound. In some instances, buffers may need to be wider.
- A landscaped buffer strip at least 15 feet wide should be provided between industrial and commercial uses. Buffer strip should contain landscaping in conjunction with a wall, fence or earthen mound.
- The use of native landscaping is encouraged.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens (rain garden: planted area that allows rainwater runoff from roofs, driveways, walkways, parking lots, and compacted lawn areas the opportunity to be absorbed).
- Consider streetscape improvements on the major arterials—Olentangy River Road, Kenny Road, Henderson Road, and North Broadway. Improvements could include: sidewalks or shared-use paths, landscaping, or street trees (where engineering design standards allow).
- Improvements to the aesthetics of the Henderson Road medians are recommended.
- Gateways should be developed at the primary entrances to the neighborhood.

“Fully agree, few design changes improve the pedestrian experience as much as this.”

Survey Response from Public Workshop #1 in regards to the recommendation that to the extent possible, parking should be located to the rear or side of a building.

POLICY:

Residential design guidelines should be used to protect the long-term quality and value of the community.

GUIDELINES/STRATEGIES:

- New infill housing design, housing additions and garages should be compatible with adjacent nearby housing design, and measured in terms of similar height, width, and setbacks.
- Any new garage should be designed as so the garage door openings facing the street frontage should not exceed 40% of the width of the house's façade (including the garage). Efforts to set back garage from primary façade or other design techniques to mitigate the garage's impact on the streetscape are recommended.
- Leadership in Energy and Environmental Design (LEED)—green building technologies, are encouraged for residential buildings.
- Multi-family developments with 20 units+ should have more than one building type and/or façade option, providing a variety of façade treatments.
- Multi-family developments should utilize design treatments to ensure they relate to the public right of way. Potential treatments include the use of entrances, porches, stoops, balconies, other, that face the street.
- Multifamily uses developed in accordance with the Land Use Plan should be compatible with the neighborhood in which they are to be located relative to height, setback, design, materials, and landscaping. Design elements common to the neighborhood should be incorporated into multifamily buildings.

POLICY:

Parking needs should be balanced with the goal of reducing development's impact on the natural environment, as well as the goal of creating walkable and bikeable neighborhoods and encouraging the use of transit.

GUIDELINES & STRATEGIES:

- To the extent possible, parking should be located to the rear or side of a building.
- Shared parking arrangements should be encouraged, particularly between users with differing peak hours and developments along the Olentangy River to reduce the amount of pervious surface present. Shared parking may only be implemented if a mechanism can be developed that is recognized and enforced by both the property owners and city of Columbus.
- Parking lots are recommended to incorporate Low Impact Design (LID: design that mitigates potential environmental impacts) features to minimize their impact on nearby waterways. For example, features could include use of alternative parking lot surfaces (e.g. permeable concrete, pavers) and stormwater detention swales.
- Surface parking lots adjacent to the Olentangy River should be set back an appropriate distance to achieve the following:
 - Create a riparian corridor between any structure or surface parking lot and the bank of the river. (See page 29 for definition of riparian).
 - Development should occur consistent with the city's floodplain regulations.
 - Create usable space along the river for passive recreational use. (ORRUDP)
- Adjacent parking lots should provide pedestrian connections to better utilize parking spaces.

POLICY:

Industrial development in the northern portion of the planning area at Midwest and Mobile drives and in the Chambers Road area should be well designed and limit its impact on adjacent land uses.

GUIDELINES & STRATEGIES:

- Buildings should be well designed and consider the use of natural materials on front facades. Remaining elevation treatments should be complimentary in terms of color.
- Buildings should be oriented so that loading, storage, and other external activities and building features that generate noise and other impacts are not facing public rights-of-way or residential or institutional uses. Screening of loading and outdoor storage and activities should comply with applicable city code.
- Parking for customers and/or automobiles should be screened along the public right-of-way.
- Landscaping should be used to soften industrial buildings along front elevations or elevations that face public streets.
- Bike and pedestrian access should be provided on site.

development opportunity sites

This plan presents development concepts for four sites in the planning area. In general, these concepts illustrate how existing auto oriented shopping center sites in the planning area could be redeveloped to become more walkable destinations for the residents of the Olentangy West area. Two of the development concepts are from the existing Olentangy River Road Urban Design Plan (ORRUDP). Two additional concepts were developed for the plan update. The development concepts are meant to illustrate a vision for future redevelopment and infill. Each development concept is consistent with the development guidelines from the plan. Staff analysis and public input suggested that these sites presented future redevelopment opportunities. It is important to note that the city does not own these sites, nor does it plan to acquire these sites.

University City Center (Olentangy River Road and Ackerman Road)

The *Olentangy River Road Urban Design Plan* (2003) recommended the University City Center be reconfigured to add new development and make the center more walkable. The shopping center is located just north of the West Campus of The Ohio State University at the northwest corner of Olentangy River and Ackerman roads. Currently the site is situated with buildings set far back from the street behind excessive parking, providing few pedestrian connections and little landscaping (Figure 13).

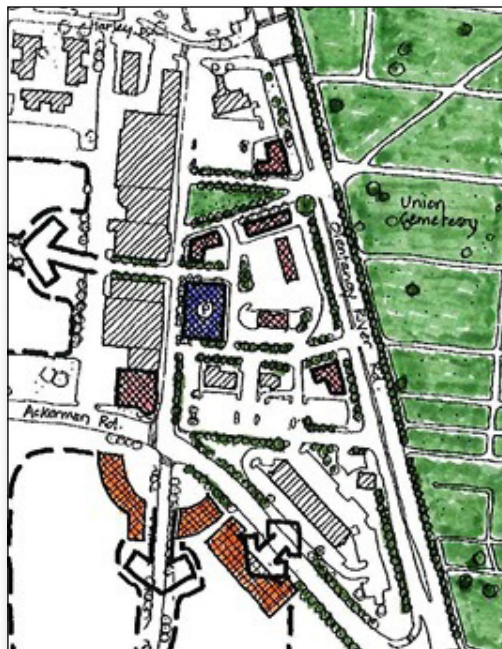
The proposed reconfiguration of the site includes the following (Figure 14):

- The private service drive should be utilized for new infill development.
- Parking should be to the rear and shared with existing center.
- A defined entrance to the center from Olentangy River Road is created. This entrance should be signalized and become a new road and connect to the adjacent site to the west that is currently owned by OSU.
- Create pedestrian connections from the public sidewalk into adjacent sites.
- Consider combining University City Center and the adjacent Red Roof Inn site into one interconnected site.
- Improved pedestrian connections between the shopping center and residential areas to the south and west.

Figure 13. Aerial view of the University City Center.



Figure 14. University City Center redevelopment scenario.



Kohl's Department Store Area

Kohl's Department Store is located just south of North Broadway on the east side of Olentangy River Road. Currently the site has limited street frontage and excessive surface parking with limited landscaping and few pedestrian amenities (Figure 15).

The *Olentangy River Road Urban Design Plan* (2003) recommended creation of a street edge by developing out-lots along Olentangy River Road that connect to development to the rear (Figure 16). Parking for the out lots should be to the rear of the buildings with a redeveloped Kohl's building that better relates/connects to both the street and the river. Parking should be shared with out-lots along Olentangy River Road.

New development should be sensitive to the adjacent Olentangy River. Easements should be established to create a buffer between development and the river and to allow for recreational use (e.g., bike trails).



Figure 15. Existing layout of the Kohl's site.

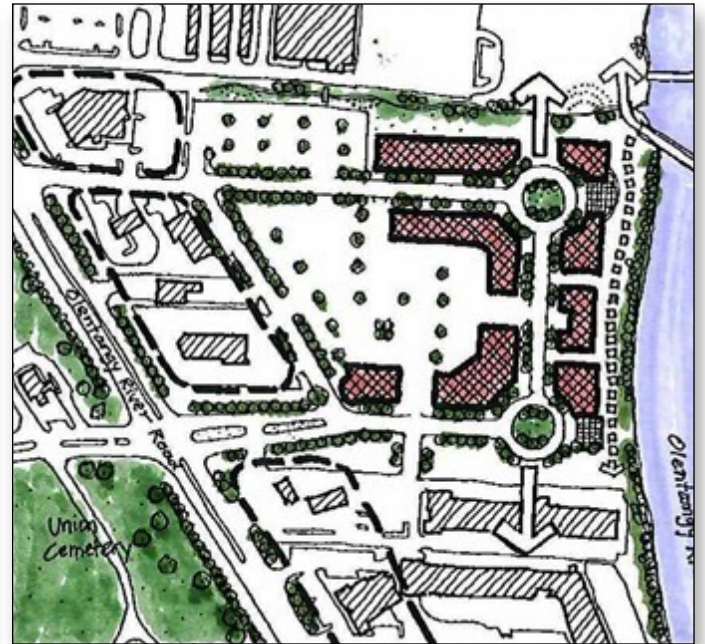


Figure 16. Kohl's redevelopment scenario.

Kenny Centre Possible Redevelopment Scenarios (Kenny Road and Old Henderson Road)

Built in the early 1970s, Kenny Centre serves both local needs and the larger community. The site covers just over 11 acres. The Centre is viable, but it is not without opportunities and problems. There is a lack of pedestrian connectivity both to and within the site and it is generally only accessible by vehicle. In addition, there is a lack of landscaping within and on the perimeter of the center.

Recently, shopping centers in the area and elsewhere have undergone various degrees of transformation to compete economically and aesthetically.

Four options are shown on the following pages to renovate the shopping center in various degrees of change.



Top: View of Kenny Centre from across the street. (Source: Google Maps) **Bottom:** Aerial view of Kenny Centre

Option 1

Pedestrian Connections—Infrastructure

To address the lack of pedestrian connectivity, this option recommends developing the vacant parcel along Kenny (Figure 17). This would create an edge on the street, create activity on Kenny, and create a connection to the back portion of the shopping center.



Right: Existing pedestrian system (red line) is only internal to the shopping center. Potential pedestrian linkages illustrated in orange, and footprint of building constructed on Kenny. **Left:** New sidewalk extending into the shopping center from street.



Figure 17: Elevation of conceptual building built on the Kenny frontage with mid-century modern elements.

Option 2

Greenification & Parking Diet

This option strives to green up the shopping center. Currently, there is excess space dedicated to parking. More green space would be desirable (Figure 18). Reducing the amount of parking would create room for trees and other landscaping. Trees should not obstruct views to the Centre, but enhance it. Trees would offer shade and lower temperatures.

The recommendation is to bring the Centre up to the current zoning tree requirements (1 tree per 10 parking spaces). In addition, consideration should be given to use of green space for storm water runoff.



Water runoff from surface parking can be handled in various ways including edge treatment, islands, etc.



Figure 18: Aerial view of site, with tree plantings indicated in green.

Figure 19: Mid-Century Modern Façade Renovation of Kenny Centre



Option 3

Façade Renovation and Other Amenities

This option could be incorporated into other options. Trends in retail have seen façade improvements that are more vertical and individualistic as opposed to uniform or homogeneous.

Public input indicated that a façade renovation of Kenny Centre should reflect the predominant architectural character of the area, incorporating mid-century modern elements. Mid-Century architecture style is characterized by clean simplicity and integration with nature.

This renovation concept focuses on ample glazing (windows) and stone veneer frequently used in mid-century modern architecture (Figure 19). Along with the prominent sign tower, which was common during that time period.

Additional elements to consider include the following: Left column, top and middle: Examples of geometric windows that extend to the ceiling. Left column, bottom: Horizontal Stone Veneer. Right column: Example of overhangs on buildings.



Option 4

Densification—Stacked Parking, Taller Buildings, More Open Space

The fourth option proposes the use of a parking structure and 2-story buildings (Figure 20). These buildings would have mixed uses, vertically. Stacked parking would free up land for additional buildable space (both on top of the existing footprint, and on former parking). However, structured parking is expensive and requires enough space for ramped aisles and parking bays. Structure should not block views of the shopping center.



Example of deck parking, Grandview Yard.



Figure 20: Kenny Centre redevelopment scenario showing a denser center, including a parking structure and plaza.



Example of Shopping Center Square, Easton Town Center.

Kenny and Henderson—Southwest Corner

The current configuration of buildings at the southwest corner of Henderson and Kenny roads represents a typical development pattern along arterials that is disjointed and provides little cohesion, in addition to few pedestrian amenities.

The plan recommends a redevelopment scenario where the separate parcels would be combined to reconfigure the space for new buildings in addition to applying Community Commercial Overlay (cco) standards (See page 32 for a description of the cco).

This redevelopment concept assembles the parcels to develop medical office space to meet the demand for such services in this aging community (Figure 21). Pedestrian connections are provided, to make it a viable pedestrian friendly location. In addition, curb cuts are consolidated to provide better access management. By placing an emphasis on the buildings over the parking lot, the streetscape would be greatly improved.



Aerial view of Kenny and Henderson southwest corner.



Figure 21: Southwest corner of Henderson and Kenny redevelopment scenario with consolidated curb cuts, new office buildings, landscaping and interior parking.

PRINCIPLE 4: TRANSPORTATION

People will be able to get around by walking, car, transit, and bicycle. Like other areas developed in the late 1950s and early '60s, the Olentangy West area is suburban in nature and is auto oriented. Many of the area's streets do not have sidewalks or biking facilities. Though recent sidewalk and bicycle related projects have been undertaken, (such as the North Broadway and Olentangy River Road sidewalks), additional improvements are needed. An integrated transportation system eases congestion by distributing vehicular traffic, offering alternative modes of travel for area residents, visitors, and businesses. Benefits include reduced congestion, increased public safety, health and improved air quality.

The Olentangy West Area Plan's transportation recommendations are aimed at supplementing the existing road network with facilities for pedestrians, cyclists and transit. The following text corresponds with the Transportation Plan map (Figure 22) and provides a general overview of the map's recommendations. Included in this text and on the Transportation Plan map are recommendations from the *Columbus Bicentennial Bikeways Plan* (2008), which recommends a number of bicycle related improvements for the planning area.

POLICY:

Neighborhoods should have an interconnected street and sidewalk system with connections to existing and future residential, commercial, civic, cultural areas, and recreation areas and to existing and planned paths and trail systems—connecting neighborhoods within the Olentangy West Planning Area and to the region as a whole.

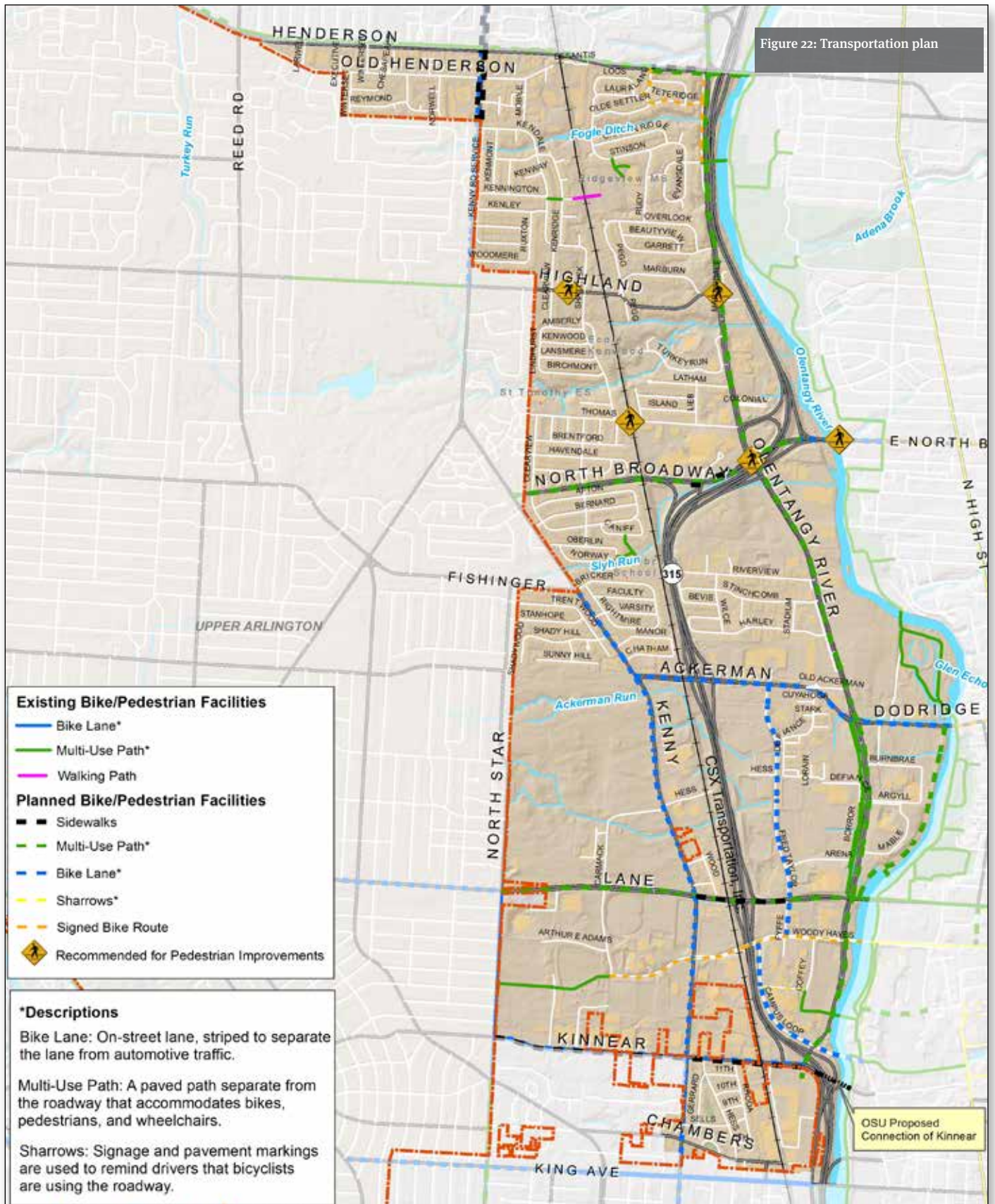
GUIDELINES & STRATEGIES

- Parks, schools, and open space should be connected to neighborhoods with pedestrian and bicycle paths.
- Improved east–west access should be established to the Olentangy Trail.
- The City should continue to support and assist in developing the Olentangy Water Trail along the Olentangy River through the consideration of installing portage points for boats, with a goal to make the River navigable for canoes and kayaks. (A water trail is a river route for kayaks and canoes with launch and landing sites.)
- A study of the Olentangy River low-head dams should be conducted to determine how to improve recreational value and safety of the river. (ORRUDP)
- Columbus City Schools is encouraged to repair and maintain the Cranbrook pedestrian bridge at Kenwyn Court, which routes pedestrians over the railroad tracks, connecting to Ridgeview Middle School. Without the bridge, pedestrians have to walk along Kenny Road and Henderson Road or Highland Drive, all of which lack sidewalks.
- An improved crossing for pedestrians and bicyclists should be established at the intersection of Thomas Lane and the railroad tracks. Since the railroad was there before the road, the City has right-of-way on the east and west side of the railroad but not over the tracks. As such the city will need to obtain a right-of-way or an easement from the railroad to cross the railroad property.
- The Ohio State University plans to extend Kinnear Road across the river with a new bridge crossing. This extension of Kinnear Road would then provide frontage for research park opportunities and partnerships, and would become a primary conduit for the district. (Source: *The Ohio State University Framework Plan*, 2010)



The Olentangy Trail across from Chemical Abstracts.

Figure 22: Transportation plan



POLICY:

Arterials and collectors should make accommodations for bicyclists and pedestrians.

GUIDELINES/STRATEGIES:

- Bike lanes should be implemented on Kenny Road, Kinneer Road, Ackerman Road, Campus Loop Road, Fred Taylor Drive, West Dodridge Street, and on the West North Broadway Street bridge. (*Bicentennial Bikeways Master Plan*)
- Multi-Use Paths should be constructed along Lane Avenue, Olentangy River Road, West North Broadway Street (west of the bridge over Olentangy River), and Henderson Road. (*Bicentennial Bikeways Master Plan*)
- Improve Olentangy River Road and North Broadway Street intersection for pedestrians and bicyclists. Fill gaps in sidewalks on median islands and continue sidewalks to the south. (ORRUDP)
- Future bike and pedestrian improvements along primary corridors should utilize asphalt paths (multi-use paths) in lieu of sidewalks where space allows. Additionally, building sidewalks within single family residential neighborhoods are not a priority for the community.
- Bike and pedestrian accessibility on North Broadway Street Bridge should be improved to provide better connection between Olentangy West and Clintonville.
- Curb cut consolidation between sites along Olentangy River Road is recommended to improve access management for developments. In addition, an Access Management Study is recommended to confirm direction of proposed improvements (e.g. curb cut consolidation, median relocation, reduction, new traffic signals). (A curb cut is the driveway access for a property owner from the street). (ORRUDP)
- A sidewalk or a wider berm should be included in any future resurfacing projects for Highland Avenue, west of the railroad tracks.
- Crosswalk improvements should be implemented at the following intersections: Highland Avenue and Olentangy River Road.

implementation

introduction

THE MOST EFFECTIVE WAY TO IMPLEMENT the provisions of an area plan is through the consistent and unified advocacy of area residents and businesses working in concert with the city of Columbus and other stakeholders. The most typical mechanism for plan implementation is the review of development proposals for consistency with the plan. Additionally, the plan can be used pro-actively to seek investment in the area, advocate for neighborhood issues, pursue grant funding and guide capital improvements.

Major implementation elements include:

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

Organization, Education and Outreach

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

- Utilize a website and email to supplement existing forms of communication.
- Ensure copies of the plan and its executive summary are distributed to key stakeholders.

Plan Amendment and Revision

Area plans should be regularly reviewed and updated to ensure timeliness and relevancy. Minor amendments and updates may be considered on an as needed basis. A more complete review and revision of an area plan should be considered within 10 years of adoption.

Development Review Checklist

A development review checklist is a summary of the development guidelines and recommendations. It is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in the community.

Guidelines from an area plan are not city code. However, as part of a city adopted plan they serve as city policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered and optimally included in a proposed development.

Users of the checklist should review additional background information for each item on the checklist by referencing the relevant plan element. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies. Recommendations regarding the use of development review checklists include:

- Applicants for a zoning and/or variance are encouraged to review a development review checklist and incorporate its provisions in their proposals.
- Community groups are encouraged to use a checklist to evaluate development proposals in their respective areas.

GENERAL GUIDELINES AND RECOMMENDATIONS				OLENTANGY WEST AREA PLAN
Guideline	Yes	No	N/A	Notes
Developer has reviewed the recommendations of the Olentangy West Area Plan?				
Has a site plan of the project been submitted?				
Is the proposal consistent with the Land Use Plan? (p 26)				
Does the proposal consider opportunities to enhance connections to adjacent recreation areas and green space? (p 41)				
Does the proposal plan to protect mature trees—defined as trees having a caliper (diameter) of 12 inches or greater at a point 4 feet above the ground? (p 29)				
Does the proposal consider the landscaping and screening recommendations? (p 33)				
Does the proposal, if in the vicinity of the Olentangy River, maintain an adequate buffer from the River? (p 29)				
Does the proposed road improvement provide for pedestrians and bicyclists? (p 43)				
If the proposed building is located along the Olentangy River, does it address the river in a positive way reflecting the aesthetic role of the riverfront as an open space corridor. Structures along the Olentangy River should be designed to provide view corridors and public access to the riverfront, avoiding the creation of impenetrable walls that block movements and sights (p 29).				
If the proposed site is located along the Olentangy River Surface, is the parking lot set back an appropriate distance to achieve the following?: <ul style="list-style-type: none"> • Create a riparian corridor between any structure or surface parking lot and the bank of the river. • Development should not occur in the floodplain. • Create usable space along the river for passive recreational use (p 34). 				
Is there a pedestrian connection to adjacent parking lots to better utilize parking spaces (p 34).				

COMMERCIAL RELATED GUIDELINES AND RECOMMENDATIONS				OLENTANGY WEST AREA PLAN
Guideline	Yes	No	N/A	Notes
Does the building design avoid flat, plain building walls by using changes in color, materials, or relief? (p 31)				
Does the building design include a façade divided into increments to mimic traditional storefront widths and consist of 50% or more glass windows at the street level? (p 31)				
Does the building face the street and include an entrance door that faces the street? (p 31)				
Have "LEED" technologies been considered for the proposed building(s)? (p 31)				
Is the proposed signage appropriate according to the guidelines listed on page 31?				
Does the proposal include convenient, safe, well marked, and attractive pedestrian connections from the public street to the building entrance. (p 31)				
Is parking located to the rear or side of the building? (p 34)				
Is a shared parking arrangement being considered? (p 34)				

INDUSTRIAL RELATED GUIDELINES AND RECOMMENDATIONS				OLENTANGY WEST AREA PLAN
Guideline	Yes	No	N/A	Notes
Is the building well designed and consider the use of natural materials on the front façade? (p 34)				
Is the building oriented so that loading, storage, and other external activities and building features that generate noise are not facing public rights-of-way or residential or institutional uses? (p 34)				
Is parking screened along the public right-of-way? (p 34)				
Is landscaping used along front elevations or elevations that face public streets? (p 34)				
Is bicycle and pedestrian access provided to the building? (p 34)				

RESIDENTIAL RELATED GUIDELINES AND RECOMMENDATIONS				OLENTANGY WEST AREA PLAN
Guideline	Yes	No	N/A	Notes
Is the proposed density consistent with the density related recommendations from the Land Use Plan? (p 26)				
Is the design of any new housing, housing additions and garages compatible with other housing from the neighborhood with respect to height, width, windows, doors, and setbacks? (p 33)				
Have "LEED" technologies been considered for the proposed building(s)? (p 33)				
If the proposal is for multifamily or mixed use/multifamily development on a primary corridor, does it include design treatments such as the use of front stoops and/or porches, having primary building entrances fronting the street, the use of balconies that face the street, small plazas? (p 33)				

Action Oriented Recommendations

Area plans also include recommendations that are action oriented. These recommendations are not utilized for the review of development applications, but are pro-active in nature and require action on the part of a given community group in cooperation with the city of Columbus and other stakeholders. The chart below lists these action-oriented recommendations.

ACTION ORIENTED RECOMMENDATIONS CHART	OLENTANGY WEST AREA PLAN
Recommendations	Notes
Consider the development of additional commercial overlay designations for the Olentangy West area. Considerations include: the Community Commercial Overlay (cco) at Kenny and Henderson roads. The Community Commercial Overlay (cco) is a zoning tool to encourage a walkable built environment. It applies to new retail and office development and, in general, results in new buildings that front the street and put the parking in the back of the building (p 32).	
Property owners along Olentangy River Road’s commercial areas should consider establishing a Special Improvement District (sid) (p 32).	
Consider streetscape improvements on the major arterials—Olentangy River Road, Kenny Road, Henderson Road, and North Broadway. Improvements could include: sidewalks or shared-use paths, landscaping, or street trees (where engineering design standards allow) (p 33).	
Improvements to the aesthetics of the Henderson Road medians are recommended (p 33).	
Gateways should be developed at the primary entrances to the neighborhood (p 33).	
Parks, schools, and open space should be connected to neighborhoods with pedestrian and bicycle paths (p 41).	
Improved east–west access should be established to the Olentangy Trail (p 41).	
The City should continue to support and assist in developing the Olentangy Water Trail along the Olentangy River through the consideration of installing portage points for boats, with a goal to make the River navigable for canoes and kayaks. (A Water Trail is a river route for kayaks and canoes with launch and landing sites (p 41).	
Columbus City Schools is encouraged to repair and maintain the Cranbrook pedestrian bridge at Kenwyn Court, which routes pedestrians over the railroad tracks, connecting to Ridgeview Middle School. (p 41).	
An improved crossing for pedestrians and bicyclists should be established at the intersection of Thomas Lane and the railroad tracks. Since the railroad was there before the road, the City has right-of-way on the east and west side of the railroad but not over the tracks, as such the city will need to obtain a right-of-way or an easement from the railroad to cross the railroad property (p 41).	
Bike lanes should be implemented on Kenny Road, Kinnear Road, Ackerman Road, Campus Loop Road, Fred Taylor Drive, West Dodridge Street, and on the West North Broadway Street bridge (p 43).	
Multi-Use Paths should be constructed along Lane Avenue, Olentangy River Road, West North Broadway Street (west of the bridge over Olentangy River), and Henderson Road (p 43).	
Improve Olentangy River Road and North Broadway Street intersection for pedestrians and bicyclists. Fill gaps in sidewalks on median islands and continue sidewalks to the south (p 43).	
Future bike and pedestrian improvements along primary corridors should utilize asphalt paths (multi-use paths) in lieu of sidewalks where space allows. Additionally, building sidewalks within single family residential neighborhoods are not a priority for the community (p 43).	
Bike and pedestrian accessibility on North Broadway Street Bridge should be improved to provide better connection between Olentangy West and Clintonville (p 43).	
Curb cut consolidation between sites along Olentangy River Road is recommended to improve access management for developments. In addition, an Access Management Study is recommended to confirm direction of proposed improvements (e.g. curb cut consolidation, median relocation, reduction, new traffic signals) (p 43).	
A sidewalk or a wider berm should be included in any future resurfacing projects for Highland Avenue, west of the railroad tracks (p 43).	
Crosswalk improvements should be implemented at the following intersections: Highland Avenue and Olentangy River Road (p 43).	

NOTES

