

Land Use and Development

In particular, an east-west roadway has been established through the site that connects to Waggoner and may be extended to the east with further development in the area. The roadway will be built to city of Columbus standards. The only parking allowed along the roadway will be parallel, thereby maintaining the feel of this connection as an actual neighborhood street. Buildings have been sited to front onto the roadway.

Secondly, an area has been designated along the wooded ravine for open space preservation and the location of a bike path. This will create an important link in the eventual connectivity of the pathway system in the area.

The roadway connections into the site from East Broad were more of a challenge. The concept of creating an inviting neighborhood feel to the roadway is difficult to achieve in conjunction with siting "big box" users. The resulting plan sites several buildings adjacent to the entry drive with parking located behind them and preserves open space that exists adjacent to the roadway. The large parking area for the "big box" retailer will be difficult to accommodate within the context of TND standards, however. A concept plan has been developed in the context of the existing zoning. Due to the "big box" component of the zoning, there is difficulty applying TND standards to the site, but there are still several improvements that are possible (*see Figure 17, Focus Area B Development Study and Figure 18, Focus Area B Recommended Street Sections*).

4.1.3 FOCUS AREA C

This 42-acre site is located along Waggoner Road, about 1000 feet north of East Broad Street (*see Figure 19, Focus Area C*). No development is currently underway on this property. This site is currently in Jefferson Township but is mostly surrounded by the city of Columbus. It would be very difficult for Jefferson Township to service this site, and there is little incentive for the Township to do so if it is to develop as residential. As the site is largely surrounded by single family uses,

so this potential use seems a reasonable assumption. In looking at this Focus Area, an alternate idea emerged. There is not a good way to develop this site in a traditional neighborhood design manner due to the difficult access issues and adjacency to low-density residential. The design principles of traditional neighborhood development could be applied to encourage clustering of development and a mixture of uses, but an appropriate land use other than single-family development is difficult to justify. The great value of the site is that it continues the natural beauty of Dysart Creek Ravine from the east, and provides a true scenic roadway experience in an area sorely lacking in such places. In addition, the entire site is heavily wooded. These factors, coupled with the absolute lack of recreational amenities in the study area, led the study to the conclusion that this site should be seriously considered for purchase as a public park. The city of Columbus currently has no public park in the area. While this would likely require a large investment, the recreational value to the area would be immeasurable. In addition, this park would serve as the nucleus of the bike/walking trail system contemplated for the area by this plan. Use of funds received as "fees in lieu" of park donation from development projects in the Study Area should be earmarked for purchase of land such as this site.

4.1.4 FOCUS AREA D

This 110-acre site is located near the southeast corner of East Broad Street and Reynoldsburg-New Albany Road (*see Figure 20, Focus Area D*). The site is currently in Jefferson Township, but is entirely surrounded by Reynoldsburg and Columbus and is in the Reynoldsburg service agreement area. It is also within the Reynoldsburg school district.

If development is to occur on this site, the first factor in determining the use should be the impact that will occur on East Broad Street and the overall study area. The second consideration should be whether the use can positively impact the existing development surrounding the site.

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The nature of this site with regard to the surrounding environment lends itself rather well to the principles of traditional neighborhood design. The commercial corridor along East Broad Street could support a commercial or civic use while multi-family development could transition into single family on the southern portion of the site. This single family development would nicely mesh with the existing neighborhood that borders the site completing the street pattern that has been started and is currently stubbed into this site. In considering possible land use, it is important to determine uses that are compatible with the existing development bordering the site. This site must also incorporate a true roadway network that includes a secondary east-west route.

Several uses could be considered at the northern portion of this site, along the East Broad Street corridor. Should development occur, office uses would best meet the goals of this study. Due to the heavy amount of retail uses already along the corridor and the need to reverse traffic flows along East Broad Street, office is a preferred use for this site. Most importantly, the land uses must be coordinated to function seamlessly with the existing neighborhoods to the east and south. Intense retail uses will not function well from the standpoint of interconnectivity. These uses would likely burden the neighborhood if the roadway system were interconnected with the existing development. Uses compatible with the notion of interconnectivity are the only ones that should be considered for this site.

This site also includes an extension of the Dysart Creek Ravine and an extensive wooded area. It is important that recreational trail access is maintained through this site and that open space be preserved. Parkland must be provided on this site to adequately service the residents of this development.

The development plan illustrates general development areas with appropriate land uses, but development standards will also be needed to ensure that this site meets the goals of this study. (see figure 20, Development Plan - Focus Area D) The following are the major issues for development of this focus area:

- Large-scale retail development exacerbates some of the problems on East Broad. If development is to occur, office development - including public parkland - is preferred adjacent to East Broad Street. Some multi-family is also appropriate in the area with single family development as needed to extend existing neighborhood areas.
- Land uses must be compatible with neighboring areas. There is existing single family development adjacent to this site that should be particularly considered.
- If developed, this site should interconnect to the existing roadway network to the south and east. Existing roadway stubs are in place that must be connected to complete the roadway network in this area. These connections are critical to help alleviate pressure on an increasingly congested East Broad Street.
- Subareas should follow the intent of the Traditional Neighborhood Design code currently under development by the City of Columbus.
- Buildings should be sited adjacent to a prescribed setback on East Broad Street with parking located to the rear of the structures
- Parking should be located internally to the site for commercial/public/institutional uses. In particular, parking should not be adjacent to primary roadways, but should be located to the rear and sides of buildings.
- An interconnected grid of multiple new streets within this development and between this development and adjacent areas must be created.
- No residential, institutional, or commercial structures can back onto public rights-of-way or public parks.
- Densities should be highest closest to East Broad Street. The uses should transition from the commercial portion of the site to multi-family residential and then into single-family residential.
- Usable public open space must be provided on the site within 1200' of all dwelling units.
- Parkland should be used as an orienting device for the development.
- This area must be integrated into the overall parkland and recreation trail plan that utilizes ravines and trail connections in developing a usable park system for the area.