



Near Southside area plan

2011

acknowledgements

The *Near Southside Area Plan* was adopted by Columbus City Council on _____, 2011.
This plan supersedes and replaces the 1997 *Near Southside Plan*.



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Image Sources

All images, except where noted, are from the City of Columbus Planning Division.

director's letter

I am pleased to present the

Sincerely,

*Boyce Safford III, Director
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near southside planning area

The Near Southside Planning Area is immediately southeast of Downtown and just southwest of the city of Bexley. The planning area is bound by Interstate 70 on the north, Alum Creek on the east, Frebis Avenue on the south, and Parsons Avenue on the west (south of Livingston Avenue). The western boundary north of Livingston Avenue is formed by the northern extension of the centerline of Lathrop Street to Interstate 70. The Near Southside Area covers 1,974 acres (3 square miles).

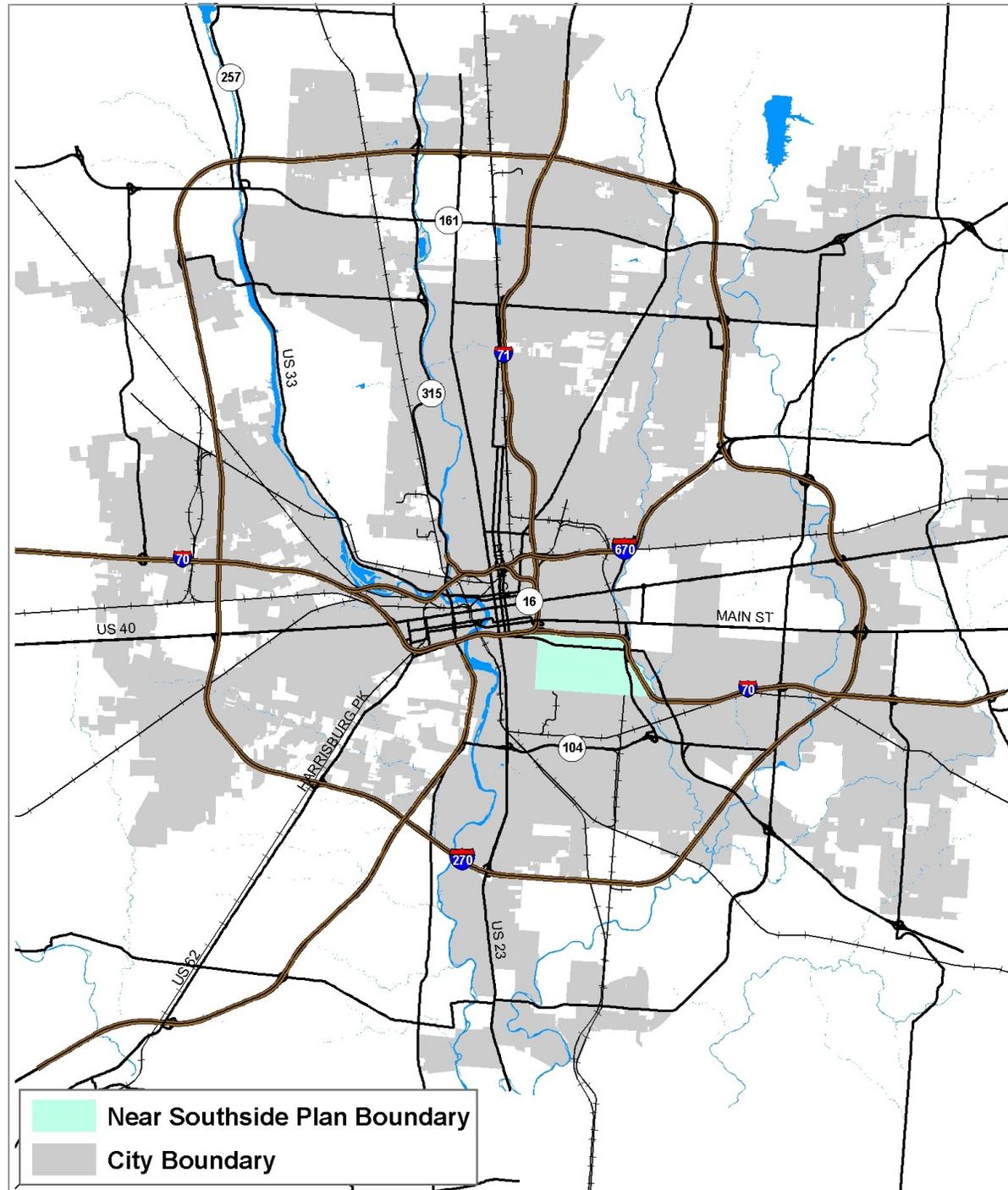


Figure 1: Near Southside Planning Area

introduction

What is a Plan and How is It Used?

The *Near Southside Area Plan* provides an opportunity for the community to help shape and direct the character of future development. The plan addresses land use, urban design, and transportation.

The *Near Southside Area Plan*:

- Identifies strengths and assets.
- Represents a vision defined by the community.
- Sets goals for improving the built environment.
- Builds upon the Bicentennial Bikeways Master Plan to improve on-street and off-street bicycle facilities.
- Identifies resources and responsible parties that can help implement the recommendations.
- 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.
- Provides guidelines for the design of new development.

An area plan does not address the following:

- An area plan does not resolve disputes between property owners.
- It does not solve issues unrelated to the built and natural environment, such as health care, code enforcement, street lighting, and public safety.
- An area plan is not zoning, though it provides the policy basis for zoning and related development decisions.

Area Plan Format

The area plan consists of four elements: Introduction, Existing Conditions, Plan Recommendations, and Implementation Strategy. The bulk of the area plan consists of the Plan Recommendations element, which includes text, maps, charts, photos and other illustrations.

The recommendations are organized by development principles. These development principles represent the elements that contribute to a quality neighborhood. Each development principle has a set of policies that were developed to help guide their implementation. For each policy a list of guidelines and strategies were then developed to assist with implementing the policies.



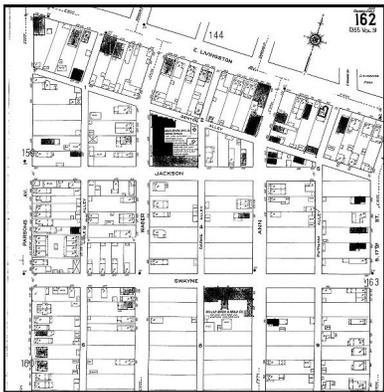
Public Workshop #1



Livingston Avenue Streetcar



Driving Park



Area platted by the Swaynes

History

The history of the Near Southside Planning Area is vast - the following puts forth a brief overview of the area's notable historical events.

The Near Southside Planning Area is comprised of several neighborhoods which developed as an original streetcar suburb between downtown Columbus and the industry to the south. By 1812, Livingston Avenue (formerly known as South Street) was the original southern border of the city. The first development in the Near Southside Area was the city's land purchase of what is now in front of Nationwide Children's Hospital in 1839. Initially used as a graveyard, the graves were relocated and the land was developed into Livingston Park in 1885. What is now Nationwide Children's Hospital was originally founded in 1892. Another notable landmark is the St. John the Evangelist Catholic Church which was founded in 1898.

Streetcar service to the planning area became electrified in 1891. Following the electrification of the streetcar, one of the oldest neighborhoods, the Oakwood Addition was platted in 1892. The area was designated as the Old Oaks Historic District in 1986. Street car service on Livingston Avenue was extended down Livingston Avenue to Driving Park in 1901. Southenders, as residents of what is now German Village were historically known, relocated in groups with their neighbors to the newly developed area to escape industrial nuisances.

One of the early subdivisions to develop was Swaynes Addition at the corner of Parsons and Livingston avenues. Wager Swayne served in the American Civil War and rose to the rank of Major General. Beck Street was originally called Swayne Street before it was changed, however Wager Street still remains.

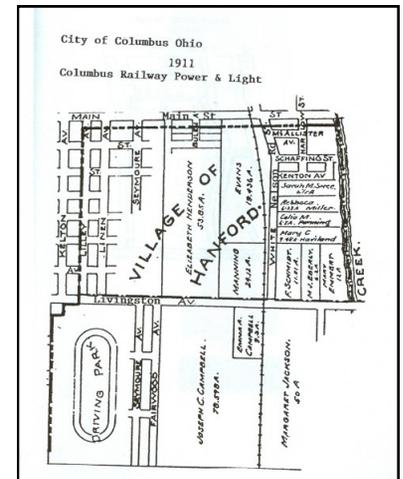
Development was fueled by location as many residents of the planning area worked in the industries to the south and west. Development interest was added by the addition of Driving Park. Located south of Livingston Avenue between Kelton and Seymour avenues, Driving Park was originally established in 1873 as a horse track. The Driving Park race course was expanded to include an amusement park in 1892. The park was developed into a race track in 1903. World War I flying ace Eddie Rickenbacker won a 200 mile race on the Driving Park track before 50,000 fans in 1913. The Eddie Rickenbacker Boyhood home on Livingston Avenue is a National Historic Landmark and listed in Columbus Register of Historic Places.

Next door to the Rickenbacker house is the Woods house, named in honor of the Columbus inventor Granville T. Woods (it is believed that his boyhood home was in the area just north of Interstate 70). Born in 1856, Woods dropped out of school at age 10 to learn a trade. But the young man, who was fascinated by all things electrical, realized the value of education and attended night school. He had more than 150 patents, many for transportation innovations.

The Driving Park racetrack and summer cottages were razed in the early 1920's and the land was subdivided in 1926. Subsequently other subdivisions, including Bide-a-Wee, were developed and served by the streetcar originally destined for the Driving Park. Many of the houses in the Near East Side and Near Southside share architectural styles and were considered the same neighborhood prior to the development of Interstate 70 and 71 which split the neighborhoods in the north section of the planning area. One neighborhood heavily impacted by interstate was Hanford Village which was one of the first developments after WWII marketed directly to African-Americans. Dozens of homes were destroyed or moved when Interstate 70 was built through the neighborhood.

Notable neighborhood theatres include the old Champion and Livingston Theatres. The Champion Theatre was built in 1918, followed years later by the Livingston Theatre in 1946. The art deco Livingston marquee still has "Livingston" in stainless steel letters across the front of the building.

Sources: Oldoaks.us, 2010; Columbus Neighborhoods Progress and Promise, 2003; South Side: A History, 1987; Doug Motz, 2010; Columbus Dispatch, 2008; Wikipedia; city of Columbus Plat records; Columbus Recreation and Parks Department; www.nationwidechildrens.org/history.



Hanford Village plat

Key Recommendations

Key recommendations of the plan are:

land use

- Mixed use development should be common on the Near Southside Area's primary corridors (Livingston and Parsons avenues) and include multifamily housing, retail, offices, and other services.
- Highest residential densities should be focused on the area's primary corridors in order to support transit and neighborhood retail, encourage a more walkable environment, and preserve the nature of the existing neighborhoods.
- Future development patterns in areas that are generally single family should be developed at a density level consistent with the existing development.
- Industrial areas along Alum Creek Drive should continue to be employment based (light industrial, research and development, warehouse distribution, and flex office space).

urban design

- Design guidelines are provided for new commercial and residential development.
- Development concepts are provided for the intersection of Champion and Livingston avenues.

transportation

- Bicycle and pedestrian infrastructure improvements are recommended to build upon the existing street grid.

plan implementation

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

Planning Process Summary

The area plan update was initiated at the request of the Livingston Avenue Area Commission (LAVA-C) and the Columbus South Side Area Commission (CSSAC) to update the 1997 Near Southside Plan.

The planning process included data gathering and analysis, alternative concept analysis, consensus through community participation, draft plan preparation, and final plan development and adoption. A Working Committee consisting of various stakeholders from the neighborhoods of the Near Southside Area was formed and met from March 2010 to February 2011 to provide input and guidance. Three public workshops were held over the course of the planning process, including an issues and opportunities workshop, visioning/draft recommendation workshop and finally the draft area plan open house. The draft area plan was recommended by CSSAC on May 24, 2011 and by LAVA-C on June 28, 2011.



Public Workshop #2

existing conditions

Introduction

The Existing Conditions element of the *Near Southside Area Plan* provides an overview and assessment of the existing physical conditions that affect land use and development within the planning area. The major subjects addressed are:

- Existing Plans.
- Demographics.
- Employment.
- Land Use.
- Zoning.
- Urban Form.
- Transportation.
- Public Input.

Existing Plans

City plans addressing the Near Southside Area were reviewed as part of the development of this plan. Primary documents that address the area included the 1997 Near Southside Plan (superseded by this plan) and the Greater Parsons Avenue Area Visioning Plan (2006). The "Vision Plan" identifies challenges for the corridor including: crime, traffic, and vacant properties. Its main recommendations include housing improvements, commercial investment, and economic incentives. It also outlines design guidelines that would serve to enhance historic structures on the Parsons Avenue corridor. The Vision Plan also provides examples illustrating how urban design can serve to attract new businesses and economic development.



Livingston Avenue at Lockbourne Road



Old Champion Theatre



Parsons Avenue at Reinhard Avenue



Ganthers Place Mural

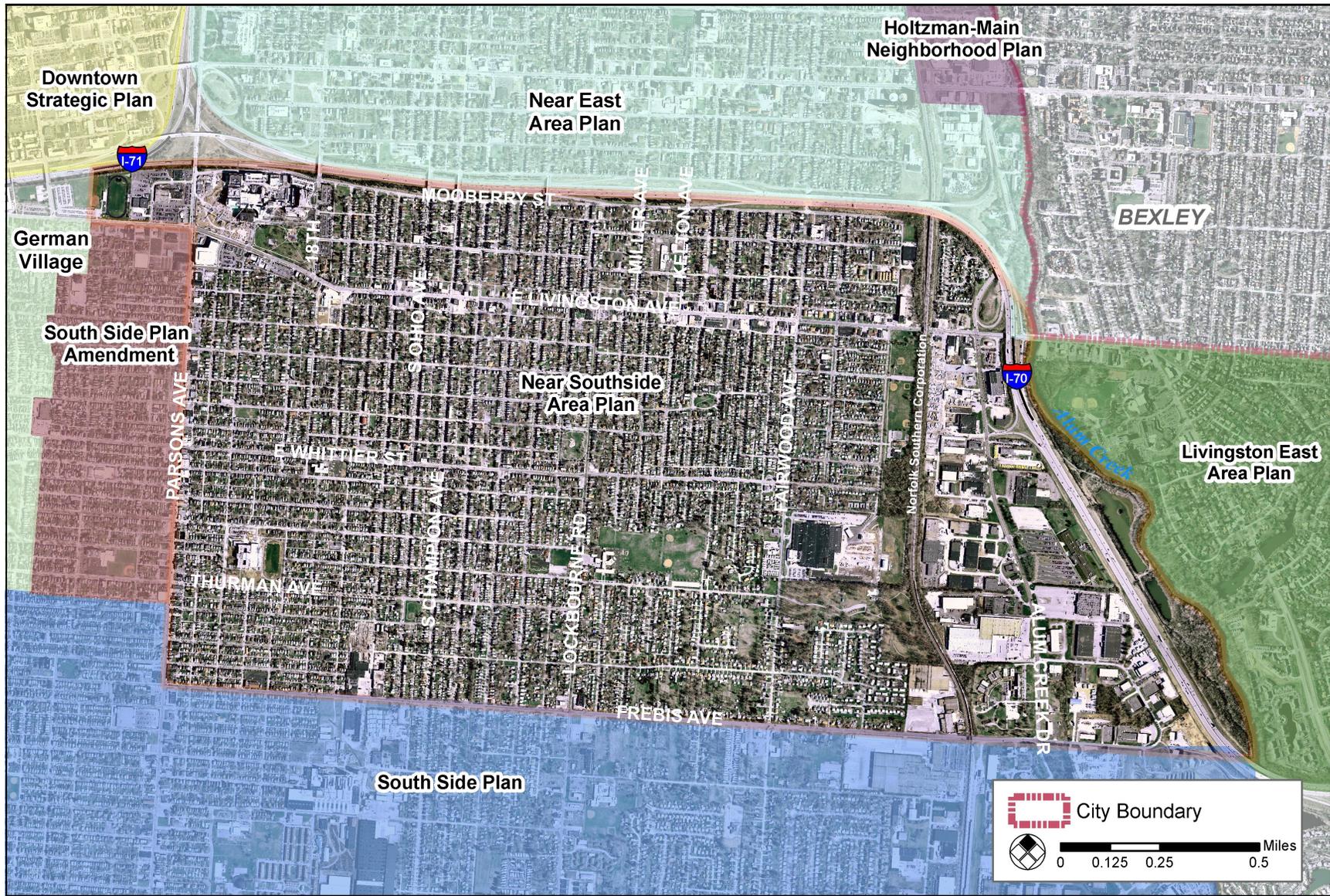


Figure 2: Surrounding Planning Areas

Demographics

The planning area includes 19,512 residents and 7,213 households. The population decreased 6% from 2000 to 2010, while the number of households decreased by 4% indicating that population growth is decreasing slowly. Half (50%) of households own their home, representing a slight decrease compared to 2000 when the homeowner rate was 51%.

Table 1: Demographics

Population	2000	2010	Change	Percent Change
Total	20,734	19,512	-1,222	-6%
Female	9,716	9,185	-531	-5%
Male	11,018	10,327	-691	-6%
Households	7,551	7,213	-338	-4%
Average Household Size	1.98	2.69	0.71	36%
Race & Ethnicity				
White	14,701	14,312	-389	-3%
Black	5,090	4,161	-929	-18%
Asian or Pacific Islander	196	309	113	58%
Other Race/Mixed Race	747	730	-17	-2%
Age				
≤ 14 years of age	5,684	4,724	-960	-17%
15-29 years of age	4,160	4,591	431	10%
30-59 years of age	7,940	7,291	-649	-8%
60+ years of age	2,950	2,905	-45	-2%
Housing Occupancy				
Renter Occupied	3,697	3,599	-98	-3%
Owner Occupied	3,854	3,614	-240	-6%

Source: 2010 US Census Data

Employment

According to Reference USA, there are over 650 businesses within the planning area with 18 different employment categories employing over 10,200 workers (employment estimated). The Health Care and Social Assistance sector had the largest percentage of businesses (52%) and employees at 86%. These numbers are largely attributable to Nationwide Children's Hospital.

Table 2: Business Sectors

Industry	Number of Businesses	Percentage
Health Care and Social Assistance	348	52%
Other Services	87	13%
Retail Trade	65	10%
Wholesale Trade	28	4%
Construction	23	3%
Accommodation and Food Services	21	3%
Manufacturing	16	2%
Professional, Scientific, Technical Serv.	13	2%
Real Estate and Rental and Leasing	10	2%
Educational Services	9	1%
Arts, Entertainment, and Recreation	8	1%
Transportation and Warehousing	7	1%
Admin/Support, Waste Mgt, Remediation	7	1%
Public Administration	7	1%
Information	6	.9%
Not Classified	6	.9%
Finance and Insurance	5	.8%
Agricultural, Forestry, Fishing, Hunting	1	.2%
Total	667	100%

Economic Development

Parsons Avenue is in the Neighborhood Commercial Revitalization (NCR) district. The program's goal is to stimulate business development along designated NCR areas. The city has allocated funds through the Columbus Community Development Block Grant Program (CDBG) establishing the NCR Investment Fund. Individuals, investors, developers, and corporations interested in acquiring and renovating property along Parsons Avenue are eligible to receive a loan. The NCR is a vital component of the Department of Development's continued efforts to stimulate reinvestment in the older areas of the city of Columbus.

For a complete list of business incentives, interested parties should contact the Columbus Economic Development Division.

housing

Housing programs are being undertaken by several stakeholders and agencies. Through the federal Neighborhood Stabilization Program (NSP) funds the city is working with nonprofit groups to renovate and sell homes in sections of the Near Southside Planning Area.

Community Development For All People (CD4AP), Nationwide Children's Hospital, Columbus Housing Partnership, and the city's Home Again program are collaborating on improving the housing options in the Near Southside Area. Efforts include: renovation, home buyer assistance and education, foreclosure prevention and home improvement incentives for existing home owners.

streetcar district

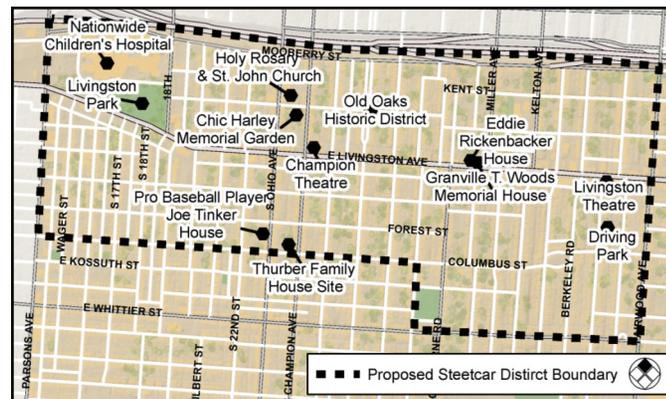
In an effort to revitalize the Livingston Avenue business corridor, the Livingston Avenue Area Commission Economic Development Committee has proposed to designate portions of Livingston Avenue as a "Streetcar District." It's long been recognized that one of the best marketable assets for the Near Southside Area is its rich history. Building on the history of streetcars that once navigated down Livingston Avenue, the Area Commission is working to develop a district that will be a destination for Columbus as a whole. The goal of the district is to bring not only businesses, but new homeowners to this once flourishing area of Columbus. The proposed boundary would include: Parsons Avenue on the west, Mooberry Street on the north, Fairwood Avenue on the east, and Whittier Street and on the south Columbus Street to Studer Avenue extending down to Whittier Street.



Nationwide Children's Hospital campus expansion

nationwide children's hospital

Nationwide Children's Hospital is currently working on an \$800 million expansion project, which includes a new \$480 million main hospital and a performance space for patient activities. The new hospital, scheduled to open in 2012, will have all private rooms and a new emergency department. Surrounding neighborhood investment by the hospital includes: 3 to \$5 million to buy and renovate up to 50 houses in the area, the establishment of significant green spaces on the hospital campus, and Nationwide Children's Hospital's Research 3 building.



Historical assets in the proposed Streetcar District

Existing Land Use

The Near Southside Planning Area land use is depicted in Chart 1 and Table 3. Single family residential uses make up the highest land use category at 46%. Institutions are the second highest percentage of land use at 11%, followed by two-three family residential at 8%, warehouse distribution at 7%, and both community commercial and parks at 5%.

Commercial uses are concentrated on Livingston and Parsons avenues. The eastern portion of the planning area (east of the Norfolk Southern railroad tracks), is predominantly light industrial and warehouse distribution.

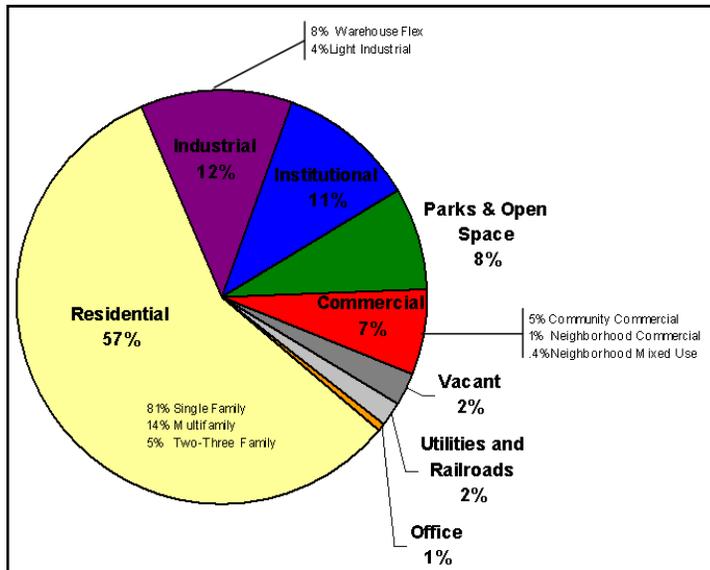


Chart 1: Existing Land Use Chart: All figures are approximate and were compiled based on data from the Franklin County Auditor's Office.

Table 3: Land Use Percentages

Land Use Category	Acres	Percentage
Single Family	674	46%
Institutional	162	11%
Two-Three Family	125	8%
Warehouse Flex	119	9%
Warehouse Distribution	102	7%
Commercial (Community)	77	5%
Parks	75	5%
Multifamily	55	4%
Industrial (Light)	54	4%
Open Space	45	3%
Vacant	34	2%
Utilities and Railroads	30	2%
Commercial (Neighborhood)	16	1%
Office	9	1%
Mixed Use (Neighborhood)	6	.4%
Total	1,480	100%

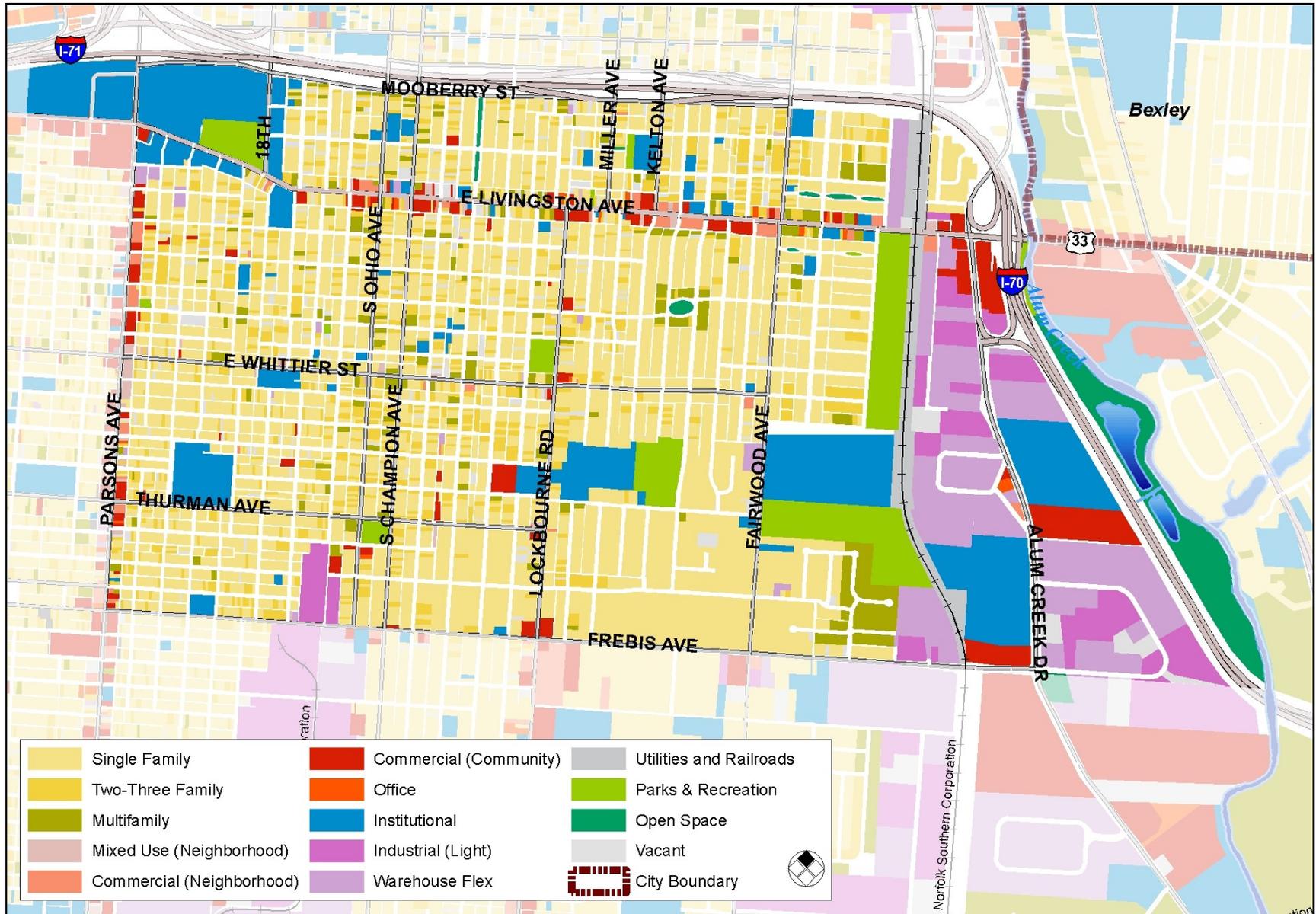


Figure 3: Existing Land Use Map

Existing Zoning

Similar to existing land use, the majority of the area is zoned residential (Table 4 and Chart 2). Multifamily zoning is located along Whittier Street and Livingston Avenue. The largest multifamily zoning is located just west of the Norfolk Southern railroad tracks in what is currently Driving Park. Approximately 22% of the planning area is zoned manufacturing. Manufactured zoning is primarily located east of the Norfolk Southern railroad tracks.

Zoning classifications for individual neighborhoods vary throughout the planning area. The residential area east of the first alley east of Eighteenth Street (north of Livingston Avenue) is zoned R-3 residential, designating the neighborhood for single family units. Further east the homes between Berkeley Road and Fairwood Avenue are zoned R-2F residential (one and two-family homes). Homes east of Fairwood Avenue are zoned for R-4 residential (one to four-family homes) and R-3 residential. Hanford Village, located in the northeast east portion of the planning area is zoned R-2 residential, permitting

single family dwelling units with a minimum 720 square feet floor area for living quarters. The Southern Orchards neighborhood is zoned R-2F. The Driving Park neighborhood is largely zoned for R-2F, R-3 and R-4 residential. The southwest portion of the planning area is mostly zoned R-4 residential. On the east side of Lockbourne Road, south of Whittier Street homes are mostly zoned for R-2 residential. (Additional information on zoning classifications can be found on the city's website at: <http://bzs.columbus.gov>).

Parsons Avenue and portions of Livingston Avenue also have the Urban Commercial Overlay (UCO) zoning designation. The UCO is a special type of zoning district that establishes additional standards and requirements to commercial properties. The UCO does not address land use, it focuses on protecting the unique architectural and aesthetic characteristics of older urban commercial corridors and encourages pedestrian-oriented development featuring retail display windows, reduced building setbacks, rear parking lots, and other pedestrian-oriented site design elements.

Table 4: Zoning Percentages

Zoning Category	Acres	Percentage
Residential	945	65%
Manufacturing	313	22%
Commercial	132	9%
Multifamily	47	3%
Institutional	17	1%
Parking	.7	.05%
Total	1,455	100%

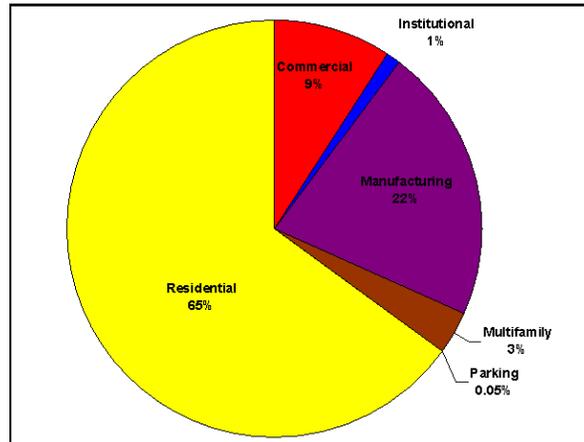


Chart 2: Existing Zoning.

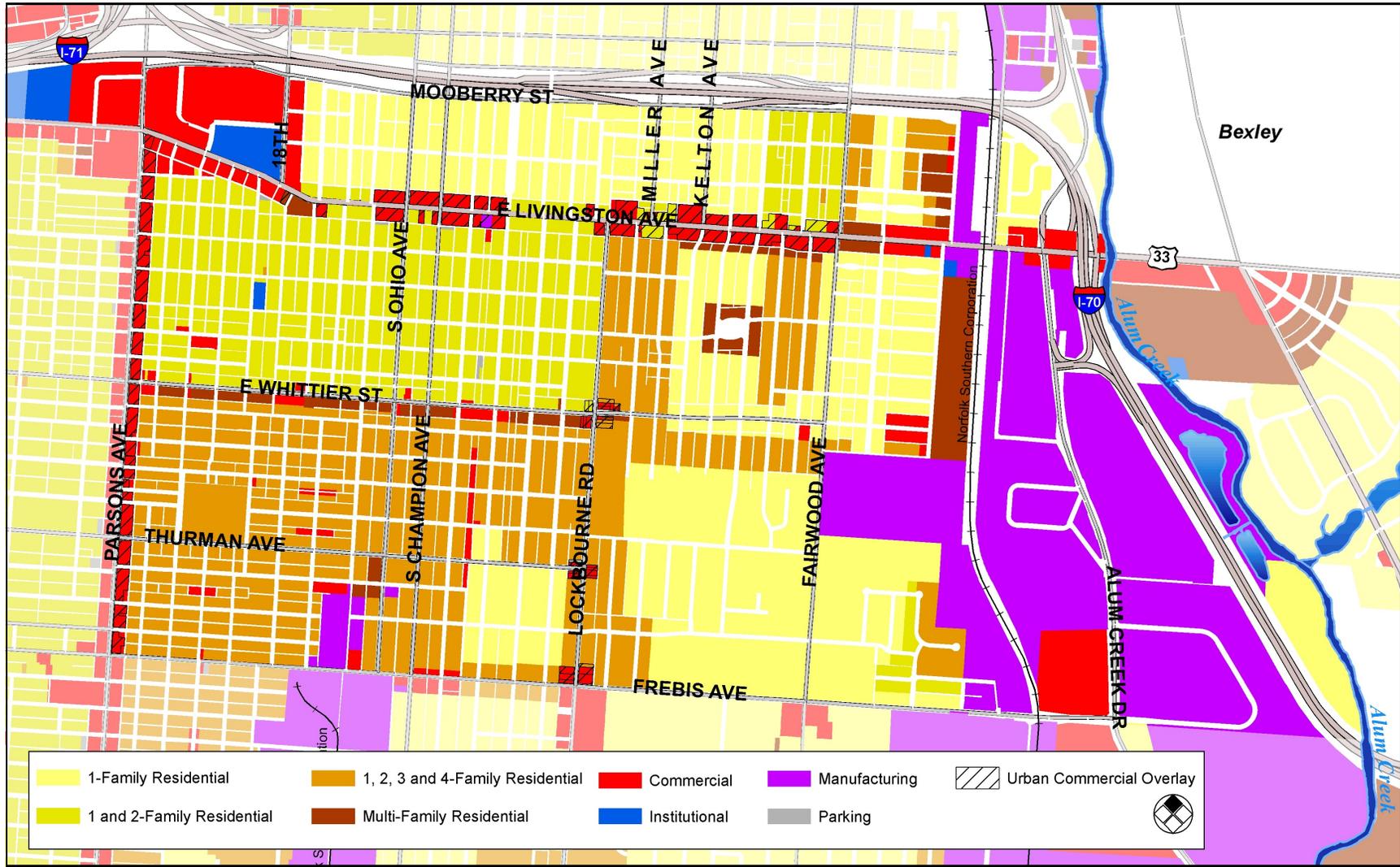


Figure 4: Zoning Map

Urban Form

The housing density pattern for the Near Southside Planning Area is primarily single family residential ranging from approximately four to eight housing units per acre. In residential areas, the lowest housing density is two to four housing units per acre.

The Near Southside Area includes 12 primary road corridors as identified through the 1993 Columbus Thoroughfare Plan – Mooberry Street, Livingston Avenue, Whittier Street, Thurman Street, Parsons Avenue, Ohio Avenue, Champion Avenue, Lockbourne Road, Miller Avenue, Kelton Avenue, Fairwood Avenue, and Alum Creek Road. Interstate 70 also follows the northern border of the planning area before it turns south between the Norfolk Southern railroad and Alum Creek.

All corridors except Livingston Avenue, Parsons Avenue, and Alum Creek Drive are predominately residential corridors. The Livingston

Avenue and Parsons Avenue corridors is predominately commercial, office, and multifamily. Alum Creek Drive corridor consists of light industrial uses.

The Old Oaks Historic District is the only area in the Near Southside Area listed on the Columbus Register of Historic Properties. Old Oaks has a significant collection of residential architecture from the 1890's to 1920's with examples of the Queen Anne, Prairie, and Colonial Revival styles. Old Oaks has been submitted for possible National Register of Historic Places listing. The Driving Park area is a good example of a turn of the century street car suburb. The Rickenbacker home is a National Historic Landmark. The small frame house was the home of World War I flying ace Eddie Rickenbacker. The house and surrounding properties have been undergoing renovation.

As noted previously, the Granville T. Woods Memorial house, named in honor of the prolific Columbus inventor, is located next door to the Rickenbacker house. It is believed that the actual Woods house was located in the vicinity to the north of I-70.



Whittier Street



Old Oaks Historic District

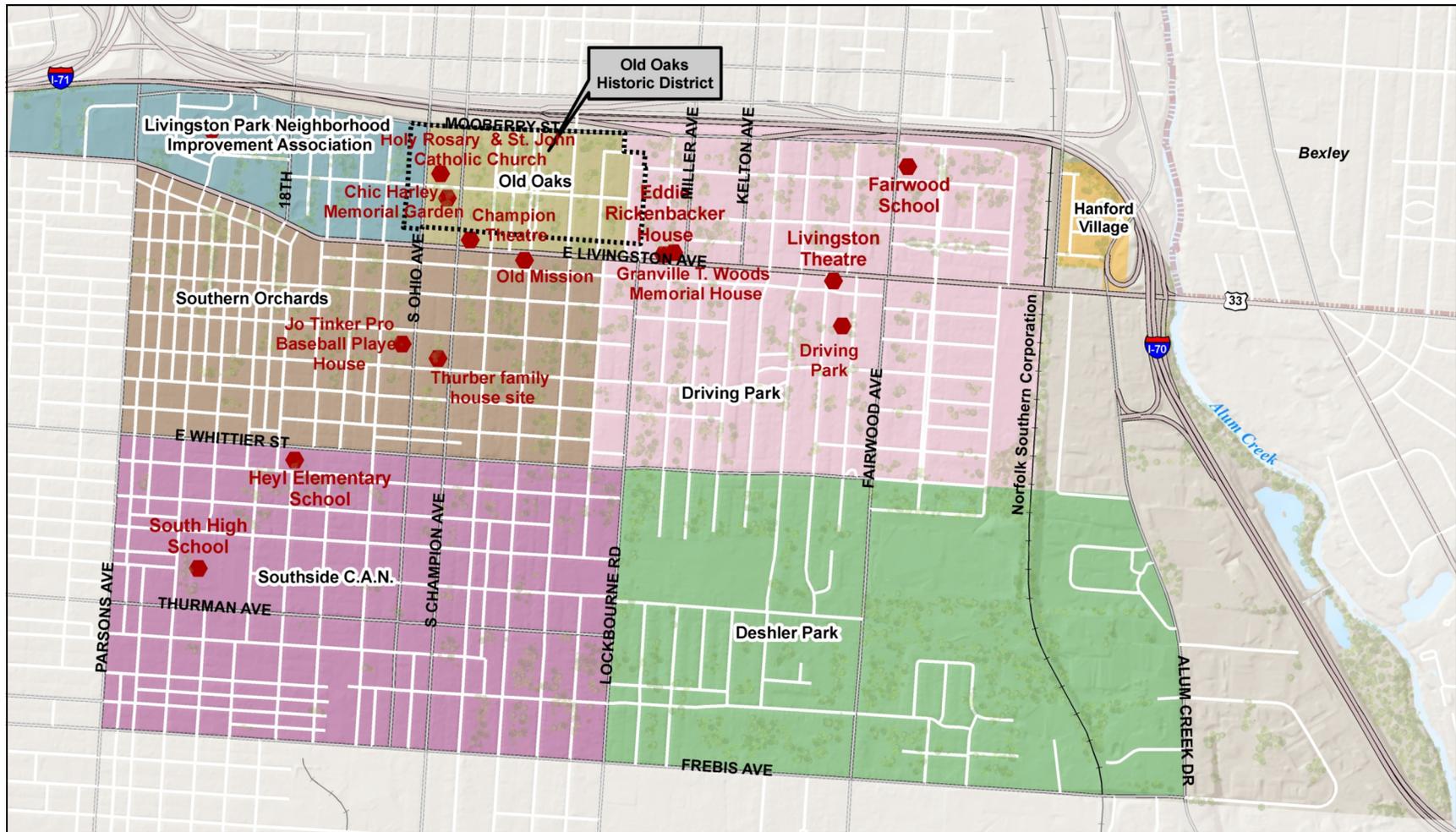


Figure 5: Neighborhoods & Landmarks

Natural Environment

The Near Southside Planning Area has limited natural resources. Alum Creek, the one dominant natural feature, creates the eastern boundary of the planning area. However, visual and physical access to this stream is largely blocked by the Norfolk Southern Railroad and Interstate 70. As the area is largely built out, tree cover is limited. Floodplains are found along Alum Creek. Several potential wetlands are identified based on the Ohio Capability Analysis Program (OCAP), which has identified conditions that might indicate wetlands along Alum Creek and to the west of the Norfolk Southern Railroad.

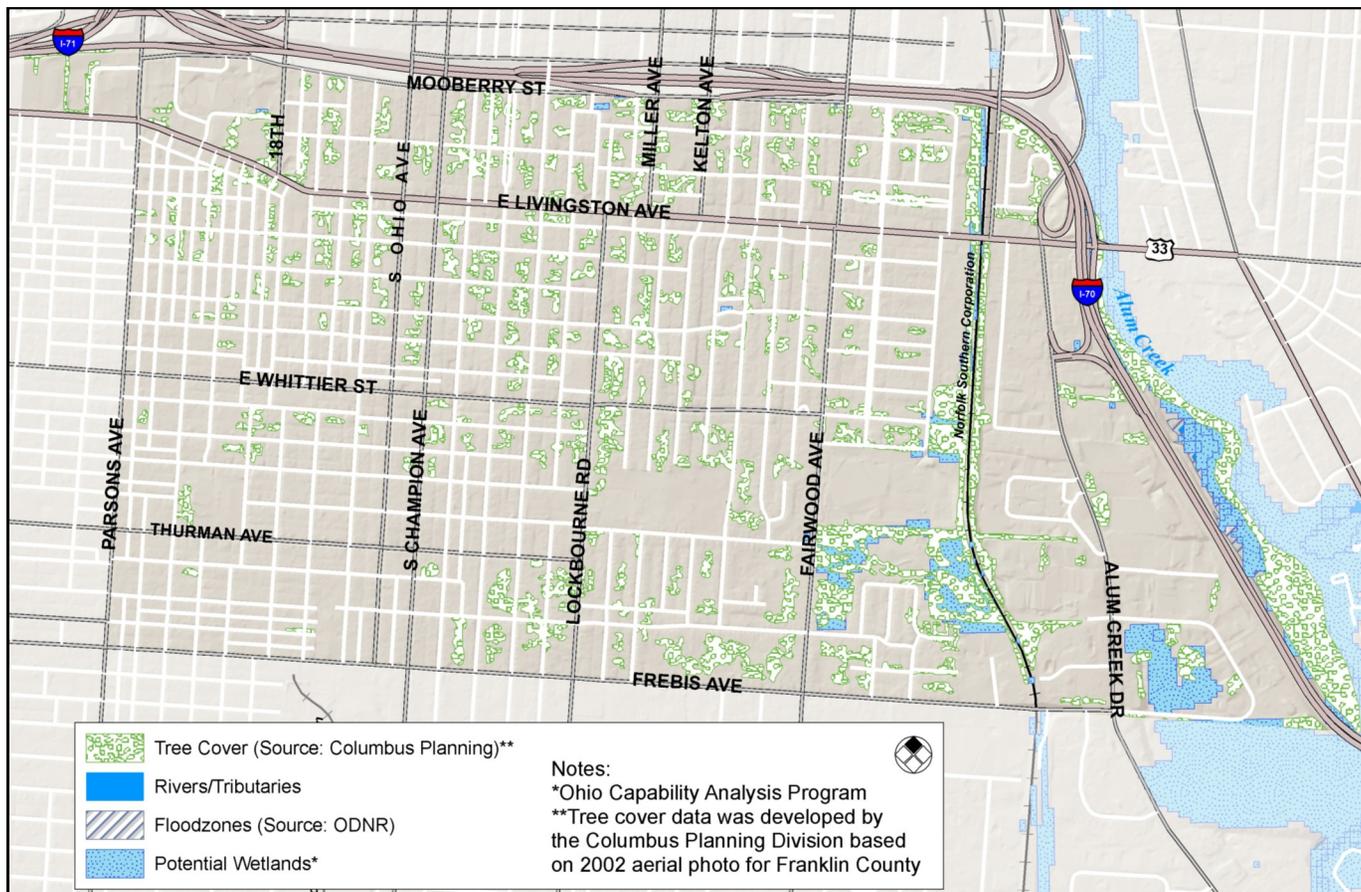


Figure 6: Natural Resources

Transportation

motorized vehicular traffic

The planning area is well served by surface roadways and freeways, making automobile access to downtown, Port Columbus, and other major activity and employment centers quite convenient. Table 5 lists the *Columbus Thoroughfare Plan's* (1993) designation of the functional classification of freeways, arterials, and collector streets within the planning area. (Note: these are the functional designations per the 1993 Plan and may not reflect the current condition). Figure 7 (p. 17) shows these roadway corridor locations and traffic counts. Traffic volumes represented by average daily traffic counts along Livingston Avenue range from 4,560 to 38,600 automobiles. Parsons Avenue traffic volumes range from 8,170 to 21,740.

Table 5: Major Roadways from the Columbus Thoroughfare Plan (1993)

Street	Classification	Generalized Description of Street Type
Mooberry Street	2-1	Two moving lanes and two parking or additional moving lanes in one direction.
Livingston Avenue	4-2D	Four moving lanes with median divider.
Whittier Street	C	Two moving lanes and two parking or additional moving lanes in two directions.
Thurman Avenue	C	Two moving lanes and two parking or additional moving lanes in two directions.
Parsons Avenue	4-2	Two moving lanes in each direction (four moving lanes).
Ohio Avenue	2-1	Two moving lanes and two parking or additional moving lanes in one direction.
Champion Avenue	2-1	Two moving lanes and two parking or additional moving lanes in one direction.
Lockbourne Road	4-2	Two moving lanes in each direction (four moving lanes).
Miller Avenue (Livingston Avenue to Main Street)	2-1	Two moving lanes and two parking or additional moving lanes in one direction.
Kelton Avenue (Livingston Avenue to Main Street)	2-1	Two moving lanes and two parking or additional moving lanes in one direction.
Fairwood Avenue	C	Two moving lanes and two parking or additional moving lanes in two directions.
Alum Creek Drive	4-2D	Four moving lanes with median divider.
Interstate 70	F	Freeway, Divided high-speed road.

parsons avenue corridor traffic study

Parsons Avenue between Livingston Avenue and the railroad overpass south of Hosack Street is currently under study for possible changes that will better the overall traffic flow on Parsons. These changes could include improved traffic signals and timing, reconfigured pavement markings, signage and more. The city of Columbus and its consultant are working with the community on the study and recommendations.

parsons-livingston streetscape & gateway improvements

The Parsons-Livingston Streetscape & Gateway Improvement Project will widen and improve portions of Livingston Avenue from Ninth Street east to Ohio Avenue as well as portions of Parsons Avenue from Jackson Street to just north of Kennedy Drive (see Figure 17, p. 37) for all location of the project boundaries). Improvement work includes repaving, construction of left-turn lanes, installation of traffic medians and updated signals, upgraded tree lawns, improved street lighting, utility relocation, sidewalk widening (from 4' to 8') and ADA curb ramps, providing safer pedestrian access and walkability in the zone. Bikeway facilities will include a bike lane. The finished project will improve the roadway, creating a neighborhood gateway which will support economic development and neighborhood revitalization as well as a friendly environment for residents, workers and visitors.

streetscape rehabilitation work

The prior streetscape improvements on Livingston and Parsons avenues installed through the Neighborhood Commercial Revitalization (NCR) program will be refurbished and repaired. Currently survey work is being conducted to inventory the streetscape elements and determine where repair work is needed. Funds have been allocated for the project but the timeframe has not been determined yet.

sidewalks

While the majority of the planning area is covered with sidewalks, gaps in the sidewalk network exist. The majority of the northern and southwest portions of the planning area's streets have sidewalks. The southeast portion of the Near Southside Planning Area is largely absent of sidewalks. To help address the gaps in the sidewalk infrastructure, the city of Columbus plans to construct sidewalks on Whittier Street, between Lockbourne Road and Fairwood Avenue in 2011.

transit

Central Ohio Transportation Authority (COTA) bus service provides a network of coverage in the Near Southside Planning Area (see Figure 8, p. 18). Local routes serve Livingston Avenue, Parsons Avenue, Whittier Street, Frebis Avenue, Alum Creek Drive and portions of Nelson Road. Crosstown routes serve both Ohio and Champion avenues. The COTA routes connect residents to downtown and to the broader region.



COTA Bus on Parsons Avenue

rail

The Near Southside Planning Area is crossed by a Norfolk Southern railroad tracks. The Norfolk Southern railroad tracks are centered around the planning area's industrial area in the eastern part of the area.

bicycle facilities

The planning area currently contains a multi-use trail along its eastern border (along Alum Creek). There is a second small bike connection between Driving and Fairwood parks. In addition, Roosevelt Park has an internal multi-use path. (Figure 9, p. 20)

The recently adopted Columbus Bicentennial Bike Plan suggests several routes to be constructed in the Near Southside Area. It recommends bike lanes for Lockbourne Road, and Parsons, Champion, Ohio, and Livingston avenues. Bike boulevards are recommended for Denton Alley, and East Gates and Kossuth streets. On Fairwood Avenue a paved shoulder upgrade is recommended for south of Livingston Avenue and north of Livingston a signed shared roadway is recommended. Finally, at the southern planning area border, a shared use path is recommended to travel south from its origin at the intersection of Frebis Avenue and Alum Creek Drive.

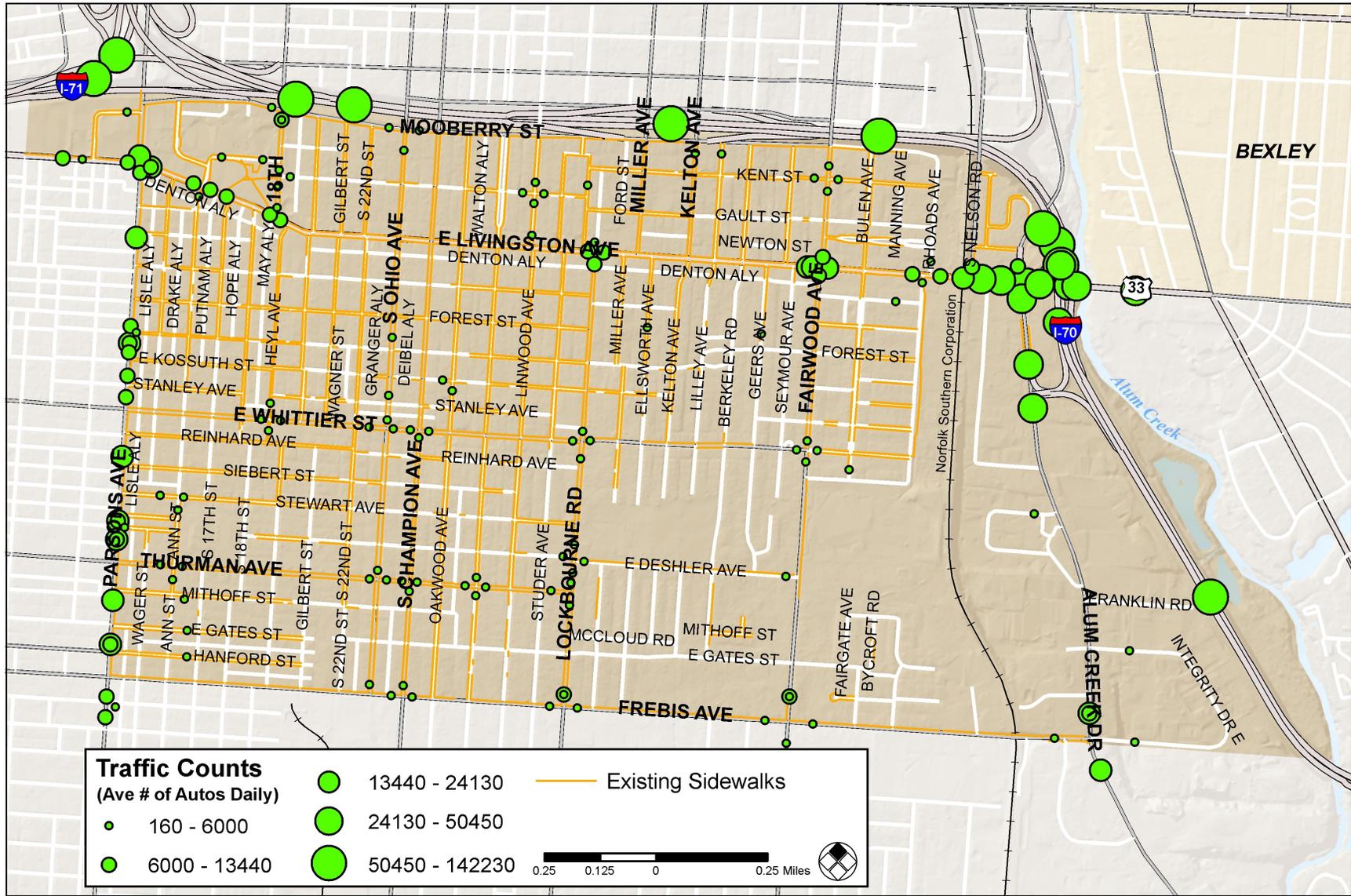


Figure 7: Traffic Counts



Figure 8: Bus Routes, Stops and Rider Counts

Community Facilities

The following community facilities are within or near the planning area and are illustrated in Figure 9:

- **Fire Stations.** Columbus Fire Station 15 is located at 1800 East Livingston Avenue and Fire Station 14 is located at 1716 Parsons Avenue.
- **Hospitals.** Nationwide Children’s Hospital (pediatric hospital and research institute) is located in the northwest corner of the Near Southside Planning Area.
- **Police Substations.** The closest police substations are located 1250 E. Main Street (John F. Ward Police Substation) and at 544 Woodrow Avenue (M. E. Sensenbrenner Police Substation).
- **Post Offices.** A post office is located immediately west of the planning area at 500 E. Whittier Street and additional post offices are located south of the planning area at 1612 Lockbourne Road and at 445 E. Innis Avenue.
- **Public Libraries.** The Driving Park Library Branch is located in the northeastern portion of the planning area. In addition, the Parsons Branch is just west of the planning area at the corner of Columbus Street and Parsons.
- **Neighborhood Health Center.** The nearest neighborhood health center is located one-third of a mile away from the planning area border at 1166 East Main Street. In 2012 a new health center will open at the old Schottenstein site on Parsons Avenue, just south of the planning area in the 1900 block.
- **Recreation and Park Facilities.** There are nine parks within the planning area – Roosevelt Park, Deshler Park, Karns Park, Livingston Park, Fairwood Park, Palsgrove Park, Kobacker Park, Martin Park, and Driving Park. A recreation center is located at Driving Park.
- **Senior Centers.** The closet senior centers are located at 1100 E Broad Street and at 2801 Lockbourne Road the site of the Marion Franklin Senior Center which offer arts and crafts and fitness programs.
- **Universities/Colleges.** The DeVry University, Chamberlain College of Nursing, Keller Graduate School, and Becker CPA Review are located at 1350 Alum Creek Drive. Columbus State Community College, Franklin University, Capital University, and Columbus College of Art and Design are all located downtown, near the planning area.
- **Columbus City Schools.** Public schools in the planning area:
 - Fairwood Alternative Elementary School – 726 Fairwood Avenue
 - Livingston Avenue Elementary School – 744 S. Heyl Avenue
 - Heyl Elementary School – 760 Reinhard Avenue
 - South High School – 1160 Ann Street
 - The athletic fields for Columbus Africentric School are in the northwest portion of the planning area.
- **Urgent Care Facilities.** There are no urgent care facilities within one mile of the planning area.



Fairwood Alternative Elementary School



Figure 9: Community Facilities

Public Input

In the initial phase of the planning process public input is sought to gain general background on the planning area and identify top concerns and priorities. A summary of this input is provided below.

summary of stakeholder interviews

Planning Division staff interviewed stakeholders representing various interests in the planning area to clarify the perspectives and priorities of the community. Stakeholders are persons with personal, business, or other strong interests in the present and future of the community.

In general, stakeholders felt that while the Near Southside Planning Area faces some challenges, it has numerous community assets to build upon. Specific input included:

- Older commercial corridors provide a more intimate environment, however numerous buildings are suffering from neglect.
- Additional retail offerings are needed, most notably a neighborhood grocery store.
- Good location, 10 minutes to many attractions/destinations.
- There is a desire for more “working class” families, more homeowners.
- Connectivity would be improved with additional sidewalks.
- More green space is needed.

summary of public workshop input

The first plan public workshop provided the public the opportunity to identify top priorities and concerns. Top priorities and concerns identified were:

- Community Development
- Safety
- Economic Development/Land Use
- Housing
- Transportation/Mobility
- Code Enforcement
- Community Facilities
- Urban Design
- Infrastructure

It is important to note that the plan does not address immediate needs such as safety, neighborhood services, or code enforcement.



Draft Area Plan Open House

area plan recommendations

Area Plan Recommendations Overview

The Area Plan Recommendations element includes a Land Use Plan, Urban Design Plan, and Transportation Plan. These plans are expressed through maps and six overall development principles that address the primary planning priorities that will guide future growth and development. The development principles, policies, and guidelines/strategies are an outgrowth of staff analysis and guidance from public input and consistent with overall city of Columbus development-related policies. Supporting policies follow each development principle. Guidelines and strategies accompany each policy and provide direction on implementation. Together, the development principles, policies and guidelines/strategies are designed to progress from broad to specific. This creates a framework for future decision making in the areas of land use, transportation and urban design. Development concepts that illustrate preferred development patterns are provided at the end of this section of the plan.

Land Use Plan

Land use defines how a property and/or a building is used. For neighborhoods to be sustainable over the long term, it is critical that a vibrant mix of uses be provided to ensure stable property values and provide for the needs of the residents for goods and services. The Land Use Plan also provides the legal basis for zoning.

The Land Use Plan includes the Future Land Use Plan map, corresponding development principles, policies, and guidelines/strategies. Used collectively, these are the tools that will guide future growth and development in the Near Southside Planning Area. The broad land uses of residential, commercial and industrial have been divided into more specific categories based on density and intensity of use. The Future Land Use Plan map (Figure 10, p. 26) illustrates each land use category to provide a visual reference to the locations of each category. Refer to the land use classification table for the full land use description and intent of each category (Table 6, p. 27). Each land use category corresponds to a range of specific zoning districts, to provide a cross reference for the evaluation of development proposals (rezoning requests, variances or use permit applications).

Development Principle 1

Neighborhoods should have a vibrant mix of uses (residential, retail, office, etc.).

policy

Job centers with office and light manufacturing uses should be supported for new and expanding businesses.

guidelines/strategies

- The land use emphasis for industrial areas along Alum Creek Drive should continue to be employment based. Appropriate specific uses include light industrial, research and development, warehouse distribution, and flex office space. Retail as a secondary use, in support of the existing and future institutional and employment based uses would also be supported. Property owners and the community should consider pursuing the development of a business association in this area. This association would, among other things, help this area develop as an important job center serving the area and foster future improvements to both private property and the right-of-way.
- Businesses are encouraged to take advantage of the city's economic development incentives targeted for offices and manufacturing, including: the Business Development Fund, Working Capital Loan funds, real estate tax abatements on improvements, and job growth incentives for new jobs created.
- Development in industrial areas should optimize job densities.



Alum Creek Drive business

policy

Mixed use development should be common on the Near Southside Area's primary corridors and include multifamily housing, retail, offices, and other services that contribute to a walkable environment.

guidelines/strategies

- Neighborhood Mixed Use designation is recommended on portions of Livingston and Parsons avenues (see Figure 10, p. 26) to reflect the existing mix of uses and support future mixed use development. Potential future uses include smaller scale retail, office, or institutional uses, with residential units located either above and/or next to the other uses. Residential densities should fall within the range of 16 to 28 dwelling units per acre.
- Medium Density Mixed Residential is recommended for the portions of Livingston Avenue currently developed as one and two family residential. These areas should be maintained as residential.
- Redevelopment of the opportunity sites (see p. 33) (and other applicable locations) should be guided by the principles illustrated through the development concepts and other urban design guidelines included in this Plan.
- Neighborhood Mixed Use is recommended for the intersection of Lockbourne Road and Whittier Street.
- For corner stores/offices located within residential areas, support for zoning or variance requests for retail or office uses in these buildings may be considered if the following conditions are met:
 - It is within an existing storefront.
 - Evidence is provided that the development would have minimal negative impact on the surrounding residential area in terms of parking, lighting, graphics, noise and similar issues. It should be noted that neighborhood retail can also benefit the community through the presence of jobs and convenient access to goods and services.
 - Expansion of the building footprint of the retail or office use is discouraged.
 - Residential uses in existing units above the storefront and/or conversion of the storefront space to a residential use may also be considered, provided the proposed residential use is consistent with the plan's density and other recommendations.
- Expansion of industrial uses located in primarily residential areas, beyond their existing site, is discouraged in order to avoid negative offsite impacts. Should the site be redeveloped, alternative uses should be considered which are more compatible with adjacent residential area and that would have minimal negative impact on the surrounding residential area in terms of parking, lighting, graphics, noise and similar issues. The community has expressed support for developing these sites as artist studios or live/work space.
- Community gardening offers many benefits to neighborhoods, including the provision of fresh food, building community, and improving neighborhood beauty and property values. Challenges to success include maintaining long term site control, provision of water, ensuring that the garden soil is clean, and maintaining volunteer support. Strategies for successful community gardening include:
 - Identify potential sites. Desirable sites could include those near existing parks, schools, or other community facilities, as well as highly visible locations and gateways.
 - Work with the local area commission and civic association as potential partners and to identify support.
 - Contact the Franklin Park Conservatory's Growing to Green program for training, networking, other support.
 - Form group that will be responsible for establishing/maintaining the garden.
 - Consider potential sponsors for the purchase of materials.



Heritage Park

policy

Highest densities should be focused on the area's primary corridors (Livingston and Parsons avenues) in order to support transit and neighborhood retail, encourage a more walkable environment, and preserve the nature of the existing neighborhoods.

guidelines/strategies

- High density multifamily uses are recommended for the portions of Livingston and Parsons avenues recommended for Neighborhood Mixed Use, ranging from 16-28 dwelling units per acre. (These density ranges do not apply to the stretches of Livingston Avenue that are recommended for Medium Density Mixed Residential.)

These density recommendations are to be used as general guidelines. Each development should be judged on its own merits and must consider the specific site and the site's context (adjacent uses and development pattern). Some developments may merit a higher density, but specific rationale for support of such higher density should be provided.

- Multifamily uses may be developed in accordance with the Land Use Plan and should be compatible with the neighborhood in which they are to be located relative to height, setback, design, materials, landscaping, and parking. Design elements common to the neighborhood should be incorporated into multifamily buildings.
- In general, expansion of commercial developments on Parsons and Livingston avenues beyond the alley into primarily residential districts is discouraged. Commercial expansion beyond the alley may be supported in limited circumstances, provided that the project adequately addresses a number of key considerations.

These considerations include the project's compliance with the Urban Commercial Overlay, provision of buffering and landscaping for surrounding residential, minimizing impact on contributing neighborhood building stock, and avoidance of negative off-site impacts, such as noise, light, and odor. Potential support would also be contingent on the proposal's consistency with other recommendations from this plan as well as site specific considerations, and compatibility of the proposed land use with adjacent areas.

policy

Future development patterns in areas that are generally single family should be developed at a density level consistent with the existing development.

guidelines/strategies

- Neighborhoods should maintain the existing density of Medium Density Mixed Residential (6-10 dwelling units per acre).
- Area-wide rezonings should be considered for single family/duplex portions of the neighborhood that are zoned commercial, industrial, or for multifamily.



Old Livingston Theatre marquee

policy

A neighborhood park, community park or recreation facility (public or private) should be located within one-half mile of all residents (See Figure 9, p. 20), consistent with the city's Recreation and Parks Recreation Plan.

guidelines/strategies

- As development occurs within the planning area, opportunities to include green space should be explored, with an emphasis on city parkland.
- Opportunities to enhance connections to adjacent recreation areas and green space should be explored.
- Wherever feasible, new housing developments should provide for on-site open space to meet the recreation needs of the development's occupants.
- Expansion of Martin Park should be encouraged.
- Driving Park Recreation Center should be expanded to allow for expansion of gymnasium, weight room, game room, auditorium, additional meeting rooms, and art room.
- Neighborhood civic associations should be encouraged to partner with Recreation and Parks by adopting a neighborhood park to maintain and improve the park space.
- The shared use path in Driving Park should be extended north to Livingston Avenue, connecting to Rainbow Park.
- Existing park space should be maintained and preserved as park space and should not be changed to a use not consistent with a park facility. In addition, historical parks should be a priority for preservation and restricted to public park use only.

Development Principle 2

Neighborhoods should have an increased range of housing options.

policy

New residential developments should offer a range of housing types, sizes, and price points.

guidelines/strategies

- New residential development on Livingston and Parsons avenues should include entry level, "empty nester" or workforce housing.

Future Land Use Plan

The Future Land Use Plan map is city land use policy and forms the basis for the city of Columbus's review of land use, zoning, and variance requests. Future Land Use Plan recommendations apply if a property owner desires to change the land use on their property and a zoning or variance is required.



Bide-A-Wee Park Avenue

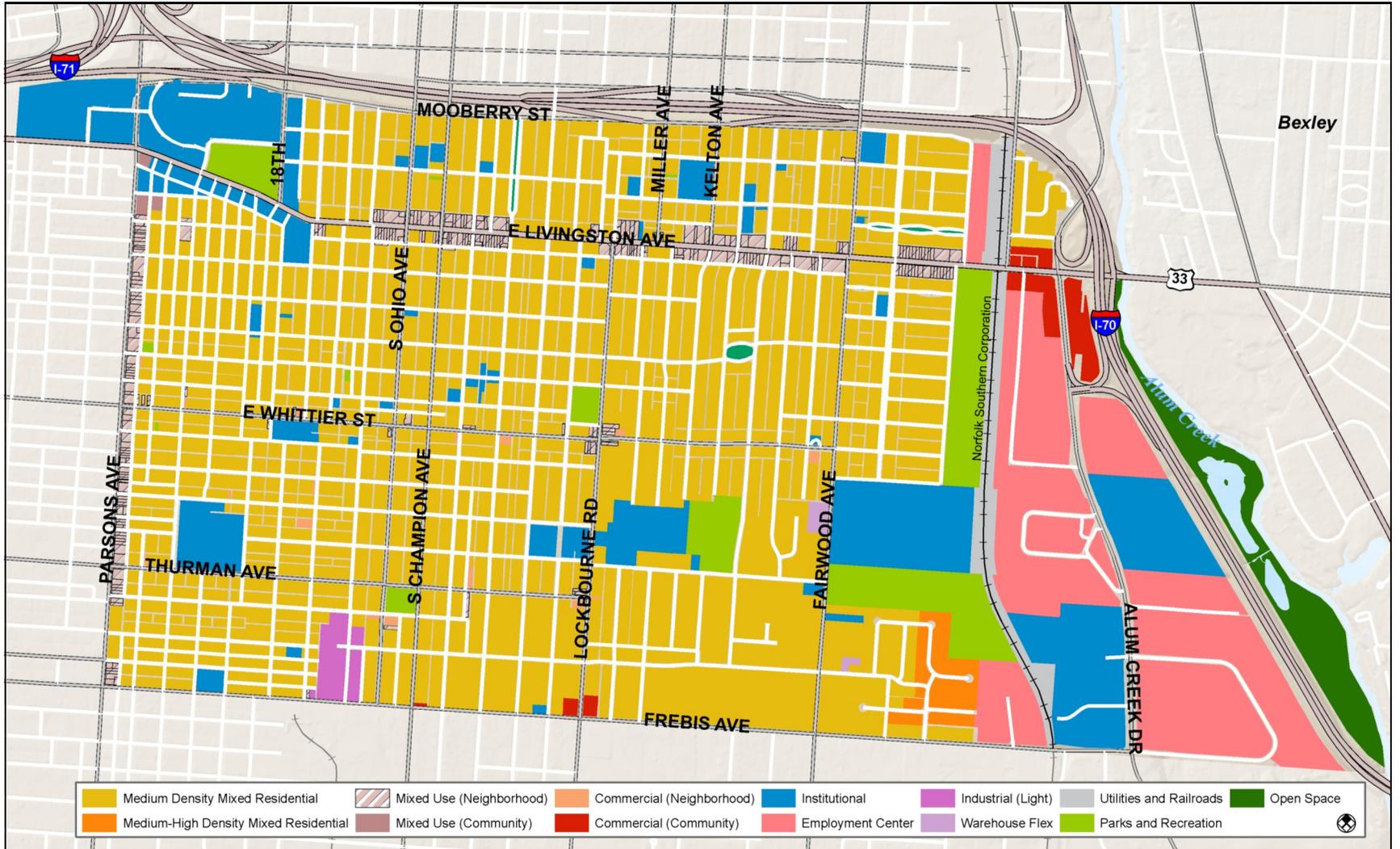


Figure 10: Future Land Use Plan Map

Table 6: Land Use Classification Descriptions

Classification	Typical Density/ Intensity	Description
Medium Density Mixed Residential	6 to 10 du*/acre	Common in older neighborhoods and can include single-family, doubles, and townhouses. New development should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities and multi-story buildings with more than four units per building may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern.
Medium - High Density Mixed Residential	10 to 16 du/acre	Includes doubles, townhouses and multi-family. New development patterns should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
Neighborhood Commercial	20,000 sf**/acre	Provides neighborhood commercial services. These areas contain multiple functions and act as local centers of economic activity. Examples include smaller scale retail, office, or institutional uses, including gas stations with convenience stores that are built to Urban Commercial Overlay design standards. Neighborhood commercial uses should be located at key intersections and nodes along minor arterials and collectors that intersect with arterials.
Community Commercial	12,500 sf/acre	Supports retail, office, or institutional uses that 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.
Neighborhood Mixed Use	20,000 sf/acre 16 to 28 du/acre	Same as the Neighborhood Commercial classification but also includes residential units located either above and/or next to the commercial, office, or institutional uses. Neighborhood mixed uses should be located at key intersections and nodes along minor arterials and collectors that intersect with arterials, as appropriate.
Community Mixed Use	12,500 sf/acre; 10 to 16 du/acre	Same as the Community Commercial classification but also includes residential units located either above and/or next to the commercial, office, or institutional uses. Should be located along arterials at key intersections and at interstate highway intersections.
Light Industrial	12,500 sf/acre	Should be located in older industrial areas, within industrial parks, and in limited locations on major arterials but not within close proximity of residential uses. Typical uses include light assembly, fabrication, and related uses.
Warehouse Flex	10,000 sf/acre	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.
Employment Center	10,000 to 15,000 sf/acre	Business and professional offices, technology park clusters, research and development, light industrial operations, and visitor service establishments, with retail only as a secondary use.
Institutional	N/A	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.
Parks and Recreation	N/A	Integrated into residential neighborhoods and/or located adjacent to preserved open spaces. Parks are either publicly- or privately-owned recreational facilities and include golf courses.
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.
Utilities and Railroads	N/A	Utilities and railroads.

* dwelling units
** square feet

Open Space and the Natural Environment

Open space and significant environmental areas are features that provide recreational opportunities for residents, protect functioning ecosystems that support urban wildlife, manage stormwater runoff, act as transitions between land uses, and stabilize and enhance property values.

Development Principle 3

Open space and natural resources should be preserved and protected.

policy

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

guidelines/strategies

- Alternative methods to manage stormwater, such as bioswales, native landscaping, rain gardens, naturalized detention and retention basins should be considered (refer to city of Columbus Stormwater Drainage Manual).
- The amount of impervious surfaces should be minimized in order to reduce stormwater flow and rates, and to facilitate stormwater infiltration.
- Trees greater than six inches in caliper should be protected during and after construction. The protection zone should include the drip line to avoid compaction of the roots.
- The riparian corridor on the mainstem and tributaries of Alum Creek should be preserved and restored (Lower Alum Creek Watershed Action Plan, 2005).
- Conservation of wetlands should be promoted (Lower Alum Creek Watershed Action Plan, 2005).

Urban Design Plan

The quality of the built environment is a reflection of a community's character and identity. A poor image is more than an aesthetic issue; it can have significant economic consequences as individuals and businesses may be less likely to invest in an area considered undesirable. New investment and development is very important to ensure the long term economic viability of all neighborhoods. Such activity indicates that neighborhoods are safe places to invest private funds, while also providing necessary facilities that benefit the residents (new shops, places to work, places to live). However, development should also respect the character of surrounding buildings and the area as a whole.

New buildings should add to the built environment, sometimes even creating new iconic structures. Historic features should also be respected, even integrated into new development as the built environment organically evolves over time. Continued development is certain for the Near Southside Planning Area. Design guidelines for this future development are a key factor in ensuring it makes a strong contribution to the overall goals of the plan. The design guidelines recommended here should be used as a tool to promote high-quality development, which will present a positive image of the area. They will also help to ensure long-term economic viability by maintaining property values and encouraging additional development.



Deshler Park

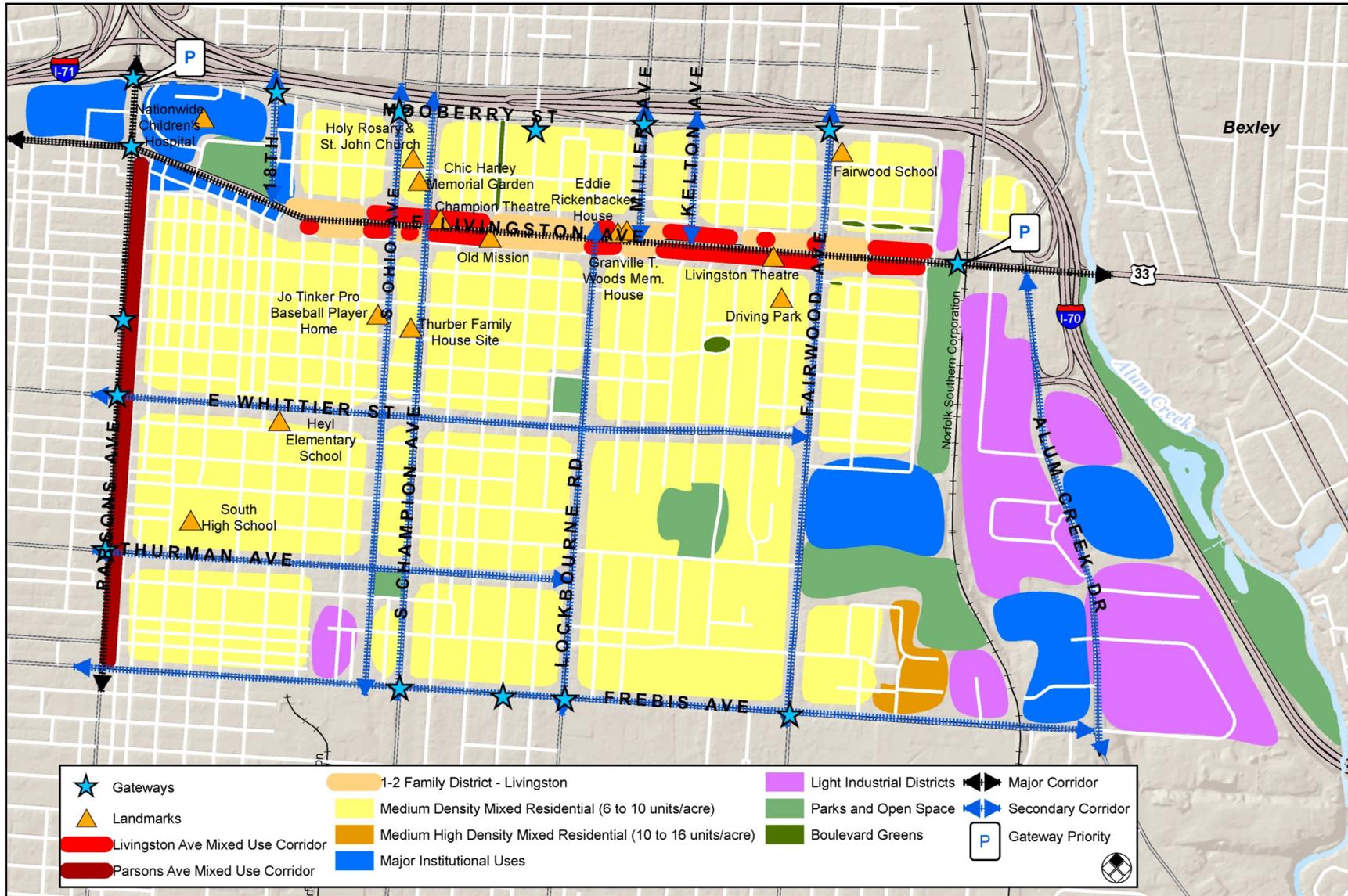


Figure 11: Urban Design Plan Map

Development Principle 4

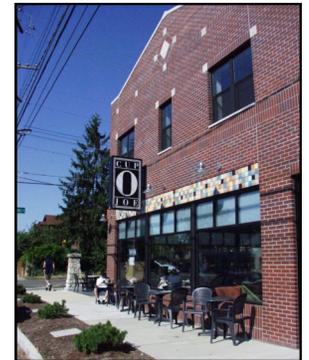
New development should respect community character and historic features.

policy

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

guidelines/strategies

- The Urban Design Plan (Figure 11) marks the gateways (entry points) to the planning area. Major gateways should be considered for a significant marker to inform people that they are entering the area. Minor gateways also should be marked, but with a smaller feature.
- The community should consider and pursue improvements to the right-of-way in the form of signage, art, landscaping or other means to recognize and celebrate the history of the area.
- The following guidelines should be utilized in the review of commercial development proposals:
 - 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.
- Taller or denser development is not necessarily inconsistent with older, lower density neighborhoods but must be designed with sensitivity to existing development.
- Leadership in Energy and Environmental Design (LEED) - green building technologies, are encouraged for commercial buildings.
- Signs are recommended to be placed and sized such that they are 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.
- 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.
- Lights should be fully shielded and recessed and directed downward to enhance safety without glare, hot spots, or spill light to adjacent properties.
- Buildings should be designed to address the street and enhance the pedestrian experience. Examples include the use of outdoor dining areas, plazas, transparent windows, or other means that emphasize human-scale design features at the ground floor level.
- Buildings should be generally parallel to the street, with the primary façade facing the major street.
- Building facades facing public streets should incorporate an entrance door. Buildings located at a corner should orient the main entrance to the corner instead of to one of the two abutting streets
- Convenient, safe, well marked, and attractive pedestrian connections should be provided from the public street to commercial, office, mixed use and multifamily building entrances.
- Adjacent parking lots should provide pedestrian connections to better utilize parking spaces in an area where parking is limited.



Examples of appropriate signage.

policy

Landmarks are recommended to be preserved and protected from the adverse impacts of adjacent development.

guidelines/strategies

- Neighborhood organizations should pursue historic preservation activities. Preservation efforts could include, but are not limited to the following:
 - The community should be encouraged to pursue funds for a historic preservation plan provided it will meet the city's Historic Preservation Office guidelines.
 - Community residents and neighborhood groups should work with the Columbus Historic Preservation Office to seek historic designation for area landmarks. Possibilities include: Heyl Avenue School, South High School, Livingston Theatre, Champion Theatre, Old Mission, Chic Harley Memorial Garden, Thurber family house site, Bide-A-Wee Park Avenue, area bounded by Livingston Avenue on the north, Rhoads Avenue on the east, Whittier Street on the south, and Fairwood Avenue on the west.
 - Areas with unique features should be considered for establishment as Conservation Neighborhood Areas as a means to maintain their character. In addition to others, the following areas should be considered: Driving Park area, Ohio Avenue between Sycamore Street and Whittier Street.
 - Community groups could work in cooperation with their respective Area Commissions and the property owners to pursue options for preservation and reuse of historic structures, e.g. the Livingston and Champion Theatres.



South High School

policy

Landscaping and screening should be utilized in order to minimize the impact of non-residential development on adjacent residential uses and to beautify the area.

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 commercial and residential development.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.
- All trees (including street trees) should meet the following minimum size at the time of planting: shade trees 2 inches caliper; ornamental trees 1 1/2 inches caliper; and evergreen trees 5 feet in height. Tree caliper is measured six inches from the ground.
- All trees and landscaping should be well maintained. Dead items should be replaced within six months or the next planting season, whichever occurs first. The size of the new material should equal the size of the original material when it was installed.
- All parking lots visible from roadways should be screened with a minimum three-foot-high continuous wall, decorative fence or hedge that reaches a minimum 75% opacity within five years in urban locations. Walls should reflect building architecture and material
- The community is encouraged to pursue the beautification of the commercial corridors with planters, landscaping, and other means.

policy

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

guidelines/strategies

- New housing, housing additions and garages should be compatible with adjacent nearby housing design and character, measured in terms of similar height, width, and setbacks.
- The primary facade of new housing should face the public street.
- Any new garage should be located behind the house if the site is accessed by an available alley. Otherwise, garage door openings facing a frontage should not exceed 40 percent of the width of the house façade (including the garage).
- Leadership in Energy and Environmental Design (LEED) - green building technologies, are encouraged for residential buildings.
- Multifamily developments with 20 units+ should have more than one building type and/or façade option, providing a variety of façade treatments.
- New houses should include front porches that are at least eight feet deep and span the majority of the front of the house. Additional design treatments should be considered for the front and back of new homes to encourage social interaction.
- New construction should complement adjacent landmarks by taking visual and design cues, and should not visually compete with adjacent landmarks.
- Housing developed on the primary corridors (Livingston and Parsons avenues) as multifamily or mixed use/multifamily development should 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, etc to ensure they contribute to street life and encourage social interaction as well as social surveillance.

policy

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

guidelines/strategies

- Adequate areas for maneuvering, stacking, truck staging, loading, and emergency vehicle access should be accommodated on site. The use of common or shared driveways is encouraged.
- Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum feasible extent.
- Loading and delivery service areas should be screened with portions of the building, architectural wing walls, freestanding walls, and landscape planting.
- Where the parking area faces or is across the street from a residential or a commercial district, a landscaped buffer strip containing a wall, fence, hedge, and/or other plant material should be provided along the parking setback.
- 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.
- Means should be provided to prevent vehicle projection beyond the setback requirements and the buffer strip.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.



Parsons Avenue planter

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

- On-street parking should be provided along street frontages consistent with city transportation policies.
- To the extent possible parking should be located to the rear or side of a building.
- Parking reductions may be appropriate for higher density, mixed use projects along Livingston and Parsons avenues and/or other commercial areas served by transit.
- Shared parking arrangements should be encouraged, particularly between users with differing peak hours. Shared parking may only be implemented if a mechanism can be developed that is recognized and enforced by both the property owners and city of Columbus.
- Parking lots are recommended to incorporate Low Impact Design (LID) features to minimize their impact on nearby waterways and surrounding property.



Parsons Avenue

Development Opportunity Sites

The plan presents two development concepts: 1) northwest corner of the Champion and Livingston avenues intersection and 2) southeast corner of the Champion and Livingston avenues intersection. See Figure 12 below for a map of the location. Staff analysis and public input suggested that these sites presented future development opportunities. It is important to note that the city does not own these sites, nor does it plan to acquire these sites.

The design concepts are meant to illustrate an overall vision for future development and do not consider specific matters such as existing traffic circulation, curb cuts, or other site specific conditions. Additional analysis and actual engineering of the sites would be required at the time of development.

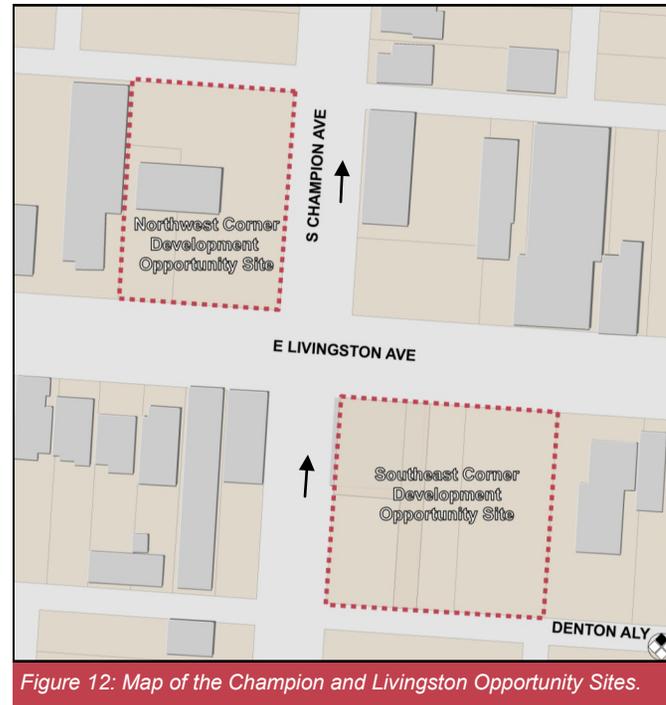


Figure 12: Map of the Champion and Livingston Opportunity Sites.

**Champion and Livingston Avenues Intersection:
Northwest Corner**

Existing Conditions Currently the .44 acre site at the northwest corner of Champion and Livingston Avenues is an underutilized lot with an existing low rise building that was previously used as a service station.

Concept The development concept (illustrated in Figures 13 and 14) includes a two-story building that potentially includes retail, office, and residential uses (existing church could occupy first floor of new building). The building fronts the sidewalk to enhance the pedestrian experience. Access is provided both at the street level and from the existing alley, and parking is provided to the side and to the rear of the building. The building style draws on elements from the surrounding buildings. Overall, the illustrated concept is consistent with design standards presented in this plan. The public indicated strong support for this concept during the planning process. Guidelines consistent with those illustrated in this concept are recommended for future development along both Livingston and Parsons avenues.



Figure 13: Development concept for the northwest corner of Champion and Livingston.

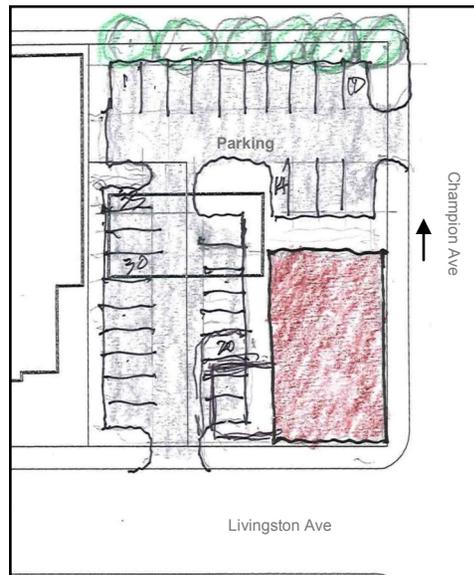


Figure 14: Site plan for the northwest corner of Champion and Livingston illustrating a new building to reestablish the corner and maximize parking.

**Champion and Livingston Avenues Intersection:
Southeast Corner**

Existing Conditions Currently the .52 acre site at the southeast corner of Champion and Livingston Avenues is a vacant lot. The site was the previous location of the historic Reeb's Restaurant which was demolished during the summer of 2010.

Concept The development concept (illustrated in Figures 15 and 16) includes multi-story buildings that potentially include retail, office, and residential uses. The concept includes a patio located in between the buildings to provide pedestrian access to the parking in the rear and outdoor seating for a restaurant to provide pedestrian activity on the street. The buildings front the sidewalk to enhance the pedestrian experience. Access is provided both at the street level and from the existing alley, and parking is provided to the rear of the building. The building style draws on elements from the surrounding buildings. Overall, the illustrated concept is consistent with design standards presented in this plan. The public indicated strong support for this concept during the planning process. Guidelines consistent with those illustrated in this concept are recommended for future development along both Livingston and Parsons avenues.



Figure 15: Development concept for the southeast corner of Champion and Livingston.

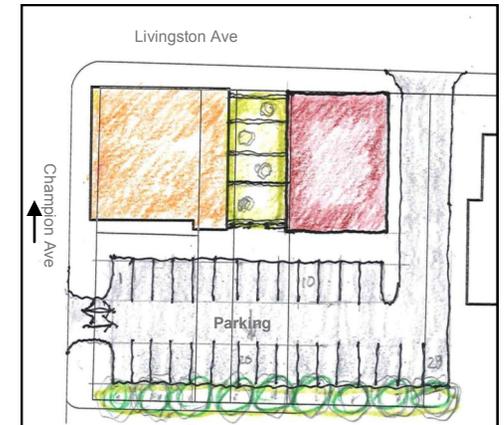


Figure 16: Site plan for the southeast corner of Champion and Livingston illustrating the parking located to the rear of the building.

Transportation Plan

People in Columbus are increasingly asking for more safe and secure options for travel that go beyond the automobile. Each neighborhood should be able to offer residents transit service, well connected and maintained sidewalks, on street bike amenities and bike paths that are safe and that link neighborhoods with shopping, cultural, and employment centers. Whether it's walking to the corner to buy milk or biking to the nearest library branch, people seek such alternatives to the car because of the health, social, economic, and environmental benefits.

The Near Southside is a walkable area located near downtown. It is important that future road improvements strengthen the pedestrian nature of the area and create stronger bicycle and pedestrian connections to the surrounding areas.

The Transportation Plan (Figure 17) illustrates the recommended improvements to the transportation network to accommodate auto traffic, transit, pedestrians, and bicyclists. This plan builds upon the city's Bicentennial Bikeway Plan, recommending transportation improvements to enhance the walkability and bikeability of the neighborhood.

Development Principle 5

People should be able to get around by walking, car, transit and bicycle.

policy

Arterials and collectors should make accommodations for bicycling according to adopted bike plans.

guidelines/strategies

- As recommended in the Bicentennial Bikeways Master Plan:
 - A bike lane should be implemented on Livingston, Champion, Ohio, and Frebis avenues.
 - A paved shoulder for bikes should be created on Fairwood Avenue.
 - A bike boulevard should be implemented on Gates Street, Denton Alley, and Kossuth Street.

- While not in the Bicentennial Bikeways Master Plan, additional recommendations to consider include:
 - Bike lanes are recommended for Frebis Avenue. It could be necessary to transition to sharrows at intersections where space does not allow for a bike lane.
 - Bicycle and pedestrian access at the Livingston/Nelson/I-70/Alum Creek Trail intersection should be improved.
 - The feasibility for installing bike lanes on Livingston Avenue that would transition to a signed shared route (sharrows) with on-street parking at commercial nodes (Livingston and Champion, for example) should be researched.
 - Access to the Alum Creek Trail from the eastern end of Frebis Avenue should be pursued.
 - Mooberry Street (if it is converted to two-way), or Newton-Gault should be considered for an east-west bike boulevard.
 - A shared use path is recommended along Alum Creek Drive that would ultimately connect to the Alum Creek Trail.
 - Whittier Street is recommended for a signed shared route (sharrows) to create an east-west connection from Whittier Peninsula/Grange Audubon Center to the Driving Park and Recreation Center.



Alum Creek Trail

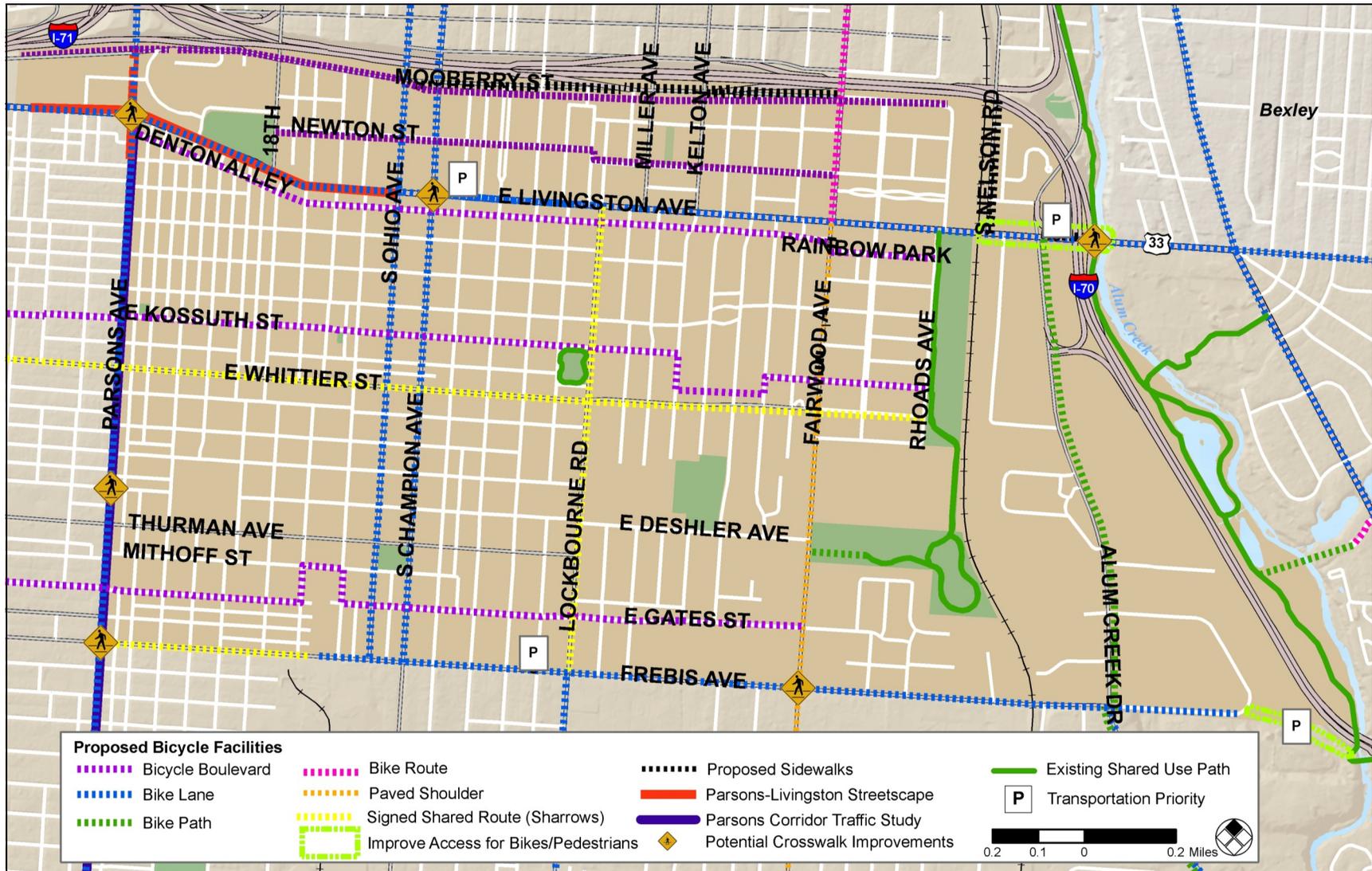


Figure 17: Transportation Plan

policy

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

guidelines/strategies

- Existing street and alley grids should be maintained.
- Where there are gaps in the sidewalk network, sidewalks should be constructed on Mooberry Street, Nelson Road, Whittier Street, Fairwood Avenue, Deshler Avenue, Livingston Avenue, and Alum Creek Drive.
- Crosswalk improvements should be implemented at the following intersections: Parsons and Frebis avenues; Parsons and Deshler avenues; Parsons and Livingston avenues; Livingston and Champion avenues; and Livingston Avenue and the Alum Creek Trail.
- Parks, schools, and open space should be connected to neighborhoods with pedestrian and bicycle paths.

policy

The Near Southside Planning Area should have an easily accessible public transportation network connecting neighborhoods within the Near Southside Area and with the region as a whole.

guidelines/strategies

- Upgrades to COTA bus stop that include waiting pads, sidewalk access, or shelters should be considered.

Development Principle 6

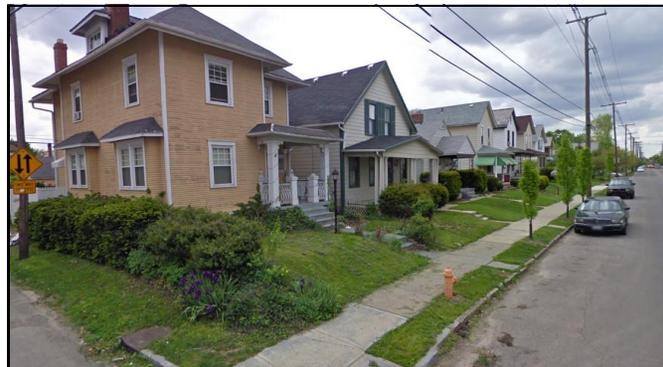
Development and public improvements should be designed to be walkable and bikeable and encourage personal interaction and active lifestyles.

policy

Road improvements and enhancements should be “complete” and contribute to a pedestrian friendly, walkable, and bikeable environment.

guidelines/strategies

- As street projects are undertaken, they should be retrofitted to improve walkability consistent with the city’s complete street provisions included in the Bikeways Plan and community mobility plans provided sufficient right-of-way and funding. Improvements should consider the maintenance of brick, existing street widths, and intersection/turn radii.
- Street trees are recommended on all public and private streets, as approved by the city of Columbus Forester.
- The need for turning lanes at intersections should be considered where enhanced traffic movement is needed.
- Consider streetscape improvements on Livingston Avenue where they are currently lacking or not planned. Current streetscape improvements are underway or planned on Livingston Avenue from Ninth Street east to Ohio Avenue. Consider streetscape improvements on Livingston Avenue east of Ohio Avenue to Alum Creek.



Whittier Avenue

implementation strategy

Area Plan Implementation

The most effective way to implement the provisions of the *Near Southside Area Plan* is through the consistent and unified advocacy of the Livingston Avenue Area Commission (LAVA-C) and the Columbus South Side Area Commission (CSSAC) and civic associations working in concert with the city of Columbus and other stakeholders, including businesses, community development corporations, business associations, development related agencies, churches, social service agencies, and others. The most typical mechanism for plan implementation is the review of development proposals for consistency with the plan. Additionally, the plan can be used proactively to seek investment in the area, advocate for neighborhood issues, pursue grant funding and guide capital improvements. Major implementation elements include:

- Organization, education and outreach
- Plan amendment and revision
- Development review checklist
- Chart of action oriented related recommendations

Organization, Education and Outreach

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

- Assign plan implementation responsibilities to a joint committee established by LAVA-C and CSSAC. Consider adding representatives from the business and civic/neighborhood organizations and other stakeholders. The committee would work to foster the implementation of priority projects and goals of the plan.
- The Planning Division will serve as a limited resource to the committee in its plan implementation efforts. Other city departments/staff may also provide assistance as necessary.
- Copies of the plan and/or its executive summary can be distributed to key stakeholders and community agencies, including community development corporations, developers, civic associations, schools, libraries, religious organizations, and social service agencies.
- Website and email communications could be used to supplement more traditional information distribution systems.

Plan Amendment and Revision

The *Near Southside Area Plan* should be regularly reviewed and updated to ensure timeliness and relevancy. Minor amendments and brief updates may be considered on an as-needed basis. A more complete review and revision of an the plan should be considered within 10 years of adoption.

Development Review Checklist

The development review checklist summarizes the plan's development guidelines and recommendations. It is designed for stakeholders to use in the review of development proposals for consistency with plan provisions. When a rezoning request is presented to the community, the checklist can be used to see how closely the proposal follows the plan's recommendations.

In addition to zoning and variance requests, the checklist can also be used for investments in community facilities and infrastructure, and for any other initiatives or requests impacting the built environment. Guidelines from the *Near Southside Area Plan* are not city code, but instead serve as city policy. As city policy, the plan is used by stakeholders to review development proposals and the community in turn makes recommendations based on the guidelines in the plan. The development review checklist will also provide a clear, concise record of stakeholder input at each stage of project consideration.

Users of the checklist should review additional background information for each item on the checklist by referencing the relevant plan section. Nothing in the checklist is intended to speak to the development proposal's conformance with other city, county or state code requirements and policies.

Recommendations regarding the use of the development review checklist include

- Applicants for a zoning and/or variance are encouraged to review the development review checklist and incorporate its provisions in their proposals.
- LAVA-C and CSSAC should use a checklist as an organizing element for their review and comment on development proposals. Area commissions should submit one

approved checklist evaluation to the city as part of their recommendation in response to any development proposal.

- Development Department staff should use the checklist for their internal review.

The checklist starts with General Guidelines for all development proposals, after reading through the General Guidelines, please refer to the applicable sections for your proposal: Commercial, Industrial, and Residential.

General Guidelines and Recommendations

Guidelines	Yes	No	N/A	Notes
Developer has reviewed the recommendations of the <i>Near Southside Area Plan</i> ?				
Has a site plan of the project been submitted?				
Is the proposal consistent with the Land Use Plan? (p. 22)				
Does the proposal include street trees? (p. 38)				
Does the proposal consider opportunities to enhance connections to adjacent recreation areas and green space? (p. 25)				
Does the proposal include alternative methods to manage stormwater (bioswales, native landscaping, rain gardens, naturalized detention or retention basins)? (p. 28)				
Does the proposal minimize the amount of impervious surfaces to facilitate stormwater infiltration? (p. 28)				
Does the proposal plan to protect trees greater than 6 inches in caliper during and after construction? (p. 28)				
Does the proposal conserve any wetlands that are present? (p. 28)				
Does the proposal provide an appropriate level of landscaping as indicated in the guidelines on p. 31?				

Commercial Related Guidelines and Recommendations

Guidelines	Yes	No	N/A	Notes
Does the proposal consider a shared parking arrangement? (p. 33)				
Does the building design include outdoor dining areas, plazas, transparent windows, or other elements to encourage pedestrian activity and interest at the ground floor level? (p. 30)				
Does the proposal provide a consistent level of detailing and finish for all sides of a building? (p. 30)				
Does the building façade facing a primary public street incorporate an entrance door? (p. 30)				
Does the proposal include an architectural style that is a contemporary interpretation of traditional buildings, similar in scale and overall character to historical precedents, but different in terms of detailing? (p. 30)				
Is the proposed signage appropriate according to the guidelines listed on p. 30?				
Does the proposal include pedestrian connections to adjacent parking lots. (p. 30)				
Does the proposal include convenient, safe, well marked, and attractive pedestrian connections from the public street to the building entrance. (p. 30)				

Transportation Related Guidelines and Recommendations

Guidelines	Yes	No	N/A	Notes
Is proposal consistent with the Transportation Plan? (p. 36)				
Does the proposed road improvement provide for pedestrians and bicyclists, in addition to vehicles? (p. 38)				
Does the proposal maintain the existing street and alley grid? (p. 38)				
Does the proposal include upgraded COTA bus stops that need waiting pads, sidewalk access, or shelters? (p. 38)				

Industrial and Employment Center Guidelines and Recommendations

Guidelines	Yes	No	N/A	Notes
Does the proposal include adequate areas for maneuvering, stacking, truck staging, loading, and emergency vehicle access should be accommodated on site? (The use of common or shared driveways is encouraged.) (p. 32)				
Does the proposal locate loading and delivery service areas to minimize their visibility, circulation conflicts, and adverse noise impacts? (p. 32)				
Does the proposal screen loading and delivery service areas? (p. 32)				
If the proposal includes a parking area that faces or is across the street from a residential or a commercial district, is a landscaped buffer strip containing a wall, fence, hedge, and/or other plant material provided along the parking setback? (p. 32)				
If the proposal is located adjacent to residential uses is a landscaped buffer strip of at least 25 feet wide included? (p. 32)				
If the proposal is located adjacent to commercial uses is a landscaped buffer strip of at least 15 feet wide included? (p. 32)				
Does the proposal prevent vehicle projection beyond the setback requirements and the buffer strip? (p. 32)				
Does the proposal include landscaping that supports storm water management goals for filtration, percolation and erosion control, including rain gardens? (p. 32)				

Residential Related Guidelines and Recommendations

Guidelines	Yes	No	N/A	Notes
Is the design of any new home, garage, and/or home addition compatible with adjacent nearby housing design and character, measured in terms of similar height, width, setbacks, and other recommendations listed on p. 32?				
Is any new garage located behind the house (if the site is accessed by an available alley)? Otherwise, is the garage door opening less than 40 percent of the width of the house façade (including the garage)? (p. 32)				
Does the proposal include Leadership in Energy and Environmental Design (LEED) - green building technologies? (p. 32)				
For proposals for multifamily structures with 20 or more units, does the site plan have more than one building type and/or façade option, providing a variety of facade treatments? (p. 32)				
For residential proposals, is there a front porch on the building? (p. 32)				
New construction should complement adjacent landmarks by taking visual and design cues, and should not visually compete with adjacent landmarks. (p. 32)				
If the proposal is for a higher density multifamily or mixed use/multifamily development on Livingston or Parsons avenues, does it follow the density and design recommendations included in the plan? (p. 24, 30, 32)				
If the proposal is in a residential area, is it consistent with the residential densities as stated in the Future Land Use Plan? (p. 26)				
Does the housing development consider the provision of on-site open space to meet the recreation needs of the development's occupants? (p. 25)				
If the proposal is for multifamily or mixed use/multifamily development on Livingston or Parsons avenues, 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. 32)				
If the proposal is a mixed use development on Livingston or Parsons avenues does it consider residential products that include entry level, "empty nester," or workforce housing? (p. 25)				

Action Oriented Recommendations

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

It is recommended that, upon plan adoption, LAVA-C and CSSAC and other groups use the chart to assign priorities to the listed recommendations. Part of this process should include discussions with the city of Columbus and any other potentially responsible parties to evaluate the feasibility of various recommendations at the given time and under given circumstances. After priorities are established through community agreement, the top recommendations should be addressed.

Action-Oriented Recommendations Chart

Recommendation	Notes/Resources
The community should consider and pursue improvements to the right-of-way in the form of signage, art, landscaping or other means to recognize and celebrate the history of the area. (p. 30)	
The Urban Design Plan (Figure 11) marks the gateways (entry points) to the planning area. Major gateways should be considered for a significant marker to inform people that they are entering the area. Minor gateways also should be marked, but with a smaller feature. (p. 30)	
The community is encouraged to pursue the beautification of the commercial corridors with planters, landscaping, and other means. (p. 31)	
Expansion of Martin Park should be encouraged. (p. 25)	
Driving Park Recreation Center should be expanded to allow for expansion of gymnasium, weight room, game room, auditorium, additional meeting rooms, and art room. (p. 25)	
Neighborhood civic associations should be encouraged to partner with Recreation and Parks by adopting a neighborhood park to maintain and improve the park space. (p. 25)	
The shared use path in Driving Park should be extended north to Livingston Avenue, connecting to Rainbow Park. (p. 25)	
Area-wide rezonings should be considered for single family/duplex portions of the neighborhood that are zoned commercial, industrial, or for multifamily. (p. 24)	
Businesses are encouraged to take advantage of the city's economic development incentives targeted for offices and manufacturing, including: the Business Development Fund, Working Capital Loan funds, real estate tax abatements on improvements, and job growth incentives for new jobs created. (p. 22)	
Property owners and the community should consider pursuing the development of a business association in this area. This association would, among other things, help this area develop as an important job center serving the area and foster future improvements to both private property and the right-of-way. (p. 22)	
The riparian corridor on the mainstem and tributaries of Alum Creek should be preserved and restored (Lower Alum Creek Watershed Action Plan, 2005). (p. 28)	
Neighborhood organizations should pursue historic preservation activities. Possible activities are identified on p. 31.	

Action-Oriented Recommendations Chart

Recommendation	Notes/Resources
A bike lane should be implemented on Livingston, Champion, Ohio, and Frebis avenues. (p. 36)	
A paved shoulder for bikes should be created on Fairwood Avenue. (p. 36)	
A bike boulevard should be implemented on Gates Street, Denton Alley, and Kossuth Street. (p. 36)	
Bike lanes are recommended for Frebis Avenue. It could be necessary to transition to sharrows at intersections where space does not allow for a bike lane. (p. 36)	
Bicycle and pedestrian access at the Livingston/Nelson/I-70/Alum Creek Trail intersection should be improved. (p. 36)	
The feasibility for installing bike lanes on Livingston Avenue that would transition to a signed shared route (sharrows) with on-street parking at commercial nodes (Livingston and Champion, for example) should be researched. (p. 36)	
Access to the Alum Creek Trail from the eastern end of Frebis Avenue should be pursued. (p. 36)	
Mooberry Street (if it is converted to two-way), or Newton-Gault should be considered for an east-west bike boulevard. (p. 36)	
A shared use path is recommended along Alum Creek Drive that would ultimately connect to the Alum Creek Trail. (p. 36)	
Whittier Street is recommended for a signed shared route (sharrows) to create an east-west connection from Whittier Peninsula/Grange Audubon Center to the Driving Park and Recreation Center. (p. 36)	
Where there are gaps in the sidewalk network, sidewalks should be constructed on Mooberry Street, Nelson Road, Whittier Street, Fairwood Avenue, Deshler Avenue, Livingston Avenue, and Alum Creek Drive. (p. 38)	
Crosswalk improvements should be implemented at the following intersections: Parsons and Frebis avenues; Parsons and Deshler avenues; Parsons and Livingston avenues; Livingston and Champion avenues; and Livingston Avenue and the Alum Creek Trail. (p. 38)	
Street trees are recommended on all public and private streets, as approved by the city of Columbus Forester. (p. 38)	
The need for turning lanes at intersections should be considered where enhanced traffic movement is needed. (p. 38)	
Consider streetscape improvements on Livingston Avenue where they are currently lacking or not planned. (p. 38)	



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