



# Southeast Area Plan



City of Columbus  
Michael B. Coleman, *Mayor*

Department of Trade and Development  
Mark Barbash, *Director*

Planning Office  
Stephen R. McClary, *Administrator*



Ohio  
307.3  
D537s  
2000



**Dear Citizen:**

The Southeast Area Plan is the result of several years of active research, policy formulation and debate. The planning process benefited from extensive public input and the advice of numerous experts in fields such as landscape planning, natural resources management, and transportation planning. The plan embraces many concepts that are new for Columbus.

Approximately half of the planning area will be open space. These protected areas will be concentrated along waterways, floodplains and parks, with connections to nearby residential. The plan also includes special measures to protect Pickerington Ponds Wetlands and Wildlife Refuge, and addresses stormwater concerns in the area.

Another major focus of the plan is the development of neotraditional villages. These areas will be pedestrian-oriented, transit-supportive, and mixed-use in nature. Emphasis will be placed on creation of public spaces that provide a sense of identity for the area. These neighborhoods are also intended to have a mix of housing styles and prices as well as varied commercial spaces.

Achieving an appropriate balance between protecting the unique environmental features of the southeast area and providing innovative and livable communities for the future was always a principle goal of the planning process. We believe the Southeast Area Plan achieves this balance and look forward to working with you on its implementation.

Sincerely,



Mark Barbash, *Director*  
**Trade and Development**

## *Southeast Area Plan*



City of Columbus  
Michael B. Coleman, *Mayor*

Trade and Development  
Mark Barbash, *Director*  
Patrick Grady, *Deputy Director*

Planning Office  
Stephen R. McClary, *Administrator*  
Kevin J. Wheeler, *Long Range Planning Manager*

Prepared by:  
C. Joseph Diamond, *Senior Planner*

Designed by:  
Larry D. Lewis, *Graphic Designer*

*Adopted by City Council on January 31, 2000 as the official plan for the Southeast area.*

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## ***Columbus City Council***

Matthew D. Habash, *President*

Jennette B. Bradley

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Karen J. McCoy

Former Planning Office staff members Beth Clark (Long Range Planning Manager) and Deneen DeRodes (Senior Planner) made substantial contributions to this plan.

This plan prescribes development policies for the Southeast Area. Please direct all questions regarding the content of this plan to the Columbus Planning Office, 109 North Front Street, Columbus, Ohio 43215.

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\*Plan recommendations are found in these sections.

## *Southwest Area Plan*

*The Southwest Area Plan is intended as a decision-making guide for local community residents, developers, city staff, the Development Commission, City Council, and other decision-makers. The Southwest Area Plan is also intended to present alternatives to typical contemporary suburban-style development patterns in recognition of the physical and environmental attributes of the Southwest Area.*

### **Introduction**

The planning process for the Southwest Area began on June 12, 1995, when Columbus City Council approved the work program for the Southwest Area Plan. The work program described the planning process, which included eight phases: Mobilization, Goal Setting, Data Collection and Analysis, Issue Identification, Proposal of Solutions, Review Committee Workshop, Committee Review of Draft Plan, and City Council Adoption of the Southwest Area Plan.

The Southwest Area Plan provides land use policies to guide the development and protection of a portion of southwest Columbus and Franklin County, particularly as it relates to the use of the land within the city of Columbus after annexation. The Southwest Area Plan deals primarily with development issues and selected supporting facilities and services.



*Planning Open House*

The review committee included representatives from area residents, property owners, community groups, representatives of development organizations, school districts, townships, Mid-Ohio Regional Planning

The Southwest Area Plan was prepared by a core group of city of Columbus staff members and advisors with the assistance and review of a broad range of interested parties. A review committee was formed to provide detailed review and comment on the draft concept before its completion. The



*Planning Open House*

Commission (MORPC), Metro Parks, Franklin Soil and Water Conservation District, neighboring local governments, and other interests.

In 1997, the draft plan was presented to the community at two public meetings and was then submitted to the City Development Commission for review and approval. Due to a lack of consensus, the Development Commission chose not to recommend the plan's adoption by City Council. The plan was then returned to city staff for additional revision.

City planning staff recommended that neotraditional planning techniques be considered in the Southwest planning area. Additionally, staff recommended that traffic modeling be done for the area to establish development densities and to compare the neotraditional development technique to conventional development techniques.

The firm of Myers Schmalenberger Inc. (MSI) was hired by the city of Columbus in September 1998 to illustrate how neotraditional planning principles could be applied to the Southwest Planning Area. This process was assisted by a five member Planning Committee consisting of two residents of the Southwest Area, a representative from the Pickerington School District, a local developer, and an environmental attorney. The MSI planning/design team held several meetings with the project committee as the project was developed. The

completed neotraditional recommendations were presented to the city in February of 1999.

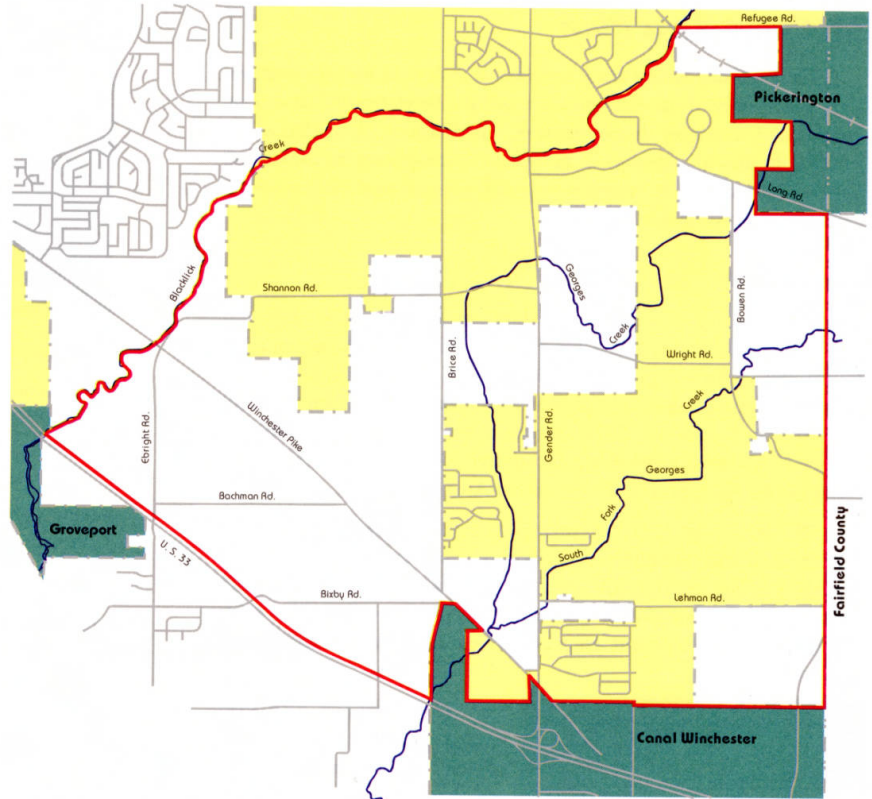
In April of 1999, the city contracted with MORPC for a forecast of the traffic implications of neotraditional and conventional development scenarios in the Southeast area. This model was completed in August of 1999.

Both the MSI neotraditional recommendation and the MORPC traffic forecast have been integrated into the revised Southeast Area Plan.

### The Southeast Area





The Southeast planning area is located in southeastern Franklin County and is roughly described as a triangle with points at Pickerington, Groveport, and Canal Winchester. The northern and western boundary of the study area is Blacklick Creek. The western and southern boundary is U.S. Route 33, and the eastern edge is the Franklin-Fairfield County line. Some variations to these boundaries exist due to the boundaries of Pickerington and Canal Winchester (Map 1). Although unincorporated territory in Franklin County is not bound by the plan, it has been included in the planning area because of the possibility of its future annexation to the city of Columbus.

Among the unique natural characteristics of the area are extensive floodplains and large areas of hydric soil—one indicator of wetlands, as well as a wetland wildlife refuge. While about 17 percent of the acreage of Franklin County is hydric soil, 26 percent of the Southeast planning area's acreage is hydric. Nearly 8.8 percent of the acreage of the Southeast Area Plan consists of floodway and 21.5 percent consists of 100 year floodplain for a combined flood area of 30.3 percent.



## Southeast Area

Study Area  
Map 1

	City of Columbus
	Other Municipalities
	Unincorporated
	Plan Boundary



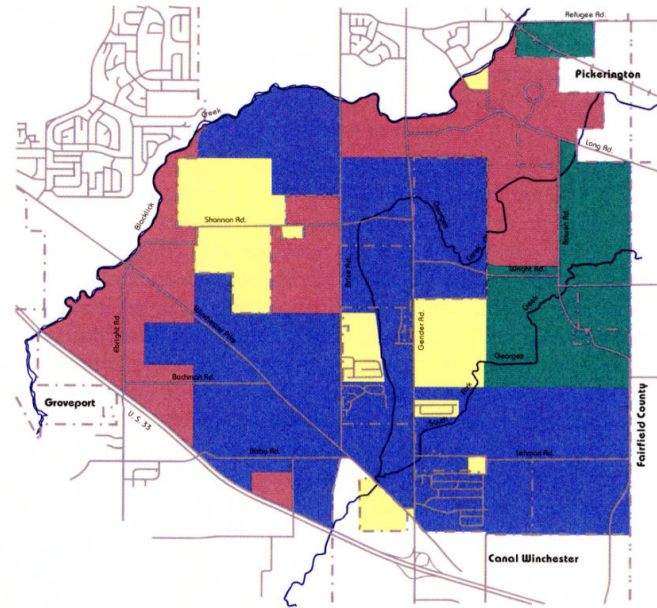
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The Southeast Area Plan study area encompasses approximately 12.4 square miles, 5.4 square miles (43.5%) of which are currently within the city of Columbus, with annexation into Columbus likely to continue. The Southeast Area includes portions of four school districts: Columbus, Canal Winchester, Groveport Madison, and Pickerington (Map 2). Under the 1986 Win-Win agreement signed by the Columbus City Schools and the Canal Winchester and Groveport Madison suburban school districts, land annexed to the city of Columbus from those school districts after 1986 becomes part of the Columbus school district. However, residents of Columbus who live on land annexed in Canal Winchester or Groveport Madison school districts prior to that date remain in the suburban school district serving the area. Pickerington was not a signatory to the Win-Win agreement with Columbus, so land annexed to the city of Columbus within the Pickerington school district will continue to be served by Pickerington schools rather than Columbus schools.

The southeast portion of Franklin County has experienced rapid growth in the past few years. The Brice-Tussing Area Plan, adopted by City Council in November 1990 as the official plan for the area just north of Blacklick Creek, made the following observation:

"Since 1970, the Brice/Tussing planning area has experienced rapid and substantial growth in commercial and residential development. Prior to 1970, the area was predominantly agricultural, characterized by an abundance of undeveloped land and large-lot, single family housing."

This statement could be repeated for the Southeast Area. The development pressures alluded to in the Brice-Tussing Area Plan have moved south across Blacklick Creek and are influencing the Southeast planning area.



## Southeast Area

School Districts  
Map 2

	Columbus
	Canal Winchester
	Groveport Madison
	Pickerington



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## *Goals of the Southeast Area Plan*

Goals for the Southeast Plan were developed in recognition of the specific circumstances affecting the area and in compliance with applicable provisions of the Columbus Comprehensive Plan.

**T**he development plan will be based upon a combination of **neotraditional village districts and hamlet/open space subdivisions.** The Southeast Area plan recommends and locates village/neighborhood districts. These districts will introduce public amenities through well designed streets, squares and open space. The village centers should be mixed use areas, compact in form and with defined edges such as green belts and natural corridors. Villages should not extend more than 1/4 mile (5-10 minute walk) from edge to center. The village center should be defined by a public space and should be used by civic and public facilities, such as a park, school, post office, library, stores, and offices. Residential uses should be encouraged on upper floors of commercial buildings. To encourage this type of mixed use development, upper floor residences in commercial buildings should not be counted towards density calculations of the development.

In areas outside of the neotraditional villages, residential development will be based upon hamlet/open space subdivisions. These residential subdivisions will cluster residences using open space and natural areas as an organizational element. Net density for this type of development will be three dwelling units per acre. At least 35 percent of the site should be undeveloped or open space. This development technique is density-neutral. Hamlet/ open space subdivisions should arrange density on each site so that only 65% (or less) of the site is consumed by houselots and streets. The remainder of the site can be permanently protected through the use of easements or deed restrictions and will contribute to an interconnected network of green spaces and green corridors. Because the Southeast Area Plan calls for a diversity of housing types, construction of move-up housing should be encouraged.

**T**he type and amount of commercial development in the study area should be limited, in recognition of the opportunities that already exist north of the study area in the Brice/Tussing area and south of the study area at the Winchester Square Shopping Center. New commercial development should be

limited to existing zoned commercial areas or to proposed village centers. To foster a mix of land uses, retail presence in the Southeast planning area should be limited to neighborhood-scale shops. These shops should be connected to the neighborhoods they serve by footpaths or bicycle trails, in addition to roads.

**P**rotect environmental and historic resources. The Columbus Comprehensive Plan provides for the protection of natural resources and suggests that historic resources be incorporated into development plans. The Southeast planning area includes wetlands and prime agricultural soils, streams and drainage ways, and vast floodplains. The Southeast Area contains the habitat of two endangered and one potentially threatened species. The Comprehensive Plan encourages the preservation of natural resources including wetlands, natural habitats, river valleys and banks, ravines, natural drainage ways, forested areas and floodplains. In addition, it provides for the inventory and protection of significant woodlots, which are typically found along waterways. This provision is linked to the scenic greenways section of the Plan. The area also includes numerous historic farmhouses, barns, and accessory buildings. These structures should be preserved and sensitively integrated into new development.

**A**llow for urban development of the area in a pattern sensitive to the unique nature of the area and its important environmental, agricultural, and historic attributes. Much of the infrastructure necessary to support urban development is in place in the Southeast planning area. However, the development pattern is not yet established. The Southeast Area Plan provides for emphasis on the creation of sub-neighborhoods with integrated landscaping and streetscaping when large tracts of land are developed. Alternatives to the typical contemporary suburban neighborhood layout provide for open space and the preservation of existing natural, physical, or historic features. This open space is dispersed throughout the neighborhood and is in addition to concentrated open space used as developed parkland. These features, managed properly, can be used to promote the visual coherence of the environment, which is another provision of the Comprehensive Plan.

**B**uffer areas will be required along riparian corridors to maintain natural features. A no-disturb zone should be

created along the Blacklick Creek and both branches of Georges Creek. The no-disturb zone should consist of the floodway or 150 feet from each side of the centerline of the stream whichever is greater. Secondary waterways in the Southeast area should have a no-disturb zone consisting of the floodway or 50 feet from each side of the centerline of the stream, whichever is greater. With the exception of environmentally sensitive utility and road crossings or construction of bikeways and other public and open space amenities, no construction should occur in the no-disturb zone of the stream. Every effort should be made to protect the 100-year floodplain.

**T**he aesthetic character of the rural roads should be maintained. Outside the village/neighborhood districts, Winchester Pike, Brice, and Gender roads should have a building setback of 250 feet from the centerline of the right-of-way. Outside of the village/neighborhood district, all collector roads should have a building setback of 200 feet from the centerline of the right-of-way. For the area within these setbacks, the land would be preserved in woodlots or natural vegetation, depending upon existing conditions and abutting uses.

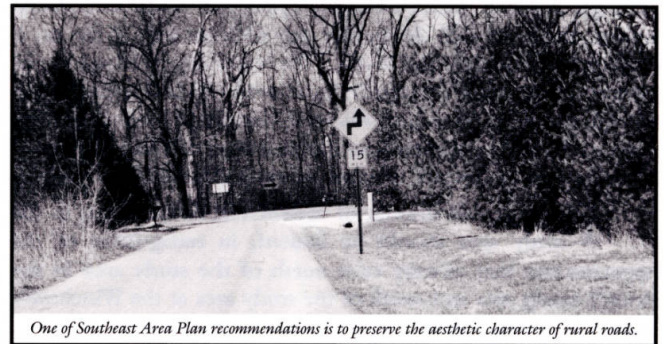
**T**he recommendations of MORPC's Pickerington Ponds Wetland and Wildlife Refuge Study should be adopted and implemented. In order to protect the Pickerington Ponds Wetland and Wildlife Refuge, the study recommends the vacation of portions of Bowen and Wright Roads, and the improvement of Long and Lehman Roads. A study should be implemented to explore the possibility of extending Winchester Lakes Boulevard to Bowen in addition to upgrading Lehman Road. These improvements will reroute traffic around the edge of the refuge.

**A** protective buffer should be placed around Pickerington Ponds Wetland and Wildlife Refuge. A protective buffer should extend out 2000 feet from the ponds of Pickerington Ponds Wetland and Wildlife Refuge to protect this environmentally sensitive area from the impacts of development. The buffer will establish standards for: the installation of underground utilities, exterior lighting, the construction of basements and the installation of sump pumps, limit the temporary dewatering during the construction of underground utilities, and require the installation of monitoring wells.

**A** watershed management system should be developed for the area to accommodate the effects of continued development within the Southeast. The large areas of floodway and floodplain in the study area indicates that traditional methods of dealing with stormwater management may prove inadequate as development continues. A regional approach designed by all relevant jurisdictions would utilize floodway and floodplain corridors for water storage.

**P**rior to obtaining final zoning approval, all developments in the Southeast Planning Area will be required to obtain development plan approval from the Development Commission. All requests for zoning approval in the Southeast Planning Area shall require the submission of a development plan which will require the approval of the Development Commission. The development plan application shall comply with the application requirements of the planned unit zoning application.

In addition to the Southeast Area Plan's close relationship to the Columbus Comprehensive Plan, it also echoes several of the recommendations made in the Priorities '95 final report. Priorities '95 was initiated in 1994 by the city of Columbus as a community-based environmental risk assessment and strategic planning project. The Final Report and Strategic Recommendations," were presented to Mayor Lashutka and to the Columbus Board of Health in January 1996. It includes recommendations on many environmental issues. Recommendations which are related to initiatives in the Southeast Plan are all identified in the Priorities '95 report as green space issues.



*One of Southeast Area Plan recommendations is to preserve the aesthetic character of rural roads.*

## *History of the Southeast Area*

The southeast portion of Franklin County was settled by pioneers arriving from Virginia, Maryland, Pennsylvania, Kentucky, and other eastern states as early as 1795. Many of the early settlers of this area may have been Revolutionary War veterans. Between 1830 and 1879, residents of the area also fought in both the Mexican and Civil wars.

These early settlers and farmers left ample evidence of their presence. The first indication of early farmers and settlers is the existence of the fields themselves. When the pioneers arrived in the planning area, it was covered by a virgin forest of beech, oak, elm, and ash trees. After the trees were cut down, fields were cleared of the remaining stumps and rocks by blasting them out of the ground with dynamite.

Once the fields were cleared, they needed to be drained. The Southeast Area has extensive areas of hydric soils, which are characteristically poorly drained. To counter this, clay drainage tiles were installed in a wide network across the study area. Initially, the trenches for the tile were excavated by hand, sometimes to depths of eight to ten feet, in order to achieve the proper slope for the water to flow. Some tiles in the area are as large as three feet in diameter.

Archaeological sites, including at least three documented Indian mounds, are present in the planning area. Over twenty structures in the study area have been documented and included in the Ohio Historic Inventory (OHI)<sup>1</sup>. Many of these structures, ranging in age from 95 to 165 years old, are eligible for listing on the National Register<sup>2</sup> (Map 3).

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<sup>1</sup>The Ohio Historic Inventory is an accurate, continuing record of the architectural and historic properties of the state. It can include all properties more than 50 years old that appear to have architectural or design integrity. Since inclusion in the OHI does not prevent the destruction of a structure, the OHI serves as an archival record of structures that could not be preserved.

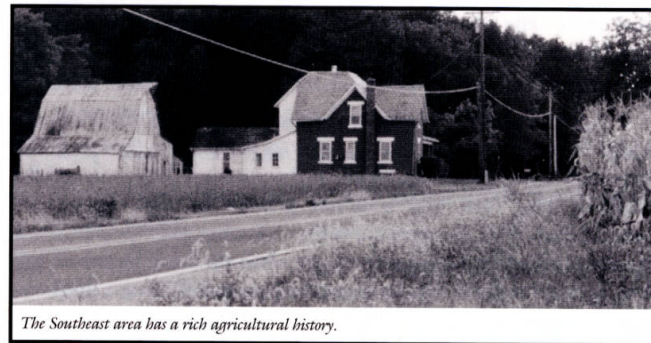
<sup>2</sup>According to the Code of Federal Regulations, Section 36, Part 60, the National Register of Historic Places is a guide to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit actions taken by the property owner (including demolition) with respect to the property.

They are primarily farmhouses, barns, and schoolhouses that have been converted into residential use. Many of the old farmhouses were built in the vernacular style, with a few Victorian influences appearing from time to time.

In addition to the list of historic structures inventoried by the Ohio Historic Preservation Office, many barns and dwellings in the study area are reported to have been built prior to 1910. The family homes of prominent early settlers remain intact on the streets named for them, including Wright Road and Lehman Road. The family home of the Wright family is a frame house that still stands along Wright Road, and several homes owned by the Lehman family still stand along Lehman Road. Many of the old farmhouses and schools were made of brick. In most cases, the brick for these buildings was not shipped into the area. Instead, there are reports that the bricks were fired on site, made from clay dug on the individual farms.

Abraham Lehman arrived in the area in 1842 with his wife and 10 children. Along with the Huffman family, the Lehmans founded a Mennonite church in the area. The church grew to 20 active members. By 1860, Lehman was one of the largest landholders in Madison Township with a mixed grain and livestock operation that produced a substantial amount of barley.

Lehman founded the Winchester Milling Company in 1868 and was a generous subscriber to the Columbus and Winchester Pike in 1865. His farmhouse at 40 Lehman Drive in nearby Canal Winchester



*The Southeast area has a rich agricultural history.*

has been listed on the National Register of Historic Places since August 1989. Several homes of other members of the Lehman family have been documented and included in the Ohio Historic Inventory.



*Mennonite Cemetery near the intersection of Gender and Lehman Roads.*

A 150-year old Mennonite cemetery sits west of Gender Road's intersection with Lehman Road. The cemetery contains about 50 grave sites, including an estimated five Civil War veterans' graves. A family cemetery--the Stevenson (Bowman) cemetery--from one of

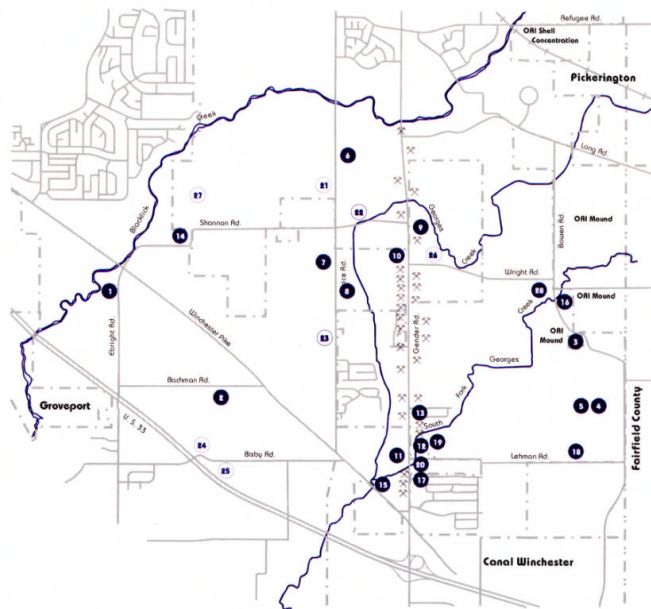
the original families in the area, the Stevenson family, has been found north of Shannon Road on the west edge of the planning area, and a cemetery identified by the United States Geological Survey (USGS) as the Hockman Cemetery is located on the west edge of the Pickerington Ponds Wetlands Wildlife Refuge, south of Wright Road. The cemetery is said to be the resting place of several members of the Stevenson family. A Revolutionary War veteran, Captain John Stevenson, is buried on the parcel north of Shannon Road. The houses on this parcel are among those in the area built prior to 1910. The Stevenson (Bowman) cemetery was rededicated on Memorial Day, 1990 and Captain Stevenson's grave was marked with a new headstone and a flag in honor of his military service.

Canal Winchester, just south of the planning area, was established in an agricultural area halfway between the Fairfield County seat in Lancaster and the state capital in Columbus. It was incorporated in May 1866. The Ohio & Erie Canal ran through Canal Winchester -- lock 19 was one mile west of town. The arrival of the canal made the area's agriculture profitable.

Agriculture was the primary industry in the area, with corn and wheat crops cultivated and cattle and hogs raised. Area farmers would help each other thresh the fields in the autumn. This was called a threshing ring, and was common practice in most agricultural communities. With the approach of the Columbus metropolitan area in the early 1960s, the importance of agriculture declined. However, row crop agriculture remains a dominant land use and the area is still home to several important commercial livestock enterprises.

## *Index to Ohio Historical Inventory Sites*

1. 4901 Ebright Road. Stevenson/McMann Residence and Barn. Two-story brick house built around 1859. National Register eligible. Grandfather of builder was a captain in Revolutionary War. Home was built by the grandfather of the 3 sisters who owned the home at the time of the inventory.
2. 5501 Bachman Road. Hummel/Alma Farmhouse. Built around 1891. National Register eligible.



### **Southeast Area**

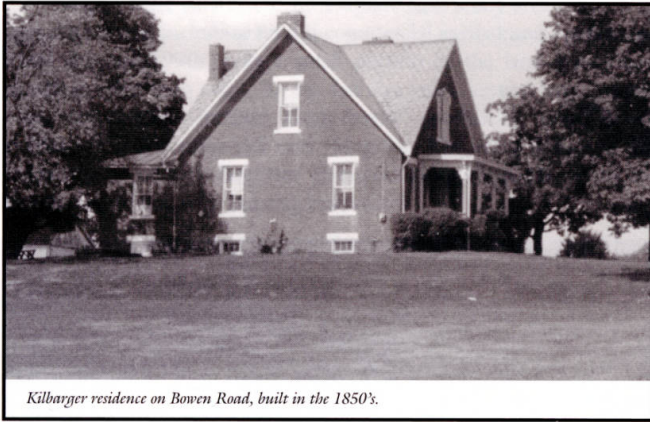
#### **Historic Inventory**

Map 3

	Ohio Historic Inventory Site
	Structure built prior to 1910 - not inventoried by State
	ORH
	Ohio Archaeologic Inventory
	ORI Site



3. Bowen Road. Milton Stevenson/William Corban Residence. Built around 1830. National Register eligible.
- 4,5. Bowen Road. Kilbarger Barn and Residence. This home was built in the 1850's, and the barn was constructed in 1885.



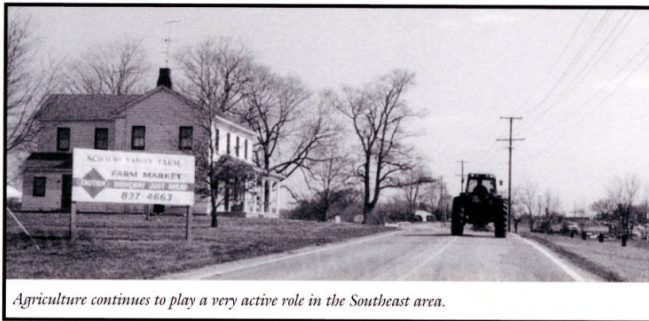
*Kilbarger residence on Bowen Road, built in the 1850's.*

6. 3760 Brice Road. Leidy School/Cirivello Residence. One-room schoolhouse, since converted to residence. Built around 1850.
7. 4001 Brice Road. Kalb/Lamp Residence. Farmhouse built around 1830.
8. 4200 Brice Road. Azro Whims/Lamp Residence. Farmhouse built in the 1860's.
9. 4432 Gender Road. Farmhouse and outbuildings built around 1900.
10. 4647 Gender Road. Farmhouse and associated complex built in the 1890's.
11. Gender Road. Mennonite Cemetery with about 50 graves dated ?-1845. About 3 meters from Gender Road. Founding families of the area (Strawn, Bowman, Lehman, and Stemen) buried in this cemetery. Approx. 5 Civil War veterans buried here.
12. 5440 Gender. B.P. Lehman/William Harrier Residence. Farmhouse built by Lehman, a prominent settler, in about 1885.
13. Gender Road. Schirm Farms. Part of farm complex built in the 1840's.
14. 5200 Shannon. William Whims/John Hall Residence. Farmhouse built in 1849, originally on the banks of Blacklick Creek. National Register eligible.
15. Winchester Pike. Brenneman Property. Farmhouse built 1835, barn built 1914. National Register eligible.
16. Wright Road. Farmhouse built in 1850 by Stevenson family.
17. 5558 Gender Road. S.D. Lehman House (prominent family). House built 1880-81, barn built 1885. House is National Register eligible.
18. Lehman Road. Farmhouse built in 1875 by Noah Lehman.
19. Gender Road. B.P. Lehman Barn. Built around 1880.
20. 40 Lehman Road. Abraham Lehman Farmhouse (A. Lehman was founder of Mennonite Church in area). Listed on National Register of Historic Places in August 1989.
21. Brice Road. Brick dwelling built prior to 1910.
22. 5950 Shannon Road. Brick dwelling (resided with aluminum) and bank barn of log and mortise construction with wood pins, built prior to 1910.
23. 4131 Brice Road. Brick dwelling built prior to 1910.
24. 5656 Bixby Road. Brick dwelling and barn of log and mortise construction with wood pins, built prior to 1910.
25. 5681 Bixby Road. Frame dwelling erected in 1906.
26. Wright Road. Frame dwelling built prior to 1910 - was home of Wright family.
27. Shannon Road. Two dwellings built prior to 1910, back long lane. Site of Stevenson (Bowman) cemetery.
28. Hockman Cemetery.

# Zoning and Land Use

## Agriculture

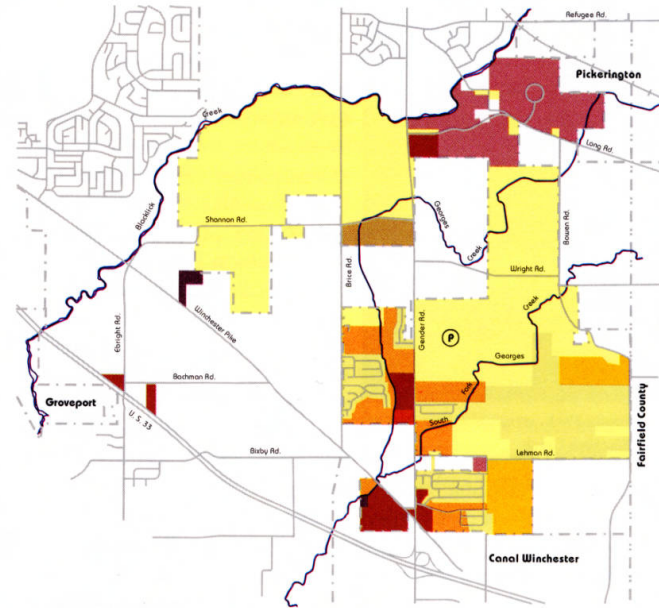
Much of the land in the 12.4 square mile study area remains in agricultural use, including several commercial agricultural operations. Until the mid-1990s, only a small portion of the land was zoned anything other than rural. In the last five years, several large parcels were rezoned to include single-family residential, multi-family residential, and commercial uses (Map 4). The older homes in the study area are on fairly large lots spread out along the roads. Many are or were associated with farming operations.



*Agriculture continues to play a very active role in the Southeast area.*

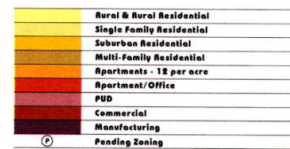
Agriculture is still a prime activity in the Southeast Area. There are four dairy farms operating in the study area. Production at one of the dairies is in the top 15% in Ohio; another dairy boasts production in the top 5% in the state. Along with the dairy operations, there are three hog farms, two sheep farms, and a horse farm.

Livestock is not the only agricultural use in the study area. There is also a farm market and a tree nursery. Three of the area's farms have received the Farm Bureau's Century Farm award. The Century Farm distinction is given to farms that have been in operation by the same family for 100 years or more.



### Southeast Area

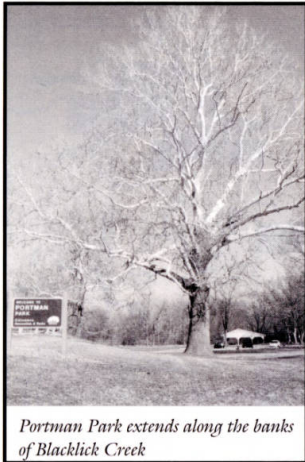
#### Existing Zoning Map 4



Department of  
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The approach of the city of Columbus is considered threatening to the livestock operations in the Southeast area because of the restrictions placed on them by the city. However, at the present time, the Columbus Health Department simply requires that any agricultural operation keeping livestock on a parcel within the city must obtain written permission from the Health Commissioner to do so.



Portman Park extends along the banks of Blacklick Creek

## Parks

There are three parks in the study area: Portman Park (city of Columbus), Pickerington Ponds Wetlands Wildlife Refuge (Metropolitan Park District of Columbus and Franklin County), and Robert M. Brobst Memorial Park (Madison Township). Portman Park straddles Blacklick Creek in the northeast section of the study area (Map 5). An additional 14 acres will be added to Portman Park as part of the development of Abbie Trails subdivision. A multi-use trail will link the park to Gender Road and to

other sections of Abbie Trails. Pickerington Ponds Wetlands Wildlife Refuge is a 908 acre park for passive enjoyment and is used primarily by birdwatchers. The facilities include parking lots on Bowen Road and Wright Road, a boardwalk leading to a wildlife viewing shelter near the pond, and a drinking fountain. Metro Parks is renovating an 1850s-era house on the north side of Wright Road for use as a visitor center and park office. The house was built by James Pickering, a member of the family for whom nearby Pickerington is named. Because of the nature of the park as a wildlife refuge, active recreational uses on this site would be incompatible. The Madison Township Park is a 14 acre park on the south side of Winchester Pike between Ebright/Shannon Road and Bachman Road. This park has playground and picnic facilities and a baseball diamond.

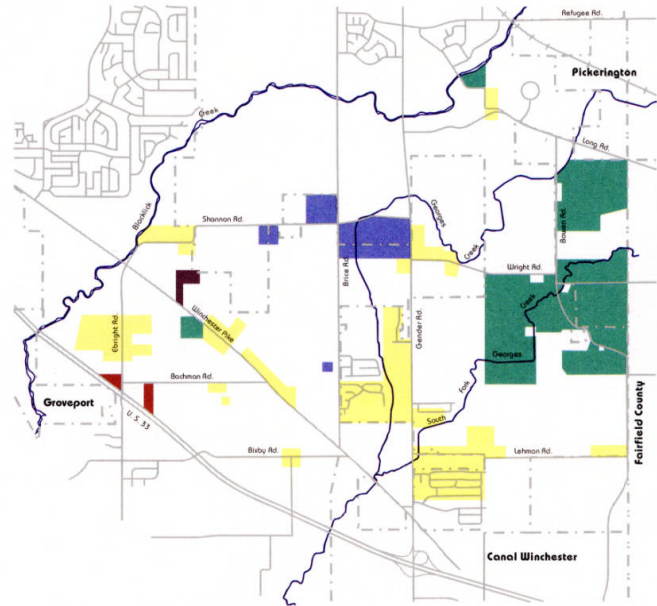
## Churches

There are currently three churches in the study area. The World Harvest Church is on the southwest corner of Shannon and Gender roads. Dayspring Ministries is located on the northwest corner of Brice and Shannon roads. The Southeast Christian Church has recently been constructed on the east side of Gender Road north of Lehman Road.

Two additional churches are planned for area, one is proposed for a lot on Winchester Pike and another is proposed for the south side of Shannon Road.

## Commercial Uses

Few commercial sites are located in the study area. A cluster of commercial uses have been developed at the intersection of Winchester Pike and Brice Road. A few small commercial uses exist on the west



## Southeast Area

Existing Land Use  
Map 5

Yellow	Residential
Blue	Institutional
Green	Parks
Red	Commercial
Red	Manufacturing



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side of Brice Road, north of Lehman Road. On Winchester Pike southeast of Ebright and Shannon roads, there is a construction supply/lumber yard on the north side of the street. In the area of Ebright and Bachman roads, just north of U.S. Route 33, are two small offices and a lot owned by Plantasia. As part of the zoning and development of Abbie Trails subdivision, a 33 acre site has been zoned commercial planned development on the east side of Brice Road at the north edge of the study area.



*The dominant land uses in the Southeast area are agriculture and residential.*

### ***Residential Uses***

Until recently, housing in the Southeast planning area consisted of farmhouses and large lot single-family residences. In the past five years, the area has experienced tremendous growth pressures to develop both single-family and multi-family developments. Most of the development and construction has been focused between Brice and Gender roads, just north of Winchester Pike.

This area is a mixture of both single and multi-family units. Additional development has also occurred on the east side of Gender Road, north and south of Lehman Road. This area is also a mix of single and multi-family units.

The most recent development in the Southeast, Abbey Trails, is located at the north edge of the planning area on both sides of Long Road and on the east side of Gender Road. This is a large, mixed use development which also contains multiple park sites, a school site, and a 33 acre commercial site. This project will relocate and connect Long Road to Gender Road.

Currently several other site are pending development approval. The largest of these is a mixed use project which will be located on both the north and south sides of Shannon Road.

This project is essentially neotraditional in design. The proposed land use plan calls for a town center to be created at the intersection of Ebright road and Winchester Pike.



# Physical Facilities

## Water

According to the Columbus Division of Water, 16-inch water distribution lines run along Gender Road, Brice Road, Shannon Road, Ebright Road, and Winchester Pike. On Winchester Pike between Brice and Gender roads, the line becomes 24 inches. A 30-inch distribution line serving the study area runs along Bixby Road (Map 6).

As unincorporated land is annexed into the city of Columbus, property owners can tie into the water lines in the area. No additional distribution lines are presently planned.

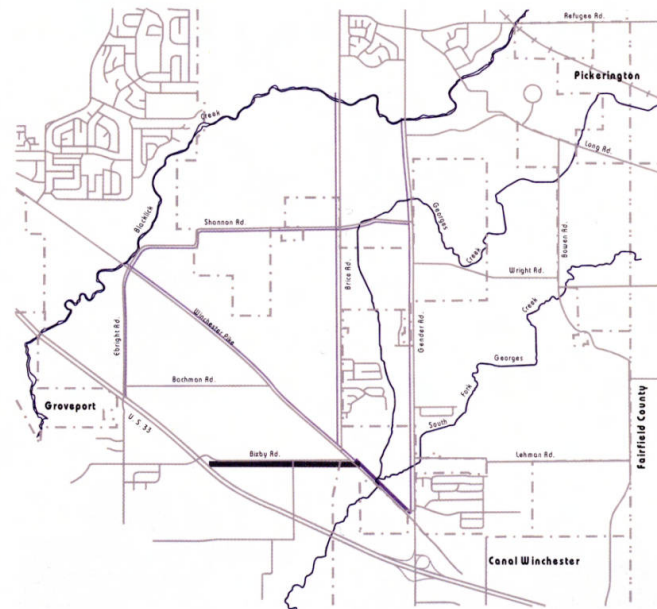
Most of the older structures in the study area have at least one water well on the property, according to maps maintained by the Ohio Department of Natural Resources Division of Water, Groundwater Section. Although city water is or will be generally available in the area, potable water is also available from relatively shallow wells (30-135 feet deep). This is an asset to agricultural areas: few areas in Ohio are privileged to have abundant potable water.

## Sanitary Sewer

The Southeast planning area is within the tributary area of the Blacklick Creek Sanitary Interceptor Sewer. This sewer follows Blacklick Creek and is 48 inches in diameter from Refugee Road to Brice Road, at which point the diameter changes to 96 inches and the line continues south along Blacklick Creek.

Sewer service to the southern portion of the planning area is currently provided by the Blacklick-Brice Road/Wright Road Area - Part "A" Subtrunk Sewer (Map 7). This subtrunk currently terminates north of Lehman Road at Georges Creek. Engineering for the extension of this line from Lehman Road approximately 3,000 lineal feet to the north is currently underway. Construction is scheduled for 2000. The Capital Improvements Program (CIP) includes engineering and construction for the future extension of the Part "A" subtrunk to its final termination near Wright Road.

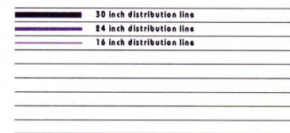
Sewer service to the northern portion of the planning area will be provided by the proposed Blacklick-Brice Road/Wright Road Area - Part "B" Subtrunk Sewer. Phase I of this sewer line extends from the Blacklick Creek Interceptor Sewer to Gender Road. Engineering for the extension of this line to the north is currently in progress, construction is anticipated in 2000. Construction was originally scheduled for 1999, but was postponed by City Council, pending adoption of a Southeast Area Plan. No future extensions beyond Phase I are currently planned.



### Southeast Area

#### Water Lines

Map 6  
12-00



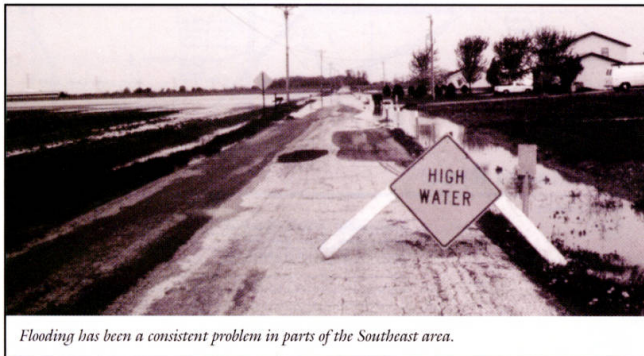
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Once these projects are completed, sewer extensions of the above mentioned sewers will provide sewer service to the area as it is annexed into the city.

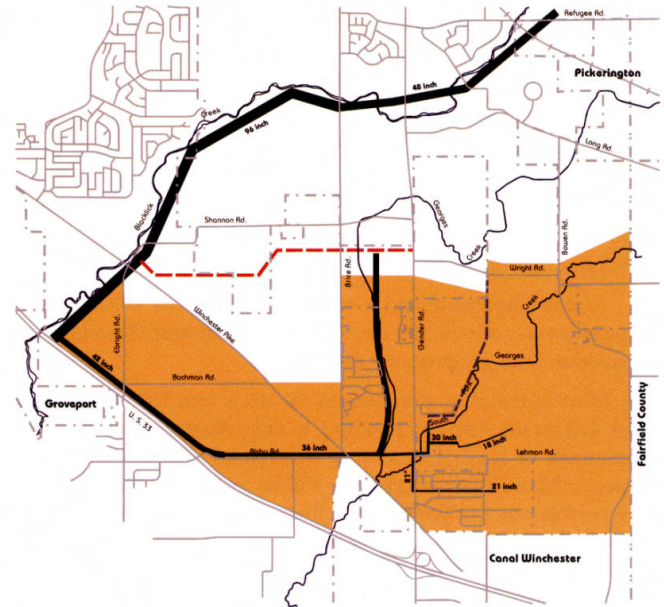
Although Columbus' sewer facilities planning area extends eastward past the Southeast Area Plan into Fairfield County, it may not be necessary for that territory to annex to Columbus to gain municipal sewer service. In early 1996, the city of Pickerington and the village of Canal Winchester approved a 50-year agreement to offer water and sewer service to the area in Violet Township between the two municipalities. Before this area's future is fully defined there are many complicated issues that need to be addressed, such as Environmental Protection Agency regulations, discharge permit requirements for the existing wastewater treatment plants, and the city of Columbus' ability to provide services.

### Storm Water Management

Stormwater management is a critical issue in the Southeast Planning area. Approximately 8.8 percent of the Southeast planning area is within the floodway. Nearly, 21.5 percent of the planning area is within the 100 year floodplain, for a combined flood area of 30.3 percent. Additionally, 26 percent of the planning area is comprised of hydric soil. Hydric soils indicate that a site used to be or may still be a wetland. Due to this quantity of floodplain, wetlands, hydric soils, and high watertable, storm drainage becomes a primary design issue in the planning area.



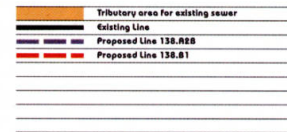
*Flooding has been a consistent problem in parts of the Southeast area.*



### Southeast Area

#### Sewer Service

Map 7  
12-00



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# Environmental Considerations

## Floodplains

Much of the study area, primarily land along Blacklick Creek and Georges Creek, lies in the 100-year floodplain (the area with a one percent chance of being flooded in a given year) (Map 8). Georges Creek is a tributary of the Little Walnut Creek that runs south of the study area.

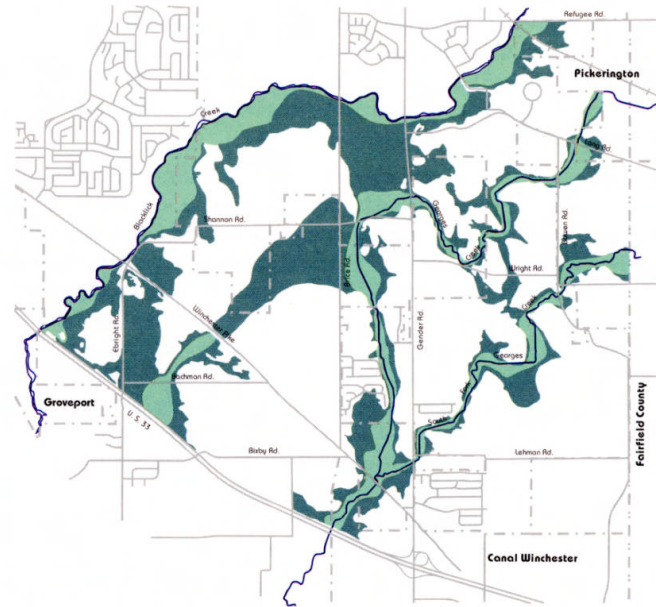
Approximately 8.8 percent of the Southeast planning area is within the floodway. 21.5 percent of the planning area is within the 100-year floodplain. Combined these two areas account for 30.3 percent of the Southeast planning area. According to historical accounts, major floods occurred in the area in 1913, 1956, and 1959. In each of these floods, the Georges Creek basin has been greatly affected by overland flow from Blacklick Creek to the north.

Floodplains are mapped by the Federal Emergency Management Agency (FEMA). The maps produced are called Flood Insurance Rate Maps (FIRM). Several classifications are used on these maps, including 100-year floodplain areas and floodway areas. Floodways are the stream channels and the adjacent land areas necessary to carry a 100-year flood (the base flood) without increasing the water elevation by more than six inches. Regulations for zoning and building apply to the 100-year floodplain and floodway areas. Virtually no development is permitted by the city of Columbus in the floodways. Land in floodway areas may not be graded or filled--no change of topography is permitted. Uses that are allowed in floodways include marinas, bikeways (although, ideally, bikeways should be above the 10-year flood), pedestrian trails, and agriculture.

The area between the floodway and the outside edge of the 100-year floodplain is called the floodway fringe. The floodway fringe corresponds to the area that, if filled, would increase the flood elevation by six inches. Any use allowed by the zoning present on the site is permitted by the city of Columbus in the floodway fringe. However, for residential development, the lowest habitable floor (including basements) must be one and a half feet above the base flood level. This can be accomplished by filling the floodplain to the appropriate elevation, which requires a permit. Commercial and manufacturing structures must also be elevated or floodproofed one and a half feet above the base flood level. Chapter 3385 of the Columbus City Codes



explains these standards, Chapter 3303 includes appropriate definitions, and Chapter 4175 contains many of the floodplain construction standards.

Floodplains play an important role in controlling the severity of flooding. Particularly after the devastating flooding in the Midwest in 1993, floodplain management is being looked at differently than it has been in the past. Traditionally, floodplain management was undertaken to decrease the loss of life and property from flooding, so the objective



### Southeast Area

#### Flood Plains Map 8

	Floodway
	100 Year Flood Plain (Floodway Fringe)



**Note: For accurate Flood Plain information, contact:**  
Federal Emergency Management Agency

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was simply to control the flood waters. According to the Federal Interagency Floodplain Management Task Force, the new approach emphasizes hazard mitigation and recognizes that floodplains have intrinsic value both as part of a natural ecosystem and part of the human community. The new approach is to adapt to flooding by encouraging the maintenance of floodplains as open space.

Locally, this approach is incorporated into several recommendations made by Priorities '95. That report recognizes that the preservation of floodplains as natural protective barriers is an important aspect of floodplain management "so as to maximize both habitat protection values and to minimize capital losses from floods." The Priorities '95 report also recommends that city floodplain regulations be reviewed for potential changes that would provide more protection for riparian, or streamside, areas.

Flooding accounts for larger annual property losses than any other natural hazard. Because of this, floodplains are a valuable form of natural infrastructure. They provide natural flood and erosion control by reducing flood velocities and peaks and stabilizing soils. Floodplains also protect water quality by reducing sediment loads that reach a river or stream, filtering nutrients resulting from poorly managed agricultural operations, processing organic and chemical wastes such as lawn chemicals or chemicals leaked from automobiles, and moderating the temperature of the water. Vegetation in a floodplain can slow and disperse runoff and floodwater, allowing additional time for the infiltration necessary to maintain ground water levels and purify the water as it filters to the ground water reservoirs, called aquifers. Because vegetation and soils help with water quality and runoff control, their disturbance or removal can inhibit or eliminate those functions.

Floodplains are an important factor in maintaining flood storage capacity, which is particularly important in developing areas where even floods from a 5- or 10-year storm can cause severe flood damage. Parks and vegetated recreation areas are ideal in this role; agricultural areas are also capable of holding the flood storage capacity. Because they allow increased infiltration into the soils, open floodplains decrease downstream flooding. The infiltration that occurs passes surface water through the soil to recharge the ground water supply. On the other

hand, impermeable surfaces, such as buildings and pavement, replace vegetation as ground cover and increase runoff that would have infiltrated in a natural floodplain. Removal of vegetation, destruction of wetlands, and urban/suburban paving increase the risk of flooding and decrease the water that is allowed to infiltrate through the soil into the ground water.

Because vegetation loss and increased runoff in floodplains increase erosion and sedimentation and decrease the amount of shelter and food available for wildlife, parks and recreational areas with vegetation are ideal uses of floodplains.

In the aftermath of the 1993 Midwest floods, the growing conclusion is that when development is kept out of floodplains, they do their job of absorbing flood waters. Additionally, the public costs that are often incurred during the clean-up, reconstruction, or relocation efforts after a flood are reduced or avoided if floodplains are maintained as undeveloped open space. Studies have repeatedly shown that for every six dollars in potential damages avoided each year by new flood protection measures, at least five dollars in additional damages resulted from development in floodplains elsewhere.



*Protecting stream corridors and the extensive flood plain in the Southeast area is a major objective of the Plan.*



prior to the adoption of the Wetland Conservation (Swampbuster) Provision of the Food Security Act of 1985--so no permit is necessary for the ongoing cultivation of the land.

However, if the use of that land changes--for instance from agriculture to an urban land use, the landowner may be required by Section 404 of the Clean Water Act to obtain a permit prior to draining, filling, or modifying the site. The first step in this process is to survey the site to determine if any wetlands exist on the property. If wetlands are observed, the property owner must identify their location and delineate their extent.

Generally, activities related to wetlands under one-third of an acre in size are covered under nationwide permits, enabling the property owner to proceed with modification of the site and allowing notification of the Corps of Engineers at a later date. Wetlands that are determined to be between one-third and three acres may qualify under the nationwide permit, but notification to the Corps is required, along with mitigation of the wetland. Finally, if a determination is made that a wetland is larger than three acres, a property owner must apply for an individual permit prior to the initiation of any activities involving dredging, filling, or modifying the wetland.<sup>3</sup>

Like floodplains, wetlands are an important part of the natural landscape. They are recognized as important and valuable ecosystems, providing benefits including:

- ♦ habitat for many rare species
- ♦ filtering of runoff and adjacent surface water to protect water quality
- ♦ protection of many of our sources of drinking water, and
- ♦ flood water retention.

When wetlands are lost or degraded, their capacity to control flooding is also lost. Along with reducing the probability of flood damage to crops in agricultural areas, wetlands also help control increases in the rate and volume of runoff in urban areas. This action can lower flood heights.

Wetlands also provide aesthetic benefits and opportunities for activities such as hiking, fishing, boating, and bird-watching.

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<sup>3</sup>For more specific information regarding Federal wetland regulations, contact the Army Corps of Engineers.

According to the EPA, an estimated 50 million people spend approximately \$10 billion each year observing and photographing wetlands-dependent birds. When wetlands are harmed, the species that are dependent on them are also harmed.

In instances where disruption of wetlands cannot be avoided, mitigation measures are taken. These include construction of new wetlands on-site or contributions of land or cash to a wetland "Bank". The Ohio Wetlands foundation works with the Ohio Department of Natural Resources (ODNR) to develop and maintain such bank facilities throughout the state.

### *Endangered and Threatened Species*

According to the Ohio Department of Natural Resources (ODNR) Division of Natural Areas and Preserves, there are two species in the planning area on the State's endangered species list. The Northern Brook Lamprey (*Ichthyomyzon fossor*) has been inventoried in Blacklick Creek. It was found to inhabit the creek within one stream mile of the point at which Refugee Road crosses the creek. Brook lampreys have become increasingly rare in Franklin County. They are sensitive to degradation in water quality--a small drop in water quality could be fatal--and depend on cold water habitat for survival. As development occurs along streams, and riparian or streamside tree buffers are removed, the water receives more sunlight and the water temperature generally increases. If a population of Northern Brook Lamprey exists today in Blacklick Creek, it is important for its survival, as well as the survival of other stream inhabitants, to preserve the quality of the stream.

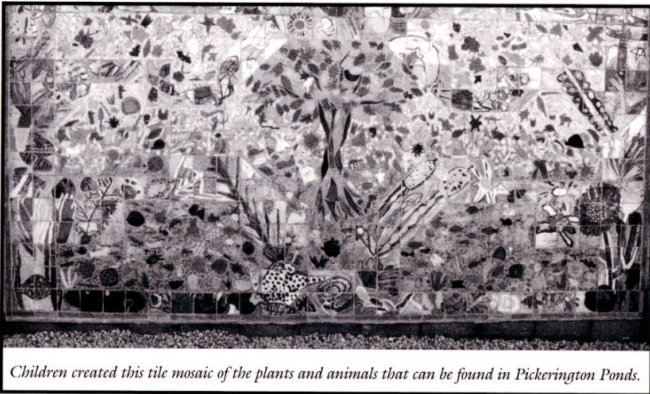
The other State-endangered species in the study area, the Sedge Wren (*Cistothorus platensis*), is a bird that has been sighted at the Pickerington Ponds Wetlands Wildlife Refuge. Pickerington Ponds is also the habitat of the Matted Spikerush (*Eleocharis intermedia*), a potentially threatened plant; the Green-winged Teal (*Anas crecca*), an inventoried duck-like bird (inventoried by the Division of Natural Areas and Preserves but not assigned an official state status by the Division of Wildlife); and a Great Blue Heron colony, which is recognized as a breeding animal concentration.

In addition to the species identified by ODNR as endangered or threatened, Pickerington Ponds is also visited occasionally by the Federally-endangered Bald Eagle. The Audubon Society reports that

the eagles are considered “occasional visitors” at the wildlife refuge. They are spotted two to three times each year and usually stay for several days. The eagles that visit Pickerington Ponds are sub-adult birds that range from one to four years old. Bald eagles are considered an indicator species at the wildlife refuge, because the habitat must be right for them to visit, stay, and return.

According to ODNR Division of Wildlife, the agency with jurisdiction over the state's endangered and threatened animal species, a landowner is prohibited from killing a state-endangered animal species (by shooting, netting, or other means). However, the landowner may alter or destroy the habitat of the state-listed endangered species without reprisal. In instances when a landowner with a state-endangered animal species on his or her property would like to protect the animal or its habitat, ODNR Division of Wildlife provides assistance.

State regulations for endangered or threatened plants are similar. ODNR Division of Natural Areas and Preserves has no control over what a property owner does with his or her land, even if state-listed plants are present.



*Children created this tile mosaic of the plants and animals that can be found in Pickerington Ponds.*

## Noise

Noise such as that from airports is measured in decibels, or dB. The “day-night sound level” (Ldn) is a cumulative aircraft noise index

that estimates the exposure of an area to aircraft noise and relates the estimated exposure to an expected community response. The Federal Aviation Administration (FAA) requires that noise contours be developed to identify areas exposed to different levels of noise around an airport. The contours are developed based on aircraft flight patterns, number of daily aircraft operations by type of aircraft and time of day, noise characteristics of each aircraft, and typical runway usage patterns. Noise contours and studies are submitted to and approved by the FAA.

The city of Columbus regulates land uses within airport environs through the zoning code, the building code, and the subdivision code. The zoning code establishes airport environs overlay districts to regulate development and land use within airport environs and to protect airports from incompatible encroachment. Airport environs overlay districts are divided into three subdistricts (A, B, and C) which represent different levels of noise impact greater than 65 Ldn. The zoning code prohibits manufactured housing, mobile homes, and industrial units in subdistrict A, which represents noise exposures from 65 to 70 Ldn. Above that level, most residential uses are prohibited. The building code specifies general criteria for building materials and construction within airport environs overlay districts. The subdivision code requires that subdivision plats for property located totally or partially within the airport environs overlay district must include a noise warning. Additionally, it provides for an aviation easement to be established prior to the approval of a final plat.

The 1987 noise exposure study conducted by Rickenbacker Airport showed a portion of the Southeast planning area within the 60 Ldn noise contour for the airport. However, due to improved noise abatement in modern aircraft this condition no longer exists. The Rickenbacker International Airport Part 150 Noise Compatibility Study Update of March 15, 1998 indicates that the 60 Ldn noise contour has been reduced and now falls well below US 33. The study indicates that even with expansion of the airport and the creation of an air cargo hub that the Southeast planning area will remain well beyond the 60 Ldn noise area.

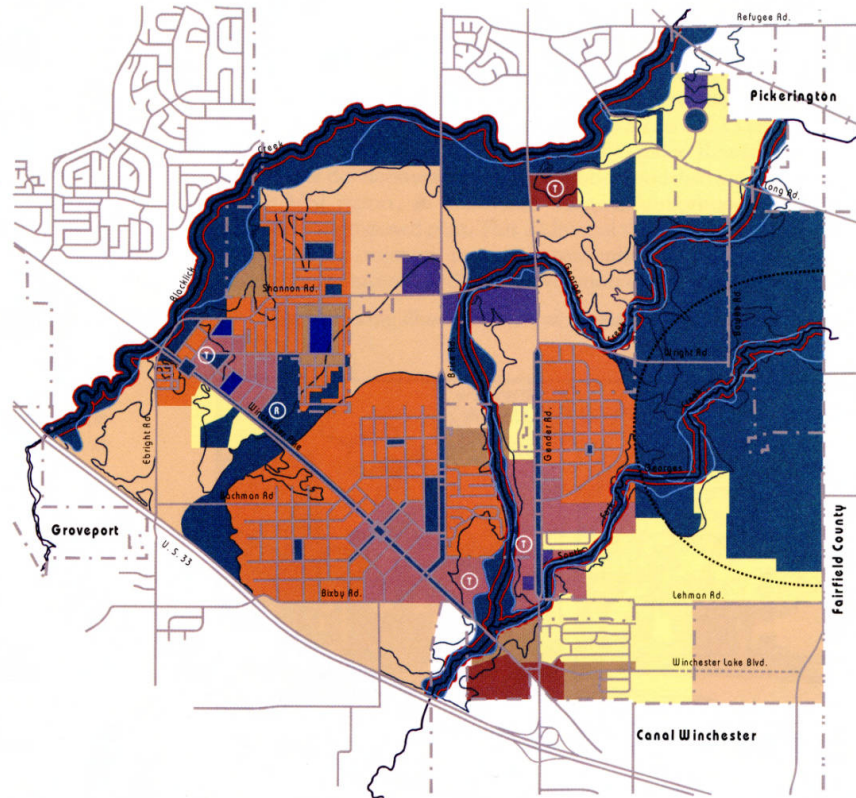
No corrective land use measures will be necessary to abate or mitigate noise impacts in the Southeast planning area.

## Recommended Land Use

The Southeast Area Plan is intended to guide public and private sector development decisions for a period of 15-20 years. Because of the dynamic nature of the Southeast area some assumptions were made in order to prepare land use recommendations. These assumptions include:

- ◆ The development plan for the Southeast will be based upon a combination of neotraditional village/neighborhood districts and hamlet/open space subdivisions.
- ◆ Open space and natural areas should be used as organizational elements in the area.
- ◆ Preservation of open space and the character it creates is an important goal of the plan.
- ◆ The natural stream corridors provide continuous areas of open space with multiple functions including floodplain protection, habitat protection, and greenway for linkages which will tie the Southeast together.
- ◆ Maintaining open space along roadways outside of village/neighborhood districts helps preserve the rural character of the area.
- ◆ Commercial development should be limited in scale and should be located in the neotraditional village/neighborhood districts centers or in existing commercially zoned parcels.
- ◆ Density and scale of development should be coordinated with the proposed thoroughfare plan (See map 11) and the proposed system's ability to maintain a minimum satisfactory level of service of "D".

The plan's goals and those assumptions provide an overall framework for all recommendations. The proposed land use map (map 10) illustrates the plan's recommendations.



## Southeast Area

### Proposed Land Use

Map 10  
12-00

	Neotraditional Village/Neighborhood Center
	Neotraditional Village/Neighborhood
	Hamlet/Open Space Subdivision
	Residential
	Multi-Family Residential
	Institutional
	Parks
	Commercial
	Floodway
	150' Protective Buffer
	Floodplain
	Buffer for Pickerington Ponds

Rec Center  
 Transit Stops



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Southeast Area Plan



## *Planning Framework - Development Techniques:*

### *Neotraditional Village/Neighborhood Districts*

The firm of Myers Schmalenberger Inc. (MSI) was hired in September 1998 to develop a technique of integrating neotraditional planning techniques into the Southeast Area Plan.

This technique did not require modification of the goals and objectives as written in the draft Southeast Plan. These goals included:

- ♦ Encourage clustered residential neighborhoods to preserve open space, while offering a variety of price range and lifestyle options.
- ♦ Limit the scale and amount of retail development in the study area, in recognition of the opportunities that already exist north of the study area in the Brice/Tussing area and south of the study area at the Winchester Square Shopping Center.
- ♦ Protect environmental and historic resources.
- ♦ Allow for urban development of the area in a fashion sensitive to the unique nature of the area and its important environmental, agricultural, and historic attributes.

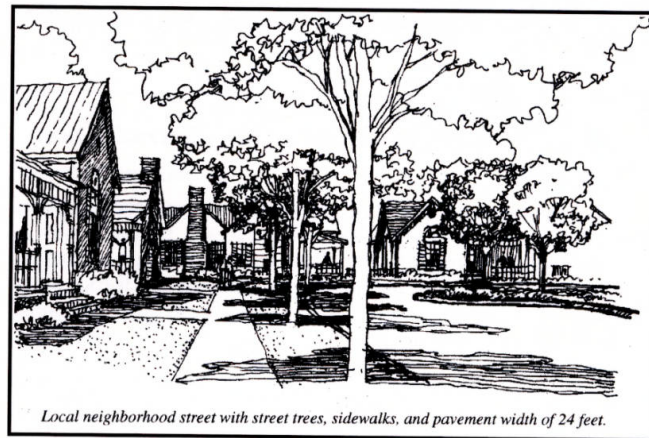
Several recommendations made in the MSI study are in conflict with existing city standards such as pavement widths, lighting standards, and storm water management practices. These standards need to be critically reviewed and updated to meet current planning practices. The city is in the process of updating the Zoning Code to incorporate neotraditional design practices.

The firm of Duany Plater-Zyberk & Co. was hired in 1999 to prepare a neotraditional development code for Columbus.

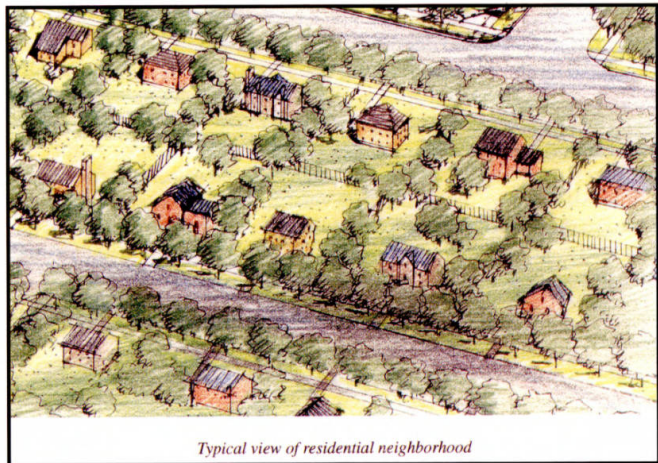
The study area for the Southeast Plan is approximately 12 square miles. This is roughly the same size as the city of Delaware. Due to the scale, the village or town districts conceived for the plan, are based upon the idea of smaller neighborhood units. These units promote the appropriate scale for development of a residential community while defining convenient walking distances to local commercial and public uses.

Locations of the villages are based upon existing conditions. Natural features play an important role due to floodway considerations as defined by the streams. Existing development in the area, including existing zoning, helped shape the plan. The framework provided by the current infrastructure, including the limited-access US 33 and the main north-south arterial routes of Brice and Gender Roads, frame the location for development of village/neighborhood districts. After review of the MSI report, an additional village/neighborhood district was added to the proposed plan. This additional village is in response to the impact of an existing proposed residential development, natural environment features, and logical evolution of the planning area.

The following illustrations show typical neotraditional residential districts.



*Local neighborhood street with street trees, sidewalks, and pavement width of 24 feet.*



*Typical view of residential neighborhood*

### ***Recommendations and Guidelines for Neotraditional Development***

The primary factor in successfully creating the proposed neotraditional village/neighborhood districts will be the ability to control the village edges and internal land uses. Open space and natural areas will be used as an organizational element to define district edges. Development in the Southeast Planning Area should introduce public amenities through well-designed streets, squares, and open space. Particular consideration should be given to preservation of the floodway fringe, thus preserving the waterways, their floodways, and the area's other natural amenities forming a clear separation of concentrated areas of development.

New development outside the village/neighborhood districts illustrated in the plan should be of a very different character and density. These infill areas will be developed as low density clustered hamlet/open space residential subdivisions. These areas will be more rural in character and distinct from the urban standards of the village/neighborhood districts.

- ◆ Residential density for neotraditional village/neighborhood districts should be a maximum of ten dwelling units per net acre. Floodway area of a site should not be included when calculating density. In

order to encourage commercial/residential mix, residential units which are located on upper floors of commercial buildings will not be included in calculating density of a site. However, buildings should be limited to three stories in height.

- ◆ Neighborhood squares, green space, or public spaces should be developed within a 1/4 mile radius of all village/neighborhood residences. These greens do not have to be a minimum size, but should be centrally located, easily located, easily accessible to the public, and within an easy walk of all residential units.
- ◆ Buildings should not back onto any public streets or parks. Exceptions should be considered if structures are adequately buffered.
- ◆ Each village/neighborhood should accommodate a range of household types and land uses. Architectural themes are encouraged to be used in designing new developments.
- ◆ The role of the automobile in development should be kept in balance with needs of the pedestrian. Traffic flow should be only one of many considerations in designing neighborhoods.
- ◆ Street profiles are recommended narrower than current standards. The profiles should provide for on street parking and for a planted median on arterial roads. These standards will act to slow and calm traffic while providing pedestrian character to the street environment. Street standards will be provided by the new traditional neighborhood development zoning code section which is currently being development by the firm of Duany Plater-Zyberk & Company. Special parking situations should be considered such as angled/or, on street parking for neighborhood commercial uses.
- ◆ The overall village/neighborhood plan should be designed so as to direct the most traffic possible towards the village/neighborhood center, thus minimizing through traffic within the village's edges. Simultaneously, providing basic commercial services within walking distance of all village centers can minimize utilization of automobiles.
- ◆ The village/neighborhood centers should serve as transit centers or transit-oriented developments(TOD). The village/neighborhood center will serve as a population focus for mass transit and the ridership will create additional customers for businesses located within the village/neighborhood centers.

- ◆ Lighting should be controlled and sensitive to the character of the area. This can be done by requiring downcast, cut-off light fixtures, and providing foot-candle readings to qualify light levels on and off the site. Streetlighting should be in traditional style.
- ◆ The center of each village/neighborhood should be defined by a public space and activated by civic and commercial facilities.
- ◆ Neighborhood open space should be contiguous from one development to the next in order to provide an additional opportunity for bikeways and pedestrian trails.
- ◆ The thoughtful review of current Columbus standards of development should be undertaken to improve the viability of neotraditional and hamlet/cluster techniques of development. The traditional village/neighborhood code, being developed by Duany Plater-Zyberk & Co., should be adopted and implemented for the Southeast area.

The plan incorporates open space into all aspects of developments in the Southeast planning area. Setbacks should be created along transportation corridors, and buffer areas should be created along riparian corridors to maintain natural features of the area. Preservation zones and no-build zones should be created for the protection of creeks, streams, and tree masses. Neighborhood parks should be located within 1,200 feet of all residential units.

This recommendation will be aided by the following practices:

- ◆ Outside the village/neighborhood districts, Winchester Pike, Brice, and Gender roads should have a building setback of 250 feet from the centerline of the right-of-way. Outside of the village/neighborhood district, all collector roads should have a building setback of 200 feet from the centerline of the right-of-way. For the area within these setbacks, the land would be preserved in woodlots or natural vegetation, depending upon existing conditions and abutting uses.
- ◆ A no-disturb zone should be created along streams. The no-disturb zone along the Blacklick and Georges Creeks should consist of the floodway or 150 feet on each side of the centerline of the stream whichever is greater. The no-disturb zone for all other streams should consist of the floodway or 50 feet on each side of the centerline of the stream whichever is greater. With the exception of environmentally sensitive utility and road crossings or construction

of bikeways, and other public and open space amenities, no construction should occur in the no-disturb zone of the stream.

- ◆ To the extent possible, every effort should be made to protect the 100-year floodplain. After required road buffers, floodplains and wetlands should be considered primary conservation areas, when identifying areas to be set aside as open space or as public areas in the neotraditional village/neighborhood district.
- ◆ Public access should run parallel to common open space and stream buffers whenever possible.

The MSI recommendations identified five key criteria to guide development in the Southeast. These items define a basis for the creation of successful neighborhoods, but they are by no means complete. They should not be interpreted as a complete set of development standards, but they do start to define the basic characteristics that create great neighborhoods.

## *Principles of Neotraditional Neighborhood Design*

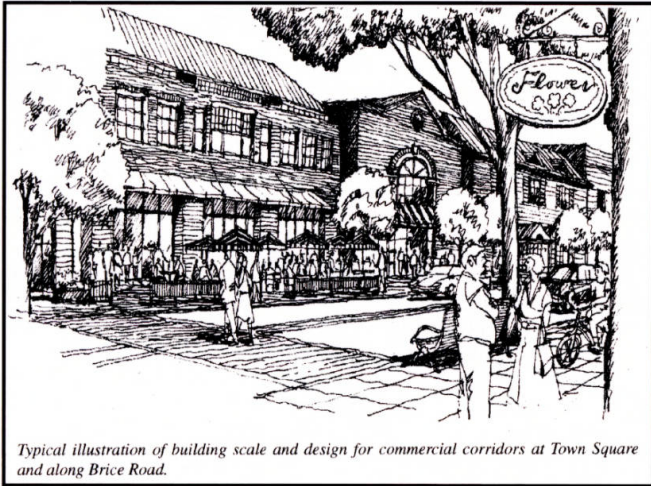
### *Mix the Land Use*

Great neighborhoods will have an easily identifiable “heart”. This can be a park, school, or a commercial area that serves the neighborhood. Permitting a reasonable mix of uses can enhance the livability of the neighborhood, reduce the dependence on the automobile, and create economically divergent housing opportunities.

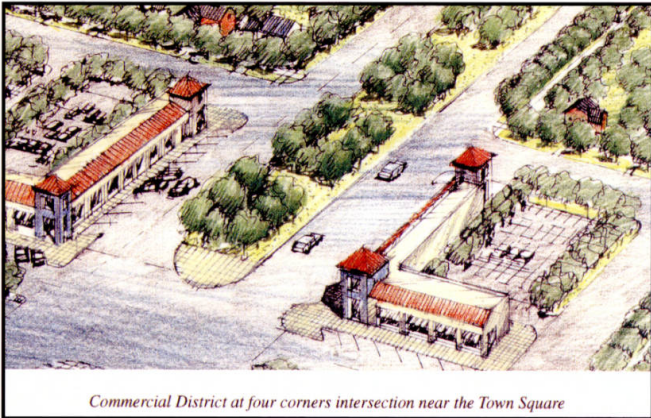
### *Connect the Neighbors and Neighborhoods*

Streets are a critical component of neighborhood design. They should be designed in a simple straightforward manner. Simple connections to other streets and neighborhoods should be provided. Long collector streets with multiple cul-de-sacs should be avoided.

This connectivity should extend beyond the neighborhood at large and beyond the Southeast planning area.



Typical illustration of building scale and design for commercial corridors at Town Square and along Brice Road.



Commercial District at four corners intersection near the Town Square

### *Design the Streets*

The design of individual streets is very important to establishing the character of the neighborhoods. They should not be oversized.

Closely spaced street trees, sidewalks, and carefully considered lighting are critical to the establishment of a positive neighborhood character.

- ◆ Parkway or planted medians should be constructed in the center of arterial streets as the street passes through a village/neighborhood district. This will provide connectivity to uses on both sides of the street while improving the perceived scale of the roadway. Additionally, the parkways or medians will act as traffic calming devices that will slow traffic as it passes through the village/neighborhood centers.

### *Plan the Building and Site Improvements*

Most of the character of any new neighborhood is determined by the design orientation of the structures within it. This is particularly true in the early years before the landscaping is mature. There are several key principles, which will contribute to a more successful neighborhood. These include:

- ◆ Never back residential units onto a street or public spaces such as parks and schools, exceptions may be considered if an adequate buffer is provided.
- ◆ With the exception of one tier of street parking, parking should be kept to the rear or side of commercial buildings.
- ◆ Screen the view of parking and service areas from the road.
- ◆ The front door of a commercial structure should always address the street and sidewalk.
- ◆ Windows in commercial building are encouraged and should be used at pedestrian levels.
- ◆ Avoid overly large commercial structures without breaks in the facade.

### *Organize the Open space*

The careful organization of open space is a critical component in the successful design of neighborhoods. Often, the location of open space is more important than the size. For this reason it is important to evaluate not just the quantitative criteria of a proposed open space plan, but rather its qualitative aspects as well. The plan recognizes that to achieve the benefits of the neotraditional village/neighborhood, that some appropriate construction in the 100-year floodplain must occur. Some of the key criteria in creating successful open space within village/neighborhood areas would include:

- ◆ Create a hierarchy for the open space and locate the most important near the geographic heart of the neighborhood. This could be comprised of park, school, or other civic and institutional uses which serve the neighborhood as a whole.
- ◆ Design small parks and open spaces within an easy walk (1200 feet) of every residential unit.
- ◆ Use open space to protect key natural features such as stands of trees, fencerows, floodplains, and views from major roads.

### *Hamlet/Open Space Subdivisions*

The second development technique recommended for the Southeast planning area, will be referred to as the hamlet or open space subdivision. This is a form of low density cluster or conservation subdivision.

This technique is density neutral. A net density of three dwelling units per acre with no minimum lot size is recommended for this district. Floodway area of a site should not be included when calculating density.

The concept of clustering allows the density that would normally be spread fairly evenly across a parcel to be fit on less land, leaving the remainder of the parcel as open space. This requires that the developed density be increased; however, the density on the parcel as a whole does not change. The maintenance of open space apart from development parcels--for example greenways along the area's streams-- will offset higher population densities where development does occur. Similarly, the incorporation of open space in a development plan will allow the portions of a parcel that are developed to be used at a higher population density.

Open space and natural areas are used as organizational elements. This residential district is offered as an alternative to the more urban neotraditional technique of development and conventional residential subdivisions. Traditionally, with conventional subdivision development, sites are divided into lots and streets with the only open space being undevelopable areas, stormwater management areas, or required park dedication areas. The hamlet/open space subdivision is a low density cluster subdivision in which at least 35% of the site is left undeveloped or as open space. This remainder is permanently protected and will contribute to an interconnected network of green spaces and green corridors for the Southeast area.

In the Hamlet/open space subdivision, open space is defined as any land that is not platted into house lots, road right-of-way, overhead electric easements. Up to 50% of the required 35% open space requirement may be floodway area. Required parkland dedication may also be included in the 35% open space requirement.

A no-disturb zone should be created along streams. The no-disturb zone along Blacklick Creek and both branches of Georges Creek should consist of the floodway or 150 feet either side of the centerline of the stream which ever is greater. The no-disturb zone along other

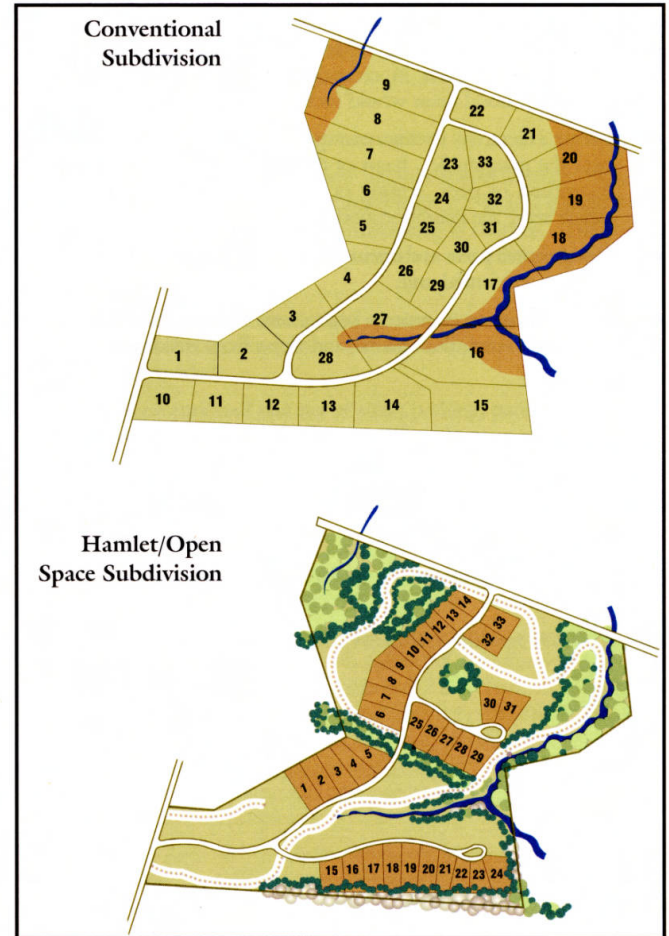
streams in the Southeast planning area should consist of the floodway or 50 feet either side of the centerline of the stream whichever is greater. With the exception of environmentally sensitive utility and road crossings or construction of bikeways, and other public and open space amenities, no construction should occur in the no-disturb zone of the stream.

Although the highest priority for use of open space are setbacks off existing arterials, to the extent possible, every effort should be made to protect the 100 year floodplain. Floodplains and wetlands should be considered primary conservation areas when identifying areas to be set aside as open space or public areas in the design of hamlet/open space subdivisions. Care should be taken to preserve the 100-year floodplain where land lies in an undisturbed state and activity in the floodplain should be directed to areas where historic activity has indicated a use for the land. However, the plan recognizes that some appropriate construction may occur within the 100-year floodplain. Open space should also be used to protect key natural features such as stands of trees, fencerows, floodplains, and views from major roads. Open space should be connected from one development to the next to provide an opportunity for greenways and multi-modal trails. If adjacent developments have coordinated the locations of open space and developable land, the result could be sizeable parcels of open space spread across the planning area. Where the open space provides links between desirable destinations, such as Portman Park, Pickerington Ponds, neighborhoods and neighborhood commercial locations, recreational trails can be established within the open space. Eventually this system of linkages and trails can be extended across the entire southern area of the city, connecting to Blacklick Metro Park and Three Creeks Park.

The use of hamlet/open space subdivisions will result in the preservation of more floodplain, wetland, and areas with high ground water pollution potential as open space than would be achieved with conventional development patterns. Additionally, several Priorities 95 recommendations would be achieved. To accomplish this without sacrificing the density for which the area's infrastructure was designed, hamlet/open space neighborhoods are identified as infill around neotraditional village/neighborhoods and existing zoned areas.

In addition to providing for recreational opportunities, hamlet/open space subdivisions will allow the continuance of open space where conditions may not be appropriate for development.

Floodplains, if left as open space, continue to function as natural flood control infrastructure. They continue to protect water quality by reducing sediment loads that reach rivers and streams, processing chemical wastes such as lawn chemicals or chemicals leaked from



automobiles, and moderating the temperature of the water. Additionally, floodplains allow additional time for the infiltration necessary to maintain ground water levels.

These functions are similar to those provided by wetlands. Wetlands control flooding by retaining flood waters. By reducing both the amount and the speed of the water, wetlands help to reduce erosion and lower flood elevations. They also protect water quality by filtering runoff and adjacent surface water. Additionally, wetlands provide wildlife habitat to both common and rare species. For example, the Pickerington Ponds Wetlands Wildlife Refuge provides habitat for rare birds and plants, including the Federally listed endangered Bald Eagle. There is also a breeding concentration of Great Blue Herons. The presence of diverse wildlife and the habitat that supports it is a valuable resource.

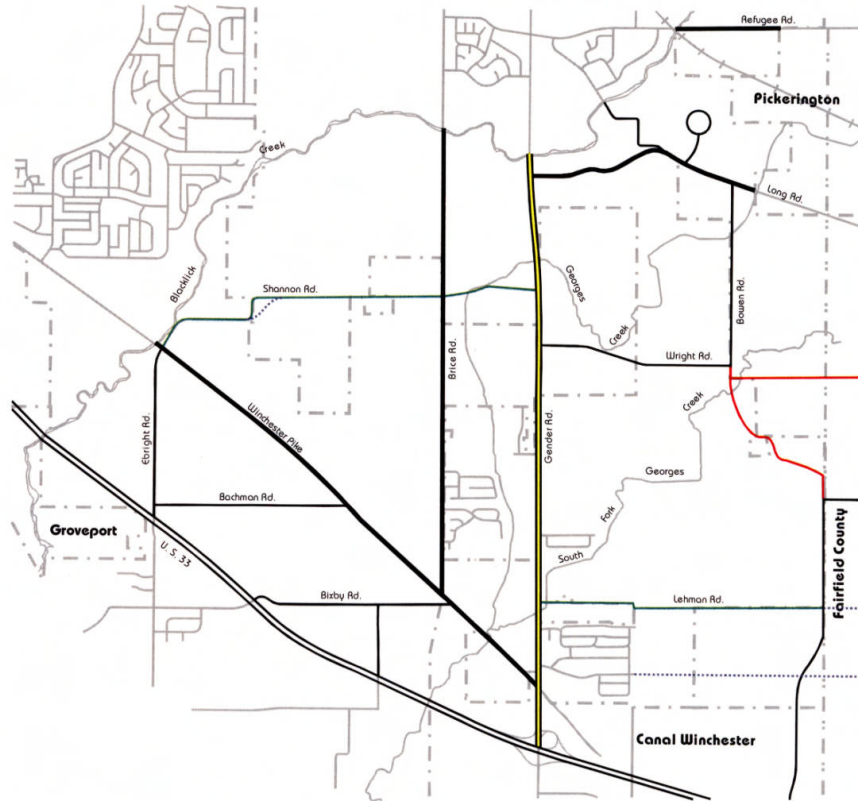
Ground water pollution potentials are closely related to both floodplains and wetlands. The most vulnerable portion of the study area corresponds to the area capable of municipal-level water production: the stretch of Blacklick Creek on the west side of the study area. Impermeable surfaces, such as roads and rooftops, produce increased amounts of runoff that may carry elevated levels of contaminants. These contaminants may include lawn chemicals and chemicals leaked from automobiles. That runoff is directed into storm sewers and ultimately into streams, introducing the potential for surface water pollution that may also contribute to ground water pollution. In short, attention to the presence of ground water is a futile exercise if that ground water resource, is allowed to become contaminated. The filtering capabilities of both floodplains and wetlands can act to minimize the potential for that contamination.

Given the importance of retaining floodplains and wetlands, open space becomes more than just an aesthetic resource. If floodplains and wetlands in the Southeast planning area are maintained as open space through clustered development strategies or other methods, that open space also becomes an investment in flood control.

# Transportation Plan

Several of the roads in the study area are extremely narrow, reflecting the low density rural development that, until recently, characterized the study area. On Bachman, Bixby, and Lehman roads, it is difficult for two cars to pass without each using the shoulder.

The Columbus Thoroughfare Plan, adopted as part of the Columbus Comprehensive Plan on December 6, 1993, assigns Columbus roadways into several classes with minimum rights-of-way. The Columbus Thoroughfare Plan is currently being updated. Table 1, along with Map 11, indicates the classification of roads within the study area that are included in the Revised Thoroughfare Plan. While the roads identified in the Revised Thoroughfare Plan may not exhibit the characteristics shown below at the present time, in the long term they are expected to meet the standards set in the Revised Thoroughfare Plan.



## Southeast Area

Thoroughfare Plan  
Map 11



	Freeway
	2-2 collector with 60' ROW, 2 moving lanes and 2 moving or parking lanes
	2-2R collector with 80' ROW & 2 moving lanes
	4-2 arterial with 100' ROW and 4 moving lanes
	4-2D arterial with 120' ROW, 4 moving lanes and a median divider
	New Road
	Vacate



**Table 1: Revised Thoroughfare Plan Roadway Classifications**

Road	Classification of Segments in Study Area
Gender Road	4-2D
Brice Road	4-2
Long Road	4-2
Refugee Road	4-2
Winchester Pike	4-2
Bachman Road	2-2
Bixby Road	2-2
Ebright Road	2-2
Lehman Road	2-2
Rager Road	2-2R
Shannon Road	2-2R

**Note:**

4-2D= arterial with a minimum 120 foot right-of-way, 72 feet of pavement with 4 moving lanes and a median divider

4-2= arterial with a minimum 100 foot right-of-way, 56 feet of pavement with 4 moving lanes

2-2= arterial with a minimum 60 foot right-of-way, 36 feet of pavement with 2 moving lanes and on-street parking or a center turn lane

2-2R= arterial with a minimum 80 foot right-of-way, 30 feet of pavement with two moving lanes

According to the Franklin County Engineer and the City of Columbus Division of Traffic Engineering and Parking, several road construction projects are programmed for the study area.

**Pickerington Ponds Area**

In 1999, the City of Columbus and Metro Parks contracted with the Mid Ohio Regional Planning Commission to undertake a traffic study which recommends the vacation of a portion of Wright and Bowen roads. This revision eliminates traffic through the center of the Pickerington Ponds Wetlands and Wildlife Refuge. The model indicated that the vacations could be done, while still maintaining satisfactory levels of traffic service if Long and Lehman roads were improved.

**Bowen and Wright Roads**

In order to protect the Pickerington Ponds Wetland and Wildlife Refuge, the MORPC study proposes that Bowen Road be vacated between School House Road and Wright Road and that Wright Road be vacated between School House Road and Bowen Road. This action will eliminate through traffic from the refuge.

**Long Road Relocation**

A developer will relocate Long Road as a two-or three-lane street as part of construction of a mixed use development, known as Abbey Trails. The relocation of Long Road which will connect Long Road to Gender Road will be completed in 1999. Long Road is to be upgraded to a 4-2 arterial and will serve as a main east-west arterial from the City of Pickerington to Gender Road.

**Lehman Road**

As part of the recommendations of MORPC study, the vacation of portions of Bowen and Wright roads will require that Lehman Road will be upgraded to a 2-2R arterial. The road will need to be reconstructed to serve this function. The plan also proposes that Lehman be extended to the east to Diley Road.

**Winchester Lakes Boulevard**

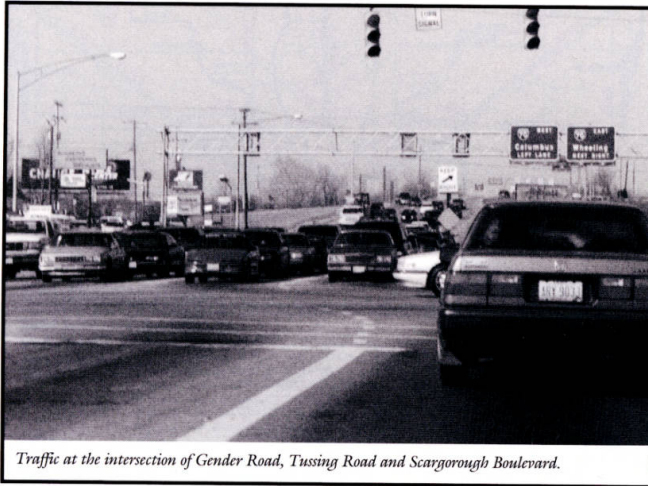
Columbus planning staff recommends that a traffic study be implemented to study the extension of Winchester Lakes Boulevard east to Bowen and Diley Roads. This road extension would serve as a new east-west collector in addition to Lehman Road, which was the only

southern east-west collector proposed in the MORPC study. The study should be completed prior to the approval of any additional development to the east of the existing Winchester Lakes Boulevard street stub.

## ***Other Traffic Areas***

### ***Urban Arterial Classification***

The plan recommends that a new arterial classification be created in the Columbus Thoroughfare Plan. This new classification is intended for high density urban areas, where buildings are located near the backside of the road right-of-way and where high pedestrian traffic is anticipated. This classification will be placed on Gender and Brice Roads and Winchester Pike. In areas outside of village neighborhood centers, the speed limit would be 35 mph and pavement widths will be wider. Within the village/neighborhood centers, the street would be divided by a planted median and the speed limit will be reduced to 25 mph. The planted median and reduced pavement width will act as a traffic calming device. On street parking will be permitted within the village center. This design will facilitate pedestrian activity across the arterial and serve to join village/neighborhood areas that straddle the arterial.



*Traffic at the intersection of Gender Road, Tussing Road and Scargorough Boulevard.*

### ***Gender Road from Brice Road to US 33***

The Franklin County Engineer is planning for the widening of Gender Road to at least five lanes. Construction is scheduled for 2000 or later. Current plans are to widen Gender to the east in the Lehman Road area to avoid disturbing the Mennonite Cemetery located adjacent to the western edge of the current Gender Road right-of-way. Design of widened Gender Road should take into account, proposed planted medians in the neotraditional village center.

### ***Intersection of US 33 at Ebright Road***

The Ohio Department of Transportation (ODOT) has installed a traffic signal and restricted left turns at this intersection. ODOT is also examining the possibility of placing overpasses or interchanges at the intersections of US 33 with Ebright and Bowen Roads. Other alternatives include restriction of left turns at the intersection of US 33 with Bixby Road or closure of Bixby and Rager roads to through traffic at US 33. US 33 is assuming increasing importance in the transportation system of southeastern Franklin County. As a result, ODOT is studying it from I-270 to the Lancaster bypass with the intention of limiting access to the highway in the future. The alternatives presented above are part of this study.

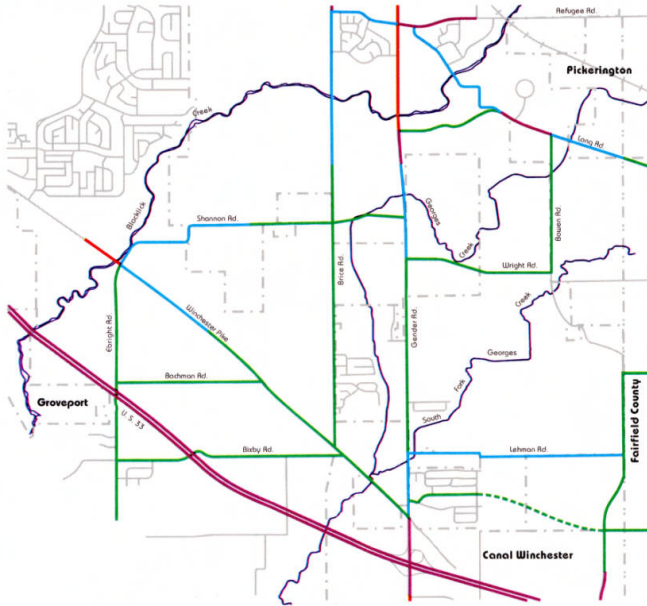
The city of Pickerington has two roadway projects that border the study area listed on its draft Transportation Improvement Plan (TIP). Pickerington plans to widen Refugee Road east from the Franklin County line. The draft TIP identifies Refugee Road in Pickerington as a minor arterial and indicates that the road will be widened to five lanes in an 80 foot minimum right of way. This widening will begin just east of the Southeast planning area. Pickerington's draft TIP also identifies Wright Road east of the planning area as a major collector. Pickerington has agreed to modify this plan and to allow the vacation of a portion of Wright road, if Long and Lehman roads are improved. This revision is intended to protect the Pickerington Ponds Wetland and Wildlife Refuge by removing through traffic from the refuge.

### ***Mass Transit***

Anticipating the extension of transit service to the area, the Southeast plan identifies transit hubs at each village center and at the Abbey Trail commercial center. The transit hubs are to be located in







### Southeast Area

2020 Highway Network  
With Level of Service (LOS)  
(Neo-Traditional)  
Map 16

<span style="color: green;">—</span>	LOS A-C
<span style="color: blue;">—</span>	LOS D
<span style="color: red;">—</span>	LOS E
<span style="color: orange;">—</span>	LOS F
<span style="color: purple;">—</span>	
<span style="color: brown;">—</span>	
<span style="color: grey;">—</span>	
<span style="color: black;">—</span>	

Department of  
Trade and Development  
Planning Office



**Vehicle Miles of Travel in the Columbus Southeast Area**

	Status Quo	Neo-Traditional	% Change
LOS F	75,432	68,443	-9.3%
LOS E	221,351	221,538	0.1%
LOS D	387,146	382,420	-1.2%
LOS A-C	1,766,621	1,758,728	-0.4%

Total 2,450,550 2,431,129 -0.8%

**Vehicle Hours of Travel in the Columbus Southeast Area**

	Status Quo	Neo-Traditional	% Change
LOS F	6,423	5,880	-8.4%
LOS E	8,260	7,999	-3.2%
LOS D	9,989	9,825	-1.6%
LOS A-C	36,291	36,082	-0.6%

Total 60,963 59,786 -1.9%

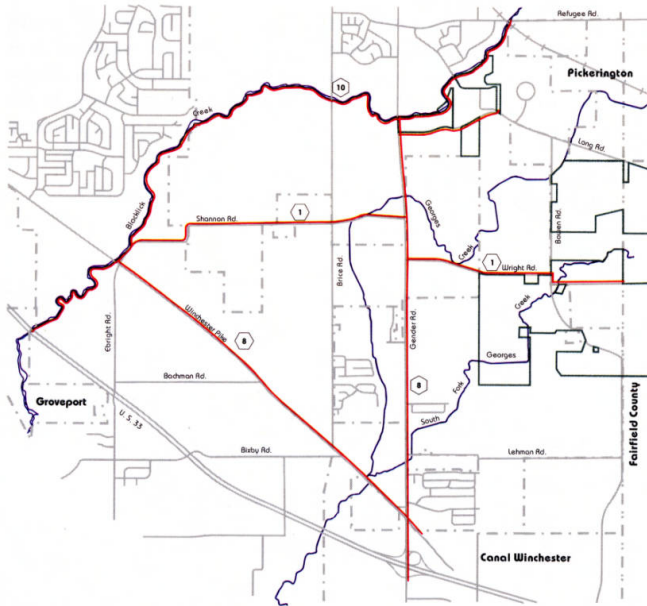
### Bikeways and Paths

Although the Southeast area has long been a popular location for bicyclists, no bikeways currently serve the Southeast planning area. However, several proposed regional bikeway corridors have been identified. These are corridors that would be considered for construction of bicycle facilities when the roads associated with them are improved. Map 17 shows corridors in the Southeast planning area proposed by MORPC. The MORPC plan for areas within the city of Columbus is based on corridors identified for bikeway facilities by the city of Columbus Division of Traffic Engineering and Parking. Additionally, the MORPC regional bikeway facilities plan will be incorporated by reference in the Columbus Bicycle Plan, which will be presented to Columbus City Council for adoption upon its completion.

The regional bikeway corridors proposed by MORPC and the city of Columbus include Route 10 North-South, which would follow Blacklick Creek from north of Blacklick Woods Metro Park to Three

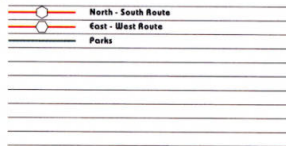
Creeks Park, west of the planning area, where several other bikeways converge.

Route 8 North-South is proposed along the Gender Road corridor from COTA's Reynoldsburg Park & Ride (north of the planning area at Brice Road and Livingston Avenue) south through the planning area along Gender Road, through Canal Winchester to the Franklin-Pickaway county line. At its southern terminus, Route 8 would connect with an existing bike route running through Canal Winchester and Lithopolis,



### Southeast Area

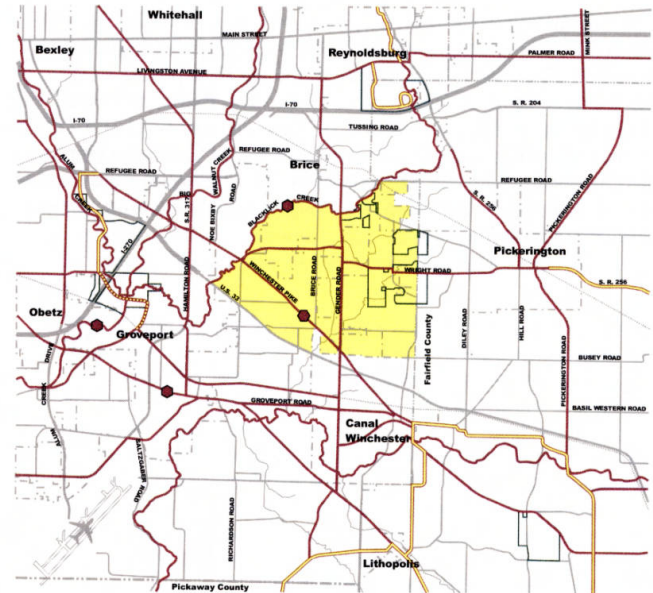
Proposed Bikeway Corridors  
Map 17



Department of  
Trade and Development  
Planning Office

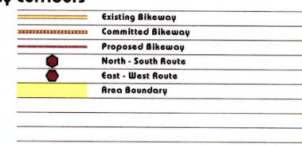
and making a loop through the western portion of Fairfield County. This route will be accommodated along Gender Road.

Route 8 East-West is proposed for the Winchester Pike corridor from Canal Winchester (connecting with the Canal Winchester/Lithopolis bike route) to COTA's Berwick Plaza Park & Ride west of the planning area, at Refugee Road and Winchester Pike.



### Southeast Area

Proposed Regional Bikeway Corridors  
Map 18



Sources: Department of  
Trade and Development  
Planning Office

Route 1 East-West is proposed along Wright Road through Pickerington Ponds Wetlands Wildlife Refuge, continuing west along Shannon Road and along the northern edge of Three Rivers Park.

The entire Southeast planning area is proposed to be linked, through a system of greenways, parks, and open space. These sub-neighborhoods should be linked through a system of multi-use trails. This will provide a network of cycling and pedestrian linkages throughout the Southeast area. These linkages will then connect with paths and linkages outside of the area.

No timetable has been established for the construction of these bikeways. Additionally, since no design work has been undertaken on the above bikeways, it is premature to discuss their precise location or the location of their intersections with area roads. However, the identification and the acquisition of these right-of-ways is a critical element of linking the Southeast Area. The city of Columbus employs a bicycle coordinator in the Division of Traffic Engineering and Parking who participates in the siting and design of bikeways once corridors have been selected.

In addition to the bike routes proposed as part of the MORPC plan, which concentrates on regional bicycle facilities along roads, the city of Columbus Recreation and Parks Department is also involved in the provision of bicycle facilities. The Recreation and Parks Department focuses on bikeways in parks and along water courses. In the Southeast planning area, Route 10 North-South, which is proposed along Blacklick Creek, will serve as a transportation corridor and a recreational trail. Route 10, that crosses the Southeast planning area, will eventually link Blacklick Park with Three Creeks Park. It is proposed for the future, and the corridor identified is very general.

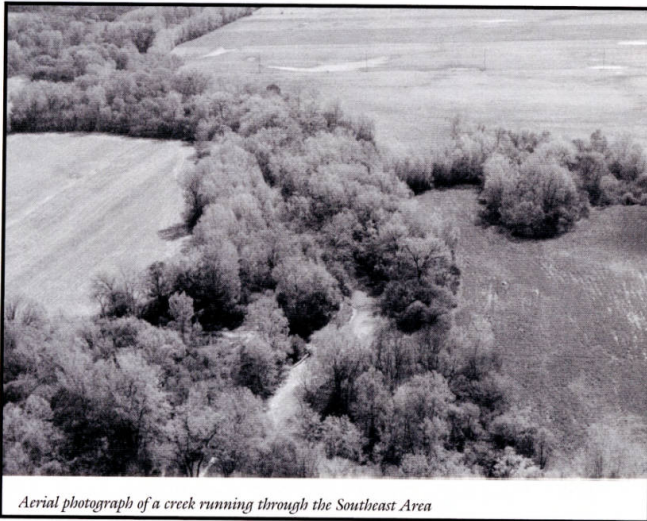
Links between individual destinations and the proposed regional bikeway corridors may be established as the bikeways are sited or as destinations--such as parks or schools--are developed. Map 18 shows the regional bikeways that will serve the Southeast planning area in the future, however, many local bikeways may be developed to complement this system.

## Environmental Recommendations

Environmental and physical characteristics of the Southeast planning area can both constrain and complement development. While natural features like floodplains, wetlands, prime agricultural soils, and endangered species might pose difficulties in conventional suburban development, they can also be used to the advantage of unique projects.

For instance, residential development is prohibited in floodways by the Columbus Zoning Code, and building in the floodway fringe is subject to additional regulations that might add cost to a project. However, a neighborhood built with properties clustered along the edge of the floodway fringe can provide those properties with a natural feature and a scenic view, and at the same time allow the floodplain to maintain its natural function of flood control.

**Recommendation:** Encourage the maintenance of both the floodway and the floodway fringe as open space. The plan recognizes that development will occur in the floodway fringe; however, open space preserved by maintaining the floodplain in its natural state will attract animals by preserving habitat that would otherwise be destroyed. It will also act as a filter for runoff



Aerial photograph of a creek running through the Southeast Area

from surrounding development that would otherwise flow directly into the stream, so both surface and ground water quality can be maintained. That same open space will be available to absorb flood waters without damaging property or endangering lives, and so will avoid expenditure of public funds to repair structures that might be damaged again in the next flood. In addition, the open space will provide recreational opportunities in the form of trails, bikeways, and associated uses.

Hydric soils in the Southeast planning area are widespread. In most areas where they exist, however, the ground does not appear saturated because of the drainage tile installed by farmers throughout the area. Without the drainage system, much of the land in the planning area would revert to its naturally saturated, poorly drained condition.

Activities that impact wetlands are regulated by Federal law because of the benefits provided by wetlands. Wetlands are important resources because of their ability to provide habitat, filter runoff, protect water quality, and retain flood water. They also provide aesthetic benefits and opportunities for activities such as hiking, fishing and bird-watching.

**Recommendation:** Encourage the maintenance of wetland areas as natural open space. Property owners are responsible for determining if wetlands exist on their land. Once wetlands are identified, they must be located on a map and delineated. Depending on the size of the wetland, the Corps of Engineers may require the property owner to obtain a Section 404 permit to modify or fill the wetland. However, the Southeast Plan discourages the destruction of wetland areas of any size. Instead, land owners are encouraged to survey their land for wetlands and then design, to the extent possible, their project around the delineated wetland areas. Project designs that eliminate existing wetland areas should attempt to incorporate on-site mitigation, which involves relocating small wetlands and consolidating them on site if that action improves the developer's ability to cluster buildings. A wetlands mitigation bank should be created in the Southeast planning area to provide additional design solutions that would produce higher quality wetlands and provide for proper monitoring and maintenance of these sensitive areas. Any approach involving wetland mitigation must be approved by the Corps.



The use of existing hedgerows and riparian corridors as buffers between neighborhoods or land uses can not only make development attractive, but will also preserve open space and wildlife habitat. The idea of developing around features, rather than over them, can help to reduce construction impacts on an area during development. Priorities '95 recommends that the city "create incentives for developers to leave existing trees and destroy less habitat during construction." One incentive the city is presenting, via other recommendations of this plan, is the ability to create clustered housing.

**Recommendation:** Encourage development around interesting environmental or physical features. The preserved area or feature will provide a focal point for development, community open space, and will maintain a diverse and interesting visual atmosphere. Hedgerows and treelines can be used as buffers between uses or between neighborhoods.

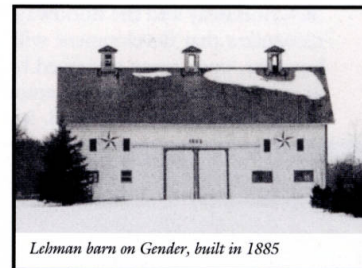
Several endangered or threatened species are found in the study area. Preservation of their habitat is essential and may limit development. However, habitat preserved for these species in one area can enhance development in other areas. Wildlife, whether endangered or not, benefits from open space maintained in natural-state floodplains and around wetlands. Endangered and threatened plants also benefit from open space plans because their natural habitat is more likely to be preserved rather than paved. The existence of diverse plant and animal species in any area is an indicator of good ecological health and responsible stewardship. Plants--be they wildflowers or trees--and wildlife contribute to quality of life by their presence, as well as the presence of their habitat.

**Recommendation:** Preserve natural habitats, especially in areas where an endangered or threatened species has been identified, such as in Blacklick Creek and at Pickerington Ponds Wetlands and Wildlife Refuge. The habitat areas that are preserved may become features around which development occurs. This is desirable, although care must be taken not to create islands of habitat surrounded by development. Instead, corridors such as those provided by hedgerows, treelines, or waterways should be maintained in and among developed areas. Implementation of this recommendation could result in more natural areas set-asides by developers, which responds to a Priorities '95 recommendation.

**Recommendation:** Neighborhood open space should be reconnected from one development to the next to provide an additional opportunity for bikeways and pedestrian trails. This is similar to a recommendation of the Priorities '95 report that walkways be constructed apart from roads to improve access or reduce distances for pedestrians."

The Southeast planning area has an agricultural heritage dating back to the arrival of settlers in the late 1700s. It has been the home and is the final resting place of veterans of three of America's early wars: the Revolutionary War, the Mexican-American War, and the Civil War. At least one of the homes in the area was built by descendants of a Revolutionary War veteran on land that the soldier undoubtedly received as payment for his military service. That home was still owned by the builder's family at the time it was documented and included in the Ohio Historic Inventory.

Most of the properties in the area that have been documented and included in the Ohio Historic Inventory are farm houses or barns. Many of the barns are still used in daily agricultural operations. Many of the historic homes have been well maintained or rehabilitated. Each is unique and interesting. The juxtaposition of these historic and enduring reminders of the Southeast area's agricultural heritage with typical subdivision housing is incongruent, at best.



**Recommendation:** Rather than appearing out of place and in the way, historic structures should be featured by the area's development. The idea that historic resources should be incorporated into development plans is supported by the Columbus Comprehensive Plan. These houses and barns should set the style for future residential and commercial projects and, to the extent possible, they should be incorporated into site design instead of being ignored. Additionally, consideration should be given to documenting an archaeological find if one is discovered during land development. Although it is difficult to preserve archaeological sites, identification and investigation of sites add to

the general knowledge of native populations in Ohio. A detailed historic inventory should be undertaken to identify all historic sites in the Southeast planning area.

### *Special Areas*

There are several areas in the Southeast planning area that warrant special attention. They include Blacklick and Georges Creek, and Pickerington Ponds.

**Blacklick Creek** forms the northern and western boundary of the planning area. During work performed as part of the Mid-Ohio Regional Planning Commission (MORPC) and Franklin Soil and Water Conservation District's Greenways Plan for Columbus and Franklin County, volunteers from the community inventoried each waterway in the county. The purpose of the inventory was to gain a better understanding of the waterways' current conditions and potential for improvement. Observations made along Blacklick Creek indicate



*Stream bank erosion of Blacklick Creek along Shannon Road is a good reminder of the importance of preserving adequate watercourse open space buffers.*

that a trail has been established on the north side of the creek from Winchester Pike to Brice Road by frequent foot and all-terrain vehicle traffic. The trail is a dirt path that crosses private property, but evidences the existing pressure for stream side recreation.

Several attractive riffles exist in the creek's course between Gender and Brice roads, and some very pleasant areas remain wooded. Although high density multifamily residential units have been built north of Blacklick Creek between Gender and Brice roads, there appears to be some potential for streamside open space and vegetative buffer protection at that location along both sides of the creek.

Another observation made by the greenways volunteer that inventoried Blacklick Creek is that severe erosion is occurring along the banks just north of Winchester Pike. This location has long been used as a fishing spot: there is space off Shannon Road used by the anglers for parking their cars.

The greenway along Blacklick Creek has been proposed by MORPC and the city of Columbus as a future regional bikeway corridor. In fact, the city has assigned a route number, Route 10 North-South, to the route that will follow Blacklick Creek from north of Blacklick Woods Metro Park in Reynoldsburg to Three Rivers Park, west of the planning area, where several other bikeways converge.

**Georges Creek** flows through the Southeast planning area in two branches. The north fork flows southwest from the Bowen Road/Long Road area to Wright Road, where it turns north and flows under Gender Road. The north fork flows south between Brice and Gender roads until it meets the south fork just north of Winchester Pike. The south fork of Georges Creek flows west from Pickerington Ponds and flows under Lehman and Gender roads before it meets the north fork. From Winchester Pike, Georges Creek continues to flow southwest under US 33 until it joins the Little Walnut Creek between Groveport and Canal Winchester.

The observations made along Georges Creek include scattered litter and trash along most of the course. Foot traffic has worn a walking trail along the creek in some areas. Several points along the creek were eroded, and the volunteers observed steep, slippery banks. A wooded area with high-quality habitat potential was observed at Long Road, and another large wooded area was noted at Winchester Pike. The greenways volunteers who inventoried Georges Creek stated that

more public access along the creek would be an asset to the area, especially if recreational trails were developed.

The preservation of greenways is closely related to many recommendations of the Southeast Plan and to at least two recommendations of Priorities '95. The benefits of greenways parallel the benefits of floodplains--they are one and the same--and include the screening of pollutants, increased property values, and lower property loss due to flooding. Additionally, greenways can be used as recreational corridors. Greenways are essentially floodplains, or more specifically, the floodways. Both the city of Columbus and the Federal government regulate floodways. Uses allowed in Columbus floodways are limited to such things as marinas, bikeways, pedestrian trails, and agriculture.

**Recommendation:** Encourage the preservation of continuous greenway corridors along Blacklick Creek and Georges Creek. Scenic conservation easements, parkland dedication, and outright purchase of the land are among the mechanisms by which to accomplish this.

**Pickerington Ponds**, at the intersection of Bowen and Wright roads, is a 908 acre wetlands refuge dedicated to conservation for wildlife and especially to provide habitat for migratory waterfowl. The site includes viewing areas on Wright and Bowen roads and a park office near the Wright Road viewing area. The Bowen Road area has restroom facilities, a viewing shelter, drinking water, and a unique tiled mural wall near the main pond. The tiles depict scenes from the refuge as interpreted by a group of Pickerington Elementary School students.

The refuge occupies an important position on the South Fork of Georges Creek. The pond areas are part of an important natural drainage system. The value of this type of water resource is evident through the abundance of wildlife in the area. Projects that protect and enhance water resources in a similar fashion will provide immense value in the overall development and quality of life in the Southeast area.

The value of Pickerington Ponds as a natural area was noted in the Priorities '95 report, with a recommendation to buffer the park from encroaching developments. Options suggested by Priorities '95 to achieve this goal were land acquisition or the use of conservation easements.

**Recommendation:** Pickerington Ponds Wetland and Wildlife Refuge should be buffered and protected from all area development. The recommendations of the Mid Ohio Regional Planning Commission's traffic report should be adopted along with the implementation of necessary road improvements and vacations to protect the refuge from traffic impacts. A study should be implemented to explore the use Winchester Lakes Boulevard as an east-west connector in addition to Lehman Road.

**Recommendation:** The property, known as the Lamp farm, which is located on the west side of Bowen Road, north of Wright Road, is shown on the proposed land use map as park area. The city of Columbus and the Columbus and Franklin County Metropolitan Park District should explore the purchase of this property for parkland. This acquisition, which the current owner has expressed a willingness to consider, will provide an additional layer of protection to the Pickerington Ponds Wetland and Wildlife Refuge. An alternate use for the site would be for use as a wetlands mitigation bank. Under this scenario, private developers would purchase the site in order to mitigate wetlands that are impacted elsewhere in the Southeast planning area or elsewhere in the state. A partnership of government agencies, private conservation agencies, and the development community could be used to establish the mitigation bank. Should fair market purchase of this site for use as either parkland or wetland mitigation bank not prove achievable, the site should be considered for development as hamlet/open space subdivision.

**Recommendation:** A protective buffer should be placed around Pickerington Ponds Wetland and Wildlife Refuge. The buffer should extend 2000 feet from the ponds of Pickerington Ponds Wetland and Wildlife Refuge to protect this environmentally sensitive area from the impacts of development.

The following standards shall exist within the buffer area:

- ◆ Lighting - Lighting should be downcast using full cut-off light fixtures.
- ◆ All stormwater control basins shall be constructed such that there is 2 feet of low permeability cohesive material between the bottom and sides of these impounds and permeable sand and gravel. Compliance with this requirement shall be demonstrated by submission of engineering plans and inspections by and the review and approval of the city of Columbus.
- ◆ All sanitary sewer pipes within one mile of Pickerington Ponds Wetland and Wildlife Refuge shall be SDR 35 PVC, or other approved equivalent, installed with rubber gasket joints and compacted clay trenchdams every 150 feet and tested after installation. Compliance with this requirement shall be demonstrated by submission of engineering plans to Metro Parks and inspections by and the review and approval of the city of Columbus.

- ◆ Temporary dewatering for construction of utilities shall be limited to 800 foot segments at any one time.
- ◆ All water lines and storm sewers shall be constructed above the top of the sand and gravel aquifer.
- ◆ Basements and sump pump units shall be constructed above the top of the sand and gravel aquifer.

The floodplain of the Blacklick Creek and the north branch of Georges Creek almost completely cover the area bounded by Brice, Gender, and Shannon roads. This environmentally sensitive area is currently being farmed.

**Recommendation: The city of Columbus Recreation and Parks Department should explore the purchase of this property and properties along the creeks in this area to help protect the floodplain and to provide a site for a regional park for the Southeast planning area.** This location could provide open space recreation facilities that could include baseball, soccer, and football fields, as well as picnic and nature areas.

## General Recommendations

**Recommendation:** Prior to obtaining final zoning approval, all developments in the Southeast Planning Area will be required to obtain development plan approval from the Development Commission. All requests for zoning approval in the Southeast planning area shall require the submission of a development plan which will require the approval of the Development Commission. The development plan application shall comply with the application requirements of the planned unit zoning application.

**Recommendation:** Commercial uses should be located at village/neighborhood centers or at currently zoned sites. Although, commercial uses may serve a market larger than the immediate area, commercial buildings and structures should be limited to neighborhood scale or size. The standards for commercial structures in the DPZ Neotraditional Standards Code should be adopted to regulate the design of commercial buildings and facilities in the Southeast planning area.

**Recommendation:** The storm water requirements of the city of Columbus should be strictly enforced. In certain locations within the planning area, the stormwater requirements may need to be strengthened to reduce potential flooding and drainage concerns. This might include a stormwater discharge standard for single-family residential developments. Currently, the standard for all development except single-family residential is that storm water flow from a parcel must be limited to the amount of runoff from a single-family residential development at the peak rate for a 2-year, 24-hour rainstorm. Additionally, all land developers are required to prepare and submit a master drainage plan to the city for approval prior to construction activity.

**Recommendation:** A watershed management system should be developed for the area to accommodate the effects of continued development within the Southeast. The large areas of floodway and floodplain in the study area indicate that traditional methods of dealing with stormwater management may prove inadequate as development continues. A regional approach designed by all relevant jurisdictions would utilize floodway and floodplain corridors for water storage. When this stormwater system plan is completed, the Southeast Area Plan

should be reviewed and updated in response to the recommendations of the stormwater plan.

**Recommendation:** Zoning applications submitted for land within the Southeast planning area should include an approved copy of the preliminary drainage plan. The city's Storm Water Drainage Manual includes guidelines for preliminary drainage plans. The plans are necessary to delineate the approach to handling runoff in urban areas. They also define a property owner's responsibility to control storm water runoff from her or his property. Given the particular drainage concerns of this planning area, preliminary drainage plans should be complete at the time of zoning, rather than immediately prior to development activity.

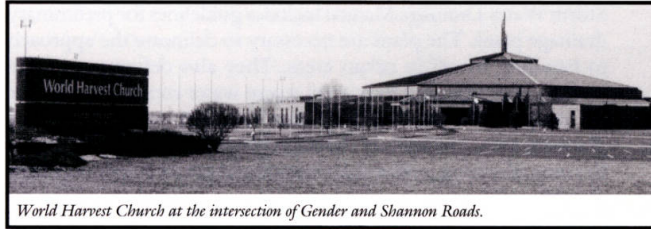
**Recommendation:** The erosion and sedimentation regulations of the city of Columbus should be incorporated into all development-related land disturbance activities.

**Recommendation:** The city should disapprove lot splits in the planning area when the effect of the split is to create a parcel that would be undevelopable under current city codes and the recommendations of the Southeast Plan.

**Recommendation:** Where current city codes and the recommendations of the Southeast Plan result in a parcel on which zoning and development beyond rural levels would be difficult or impossible, the city should explore acquisition of the land for purposes including ground water recharge, flood control, storm drainage, or open space.

World Harvest Church, at the southwest corner of Shannon and Gender roads, is a major land use in the Southeast planning area. In addition to the facility on Gender Road, the church also owns a building just east of the planning area on Wright Road, although it is considering the consolidation of its ministries on Gender. On a typical Sunday, World Harvest Church is attended by 5,000 to 6,000 worshippers. The church operates an accredited school for grades kindergarten through 12, as well as a two-year college. The educational programs continue to expand: the college is the fastest-growing Christian college in the United States. Two student dormitories are located on the property in conjunction with the college.

The World Harvest Church's future plans include expansion of the existing facilities in the Southeast area. This will entail the acquisition of more land, as well as the implementation of traffic control procedures per Ordinance 150-97, the Traffic Standards Code, as the congregation continues to grow.



**Recommendation:** Expansion of church facilities should be compatible with the surrounding area and sensitive to neighboring development.

Review of future development plans for the church should recognize existing church facilities and the institution's investment in the Southeast area.

The city of Columbus Recreation and Parks Department is currently seeking a site for a multi-use recreation facility to serve the Southeast area of the city.

**Recommendation:** An area has been identified on the north side of Winchester Pike (See the Proposed Land Use Map -10) for a recreation center. The site is large enough for a multi-use facility that also could include a library. The proposed site is located between two of the village/ neighborhood districts and will therefore eventually be at the center of the highest population density in the Southeast planning area.

**Recommendation:** Applicable provisions of the Columbus Comprehensive Plan should be adhered to during development activity in the Southeast planning area.

These provisions include:

- ♦ Provision of neighborhood, community, or regional parks and other recreational facilities within 1/2 to 2 miles of all residents.
- ♦ Provision of pedestrian facilities for all developments, with emphasis on system continuity.
- ♦ Provision of bicycle facilities in greenways where opportunities are available.
- ♦ Provision of fire stations within two miles of all residents.
- ♦ Fire response time within the range of five to seven minutes in all parts of the city.
- ♦ First emergency medical service (EMS) response time within the range of two to three minutes in all parts of the city.
- ♦ Police response time between 3 and 30 minutes, depending on the priority of the situation.

**Recommendation:** Coordinate development plans with adjacent jurisdictions and encourage formation of development plans by adjacent municipalities.