

# City of Gahanna Land Use Plan

Gahanna Planning Commission  
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## GAHANNA POLICY PLAN

### INTRODUCTION

The City of Gahanna has a long tradition of planning. Much of this past work deals with technical aspects of the physical layout of the community, land use controls, and policy directions. The purpose of this Policy Plan is to synthesize those efforts into a series of general policy statements and a land use plan which will guide the community's development into the 21st century.

Planning is strongest and most effective when it reflects community values and advances the interests of the majority of its constituents. A special effort has been made during this planning process to elicit and incorporate the views of the public. It is intended that this Policy Plan be implemented in a consistent and equitable manner by the Planning Commission, City Council and the Municipal Administration.

The ultimate objective of land use planning is to allocate and use land resources in a manner that is in keeping with the general public interest. The City of Gahanna can best carry out its responsibility by promoting community goals and establishing local regulations and laws which further the rational utilization of resources. Planning Commission efforts should include balancing environmental/ecological constraints with the efficient provision of goods and services and other land use considerations.

It is the City's intent to provide the citizens of Gahanna with appropriate municipal services by balancing community needs with the judicious use of public resources.

This Policy Plan is a commitment by the City that the general welfare of the area in its entirety be served by all planning measures. Community considerations shall take precedence over individual economic benefit. The implementation of planning guidelines and regulations shall not be utilized solely for the purpose of increasing economic value of individual properties but shall consider all aspects of the public good.

### BACKGROUND

Gahanna's population in 1970 was 12,400 people. In 1990, it was 25,165. By 2010, it is anticipated to be 38,691. During the period of 1970 to 1990, the City has grown from a rural town to a thriving suburban city. During this time it had the physical, financial and human resources to accommodate such growth. As a result, Gahanna has evolved into a diverse city which provides a quality of life and standard of living at a level equal to any community in Central Ohio.

Although Gahanna has successfully positioned itself to continue to provide an environment conducive to living, working and raising a family, the community faces new challenges as the 21st century approaches. The City will have to accommodate anticipated continued population growth within a geographic setting that is essentially "built out." Within the corporate boundaries, the vast majority of land has been developed or is in the process of being developed. Opportunities for geographic expansion are limited. On the west, I-270 presents a physical barrier. Beyond I-270 is the City of Columbus. To the north, the Village of New Albany restricts growth as does the City of Columbus on the south and east. Some opportunities for expansion exist on the eastern edge which is contiguous with Jefferson Township.

Gahanna will have to function within this urban context. In this environment its role should be complementary, not competitive with the surrounding political jurisdictions of the City of Columbus, the Village of New Albany, and Jefferson Township. The City will be continually challenged to develop cooperative agreements and plans with neighboring communities.

Since opportunities for physical expansion are limited, the City must focus its planning efforts on developing its existing available land in a manner which maximizes benefits yet minimizes costs. Providing adequate infrastructure and community services for residential, commercial, industrial and recreational uses while maintaining the community's unique natural features will be very challenging.

As noted above, the City has a tradition of planning which in part, accounts for the quality of life Gahanna residents now enjoy. The City should continue this tradition by focusing its efforts on implementing and actively promoting this study as well as previous planning studies if the community hopes to retain its high quality of life. Often, plans are not developed until there is a crisis and then the plan is shelved to collect dust. The City of Gahanna should encourage the implementation, integration, on going use, and periodic updating of its planning documents.

The public reiterated its commitment to planning on November 9, 1991 at a community wide-planning work session. During this session the need for improving and expanding the community's planning techniques and activities ranked as the most important development issue confronting the City of Gahanna.

The City of Gahanna can still choose what kind of community it wants to be. Toward this end, future development and zoning decisions should be based upon a Comprehensive Plan with its attendant community goals, objectives and principles. This Policy Plan is an important element of the Comprehensive Plan and will provide a sound basis for planning decisions in light of future development trends and pressures.

The following three sections represent an articulation of goals, policies, and standards intended to be used as a guide to likely future action related to the development of public and privately held land within the Gahanna municipality. The statements that are contained in these sections were developed, in part, from the results of a public workshop, a review of Gahanna's existing planning studies and commonly held good planning practices and policies. It is important for two reasons that the statements represent the intentions of the Planning Commission and the City Council. First, the statements will provide a rationale for specific decisions the two bodies will make. Second, the statements will guide further planning efforts.

## **PLANNING POLICY STATEMENT**

### **Purpose**

The purpose of this planning policy is to:

1. **Ensure Consistency.** It will promote the legal requirement of reasonableness by furthering the uniform application of various planning procedures and by providing a sound basis for decisions, thereby reducing the likelihood of arbitrary decisions.

2. **Promote Efficiency.** Guidelines simplify the preparation of materials for Planning Commission action. This will promote expeditious disposition in the interest of both the public and the petitioner.
3. **Establish a Public Record.** It will provide a clear statement of policies upon which the community may rely when planning decisions are being made.
4. **Maintain a Basis of Planning.** The ultimate objective of land use planning is the assurance of the judicious use of resources. Planning decisions, such as zoning actions, need to be founded upon adopted principles and objectives thereby avoiding the legal problems of arbitrary and capricious actions.
5. **Develop a Planning Method.** This policy will be implemented by allocating land to a variety of use and improvement categories and then relating each use to intensity criteria. Planning is intended to serve the interest of the public and individuals by promoting the rational utilization of land and the economical provision of required facilities and services.
6. **Ensure Adoption, Amendment and Binding Effect.** In recognition of the need for continuity and community support, it will be necessary to establish formal procedures for the adoption and amendment of this Policy Statement.

Subject to its power to act, the Planning Commission and City Council should adopt this Policy Statement. When taking action, the Planning Commission and the Council should make reference to the appropriate policies. Should actions deviate from the adopted policy the record should indicate rationale for the action. Modification of this statement shall follow the procedures used in the initial adoption of the Policy Statement, thereby offering citizens the opportunity for discussion and input of any future modifications.

## **PLANNING POLICIES/GROWTH MANAGEMENT TOOLS WITH GENERAL APPLICABILITY**

### **Community Wide Interest**

Planning loses its vitality as well as its credibility if it: (1) becomes a mere composite of neighborhood desires; (2) is abused to advance the interest only of certain individuals or special interest groups; (3) is implemented whimsically or arbitrarily; or (4) becomes unreasonable or confiscatory in its application to private properties.

It is the City's policy that the general welfare of the area in its entirety must be served by all planning measures. Therefore, community interests, as distinguished from individual interests, will be furthered. Economic benefit to individuals shall be subordinate to the economic welfare of the community as a whole.

### **Development Philosophy and Policy**

The City of Gahanna needs to clearly identify a **VISION** of what it perceives itself to be with regard to its physical environment, its own citizenry, and the public at large. The creation of a vision would greatly impact the direction the community will pursue as the 21st century approaches. The creation

of this vision should be a process by community leaders in which the citizenry can be actively involved. Although this land use plan is only one component of that vision, it is an important one. Clearly the community wants to preserve its distinctive natural environment and the remaining vestiges of its origins while enjoying a high quality of life.

The community realizes that in order for this component of the vision to be realized, a systematic, rational process for planning and development must be identified, developed, monitored, and if necessary, revised on a regular basis. The existing processes and procedures, including human resources devoted to planning and development, should be assessed in light of the recommendations contained in this plan.

The community has expressed a desire to strictly manage development in all forms. While the City is not opposed to development, it wants development to occur in an orderly, phased manner, economizing costs and maximizing benefits in a character consistent with community plans.

The following Check List Analysis shall be utilized to promote a systematic review of land use decisions by the Planning Commission. The check list shall be used for all rezoning requests and major development proposals. The Planning Commission may determine a threshold for "major developments." For residential development, the threshold should be based on the number or density of units, while commercial, office and industrial developments could be measured by square footage or acreage. The check list is meant to assist the Planning Commission by ensuring that pertinent land use issues are raised. Certain answers would not mandate a particular decision and not all of the questions are pertinent to every situation.

#### **Check List Analysis**

1. Is the request contrary to the established land use pattern?
2. Is the proposed change contrary to the Land Use Plan?
3. Are there reasons why the property cannot be used as it is presently planned or zoned?
4. Have basic land use conditions changed?
5. Would the change create an isolated, unrelated district?
6. Is the change in step with the needs of the neighborhood, area, city or region?
7. Will the change cause an adverse effect on living or working conditions in the surrounding area? For example:
  - a. significantly increase traffic congestion.
  - b. seriously impact the natural character of the land or unique environmental characteristics.
  - c. seriously reduce light and air or increase noise levels in adjacent areas.
  - d. create potential hazards.
  - e. harmfully increase the load on public facilities such as water supply, sewer, storm drainage, streets or schools.

8. Would the change impede or deter the improvement of adjacent properties according to existing plans and regulations?
9. Are the boundaries of this development logically drawn for the proposed use? Do they respond to site conditions and surrounding uses?
10. Will the approval of the request result in the granting of a special privilege to one property owner that is not generally enjoyed by others?
11. Will the approval of the request result in the granting of a benefit to one property owner at the expense of one or more other property owners or the general welfare?
12. Are there alternative, zoned, undeveloped sites for the proposed use?

### **Impact Analysis Requirement**

All new major developments should be encouraged to submit an Impact Analysis. The analysis should address the effects which the proposed major development, as defined by the Planning Commission, will have on public service facilities and other criteria that might affect the health, safety, general welfare, and quality of life in the City of Gahanna. The informational requirements of the Impact Analysis should be developed as the City reevaluates other planning instruments (e.g. zoning ordinance, subdivision regulations, etc.) Considerations might include the following: location, access, topography and drainage, adjacent land uses, vegetation, soils, sanitary sewers, storm drainage, natural drainage and flood plains, air and noise pollution, water and gas availability, impact on the adequacy of parks and recreational lands and activities, impact on existing fire and police protection, traffic and parking projections, traffic control measures, and impact on schools, health services, and mass transit.

Additionally, estimates should be related to tax effect, financial interest, market analysis, economic impact, and construction scheduling. Most important, an assessment must be made regarding the proposed development and its impact upon the VISION that Gahanna has adopted.

### **Public Improvements**

The capital improvements of the City should provide the catalyst for, and the ultimate limits upon, public and private development. As developments are proposed, there should be a clear understanding, in writing, pertaining to the timing and responsibility of all public facilities.

### **By-passed Land**

By-passed Land is generally defined as land that has not been developed while adjacent and/or contiguous parcels have been developed in a manner consistent with existing land use and zoning regulations. By-passed land may also be existing development which is so inconsistent with surrounding uses that its current and continuing use represents an actual blight to the community.

To assure that a full complement of services is extended to land within the community, preference will be given to developments which offer a full range of municipal services and are contiguous to existing development.

Proposals for by-passed land which vary from the land use plan must clearly demonstrate that the land can not be developed and served in a manner consistent with existing plans and that the proposed uses will not harmfully affect the established development within the affected area.

In order to prevent inconsistent land uses on land by-passed by developers, requests for non-contiguous developments must clearly demonstrate to the commission that all adjacent land could be developed in a manner consistent with existing zoning and/or an approved overall development plan. If land in a proposed plan is to be reserved for higher density residential or non-residential use, action should be taken to rezone the reserved parcels to consistent classifications before the plat is approved.

### **Redevelopment of Land**

Cities are ever changing entities. For this reason land use plans and zoning plans should be regularly updated. Land use plans often identify existing uses which may soon change or are no longer consistent with the overall development concept of a community. When such instances occur a rezoning request is typically brought to the Planning Commission, especially if land is not being used at its best and highest use.

Depending on particular circumstances the proposed new use may be quite desirable. However, there are other considerations that should be considered before approving a new use. The configuration and development potential of a particular tract may not be suited to the proposed new use. This is particularly true when areas which were originally platted for residential use are proposed for a more intense use. It may be desirable for several contiguous residential lots to be acquired, aggregated and resubdivided to accommodate a new use.

All pertinent issues related to the new use should be identified during the rezoning process. At a minimum the questions contained within the Check List Analysis should be utilized. Additional issues may include signage, ingress, egress, traffic generation, and adequate space for landscaping, buffering and parking. The aggregation of land is a difficult goal to attain, but the City can be successful in encouraging this kind of activity if it takes a firm stance on this issue. A poorly planned new development could soon cause negative impacts on an entire neighborhood.

### **Annexation**

Gahanna should strongly consider developing an annexation policy that would weigh and consider various options. The annexation policy would clearly identify the City's "sphere of influence" as defined by Ohio law. Within this sphere, the City should exert its subdivision regulations and review. This process would insure that areas within the Township that request annexation are developed in accordance with Gahanna's standards and regulations. The policy would identify areas suitable for annexation, based on development patterns and the availability of infrastructure. It would also state the City's policy on extending services to areas outside its corporate boundaries. In conjunction with developing an annexation policy the City may wish to establish a facilities sharing agreement with Jefferson Township. As annexation does occur, the City should clearly identify and detail the proposed use in its Land Use Plan.

## **Planned Developments**

Whenever possible, the City should encourage development and redevelopment as planned developments. This zoning designation tool encourages creative development and allows for a mixture of land uses. Planned developments can provide for the most efficient use of land and public/private investment by integrating supportive community facilities, open space, infrastructure, and transportation systems into a single development framework. Planned districts also provide for the preservation of significant environmental features. Chapter 1152 of Gahanna's Planning and Zoning Code provides for Overlay Zoning Districts, which essentially serve this function. The City may see fit to create new Overlay Zoning Districts that would affect particular areas of concern, such as the Triangle.

## **COMMUNITY OBJECTIVES AND SUPPORTING PRINCIPLES**

The following areas are considered vital in maintaining the community's well being and the positive image which has contributed to Gahanna's growth and success.

### **RESIDENTIAL**

#### **A. Objectives**

The City of Gahanna should foster residential development that provides quiet and privacy; that is safe, convenient, and attractive; that preserves the City's distinctive natural environment and rural qualities; that ensures stable property values; and that is complemented by a full range of public services. To do this Gahanna must:

1. Consider the effect of its decisions on the quality of education in Gahanna and attempt to maintain a high quality educational system.
2. Establish development policies that specify the location, type and timing of new residential developments.
3. Provide opportunities for open space preservation by encouraging creative development proposals.
4. Provide appropriate park and open space to serve new and existing neighborhoods.
5. Develop facilities and activities to improve cultural, educational, and recreational outlets.

#### **B. Residential Principles**

1. Permit a rate of residential growth which does not exceed the ability of the Community to provide adequate services including education, recreation, and police and fire protection. This will avoid undue congestion and other undesirable conditions brought on by development which is too dense or which occurs too rapidly.
2. Assure adequate living space for all citizens by providing lots of adequate size while taking into account existing development patterns and demands for public services.

3. Allow for a diverse range of housing types and options from which residents may choose.
4. Provide a sound framework for neighborhoods by preventing them from being bisected by major traffic ways or isolated from necessary community services.
5. Maintain the integrity of neighborhoods by locating inconsistent land uses outside neighborhoods rather than in the interior.
6. Avoid creation of isolated pockets of residential development which are too small to serve with full complement of public services and/or which create unplanned demands upon existing public investments.
7. Provide needed facilities for each residential community, including reasonable access to services, health, education, recreation, and police and fire protection.
8. Provide thoroughfares and utilities (water, sewerage, storm drainage) adequate for development.
9. Assure traffic safety by encouraging street systems designed to discourage through traffic in residential neighborhoods. Although some non-residential uses, such as churches and schools, may be suitable for placement in residential areas, generally, uses that generate non-residential traffic should be strictly limited within residential neighborhoods.
10. Encourage development of neighborhoods that are attractive from both within and without, through the careful preservation of existing topography, trees, and other natural features, and by promoting measures aimed at maintaining an aesthetically desirable environment.
11. Provide bicycle and pedestrian accessibility throughout neighborhoods, especially where sidewalks intersect street pavements. Encourage safe and efficient connections to the non-auto circulation system.
12. Reduce automobile orientation by requiring sidewalks to be completed within and between developments and encouraging the use of other pedestrian/bikeway linkages within and between developments.

## **ECONOMIC DEVELOPMENT**

### **A. Objectives**

The City of Gahanna should pursue economic development in a manner that encourages the development of industry and commerce that is appropriate in location and character. Such land uses shall serve the citizens and those persons who work in the area in a clean, attractive, architecturally compatible, safe and convenient manner.

### **B. Economic Development Principles**

1. Continue to promote a business marketing "image" that will help define the type of economic development the City wants to pursue.

2. Promote Gahanna's locational advantages with regard to easy access, availability of a skilled labor force, availability of land, quality of life.
3. Encourage the concentration of compatible industrial uses. Provide for separation from residential development through buffering, by permitting within industrial districts only those non industrial uses which directly support industries; and by discouraging the intrusion of industrial uses into residential areas.
4. Assure the compatibility of commercial and office development with adjacent development by requiring adequate buffer areas, limiting access to the site and requiring appropriate set-backs.
5. Reserve land for industrial uses. Consideration of land for reserves should be limited to the vicinity of major points of access, such as expressway interchanges and major roads to allow easy access to outside employment and the provision of adequate services. Meeting location requirements does not in itself mean industrial use should be granted.
6. Reduce the impact of air, noise, and other pollution by requiring industries with such potential to be developed as planned developments which provide special buffering measures to minimize negative impacts.
7. Assure that goods and services are convenient to the population by encouraging planned, integrated commercial areas sufficiently sized and carefully located to serve the demands of the people residing in that area.
8. Encourage diverse shopping opportunities by providing for a broad range of commercial development, including neighborhood, community, and regional centers, and the preservation of Olde Gahanna. Criteria for locating neighborhood and community commercial activity centers should be linked to the needs of the neighborhood and not include uses which will attract traffic from outside the service area. Commercial rezoning should discourage strip and/or spot developments.
9. Develop standards which define the type, location and intensity of industrial/commercial/office development. Care should be taken to protect the neighborhoods, limit sprawl, protect the natural environment and maintain the overall quality of life within the community.
10. As development occurs to the east of the existing corporate limits, whether public or private, there will be a need to provide convenient goods and services. Exploration of the Village Center concept should be considered as additional planning studies proceed. The Village Center concept includes activity that provides nearby residents with public facilities and commercial activity, as well as a geographic focus for community activity. The most appropriate locations for Village Centers will become more evident as development occurs. However, it is essential that these locations have good access to major thoroughfares and be linked to the location of public facilities such as fire stations, schools or other institutions.

## **TRANSPORTATION**

### **A. Objectives**

The City of Gahanna shall provide for the safe and efficient movement of people, goods and vehicular traffic into, through and out of the community consistent with the following:

1. Properly maintain and enhance the existing thoroughfare system.
2. Minimize commercial and residential sprawl.
3. Preserve ecological and environmentally sensitive areas.
4. Provide for non-vehicular transportation alternatives.

### **B. Community Development Principles**

1. Provide residents vehicular access to all areas of the City including schools, parks and other public facilities.
2. Minimize non-residential traffic through residential areas.
3. Integrate bicycle and pedestrian traffic into the transportation system but separate transportation modes within neighborhoods and along major streets, where appropriate, to ensure public safety.
4. Develop streetscape improvements, urban design standards and noise buffers along all freeways, primary, secondary arteries and collector streets.
5. Develop landscaping schemes to enhance the major entry corridors into the City.
6. Ensure the transportation system does not adversely affect environmentally sensitive areas.

### **C. Traffic Movement Principles**

1. Provide a variety of street systems to serve distinct traffic needs, including the expressway system, primary/secondary arteries, collector streets, bicycle paths and pedestrian walkways.
2. Maintain appropriate traffic capacity and flow by restricting on-street parking, limiting curb cut spacing, and controlling speeds and signalization.
3. Encourage the use of public transportation by developing park and ride terminals and more direct service to multi-family and retirement areas of the community.
4. Control land use intensity by linking land use to:
  - \* traffic generation and street capacity
  - \* street improvement completion
  - \* review of street improvement costs/completion schedules prior to rezoning

5. Develop the street system and plan land uses in a manner that keeps commercial and industrial traffic off residential streets.
6. Discourage regional through traffic within the community.
7. Improve east-west access to meet the traffic needs of the community and the region.
8. Identify, protect and enhance the community's scenic roads (e.g., Olde Ridenour, Cherrybottom Road and the McCutcheon extension including any future bridge).
9. Promote the development of indirect, shared access roads to reduce curb cuts on major arterials.
10. Develop a road system which enhances the provision of adequate public services.

## **COMMUNITY FACILITIES AND SERVICES**

### **A. Objectives**

The City of Gahanna should provide public facilities and services which efficiently and effectively meet the administrative, service provision and maintenance needs of the community. All areas served should be provided water/sewer, public safety, recreational, cultural and other educational/informational services.

### **B. Community Facility and Service Principles**

1. Continue the practice of locating municipal administrative offices in one centralized area.
2. Maintain community facilities and service provision with available revenues and sound fiscal practices.
3. Ensure that private sector development participates in improvements to the major sewer and water systems through water development fees, the construction of appropriate facilities and other developer contributions.
4. Continue to encourage all sectors of the community to participate in matters relating to the provision of City facilities and the provision of services.
5. Pursue options for establishing mechanisms which formally and regularly inform the public about community facilities, service provision and development activities.
6. Maintain and enhance communications between other political jurisdictions, especially the City of Columbus, the Village of New Albany and Jefferson Township.
7. Maintain and enhance the community's police and fire protection.

8. Ensure that interests of public health, safety and welfare are addressed prior to the approval of new development.
9. Promote the concept of "shared facilities" among and between other political jurisdictions and/or organizations (e.g. School Board, Jefferson Township).
10. Consider establishing or enhancing existing cultural centers, especially within Olde Gahanna. The center should respond to any development themes adopted for Olde Gahanna and identify with the community's vision.

## **RECREATIONAL FACILITIES**

### **A. Objectives**

The City of Gahanna's recreational facilities shall be maintained and expanded to provide the following:

1. Available and accessible recreation facilities for use by all age groups in all areas of the City.
2. The provision of active, passive and other recreational facilities consistent with the standards identified in the City of Gahanna Planning Guide, and shown on the Park Facilities Plan.

### **B. Recreational Facility Development Principles**

1. Provide Mini-Parks for minimal recreational opportunities in unusual circumstances where neighborhood parks are not available or are in less demand.
2. Provide Neighborhood Parks with active, passive and other recreational opportunities that are easily accessible to neighborhood residents.
3. Provide Community Parks with active, passive, and other recreational opportunities for major portions of the City.
4. Provide Specialty Parks for unique landmarks and environmentally significant areas.
5. Maintain the cooperative use of park sites and school facilities for maximum recreational opportunities.
6. Promote and encourage the dedication and development of bicycle and pedestrian links between parks.
7. Continuation of systematic procedures for planning, funding and implementing a Gahanna Recreational Facility program.
8. Utilize the community's unique environmental sites by providing scenic overlooks and observation spots, without endangering environmental/ecological features.

## **OPEN SPACE**

### **A. Objectives**

The City of Gahanna should establish policies and procedures that ensure the community's natural features and that adequate open space is protected and maintained by undertaking the following activities:

1. Identify and catalog the community's environmentally sensitive areas.
2. Establish and enforce the development controls that protect the community's environmentally sensitive areas.
3. Establish a land trust or similar mechanism for preserving unique natural, historical and cultural features.
4. Establish an interconnected open space system and functional links between parks and other open spaces.

### **B. Open Space Principles**

1. Promote the concept of public acquisition of development rights and easements when desirable and necessary to preserve open space, scenic views, woodlands, wetlands, flood plains, and to physically link parklands.
2. Establish a program for public property, perhaps through the services of volunteers, in which public areas are landscaped with plantings that add to the attractive character of the City.
3. Avoid undue erosion and sedimentation by ensuring that preventive measures are taken during development.

## **ENVIRONMENT AND APPEARANCE**

### **A. Objectives**

The City of Gahanna shall maintain and enhance its distinctive physical character, which is created by a combination of its natural environment and its open spaces.

### **B. Environment and Appearance Principles**

1. Establish standards for public and private building design and landscape site design.
2. Encourage building and site designs that are in scale and in harmony with permanent neighboring buildings and the natural surroundings.
3. Maintain and enhance the visibility and character of Big Walnut, Rocky Fork and Blacklick Creeks, including the maintenance of the natural vegetation along creek banks and water quality.

4. Develop an open space system that 1) protects environmentally critical areas such as floodway, streams, ravines, wetlands, wooded areas and drainage corridors against encroachment; 2) preserves significant vistas and views; 3) provides relief from large expanses of development and pavement; and 4) offers opportunities for greenway systems and sites for outdoor recreation.
5. Develop landscaping schemes to enhance the major entry corridors into the City.

#### **FUTURE LAND USE - CRITICAL AREAS**

To properly update Gahanna's Land Use Plan, a technical analysis of existing land resources and development trends was undertaken. This effort helped determine pertinent land use and planning issues in Gahanna, so that they could adequately be addressed in the Future Land Use Plan.

The 1990 Planning Guide for the City of Gahanna is a very strong planning document and is generally up to date. It provided much of the groundwork in the effort to complete this Land Use Plan. The Natural Resource, Infrastructure, Vehicular Circulation and Existing Land Use maps established baseline data which was then updated as necessary by interviewing City officials. In addition to closely reviewing the Planning Guide and other previous plans, a field survey was conducted to identify where changes in land use had occurred.

Many comprehensive plans address future land use by establishing planning areas or sectors and discussing the pertinent planning issues, limitations and growth potential within these planning sectors. This process would not be very productive in Gahanna's comprehensive planning process since there are very few large land holdings within the corporate boundaries that have not already been developed. Gahanna is, for the most part, "built out". In practical terms this means that most of the land within the existing corporate limits has been developed for an urban land use. Urban land uses range from suburban residential development at densities of 1 to 2 units per acre to commercial and industrial developments. As in the case of Gahanna, the character of a built out community is largely established and future growth, which occurs through the annexation process, is a very controlled process.

This is not to imply that Gahanna has no need to continue the planning process. On the contrary, Gahanna's most pressing planning issues relate to specific, clearly defined zones where development threatens to seriously impact some aspect of the area. For example, areas where older development has begun to deteriorate and redevelopment is being considered, where existing uses conflict or proposed uses threaten to disrupt established neighborhoods, where the protection of natural resources is a concern, where smaller parcels of land have been by-passed and could be developed in a number of ways, and where annexation is likely. For the purposes of this Plan, these areas are called "Critical Areas".

The field survey and the Planning Guide were invaluable in the process of identifying critical areas within Gahanna. The field surveyors also made note of prime land, areas showing signs of physical deterioration and incidences of conflicting, or potentially conflicting, land use.

Initially, 20 critical areas were identified and mapped. The Planning Commission reviewed the map, discussed the issues related to each area and then, by combining and eliminating some areas, refined the map. The number of critical areas was reduced to 6 areas, which present pressing planning issues needing to be addressed by the City in the immediate future. Each of these areas, their development potential, related issues and recommendations are discussed below. The remaining critical areas are also identified along with a short description of the issues which need study. It is important to note that these same issues are reflected in the Development Policy, Development Criteria and Development Checklist sections of the Future Land Use section.

### **1. Upper Hamilton/Triangle**

Hamilton Road is a major north/south corridor in Gahanna, running from I-270 to Morse Road. The critical area encompasses the northern leg of Hamilton Road from its intersection with Route 62 to Morse Road. The "Triangle" is a triangular area to the east of Hamilton, bounded by Morse Road., Route 62 and Hamilton Road. At present most of the Triangle is still within Jefferson Township. Because of the proximity of these two areas and the impact each has on the other, they will be addressed as a single entity. For a more in-depth discussion of this critical area, refer to the Area Study completed in May 1992.

Historically, the northern part of Hamilton has contained vacant land on the west side and residences on the east side. For many years, however, the west side was planned for eventual commercial use. With respect to the east side, Jefferson Township has continued to express a desire to preserve the rural residential patterns within the Triangle. Several property owners, however, especially those along Hamilton Road would like to develop their land more intensely. The frontage along the east side of Hamilton Road is subdivided into lots that average about 4 acres in size. These conflicting attitudes and the existing pattern of development make it particularly difficult to plan for this area. Recently, there has been pressure to develop both sides of Hamilton Road more intensely. These development pressures have come in the form of annexation requests and rezoning requests for commercial and multi-family designations.

The most notable natural feature in the immediate Hamilton Road area is a ravine that runs almost parallel to Route 62 north of the southern point of the Triangle. On the west side of Hamilton Road the ravine area has not been developed, but the most recent proposal is for commercial uses in front of the ravine on Hamilton Road and residential uses on the other side of the ravine. On the east side of Hamilton Road the ravine area has not been annexed. Existing development consists of good quality homes on deep, well landscaped lots. This ravine is wooded, especially on the west side, where there is a large unbroken area of trees. This is the only part of the study area with severe development restrictions due to slopes, soils and existing development.

#### **Development Issues**

1. Community focus groups have expressed a strong desire to protect wooded areas, ravines and other environmentally sensitive areas.
2. What "Triangle" properties should be annexed and when?
3. Protection of the established rural residential atmosphere within the Triangle and along parts of Route 62.

4. The avoidance of dangerous traffic patterns and excessive curb cuts.
5. The avoidance of piecemeal rezoning and strip development.
6. Adequate buffering and transitional uses between different land uses.
7. Need for and placement of a connector to Cherry Bottom Road.
8. Problems associated with the irregular alignment of the Route 62 and Hamilton Road intersection.

### **Recommendations**

Demands for land use changes are being proposed almost monthly, especially within the Triangle. Originally, this land was platted for large lot residences. The frontage along the east side of Hamilton is divided into many narrow parcels. It is inappropriate to convert these parcels to a new land use without aggregating smaller parcels and re-examining their development potentials and limitations.

1. Establish a district where development will be planned in a more comprehensive manner by implementing an Overlay Zone. This zone would be in the form of an ordinance that is adopted separately into the zoning code. By requiring that development proposals be basically "planned developments" and that each rezoning contain a commitment to quality architecture compatible with the architecture developed or committed to by zoning on other properties in the area. The Hamilton Road Overlay Zone will ensure that this area is developed in an orderly way that protects and enhances natural or sensitive features, ensures adequate buffering, provides for a more useful pattern of open space, maximizes public and private investment in infrastructure, and encourages shared indirect access roads and requires a consistent pattern of quality development.
2. Establish a minimum lot size of 10 to 20 acres, corresponding to the Overlay ordinance, for any rezoning requests. This will encourage property owners to coordinate development plans and avoid piecemeal rezoning requests.
3. Limit commercial designation. The Future Land Use section only recommends a limited area of additional commercial designation just north of the Big Bear Shopping Center in the "point" of the Triangle. The area of land already zoned commercially may meet the needs of the community. Zoning for an excessive amount of commercial space can be counter productive. Typically, over-zoning reduces the incentive to reinvest in existing commercial areas so older commercial development tends to decline while new commercial developments thrive.
4. Encourage the construction of loop or ring roads around the Morse and Hamilton Roads intersection. Primary access to the commercial uses in these areas should be from the ring road, not Hamilton or Morse.
5. From a locational perspective, office and multi-family requirements are often interchangeable. The key factor is market demands within the community. Both uses require access to a major arterial and both can be an acceptable transitional use between commercial and

residential areas. Areas designated for multi-family use may be appropriate for office development but this would depend on the particular circumstances. Office uses may be less compatible with adjacent residential development because of signage and image. Requests for a land use contrary to the Land Use Plan should be evaluated on a case by case basis. Before approving a development for offices in an area designated for multi-family residences, the developer should be required to demonstrate a need for additional office space within the community. If approved, the office use should be made a conditional use based on control of signage, landscaping and parking.

Creatively planned mixed-use districts combining multi-family, office, commercial and even single family development should be encouraged in areas designated for office use if they are well designed and fit within the existing character of the neighborhood. Rezoning decisions such as these should only be made after considering site and design characteristics, development impacts and the Development Checklist contained in this document.

6. Maintain and protect existing residential areas along portions of Hamilton Road and within the Triangle. These are areas of high quality, established residential development. This less intense pattern of development protects the attractive natural environment and sensitive areas.
7. Require pedestrian and bicycle linkages. Because the entire critical area is essentially a mixed-use district, the City should require landscaping, walkways and perhaps a deeper setback along Hamilton Road. The atmosphere should be conducive to pedestrian traffic. Bike paths should also be encouraged by the City.
8. The City should designate the Hamilton Road corridor as a major entryway to the City. Uniform streetscape and landscaping standards should be adopted to enhance the visual appearance of the corridor. These standards should define the image Gahanna wishes to project and should be related to other entrance corridor treatments along South Hamilton Road, Route 62 and Agler Road.

## **2. Corridor for Proposed East/West Connector and Bridge**

A natural divide between the east and west sides of Gahanna is created by Big Walnut Creek. For at least 15 years, development plans for the City of Gahanna have discussed the need for additional east-west connectors between Stygler Road and Johnstown Road (Route 62). Originally, the road was to start from McCutcheon Road at Stygler Road and run slightly north, connecting with Route 62 just below its intersection with Hamilton Road. The land on the east side of the creek was developed, however, and later plans show the connector going slightly south, crossing the creek and intersecting Mill Street just south of Cherrybottom Road.

The Ohio Department of Transportation and the Mid-Ohio Regional Planning Commission support the construction of an east-west connector and a bridge over Big Walnut Creek. Their projections for the year 2010 indicate that only a two-lane bridge would be required. A study committee was also formed by the City to consider this issue. The general sentiment of the committee is one of support for a two-lane scenic collector and not a regional thoroughfare. The recommendations of this plan agree in large part with the recommendations of the committee.

## Issues

1. Should the connector serve as a regional thoroughfare or a local connector?
2. The proposed employment center on Stelzer Road may increase demand by Gahanna residents for an additional east-west connector.
3. The connector could significantly reduce response times for fire and rescue units.
4. The connector could have the effect of channeling unwanted traffic through residential neighborhoods.
5. A probable path of the road would be through a park and sensitive environmental areas. There is a significant difference in the height levels of the two sides of the creek.
6. A proposed path of the connector is partially in the floodplain and contains archeological sites.
7. The intersection of Cherry Bottom and Route 62 would probably have to be realigned.
8. MORPC 1992 traffic projections for the year 2010 only justify a two lane bridge.

## Recommendations

As the City makes long range recommendations for this area, environmental concerns, development pressures, long range park plans and traffic circulation needs must be weighed.

### 3. West End of Agler Road

Agler Road is a heavily traveled road connecting Gahanna to the east side of Columbus. Along the south side of Agler Road, from I-270 to Stygler, the existing residential lots have been bought to be aggregated into a larger parcel. While these homes have begun to fall into disrepair, the houses on the north side are neat and well kept. The lots on the south side are very deep and contain many mature trees. The Planning Commission has approved a multi-family residential development proposal for the area.

The east end of the critical area is anchored by older commercial development at Stygler Road. Aside from Olde Gahanna, it is the oldest commercial area in the City. Portions of it have begun to redevelop. The triangular piece of land south of Agler and the commercial area nearby is important because it is highly visible and easily accessible from two major entryways into Gahanna, Route 62 and Agler Road. A 1981 study of the Stygler/Agler Road area noted several problems with this major intersection, primarily the excessive number of curb cuts. Although Stygler Road has been improved, the number of curb cuts still creates dangerous traffic patterns.

## Issues

1. This area is a well defined island of land bounded by Route 62 on the south and Agler Road on the north. It is a highly visible entryway to the City from both Route 62 and Agler Road.

2. The established residential area to the north should be respected.
3. The existing landscaping and trees in the area are attractive and mature.
4. Being in close proximity to a commercial center and a major artery, the area is suitable for multi-family development.
5. The commercial development at the south-west corner of Stygler and Agler is located on lots that are not very deep. Consequently, the rear service areas of these buildings are quite visible from Route 62.
6. Care should be taken to not further aggravate traffic problems along Agler Road.

#### **Recommendations**

1. The City should encourage the aggregation of the residential lots on the south side of Agler and a conversion of use to multi-family. It should only permit a change of use when sufficient land has been combined for more intense uses and development potential has been re-examined.
2. Access roads should be strictly limited and should be designed to provide a shared access for future adjacent development.
3. The City should encourage developers on the south side to preserve mature trees and otherwise establish a consistent pattern of landscaping which creates a linear park-like entry to the City. Design standards which relate to other entry corridors to the City could also be adopted.
4. Setback requirements should be deep to accommodate landscaping and to adequately shield homes along the north side of the street from the more intense commercial use.
5. The City should encourage the businesses at the east end of Agler to create landscaped buffers between their buildings and Route 62. The same should be required of any commercial redevelopment at this end. As residential lots farther west are aggregated and put into a more intense use, the City should require a 50' rear setback and heavy landscaping between new uses and Route 62 to protect the view as one enters the City from Route 62.
6. The City should implement the traffic improvements recommended in the Stygler/Agler Road study, in particular the elimination of several curb cuts.

#### **4. Hamilton Road South and I-270 Interchange**

1. Along the west side of Hamilton Road from Granville Street south to I-270 are residences which back up to Gramercy Park and Chesterfield Estates and face the high school, the municipal office complex and Hunter's Ridge Shopping Center. As the traffic on Hamilton Road has increased the residential quality of this area has diminished. Nevertheless, the

properties are neat and well kept. Some of these property owners have expressed interest in rezoning and use conversions to office or commercial. This situation is similar to that of the east side of Upper Hamilton, discussed above. Land, which was originally subdivided for smaller lot residential use, is now being considered for a new use. Incremental redevelopment, lot by lot, should be discouraged. If it is determined that uses other than those existing are desirable, efforts should be directed at replatting of the land to meet the needs of the new uses and manage access to Hamilton Road.

#### **Issues**

1. Small residential lots fronting Hamilton Road are very shallow and in their present configuration, are not suited to more intensive development.
2. The impact of a land use change on abutting residences would be substantial if strong buffering measures were not taken.
3. Each of the existing homes has a driveway. If more intensive uses were established, traffic generation could be significant and dangerous traffic patterns might be created.
4. This portion of Hamilton Road is a highly visible entryway into the City.

#### **Recommendations**

This plan recommends three planning options for this critical area. The first option is to allow existing single family uses to remain. The second option is to allow use conversions to multi-family only when at least an acre has been aggregated. And third, to gradually acquire these parcels and construct a linear park entryway to the City and municipal center from the south.

1. The existing single family land use is still appropriate for the area and is consistent with the adjacent residential neighborhood. As long as these homes are maintained, the City need not encourage any changes in land use.
2. The City may encourage clustered multi-family development if developers have acquired and aggregated sufficient land to provide adequate setbacks, landscaping, ingress, egress, parking and open space (approximately one acre). Shared access drives should be provided between developments where possible.
3. Multi-family or small office development should only be allowed if properties to the rear and sides are adequately buffered and access is strictly limited and shared. The City should also require consistent landscaping along Hamilton Road and encourage strong sign controls to enhance this entrance to the City.
4. The City may choose to create a linear park along the west side of Hamilton Road from Rocky Fork Drive South to Granville Street. There is already a small corner park at the entrance to Gramercy Park Estates and, as this area is the governmental heart of the City, it is an appropriate place for the City to make a significant investment in its visual appearance. As properties are acquired, the right-of-way for Hamilton could also be widened.

5. Requests for use of existing residences as offices or home occupations should be discouraged by the City as this will hinder the aggregation process and create traffic problems.

Just north of the I-270 interchange on the west side of Hamilton Road is a highly visible large undeveloped parcel. It is presently zoned for multi-family residential. The western most portion of the parcel lies close to, if not in, the floodplain of Big Walnut Creek. Just to the north of this land is a large parcel owned by the Church of the Nazarene. The front of this parcel is developed with a church building and school. The undeveloped land has no direct access to Hamilton Road because the right-of-way for the entrance ramp to I-270 runs in front of it. Its only access could be obtained by turning onto Rocky Fork Drive South, passing through a residential area and crossing the church's property. Future plans for this property will have to balance commercial opportunity offered by its location, environmental issues, traffic and access concerns and the protection of existing residences in Gramercy Park Estates.

#### **Issues**

1. Because the property is highly visible from I-270, there may be proposals to develop it commercially.
2. Traffic will have to pass through Rocky Fork Drive South and the Church of the Nazarene would have to agree to an easement.
3. The parcel should be surveyed to determine what parts lie in the floodplain.
4. Parts of the parcel are heavily wooded.

#### **Recommendations**

1. The property should be developed for single family residential or low density multi-family residential. This will generate the lowest level of traffic and cause the least disruption to the residents living on Rocky Fork Drive South. A very limited amount of office space would be acceptable only if it directly served the needs of the adjoining residences. Other types of commercial or office use could generate excessive traffic that would be disruptive to the neighborhood.
2. The City should encourage the clustering of residents away from areas near the floodplain. Any areas with significant stands of mature trees should be preserved.
3. Development of this land as multi-family is most preferable if the Church of the Nazarene is in some way involved. A church sponsored elderly residential community could be the highest and best use for the property.
4. The City should place a planned district overlay on this property to ensure that it is developed in the most efficient and environmentally sensitive manner.

## **5. North of Taylor Road.**

The Taylor Road corridor runs from the west end of Taylor Road to the corporate line just east of Howland Drive. There is a substantial amount of new residential development just to the north of Taylor Road, while office and corporate development to the south is likely. The strip of land between the residential areas and Taylor Road is planned for multi-family residential but, recently, this recommendation has been questioned. There have also been requests for rezoning some of the industrial land just south of Taylor Road to multi-family and commercial. Noise levels from Port Columbus affect areas on the north and south sides of Taylor.

A recent study of this area by community residents produced development standards and recommendations to ensure that there is an adequate buffer between the industrial area and residential neighborhoods. This plan urges the City to adopt the study and its development standards.

The configuration of industrial land south of Taylor Road is very irregular. The City should consider future annexations as industrial development begins to encroach on existing residences in Jefferson Township.

### **Issues**

1. This area is planned for a wide variety of land uses. Extra care should be taken to ensure that they are well planned and, thereby, compatible.
2. The impact of noise from Port Columbus on future and existing uses is a serious health and quality of life concern.
3. Taylor Road is a two lane road with the feel of a country lane. The impact of traffic generated by new development should be a concern. Most new uses should not access Taylor Road directly.
4. The Taylor Road study should be recognized as a thoughtful community effort.

### **Recommendations**

1. The compatibility of existing and proposed development has been and will continue to be an issue. The strip of land fronting on the north side of Taylor Road is planned for multi-family residential. This plan recommends that the multi-family designation remain for this area, but urges the City to adopt stringent development standards including enhanced setback and landscaping requirements to adequately buffer adjacent residential areas. Because this area is affected by noise from Port Columbus, development standards and construction techniques should conform to the Model Airport Noise Regulations.
2. Although the land to the south of Taylor Road is zoned for manufacturing, there has been interest in developing it for corporate offices and freeway oriented commercial uses. Because of the visibility of this area, the City should encourage high quality mixed use developments when they are planned districts. Residential uses would not be appropriate however, even as a part of a mixed use district. The planned district designation will

ensure the most efficient land use and traffic patterns. Consistent architectural and landscape themes should be encouraged and adequate screening of mixed use areas from industrial uses should be required.

3. The City should adopt the development standards proposed in the Taylor Road study to ensure that uniform standards are applied to development along Taylor Road.
4. The City should adopt the Model Airport Noise Regulations developed by MORPC. These regulations recommend certain uses based on their compatibility with different noise levels. They also require certain construction techniques to protect the inhabitants, employees and other users of these properties from the effects of exposure to elevated noise levels.

#### **6. Granville Street.**

Granville Street from the eastern edge of Olde Gahanna to Hamilton Road has traditionally contained a mixture of residential and commercial uses. Over the past few years residential uses have been converted to commercial and newer convenience related commercial development has occurred. In general, parcels have not been aggregated. This portion of Granville Street has an important relationship to perceptions of Olde Gahanna being one of the primary paths to and from the City's traditional downtown. The southern side of Granville Street backs up to a residential neighborhood, while the area to the north of Granville Street is separated from residential development by Rocky Fork Creek.

#### **Issues**

1. An excessive number of curb cuts has created traffic congestion.
2. Some of the buildings, which were formerly residences, are showing signs of deterioration.
3. The area consists of a mixture of older houses, newer freestanding structures, and small shopping centers. Visually there is no consistency or well defined character.
4. Rocky Fork Creek and nearby residences present environmental and compatibility concerns.

#### **Recommendations**

This area is particularly difficult because it is largely developed. There are only limited ways that the City can influence its enhancement and improvement. At best the City can establish a pattern of administration to encourage gradual change.

1. As older structures (primarily homes) are proposed for demolition, the City should require that smaller parcels, originally platted for residential use, be aggregated to form parcels of land more suitable to other types of development.
2. Where possible, planned commercial districts should be encouraged. In general, curb cuts should be kept to a minimum and shared access drives should be required where possible.

3. Site planning should be reviewed for sensitivity to Rocky Fork Creek and adequate landscaped buffering between commercial and residential use.
4. The City should develop a streetscape improvement program, with design guidelines and a public improvement plan. Design themes should visually link this area with Olde Gahanna. Design themes might also extend to the municipal complex area.

## **7. Other Areas of Concern**

### **Entry Corridors**

Gahanna has several prominent entry corridors. With some care and planning, these highly visible corridors can be a significant asset to the City. This plan encourages the City to adopt design and landscaping standards which will not only improve the appearance of these areas but will clearly signal to traffic and pedestrians that one has entered Gahanna. These standards may adopt a general theme, but they should be flexible enough to respond to variations in the configuration and environment of different areas. The four primary entry corridors to Gahanna are South Hamilton Road, North Hamilton Road, Agler Road, and the southern portion of Route 62.

### **Large Undeveloped Tracts**

Gahanna is affected by two large undeveloped tracts of land. The first is land surrounding the Academy. The second is the Rocky Fork Hunt Club and the adjacent privately held tract just to the west.

Currently, these tracts contribute to the character of Gahanna by providing vast open space and scenic views. Although both areas are privately held (and the hunt club area is not within the corporate limits of the City), they are generally perceived to be part of the City and they add to its ambiance. Although there are no plans to change the use of these properties, they should not be overlooked. Because of their relative size, if either of these properties were to be developed, it could significantly impact the City.

This plan recommends that, should these parcels be developed, they will be used for single family development. The Academy lands would be best suited to low density single family residential development. The land around the Hunt Club is also suited to low density residential or even estate type residential. At the time this property is developed, the City should ask developers to donate an easement along the Creek where a bike path could be built. This segment of bike path would complete a circular network shown on the Land Use Plan.

### **Remaining Critical Areas**

As noted earlier, the Planning Commission narrowed the Critical Areas list from 20 to 6. Following is a short description of the remaining areas.

1. **Eastern Point**  
Intersection of Route 62 and Morse configuration presents major problems. There is high quality development at the Villages at Rocky Fork to the east and down Shull Road. Older

residential areas along Route 62 is potential commercial development but needs study. There is some commercial development in south-west corner. Care needs to be exercised not to develop long commercial strips along Route 62 or Morse.

2. **North Hamilton**

Currently being developed (Vista, adjacent shopping). This is a large parcel that was owned by the Academy and currently being developed into single family housing, especially on the east side.

3. **The Point**

Intersection of Route 62 and Hamilton presents difficult configuration and signaling problems. There is a Big Bear shopping center and some office development.

Issues include the preservation of the natural creek, stormwater management, wooded ravines, flood plains and soils. There is a vacant parcel on the south-west corner that requires special study.

4. **Central Hamilton**

Potential for development and conversion pressure. There are deep lots on the west side (and road widening) which would make conversions for use more feasible. Should all development be discouraged?

5. **North Big Walnut Creek - West side**

Area is in the floodplain and contained in City's long range park plan. Major areas may be in floodplain -- should it be developed?

6. **Olde Gahanna**

Continued preservation and redevelopment, continued conversions to more intensive uses. Need to resolve the issues that are associated with a mixed use district related to conflicting uses and buffering. Plan calls for Big Walnut Creek to be a focal point. The effects of future planning decisions concerning the creek should be paramount. Future planning must include existing owners and business operators.

7. **Mill Creek Island**

Environmental concerns - bring into park system - needs to physically and thematically connect to downtown revitalization. Plan calls for it to be used actively, must also deal with conflicting uses and problems caused by commercial uses backing up to the creek.

8. **East End of Johnstown Road**

This area is an older commercial development. Many existing residences have been converted to commercial uses. The area is severely impacted by traffic on Route 62. A major issue is the physical limitation of small land parcels. The rear entrances of businesses are visible from Route 62 and negatively impacts this entrance corridor.

9. **Johnstown Road**

An older commercial development with no consistency in site planning and some deterioration of its structures. There has been some investment fairly recently in multi-family structures and there may be additional interest in redeveloping parcels.

10. **Wonderland and Area Southeast of 270**  
This area is visible from 270. Part of the area falls into the floodplain. It is impacted by the airport's noise contours. In addition to being zoned for manufacturing the area is also shown in the City's long-range park plan. Environmental concerns and the area's relationship to the airport will be the primary issues.
11. **South side of Taylor Road**  
Development standards should be strictly enforced. Heavier manufacturing uses would probably be a detriment to residential uses to the north. Impact of the airport's expansion will also be a major issue.
12. **45 Acres on Taylor Road**  
This area is north of a closed landfill and at the end of a runway. It is zoned for light manufacturing and there has been a request to rezone the area to multi-family. It should remain industrial rather than be developed more densely.
13. **Large vacant area between newly developed residential neighborhoods**  
Not in City. Some consideration should be given to what future uses might be most appropriate. It is adjacent to environmentally sensitive parkland.
14. **North of Industrial Area**  
Most of this area is not in the city, however, uses could negatively impact existing residential areas. At the east end, the area is sandwiched between industrial and high quality Jefferson Meadows Residential and the golf course. Some use conflicts related to industrial are incipient.

## **Land Use Plan Map**

The Land Use Plan map for Gahanna is very general in nature. In contrast to zoning maps, which display exact zoning use classifications for each parcel, this map does not recognize or follow property lines and is based upon very broad use categories, as described below. As such, the Land Use Plan map does not dictate how specific parcels should be zoned in the future. Rather, the Planning Commission and Council should consider the map to be only one of several tools available to assist them in making land use recommendations and decisions. The information contained in the map should always be supplemented by impact studies and other site specific information.

### **Residential**

For the purposes of this map, residential land use designation all residential development including estate residential up to and including residential designations where more intense residential development might be appropriate.

### **Commercial/Office**

Commercial areas may contain retail or wholesale businesses, offices or highway commercial establishments. The appropriate location of each of these commercial uses is discussed in more detail in the Plan. The amount of development, its intensity, appropriate business hours and signage requirements will vary according to specific characteristic of the proposed location.

Office areas are best suited to offices and businesses related to personal services. These would include professional offices and other services such as pharmacies, but would not include filling stations or other retail businesses unless they specifically reflect the character of the neighborhood or are a part of a mixed use development and meet the other requirements within the Policy Plan document.

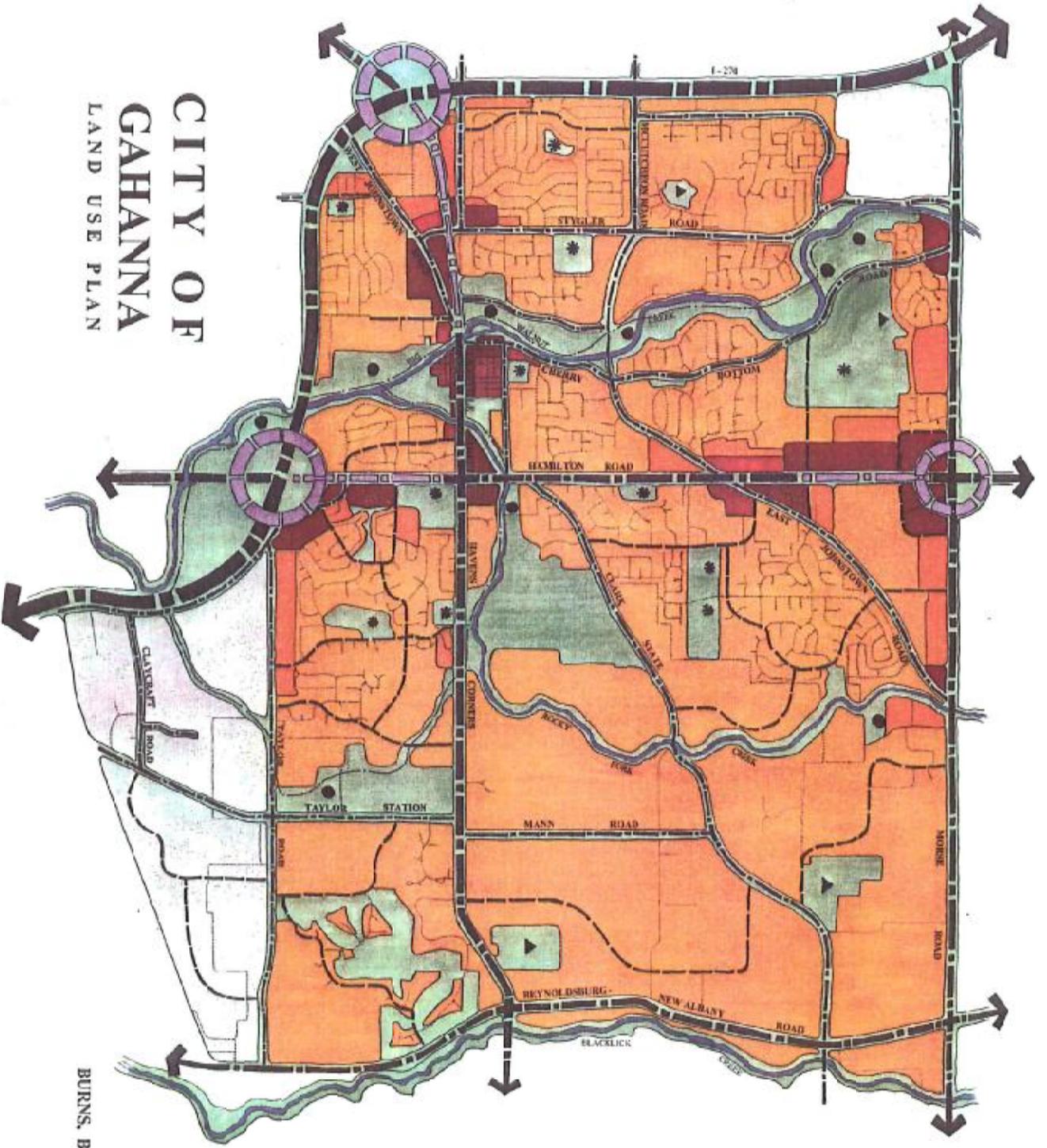
### **Industrial**

There are two Industrial areas designated on the map, the area owned by the Limited, just northwest of the City and a large area in the southwest corner of Gahanna. The more southern area could include industrial, manufacturing and wholesale uses, as well as some office and highway commercial development. The use of planned development districts, emphasizing quality development and open space, is recommended. The Limited land is within the City of Columbus.

### **Open Space / Public Facilities**

This designation covers both public and private open space. These areas contribute to the rural character of certain parts of Gahanna and include parks, bikeways, flood areas, recreational facilities and educational facilities. It does not include wooded areas or steep terrain which may not be developed.

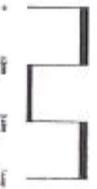
# CITY OF GAHANNA LAND USE PLAN



## GRAPHIC LEGEND

- RESIDENTIAL
- COMMERCIAL/OFFICE
- INDUSTRIAL
- PUBLIC FACILITIES/OPEN SPACE
- EXISTING SCHOOL
- PROPOSED SCHOOL
- PROPOSED PARK
- MAJOR ARTERIES
- SECONDARY ARTERIES
- COLLECTOR STREETS
- WALKWAY/BIKEPATH
- ENTRANCE CORRIDOR

## SCALE



BURNS, BERTSCH, HARRIS AND CARR, INC.  
ALLEN 1986  
REPRESENTATIVE LANDMARKS SHOWN

