GAHANNA LAND USE PLAN

GAHANNA, OHIO

2019

ACKNOWLEDGMENTS

Thank you to the many stakeholders who invested their time and expertise in the creation of this land use plan for the future of Gahanna. Listed below are the members of an active and engaged project steering committee which reviewed draft ideas, concepts, and plans, and helped steer the project team in the direction of the final plan.

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City Council Representative

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Planning Commission

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PREPARED BY:

OHM
Advancing Communities®

PREPARED FOR:

Gahanna
Where currents connect

Tom Kneeland
Mayor
City of Gahanna
200 South Hamilton Road
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Dear Gahanna Residents and Businesses,

The City of Gahanna has embarked on a process to update the City's Comprehensive Land Use Plan. The City of Gahanna Comprehensive Land Use Plan is a document that provides direction on desired land use types and articulates the architectural styles that should be encouraged within the community.

On April 2, 1974, Gahanna City Council passed Motion Resolution 5-74, which created the Goals and Precepts of Gahanna. Although completed more than 40 years ago, many of the goals are still valid today. The resolution reads in part:

> *City planning shall seek to optimize the use of available land so that it*
> *reflects the needs and desires of the community.*

This Comprehensive Land Use Plan was created with extensive participation from local residents, volunteers and many community stakeholders. The public discussions and deliberations helped to shape the plan to better reflect the needs and desires of the community.

This document will provide clarity and guidance to those residents and businesses who want to better understand and participate in the land development process. As the City faces increasing pressures for development, this plan will help frame public discourse and regulatory policies that will ultimately determine City's future development.

As Mayor of the City of Gahanna, I am grateful to all those who donated their time, talent and treasure to make this plan a reality. I am confident that this plan will be instrumental in helping to shape our great community for generations to come.

Sincerely,

Tom Kneeland
Mayor

TABLE OF CONTENTS

01

INTRODUCTION

Introduction

PROJECT OVERVIEW

In 2017, the City of Gahanna initiated the process to update its land use plan. The Gahanna Land Use Plan aims to build upon the City's previous planning documents to design a guide for future development by evaluating existing conditions, public input, and local and regional trends. The Plan identified ways to strengthen local assets while creating a vision and strategy for underutilized areas. Additionally, the Plan is intended to guide the City in the development of public projects that will enhance the public realm and complement future growth. This guide will serve as a vision for future land use patterns to best position the City of Gahanna as a thriving community in the Central Ohio region.

PLAN ELEMENTS

Many elements come together within the Plan to create a holistic and informed blueprint for future growth and development. These elements were established from quantitative and qualitative analyses, alongside public engagement, and include the following:

Existing Conditions

Area conditions considered include current land use classification, demographics, parks and open space, mobility, development character, community vision,

THE GAHANNA LAND USE PLAN AIMS TO ENVISION FUTURE LAND USE PATTERNS AND DESIGN A LONG-TERM GUIDE FOR FUTURE DEVELOPMENT.

Central Ohio

★Gahanna

The Central Ohio region is projected to add up to 1 million people by the year 2050. The Gahanna Land Use Plan considers Gahanna's role in this growth.

infrastructure, and other area specific investigations. With an understanding of the existing conditions, the planning team and the Gahanna Land Use Plan Steering Committee could make more informed decisions and goals for key focus areas identified during the planning process.

Public Engagement

Throughout the planning process, the planning team facilitated discussions amongst community members and Area Commissions to delineate common direction and goals. Community issues and opportunities made apparent during discussions were used to formulate both general Plan objectives and targeted action steps. More details on the public engagement process, including a summary of results from the community survey and public meetings, can be found in Chapter 3 of this Plan.

Trends

The existing condition of Gahanna's land use, demographics, and other characteristics were viewed through the lens of relevant local, regional, and national trends. These trends were used to paint a broader picture of the future of Gahanna, anticipating market demand for particular uses, changing population demographics, and shifts in housing preferences. Gahanna's close proximity to the City of Columbus and its location along major interstates increase the relevance of regional trends which reflect changing needs for land use composition of Central Ohio over the next few decades.

Plan Framework

The Plan integrates these elements using a hierarchy of comprehensive goals, long-term objectives, and strategic actions to ensure the plan is both far-reaching and focused. The policy initiatives and implementation strategies are broken down into six focus areas identified by the planning team and the public during the planning process. Each focus area has development or redevelopment potential,
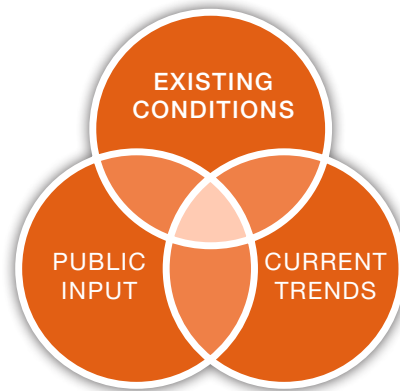

FIGURE 1-1: THE PRIMARY ELEMENTS OF THE PLANNING PROCESS

as well as the opportunity to capture higher density development patterns to accommodate future growth. Overarching Plan goals and objectives are applied to each focus area, relative to the focus area's particular characteristics and needs. The Future Land Use Map and accompanying land use descriptions illustrate the development potential of the key focus areas and provide guidance on character and densities which is both intuitively and technically informed.

HOW TO USE THE PLAN

The Gahanna Land Use Plan will be a living document. It will need to be reviewed annually and updated periodically. The City will be charged with overseeing the implementation of the Plan and coordinating the efforts of the parties identified as having responsibilities for implementing the Plan. As conditions change and various sections of the Plan are implemented, the City may find additional projects and/or strategies with which to achieve the desired goals and objectives.

A land use plan is a community's "blueprint" for the future. It is the vision of what a community wants to become and the steps needed to realize that vision. Specifically the Plan achieves the following:

- Documents and illustrates what the community looks like today and what direction it wants to go in the future; it includes assessments of existing resources and issues, projections of future conditions and needs, and consideration of collective goals and desires.

- Translates the community's values into specific actions. It is a policy guide which not only addresses land use and infrastructure, but also includes the important social, natural resource, and economic values of the community.

- Covers an approximate time frame of 10-20 years; it is assumed that shorter-term reviews will keep it current with the changing needs of the community.

- Integrates with other municipal documents and initiatives.

PLANNING PROCESS

The Gahanna Land Use Plan process spanned approximately ten months and included both technical research and public involvement, resulting in an intuitive, informed, and proactive document. The following section outlines who was involved in the process and the action steps taken in creation of the Plan.

Planning Team

Gahanna City Administration and Staff oversaw the creation and implementation of the Land Use Plan. The City also retained OHM Advisors to assist in the planning process. OHM is an integrated engineering, architecture, and planning firm in Columbus, Ohio committed to advancing communities. OHM brings more than 50 years of public and private sector expertise, forward thinking, and insightful counsel to help plan for the future of Gahanna. Joining OHM as consultants on the project were Aimpoint Research and Regionomics who assisted in gathering community insight, demographics, and economic trends.

PURPOSE OF THE PLAN

GUIDE...

...THE COMMUNITY IN EVALUATING PROPOSED PUBLIC, PRIVATE, OR JOINT PROJECTS.

INFORM...

...CURRENT AND PROSPECTIVE PROPERTY OWNERS AND DEVELOPERS ON DESIRABLE GROWTH PATTERNS.

MEASURE...

...PROGRESS AND EFFECTIVENESS OF PROJECTS IN GAHANNA TO ENSURE THEY STRENGTHEN THE COMMUNITY AS A WHOLE.

Steering Committee

A group of Gahanna community members, residents, and business owners were identified by City staff to guide the development of the Plan. The Steering Committee met on a regular basis throughout the planning process to shape Plan goals and objectives, test public engagement activities, and evaluate development scenarios and strategies. The Steering Committee also acted as stewards of the Plan, encouraging community involvement and ultimately, will help hold accountable those parties tasked with implementation.

Stakeholders

Steering Committee members were asked to identify additional community members to provide expertise and input for the Plan. Stakeholders served as a specialized focus group, adding to the feedback and guidance gathered from public engagement.

The Public

The residents, businesspeople, and all community members of Gahanna were invited to participate throughout the planning process. The recently established Area Commissions were specifically involved to ensure that future development patterns consider the particular needs and desires of each neighborhood area. Public engagement is outlined in Chapter 3.

Project Schedule

The Gahanna Land Use Plan process was structured around five phases as outlined below in the project schedule. The schedule identifies general meeting dates including steering committee meetings and public meetings and when specific tasks were completed including the existing conditon analysis and telephone survey.

	4Q-2017	1Q-2018	2Q-2018	3Q-2018	4Q-2018	1Q-2019	2Q-2019	3Q-2019
PHASE I - PREPARING THE PLAN								
Kick Off Meeting	X							
Steering Committee 1	X							
PHASE II - UNDERSTANDING THE CONTEXT								
Existing Condition Analysis	X	X						
Steering Committee 2		X						
PHASE III - COMMUNITY ENGAGEMENT								
Telephone Survey		X						
Public Meeting #1: Big Idea Gathering		X						
Public Meeting #2: Area Commission		X						
PHASE IV - DEVELOPING THE PLAN								
Steering Committeee 3			X					
Steering Committeee 4			X					
Steering Committeee 5			X					
PHASE V - FINALIZING THE PLAN, SETTING UP IMPLEMENTATION								
Steering Committeee 6					X			
Steering Committeee 7						X		
Public Meeting #3: Draft Plan Reveal						X		
Public Meeting #4: Planning Commission Workshop							X	
Public Meeting #5: Planning Commission Public Hearing							X	
Public Meeting #6: Planning Commission Approval								X
Public Meeting #7: City Council Review									X

# 02 EXISTING CONDITIONS

Demographics

INTRODUCTION

This section is intended to provide insight on current population data for Gahanna, as well as information on national and regional trends in demographics and housing. On a general scale, these trends relate to the wants and needs of current Gahanna residents; but in addition, these trends can shine a light on the needs and preferences of future residents that the City should aim to attract. Existing and projected population information should inform future development and land use decisions as provided in this Plan.

Due to Gahanna's close proximity to the City of Columbus and its accessibility via major roadways, it is important to place the City's demographic information in context to the region at large. According to *Insight 2050*, Central Ohio's population is projected to increase between a half million to a million people by 2050. The Gahanna area is certain to be impacted by this growth and should aim to prepare itself to absorb a population increase within its boundaries. In addition, the senior population is expected to double, and households with children will account for less than 20% of the total growth. The Gahanna area is certain to be impacted by these changes, which will result in a decline in demand for large-lot housing and increased demand for small-lot detached homes, attached townhomes, and multi-unit developments.

POPULATION GROWTH

In 2016, Gahanna's population was estimated at 35,000; an approximate 0.6% increase since 2010. (See Figure 2-1 for population over time). This is a slower growth rate than the City experienced in previous years, primarily in comparison to annexations and development in the 1950s and 1960s, which resulted in growth averaging more than 16% per year. The projected rise in regional growth in the coming decades provides an opportunity for Gahanna to capture new residents and continue its long history of growth.

FIGURE 2-1: POPULATION, 1890-2016
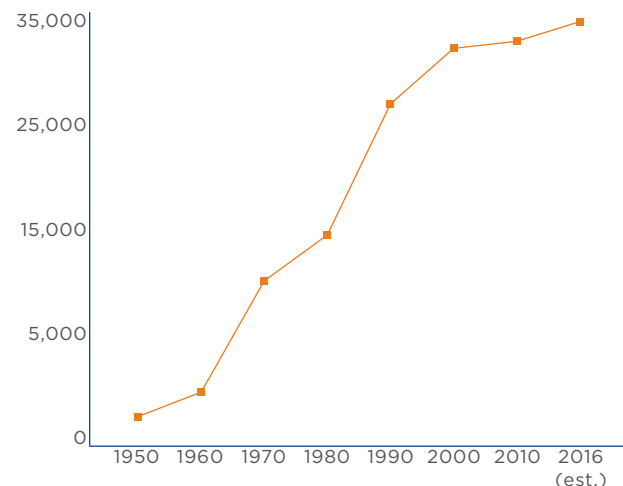
POPULATION DEMOGRAPHICS

Age

The Population Pyramids in Figure 2-2 contrast the age distribution of Gahanna residents with those of Franklin County. Analysis was also conducted to compare Gahanna with age statistics for Jefferson Township and the ten-county Columbus Metropolitan Statistical Area (MSA). There are significant differences between Gahanna and the larger geographies. The median age of Gahanna residents is 39.0, which is significantly higher than that of Franklin County (33.9) and Columbus MSA (35.7). The percentage of young adults in Gahanna ages 18 to 24 is far less than the average in the Columbus MSA. For individuals between 25 and 64, which are in their prime working years, Gahanna shows a definite tilt toward the older group. This suggests that the number of retirees in the near term may be proportionally greater in Gahanna than across the region. The percentage of individuals younger than 18 in the neighboring community of Jefferson Township is significantly greater than the County and regional averages which has implications for the Gahanna-Jefferson Public School District and other child-related services.

FIGURE 2-2: POPULATION PYRAMIDS

GAHANNA

■ MALE
■ FEMALE

Dots show comparison to Franklin County.

COLUMBUS MSA

Dots show comparison to Ohio.
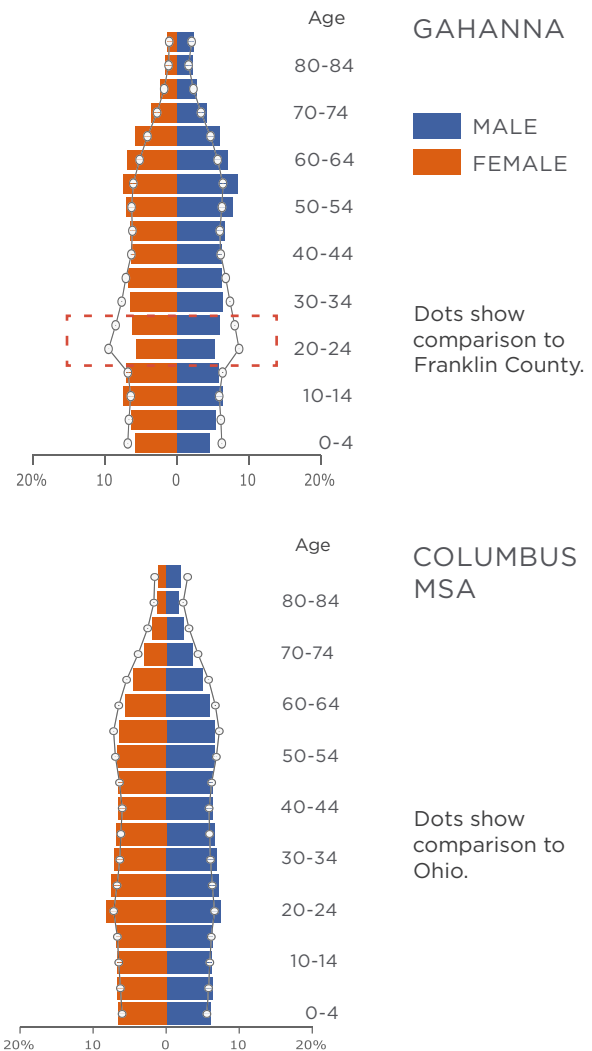
TABLE 2-1: FRANKLIN COUNTY PROJECTED POPULATION BY AGE

AGE GROUP	NUMBER			CHANGE		
	2015	2025	2040	2015-2025	2025-2040	2015-2040
Total	1,198,369	1,272,323	1,366,202	73,954	93,879	167,833
Younger than 20	328,049	361,521	353,545	33,472	-7,976	25,497
20 - 24	75,434	83,781	114,168	8,347	30,387	38,734
25 - 29	97,738	70,537	104,501	-27,200	33,964	6,764
30 - 54	423,559	427,659	401,197	4,101	-26,462	-22,362
55 - 64	139,251	143,393	168,456	4,143	25,063	29,205
65 - 79	102,611	146,087	157,598	43,475	11,511	54,987
80 and older	31,728	39,344	66,737	7,616	27,392	35,008

Source: 2010-2040 Population projections for Ohio, Ohio Development Services Agency, 2013

Population projections from the Ohio Development Services Agency (ODSA) (Table 2-1) and *Insight 2050* can help predict the age composition of Gahanna over the next few decades. The trend in Gahanna is likely to be somewhat different from the County average, but should be generally consistent. The projections show a sharp decline in the percentage of children by 2040 and a significant increase in the senior population. According to ODSA figures, the number of seniors 65 and older in Franklin County will increase more than two-thirds by 2040. Similar trends are projected to occur throughout the region. These trends have implications for housing choices, as well as other issues related to the labor force, schools, and other public services.

The population projections first indicate a stagnation and then decline in the 30 to 54 age group over time which suggests that there will be fewer households raising children and living in larger houses, as discussed in later sections.

EMPLOYMENT & INCOME

Household Income

Household income is an important determinant of housing choice, including both tenure (owning versus renting) and the value of one's dwelling unit. Table 2-2 compares total household income from all sources in Gahanna with income in Franklin County and the Columbus MSA. The local income distributions and the median incomes indicate that Gahanna household incomes are significantly higher than those of Franklin County. While 32% of the region earns less than $35,000, only 19% of Gahanna residents fall into this category. To place this in context, 200% of the 2018 federal poverty line equals $32,920 for a two-person household. One-quarter of households in Franklin County earn less than $25,000, compared to only 12% of Gahanna households. Only 19% of Franklin County households earn $100,000 or more, but that share in Gahanna is 35%, potentially signaling higher home values.

Education

Educational attainment is often linked to quality of life in the U.S. There are significantly fewer people with less than a high school diploma in Gahanna and Jefferson Township than in Franklin County and significantly more with a bachelor's degree or higher. Approximately 46.1% of Gahanna residents over the age of 25 have a bachelor's degree or higher compared with only 34.8% of those living in the Columbus MSA. As Gahanna considers the types of jobs and industries it would like to attract through

TABLE 2-2: HOUSEHOLD INCOME DISTRIBUTION

HOUSEHOLD INCOME	GAHANNA	FRANKLIN COUNTY	COLUMBUS MSA
Less than $10,000	3.3%	9.0%	7.5%
$10,000 to $14,999	2.0%	5.0%	4.7%
$15,000 to $24,999	6.7%	10.6%	10.0%
$25,000 to $34,999	6.6%	10.6%	10.2%
$35,000 to $49,999	12.2%	14.7%	14.1%
$50,000 to $74,999	18.5%	18.8%	18.9%
$75,000 to $99,999	15.8%	11.9%	12.8%
$100,000 to $149,999	19.6%	11.4%	13.1%
$150,000 to $199,999	8.9%	4.2%	4.8%
$200,000 or more	6.4%	3.7%	4.0%

Source: 2016 American Community Survey Five-year Estimates, U.S. Census Bureau

its land use and development patterns, the education of its residents should guide those decisions.

Employment

Employment is another important requirement for household stability and the ability to afford housing. Gahanna's unemployment rate (3.8%) is comparative to the Columbus MSA (3.5%) and the country as a whole (3.8%), which indicates a healthy workforce. However, approximately 77% of Gahanna's working residents work outside of the City.

HOUSEHOLD STRUCTURE

The demand for different types of housing is driven by age, income, and the ways in which people share dwelling units. A household consists of one or more individuals occupying a dwelling unit and a family household consists of two or more individuals related by blood or marriage occupying a unit. Non-family households include individuals living alone, roommates, boarders, or unmarried partners.

At 69.7%, there are significantly more family households in Gahanna than Franklin County, which is 58.6% family households. Gahanna also has more married-couple households than the County and fewer individuals living alone. Though Gahanna households are statistically larger than that of Franklin County, approximately 58.2% of households have two or less people. Therefore, the predominance of family-identified households may reflect the desired amenities and services in the community, while household size may impact the demand on certain housing types. Gahanna's present ability to meet various demands for housing size and type is discussed below.

FIGURE 2-3: TENURE & VACANCY

GAHANNA   FRANKLIN COUNTY

71.5%   Ownership Rate   53.3%

3.4%   Vacancy Rate   9.6%
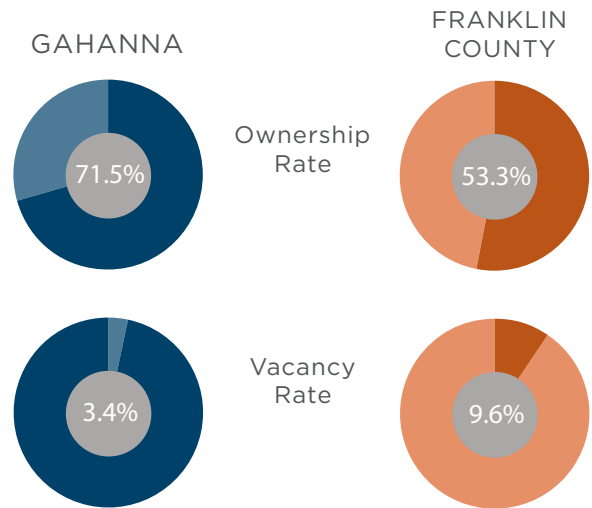
HOUSING CHARACTERISTICS

Looking to downsize or rent

Figure 2-3 provides data on the occupancy and ownership (tenure) of dwelling units in Gahanna and Franklin County. The City of Gahanna currently has approximately 3,756 renter-occupied housing units, of which 976 are 1-unit structures. The Gahanna vacancy rates are significantly lower and the ownership rates are significantly higher than the Franklin County average. This could indicate a shortage of rental housing in Gahanna, especially relevant for the future as the population ages and current homeowners potentially look to downsize or rent.

Age of Structures

The age of residential buildings can indicate housing quality, as well as prevalence of recent development. Almost the entirety of Gahanna's dwelling units (89.9%) were built prior to 2000 and the percentage of units built between 2010 to 2013 is significantly lower than that of Franklin County. Additionally, nearly 70% of the structures with 20 or more units were built prior to 2000. (See Table 2-3 for

TABLE 2-3: AGE OF STRUCTURE BY NUMBER OF UNITS

UNITS IN STRUCTURE	% BUILT PRIOR TO 2000
TOTAL	89.9%
1 unit	91.3%
2 to 4	88.2%
5 to 19	85.6%
20 to 49	72.4%
50 or more	65.3%

Source: 2016 American Community Survey Five-year Estimates, U.S. Census Bureau

a summary of structure age by number of units). The age and condition of multi-family housing has significant implications on the City's ability to meet changing demographics and attract future residents. Increasing the diversity and improving the quality of housing options through new construction and redevelopment can help Gahanna remain competitive across the region and ensure a sustainable housing stock.

Housing Type

There are also significant differences between the region and Gahanna when evaluating the number of units in a structure. Single-unit detached houses are significantly more common in Gahanna and Jefferson Township than elsewhere in the County. Although the City currently has a higher rate of family households than Franklin County, projections indicate a strong increase in non-family households over the next few decades, suggesting a decrease in demand for this type of housing.

Gahanna has a mix of housing types with its percentage of structures containing five to nine units being the only category which is significantly lower than Franklin County. Of the County's structures, 10.9% fall into this category while only 4.3% of Gahanna's structures have five to nine units. While a mix of housing types does exist, the age and quality as noted above is an important consideration for the City moving forward. Additionally, with only 21% of structures containing three or more units, the level of diversity may not be reflective of current household size and projected changes in demographics and housing preferences.

Value & Cost

The value of housing in the market is a consideration for the ability to introduce new housing because it is economically feasible to build new housing only if the sale proceeds from the new dwelling unit are sufficient to cover the cost of constructing

IMPROVING DIVERSITY AND QUALITY IN HOUSING OPTIONS WILL BE AN IMPORTANT TOOL TO RETAIN AND ATTRACT RESIDENTS IN THE FUTURE.
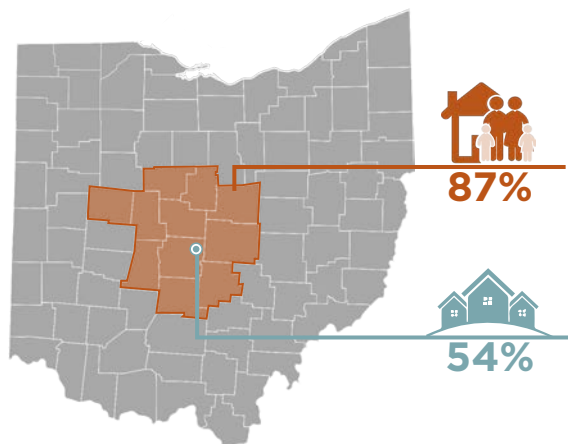
87% OF CENTRAL OHIO GROWTH IN HOUSEHOLDS WILL BE IN HOUSEHOLDS W/O CHILDREN

**54%** OF GAHANNA'S HOUSING UNITS ARE SINGLE-FAMILY DETACHED HOMES

Source: Insight 2050; 2016 American Community Survey Five-year Estimates, U.S. Census Bureau

it. The affordability of owner and renter housing – the relationship between the cost of housing and the income of households – is important as well. Owner-occupied units are significantly more valuable in Gahanna than elsewhere in Franklin County. Half of all Franklin County owner-occupied dwellings are worth less than $150,000, but that is true of only 27% of Gahanna dwellings. The median value of owner-occupied dwelling units in Gahanna is $195,100 compared to $161,700 for the entire Columbus MSA.

For rental properties, median rent is significantly higher in Gahanna than in Franklin County. The approximately 25% of Gahanna households which pay rent have a median monthly rent of $984. The median rent for Franklin County is $869. Even with higher comparative rents, about 52% of Gahanna renters pay less than $1,000 a month.

A key question is whether these rents, and housing costs for homeowners, are affordable. The U.S. Department of Housing and Urban Development (HUD) defines any household paying more than 30% of income for housing as being cost-burdened. Their ability to maintain stable housing is also diminished. Around one-quarter of Gahanna owner-occupied households satisfy the HUD definition of cost-burdened, about the same as in Franklin County. The figures are much higher for renters. Approximately 40% of Gahanna renter-occupied households pay 30% or more of their income on rent. As the City looks to expand its housing options and provide competitive, attractive rental properties,, ensuring affordability for existing and future residents should remain a priority.

FIGURE 2-4: NUMBER OF GAHANNA MULTI-FAMILY UNITS BY YEAR BUILT

2010 or later	2000 to 2009	1980 to 1999	1960 to 1979	1959 or earlier
111	378	1,401	849	226
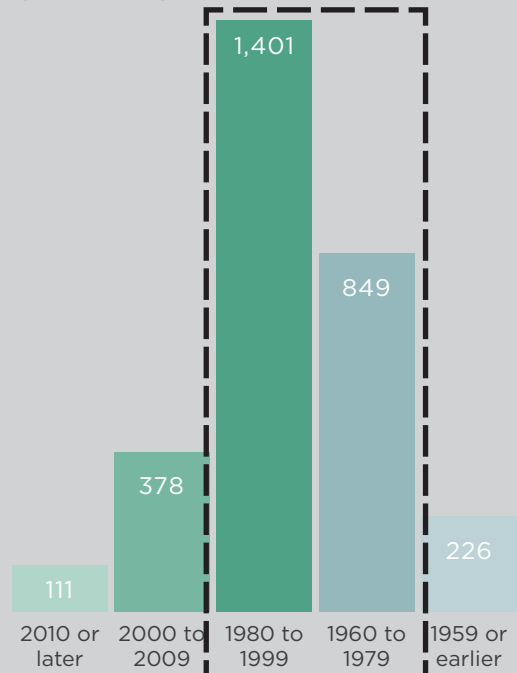
Newer multi-family development across the region is responding to market demand for attractive, high-quality units with access to amenities and commercial uses.

Geography

INTRODUCTION

This section builds upon the former by providing context to the physical condition and composition of the Gahanna community. Understanding current land use, infrastructure, and connectivity will help build the framework for envisioning the future patterns of land use and development. Unless otherwise noted, the land use data analyzed in this section was gathered from the Franklin County Auditor.

The present issues and opportunities relative to Gahanna's natural and built environment, in relation to the demographic trends, inform future development and land use decisions so as to best prepare for the future of Gahanna.

LAND USE

Figure 2-4 shows the summarized distribution of parcels in Gahanna by land use classification with a related map on the following page (Figure 2-6). The City of Gahanna has a healthy variety of uses, particularly along US-62 and Granville Street which have office, commercial, and some residential. Parcels identified as mixed-use account for less than one percent, while residential respresents 55.6%, with limited dispersal of different residential densities throughout the City. Opportunity for infill and development is provided by the roughly 10% vacant land. The majority of vacant parcels are concentrated in the industrial district south of Taylor Road, as well as along Morse Road.

Residential

Figure 2-5 on the following page provides the breakdown of residential parcels in Gahanna. Nearly half of the City's parcels are dedicated for residential use, primarily single-family lots. Multi-family housing accounts for roughly 10.7% of residential land use and is predominantly situated along major corridors.

2.8%
4.5%
6.3%
9.1%
10.0%
11.4%
55.6%

Residential
Park / Open Space
Vacant
Civic / Institutional
Industrial
Commercial
Office
Mixed-use (.07%)

FIGURE 2-5: LAND USE DISTRIBUTION

88.5%

6.0%
4.7%
0.3%
0.5%

- Single Family
- Multifamily (2-3 families)
- Multifamily (4+ families)
- Retirement Community
- Other
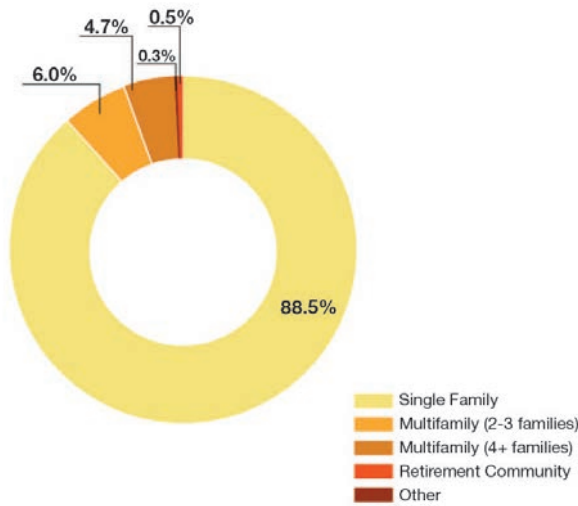
FIGURE 2-6: RESIDENTIAL LAND USE

With relatively uniform housing development throughout the City, existing and future residents may not have the type of housing available to meet their needs as their lifestyle changes. As discussed in the Demographics section, in the future, Gahanna is expected to have an increasing population of those in retirement age and an overall decrease in household size, meaning less families with children. With this change in demographics, housing needs and preferences will also change, creating a need for smaller homes and lot sizes and a greater range of housing types available including multi-family and retirement communities.

In addition to impacts on housing, a predominance of residential land use in the City has implications on the City budget, services, and on the education system. In general, housing requires a range of city services from roads to safety personnel to the school system and the majority of property taxes support schools, not other services. As the City considers land use decisions and future development, the financial implications should also be considered.

Vacant

Areas of vacant or underutilized land offer opportunity for growth and development within the City limits. Currently, vacant land makes up 10% of City land use. While there are tracts of vacant land dispersed throughout the City, it is predominantly focused in the southeast quadrant. The City should strategically develop this remaining land to ensure sustainable growth.

Parks & Open Space

With 11.4% of Gahanna's land dedicated to parks and open space, residents are well-served by parkland. Parkland is an attractive amenity for residents and can increase property values and quality of life elements. Ensuring parkland remains accessible in the City will be important as development or redevelopment occurs.

Industrial, Commercial, & Office

Industrial, research, and innovation uses (6.3%) are concentrated in the southeast of the City. These businesses mostly include light manufacturing and warehouses. In this area of the City, there is significant vacant land that could be used to increase these uses in the City.

Commercial uses, which make up 4.5% of City land use, are focused along major thoroughfares in the City including Granville Road, North and South Hamilton Roads, and Morse Road. Much of the commercial development throughout the City is auto-centric, with strip malls, big-box stores, and out-lot buildings oriented away from the street, with ample parking. In the area along Granville Road, closer to the Creekside District, commercial buildings are constructed in a more traditional pattern with smaller-scale retail buildings placed closer to the street.

Office use makes up 2.8% of City land use and is located along similar corridors as commercial use. Office buildings along Granville Road, North and South Hamilton Roads, and Morse Road, tend to be single-story and include medical offices and banks. In the southeast area of the City along Taylor Road, Tech Center Drive, and Morrison Road, there are

FIGURE 2-7: EXISTING LAND USE

LAND USE

Low Density Residential	Community Commercial	Institutional (INST)
Medium Density Residential	Professional Office	Parkland (PL)
High Density Residential	Industrial, Research, & Innovation (IRI)	Vacant
Mixed Use		

more dense, 3-4 story professional office buildings, some of which are multi-tenant buildings.

Institutional

Government owned land includes properties with government offices and schools. While this land does not generate property taxes, the land uses are important for quality of life and should be adequately represented in the City.

LAND VALUE

The distribution of land value was determined by combining land value and building value data from the Franklin County Auditor. In comparing land use to land value, higher value properties are located in commercial and industrial areas in the northern and southern portions of the City (see Figure 2-9). These properties are usually located along major thoroughfares and are economic generating uses in the City.

Areas of moderate to low land value tend to be residential in nature. As noted in the Land Use section, over 50% of the City is residential, with the majority of that being single-family residential. With lower land values and a lack of employees, these properties also bring in lower tax values.

The lowest value properties are those that are tax exempt uses, such as City buildings, parkland, and farmland. These areas are dispersed throughout the City but are predominately located along Big Walnut Creek.

Land value is an important attribute to consider when making future land use decisions because land values will financially impact City budgets. The distribution of land value can also show areas of high economic impact and areas where this could be improved.

FIGURE 2-8: EXISTING PARKS AND GREEN SPACE

LEGEND

Parks and Green Space
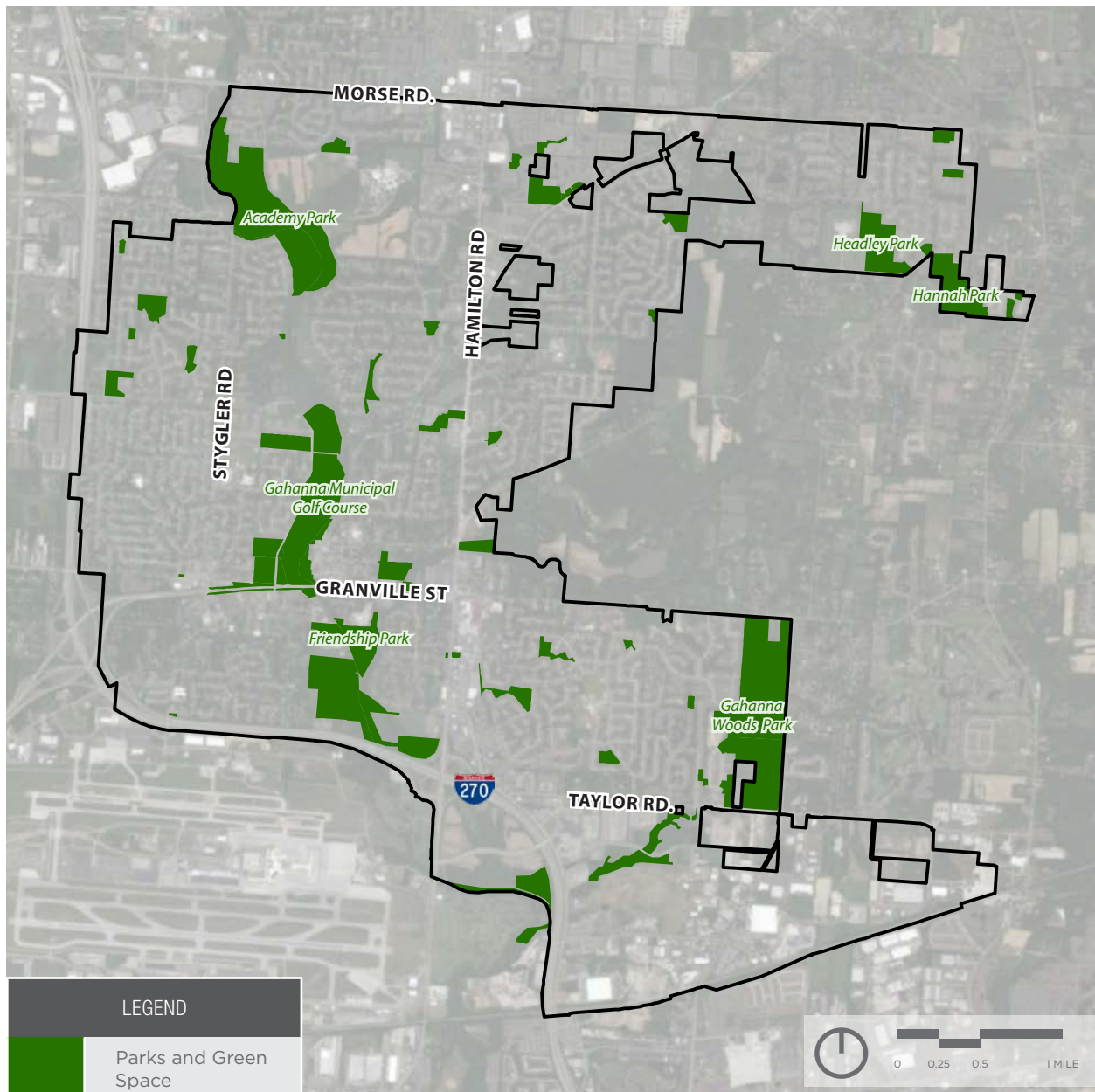
PARKS & OPEN SPACE

Parks and open space serve valuable recreation, leisure, and ecological needs in a community. Gahanna boasts a variety of outdoor and recreational opportunities, including a trail network, swimming pool, creek activities, and school and summer camp programs. Figure 2-8 displays the parcels in Gahanna identified as parkland or green space, including community parks, golf courses, and cemeteries. While parks and open space serve particular uses, they also represent space that is unlikely to be developed in the future. The majority green or open space in Gahanna is owned by the City and located along Big Walnut Creek including the Gahanna Municipal Golf Course, Woodside Green Park, Academy Park, and Friendship Park. Gahanna Woods Park, accessed off Taylor Road and Taylor Station Road, is the largest open space within the City not located along the river.

Understanding the national benchmarks may be useful in determining how Gahanna compares to the average park and recreation system across the country. According to the National Recreation and Park Association (NRPA), the typical park and recreation agency in the United States has:

- 9.6 acres of parkland per 1,000 residents
- 1 park for every 2,266 residents

Currently, the City of Gahanna has roughly 780 acres of parkland. Assuming its estimated 2016 population of 34,373, this equates to approximately 23 acres of parkland per 1,000 residents. When compared with jurisdictions of similar population, Gahanna falls below the median number of residents per park, meaning that the City provides more park space for each individual resident than in similarly-sized communities.

The location and access of this space is also important. A land use plan should aim to provide for a park or open space within a ten-minute walk of each resident. The map in Figure 2-10 shows walkability to parks in Gahanna, compiled using Urban Footprint. Centrally located residents are within a five to ten minute walk to a park, but those closer to City boundaries have less access.

As Gahanna plans for a projected rise in population, it must also plan for additional open space to meet the needs of new residents and ensure healthy, sustainable growth. In addition, the changing demographics highlighted by smaller, aging households should guide the type, location, and amenities included within green spaces so as to best serve the adapting needs of the community.

IMAGE 2-1: CREEKSIDE PARK

FIGURE 2-9: LAND VALUE MAP

LEGEND

$0 $6M
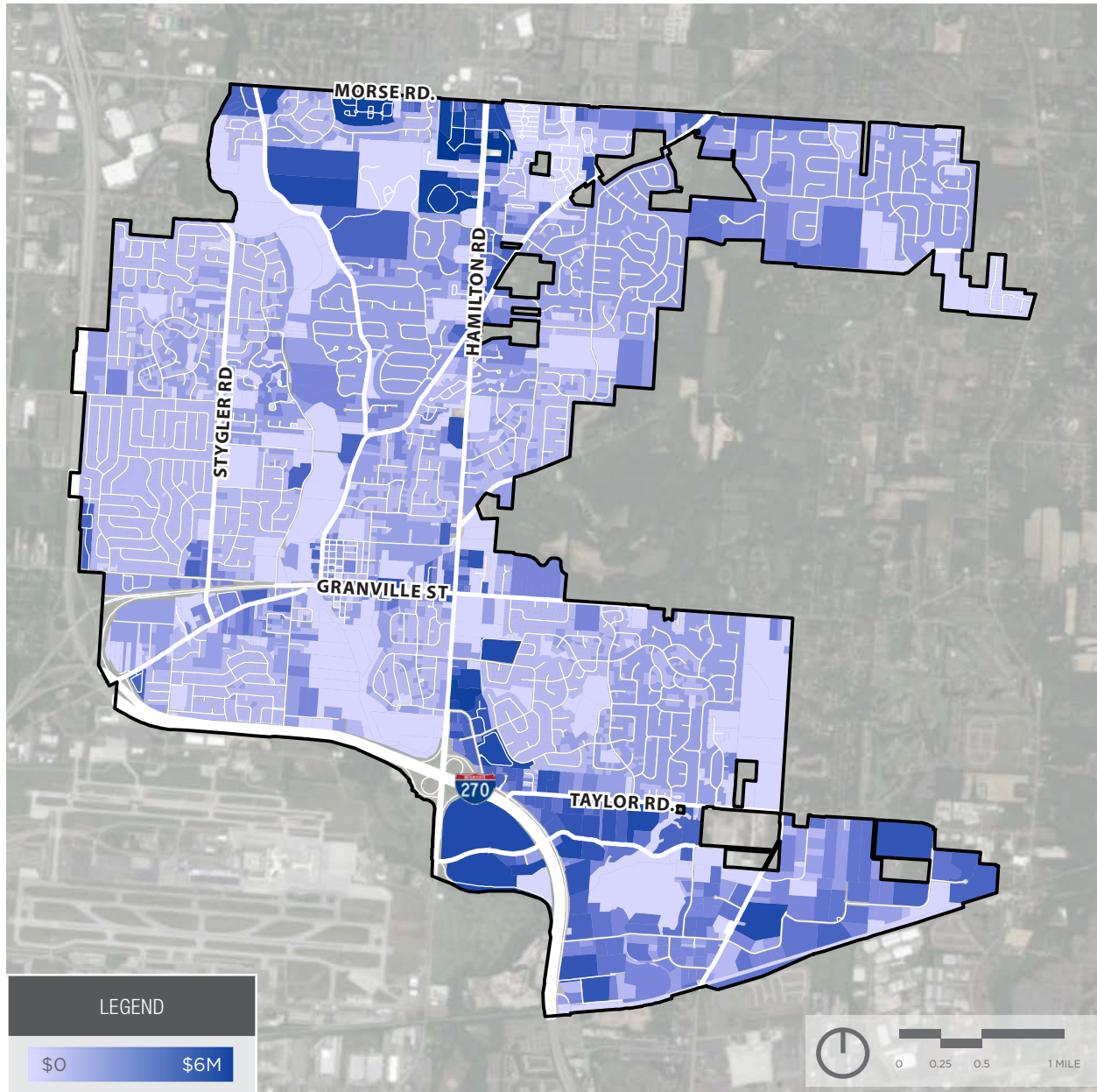
FIGURE 2-10: WALKABILITY TO PARKS

LEGEND

- Less than 5 min.
- 5-10 min.
- 10-15 min
- Greater than 15 min.
- Parkland
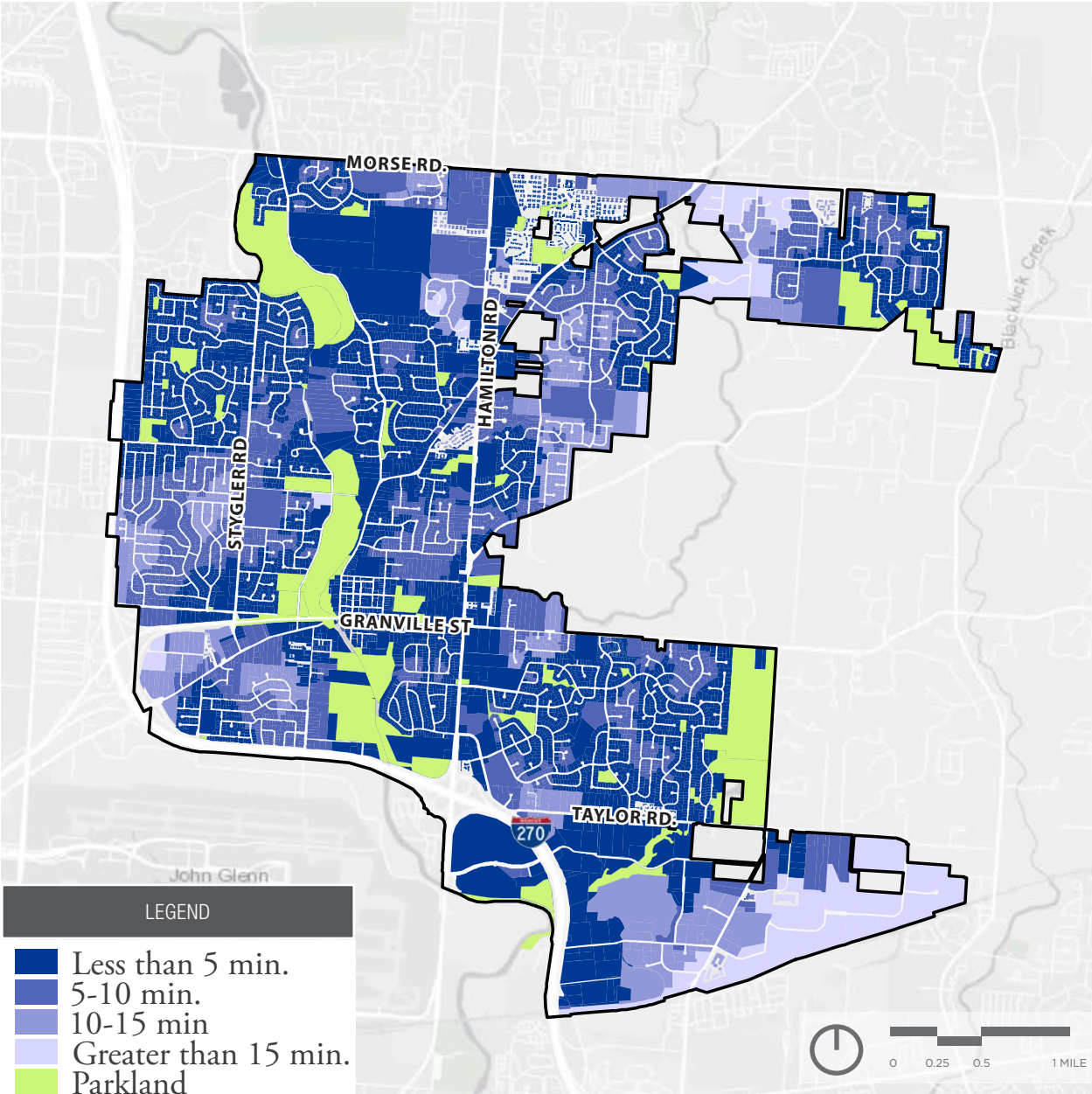
GATEWAYS

Gateways serve as key entrance points into the City and provide a unique opportunity to establish identity. There should be a clear recognition of entry which is aesthetically pleasing, as well as functional across various modes of transportation. Thoughtfully designed and well-landscaped gateways can also pay tribute to local history and character, projecting an image of civic pride across the community.

Primary gateways into Gahanna connect the City to Columbus, as well as neighboring communities including New Albany and Blacklick. Ramps off I-270 and I-670 provide regional access and the opportunity to attract visitors and workers from across Central Ohio. The landscaping and planters present at these primary gateways serve the function of welcoming visitors to Gahanna, while helping define the character of the community at-large. These aesthetic streetscape improvements are lacking at most secondary and tertiary gateways as identified in Figure 2-11.

Branding and wayfinding efforts, such as the signage and landscaping along US-62 and Granville Street, can help establish a "sense of place" and cohesive identity across the City. Similar branding initiatives should be replicated at other major gateways and corridors. Regional trail networks can also provide gateways into the City for bicyclist, pedestrian, and recreational travel.

In addition to improving branding and image, gateways also provide an important opportunity to ensure a variety of land uses and high quality standards in design. Big-box retail, chain establishments, and large parking lots, which do little to distinguish Gahanna from other communities, should be limited at gateways. Upon entrance into Gahanna, residents and visitors should "feel" like they have entered Gahanna. The primary gateway on Hamilton Rd. off of I-270 uses landscaped medians to define the City's character, but wide lanes and large parking lots limit their effect. Similar opportunities to enhance the land use and design standards of gateways exist at Morse Rd. and Hamilton Rd. and south of Taylor Rd.
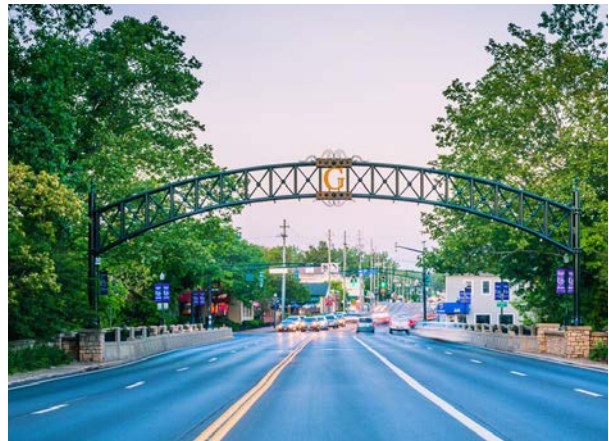
IMAGE 2-2: EXISTING GATEWAY BRANDING

IMAGE 2-3: EXISTING BRANDING

IMAGE 2-4: EXAMPLE OF HIGHWAY GATEWAY BRANDING

FIGURE 2-11: CITY GATEWAYS

LEGEND

✳ Primary

◯ Secondary

◯ Tertiary
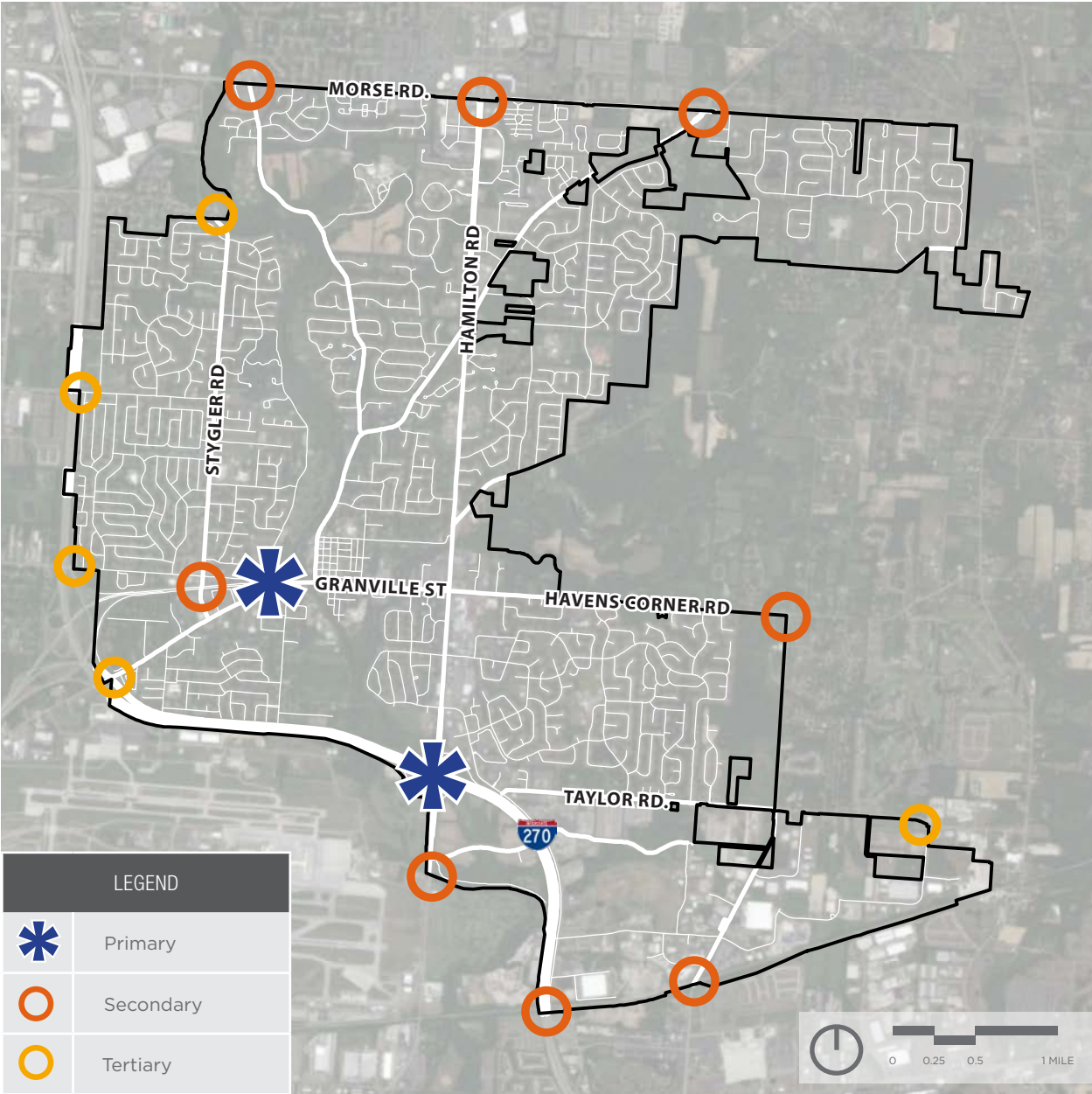
MOBILITY

Transportation and land use are highly connected, in that land use can limit or determine transportation options in an area. Therefore, it is important to consider transportation options and priorities when making land use decisions. This includes consideration of a variety of mobility options that fit the needs of all residents and offer sustainable solutions.

Road Network

Located approximately 15 minutes from downtown Columbus, Gahanna is situated near major highways including Interstates 670 and 270 and U.S. Route 62, which bisects the City from southwest to northeast. These roadways create easy access throughout the mid-Ohio region to Gahanna.

The road network pattern inside the City varies throughout. Major arterials are well-spaced and connected including Granville Street, Hamilton Road, Taylor Road, and Morse Road. While the Downtown area follows a traditional grid pattern, the majority of subdivisions throughout the City follow a curvilinear roadway network, many with cul-de-sacs or dead-end roadways. This can make navigating the street network for those unfamiliar with the area difficult and unnecessarily increase travel times for both automobiles and non-vehicular modes, and especially for emergency vehicles. In future development and re-development, increasing interconnectivity between subdivisions and reducing dead-ends will improve the efficiency of the transportation network.

Transit

Gahanna is served by the Central Ohio Transit Authority (COTA). Two north-south connecting lines run along Hamilton Road, Stygler Road, Granville Street, and Morrison Road while one east-west line connects Gahanna to Downtown Columbus along Agler Road and I-670.

Although the option of transit does exist in Gahanna, only approximately 2% of trips are made by transit while 92% are made using automobiles. This could be both an issue with access to transit stops as well as a lack of destinations adequately served by transit.

Figure 2-11 shows walk times by parcel to transit stops in Gahanna. Areas along transit lines have walk times of less than 15 minutes. However, in areas on the eastern side of the City and within some neighborhoods, greater than 20 minute walk times are possible. This can be unappealing and too time consuming if a rider must walk a considerable amount of time before reaching the bus stop. Especially near places of work, like in the southeast portion of the City, transit should be improved.

Bikeways

Gahanna has a history of planning for bikeways with the first Bikeway Master Plan developed in 1999. In 2010 a new Bicycle Master Plan was implemented and efforts to expand Gahanna's 13 miles of multi-use trails, 26 miles of signed bike routes, and 1.25 miles of bike lanes and sharrows began. One of these large endeavors is the Big Walnut Trail, a planned trail that will follow the Big Walnut Creek in Gahanna from Morse Road to Pizzuro Park. This trail has been part of a regional effort that spans several municipalities and connects cyclists from the Hoover Reservoir to Inniswoods Metro Gardens.
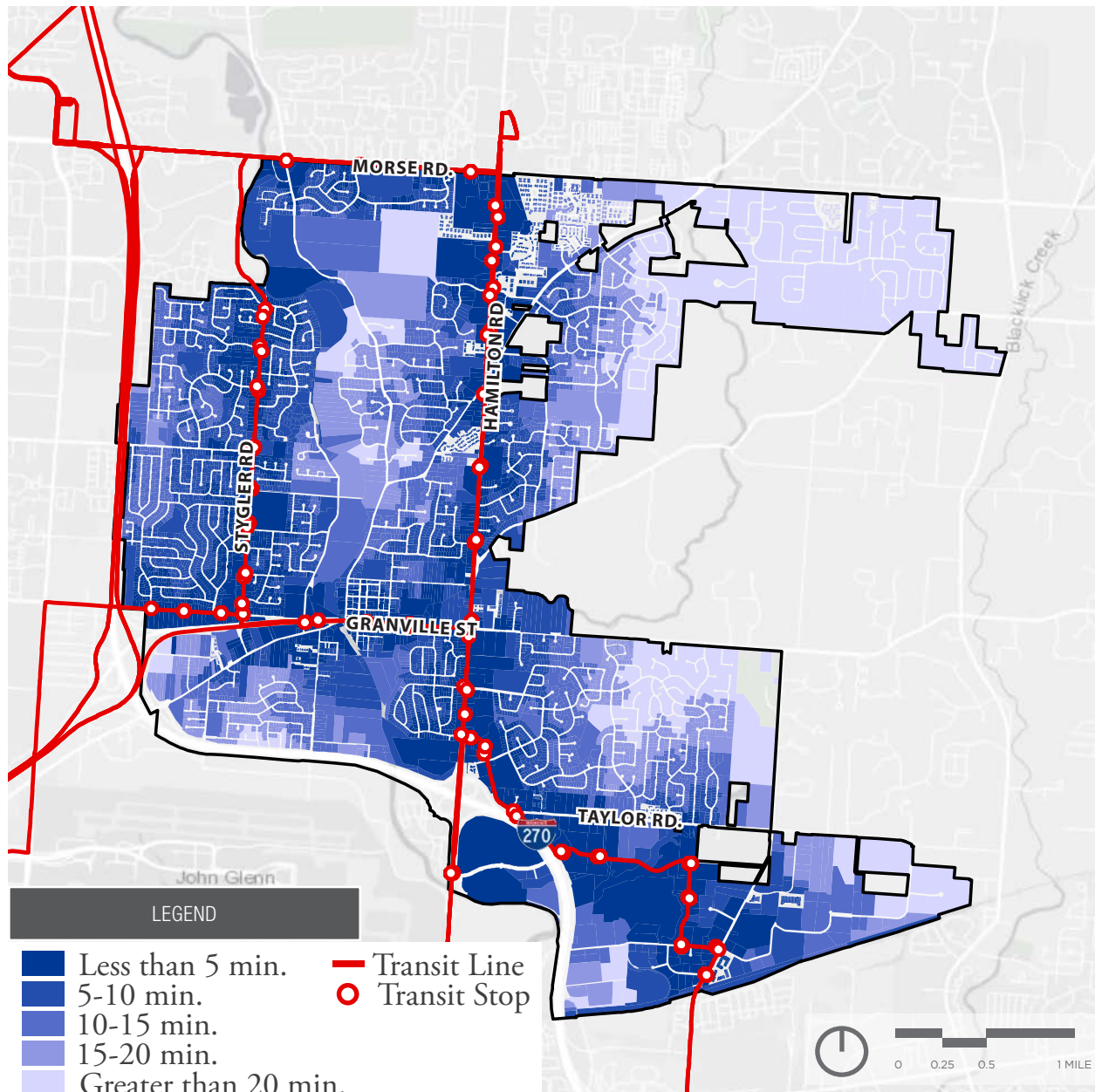
Bikeways are an attractive amenity for residents and visitors for recreation purposes, as well as a means of transportation. Bikeways offer an opportunity to increase connectivity within and between neighborhoods, especially when the road network has an abundance of cul-de-sacs and dead-ends.

FIGURE 2-12: MULTI-USE PATHS

LEGEND

— Existing

— Planned/Proposed
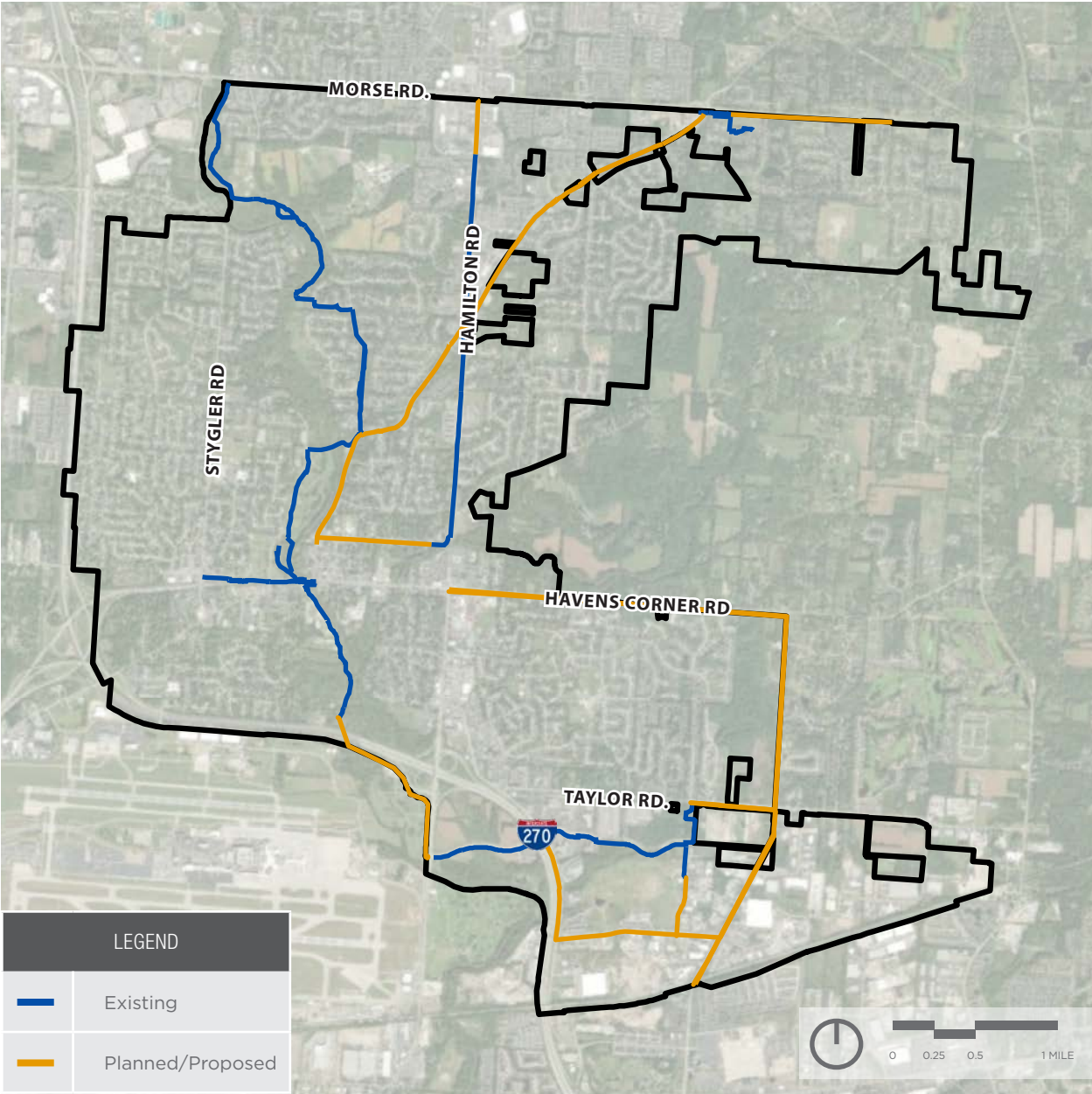
FIGURE 2-13: WALKABILITY TO TRANSIT

LEGEND

Less than 5 min.
5-10 min.
10-15 min.
15-20 min.
Greater than 20 min.

— Transit Line
○ Transit Stop

0   0.25   0.5   1 MILE

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03

PUBLIC ENGAGEMENT

Public Engagement

OVERVIEW

A valuable component to the planning process includes soliciting ideas and involvement from the public. The Gahanna community was invited to participate throughout the creation of the Plan to ensure the final document reflects community-wide aspirations and needs, not just those of a select few. The following chapter highlights the results of the public engagement efforts including public meetings, Area Commission focus groups, a telephonic survey, and online participation.

The feedback gathered from the public was instrumental in shaping the outcomes of the Plan including future land use recommendations, policies, and changes to developmental densities.

IMAGE 3-1: PUBLIC MEETING 1

PUBLIC MEETING 1

The first public meeting (PM 1) introduced the public to the planning process and provided an initial opportunity to share input on what the community would like to see in the Land Use Plan. A total of 22 members of the public participated in this meeting held February 27, 2018.

Following a presentation of current national and regional trends, Gahanna existing conditions, and best practices in planning, Issues and Opportunities were discussed and recorded, see Table 3-1.

IMAGE 3-2: PUBLIC MEETING 1 ACTIVITY

AREA COMMISSION MEETINGS

A second meeting was held March 1, 2018 for members of the Gahanna Area Commissions to solicit feedback about their specific districts and how they will use the Land Use Plan upon completion. A total of 25 Area Commission members were in attendance at this meeting. The Commissions met in a focus group format to replicate the activities from the public meeting.

Activity: Issues and Opportunities

Both meetings with the public and the Area Commissioners involved a number of different activities. Participants were asked to consider

IMAGE 3-3: IDENTIFYING ISSUES & OPPORTUNITIES FOR GAHANNA

TABLE 3-1: ISSUES & OPPORTUNITIES, GAHANNA RESIDENTS

ISSUES	OPPORTUNITIES
Traffic	Affordability
Infrastructure (quality & ability for expansion / growth)	Location (i.e. airport, highway access)
Attitude toward change	Regional Partners
Funding availability	Infill and Redevelopment
Limited Walkability	Creekside
Lack of independent (affordable) senior living- 55+ living	Good schools
Lack of small business owners & restaurants	Affordable housing
Congestion	Educated workforce
Schools- locations and density	Middle class values, education, incomes
Cautious rezoning and change in land use types	Connecting bridge from McCutcheon to the intersection at Johnstown & Cherry Bottom
Challenge of maintaining and expanding tax base	Public gathering spaces besides Creekside
Lack of solidified Gahanna identity, can be confusing with New Albany, Jefferson, Blacklick, Mifflin, etc.	
Limited amount of undeveloped land	

TABLE 3-2: ISSUES & OPPORTUNITIES, AREA COMMISSIONERS

DISTRICT	ISSUES	OPPORTUNITIES
1	Traffic	Growth of business & development
	Lack of sidewalks/non-walkable	Improve, beautify
	Development- residential & business	Community engagement
2	Walkability / Connectivity	Morse Road
	Identity / Uniqueness	Natural features of the river
	Lack of restaurants	
3	Schools- location and density	
	Walkability and bike accessibility	
	Traffic	
4	Lack of sidewalks, bike trails	Sidewalks would improve quality of life
	Increasing traffic on Morse Rd. and Hamilton and 670	Good location- property values maintain themselves
		District is mostly single family homes
5	Preserving the wrong things	Cultural arts center/district
	Good stuff hiding behind all the crap, not visible	Build new projects to match the original age/character of the surrounding neighborhoods
	Treating all the buildings as if they're the same	Develop & enforce one architectural standard, one type of brick, one type of window, etc.
		Find a way to incentivize desired business types to open space in District 5 (i.e.: local grocery)
		Outreach to property owners (commercial) that have let properties go compared to the rest of the area

issues currently facing the City, along with future opportunities. Highlights from the Public Meeting are provided in Table 3-1 below. Results from the Area Commission Meeting, provided in Table 3-2, are shown on the following page, broken down by District. The issues listed by Area Commission members at the second public meeting did not vary significantly across the Districts, demonstrating a desire to address infrastructure and transportation issues across the City at large. Not every District offered ideas for potential opportunities, but those who did, mentioned the character of growth. District 5 in particular, which includes Downtown, said that opportunities for that District include a visual identity/character.

As shown in the respective tables, Area Commission members also shared similar perspectives on the issues and opportunities facing Gahanna as the general public. Traffic, walkability, and infrastructure - all relevant components of rapid growth - were the overall primary concerns. As to be expected, opportunities listed at the first public meeting were generally less specific than those mentioned by the Area Commission members, but included valuable insight to Gahanna's strengths including location, affordability, and the workforce.

FUTURE LAND USE BY FOCUS AREA

An important part of land use decisions is determining how the City should grow. Attendees of the public and area commission meetings were asked to evaluate the current breakdown of land uses in Gahanna and evaluate how they think the city should grow, indicating which land uses they would like to see more of in the future. Results were gathered for each of the six Focus Areas indicated as prime opportunities for new growth, shown in Figure 3-1.

In general, public meeting and area commission meeting participants would like to see more variety in land uses across Gahanna, primarily commercial and mixed-use options (especially in the Downtown, North Gateway, and West Gateway Focus Areas). Where they indicated new residential development to be appropriate, there was a strong preference for medium or high-density residential such as apartments, townhomes, and senior living options, as opposed to low-density residential.

FOCUS AREAS:
1. NORTH GATEWAY
2. WEST GATEWAY
3. DOWNTOWN
4. CENTRAL CORRIDORS
5. SOUTH GATEWAY
6. JEFFERSON TOWNSHIP
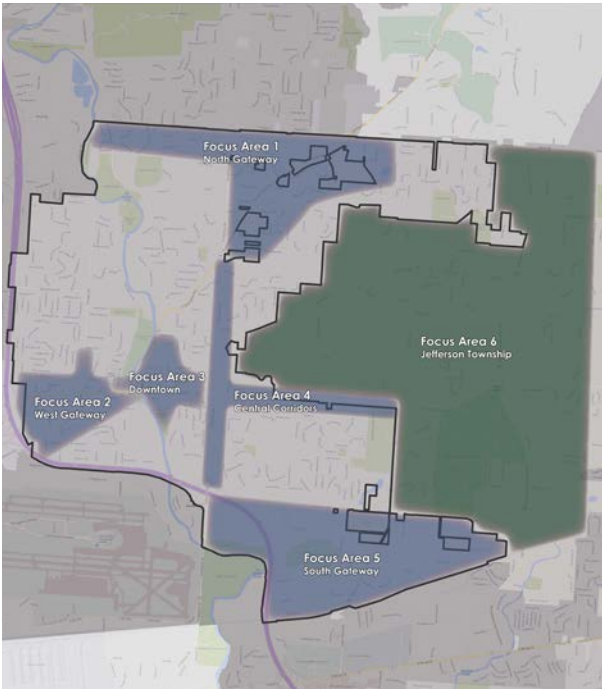
FIGURE 3-1: GAHANNA FOCUS AREAS

PUBLIC ENGAGEMENT

Focus Area 1: North Gateway

The North Gateway, West Gateway, and Downtown Focus Areas received zero total votes for additional low-density residential despite this character type currently representing 40%, 51%, and 31% of those areas' land uses, respectively. The North Gateway area had a smaller number of desired land uses represented, with the highest voted being community commercial. This is an acceptable land use designation as Morse Road makes up a large portion of this Focus area and would be the correct setting for community commercial development.

FIGURE 3-2: NORTH GATEWAY
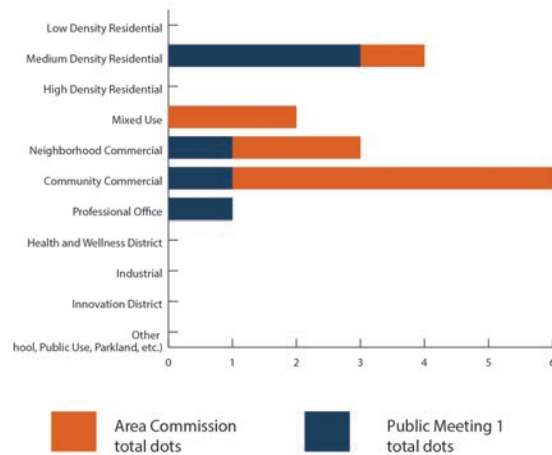
Focus Area 2: West Gateway

The West Gateway was also considered appropriate for increased neighborhood commercial and mixed-use developments by both groups. This area is presently 2% neighborhood commercial and 0.5% mixed-use. Approximately half of its land use is presently dedicated to low density residential.

FIGURE 3-3: WEST GATEWAY
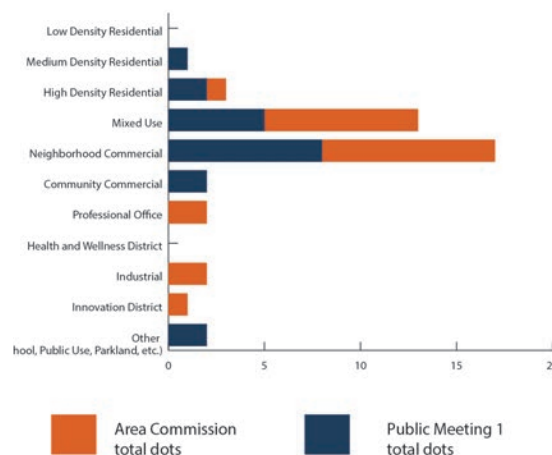
Focus Area 3: Downtown

Downtowns often provide a healthy diversity of many different land uses including housing, commercial, greenspace, and more. Meeting participants envisioned this diversity for Gahanna. The only uses not deemed appropriate for Downtown by either the public or Area Commissions were low-density residential, health and wellness district, and industrial. The greatest support in both groups went to mixed-use and neighborhood commercial. These character types currently represent 0.5% and 4% of the Downtown's land use, respectively.

FIGURE 3-4: DOWNTOWN
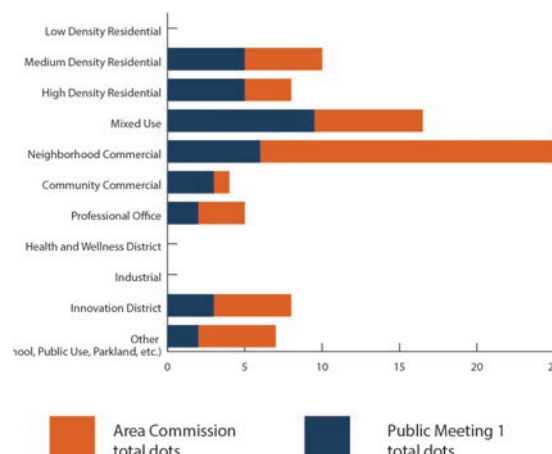
Focus Area 4: Central Corridors

There was limited consensus on the best character type for the Central Corridors. Public meeting participants placed the most votes on medium-density residential and mixed-use, whereas the Area Commissions had a slight preference for professional office and other (schools, public use, parks, etc.).

FIGURE 3-5: CENTRAL CORRIDORS
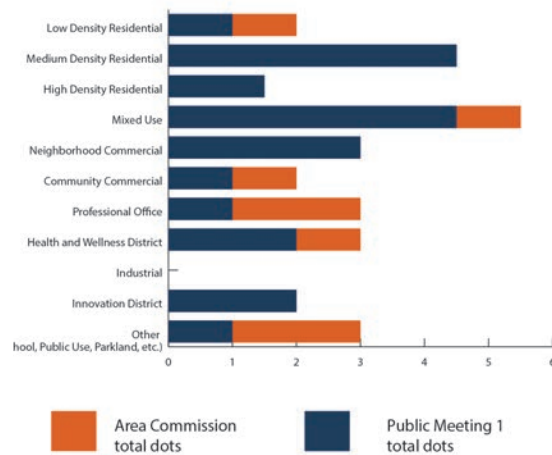
Focus Area 5: South Gateway

The South Gateway is presently 33% industrial, but only 16% of the total votes were allocated for this category. Participants expressed greater support for an innovation district and professional office in the South Gateway than the industrial character type. As automation and economic forces change the workforce opportunities in Central Ohio and across the nation, there are opportunities to plan for cleaner, smaller footprint high-tech or research and development jobs in Gahanna as opposed to traditional manufacturing and industrial buildings.

FIGURE 3-6: SOUTH GATEWAY
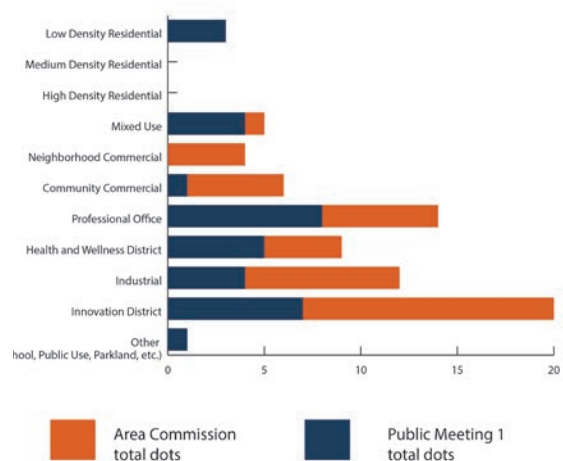
Focus Area 6: Jefferson Township

Of all the Focus Areas, Jefferson Township presently has the highest proportion of low-density residential at 56%. Meeting participants generally agreed that it would be appropriate for this development pattern to continue in the future by providing that category the most votes. The Area Commissions, however, also suggested that medium-density residential and neighborhood commercial may be just as appropriate for the Township.

FIGURE 3-7: JEFFERSON TOWNSHIP
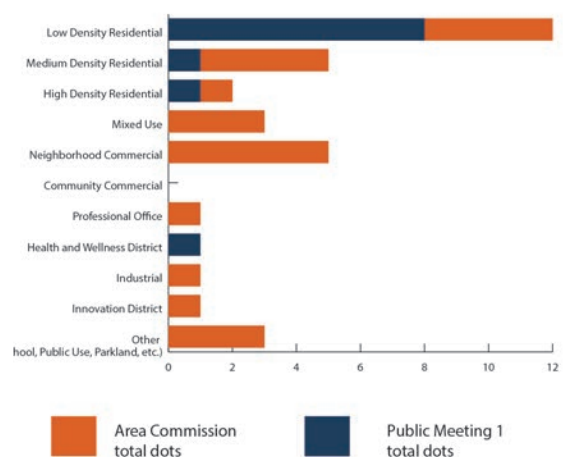
TELEPHONIC SURVEY

Under the direction of consultant Aimpoint, a statistically valid telephone survey was conducted to provide scientifically informed input from the community. The demographics of survey respondents were designed so that the sample size properly reflected the demographics of Gahanna residents, drawing generalizations which statistically fit the community at large. Aimpoint's methodology for establishing contact with the correct sample size and demographics provides for a 95% confidence level with +/-5% margin of error, an industry standard for survey best practices. A summary of the results is provided below and complete results can be viewed in the Appendix.

QUALITY OF LIFE

In general, survey participants are satisfied with living in Gahanna. The majority of respondents (over 70%) believe that the community is heading in the right direction. When asked to rate the quality of life in Gahanna, approximately 94% of respondents gave a rating of 6 or above with the overall average of 8.02.
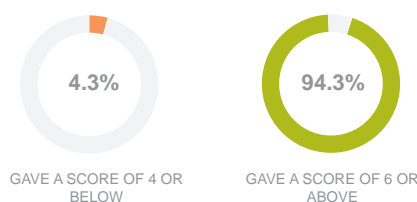
Residents are satisfied enough to remain in the community. Gahanna has a fairly high percentage of residents (67% of survey participants) who have lived in the City for more than 30 years. More than 80% of respondents said that they see themselves living in Gahanna in the next 5 years. This strong likelihood of remaining in the City was true among all age groups and independent of housing tenure.

BEDROOM COMMUNITY

The majority of respondents (58.4%) do not believe Gahanna has the right mix of jobs to support their family over the next 10 years. Coupled with the results that most residents are satisfied with their overall life in Gahanna and don't plan to leave within the next 5 years, it can be reasoned

Q: GENERALLY SPEAKING, WOULD YOU SAY THINGS HERE IN GAHANNA ARE GOING IN THE RIGHT DIRECTION, OR HAVE THEY GOTTEN OFF ON THE WRONG TRACK?

Right Direction

72.3%

Wrong Track

25.7%

Q: HOW WOULD YOU RATE YOUR QUALITY OF LIFE IN GAHANNA?

8.02

0 1 2 3 4 5 6 7 8 9 10

4.3%

GAVE A SCORE OF 4 OR BELOW

94.3%

GAVE A SCORE OF 6 OR ABOVE

Q: DO YOU BELIEVE THE GAHANNA AREA HAS THE RIGHT MIX OF JOBS TO SUPPORT YOUR FAMILY OVER THE NEXT 10 YEARS?

Age	Yes	No
18 to 24	50.0%	50.0%
25 to 34	37.7%	62.3%
35 to 44	39.6%	60.4%
45 to 54	36.8%	63.2%
55 to 64	49.1%	50.9%
65+	40.4%	59.6%

0% 10% 20% 30% 40% 50% 60% 70%

● Yes ● No
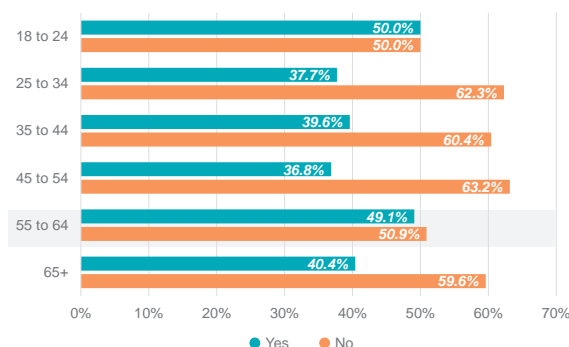
that residents support Gahanna serving as a primarily residential community. This aligns with national trends for stable communities within a major metropolitan region, but may also highlight opportunity for changes in job growth.

IDENTITY

Despite overall satisfaction with Gahanna, only around 44% of survey participants said that they believe the City has a distinct identity. Respondents with children living at home were slightly more likely to think that Gahanna does have a distinct identity than those without children. The most common identity provided by participants is that of a growing small town. Interestingly, when asked what they would like the identity of Gahanna to be, the most frequent response was that an identity is not needed.

HOUSING MIX

As Gahanna prepares to accommodate future growth, it will need to assess the existing housing stock and projected future demands for current and new residents. Survey participants generally believe that Gahanna already has the right amount of townhomes, condominiums, and single-family residential, but is in need of more apartments, mixed-use developments, and senior housing. Notably, at least 60% of respondents in each age category believe that more apartments are needed.

These results align with recent reports on changing housing preferences, both nationally and regionally, which indicate that both young and aging adults are seeking smaller homes with less maintenance and closer proximity to amenities. For more information on national and regional trends, see the Housing Characteristics section of Chapter 2: Existing Conditions.

Q: DO YOU BELIEVE THE CITY OF GAHANNA HAS A DISTINCT IDENTITY?

Q: DOES GAHANNA NEED MORE, LESS, OR HAVE THE RIGHT AMOUNT OF EACH OF THE FOLLOWING?
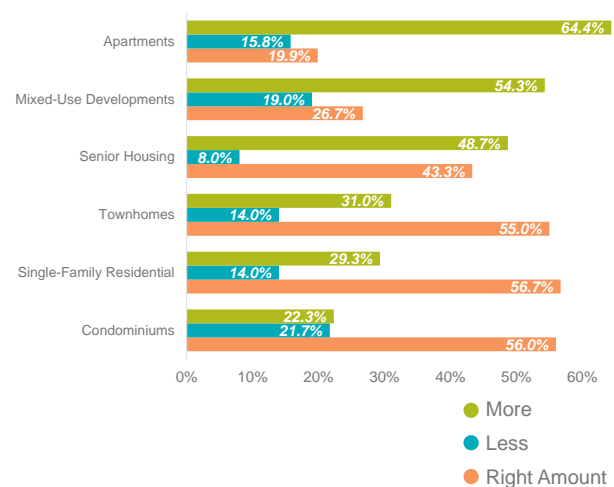
CITY SERVICES

The community survey also considered the quality and importance of city services and functions. Survey participants were asked to rate their satisfaction of a predetermined list of city services and characteristics, as well as their importance, on a scale of zero to ten with ten being highly satisfied and highly important. Emphasis should be placed on those services which received low satisfaction, but high importance ratings. Pedestrian walkways were rated high in importance, but lower in satisfaction. Bicycle paths and city communication efforts rated similarly to pedestrian walkways in satisfaction level, but were not considered as important by survey participants. The overall beauty of the City is also fairly important to respondents.

Q: HOW SATISFIED ARE YOU WITH THE FOLLOWING SERVICES? HOW IMPORTANT IS IT TO IMPROVE THE FOLLOWING FACTORS?
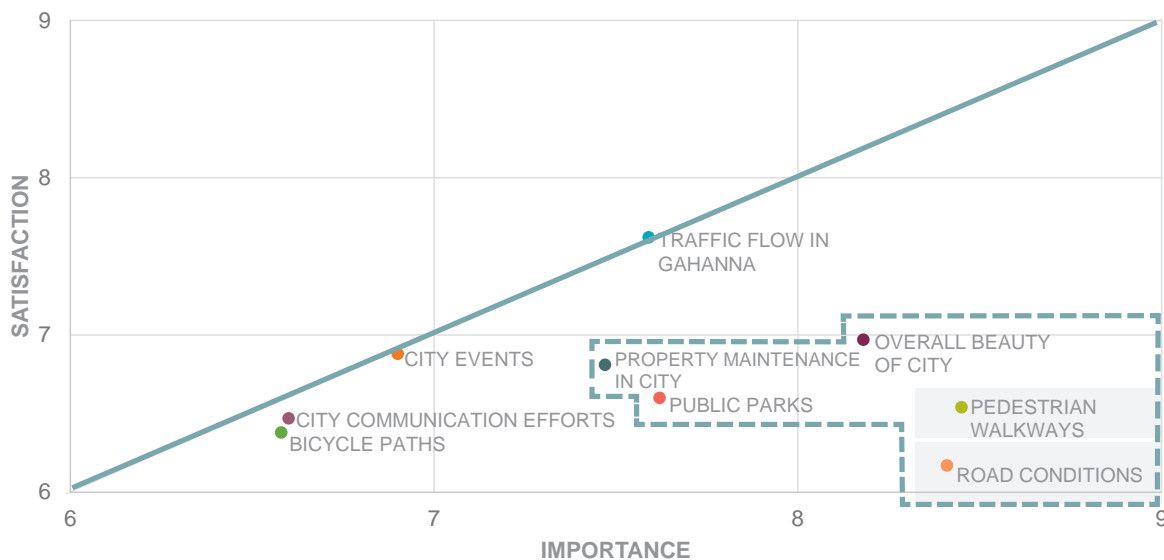
ONLINE ACTIVITIES

In addition to the various opportunities to participate in person, the Gahanna community was also invited to share their thoughts and participate in the process online. An overview of the Plan, Plan updates, and meeting activities were all posted on the project website so that community members could learn more about the status of the Plan and provide their input at their convenience.
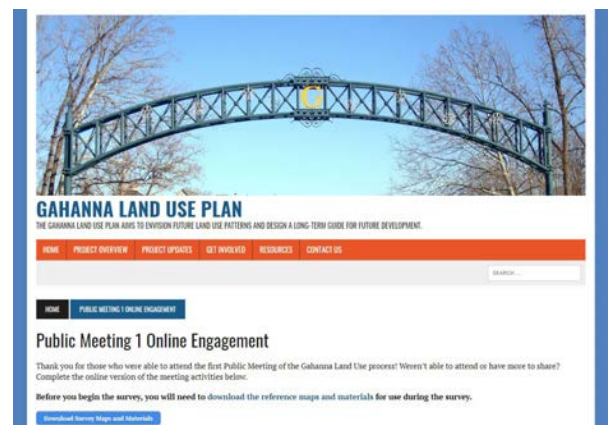
Image: Gahanna Land Use Plan website

ONLINE SURVEY

To compliment the statistically valid telephonic survey, a community survey was available online for any community member to contribute their thoughts on the future of the City. The survey was available throughout the planning process and received 163 total responses.

Unlike the telephone survey which was demographically representative of Gahanna residents, the online survey participants were primarily homeowners (96%), have children under the age of 18 living at home (65%), and were between the ages of 35 to 54 (53%). These skewed demographics may account for some of the differing responses between the online and telephonic surveys.

Despite less than half of the online survey participants believing that things in Gahanna are going in the right direction, the average quality of life rating was 7.32 and the overwhelming majority of respondents (82%) see themselves in Gahanna in the next 5 years. Respondents mostly do not believe that the City has a distinct identity, but prefer to preserve Gahanna's current character.

About half of respondents think that Downtown is very appropriate for future development, whereas the same amount think that development is not appropriate in and around existing neighborhoods. The desired type of development, in terms of housing, differed from that of the telephone survey. Nearly three-fourths of participants in the online survey said that single-family residential is needed in Gahanna and only 12% and 10% said that condominiums and townhomes are needed, respectively. This is most likely reflective of the fact that less than 5% of respondents were renters.

A complete summary of online survey results is provided in the Appendix. These responses, in conjunction with the public meetings, Area Commission meeting, and telephone survey, provided insight and perspective for the planning team to consider throughout the planning process.

Q: DO YOU BELIEVE THE CITY HAS A DISTINCT IDENTITY?

NO 51%
YES 35%
DON'T KNOW 14%
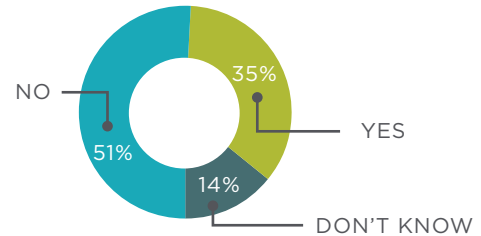
Q: HOW DO YOU FEEL ABOUT THE CURRENT CHARACTER OF GAHANNA?

I want to preserve it — 58%
I want to see Gahanna's character change — 28%
Don't know — 14%
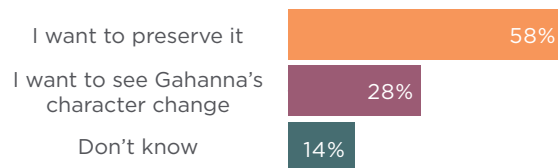
Q: WHICH OF THE FOLLOWING HOUSING TYPES ARE CURRENTLY NEEDED IN GAHANNA?

Single family residential — 73%
Senior housing — 25%
Mixed-use developments — 23%
Condominiums — 12%
Townhomes — 10%
Apartments — 4%
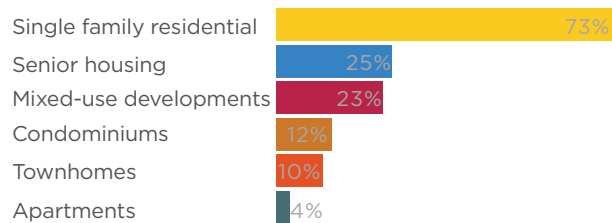
04

FUTURE LAND USE

Future Land Use

OVERVIEW

The Future Land Use plan builds on past planning efforts and public input to provide both broad and specific recommendations to guide future development. The land use map helps define where and how growth should occur within Gahanna. Feedback in all of these areas was gathered during the public engagement process and incorporated into the final recommendations. The Future Land Use plan is rooted in the aspirations of the community and strives to meet the needs of current and future residents and businesses as well as contribute to the fiscal health of the City.

As part of this Plan, a Future Land Use map (FLUM) and related Land Use Type descriptions have been identified. As future land use changes are made, both the map and descriptions should be referenced to ensure land use decisions are in alignment with the intent of this Plan. When proposed land use changes are not in alignment, careful consideration should be given to whether that change should be granted.

FUTURE LAND USE MAP

Largely based on existing land use and development in the City, the Future Land Use Map is meant to distinguish areas that are appropriate for certain development patterns. While much of the City will remain in its current land use, distinct focus areas in the City have been identified for their potential to redevelop and change land use or development patterns over time. These areas will be discussed in more detail in Chapter 5.

The Land Use Types depicted in the Future Land Use Map offer enough detail to adequately provide guidance for future land use decisions, while remaining simple enough to create the needed flexibility for the built environment.

LAND USE TYPES

While the FLUM provides recommendations for the location of each Land Use Type, detailed descriptions of each are included on the following pages with key features and character images. These descriptions help one visualize how an area might look when recommendations from the Land Use Plan are applied.

In some instances, the land bordering, but not currently a part of the City, has been included. This is to show the Land Use Type that would potentially be applied to areas should they be annexed into the City in the future.

FIGURE 4-1: FUTURE LAND USE DISTRIBUTION*

This includes land use within Gahanna city limits only. May not total to 100% due to rounding.
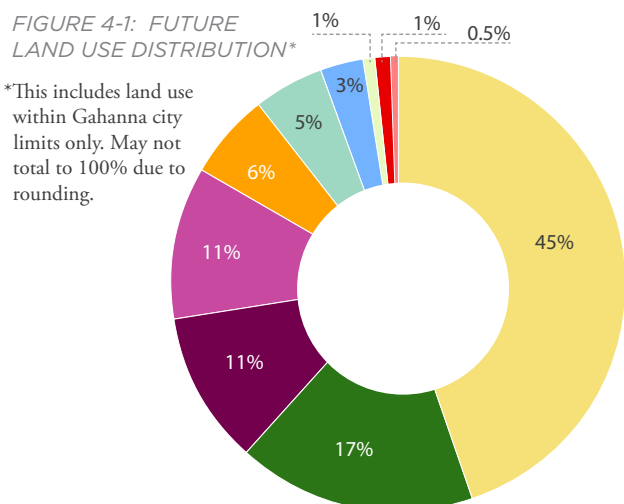
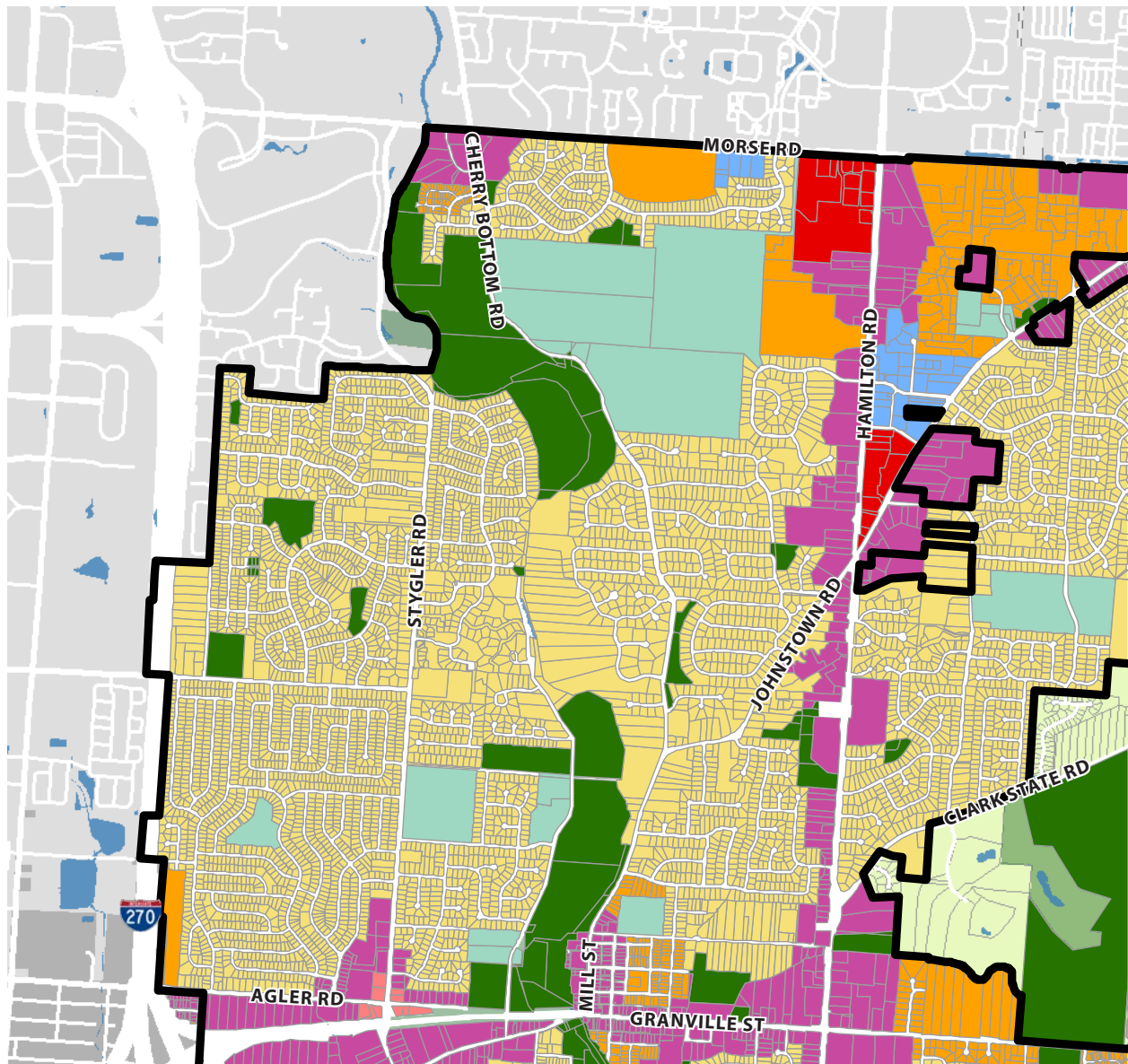FIGURE 4-2: GAHANNA FUTURE LAND USE MAP*

FUTURE LAND USE		
Conservation (CONS)	Mixed Use (MU)	Industrial, Research, & Innovation (IRI)
Low Density Residential (LDR)	Neighborhood Commercial (NC)	Institutional (INST)
Medium Density Residential (MDR)	Community Commercial (CC)	Parkland (PL)
High Density Residential (HDR)	Professional Office (PO)	

The following pages depict this Future Land Use Map in 4 quadrants for ease of review.

FIGURE 4-3: GAHANNA FUTURE LAND USE MAP: QUADRANT 1

FUTURE LAND USE

Conservation (CONS)	Mixed Use (MU)	Industrial, Research, & Innovation (IRI)
Low Density Residential (LDR)	Neighborhood Commercial (NC)	Institutional (INST)
Medium Density Residential (MDR)	Community Commercial (CC)	Parkland (PL)
High Density Residential (HDR)	Professional Office (PO)	

FIGURE 4-4: GAHANNA FUTURE LAND USE MAP: QUADRANT 2

FUTURE LAND USE

Color	Category	Color	Category	Color	Category
	Conservation (CONS)		Mixed Use (MU)		Industrial, Research, & Innovation (IRI)
	Low Density Residential (LDR)		Neighborhood Commercial (NC)		Institutional (INST)
	Medium Density Residential (MDR)		Community Commercial (CC)		Parkland (PL)
	High Density Residential (HDR)		Professional Office (PO)		

FIGURE 4-5: GAHANNA FUTURE LAND USE MAP: QUADRANT 3

FUTURE LAND USE

Conservation (CONS)	Mixed Use (MU)	Industrial, Research, & Innovation (IRI)
Low Density Residential (LDR)	Neighborhood Commercial (NC)	Institutional (INST)
Medium Density Residential (MDR)	Community Commercial (CC)	Parkland (PL)
High Density Residential (HDR)	Professional Office (PO)	

FIGURE 4-6: GAHANNA FUTURE LAND USE MAP: QUADRANT 4

FUTURE LAND USE

Conservation (CONS)	Mixed Use (MU)	Industrial, Research, & Innovation (IRI)
Low Density Residential (LDR)	Neighborhood Commercial (NC)	Institutional (INST)
Medium Density Residential (MDR)	Community Commercial (CC)	Parkland (PL)
High Density Residential (HDR)	Professional Office (PO)	

CONSERVATION DEVELOPMENT

Description

Conservation Development offers a variety of housing types that are developed in a clustered pattern to control land consumption and preserve natural features. Typically 50-70% of an original greenfield site could be preserved. Dense single family or multi-family residential and any community facilities are reserved to smaller percentages of the total site and the remaining land is communal and left undisturbed.

Streets should be designed to work with the natural terrain of a site. Pedestrian paths and bikeways should be included between closed-loop developments for increased neighborhood connectivity without disrupting green space. Portions of the open space requirement may be fulfilled by active green space, such as recreational fields or community gardens, or by passive green space such as meadows or wooded areas.
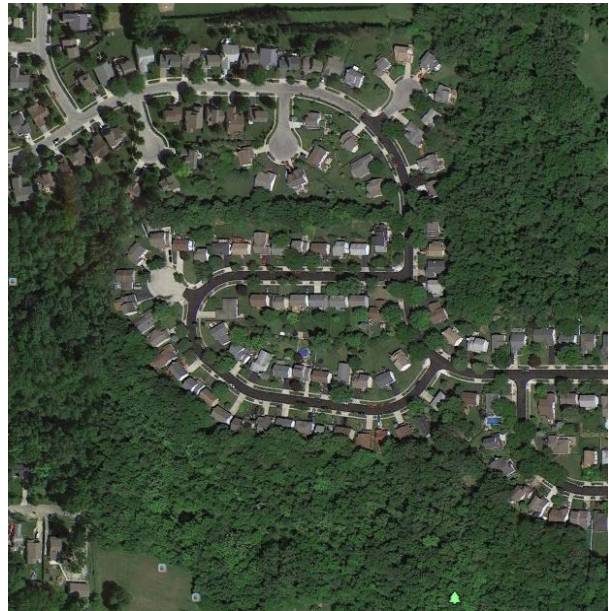
Development Character

Height	1-4 stories
Front Setback	10-20 ft
Parking	2 spaces / unit
Intensity	1 unit / acre maximum (density bonuses may be given, but shall not exceed 4 units / acre)
Open Space	50% minimum gross site area
Permitted Uses	• Detached/Attached Single Family • Multifamily • Neighborhood Commercial

LOW DENSITY RESIDENTIAL

Description

The Low Density Residential development type is characterized by a variety of single family homes of various house and lot sizes. A range of architectural styles should be promoted, featuring rear or side facing garages and alleys if possible. The development should be laid out to preserve and leverage environmentally sensitive areas. Cul-de-sacs should be avoided due to their limitations to neighborhood connectivity.

Areas planned for new development should feature green spaces within or adjacent to the development. Streets should include sidewalks and street trees, and be designed to promote a walkable environment with short blocks. Streets and paths should connect to adjacent developments. Every home should be within a half-mile walk of a park or public space, and can feature amenities such as playgrounds, dog parks, and community gardens.

Development Character

Height	1-2.5 stories
Building Coverage	30%
Front Setback	10-30 ft
Parking	2 spaces / unit
Intensity	3-6 units / acre
Permitted Uses	• Detached / Attached Single Family

MEDIUM DENSITY RESIDENTIAL

Description

These areas are intended for well-planned medium density residential uses that can include a range of housing options at a range of price points including small-lot single family homes, duplexes, and townhomes. Developments should incorporate open space and/or public spaces and integrated common areas. Various amenities should be available to residents and could include a community center, recreational paths, and natural areas.

Primary structures and entryways should face the street and be well landscaped. Streets should include sidewalks and street trees, and be designed to promote a walkable environment with short blocks. Parking should include both public on-street parking and private parking in surface lots or garages accessed from a service road behind the structure.

Development Character

Height	40 ft
Building Coverage	30-50%
Front Setback	0-20 ft
Parking	1-2 spaces / unit
Intensity	5-20 units / acre
Permitted Uses	• Detached / Attached Single Family • Multifamily

HIGH DENSITY RESIDENTIAL

Description

High Density Residential uses are characterized by a variety of multifamily uses such as townhomes and apartments. Neighborhoods should be highly walkable to nearby parks, employment, and retail uses. Multifamily developments may act as micro neighborhoods and provide a multitude of amenities on site such as a community center, pool, fitness center, recreational paths, and natural areas that are incorporated throughout the development.

Buildings should face the street and have narrow and well landscaped setbacks, creating an urban environment. Parking should be located to the side or rear of the structure or in a structured garage on the lower levels of the building and screened from view. Guest parking should be accommodated on-site and surface lots should incorporate landscape islands and trees.
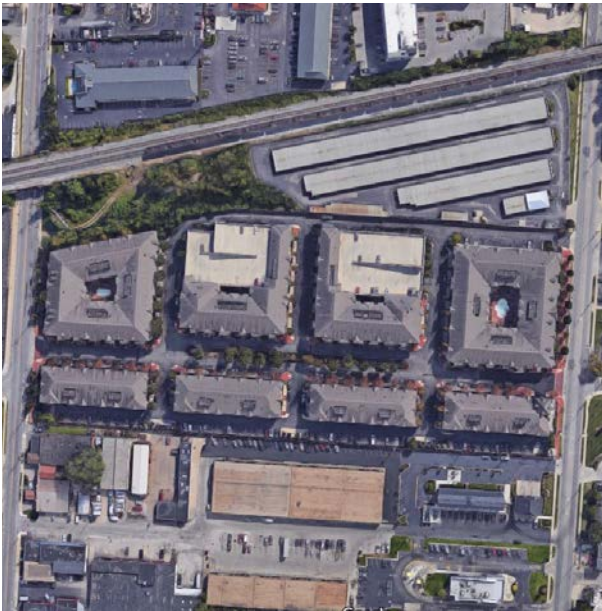
Development Character

Height	60-70 ft
Building Coverage	30-50%
Front Setback	0-15 ft
Parking	1-1.5 spaces / unit
Intensity	20+ units /acre
Permitted Uses	• Attached Single Family • Multifamily

MIXED USE

Description

Mixed use development blends complementary uses including retail, office, and residential in urban or semi-urban development styles. These uses can be integrated vertically in the same building, or horizontally in the same development, and create a live-work-play environment. Public amenities such as outdoor cafes, plazas, and green space provide both residents and visitors areas to relax and socialize.

Buildings should be oriented towards the street with parking to the side/rear or in a structured garage on the lower levels of the building and screened from view. All buildings, parking, and communal greenspace should be well landscaped and communal areas may be programmed with public events. Shared parking agreements may be appropriate for compatible uses such as office and restaurants. Wayfinding signage may be necessary on larger sites.

Development Character

Height	60-70 ft
Building Coverage	30-70%
Front Setback	0-20 ft
Parking	Varied by use type & mix of uses
Intensity	10-30 units/acre 60,000-200,000 sf/acre
Permitted Uses	• Retail • Office • Residential

NEIGHBORHOOD COMMERCIAL

Description

The Neighborhood Commercial district is intended to serve residents in close proximity with a low intensity commercial product. Neighborhood Commercial development should be small in scale and complement the adjacent development patterns nearby. These uses should serve the everyday needs of the nearby residents and employees, and can include boutique retail, convenience stores, general services, medical offices, and restaurants. Drive-throughs, big box stores, gas stations, and other auto related uses are discouraged in these areas.

Architecture should be four-sided, and include ample window area, high quality materials, and pedestrian-scaled architectural detailing. Parking should be to the side or rear of the building. Sidewalk cafes, awnings, and landscaping are encouraged to define the character of the development.
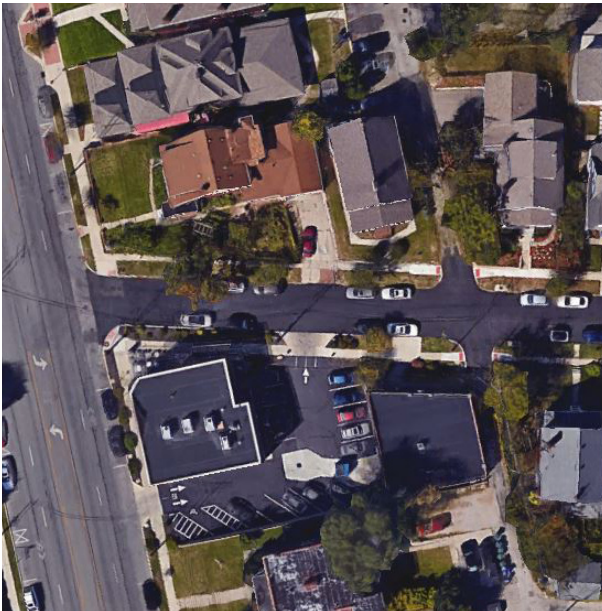
Development Character

Height	35 ft
Building Coverage	30-50%
Front Setback	0-20 ft
Parking	2-3 spaces / 1,000 sf
Intensity	10,000-20,000 sf/acre
Permitted Uses	• Retail • Office • Medical Office

COMMUNITY COMMERCIAL

Description

This district is intended for medium to large scale commercial uses adjacent to primary arterials that serve the larger community or regional area. This may include large format retail, entertainment uses, grocery stores, and restaurants. Buildings must be well designed and have distinct architectural character. When buildings are set-back from the street, landscaping should be used to define the street and internal parking should be organized with landscape islands and trees.

Uses in this area must be well-suited for both vehicular and pedestrian connections. Parking should be to the side or rear of the development, and pedestrian and bike access provided to all surrounding uses. Cross-access drives are encouraged between developments to reduce curbcuts on major roadways. Shared parking agreements may be appropriate for compatible uses to reduce overall parking ratios.

Development Character

Height	40 ft
Building Coverage	30-40%
Front Setback	0-50ft
Parking	3-4 spaces / 1,000 sf
Intensity	10,000-15,000 sf/acre
Permitted Uses	• Retail • Office • Hotel/Lodging • Medical Office • Hospital/Clinics

PROFESSIONAL OFFICE

Description

These areas are designated for a variety of office uses including small professional offices and large format offices in a campus setting. Buildings should serve business or medical uses and local, regional, and national tenants.

Buildings and sites should be integrated into the surrounding area and include both vehicular and non-motorized connections. Parking lots should be oriented to the side or rear of these facilities and be well landscaped with shade trees. Shared parking agreements are encouraged and may be used to lower parking requirements. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network.

Site designs are encouraged to include outdoor plaza and/or landscaped areas for employees and visitors. Pedestrian access and interconnected pathways that cross multiple developments are encouraged in large office settings to provide employees low intensity recreation options.
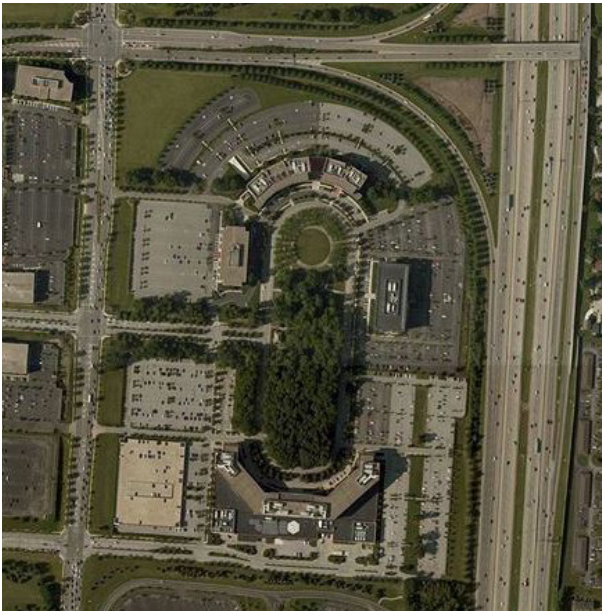
Development Character

Height	50-60 ft
Building Coverage	30-50%
Front Setback	0-50ft
Parking	2-3 spaces / 1,000 sf
Intensity	10,000-20,000 sf/acre
Permitted Uses	• Office • Medical Office • Hospital/Clinics

INDUSTRIAL, RESEARCH, & INNOVATION

Description

The Industrial, Research, & Innovation type includes a variety of industrial, research & development, laboratory, design, and technology uses. Retail may be considered as a secondary use to accommodate workers. High interconnectivity through public plazas, green spaces, and pathways within and around the site should create a campus of cross-collaboration. Parks, public amenities, and pedestrian and bicycle access should be included.

Development Character

Height	50 ft
Building Coverage	30-40%
Front Setback	0-50ft
Parking	Varies by use type
Intensity	10,000-15,000 sf/acre
Permitted Uses	• Industrial • Office • Retail (secondary)

CIVIC / INSTITUTIONAL

Description

These areas are intended to accommodate public and semi-public uses. Buildings and land owned by the government, libraries, City emergency and service departments, religious uses, privately owned schools and universities, and the public school system share this development character. Such facilities should be well designed and integrated into their surroundings.

Pedestrian access is key on these sites and must be ADA accessible. Structures should be connected to pedestrian and bicycle facilities in the area, and enhanced crossings should be provided to ensure pedestrian safety. In larger institutional settings, parking that serves a greater area may be located at a further distance to preserve the pedestrian experience within the site, such as on a university campus. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network.

Development Character

Height	50 ft
Building Coverage	30-40%
Front Setback	0-50 ft
Parking	Varies by use type
Intensity	10,000-20,000 sf/acre
Permitted Uses	• Institutional • Government Offices and Services • Religious uses

PARKLAND

Description

When considering the development of large expanses of greenfield land, it is important to recognize the value of land remaining in its natural state. Residential neighborhoods and mixed-use developments often gain an even greater value when located in proximity to parks and open space.

Park facilities should include a range of active and passive uses or activities, and be designed to reduce maintenance expenses. The existing park network should be expanded into new areas of development. New park development should be easily accessed by a variety of mobility options, include multi-generational activities, and provide environmental education opportunities. In urban settings, shared parking agreements with office and institutional uses may be appropriate to reduce the need for additional parking.
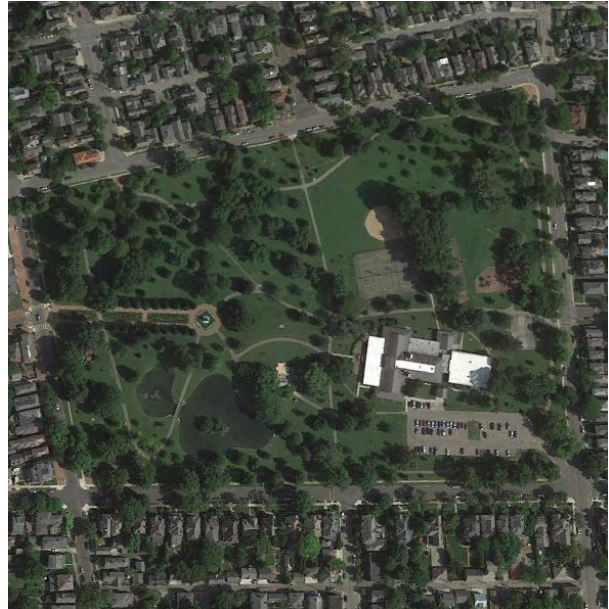
Development Character

Parking	Varies by use type
Permitted Uses	• Park • Recreation • Natural Areas
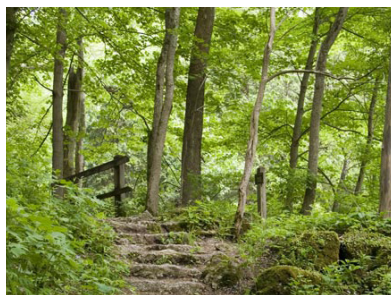
LAND USE TYPES

The following tables describe the desired future character and form for each land use type. *These descriptions are intended to be a general guide for how development may occur in the future, not a rigid set of standards.*

	LAND USE	HEIGHT	BLDG. COVERAGE	FRONT SETBACK	PARKING	INTENSITY	USES
	Conservation (CONS)	1-4 stories	--	10-20 ft	2 spc./unit	1 unit/acre (density bonus up to 4 units/acre)	• Detached/Attached Single Family • Multifamily • Neighborhood commercial
	Low Density Residential (LDR)	1-2.5 stories	30%	10-30 ft	2 spc./unit	3-6 units/acre	• Detached/Attached Single Family
	Medium Density Residential (MDR)	40 ft	30-50%	0-20 ft	1-2 spc./unit	5-20 units/acre	• Detached/Attached Single Family • Multifamily
	High Density Residential (HDR)	60-70 ft	30-50%	0-15 ft	1-1.5 spc./unit	20+ units/acre	• Attached Single Family • Multifamily
	Mixed Use (MU)	60-70 ft	30-70%	0-20 ft	Based on mix of uses	• 10-30 units/acre • 60,000 - 200,000 sf/acre	• Retail • Office • Residential
	Neighborhood Commercial (NC)	35 ft	30-50%	0-20 ft	2-3 spc./1,000 sf	10,000 - 20,000 sf/acre	• Retail • Office • Medical Office
	Community Commercial (CC)	40 ft	30-40%	0-50 ft	3-4 spc./1,000 sf	10,000 - 15,000 sf/acre	• Retail • Office • Hotel/Lodging • Medical Office • Hospital/Clinics
	Professional Office (PO)	50-60 ft	30-50%	0-50 ft	2-3 spc./1,000 sf	10,000 - 20,000 sf/acre	• Office • Medical Office • Hospital/Clinics
	Industrial, Research, & Innovation (IRI)	50 ft	30-40%	0-50 ft	1 space/empl. on shift	10,000 - 15,000 sf/acre	• Industrial • Office • Retail
	Civic / Institutional (INST)	50 ft	30-40%	0-50 ft	1 space/empl. on shift	10,000 - 20,000 sf/acre	• Institutional • Government Offices and Services • Religious uses
	Parkland (PL)	--	--	--	Varies	--	• Park • Recreation • Natural Area

05 FOCUS AREAS

Focus Areas

OVERVIEW

While much of the City has been fully developed and will likely remain in its current land use, there are distinct areas that are able to accommodate future growth. These are areas that are predominately along major thoroughfares and non-residential based land use types. A series of six focus areas were identified as part of the City's Land Use Plan.

These six areas within or directly adjacent to the City are where there are opportunities to guide new growth in a way that will most effectively improve the image of the community, create new mobility connections, and promote new economic development. Though some of these areas have vacant land and others are fully developed, redevelopment and site improvements are recommended in order to strengthen the image of the community and create new economically competitive places. The Focus Areas are priority growth areas and future decisions regarding capital improvements, development incentives, and new land use policies should encourage investment and development in these areas.

Within this section, more targeted recommendations are outlined for how future growth and development should occur in these areas. This includes recommendations for land use, character, future capital improvements, and specific zoning changes. The recommendations in this chapter were directly informed by public input received through the comprehensive planning process, as well as an understanding of market trends that will guide future growth and development in the region. Key findings from both are highlighted below.

SELECTING THE FOCUS AREAS

The Focus Areas were identified by City staff and the project Steering Committee then tested at the public meetings. These areas were selected based on a number of criteria, including their development potential. The areas included some or all of the following characteristics:

- Under-utilized land and/or buildings;
- Potential to improve the existing transportation network (streets and paths) to create new connections;
- New opportunities to serve existing neighborhoods and districts;
- New opportunities to improve community identity;
- Significant economic development potential; and,
- Opportunities to create a variety of housing choices and styles.

FIGURE 5-1: GAHANNA FOCUS AREAS
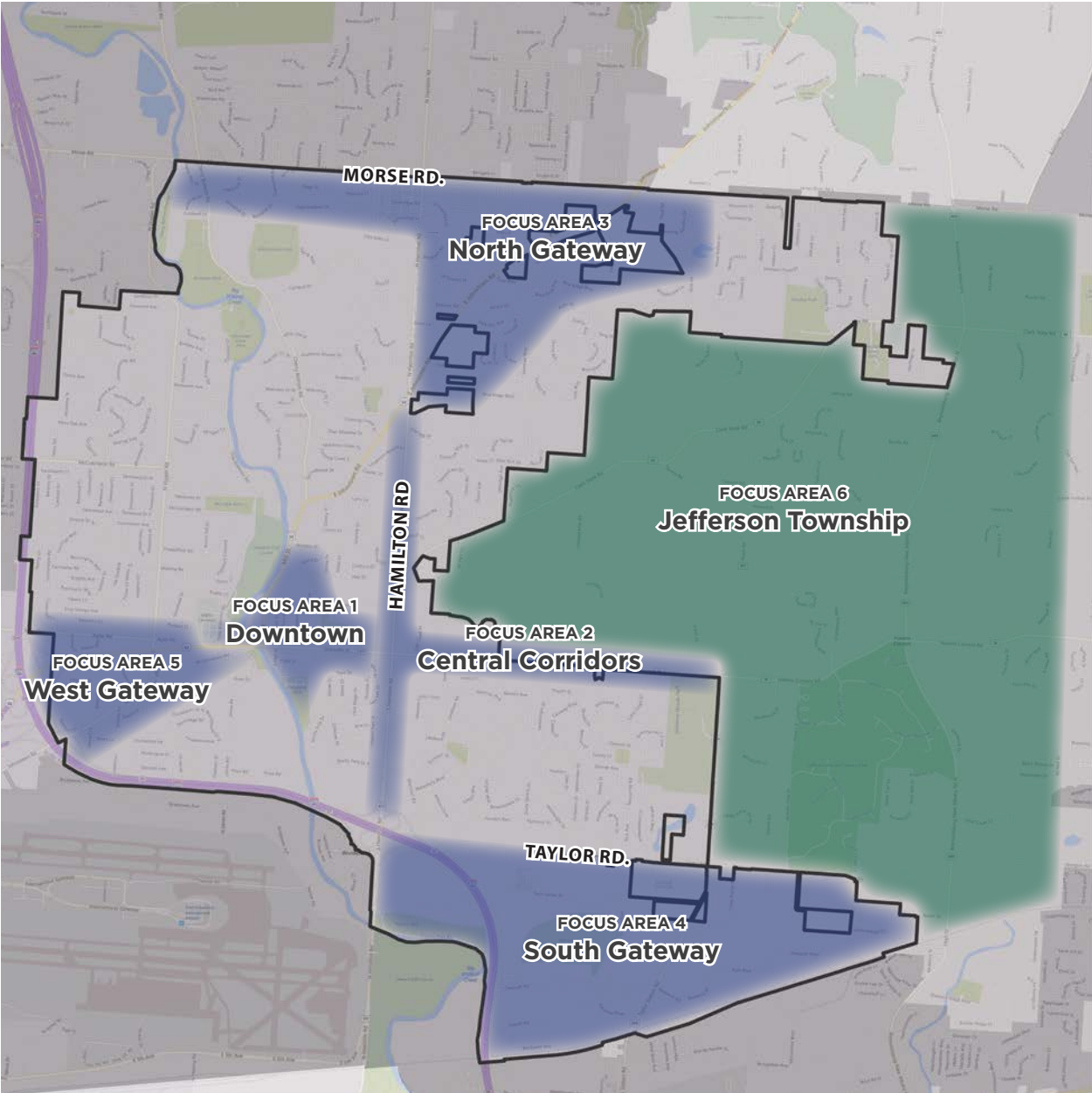
FOCUS AREAS

In addition to this criteria, the key findings related to both public input and market trends were considered and informed the recommendations for each focus area.

The following is a summary of **public input** related to the focus areas that was received from the telephonic survey. Although all public input was considered, key results of the statistically valid telephonic survey are highlighted here. Feedback from the public meetings on the focus area is provided in detail in Chapter 3 Public Engagement.

• Redeveloping existing properties and growing retail were identified as the most important initiatives for the next 30 years.

• Apartments, Mixed-Use Developments, and Senior Housing were all identified as currently lacking in Gahanna.

• Residents of all ages see themselves remaining in Gahanna in the next five years.

• Infrastructure conditions followed by lack of job opportunities were cited as the biggest challenges facing Gahanna.

The following are relevant regional and national **market trends** impacting future development of the focus areas.

• Millennials and Boomers are the largest demographic in the U.S. and both groups show a strong preference toward urban living.

• National statistics have cited a rise in renters over home ownership, especially in metropolitan regions.

• Millennials, the largest generation in the labor force, prioritize where they want to live first and then secure employment after.

• Single-person households and other non-family households are far less common than average in Gahanna, owing in part to the current available housing stock.

After careful consideration, six focus areas were selected by the Steering Committee. A more detailed description of each Focus Area, including development concepts and proposed character, are described in the sections contained in this chapter. As the City plans for the future, the Focus Areas should be considered a priority for City and developer-led projects, as well as development incentives.

DEVELOPING THE FOCUS AREAS

When considering future development the City should...

• Promote infill and development in Focus Areas prior to other undeveloped areas.

When making future policy decisions the City should...

• Promote development incentives to attract new development to the focus areas before promoting growth elsewhere.

• Allow for flexibility while staying true to the intent of the Focus Area plans.

When making future policy decisions the City should...

• Focus future investment in and around the Focus Areas with the goal of accommodating future growth as prescribed in the Focus Area concept.

CITY-WIDE RECOMMENDATIONS

The following outline recommendations that should be applied to the entirety of the City, including zoning code updates and mobility upgrades. These improvements may occur through development and/or development incentives within the focus areas but may also occur independently of focus area improvements.

1. Promote infill and development in the Focus Areas, prior to other undeveloped areas.

2. Investigate and promote incentives for development that align with the plan. This should include streamlining the permitting process (i.e. administrative approvals) for certain types of development. Parameters for development could include:

   » Using building materials identified within the Plan.

   » Developments under a specified square footage (i.e. 3,000 s.f.).

   » Impervious surface areas less than a specified square footage.

   » Development consistent with the Future Land Use Map.

   » Development that generates less than a certain number of peak hour trips.

3. Update zoning code to align with the Plan including the Character Guidelines. The zoning code update should include:

   » Provision to permit smaller lot zone districts.

   » Provision to permit creative zone districts (i.e. Planned Unit Development).

   » Revision of parking standards to promote shared parking agreements.

   » Revision of signage standards to encourage appropriate scale, lighting, materials, placement, etc.

4. Within parking lots, small landscape islands are discouraged while larger, linear landscape islands integrated into an overall stormwater system are encouraged.

5. Encourage multi-modal interconnectivity between neighborhoods.

6. Encourage bikeways to be installed for residential projects instead of the current policy of requiring land dedication.

7. Mixed use development should provide for outdoor gathering spaces including plazas, pavilions, or green spaces, as appropriate.

8. When installing or replacing utilities, underground installation should be required.

9. Require new commercial developments to install fiber conduit.

10. Notification of public hearings should be more frequent and strive to reach a broader audience.

11. Promote Gahanna as the herb capital by encouraging plantings of various herbs throughout the City.

Focus Area #1
Downtown

OVERVIEW

Downtown serves as the primary hub of culture and entertainment in the City and functions as a true mixed use district. Bisected by Granville Street to the north and south, Downtown has a traditional gridded street pattern and accommodates a mix of retail and office and a variety of housing types. Mixed use development at Creekside creates a more vibrant feel in the Downtown, with great potential to expand into other parts of Downtown. As future growth and development occurs, it will be important to continue the theme of water and natural areas integrated throughout the area. This will help to continue to strengthen the brand of the area and the City as a whole.
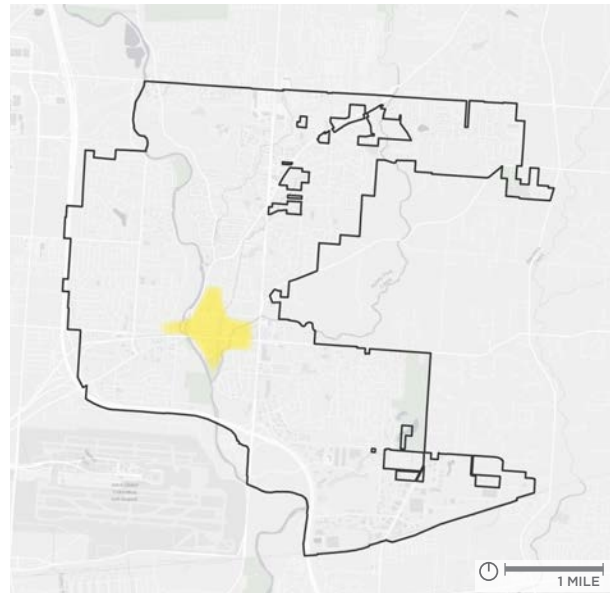
THE DESIRED VISION

This area should continue to grow and expand as a traditional mixed use district where the community can live, work, and play. Key features of this vision should include medium to high density mixed use/residential developments and carefully planned public spaces for gathering. Strong consideration should be given to how development orients to the street and the experience on the street which serves as the primary public space throughout the District. As the area grows, consideration should be given to historic preservation, but this should be in balance with the vision to grow the District. Future development should acknowledge the historic context of the District, especially in terms of site orientation and form, with additional consideration given to architectural styles such as Craftsman and Bungalow, which are present in the District.

DEVELOPMENT PRINCIPLES

1. *A cohesive, integrated district that includes the core Downtown and expands onto Granville Street*

2. *A mix of uses that will attract and accommodate both businesses and new residential development*

3. *Development that creates a comfortable human experience, both in the public and private realms through human-scale development with an emphasis on the pedestrian*

4. *Expanded non-motorized network within and to this Focus Area*

FIGURE 5-2: EXISTING ZONING

GAHANNA ZONING			
SF-2		CS	
SF-3		SO	
R-4		CC	
ER-2		NC	
AR		RID	
PCC		OG-1	
SCPD		OG-2	
PUD		OG-3	
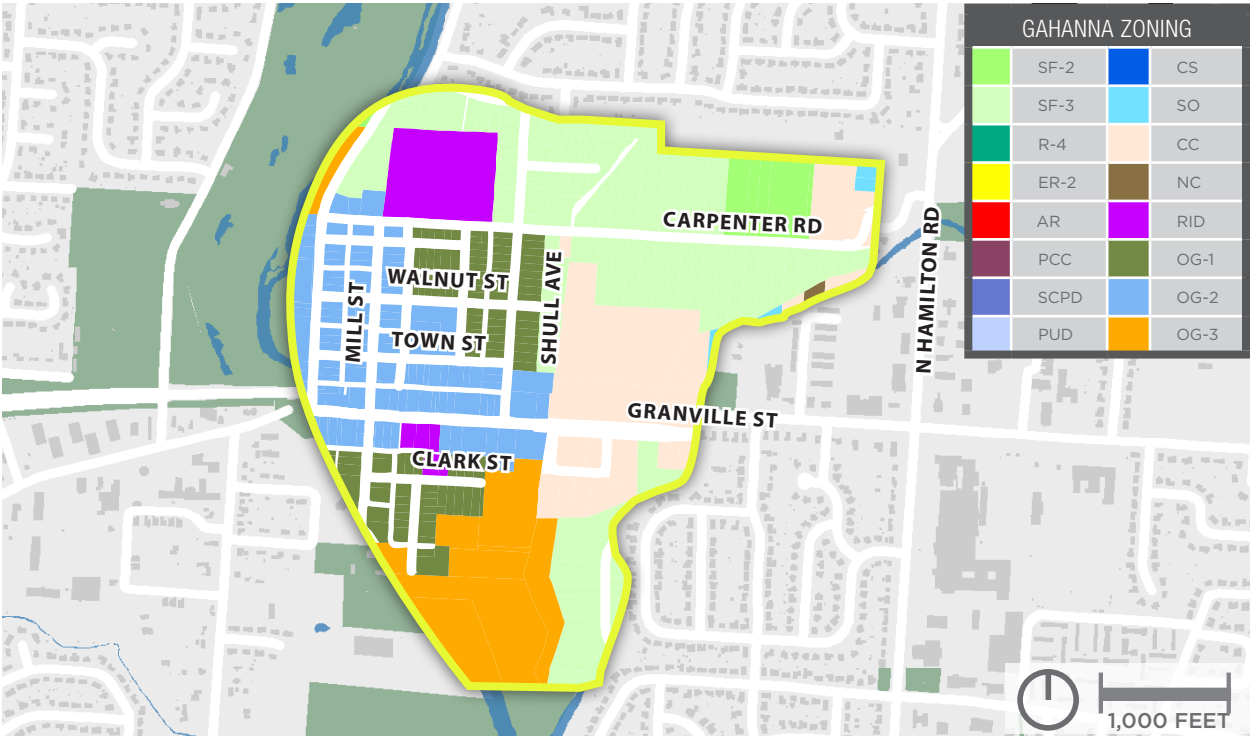
FIGURE 5-3: FUTURE LAND USE

FUTURE LAND USE		
CONS	Conservation Development
LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
MU	Mixed Use
NC	Neighborhood Commercial
CC	Community Commercial
PO	Professional Office
IRI	Industrial, Research, & Innovation
INST	Institutional
PL	Parkland
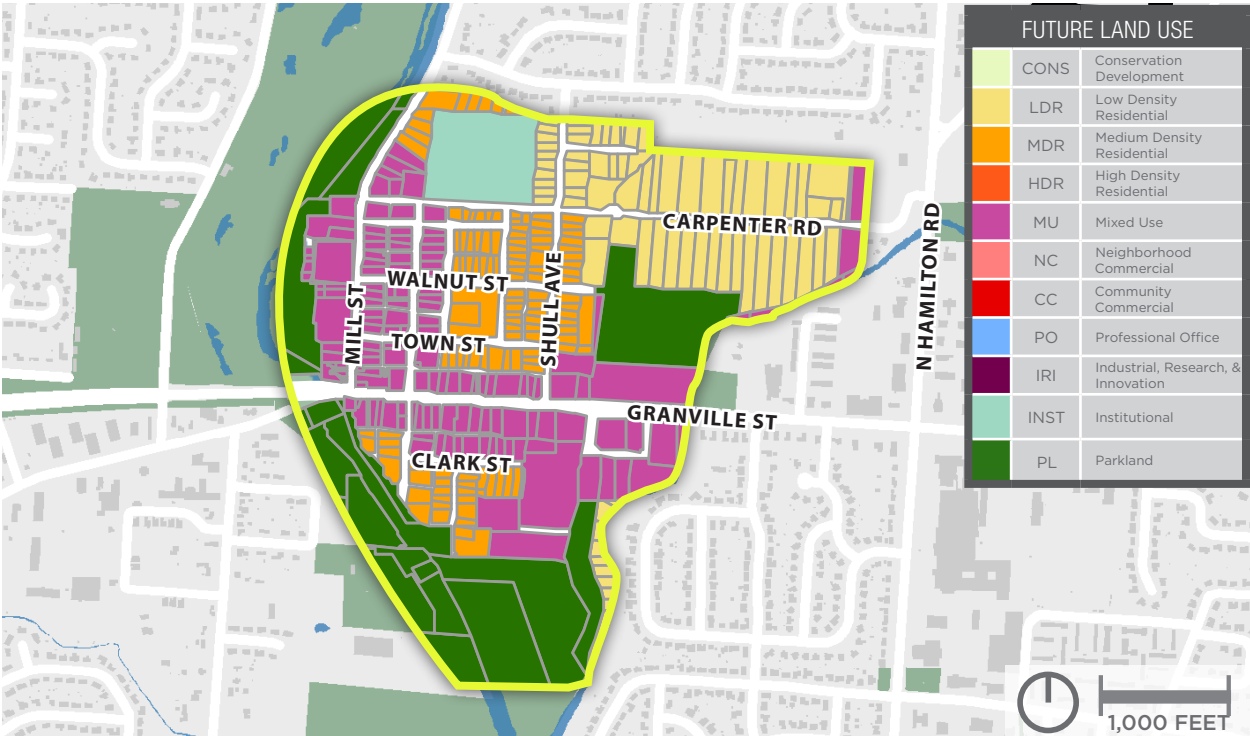
FOCUS AREAS

FIGURE 5-4: EXISTING CONDITIONS: DOWNTOWN

RECOMMENDED ZONING CHANGES

1. *Support existing zoning policies that encourage mixed-use development in the area.*

2. *Expand the existing Downtown zoning pattern to the east on Granville Street to Rocky Fork Creek.*

3. *Ensure future zoning changes require private development to consider and grow the brand for Downtown with a heavy emphasis on high-quality, mixed-use, pedestrian-oriented design. Detailed design recommendations can be viewed in Chapter 6 Character Guidelines.*

4. *Allow offsite parking lots to account for onsite parking requirements within the Downtown Focus Area to eliminate the need for a variance.*

PROJECTS, PROGRAMS, & POLICIES

1. *Improve gateway features to strengthen the boundaries of Downtown.*

2. *Expand community events and programming to create new opportunities for the community to visit and enjoy the district.*

3. *Promote the downtown as a key 'Blueways' connection/destination for Central Ohio water and outdoor enthusiasts.*

4. *Attract businesses that support Downtown residents.*

5. *Expedite permit approvals for projects that support residents and do not require a variance.*

FIGURE 5-5: ENHANCED CONCEPT: DOWNTOWN
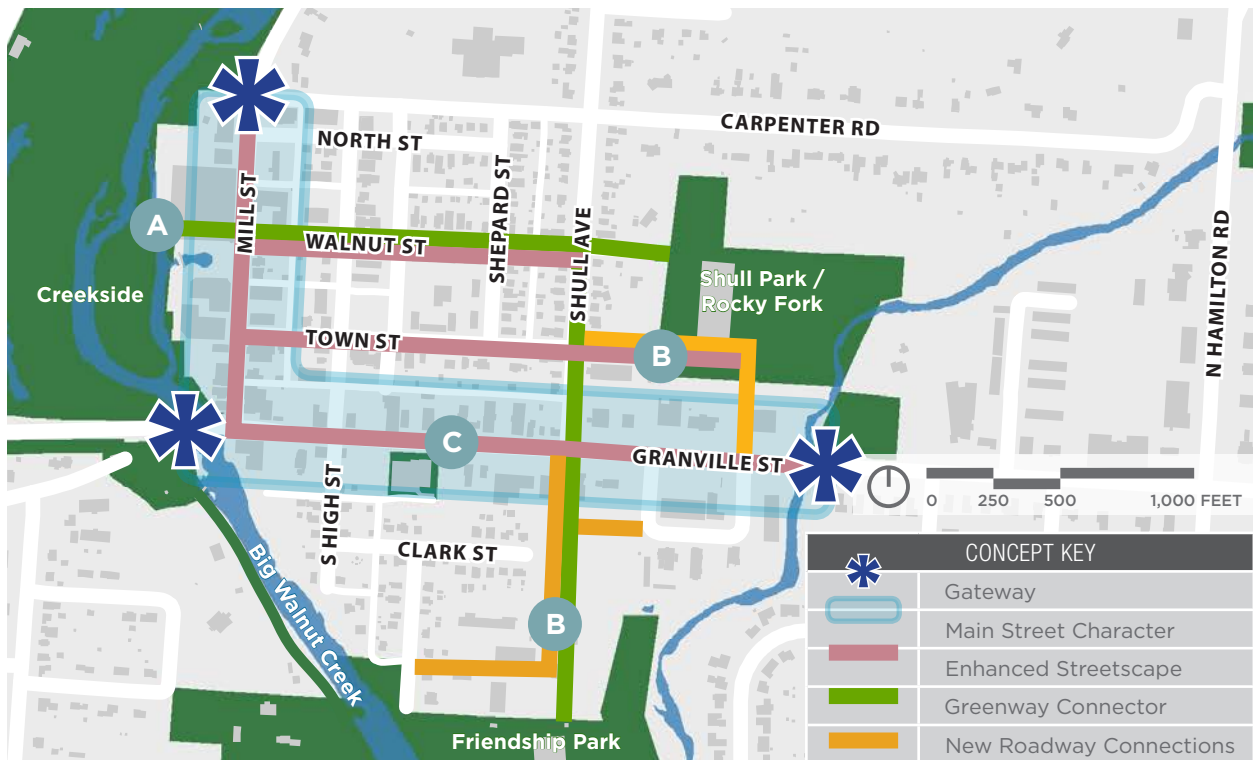
CONCEPT FEATURES

A *Embrace the natural elements of the Big Walnut Creek, Rocky Fork Creek, and public parks by creating connections that are pedestrian and bicycle friendly and marked accordingly.*

B *Extend the local roads (Town Street (east), Shull Avenue (South), Lincoln Circle (West), etc.) to create a more connected roadway network.*

C *Buildings address the street, framing the public realm, and promoting walkability. These mixed use buildings may be any combination of commercial, office, and residential uses.*

MAIN STREET CHARACTER

The term Main Street Character refers to several elements along a street or district including density, height, and setback of buildings; incorporation of seating, lighting, landscaping, and shade trees in the streetscape design; availability of on-street parking; and appropriate signage. Refer to Chapter 6: Character Guidelines for more detailed information.

GREENWAY CONNECTOR

The term Greenway Connector refers to the opportunity to connect existing and future parks and open space within the City, encouraging active recreation in the region. Connections should include safe crossings at intersection through striping and signal lights. The path may be demarcated by use of paving materials or consistent signage.

Focus Area #2

Central Corridors

OVERVIEW

The Central Corridor Area is located along North Hamilton Road and Havens Corner Road. The area is mostly a mix of low density residential and community retail. Several schools and public offices are also located in the area including Gahanna Lincoln High School and City Hall. Its central location along major thoroughfares makes it easily accessible for residents throughout the City and creates a connecting point to the other Focus Areas and surrounding neighborhoods. Although predominately built out, there is a significant opportunity to intensify the existing development pattern and create a more walkable area. Additionally, with the presence of Rocky Fork Creek, this is another location where water and the natural environment informs part of the City's brand image.

1 MILE
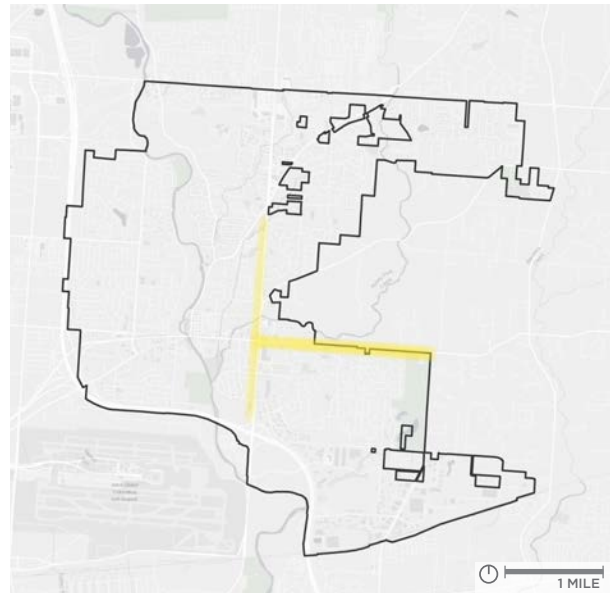
THE DESIRED VISION

This area should be planned as a medium density mixed-use district. Both commercial and housing should be integrated both vertically and horizontally to create a vibrant, mixed-use and walkable center. This area should also compliment and connect to the Downtown Focus Area, collectively creating the heart and lungs of the community. Natural areas should be integrated into future developments, and water should be a key focus of the planning around these features. Small pocket parks and greenspaces with public access should be present. Additional, neighborhood connections to adjoining residential areas should be incorporated enhancing access and increasing the walkability conditions.

DEVELOPMENT PRINCIPLES

1. *A mix of uses that create a vibrant district of living, commerce, learning, and government*

2. *Connection to and promotion of the natural features in the area*

3. *A defined streetscape with parking to the side and rear of the building*

4. *Motorized and non-motorized connections that connect people and commerce within the Focus Area, as well as connecting residents to the area from adjoining neighborhoods*

5. *Structured parking is encouraged as part of future development*

FIGURE 5-6: EXISTING ZONING

GAHANNA ZONING			
SF-1		CS	
SF-2		SO	
SF-3		CC	
R-4		NC	
ER-1		RID	
ER-2		OG-1	
AR		OG-2	
PCC		OG-3	
PUD			
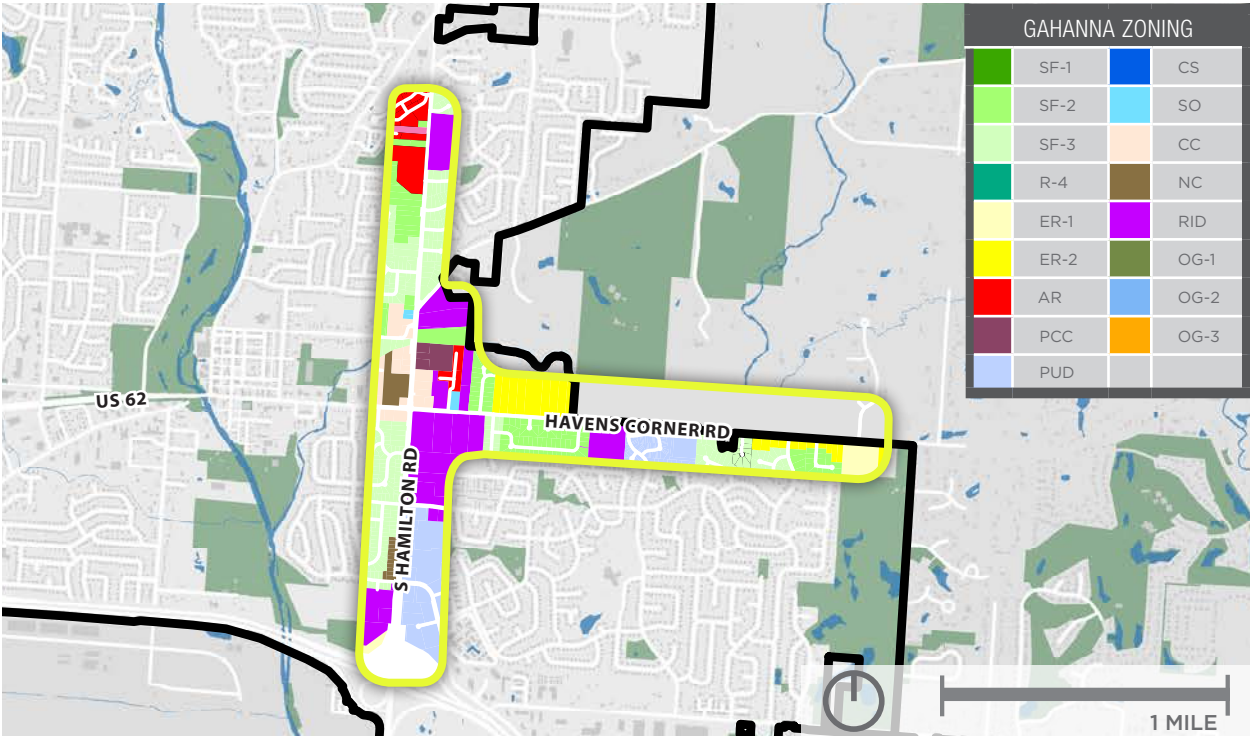
FIGURE 5-7: FUTURE LAND USE

FUTURE LAND USE		
CONS	Conservation Development
LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
MU	Mixed Use
NC	Neighborhood Commercial
CC	Community Commercial
PO	Professional Office
IRI	Industrial, Research, & Innovation
INST	Institutional
PL	Parkland
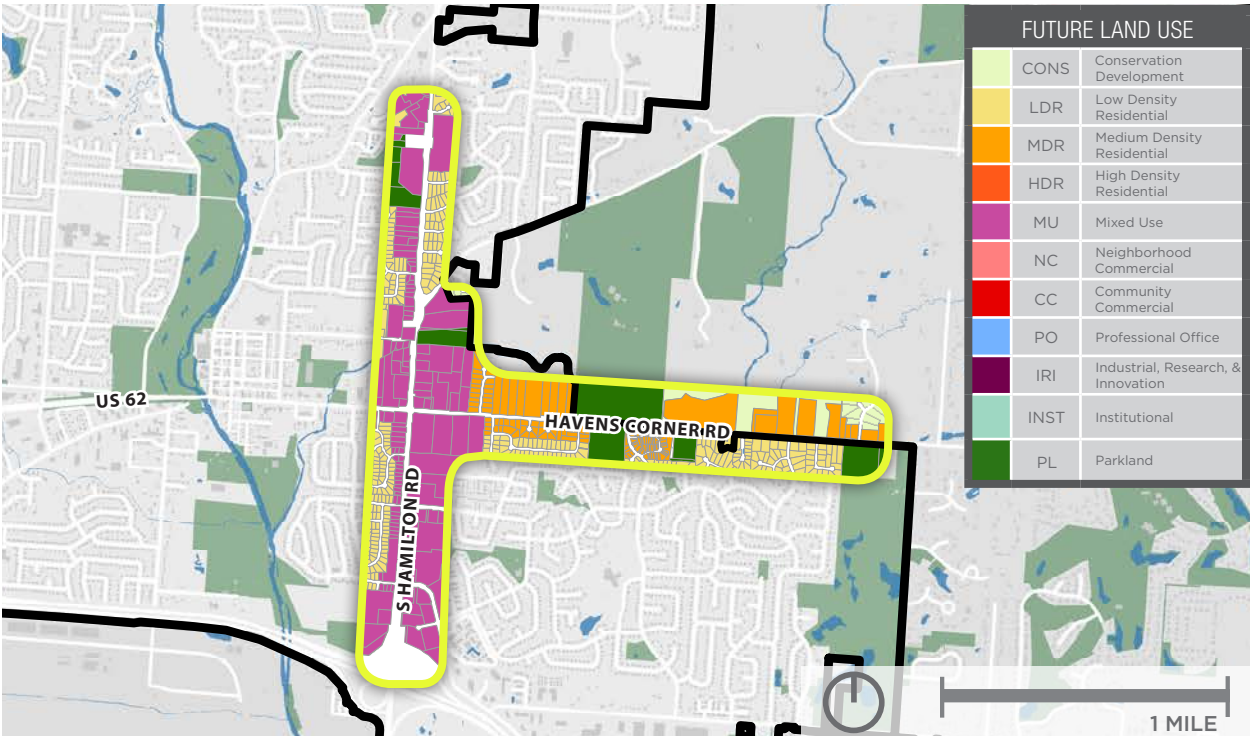
FIGURE 5-8: EXISTING CONDITION: HAVENS CORNERS RD AND S HAMILTON RD

RECOMMENDED ZONING CHANGES

1. *Create a new mixed use district and re-zone areas within the corridor that have been identified for mixed use on the future land use map, especially at Havens Corner and Hamilton Roads.*

2. *Create standards that require future development to connect the natural areas to the public realm for recreational and gathering purposes, as well as aesthetic value.*

3. *Create new standards that organize the public and private built environment in a way that promotes and accommodates pedestrian activity.*

PROJECTS, PROGRAMS, & POLICIES

1. *Create a signature gateway and/or public space at the intersection of Hamilton Road and Rocky Fork Creek.*

2. *Improve the streetscape on both sides of Granville Street from Hamilton Road extending west towards the Old Gahanna.*

3. *Enhance the gateway on Hamilton Road near I-270.*

FIGURE 5-9: DEVELOPMENT CONCEPT: HAVENS CORNERS RD AND S HAMILTON RD*

* This development concept is meant only to show one potential scenario of build-out based on the development principles.

CONCEPT FEATURES

A *Embrace the natural elements of Rocky Fork and its surroundings with future development.*

B *Extend urban framework along Hamilton Rd from Havens corner Rd to Rocky Fork bridge.*

C *Buildings address the street, framing the public realm and promoting walkability. These mixed use buildings may be any combination of commercial, office, and residential uses.*

Focus Area #3

North Gateway

OVERVIEW

Bounded by Morse Road to the north, this Focus Area acts as an entry way into Gahanna for many traveling east, west, and south from surrounding communities. Encompassing a large portion of the City's multifamily development and large format commercial, the area is frequented by many, but lacks a sense of place, walkability, and does not have a central organizing element or character. Recommendations for this area aim to increase connectivity between developments and increase density with the goal of growing economic opportunities within the City.
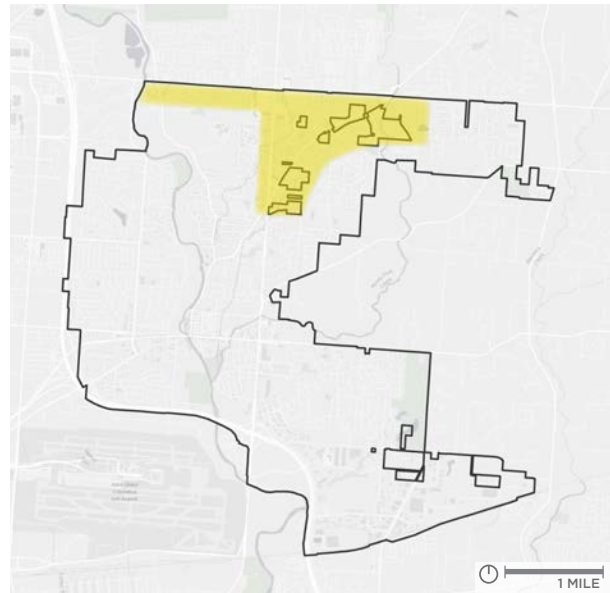
THE DESIRED VISION

The future vision for this area is a well-connected commercial and multifamily area with nodes of more intense development with an urban form to allow for increased density and walkability. This area should allow for a variety of multifamily options to attract young professionals working at nearby job centers in Easton and New Albany, as well as providing an option for Gahanna's seniors to age in place. Commercial and office uses should be oriented towards the street with parking to the rear. Residential may also be of urban form and may be located above commercial uses or along secondary streets. Public space, plazas, and dining patios should be planned throughout the area to create a sense of place.

DEVELOPMENT PRINCIPLES

1. *Allow for a dynamic mix of integrated uses that collectively create a sense of place within the northern district of the City.*

2. *Create strong cross connections, both motorized and non-motorized, to enhance the walkability of the area and mitigate traffic impacts.*

3. *Create a node of high intensity development at the intersection of Hamilton and Morse Road.*

4. *Integrate and grow new public spaces within the development, along the corridors through streetscape elements, and as buffers to lower intensity residential areas.*

FIGURE 5-10: EXISTING ZONING
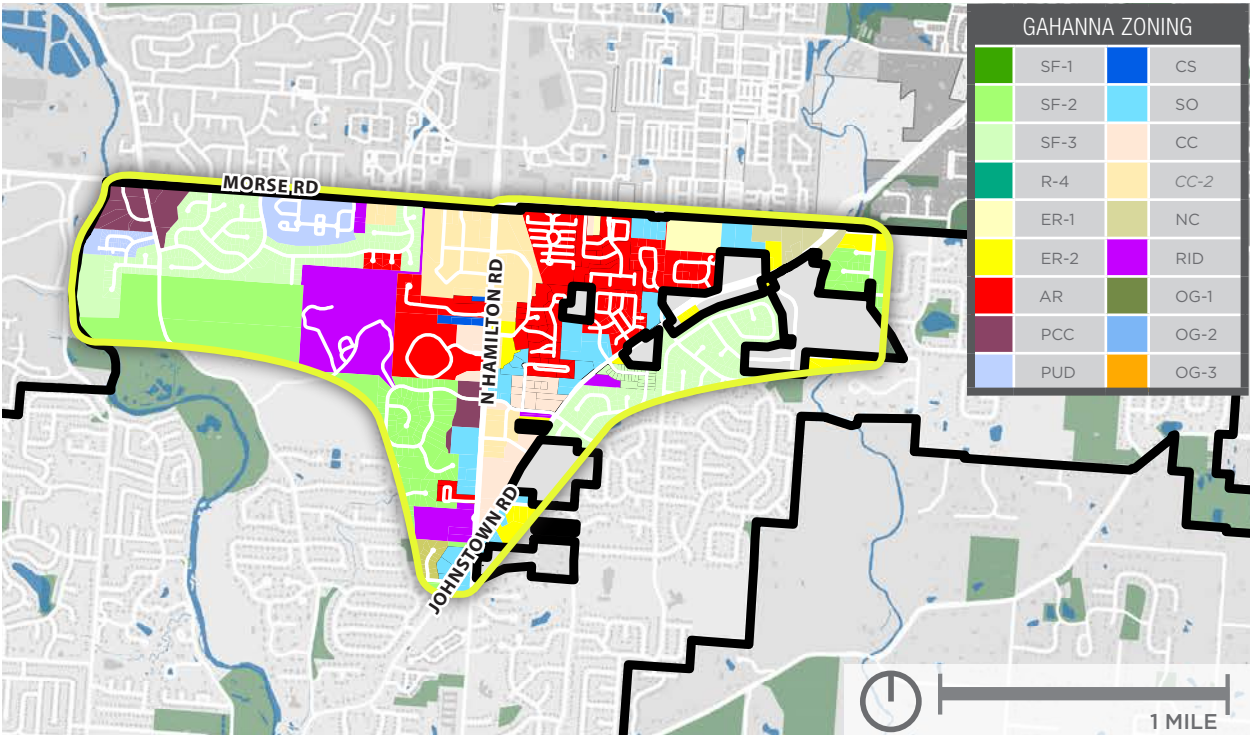
FIGURE 5-11: FUTURE LAND USE
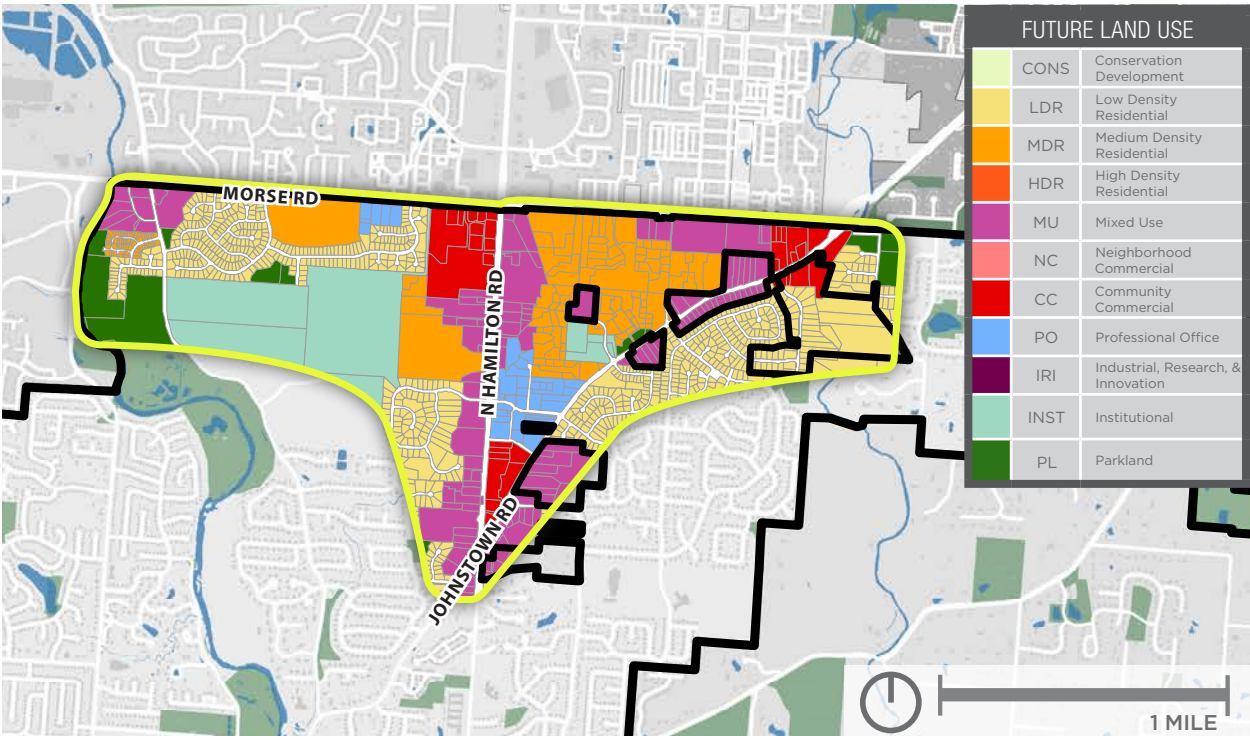
FIGURE 5-12: EXISTING CONDITIONS MORSE & HAMILTON

RECOMMENDED ZONING CHANGES

1. *Adjust setback, cross-access, and density standards to create an urban mixed-used district.*

2. *As mobility options change in the coming years, parking ratios should be periodically reviewed and adjusted to reflect demand.*

3. *Update signage regulations away from auto-centric standards and towards pedestrian-oriented, urban standards.*

4. *Coordinate future zoning updates, when possible, with the City of Columbus to ensure complementary uses across city boundaries (i.e. Morse Road).*

PROJECTS, PROGRAMS, & POLICIES

1. *Create primary gateway feature at Hamilton and Morse Road.*

2. *Consider connections to adjoining neighborhoods with multi-use paths and bridges.*

3. *Work with Columbus to improve the traffic and aesthetic conditions at the Hamilton and Morse Road intersection.*

4. *The City should consider requiring annexation requests along East Johnstown Road to incorporate larger assemblages of land in order to encourage an integrated mix of uses for future development projects.*

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Focus Area #4
South Gateway

OVERVIEW

Located in the southeastern portion of the City, the South Gateway is the southern most entryway into the City from I-270 North. The focus area is bordered by the rail line and City boundary on the south and just north of Taylor Road on the north side. The area has quality local and regional access being served by Taylor Road with access to I-270. The current mix of uses is office and industrial, with some low-density housing. With pockets of vacant and underutilized land, there is an opportunity for infill development and intensification of land uses to help grow the local tax base. This is the primary function and purpose of this focus area of the community.
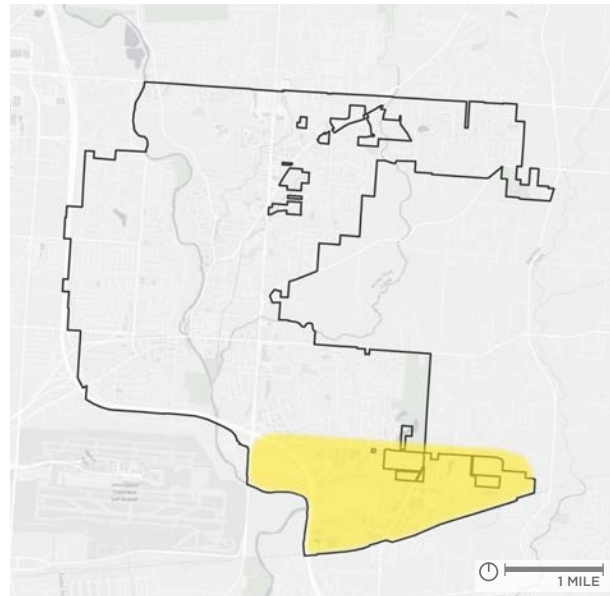
THE DESIRED VISION

South Gateway is a combination of three corporate areas with a focus on innovation and synergy among businesses, creating a unique innovation district. The buildings and the built environment should utilize high-quality materials and the public realm should attract employees and businesses. Light industrial and manufacturing focused businesses should be interconnected through green spaces and recreational paths, creating a campus-wide feel and brand to the area. Although there would be a focus on industry, housing abutting existing neighborhoods and small pockets of commercial could be considered as potential uses in the area as well, and be designed/scaled to serve neighborhood residents.

DEVELOPMENT PRINCIPLES

1. *A mix of office and light industrial uses mixed together in a corporate campus setting*

2. *Innovative signage should be encouraged to advance the image and brand of the district.*

3. *Multi-use paths should be constructed in the district, with a focus/priority on primary roads such as Taylor Road.*

4. *Parking should be heavily screened from public view or major roadways.*

5. *Mixed-use (MU) development should be master planned with residential uses limited to 20% of the development area for MU properties south of Taylor Road fronting I-270.*

FIGURE 5-14: EXISTING ZONING
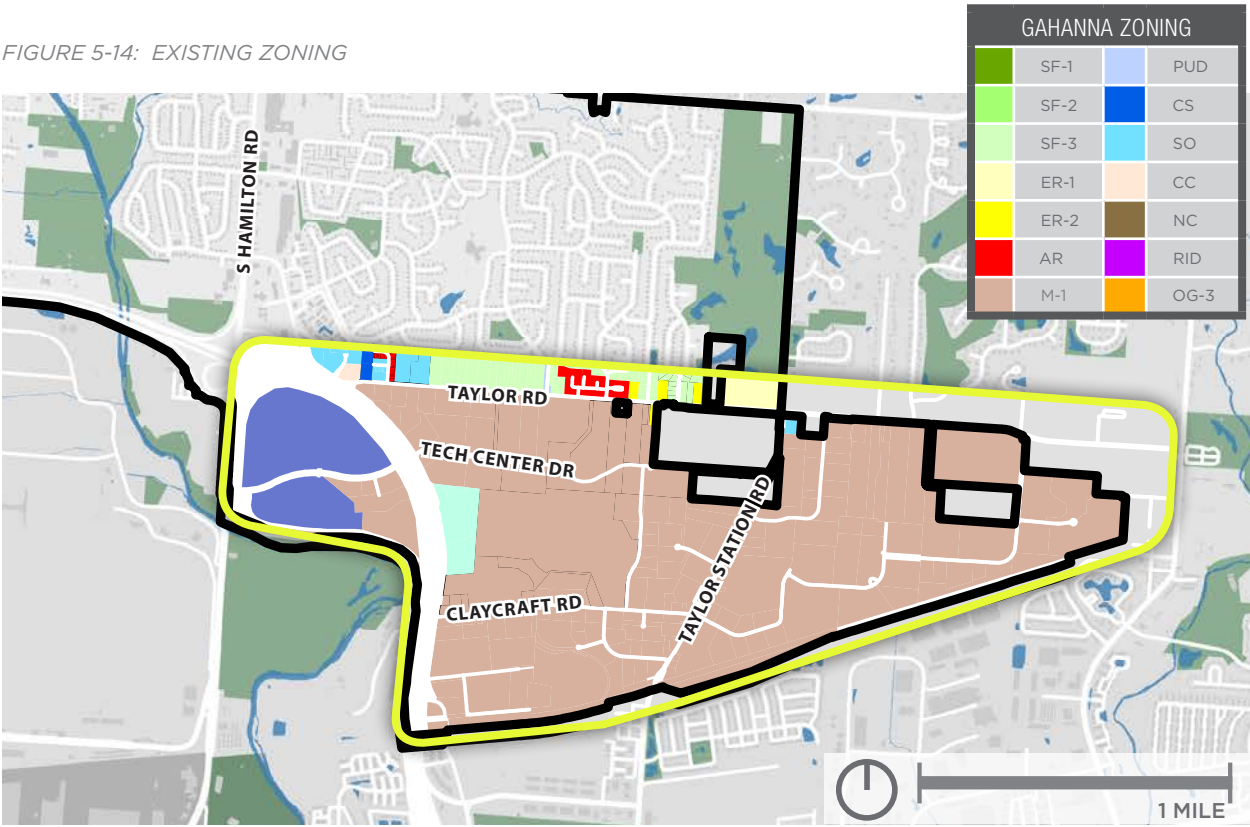
FIGURE 5-15: FUTURE LAND USE
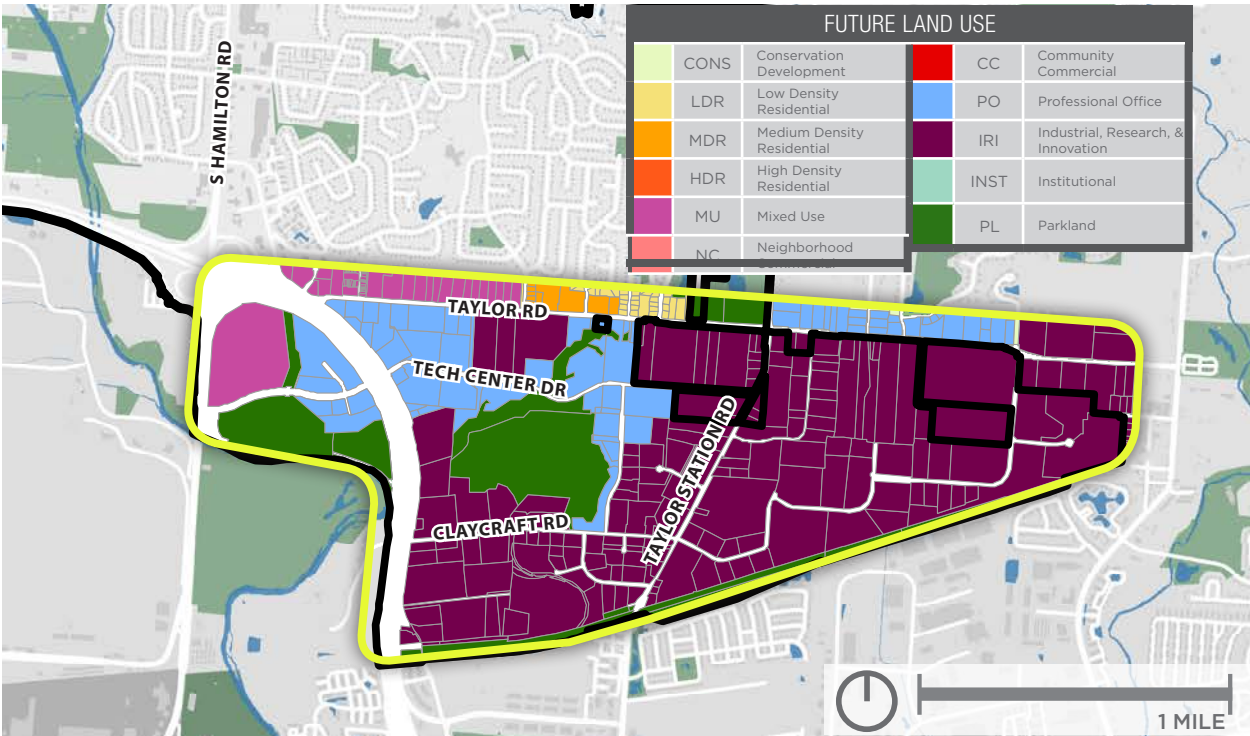
FIGURE 5-16: DEVELOPMENT CONCEPT: SOUTH GATEWAY

CONCEPT KEY	
⊙	Branding Element
●●●●	Consistent Signage / Lighting
▮▮▮	Enhanced Visibility
✳	Water Access
▉	Protect Greenway
▉	Mixed Use Development
▉	Office
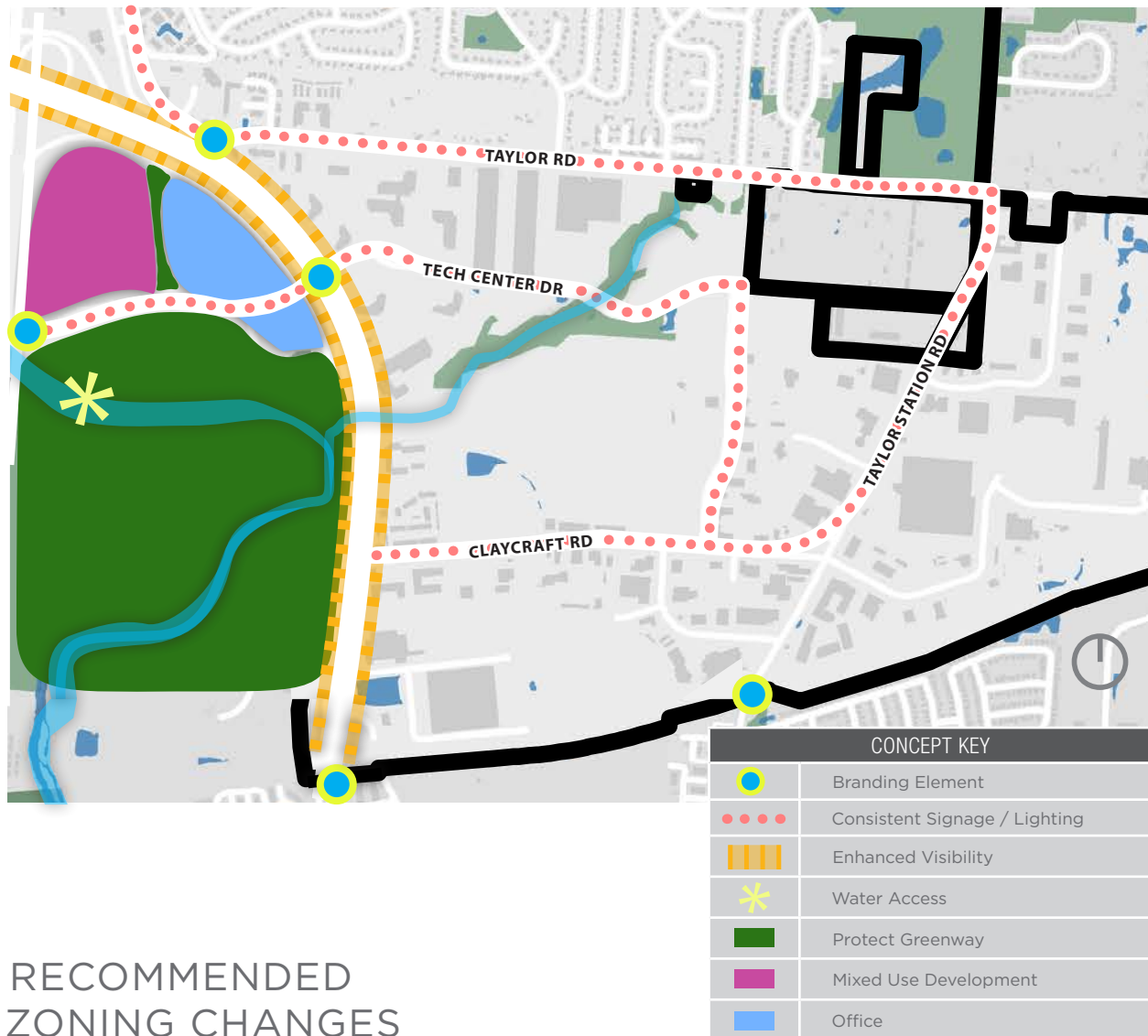
RECOMMENDED ZONING CHANGES

1. Discourage residential uses within the district, except as permitted for master planned Mixed Use (MU) development as described in Development Principle #5 (page 84).

2. Create sign requirements that unify the signage within the district.

3. Encourage future code changes to continue to and improve provisions for landscaping and screening along residential uses and major roadways.

PROJECTS, PROGRAMS, & POLICIES

1. Utilize TIF funds to improve public infrastructure including, but not limited to roads, paths, streetscapes, and signage.

2. Encourage annexation of unincorporated areas to ensure a seamless integration of uses within the area.

CONCEPT FEATURES

1. *Signage, wayfinding, and gateway features are used to create an identity for the Innovation District. The images above represent examples of using design to reflect the character of an innovation or technology district.*

2. *Connections across I-270 are enhanced to create a cohesive district.*

3. *Existing greenspace is preserved.*

Focus Area #5

West Gateway

OVERVIEW

West Gateway is the most prominent entryway into the City from the west and the area is bisected by US-62, which is the main route into Gahanna for those traveling to and from Downtown Columbus and the airport. Bordered by Johnstown Road to the south, the City boundary and Downtown to the west and east respectively, and encompassing parts of the neighborhood north of Agler Road, low density residential makes up the majority of land use in the Focus Area. Although there are some other residential and commercial uses, there is an opportunity to increase neighborhood commercial for surrounding residents. A key focus in this area now and in the future will be enhancing both traffic flow and walkability along US-62/Granville Street.
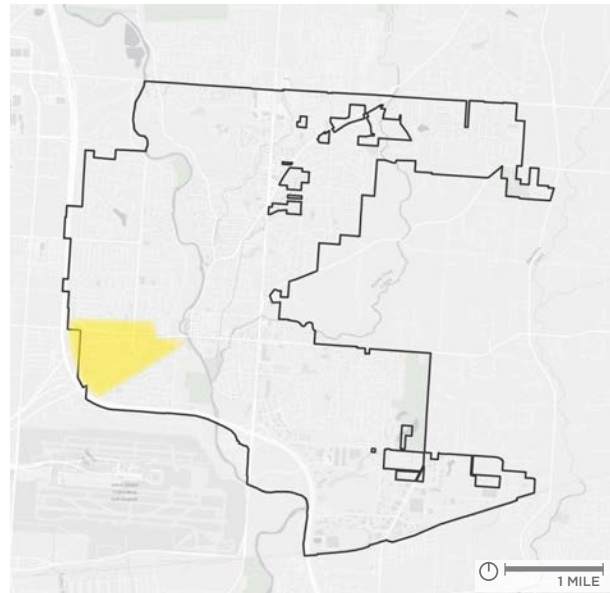
THE DESIRED VISION

As Gahanna's front door, future development in the West Gateway should promote the community's identity and create a sense of arrival into the City. Future land uses may include both neighborhood commercial and residential. These uses should be carefully planned to create a neighborhood character and feel south of US-62. Development along and north of US-62 should be oriented toward the street so as to create a defined street-wall and human scale to the corridor. Landscaping should be integrated throughout the area to soften the sense of arrival and define the overall district. Land use and transportation decisions should also be coordinated with other City plans and projects to strengthen the quality and character of West Gahanna.

DEVELOPMENT PRINCIPLES

1. *Create a cohesive and integrated district that strengthens the City's identity and gateway, anchored by a strong neighborhood.*

2. *Support the development of new income generating land uses.*

3. *Create an attractive streetscape and gateway along US-62.*

4. *Improve mobility and ease-of-access for motorized and non-motorized vehicles.*

5. *Increase the quality of development through the adoption of new development standards.*

FIGURE 5-17: EXISTING ZONING

GAHANNA ZONING			
SF-3		SO	
R-4		CC	
MR-1		RID	
AR		OG-1	
PCC		OG-2	
SCPD		OG-3	
CS			

STYGLER RD

US 62

JOHNSTOWN RD

0.5 MILE
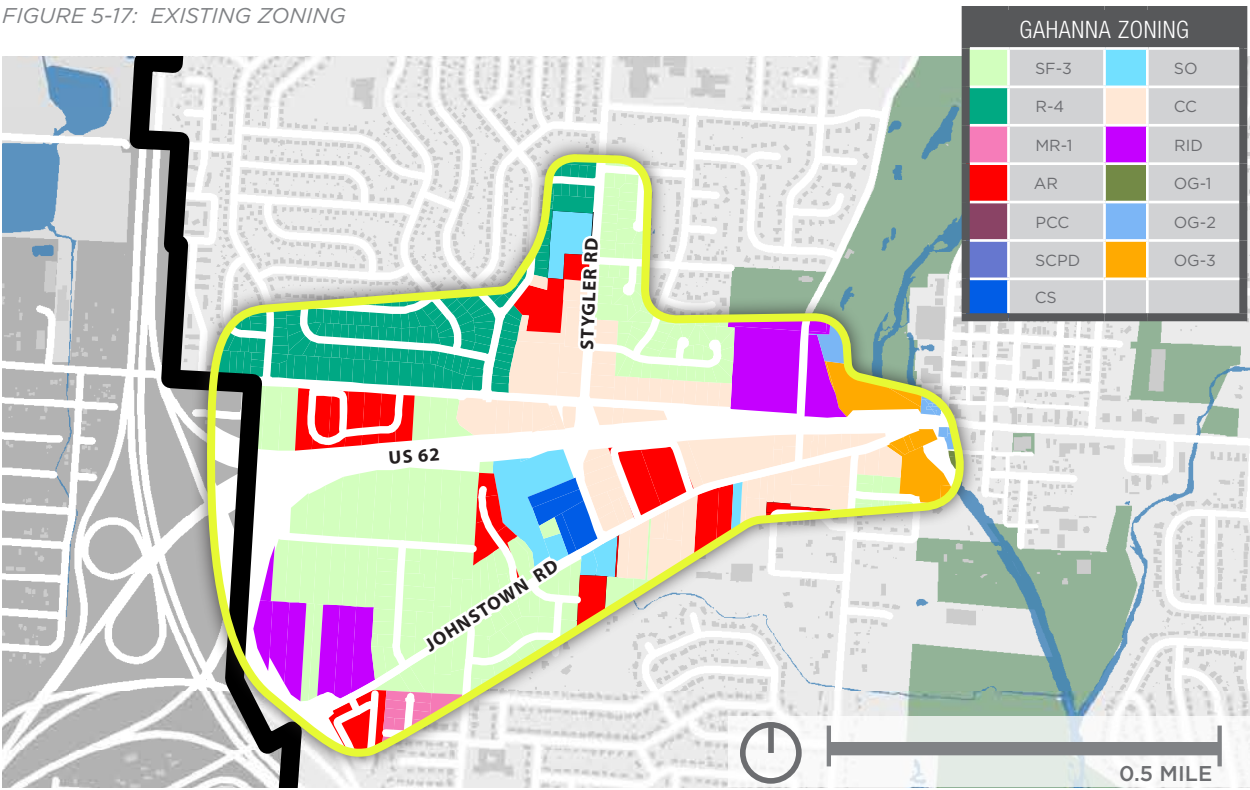
FIGURE 5-18: FUTURE LAND USE

FUTURE LAND USE			
CONS		NC	
LDR		CC	
MDR		PO	
HDR		IRI	
MU		INST	

STYGLER RD

US 62

JOHNSTOWN RD

0.5 MILE
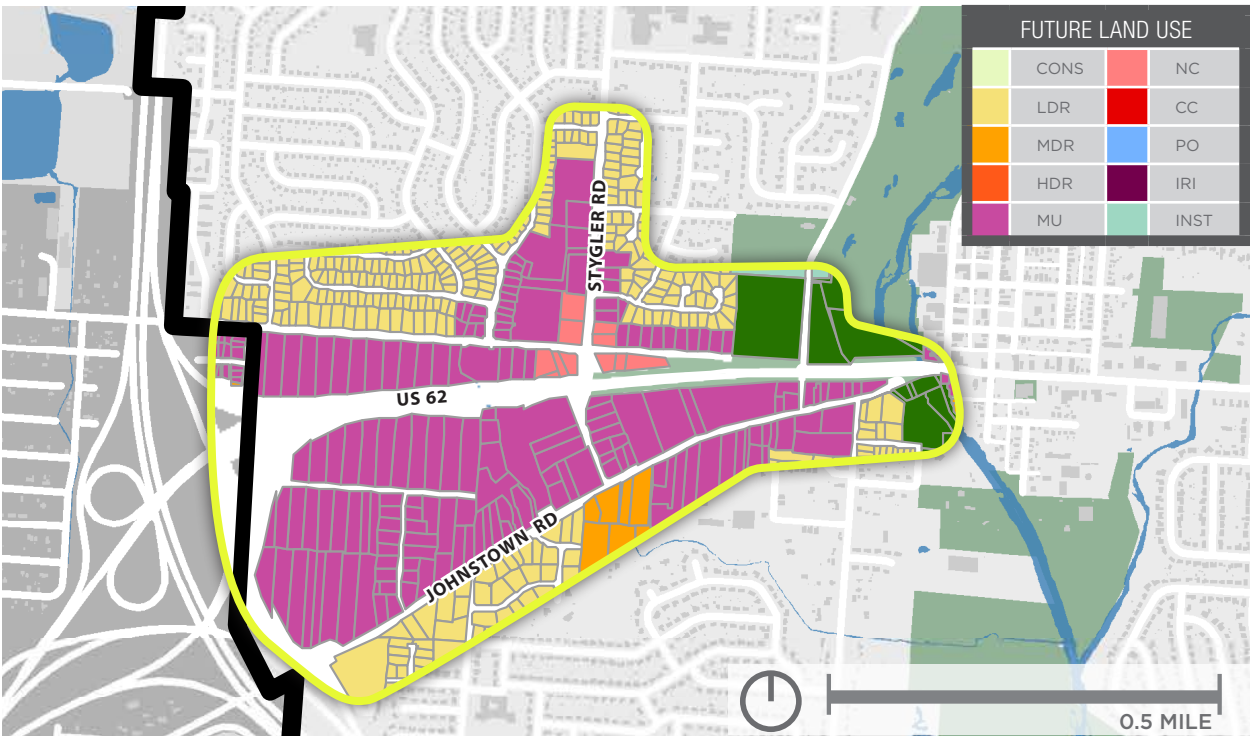
FIGURE 5-19: EXISTING CONDITION: STYGLER RD AND AGLER RD

CURRENT LAND USE	
	Community Commercial - auto oriented retail business with drive-through and/or large parking lot.
	Neighborhood Commercial - suburban style small-scale retail and restaurants.
	Medium Density Residential- Multifamily housing with optional healthcare services.
	Low Density Residential - Single family homes.
	Professional Office - Smaller offices and refurbished homes with limited allowable use.

See Chapter 2: Existing Conditions for more details on the current land uses.

CONCEPT KEY	
*	Challenge Intersection

STYGLER RD

AGLER RD

US 62

JOHNSTOWN RD

RECOMMENDED ZONING CHANGES

1. *Simplify commercial zoning categories south of US-62 with the goal of creating one cohesive Neighborhood Commercial District.*

2. *Consider development standards that will help to define this area as a primary gateway into the City.*

3. *Create a West Gahanna overlay or district that unifies the Stygler Road and Agler Road area.*

PROJECTS, PROGRAMS, & POLICIES

1. *Connect the area to Creekside and the greater Downtown via multi-use paths.*

2. *Create a primary gateway feature on US-62 as you enter the City.*

3. *Consider economic development policies that will attract new development to the area.*

FIGURE 5-20: ROADWAY NETWORK & DEVELOPMENT CONCEPT: STYGLER RD AND AGLER RD

CONCEPT FEATURES

A   *The Stygler-Agler Intersection and area is enhanced and traffic flow is altered as recommended by the Gahanna West Side Study.*

B   *Buildings address the street, framing the public realm and promoting walkability. These mixed use buildings may be any combination of commercial, office, and residential uses.*

C   *Parking lots are situated to the rear of buildings and screened from view.*

   Enhance roadways as a primary streetscape consisting of design features that elevate the level of pedestrian safety and comfort, the community image and brand, and include elements of beautification.

   Enhance roadways as a secondary streetscape that include consistent elements from the primary streetscape but with less intensive elements on branding and beautification.

Focus Area #6

Jefferson Township

OVERVIEW

The only focus area entirely outside of City limits, Jefferson Township offers an opportunity to accommodate a significant amount of growth in the future as the Central Ohio region grows. Currently, this area is predominately low density residential housing, but retains much of its rural charm and natural features throughout. Along Havens Corner, the current walkability condition is in tact, but the small scale nature of the sidewalk and proximity to the road makes walking a challenge. In addition, there is no bike infrastructure on the road with a limited shoulder creating a lack of comfort for those cycling to and from the area.

1 MILE
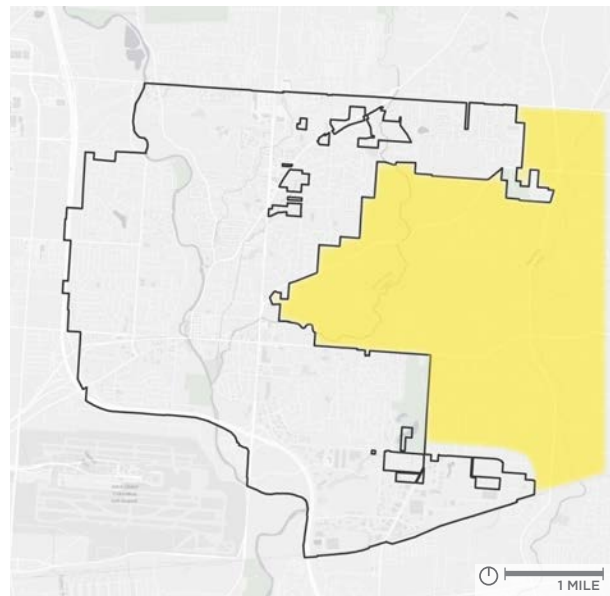
THE DESIRED VISION

Jefferson Township's rural character and natural features should be preserved using sustainable development practices. Conservation development techniques that allow for some strategic growth while protecting farmland, open space, natural features, and vistas should be utilized. Limited nodes of denser commercial activity along major thoroughfares would serve needs of local residents while discouraging a sprawling development pattern. Access to natural areas and local farms should be considered as part of future growth and development creating an amenity for neighborhood and community residents, as well as opportunities for outdoor learning, education, and recreation.

DEVELOPMENT PRINCIPLES

1. *Conserve natural areas and integrate them into future development.*

2. *Create wider setbacks along Havens Corner Road allowing for landscaping and buffering that complements and promotes a rural character.*

3. *Create both walking and biking connections along Havens Corner Road.*

4. *Allow for a variety of low to medium density housing types that create opportunities for a variety of residents to reside in and enjoy living in a conservation style development.*

FIGURE 5-21: EXISTING ZONING

JEFFERSON TWP ZONING		
Countryside Residential District		Neighborhood Commercial
Restricted Suburban Residential District		Community Service
Limited Suburban Residential District		Planned Commercial
Planned Residential District		Restricted Industrial
Planned Suburban Residential District		Limited Industrial
Suburban Periphery Residential District		Planned Industrial Park
Suburban Office		Exceptional Use

Source: Jefferson Township Department of Zoning and Building

FIGURE 5-22: FUTURE LAND USE

FUTURE LAND USE		
CONS	Conservation Development
LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
MU	Mixed Use
NC	Neighborhood Commercial
CC	Community Commercial
PO	Professional Office
IRI	Industrial, Research, & Innovation
INST	Institutional
PL	Parkland
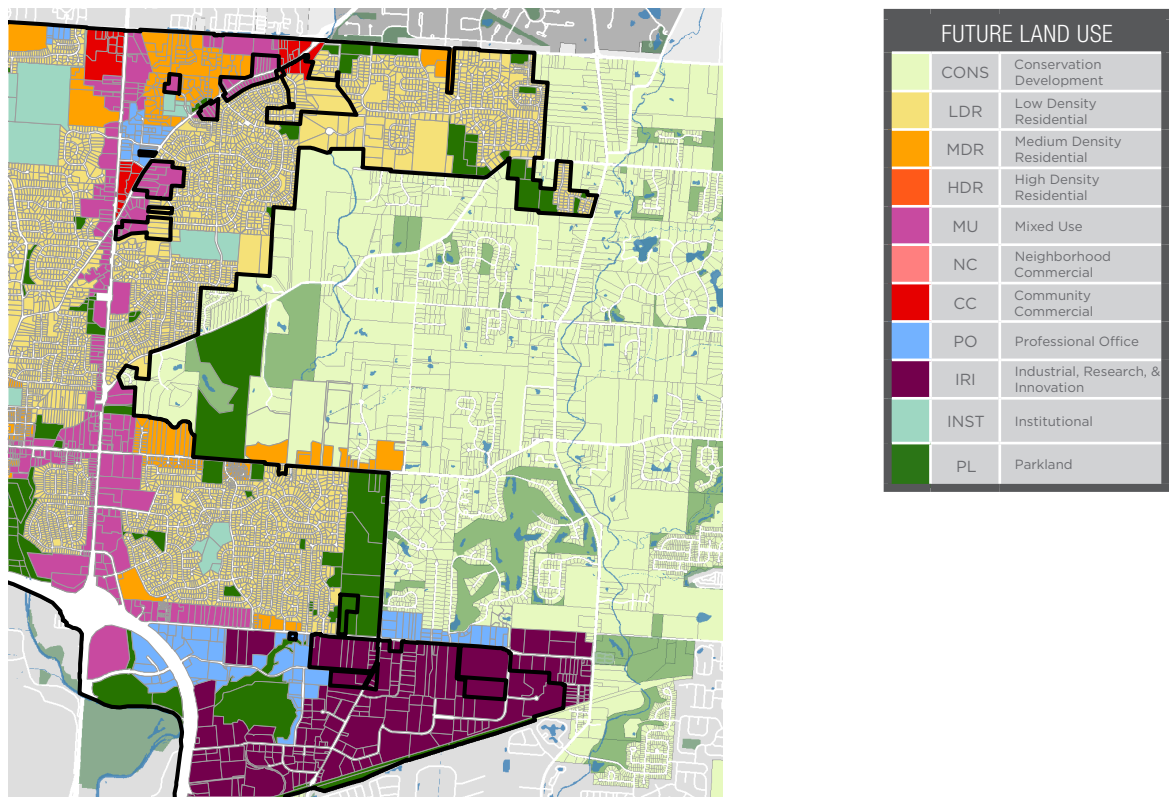
FIGURE 5-23: DEVELOPMENT COMPARISON

CONVENTIONAL SUBDIVISION
35 PARCELS

CONSERVATION DEVELOPMENT
35 PARCELS

A comparison of a conventional subdivision and conservation development is provided to portray the drastically different neighborhood and site designs possible with the same number of parcels (35).

RECOMMENDED ZONING CHANGES

1. *Create a new zone district that allows conservation-style development with clustered smaller lot residential that protects and maintains open space and environmentally sensitive areas.*

2. *Consider specific architectural standards that complement the image and brand of the City, but embodies more of a rural pastoral architectural style.*

3. *Discourage non-residential uses.*

PROJECTS, PROGRAMS, & POLICIES

1. *Create a multi-use path along Havens Corner Road.*

2. *Create secondary gateway elements in the corridor as you enter the City from the east.*

3. *Explore opportunities to create park space with public access along the Rocky Fork Creek.*

FIGURE 5-24: CONSERVATION DEVELOPMENT EXAMPLE

* *This rendering is meant to portray the conservation development concept and is only one potential layout of the land.*

CONCEPT FEATURES

A   *Single family homes are clustered on smaller lots.*

B   *Roadways are curvilinear in nature to take into account the area's existing topography.*

C   *The remainder of land is conserved as open space, woodland, or recreational areas to be shared by residents and/or visitors.*

06

CHARACTER GUIDELINES

Character Guidelines

OVERVIEW

In order to guide the retrofit of existing sites and future redevelopment, basic character guidelines are suggested for the City of Gahanna. For locations along major thoroughfares or within the focus areas, a more rigorous application of these standards should be used. For the other areas, design of each site will be dependent on balancing a number of factors. In all areas, there are some key design guidelines that are vital for quality development outcomes and are highlighted below.

These Guidelines do not supersede the Zoning Code, but supplement those standards in a more flexible format, being rapidly adjustable to site-specific issues. In future zoning code updates, the code should be updated to reflect the recommendations of the Character Guidelines.

SITE DESIGN

Site Development

1. Where setbacks allow, buildings should be located adjacent to the public right-of-way to frame the street and improve walkability.

2. Parking should be located to the rear (preferred) or the side of buildings. No parking or drive aisles shall be located between the building frontage and the right-of-way.

Site Development - Building adjacent to the public right-of-way with parking to the side.

Site Development - Large format commercial use located adjacent to the right-of-way with feature entryway and proper landscaping.

3. Where parking is located on the side, it must be fully screened by masonry walls, fencing, or decorative landscaping *(see Landscaping)*.

4. Large format commercial uses located adjacent to the right-of-way should utilize feature entryways and proper landscaping.

5. Impacts of site lighting on adjacent residential areas should be reduced through the use of cut-off light fixtures.

6. Service functions (loading docks, dumpster enclosures, etc.) should be strategically placed to minimize negative impacts on the public rights-of-way and adjacent residential uses.

7. Drive-throughs should be located to the rear of the primary structure and screened from the primary public right-of-way.

8. Fencing to a height of 72"-96" shall be used to screen commercial uses from residential uses at the rear property line.

9. Landscaping along roadway edges should include medium-to-large street trees where possible, to provide a rhythm and identifiable character for the road.

10. Sidewalks and/or multi-use paths should be located along the right-of-way, in keeping with the identified streetscape typology for that area.

11. Bicycle access should be accommodated and encouraged in the site design.

Site Access

1. Sites should be designed to share vehicular access with adjacent sites, as part of a larger access plan.

2. Individual entrances are discouraged in favor of collaborative, cross-access site designs.

3. Excessive curb-cuts and driveways should be avoided.

4. Vehicular access should be provided from alleys where possible, reducing or eliminating street frontage curb-cuts.

5. Site access should be oriented in a grid-like street pattern, whether public streets or private on-site drives. Internal private roadways are encouraged.

Site Development - Linear landscaping along the street edge can create a buffer between pedestrians and automobile traffic, while providing stormwater benefits.

Mixed-use buildings can share parking spaces, and reduce overall parking areas.

Internal parking bays allow more of the building to be pedestrian-oriented towards the street.

PARKING

Surface Parking

1. Shared parking across joint sites is highly encouraged.

2. The use of alternative transportation should be encouraged through site design with adequate sidewalks, access points, and bicycle storage, where needed.

3. Design for median anticipated parking demand on individual sites through the use of shared and cross-access easement parking areas, and integration of alternative transportation.

4. Emerging technologies such as autonomous vehicles could lower parking ratios and should be closely monitored.

5. The use of permeable paving materials is encouraged.

6. Small landscape islands within parking lots are discouraged in favor of larger, sustainable-practice planting areas *(see Landscaping).*

7. Parking should be screened from view on major roadways *(see Landscaping).*

8. Incorporating sustainable practices within parking areas is encouraged, such as:

   » Permeable pavers

   » Bioswales, rain gardens, and other stormwater controls

   » Solar shades

9. Parking areas should be well lit and use cut-off fixtures to avoid light spill to adjacent uses.

10. Parking should not be permitted between the building and the street, except conditionally for large-format uses greater than 50,000 s.f. provided proper screening and landscaping is incorporated in the site design.

11. Parking should not be placed closer to the street than the face of the building.

Surface parking lots should be screened from the public right-of-way (see Landscaping).

Parking - Permeable pavers and green infrastructure in parking area is encouraged.

A parking lot utilizing Low Impact Design (LID) strategies, including permeable paving, a stone infiltration strip, and a bioswale.

Structured Parking

While not applicable in all areas of the City, structured parking may be necessary or desired to accomplish certain levels of density in new development projects. Structured parking should be limited to development within the focus areas.

1. Parking structures should not front Primary Roadways, or greenspaces, but should instead be placed to the rear of the primary development, or internal to development pods, and accessed by Secondary Roadways or alleyways.

2. Size and massing of parking structures should be guided by the same principles that apply to other buildings, with the added consideration that they are secondary uses.

3. Parking structures should be screened from view by adjacent development and utilize similar architectural elements, such as a brick facade.

4. Where parking structure is visible, additional screening is encouraged such as sculptural elements, unique lighting, or greenery to further assimilate structure into surrounding development or contrastingly to create a signature piece of architecture.

Mesh surfaces may be used to screen parking from view.

Greenery and/or living walls may be used to screen parking from view.

SETBACK LINE
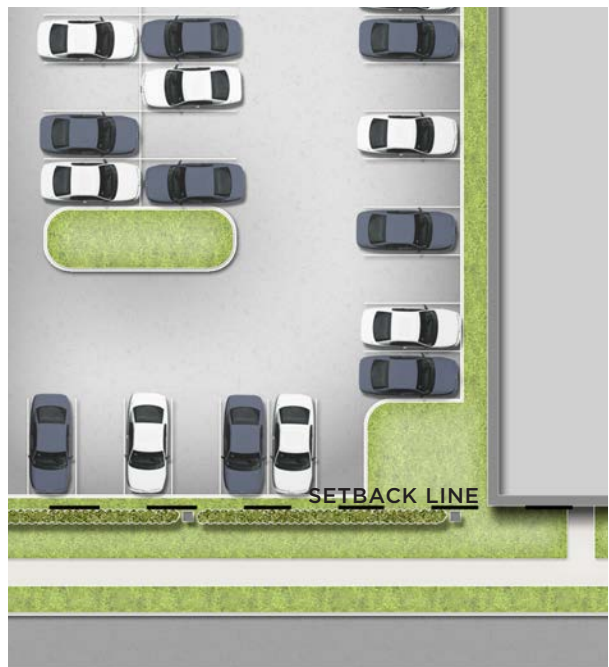
When parking abuts a street, it should not be closer to the street than the face of the building.

Parking garage stairwells should be designed to fit seamlessly with the rest of the parking garage's exterior.

MOBILITY & OPEN SPACE

Active Transportation

1. Bicycle racks should be installed near primary building entrances.

2. Sidewalks and/or multi-use pathways should link sites and extend into each site to provide direct access to buildings.

3. Bicycle infrastructure should be considered in all future roadway improvements. These may include bike lanes, sharrows, and bike boxes at intersections.

4. Artistic bicycle racks that are consistent with a building's architectural character and/or mission should be encouraged to enliven the streetscape.

Open Space

1. Usable open space should be incorporated in close proximity to uses, as possible.

2. Sidewalk and/or multi-use pathways should link development to nearby parks and open space.

3. Open space should include multi-use paths, seating, and other passive and limited active recreation uses.

4. Access to natural features, such as creeks and woodlands, should be encouraged through trails, signage, boat launches, etc.

Gateways

1. Major entry points into the City should be visually accentuated through gateway features.

2. Gateway features should be consistent with perimeter landscaping (*see Roadway Landscaping*) and any current City branding initiatives.

Active Transportation - Dedicated bicycle facilities
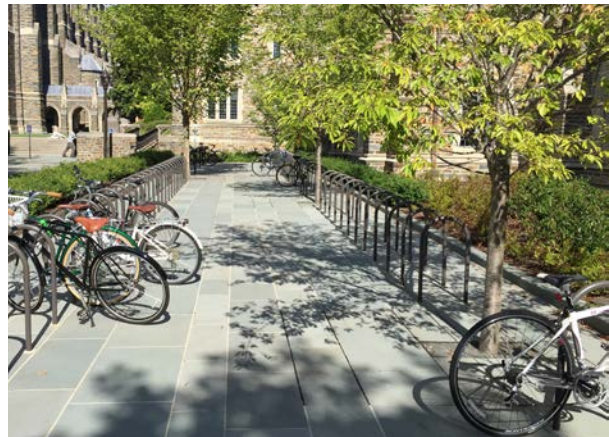
Bike Parking grouped in a centralized area where high use is anticipated

Artistic bike racks add character to a place.

Multi-use paths around the development should be wide enough to accommodate bikers and pedestrians.

Wherever possible, sidewalks should be shaded and edged with quality landscaping to ensure pedestrian comfort.

Bicycle racks that allow riders to lock their wheel and frame should also use material that complements the design of the overall development.

A 5 foot clear path, at minimum, is important for ensuring safety and accessibility for all users.

LANDSCAPING

GENERAL LANDSCAPE STANDARDS

1. Landscape materials and design should be considered as an important element of development projects in order to enhance structures, create shade, and provide environmental benefits.

2. Public, semi-public, and private spaces should be demarcated clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers.

3. Landscaping should be used to support stormwater management goals for filtration, percolation and erosion control, including rain gardens, consistent with the requirements and approvals of the reviewing agencies.

4. Plant species used in landscaping should be adapted to local, urban conditions. Invasive species should be avoided. The use of native species is encouraged.

5. Buildings, when applicable, should incorporate landscape as a design element that complements the architecture of the building and defines and enhances both the street and pedestrian spaces.

6. Large expanses of pavement used in public spaces, such as patios and plazas, should incorporate variations of scoring patterns or textures to provide an element of visual interest (pervious paving materials are encouraged).

7. Fronts of buildings should incorporate the use of free standing unit planters or in ground planters in the building activity zone along the streetscape. Unit planters should be consistent in style with the building architecture.

8. Street furniture should not hinder pedestrian movement or block traffic.

LANDSCAPE SCREENING

1. Service and loading zones should be screened from the public right-of-way.

2. Trash and recycling containers, dumpsters, and service areas should be centralized and screened in a manner that allows ease of access and is complementary to the building in material and color. Views from neighboring buildings and properties should be minimized or screened to their full height.

3. Mechanical systems (HVAC, etc.) should be placed on the roof or behind buildings and screened as necessary in a manner that is complementary to the building in material and color.

4. Small cell communication antenna/devices should be sited in a manner that minimizes their visual impact and does not damage or cover distinctive architectural features. Rooftop placement of these specific devices, in conjunction with chimneys or other structures, is preferred. Screening of these devices is also encouraged. Mechanical equipment and devices associated with wireless facilities should be placed in underground vaults or unobtrusive structures.

5. Chain link fencing should not be used for screening any of the previously mentioned systems or devices.

A diversity of materials used in public places helps to break up the space while providing an element of visual interest.

SITE LANDSCAPING

1. Site landscaping should be consolidated into areas large enough to support successful plant growth. Small landscape islands within parking lots are discouraged.

2. Larger, linear landscape islands are encouraged, particularly those integrated into an overall stormwater quality and control system.

3. Landscape areas may be curb-less as needed to contribute to stormwater quality and controls.

4. Landscape screening adjacent to neighboring residential uses is encouraged.

5. Landscape screening between adjacent parking lots should allow pedestrian access.

6. Regular maintenance of landscaping is encouraged. This includes limiting hedgerows to heights low enough to see above when walking, thinning trees near buildings that obscure signage and entries, and regular maintenance of screening along the rights-of-way.

HVAC and other mechanical systems screened by a combination of landscaping or brick walls strengthens the visual appeal of the pedestrian environment.

All service, equipment, and trash enclosures shall be screened on all sides, including an appropriately styled gate.

Planters and landscaping by building owners can strengthen the visual appeal of the streetscape.

If parking has to be located to the side of a building, the screening should match adjacent architecture.

ROADWAY LANDSCAPING

Landscape treatment is prescribed for major roadways in order to create a consistent brand and appearance throughout the City. The landscaping should be provided in locations as described in this section. The design should combine the use of traditional materials with modern needs; limestone and/or river stone are the preferred materials for both landscape walls and columns.

Roadway landscape treatments are encouraged to be designed in coordination with green infrastructure techniques, such as bioretention areas and rain gardens. Green infrastructure should be placed behind the perimeter landscape, when viewed from the exterior streets.

Primary Roadway Landscaping:

• Placed along the right-of-way and within 50 feet of a primary or secondary street curb-cut, the treatment shall transition to a 36 inch tall stone wall and 6 ft. tall stone columns at 25 feet spacing. Natural stone is preferred to engineered walls; columns should have a 2" thick flat precast or stone cap.

• Recommended roadways for primary landscaping treatment are Granville St, Hamilton Rd, Morse Rd, and any abutting developments with high visibility.

Secondary Roadway Landscaping:

• Placed along the right-of-way 4 ft. tall stone columns at 50 feet spacing with 4 ft. tall black aluminum decorative fencing, evergreen hedge behind, and perennials in front.

• Recommended roadways for secondary landscaping treatment are Stygler Rd, Agler Rd, Johnstown Rd, Cherry Bottom Rd, Havens Corner Rd, and any abutting developments with high visibility.

Tertiary Roadway Landscaping:

• Placed along the right-of-way 30" evergreen screen hedge punctuated by 4 ft. stone columns at 50 feet spacing.

• Recommended roadways for tertiary landscaping treatment are Taylor Rd, Taylor Station Rd, Tech Center Drive, and any abutting developments with high visibility.

Focus Area Roadway Landscaping

• Any non-primary streets in all focus areas should utilize a choice of primary, secondary, or tertiary landscaping treatments to screen parking from the roadway and continue to support the City's

brand in these key development areas.
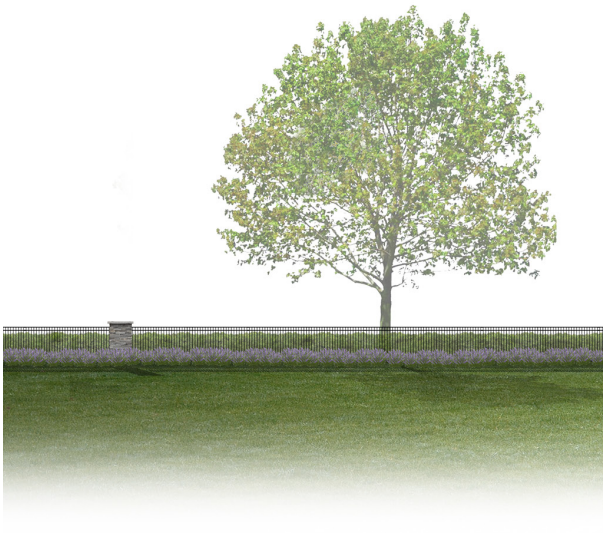

Sample Primary Roadway Landscaping

Sample Secondary Roadway Landscaping

Sample Tertiary Roadway Landscaping

PRIMARY ROADWAY LANDSCAPE

SECONDARY ROADWAY LANDSCAPE

PRIMARY

SECONDARY

TERTIARY

TERTIARY ROADWAY LANDSCAPE

LIGHTING

Lighting should be used to activate the streetscape, prolong street life after business hours, and address pedestrian safety.

1. Light fixtures, poles, and bases should be designed to complement and enhance architectural features.

2. LED or other high efficiency lighting should be used whenever possible.

3. Lighting fixtures should be of commercial quality, with high-quality materials.

4. All exterior light sources and lamps should be concealed or shielded with an Illuminations Engineering Society of North America (IESNA) full cut-off style fixture with an angle not exceeding 90 degrees to minimize the potential for glare and unnecessary diffusion on adjacent property.

5. All conduit and electric lines shall be placed underground or entirely within the light fixture or assembly structure. Conduit shall not be attached to an exterior surface.

6. Indiscriminate, non-directional area lighting is prohibited, such as wall packs and high-intensity floods.

7. Pedestrian lighting should incorporate signature architectural decor, whenever possible. Pedestrian lighting fixtures should have a maximum height of 14 feet.

8. Vehicle use area lighting fixtures should have a maximum height of 25 feet. Street fixtures shall be architectural in style consistent with the pedestrian fixtures.

9. All exterior lighting shall be designed to avoid the creation of "hot spots" or irregular lighting levels. Lighting uniformity across a horizontal surface shall have an average range from one footcandle to three footcandles or not exceeding 4:1 average to minimum light levels.

10. Special feature lighting is permitted in unique designs as decorative or sculptural lighting

fixtures in limited locations and may be permitted to be IESNA non-cutoff with City approval.

11. Wall-mounted or landscape accent lighting should not exceed 900 lumens.

Wall-mounted lighting should blend in with the building frontage.

Pedestrian lighting can double as signage for local events, organizations, etc. as permitted by the City.

ARCHITECTURE

Buildings

1. Entrances shall be located along the public rights-of way in order to create a "front door" character for the pedestrian corridor.

2. Building lighting may be used to enhance architectural features and to indicate the location of entries.

3. Multi-use buildings are encouraged.

4. Scale and Massing

   a. Scale should be considered in the overall context of the area and based on site location.

   b. Massing of the buildings should create an urban street edge.

   c. Buildings of 2-story to 4-story height are encouraged.

   d. Buildings should have a 1 and 1/2-story appearance at a minimum.

5. Transparency

   a. A high degree of transparency is encouraged, utilizing storefront windows on the first-floors.

Buildings: Exterior Materials

1. Natural materials are encouraged; materials that emulate a different material are discouraged.

2. Glass

   a. Glass on the first-floor should be transparent to allow views into the building.

   b. Use of transparent (non-opaque) glass is encouraged throughout.

3. Metal

   a. Metal should be more "solid" in character with a minimum thickness of ¼ inch – break metal and other easily warped metal applications should be avoided.

High-quality materials and design should be used on all four sides of a building and ideally, parking should be located in the rear.

Stone is a high-quality exterior building material.

Glass and outdoor seating can add a sense of vibrancy and energy to the street.

4. Brick

    a. Natural brick is encouraged as an external material on all floors.

    b. Brick veneer may be used if installed and dimensioned to give the appearance of true brick.

    c. Brick can be used in conjunction with stone sills and lintels.

    d. Other clay products such as terracotta tiles may be used as appropriate.

5. Stone

    a. Natural stone or natural stone veneer is appropriate based on scale and location.

    b. Stone is most appropriate on lower facades.

    c. Stone may be used in conjunction with other materials such as glass and brick.

    d. Stone sills and lintels are an effective external building component when incorporated into facades with other materials such as brick.

6. Wood

    a. Wood is a possible exterior material depending on its application and the scale of the structure.

    b. Wood can be used as an accent material or a framing around building features.

    c. Traditional wood siding profiles should be used only on smaller-scale and traditionally designed structures.

SIGNAGE

1. Overall City and focus area-specific branding should be considered to improve identity.

2. Coordinated wayfinding signage can be used to improve the function of areas with shared parking.

3. Buildings with rear parking should have signage along the main thoroughfare as well as smaller signage for rear entries at the parking areas.

General Signage

1. The scale and proportions of a sign should fit with the scale of the individual building on which it resides. Signs shall not cover windows, roof shapes, or dominate trim.

Outdoor dining spaces are important for creating a sense of energy in public spaces, especially during warmer months. Dining spaces should fit in with the rest of the street fabric.

A mix of materials, such as brick and glass, along with proper landscaping and public access is shown. Signage for multiple tenants helps with wayfinding.

2. In walkable areas, the scale of signs should cater to the pedestrian.

3. The copy of the sign should be restricted to the name, address, function, and logo of the establishment. Phone numbers, web sites, rates, and advertising of commodities or ancillary services should not be posted.

4. In walkable areas, it is expected that each storefront will have a combination of two of the following as their primary and secondary sign: a wall sign, an awning sign, a projecting sign, or a window sign. The standard primary sign should be a wall sign above the storefront and the standard secondary sign should be a projecting sign for easy view of pedestrians along the sidewalk.

5. Only one projecting sign should be permitted per storefront on primary streets.

6. Only one primary sign is permitted. The maximum number of business name signs should be two per business on the front or side (or combination) of the building and one sign in the rear.

7. For second (rear) entrances, locate signs above the door or window. These signs should be no larger than 25 percent of the allowable size of the main sign on the front facade. Vivid colors and striking signage can highlight the rear store entrance from parking lots. Service entrances should be clearly marked, but not emphasized.

8. Sidewalk signs must not obstruct pedestrian movements along public walkways or view triangles.

9. The maximum number of sidewalk signs is one per business. They may only be displayed during business hours and must be taken inside overnight every night.

10. Banners and cloth signs shall be used primarily for special, festive occasions. If such signs are used on a permanent basis, a condition of their initial approval is agreement to replace them when they show wear. A banner shall be considered a permanent sign if it displays

Wayfinding signage - Coordinated wayfinding signage can elevate the identity of an area while aiding pedestrians and bicyclists.

Pedestrian-scale signage - Unique designs in keeping with business add character to an area.

Integrated signage - Signs of simple, complementary design can be integrated into architectural features.

content or identification of any kind which relates to the business or service establishment of the building to which the banner is attached.

Sign Materials and Colors

1. Sign materials should coordinate and complement those of the building.

2. Materials to be avoided include sheet metal, plastic panels, and vinyl wherever possible.

3. Colors should coordinate with each other and the building to which the sign is attached and should contribute to legibility and design quality.

Sign Lighting

1. Signs may be lighted from exterior sources, provided the light source is cut-off so as to only illuminate the sign face. Ground-mounted light sources must be screened from public view, preferably with landscaping. Wall-mounted light sources should be architecturally appropriate for the building.

2. Signs should not be backlit unless it is from lights located within individual channel-type, or push-through type letters.

3. Interior lighted signs are not encouraged except for those with individually illuminated letters and graphic(s). The entire sign and background should not be internally illuminated.

Signage types - A business with a wall sign and a blade sign, complementary to the overall building architecture.

Internal illumination - Individual push-through style letters in an opaque cabinet are appropriate.

Exterior lighting for wall sign - Wall signs should be scaled and located to complement architecture..

DOWNTOWN DESIGN GUIDELINES

Building Placement and Setback Character

1. Place a building to promote a safe, interesting and comfortable pedestrian environment along the street.

   a. When a building wall is set back from the sidewalk, design the intervening space to be attractive to pedestrians.

2. Design a street frontage to promote pedestrian activity.

   a. Appropriate strategies for a renovation include:

      » Expanding buildings to extend closer to the street

      » Improving pedestrian connections between buildings and the street.

   b. Appropriate strategies for locating a new development include:

      » Locating a new building between the street and a parking area to minimize vehicular impacts on pedestrians.

      » Locating a new building to the side (preferred) or rear of a parking area to provide flexibility for a small project.

   c. Appropriate strategies include:

      » Pedestrian-oriented entries

      » Windows facing the street

      » Small public spaces linked to the sidewalk

      » Urban streetscape design and landscaping

3. Develop an active pedestrian-friendly area in front, when a building is set back from the sidewalk. Areas should be:

   » Open to the public

   » Landscaped

Building Orientation

1. Orient a building to the public realm.

   a. Place a primary entry to face a street.

   b. Orient a primary entry or facade to a public plaza or other prominent outdoor amenity space where appropriate.

   c. Consider providing an outdoor space, such as a balcony, patio or rooftop terrace.

Connectivity

PEDESTRIAN & BICYCLE CONNECTIVITY

A site should establish a pedestrian and bicycle circulation system that integrates site components and connects with the public realm.

1. Provide a pedestrian connection between a site and the public realm. Appropriate options include:

   » A door that opens directly onto a public space.

   » A walkway that connects a building to a public space through a front setback area.

   » A plaza, outdoor seating area or patio that connects a building to a public space.

2. Establish an internal walkway system that connects key areas, such as building entries, parking areas and public amenity space.

   a. Use landscaping, special paving and distinct lighting to accentuate and clarify a site's circulation system.

   b. Consider directing an internal walkway through a plaza, courtyard or other outdoor feature.

   c. Size an internal walkway of an adequate width to allow safe pedestrian access.

   d. Integrate an internal walkway system with the public pedestrian circulation system.

3. Provide pedestrian and bicycle connections into and between properties.

   a. Connect an internal circulation system to those of adjacent commercial properties, when possible.

   b. Provide a mid-block connection for pedestrians and bicyclists when possible.

   c. Use through-block connections to provide public connections between blocks. See through-block connectivity for additional information.

   d. Route a pedestrian connection through an outdoor open space, when possible.

   e. Locate sidewalks and pedestrian paths to link with potential future development.

   f. Align sidewalks and pedestrian paths to potential future connections on adjoining properties.

   g. Incorporate bicycle parking into the design of a building and along bikeways.

   h. Locate a bicycle parking facility in a highly visible and accessible locations.

VEHICULAR CONNECTIVITY

Where it is to be included, automobile access should be unobtrusive. Driveways should be designed to promote safety and minimize pedestrian-vehicle conflicts.

1. Provide vehicular connections into and between adjoining properties along an alley.

   a. Provide a direct vehicular connection to streets and alleys on adjoining properties to reduce traffic and pedestrian impacts on surrounding streets.

   b. Align internal drive aisles on large lots, to allow for future connections to adjoining properties.

2. Create a consistent streetscape experience.

   a. Coordinate streetscape designs along Mill Street and Granville Street when feasible.

3. Consider using a shared driveway between properties to reduce the number of curb cuts.

   a. Where a curb cut is to be installed, minimize its width.

4. Design a service drive to be a visual asset.

   a. Use decorative and porous paving materials where feasible based on vehicle load requirements.

   b. Include landscape materials to buffer views and soften appearance.

Outdoor Amenity Space

PLAZAS, COURTYARDS & PATIOS

An outdoor amenity space should be designed and furnished to encourage activity and create a comfortable space to enjoy. Creative and inviting elements should be incorporated, such as a water feature or public art.

1. Locate a public amenity space to provide a focal point for a new development.

   a. Locate a public outdoor space to highlight key building features.

   b. Position a plaza or courtyard to facilitate sharing between adjoining buildings, when possible.

   c. For a small project, such as a new single-story building, consider incorporating a simple courtyard at a building entry.

   d. Consider using public art to add interest to a public plaza.

   e. When and where possible connect public spaces to the waterways to continue to advance the spirit of water and community in the Downtown.

2. Design an outdoor amenity space for active use.

   a. Orient an outdoor amenity space to pedestrian activities, views and cultural resources.

   b. Provide a clear connection between an outdoor amenity space, pedestrian circulation route and building entrance.

c. Orient an outdoor amenity space to views of activities or architectural landmarks to provide visual interest.

d. Create a sense of enclosure for an outdoor amenity space area by positioning buildings to frame the space or define it with landscaping.

3. Design an outdoor amenity space to be inviting.

a. Size the space to provide a comfortable scale for pedestrians.

b. Design the space to invite public use.

c. Create a sense of enclosure for an outdoor amenity space by positioning buildings to frame the space.

d. Use landscaping to create an inviting and comfortable experience.

e. Design and locate stormwater management systems, such as bioretention areas, to serve as usable open space or site amenities.

f. Use permeable surfaces and paving systems to assist with stormwater drainage.

OUTDOOR DINING

Outdoor dining areas and sidewalk cafes in private property help animate the public realm and are welcomed throughout the District. An outdoor dining area or sidewalk cafe typically involves a grouping of tables and/or seating for the purpose of eating, drinking or social gathering.

1. Locate an outdoor dining area to accommodate pedestrian traffic along the sidewalk and serve as an asset to the downtown.

a. Locate a dining area immediately adjacent to a building front to maintain a public walkway along the curb side.

b. Maintain a clear path along the sidewalk for pedestrians.

c. Use a railing, detectable barrier or similar edge treatment to define the perimeter of a permanent outdoor dining area.

d. Design a railing or detectable barrier to be sturdy and of durable materials.

e. Tables and chairs should be high-quality, durable and designed for outdoor use.

f. Tables, chairs and other components of the outdoor dining area should not be permanently attached to the public right-of-way. Approved patio railings may be temporarily attached to the surface of the public right-of-way.

g. Avoid stacking table and chairs on the sidewalk when they are not in use.

PUBLIC ART

Public art is highly encouraged as an amenity in Downtown Gahanna as a way of creating visual interest and a special identity to individual properties. Public art has the potential to enhance the site where it is located and to have a positive impact on the broader neighborhood and community.

1. Use public art to add interest to an outdoor public space. Consider original artwork that:

   » Is durable and accessible to the public.

   » Provides a focal point for a public space.

   » Is stand-alone, or integrated into the design of a building.

   » Relates to functional site features such as gates, entries, sitting areas and walkways.

   » Reflects an awareness of the site and surrounding context, both existing and planned.

   » Reflects the historic and cultural values of the community.

Parking Lots

1. Minimize the visual impact of surface parking.

a. Locate a parking area to the interior of a site. This is especially important on a corner property where the street wall should have a sense of enclosure.

b. Divide a large parking area into small "pods" that maintain the traditional sense of smaller parking areas within a green landscape.

c. Soften the view of parked cars from a public sidewalk or street using a planted buffer of trees, shrubs and ground cover, or a low wall constructed from materials compatible with the site.

d. Site a surface parking lot to be compatible with the surrounding context and street frontage.

2. If a surface parking area would be visible from a street, screen it from view. These methods are encouraged:

   » Landscaping

   » Site walls

   » Decorative fencing

   » Public art

   » Other methods that meet the intent of this guideline

Parking Structures

1. Design a parking structure to be compatible with the mass and scale of nearby buildings.

   a. Divide a larger parking structure into modules that reflect traditional facade and lot widths in the District.

   b. Use building articulation techniques to reflect traditional building proportions.

2. Minimize the visual impacts of a parking structure.

   a. Provide an active use at the sidewalk edge when parking in a structure occurs at the street level on a primary street. Other methods of providing visual interest may also be employed. Options include:

      » Architectural details

      » Public art

      » Wall sculpture

      » Display cases

3. When an active use is not feasible, provide an architectural screen.

   a. Design an architectural screen to reflect window patterns along the street.

   b. Design an architectural screen to be an integral part of the building design.

   c. Design an architectural screen to create visual interest by including decorative patterns, railings and details.

   d. Construct an architectural screen of durable materials and finishes, to be consistent with the primary building materials.

4. Design a parking structure to minimize light spill into adjacent sites.

   a. Locate internal lighting to minimize light spill outside of the parking structure.

   b. Shield light sources to minimize light spill.

5. Design a parking structure to support sustainability by incorporating one or more of the following features:

   » EV chargers or conduit laid for future installation

   » Carpool spaces

   » Park and ride spaces

   » Solar panels on the top walls of the structure

   » Green roofs

Stormwater Management

1. Incorporate Low Impact Development (LID) principles to mitigate stormwater impacts.

   a. Incorporate a natural drainage way as an amenity into future development to treat stomrwater and accent the theme/brand of water in the downtown area.

   b. Avoid altering or obscuring natural drainage ways.

   c. Consider low impact design management systems such as:

» Permeable surfaces and paving systems

» Bioretention and other planted drainage areas

» Green roofs, rain barrels/cisterns and other building systems

2. Incorporate and design stormwater management systems as site amenities.

   a. Possible stormwater management systems include:

   » On-site rainwater collection and filtration

   » Outdoor amenity space to also serve as rainwater detention/retention area

   » Outdoor amenity space, such as a plaza, courtyard or patio, around stormwater management areas

   » Green roofs to help address stormwater impacts

   » Natural and visual connections to the existing waterways

   b. Minimize the use of rip rap and other devices that do not appear natural in character.

Architectural Character

1. Design a new mixed-use or commercial building to fit in with the traditional context.

   a. Vary roof forms in a new mixed-use or commercial building to match the heights of existing buildings in the District.

   b. Consider incorporating traditional storefront elements into the facade of a new building.

2. Innovative new designs that draws upon regional design traditions are preferred.

   a. Design a building to provide a sense of authenticity in its form and materials.

   b. Avoid standardized "corporate" architecture.

3. Create a pedestrian-friendly environment with all new projects.

   a. Use building elements to create a street edge that invites pedestrian activity. These include:

   » First floor and storefront canopies that complement the character of the building and its street front

   » Architectural details that provide a sense of scale

   » Wall surfaces with visually interesting detailing, textures and colors

   » Art including sculptures, friezes and murals

   b. Develop an active building edge to enhance pedestrian interest. This may include:

   » Building Articulation

   » Overall Facade Character

   » Ground Floor Design

   » Building Elements

   » Building Materials

Building Materials

1. Incorporate building materials that contribute to the visual continuity of the District.

   a. Utilize genuine masonry, metal, concrete and glass, where possible.

   b. Avoid using imitation or highly reflective materials.

2. Develop simple combinations to retain the overall composition of the building.

   a. Avoid mixing several materials in a way that would result in an overly busy design.

3. Use high quality, durable building materials.

   a. Choose materials that are proven to be durable in the Gahanna climate.

   b. Choose materials that are likely to maintain an intended finish over time or

acquire a patina, when it is understood to be a desired outcome.

c. Incorporate building materials at the ground level that will withstand on-going contact with the public, sustaining impacts without compromising the appearance.

4. Alternative primary materials may be considered in appropriate locations when they are designed to express modules and a sense of scale. These may include:

   » Architectural metals

   » Glass curtain walls

5. Utilize traditional masonry materials such as stone, concrete and brick, where feasible.

   a. Use genuine masonry units, which appear authentic in their depth and dimension.

   b. Wrap masonry units around corners of wall to ensure that it does not appear to be an applied veneer.

   c. Utilize river stone when possible to complement the image and brand and significance of the watersheds in the downtown area

Sign

1. Locate a sign near the pedestrian level.

   a. Align signs on the same building. This applies to flush-mounted and projecting signs.

   b. Do not obscure windows, moldings or other architectural details.

2. Design a sign to be subordinate to the overall building composition.

   a. Keep a sign simple in character.

   b. Scale a sign to fit with the facade of the building.

   c. Locate a sign to emphasize design elements of the facade itself.

d. Avoid using rooftop signs, animated signs or message boards. These sign types are inappropriate.

3. Relate sign scale to its building and the overall Focus Area.

   a. Use a size that relates to pedestrians and people moving in slow-moving vehicles. Large, auto-oriented signs should be avoided.

   b. Use smaller, simply designed signs.

4. Use sign materials that are compatible with the building facade.

   a. Permanent, durable materials are encouraged.

   b. Appropriate sign materials include glass, plastic with a matte finish, wood, metal, fabric, stone or concrete.

   c. Highly reflective materials should be avoided.

5. Use colors for a sign that are compatible with those of the building facade.

   a. Use sign colors that complement, not clash, with the color of the building facade.

   b. Limit the number of colors used on a sign. In general, no more than three colors should be used, although accent colors and additional colors for illustrations may be considered.

   c. Avoid "Day-Glo" colors, which are not appropriate.

PLAN CREATED FOR:

Gahanna
Where currents connect

PLAN CREATED BY:

OHM
Advancing Communities®