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Paula Brooks
Marilyn Brown
John O'Grady

Safe Neighborhoods



Complete Streets



Economic Growth



Clinton-Mifflin Land Use Plan

Clinton and Mifflin Townships, Franklin County, Ohio



Clinton-Mifflin Land Use Plan

Safe Neighborhoods • Complete Streets • Economic Growth



Commissioners

Paula Brooks
Marilyn Brown
John O'Grady

Adopted January 13, 2009

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Clinton-Mifflin Land Use Plan
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Quick Start



If you're looking for...

...start here

General overview

Overall summary

A top-to-bottom summary of this plan



Plan Summary

page 11

Just the maps

Recommendations for
future land use and transportation



Map Center

page 21

Specific information

Neighborhood recommendations

This plan's recommendations, organized by neighborhood:
What this plan says about a particular geographic area



Focus Areas

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Policy recommendations

The plan's recommendations, organized by theme:
Safe neighborhoods, Complete Streets, Economic Growth



Plan Themes

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Plan Summary

Clinton-Mifflin Land Use Plan

Safe Neighborhoods · Complete Streets · Economic Growth

The Clinton-Mifflin Land Use Plan is a guide for future development in areas of Clinton and Mifflin Townships. The plan includes recommendations for the community's future: how land should be used and what new buildings should look like. The plan also includes desired public improvements, including areas that need sidewalks and streetlights.

Recommendations follow the plan's themes:
Safe Neighborhoods, Complete Streets and Economic Growth.



Many factors combine to make a desirable neighborhood: well-maintained housing, proximate parks, nearby shopping and access to employment. All the recommendations aim to improve the residential neighborhoods.



- Avoiding commercial spillover into residential neighborhoods
- Adding streetlights to improve neighborhood safety
- Connecting residents to parks along Alum Creek
- Improving neighborhoods by turning around tax-delinquent properties
- Using universal design in housing to enable easy access for everyone





A complete transportation systems allows people to travel easily by foot, bicycle, transit and car. By offering a wider range of travel options, neighborhoods are more desirable, businesses perform better and the community enjoys cleaner air. Recommendations include:



- Adding sidewalks to make walking safer and more enjoyable
- Applying pavement markings for safer bicycling
- Installing schedule displays and trash cans for better bus stops
- Improving roads for dependable vehicle travel



A strong local economy has a healthy mix of businesses and collaboration among partners: large corporations, small businessowners, non-profit organizations and local communities. The public sector has a key role to play in fostering an atmosphere to allow business to prosper. Recommendations include:



- Improving design and layout standards for new development
- Building private-sector capacity through targeted investment on Cleveland Avenue
- Directing current county programs to support entrepreneurship
- Joining the multi-party airport development partnership

Plan Summary

Clinton-Mifflin Land Use Plan

*Safe Neighborhoods
Complete Streets
Economic Growth*

Planning area

Regional context

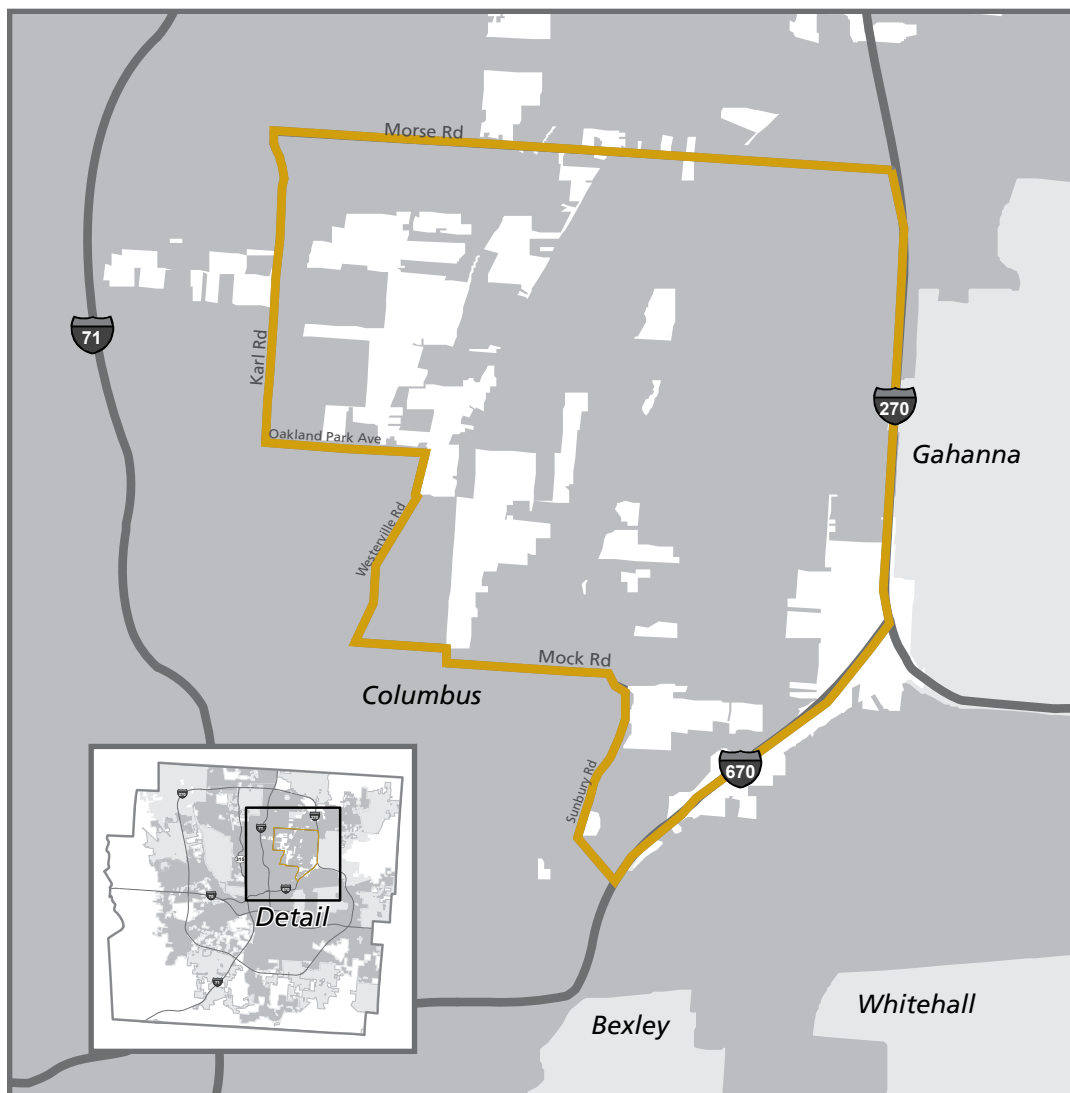


Figure 1
Planning area boundary

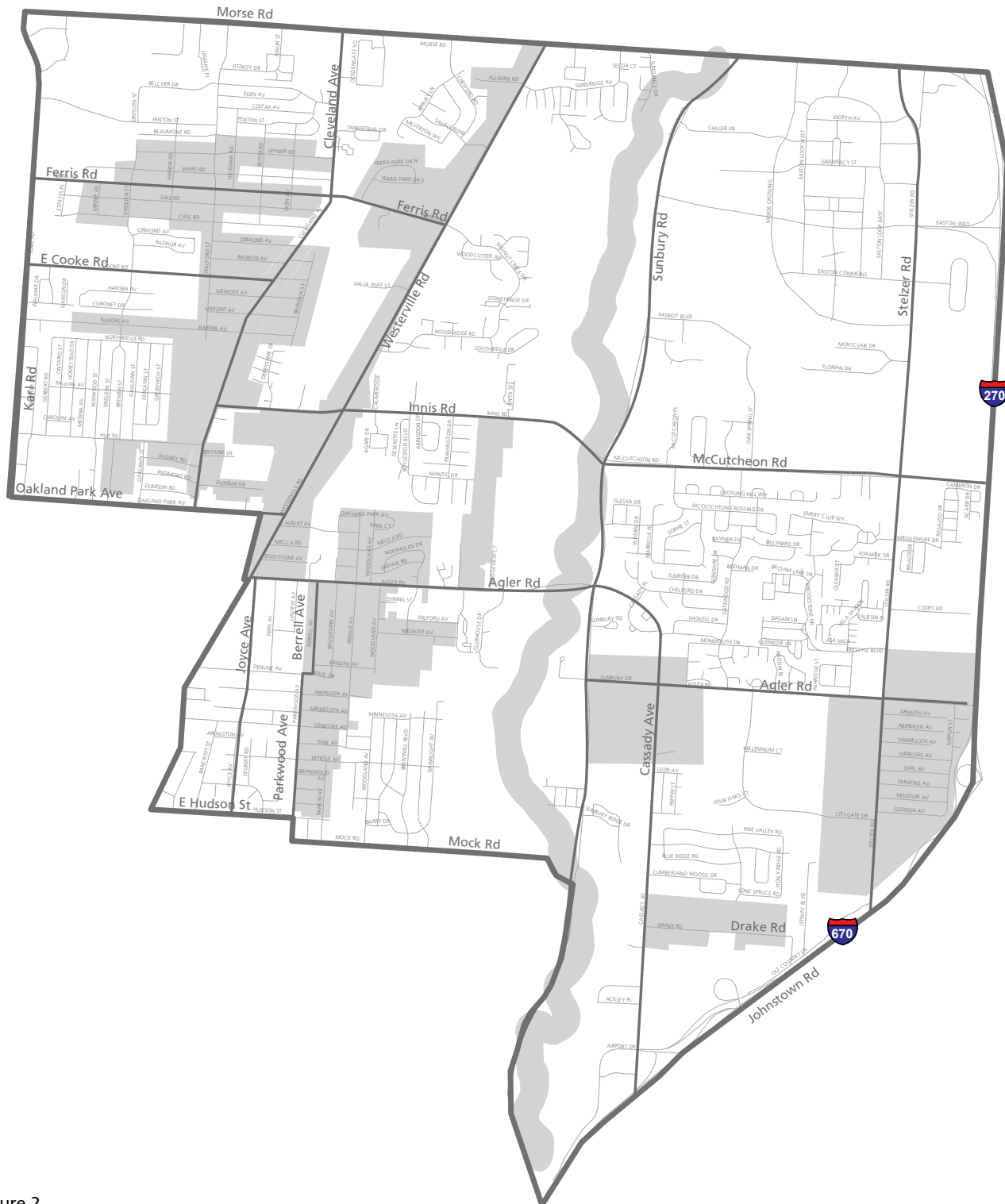


Figure 2
Planning area

About this plan

What is a plan?

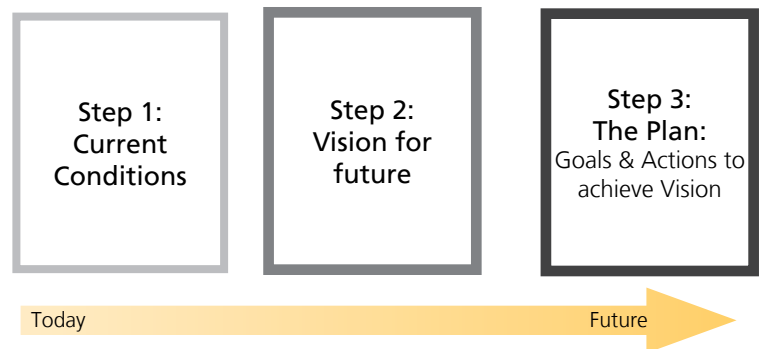
A land use plan represents a community's desire for the future: what land is used for in future, what new buildings look like, how people travel around and through the community.

Steps in creating a plan

A plan begins by assessing a community's existing state—the current conditions of land use, building appearance, shopping areas and transportation network. The second step is deciding on a vision—a view of the community at a point 10 to 20 years in the future. The third step is developing the bridge from the present to the future: the plan's recommendations. The recommendations explain in detail how the community, starting in the present, achieves its desired vision for the future.

The recommendations: goals and action items

To develop the plan's recommendations, a community takes the desired vision for the future and divides it into smaller pieces, known as goals. Each goal is a small piece of the vision. Here's an example: A community has a main street with a large shopping center. The shopping center building is in poor condition and is only half-occupied. Arriving by car is the only convenient travel method.



For its land use plan, the community imagines the future: the vision for the shopping center is an attractive, fully-occupied shopping area with housing above the stores and convenient transportation for pedestrians. Taking its vision, the community breaks it down into goals: A goal for each part of its vision and action items that explain what's needed to achieve each goal.

Just like the example, the Clinton-Mifflin Land Use Plan sets an overall vision and divides the vision into goals. The plan then lists action steps to achieve each goal. The goals and action steps aren't meant to be completed in any particular order. Each goal works both separately and together with the other goals to achieve the desired future for the planning area.

A partnership

The Clinton-Mifflin Land Use Plan is a companion to the Columbus Northeast Area Plan. The Clinton-Mifflin Plan uses the research and public outreach completed by the city of Columbus. The recommendations, however, are tailored to Clinton and Mifflin Townships.

The process

A working committee was formed to guide this process. The committee included people from both townships: elected officials, township staff and residents. Township circumstances led to a different set of concerns and circumstances.

One plan, two ways

The planning area boundary covers a wide geography: east-to-west from Karl Road to the east outerbelt and north-to-south from Morse Road to Mock Road. The area includes many distinct neighborhoods, commercial areas and employment centers. Dividing the planning area further, the areas of Clinton and Mifflin townships are even more distinct. Some township areas are contiguous, but others are separated by significant distances. Although all the plan's recommendations adhere to the three plan themes—safe neighborhoods, complete streets and economic growth—in many cases

the distinct township areas demand individual treatment.

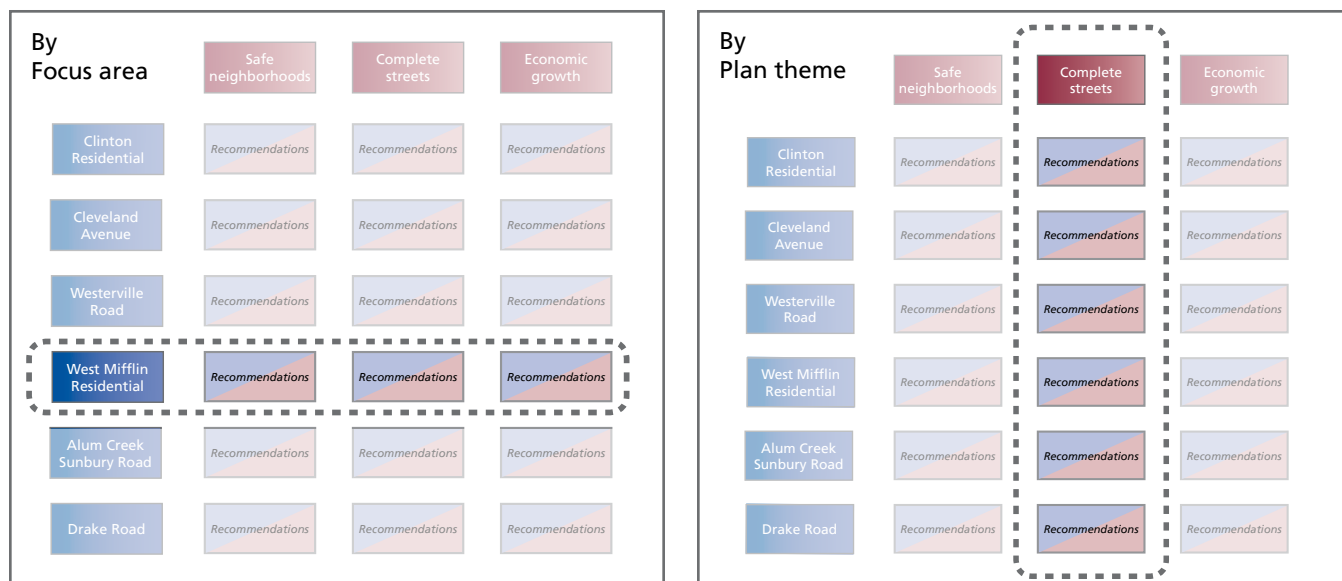
Also, this plan is designed to be as user-friendly as possible. Our committee's desire is to allow everyone to fully understand what this plan offers: residents, business owners, planners, policy makers, elected officials and everyone in-between. Most people don't read a plan from cover to cover: they find the sections they need at a given moment, and read only those.

In that case, there was a large amount of information without a single best way to present it. Instead, we present the information two ways: organized geographically by focus area and organized topically by plan theme. Both methods allow the reader to fully understand what's in this plan

Section 2: Organized geographically: By focus area

The planning region is divided into eight focus areas. Each focus area chapter contains an explanation of current conditions, followed by a vision, then goals and action items to achieve that vision. This method is best for those looking at a specific property or neighborhood, likely residents, business owners and site developers

Figure 3
Illustration of ways to read this plan: By geographic focus area (left) or by plan theme (right)



Section 3: Organized topically: By plan theme

Three themes make up this plan: safe neighborhoods, complete streets and economic growth. Within each theme, the plan lists goals for all the focus areas, assembled together. The plan then lists action items to achieve each goal. Each plan theme chapter lists goals and action items that apply to multiple focus areas. The focus areas where the item applies follows each recommendation. This method is a good starting point for area-wide developers, planners, policy makers and elected officials.

Section 4: Implementation

To ensure the recommendations are carried out, the plan includes an implementation table in Part 4. The implementation tables are organized by plan theme: one each for safe neighborhoods, complete streets and economic growth. Each table lists the action items, to which focus area it applies and the parties responsible for carrying out the item.

Policy Statements

Plain Language
Environmental Sustainability
Green Pact
Regional Connections

Plain language statement

We wrote this plan in plain language, with residents, developers, public officials, planners and all community members in mind. Plain language is a clear, straightforward way of writing.

Plain language keeps it simple, using only the necessary number of words. But, plain language isn't baby talk or overly-simplified English. It's a way of writing that lets a reader concentrate on the message, instead of being distracted by complicated language.

We wrote this plan in plain language to help you, the reader. Too often, government documents use long sentences and lots of jargon. Writing in plain language should allow everyone to understand what's in this plan.

For more information on plain language, visit these websites:

www.plainlanguage.gov

www.centerforplainlanguage.org

www.plainlanguagenetwork.org

Sustainability resolution

Franklin County passed resolution 683-06 stating its commitment to the mutually-compatible goals of environmental protection and economic growth. The resolution covers a range of county activities. For land use plans, the resolution states two important policy goals: practicing environmentally responsible land use and preserving natural resources. This plan complies fully with the resolution.

Environmentally responsible land use

The Clinton-Mifflin plan encourages high-density mixed-use in targeted areas. This pattern of development will result in a lively suburban main street with a full range of shopping and housing options. Residents and shoppers can travel easily by foot, bicycle or transit—improving air quality by reducing automobile use.

Adding density in already-developed areas reduces demand for land at the metropolitan fringe. Instead of paving over farm fields and wooded areas, this plan directs growth upward, not outward.

The Board of Commissioners will practice environmentally responsible growth when establishing policy on land use.

—Resolution 683-06

Preservation of natural resources

Although most of the planning area is already developed, significant areas with natural resources remain. This plan calls for their preservation.

In addition to preservation, this plan encourages increased interaction between people and the environment. Having a closer relationship with nature allows people to appreciate the importance of green areas.

For new development, this plan calls for use of stormwater best management practices. Hard surfaces such as rooftops and parking lots create storm water runoff when it rains. Instead of

untreated water rushing into streams, the runoff should soak into the ground using planted areas known as rain gardens. This helps recharge ground water and also provides attractive areas of landscaping while keeping pollutants out of Alum Creek and its tributaries.

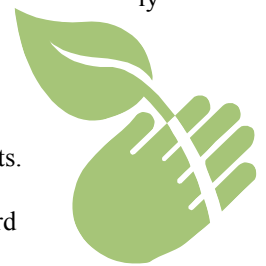
Central Ohio Green Pact

Beginning in 2007, elected leaders throughout the county adopted the Central Ohio Green Pact, a shared commitment to making the region more sustainable. The Green Pact addresses 10 subjects, including reducing household waste, building greener buildings and growing a green economy. One of the pledges is adopting sustainable land use policies.

From the Green Pact:

The way our communities grow can have a significant impact on the environment. We agree to examine our codes and policies to determine how we can: create walkable, bikeable communities; promote infill; protect natural resources such as trees; protect our rivers through stormwater controls; and create more green neighborhood infrastructure, such as green roofs, bio-swales and rain gardens.

The Clinton-Mifflin plan fully complies with the green pact. The plan recommends retrofitting existing neighborhoods and commercial areas with sidewalks and bicycle treatments. Cleveland Avenue and portions of Westerville Road and Leonard Park are highlighted for denser infill development. The plan also takes significant steps to protect Alum Creek and its tributaries. Among the recommendations are preserving a stream buffer area around waterways and using stormwater best management practices such as rain gardens and planted swales.



Regional Connections

Regional Connections: A Regional Growth Strategy for Central Ohio is an effort to establish a plan for growth across the central Ohio region—the seven county region of Franklin,

Delaware, Licking, Fairfield, Pickaway, Madison and Union—for the next 25 years

Regional Connections was formed by the Mid-Ohio Regional Planning Commission and led by a 60-member steering committee of public and private leaders.

In 2006, MORPC published the Regional Connections report, a series of alternate future development scenarios, ranging from expanding sprawling outer suburbs to ultra-compact urban development centered around transit. The report gathered input from across the central Ohio region.

The report emphasizes the importance of local governments taking steps to anticipate growth. For urban communities, the report calls for increasing the development intensity in appropriate areas, especially near already-built roads and sewer lines.

Four visions

The Clinton-Mifflin Land Use Plan complies with the intent of Regional Connections. We show this by following Regional Connection's four visions: place, prosperity, people and leadership.

Vision for Place

From Regional Connections:

The vision for place is a physical environment that accommodates future growth efficiently and is distinguished by high quality neighborhoods and communities and careful stewardship of natural resources and agriculture land. Integrated-uses and more intensive utilization of land in neighborhoods and communities are evident throughout the region. Development occurs concurrent with the extension of appropriately-sized utilities and roads and development policies are based on an understanding of the economic impacts to affected local governments. Places are connected by a range of transportation choices, including roads, public and private transit, and paths for walking and biking.

This plan meets that by:

- Pursuing the establishment of a main street along Cleveland Avenue, with increased density and high-quality development standards.

- Increasing the attractiveness of traveling by all modes of transportation, focusing on pedestrians, bicycles and transit
- Protecting the health of Alum Creek and its tributaries while increasing public access to it

Vision for Prosperity

From Regional Connections:

The vision for prosperity is a diverse, healthy economy that provides job opportunities for residents and revenues to government to support the provision of quality community services and facilities, including infrastructure. Approaches to economic and community development that respect the natural environment and strike a balance of regional and local needs through cooperation and sharing of costs and benefits.

This plan supports that by:

- Recommending measures to strengthen the business climate along main thoroughfares
- Investing public improvements in activity centers
- Supporting small businesses with existing county programs
- Preserving sensitive environmental features in areas targeted for new development
- Proposing collaboration with local governments to mutually benefit from economic growth

Vision for People

From Regional Connections:

The vision for people is a diverse and civically engaged population that enjoys a healthy environment and has access to affordable housing, a range of employment choices, recreational and cultural amenities, spiritual institutions, and life-long learning opportunities. Residents of the region have accessibility to civic life and more housing choices near jobs.

This plan supports that by:

- Better connecting transit commuters to employment
- Supporting increased density and workforce housing in areas close to existing employment centers
- Increasing recreational access to Alum Creek



- Promoting public health through increased physical activity and access to healthy food

Vision for Leadership

From Regional Connections:

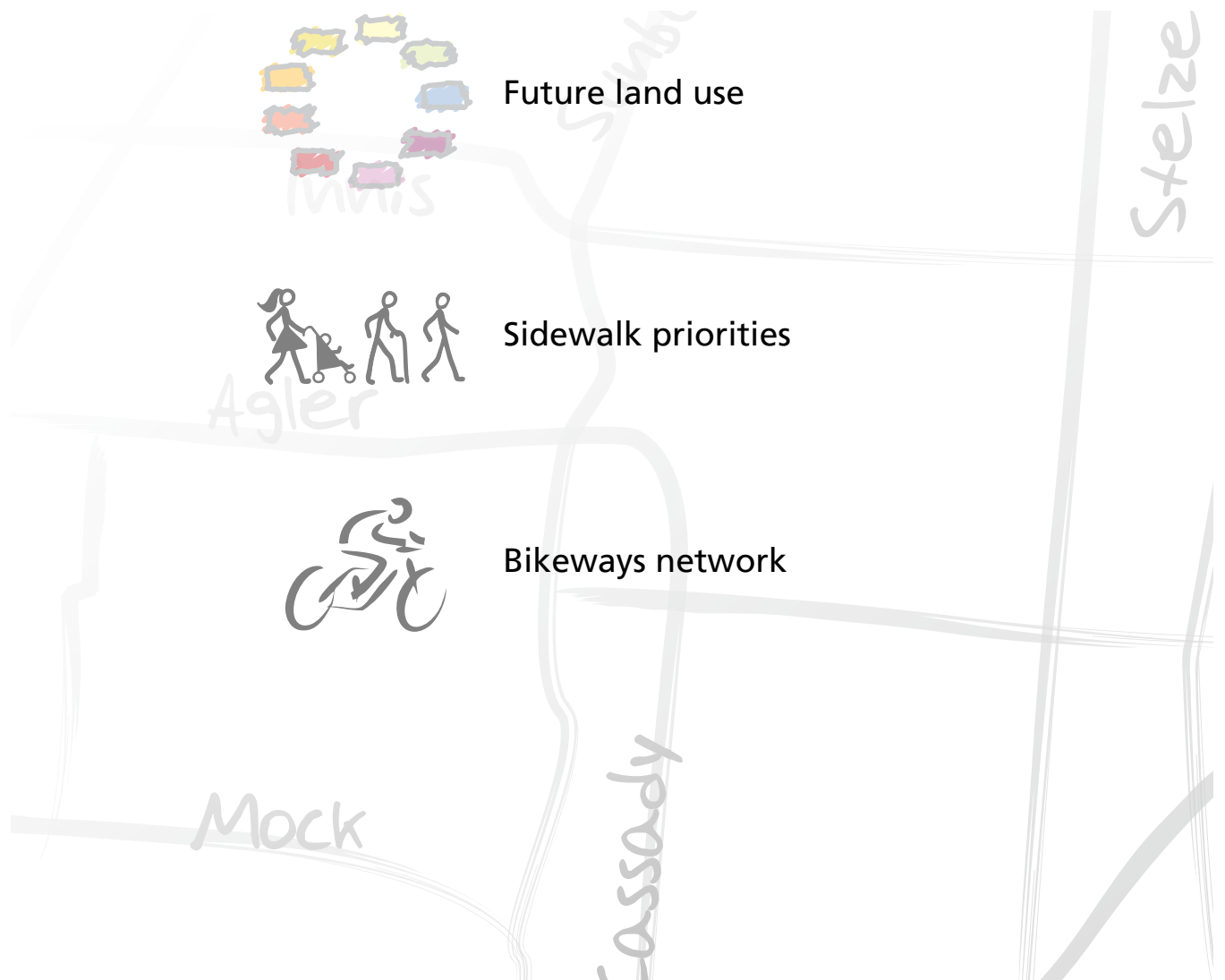
The vision for leadership is governance that is defined by shared understanding and aligned decision-making among all levels of government. Plans, policies and decisions related to growth, development and major infrastructure investments are made with a regional perspective, desire for improved efficiency of service delivery, and sense of mutual responsibility for providing services and protecting environmental resources. Residents and stakeholders are involved and well-informed about regional issues.

This plan supports that by:

- Desire to collaborate with Columbus on neighborhood pride efforts
- Support for existing collaborative community safety projects
- Strategies for increasing sustainable financing for public safety services

MORPC's Regional Connections emphasizes development's regional nature. Development in each jurisdiction impacts neighboring communities near and far. The Clinton-Mifflin land use plan embraces development's regional nature to allow the entire region to prosper.

Map Center



Land use map



Low density residential

Allowed land uses: Single family homes only

Density: Minimum of one unit per acre, maximum of 5 ¼ units per acre



Medium density residential

Allowed land uses: Single-family, two-family and townhomes

Density: Minimum of 4 units per acre, maximum of 12 units per acre



Office + Residential

Allowed land uses: Offices, single- and multi-family housing. Uses may mix within the same building.

Density: For buildings without offices, minimum residential density of 4 units per acre. For all buildings, maximum residential density of 24 units per acre



Commercial: Limited range + Multifamily

Allowed land uses: Edited range of retail uses, mostly neighborhood-scale, plus offices and multi-family housing and townhomes.

Density: Maximum residential density of 24 units per acre



Commercial: Full range + Multifamily

Allowed land uses: Full range of retail and office uses, plus multi-family housing and townhomes.

Density: Maximum residential density of 24 units per acre



Light Industrial + Office

Allowed land uses: Range of uses from office, industrial, storage and warehousing. Near the airport, any airport-related use.



Light Industrial + Office: Airport related

Allowed land uses: Range of uses from office, industrial, storage and warehousing. Near the airport, any airport-related use.



Open Space

Intended for nature or recreation with minimal buildings.



Stream buffer

Environmentally-sensitive area that includes streamways and 100-year floodplain.

Allowed land uses: No construction, parking lots, dredging or filling. Permissible uses are passive and active recreation, trails. If a stream buffer area is permanently protected, development density may be transferred elsewhere on the same property or an immediately-adjacent property.

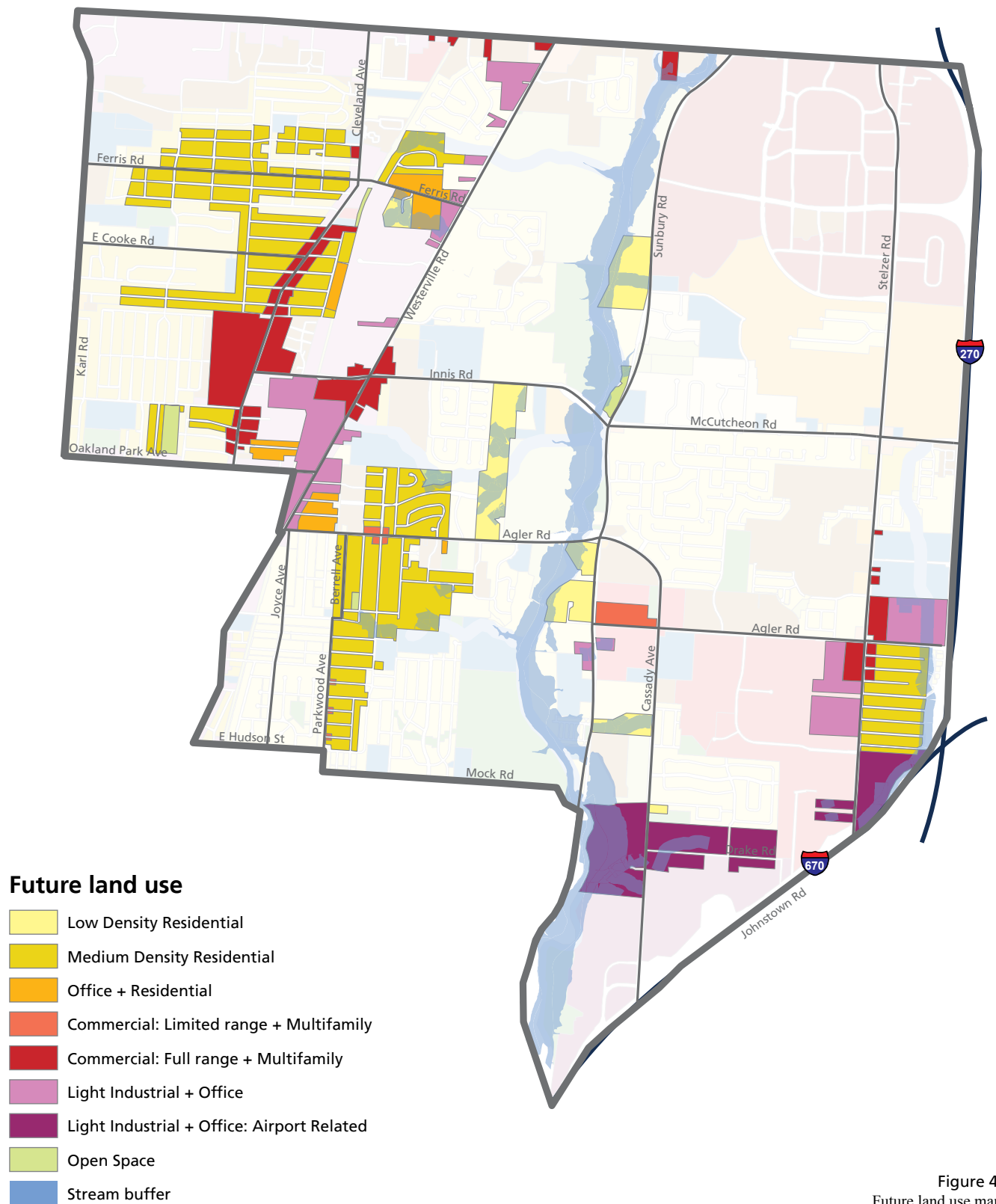







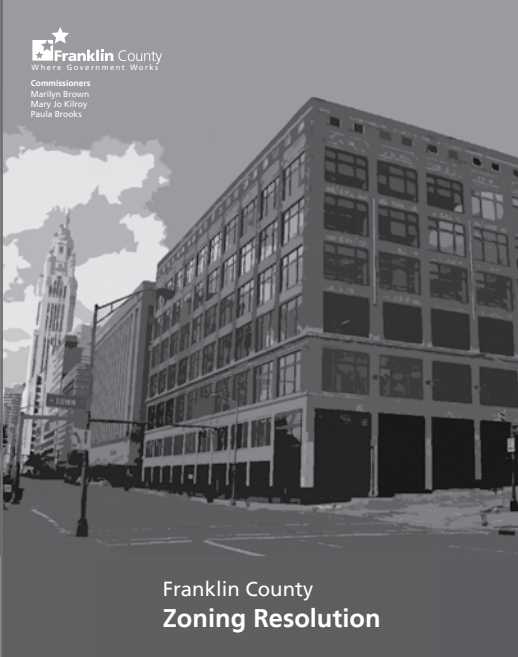


Figure 4
Future land use map

Corresponding zoning districts

Land Use Category	Zoning Districts											
	Residential						Commerical				Industrial	
	R-24	R-12	R-8	R-4	R-2	R-1	CS	CC	NC	SO	LI	RI
 Low Density Residential				•	•	•						
 Medium Density Residential		•	•									
 Office + Residential	•	•	•							•		
 Commercial Limited range + Multifamily	•								•	•		
 Commercial Full range + Multifamily	•						•	•	•	•		
 Light Industrial + Office										•	•	•
 Light Industrial + Office: Airport related										•	•	•

• Any use listed in this zoning district is permitted in the land use category



Franklin County
Zoning Resolution

Key to zoning districts

Residential

- R-24: Multifamily apartment
- R-12: Urban residential
- R-8: Restricted urban residential
- R-4: Suburban residential
- R-2: Limited suburban residential
- R-1: Restricted suburban residential

Commercial

- CS: Community Service
- CC: Community Commercial
- NC: Neighborhood Commercial
- SO: Suburban Office

Industrial

- LI: Limited Industrial
- RI: Restricted Industrial

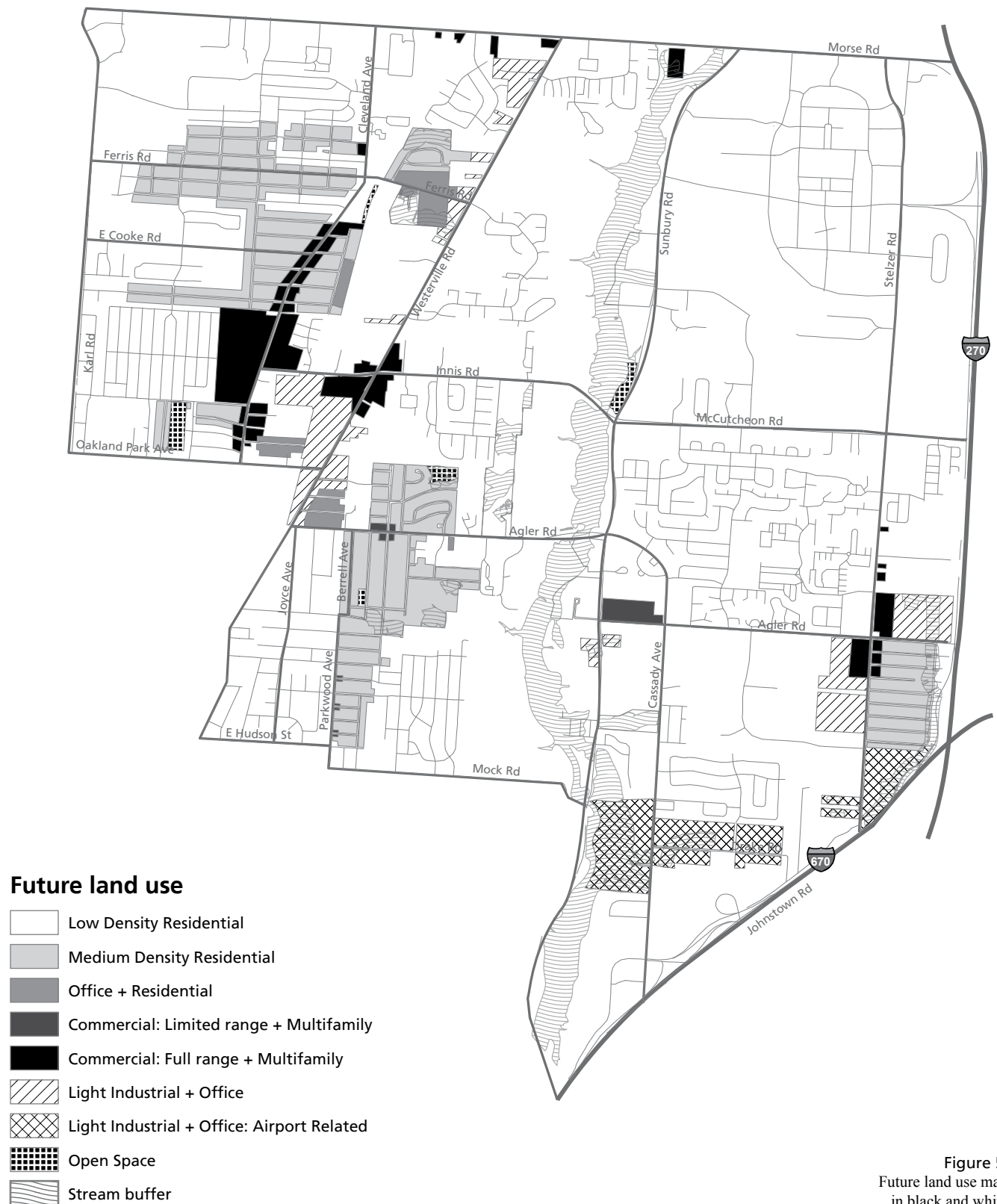


Figure 5
Future land use map
in black and white

Sidewalk Priorities

Priorities explained

Primary priorities

Areas with highest pedestrian volumes. Near shopping, schools, parks and other destinations. Adjacent to existing sidewalks within city limits. Sidewalks should be 5-foot wide, 8 feet wide in the areas of very high demand.

Secondary priorities

Areas with moderate pedestrian volumes. Side streets with less traffic, but still near destinations. Sidewalks should be 5 feet wide.

Install with new development

Lower pedestrian demand. Sidewalks 5 feet wide should be installed when a property is development or redeveloped.

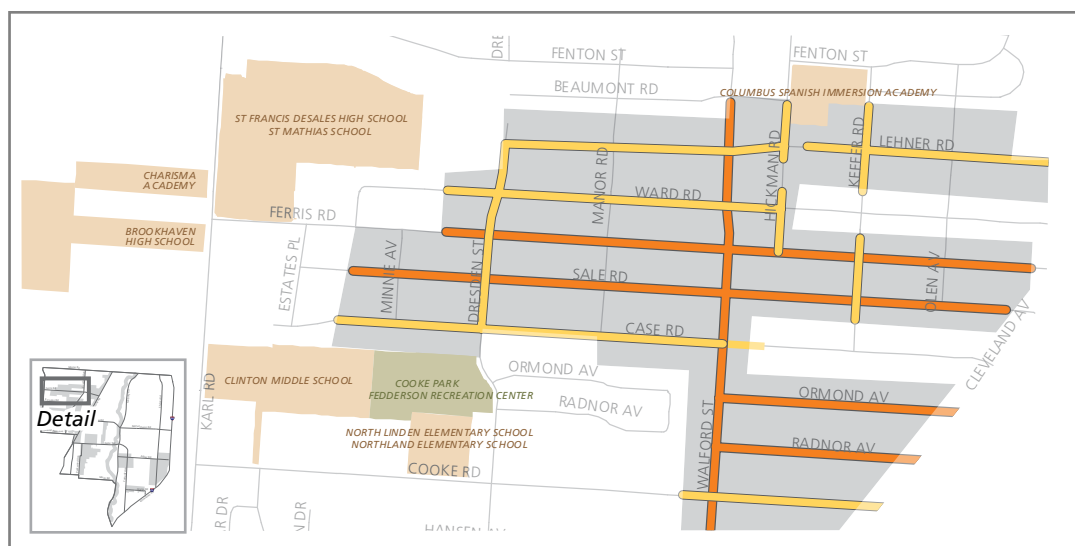


Figure 6
Top sidewalk priorities are near schools and parks, as shown in this Clinton Township example

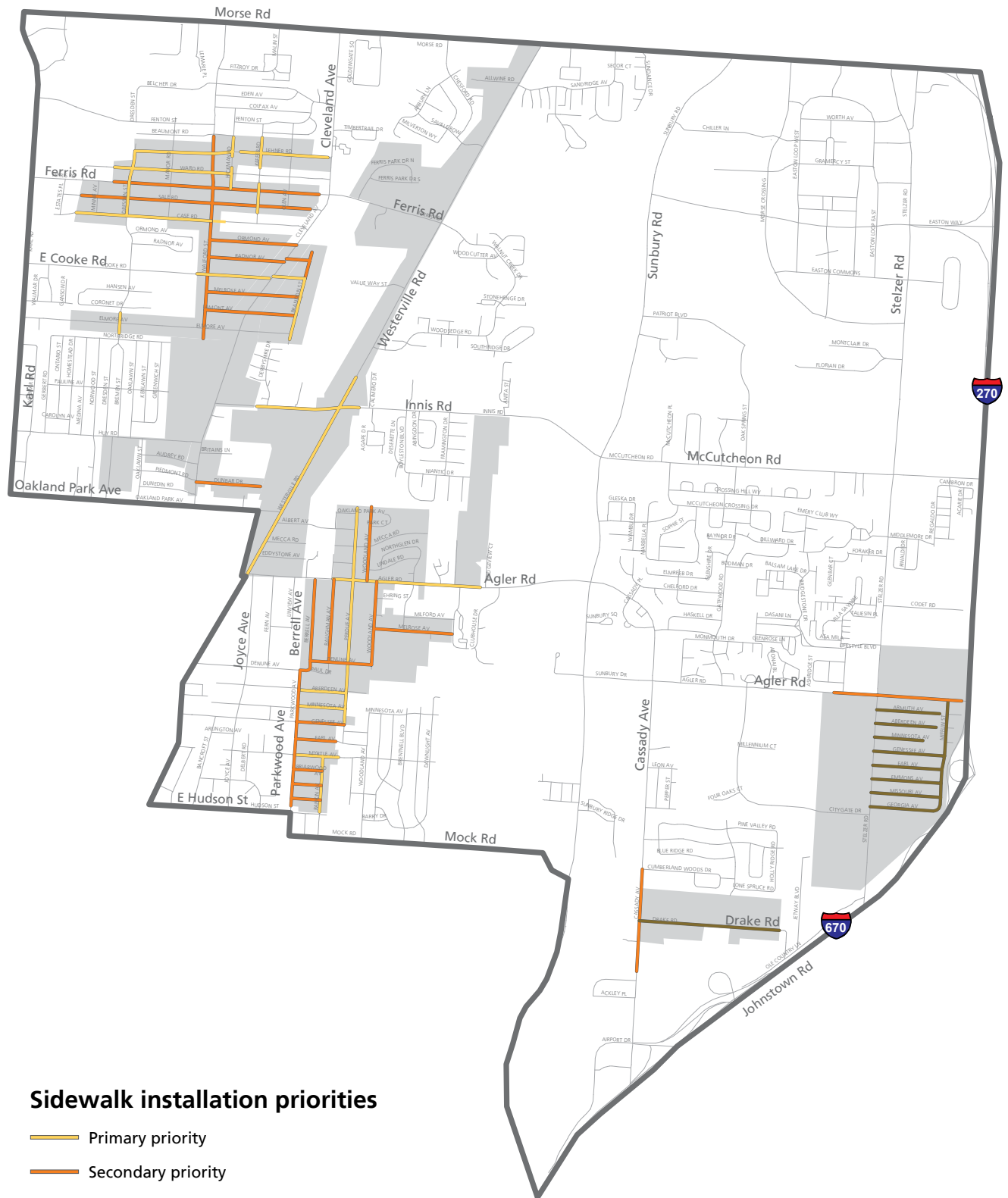


Figure 7
Sidewalk priorities

Needs and benefits

By and large, the residential streets of the planning area lack usable sidewalks. In some areas, sidewalks are badly damaged and unusable, but in most areas there are simply no sidewalks.

Need for sidewalks

Residents and community leaders have clearly stated they need sidewalks. Sidewalks have many functions including keeping children safe on their way to school, promoting fitness by encouraging people to walk for recreation, reducing pollution by allowing people to go shopping without a car, encouraging transit use by providing a clear, safe path to the bus.

Safety and health benefits

Sidewalks encourage people to walk, promoting public health and increasing pedestrian safety. More people traveling by foot reduces traffic congestion and energy use, in turn reducing air pollution. It also helps connects workers with jobs, especially for those without a car.

Business benefits

With sidewalks, people can more easily walk to shopping areas. Patrons arriving on foot reduces traffic volume in parking lots. Shopping center operators have found that more pedestrian

traffic creates a pleasant shopping experience. When pedestrians are more visible at shopping centers, this can lead to fewer accidents.

Transit benefits

Commuting by transit becomes more attractive with better pedestrian infrastructure. More people use transit when they have a safe path from the bus stop to their destination rather than dodging cars in parking lots or climbing over physical barriers.

Prioritizing new sidewalks

Installing sidewalks costs money. Ideally, in denser neighborhoods, all streets should have sidewalks on both sides of the road. Realizing that funds are limited, this plan prioritizes sidewalks into two groups: primary priorities are sidewalks that should be installed first. Secondary priorities are sidewalks that should be installed after all the primary priorities are installed.

In addition to the primary and secondary sidewalk priorities, other areas are designated for sidewalks with new development. When one of these areas is redeveloped, sidewalks should be installed. In most cases, the developer should bear the installation cost.

The sidewalks map on the previous page illustrates these priorities.

Common sidewalk problems throughout the planning area



Badly damaged



Overgrown



Missing altogether

Bikeways plan



Columbus completed its Bicentennial Bikeways Plan in 2008, aiming to create a more livable community by building an easy-to-use, connected bicycle network. The bikeways plan calls for both on-street and off-street bicycle treatments to make bicycling easier, safer and more pleasant.

Benefits of bikeways

More bikeways leads to more bicyclists, research shows. With an expanded bicycle network in greater Columbus, everyone will enjoy the benefits of more bicycling: New and experienced bicyclists will enjoy safer, easier travel and health benefits. Everyone will enjoy less traffic congestion and cleaner air.

Including bikeways in this plan

We included bikeways in the Clinton-Mifflin Land Use Plan to prevent gaps in the bicycle network. An integrated, gap-free system of bikeways is key to a successful bikeways plan. The unincorporated areas in this plan are

surrounded by Columbus. Without cooperation of the unincorporated areas, the bicycle network will not achieve its potential as a successful alternative to traveling by car.

In this plan, we included the bikeways exactly as found in the Bicentennial Bikeways plan in order to create an integrated system of bikeways, regardless of the political jurisdiction.

Coordination

Since Clinton and Mifflin Townships and the Franklin County Engineer's Office have responsibility for roads in unincorporated areas, they should coordinate with counterparts in Columbus to make sure bikeways can be added in the most efficient way possible.

More information

Find the complete Bicentennial Bikeways Plan on web at www.altaplanning.com/columbus

Types of Bikeways

An explanation of each bicycle treatment type appears below. The information comes from the Bicentennial Bikeways Plan.



A path for bicycles and pedestrians, separate from a road. 10 to 14 feet wide.



Standard road with traffic calming and signage or a high-volume road with 14-foot or wider outside lanes.



A priority street for bicycles. Includes traffic calming treatments combined with bike lanes or signed shared roadways



A paved area beyond outside travel lanes, 4 feet wide. Common on narrow rural roads.



On-street striped lane for bicycles, 4 to 6 feet wide, usually next to the outermost travel lanes.

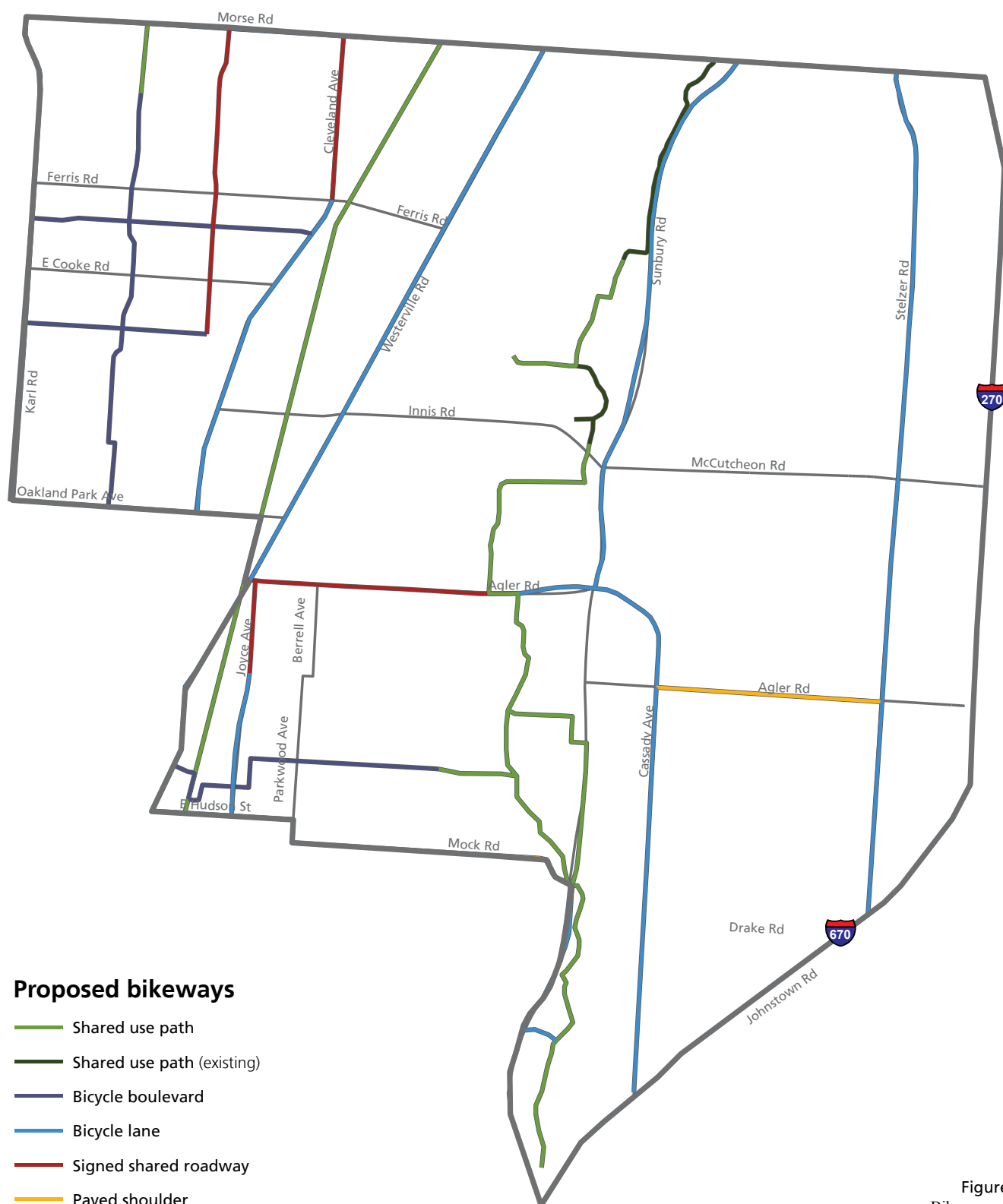


Figure 8
Bikeways map

