



Working Committee 2.1 Results & Draft Policy Recommendations



Draft 05/04/2020



Franklin County
Board of Commissioners
**ECONOMIC DEVELOPMENT
& PLANNING**



URBANCREST
COMMUNITY PLAN

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Disclaimer: We produced the maps, figures, tables and other information in this document only for community planning purposes. **While we made every effort to include complete information, the maps, figures, tables and other information are not guaranteed to be accurate.** The content of this plan is for reference purposes only and shouldn't be used for any survey, engineering or commercial purpose.

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ABOUT THIS DOCUMENT

Urbancrest Community Plan Status

The planning process includes three phases: current conditions and visioning, developing policies, and writing the plan. The Urbancrest Community Plan is currently in the developing policies phase which will include two working committee meetings and a public engagement process.

This document is based on input gathered during the first working committee meeting held in the developing policies phase. We'll present this document to the working committee for input in May 2020.

This document contains draft policy recommendations including goals to achieve the community's vision and actions to achieve those goals.

Planning Area Boundaries

The planning area includes all of the Village of Urbancrest. The Village is located at the intersection of U.S. 62 and Interstate 270 approximately 6 miles southwest of downtown Columbus. The Village is approximately 306 acres in size.

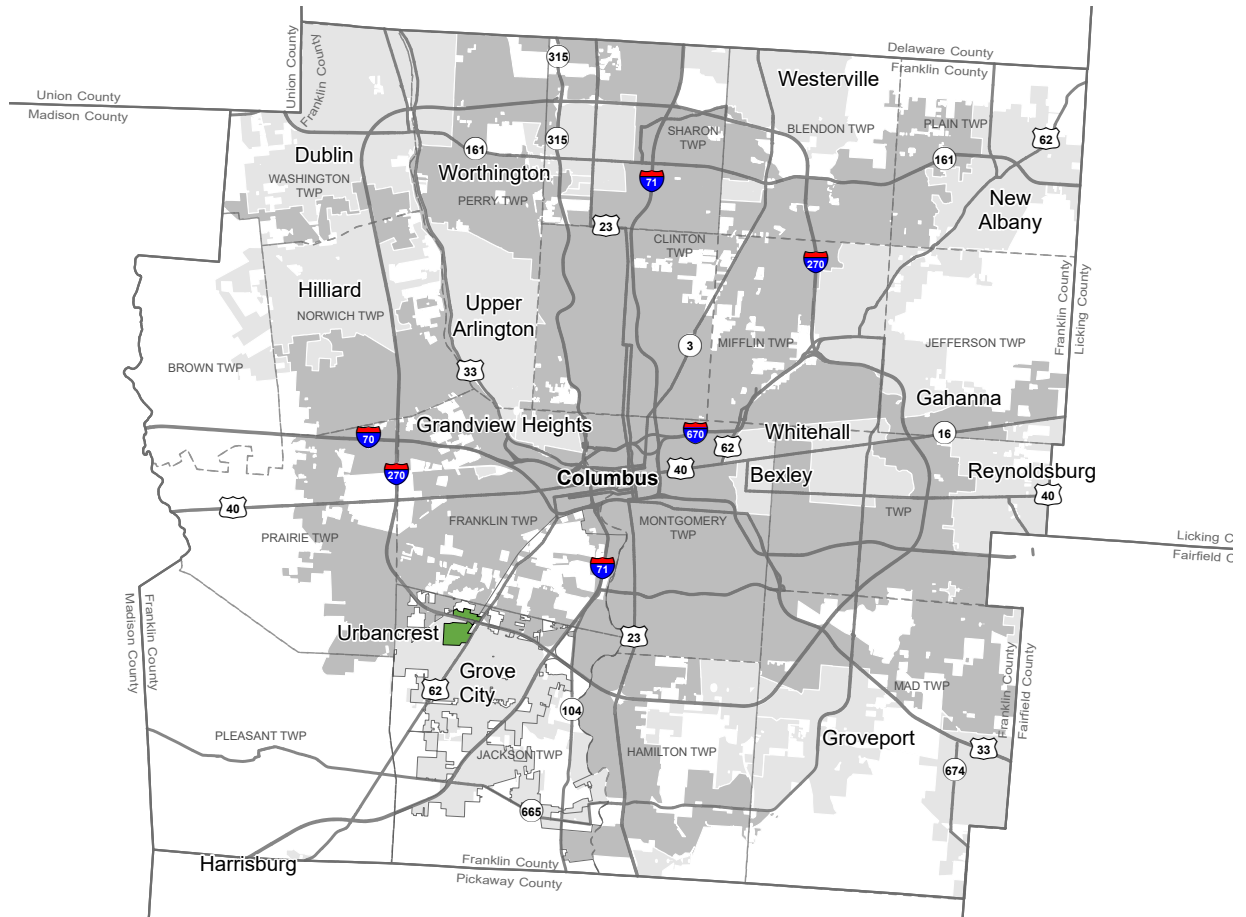
4 Planning Area

6 Goal Statements

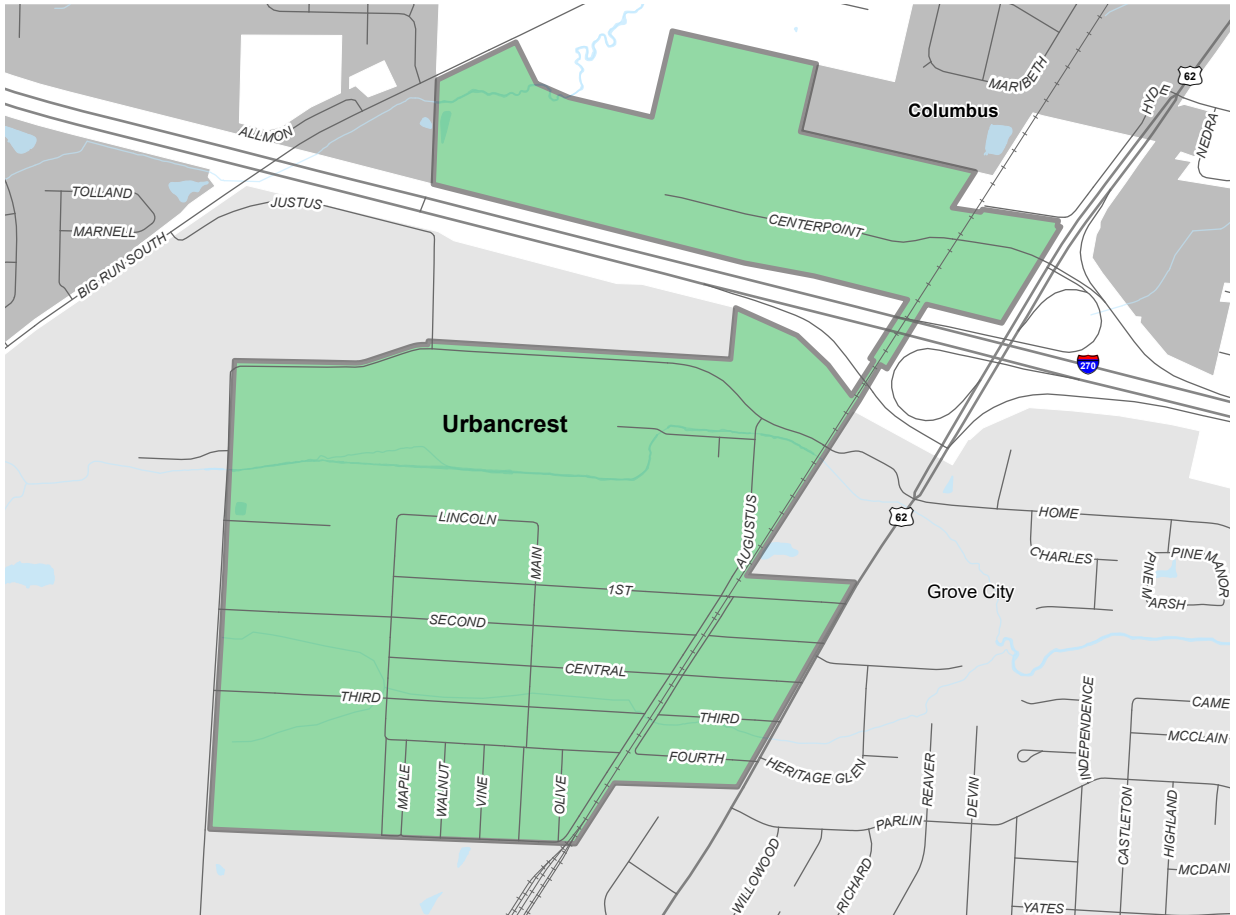
15 Land Use and Infrastructure Visions

24 Policy Recommendations

PLANNING AREA



The Urbancrest Planning Area is shown in green.



COMMUNITY PLAN GOALS

ACHIEVING THE COMMUNITY'S VISION

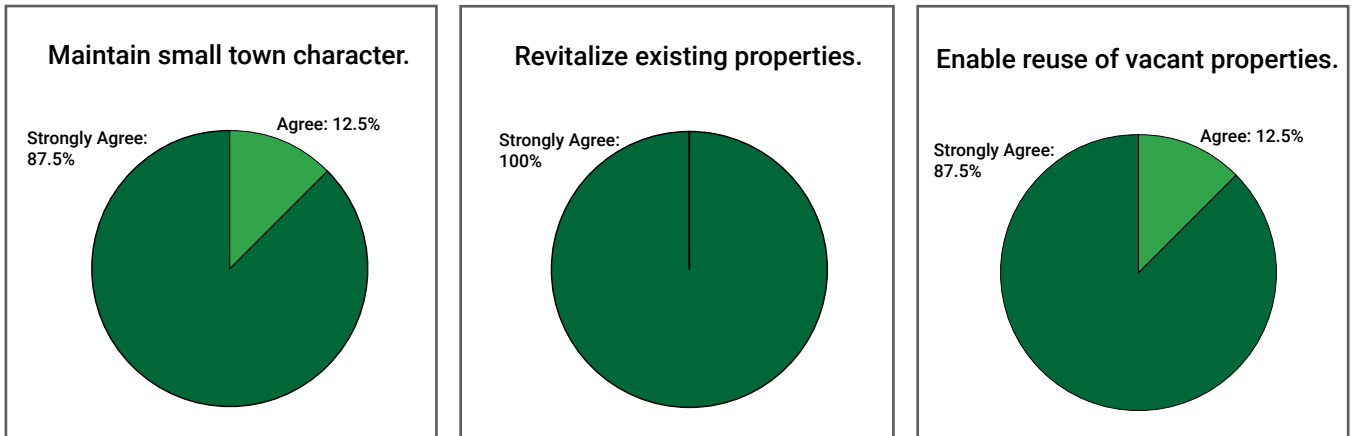
The goals of the community plan are concepts that guide specific actions. The goals of the Urbancrest Community Plan were communicated during the virtual working committee 2.1 presentation, which was posted to Youtube. The goals were also discussed during the working committee's conference call that was held on March 24, 2020.

We asked participants to rate their level of agreement with goal statements categorized by topic: land use, community identity, transportation, and environment.

Seven participants submitted feedback forms; the results of the forms are on the following pages. In addition to the graphs, we also refer to written and oral comments provided by committee members.



LAND USE



Survey Assessment

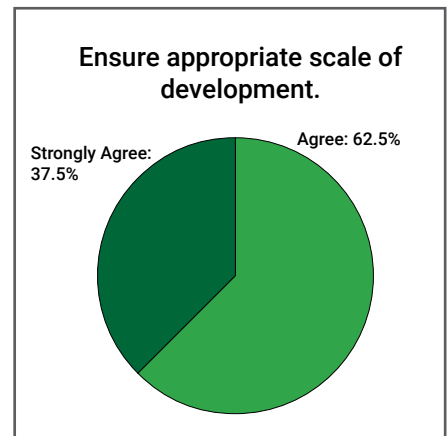
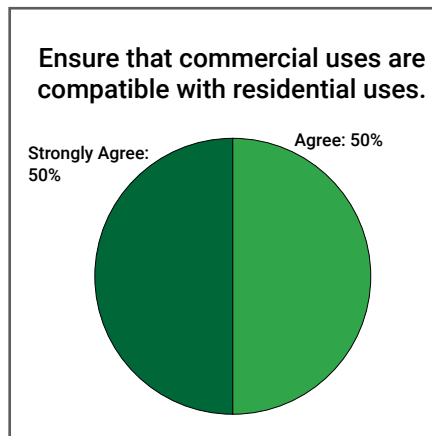
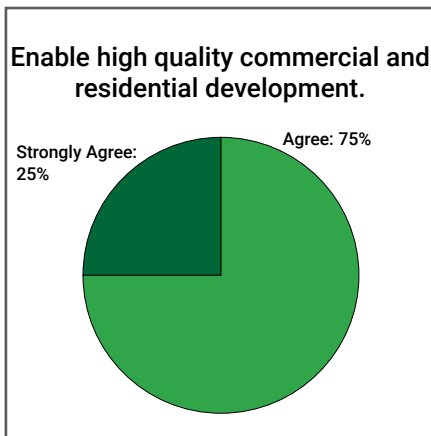
Survey respondents unanimously agreed that it is important to maintain Urbancrest's small town character. Respondents indicated that there is a need to reuse and revitalize the many vacant and poorly maintained properties throughout the Village.

Respondent quotes:

"The small town character is what draws many people to our community."

"Utilize abandoned properties to help the community."

QUALITY OF DEVELOPMENT



Survey Assessment

Survey respondents agreed that new or substantially modified development should be built to high standards that is compatible in scale and use with the existing residential uses.

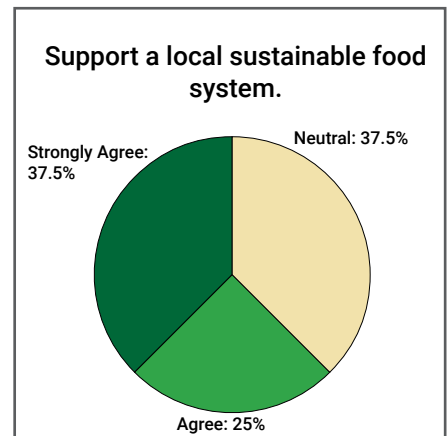
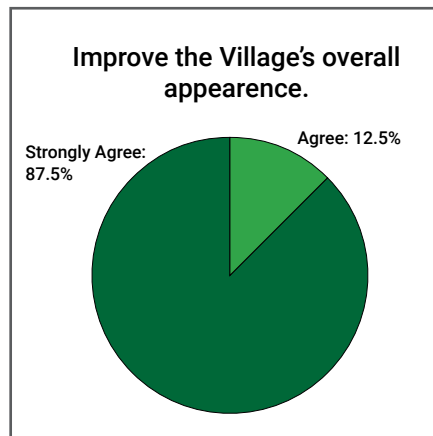
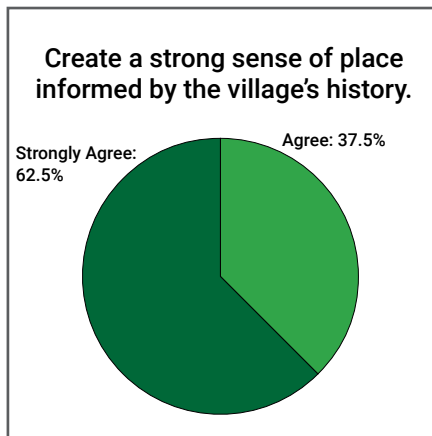
Respondent quotes:

"I believe that we need commercial businesses surrounding the Village that benefit the community."

"I don't want to see a lot of commercial development inside the village."

"There is a great opportunity on Route 62 to create jobs and generate income taxes."

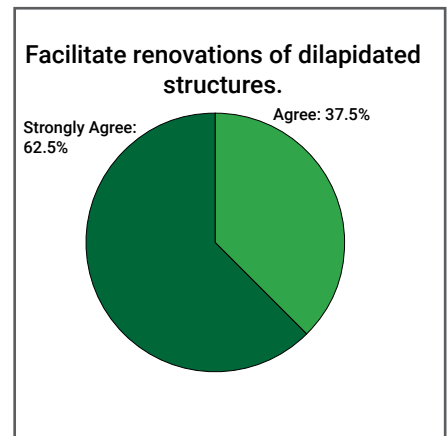
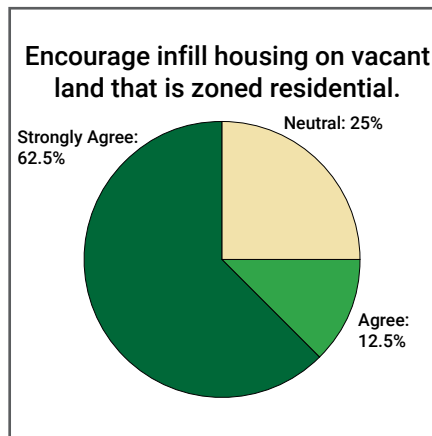
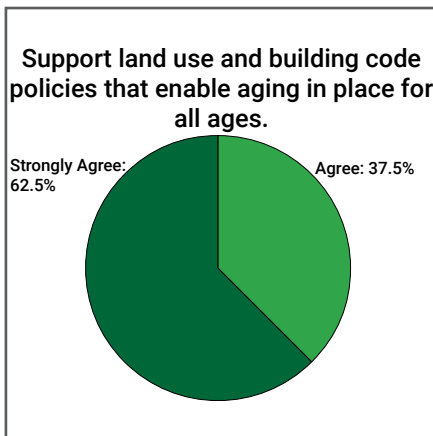
SENSE OF COMMUNITY



Survey Assessment

The Working Committee values creating a strong sense of place and developing a local, sustainable food system in the community. All respondents strongly agreed with the proposed goal of improving the Village's overall appearance.

HOUSING



Survey Assessment

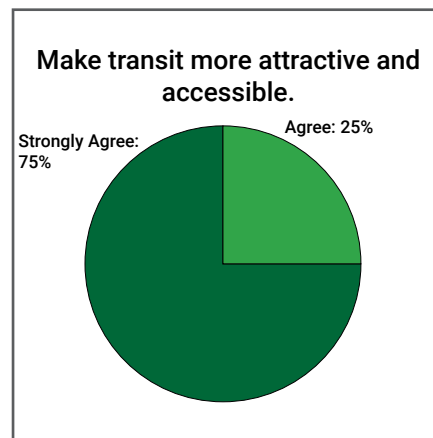
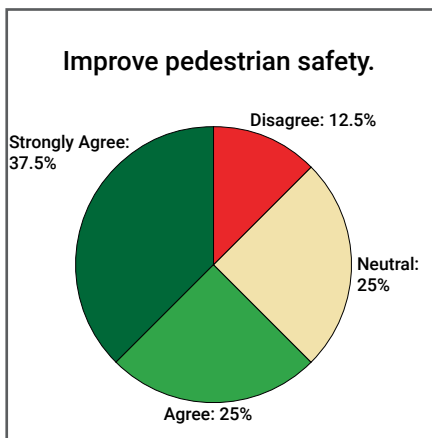
Respondents unanimously agree that there should be building standards to enable aging in place. Overall, the working committee supports increased investment in the village. This spans renovations of poorly maintained structures to new builds on vacant land.

Respondent quotes:

"Strongly believe in adding to and using good bones to revitalize existing properties if possible."

"Infill is two-edged; as additional housing is added, it takes away from green space."

WALKING & TRANSIT



Survey Assessment

Over half of respondents prioritize improving pedestrian safety. All respondents agreed that it should be easier to access transit and that the experience of waiting for the bus needs improvements.

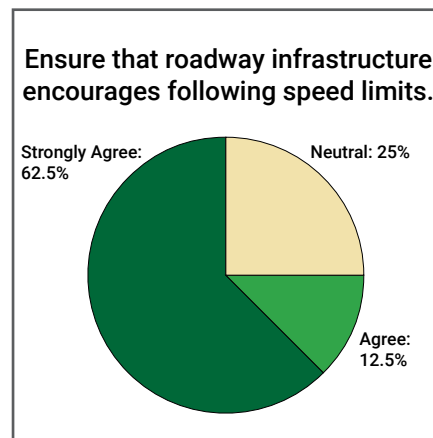
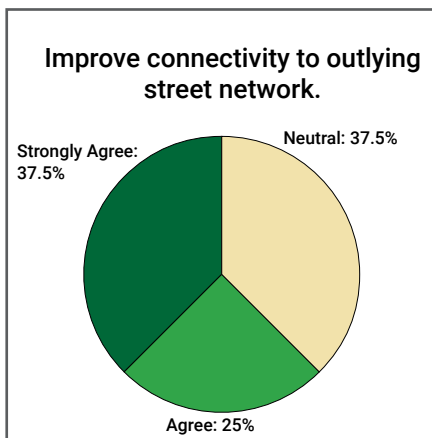
Respondent quotes:

"Pedestrian safety is important due to the increase of small children in the community."

"I have had fewer problems walking on streets without sidewalks than with sidewalks."

"Transit upgrades are desperately needed."

ROADWAYS



Survey Assessment

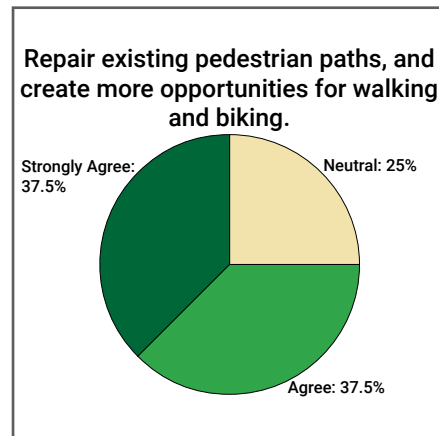
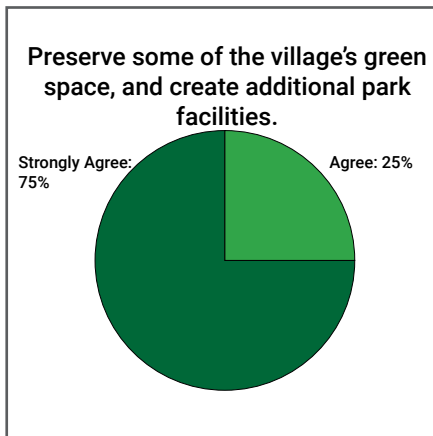
Over half of respondents want improved connectivity to the surrounding roads, while the remaining respondents did not have an opinion. Three-quarters of the surveyed Working Committee desires roadway infrastructure that prevents speeding.

Respondent quotes:

"Speeding is a major concern in the community."

"We need a traffic light at Central Avenue and Broadway."

RECREATION



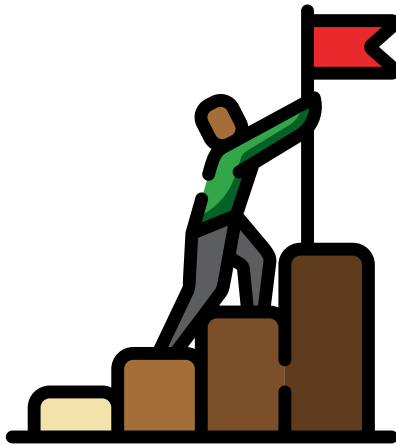
Survey Assessment

The Working Committee desires the preservation of some green space and the creation of additional park facilities. Additionally, respondents would like existing pedestrian paths to be repaired and for more paths to be developed.

Respondent quotes:

"We should create more pedestrian paths."

REVISED GOAL STATEMENTS



The community at large will be engaged to help refine the proposed policy objectives. This will occur in the second public meeting.

Goals for Community Development

Land Uses

1. Maintain small town character.
2. Revitalize existing properties.
3. Facilitate maintenance and reuse of vacant properties.

Quality of Development

1. Enable high quality commercial and residential development.
2. Ensure that new development is compatible with existing residential uses and scale.

Sense of Community

1. Create a strong sense of place informed by the Village's history.
2. Improve the Village's overall appearance.
3. Support a sustainable, local food system.

Housing

1. Support land use and building code policies that enable aging in place for all ages in sustainable housing.
2. Encourage infill housing on vacant land that is zoned residential.
3. Maintain and expand Urbancrest's affordable housing stock.

Goals for Transportation and Infrastructure

Walking

1. Improve pedestrian safety.

Transit

1. Make transit more attractive and accessible.

Roadways

1. Improve connectivity to outlying street network.
2. Ensure that roadway infrastructure encourages following speed limits.

Goals for Parks and Recreation

Facilities and Activities

1. Preserve some of the Village's existing green space, and create additional park facilities.
2. Repair existing pedestrian paths, and create more opportunities for walking and biking.

LAND USE AND INFRASTRUCTURE VISION MAPS

GUIDING NEW DEVELOPMENT

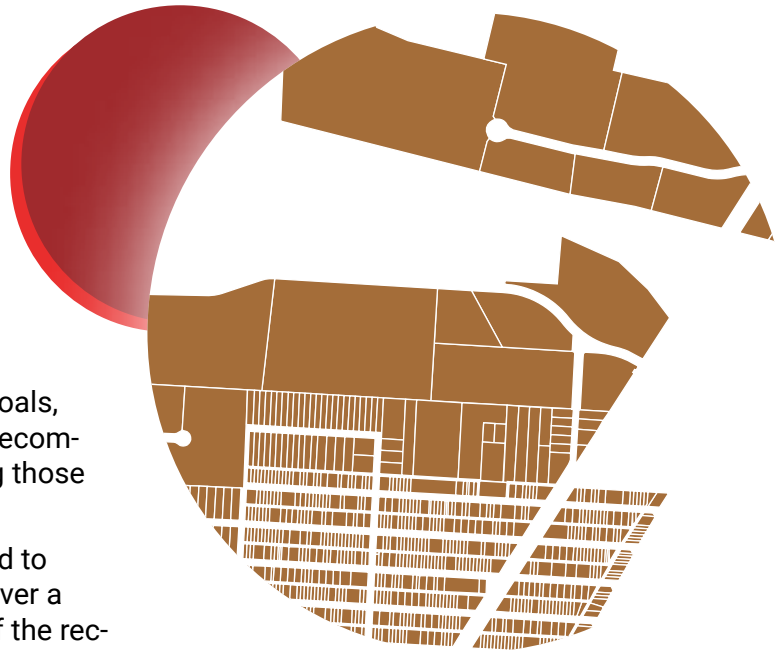
As a component of the proposed goals, future land use and infrastructure recommendations will facilitate achieving those objectives.

The future land use map is intended to guide development in Urbancrest over a long-term period. Because some of the recommended land use categories do not align with existing zoning districts, some zoning revisions will be necessary to achieve the recommended land uses. These zoning code revisions are reflected in the action steps of this document.

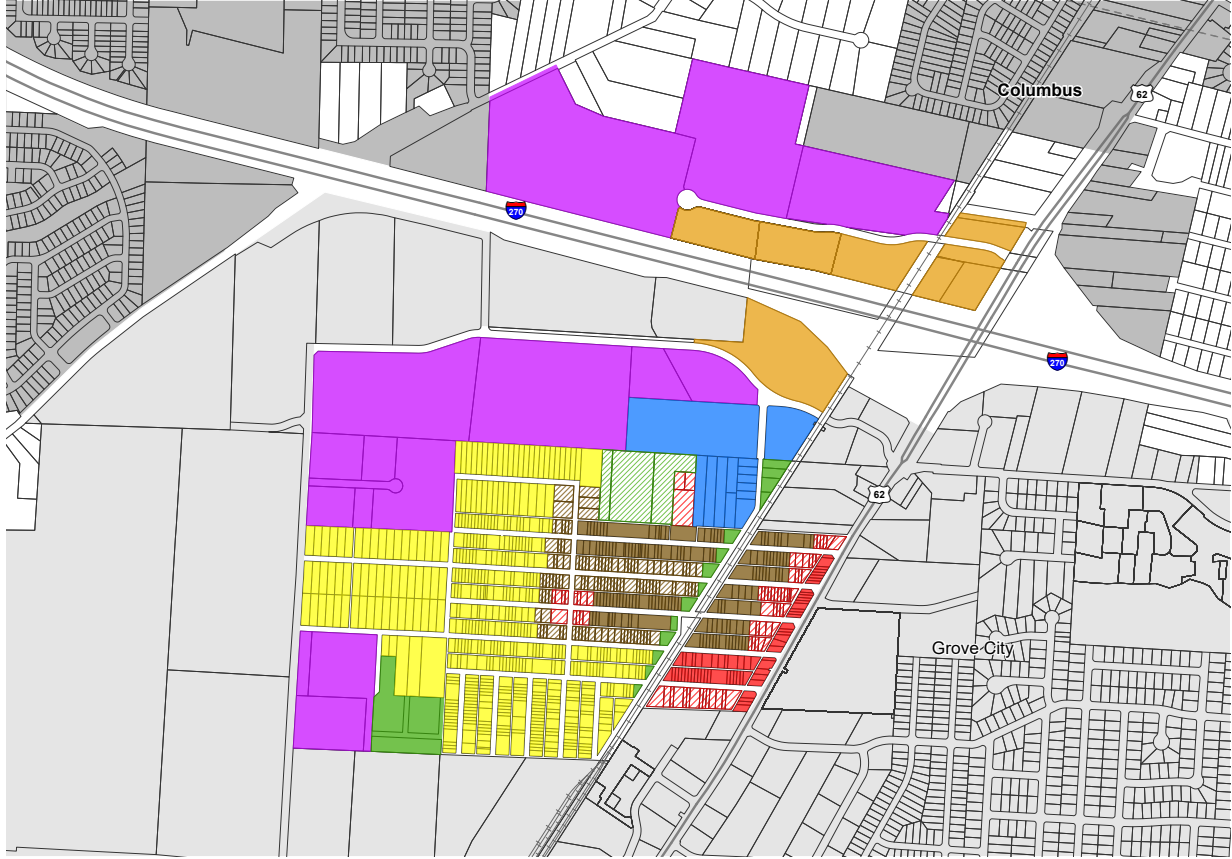
The future infrastructure proposal will facilitate Urbancrest's goals of improving pedestrian and road infrastructure. Infrastructure investments can be Village-initiated, or they can be required as a component of development.

The working committee completed surveys regarding the recommended infrastructure and land use maps during the Working Committee 2.1 video presentation and conference call. The surveys consisted of questions where respondents indicated their degree of agreement with the concept. The results can be found on the following pages.

The data generated from these surveys will be used to refine the land use and infrastructure vision maps for the second public meeting of the planning process.













FUTURE LAND USE MAP



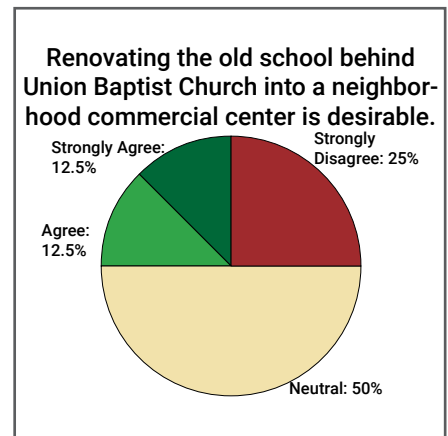
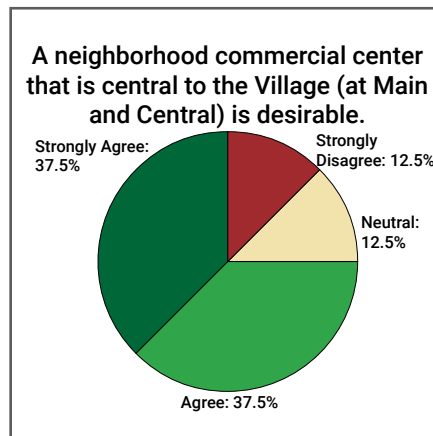
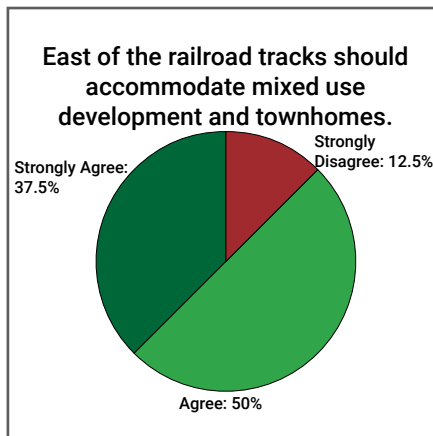
Proposed Land Uses

Corresponding Urbancrest Zoning District

	Single-Family Residential.....	Single-Family Residential District (R-1)*
	Two-Family Residential.....	Two-Family Residential District (R-2)*
	Medium Density Residential.....	Medium Density Multifamily Residential District (R-3)
	High Density Residential.....	High Density Multifamily Residential District (R-4)
	Neighborhood Retail & Residential.....	Commercial and Office District (C-1)*
	Limited Commercial & Residential.....	Commercial and Office District (C-1)*
	General Commercial.....	General Commercial District (C-2)
	General Industrial.....	Light (I1) and Heavy (I2) Industrial Districts
	Parks	
	Recreation	

*Corresponding zoning district is the closest match in the Urbancrest zoning code to the proposed land use.

LAND USE CONCEPTS



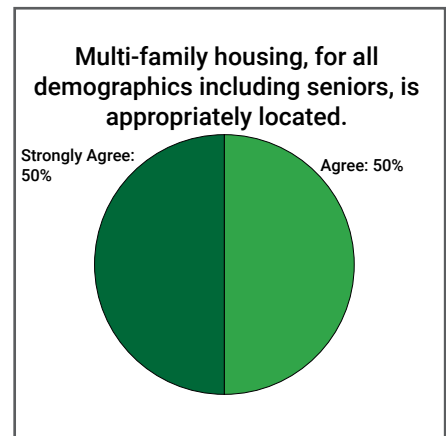
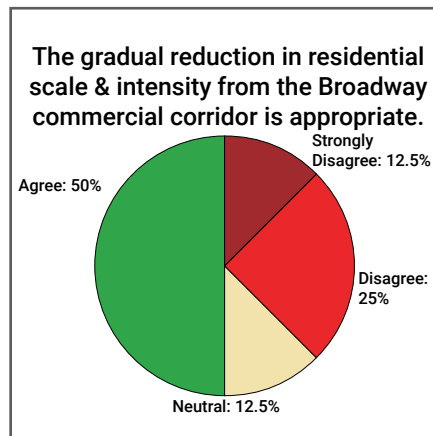
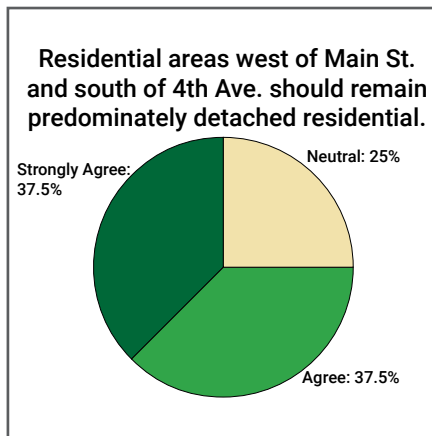
Survey Assessment

Respondents would like to see more intensive residential and mixed use development east of the railroad tracks, in addition to potentially accommodating a neighborhood commercial center at Main and Central.

Renovating the school behind Union Baptist Church into a commercial center did not have broad support from the Working Committee.

Depicted above: examples of townhome (left) and mixed-use (right) development.

LAND USE CONCEPTS

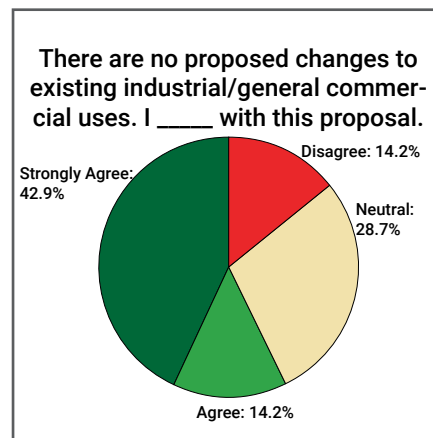
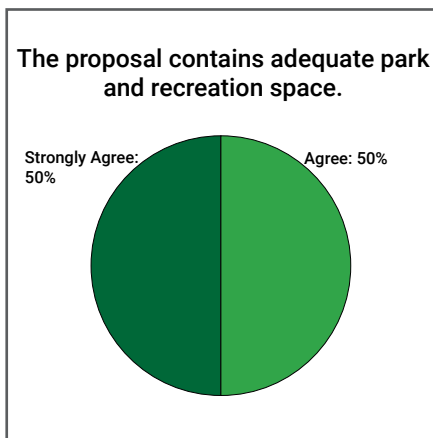


Survey Assessment

The committee supported having mostly single-family, detached homes in the village interior west of Main Street and south of 4th Avenue. The committee had mixed opinions regarding the gradual scaling down of residential intensity from the proposed mixed-use area across the railroad tracks. However, at least half of the respondents supported the proposal. The committee unanimously supported expansion of land area dedicated to multi-family and senior housing.

Depicted above: an example of neighborhood commercial adaptive reuse (left) and a duplex (right).

LAND USE CONCEPTS

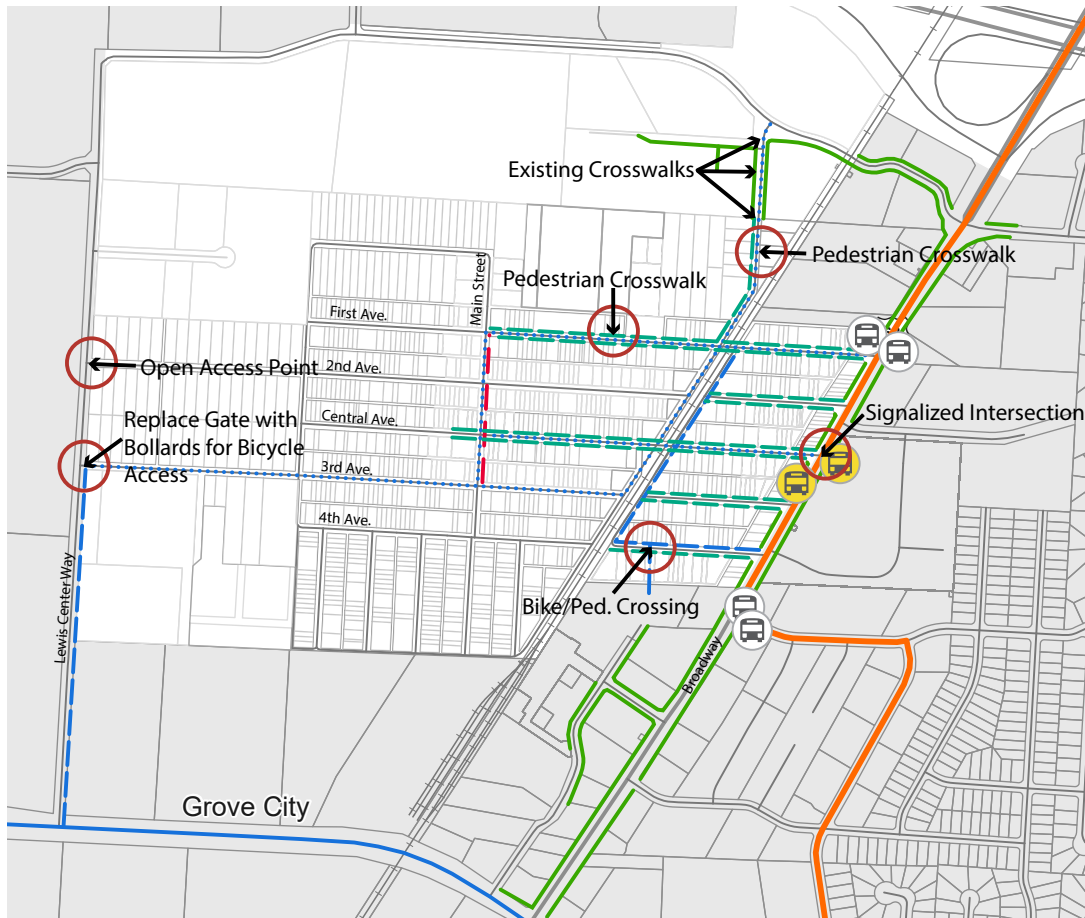


Survey Assessment

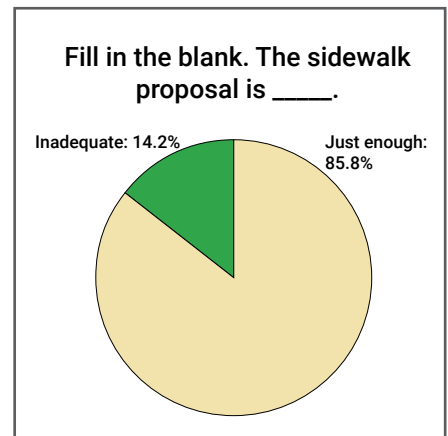
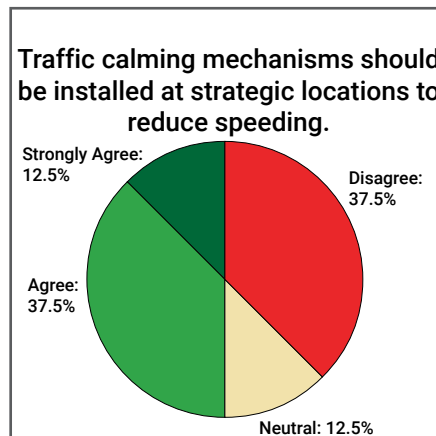
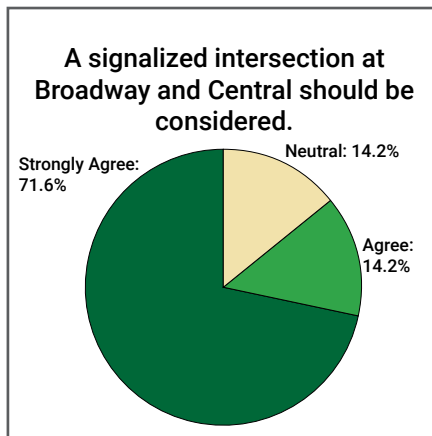
Survey respondents unanimously agreed that the future land use map includes adequate park and recreation space. Most of the committee does not want to see changes to the existing industrial and large-scale commercial uses that surround the village interior.

Depicted above: example of a community garden (left) and a natural space walking trail (right).

INFRASTRUCTURE IMPROVEMENTS MAP



INFRASTRUCTURE CONCEPTS

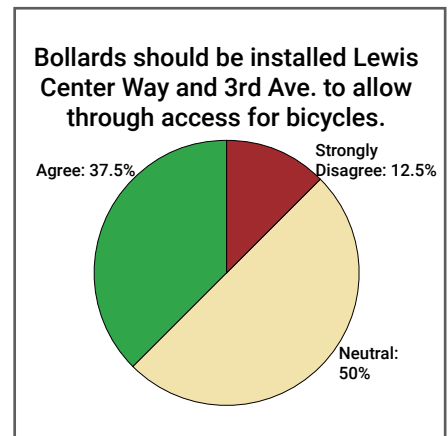
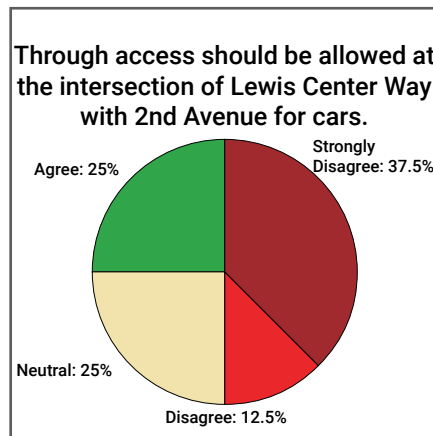
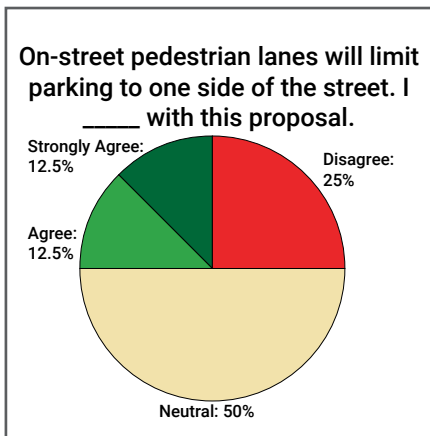


Survey Assessment

Nearly all of the responding committee members strongly supported the installation of a signalized intersection along the Broadway corridor. The committee's opinion on traffic calming was mixed, although half of the committee supported the installation of traffic calming devices. The sidewalk proposal was considered to be just the right amount of additional infrastructure.

Depicted above: a speed table (left) and lane narrowing (right) at pedestrian crossings.

INFRASTRUCTURE CONCEPTS

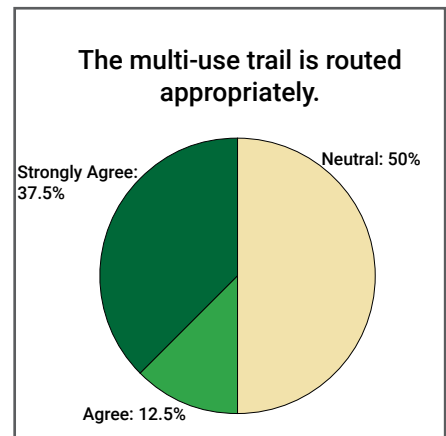
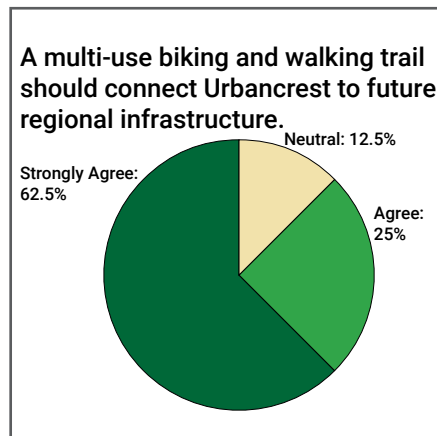
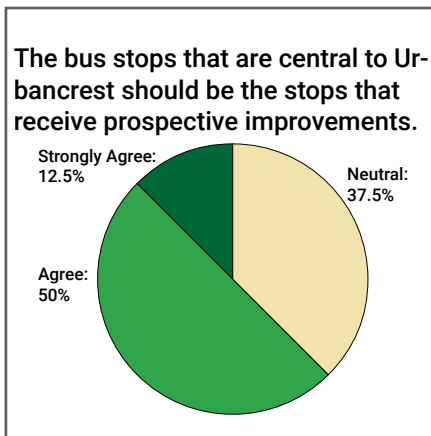


Survey Assessment

Most respondents did not oppose that on-street pedestrian paths occupy space that could be used for on-street parking. Half of the responding committee members did not support opening Lewis Center Way and 2nd Avenue to through traffic, with nearly half strongly opposed. The committee did not oppose installing bollards on 3rd Avenue to allow bike access to the proposed multi-use path on Lewis Center Way.

Depicted above: an on-street pedestrian lane (left) and bollards (right).

INFRASTRUCTURE CONCEPTS



Survey Assessment

The committee agreed that the bus stop central to Urbancrest should be targeted for improvements that make the experience of waiting for the bus more pleasant. Nearly all committee members supported the creation of a multi-use trail in Urbancrest, and half of the committee supported the proposed route.

Depicted above: a multi-use trail (left) and bus stop improvements, including a shelter, bench, and shade tree (right).

POLICY RECOMMENDATIONS

BUILDING THE FUTURE URBANCREST

The policy recommendations and action steps can be thought of as a road map for achieving the community's vision for the Village's future.

The drafted policy recommendations were influenced and guided by survey data, written comments, and in-person statements from working committee meetings 1 and 2.1 and the first public meeting. Goals were informed by vision statements, and each goal has several recommended actions.

The goals and actions will be further refined following the working committee 2.2 meeting. Next, we will hold a public meeting to present the draft goals and actions to the community. Engagement with community members will inform the final phases of drafting the Urbancrest Community Plan.



ACTION STEPS

LAND USE

Goal A: Maintain small town character.

Action 1: Adhere to recommended land uses.

The future land use map demonstrates a range of uses the community has envisioned for specific areas.

When Urbancrest receives requests to rezone properties, use the future land use map to guide decision-making. Prioritize the future land use types and similar uses when evaluating rezoning requests. Similarly, review variance applications for consistency with the future land use map, and permit them only if the proposed use is consistent with the future land use map.

Action 2: Develop regulations to enhance small-town character.

Revise Urbancrest's zoning to enhance the small-town character by establishing comparable zoning districts to the recommended land use types. This requires the incorporation of the Neighborhood Commercial & Residential and Limited Commercial & Residential land use designations.

Revise regulations to support development patterns typical of vibrant small-town neighborhoods with active community and economic life. The comprehensive list of action steps includes a range of zoning code revision recommendations, such as allowing mixed uses, community commercial spaces, small-scale farming, and food trucks; requiring pedestrian-oriented site and building design, bicycle amenities, and sidewalk and multi-use path extensions; and encouraging residential infill.



Action 3: Adopt commercial and residential design standards.

Incorporate design standards in the zoning code to ensure that new development and redevelopment contributes to the people-oriented design of existing homes. Many homes are located close to the street with porches, and garages are located behind front building lines. Require these design elements in new residential housing to ensure a consistent neighborhood feel.

Similarly, incorporate distinctive designs and the human scale in substantially modified or new commercial developments to create pedestrian-friendly environments by including street-facing windows vertical and horizontal building elements to visually break wide walls, and aesthetically pleasing facades.

Goal B: Revitalize existing structures.

Action 1: Create opportunities to facilitate home repairs.

When identifying code violations, connect homeowners to information and resources that can help resolve the code violation.

The Franklin County Economic Development and Planning Department funds an emergency home repair program through the Mid-Ohio Regional Planning Commission that assists

income eligible property owners in performing home maintenance. Local non-profits, such as Modcon Living and Economic Community Development Institute, also provide emergency home repair assistance to eligible homeowners.

Action 2: Implement a rental housing inspection program

Neglected rental housing can become dilapidated, affecting nearby property values and potentially posing safety risks to inhabitants. A rental housing inspection program empowers tenants to report landlords neglecting necessary building maintenance and repairs. Rental inspections compel corrective action, ensuring that tenants reside in safe housing. They also provide a path forward for improving the housing's appearance. Provide connections to maintenance program funds to facilitate addressing the needed repair.

Goal C: Facilitate maintenance and reuse of vacant properties.

Action 1: Expand regulations of the existing property maintenance code.

The existing property maintenance code covers lawn care, trash collection, parking on lawns, and unregistered vehicles. Expanding upon the existing provisions further ensures that properties are well-maintained.

Enhance the current maintenance code by including provisions for removal of dead/dying trees and shrubs, maintaining fencing in good repair, and general housing maintenance standards (e.g. gutters, windows, siding, front door). When identifying property maintenance code violations, connect residents to resources to assist with addressing the violation, such as emergency home repair programming.

Action 2: Establish community gardens on vacant properties.

Partner with the Urbancrest Redevelopment Corporation (URC) and the Central Ohio Community Improvement Corporation (COCIC) to

create opportunities for establishing community gardens.

Make undeveloped, vacant parcels owned by the URC or COCIC eligible for establishment of a community garden upon application. The City of Columbus has a land bank community garden program that Urbancrest can use as a model to develop its own program.

Action 3: Corrective actions for and acquisition of tax delinquent and foreclosed properties.

When tax delinquent and foreclosed properties fall into abandonment, they become an eyesore and negatively impact nearby property values. Collaborate with the Franklin County Treasurer's Office to identify abandoned and vacant parcels with overdue taxes to pursue corrective action.

Coordinate with Franklin County and the county land bank, COCIC, to strategically acquire parcels, put vacant land back to economic use and facilitate municipal projects.



QUALITY OF DEVELOPMENT

Goal A: Enable high quality commercial and residential development.

Action 1: Require the use of stormwater management best practices.

Require that applicants for new or substantially modified commercial and residential development incorporate best practice stormwater management. Some of these practices include installation of rain gardens, bioswales, pervious surfacing, and parking lot landscaping.

Effective stormwater management improves control of water runoff, reducing pollution in groundwater, allows for better infiltration, and reduces erosion. Consult with the Franklin Soil and Water Conservation District for implementation of best practices.

Additionally, incorporating natural elements with stormwater infrastructure reduces the urban heat island effect and creates more visually appealing landscaped developments. This helps to achieve balance between the built and natural environments.

Action 2: Require new development to be pedestrian-oriented.

Require new multi-family and commercial development to include adequate pedestrian and bicyclist amenities. Require improvements like sidewalks, pedestrian paths, multi-use path extensions where planned, and bike racks as components to new development.

New developments must locate parking lots to promote a safe, uninterrupted pedestrian landscape to the greatest extent feasible. Place parking to the side or rear of the principle building(s) in the development, and orient principle buildings towards and located near the street.

Accordingly, revise the Village's zoning code to ensure that new and substantially modified developments are pedestrian-oriented.

Action 3: Encourage energy efficient and accessible-for-all designs.

The Franklin County AWARE (Accessible, Water conservation, Air quality, Resource conscious, Energy efficient) Manual details standards for more environmentally sustainable and ability-inclusive building design.

New or rehabilitated homes receiving public funds must follow AWARE standards. Privately-funded projects should use the AWARE standards to guide building and site design.

Conformity to the AWARE manual will facilitate aging in place with its universal design elements. Universal design is an approach to designing residential units that can

accommodate all persons regardless of their age or physical ability. Additionally, homes that meet the AWARE standards will help homeowners realize savings through energy efficiency. Franklin County Economic Development and Planning Department can assist with building design review.

Action 4: Support small business development.

Small businesses are critical to local economies because their investments and economic benefits stay in the community. Small businesses also provide sense of place and unique community identity. The Future Land Use map indicates areas appropriate for small business development in the Neighborhood Commercial & Residential and Limited Commercial & Residential land use designations.

The Franklin County Economic Development and Planning department administers several programs that support small business development, such as community development block grant funds to support small businesses through the Columbus Urban League and Economic Community Development Institute. Franklin County Economic Development and Planning can assist the village in identifying and prioritizing funds.

Goal B: Ensure that new development is compatible with existing residential development in use and scale.

Action 1: Implement the recommended land use map for residential uses.

Current zoning distributes more intensive residential uses across the Village. To ensure coordinated development patterns that scale down from the Broadway corridor and preserve the interior village's small-town character, closely follow the recommended land use map when considering new development and rezoning requests.

Ensure that more dense housing is concentrated in strategic corridors to preserve the detached, single-family home character of the interior village.

Action 2: Permit a mix of uses in key corridors.

Urbancrest's zoning code requires a variance from the code in order to permit a mix of uses. A mix of residential and commercial uses in strategic corridors will allow for more walkable neighborhoods, better integration of commercial activity into the community fabric, and enable the creation of gathering spaces that is typical of small towns.

Modify the zoning code to permit a mix of residential and commercial uses in the areas identified on the Future Land Use Map, the Neighborhood Commercial and Residential and Limited Commercial and Residential designations.

Action 3: Adopt a neighborhood commercial zoning district.

Low-intensity commercial uses, such as doctor's offices, salons, business services, etc. do not require specialized facilities and can be located in buildings that more resemble residential structures. This district allows limited commercial activity within neighborhoods to improve walkability while maintaining residential character. Include building design standards to guide neighborhood commercial buildings to resemble residential development. Both elements are recommended to be incorporated into Urbancrest's zoning code.

**SENSE OF COMMUNITY****Goal A: Create a strong sense of place informed by the Village's history.****Action 1: Inventory and commemorate historic places.**

Inventory historic sites and buildings in Urbancrest in consultation with the Columbus Historical Society. These locations can be identified with placards and signage that emphasize the building or site's significance to Urbancrest's history. As the community evolves over time, reminders of its past will remain and be celebrated.

Action 2: Enhance the community's sense of place through public art installations.

Public art instills community pride, provides vibrancy to under-utilized or unattractive spaces, reduces vandalism, and creates a visual interest that encourages walking in the community. Installation of public art can be paired with recreational programming, such as art and historic place walks; the City of Columbus has an art and history walking tour program that can be used as a guide for similar programming in Urbancrest.

Public art should commemorate historic events or persons and incorporate local themes inspired by the Village. Where feasible, a local artist or former resident should be commissioned to create connection between the artist and place.

Goal B: Improve the Village's overall appearance.

Action 1: Install municipal infrastructure with consistent designs.

To enhance the community's visual identity, install municipal infrastructure with common design elements and color schemes. Such infrastructure includes road name signposts, banners, light posts, bollards, pedestrian and bicycle facilities, and fire hydrants.

Road name signposts: Install all posts displaying road names with the same design as existing road name posts (see image below).



Banners: Banners can be attached to light poles to create visual identity throughout the community. These can be installed on high-visibility corridors, like Broadway, to create more distinction between Urbancrest and Grove City.

Light posts: Use light posts with a design similar to that of Urbancrest's decorative street sign posts. Install light posts in areas with sidewalks and other pedestrian infrastructure to improve safety. Consult with the local electrical utility provider when installing light posts, and prioritize energy efficient fixtures.

Fire hydrants: Fire hydrants can be incorporated with the infrastructure color scheme. Contact the Jackson Township Fire Department before repainting hydrants a different color.

Bollards and Garbage Cans: Similar to fire hydrants, bollards and garbage cans can have the same color scheme for consistent branding across the Village.

Action 2: Install landscaping improvements in high visibility locations and corridors.

Street trees are plantings along roads that can help enhance the natural, green character of the area. They can be complemented by shrubbery at key locations to create more visual emphasis. Prioritize street tree planting along planned and existing sidewalks.

Street trees, in addition to beautification, have the added benefits of slowing traffic, collecting stormwater runoff, decreasing the urban heat effect, and create a calming effect that reduces stress levels.

Along the Broadway commercial corridor, coordinate with Grove City's ongoing beautification efforts on Route 62.

Action 3: Initiate a vacant lot maintenance program.

Vacant, unmaintained lots cause stress, lower property values, pose public health and safety risks, and can appear unsightly. Collaborate with the county land bank (COCIC), and Urbancrest Redevelopment Corporation (URC) to clean up and improve vacant lots in their ownership.

The vacant lot clean up encompasses removal of all garbage, underbrush, and dead or dying foliage. The installed improvements include small fences and limited landscaping installments where desired. The fencing's design needs to discourage dumping, while allowing people to access the lot (see example below). Periodic maintenance is required for grass mowing.



Local businesses, community organizations, and individuals can be engaged to sponsor and participate in the process.

Similar vacant lot maintenance programs have been connected to decreases in crime and improvements in mental health for residents of the community.

Goal C: Support a sustainable, local food system.

Action 1: Permit gardening on vacant, village-owned properties.

Allow residents to garden on village-owned properties through an application process. Community gardens will bring new life to parcels of land currently village-owned but unused.

Additionally, community gardens provide access to healthy, fresh foods, improve food security, and provide access to physical activity and social interaction.

Action 2: Permit raising of small livestock.

Allowing residents to raise small livestock, including chickens, ducks, and rabbits, provides residents with another way to access fresh food, in addition to providing the opportunity to generate an income by selling food to local vendors and consumers.

For assistance with drafting the enabling language, the Village can reference Franklin County's zoning code that allows raising of small livestock.

Action 3: Allow farm stands as an accessory use.

To allow residents the opportunity to distribute their crops to community members, expressly allow by-right the ability to sell and distribute produce and other value-added farm products at small farm stands in all zoning districts as an accessory use.

Action 4: Establish a farmers market.

Farmers' markets provide connections between food producers and consumers, providing community members with fresh foods.

Access to fresh foods can lead to healthier eating and improved health outcomes. A farmer's market could be established at the Municipal Hall & YMCA on one of the large vacant lots along Broadway for greater visibility.

A farmers' market are frequently supported through Community Supported Agriculture (CSA), an arrangement in which customers buy a share of a farm's harvest and receive food throughout the season. This arrangement gives farmers capital up-front and enables consumers to receive a variety of fresh foods.

Consult with the Ohio Farmers' Market Network to identify best practices and next steps for establishing a farmers' market, including compliance with local and state regulations, attracting vendors, and nutrition incentives.

Action 5: Permit food truck operations in commercial areas.

Food trucks are a method to start up a small-scale, mobile food business with less capital than the traditional, brick-and-mortar restaurant. Food trucks, and restaurants in general, provide an immediate market for locally generated food.

Food trucks also provide use and activity to formerly abandoned parking lots, bringing new life to underutilized or vacant commercial lots.

Accordingly, revise the zoning code to allow food truck siting on commercial properties.

Action 6: Develop a community kitchen and food hub..

A commercial community kitchen is an asset for both community members and the local business community. A community kitchen can provide cooking classes to residents to improve their knowledge and skills of cooking with fresh food.

A community kitchen and food hub can also operate as a business incubator for startup restaurants, food trucks, manufacturers, and catering entrepreneurs. Business owners can rent the kitchen at an affordable rate to cook meals and prepare food. The addition of cold

and dry storage would support the manufacturing component of the community kitchen.

The former Elementary School behind Union Baptist Church could be readapted to accommodate the community kitchen in the structure's former cafeteria. The Village should collaborate with Union Baptist Church to determine the feasibility of establishing a community kitchen at this location.



HOUSING

Goal A: Support land use and building code policies that enable aging in place for all ages in sustainable housing.

Action 1: Enable the construction of more housing types, particularly senior housing.

More types of housing, such as single-family homes, duplexes, townhomes, and apartments, accommodate different demographics at different life phases. In particular, senior housing is needed to accommodate individuals who want to age in place but also have special needs for assisted living.

Continued participation in programs like Ohio Development Services Agency's (ODSA) Community Reinvestment Area provides residential development incentives. This program provides real property tax exemptions for renovated or new building development to attract new residential development.

Action 2: Provide information regarding emergency home repairs and accessibility modifications.

Common barriers to aging in place are homes that are incompatible with a senior's changing

accessibility needs and disrepair due to fixed income that renders the home uninhabitable.

Providing information to low-income seniors that connects them to non-profits providing accessibility modifications and emergency repairs will facilitate aging in place.

Modcon Living, Economic Community Development Institute, and the Mid-Ohio Regional Planning Commission administer programs that provide home repair and accessibility modification assistance to eligible homeowners.

Action 3: Provide information regarding energy efficiency programs.

Reducing household energy consumption is environmentally friendly and decreases costs of living by reducing utility bills.

Utility companies, public agencies, and non-profits offer a variety of financial incentives to retrofit buildings and purchase energy efficient appliances, equipment, and lighting.

The Home Weatherization Assistance Program replaces electric appliances, lightbulbs, water heaters, and furnaces which in turn reduces energy consumption and utility costs. The program is administered by the Mid-Ohio Regional Planning Commission, and services are free to income-eligible residents.

Action 4: Support the use of renewable energy sources such as wind, geothermal, and solar.

Renewable energy sources have no greenhouse gas emissions, reduce reliance on non-renewable, carbon-based resources, reduce energy costs, and potentially provide income. Particularly, solar energy is an increasingly affordable alternative to fossil fuels.

The State of Ohio Treasurer's Office administers the ECO-Link program, which offers a reduced interest rate on home loans for energy efficiency home improvements. American Electric Power (AEP) offers a net energy metering service that provides energy credits against future utility bills for excess generated home energy. To incentivize installation

of renewable energy, the village could waive permitting fees.

Goal B: Encourage infill housing on vacant land that is zoned residential.

Action 1: Expand the creation of new owner-occupied homes.

Partner with local non-profits to incentivize the construction of new owner-occupied homes. Owner-occupied homes help stabilize neighborhoods where poor lot and building maintenance are problems.

The non-profit Homeport administers a first-time homebuyer program that provides income-eligible households with down payments and closing costs for the purchase of homes. Additionally, Homeport provides prospective homeowners with homebuyer counseling.

A number of Urbancrest's homes have been constructed with Homeport's assistance -- closer cooperation, such as coordinating the Village and county land bank's acquisitions of vacant lots, with the non-profit will facilitate new residential development.

Action 2: Enhance Village marketing strategies to attract new residents.

Continued investment in lot cleanup, beautification projects, and neighborhood amenities will make Urbancrest more marketable to new residents. Additionally, expand the Village's online presence, such as providing zoning information, fee schedules, links to Franklin County residential building permits, etc., on its website. Additionally, integrate online submissions of permits and other applications.

Work closely with property owners and realtors to promote the Village to prospective homebuyers, and simplify the permitting process to make it easier for potential homebuyers and their contractors to renovate or build homes.

Action 3: Reduce lot size and frontage minimums.

Modify Urbancrest's zoning code to encourage infill development on vacant residential lots.

Namely, reduce lot area minimums and proportionate reductions in frontage requirements to facilitate simpler home construction.

Current zoning requires a combination of a significant number of lots with the typical plat-ted lot size across the Village. A reduction in minimum lot size requires fewer average-sized lots for development, reducing difficulty of coordinating amongst multiple parcel owners for land acquisition and therefore encouraging infill.

Goal C: Maintain and expand Urbancrest's affordable housing stock.

Action 1: Permit accessory dwelling units.

Include accessory dwelling units (ADUs) as a permitted use in the Village's zoning code. An ADU, sometimes referred to as granny flats, carriage houses, or in-law homes, is a small dwelling unit that is accessory to a principle dwelling unit. ADUs can be attached or detached from the principle dwelling, and they have their own kitchen and bathroom facilities. ADU regulations typically require that one of the parcel's dwellings is owner-occupied.

ADUs help promote housing affordability by increasing the supply of smaller rental units that are rented at a lower rate. Homeowners can provide senior family members an independent living space to age in place, or they can generate an income by renting the dwelling unit.

If residential design standards are adopted, include similar design standards for ADUs.

Action 2: Consider incentive programs for the development of affordable housing.

Municipalities can provide developers a range of incentives to encourage inclusion of affordable housing in development. Some of these methods include density bonuses, reductions or waiving of permitting fees, dimensional waivers, and reductions of parking requirements. Incentive programs can be targeted at specific areas or zoning districts.

If incentive programs for affordable housing are implemented, prioritize incentives for affordable housing in the Broadway corridor due to its access to transit.

TRANSPORTATION AND INFRASTRUCTURE



WALKING

Goal A: Improve pedestrian safety.

Action 1: Adhere to the sidewalk and multi-use path recommendations on the future infrastructure map.

Sidewalks and multi-use paths are essential to public safety and beneficial to neighborhood stability. They encourage people to walk and bike, promoting public health while reducing traffic congestion and energy use. Well-maintained sidewalks and multi-use paths connect persons of all abilities to jobs, shopping and other destinations, and they facilitate community connections.

Action 2: Require sidewalks and multi-use paths with new developments.

Require sidewalk installation with new office, commercial, industrial, and multi-unit residential developments. Additionally, require extension of multi-use paths where planned. This will facilitate creating a comprehensive network of safe pedestrian facilities.

Action 3: Use pedestrian-friendly designs for major intersections and strategic locations.

Pedestrians and automobiles primarily come into contact at intersections. Features such as

crosswalks, warning signs and overhead street lights make intersections safer, decreasing accidents and encouraging more people to walk. Raised intersections can also improve pedestrian safety by forcing motorists to slow down.

Implementation of the two midblock crosswalks proposed in the future infrastructure map near the YMCA/Municipal Hall and at Mayor's Park will provide safer access to these amenities.

As Urbancrest evolves, the Mid-Ohio Regional Planning Commission (MORPC) can be consulted to assist with traffic and pedestrian studies to inform siting of new infrastructure. MORPC has an annual grant program to assist with the associated costs.

Action 4: Establish a safe walking routes program.

Just 30 minutes of physical activity per day is associated with positive health outcomes, even for walking. A safe walking route program will encourage residents to recreate and spend time outside, which can also benefit community building. Installations along this route can include signage and benches. Signage will increase awareness of pedestrians, and benches provide seniors with places to rest on their walk. Include an accessible, Americans with Disabilities Act compliant route to the bus stop for persons with mobility impairments.

As pedestrian infrastructure is installed further in the interior of the village, establish a safe walking routes program.

Landscaping can accommodate the walkways where feasible.



TRANSIT

Goal A: Make transit more attractive and accessible.

Action 1: Initiate improvements at the bus stop located at Central and Broadway.

Residents indicated that bus stop improvements would make them more likely to ride the bus. Bus stop amenities like benches, trash cans, shelters, and shade trees can improve the experience of waiting for the bus. Respectively, these amenities provide a comfortable place to sit and wait, remove patrons from the elements, encourage a cleaner environment, and provide a cooling effect during hot days.

The Village should collaborate with the Central Ohio Transit Authority and Grove City to install shelters and other amenities at the identified bus stop.

Action 2: Provide information regarding mobility programs.

Ensuring mobility is a key component of aging in place. Persons with mobility impairments may need connections to mobility programs in order to facilitate their daily needs. Community members who have needs for mobility assistance can be referred to COTA's Mainstream On-Demand service. The service provides shared-ride transportation to and from the desired destination for eligible persons.



ROADWAYS

Goal A: Improve connectivity to outlying street network.

Action 1: Stoplight at Broadway

Urbancrest's only signalized intersection is located at Broadway and Home Road. This presents access difficulties for motorists turning left from the main corridor of Urbancrest, from 1st Avenue to 4th Avenue, as well as pedestrians who may need to access to the northbound bus stop. A traffic light in this corridor would improve vehicle flow during peak traffic times and pedestrian access across Broadway.

Additionally, if the Broadway commercial corridor revitalizes, a traffic light would be beneficial to commercial businesses by improving vehicle access to parking that should be located behind the commercial structures. Visibility improves from slowing and stopping passing motorists.

A stoplight along Broadway will require a traffic study and coordination with the Ohio Department of Transportation and Grove City.

Action 2: Consider long-term future through access at the intersection of 2nd Avenue with Lewis Center Way.

Urbancrest currently does not have westward through access from the interior village. As the village interior grows over time, it may be desirable to provide more convenient westward egress from the village to reduce cross-village traffic. Urbancrest can evaluate the possibility of a through access once more residential

infill is developed. The Village will need to coordinate with Grove City if the intersection is opened to through traffic.

Goal A: Ensure that roadway infrastructure encourages following speed limits.

Action 1: Implement traffic calming at key locations.

Speeding is a reported problem throughout the Village. On streets where speeding is a frequent complaint, traffic calming mechanisms can be considered to slow vehicle speeds. They can be strategically combined with pedestrian crossings to achieve dual purposes of slowing traffic and improving pedestrian safety. The Franklin County Economic Development and Planning Department and the Engineer's Office can be of assistance with infrastructure design.

Collect data to determine the necessity of installing traffic calming infrastructure. An observer can use a radar speed gun to generate data, or a radar speed sign can be employed, which can be requested from the Franklin County Sheriff's Office. Traffic calming mechanisms to consider include the following:

Street trees: the installation of street trees can influence reduced traffic speeds, as well as achieving the goal of improving the appearance of the Village.

Speed humps: Speed bumps are raised sections of road that require slowing down for safe navigation.

Curb extensions: An extension of a curb can narrow a driving lane or tighten the turn radii, encouraging slower speeds in a lane or intersection. They can also be deployed at pedestrian crossings to decrease the length of road required for users to cross.

Lane narrowing: Narrow driving lanes cause motorists to drive more cautiously and reduce speeds. Lanes can be narrowed by including on-street bike lanes, parking, or by installing large curb extensions.

Chicanes: A chicane is a curve in the road that forces motorists to slow down to navigate the curve. Chicanes can incorporate landscaping to improve stormwater infiltration and create more visual interest in the streetscape.

Radar signage: Radar signage can be installed to provide motorists a reminder of their speed and to slow down if necessary. Some units have the capability to collect speeding data, which is useful for planning future traffic calming infrastructure.

Action 2: Consider a 'complete streets' policy.

A complete streets policy aims to create roadways that are designed to safely accommodate all users, including motorists, cyclists, pedestrians, transit users, and e-scooter users. This ensures that multi-modal infrastructure is a component to new or substantially modified development. Comprehensive, well-integrated multi-modal transportation infrastructure increases property values and promotes economic development.

A model framework for the policy is available through the Mid-Ohio Regional Planning Commission if Urbancrest moves forward adopting a complete streets policy.

Action 3: Install stop signs at the railroad crossing on 1st Avenue and Central Avenue.

1st and Central Avenues, the main thoroughfares through the village, are uninterrupted from Broadway to Main Street. These roads also have the most community reported instances of speeding. Long stretches of road without traffic calming mechanisms or stop signs facilitate speeding. Installation of stop signs at the railroad tracks will force speeding motorists to slow down as they travel across the village.

Action 4: Collaborate with the Franklin County Sheriff's Office to address speeding.

The Franklin County Sheriff's Office can be of assistance to police speeding in the village. The Sheriff's Office can provide a radar speed sign, which will influence speed reductions and provide data for prospective traffic calming

improvements. The Sheriff's Office can also be directed to areas with frequent speeding to increase patrols and observation.

PARKS AND RECREATION



FACILITIES AND ACTIVITIES

Goal A: Preserve some of the Village's undeveloped areas as parks and green space.

Action 1: Preserve natural space in southwest Urbancrest.

A parcel of land in southwest Urbancrest, adjacent to industrial development and behind Bethel Apostolic Church, is a thickly wooded, undeveloped property. It is recommended that this property become a natural area that is host to walking trails through the woods. Recreation in natural areas is associated with reduced stress levels and better feelings of well-being.

The future land use map recommends that this parcel be reserved for park space -- explore options for its preservation with the current landowner.

Action 2: Establish park space on the vacant parcels along Augustus Street and the railroad tracks.

A number of parcels along Augustus Street are vacant. With the more intensive uses proposed on the opposite side of the railroad tracks, acquire these parcels to create a buffer between the interior village and prospective eastward development. Install landscaping for screening of the more intensive development, which has the additional benefit of dampening noise from passing trains.

Collaborate with the county land bank (CO-CIC) to acquire these parcels for landscaping improvements. Include walking paths or sidewalks to promote recreation.

Action 3: Maintain and improve existing park facilities.

Maintain in good condition the walking trails at the Vaughn E. Hairston YMCA. Paved trails in disrepair are potential tripping hazards, and they restrict enjoyment from persons with mobility impairments. Partner with the YMCA to ensure that these paths are well-maintained, as well as identify opportunities for their expansion.

Goal A: Create more opportunities for walking and biking.

Action 1: Adhere to the future transportation map's multi-use path recommendations.

The future transportation infrastructure map proposes the installation of multi-use paths in/near Urbancrest to facilitate future connections to regional infrastructure. Multi-use paths allow for a variety of recreational activities, such as biking and walking.

Require that new development provides adequate right-of-way and installs multi-use path extensions on planned routes.

Regarding the multi-use path on Lewis Center Way, Urbancrest will need to coordinate with Grove City to create a path that connects to the on-street bike path on Southwest Boulevard.

It is recommended that the Village also refer to the Mid-Ohio Regional Planning Commission and Grove City's future infrastructure maps when installing infrastructure to create contiguous multi-use path networks.

Action 2: Adhere to the transportation infrastructure map's bicycle facility recommendations.

The future transportation infrastructure map recommends designating multiple corridors in the Village's interior as shared bicycle/automobile roadways with on-street markings

and signage. These facilities will increase awareness that the road is to be shared with bicyclists.

Action 3: Install bike racks at public locations.

Provide the public and public employees the opportunity access municipal properties and amenities through a variety of transportation modes. Install bike racks at key public destinations without bike racks to facilitate biking as a means of transportation in the Village. Accommodate bike racks during site plan development while designing future public facilities.

Action 4: Require bike racks with new or substantially modified development.

To ensure that biking is a represented transportation mode in new development, require that new or substantially modified commercial, industrial, office, and multi-family developments have bike racks installed if not already present on the property.

ACKNOWLEDGMENTS

The project team thanks the following individuals and groups for input, technical advice and assistance overall with the Urbancrest Community Plan:

Village Council

Steve Larkins
Deborah Larkins-Jackson
Shawn Moore
Alicia Skinner
Henry Warr
Alicia Wiggins

Mayor

Elder Joseph L. Barnes

Local Stakeholders

Kathy Thimmes
Gretchen Carpenter
Pastor Sullens
Ray Dalton
Lisa Burlison
Donna Bogue
Carl Smith

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Tashea Holmes
Kantina Hughes
Abdi Issa
Brad Johnson
Kim Jordan
Steve Larkins
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