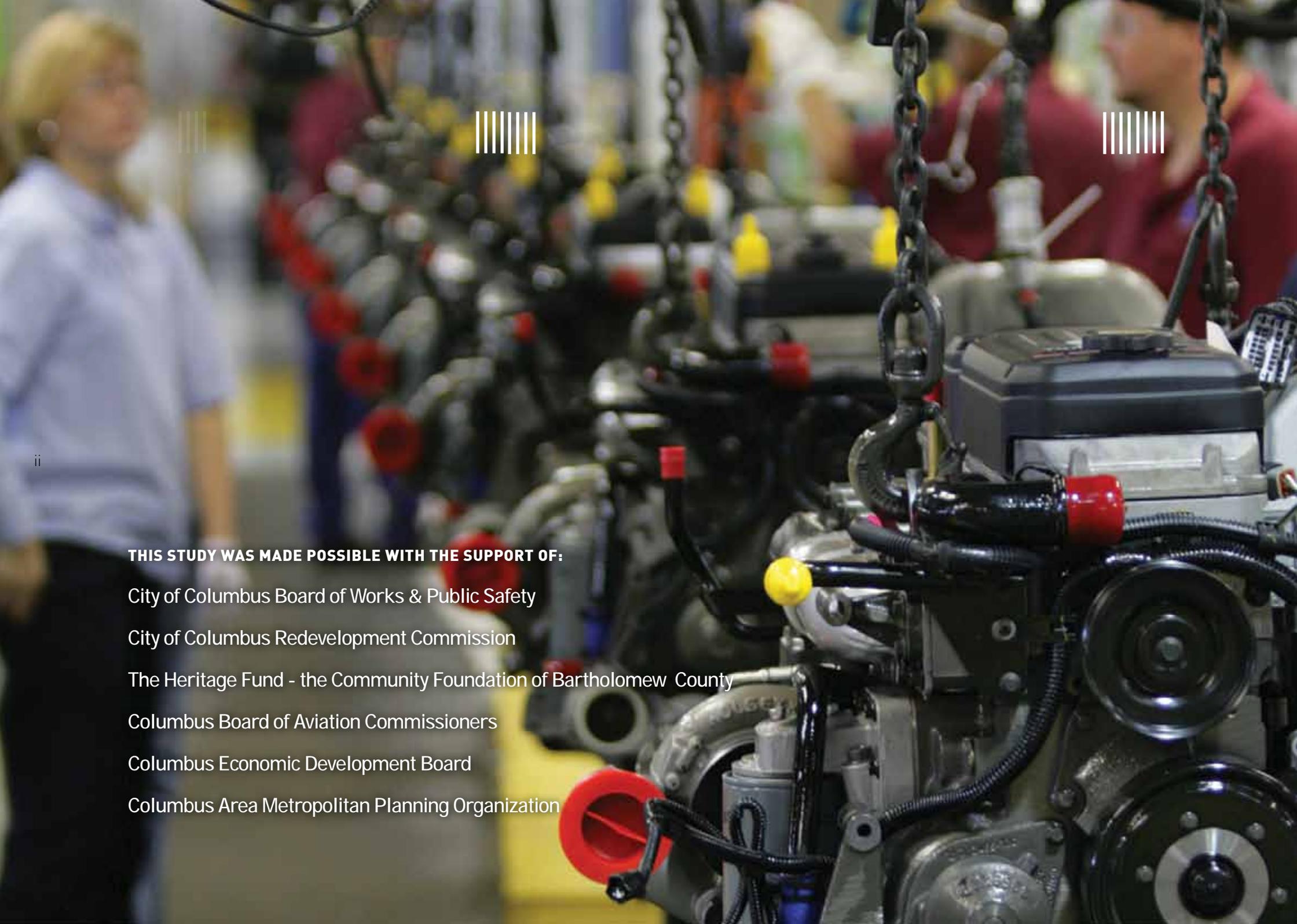


A grayscale world map is overlaid with several large, overlapping circles in various colors: green, yellow, orange, pink, and purple. The circles are centered on different parts of the globe, creating a complex, interconnected pattern. The map shows the outlines of continents and oceans.

• **WALESBORO INDUSTRIAL AREA LAND USE & INFRASTRUCTURE STUDY**

**EXECUTIVE SUMMARY
MARCH 2012**



THIS STUDY WAS MADE POSSIBLE WITH THE SUPPORT OF:

City of Columbus Board of Works & Public Safety

City of Columbus Redevelopment Commission

The Heritage Fund - the Community Foundation of Bartholomew County

Columbus Board of Aviation Commissioners

Columbus Economic Development Board

Columbus Area Metropolitan Planning Organization



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EXECUTIVE SUMMARY

Purpose

The purpose of this study is to establish a collective vision for the Walesboro site that maximizes the efficient use of the available land and existing infrastructure while defining additional infrastructure needs.

The Walesboro Opportunity

The location and resources of the Walesboro site provide a unique opportunity for the City of Columbus to build on the success of adjacent industrial centers and expand job growth.

- The area dedicated to industrial development and has a history of success.
- The Walesboro site is the only undeveloped industrial area in Columbus that can be rail served.
- Extrapolating the nearby density of employment over the 600 acres of available land in the Walesboro Industrial Area suggests a potential for an additional 4,600 jobs.

Current Conditions

The approximately 588 acres of the Walesboro Industrial Area is well-suited to accommodate the future vision for industrial development.

- Current land planning (Thoroughfare Plan, Comprehensive Plan, Zoning Ordinance) has prepared the area well for industrial development.
- The area is reasonably flat but well drained. Currently mapped floodplains along the perimeter are well situated to help preserve the one forested area on the site in the southwest

corner and to act as buffers for the residential areas to the north. A buffer area to the north could also be a site for stormwater detention to assist with drainage problems reported in the adjacent Bethel Village neighborhood.

- Removal of the former runway will open up the majority of the site for a more efficient internal road and lot layout. Loss of the interim use of the former runway as a vehicle test track could become an opportunity to create an updated facility for current users and a draw to new research and testing businesses.
- The site is well served by existing utilities and is a good fit for the ideal stormwater management scenario, a regional system that eliminates the need for basins on individual parcels, utilizing the existing 1940s storm sewer system and overland, bio-swale conveyance. Due to its specialized configuration, consideration will need to be given to use of portions of the existing system that could be in conflict with an efficient layout of internal roads and parcels.
- The existing road perimeter network is generally in good condition to allow for increased industrial development in the area but will need improvements at intersections to accommodate large vehicles and improved signalization.

A land use and transportation strategy to create predictability for future investment while addressing efficient mobility (vehicular, rail, and non-motorized), site access, and infrastructure improvements should consist of:

- A well-considered interior roadway network that can be implemented in phases and allows the efficient parceling of the site.

- Rail access to the site to accommodate the needs of potential investors.
- Bicycle and pedestrian connections to, within, and through the site.
- A buffering and land planning strategy that ensures protection for existing residential, new industrial development, and naturally sensitive areas.
- An integrated stormwater drainage strategy that reduces or eliminates the need for individual sites to accommodate retention or detention facilities.

Market Position

Market study information reinforces the need for an integrated approach to planning and marketing the site. Two particular strategies will set the Walesboro site apart from its competition:

- The potential for rail service; and
- The opportunity for a new test track, improving capabilities of current users and attracting new research oriented businesses.

The Proposal

This master plan (illustrated on the next page) and its details are meant as a guideline, a clear and concise agreed upon strategy that accommodates flexibility while responding to the realities of the current economic climate. It is expected that the actual development patterns will vary, but the general concepts will endure.

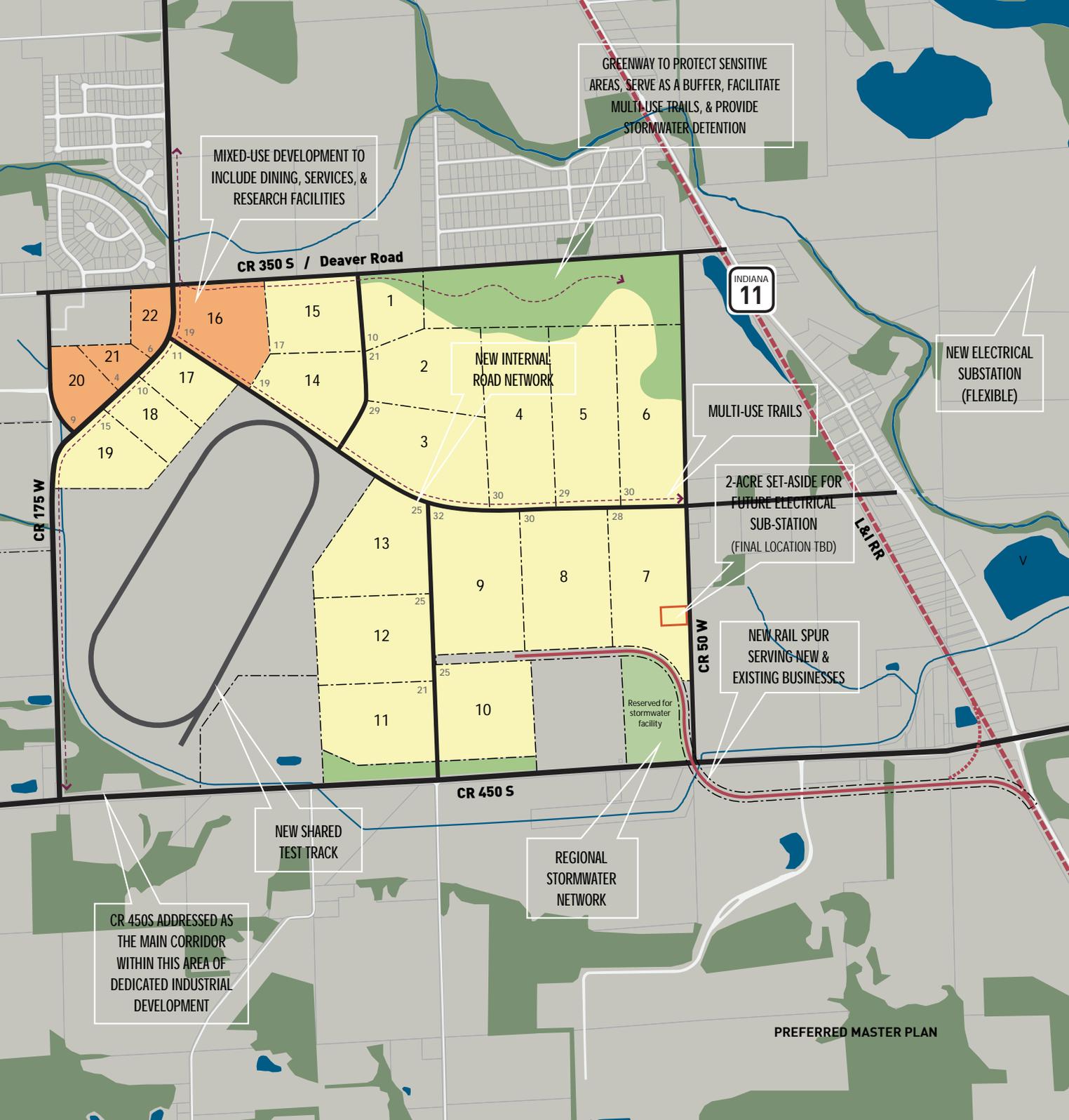
PREFERRED MASTER PLAN

MARKET POSITION OPPORTUNITIES

- Ø Extends rail spur into the Walesboro site.
- Ø Proposes construction of a new shared test track facility to enhance capabilities of current users and to attract additional businesses with similar needs.
- Ø Creates a strategically located mixed-use area that provides opportunity for spontaneous collaboration within clusters of research and development offices and labs.
- Ø Provides for the opportunity to create a regional stormwater system that reduces or eliminates the need for individual parcels to provide detention or water quality facilities.

CHARACTER OF DEVELOPMENT

- Ø A traditional industrial park similar to the Woodside Industrial Park development along the I-65 corridor.
- Ø Commercial development along the northern edge creates a focus area for area employees that provides options beyond the highway oriented commercial along CR 450S. Serves as a transition from industrial to the residential north of Deaver.
- Ø Simple internal road network allows for clear circulation and flexibility of lot size and configuration.
- Ø Location of test track in the southwestern corner makes best advantage of the floodplain restricted area and provides privacy from the rest of the development. Retention of wooded area in the southwest corner serves to screen views and noise of the test track.
- Ø Transition to northern fringe residential assisted with green space along Deaver Road.



MIXED-USE DEVELOPMENT TO INCLUDE DINING, SERVICES, & RESEARCH FACILITIES

GREENWAY TO PROTECT SENSITIVE AREAS, SERVE AS A BUFFER, FACILITATE MULTI-USE TRAILS, & PROVIDE STORMWATER DETENTION

NEW ELECTRICAL SUBSTATION (FLEXIBLE)

MULTI-USE TRAILS

2-ACRE SET-ASIDE FOR FUTURE ELECTRICAL SUB-STATION (FINAL LOCATION TBD)

NEW RAIL SPUR SERVING NEW & EXISTING BUSINESSES

NEW INTERNAL ROAD NETWORK

NEW SHARED TEST TRACK

REGIONAL STORMWATER NETWORK

CR 450S ADDRESSED AS THE MAIN CORRIDOR WITHIN THIS AREA OF DEDICATED INDUSTRIAL DEVELOPMENT

PREFERRED MASTER PLAN

