

Designing Our Future: A Community Planning Process

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Columbus, Indiana Comprehensive Plan Land Use Plan Element

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Background

This land use plan is the second element of the comprehensive plan for Columbus and the surrounding area. The Plan Commission and City Council adopted the first element, *Goals and Policies*, in 1999, and the land use plan is a supplement to, not a replacement for, the 1999 plan. Both of these documents result from extensive citizen participation.

The *Goals and Policies* element contains two sections: Part I is a statement of community values, and Part II is a detailing of the city's policies for future development. The plan identifies eight categories of community values, which form the basis for the city's planning efforts:

- Small-city atmosphere
- Farmland, open space, and recreation areas
- Environmental quality
- Community appearance
- Economic vitality and diversity
- Accessibility
- Streets and utilities
- Intergovernmental cooperation

The *Goals and Policies* are divided into 10 categories:

- Development patterns
- Environment
- Parks and recreation
- Housing
- Commercial development
- Transportation and streets
- Drainage and stormwater
- Utilities
- Public facilities
- Economic development

The Future

This land use plan is intended to promote the community's values and to further the goals and policies by establishing land use principles for Columbus. This plan will be supplemented by additional elements, including a Thoroughfare Plan, a Park and Recreation Plan, and specific plans for certain areas of the community, such as the downtown and the airport. New or revised ordinances will provide the primary implementation tools for the plan.

The future land use plan map included in this report are intended to be general in nature; land use boundaries are not specific. This plan is intended as a flexible and general guideline; **it is not intended as a zoning map**. Future land use is shown in the categories described below.

Agriculture

This category includes agricultural and farmland areas. There are a large number of existing farm operations, and the plan calls the most productive farmland to be preserved and protected. Some on-site sales of products are appropriate

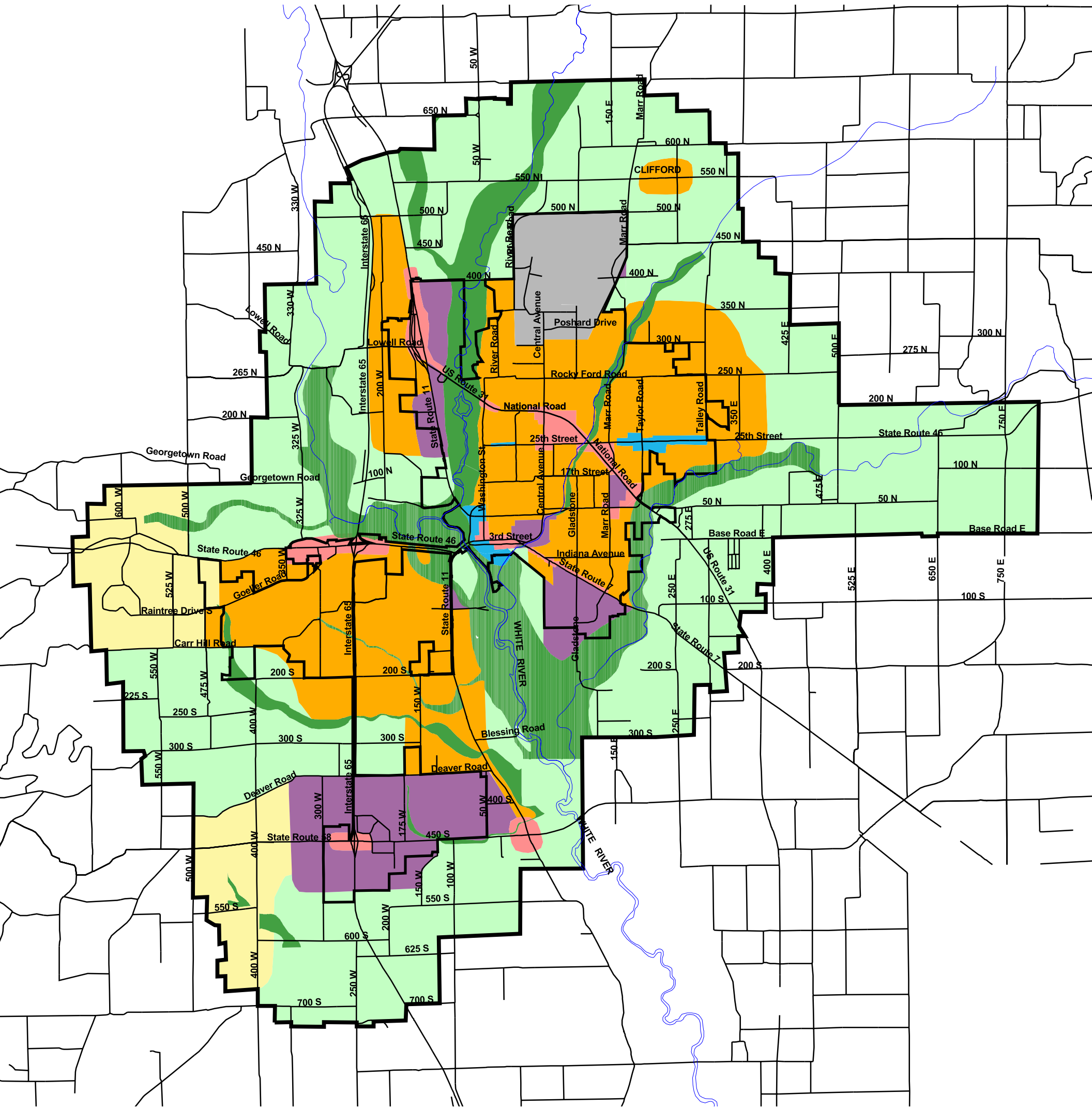


including small farm markets, and similar uses. Any of these associated commercial activities should be limited in size to prevent the proliferation of business in agricultural areas.

Mixed Use

A mixture of uses, such as office, retail, residential, and public uses, characterizes these areas. New, planned mixed-use developments are encouraged as a means of creating livable neighborhoods that reduce dependence on automobiles. Such new neighborhoods should be designed in a manner that avoids urban sprawl.

Original Adopted Map - Included for Reference Only
See Next Page for Current Map (which includes jurisdiction changes, etc.)



Designing Our Future: A Community Planning Process

Future Land Use Plan - Study Area

- Character Area

Agriculture

Estate/Cluster Residential

Residential

Commercial
- Floodplain

Mixed Use

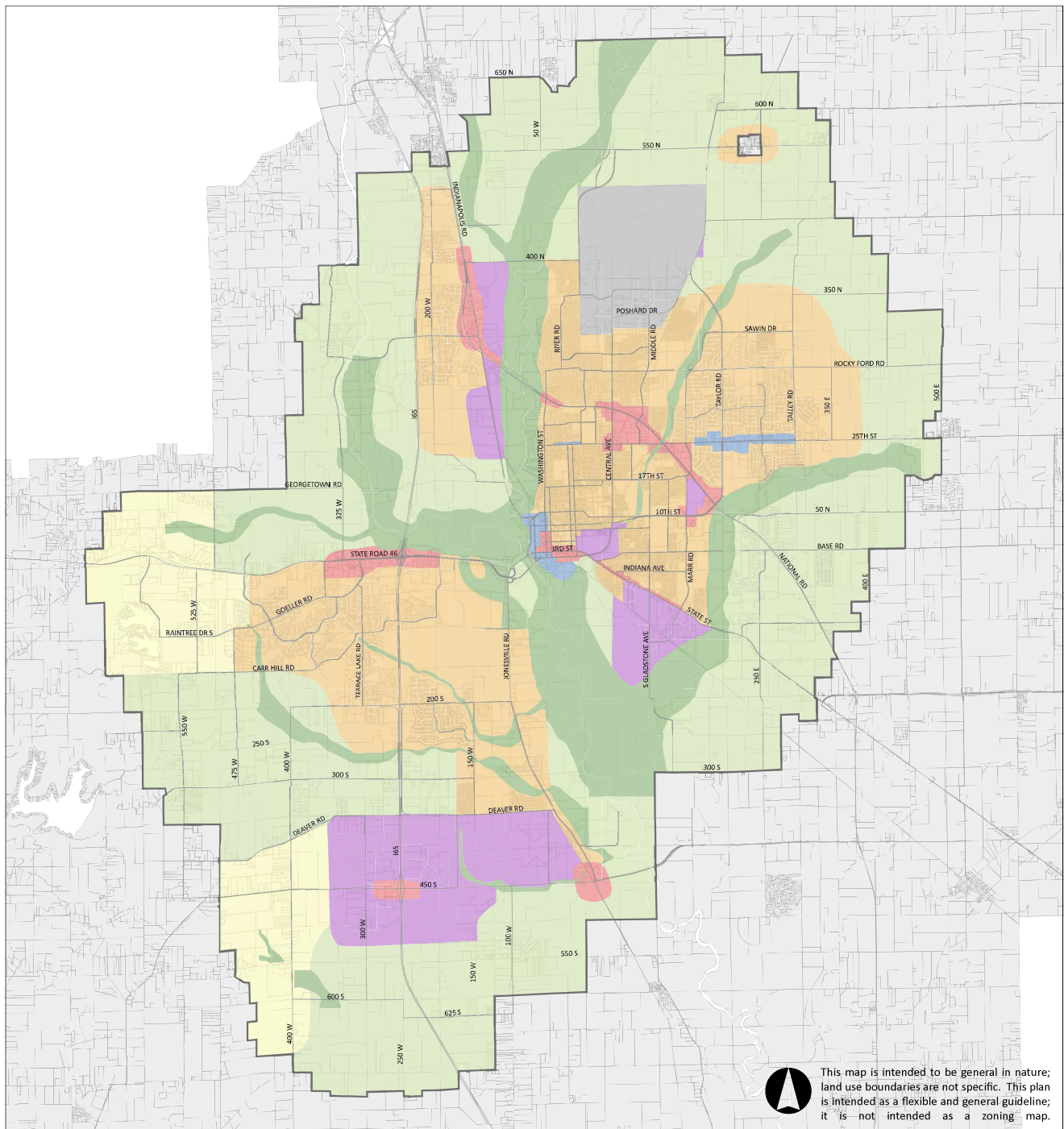
Industrial

Special Use

Floodway/Sensitive Area

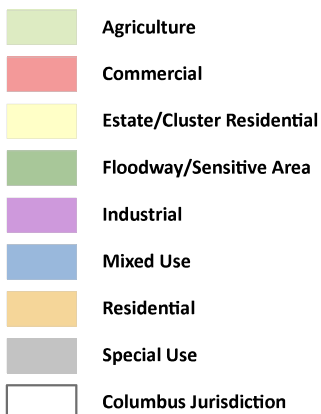
This map is intended to be general in nature; land use boundaries are not specific. This plan is intended as a flexible and general guideline; it is not intended as a zoning map.





Future Land Use Map

City of Columbus Comprehensive Plan



Residential

These are residential subdivisions with varying lot sizes, generally up to one acre. These include various size and price ranges of homes, but the primary land use is single-family detached homes. This development should be served by water and sewer services. Emphasis will be placed on infill development, taking advantage of existing infrastructure and discouraging urban sprawl.

New development should be planned to include neighborhood parks and green space and links with the city's existing parks and recreational facilities. Where possible, developers should incorporate environmentally sensitive areas, including the floodplain, into the development to create unique neighborhoods while protecting the natural environment. The number of cul-de-sacs will be minimized, emphasizing multiple connections through and between subdivisions.



New multifamily development also is permitted, provided the development is designed to blend with other residential uses and that there is no undue concentration of multifamily dwellings.

Commercial

Most commercial uses can be placed in one of three categories:

1. *Convenience goods and services establishments:* Establishments offering for sale such items as groceries, sandwiches, salads, pizza, ice cream, and other similar fresh food items, newspapers, everyday household items, prescription and over-the-counter drugs, beauty salons, and similar uses; establishments offering services such as video rentals, laundry and dry cleaning, and branch banking. The distinguishing feature of these uses is that their primary market is nearby residents and employees, as opposed to the larger community.

2. *General commercial goods and services establishments.* Establishments such as department stores, furniture stores, appliance stores; commercial printing companies, central banks, wholesale supply companies, and other similar uses. The distinguishing feature of these uses is that their market area is the community as a whole, rather than nearby neighborhoods.
3. *Highway commercial goods and services establishments.* Establishments such as automobile dealers, big box retailers, hotels and motels.

This plan deals with several types of commercial developments, including suburban business centers, office developments business parks, neighborhood business centers, and rural business centers. These are described below.

Suburban business centers, which are the large commercial areas and corridors of Columbus. While the primary focus of these areas is retail sales and personal services, some office space is intermixed. The geographic boundaries of suburban business centers will be controlled to limit expansion of commercial development and the increasing number of vacant buildings while providing flexibility to accommodate changes in the market. These typically are located along highway corridors to accommodate the large amount of traffic generate by these uses. Developers will be encouraged to develop creative business centers that do not place focal emphasis on the parking areas but on the commercial uses themselves. This can be accomplished by placing some parking to the side or behind buildings and utilizing internal landscaping throughout the parking areas. Signage and lighting should be placed to ensure visibility without being excessive.

Office uses often are associated with a secondary use or are mixed in with retail and/or residential uses, as is seen in downtown Columbus and along National Road. However, office uses such as medical and dental clinics, accountants, professional services, etc. are encouraged to be grouped in areas near similar uses. For example, medical uses should be developed adjacent to large medical centers and hospitals. This provides ease of use by residents and transitional land uses.

Office uses can vary in size and form with some uses located in converted homes and others in stand-alone office buildings.

Some control will be placed on the number of homes converted to office uses, especially in areas not designed or designated for office or other non-residential uses. Adequate and well-designed parking and landscaping will be provided in office developments to create attractive job centers for residents.

Business parks are developments that encompass a mixture of office, industrial and accessory retail and service uses in a campus style development with a substantial of landscaping and open space to create an attractive image. New industrial and large scale office growth is encouraged to occur in these large developments so traffic impacts on surrounding uses can be minimized and infrastructure can be developed to handle the demands created by this type of development.

New business park development will be placed in areas where there will be a minimal impact on residential uses and the natural environment. In addition, business parks will be located near major highway corridors that can accommodate the truck and automobile traffic that is generated by such mixed-use developments.

Neighborhood business centers, consisting of convenience goods and services primarily to benefit nearby residents, will be placed where they can easily be accessed by the neighborhoods they serve. These should be accessible to pedestrians and bicyclists as well as to drivers. These should be appropriately located and properly buffered and should be of a scale that is consistent with the surrounding neighborhoods.

Rural business centers will be permitted in agricultural areas to provide unique support services. Most rural business centers are retail-oriented, such as farm implement sales, produce markets, feed and seed stores, wineries, etc. but they may include some office-oriented uses including financial institutions. In addition, convenience goods and services may be appropriate in these areas to serve the day-to-day needs of the residents minimizing the necessity of driving into the city for these goods and services.

Rural business centers will be located along major highway corridors or at commercial nodes created by the intersection of two roadways. The uses should be located in enclosed structure. Where outdoor storage and sales are necessary,

they should be located in the side or rear yards. Landscaping and screening should be used to minimize the transition from agricultural and rural residential uses to these commercial developments.

Industry

Industrial uses such as manufacturing, assembling, research and development provide tax revenues and jobs for the City of Columbus and Bartholomew County. These uses will be continued and expanded upon in a planned manner so as to minimize the impact on the public infrastructure.

Industrial uses will be located along major highway corridors or in industrial or business parks. Wherever possible, these uses will be located away from residential uses. When potential conflicts between land uses occur, buffering and landscaping will be provided to minimize the impacts. Like residential growth, new industrial growth should be located in areas to best preserve surrounding agricultural uses and the natural environment.

Estate/Cluster Residential

Estate/cluster residential areas can be transitions between denser residential neighborhoods and non-residential and Agricultural uses. They provide housing options on large lots in rural settings. The primary land use is single-family detached residential.

Estate/cluster residential uses will be developed only in areas served by water and sewer. This policy is intended to prevent farms from being redeveloped into residential housing and sprawl.

Lot clustering that maintains an overall low density, while preserving substantial open space is encouraged in these areas. Estate/cluster residential will be planned to preserve open space and agricultural land. Where possible, developers should incorporate environmentally sensitive areas, including the floodplain, into the development to create unique neighborhoods while protecting the natural environment.

Airport

The Columbus Municipal Airport is designated as a special use area, because of the unique character of this area and its role in the local economy.

Floodplain, Floodway, and Sensitive Areas

Columbus has significant lands that are subject to periodic flooding and therefore recognized as flood hazard areas. Through the National Flood Insurance Program, property in the floodplain is divided into two classifications: Floodway, and floodway fringe. Those meeting the definition of “floodway” lands are to remain in their natural state, with no building. Preservation of

these is critical to reducing the likelihood of loss of life and property due to flooding. Those areas defined as “floodway fringe,” including the area of the 500-year flood, are to be developed only when no reasonable alternative exists. Residential development should not

take place on this land. Because there are inaccuracies in the floodplain maps promulgated by the Federal Emergency Management Agency, the city should work toward the development an adoption of accurate, digital maps delineating the flood hazard areas. Natural and man-made drainage systems should be protected to assist in preventing flooding.



Land Use Planning Principles

Community Landmarks

Landmarks are sites, buildings, structures, or natural features that have visual, historic, or cultural significance. Columbus' most distinguishing feature is its collection of buildings of extraordinary architectural quality. These landmark buildings are important to the community identity and to that of the various neighborhoods in which they are located.

- Landmark buildings should be preserved, unless it is clearly in the public interest to do otherwise.
- Landmark buildings and their grounds should be well maintained.
- If the uses for which landmark buildings were designed are discontinued or become obsolete, the city or owner should seek appropriate new uses for these buildings.
- The architectural integrity of landmark buildings should be protected. The city should develop a process for evaluating and approving changes to these buildings, particularly the exteriors of these buildings.

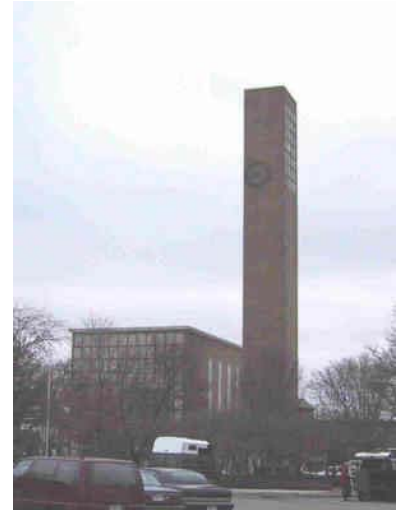


Institutional Uses

These uses include schools, parks, churches, libraries, fire stations, and similar uses that need to be integrated into the fabric of the community. They are of two types: those institutions designed to serve the community as a whole (the City Hall, the Columbus Regional Hospital, the Cleo Rogers Library, large churches such as St. Peter's, St. Bartholomew, and First Presbyterian), and those designed to serve neighborhoods (Eastside Community Center, neighborhood churches).

For community-wide institutional uses, the following principles apply:

- Accessibility to the major street system is required.
- They should be located within convenient driving range of the expected users, preferably in the downtown or central neighborhoods.
- They should have adequate off-street parking designed in a manner that is suitable to the areas in which they are located (i.e., parking in back of the buildings in areas where the predominant design is for buildings to be close to the street).
- Sites should be large enough to comfortably contain buildings, parking, and landscaping and allow for future expansion.
- When appropriate, special studies should be used to determine the locational criteria. For private uses, the applicants should fund these studies.



For neighborhood institutional uses, the following principles apply:

- Accessibility for pedestrians is required.
- They should be conveniently located for the population to be served.
- They should be of a scale and design that is suitable to the neighborhoods in which they are located.
- When appropriate, special studies should be used to determine the locational criteria. For private uses, the applicants should fund these studies.



Development of Regional Significance

There are several uses of land that may be essential or desirable to the community for which locations cannot be determined in advance. Often these are uses that cannot be anticipated by the community, but may be proposed from time to time. Examples include landfills, prisons, amphitheaters, power plants, large industrial plants, and racetracks. The following principle applies to these uses:

- Establish a process for evaluating proposals for these land uses. This process should include a means of determining the information necessary for decision-making on the particular project. It also should include a means for acquiring analyses of the impacts of the project on the community, including but not limited to traffic studies, environmental impact assessments, and economic studies. For private projects, these studies should be made at the applicant's expense.

Transitional Areas

As the community grows and changes, some lands become better suited for uses other than those originally developed on the site. Over the long term, it is likely that these properties will be redeveloped for other purposes. Examples include heavy industrial uses in areas that now are predominantly commercial or residential, residential uses in areas that now are predominantly commercial or industrial, and farmland that is in the path of development and will be converted to urban uses. The following principles apply to land use changes in these areas:

- Redevelopment should take place on large parcels (at least one city block or approximately two acres), not on small individual lots.
- The city should make reasonable accommodation for the expansion of existing uses that may no longer be the ideal uses in their current locations.
- The city should require proper maintenance of buildings and grounds in transitional areas.
- As neighborhoods change from one use category to another, the city should ensure that proper buffering is provided to reduce adverse effects on existing uses.
- Farmland contiguous to existing development should be considered for conversion to urban uses.

- As farmland is converted to other uses, the new developments should be buffered from adjacent agricultural land so that farming operations can continue.
- Farmland that is not contiguous to existing development should not be converted to residential use. Industrial uses and uses of regional significance should be permitted on such land when it is in the community's best interest to allow such development.

Gateways

Columbus has put considerable effort into improving the entrance to the city from I-65, along SR 46. There are other entrances to Columbus, however, and these need attention as well. Among these are Indianapolis Road, SR 11, East 25th Street, National Road, and Marr Road. The city needs to prepare and adopt a gateway plan that will address design issues both in the public right-of-way and on private properties abutting or visible from these gateways. Issues to be addressed in the plan include landscaping, lighting, signage, access, outside storage, and other aesthetic elements.

Significant Natural Areas

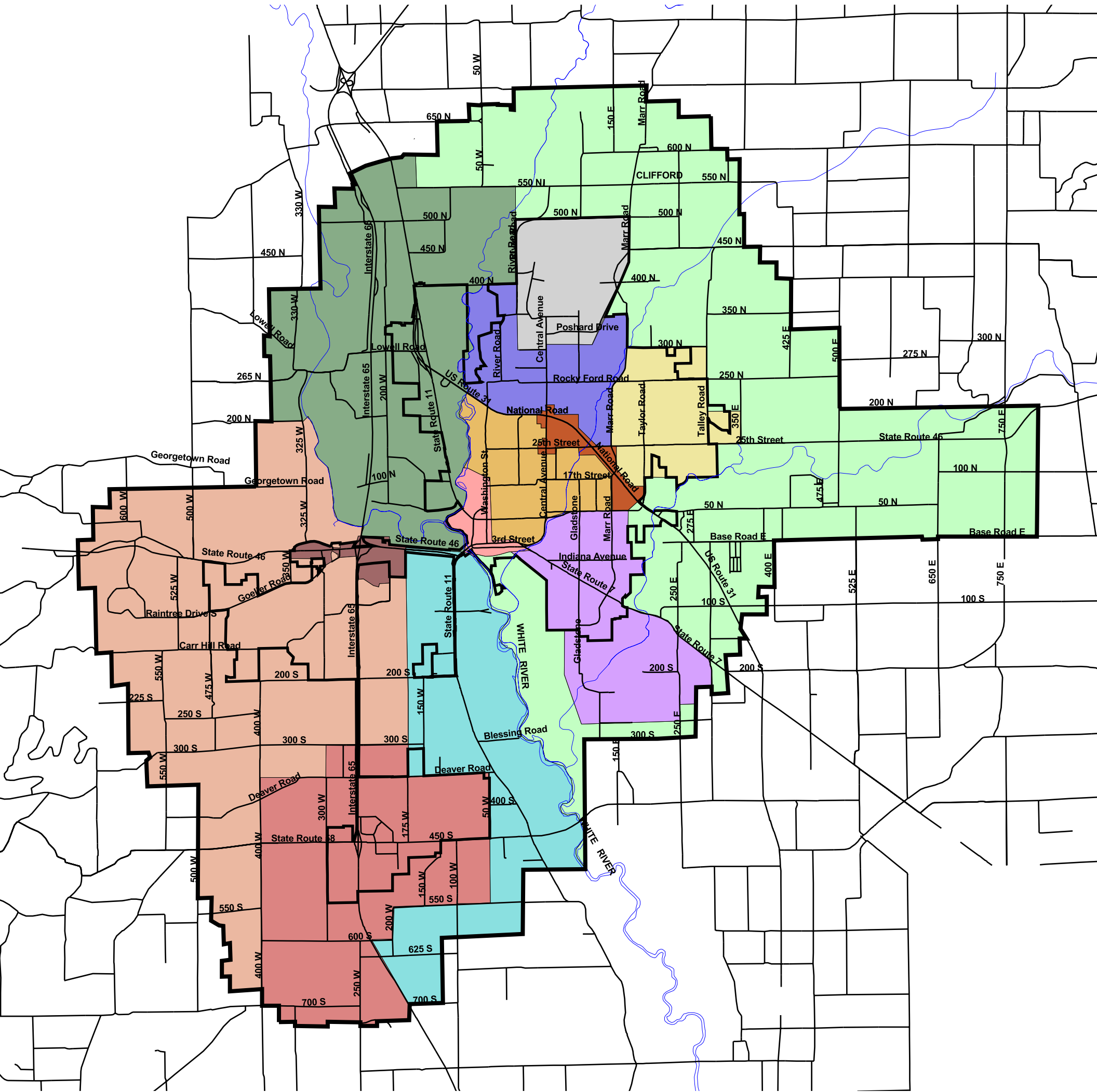
Wetlands. Wetlands also are sensitive areas. There are recognized ecological, economic, and recreational benefits of wetlands. The city's policies regarding wetlands should be consistent with the *Indiana Wetlands Conservation Plan*, adopted by the Natural Resources Commission. City wetlands policy should include standards for borrow pits and constructed wetlands.

River Corridors. The river system is one of the distinguishing features of Columbus. These have been an underutilized resource. A river corridor plan should be developed that addresses the aesthetic and recreational potential of these rivers and also provides for protection from environmental degradation.
















Character Areas

This plan divides the community into 13 “character areas.” While the boundaries of each area are somewhat arbitrary, they provide a means of considering the characteristics of different areas of the community and the different planning principles that should be applied within the areas. Some principles are used in more than one area, but the plan recognizes that the needs of downtown are different from those of the National Road commercial corridor. Because the focus of this plan is to establish principles for evaluating proposals for land use changes, there are no maps showing specific plans for future land use in the various character areas. The general pattern of future land use is illustrated on the Future Land Use Plan Maps on pages 3 and 4. As part of the plan implementation phase, a zoning ordinance and map, along with other implementation tools, will be developed to reflect the principles contained in this plan.

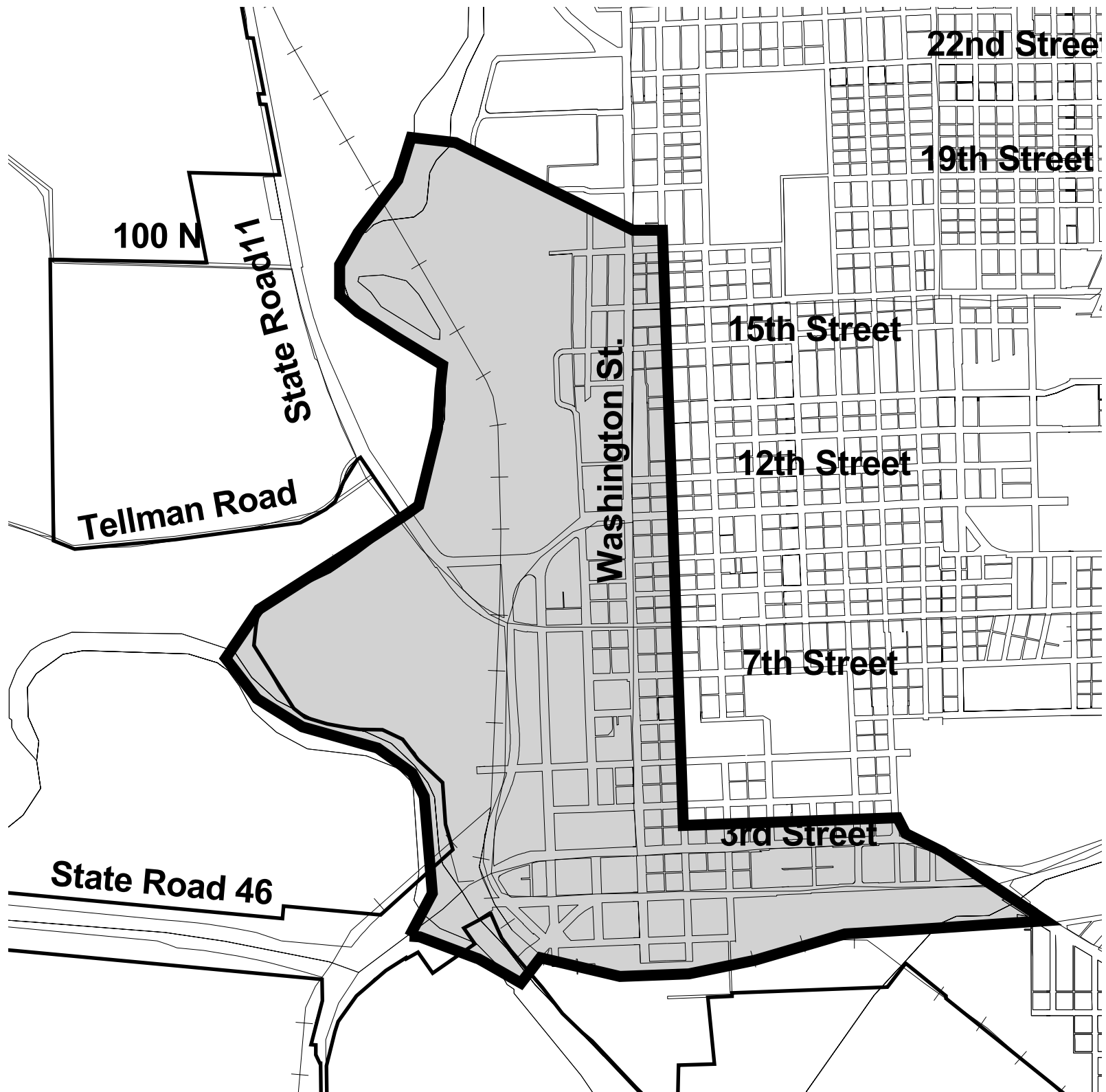


Designing Our Future: A Community Planning Process

Character Areas

- | | |
|---|---|
|  Downtown Columbus |  U.S. 31/Indianapolis Road |
|  Columbus Central Neighborhoods |  Western Hills |
|  East Columbus |  Woodside/Walesboro Area |
|  National Road Commercial Corridor |  State Road 11 South |
|  Western Rock Ford Neighborhoods |  Eastern Rural Area |
|  East 25th Street Neighborhoods |  Western Gateway Area |
|  Columbus Municipal Airport | |





Downtown Columbus



Downtown Columbus

Character

General

The City of Columbus, businesses and institutions have continually invested in the quality of downtown, and as a result, Columbus has an attractive downtown with a variety of commercial, residential, institutional, and recreational uses. It is the center of financial and governmental activity for the community. Many of the city's most architecturally significant buildings are located here, along with Mill Race Park, renovated for 1992 quincentenary celebration of the voyages of Christopher Columbus. Downtown landscaping and lighting are generally attractive and well suited to the area.

A Streetscape project in the 1980s provided for new sidewalks and trees, streetlights, and benches. As part of this project, the traffic pattern was revised, and as a result, downtown traffic flows smoothly, slowly, and safely. Downtown Columbus is served by a system of alleys that



provide secondary access and service areas. Three of the east-west alleys have been reconstructed to provide attractive pedestrian access to Washington Street.

During the planning process, participants raised several concerns about the downtown:

1. The overhead utility lines serve as a detriment to the attractiveness of the downtown.
2. Most of the alleys remain unattractive and uninviting.
3. A significant intermittent odor problem has plagued the downtown for years. Many consider this odor, which occurs primarily in the evenings and at night and primarily in the summer, as a detriment to downtown investment.

4. Because the many downtown buildings were constructed decades ago, most do not meet current accessibility standards for physically challenged persons. While the city has embraced the principles and spirit of the Americans With Disabilities Act, the code requirements it imposes can also be an impediment to rehabilitation and re-use of downtown's older buildings. The city has included sidewalk ramps for wheelchairs and user-activated walk signals to make the area more accessible. Several buildings have been retrofitted with elevators and automatic doors to improve accessibility.
5. Visitors and locals alike report finding the signs downtown to be overabundant and not sufficiently descriptive, particularly on streets other than Washington Street. Both public and private signs are included in this complaint.
6. The Second and Third Street corridors traversing the downtown are not integrated with the remainder of the downtown, creating a lack of cohesive identity for the center or Columbus.
7. Disposal of both liquid and solid waste causes problems for some property owners. The sewer system is old and in disrepair. Trash containers block access for pedestrians and are unsightly.
8. Some properties on both the north and south sides of Second Street, east of Volmer Street, are underutilized as downtown sites. Several of the businesses are more highway-oriented than downtown-oriented.



Residential

Most of the downtown residential development consists of single-family houses built over several decades. Most housing is traditional in character: the houses are close to the street, the yards are small, the density is high, most garages are behind the houses, and a system of alleys provides secondary access to property. There are some apartment buildings in the area, such as the Armory on Franklin Street and Sycamore Place on Second Street, and some of the former single-family houses now contain multiple dwelling units. Most of the houses and yards are well maintained and well landscaped.

Commercial

As is typical of city centers, downtown Columbus has a variety of commercial uses. While retail is less dominant than it once was, there is retail activity in the downtown. Specialty shops such as Cooks and Company, Montage, Dell Brothers, Baker's and Lockett's continue to attract regular customers. The Commons Mall, built in the 1970s as part of a redevelopment project, has had some difficulty attracting and retaining retail businesses. The mall has new owners who have ambitious plans to revitalize the mall and the surrounding area as a thriving retail environment. The portion of the mall building fronting on Washington Street was donated to the city when the mall was constructed, and it continues to be public space. It includes a playground, a stage, office space, and a signature kinetic sculpture.

Many downtowns also serve as a restaurant and entertainment center. Several restaurants operate downtown, including some, such as the Columbus Bar, that are considered local landmarks. Downtown entertainment includes a movie theater at the Commons Mall, and special events. The Columbus Area Arts Council has its offices in the public portion of the Commons building, and it sponsors concerts and other events there. Other significant downtown entertainment events include Neighborfest, on Washington Street once a month in the summer, and various concerts, shows, and other performances at Mill Race Park.

Most local banks have their flagship buildings here. In the 1980s, Cummins Engine Company chose the downtown as the location of its new corporate office building. The company made this choice to help maintain the vitality of downtown by ensuring a significant daytime population of employees.

Because the courthouse and city and county government buildings are located in this area, several law offices are located in the downtown. Other office uses also are prevalent downtown: the SIHO building, insurance offices, and nonprofit organizations all are located here.

Local business entrepreneurs see the lack of convenient parking as the primary detriment to continued development of a thriving downtown business environment. There is on-street parking as well as parking in surface lots scattered throughout the downtown. Many of the surface lots belong to the City of Columbus, which in turn has designated many of the spaces as lease spaces for downtown employees. Surface lots, particularly those located on Washington Street, tend to break the continuity of the building facades and discourage pedestrian traffic.

Most downtown businesses do not have public entrances on the backs of the buildings, where much of the off-street parking is located. As a result, many drivers perceive this parking as inconvenient.

Industrial

The most prominent industrial use in the downtown is the Coca Cola distribution center. Originally a bottling plant, this facility has been at its current location for decades. The style and scale of the building is compatible with its surroundings. Some additional industrial uses are located west of Jackson Street, north of Eleventh Street. These are in a lightly traveled area and are infrequently seen by motorists.

Institutional

The primary institutional uses are government buildings: the city hall, the county government building, the courthouse, the Post Office, Fire Station 1, and the parks maintenance building. The city hall, the courthouse, the Post Office, and Fire Station 1 are buildings of architectural significance. The Senior Center also is located downtown. There has been a long-term local discussion about relocating the Post Office so that this key block could be used to further enhance retail in the downtown.

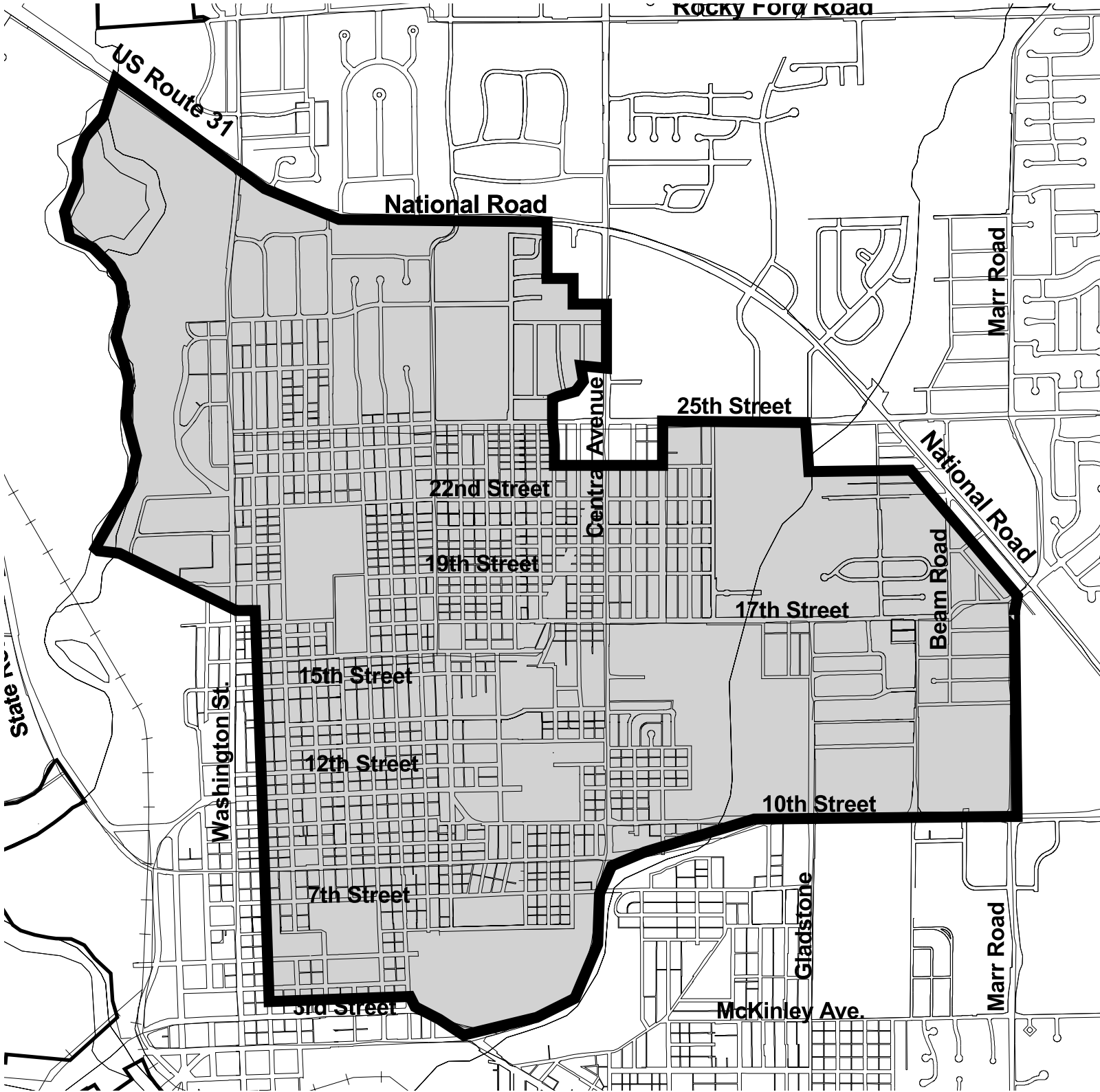
Open Space and Recreation

Downtown Columbus has a multimillion dollar park, Mill Race, located in the area where the Flatrock and Driftwood Rivers join to form the East Fork of the White River. Noted professionals designed the park's landscaping and structures, and the park is a local showplace. Mill Race includes picnic areas, basketball courts, playground equipment, an amphitheater, and two ponds. Also located in the downtown area is Noblitt Park. The two parks are joined by the People Trail, a bicycle and pedestrian connection along the Flatrock River. The river system creates significant areas of floodplain, and the parks make good use of this area.

Land Use Planning Principles for Downtown Columbus

- New development or redevelopment should enhance the positive qualities of downtown. A healthy land-use mix should be retained, including a variety of retail, office, financial, professional, and institutional uses. Suburban-type uses such as big-box retail stores should not be permitted.
- Addition or expansion of heavy industrial uses should not be permitted.
- The *Goals and Policies* element notes that downtown should be pedestrian-oriented. Drive-through uses should be permitted only when accessory to a primary use and only behind a principal structure. Alleys shall not serve as an access point to drive-through uses.
- Residential uses add to the vitality and customer base of downtown, and they should be encouraged where they do not compete for retail space. Appropriate areas include properties north of 14th Street, Franklin Street north of 7th Street, and the upper floors of commercial buildings throughout the downtown.
- As uses change or expand, the city should ensure that smooth traffic flow will be maintained and that convenient parking is available.
- Prevent establishment of parking lots that will create gaps in the continuity of downtown buildings.
- Locate off-street parking behind structures rather than in front of or beside them.
- Retain the urban character by locating buildings close to the street.
- Maintain good traffic flow by retaining the downtown streets and alleys.

- Retail and restaurant uses should be encouraged in the downtown but not to the exclusion of existing office, professional, financial, and institutional uses.
- Prevent the encroachment of commercial uses into the predominantly residential areas.
- Third Street is a primary route for people traveling through and within Columbus. As these properties become available for redevelopment, the city should encourage downtown-oriented businesses, such as retail, restaurant, and office on this Street.



Columbus Central Neighborhoods



Columbus Central Neighborhoods

Character

General

This is a mixed-use area, although residential development predominates. There are commercial, industrial, and recreational uses interwoven with the residential areas, as is typical of older neighborhoods. This type of setting offers convenient access to shopping and services. This area has many mature trees, and most properties are attractively landscaped. For the most part, the area is well maintained.

Participants in the planning process cited several concerns for this area:

1. The odor problem noted in the Downtown Columbus area affects the Central Neighborhoods as well. As in the downtown, many consider the odor as a detriment to investment.
2. Odors and air pollutants associated with some industries in the area also are detrimental to the use and enjoyment of other properties.
3. Some areas lack sidewalks and curbs, and in others, these are in disrepair.
4. There will be continued pressure for conversions of single-family houses to multifamily or commercial uses. These conversions need to be considered carefully to ensure that changes do not negatively impact the residential neighborhoods.
5. The changing economic climate creates large vacant buildings that will have a detrimental influence on the community, unless new uses can be found.
6. There are some deteriorating buildings that are a blighting influence.
7. Street and alley closings have created disruptions in the traffic pattern.

Residential

Adjacent to downtown, these are the oldest residential neighborhoods in Columbus. They offer a variety of housing prices and types: there are large and small homes, apartments, sleeping rooms. The development pattern is traditional, with houses on small lots, with small front yards, buildings set relatively close to the street, and a system of

alleys providing secondary access in many areas. The streets are laid out in a grid pattern. On-street parking is common.

Some houses originally constructed as single-family dwellings have been converted to multifamily with two or more units. Citizens taking part in the development of the plan expressed concern about the adequacy of parking for these converted units.



This area contains some good examples of adaptive re-use and infill development, such as the conversion of the former McKinley School into an apartment building, the construction of homes by Housing Partnerships, and the condominium units at Fifth and California.

Commercial

There are several commercial centers in the area, such as the Tipton Park Plaza and an office complex on the north side of 25th Street, west of California Street. Some businesses, such as Ad Kraft printing and Dick Judge Floor Covering, are located in areas that are principally residential. Brand's Inc., on California Street, is one of the city's oldest family-owned businesses. It is surrounded by residential development. Citizens involved in the planning process cited the commercial development along 16th Street, east of Home Avenue, as an example of business uses that are well suited to their surroundings. The scale and style of the buildings blend well with the nearby residences.

Participants at the plan development meetings expressed concern about increasing traffic congestion on National Road and on 25th Street.

Industrial

The history of Columbus is closely tied to its industrial past. Cummins Engine Company and Reeves Pulley were born here, and industrial buildings were among the early structures in the Columbus Central Neighborhoods.

Cummins Engine Company maintains its main engine plant in this area. Until 2000, Arvin Industries (now Arvin-Meritor) operated a major manufacturing operation here. Reliance Electric, Golden Castings, and Ventra are located in this area.

Institutional

Some of the community's most important and valuable institutional uses are located in this area. The Cleo Rogers Library and the Visitor's Center are important components of the 5th Street corridor. The Columbus Regional Hospital, one of the city's major employers, is also in this area.

Churches are a dominant feature in this area. St. Peter's, First Christian, First United Methodist and First Presbyterian all are located east of the downtown. These churches are important not only as handsome structures that enhance the downtown, but also as centers of community life. These churches serve the community as a whole, but they also are gathering places for neighborhood residents. Some have day care centers, preschools, and elementary schools. Some have gymnasiums where local sports leagues meet regularly.

The Central Neighborhoods are also home to several public schools: Central and Northside Middle Schools, North High School, Lincoln and Schmitt Elementary Schools. With the exception of Central Middle School, all of these buildings are part of the Columbus architectural school. Central is slated to be replaced with a new, state-of-the-art middle school.

Open Space and Recreation

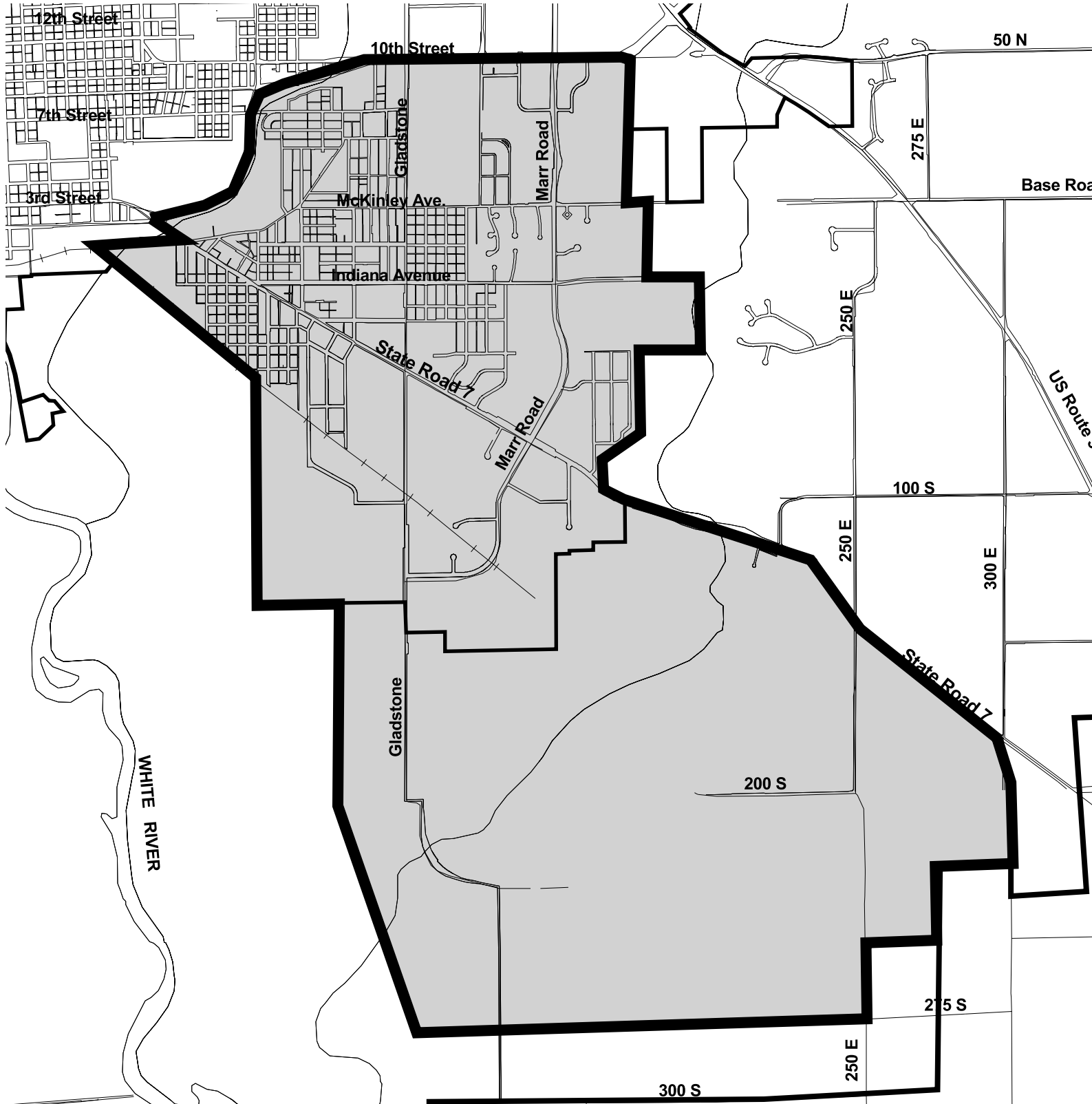
Parks in this area have long been primary local gathering places. Donner Park houses the city's aquatic center, indoor multipurpose facility, and the administrative offices of the parks department. This park is one of the city's most popular locations for picnics. Lincoln Park is home to the Hamilton Center ice arena and the city's primary softball complex. Greenbelt Golf Course continues to attract large numbers of local golfers.

Participants in the development of this plan noted that the extensive fencing and lighting for the softball complex gives Lincoln Park the look of an industrial area, not that of a green space area.

In addition to the parks, Haw Creek, the Flatrock River, and the floodplains adjacent to them provide open space in the Central Neighborhoods.

Land Use Planning Principles for Columbus Central Neighborhoods

- Infill development that complements existing neighborhoods should be encouraged.
- The city should develop a strategy for encouraging re-use or replacement of empty buildings.
- Redevelopment for conversion of residential uses to other uses should be considered only for large tracts, such as entire blocks, rather than permitted on a piecemeal basis.
- When conversion of single-family houses to multifamily is permitted, appropriate off-street parking should be required. Converting front yard areas to parking lots is not in the best interests of the area.
- General commercial uses such as shopping centers and large retail establishments should be confined to locations on arterial streets and should be only in suburban business centers.
- Neighborhood commercial uses should be allowed only in neighborhood business centers; spot commercial should not be permitted.
- Commercial development on 25th Street should not be permitted to continue west of its current location.
- Neighborhood commercial uses should be of a scale and design compatible with the residential areas.
- Expansion of existing industries should be permitted, provided that appropriate safeguards are provided to preclude odors and other pollutants that are detrimental to the area.
- Parks should be retained, and the facilities within the parks should be reviewed periodically to ensure that they are consistent with current needs. The city should consider ways to improve the visual character of the Lincoln Park softball complex, such as additional landscaping or replacing the fencing with dark green or black vinyl-coated chain link.
- The traditional grid street pattern should be retained, along with the alley system that serves as secondary access to many properties.



East Columbus



East Columbus

Character

General

An unincorporated area until the late 1940s, East Columbus remains a relatively cohesive mixed use area. It contains residential neighborhoods, industrial areas, commercial development, parks, and institutional uses. East Columbus, perhaps more than any other area of Columbus, has a socio-political cohesiveness. Residents and businesses alike identify with the area and its image as a neighborhood of hard-working people with solid Midwestern values.

During the 1970s, the City of Columbus made part of East Columbus a priority for neighborhood improvements by applying for and receiving federal Community Development Block Grant Funds for street and drainage improvements in the area south of State Street.



While parts of East Columbus are old and in disrepair, the area also contains several of the city's architecturally significant buildings, including East High School, Fodrea School, McDowell School, Fire Station 3, the Irwin Union Bank, and the Foundation for Youth.

During discussions at planning meetings, participants noted several areas of concern:

1. Traffic congestion on State Street and accompanying safety issues
2. The lack of corridor definition and identity along State Street
3. Areas of slum and blight
4. Increasing number of adult-oriented businesses
5. The lack of adequate code enforcement, particularly relating to junk cars and unsafe buildings
6. Drainage problems

7. Inaccurate flood hazard area maps, promulgated by the Federal Emergency Management Agency, that create disincentives to investment and raise costs by necessitating purchase of federal flood insurance.

Residential

Housing in East Columbus is predominantly single-family, in subdivisions developed in the 1920s and 1930s. These neighborhoods are traditional in character, with relatively narrow streets and small lots and yards. Most were developed without curbs, gutters and sidewalks.

Apartment complexes offer housing options in East Columbus, including several, such as Heritage Woods, Pence Place and Cambridge Square, that are subsidized and/or are available to household the meet federal income guidelines. Others, such as Steinhurst Manor, are market-rate developments. The age of these complexes also varies, with Prestwick Square being relatively new (1990s), and Cambridge Square being 30 years old. Parkview on Marr Road was renovated in 2000.

Some of the city's oldest mobile home and trailer courts are located in East Columbus. City officials have long expressed concern regarding one of these, Foster Trailer Court. The units are in poor condition and neither the structures nor the grounds are properly maintained.

East Columbus has affordable housing and is convenient to shopping and services. Neighborhood residents, through their association with the Eastside Community Center, are working toward improving the area. They are concerned about portions of East Columbus that have become slum and blighted areas. They intend to develop, in cooperation with the city, a specific plan and to seek federal and state funding for needed improvements.

Commercial

As is typical of areas developed during the same era as East Columbus, relatively small, low-rise buildings set close to the street characterize the pattern of commercial development. This pattern is one that many communities now are trying to encourage and replicate, because it is more inviting to customers and more consistent with neighborhood development than the suburban-type commercial development seen in many other areas.

There is variety to the commercial enterprises in East Columbus. Along the State Street corridor are a number of businesses that serve the community in general, such as the Columbus Bowling Center, Columbus Carpet, restaurants, and used car dealerships. Other businesses, such as the CVS pharmacy and the Irwin Union Bank branch, are more oriented toward serving residents of the area. There is potential for increased commercial activity along this corridor, as it now is designated as S.R. 46, and the through traffic using this artery has increased significantly during the past two decades. There is concern among some neighborhood residents about traffic congestion on State Street. Several planning process participants also noted that this corridor lacks landscaping and has inadequate lighting. Also, signs are generally overabundant, confusing, and unattractive.

Outside of the State Street corridor, there are several clusters of neighborhood businesses. These generally are small-scale and serve nearby residents. East Columbus offers opportunities for start-up businesses in small buildings at affordable rents. The lack of off-street parking has served as a deterrent to this type of entrepreneurship.

Local residents expressed concern that East Columbus is attracting adult-oriented businesses such as bars and strip clubs. They see these as not conducive to family life in the area and as a disincentive for other, more desirable business development.



Industrial

Industrial development is an important part of the character and economy of East Columbus. Two industrial parks, Bartholomew and South Mapleton are located here, as are some of the city's oldest industries, such as Kroot's, Mariah, Cosco, and the Arvin-Meritor Gladstone plant. In the past two decades, several companies, such as Rock Tenn, have made East Columbus their home.

While the industrial parks are well planned and are an asset to the area, some industrial development has begun to encroach into residential areas, diminishing the value and enjoyment of these properties.

A major electrical substation is located in the area.

Institutional

The Eastside Community Center is an important focal point for local residents. It serves as a social and recreational center as well as an unofficial political gathering place. The Columbus Child Care Center on McClure Road serves many families throughout the community.

Churches form an important part of life in East Columbus, and several churches are located here.

Several local government functions are performed from locations in East Columbus. The Bartholomew County Annex houses the Purdue Extension Service and the county welfare department. The County Highway Garage and the City Garage are located here, as is the County Youth Services Center.

Open Space and Recreation

One of the city's larger parks, Clifty Park, is located in East Columbus. This facility is popular with residents throughout Columbus. Pence Street Park is a neighborhood facility, used primarily by those living within walking distance.

Parts of Haw Creek and Clifty Creek run through East Columbus. The floodplain of the East Fork of the White River also extends into this area. The rivers and floodplains offer natural amenities and open space.

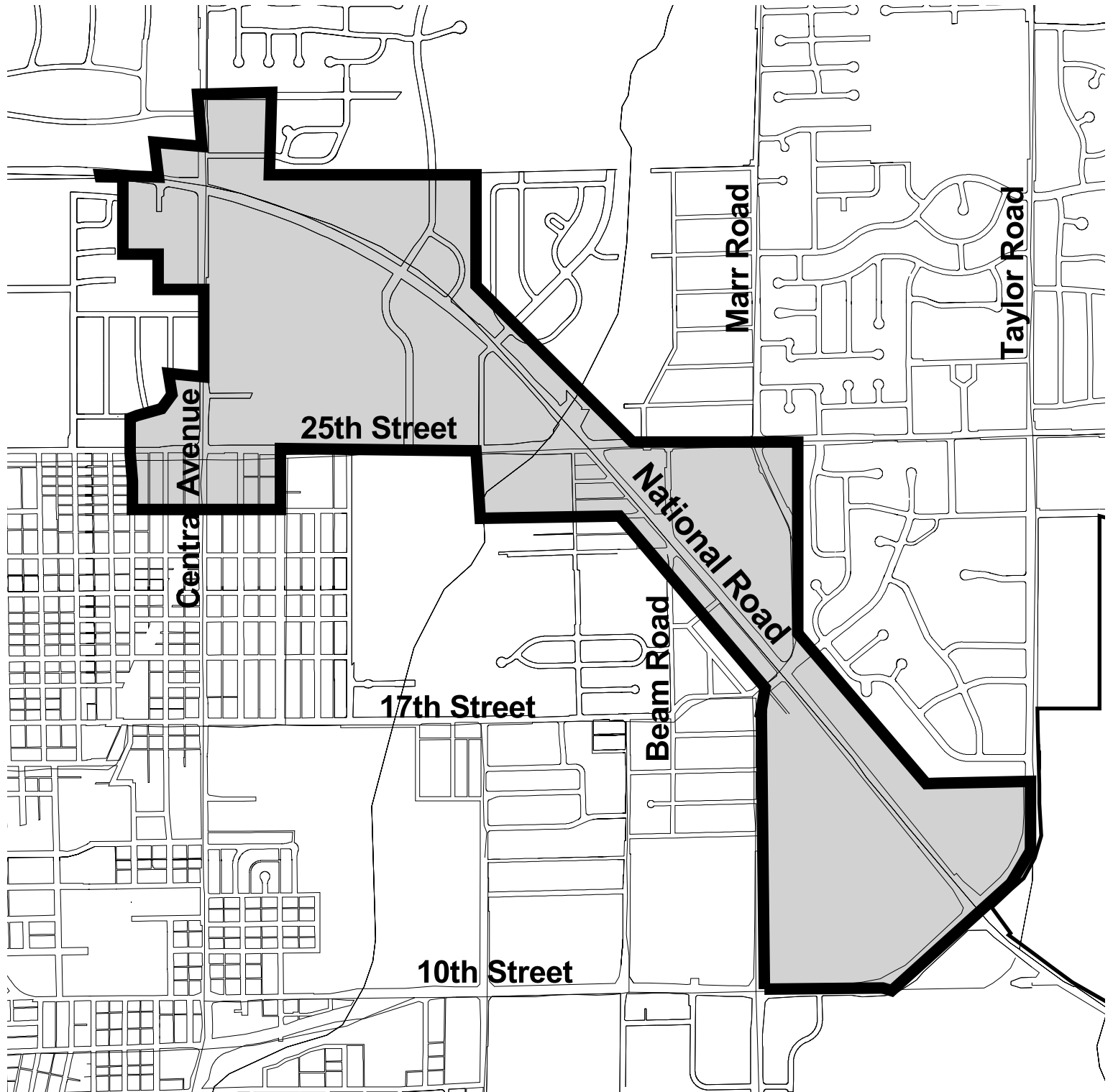
Because much of East Columbus lacks sidewalks, there are inadequate linkages between the area's schools and parks.

Agriculture

The southeast portion of the East Columbus area is predominantly agricultural. This agricultural area is outside the corporate limits of the city and is not served by public sewer and water.

Land Use Planning Principles for East Columbus

- Encourage new housing development.
- Encourage property rehabilitation.
- Prohibit new or expanded industrial development, except in industrial park areas.
- Encourage reuse of empty buildings for neighborhood commercial purposes
- Encourage family-friendly neighborhood businesses, and limit the development of bars and adult businesses.
- Control access to State Street and reduce the number of driveways where possible.
- Retain the traditional character of commercial areas by encouraging off-street parking to be located behind buildings wherever possible.
- Limit general commercial development to arterial streets, primarily State Street.
- Require that the scale of new uses be consistent with that of the surrounding uses (i.e., a big box retail use may be appropriate on State Street, but not on local streets with smaller buildings).
- Prohibit the encroachment of commercial and industrial uses into predominantly residential areas.
- Require sidewalks or other pedestrian plans to be prepared and implemented as new development or redevelopment takes place.
- Because the agricultural area is in the likely path of future development, conversion of farmland to nonfarm uses should be considered as utilities and other infrastructure become available. Such land should be annexed to Columbus before any development takes place.



National Road Commercial Corridor



National Road Commercial Corridor

Character

General

This area is the primary commercial corridor in Columbus. Commercial development in this corridor has expanded over the past four decades, and the changes in retail can be seen in the variety of types of centers that are located here. The area contains several strip malls, such as Columbus Center, Northern Village, Clifty Crossing and the 25th Street Shopping Center. Several of these strip malls contain big-box retail development, such as Wal-Mart, Office Max, and Target. Additional big-box development is planned for the property at 10th Street and National Road.

Also in the area is the Fair Oaks Mall, an enclosed shopping center. A wide variety of goods and services are available in the National Road Commercial Corridor. The character of this area is typical of commercial corridors in many suburban communities.

Because much of the commercial development in this area abuts residential neighborhoods, buffering has been an important land use issue. Strip malls typically are developed with buildings set far back from the street, with expansive parking areas in the front. One result of this type of layout is that the buildings back up and are relatively close to adjacent neighborhoods. Neighboring residents find themselves looking at loading docks, refuse bins, and HVAC equipment. In some of the older centers, such as the 25th Street Shopping Center, there is little or no screening.



Planning process participants cited the Fair Oaks Mall as an example of a well-designed center. They noted the extensive landscaping and signs that are informative without being

intrusive or excessive. Group members expressed several concerns about development in this area

1. Traffic congestion is a problem, particularly at peak times. Improvements are badly needed.
2. Pedestrian circulation needs to be improved, both along public rights-of-way and within commercial developments. An increasing number of people like to walk or bicycle to their destinations, but in this area, sidewalks are few and linkages are poor.
3. Some of the commercial developments, particularly the older centers, are inadequately landscaped. Parking lots typically have little or no interior landscaping.
4. There is a trend toward more and brighter lighting of commercial properties. While lighting needs to be adequate to create a safe environment for customers and employees, it should not be glaring or intrusive.
5. Particularly in the older centers, signs are not attractive and not readable. Improvements are being made as properties are redeveloped and the current sign regulations are applied.
6. The area needs defining elements, such as landscaping and lighting.
7. Some properties are too shallow to support commercial development.
8. The building designs used by many of the centers are generic designs used by those same enterprises in many other locations, creating a nondescript area with no character that is unique to Columbus.

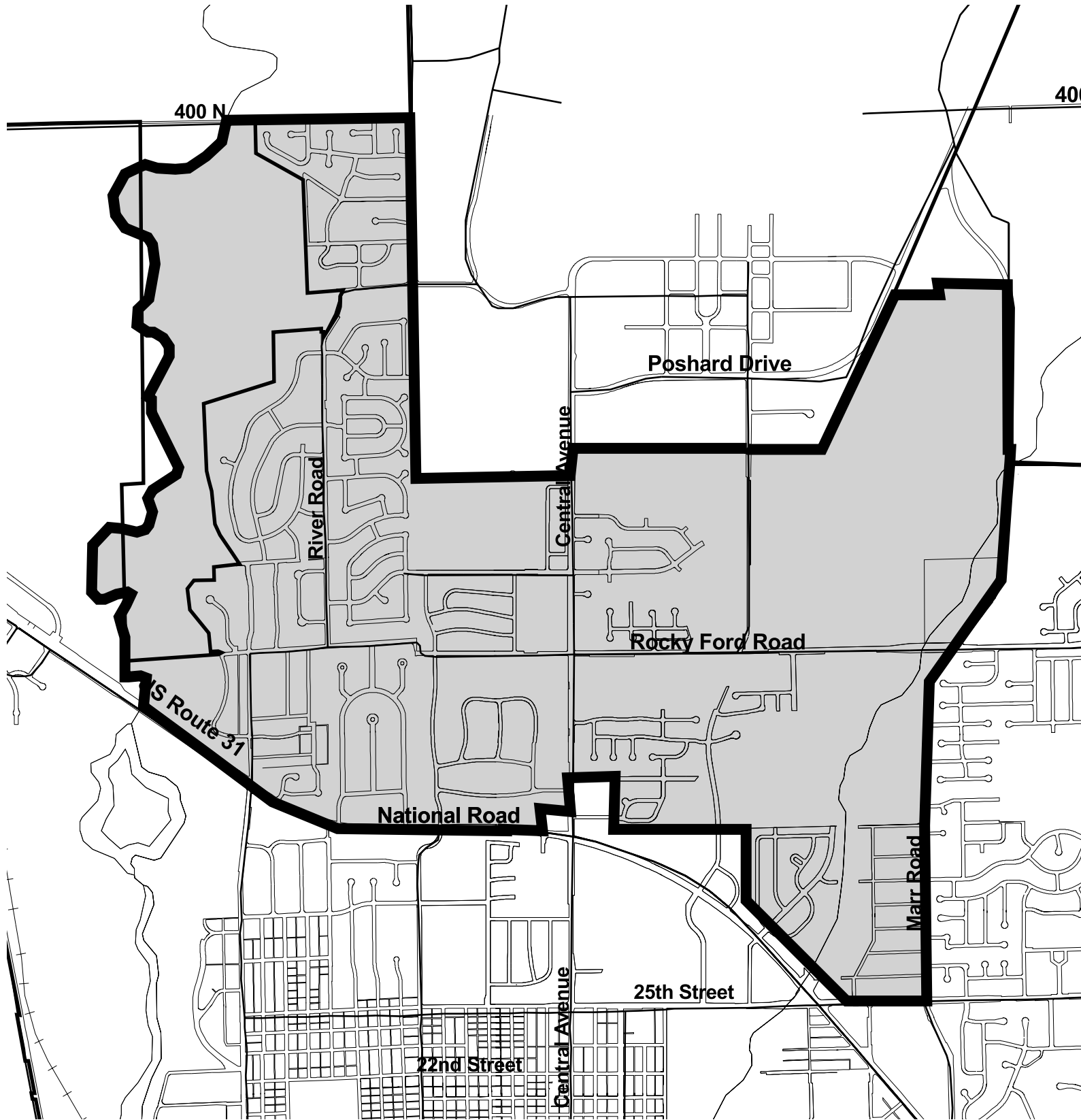
Open Space and Recreation

Haw Creek crosses this corridor. Part of the floodplain of Clifty Creek also is located here. These floodplains create some natural and open space areas.

Land Use Planning Principles for the National Road Commercial Corridor

- Encourage continued commercial development, but only in suburban business centers or business parks, not as individual lots with curb cuts.
- Develop and enforce an access control plan.
- Require more landscaping in parking lots and around buildings, and encourage existing development to improve landscaping.

- Encourage the combining of parcels less than 150 feet deep with adjacent land to provide usable commercial sites, with proper buffering from adjacent residential
- Encourage entrances and parking on all sides of buildings, rather than just in front, to reduce expanses of asphalt and to buffer buildings from adjacent residential areas.
- Require on-site directional signage in new developments to assist drivers after they enter shopping centers, and encourage it in existing centers.
- In order to enhance the unique architectural quality of Columbus, establish simple and effective standards for the design of large commercial buildings and areas.
- Develop a plan to encourage the re-use of vacant buildings.



Western Rocky Ford Neighborhoods



Western Rocky Ford Neighborhoods

Character

General

In this area, adjacent to the Columbus Municipal Airport, single-family residential development is the dominant land use. The area is suburban in character and is well maintained.

Residential

This is an area of stable neighborhoods, many of which reflect a design typical of subdivisions developed during the past three decades, with wide, curvilinear streets, cul-de-sacs, and relatively large front yards. Other neighborhoods have a more traditional design, with grid or modified grid street patterns.

This area has a wider range of single-family housing prices and types than that found in most areas of Columbus.

Subdivisions such as Riverview Acres, Breakaway Trails, and The Woods are among the higher-priced residential areas in Columbus, but there are several more moderate-priced areas, such as Flatrock Park, Everroad Park, and Mead Village. Peppertree Village,



developed in 1980, was the city's first cluster development. In the quadrant north of Rocky Ford Road and east of Middle Road, the predominant housing type is the manufactured home. Candlelight Village, expanded in the 1990s, is the largest manufactured home development within the city limits. Two smaller, older mobile home parks, Homestead and Triangle, are located on the east side of Middle Road.

Participants in the planning process have raised two concerns about the residential development in the Western Rocky Ford area:

1. The possibility of additional manufactured housing developments. Section I, "Community Values," of the Goals and Policies element of this plan states, "...each geographic area of the city should afford a variety of housing prices and types. More specifically, Policy D-2-5 states that the city should encourage neighborhoods with socioeconomic diversity.
2. The proximity of some of the residential development in this area to the airport raises concerns regarding safety and noise.



Commercial

There are several areas of office and small-scale commercial developments in the area, primarily at or near intersections of arterial streets. Some of the businesses, such as White River Broadcasting and the professional office complex on National Road east of Washington Street, serve the community as a whole, while others, such as the Salin Bank, are designed primarily for the convenience of nearby residents. Limited commercial development is appropriate in this area, to provide convenient access to goods and services for the many families residing here.

For the most part, the commercial development in this area is attractive and is of a scale appropriate to the residential character. Signs generally are low-rise and attractive. Residents perceive some businesses to have an overabundance of signs, creating visual clutter.

Institutional

A nursing home and an assisted living facility are located on Central Avenue, north of Rocky Ford Road. There also are several churches in the area.

Open Space and Recreation

Significant natural features in this area include the Flat Rock River on the west and Haw Creek on the east. These rivers with their attendant flood plains provide considerable open

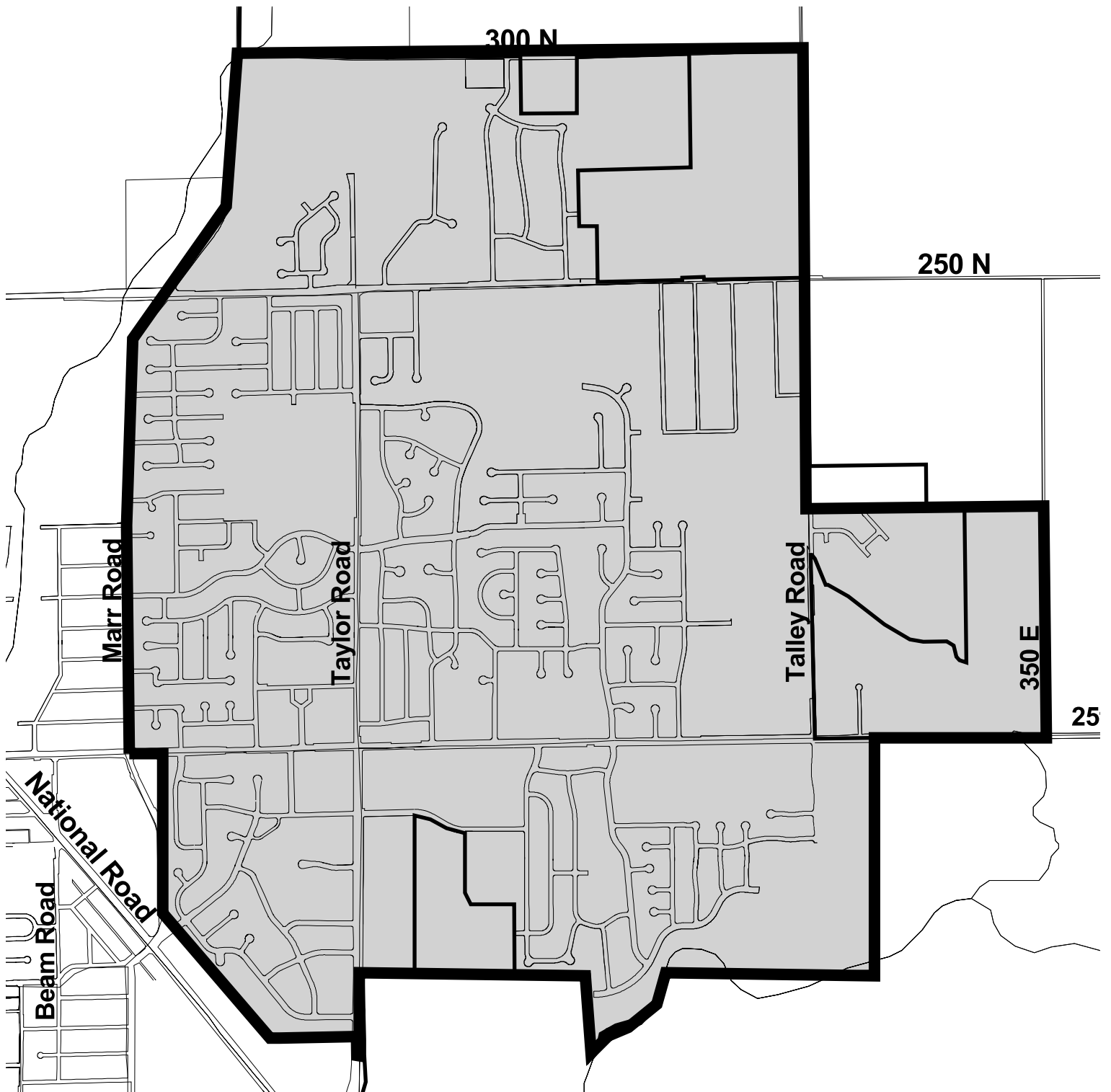
space in the area. Chapman T. Blackwell III Park provides a desirable area for active recreation, adjacent to the Richard Wigh soccer complex. The park can be reached via the city's People Trail system and is accessible by bicycle and by car. Any future enhancements or changes to the park and/or trail system will be addressed in the Recreation and Parks element of this plan. The park is adjacent to Parkside School, which serves as a focal point for the area.

Despite the People Trail and the sidewalk system included with the newer developments, parts of this area lack pedestrian facilities. The river areas are underutilized for both their visual and recreational potential.

Land Use Planning Principles for the Western Rocky Ford Neighborhoods

- Single-family housing should continue to be the dominant land use in the area.
- Multifamily housing should be considered where the street system is adequate to accommodate the traffic without lowering the level of service.
- This area has a disproportionate share of the city's manufactured home development, and therefore, additional development of this type should be discouraged.
- Commercial development should be restricted to arterial streets.
- Future commercial development should be in suburban business centers or neighborhood business centers, not individual commercial parcels in strips along roadways.
- Commercial signs should continue to be relatively small and low profile.
- On National Road and on Central Avenue commercial development serving the community as a whole is appropriate, as these streets carry a significant amount of through traffic.
- On streets other than National Road and Central Avenue, commercial development should be primarily neighborhood-type uses, to serve residents of the area rather than the community as a whole.
- The National Road corridor between Washington Street and Central Avenue remains a viable residential neighborhood. Commercial and other inappropriate land use conversions should be strongly discouraged in the predominantly residential area along National Road.

- Commercial design guidelines should be applied to ensure the continued compatibility of residential and commercial development. These guidelines should include a site plan review process.
- Where differing land uses are adjacent, such as airport operations and residences, the commercial development should be required to provide appropriate buffers, including increased setbacks, landscaping and fencing. Service areas should be screened from view, and noise and light levels should be consistent with residential standards.
- Measures should be taken to reduce the impacts of airport noise. Such measures will be discussed in the implementation report that accompanies this plan.



East 25th Street Neighborhoods



East 25th Street Neighborhoods

Character

General

This area is predominantly residential. There is commercial and office development, primarily along 25th Street. The land is relatively flat, making it attractive for economical building sites. There are soil types in the area that are subject to flooding or are unstable, presenting challenges for building construction. The area is suburban in character. Drainage concerns have limited some development in this area. A county regulated drain, Sloan's Branch, is the receiving stream for much of the runoff from development in this area. The County Drainage Board has received complaints that the stormwater discharged into this drain exceeds capacity during and after heavy rains.

Residential

Most of the residential development in this area consists of single-family subdivisions. Most, such as Flintwood, Heather Heights, and Carriage Estates, were built in the late 1960s and early 1970s. Fairlawn dates to 1959. There are several newer subdivisions, such as McCullough's Run and Windsor Place, built in the 1990s. Indian Hills and Eastridge Manor were developed as county subdivisions but were annexed to the city in 1991. Eastgate and Hartford Place are among the few neighborhoods in Columbus that were developed with tract homes.



There are several apartment complexes in the area, offering rental housing in a variety of price ranges. Some apartments are subsidized through HUD programs, while others are market rate. Also located in this area is the Four Seasons Retirement Center, which offers apartments, assisted living, and nursing home units.

The neighborhoods in the Eastern 25th Street area are stable and well maintained.

Commercial

Most commercial development in this area is located along 25th Street and includes offices, retail, and services. For the most part, these serve the community as a whole, not just the nearby neighborhoods. The Sandcrest office development and Holiday Center are examples of general commercial developments. There also are establishments, such as gasoline stations and convenience stores that serve through traffic on the major roads as well as nearby residents.

Institutional

Two elementary schools, Richards and Smith, are located in this area, as is Fire Station 4. All of these buildings are on the city's architectural tour.

There are several churches in the area. First Baptist Church, also on the city's architectural tour, has members from throughout the community, as does Fairlawn Presbyterian.

Open Space and Recreation

The elementary schools offer playing fields and playground equipment. A city park included in the McCullough's Run development has some limitations on the range of uses, because it is located in a flood hazard area. Also located in this area is the Par 3 golf course, a city facility. The floodplains of Clifty Creek provide open space.

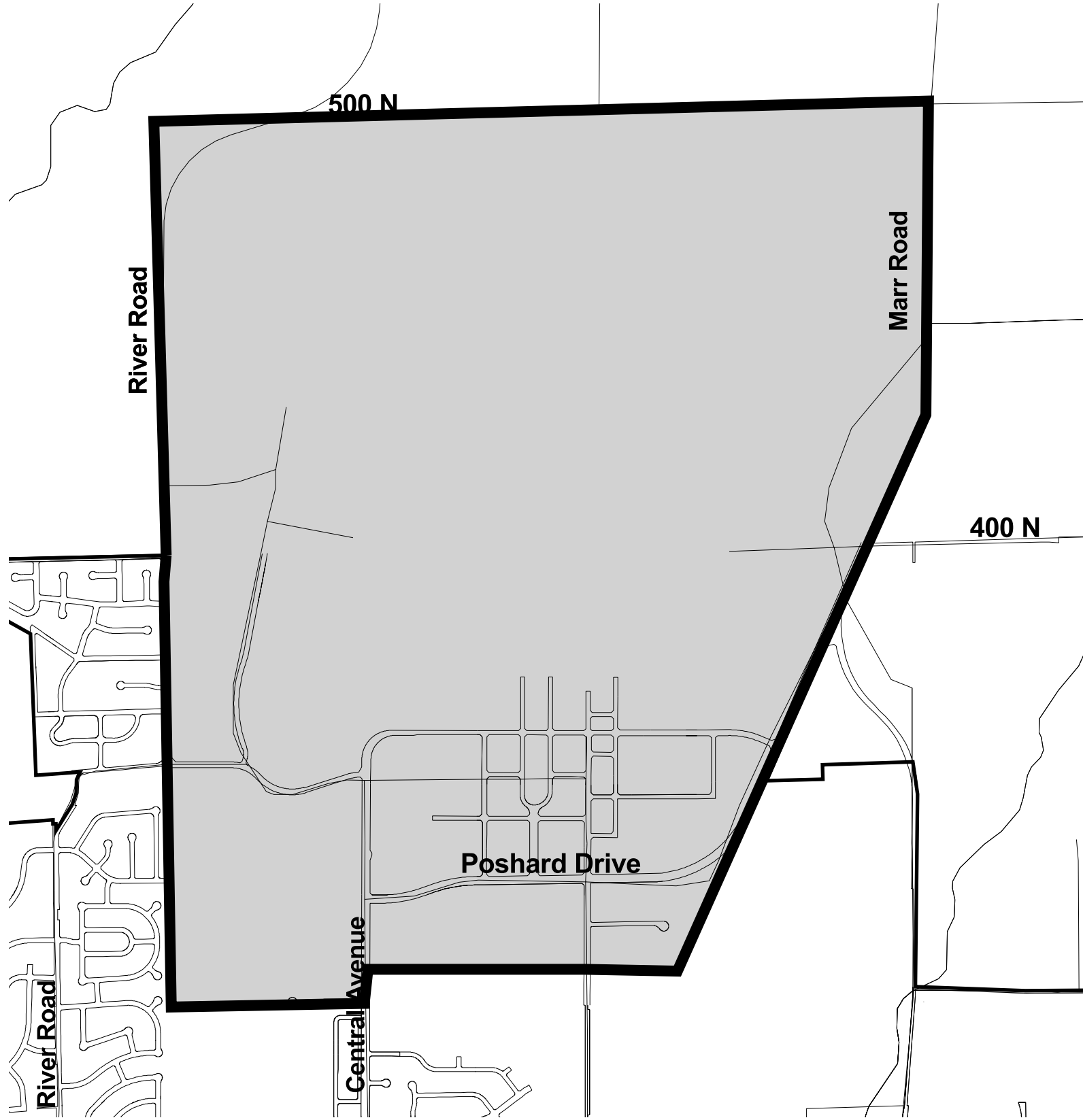
Several of the older neighborhoods in this area lack sidewalks, and as a result, these residential areas have inadequate pedestrian links to schools and parks.

Agriculture

There continues to be active farming in this area. Because of the proximity of this farmland to existing development and to city infrastructure and services, it is likely that the conversion of this farmland to other uses will continue.

Land Use Planning Principles for the East 25th Street Neighborhoods

- Retain residential as the primary land use.
- Agricultural land in the area should be used for additional residential development, provided that the limitations presented by soil conditions and drainage are mitigated.
- Land along Taylor and Rocky Ford Roads should be restricted to residential use.
- Small-scale commercial and office uses, primarily businesses to serve residents of the area, should be permitted in planned commercial centers only on 25th Street and at major intersections.
- All new residential development should incorporate parks and open space.
- Multifamily housing should be permitted on 25th Street and Taylor Road. There should be simple and effective design standards for these projects to ensure that they are in keeping with adjacent neighborhoods.
- Industrial development should be prohibited.



Columbus Municipal Airport



Columbus Municipal Airport

Character

General

The Columbus Municipal Airport served as a military base during World War II. The U.S. government declared the property to be excess and deeded it to the City of Columbus Board of Aviation Commissioners, with the proviso that in the event of a national emergency, the federal government may reclaim the land. The city has long seen this property as an economic development opportunity, especially as the location for a high-tech industrial park. Property at the airport is available for lease, not purchase. The rent receipts have kept the airport self-supporting; local property taxes are not used to fund the operations there.

This area contains the airport operations, including the terminal, tower, runways, and hangars. The property belonging to the Board of Aviation Commissioners encompasses an area much larger than needed for aviation use.

Development on the airport property tends to be clustered according to the type of use: an educational complex, industrial development, recreational uses, health care uses, and some commercial development.



The airport has excellent access, via Central Avenue, Marr Road, River Road, and C.R. 500 N. Interior roads offer easy access to businesses and institutions.

Once the location of dilapidated barracks, the aviation board and its staff worked diligently to improve the area during the 1990s. Old buildings have been removed, and new, attractive buildings have been constructed. Planning process participants found that there is room for improvement, and that some unattractive metal buildings remain. The group also found that the airport is lacking in landscaping.

Residential

The airport is not a residential area, but there is a nursing home on the property, at the south boundary, adjacent to a church and a single-family neighborhood. A group home, George Junior Republic, is also located on the south boundary, west of the Wigh soccer complex.

Commercial

Although the airport is not a retail center, there are office and service uses located there. Enterprises such as Pentzer Printing serve many customers throughout the community.

Industrial

A number of industries are located at the airport, including Flambeau Corporation, Star Tools, and Columbus Custom Cabinets. The Columbus Enterprise Development Center, a business incubator is located here.



Institutional

The airport is served by a terminal building housing the administrative offices, a restaurant, meeting rooms, and a private aviation company. The chapel once used by the military has been restored and is used as a museum for artifacts representing the airport's history.

The airport is home to the primary higher education complex in Columbus. Indiana University-Purdue University at Columbus offers baccalaureate degrees, associate degrees, and public interest courses. Ivy Tech provides post-high school vocational and technical training. A new cooperative education center is slated to be built at the airport. Indiana Business College also is located at the airport.

Recreation and Open Space

The Richard Wigh Soccer Center located at the airport is a heavily used facility for local soccer leagues and regional

competitions. The People Trail serves the airport, and there are recreational facilities associated with the educational institutions at the airport. Other than the People Trail, pedestrian facilities are scarce at the airport.

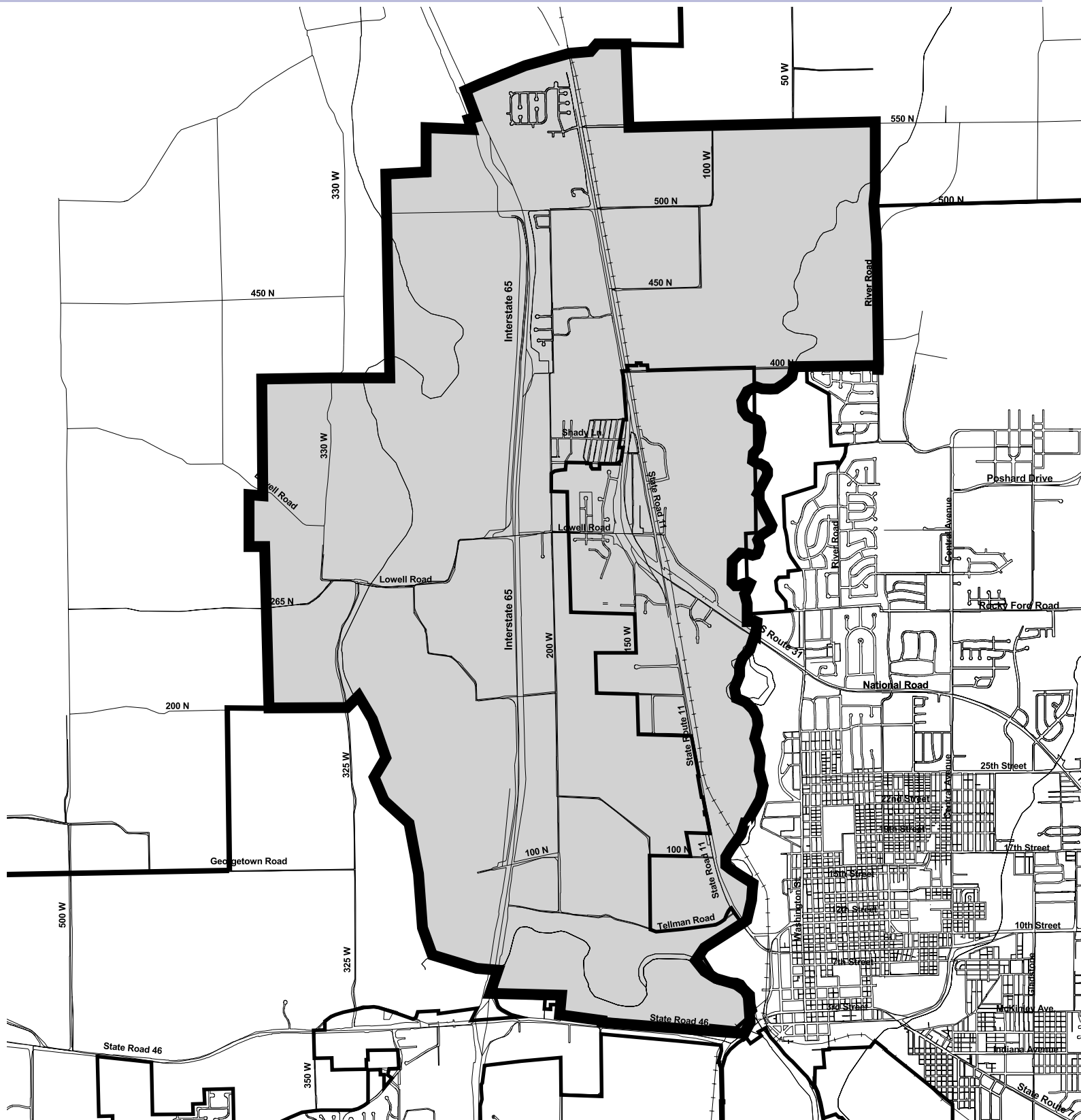
In the 1980s, the Knights of Columbus built its lodge building at the airport, and in the 1990s, The Elks Lodge chose the airport as the location for its new building.

Agriculture

Much of the airport land continues to be used for farming. The Aviation Board leases land to local farmers, and the income from this activity helps to fund the airport operations. Because the needs of aviation are paramount at the airport, there are limitations on building development. As a result, sizeable tracts of land should continue to be available for farming in the future.

Land Use Planning Principles for the Columbus Municipal Airport

- The clustering of similar land uses should be continued.
- Heavy industry should not be permitted.
- Agricultural use should continue in the areas not designated for other uses.
- Significant area should be reserved for high-growth, high-technology development.
- Encourage centrally located commercial development to serve the workers and residents in the area.
- The airport property should not be a location of last resort for uses that should be located elsewhere but are politically difficult to site.
- Structures should be low-rise.
- Significant areas of open space should be preserved.
- Buffers should be maintained between the airport property and adjacent residential uses.
- A pedestrian circulation system should be developed.



U.S. 31/Indianapolis Road Area



U.S. 31/Indianapolis Road Area

Character

General

Much of this area consists of small-to-medium-sized farms, with scattered subdivisions. Along the highway corridors, there are denser subdivisions, manufactured home parks, commercial and industrial uses. The land is generally flat and is characterized by extensive flood plain areas. The area has excellent highway and rail access. There are several places along the highway where drivers have views of the river and flood plain areas.

Development proposals in this area have resulted in conflicts regarding utility service. Water service to part of the area is available from Eastern Bartholomew Water Corporation, as is water from Columbus City Utilities. Sewer service is provided by Driftwood Utilities and by the City of Columbus. The portions of this area that are outside the city limits are in the path of city growth. The water supply system owned by Eastern Bartholomew does not meet the standards of the Columbus Fire Department for firefighting purposes. Driftwood Utilities now has an agreement with the City of Columbus for the treatment of sewage, but direct connections to the city system for properties outside is permitted only under limited conditions. The existence of two utilities in the area results in inefficiency, as developers are required to install dual water systems: one for the potable water supply, and another for firefighting.

Planning process participants noted several concerns in this area:

1. Drainage has been a recurring problem in this area. Lack of a watercourse with sufficient capacity to handle additional runoff is a deterrent to further development in this area.
2. The potential of this area as an attractive entry corridor has not been realized. While there are some attractive developments, the area needs definition, better lighting, effective signs (including street signs and directional signs), and better landscaping.

3. Pedestrian access is limited, with many areas lacking sidewalks.
4. Traffic on Lowell Road is increasing, giving rise to safety concerns and congestion.
5. Some buildings in the area are poorly maintained and are deteriorating.

Residential

The largest subdivision of single-family houses in this area is The Lakes at Princeton Park, a development begun in the late 1990s. Lowell Addition, one of the area's oldest developments, is located outside the corporate limits of Columbus.



The Eastern Bartholomew Water Corporation provides water service to Lowell Addition. City sewer lines have been installed in part of this subdivision, and many of the property owners have sought and obtained approval for city sewer service. Eastern Bartholomew and Driftwood serve Northgate and Westgate subdivisions.

Commercial

Along the primary highway corridors, there are scattered commercial enterprises such as Kenny Glass, All-Seasons self-storage, and David's Audio Connection. There also are commercial establishments in some of the planned business parks in the area, such as Progress Park and Commerce Park. The commercial development tends to be of a general community rather than a neighborhood orientation.

Industrial

Several successful local industrial enterprises are located in planned business parks in this area. Examples are Columbus Container, in Commerce Park, and Applied Laboratories and Diamet in the Columbus Industrial Park. The planned business parks have good access, good internal circulation systems, good building design, and high-quality landscaping.

There are some older warehouse and distribution uses along the highway corridor that were constructed before the city's current landscaping and buffering standards were in place. Some of these businesses have outdoor storage of materials and equipment.

Nugent Quarry is located in the floodway area on the east side of Indianapolis Road. Originally approved by the County Board of Zoning Appeals in the 1960s, this sand and gravel operation has expanded over the years. The approved plans call for the land to be reclaimed as the extraction is completed.

Institutional

Churches are the primary institutional uses in this area.

Open Space and Recreation

The creeks, Driftwood and Flatrock Rivers, and the attendant floodplains provide open space in this area. Some developments, such as Columbus Industrial Park, have created additional ponds and open space as part of their drainage systems.

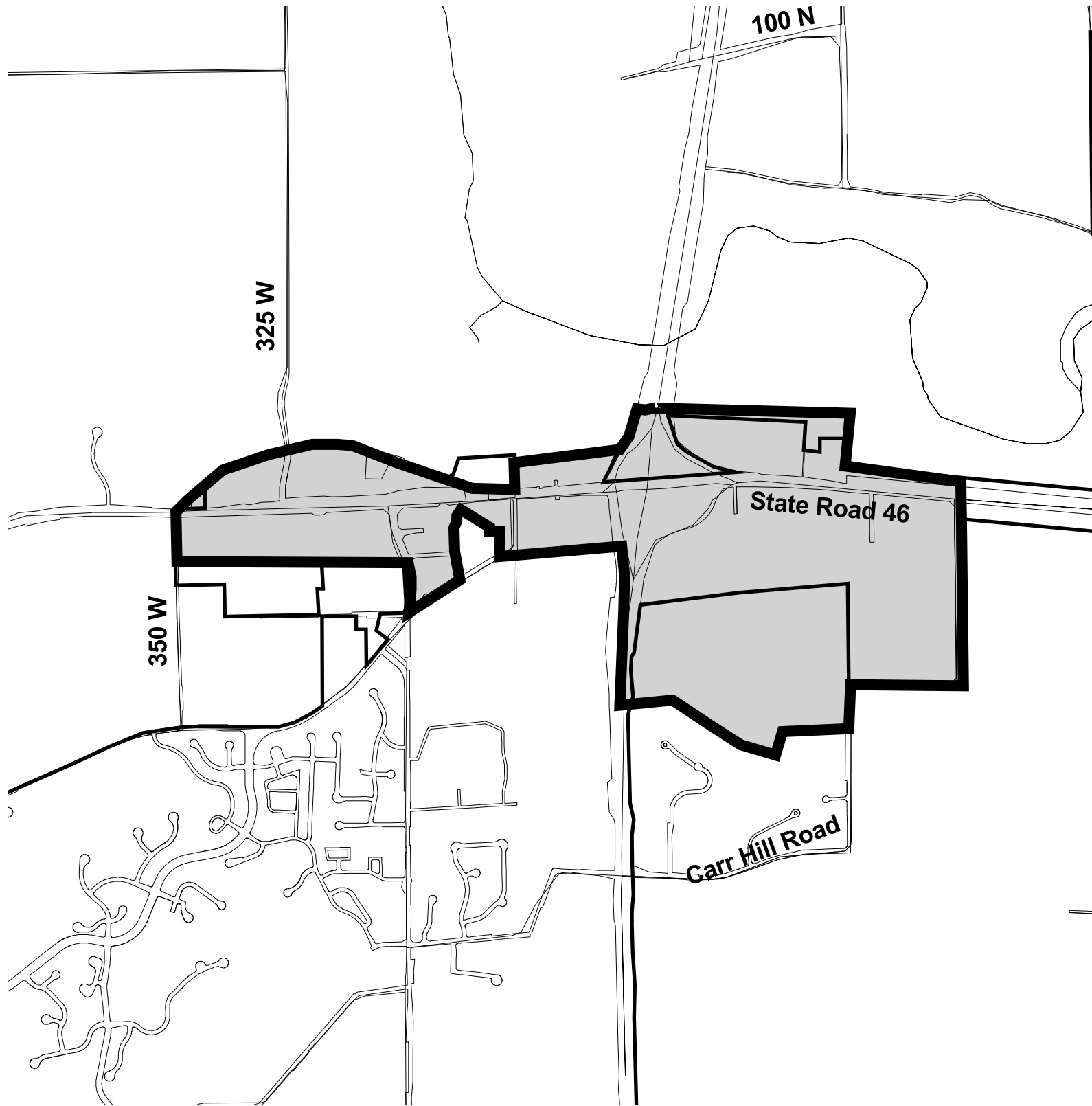
Agriculture

There are active farms in this area. Because there are large expanses of land subject to flooding in the area, agriculture is a desirable continued use.

Land Use Planning Principles for the U.S. 31 Indianapolis Road Area

- Residential subdivisions should be encouraged where public sewer and water are available and where proper drainage can be provided. These new developments should be within the City of Columbus whenever possible. New septic systems should not be permitted for any non-farm development.
- A corridor plan should be developed to beautify the entrance to Columbus. This plan should include standards for landscaping, outside storage, signs, and building design. It also should provide for maintaining views of the river and flood plain areas.

- Because of the excellent highway and rail access, additional light industrial park development should be encouraged. This development should be only in planned business parks.
- Land with rail access should be reserved for industrial use.
- The land occupied by the quarry should be reclaimed.
- Continued agricultural operations should be encouraged in the floodplain areas.
- Buffers should be provided between any new development and existing agricultural areas.
- Commercial uses that do not detract from the neighboring residential and industrial areas are appropriate. These should be located only on arterial streets and should be in planned commercial areas, not developed as individual lots with curb cuts along the highway.
- An access control plan for National Road, U.S. 31, and Indianapolis Road should be developed and enforced.



Western Gateway Area



Western Gateway Area

Character

General

This area is the primary entry corridor to Columbus and is predominantly commercial in character. The I-65/SR 46 interchange was rebuilt in the 1990s, with a signature red arched bridge as the distinguishing feature. The city has invested considerable resources in making this corridor an inviting entrance to Columbus.



Residential

Although this area is predominantly commercial, there is some urban-density residential development in the area. The Lookout condominiums, Woodcrest Villas attached single-family houses, and the Westwood Pines apartments are located here, along with an assisted living facility. All these are included in planned unit developments: The Lookout and Woodcrest Villas are part of Tipton Lakes, while the others are part of the Westwood development.

Commercial

This area contains businesses typical of highway interchange areas, such as fast food restaurants, motels, and automobile service stations. Also located here is the West Hill Shopping Center, which provides convenience goods and services primarily to residents of the community's west side. There are small-scale professional office complexes on Goeller Boulevard, near the intersection of SR 46.

Institutional

Fire Station 5 is the principal institutional use in this area.

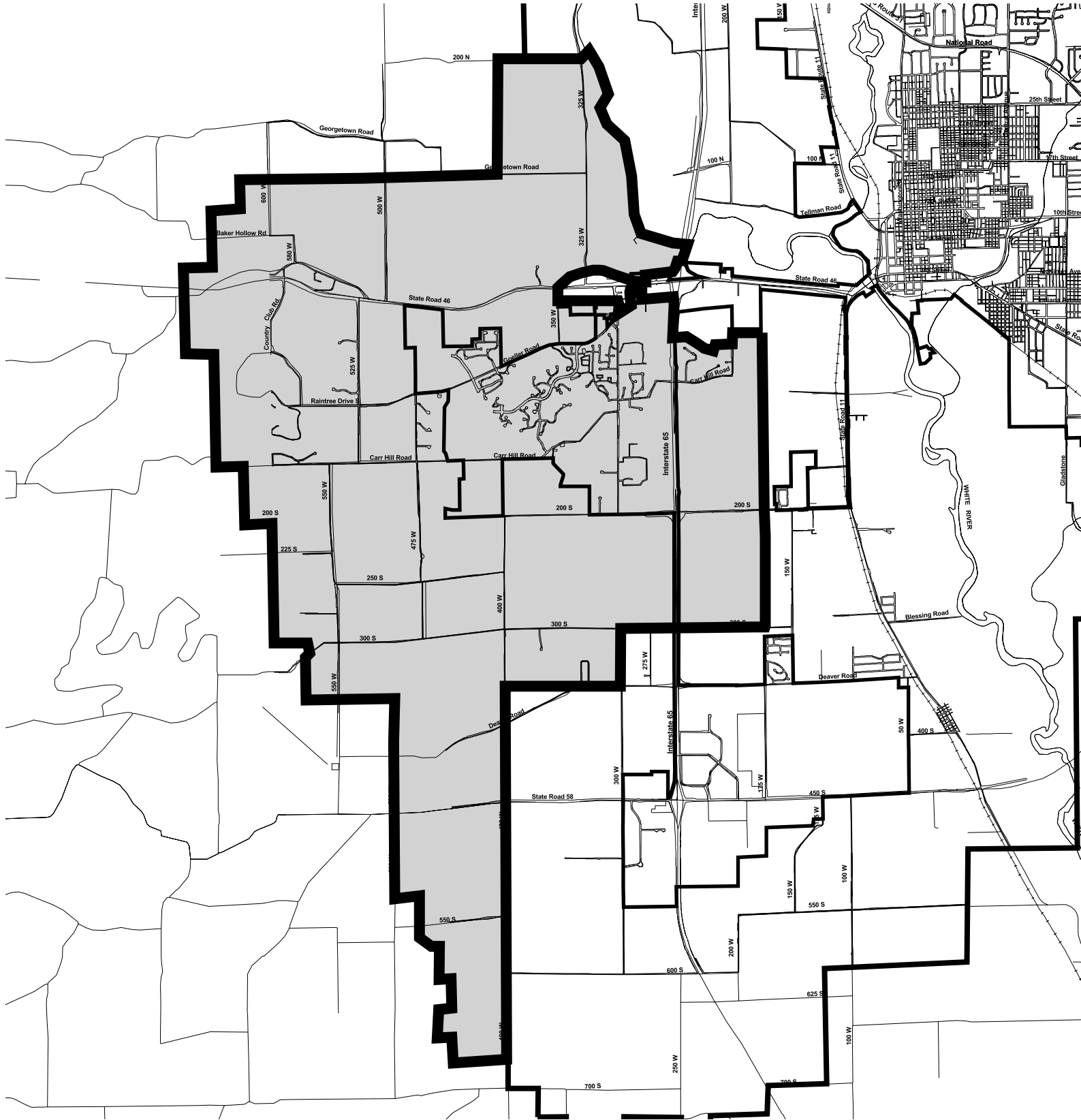
Open Space and Recreation

Because a significant portion of the land along this corridor is located within a designated floodway, there is a great deal of open space in the area. Agriculture continues in this area, particularly on the lands subject to flooding. When the city's People Trail system is complete in this area, it will connect Tipton Lakes and the commercial corridor to Mill Race Park and downtown Columbus. The Tipton Lakes Athletic Club at Goeller Boulevard and SR 46 is a commercial recreational facility having members from throughout the community.

Land Use Planning Principles for the Western Gateway Area

- Commercial development and agriculture should continue to be the dominant land uses in this area.
- Industrial development should be allowed only if it is contiguous to existing industry and not contiguous to residential development.
- All commercial development should be in centers containing several businesses, planned as a unit and managed by a single entity, as opposed to lot-by-lot, uncoordinated development with curb cuts for each individual business.
- Access to individual properties and curb cuts onto SR 46 should be carefully controlled, in accordance with sound traffic engineering principles. New curb cuts should be allowed unless an existing driveway is eliminated.
- In order to reflect the importance of this area as the city's primary entry, design standards should be adopted for layout, buildings, landscaping, signs, and lighting.
- Planned commercial centers should be designed to discourage commercial traffic from using residential streets.
- Where the commercial development is adjacent to residential, the commercial development should be required to provide appropriate buffers, including increased setbacks, landscaping and fencing. Service areas should be screened from view, and noise and light levels should be designed to have minimal impact on residential areas.
- Any additional residential development should be of a type similar to those already in the area: urban density, attached or multifamily units.

- Any new residential development should be appropriately buffered from commercial areas, through setbacks, landscaping, and fencing.
- Pedestrian and bicycle connections should be provided among commercial areas as well as between residential and commercial areas.



Western Hills



Western Hills

Character

General

Historically, the primary uses in this area have been agriculture, open space, and woodlands, but the area is now changing to rural residential and suburban. While much of the county is relatively flat, this area is characterized by rolling hills and woodlands. There are several highly desirable residential neighborhoods in this area. This area is convenient to shopping and services and provides a visual character not available in other parts of the county.



Residential

The Western Hills area is primarily residential in character. Single-family houses with well-landscaped yards predominate.

The Tipton Lakes Development, begun in the 1970s, is the largest residential area in the Western Hills area. Containing more than 1,200 acres, it is a planned community containing a variety of housing types and prices and offering amenities such as walking trails, lakes, and a marina.

Several neighborhoods in this area, such as Wood Lake and Allendale Heights, were developed in the 1950s as county subdivisions that were later annexed to the city. Harrison Lake, still outside the city limits, was one of the community's first lake developments. It remains a popular, stable neighborhood. Harrison Lake has its own sewer system, installed when the subdivision was developed. The system does not meet current environmental standards, and a remedy must be found. The system will need to undergo major improvements and upgrades, or the area must be connected to the Columbus municipal system.

In the late 1990s to 2001, the Western Hills area became a prime location for new subdivisions, including Terrace Woods, Somerset Meadows, Shadow Creek Farms, Woodland Farms was added.

Other residential in the area includes single-family house on large lots. Several rural residents own and board horses. Because of the unsuitability of the soils for filter fields, septic system failures are common in this area.



Participants in the planning process cited several concerns about the residential environment in the Western Hills area:

1. The I-65 corridor should be better landscaped from S.R. 58 to S.R. 46.
2. The I-65 corridor from S.R. 58 to S.R. 46 should be lighted to indicate that it is an entrance to urban uses.
3. There is a proliferation of communications towers that detract from the residential quality.
4. Some residential development has been in the form of strips of houses along county roads, resulting in houses with no neighborhood setting for which provision of public services is inefficient.
5. The area is not served by public transit.
6. The residential development tends to be concentrated in the upper price ranges.

Commercial

There is little commercial development in the Western Hills area, but it is adjacent to the Western Gateway Area that offers convenience and general commercial goods and services. A small commercial area is planned as part of Shadow Creek Farms.

Industrial

This area does not contain industrial development, but the developers of Tipton Lakes set aside an area for high-technology or other light industries. That area remains undeveloped in 2001.

Institutional

Several churches are located in this area, as is Fire Station 5. The ABC Stewart School, a private elementary school is located here.

Open Space and Recreation

The Tipton Lakes development contains two public parks, Harrison Ridge Park and Oakbrook Park, as well as a number of private recreational facilities. The Harrison Lake Country Club, also private, has one of the county's most popular golf courses, along with tennis courts and a swimming pool. A large park will be developed as part of the Shadow Creek Farms subdivision.

While newer neighborhoods in this area contain sidewalks or other pedestrian paths, older neighborhoods such as Wood Lake and Harrison Lake do not have such facilities.

There are significant open spaces in the Western Hills Area. The Driftwood River and several creeks are located here. The Knobstone escarpment is an important topographic feature that provides interest to the area.

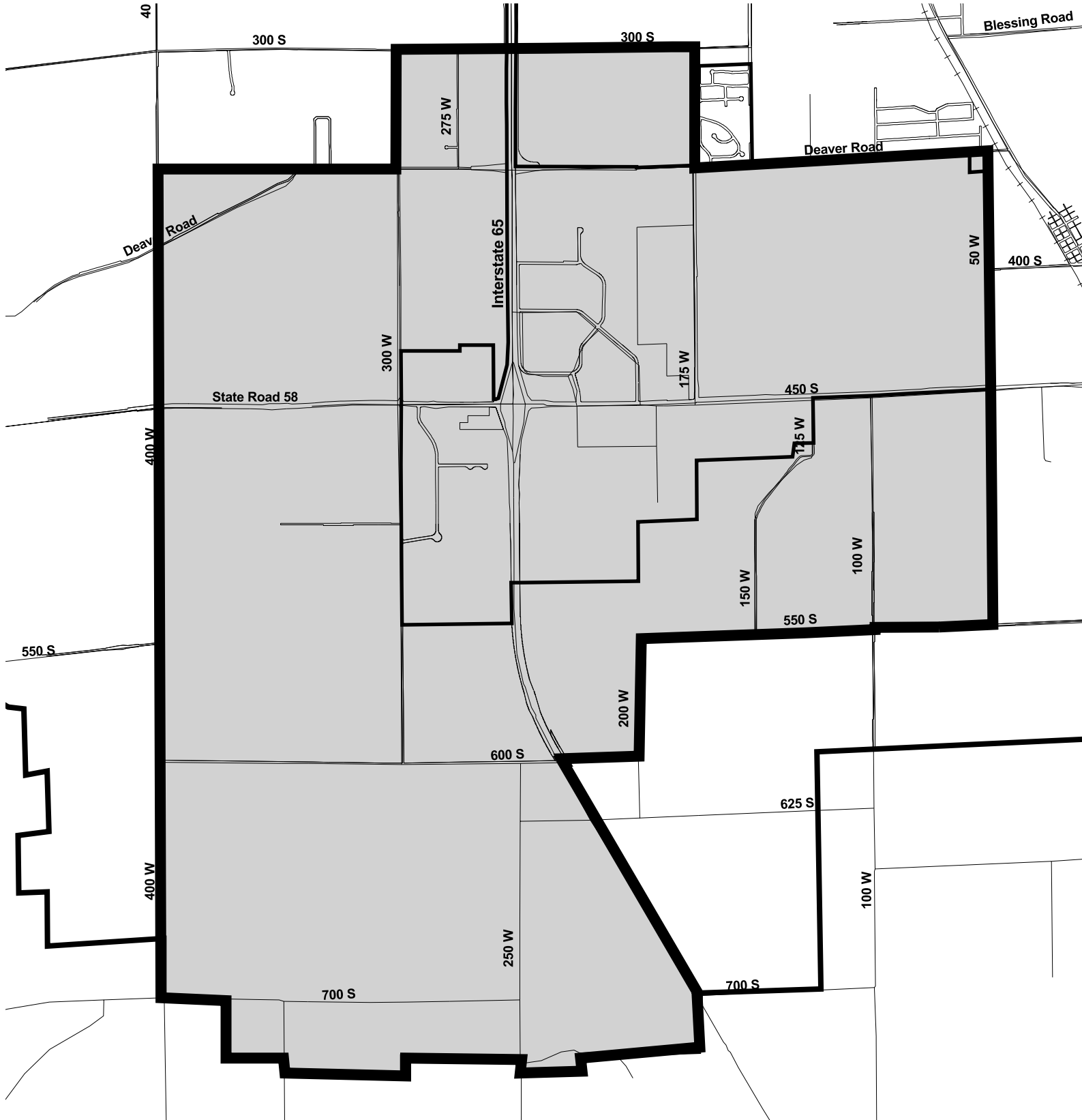
Agriculture

Farming continues to be an important activity in this area. Because of the proximity of this area to downtown Columbus, to shopping, employment, and to Interstate 65, it is likely that there will be continued pressure to convert farmland to residential and other uses.

Land Use Planning Principles for Western Hills

- Ensure that new development takes place in a manner that preserves natural features such as topography and wooded areas. Clustering should be encouraged.
- Prohibit commercial development on S.R. 46 west of C.R. 350 W.
- Encourage neighborhood business centers in convenient locations as new residential areas are developed.
- Allow commercial development only where public sewer and water are available.
- Encourage all development to be linked to bicycle and pedestrian systems.

- Prohibit further non-farm development using septic systems.
- Encourage a better mix of housing prices.
- Plan for new parks and open space areas to accommodate a growing population.
- Encourage co-location and any other available means to discourage additional wireless communications towers while ensuring adequate coverage.
- Uses located in the planned industrial area should be conducted within enclosed buildings and should not emit odors or pollutants. This industrial area should be subject to design controls to ensure compatibility with the surrounding area.



Woodside/Walesboro Area



Woodside/Walesboro Area

Character

General

This area is an employment center for the Columbus community. The architectural quality of the area is high, particularly the industrial parks and the city's fire station. The area has excellent highway access to I-65, S.R. 11, S.R. 31, and S.R. 58.



Participants in the planning process identified several areas of needed improvement:

1. The I-65 corridor should be better landscaped from S.R. 58 to S.R. 46.
2. C.R. 450 S should be landscaped with large trees from I-65 to S.R. 11.
3. The I-65 corridor from S.R. 58 to S.R. 46 should be lighted to indicate that it is an entrance to urban uses.
4. A pedestrian system should be developed.
5. A recreation area convenient for residents and employees would be desirable.

Residential

There are several residential developments in the area, primarily moderate-priced single-family housing. Subdivisions such as Brookside and Country Wood Farms provide residential choices in close proximity to major employers. These developments are within the city limits and are served by public sewer, water, and other services.

In addition to the subdivisions, there are farm dwellings and scattered residences in the area. The soil types in the area are not conducive to proper functioning of septic systems, and

there have been many failures. Water supply problems also have been reported.

Commercial

The primary function of commercial development in this area is to serve the industrial parks and interstate traffic. Gasoline stations, convenience stores, and fast food restaurants are located at the I-65/S.R. 58 interchange.

Industrial

Two industrial parks are located at the I-65/S.R. 58 interchange:

Woodside Business Center and Woodside South. Additional industrial development is located northwest of the interchange.

Approximately 4,000 people are employed in this area. The industrial development is within the city limits and is served by Columbus sewer and water systems.



The industrial parks are well planned and well maintained, with an excellent interior road system and high-quality landscaping.

Institutional

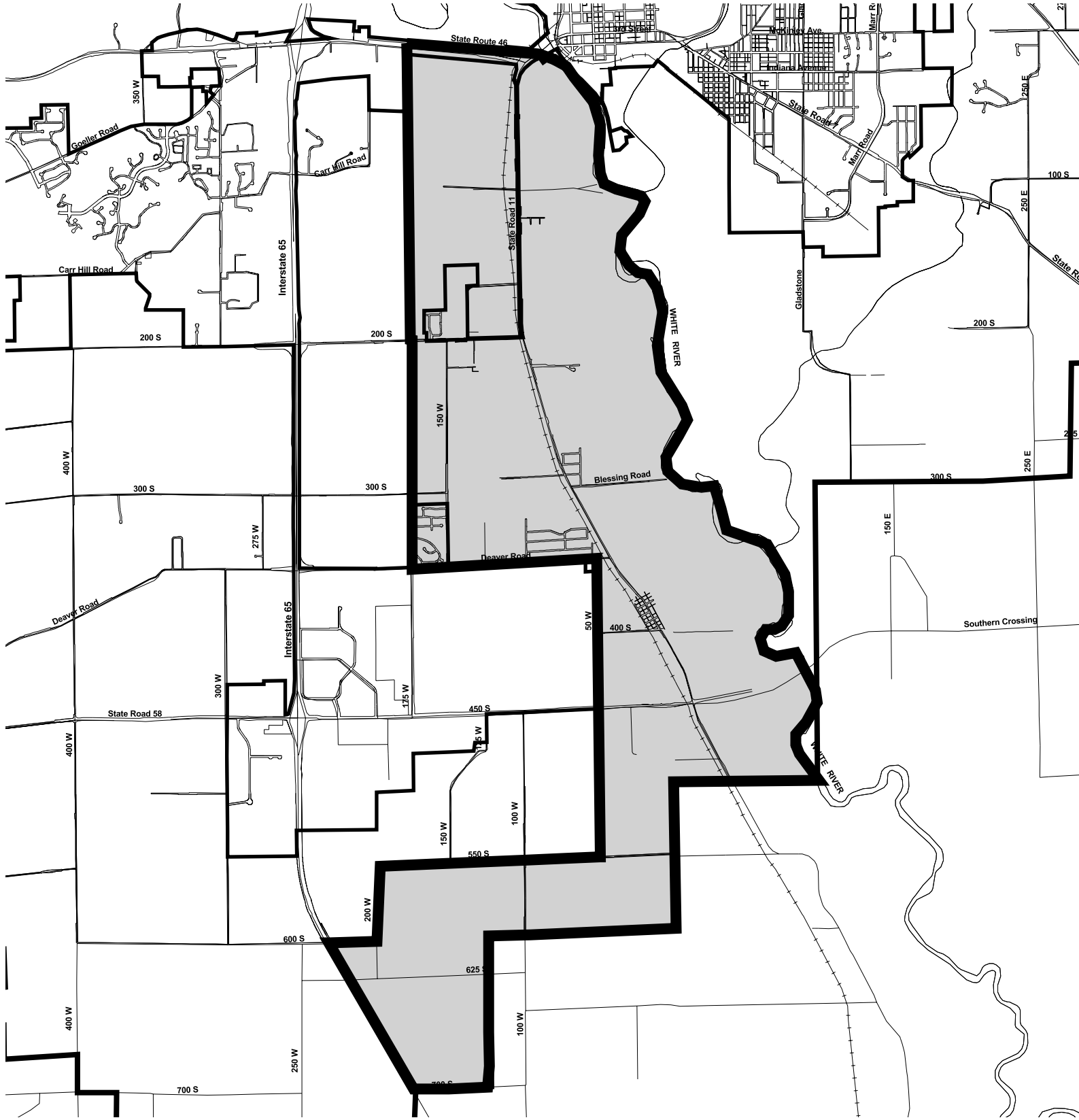
Two significant government facilities are located in this area. The new Fire Station 6 is located here, offering quick response time for the businesses and residences in the area. Also located in the area is the county's new sanitary landfill. This facility serves the city and county and is expected to handle the community's solid waste disposal needs for the next 50 years.

Agriculture

Outside of the industrial parks and landfill, particularly to the south, the dominant land use is agriculture.

Land Use Planning Principles for the Woodside/Walesboro Area

- Establish simple and effective design standards for all new non-residential buildings to maintain the architectural quality of the area.
- Require landscaping for all new development.
- Encourage centrally located commercial development to serve the workers and residents in the area.
- Require pedestrian systems in conjunction with all new development
- Require all commercial and industrial areas to be well lighted for safety.
- All new development should be designed in a manner that does not diminish the level of service of the traffic flow in the area.
- New nonresidential development should be in industrial parks or commercial centers to complement the existing development.
- Signs should continue to be low profile and attractive.
- Require adequate drainage improvements for all new development.
- Prohibit septic systems for all non-farm development.
- Require new development to be served by public sewer and water and to be annexed to the city wherever possible.
- Preserve expanses open space throughout the area as new development takes place.



State Road 11 South



State Road 11 South

Character

General

This area contains some residential development along with commercial and industrial development. The highway serves as a major southern entrance to Columbus. The East Fork of the White River forms the eastern boundary of this area, and several creeks also cross this area. As a result of these rivers and streams, much of the area is subject to flooding.

Participants in development of the land use plan cited several issues relating to this area:

1. In general this area is unattractive and economically depressed. Many buildings are poorly maintained and are deteriorating. Landscaping is sparse and poorly designed. Signs and billboards are not attractive.
2. There are traffic safety problems on S.R. 11, including excessive numbers of driveways, poorly defined driveways, and inadequate sight distance for drivers entering the highway. The highway also is flooded and impassible when there are heavy rains.
3. There is no pedestrian system in the area.
4. There are no signs directing drivers to Columbus attractions, such as the Visitor's Center.
5. Odor problems, believed to be caused by the rendering plant and by the sewage treatment plant, are prevalent in parts of this area.



Residential

There are areas of single-family site-built houses in this area, along with some older mobile home parks. A significant

portion of the housing is in poor repair and is deteriorating. Improvement to much of this housing is not permitted and unwise because of its location much in flood hazard areas.

Commercial

While some commercial development, such as Wischmeier Nursery, is attractive and enhances the area, much of it is of a strip nature, with individual driveways along S.R. 11.

Industrial

There is limited industrial development in this area. Among the enterprises located here are Lee's Ready Mix and Meadows Metal.

Institutional

Southside School, located of C.R. 200 S, is slated to be restored to its original role as a middle school, and a new elementary school is to be built adjacent to it. The City of Columbus maintains a well field northeast of the school. There also are several churches in the area.

Open Space and Recreation

The White River and the creeks in the area are significant natural features, and because of the attendant floodplains, there is a great deal of open space. A county park, County Stadium, is located here, as is the 4-H Fairgrounds.

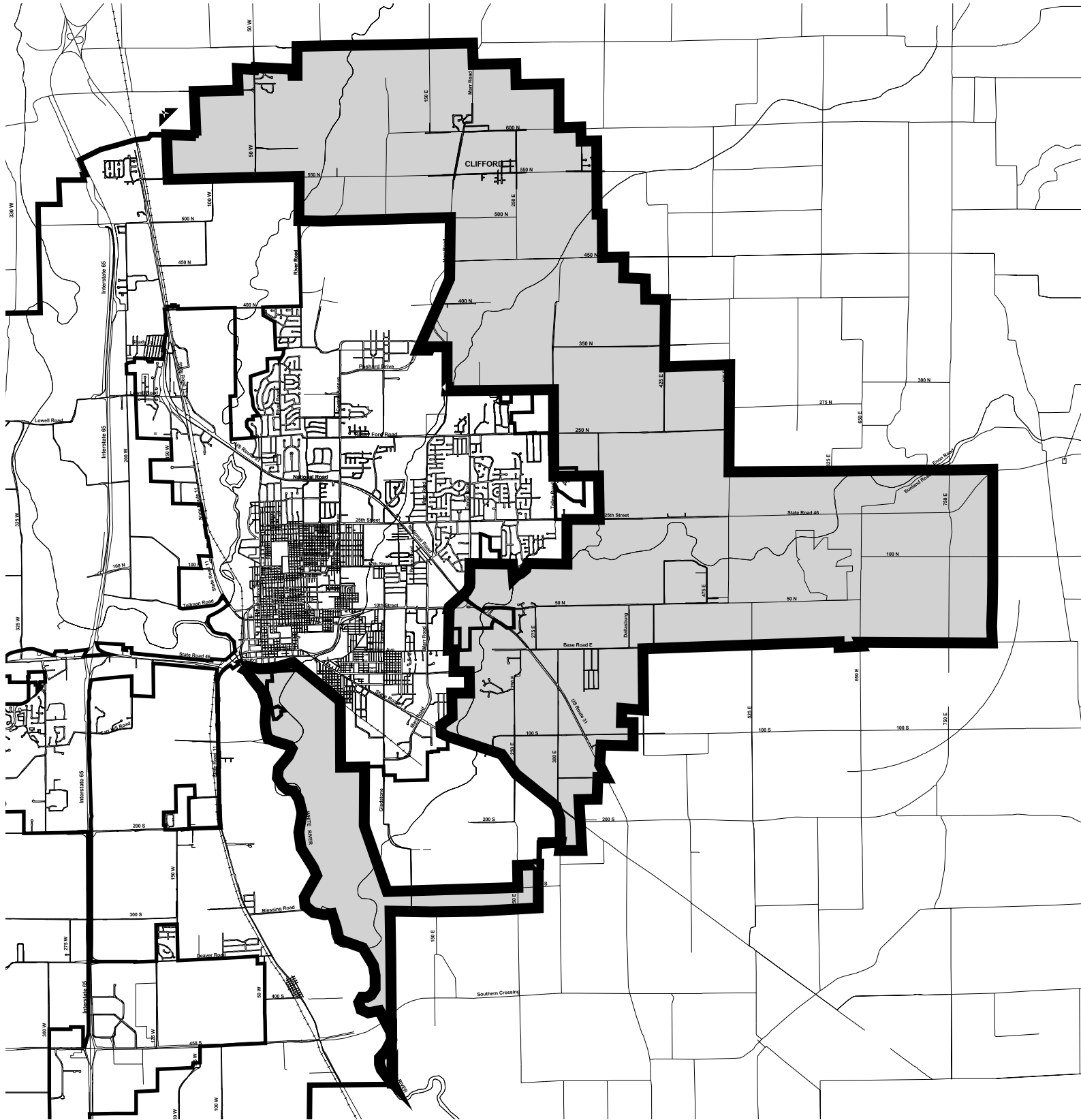
Agriculture

Agriculture remains active in this area, and because of the development limitations created by the floodplains, agricultural use is likely to continue.

Land Use Planning Principles for State Road 11 South

- New development should be limited in this area until traffic and flooding problems are resolved.
- Residential development should be encouraged only on land not subject to flooding and only where it is demonstrated that the traffic can be accommodated safely.
- Encourage needed improvements to SR 11 as soon as possible.

- The fairgrounds property is an underutilized resource, and year-around use should be encouraged.
- New development on arterial and collector streets should be permitted only where common access points can be provided; the strip development pattern should not be continued.



Eastern Rural Area



Eastern Rural Area

Character

General

This area is predominantly agricultural, with a few subdivisions, scattered rural housing and some businesses. Four state highways enter the area. Although the Town of Clifford is located within this area, it is incorporated and not covered by this plan. The area is generally flat. The area also contains parts of the community's river system, with Clifty Creek, the East Fork of the White River, Haw Creek and the Flat Rock River all partly located here. There are significant areas subject to flooding.



Citizens working on the land use plan noted that there are many buildings in this area that are poorly maintained.

Residential

Most housing in this area is located on farms or scattered along county roads. Some small, older subdivisions such as Jewell Village and Dellasburg are located here, as are some newer developments such as Highland Ridge, Prairie Stream Estates, and the Meadows at Otter Creek. Most of the housing is outside the city limits, and the lack of adequate sewage disposal and water supply serves as a deterrent to new development. Within Sand Creek Township, partly located within the Eastern Rural area, there



are a number of houses of historic significance. A 1979 report published by the Indiana Department of Natural Resources, Division of Historic Preservation and Archeology, and the Historic Landmarks Foundation of Indiana identified these structures. A Historic Landmarks Foundation of Indiana field investigation in 1999 confirmed the continued existence of these houses.

Participants in the planning process cited the strip residential developments and scattered subdivisions as an undesirable land use pattern. Scattered housing is isolated from shopping and services. It is expensive to provide with services, and it wastes land.



Commercial and Industrial

There is little commercial or industrial use in this area. Larger businesses include Force Construction is one of the larger businesses in the area. There are a few rural businesses scattered within the area.

Institutional Uses

Clifty School is located in this area, as are several churches.

Open Space and Recreation

The rivers, creeks and floodplains create vast areas open space. There is recreational land adjacent to Clifty School. The most significant recreational facility in this area is Otter Creek Golf Course, which belongs to and is located in the City of Columbus.

Agriculture

Farming is the predominant land use in this area. The lack of public facilities and services coupled with the extensive flood plains make it likely that agriculture will continue to be the primary use for the next 20 years.

Land Use Planning Principles for the Eastern Rural Area

- Agriculture should continue to be the dominant use in this area.
- All non-farm related development relying on septic systems should be prohibited.
- Residential development should be permitted only in areas contiguous to existing developed areas and should be annexed to the City of Columbus wherever possible. Strip residential development should be prohibited.
- Structures of historic significance, particularly concentrations of these structures, such as the houses in Sand Creek Township, should be protected wherever possible.
- Because of concerns regarding noise and safety, residential development should not be permitted adjacent to the Columbus Municipal Airport.
- To complement the efforts to attract industry at the airport, the land directly north of the airport should be reserved for a business/industrial park where companies can own rather than lease the land.
- Commercial and industrial development should be located only along arterials or at major intersections. This development should be in neighborhood business centers or rural business centers, not on individual parcels with separate curb cuts.