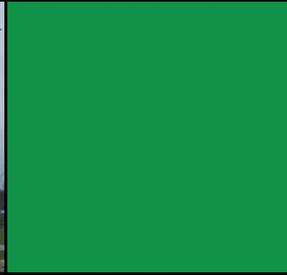
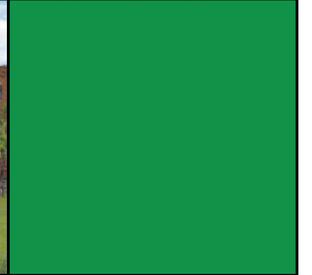


# GROVE CITY 2050

*Growing Forward*

## Community Plan

JANUARY 16, 2018



RESOLUTION NO. CR-04-18

A RESOLUTION TO ACCEPT THE GROVECITY2050 COMMUNITY PLAN

WHEREAS, the Mid-Ohio Regional Planning Commission published their insight2050 report with the goal to prepare the Central Ohio Region for future growth and to guide and inform local decision making; and

WHEREAS, Grove City Council recognized and affirmed the insight2050 project with the adoption of Resolution CR-22-16 and with the same resolution supported the commencement of GroveCity2050; and

WHEREAS, the GroveCity2050 initiative began with the appointment of a 30-member Steering Committee, endorsed by City Council with the adoption of Resolution CR-38-16; and

WHEREAS, staff has worked with numerous community and regional partners in the drafting of the GroveCity2050 Community Plan and engaged the community for input through workshops and open houses over the past 18 months; and

WHEREAS, the GroveCity2050 Community Plan will serve as a guide to help the City make decisions that build upon its success and capitalize on Central Ohio's growth and changing demographics, while remaining rooted in the community's values and aspirations; and

WHEREAS, the GroveCity2050 Community Plan integrates multiple aspects of planning for the future of the community, from land use, transportation and economic development; and

WHEREAS, the GroveCity2050 Community Plan contains detailed actions stemming from community goals and objectives to proactively shape where and how the community will further develop.

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GROVE CITY, STATE OF OHIO, THAT:

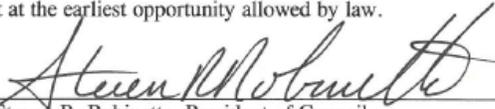
SECTION 1. This Council hereby accepts the GroveCity2050 Community Plan dated January, 2018.

SECTION 2. This resolution shall take effect at the earliest opportunity allowed by law.

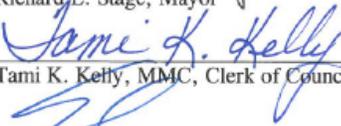
Passed: 01-16-18  
Effective: 01-16-18

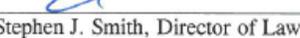
I Certify that this resolution  
correct as to form.

Attest:

  
Steven R. Robinette, President of Council

  
Richard L. Stage, Mayor

  
Tami K. Kelly, MMC, Clerk of Council

  
Stephen J. Smith, Director of Law



For questions regarding this plan, contact:  
Grove City Development Department  
614-277-3004 / development@grovecityohio.gov

# A MESSAGE FROM MAYOR RICHARD L. “IKE” STAGE

GroveCity2050 is a community-focused planning tool designed to help ensure that Grove City is prepared to facilitate planned growth through the year 2050 while keeping true to the small-town traditions we all know and enjoy. Having a strong, involved citizen base was essential to the initiative from the beginning.

We received and assimilated significant response during the past 18 months and perhaps the most central theme is how important it is to retain Grove City's character.

## **Key elements of community involvement included:**

106 people participated in the How Will We Grow Workshop  
Of the 106 participants, 83 completed exit questionnaires (78%)  
120+ people participated in the online activity  
Significant interest in the materials on social media

## **What we heard from the community:**

347 Community treasures  
473 Community opportunities  
590 Map-based comments

## **Our community treasures included:**

“Small-town feel” (friendly, family-oriented)  
“Town Center” (unique, improving)  
“Parks, recreation, festivals” (bikeways, programs)  
“Existing amenities” (festivals, facilities, retail)  
“Nice neighborhoods” (affordable)

## **Land use opportunities cited:**

Town Center and Beulah Park (destination, unique amenities, housing)  
Variety of new housing for all groups (young professionals, seniors, families)  
Appearance of gateways and commercial corridors (emphasis on quality in development)  
Parks (new major recreation/sports facilities)  
Planned, logical growth (infill and redevelopment)

## **Transportation opportunities:**

More street connectivity  
Walkable areas  
More bikeways (trails, multi-use paths)

The community involvement was invaluable and validated our recent community surveys and it is not by chance that Grove City was the only central Ohio city named Best Hometown by Ohio Magazine for a second time.

We are forever indebted to the boundless support and cooperation we receive from City Council, South-Western City School Board, Jackson Township Trustees, Grove City Area Chamber of Commerce, Grove City Area Visitors and Convention Bureau, Southwest Public Libraries Board and our community volunteers. With the redevelopment of Beulah Park on the horizon, GroveCity2050 becomes even more important to ensure the development reflects the principles of the community today through 2050.

Mayor Richard L. “Ike” Stage

January 16, 2018

# ACKNOWLEDGMENTS

The City of Grove City offers immense gratitude to the following individuals for their commitment and dedication in assisting with the development of the GroveCity2050 initiative. Sharing their knowledge, thoughts and ideas rendered an invaluable service to the community.

Richard L. "Ike" Stage, Mayor  
Charles W. Boso Jr., City Administrator  
William F. Vedra, Jr., Deputy Administrator

## GROVE CITY COUNCIL

Steve Robinette, President, At-Large  
Ted Berry, Ward 1  
Jeffrey Davis, Ward 2  
Christine Houk, Ward 3  
Roby Schottke, Ward 4  
Steve Bennett (Former Member)  
Tami Kelly, Clerk of Council

## PLANNING COMMISSION

Julie Oyster, Chair  
Mike Linder, Vice-Chair  
Gary Leasure  
John Dubos  
Jim Rauck  
Charles W. Boso Jr. (Former Member)

## CONSULTANTS

Jamie Greene, Planning Next  
Michael Curtis, Planning Next

## DEVELOPMENT DEPARTMENT

Kyle Rauch, Development Director  
Kim Shields, Community Development Manager  
Dan Havener, Economic Development Manager  
Kendra Spergel, Development Planner  
Mary Havener, Development Assistant  
Molly Frasher, Development Assistant

## PLAN CONTRIBUTORS

EMH&T  
Landplan Studios  
Randall Gross, Development Economics

Thank you to all City staff members who contributed to this plan.

## STEERING COMMITTEE

Wendi Faulkner – Co-Chair	Jason Koma
Ed Fleming – Co-Chair	Mathew Jordan
Chas Adams	Michelle Kanode
Pete Benkowski	Lisa Lagana
Nicole Blau	Ty Marsh
Ben Brace	Peggy Mosher
Jodi Burroughs	Brenda Newman
Gail 'Karen' Cash	Jason Norris
Alyssa Chenault	Felicia Mann-Osei
Sandhya Elango	Jim Rauck
Alexis Fitzsimmons	Adam Slane
David Frea	Daniel Snyder
Andrew Furr	Doug Swartz
Jeffrey Kasler	Alice Sweeley
Stan Kirtlan	Kacie Waugh

## WORKING GROUPS

### Land Use & Transportation

Nicholas Amicucci  
Chris "CJ" Andrews  
Mike Baker  
Jack Benjamin  
J.P. Blackwood  
Amanda Brofford  
Michael Brown  
Edward Carmichael  
Thomas Chahine  
Trina Clouser  
Michael Esposito  
Michelle Francisco  
Marvin Holt  
Teresa Isner  
Rob Jech  
J Allen Jones  
Roger McArtor  
Jenny Rauch  
Jenny Thomas  
Kelly Wolfe

### Economic Development

Tricia Barbee  
Ken Beraduce  
Tim Bowers  
James Edwards  
Ryan Forish  
Robert Gardner  
Erica Hawkins  
Amy Jackson  
Timothy Keck  
Sarah Kipe  
Michael Lewis  
Sarah Lilly  
David Logan  
Bryan Mulvaney  
Brandi Newland  
Michael Phillips  
Sharon McCloy Reichard  
Allison Robinson  
Steven Robinette  
Stephen Torsell

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## REGIONAL RECOGNITION

GroveCity2050 received recognition regionally for exceptional planning practices.

### AMERICAN PLANNING ASSOCIATION - OHIO CHAPTER BEST COMPREHENSIVE PLAN (SMALL JURISDICTION)

Biennially, the Ohio Chapter of the American Planning Association (APA) honors outstanding planning and planning leadership in Ohio. In 2017, GroveCity2050 was given the award for Best Comprehensive Plan for a Small Jurisdiction (with a population under 100,000). The awards were presented at the APA Ohio Statewide Planning Conference in Athens, Ohio on September 28, 2017.



GroveCity2050 was highlighted for its ingenuity in integrating land use, transportation and economic development into one strategy, and for its robust public engagement process.

### MID-OHIO REGIONAL PLANNING COMMISSION'S SUMMIT ON SUSTAINABILITY

The Summit on Sustainability is MORPC's signature environmental conference, bringing hundreds of community leaders together to explore and share sustainable ideas and solutions, and to celebrate individual and collaborative sustainability efforts.

GroveCity2050 was featured as part of the 2017 Summit on Sustainability Keynote Luncheon, from the aspect of sustainable land use practices. In a Pecha Kucha style presentation, staff presented the various aspects of sustainability highlighted in GroveCity2050 including focused growth, infill development, higher densities where appropriate and low impact design.



### CONFERENCE AND WORKSHOP BREAKOUT SESSIONS

GroveCity2050 was presented at numerous conferences and workshops in 2017, including the Central Ohio Planning & Zoning Workshop and the DesignColumbus Sustainable Building Education Day & Trade Show. These presentations were joint efforts with city staff, PlanningNext and MORPC to share the unique aspects of GroveCity2050.

# 1

## EXECUTIVE SUMMARY

In early 2016, Grove City's leadership launched the GroveCity2050 initiative to update the City's plans and policies and proactively shape where and how the community will grow.

GroveCity2050 leverages regional insight regarding central Ohio's projected growth while remaining rooted in the community's values and aspirations. The plan serves as a guide to help the City make decisions that build upon its success while capitalizing on central Ohio's growth and changing demographics.

### Why GroveCity2050?

GroveCity2050 represents a special moment for the community to take stock of its success, respond to trends and develop policies to guide growth.

- > **Grove City has been and is expected to remain one of the fastest growing municipalities within Central Ohio.** With a reputation as a great hometown offering a high quality-of-life and amenities to a diverse population, the City has experienced significant residential and non-residential growth.
- > **Grove City's last Land Use Plan was approved in 1999 and much has changed.** The local and regional contexts are changing. Demographic trends indicate shifting needs and preferences for the types of places where people choose to live and work, as well as how they travel.

### What is different about this plan?

GroveCity2050's process, content and intended use together represent a new approach to long-term planning in Grove City. GroveCity2050 is...

- > **A process guided by community input.** More than any plan in the City's past, GroveCity2050 was shaped by community ideas, values and aspirations. A diverse steering committee helped lead the community outreach effort and translate ideas into recommendations.
- > **A more integrated plan.** This plan integrates land use, transportation and economic development into a mutually supportive set of strategies. It also utilizes findings of insight2050, a regional analysis that projects how central Ohio is expected to change over the coming decades and how local policies can impact that change.

Leveraging the work of the Mid-Ohio Regional Planning Commission's (MORPC) insight2050 initiative, GroveCity2050 strives to maintain the City's great hometown reputation, while keeping it economically competitive and fiscally healthy. **By following the principles of this plan, Grove City will be...**

#### **A more enduring place**

where there is good stewardship of what we treasure while new development serves the needs of all demographics.

#### **A more connected place**

where mobility choices support desired land use, physical character and economic development efforts.

#### **A more prosperous place**

where there are growing opportunities and demand to live, work, and conduct business.

# LEVERAGING insight2050

This plan seeks to leverage the work of insight2050, a regional initiative to help communities prepare for development and population growth over the next 30+ years; a period projected to be dramatically different from the past.

## WHAT IS INSIGHT2050?

With the central Ohio region projected to grow by more than one million people and add an additional 300,000 jobs by 2050, the Mid-Ohio Regional Planning Commission (MORPC), Columbus2020 and Urban Land Institute (ULI) Columbus launched insight2050 in early 2014. insight2050 is designed to provide local and regional policy makers, business leaders, developers and public stakeholders with a clear and objective understanding of the impacts of varying growth and public investment decisions. insight2050 is not about producing a regional plan or regulating how land use decisions are made by



the more than 200 jurisdictions that make up the central Ohio region. Rather, it strives to provide decision makers and stakeholders with solid and defensible information about the fiscal, mobility, environmental and public health impacts of development and investment choices. insight2050 has two major phases described below.

## PHASE 1

The first phase produced a regional analysis that provided data to decision makers to understand the impact of future land use policies on specific factors that influence the region's quality of life. The report developed and compared four regional growth scenarios by type and pattern of development. These scenarios were then compared to assess the relative impacts on metrics including land consumption, infrastructure costs, air pollution, household expenses for transportation, utilities, public health and safety costs. The results were released publicly for comment on November 5, 2014.



### Past Trends

Develop in the same way as in the past.



### Planned Future

Develop according to recent community plans.



### Focused Growth

Develop with some infill and redevelopment.



### Maximum Infill

Most growth occurs as infill and redevelopment.

## PHASE II

The second phase provides tools to local governments to assist with planning activities and prepares communities for future demographic changes. Visit [getinsight2050.org](http://getinsight2050.org) to learn more.

This phase includes four components:

- 1) Outreach
- 2) Peer Learning
- 3) Best Practices
- 4) Development Resources

# KEY DIRECTION: TOWARD FOCUSED GROWTH

GroveCity2050 represents a departure from past trends and existing plans. It supports a **focused approach** to growth with greater infill and redevelopment by identifying ways the community can evolve to meet the needs of our future population while maintaining the best aspects of Grove City’s character.

In the spirit of the insight2050 Scenarios, GroveCity2050 supports the intent of Scenario C: Focused Growth.

## Alignment with insight2050 Metrics

Insight2050 evaluated regional growth scenarios using eight metrics. Four of these metrics demonstrate that GroveCity2050 supports the intent of Scenario C: Focused Growth over past plans.

Compared to past plans GroveCity2050 will reduce...



### Land Consumption

The amount of previously undeveloped land by:

- > Prioritizing infill and redevelopment over expansion of the urban area
- > Encouraging new development types that do not exist in Grove City today including compact and walkable mixed-use centers
- > Preserving open space as a valuable part of the community's character



### Local Fiscal Impacts

Capital expenditures, operations and maintenance (O&M) costs by:

- > Limiting expansion of water and sewer infrastructure
- > Designing streets to be only as wide as necessary
- > Emphasizing more high value employment focused land uses relative to the amount of new retail and low density residential development



### Transportation (in passenger vehicles)

Miles driven in passenger vehicles annually by:

- > Promoting transit-supportive development (density and mixed uses in appropriate locations)
- > Promoting more connected and walkable development
- > Expanding the bikeway network as a viable mode of transportation
- > Expanding opportunities to live and work in Grove City



### Household Costs

Transportation, home energy, and water costs by:

- > Reducing vehicle miles traveled, which reduces fuel use, insurance cost and vehicle maintenance
- > Encouraging an increased variety of housing types
- > Promoting and incentivizing energy efficient development

Similar to the Scenario Metrics Summary contained in insight2050, the charts below compare various metrics based on whether development continues according to past trends versus development in line with the recommendations contained within the GroveCity2050 Community Plan.

Land Consumption	Past Trends	GroveCity2050	Transportation	Past Trends	GroveCity2050	Fiscal Impacts	Past Trends	GroveCity2050
Average residential density per new household (hh)	3.3 hh/acre	3.8 hh/acre	Percent of Grove City Workers who live in Grove City	10%	15%	Annual revenue growth rate (3-year average)	4.3%	5.0%
City land area expansion per new household	0.82 acres	0.51 acres	Annual Vehicle Miles Traveled (VMT) per household	21,185 miles	19,278 miles	Annual O&M cost growth rate (3-year average)	3.6%	3.2%
Percent of residential growth through infill/redevelopment	10%	55%	Annual Greenhouse Gas Emissions from auto use per household	8.96 tonnes	7.93 tonnes	Average annual costs per acre (2016 dollars)	\$2,207	\$1,942
Percent of preserved land in study area	7%	10%	VMT cost per household (2016 dollars)	\$2,983	\$2,714	Average annual income tax revenue per acre (2016 dollars)	\$2,047	\$3,398
Previously undeveloped land urbanized	6,349 acres	3,925 acres						

# TRENDS AND OPPORTUNITIES

The following key national, regional and local existing conditions and trends underlie GroveCity2050's direction.

## Land Use and Growth

- > The 7-county central Ohio Region is expected to add more than 1 million people by 2050.
- > Over 80% of new households in central Ohio over the next 40 years will contain one or two persons with no children.
- > Nationally, suburban areas remain the preferred location for families but preferences are shifting to favor more walkable, connected and mixed-use settings.
- > Diverse housing options are important to appeal to the lifestyle needs and choices of shifting demographics, including the ability for existing residents to age-in-place.
- > Grove City has been one of the fastest growing cities in central Ohio over the past decade and that trend is expected to continue.
- > While there is a large amount of developable land where Grove City could grow, the costs of expanding utilities to serve aggressive outward expansion may not be feasible.
- > The City has some significant redevelopment opportunities (including Beulah Park) that offer unique opportunities to create places with characteristics that do not exist in Grove City today.

## Transportation

- > While the majority of trips will continue to be by automobile, there is growing demand for alternatives (nationally and in Grove City). Walking and cycling are not just for recreation but are valued as essential transportation modes.
- > Increasing transit ridership (particularly in the suburbs) caused COTA to reorganize its system in 2017 to offer better service.
- > Grove City benefits from access to two interstates, with three interchanges, but limited connectivity in some areas leads to traffic congestion.
- > Transportation infrastructure can support land use choices and economic development efforts, helping to ensure safety for all types of users, creating a quality environment and connecting workers and employers.

## Economic Development

- > Younger workers are increasingly making choices about where to live and work based on lifestyle preferences. "Character of place" and "sense of community" are two factors that can differentiate communities and help promote economic growth.
- > The healthcare industry is expected to experience the largest employment growth in central Ohio.
- > Forbes recently ranked Ohio #1 best state for business and #1 for quality of life. Columbus is frequently ranked as a top city for startup businesses.
- > Grove City's economy attracts workers from a large area. Most workers in Grove City live elsewhere, while most residents work elsewhere.
- > There are opportunities to diversify the economy so that more people can choose to live and work in Grove City.

# GUIDING PRINCIPLES

The following principles are statements of intent developed by the GroveCity2050 steering committee that frame the goals, objectives and actions contained in each chapter. These principles are based on the input received from community members, local businesses and public officials. They act to reinforce existing policies and articulate community values that guide this plan.

- 1. The City's small town character is preserved while continuing to bring additional employment opportunities, residents and amenities to the community.** Grove City's small town character is widely recognized and valued by residents and businesses alike. Growth should not diminish that quality but rather enhance it by strengthening the character of neighborhoods, streets, commercial and employment centers, parks and other community gathering places. The City will continue to provide attractive options for living, working, shopping, entertainment and community services to meet the needs of all age groups and income levels.
- 2. Quality design is emphasized for all uses to create an attractive and distinctive public and private realm.** The aesthetic qualities of private and public investments strengthen the uniqueness and appeal of the community. This includes areas under control of the city (e.g. streetscapes, community facilities, etc.) and private development. All development, but particularly highly visible sites at community gateways and along major corridors, should reinforce a positive community identity, while allowing for innovation and diversity of design.
- 3. Places will be connected to improve the function of the street network and create safe opportunities to walk, bike and access public transportation throughout the community.** Street and trail connectivity will be encouraged within and between neighborhoods, commercial districts, public facilities and adjoining communities. Creating an interconnected street pattern will offer more options for residents to arrive at their destinations, while decreasing vehicle miles, reducing congestion and improving wayfinding. Integrating bike paths and walking paths into new developments and areas undergoing redevelopment will increase opportunities for walking and biking throughout the community.
- 4. Future development will preserve, protect and enhance the City's natural and built character through sustainable practices, prioritizing parks and open space and emphasizing historic preservation.** New construction will be designed to reduce impacts on the natural environment including stream corridors, wetlands and stands of mature trees, and not detract from historically significant sites or structures. Future development will contribute to expanding the City's parks, open space and recreational amenities. The City will be proactive in identifying, acquiring or setting aside desirable land for parks and recreation facilities.
- 5. Development provides the City with a net fiscal benefit.** The City will consider the potential fiscal impact associated with any major development proposal. The fiscal impact will be assessed with an understanding that not all development provides a benefit. A balanced mix of land uses, along with a strong economic base, is essential for a desirable community with a high quality of life. The City must maintain a mix of land uses that provides necessary amenities while covering the cost of providing City services.

# GOALS AND OBJECTIVES

Three goals simply state the intended outcomes of GroveCity2050 for land use, transportation and economic development. Each goal is supported by several objectives that serve to organize 68 specific policies, projects and programs detailed in the plan. Like the principles, these goals are based on input from community members, the steering committee and other stakeholders.

## LAND USE

**Deliberate use of land resources that strengthen the quality and character of development while balancing redevelopment and strategic expansion with open space preservation.**

### OBJECTIVES

1. Ensure that future development reflects desired patterns and character
2. Place priority on developing under-utilized land and land adjacent to existing development served by infrastructure over undeveloped land on the City's edge
3. Focus on the Town Center and gateways for revitalization efforts and development aesthetics
4. Ensure that residential development will exhibit strong neighborhood qualities including walkability, integrated open space (parks) and a variety of housing options
5. Expand parks and recreational opportunities throughout the City
6. Be a regional leader in sustainable development
7. Expand efforts to plan collaboratively with area jurisdictions and organizations

## TRANSPORTATION

**Smart and safe transportation choices that offer reduced congestion, encourage desirable growth and character of place, and integrate private vehicles, public transportation, biking and walking.**

### OBJECTIVES

1. Design corridors to balance different users and modes of travel
2. Reduce congestion on major roadways without sacrificing character and walkability
3. Consider aesthetics and character of place in the design of all new roadways and redevelopment of existing roadways
4. Ensure that new developments are connected into the existing transportation network
5. Expand public transportation options
6. Expand the sidewalk and bikeway networks to provide connectivity within Grove City and the region

## ECONOMIC DEVELOPMENT

**Intentional use and deployment of strategic economic policies to diversify and strengthen the local economic base and workforce while broadening employment opportunities.**

### OBJECTIVES

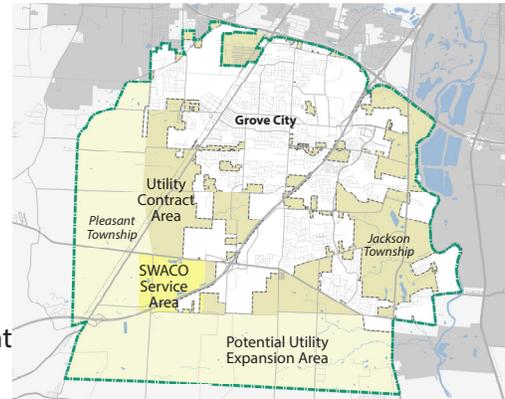
1. Diversify employment sectors to obtain the jobs desired by residents
2. Promote the City as a desirable place to do business
3. Foster and grow the entrepreneurial spirit
4. Provide infrastructure and public services to support and expand the City's employment centers
5. Advance higher education and expand on workforce training opportunities
6. Expand amenities to attract quality employers and continue to grow the tourism sector
7. Adopt policies to encourage and support a variety of development and business types
8. Partner with Solid Waste Authority of Central Ohio (SWACO) to promote "green" industries

# PLAN STRUCTURE

GroveCity2050 contains goals, objectives, specific actions (policies, projects and programs) and map-based policies that indicate the City’s intent as to where and how it will use land resources, make infrastructure investments and promote economic development.

## Planning Area

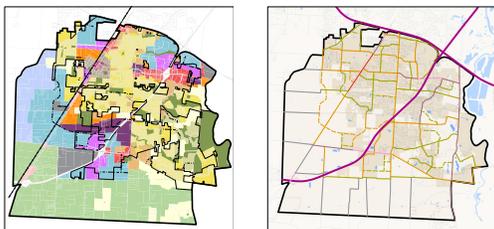
GroveCity2050 plans for an area much larger than Grove City’s current city boundary. The planning area utilized throughout the GroveCity2050 plan is Grove City’s water and sewer service contract area, as this is the area that Grove City could potentially expand into and have utility service from the City of Columbus. This area includes unincorporated land in both Pleasant and Jackson Township, as well as the Solid Waste Authority of Central Ohio (SWACO). Grove City has limited input in future development within SWACO’s service area.



## Plan Elements

The plan is organized into three elements: Land Use, Transportation and Economic Development. Each chapter contains an additional major component:

- > **Future Land Use and Character Map (page 23).** Expresses the intent for how Grove City should use its land resources in the future. This map identifies character areas which integrate attributes of urban form and function with land uses. Like a traditional future land use map, this map should serve as the basis for zoning changes and land use decisions.
- > **Future Street Network Map and Design Priorities (page 51).** This map integrates transportation and land use by classifying existing and future streets based on context and the needs of various users. This section of the plan should be used to evaluate the design of future street improvements.
- > **Target Industries (page 74).** A list of industries for recruitment and/or development in Grove City based on the City’s competitive advantages, analysis, community priorities and stakeholder input.



## Implementation

GroveCity2050’s final chapter describes how to use the plan and summarizes all the actions into a concise table that assigns recommended timing and primary responsibility to each. The plan will be implemented over time through City actions and by helping to direct the actions of private/public partners. The plan should be used regularly to support:

- > Capital Improvement Plans/Projects
- > Annual Departmental Work Programs and Budgets
- > Development Review and Approvals
- > Consistent Interpretation between City officials
- > Private Development/Investment Decisions

### ECONOMIC DEV. OBJECTIVE 2

#### Findings that support the objectives

Each element chapter begins with key findings from existing conditions and input that supports the objectives. Throughout the plan, the graphic to the left indicates that the topic being addressed relates to one of the chapter objectives.

## THE PLANNING PROCESS

The planning process was both intuitive and informed, shaped by input from the community and quantitative research. To ensure that the process was open, inclusive and transparent, a public engagement process was implemented with the help of a 30-member citizen steering committee.

### Steering Committee

A 30-member citizen steering committee guided the GroveCity2050 public process and helped to shape the plan's recommendations. The group was formed through a public selection process with nearly 100 applicants. Members were selected to represent the City's diverse interests. The committee acted as spokespersons for the planning effort, officially represented citizens in the planning process and provided direction and feedback to the planning team. The committee held eight official meetings and participated in community outreach during the process.



### Working Groups

Two working groups were created from applicants not selected for the steering committee. These groups discussed specific issues related to Land Use, Transportation and Economic Development and were key in the formulation of recommendations contained in the plan.



### How Will We Grow Workshop

On September 13, 2016 the planning team held a community workshop to gather public ideas and insight about where and how the City should grow. In the program, participants worked in small groups on two activities with trained volunteer facilitators. In the first activity, participants shared what they "treasure" most about Grove City. Then they discussed "opportunities" for the City's future. The second activity asked groups to identify "strong" and "weak" places on a map of the community and why those places were strong or weak.

An online version of the workshop activities was also made available on the project website through the end of September 2016.

Over 230 people contributed ideas and opportunities for Grove City's future. Just over 100 people participated in person at the How Will We Grow Workshop and more than 120 additional people contributed by means of the online survey.





## Community Input Summary

“What do you treasure most about Grove City?”

- > Small town feel (friendly, family-oriented)
- > Town Center (unique, growing)
- > Parks, recreation, festivals (bikeways, programs)
- > Existing amenities (festivals, facilities, retail)
- > Desirable neighborhoods (affordable)

“What are the greatest opportunities for the future of Grove City?”

### Land Use

- > Town Center and Beulah Park (destination, unique amenities, housing)
- > Variety of new housing for all groups (young professionals, seniors, families)
- > Appearance of gateways and commercial corridors (emphasize quality in development)
- > Parks (new major recreation/sports facilities)
- > Planned, logical growth (use available land and improve what we have)

### Transportation

- > Reduce traffic congestion (Stringtown Road and Interchanges)
- > More street connectivity
- > Walkable areas
- > Improved transit service
- > More bikeways (trails, multi-use paths)

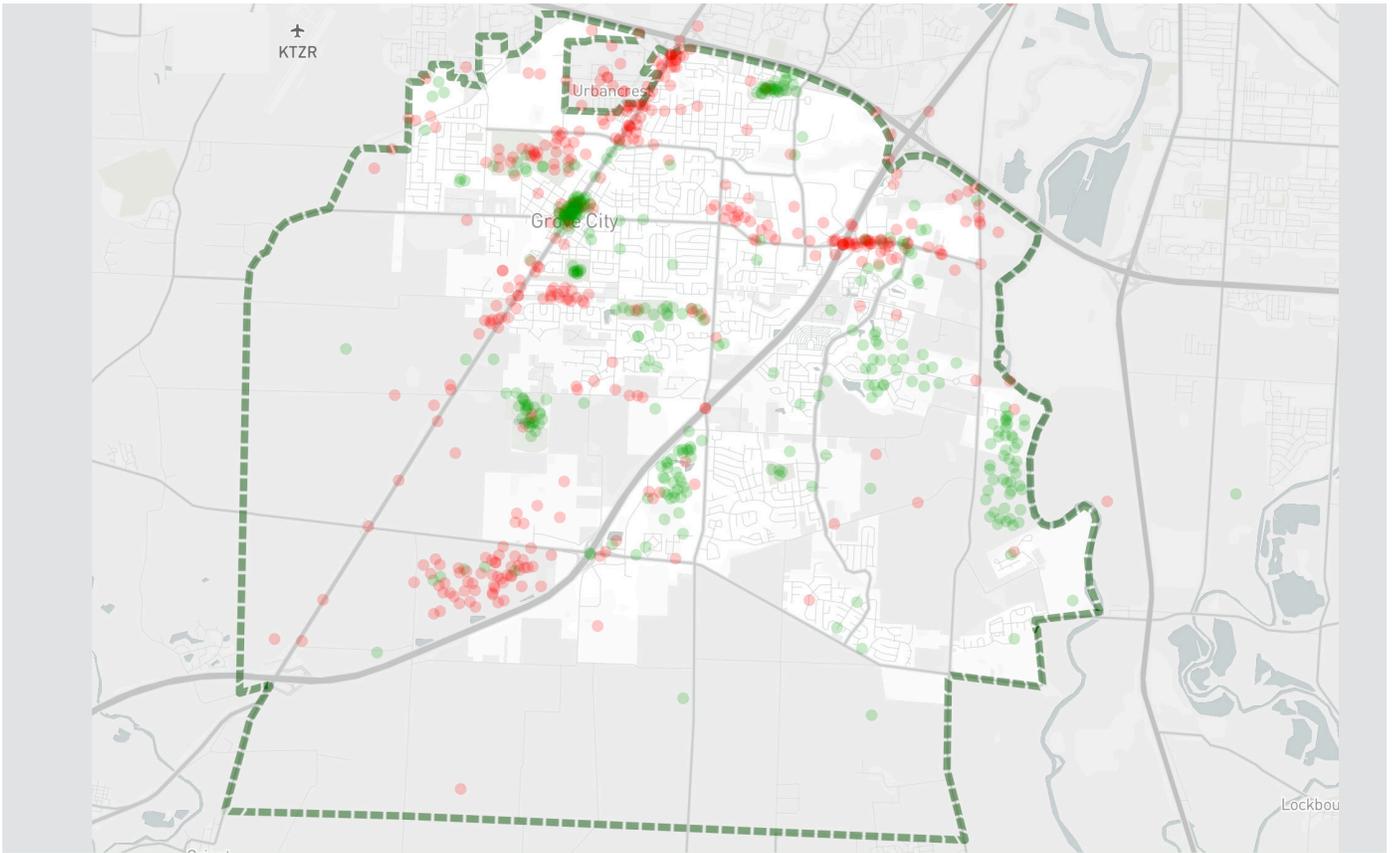
### Economy

- > Beulah Park – mixed use development (employment, neighborhood and civic)
- > More diversity of retail, entertainment and services
- > Expand our tax base and diversify (small businesses, professional jobs)
- > Maintain small town feel while improving our external image

## PUBLICITY AND OUTREACH

The Steering Committee carried out a word-of-mouth outreach and publicity campaign, visiting community festivals and presenting to civic groups in order to spread the word.





## Mapping Opportunities

Participants were asked to identify strong and weak places within Grove City by placing a dot on a geographic location on the map. The map above shows areas that participants considered strong (green) and weak (red) places to be. The darker colors on the map indicate more dots placed at that location.

In addition to stating whether they felt a place was strong or weak, they were asked to identify opportunities associated with those places. Below is a list of opportunities identified by participants, grouped by their general location in Grove City.

### Town Center

- > Continue to encourage reuse of buildings and redevelopment
- > Capitalize on the unique, authentic place
- > Encourage more amenities (entertainment, restaurants, etc)
- > Preserve, strengthen historic character

### Rt. 62 North and South of Town Center

- > Improve the appearance of the corridor and adjacent development

### Beulah Park

- > Unique opportunity to create a destination center with a mix of uses

### Hoover and Stringtown Roads

- > Redevelop older retail
- > Improve appearance of corridor

### I-71 / Stringtown Rd. Interchange

- > Improve efficiency of interchange

### Stringtown Road East of I-71

- > Improve safety (traffic, pedestrian)
- > Improve appearance
- > Improve circulation and reduce traffic congestion

### Mount Carmel Hospital Area

- > Leverage development to grow other employment uses

### Area around SWACO

- > Economic development

### Metro Park and other parks

- > Draw more visitors to the area
- > Add more bike paths from neighborhoods to parks

## Research and Analysis

The effort involved an analysis of existing conditions in the area related to land use, infrastructure, development capacity, transportation conditions and economic opportunities. It also involved a review of the City's existing plans and studies, including the 1999 Land Use Analysis and the adopted land use plans for Jackson and Prairie Townships, in an effort to better understand similarities and differences in both the adopted policies and development practices among jurisdictions.

Land use analysis included:

- > Regional trends
- > Present land use
- > How much land is available
- > Infrastructure investments and capacity (impact on land use)

Transportation analysis included:

- > Existing street network conditions and capacity
- > Opportunities for improving mobility
- > Bike and pedestrian paths
- > Transit service

Economic analysis included:

- > The City's economic base and competitive advantages
- > A target industry assessment to identify opportunities to continue diversifying the City's economy and leveraging existing assets and private investments

Key findings of the analysis are described in relevant areas throughout the plan.

---

## Stakeholder Input

In addition to input from the general public, targeted meetings and interviews were conducted with stakeholders to better understand their needs, hopes and concerns. The stakeholder groups included regional planning groups such as the Mid-Ohio Regional Planning Commission (MORPC), the Central Ohio Transit Authority (COTA) and Columbus2020, elected officials, developers, county planning officials, school district and business representatives in key sectors including technology/entrepreneurial, real estate, manufacturing, logistics and health care among others.

Additionally, an online survey was conducted of businesses in Grove City to collect information on the business base and to assess the City's competitive advantages for various types of businesses.

---

## Public Open House

An open house event was held on March 22, 2017 to share the plan's direction and to test the draft plan recommendations with the public.

The open house presented the plan on display boards and asked participants to evaluate the recommendations and provide written comments of support or concern. Staff and members of the planning team answered questions and spoke one-on-one with participants.

Following the open house, the presentation material was posted on the GroveCity2050 website and additional comments were collected electronically.





"Good job! Thank you for a thoughtful process and insightful look to the future."  
Public Workshop Comment

"The city as a whole is very welcoming and whether you are new to the city or have been here a long time, you immediately feel welcomed and part of the community."  
Public Workshop Comment



# 2

## LAND USE

Over the past two decades, Grove City has been among the fastest growing cities in the central Ohio region and is expected to continue to grow in this manner. This land use plan guides growth in a way that maintains and enhances the qualities residents treasure, while keeping the City fiscally strong.

### GOAL

**Deliberate use of land resources that strengthens the quality and character of development while balancing redevelopment and strategic expansion with open space preservation.**

### OBJECTIVES

1. Ensure future development reflects desired patterns and character
2. Place priority on developing under-utilized land and land adjacent to existing development served by infrastructure over undeveloped land on the City's edge
3. Focus on the Town Center and gateways for revitalization efforts and development aesthetics
4. Ensure that residential development will exhibit strong neighborhood qualities including walkability, integrated open space (parks) and a variety of housing options
5. Expand parks and recreational opportunities throughout the City
6. Be a regional leader in sustainable development
7. Expand efforts to plan collaboratively with area jurisdictions and organizations

### CHAPTER ORGANIZATION

Key Findings and Opportunities	14
Development and Conservation Strategy	21
Future Land Use and Character	22
Actions	32

The land use chapter's objectives would positively impact all of the insight2050 metrics.



**Land Consumption**



**Local Fiscal Impacts**



**Transportation  
(in passenger vehicles)**



**Household Costs**

# KEY FINDINGS AND OPPORTUNITIES

## The region is growing.

The central Ohio region, made up of Franklin County and the six adjacent counties: Delaware, Fairfield, Licking, Madison, Pickaway and Union, is the fastest growing region in the State of Ohio. This area has roughly 1.9 million people and grew by nearly 350,000 since the year 2000. According to the State of Ohio and MORPC, by the year 2050, central Ohio's population is expected to be 25 percent greater than in 2010, adding more than 500,000 people for a regional population of 2.4 million and adding over 300,000 jobs. However, if the growth rate experienced between 2010 and 2015 continues, the region's growth could be closer to one million.

## Growth is expected to occur differently than in the past.

In alignment with national trends, the central Ohio region will experience significant demographic changes in the coming decades. According to insight2050, nearly 80 percent of the region's growth in the last two decades (1990 to 2010) was among 35 to 64-year-olds. But, over the next two decades, this same group will account for only 31 percent of growth, while 80 percent of future growth will be among Baby Boomers (over age 65) and young adults (those under age 35). Households with children will account for less than 20 percent of projected growth.

Grove City's population change has shown similar trends. While all age groups have increased in number since 2000, the two fastest-growing sectors have been the groups under age 35 and over age 55. The 55-64 year old group was by far the fastest growing group (increasing by 116 percent while the total population grew by 37 percent). An aging population has many implications for city policy including the type of housing available, transportation access and safety, healthcare facilities, retail, service and recreational needs.

## Preferences are Changing

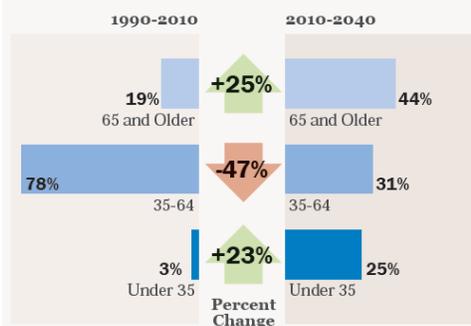
The anticipated demographic shifts have implications for the kinds of places that people will prefer to live and work. The Baby Boomer generation fueled the growth of single family housing development in central Ohio over the past 20 years. As this group ages, it is anticipated that housing demand will shift.

**Recent studies by the National Association of Realtors, the Urban Land Institute and other organizations are pointing towards increasing preferences for walkable communities where daily needs are close to homes and jobs.**

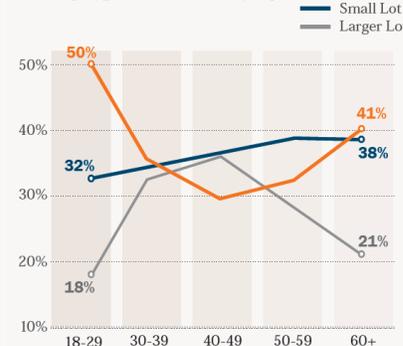
Many communities in central Ohio are already seeing growing demand for homes on smaller lots and attached housing styles (existing and new development) as well as housing that supports a low-maintenance lifestyle.

As the Baby Boomer generation continues into retirement and is replaced by younger workers, businesses are also seeing these preferences. In response, many growing businesses are choosing to locate in environments that integrate places to live, work, play and access daily needs.

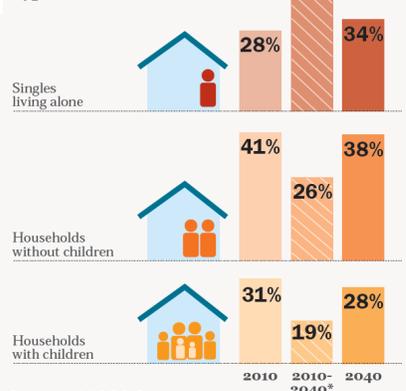
**Columbus MSA Current and Future Household Growth Share by Householder Age**



**Housing Type Preferences by Age**



**Columbus MSA Current and Future Households Growth by Type**



Source: MORPC

## Grove City is projected to grow.

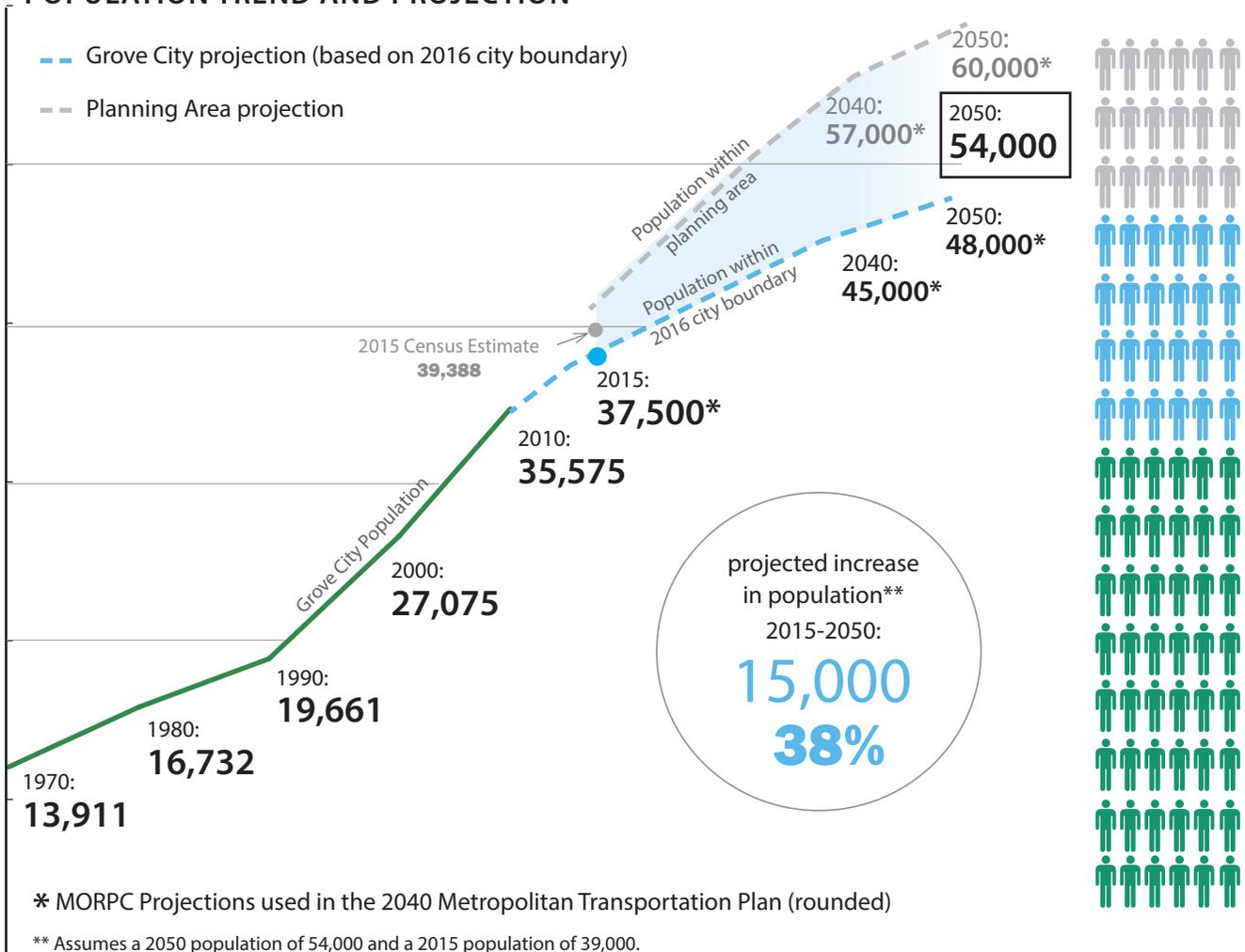
Located adjacent to Columbus, access to regional transportation networks (Interstate highways and Rickenbacker Intermodal), ample development capacity and significant recent public and private investments, Grove City is strongly positioned to accommodate a significant share of the region's growth. One benefit of central Ohio's prosperity is that it affords Grove City the opportunity to be selective about where and how it grows.

Grove City has been among the fastest growing cities in central Ohio over the past 15 years. Since the year 2000, the City's population has increased by approximately 12,000 people (based on the 2015 Census estimate) and is projected to grow by at least another 10,500 people by 2050.

MORPC's population projections in the 2016-2040 Metropolitan Transportation Plan provide an assumption about future growth in Grove City. That model projected population for 2025, 2040 and 2050 using a 2015 estimate as a baseline. That 2015 baseline is lower than the most recent estimate by the US Census, released later in 2015.

The blue dashed line in the chart below corresponds roughly to the projected population within the City's current area, while the gray dashed line above represents the projected population within the study area. Grove City's boundary is likely to expand over this time period, so the City's future population may fall between the blue and gray projection lines. An average of the two 2050 projections (54,000) yields a 38 percent increase in population (15,000) and a 51 percent increase in households (7,700).

### POPULATION TREND AND PROJECTION



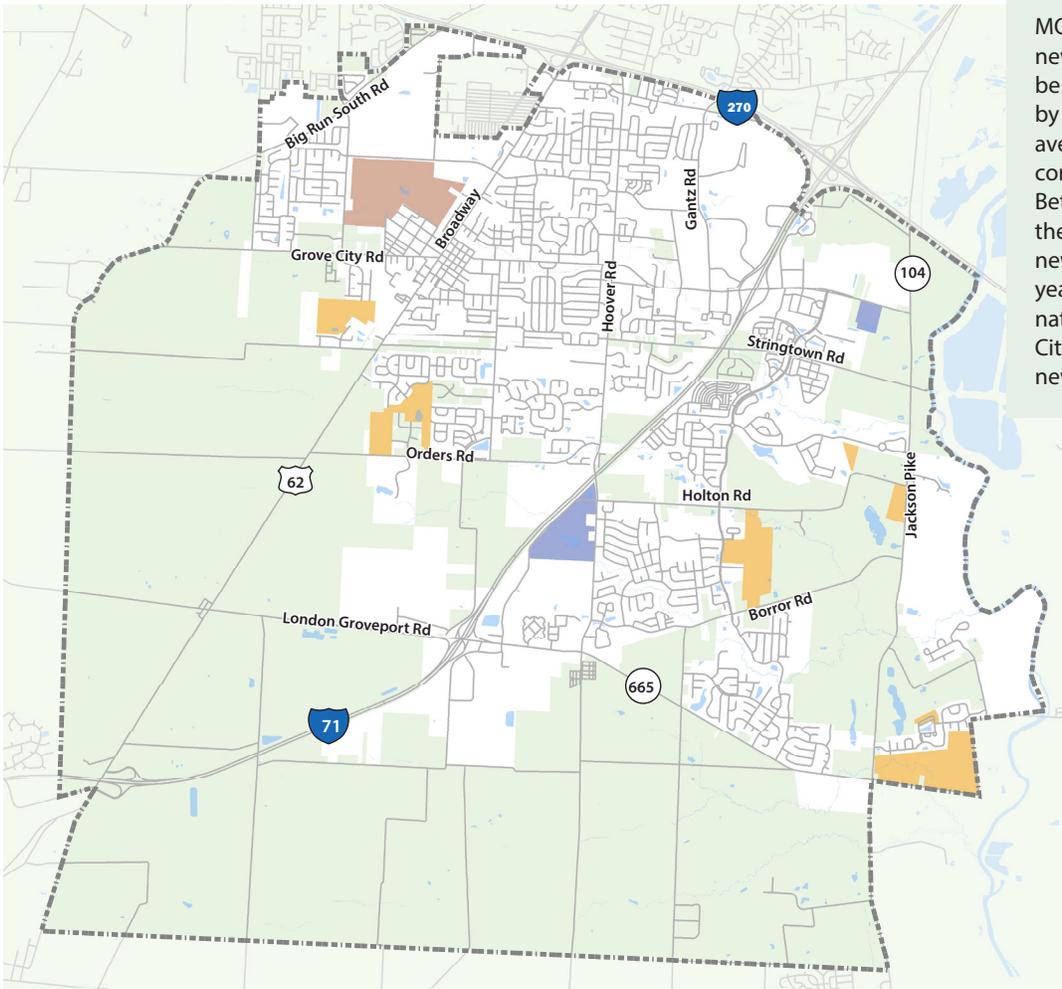
**Approved and developing residential areas can accommodate some of the projected growth.**

One of the main priorities of the GroveCity2050 plan is to ensure that the City is properly positioned to accommodate the projected growth for the area.

The Development Pipeline Map below shows that there are many areas currently approved for new residential construction in Grove City that are not fully developed or that have previously been approved for residential construction but plans have expired. These areas show a capacity to develop over 1,000 new residential units throughout Grove City.

Although plans have expired in some of the areas shown on the map below, the number of units previously approved on these sites shows the capacity for this land for future development.

There are also multiple significant non-residential or mixed-use developments occurring in the City which are anticipated to bring more jobs and encourage residential growth. Mount Carmel Health’s Grove City campus is currently developing at the intersection of North Meadows Drive and Hoover Road, and OhioHealth is building its medical campus on Stringtown Road. Both of these developments will add jobs and encourage new residential growth. Beulah Park is expected to redevelop in the near future and is anticipated to include a mix of housing, civic, commercial and employment uses.



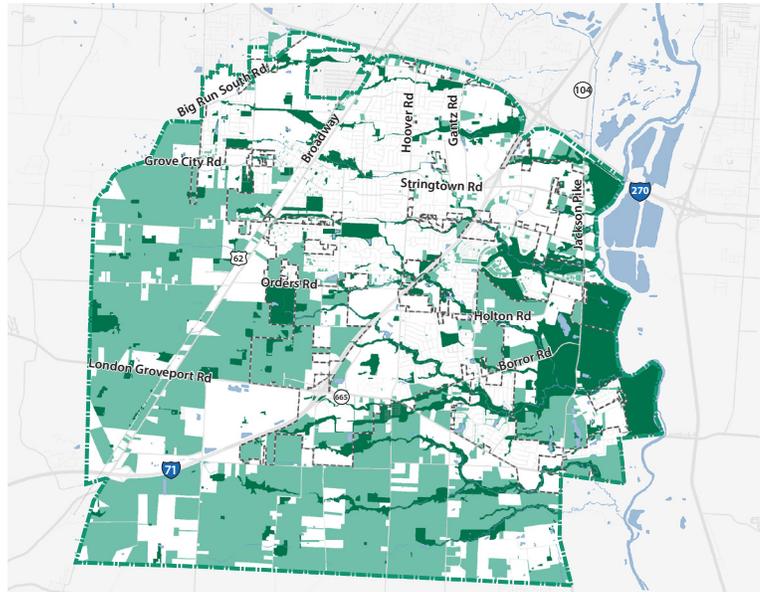
MORPC projects 7,700 new housing units to be built in Grove City by 2050, requiring an average of 220 units constructed annually. Between 2012 and 2016 the city averaged 135 new housing units per year. Prior to the 2008 national recession, Grove City was exceeding 230 new units per year.

**DEVELOPMENT PIPELINE MAP**

- ■ ■ Study Area
- Residential pipeline
- Non-residential pipeline
- Mixed use pipeline

**There is a significant amount of developable land in the planning area, but much of that land is outside of the current city limits and beyond the City’s contract utility service area.**

As the City looks to accommodate future growth, it is necessary to determine what land is appropriate for future development. The amount of developable land in the planning area was calculated by adding agricultural land and vacant land, then subtracting the environmentally constrained lands. The planning area contains 9,388 acres of potentially developable land, which is approximately 40 percent of the planning area. Nearly all of the developable land is located south and west of the current city boundary. The map to the right identifies land within the planning area that is deemed appropriate for future development.



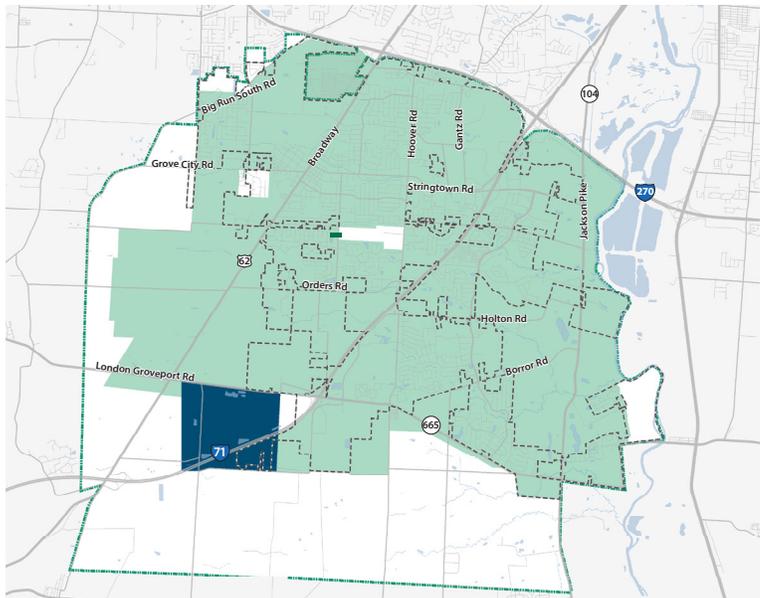
**DEVELOPABLE LAND**

- Study Area
- Developable Land
- Grove City
- Environmentally Sensitive Areas

The map above is based on land use information obtained from Franklin County in August 2016. Only sites classified by the County as vacant or agricultural are shown as developable. Some larger sites that are partially developed may not be shown as developable. This map also does not show sites with redevelopment potential.

**Feasibility of providing utility service limits development potential.**

The likelihood that a site will develop and how it may develop is dependent upon the availability of public water and sewer infrastructure. While a parcel of land may be identified in the Developable Land map, the ability to provide sanitary service to a site places more of a limit on development potential for land. The Existing Sewer Tributary Area map shows the area that can be served with sanitary sewer infrastructure based on the existing system. Urban development beyond this area, particularly south of SR 665, would require significant investment to expand the system.



**EXISTING SEWER TRIBUTARY AREA**

- Study Area
- Tributary Area (served by existing sanitary sewer infrastructure)
- Grove City
- SWACO Water Service Area

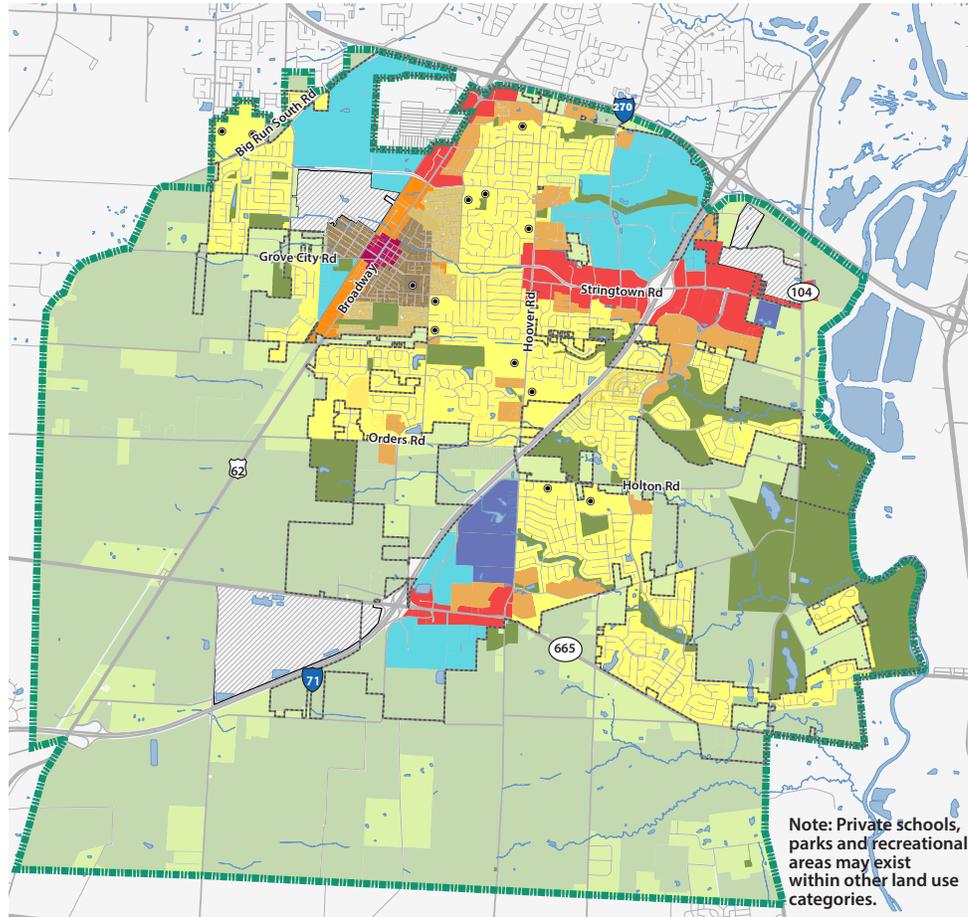
Combining these maps shows the areas most suitable for growth on undeveloped land. On page 21, the Development and Conservation Strategy focuses on expansion within this area and also identifies locations appropriate for future infill and redevelopment.

## Grove City's early settlement occurred around the Town Center and progressed along major corridors as they developed.

The original plat for the Village of Grove City was approved in 1852 and growth occurred primarily in a concentric pattern around the historic Town Center as compact, walkable neighborhoods with a mix of uses and housing types. With the construction of I-71, and later I-270, development progressed along major road corridors in a southeast direction. Since that time, development has tended to separate uses and exhibit a more automobile-oriented pattern. The existing land use patterns are illustrated in the map below.

Approximately 60 percent of Grove City's current land area is residential; however, residential land uses make up only 30 percent of the overall planning area. Between 80-90 percent of all residential uses are single-family. Agriculture has the largest footprint in the planning area, covering 38 percent of the land. This agricultural land exists almost entirely outside of the Grove City municipal boundary. The City includes several nodes of office/industrial and retail/commercial uses, with little mixing of land uses within these districts.

These patterns are similar to development patterns in other Central Ohio Communities.



### EXISTING LAND USE

- Town Center Core:** Historic and civic core, features a mix of commercial, office and residential uses.
- Commercial Center:** Community- and regional-scale commercial development situated near and along major roadways.
- Commerce / Flex Office:** Light industrial development, warehousing and supporting office uses.
- Office Campus:** Office or institutional campuses. May include a cluster of buildings with related use and purpose.
- Town Center Neighborhood:** Residential neighborhoods defined by their walkable proximity to the Town Center Core and grid street pattern.
- Town Center Neighborhood Edge:** Mixed use area that has a similar pattern to the Town Center Neighborhood but occurs along primary corridors.
- Suburban Transition:** Residential neighborhoods generally located a half-mile from the Town Center that exhibit more suburban characteristics such as longer blocks and more consistent housing types.
- Suburban Living (low intensity):** Primarily single-family residential neighborhoods set within a curvilinear street network.
- Suburban Living (medium-high intensity):** Primarily multi-family residential areas in various forms.
- Edge:** Primarily residential, with some rural commercial or civic uses, and typically located in township areas not served by municipal water and sewer.
- Special District:** Includes SWACO sanitary landfill, the former Beulah Park racetrack and large auto auction sites.
- Park / Open Space:** Large areas of recreational open space or protected natural areas.
- Undeveloped / Agriculture:** Mostly undeveloped or agricultural land at the edge of the City or in the townships.
- Existing Public School Sites**

## Land use impacts school facility planning.

The identity of any community is somewhat shaped by its schools. Unlike many peer suburbs in central Ohio, such as Dublin, Hilliard and Westerville, Grove City is not serviced by a school district with boundaries associated with the rest of the community, rather it is part of the South-Western City Schools district (SWCS), the 6th largest district in the State. Land development in Grove City benefits the district through rising property tax revenue, but residential growth that yields a large number of school-age children also impacts the district. Based on recent enrollment projections, over the next 5-10 years the district's elementary schools and high schools are sufficient to absorb growth. Middle schools, however, may be reaching capacity and are a priority for future capital investments. Significant residential growth south of SR 665 and west of US 62 may require additional schools.

Development trends, in terms of the type of residential units being developed and the projected change in demographics as the region grows, will have a variety of impacts on the local schools. Lower priced homes have been shown to add more students per household than higher priced homes. Additionally, trends show that the demand for housing units geared towards households without children (singles living alone, couples without children, empty-nesters) will be greater than the demand for housing units with children. MORPC projects in insight2050 that households without children will grow by 72% by the year 2040 while households with children will grow by only 28%.

## Park land unevenly distributed.

Grove City currently provides 8.4 acres of public parkland for every 1,000 residents, which aligns with national trends for cities of similar scale, but falls below Grove City's goal of 20 acres per 1,000 residents as identified in City Code. The majority of public parkland was located west of I-71 until the 620-acre Scioto Grove Metro Park opened in May 2016. Including the Metro Park, which falls within Grove City's corporation boundaries, 24.7 acres of parkland is provided for every 1,000 residents.

Grove City's Parks and Recreation Department maintains a Parks, Recreation and Open Space Comprehensive Plan. This plan outlines goals, objectives and actions specific to parks, recreation and open space as part of its accreditation through the Commission of Accreditation of Parks and Recreation Agencies (CAPRA).

## Grove City is committed to growing sustainably.

Although there is room to accommodate the growing population by developing more traditional, single-family lot subdivisions, there are a number of indicators showing that this is not the most sustainable way to grow. Considering the substantial cost to extend and maintain utilities and roadways and the change in market demand for more dense, walkable environments, Grove City intends to focus growth as the area develops.

This strategy of focused growth is shown in more detail in the following pages, on the Development and Conservation Strategy map and Future Land Use And Character map.

### LAND USE AND FISCAL HEALTH

Land use policies and practices should be considered in light of their fiscal impacts on local governments. Local government entities in Ohio have very different tax structures and therefore the types of land uses that provide a fiscal benefit vary. Cities in Ohio receive most of their revenue from income taxes from workers employed in their jurisdiction. They benefit most from land uses that have a concentration of high paying jobs (office, industrial and research and development). Cities receive minimal property taxes from development. Townships receive most of their revenue from property taxes. Uses that generate higher property values (such as industrial and research and development) are fiscally beneficial to both cities and townships. School districts receive revenue from property taxes, while counties benefit from both sales taxes and property tax.

For additional information on this topic, a detailed study on the Fiscal Impacts of Land Use in Ohio, completed for MORPC in 2004, is included as Appendix A to this plan.

## Sustainability in Grove City

Growing sustainably is a significant theme of GroveCity2050. This is evident in the plan's focus on infill and redevelopment, mixed-use, creating more opportunities for residents to walk and bike as modes of transportation, the introduction of conservation neighborhoods to preserve open space and valuable natural resources, discussions on alternative transportation options to reduce vehicle miles traveled and harmful emissions, among others. The City has a strong base of existing sustainability and environmentally focused actions to build upon including:

### BOARDS AND ORGANIZATIONS

Grove City has been a Tree City USA for 24 years and has multiple boards and organizations related to environmental sustainability. These include:

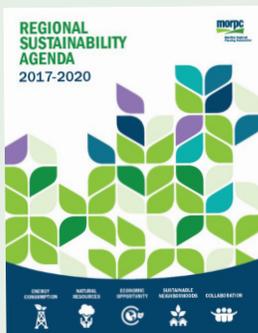
- > Tree Commission - responsible for keeping the community educated on proper planting, watering and mulching techniques and helping prune street trees
- > Keep Grove City Beautiful - dedicated to promoting positive and sustainable environmental practices through individual and community involvement, recycling and beautification



### EXISTING PROGRAMS

Other Sustainability-Oriented Activities in Grove City include:

- > Grove City EcoFest - an annual community festival showcasing green exhibitors, healthy food and interactive family activities that inspire the community to live healthier and protect the environment
- > Classes through Parks & Recreation - many classes including rain barrel workshops, tree care and starting a garden



### MORPC'S REGIONAL SUSTAINABILITY AGENDA (2017-2020)

To improve sustainability efforts in the region, MORPC provided a Regional Sustainability Agenda for area members and regional partners to work toward common goals. These goals include reducing energy consumption, protecting natural resources, creating sustainable neighborhoods and increasing regional collaboration to advance sustainable solutions. Many sustainability goals contained in GroveCity2050 directly relate to the regional goals identified in MORPC's Regional Agenda.

### SUSTAINABLE2050

Grove City is excited to be a part of MORPC's new initiative, sustainable2050, a program that supports local government members to improve their sustainability and acknowledges members' successes in doing so. By progressing towards goals in sustainability, communities can achieve recognition as a Bronze, Silver, Gold or Platinum community.

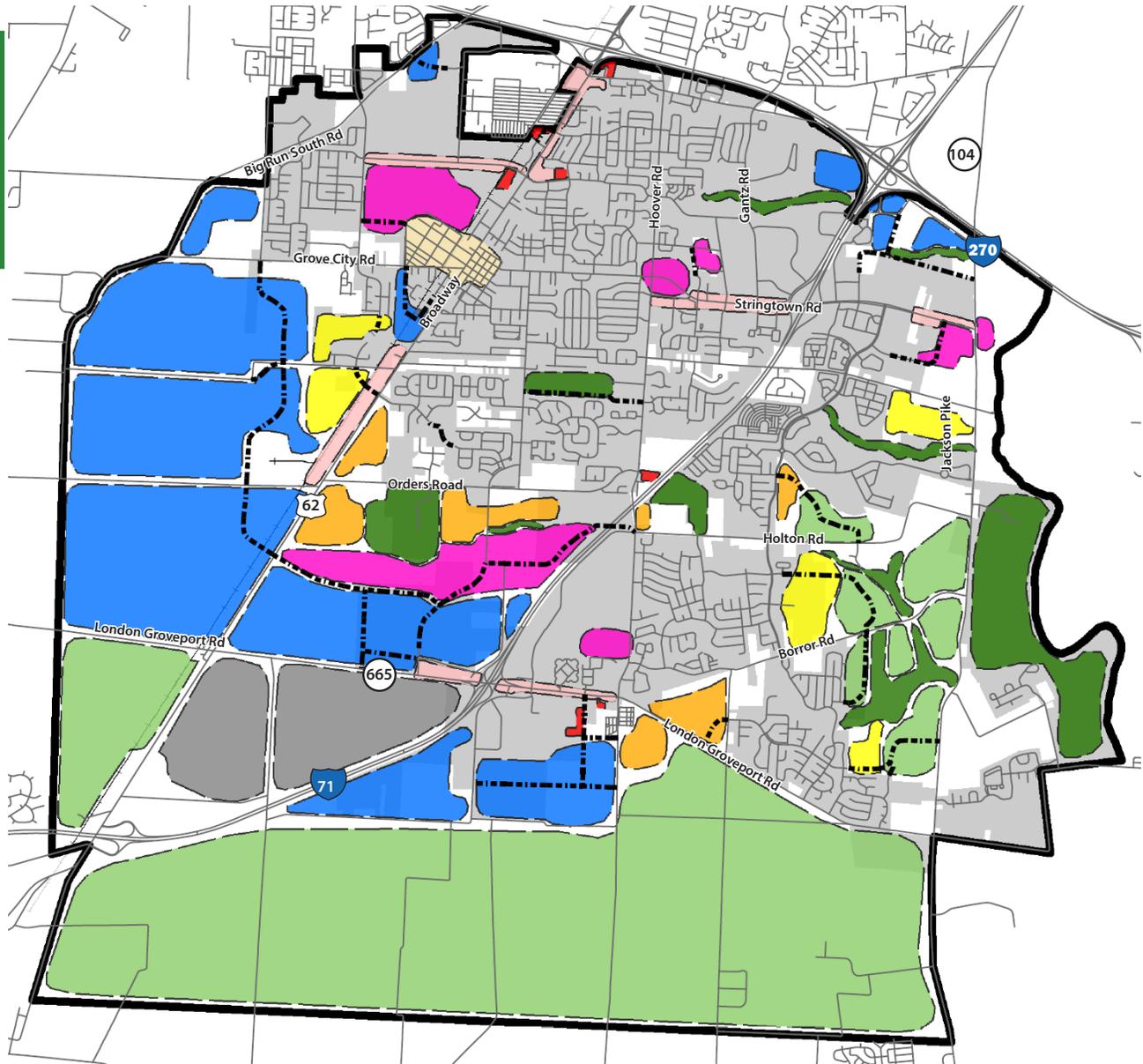


# DEVELOPMENT AND CONSERVATION STRATEGY

The Development and Conservation Strategy Map (below) is a graphic representation of the intended future change throughout the area based on growth trends, community input and existing and proposed infrastructure.

Similar to the Land Use Strategy Alternatives in the 1999 Land Use Analysis, the map depicts areas where development is encouraged and where development should be limited based on environmental constraints.

LAND USE OBJECTIVES 2 & 3



## Development and Conservation Strategy

- |                           |                              |                      |
|---------------------------|------------------------------|----------------------|
| Corridor Enhancement      | Higher Density Residential   | City Boundary (2017) |
| Infill, Redevelopment     | Historical Town Center       | New Road Connection  |
| Economic Expansion        | Large Lot, Rural Residential | Study Area           |
| Mixed Use                 | Protected Open Space, Parks  |                      |
| Single-Family Residential | SWACO                        |                      |

# FUTURE LAND USE AND CHARACTER

The Future Land Use and Character Map expresses the City's intent for how Grove City should grow. This map identifies character areas, which are types of places that share attributes of urban form and function including the size and type of buildings and their relationship to the street, block pattern, parking and access as well as land uses or types of development. The 16 Character Types are listed below and attributes of each type are defined on the following pages.

## ACTIVITY CENTERS

- Town Center Core
- Mixed Use Employment Center
- Tech Flex
- Commercial Center
- Flex Employment Center
- Low Intensity Development
- Edge Commercial

## NEIGHBORHOODS

- Town Center Core Neighborhood
- Suburban Living, Low Intensity
- Suburban Living Medium to High Intensity
- Mixed Neighborhood
- Conservation Neighborhood
- Edge Living

## SPECIAL DISTRICTS

- Utility / Special District
- Park / Open Space
- Undeveloped / Agriculture

### Areas of Change

One of the primary intents of GroveCity2050 is to direct growth to certain areas; keeping true to the existing character of Grove City, while ensuring that the City is prepared to meet changing market preferences.

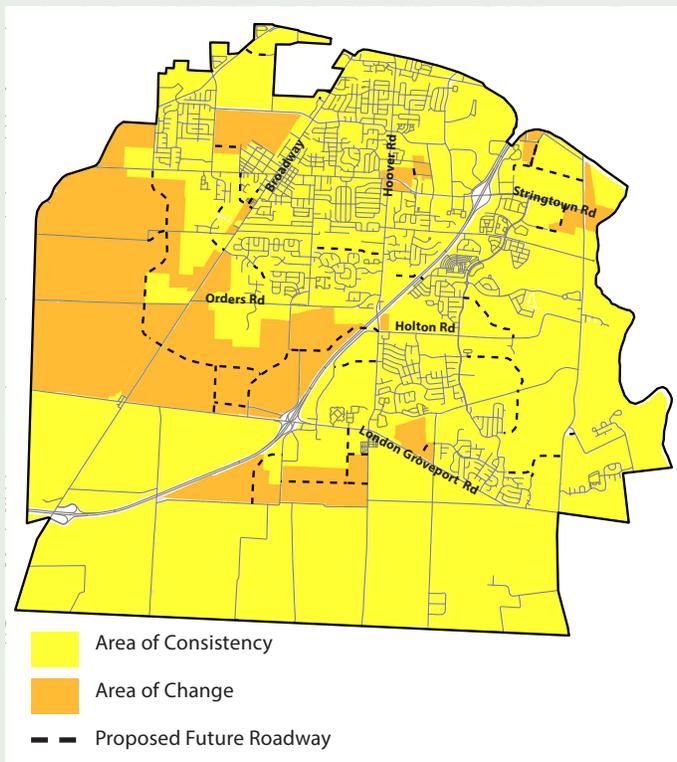
The Future Land Use Map shows the intended character of land in Grove City; however the use or character of the majority of land in the Planning Area is intended to remain consistent with the current land use or character.

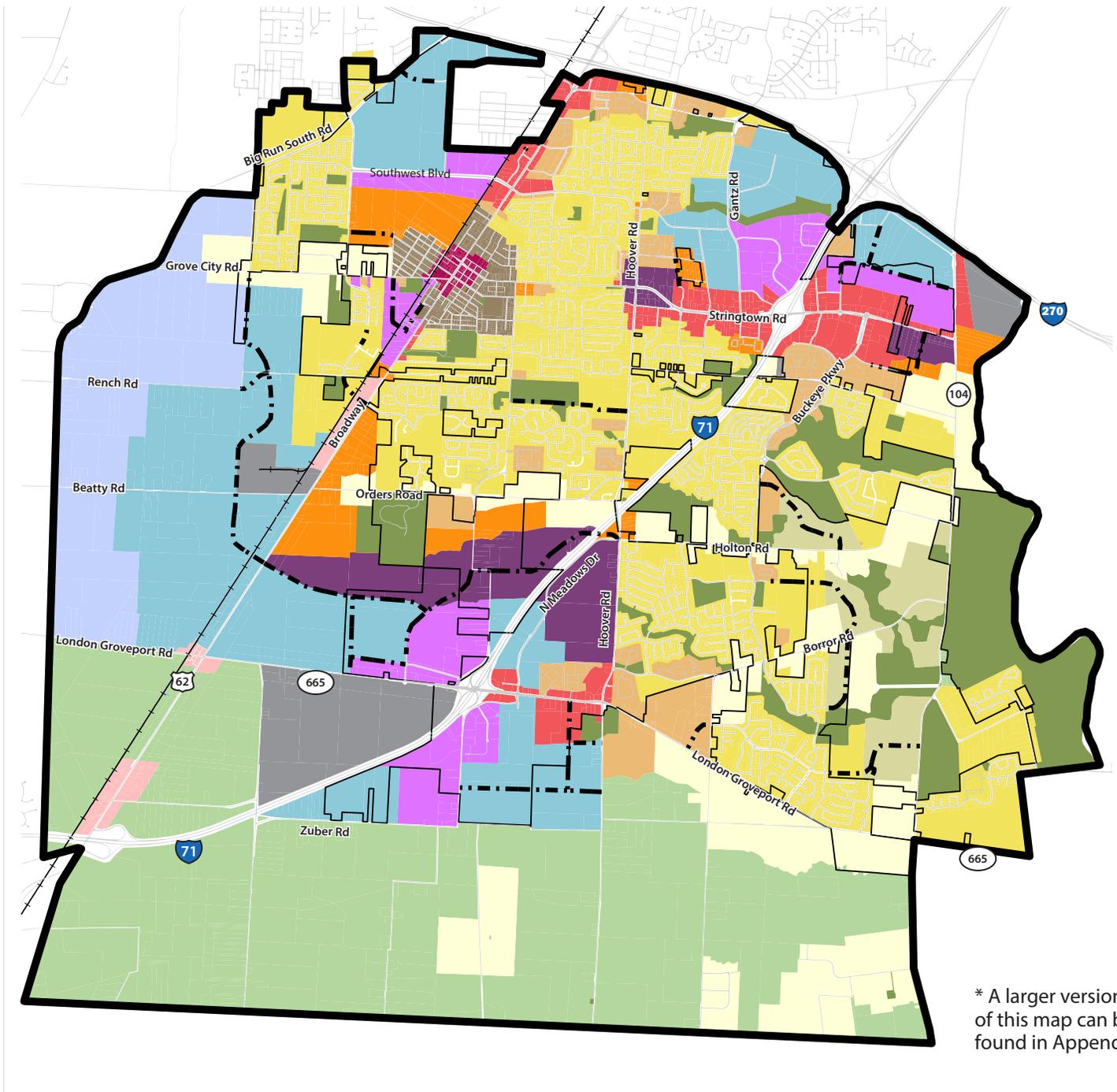
Areas shown in yellow on the map to the right are areas where development is expected to remain consistent with the existing character of area development. Orange areas are those where future development is expected to be different from the existing character.

### Area Plans/Studies

Many of the design aspects and recommended uses outlined in the Character Type attributes would not be permitted or easily regulated

with Grove City's current zoning code. These developments would likely be handled through a Planned Unit Development (PUD) zoning to allow for the necessary design flexibility; however it is recommended that area plans be produced to set the suggested tone for new development or redevelopment in an area. An example of this is the Southeast Area Study, found on page 31, showing the intended character of future development in the area.





### Future Land Use and Character

- |                               |  |                                   |
|-------------------------------|--|-----------------------------------|
| Town Center Core              | Suburban Living, Low Intensity           | Parks / Open Space / Preservation |
| Mixed Use Employment Center   | Suburban Living Medium to High Intensity | Planning Area                     |
| Tech Flex                     | Mixed Neighborhood                       | City Boundary (2016)              |
| Commercial Center             | Conservation Neighborhood                | Proposed Future Roadway           |
| Flex Employment Center        | Edge Living                              |                                   |
| Low Intensity Development     | Utility / Special District               |                                   |
| Edge Commercial               | Undeveloped / Agriculture                |                                   |
| Town Center Core Neighborhood |  |                                   |

## TOWN CENTER CORE

Grove City's Town Center is its historic, civic and cultural core. Buildings are located very close to one another and in some cases are adjoined. Streets accommodate moderate traffic at slow speeds, include on-street parking and feature amenities for pedestrians such as wide sidewalks, street trees and benches. Street pattern is a grid with short blocks and frequent intersections.

### BUILDING BLOCKS

<b>Height Range</b>	2-5 stories
<b>Building Form</b>	Variety of building types and sizes clustered and grouped.
<b>Building Setback</b>	0-10 feet (generally consistent within a block)
<b>Streets</b>	Small, grid-like blocks with a streetscape designed to encourage pedestrian activity
<b>Transportation</b>	Walking, biking, transit, automobile
<b>Parking</b>	Shared parking areas located behind buildings. Structured parking incorporated into infill mixed-use projects, on-street parking.
<b>Open Space</b>	Plazas, pocket parks, public realm acts as public space. Wide sidewalks, street trees, benches.

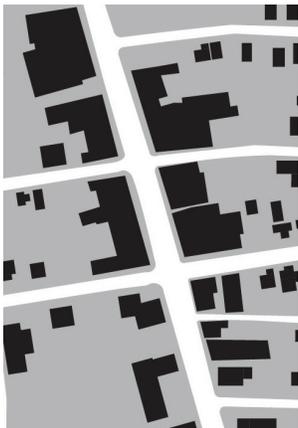
### PRIMARY USES

- Office
- Commercial
- Multi-family residential
- Vertical mixed-use (commercial first floor, office or residential above)

### SECONDARY USES

- Civic
- Institutional
- Parks and open space

EXAMPLE PATTERN



EXAMPLE CHARACTER



## MIXED USE EMPLOYMENT CENTER

Mixed Use Employment Centers are large-scale activity centers that integrate places to work, shop and live in a walkable pattern. These centers should emphasize employment uses with secondary residential and commercial. Multi-story mixed-use buildings are located close together and near the street. Large floorplate buildings may support uses that serve the broader community and region.

### BUILDING BLOCKS

<b>Height Range</b>	2-7 stories
<b>Building Form</b>	Large floorplate buildings with commercial/office on first floor; office/residential above.
<b>Building Setback</b>	Minimal setback, 0-20 feet
<b>Streets</b>	Small, grid-like blocks, may include alleys.
<b>Transportation</b>	Access to transit, walkways, bike paths and automobiles. Sidewalks connect various aspects of the development.
<b>Parking</b>	Shared parking areas located behind buildings. Structured parking incorporated into infill mixed-use projects, on-street parking.
<b>Open Space</b>	Plazas, "green infrastructure" and shared parks act as highlights of area and amenities for employees, patrons and residents.

### PRIMARY USES

- Office (and Medical)
- Research & development

### SECONDARY USES

- Commercial
- Institutional
- Live/work units
- Multi-family residential
- Civic
- Parks and open space

EXAMPLE PATTERN



EXAMPLE CHARACTER



## COMMERCIAL CENTER

These centers include community- and regional-scale commercial development situated near and along major roadway corridors. Existing development is characterized by buildings set back from streets behind surface parking. As properties become available for redevelopment, the existing pattern should evolve to become more walkable with shorter blocks, buildings closer to streets, shared parking and connections to surrounding development.

### BUILDING BLOCKS

<b>Height Range</b>	1-3 stories
<b>Building Form</b>	Mix of large footprint buildings and smaller buildings that may be occupied by a single commercial tenant or multiple tenants.
<b>Building Setback</b>	20-50 feet
<b>Streets</b>	Located along primary corridors with shared access drives connecting individual developments and shared access points off streets.
<b>Transportation</b>	Transit connections, sidewalks, bikeway connectivity
<b>Parking</b>	Off street surface lots are shared between buildings in the same area.
<b>Open Space</b>	"Green infrastructure" and landscaping on individual sites, plazas and pocket parks

### PRIMARY USES

- Commercial
- Office
- Multi-family residential

### SECONDARY USES

- Civic
- Institutional
- Parks and open space

EXAMPLE PATTERN



EXAMPLE CHARACTER



## FLEX EMPLOYMENT CENTER

Flex employment centers are characterized by light industrial-style development. Includes mostly large footprint buildings that can be adapted to support different uses such as light manufacturing, high-tech industries, research and development and maker-space.

### BUILDING BLOCKS

<b>Height Range</b>	1-2 stories (primarily one story)
<b>Building Form</b>	Large to very large footprint structures, offering flexible space to accommodate market demand for various users. Buildings oriented to the street.
<b>Building Setback</b>	Varies, 100-200 feet, respectful of streetscape. Heavy/more intense industrial uses are setback further and screened from adjacent uses.
<b>Streets</b>	Curvilinear, long blocks with few connections. Street design accommodates truck traffic while maintaining safe environment for pedestrians and automobiles. Easy access to major corridors.
<b>Transportation</b>	Access to transit, bicycles and automobiles.
<b>Parking</b>	Off street surface lots
<b>Open Space</b>	Plazas and pocket parks as amenities for employees. "Green infrastructure" incorporated into site design.

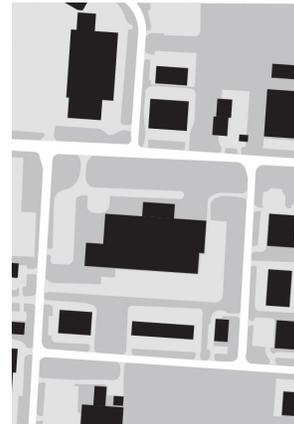
### PRIMARY USES

- Industrial
- Office
- Commercial

### SECONDARY USES

- Civic
- Institutional
- Parks and open space

EXAMPLE PATTERN



EXAMPLE CHARACTER



## LOW INTENSITY DEVELOPMENT

Low Intensity Development is an area where commercial development is designed to preserve open space and the natural features in the area. Primarily located adjacent to the area included in the Big Darby Accord and at the western edge of the City's utility service area, development in this area must be mindful of potential environmental impacts and require minimal utility services.

### BUILDING BLOCKS

<b>Height Range</b>	1-2 stories (primarily one story)
<b>Building Form</b>	Medium to large footprint structures, offering flexible space to accommodate market demand for various users.
<b>Building Setback</b>	Varies. Setbacks may be affected by adjacent land uses including environmentally sensitive areas.
<b>Streets</b>	Long blocks with few connections. Streets should be designed to accommodate trucks while keeping a rural character.
<b>Transportation</b>	Automobile; sidewalks within development connect to outside sidewalk and trail network.
<b>Parking</b>	Off street surface lots
<b>Open Space</b>	Open space is preserved whenever possible to protect environmentally sensitive areas, particularly associated with the Big Darby Accord. Green infrastructure utilized on site.

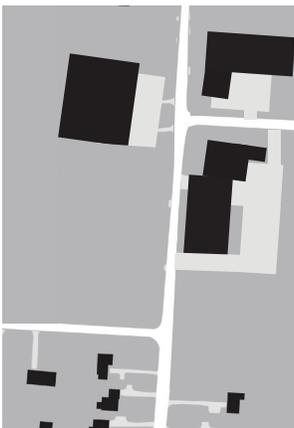
### PRIMARY USES

- Industrial
- Office
- Commercial

### SECONDARY USES

- Institutional
- Parks and open space

### EXAMPLE PATTERN



### EXAMPLE CHARACTER



## TECH FLEX

This category comprises a range of research, office, clean manufacturing and light industrial uses in an environment designed to foster growth. Spaces are flexible to accommodate a variety of users.

### BUILDING BLOCKS

<b>Height Range</b>	1-4 stories
<b>Building Form</b>	Variety of building types and sizes clustered and grouped but linked by a connected street network.
<b>Building Setback</b>	Varies, 50-100 feet depending on scale of building
<b>Streets</b>	Smaller blocks to create a cohesive development
<b>Transportation</b>	Automobile access to transit, sidewalks connect through developments and into the area sidewalk and trail networks.
<b>Parking</b>	Off street surface lots. Lots are shared between buildings in the same area.
<b>Open Space</b>	Plazas and pocket parks are incorporated into developments and green infrastructure is used whenever feasible.

### PRIMARY USES

- Research & Development
- Light Industrial
- Office

### SECONDARY USES

- Commercial
- Institutional
- Parks and open space

### EXAMPLE PATTERN



### EXAMPLE CHARACTER



## EDGE COMMERCIAL

This type of commercial development is located in township areas that are not served by municipal water and sewer infrastructure. Scale and intensity is determined by township regulations and limited by the requirement of on-site well and septic systems.

### BUILDING BLOCKS

<b>Height Range</b>	1-3 stories
<b>Building Form</b>	Variety of building types and sizes
<b>Building Setback</b>	Varies
<b>Streets</b>	Rural roadways with limited pedestrian provisions and low connectivity
<b>Transportation</b>	Primarily automobile
<b>Parking</b>	Off-street surface lots

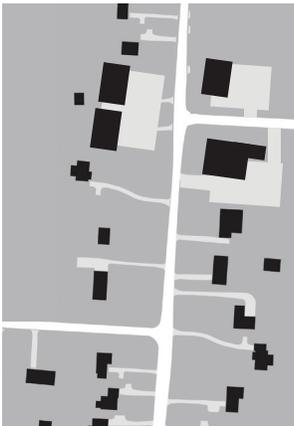
### PRIMARY USES

- Commercial
- Office

### SECONDARY USES

- Civic
- Institutional
- Residential

### EXAMPLE PATTERN



### EXAMPLE CHARACTER



## TOWN CENTER CORE NEIGHBORHOOD

These neighborhoods are defined by walkable proximity to the Town Center Core and grid street pattern. Homes are integrated with neighborhood amenities (parks, schools, etc.) Generally this area has some of the smallest lot sizes, and homes are located closer to the street than in any of the neighborhood types. Housing type varies considerably.

### BUILDING BLOCKS

<b>Height Range</b>	1-3 stories
<b>Building Form</b>	Variety of building types and sizes. Typically pedestrian-focused with detached garages located off rear alleys.
<b>Building Setback</b>	10-20 feet (generally consistent within a block)
<b>Streets</b>	Small, grid-like blocks with a high degree of street connectivity. May include alleys.
<b>Transportation</b>	Pedestrian and bikeway connections to area amenities. Automobile access.
<b>Parking</b>	On-street and private off-street (both alley-loaded and front-loaded driveways/garages)
<b>Open Space</b>	Pocket parks within neighborhoods. Connections to school yards and community parks.

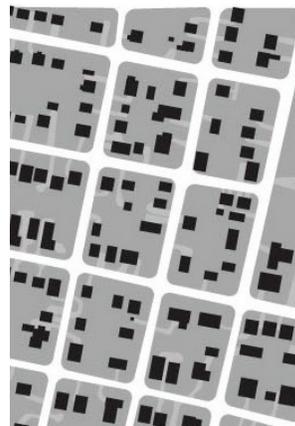
### PRIMARY USES

- Single family residential
- Multi-family residential

### SECONDARY USES

- Civic
- Institutional
- Office
- Parks and open space

### EXAMPLE PATTERN



### EXAMPLE CHARACTER



## SUBURBAN LIVING, LOW INTENSITY

Suburban Living, Low Intensity areas are primarily single-family neighborhoods. This area includes a mix of lot sizes, housing size and styles, but styles are typically segregated and grouped within the subdivision. Neighborhoods are well-connected by street and trail network and integrate parks and civic uses.

### BUILDING BLOCKS

<b>Height Range</b>	1-3 stories
<b>Building Form</b>	A range of housing sizes and styles with single-family scale and appearance
<b>Building Setback</b>	20-30 feet (generally consistent within a block)
<b>Streets</b>	Longer blocks with a curvilinear pattern are common, though connectivity and the pedestrian experience is important.
<b>Transportation</b>	Automobile access with sidewalk network.
<b>Parking</b>	On-street and private off-street, individual driveways from street.
<b>Open Space</b>	Neighborhood parks are given high priority and are located in prominent, easily-accessible locations. Schools also supplement public parks.

### PRIMARY USES

- Single family residential

### SECONDARY USES

- Civic
- Institutional
- Parks and open space

EXAMPLE PATTERN



EXAMPLE CHARACTER



## SUBURBAN LIVING, MEDIUM TO HIGH INTENSITY

Suburban Living, Medium to High Intensity areas are composed primarily of multi-family housing in various forms. Building size and style tend to be consistent within a development, with large blocks and limited connectivity between different building types and uses. Future development should take a more traditional neighborhood pattern where different residential types are connected in a walkable pattern. High density residential is typically appropriate near activity centers and corridors.

### BUILDING BLOCKS

<b>Height Range</b>	1.5-3 stories
<b>Building Form</b>	Variety of multi-family housing types including apartment buildings, townhomes, patio homes etc.
<b>Building Setback</b>	20-30 feet
<b>Streets</b>	A higher degree of street connectivity with short walkable blocks.
<b>Transportation</b>	Automobile; sidewalks within development connect to outside sidewalk and trail network.
<b>Parking</b>	On-street and private off-street in shared parking lots or private driveways.
<b>Open Space</b>	Smaller, private pocket parks serve residents with access to larger public parks via sidewalks and bike paths.

### PRIMARY USES

- Single family residential
- Single family residential attached (townhomes)
- Multi-family residential

### SECONDARY USES

- Institutional
- Parks and open space

EXAMPLE PATTERN



EXAMPLE CHARACTER



## MIXED NEIGHBORHOOD

Mixed Neighborhoods are residential areas that feature a mix of housing types ranging from multi-family, townhomes and small-lot single family detached with the potential to incorporate small-scale, neighborhood-oriented retail or office uses. They are typically located within a walkable distance to a neighborhood activity center. Traditional neighborhoods should have a street network of small blocks, a defined center and edges and connections to surrounding development.

### BUILDING BLOCKS

<b>Height Range</b>	2-3 stories
<b>Building Form</b>	Variety of building types and sizes clustered and grouped but linked by a connected street network.
<b>Building Setback</b>	10-30 feet (generally consistent within a block)
<b>Streets</b>	Linear and grid-like with a high degree of connectivity.
<b>Transportation</b>	Automobile; sidewalks within development connect to outside sidewalk and trail network.
<b>Parking</b>	On-street & private off-street
<b>Open Space</b>	Public parks of varying sizes are integrated into developments.

### PRIMARY USES

- Single family residential
- Single family residential attached (townhomes)
- Multi-family residential

### SECONDARY USES

- Commercial (neighborhood scale)
- Office (neighborhood scale)
- Institutional
- Parks and open space

EXAMPLE PATTERN



EXAMPLE CHARACTER



## CONSERVATION NEIGHBORHOOD

Conservation Neighborhoods are designed to preserve large natural areas by clustering single family homes on lots that are less than one acre in size. Most homes will either front or back onto shared natural areas. Non-residential uses are also acceptable in this area if developed at an appropriate intensity.

### BUILDING BLOCKS

<b>Height Range</b>	1-2 stories
<b>Building Form</b>	A range of housing sizes and styles with single-family scale and appearance
<b>Building Setback</b>	Varies
<b>Streets</b>	Curvilinear pattern is common, though neighborhoods should have multiple connections to surrounding development.
<b>Transportation</b>	Automobile, connection to trail system primarily via wide shoulders
<b>Parking</b>	Private off-street, individual driveways and garages

### PRIMARY USES

- Single family residential

### SECONDARY USES

- Office
- Commercial
- Civic
- Institutional

EXAMPLE PATTERN



EXAMPLE CHARACTER



## EDGE LIVING

Edge Living areas are comprised of large lot residential properties along rural corridors (1- to 5-acre lots typical).

### BUILDING BLOCKS

<b>Height Range</b>	1-2 stories
<b>Building Form</b>	Individual residential structures and accessory buildings
<b>Building Setback</b>	Varies
<b>Streets</b>	Rural roadways with limited pedestrian provisions
<b>Transportation</b>	Automobile, connection to trail system primarily via wide shoulders
<b>Parking</b>	Private off-street, individual driveways and garages

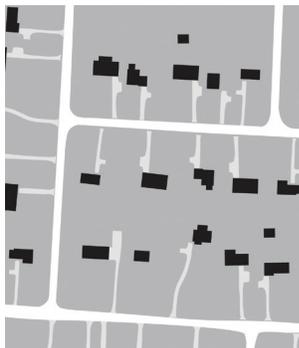
### PRIMARY USES

- Single family residential

### SECONDARY USES

- Civic
- Institutional

EXAMPLE PATTERN



EXAMPLE CHARACTER



## UTILITY / SPECIAL DISTRICT

Includes SWACO sanitary landfill, large electric substations and mining/quarry activities along the river.

## PARK / OPEN SPACE

Large areas of recreational open space or undeveloped natural areas that are protected from development by the city, county, metro parks system or another authority.

## UNDEVELOPED / AGRICULTURE

Mostly undeveloped areas at the edge of the city or in unincorporated areas of the Township that are primarily undeveloped or in agricultural use. These areas may include some rural residential and agriculture-related buildings.

## GROVE CITY TOWN CENTER

Grove City's Town Center is the cultural and civic heart of the community and has been the focus of multiple recent plans and studies to ensure that it remains a vibrant district.

- > Town Center Plan (2008, Lincoln Street Studio)
- > Town Center Parking Study (2009, Desman Associates)
- > Town Center Plan Supplement (2011, Lincoln Street Studio)
- > Town Center Parking Summary (2015, Braun & Steidl)
- > Town Center Public Realm Vision (2016, EDGE)

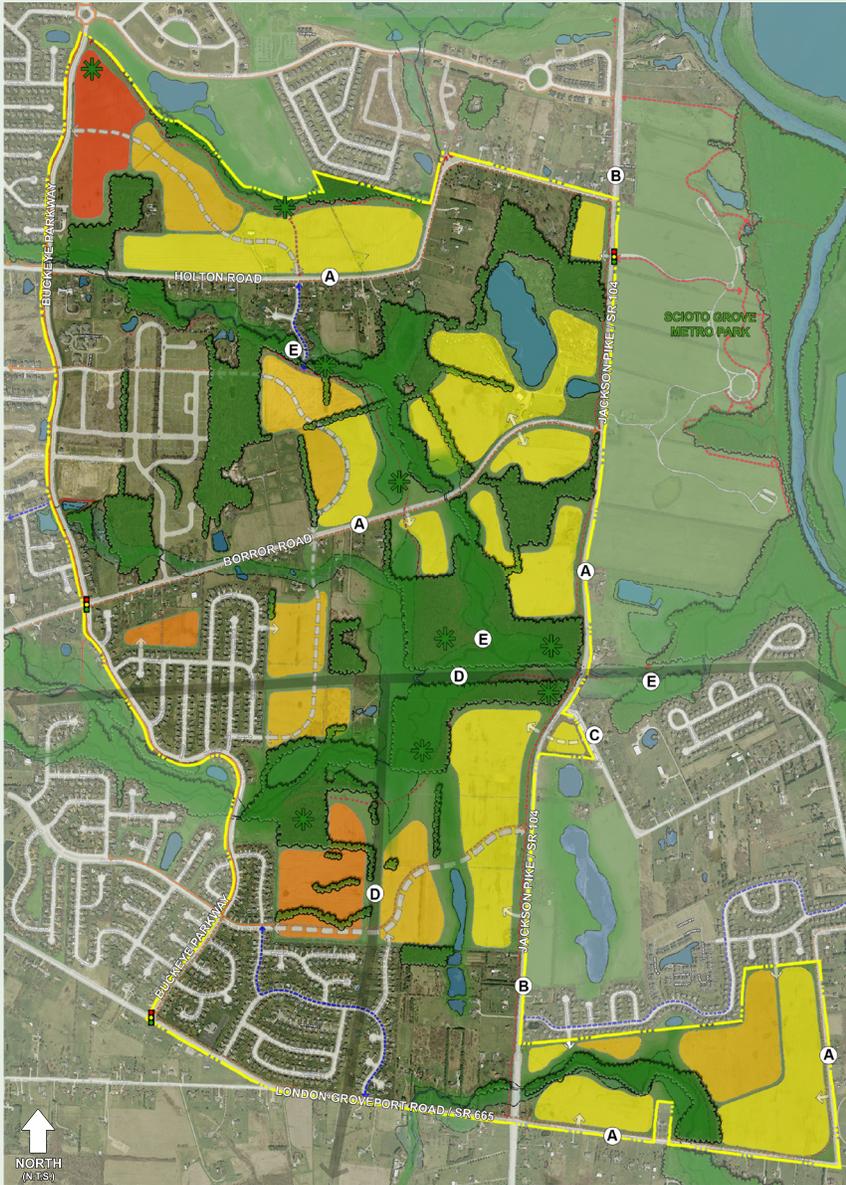


The careful and detailed planning of the area has resulted in significant public and private investment in recent years, including the new Grove City Library, Broadway Station Apartments, Pedestrian Promenade and Gold Star Families Memorial.

In the years 2015 and 2016, more than \$34 million was invested in the Town Center.

# SOUTHEAST AREA STUDY

The Southeast Area Study was created to formally convey and define the desired character of future development east of Buckeye Parkway and south of Pinnacle Club Drive. This area transitions from existing, traditional suburban housing patterns along Buckeye Parkway to the Scioto Grove Metro Park east of Jackson Pike. The intent of the Study is to preserve the rural character and natural features of the area through both Land Use and Transportation recommendations.



## LAND USE

The Southeast Area Study sets forth a “step-down” in density of development from west to east. New residential developments should preserve the character of their rural roadway frontage, especially along Jackson Pike given its adjacency to the Scioto Grove Metro Park and natural features of the area such as large tree stands.

## TRANSPORTATION

Roadways shown on the Southeast Area Plan are designed to increase connectivity between existing neighborhoods and potential future developments. Trail extensions and connectivity are also shown on the plan including the future continuation of the Grant Run Trail, which will carry pedestrians and cyclists from Hoover Road safely to the Scioto Grove Metro Park.

The character of roadways are meant to mimic the rural character of area development. While many roadways in the area will need to be improved, curb cuts should be limited on main thoroughfares and most roads should remain two-lane streets with turn lanes added only when necessary to access a development.

### LEGEND

- |  |   |  |
|--|---|--|
| High Density Residential (3.0-4.0 du/ac)   | Proposed Recreation Path  | Proposed Hibbs Road Access Modification to Address |
| Medium Density Residential (2.0-3.0 du/ac) | Proposed Side Path  | Existing 150 ft. Overhead Electric Easement        |
| Low Density Residential (1.5-2.0 du/ac)    | Proposed Signed Bike Lane   | Proposed Path Stream Crossing                      |
| Rural Density Residential (0.5-1.5 du/ac)  | Limited Curb Cuts/Access Permitted on Roadway                                     | Proposed Traffic Signal                            |
| Potential Park/Open Space Location         | 100 ft. Development Setback Recommended Along Roadway to Maintain Rural Character |  |
| Proposed Roadway Connection/Access Point   |   |  |

# LAND USE ACTIONS

In addition to the Future Land Use and Character Map, the following projects, policies and programs support the land use goal: **Deliberate use of land resources that strengthens the quality and character of development while balancing redevelopment and strategic expansion with open space preservation.**

## Objective LU1. Ensure that future development reflects desired patterns and character.

**LU 1.1 Update the City’s zoning and land development codes.** City codes are the primary means of implementing the Future Land Use recommendations illustrated on the Future Land Use and Character Map. An update to the zoning code and land development regulations should include standards that prescribe the form of development as well as allowable uses.

**LU 1.2 Work with Beulah Park property owner/developers.** The redevelopment of Beulah Park offers tremendous opportunity. By being proactive, Grove City has the opportunity to guide the project to ensure that its redevelopment spurs additional investment and redevelopment in the surrounding area and maximizes the community benefit of the historic site.

**LU 1.3 Continually examine development patterns to ensure Grove City is meeting community needs.** As demographics and preferences change, the City should assess whether its mix of developments offers desired housing, amenities and designs of neighborhoods, workplaces and commercial environments to attract and retain residents and businesses. These needs could be assessed through the City’s community surveys, business surveys or by conducting market studies.

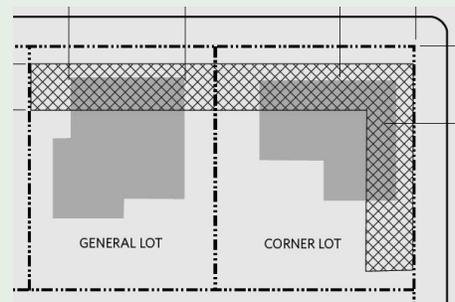
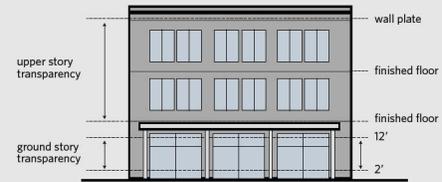
## Objective LU2. Place priority on developing underutilized land or land adjacent to existing development served by infrastructure ahead of undeveloped land on the City’s edge.

**LU 2.1 Provide incentives to encourage redevelopment in designated areas.** Incentives could include density bonuses, reduced parking requirements for mixed use projects or fiscal incentives such as Community Reinvestment Areas, Enterprise Zones and Tax Increment Financing.

### Best Practices in Zoning Codes

A common shortcoming of traditional zoning codes is that they emphasize separation of land uses and prescribe little direction for the appearance of development. Contemporary zoning codes that are intended to implement a character-based land use plan will place a high emphasis on the form of development such as building design characteristics and placement on a site. In these codes, regulating specific land uses is often secondary. Such “form-based” codes have been adopted in various degrees by communities of all sizes as a way to carry out their visions for a vibrantly built environment while fostering predictable results for both developers and residents.

Form-based codes address the relationship between building fronts and public areas, the size and mass of buildings and their relationship to one another and the scale and type of streets and blocks. The regulations are presented with clear diagrams and graphics.



## Objective LU3. Focus on the Town Center and the gateways to the City for priority in revitalization and efforts to improve development aesthetics.

### LU 3.1 Continually examine Town Center planning efforts.

Review Town Center plans and initiatives such as the district parking strategy, business mix and needs and visitor experience on a biennial basis as redevelopment in the area continues to progress. This effort could include parking utilization studies and interviews with businesses.

### LU 3.2 Implement the Town Center public realm design guidelines.

The guidelines, prepared in 2016, are intended to create a more consistent treatment of public realm elements including street furniture, lighting and landscaping in the Town Center. The implementation of these guidelines will aid in creating a safe and comfortable environment for pedestrians in the Town Center.

### LU 3.3 Pursue National Historic Landmark status of Beulah Park neighborhood and Town Center.

National Historic Landmark (NHL) status is a federal designation that helps recognize, preserve and protect important locations in American history. Designating a property or area as an NHL may also make the properties in the area eligible for preservation grants and technical preservation assistance.

### LU 3.4 Provide a prospectus on available incentives to property owners at the City's gateways.

A brochure or simple packet of information can be compiled with a message about the City's desire to improve development character within gateways. It would list opportunities for property owners to partner with the City to achieve improvements to public and private property.

### LU 3.5 Coordinate with other entities to improve aesthetics of the I-71 corridor between Berliner Park and I-270.

A number of "visually detracting" uses exist along Interstate 71 between Berliner Park and Grove City that contribute to a negative image of the community. Grove City should continue to work with the Ohio Department of Transportation (ODOT), the City of Columbus and other entities to mitigate these visual impacts thus creating a more aesthetically appealing entrance to our community from the north from I-71.

#### Town Center Public Realm Vision

The Town Center Public Realm Vision identifies opportunities to strengthen the public realm and identify standard elements of the Town Center.

Some opportunities identified include:

- > Additional pedestrian connections
- > Streetscape improvements including medians, planter beds and shade trees



Standard elements identified include:

- > Lighting fixtures
- > Bollards
- > Furnishings

The Public Realm Vision also contained a number of Action Items which include:

- > Create a Street Tree Master Plan with standards
- > Update standards on outdoor dining in the Town Center
- > Conduct detailed reviews and the design of existing and proposed connection between Broadway and public parking

"Concentrate on Broadway towards Urbancrest, making sure businesses and houses are kept up to City Code."

Public Workshop Comment

**Objective LU4. Ensure that areas will exhibit strong neighborhood qualities including walkable blocks, integrated open space (parks) and a variety of housing options.**

**LU 4.1 Ensure that the zoning code defines and permits a wide range of housing types.** An update to the City’s zoning code should include definitions for a range of housing and other building types, their design characteristics and appropriate land use context.

**LU 4.2 Create a housing upkeep community education program.** This program would be designed to encourage the maintenance and upkeep of current housing stock by spreading awareness of available tools and programs (such as, Federal Housing Administration (FHA) 203K renovation loans; Housing and Urban Development (HUD) energy efficiency tools; HUD renovation for seniors; etc.).

**LU 4.3 Create a property maintenance assistance program.** This incentive program could be modeled after the Town Center Commercial Revitalization (TCCR) Grant Program but focus on providing financial assistance to property owners maintaining residential buildings near the Town Center and other older subdivisions.

**LU 4.4 Evaluate open space provisions in proposals for new neighborhoods.** Open space is a critical component of complete neighborhoods. Development proposals should be examined based on the context of the area to ensure that appropriate open space is integrated into the design of new neighborhoods, noting that not all types of development warrant the same style and quantity of open space.

**LU 4.5 Require that neighborhoods connect to each other.** The City’s land development regulations should be updated to require street and trail connectivity between adjacent neighborhoods. Neighborhoods adjacent to other jurisdictions should also be expected to connect to one another.

**“Missing Middle” Housing Types**

Demographic shifts are altering the demand for housing nationwide. Housing types that are seeing growing demand are missing from many communities. “Missing Middle” is a term for a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. Missing Middle housing types include duplexes, fourplexes, bungalow courts, mansion apartments and live-work units and are most successful when built within an existing or newly created walkable urban context. Examples and case studies can be found at [www.missingmiddlehousing.com](http://www.missingmiddlehousing.com).

Source: Daniel Parolek

**Existing Housing Retrofit**

Some of Grove City’s current housing stock will require cosmetic and energy efficiency updates to remain competitive in the future. Exterior home improvements add value to individual homes and can help to encourage revitalization throughout a neighborhood.

Also, the needs of older adults must be taken into consideration in major residential improvements. While some older adults will downsize, many prefer to stay in their homes as long as possible. To facilitate that choice, modifications are often needed to make homes more accessible.

Before and after images showing facade transformations of older single family homes. (Source: Huffington Post)



“More disbursement of shopping so that all areas of the city are near interesting things - some areas have no way to get to shopping, etc. without a car.”

Public Workshop Comment

“We need to keep a certain amount of green space for healthy benefits.”

Public Workshop Comment

## Objective LU5. Expand parks and recreational opportunities throughout the City.

**LU 5.1 Evaluate opportunities and feasibility of establishing a community recreation facility or sports complex.** The 2016 Parks and Recreation Comprehensive Plan included a priority for creating a community recreation facility. The City should be proactive in identifying potential sites for major recreation areas, especially in underserved areas of the city. Sites could be undeveloped areas or could reuse existing facilities.

**LU 5.2 Require park, trail and open space dedication through new development.** All development, particularly residential, will accommodate parks, trails and open space within the site and provide trail/pedestrian connections to nearby parks or recreational areas. Where not feasible to do so, or where doing so adds no value to the development or community, a payment in lieu of dedication should be collected.

**LU 5.3 Continually evaluate recreational opportunities available in the City to ensure Grove City is meeting market demand and resident desires.** Similar to the changing housing demand and demographic shift described in MORPC's insight2050, the demand for various recreational amenities is changing. Grove City should continue to expand its recreational offerings, both active and passive.

## Objective LU6. Be a regional leader in sustainable development.

**LU 6.1 Incorporate sustainability best practices into the zoning code.** Some "sustainability" characteristics are achieved through subdivision and site design to create a connected, walkable street network and locate buildings closer to streets and transit. Other sustainability attributes such as green infrastructure and building materials should be defined and encouraged in the zoning code. Green infrastructure may include on-site energy generation (solar and wind) or stormwater management through green roofs, rain gardens and permeable pavement.

**LU 6.2 Continue to promote City programs on sustainable practices.** The City offers a number of programs on sustainable practices, including classes on rain barrels and gardens and EcoFest—an entire festival dedicated to celebrating Grove City as a healthy, environmentally-friendly community. EcoFest could include a feature on urban agriculture or personal sustainability programs.

"An indoor sports complex would be great"

Website Comment

"Expand / create community center(s) in areas that can cater to all ages - youth, family and senior activities."

Public Workshop Comment

### Low Impact Development and Green Infrastructure

Low Impact Development (LID) is a stormwater management approach modeled after nature. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate and detain runoff close to its source. LID addresses stormwater through small, cost-effective landscape features located at the lot level. This includes not only open space, but also rooftops, streetscapes, parking lots, sidewalks and medians. LID is a versatile approach that can be applied equally well to new development, urban retrofits and redevelopment/revitalization projects.



Examples of LID stormwater management installations



Example of residential solar power generation

**LU 6.3 Allow for small-scale urban agriculture.** Review and update the zoning code to ensure that there are appropriate regulations for home gardens and edible landscaping on residential properties including roof-tops and to allow for backyard chickens and bee-keeping under appropriate conditions.

**LU 6.4 Pursue STAR Certification or a similar citywide sustainability framework program.** The STAR certification program ([www.starcommunities.org](http://www.starcommunities.org)), based on a rating system created in 2013, allows communities to benchmark their sustainability progress against national standards and its peers. MORPC also recently introduced the sustainable2050 program, where communities can be recognized for their sustainable actions.

**LU 6.5 Develop a sustainability recognition program for residences and businesses.** Similar to the City of Columbus' Green Spot initiative, this program would recognize private property owners for meeting certain energy conservation, waste reduction or other "green" practices.

**LU 6.6 Identify opportunities and locations for sustainability-themed developments.** One example is a farm-to-table housing community where the farm serves a similar focus as that of a golf course in a golf-course centered community. Residents would have an opportunity to 'buy' a portion of the harvest from the community garden.

**LU 6.7 Meet with targeted developers.** The City should identify developers within central Ohio and beyond who may be interested in creating unique places that target specific lifestyles. The City should meet with these targeted developers to discuss opportunities to establish sustainability-themed neighborhoods.



**Sustainability Recognition**

Columbus GreenSpot is a program that teaches the community about how to live greener at home, work or school. It recognizes individuals, households and businesses for taking steps to reduce energy consumption and protect the environment. GreenSpot members are eligible for giveaways, discounts and free items.

## **Objective LU7. Expand efforts to plan collaboratively with area jurisdictions and organizations.**

**LU 7.1 Formalize a protocol for coordination with townships.** Develop an agreement to share development proposals with reasonable opportunity for each jurisdiction to comment on those proposals. Share key development milestones during the review process.

**LU 7.2 Conduct annual joint meetings.** On an annual basis, the City should convene a meeting or conference that involves legislative bodies of the City and townships, as well as the Chamber, Visitor's Bureau, Community Improvement Corporation, South-Western City Schools and other interested organizations. The purpose of the event would be to share development progress and opportunities of mutual interest.



"Work with townships to plan together - all the GC Planning will not realize its fullest potential if surrounded by an entity that is not engaged or has the same vision." SO IMPORTANT!"

Public Workshop Comment

# 3

# TRANSPORTATION

The transportation component of GroveCity2050 builds upon the principles and land use recommendations to define a vision for the future transportation network. It establishes a hierarchy of streets and street design criteria to support the land use vision and provides strategies to continue expanding the City’s road network, bikeway system, transit service, pedestrian infrastructure and other mobility needs over the next 30 plus years.

## GOAL

**Smart and safe transportation choices that offer reduced congestion, support and encourage desirable growth and character of place, and integrate private vehicles, public transportation, biking and walking.**

## OBJECTIVES

1. Design corridors to balance different users and modes of travel
2. Reduce congestion on major roadways without sacrificing character or walkability
3. Consider aesthetics and character of place in the design of all new roadways and redevelopment of existing roadways
4. Ensure that new developments are connected into the existing transportation network
5. Expand public transportation options
6. Expand the sidewalk and bikeway networks to provide connectivity within Grove City and the region

## CHAPTER ORGANIZATION

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The transportation chapter’s objectives would positively impact the following insight2050 metrics.



**Transportation**  
(in passenger vehicles)



**Local Fiscal Impacts**



**Household Costs**

# STREET DESIGN CONCEPTS GUIDING THIS PLAN

Context Sensitive Solutions (CSS) and Complete Streets are two names for similar contemporary concepts in transportation planning that guide the transportation element of GroveCity2050. Where prior versions of Grove City's thoroughfare plan have employed a conventional approach to street classification and design, this update introduces the idea of CSS and Complete Streets to ensure that new streets and improvements to existing streets are more responsive to their context, current and future users and desired development.

## CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary design approach that considers the total context within which a transportation improvement project will exist. Context Sensitive Solutions:

- > Are in harmony with the community and preserve the environmental, scenic, aesthetic, historic and natural resource values of the area
- > Are safe for all users
- > Solve problems that are agreed upon by a full range of stakeholders
- > Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community
- > Demonstrate effective and efficient use of resources (people, time, budget) among all parties

## COMPLETE STREETS

Complete Streets is an initiative by which cities or other jurisdictions adopt policies to ensure that future roadway projects will attempt to accommodate all users who walk, bike, take transit, move goods or drive cars. Complete Streets design is a process, not a specific product. For that reason, not all "Complete Streets" will look the same. Complete Streets may make it easy to cross the street, walk to shops, bicycle to work and make transit more accessible and reliable. A Complete Street may include: sidewalks, bike lanes (or wide paved shoulders), bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts and more. The design of a "Complete Street" depends on context. For example, a Complete Street in a rural area may not include sidewalks and curbs, but could feature a multi-use path on one side of the street to provide a meaningful transportation option in that setting.

Complete Streets and CSS work together to ensure that street design considers the needs of various users and the surrounding context. Good design standards must balance engineering judgment and user needs within the context of the street. Street design must also rely on a design professional's knowledge of elements such as travel speeds, volumes, horizontal and vertical alignments and sight lines, and how those elements impact various users and the surrounding character.

## HELPFUL RESOURCES

The following recent publications provide guidance to communities in implementing Complete Streets and Context Sensitive Solutions.



- > **Complete Streets Toolkit - 2011**  
Mid-Ohio Regional Planning Commission (MORPC)
- > **Urban Street Design Guide - 2013**  
National Association of City Transportation Officials (NACTO)
- > **Designing Walkable Urban Thoroughfares: A Context Sensitive Approach - 2010**  
Institute of Transportation Engineers (ITE)

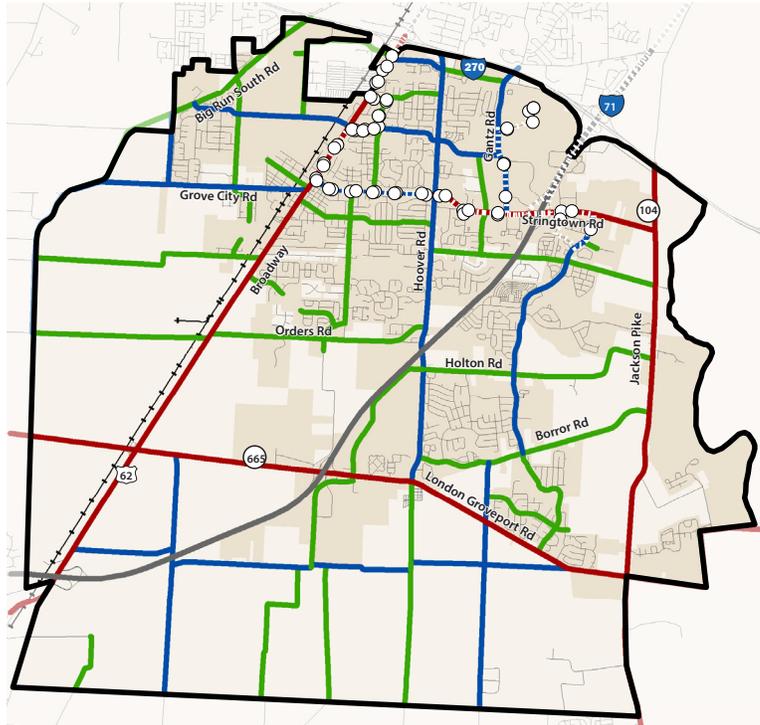
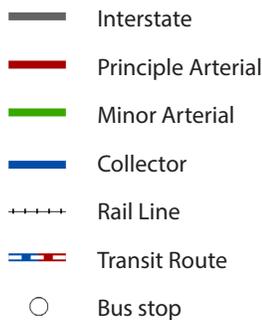
# KEY FINDINGS AND OPPORTUNITIES

## Transportation in Grove City covers a variety of aspects.

A discussion of transportation in Grove City must consider many facets. More than just the traditional examination of roadway traffic counts and ensuring that roadways are designed to accommodate them, GroveCity2050 addresses the many transportation options available in the City for residents, workers and visitors making sure they reflect the desired character of Grove City. **The intent of future transportation planning in Grove City is a balance of function and character.**

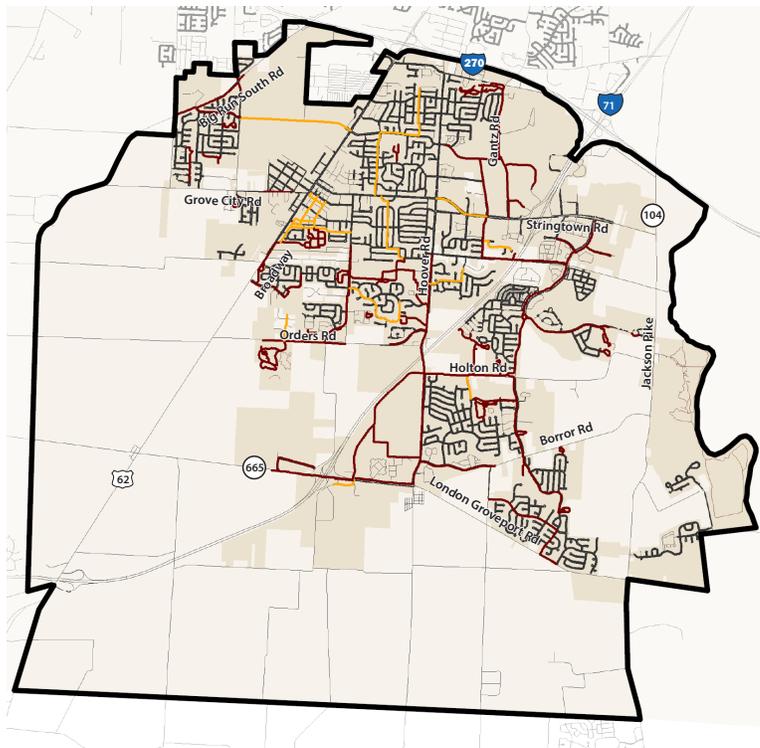
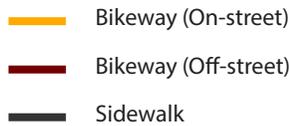
### Exiting Motorized Transportation

- > Automobiles on roadways to and from work or other destinations
- > Trucks and other vehicles transporting goods via the road network
- > Trains transporting goods via rail lines



### Existing Non-motorized Transportation

- > Bicyclists on trails or on-street accommodation
- > Pedestrians utilizing sidewalks



Within Grove City's current boundary (2017):

- > 200 miles of road (approximately 23 miles of these are private roadways)

- > 49 miles of bikeways (on-street and off-street)
- > 5.5 miles of bus lines (service provided by Central Ohio Transit Authority - COTA)
- > 2 miles of rail (service provided by Genesee & Wyoming Inc. with lines owned by CSX)

Within the GroveCity2050 Planning Area:

- > 260 miles of road (roadways outside of Grove City's boundaries are maintained by other entities including Jackson Township, Franklin County and ODOT)
- > 6 miles of rail (service provided by Genesee & Wyoming Inc. with lines owned by CSX)
- > No additional formal bikeways or bus service is provided outside Grove City's jurisdiction within the planning area.

## Many regional efforts relate to transportation planning.

A number of regional transportation plans exist which Grove City's network will include for individual vehicular travel, public transit and non-motorized transportation.

### VEHICULAR TRAVEL

The Mid-Ohio Regional Planning Commission (MORPC) published the 2016-2040 Columbus Area Metropolitan Transportation Plan (MTP), which makes the region eligible to receive federal transportation funding to improve, maintain and operate highways, public transit, bikeways, sidewalks and related facilities. It sets goals and targets for the region and identifies strategies and projects to achieve those goals over the next 20 years.

- > The 2016-2040 MTP identifies modifications to the I-71 interchanges at both I-270 and Stringtown Road. Additionally, Broadway and Stringtown Road are identified for further study as high capacity transit corridors.



MORPC's Transportation Improvement Program (TIP) covers a four-year period and is updated every two years to ensure an efficient transition between TIPs. The Program outlines all significant transportation projects scheduled for MORPC's transportation planning area within the specified time period.

- > The 2018-2021 TIP notes multiple projects in Grove City including improvements to Borror Road east of Buckeye Parkway, improvements to Home Road between Hoover and Gantz Roads, and a bikeway between Hoover Road and Buckeye Parkway.

### PUBLIC TRANSPORTATION

The Central Ohio Transit Authority (COTA) recently completed a long-range planning effort called NextGen to identify public transportation needs and opportunities through the year 2050. NextGen comprehensively considers how the region's trends will shape opportunities and demand for public transportation. As a result of these planning efforts, COTA recently reconfigured many of their routes to offer more frequent and faster transit service. The plan's Vision 2050 also includes 13 potential high capacity transit corridors centered around some of Columbus' most dense corridors.

- > None of the potential high capacity corridors identified by the NextGen vision include Grove City. If conditions such as population and employment density become more favorable in the future, expanded transit service to Grove City is a possibility.



### NON-MOTORIZED TRAVEL

The 2016-2040 Columbus Area Metropolitan Transportation Plan also included the Columbus Area Active Transportation Plan to help identify regionally significant active transportation projects that include pedestrian, bicycle and transit accommodation. The draft plan was completed in October 2015 and included tools such as an interactive map and cost estimator for construction costs for active transportation facilities. The interactive map identifies major transportation corridors with recommendations for appropriate transportation facilities for each type.

## Preferences are changing.

While the majority of trips in Grove City are expected to continue to be by private vehicle, preferences are changing in terms of transportation. The demand for more walkable developments means that a street network must consider the safety of the pedestrian along the road, and the drive toward being more sustainable means more people will choose public transit or nonmotorized options. Planning for the future transportation network needs to safely accommodate these preferences and various methods of travel.

## A balance between character and function is desired for future transportation planning.

Whether existing roadways will require future improvements should be evaluated in light of overall community objectives, rather than level of service alone. Efficient and unimpeded conveyance of traffic should not always be the top priority. Prioritizing one type of traffic often hinders others. For example, in the Town Center, slower moving traffic would be a positive condition that improves the pedestrian environment and supports the viability of commercial development in the district. Also, traffic conditions tend to influence behavior. Slower traffic may encourage people to seek alternate routes, change the timing of their trip or consider other modes such as biking, transit or ridesharing. There is not a singular answer, rather traffic priorities should be aimed at aligning with the contextual character and priorities of the area.

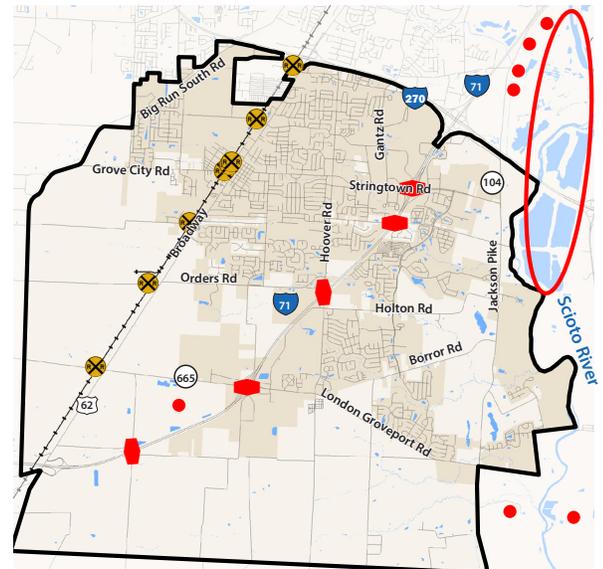
## A number of challenges exist when planning for connectivity within the City and to the region.

Grove City is located in a segmented traffic environment, with a number of barriers that hinder connectivity in the transportation network. While features such as Interstate 71 bisecting the community is an asset for transporting goods, it limits the number of connections across the community to overpasses or underpasses. Currently, there are only five connections over or under I-71 to connect the east and west sides of the planning area. Additionally, while the Scioto River is a great asset for the community, particularly with the new Scioto Grove Metro Park, it acts as a barrier to connect to US 23 to the east. Limited connections leads to congestion and over-burdening of the existing connections.

A number of uses exist outside of Grove City's boundaries to the north which impact regional connectivity, including the active quarry along the Scioto River, the Franklin County Corrections Center and the City of Columbus' Waste Water Treatment Plant on Jackson Pike. A recreational trail was recently installed by the City of Columbus south to State Route 104 / Frank Road; however, it will be difficult for Grove City to connect to the trail given the uses between the trail's terminus and Grove City's boundaries.

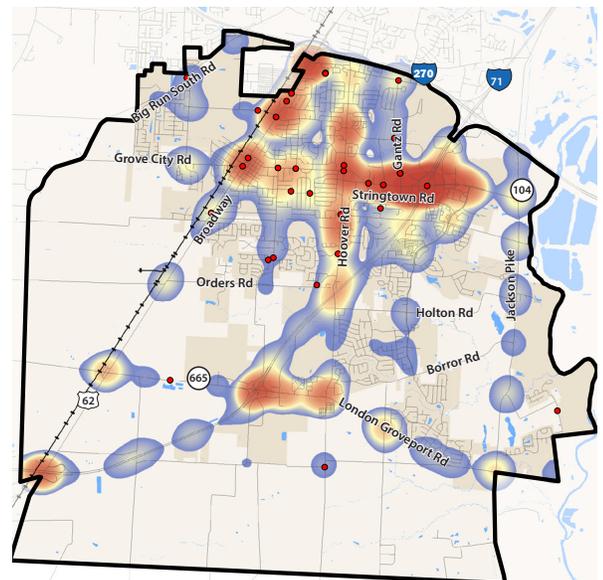
## Safety is a key consideration in transportation planning.

The transportation network must be designed to safely accommodate all modes of travel. More heavily traveled corridors will inherently have more crashes due to the higher volume of cars; however, examining the context of crashes helps identify potential improvements. The image to the right shows high-crash areas, with areas in red indicating more crashes. As the map shows, Stringtown Road around the the I-71 interchange and Broadway around the I-270 interchange experience the most vehicular crashes. In fact, these areas were marked as two of the top 100 crash locations in Central Ohio by MORPC. They both experience heavy traffic and have multiple curb cuts in close proximity with little to no access management (shared entrances and access drives).



### EXISTING CONSTRAINTS

- Railroad Crossing
- Freeway Crossings
- Sensitive Uses



### CRASHES (2014-2016)

- Pedestrian or Bicycle Crash

Vehicular Crash Density  
Low High

## Grove City has several heavily travelled corridors, yet traffic volumes are not as high as in other suburbs.

Traffic volumes are measured in terms of average vehicles per day or Average Daily Traffic (ADT). ADT may vary considerably based on roadway context and design. High ADT corridors are often attractive for retail development while less attractive for residential development. Corridors with certain levels of traffic may employ different designs (number of lanes, lane width, intersection type, etc.) depending on context.

The roadways in Grove City that currently experience the highest traffic volumes (over 15,000 vehicles per day) include:

- > US 62/Broadway (between Columbus Street and I-270)
- > Hoover Road (between White Road and Orders Road)
- > Stringtown Road (between McDowell Road and Buckeye Parkway)
- > SR 665 (between I-71 and Hoover Road)

The Stringtown Road corridor between McDowell Road, the interchange at I-71 and Buckeye Parkway carries more than 20,000 vehicles per day and is heavily congested during peak periods. While these are the busiest roadways in Grove City, ADT is lower than the busiest roadways in communities such as Dublin and Westerville, which have ADTs between 30,000-40,000 vehicles.

## An active freight rail line connects Grove City and Columbus.

A railroad corridor traverses Grove City parallel to and west of US 62 and runs through the Town Center. The existence of an active freight rail line that connects Grove City with Columbus and the larger region could present a future opportunity should regional rail efforts resume.

In order for passenger rail transportation to be potentially viable in Grove City, there would need to be a significant population and employment density within a walkable distance to the rail line. The continued development in the Town Center and future redevelopment of Beulah Park would facilitate such an opportunity.



### Stringtown Road Planning

Stringtown Road is a critical and heavily traveled arterial in Grove City. Traffic and congestion on Stringtown Road was indicated as a negative by many residents at public workshops and throughout the public input campaign for GroveCity2050.

Improvements to Stringtown Road east of Interstate 71 were recently completed to improve traffic flow. These improvements included adding two lanes exclusively for the I-71 northbound entrance ramp and adding an additional left-turn lane from Buckeye Parkway on to westbound Stringtown Road. Stringtown Road east of Parkway Center was also widened to three (3) lanes to accommodate future development around the new OhioHealth hospital.

A number of other recent studies and construction projects have been completed to improve traffic on Stringtown Road including: improvements between Hoover Road and McDowell Road with a signal system timing upgrade, both completed in 2011, as well as signal modifications in 2010 at the Thistlewood Drive intersection. Stringtown Road was also widened between McDowell Road and Marlane Drive in 2005.

A focus area study of Stringtown Road was prepared and is included in Appendix C. The Stringtown Road interchange at I-71 is currently being studied by ODOT for capacity improvements including improvements beyond the boundaries of the interchange.

## Grove City is served by regional bus transit and ridership has been strong.

The Central Ohio Transit Authority (COTA) currently operates two bus routes directly serving Grove City, one express route and one local route. The local route (Local #3) serving Broadway and Stringtown Road uses on-street bus stops, with one Park and Ride at the corner of Stringtown Road at Parkmead Drive. Buses arrive at these stops approximately every 30 minutes from 5 a.m. until midnight, seven days a week. Due to strong ridership, the service was recently expanded from a 45-minute to a 30-minute service.

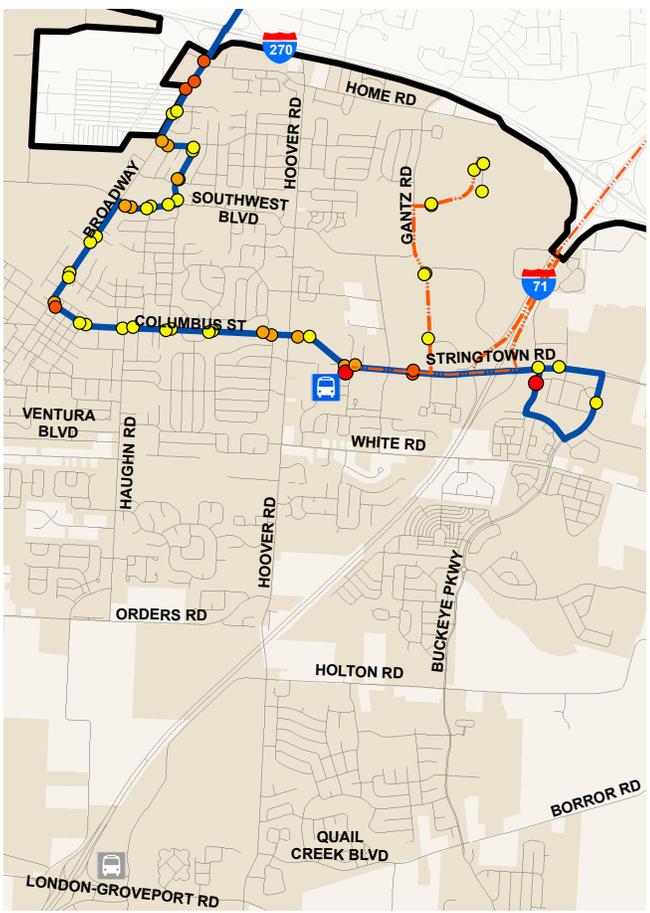
The express route runs between Downtown Columbus, Southpark Industrial Park and Parkmead Park and Ride (Express 61). An express route between Downtown Columbus and SR 665 at the Fedex Ground Facility was discontinued in 2017. In 2014, COTA acquired property at the I-71/SR 665 interchange, west of North Meadows Drive, for a future park and ride, and service is expected to increase in the coming years as the number of trips to each lot expand.

## FIRST MILE, LAST MILE PARTNERSHIPS

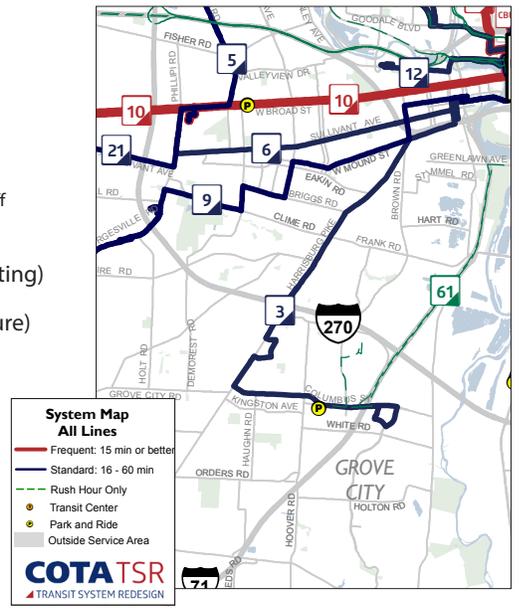
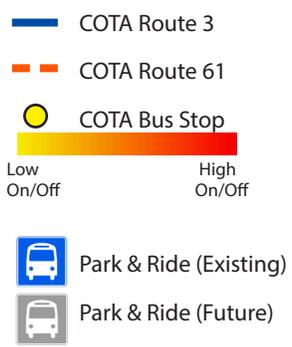
To extend its reach, COTA promotes partnerships to solve so-called “first mile, last mile” needs, connecting express routes with various local destinations. New Albany and Groveport have recently initiated city-run shuttle services off of the COTA express lines to achieve the “first mile, last mile” goal – serving large office parks (New Albany) and Rickenbacker Inland Port (Groveport). Both of these communities are planning to expand these shuttle services. Grove City is currently reviewing the feasibility of offering similar shuttle services in select locations in the City.

## MAKINGS OF A SUCCESSFUL BUS TRANSIT ROUTE

COTA lines look for dense, linear development and walkable environments. Consistent development is also needed, as gaps in the City significantly lower ridership. Mixed use development that extends along a corridor provides the most consistent pattern to support bus transit.



Grove City's Evans Center provides an on-demand bus service to connect its members to grocery stores, banks, medical appointments or recreation at the center.



## The City has an extensive and growing bikeway network connecting to the regional greenway system.

Many of the City's parks and schools are connected to the existing bikeway network, and there are plans to provide additional connectivity between the remaining schools, parks and future bicycle networks. Several roadway improvement projects, currently in design or under construction, include new or improved bicycle facilities.

The City published a bicycle facility master planning document within the 2016 Parks, Recreation and Open Space Comprehensive Plan (Trails and Connectivity Chapter) which provides a detailed assessment of current bicycle facilities, as well as recommendations for future trails, bike paths and on-street bikeways to provide greater connectivity throughout Grove City. While the GroveCity2050 Community Plan discusses recommended improvements to the bikeway system, the official Bikeway Planning Map is housed in the Parks, Recreation and Open Space Comprehensive Plan.

The Parks Comprehensive Plan defines various bicycle facilities, which can be divided into two major types, multi-use paths (off-street facilities) and shared roadways (on-street facilities). Descriptions of each can be found below.

### MULTI-USE PATHS



**Recreational Trail:** A bikeway within its own right of way, separate from the road network. These paths may be used by walkers, runners, skaters, and wheelchair users in addition to bicyclists.



**Sidepath:** A sidepath is a bikeway constructed on the side of the roadway within the street right-of-way, usually on only one side of the road.



**Cycle track** (or protected bike lane): A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A bicycle track is physically separated from motor traffic by some form of barrier and distinct from the sidewalk. Bicycle tracks can be one-way or two-way, at street level or sidewalk level.



### SHARED ROADWAYS

**Bike Lane:** Bike lanes are sections of a roadway for exclusive use by bicyclists. Space for a new bike lane may come from restriping the other lanes or removing parking.



**Signed, Shared Roadway (Bicycle Route, signed only):** Bicycle routes are a system of on-street bikeways designated with route markers in which the bicyclists share the roadway with motor vehicles.



**Bicycle Boulevard:** Bicycle boulevards are low-volume roadways designed to give priority to bicyclists and pedestrians.



**Shared Lane ("Sharrow", pavement marking):** Vehicular lanes marked with a "sharrow" symbol indicate that motor vehicles share the roadway with bicycles. Shared lanes are typically used when there is not adequate space for a separated bike lane.

## Pedestrian Overpass

Two of Grove City's high schools (Grove City High and Grove City Christian) are located in the near geographic center of the City; however, I-71 prevents many of the residents closest to the schools from walking or riding their bikes to school. A bridge from the Pinnacle Club subdivision over Interstate 71 would create a safe connection for many students previously unable to bike to school or to other area amenities and community facilities such as Fryer Park and the YMCA.

## Bicycle Users and Their Differences

Bicycle ridership varies not only in the type of transportation (commuting versus recreational), but more importantly in the level of comfort for those riders. The City of Portland, Oregon's Bicycle Coordinator, Roger Geller, breaks this comfort level down to the four categories listed below.



*“Riding a bicycle should not require bravery. Yet, all too often, that is the perception among cyclists and non-cyclists alike.”*

Roger Geller, Portland Bicycle Coordinator

## A Number One Priority in Grove City

Improving the trail network and trail accessibility was the number one comment from the public during the Parks and Recreation Comprehensive Plan input process in 2010-2011. Many comments were also received online and at public workshops for GroveCity2050 related to the trail network.

*“I would like to see Grove City connected to the big bike trail from downtown Columbus to campus and on to Worthington.”*

Participant, Parks and Recreation Comprehensive Plan process, 2010

*“I feel more people are active, so bike trails, walking paths, etc. would fit nicely in Grove City”*

Participant, GroveCity2050 Public Workshop, 2016

*“As we try to get more people to exercise more, live [a] healthier lifestyle and be more green environmentally, it’s important that we have a strong trail system.”*

Participant, Parks and Recreation Comprehensive Plan process, 2010

## Improvements to existing streets and new street connections are anticipated.

Recent planning studies conducted by the City and MORPC indicate that increases in traffic volumes are expected on several roadways in and around Grove City that may exceed the existing capacity of those roads at peak times. As previously discussed, the goal of future transportation planning will consider the context of the roadway when designing new roadways or making improvements to existing roadways.

### HOME ROAD

Home Road between Hoover Road and Gantz Road experiences significant traffic but is narrow with open ditches along portions of the roadway. Home Road west of Broadway is an awkward intersection difficult for large vehicles to maneuver and experiences considerable traffic back-ups.

- > Improvements to Home Road should focus on improving safety. Because multiple residential developments are accessed off portions of Home Road east of Hoover Road, an intermittent center turn lane for points of access is recommended for improved safety. Additional studies will be needed to determine the most appropriate action for Home Road west of Broadway to improve the safety of the intersection and improve traffic movement in the area.

### SEEDS ROAD

Seeds Road north of Zuber is expected to accommodate future non-residential development. West of Enterprise Parkway, it is only a two lane rural road with open ditches.

- > To be more conducive to industrial development, the road should be widened with a center turn lane.

### JACKSON PIKE (SR 104)

Jackson Pike is a two-lane rural road that carried between 10,000 and 13,000 vehicles per day in 2016 within the planning area. With the recent opening of the Scioto Grove Metro Park and anticipated traffic increase from development in the Rickenbacker area, the roadway will need improved.

- > Various modes of traffic calming should be implemented to ensure that it maintains its rural character while improving safety

### DEMOREST ROAD

Demorest Road will provide multiple points of access to the redeveloped Beulah Park site and as such is expected to carry additional traffic. The current road is narrow and in disrepair.

- > Improvements to Demorest should include enclosing the open ditches and adding a center turn lane to make the area more conducive for future growth.

### BORROR ROAD

Borrer Road is proposed to be widened to improve the safety of the roadway. Borrer provides an important connection to SR 104 and a number of new residential developments are expected to utilize this road.

- > Because of the rural character of the area, improvements should be limited to widening the roadway; however adding a center turn lane, curbs and other traditional roadway improvements may not be necessary.

### LONDON GROVEPORT ROAD (SR 665)

London Groveport Road (SR 665) east of Hoover Road has been identified in the 2016-2040 Metropolitan Transportation Plan (MTP) as a road segment to be improved. This roadway links I-71 with Rickenbacker International Airport and Inland Port and is suggested to be widened from two lanes to four lanes in the MTP.

- > As the existing and future land use context in the area is residential, a significant increase in truck traffic is not desirable. It will be very important for Grove City to contribute to the design of improvements to SR 665 to ensure that it is appropriate to the surrounding context.

## SMARTCOLUMBUS

In June 2016, the City of Columbus won the U.S. Department of Transportation (USDOT) \$40 million Smart City Challenge after competing against 77 cities nationwide. The Smart City Challenge is a grant competition designed to help the winner become the first city to fully integrate new transportation technologies — everything from street sensors to self-driving cars — and become a model for other municipalities. Associated with the Smart City Initiative, Columbus was also awarded a \$10 million grant from the Paul G. Allen Family Foundation to reduce greenhouse gas emissions through the de-carbonization of the electric supply and transportation sectors. Additionally, private businesses have pledged nearly \$200 million in funding and technology.

**Grove City can leverage the success of Smart Columbus to work towards innovative transportation solutions to address planning for the City's future infrastructure needs.**

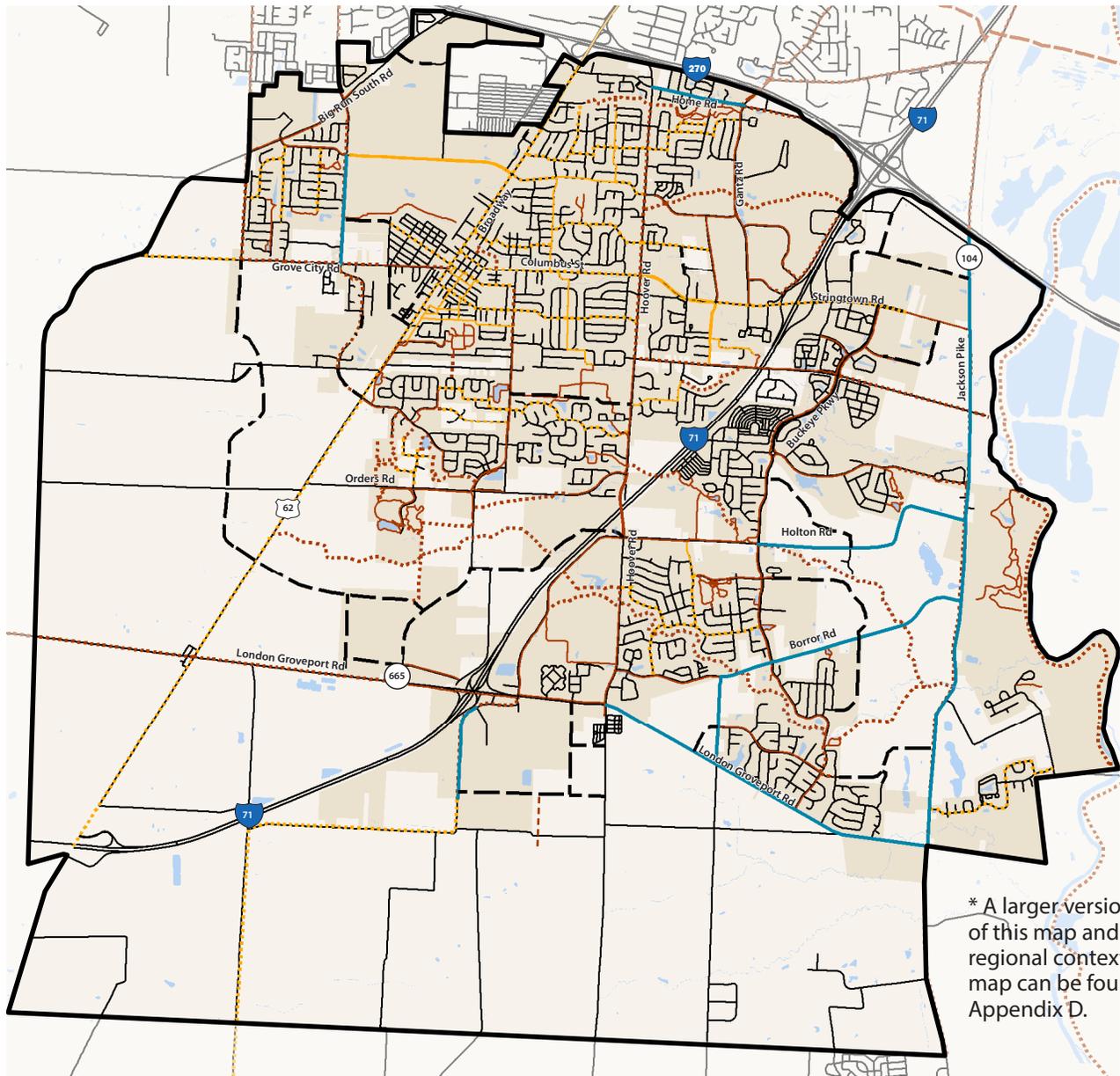
### THE VISION OF SMART COLUMBUS IS TO:

- > Improve access to jobs through expanded mobility options in major job centers
- > Compete globally through smart logistics
- > Connect Columbus residents to safe, reliable transportation that can be accessed by all
- > Better connect visitors to transportation options
- > Develop a more environmentally-sustainable transportation system

The anticipated outcome of the multi-year initiative is for Columbus to become the nation's epicenter for intelligent transportation systems research to improve safety, enhance mobility, create ladders of opportunity for those who may have been left behind in the past and address climate change by reducing greenhouse gas emissions.

# TRANSPORTATION IMPROVEMENTS

Many planned roadway improvements will include bikeway facilities and additional off-street trails are planned as the City grows. The first leg of a major trail connection between Hoover Road and the Scioto Grove Metro Park is identified in the 2018-2021 Transportation Improvement Program. A number of other off-street bikeways are proposed throughout the community and safe routes are being examined to create on-street facilities where there is not room to install off-street bikeways. Most new roadways should accommodate cyclists. More detail on the recommended accommodation can be found in the Street Classification map and roadway character type description on the following pages.



\* A larger version of this map and a regional context map can be found in Appendix D.

## TRANSPORTATION IMPROVEMENTS

- |  |                                  |  |                             |
|--|----------------------------------|--|-----------------------------|
|  | Study Area                       |  | Existing On-street Bikeway  |
|  | Proposed Streets                 |  | Proposed On-street Bikeway  |
|  | Existing Street                  |  | Existing Off-street Bikeway |
|  | Improvements to Existing Streets |  | Proposed Off-street Bikeway |

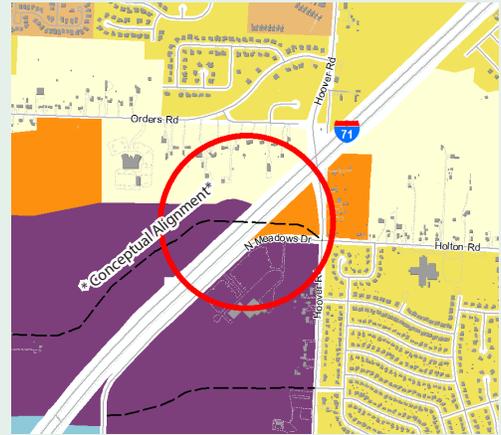
## Focused Growth

The Transportation Improvements Map shows less than 18 miles of new roadway to support the anticipated residential and economic growth in the next 30+ years. This supports the principle of focused growth and placing the priority on infill development and redevelopment over the extension of infrastructure for new development.

# Holton Road Overpass

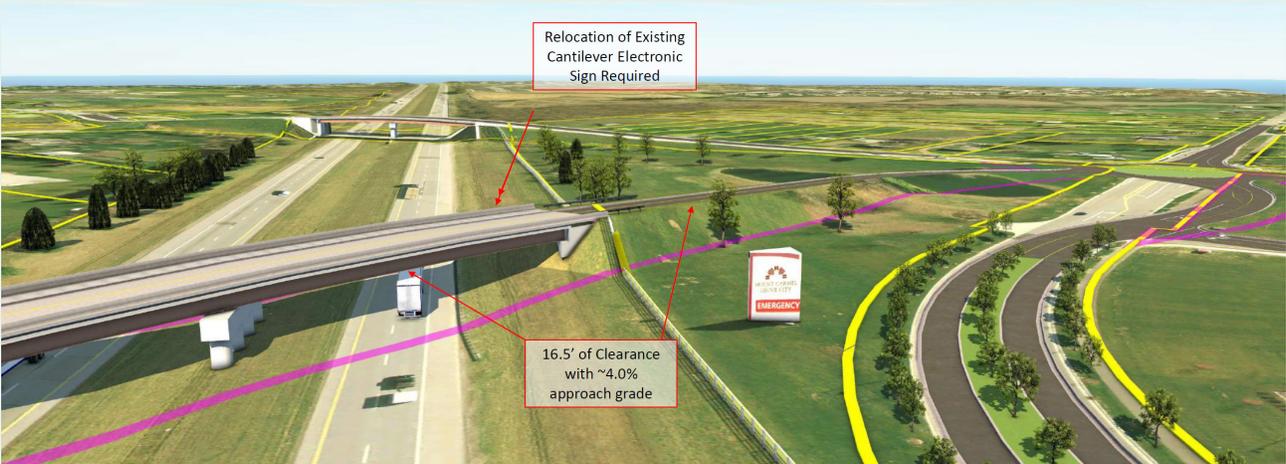
## Intent

The Future Land Use and Future Street Network Maps show a number of proposed future roadways, including a new overpass over I-71 at Holton Road. This overpass would allow for a new frontage road to be developed on the west side of I-71, similar to North Meadows Drive on the east side of I-71, and open up land for development previously inaccessible. Frontage roads provide the visibility sought by office developments and other industries Grove City would like to attract, as noted in the Land Use and Economic Development chapters. Providing an additional point of connectivity across I-71 will also decrease the traffic on existing connections.



## Challenges

A new overpass presents a number of challenges. In addition to traditional challenges faced by any new overpass project (proper grading and design), the proposed Holton Road overpass has unique challenges in that it is going into an area already partially developed with both residential and non-residential developments.



Images created by EMH&T

# STREET CLASSIFICATION

To integrate transportation and land use based on a Complete Streets philosophy, this plan puts forth a new street classification system that combines both function and design context. The intent is to create a roadway hierarchy/classification to inform local policies, codes and programs. These street types, future street network map and other street design considerations described on the following pages, should be used to evaluate potential designs for new streets and improvements to existing streets.

- > Freeway (Interstate)
- > Parkway
- > Boulevard
- > Avenue
- > Main Street
- > Neighborhood Connector
- > Street
- > Rural Road

## HOW STREETS ARE DEFINED TODAY

**Functional Classification:** The functional classification system is used by FHWA, ODOT and MORPC to express the hierarchy of roadways at the national, regional and local scale. Sometimes this form of classification is referenced in local codes and policies. Grove City's code currently employs the following functional classification system:

- > Freeway/Expressway
- > Principal Arterial
- > Minor Arterial (Secondary Street)
- > Collector
- > Local

While useful for many things, this conventional typology falls short of offering integration between transportation and other community initiatives. However, functional classifications will always be necessary for a variety of reasons (federal programs, state and regional planning and coordination), and therefore, the street types defined in this plan reference traditional functional classifications.

### FREEWAY

Controlled access (full or partial), multi-lane roadway for higher speeds and longer distance travel. More regional than local.

Functional Classification: Freeway/Interstate  
Local Example: I-71 and I-270  
Typical Section: 4+ travel lanes



### PARKWAY

Multi-lane, high-capacity thoroughfare that connects to major regional roads. Sometimes includes a landscaped center median. Bicycle and pedestrian facilities generally are provided, but separated from the motor vehicle travelway due to higher traffic volumes and speed. Should accommodate transit. Access management is a priority to reduce curb cuts.

Functional Classification: Principal Arterial  
Example: Stringtown Road  
Typical Section: 4+ travel lanes



### BOULEVARD

Multi-lane thoroughfare that provides connectivity to local roadway network. May include a landscaped center median. Bicycle and pedestrian facilities generally are provided but may be separated from the travelway in some contexts. Accommodates transit. Access management is a priority to reduce curb cuts.

Functional Classification: Principal Arterial/Minor Arterial  
Example: Buckeye Parkway  
Typical Section: 3-4 travel lanes



## AVENUE

Two- to four-lane thoroughfares that balance mobility with access to local development at the neighborhood level. May function as an arterial or collector, but generally at low to moderate speeds. Characterized by wide sidewalks (scaled to the surrounding land uses) and off-street bicycle facilities. May have on-street parking and transit stops in some contexts.

Functional Classification: Minor Arterial/Collector

Examples: Hoover Road, Grove City Road, Columbus Street

Typical Section: 2-4 travel lanes



## MAIN STREET

A subset of the avenue type that represents a corridor that transitions from an arterial thoroughfare (US Highway 62) to the Town Center. On the main street, low traffic speeds, bicycle and pedestrian comfort are paramount, as the priority should be on pedestrian comfort over the conveyance of vehicular traffic. Pedestrian amenities including wide sidewalks, seating and lighting are common.

Functional Classification: Arterial

Examples: Broadway in Town Center

Typical Section: 2-4 travel lanes



## NEIGHBORHOOD CONNECTOR

A subset of the avenue type that connects neighborhoods and tends to carry less vehicular traffic than other types of avenues. Connects to avenues and boulevards.

Functional Classification: Collector

Example: Parlin Drive, Kingston Avenue

Typical Section: 2-3 travel lanes



## STREET

Local, slow-movement street. Can be urban (with alleys) or suburban including many streets in subdivided neighborhoods. Includes both public and private streets. On-street parking.

Functional Classification: Local

Example: Neighborhood streets

Typical Section: 2 travel lanes



## RURAL ROAD

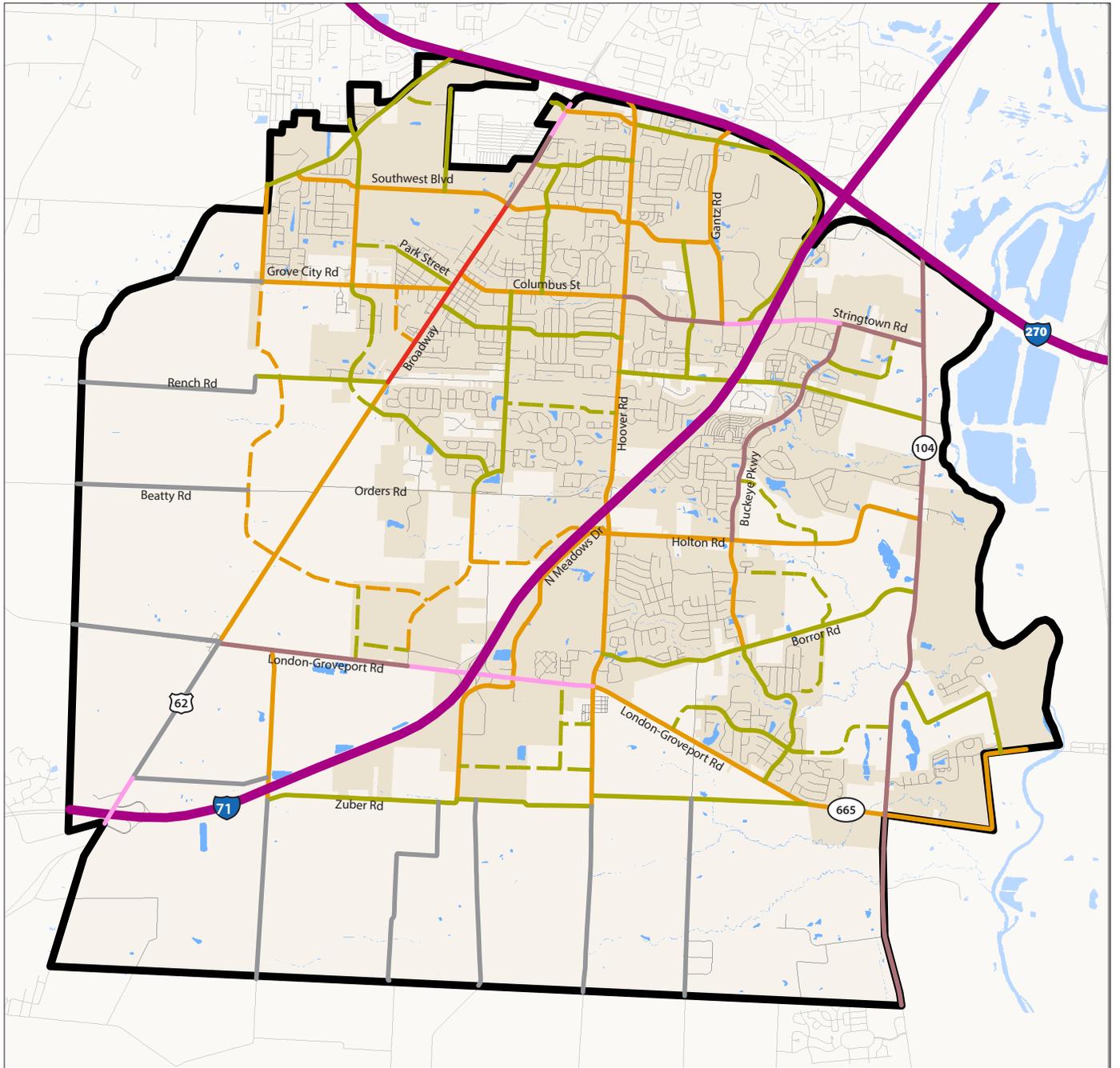
A road outside of the City serving a range of traffic levels in a country setting. May function as an arterial, collector or local route, but with a range of speeds. These roads are expected to retain rural character over the horizon of this plan. Curb and gutters vary/optional.

Functional Classification: Any

Example: Borror Road

Typical Section: 2-3 travel lanes





### Future Street Network

- Freeway
- Parkway
- Boulevard
- Boulevard (proposed)
- Avenue
- Avenue (proposed)
- Main Street
- Neighborhood Connector
- Neighborhood Connector (proposed)
- Rural Road
- Street
- Study Area

# STREET DESIGN IN CONTEXT

Streets should serve a diversity of users and support the desired character in which they exist. While vehicular movement is a component of mobility, it should not be the only consideration when street improvements are proposed. Different kinds of places require a different set of design priorities to create “place” as well as to achieve desired mobility objectives (travel speeds, walkability and transit readiness). The degree of priority for each of these considerations changes depending on where you are in the community.

The future Land Use and Character Map (page 23) organizes intended land use and character into 16 types. These forms can be considered in a consolidated way, through five general context types: mixed-use, commercial (retail and office), industrial, residential and rural. The following pages provide guidance on design priorities of the travel zone, pedestrian zone and other design characteristics such as bicycle accommodation, based upon a street’s context.

**Conventional street design criteria primarily based on:**

- > vehicle level of service
- > vehicle design speed
- > vehicle travel demand
- > functional classification

**CSS/Complete Street design criteria based on:**

- > context/land use
- > community objectives
- > multiple travel modes and user demand
- > functional classification

## TRAVEL ZONE (Curb to Curb)

The travel zone includes the portion of the street that accommodates vehicular activities. These include driving and parking for motor vehicles, as well as bike facilities and green infrastructure in medians.

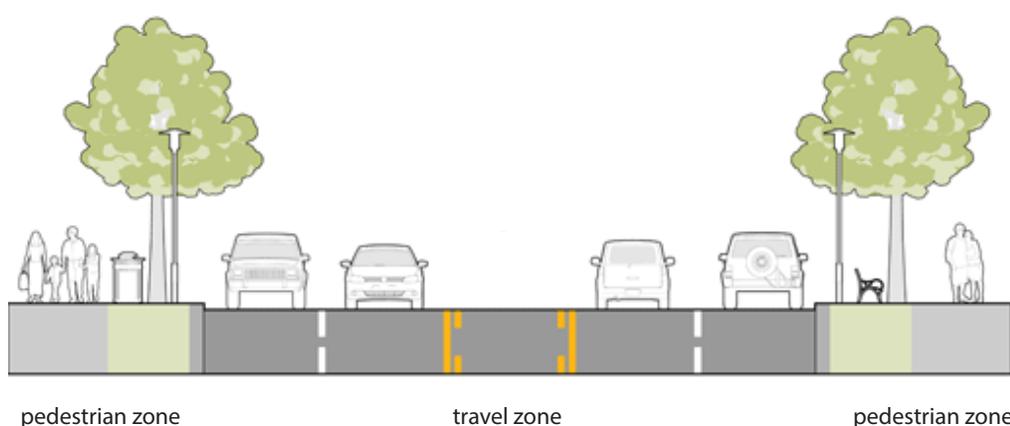
Typical travel zones might include a parking area, a primary automobile travelway and a median, encompassing everything from one curb to the other. Travel zones should:

- > Provide considerations for multiple modes
- > Ensure safety for all users
- > Be designed for lower speeds on streets that have pedestrian and bicycle facilities

## PEDESTRIAN ZONE (Curb to Building)

The pedestrian zone involves the portion of the street that accommodates non-vehicular activities. These include walking as well as business and social gathering. Pedestrian zones encompass everything from the face of the building to the curb and typically include a frontage area, a primary pedestrian walkway and a roadway buffer (area between the curb and primary pedestrian walkway). Pedestrian zones should:

- > Maximize safety
- > Provide a comfortable and cohesive walking environment
- > Promote active and inviting building frontages
- > Buffer parking areas
- > Provide for universal access and continuity



## DESIGN FLEXIBILITY

The following two pages contain design concepts recently compiled by the Federal Highway Administration in support of Context Sensitive Solutions (CSS). These ideas support the design recommendations that follow.

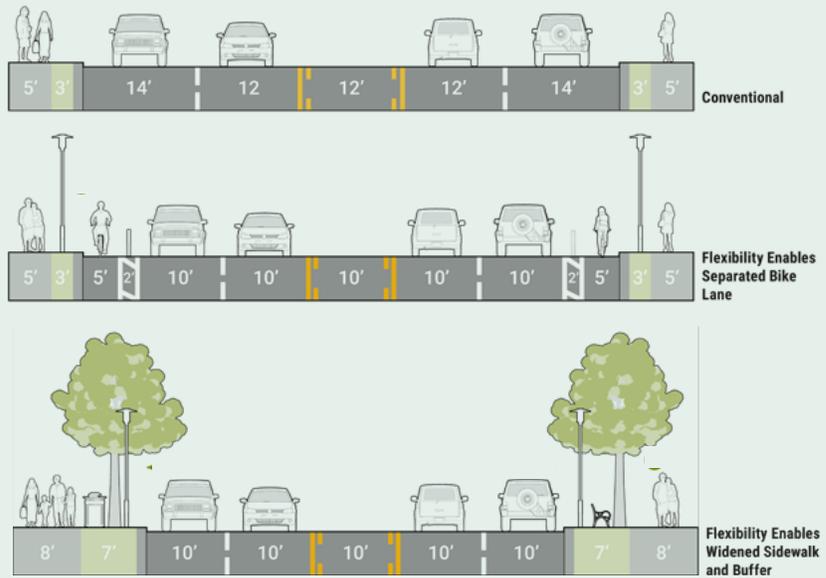
## Street Design Flexibility

The following represents design ideas recently compiled by the Federal Highway Administration in support of Context Sensitive Solutions (CSS). Many of these ideas are contained in the 2011 AASHTO Green Book, a standard engineering guide for highway and street design. These principles underlie the design priorities shown on pages 55-59.

### LANE WIDTH

Lane width is an important design criteria. Narrower lanes can improve comfort and safety for vulnerable users. Narrowing lanes can create space for a separated bike lane, a widened sidewalk with buffer and reduced crossing distances or a standard bike lane and widened buffer. Narrower lanes, as an element of an integrated urban street design, can contribute to lower vehicle operating speeds and make streets easier for pedestrians to cross.

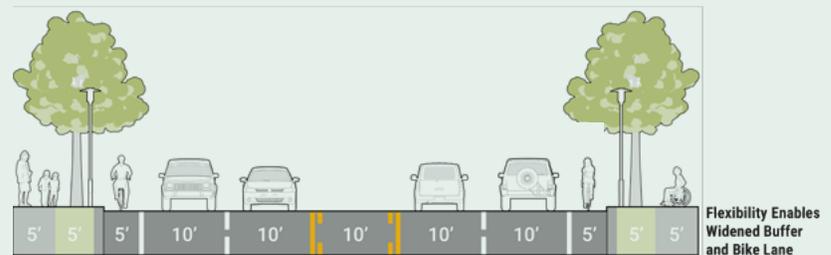
Lane widths can vary between 9 and 12 feet depending on desired speed, capacity and context of a roadway. While 12-foot lanes have been used historically as motor vehicle travel lanes, the AASHTO Green Book supports 10-foot travel lanes in low speed environments (45 mph or less).



### DESIGN SPEED

Lane width and other street geometry factors should be chosen to achieve the desired travel speed appropriate for the street's context. Roadways designed for lower motor vehicle speeds may not result in longer travel times compared to similar streets with higher motor vehicle speeds. Travel times depend on a wide variety of factors, such as intersection frequency, operational efficiency and driver characteristics. Delay for motorists in suburban and urban areas is often due to congestion at signalized intersections, and usually not travel speeds between intersections. There are several techniques to lower motor vehicle speeds that improve safety for all roadway users while simultaneously reducing congestion.

The pattern of adjacent development can also impact driver behavior and speeds. Where buildings or mature trees are close to the street, drivers tend to move slowly compared to streets with buildings set back further. For example, in Grove City, traveling 35mph on Kingston Avenue, where homes are close to the street, feels excessive. However, excessive speeding has been a problem on some newer residential streets where the speed limit is 25 mph.



These figures illustrate a conventional street design and context-sensitive designs within the same right-of-way width. The context-sensitive design employs narrower lanes which encourages lower vehicular speeds and provides space for a separated bike lane or widened sidewalks and green buffer. Note that one or both of the outside vehicular lanes in all of the graphics could serve as on-street parking, which would provide a traffic-calming effect and a physical buffer for pedestrians and bicyclists. Also, the center turn lane could be replaced by a landscaped center median where long blocks are common or where access management is a priority. (Source: FHWA)

*“Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street’s safety without impacting traffic operations.”*

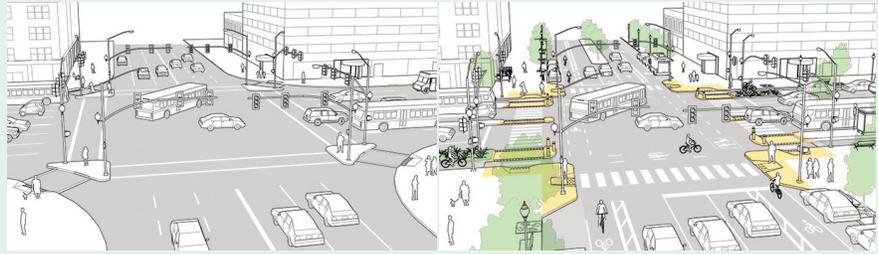
NACTO Urban Streets Design Guide 2013

## INTERSECTION DESIGN

Intersections are critical points on a street where design requires unique consideration. When considering the multi-modal accommodations at intersections, it is important to consider:

- > Clearly defined travel realm
- > Clearly defined pedestrian realm
- > Appropriate bicycle accommodations
- > Sidewalks
- > High visibility crosswalks
- > Medians / pedestrian refuges
- > Curb radii

Intersection geometry should be designed for the vehicle that turns at the intersection most frequently. Medians can be useful to provide pedestrian refuges when crossing multilane roads if the median end extends through the pedestrian crossing area and is sufficiently wide (a minimum of 6 feet wide).



Intersection geometry has a significant impact on safety for pedestrians, cyclists and motorists. These examples show a typical urban/suburban intersection (left) and a redesigned multi-modal intersection. The redesigned intersection features narrower traffic lanes with separated on-street bike lanes, smaller curb radii, pedestrian refuges, while still accommodating turning movements for large vehicles.

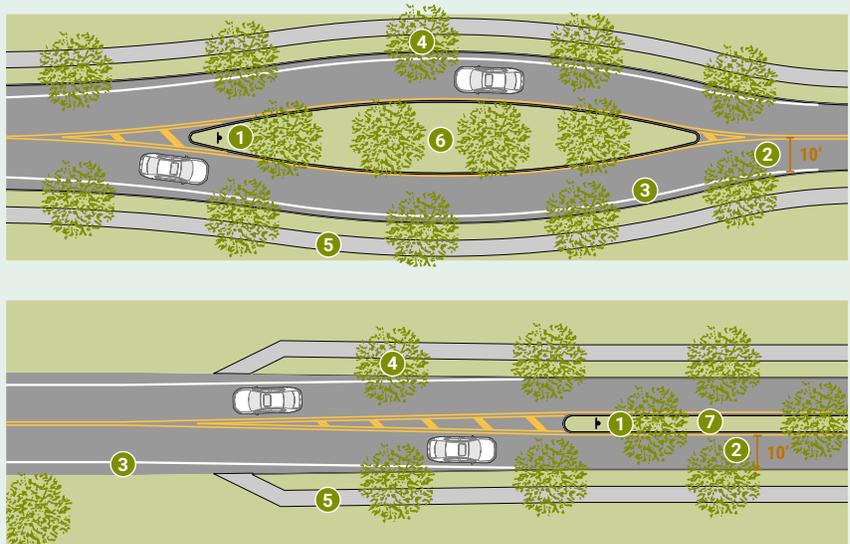
Source: National Association of City Transportation Officials (NACTO) Urban Street Design Guide 2013

*“Design for the most vulnerable street user rather than the largest possible vehicle. While designs must account for the challenges that larger vehicles, especially emergency vehicles, may face, these infrequent challenges must not dominate the safety or comfort ... for the majority of daily users.”*

NACTO Urban Street Design Guide 2013

## GATEWAYS AND TRANSITIONS

Changes in street design should accompany a change in surrounding context. Historically, functional classifications of streets and highways have led to higher-speed designs that can negatively impact denser, small town main streets. Community character, adjacent land uses and safety for all users should dictate the design criteria, especially on a street that serves as a main street. Where streets transition from a commercial context to a residential one, design elements should encourage slower vehicular speeds.



The design examples shown above illustrate transition zone treatments, gateway treatments or both. Each example includes a gateway sign (1) narrowing of lanes (2) the removal of the shoulder (3) the introduction of curb, street trees (4) sidewalk buffer and (5) sidewalk. The top example shows a horizontal deflection (6) entering and exiting main street, while the lower example shows a constrained environment where a median (7) is used.

Source: Federal Highway Administration (FHWA) (Transitions to Main Streets)

## Street Design Priorities: Mixed Use Context

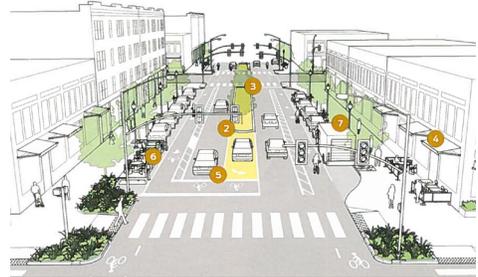
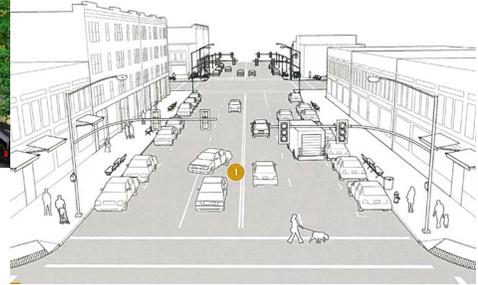
Locations where a mixture of uses are integrated such as the Town Center or other neighborhood or employment centers, offer the greatest opportunity for a balance between travel modes. Streets in this context should:

- > Accommodate higher levels of pedestrian activity
- > Reduce motor vehicle speeds
- > Provide on-street bike lanes or shared-use paths
- > Promote pedestrian-oriented development
- > Design streets with on-street parking

### Design Examples



Narrow vehicular lanes, landscaped medians, curb extensions and bike lanes can make streets within mixed use areas (particularly main streets) more inviting to pedestrians, while providing an acceptable level of traffic flow.



source: nacto.org

Street Type	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Local Street	Rural (Not Applicable)
<b>Travel Zone Design</b>							
Number of through lanes	4-6	2-4	2-4	2-4	2-4	2-3	
Width of travel lanes (feet)	11'	10-11'	9-11'	10-11'	10-11'	9-11'	
Design for large vehicles							
Intersection vehicular throughput							
On-street parking	none						
<b>Pedestrian Zone Design</b>							
Landscaping / Street Trees							
Buffer Zone							
Street Furniture							
Wide sidewalks (>5')							
Standard sidewalks (5')							
<b>Other Design Characteristics</b>							
Medians							
Bicycle Accommodation	separate	separate	bike lanes / sharrows	bike lanes / sharrows	on-street	on-street	
Access Management							
Transit Accommodation							

### Design Priority

High	Medium	Low
------	--------	-----

Items of "high" importance should be prioritized in the design process.

## Street Design Priorities: Commercial Context

In single-use commercial and office areas, streets should accommodate accessibility for walking, biking and transit, but the primary travel mode is by automobile. In this context street design should:

- > Emphasize travel lanes and automobile capacity
- > Serve faster moving traffic
- > Utilize landscaped buffers between automobiles and pedestrians
- > Consolidate access with access management

### Design Examples

Within a commercial context, street design could narrow travel lanes and provide space for landscaped medians and wide landscaped buffers to separate pedestrians and cyclists from motor vehicles. These streets should manage direct access to the corridor to limit vehicle conflict points and improve traffic flow.



Street Type	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Local Street	Rural
<b>Travel Zone Design</b>							
Number of through lanes	4-6	3-4	2-4	2-4	2-4	2-3	2-3
Width of travel lanes (feet)	11'	10-11'	9-11'	10-11'	10-11'	9-11'	9-12'
Design for large vehicles							
Intersection vehicular throughput							
On-street parking	none						
<b>Pedestrian Zone Design</b>							
Landscaping / Street Trees							
Buffer Zone							
Street Furniture							
Wide sidewalks (>5')		transit stops	transit stops				
Standard sidewalks (5')							
<b>Other Design Characteristics</b>							
Medians							
Bicycle Accommodation	separate	prefer separate	bike lanes / sharrows	bike lanes / sharrows	on-street	on-street	on-street or separate
Access Management							
Transit Accommodation							

### Design Priority

High	Medium	Low
------	--------	-----

Items of "high" importance should be prioritized in the design process.

## Street Design Priorities: Industrial Context

In districts dedicated to industrial and distribution facilities, where large footprint buildings and large blocks are common, the primary travel mode is by automobile with special consideration for the needs of large vehicles. Given this context, street design should:

- > Accommodate large vehicles
- > Utilize landscaped buffers between automobiles and pedestrians
- > Consolidate access with access management

### Design Examples



In areas with large blocks and infrequent curb cuts, a landscaped center median with one or two travel lanes in either direction can be used instead of a center turn lane. These landscaped medians could act as “green infrastructure” if designed as a rain garden.



In locations where large vehicles make occasional turns, mountable truck aprons can be installed to deter passenger vehicles from making higher speed turns, but accommodate the occasional large vehicle without encroachment into pedestrian areas. Mountable truck aprons should be visually distinct from the adjacent travel lane and sidewalk.

Street Type	Parkway (Not Applicable)	Boulevard	Avenue	Main Street (Not Applicable)	Neighborhood Connector	Local Street	Rural
<b>Travel Zone Design</b>							
Number of through lanes		3-4	2-4		2-4	2-3	2-3
Width of travel lanes (feet)		10-12'	10-12'		10-12'	9-12'	9-12'
Design for large vehicles							
Intersection vehicular throughput							
On-street parking							
<b>Pedestrian Zone Design</b>							
Landscaping / Street Trees							
Buffer Zone							
Street Furniture							
Wide sidewalks (>5')							
Standard sidewalks (5')							
<b>Other Design Characteristics</b>							
Medians							
Bicycle Accommodation		separate	separate		on-street	on-street	on-street or separate
Access Management							
Transit Accommodation							

### Design Priority

High	Medium	Low
------	--------	-----

Items of “high” importance should be prioritized in the design process.

## Street Design Priorities: Residential Context

Residential context includes all single-use residential areas within the City. These areas are characterized by slow streets and on-street parking features as well as a high degree of connectivity. In this context, street design should:

- > Prioritize safety for pedestrians and bicyclists
- > Utilize medians on higher order facilities
- > Encourage on-street parking, bicycle lanes and landscaping
- > Discourage commercial truck traffic

### Design Examples



Narrower lanes, raised crosswalks, curb extensions and landscaped medians with pedestrian refuges can improve safety on residential streets.



Street Type	Parkway (Not Applicable)	Boulevard	Avenue	Main Street (Not Applicable)	Neighborhood Connector	Local Street	Rural
<b>Travel Zone Design</b>							
Number of through lanes		3-4	2-4		2-4	2-3	2-3
Width of travel lanes (feet)		10-12'	9-11'		10-11'	9-11'	9-12'
Design for large vehicles							
Intersection vehicular throughput							
On-street parking							
<b>Pedestrian Zone Design</b>							
Landscaping / Street Trees							
Buffer Zone							
Street Furniture							
Wide sidewalks (>5')							
Standard sidewalks (5')							
<b>Other Design Characteristics</b>							
Medians							
Bicycle Accommodation		separate	bike lanes / sharrows		on-street	on-street	on-street or separate
Access Management							
Transit Accommodation							

### Design Priority

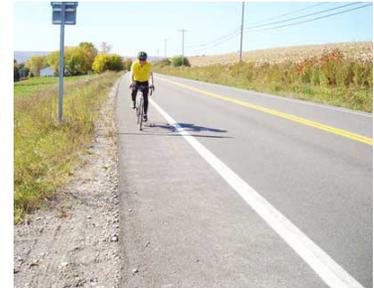
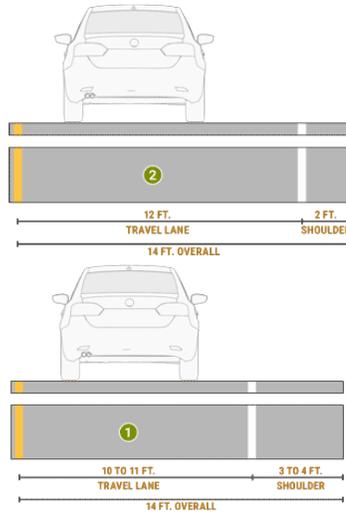
High	Medium	Low
------	--------	-----

Items of "high" importance should be prioritized in the design process.

## Street Design Priorities: Rural Context

In rural areas, the intent is to maintain a scenic and natural character. These areas could either be within the city or they may be township areas. Street design in this context should:

- > Accommodate traffic at moderate speeds
- > Provide bicycle accommodation either through separate sidepaths or on-street within wide shoulders



Street Type	Parkway (Not Applicable)	Boulevard	Avenue	Main Street (Not Applicable)	Neighborhood Collector	Local Street	Rural
<b>Travel Zone Design</b>							
Number of through lanes	3-4	2-3	2-3		2-3	2-3	2-3
Width of travel lanes (feet)	11-12'	10-12'	10-12'		10-12'	9-12'	9-12'
Design for large vehicles							
Intersection vehicular throughput							
On-street parking	none	none	none		none	none	none
<b>Pedestrian Zone Design</b>							
Landscaping / Street Trees							
Buffer Zone							
Street Furniture							
Wide sidewalks (>5')							
Standard sidewalks (5')							
<b>Other Design Characteristics</b>							
Medians							
Bicycle Accommodation	separate	prefer separate	bike lanes / sharrows		on-street	on-street	on-street or separate
Access Management							
Transit Accommodation							

### Design Priority

High	Medium	Low
------	--------	-----

Items of "high" importance should be prioritized in the design process.

# TRANSPORTATION ACTIONS

In addition to the Street Network Map and street design guidance, the following projects, policies and programs support the transportation goal: **Smart and safe transportation choices that offer reduced congestion, support and encourage desirable growth and character of place, and integrate private vehicles, public transportation, biking and walking.**

## Objective T1. Design corridors to balance different users and modes of travel.

- T 1.1 Formalize a Complete Streets policy.** A Complete Streets policy would formalize the intent to plan, design and maintain streets so they are safe for all users of all ages and abilities. Policies direct transportation planners and engineers to consistently design and construct streets to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists and freight vehicles. The street design matrices in this chapter indicate design priorities within limited rights-of-way.
  
- T 1.2 Improve “transit-supportive” land use conditions along corridors (particularly in those already served by transit).** Ensure that zoning and capital improvement decisions support the viability of future transit. Transit-supportive corridors are dense and walkable with few gaps. Mixed-use development that extends along a corridor and locates buildings relatively close to the street provides the most consistent pattern to support transit.

## Objective T2. Reduce congestion on major roadways, while maintaining character without sacrificing walkability.

- T 2.1 Create an alternate route for truck traffic to bypass the Town Center.** Lobby State and Federal agencies to re-designate the route of US 62 or create a signed alternate “truck-route” that would divert truck traffic around the Town Center. Town Center traffic management should be pedestrian focused.

### Transit-Supportive Design

Suburban environments can present unique challenges to the effective provision of public transit, given their low density and minimal pedestrian infrastructure.

Transit-Supportive Design (TSD) guidelines can aim to foster access to convenient and reliable transit in communities by shaping the built environment to support all forms of transportation, from pedestrian to transit to private vehicles. The implementation of TSD standards will help to remove the barriers that actively prevent good transit service. Such standards may address bus stop design, mixed use zoning, public land assembly, density bonuses, corridor design, building setbacks and more.

(Source: PACE Suburban Bus)



### Viability of Future Rail Transit

The presence of an active freight rail line running adjacent to Grove City’s Town Center is an opportunity. While passenger rail service has not existed in Columbus region for decades, there continues to be interest in reintroducing passenger rail service in the region. Such service could potentially use existing freight rail lines.

In order for passenger rail transportation to be potentially viable in Grove City in the future, there would need to be a significant population and employment density within a walkable distance to the rail line. The continued development in the Town Center and future redevelopment of Beulah Park, may facilitate such an opportunity.

- T 2.2 Manage access points onto parkways and boulevards (arterials and major collectors).** Access management should be applied on all boulevards and parkways and on avenues in commercial settings to provide for adequate, safe and properly designed entrances to and exits from developments.
- T 2.3 Consider the use of roundabouts.** Modern roundabouts have been demonstrated to improve efficiency and safety at critical intersections. While not appropriate in all locations, the City should consider roundabouts when designing potential intersection improvements.
- T 2.4 Require traffic impact studies for most development proposals.** Development proposals that meet certain criteria should be required to submit a traffic impact study as part of the review process. The study would detail projected traffic and impacts on the surrounding street network and identify potential street or intersection improvements needed. Traffic impact studies are used as tools by many central Ohio municipalities to negotiate shared responsibility for transportation improvements.
- T 2.5 Evaluate traffic conditions on Stringtown Road once planned intersection and access management improvements are implemented.** The City and ODOT are currently implementing or working to implement a number of improvements to Stringtown Road including new dedicated turn lanes for northbound I-71 from westbound Stringtown and an additional turn lane to Stringtown from Buckeye Parkway. Once those planned improvements are implemented, traffic conditions on Stringtown Road should continually be evaluated to ensure that the roadway functions meet demand while maintaining a safe and desirable environment.
- T 2.6 Develop partnerships to leverage the work of the City of Columbus' Smart City Grant.** The Smart City Grant (from the US Department of Transportation), has made Columbus an epicenter for testing "intelligent" transportation systems. Grove City should be active in following the Smart City initiative and look for ways to bring new transportation and traffic management technologies to Grove City.

**Roundabout benefits**

Roundabouts are increasingly being used throughout Central Ohio as a modern traffic-management tool. They offer multiple benefits to a community, including:

**Safety:** Roundabouts reduce crashes and fatalities due to slower speeds and no left turns.

**Improved traffic flow:** Congestion is alleviated through continuous traffic flow.

**Complex intersection solution:** Roundabouts are ideal for 5-legged, sharp intersection and other unusual intersections.

**Less conflict:** Roundabouts offer fewer points of conflict where crashes may occur.

**Easy maintenance:** Given the lack of traffic signals, roundabouts are easier to maintain and more energy efficient than signalled intersections.

(Source: MORPC)



Buckeye Parkway, Pinnacle Club Drive

"As the city grows in the Stringtown Road area, I would like to see some changes in traffic patterns, stop lights, etc. That area can become very congested."

Website Comment

## Objective T3. Consider aesthetics and character of place in the design of all new roadways and redevelopment of existing roadways.

- T 3.1 Assess potential street design improvements depending on their surrounding context.** Utilize the Street Design Matrices to determine appropriate designs for new streets and the redevelopment of existing roadways.
- T 3.2 Revise Street Design Standards.** The City’s standard drawings and other regulations pertaining to street design should be reviewed and updated as appropriate to align with the street design recommendations of GroveCity2050.
- T 3.3 Create streetscape design guidelines for public realm elements (landscaping, lighting, signs, etc.).** Streetscape design standards have been created for the Town Center. Similar guidelines that address signs, lighting, landscaping and other possible characteristics should be created for major corridors such as US 62, Stringtown Road and SR 665.
- T 3.4 Coordinate with the Ohio Department of Transportation (ODOT) on the installation of sound walls or other noise-reducing measures along highways.** Particularly when residential developments are adjacent to Interstates, Grove City should work with ODOT to install sound walls, mounding, landscaping and/or other appropriate measures to reduce the impact on adjacent developments.

## Objective T4. Ensure that new developments are connected into the existing transportation network.

- T 4.1 Require street and trail connectivity between developments.** Update the land development regulations to require that development plans include street and trail connections to adjacent development. At the edge of the City, stub streets should be included in subdivisions with the expectation that those streets will be connected to future development.

## Objective T5. Expand public transportation options.

- T 5.1 Continue to coordinate with the Central Ohio Transit Authority (COTA).** Meet with COTA officials at least annually to identify opportunities to improve public transportation in the City. As needed, share significant development proposals to assess their design with regard to viability of transit.
- T 5.2 Investigate a local “circulator” (bus or shuttle).** A local circulator bus or shuttle would operate within Grove City to link major activity centers and employers not directly served by COTA.

“We understand 665 is a trucking corridor but with all the residential areas and more to come on and off 665, we believe something should be done to decrease the risk of accidents.”

Public Workshop Comment

### Circulator Bus

COTA has partnered with local governments to meet the challenge of expanding “first-mile” and “last mile” service to certain activity centers. Two examples are in Groveport and New Albany.

**GREAT** (Groveport Rickenbacker Employee Access Transit) shuttle service connects employees traveling to the Rickenbacker area on COTA Line 81 to various businesses located throughout the industrial park. Shuttle service, operated by the City of Groveport and Village of Obetz, is free to customers.

**SmartRide** New Albany features five scheduled runs between Columbus and New Albany during the mornings and evenings with shuttles that run to and from businesses in the New Albany Business Park.

(Source: COTA)



## **Objective T6. Expand the sidewalk and bikeway networks to provide connectivity within Grove City and the region.**

- T 6.1 Create multi-use paths along at least one side of new roadways as indicated on the Street Network Map.** While some streets may be appropriate for on-street bike facilities, many streets in Grove City require off-street paths. Where right-of-way limits multi-use paths to only one side of the street, the path should be kept on the same side to the greatest extent possible to avoid excessive crossings.
- T 6.2 Update the Parks and Recreation Master Plan's bikeways element.** The Parks Plan contains the City's official bikeways and trails planning map. It should be updated to reflect GroveCity2050 as indicated on the Bikeways Network and Multi-use Paths Map. The trail system connects neighborhoods to local parks and the regional trail system.
- T 6.3 Establish partnerships with area jurisdictions and state agencies and organizations on bikeways and trails.** Coordinate the extension of bikeways and trails into adjacent townships and municipalities by collaborating with Central Ohio Greenways, MORPC, Metroparks, Columbus, Jackson Township, Urbancrest and other entities. Collaborative efforts may enable special funding or cost-sharing opportunities.
- T 6.4 Create bikeway/trail connections between Grove City and Downtown Columbus through the regional trail network.** Extend Grove City's bikeways along US 62 (3C), Gantz Road and Route 104/Scioto Trail to provide routes linking Grove City with Downtown Columbus. These routes could connect further to the Camp Chase Trail, which is part of the cross-state Ohio-to-Erie trail.
- T 6.5 Create a bike/pedestrian bridge over I-71.** As shown on the Bikeways Network and Multi-use Paths Map, a bridge across I-71 should be created to connect bikeways on Hoover and Holton Roads.
- T 6.6 Require that bicycle parking facilities (bike racks or shelters) are included on new development plans where appropriate.** Include requirements for bike parking facilities within the suggested update to the City's zoning code.

"More walkable and bikeable paths throughout the city, similar to the new construction along Stringtown Road."

Public Workshop Comment

"Connect Grove City to bike paths that take us downtown."

Website Comment

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# 4

## ECONOMIC DEVELOPMENT

This chapter includes a summary of Grove City’s current economic base, identification of competitive advantages and target industry opportunities for future recruitment, retention and marketing. GroveCity2050 is the Economic Development program/tool that will create additional business and employment growth, ultimately benefitting the community through an expanded income tax base.

### GOAL

**Intentional use and deployment of strategic economic policies to diversify and strengthen the local economic base, workforce and broadening of employment opportunities.**

### OBJECTIVES

1. Diversify employment sectors to obtain the jobs desired by residents
2. Promote the City as a desirable place to do business
3. Foster and grow the local entrepreneurial spirit
4. Provide infrastructure and public services to support and expand the City’s employment centers
5. Advance higher education and expand workforce training opportunities
6. Expand amenities to attract quality employers and continue to grow the tourism sector
7. Adopt policies to encourage and support a variety of development and business types
8. Partner with SWACO to promote “green” industries

### CHAPTER ORGANIZATION

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The economic development chapter’s objectives would positively impact the following insight2050 metrics.



**Local  
Fiscal Impacts**



**Household  
Costs**

# KEY FINDINGS AND OPPORTUNITIES

## Economic development helps shape communities.

One of the City's fundamental responsibilities is to provide for the safety of its residents as well as to provide a variety of social, cultural and recreational offerings. A critical element in the City's ability to provide essential services and create a desirous community is funding. While not absolute, the City's primary source of revenue is obtained through the collection of income taxes. In general terms, the City levies a two-percent (2%) tax on individuals working, as well as for those establishments conducting business within the community. It is for this reason the City places such emphasis on the importance of economic development (job retention, creation and attraction).

## SOUL OF THE COMMUNITY | THE KNIGHT FOUNDATION AND GALLUP STUDY

In 2010, The Knight Foundation released the findings from their Soul of the Community report. The study was conducted over three years in 26 cities across the United States and was designed to find out what attaches people to a community – what makes them want to put down roots and build a life there. The study found that factors people traditionally assume are the primary drivers of where people choose to live – such as jobs and the economy – are not the top reasons people are attached to their community. Instead, people rate factors related to quality of life at the top. The top three factors most closely correlated to community attachment were:

- > Opportunities for socializing — Places for people to meet each other and the feeling that people in the community care about each other
- > Openness to all people — How welcoming the community is to different types of people, including families with young children, minorities and college graduates.
- > Community aesthetics — The physical beauty of the community including the availability of parks and green spaces

### Implications for Economic Prosperity

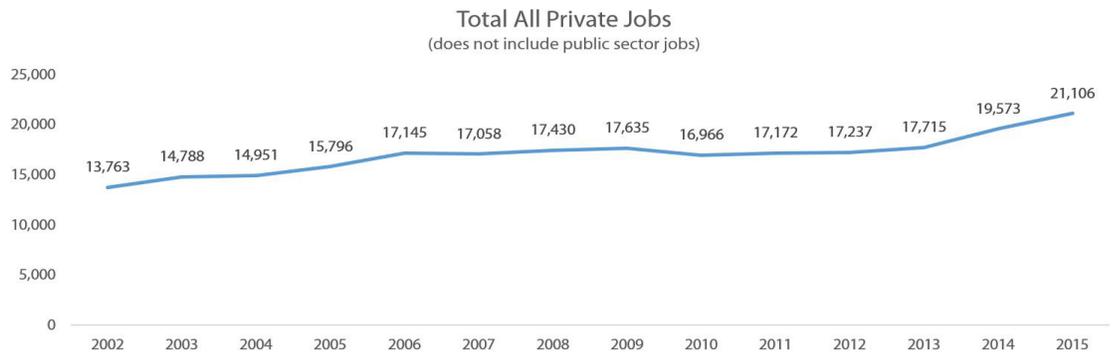
The study found that communities with the highest levels of community attachment had the highest rates of gross domestic product (gdp) growth. Highly attached residents are more likely to want to stay in their communities. When this is true for college graduates and other productive residents, it increases the number of talented, highly educated workers that positively affect economic growth. Further, when residents enjoy their community's offerings, they are more likely to spend their money on local activities and businesses, directly benefiting the local economy.

The Soul of the Community report accentuates the importance of economic development. From this perspective there appears to be a strong correlation between economic development and community attachment.

## Grove City is part of the growing Columbus Metro Area, offering a diversity of employment opportunities.

While it is important to understand what affects the local economic conditions of the community, it is also important to understand the local economy in a larger regional context. The Columbus region (including Franklin County and the 6 adjacent counties) is a growing region of nearly 2 million people served by a diversified economy anchored by both State government and The Ohio State University. Columbus is the headquarters for several Fortune 500 retail and insurance companies and a major distribution and logistics hub, due in part to its central location in relation to 47% of the Nation's population.

Grove City accounts for 2.0 percent of the Columbus Metro Area's population and has 1.7 percent of the region's employment. Grove City had an estimated 21,106 private-sector jobs<sup>1</sup> in 2015, according to the U.S. Bureau of the Census. Including public sector jobs and part-time employment (where an individual may hold more than one job), the City had a total of 22,635 jobs.



1. Discrete or "primary" jobs, meaning one job per worker. (On The Map," Census.Gov)

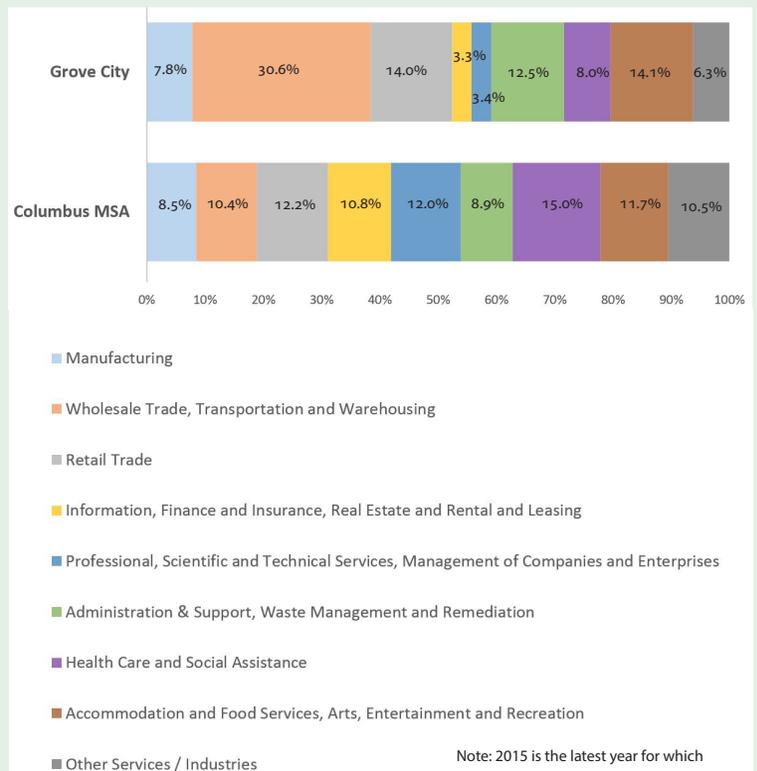
20

The graphic to the right shows the breakdown of jobs in Grove City in relation to the Columbus region. As the graphic indicates, the Columbus region has a very diversified economic base, and while employers in Grove City offer a variety of jobs, the percentage breakdown is not as equitable as in the region. A considerably higher percentage of Grove City's employment opportunities are in manufacturing, wholesale trade, transportation and warehousing.

The graphic also shows that a number of industry sectors present in the region are under-represented in Grove City, primarily information, finance and insurance, and scientific and technical services. Each of these sectors contain well-paying and desirable jobs. As will be discussed throughout this section, Grove City should focus some of its efforts on capturing more of these jobs through various avenues including, but not limited to, growing the local entrepreneurial spirit and developing community partnerships.

It should be noted that while the region has a larger percentage of health care and social assistance contributing to its economic base, a number of health care facilities are currently under development in Grove City, having more than 2,000 associated jobs, which are anticipated to capture more of the industry share for Grove City.

### GROVE CITY ECONOMIC BASE, PRIVATE EMPLOYMENT (2015)



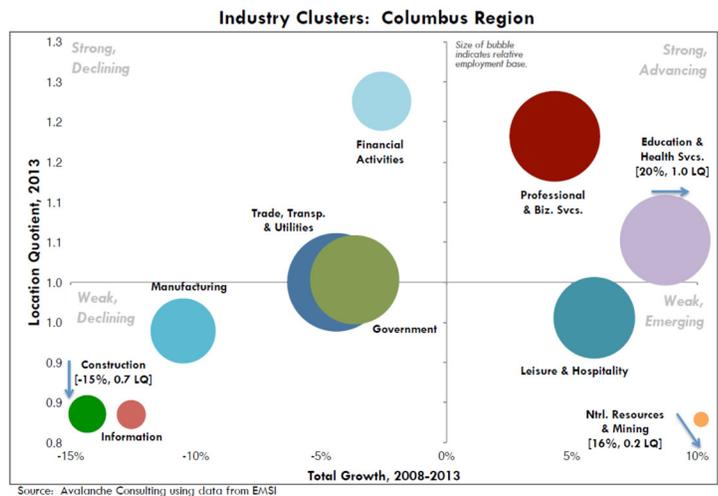
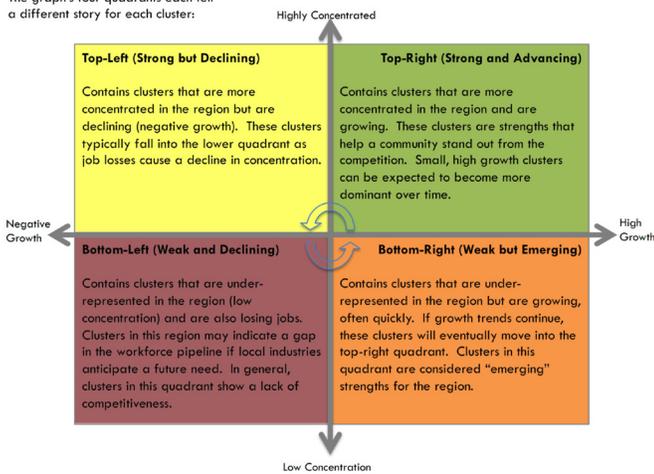
## Industry growth projections for the region indicate opportunities for Grove City.

The chart below compares the relative concentration of an industry in the local economy with the average concentration seen at the national level. This comparison is often referred to as the Location Quotient (LQ). An LQ higher than 1.0 indicates that the local economy has more jobs per capita in that industry than witnessed at the national level, and an LQ below 1.0 indicates a below-average concentration.

The “bubble chart” below, published by Columbus2020 in their Columbus Region Comprehensive Economic Development Strategy Update shows LQ by industry on the vertical axis. The horizontal axis shows the 5-year percentage growth for the industry, and the size of the bubble indicates the relative number of jobs in the industry.

As stated in Columbus 2020’s Strategy Update, each quadrant in the chart tells a different story. Sectors in the top-right quadrant are viewed as competitive and should be priorities for talent development, sectors in the bottom-right (which are growing, but have below average concentrations) are emerging sectors for the region. These sectors typically require special attention such as entrepreneurial assistance or new workforce training programs.

The graph’s four quadrants each tell a different story for each cluster:



The Columbus region’s immediate strengths stand out in Financial Activities and Professional & Business Services, which are the two most concentrated industry clusters locally; however, Financial Activities lost jobs in the region between 2008 and 2013. This period included the recent recession that severely affected financial jobs at a national level. The Columbus region saw a smaller decline in the Financial Activities industry than was experienced nationally.

Trade, Transportation and Utilities is the largest industry in the region, but declined 4.4 percent between 2008 and 2013. Construction, Manufacturing, and Information also experienced regional decline.

The fastest growing industry in the region from 2008 to 2013 was Education and Health Services, which grew 19.7 percent during this period, double the industry’s national growth rate of 9.9 percent. Other growing industries in the region include Leisure & Hospitality and Natural Resources and Mining.

With its competitive advantages and existing industry clusters, Grove City can leverage growing industry sectors in the region. **However, simply because there is an existing industry cluster does not necessarily mean that Grove City should target those industries for growth. Grove City should develop a diversification strategy to capitalize from the larger regional context and broaden its employment base. Target industries are discussed later in this chapter.**

## Some industry sectors have grown faster than others recently in Grove City.

Building off the regional context, the table to the right provides a more detailed view of Grove City's economic base and illustrates the performance of various industries.

From 2002 to 2015, two industries (Transportation/Warehousing and Administration & Support) experienced significant growth, representing more than 51% of the total number of jobs created during that period. Health Care and Social Assistance, Retail Trade, as well as Accommodations and Food Service also experienced significant growth by approximately 2,400 jobs between the three industry sectors.

Similar to the trends seen regionally, Grove City experienced declines in Financial Services and Wholesale Trade. Arts and Entertainment also lost jobs locally between 2002 and 2015.

### PRIVATE EMPLOYMENT TRENDS, GROVE CITY (2002-2015)

Industry	2002	2015	Gain/Loss	Percent Change
Construction	460	504	+44	+9.6%
Manufacturing	945	1,645	+700	+74.1%
Wholesale Trade	1,596	1,368	-228	-14.3%
Retail Trade	2,147	2,956	+809	+37.7%
Transport/Warehouse	3,020	5,089	+2,069	+68.5%
Information Services	55	76	+21	+38.2%
Financial Services	576	406	-170	-29.5%
Real Estate	210	210	0	0%
Professional/Tech	296	652	+356	+120.3%
Mgt. of Companies and Enter.	37	63	+26	+70.3%
Admin. Services	896	2,639	+1,743	+194.5%
Education	45	107	+62	+137.8%
Health Care	861	1,693	+832	+96.6%
Arts, Entertainment	362	186	-176	-48.6%
Accommodation/Food Service	1,991	2,793	+802	+40.3%
Other Services	263	717	+454	+172.6%
<b>TOTAL</b>	<b>13,760</b>	<b>21,104</b>		

Notes:

\*Estimates have been utilized from the Census On The Map application, which provides approximate data based on geography. Includes only private employment. Sources: U.S. Bureau of the Census and Randall Gross / Development Economics.

## A majority of Grove City residents are employed outside of Grove City.

Approximately 11 percent of Grove City's working residents were employed within Grove City's corporation limits, with most working elsewhere in Franklin County (as is typical of many suburban communities in the Columbus region).

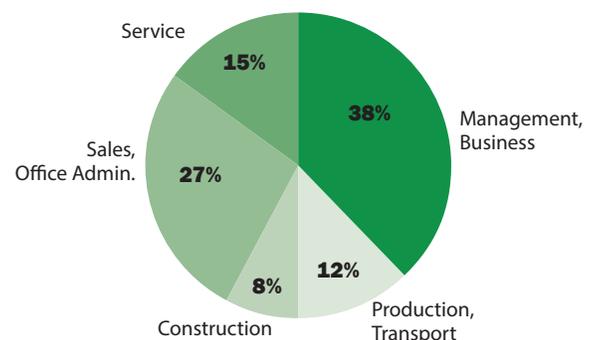
### RESIDENT OCCUPATIONS ARE DIVERSE BUT JOBS DO NOT CORRESPOND WITH THOSE AVAILABLE IN GROVE CITY

As shown in the diagram to the right, Grove City residents are employed primarily in management and business relations positions or sales and office/ administrative jobs. A substantial share also work in service industries. Comparing the jobs held by residents to jobs available in Grove City, particularly when combined with the previous comparison to regional private employment opportunities, the chart shows areas where Grove City could work to attract industries currently under-represented in the City, which would offer employment for community residents.



Source: U.S. Census On The Map

### OCCUPATIONS OF GROVE CITY RESIDENTS



## There are numerous ongoing economic development efforts in Grove City and the region.

The Development Department is responsible for administering and managing the various economic policies and programs with a focus on creating a business friendly environment, making it attractive to invest in our community. The field of economic development is vast and diverse, including workforce development, marketing, attraction, innovation, retention, expansion, finance, labor, business development, and infrastructure. The underlying intent of the City's economic development program is to improve the economic quality of life for those residing and working in the community.

While the field is very broad, through state, regional and local partnerships, the City is able to concentrate on the most critical areas of the local economy and in the areas that provide the most return on investment to the community.

### **BUSINESS RETENTION AND EXPANSION (BRE)**

A strong business retention and expansion (BRE) program returns investment to the community and promotes partnerships in economic growth with local business leaders.

Knowing that a business' profitability is closely tied to controlling its costs, developing a dialogue with existing businesses allows the City to help assist them as much as possible. Regular visits and tours of facilities in Grove City provides insight and understanding to the challenges that businesses may be facing (e.g. hiring, workforce development, training, transportation costs, etc.). Additionally, visits give insight and information that can be used to create new business relationships and provide the company with an opportunity to learn more about Grove City and our commitment to retaining and expanding our industries.

In order to retain and facilitate expansions of current businesses, the City must make investments in infrastructure improvements, public services, education and workforce training, and expanding recreational, social and cultural offerings to create a better quality of life in Grove City. These investments will ultimately lead to more quality jobs and a more diverse economic base.

According to the U.S. Small Business Administration, 97.9% of Ohio's businesses are comprised of small businesses which resulted in the net creation of 11,689 new jobs in 2015. This is essentially the same number of new jobs created by larger corporations. Therefore, as commonly understood throughout the economic development community, it's the City's position that resources are more effectively spent on retaining and growing existing businesses within the community as well as providing assistance to smaller businesses.

With the knowledge that roughly the same number of jobs are created by smaller businesses as larger businesses, it highlights the importance of further refining our approach to grow our economic base growth (or primary jobs/businesses) through expansion and retention efforts. This is a common approach shared by most municipalities in our area which utilize a 70/30 business retention and expansion (BRE) average with 70% of time spent on retention and expansion and 30% of time spent toward attracting new businesses. The principles and importance of this approach is discussed in further detail in, "The Flow of Money...How a Local Economy Grows and Expands" by the Policom Corporation, included as Appendix F.

*"Few people realize that aside from market conditions, the most frequent reason a company will leave one area and move to another is 'local community attitude'."*

William H. Fruth, "The Flow of Money..."

## BUSINESS STARTUPS

As noted in the Business Survey Summary on page 74, 51% percent of Grove City businesses involved in the survey attribute being from Grove City as the reason for locating their business here. It is this sense of community and hometown pride which highlights the importance of community attachment noted in the “Soul of the Community” study and is the reason why it is critical that Grove City continue to provide a desirable quality of life for our residents and workforce.

Trends are also showing that, particularly with young professionals, the number of home-based businesses is growing as well as telecommuters. Communities offering quality of life amenities are attractive to these individuals, as they spend more time working from home or in non-traditional office spaces. The needs of these employees and businesses are very different from those of other, more traditional, businesses.

With the goal to nurture this entrepreneurial spirit in the classroom and community, the City has engaged in numerous partnerships throughout the community and region to focus on assisting the growth of small companies.

## BUSINESS ATTRACTION

While the City’s focus is primarily on our existing businesses, through our partnerships with regional economic development partners, we are also tapped into site selections, attraction and marketing efforts outside of the immediate area.

Attraction leads are typically initiated by site selection firms hired by the interested company. Those leads are issued to the desired states/regions, often received by JobsOhio and then are filtered down through the regional network to Columbus2020 and on to the various local economic development organizations (e.g. Grove City Development Department). It is up to each community to evaluate the request and identify potential sites and or buildings that meet the criteria set forth by the company. It is through our collaboration with local commercial brokers, utility providers and various regulatory agencies that the Development Department is able to provide timely responses to issued leads.

While more than 50 leads were received by regional economic development organizations in 2017, less than fifteen-percent resulted in a local visit by the company. As expected, the numbers, percentages and successes vary from year to year. It should be noted that Grove City has landed multiple companies through this process over the past several years.

Individual, targeted business attraction should be based on careful study and consideration of the economic conditions of the City. Capitalizing on the region’s strengths, building on existing strong and growing industry sectors already found in Grove City and diversifying the City’s economic base should underlie any specific business attraction efforts.



**Rev1** is a regional partnership focused on technology development that assists startup companies in the Columbus region through investment funding, accelerator, education and other initiatives.

**Cultivate** is a non-profit, all-inclusive work space providing dozens of companies with startup support including world-class speakers, networking events, startup coaching, meeting rooms, reception and administrative support.

### South-Western City School

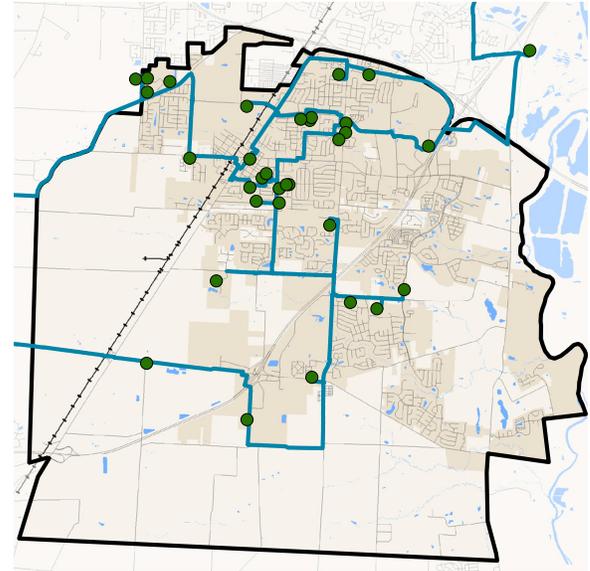
**District** offers a program called “INCubatoredu” which provides an authentic experience where students will learn business, marketing and finance foundational skills while having time to explore their passion and learn from real entrepreneurs and business experts.



## Grove City recently invested in a new fiber optic network.

In our increasingly interconnected world, the City of Grove City recognized and embraced the need for advanced technology by investing in the extension of high speed fiber throughout the City. In 2017, Grove City completed construction of a new fiber optic network to provide Lit Network Services to many community facilities. Previous to this initiative, no fiber network existed south of I-70. The new network is comprised of more than 84 miles of fiber optic cable providing enhanced network services to 57 community facilities. This critical piece of infrastructure will provide the high-speed connectivity required for the continued growth of the community and its businesses.

The city will leverage the benefits of this new service as it supports educational opportunities for students, spurs local economic development and pursues “smart city” initiatives.

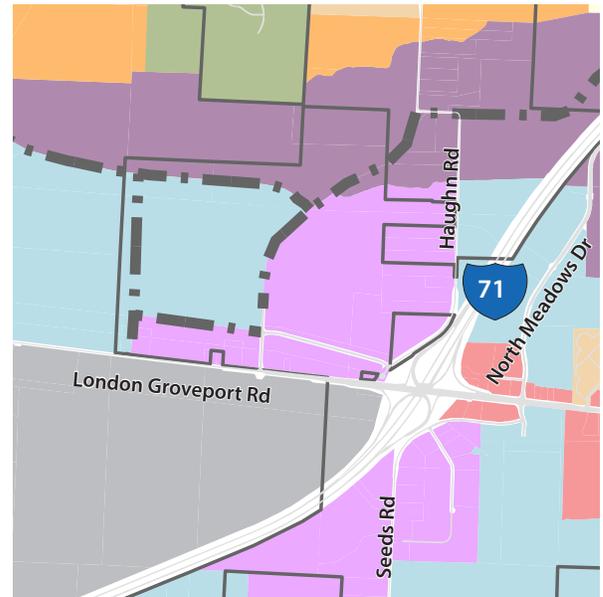


● Fiber Site  
— Fiber Route

## The principles and recommendations in the Land Use and Transportation chapters set the stage for future economic development.

Chapter 2 of the Community Plan introduced the idea of a TechFlex land use district, targeted for a range of research office, clean manufacturing and light industrial uses in an environment designed to foster growth. This designation will help fill the gap in Grove City’s existing inventory of properties. Grove City is home to many large multi-tenant industrial buildings (over 100,000 square feet) and also home to a business incubator and other start-up spaces primarily located in and around the Town Center. The City is deficient in space for businesses that have outgrown their start up spaces but do not require the 100,000+ square foot buildings.

Chapter 3 shows new roads to open up new land for the development of these targeted industries. A new frontage road along the west side of I-71, the Holton Road extension, becomes part of a new road network through the large parcels of vacant land south of Orders Road and north of London Groveport Road. It will be very important as these roadways extend, to partner with area organizations in order to ensure future developments are focused on those targeted industries to diversify the local economic base while at the same time align with the mission of our community partners. This will be vitally important on and around the Solid Waste Authority of Central Ohio properties.



■ Mixed Use Employment Center	■ Mixed Neighborhood
■ Tech Flex	■ Utility / Special District
■ Commercial Center	— City Boundary (2017)
■ Flex Employment Center	..... Proposed Future Roadway

## Business focus groups summary

During the planning process, focus group meetings were held with representatives of various local businesses in key sectors including technology/entrepreneurial, real estate, manufacturing and logistics, health care and others. Key findings from those interviews are summarized below.

### ADVANTAGES/STRENGTHS

- > Located along major interstate and regional transportation corridors (I-71/I-270), and close proximity to I-70, John Glenn Columbus International Airport, the Rickenbacker International Airport and Inland Port facility; all approximately 20 minutes away.
- > New Mount Carmel Hospital and OhioHealth Health Center establish a new medical hub.
- > Solid Waste Authority of Central Ohio (SWACO) - undeveloped land offers opportunities for the recycling and conversion of waste to commodity materials, innovative energy generation and industrial development.
- > Access to a broad labor force area that includes central Ohio and southwest Ohio.
- > Attractive industrial parks and a thriving Town Center with a new library and various forms of housing.
- > The City is “friendly and open for business,” a consensus opinion often expressed by local businesses.
- > Property and income tax rates are comparable to other municipalities in the central Ohio region.
- > High quality of life and low cost of living.

### DISADVANTAGES/CHALLENGES

- > Perceptions of being a blue-collar community.
- > Perceptions of the school district compared to other suburbs.
- > Perceptions of a lack of vocational education opportunities. There are some opportunities for training at local facilities, including the South-Western Career Academy for high school students within the South-Western City School District, but the city could benefit from having more options, particularly for adults.
- > The presence of SWACO, the region’s main waste disposal and recycling operation, and other waste facilities nearby, contribute to lingering negative perceptions of the area.
- > The City has become relatively dependent on highway-oriented uses such as distribution, retail and accommodation services.
- > The City is sometimes perceived as being “far away” from other business nodes (other than downtown) in the Columbus area. The Town Center itself is somewhat isolated from the main regional arteries.
- > While unskilled labor is relatively plentiful in this labor market, Grove City has to compete regionally for a limited base of skilled workers and some businesses note the challenges associated with attracting young, educated workers to Grove City businesses.
- > The City lacks office space to accommodate second-tier and move-up growth. Competitive cities offer a diversity of office and work space options. Some of these cities are perceived to have “rolled out the red carpet” for technology companies through infrastructure, amenities, planned environments and office accommodation. However, Grove City is working to become more competitive with the recent construction of a new fiber optic network.
- > Proximity to sanitary sewage treatment and Franklin County jail system creates a negative barrier between Grove City and the City of Columbus.

## Business survey summary

Additionally, an online survey was conducted of businesses in Grove City to collect information on the business base and to assess the City's competitive advantages for various types of businesses. The survey collected 120 responses that represent a diverse range of industries, business size and tenure in the community. The survey's key findings are summarized below.

### PRIMARY REASONS BUSINESSES LOCATED IN GROVE CITY

- > It's my hometown (51%)
- > The business was already here (20%)
- > Location/Access (5%)

### ADVANTAGES OF A GROVE CITY LOCATION

- > Growth potential (70%)
- > Central location (55%)
- > High quality of life and residential living (45%)
- > Available space (33%)
- > Affordable living for workforce (27%)

### DISADVANTAGES OF A GROVE CITY LOCATION

- > Lack of skilled labor with technical skills, service technicians and computer specialists (31%)
- > Limited amenities (29%)
- > Regulations and cost of business (25%)
- > Limited availability of buildings/land (25%)
- > Lack of labor in general (23%)
- > Recruitment challenges (23%)

The issue that surfaced as most important is the lack of labor, and specifically, skilled labor, within the Grove City labor market. This issue was also identified through focus groups and discussions with individual companies. It should be noted that many growing cities across the country are increasingly facing this issue as the labor market tightens and skilled workers are hard to find.

### WHAT BUSINESSES SAY THE CITY SHOULD ADDRESS

- > **Focus economic development on marketing, image and business recruitment (40%).** Many respondents mentioned a need for the City to focus economic development efforts on marketing, image and business recruitment. There are some lingering concerns about the City's image and how to enhance that image. Such concerns are manifested not only in businesses' association with the City but also by the fact that so many business owners are personally invested in Grove City as residents.
- > **Assist small business and reduce perceived regulatory obstructions (25%).** About 15 percent of the responses were associated with the need for the City to reduce regulatory restrictions on smaller businesses or at least clarify those restrictions, ensure they are consistent and perhaps give small businesses more flexibility in meeting requirements. Another 10 percent specifically requested some assistance for small businesses.
- > **Focus on Town Center (20%).** A notable share of responses mentioned the importance of business recruitment to the Town Center and the continued management of parking in the area.
- > **Be proactive in planning for growth and infrastructure (12%).** Available power and fiber bandwidth.
- > **Other key issues:**
  - Help address labor force gaps
  - Desire for higher-and-better use of valuable land beyond "warehouses". There was some mention of encouraging the relocation of warehouses to less valuable areas, possibly through the offering of incentives.
  - Maintaining lower taxes

## Increasing the number of higher paying employment opportunities in Grove City will lead to more income tax generation, which allows the City to invest in quality of life amenities.

As previously discussed, preferences are changing for how the workforce determines where to live. The amenities offered by a community such as parks, trails, landscaping and street trees, as well as cultural and social offerings are key drivers in where people choose to live. In order to provide these amenities, the City must generate enough money to not only maintain the infrastructure and offer the typical municipal services, but also to provide additional amenities that are becoming increasingly important in economic development. Creating more employment opportunities with higher pay will result in more income tax generation for the City and can help fund these additional amenities.

A number of industries identified in the Target Industry Opportunities section would generate these higher paying employment opportunities. More information about these industries and why they are appropriate for Grove City are outlined in the next section.

*Growing in a sustainable manner will also ensure that more money can be utilized for quality of life projects. Utilizing the existing infrastructure to its fullest and reducing new roadways and other infrastructure is of utmost importance to reduce the funds expended on maintaining more roads and utility lines.*

### Summary of the economic status of Grove City residents, regardless of where they work

#### LOW UNEMPLOYMENT RATE

According to the Ohio Department of Job and Family Services, Grove City has a total labor force of 21,000, with a total working-age population of 22,700. The largest share of Grove City's working-age residents are between the ages of 45 and 54. Approximately 800 Grove City residents are unemployed, yielding an unemployment rate of 3.7 percent (as of September 2016), which was consistent with most Columbus suburbs.

#### HOUSEHOLD INCOMES ARE INCREASING

Despite having a lower proportion of college graduates, Grove City's median household income is higher and has grown at an overall faster rate than Franklin County since the year 2000 (28 percent compared to 21 percent growth countywide). In 2014, the median household income was estimated to be \$66,964.

#### EDUCATIONAL ATTAINMENT IS INCREASING

Grove City's population over the age of 25 with some form of a college degree increased between 2004-2015 from 31 percent to 38 percent (according to estimates from the US Census; this is slightly lower than the City's 2015 Citizen Survey, where 40 percent of respondents had a college degree). Since 2004, residents who hold Associates, Bachelor's or Professional Degrees all increased. As of 2015, the proportion of Grove City residents over the age of 25 with some form of college degree is modestly lower when compared to Franklin County (43.5 percent). However, the City has a higher proportion of residents with two-year degrees and some college than the region overall. This level of educational attainment is common for many types of jobs that are clustered in the community today. Interviews with businesses (see next page) reveal a need for workers with technical and trade skills.

- > Grove City has recently initiated a Higher Education Investment Program that offers a scholarship to encourage students to remain Grove City residents after graduation. The program is available to residents who attend a participating school and agree to perform 10 hours of qualified community service or agree to remain a Grove City resident for three years.

# TARGET INDUSTRY OPPORTUNITIES

The following is a list of key industries identified for recruitment and/or development in Grove City based on the City's competitive advantages, industry clustering analysis, community priorities and stakeholder input.

**Health Care Services.** Health care is a growing sector in Grove City and the Mount Carmel and OhioHealth facilities under construction will alter the City's health care landscape, opening up new opportunities for attracting medical professionals not only to work, but also to live in Grove City. There are other opportunities to build upon the synergies created by these facilities to attract other types of practices (e.g., dental, optometrists, mental health professionals and others who may not have a direct relationship with the hospitals). In addition, home health care is a rapidly growing segment where Grove City can strengthen its role due to its proximity to hospitals as well as its excellent location for service administration, logistics and delivery within southwestern Ohio. Nursing homes, senior housing and rehabilitation facilities can also prosper in Grove City due to their proximity to hospitals and overall strategic location. Target industries include the following:

- > Ambulatory Health Care Services
- > Home Health Care Administration
- > Nursing and Personal Care Facilities
- > Medical and Dental Laboratories
- > Medical Doctors' Offices
- > Dentists' Offices
- > Offices of Doctors of Osteopathy
- > Other Doctors' Offices
- > Misc. Health Services
- > Administrative Support Services



Grove City has over a million square feet of medical office space approved or under development including:

- > Mount Carmel (top) – Existing ambulatory center and medical office building, with 210 bed hospital / medical center under construction (710,000 square feet total)
- > OhioHealth (bottom) – a 120,000 square foot ambulatory surgery center, medical office building and surgical hospital
- > Trivium Medical Office Building – a 40,000 square foot building. The primary tenant will be a Veteran's Administration Clinic
- > HPLEX – 50,000 square foot medical office on Mount Carmel's campus
- > OhioENT – 14,000 square foot medical office building

**Town Center Opportunities.** The Town Center is considered a critical target area within Grove City for revitalization and growth. Demographic trends indicate that two of the largest segments of the population—millennials and baby boomers—show a high preference for living and working in walkable mixed-use neighborhoods. The Town Center represents an opportunity to attract the young “creative class” of workers and the businesses they generate and support. These environments also attract baby boomers nearing retirement age preferring to downsize from conventional suburban homes into areas providing convenient access to daily amenities.

While a market analysis has not been conducted for the Town Center, the area has its own particular strengths and market opportunities, with suggested economic development opportunities in the areas of:

- > Art/Culture, Design & Recreation
- > Entertainment
- > Specialty Retail
- > Foodservice (Eating and Drinking Establishments)
- > Information Technology (IT)
- > Tech/Flex
- > Light Manufacturing
- > Maker Space

**Tech Flex Districts** Opportunities exist for the creation of technology-based, flexible space for regions or Tech Flex Districts. These districts are typically a transition between conventional, large footprint warehousing and manufacturing areas and other districts, and provide locations for a wide range of employment opportunities including office, institutional, research and development and light industrial uses. These uses are permitted to be mixed within a single flexible structure that can be adapted over time as the mix of uses changes based on market needs. In Grove City, this zoning district can provide a means for the adaptive reuse of existing buildings and infrastructure or the redevelopment of certain areas of Grove City where these uses are appropriate and desirable. Tech Flex Districts can assist in meeting the economic development objectives of:

- > Providing incubator space for emerging technologies and evolving businesses
- > Providing 'maker space' where businesses can share capital resources
- > Providing second tier office space to accommodate move-up growth for incubators

TechFlex districts are shown in various locations around the community on the Future Land Use and Character Map, and many of these areas are near the new fiber optic network installed by the City in 2017.

A local collaboration, Fintech71, located in Columbus has a unique program that is designed to accelerate a startup company's access to top financial service companies. Startups must meet certain program requirements, and once accepted into the program, are given \$100,000 investment for up to 6% equity, 10 weeks of curriculum on a variety of topics (how to pilot with big companies, security, compliance and finding great talent), daily 1-on-1 mentor support and six months of free access to office space in downtown Columbus.



**Administrative Services.** Grove City has existing strengths that it can build upon while growing the number of businesses that provide administrative services. The City can build on these existing strengths, while broadening and deepening its agglomeration of administrative services. Key target industries within this sector include the following:

- > Employment/Human Resources & Training Services
- > "Back Office" Administrative Services
  - > Billing, Bookkeeping, Payroll and Accounts Services
  - > Document Preparation
  - > Order Fulfillment
- > Business Services
  - > Call Center Services
  - > Telemarketing
  - > Customer Service
  - > Data Collection and Survey Research
- > Business Services (continued)
  - > Debt Recovery & Collection Services
  - > Reselling Services for Retail Merchandise, Office Supplies & Equipment; Auctioning Services
  - > Investigation and Security Services
  - > Printing Services
  - > Custom Software Application, Design and Development
  - > Transportation of Documents and Parcels
  - > Logistics: Freight Transportation Arrangement Services and Custom Brokering Services
  - > Database Management Services (conditional on expanding fiber capacity)



**OFFICE SPACE**

While office space is not an industry per se, several of the target industries listed in this section would require office space. Grove City currently lacks a sufficient range and quantity of office environments, therefore "office" is a significant land use type that would be permitted in a variety of the districts shown on the Future Land Use and Character Map.

**Education and Training.** There are opportunities for Grove City to capture the location of a branch or division of a regional university or a major training institution. Grove City's central location, with excellent accessibility to a broad catchment area of Franklin County, would be attractive to universities expanding their market reach. Such educational opportunities mirror the expansion of health institutions in the area to serve a similar catchment area.

- > Colleges and Universities
- > Training Services

**Metals Manufacturing Industries.** Grove City has a relatively high concentration in fabricated metals manufacturing, as well as large sources of both non-metallic minerals and metals for recycling. The latter is generated by the Solid Waste Authority of Central Ohio (SWACO) facility directly adjacent to Grove City. Because of its central location and SWACO's existing investments, there are opportunities to expand "downstream" processing of metals and minerals generated throughout the district. Further analysis is required to test the market for these activities, but the City has a significant base and raw material sources on which to build.

- > Fabricated Metal Manufacturing
- > Metals Recycling and Processing

**There are also opportunities to pursue other types of recycling, repurposing and light manufacturing due to the presence of the SWACO facilities including land for industrial development.**



The 280-acre Franklin County Sanitary Landfill, owned and operated by the Solid Waste Authority of Central Ohio (SWACO), takes in over one million tons of waste each year. An assessment of the waste stream found that nearly 70 percent of the landfill waste had the potential to be diverted through reuse, recycling, composting and other tactics, and has a value of \$41 million.

In 2016, SWACO collaborated with Battelle, the world's largest nonprofit research and development organization, to assess the technology options available for waste disposal and diversion, identify the most viable and beneficial options for Franklin County and provide ongoing technical support.



The objective of the Battelle study was to look at landfills with similar conditions to SWACO's. The study found that high performing facilities employ a combination of tactics including processing and separating of recyclable material, composting of organic material such as food and yard waste and waste-to-energy technologies.

Further research will focus on market conditions, potential economic benefit and the community's interest and acceptance of technologies. The findings will be used to enhance and expand the types of waste reduction, reuse and recycling programs SWACO offers to residents and businesses in the Solid Waste District. SWACO will continue to explore partnerships to better leverage all of the County's waste resources to benefit the entire community.

ECONOMIC DEV.  
OBJECTIVE 8

**Distribution Logistics.** Logistics is not an “industry”, but rather a cross-sector cluster of industries geared toward enhancing the process of getting product out to suppliers and customers. The logistics value chain extends from software and tracking communication to wholesalers, freight forwarding, trucking and air freight companies, many of which are already clustered in Grove City.

The concept for targeting logistics is to not only build on the City’s existing strengths as a distribution and logistics cluster, but to diversify the mix of jobs and improve the industry’s fiscal returns to Grove City. The City should focus on attracting those industries that support the logistics cluster through business services, technical and professional services or through information technologies and businesses at the controlling end of the cluster. Target industries include:

- > Professional, Scientific and Technical Services.
  - > Supply and Value Chain Management Services, Distribution and Transportation Logistics Services, Deployment Logistics Services, Logistics Training Services
  - > Custom Computer Programming Services and related Transportation Management Consulting Services
- > Business Services
  - > Data Processing, Integrated Systems Design, Information Retrieval Services, Computer Facilities Management
  - > Detective/Guard/Armored Car Services, Security Services
- > Administrative Support
  - > Packaging & Labeling Services, Private Mail Centers, Document Preparation Services
  - > Operations & Maintenance Logistics Management & Support Services
- > Transportation & Warehousing
  - > Support Activities for Transportation, Freight Transportation Arrangement, Cargo Surveying and Inspections
  - > Couriers and Messengers
  - > Transit and Ground Passenger Transportation

# ECONOMIC DEVELOPMENT ACTIONS

The following objectives, policies and programs support the economic development goal: **Intentional use and deployment of strategic economic policies to diversify and strengthen the local economic base and workforce, and broaden employment opportunities.**

## **Objective ED1. Diversify employment sectors to obtain the jobs desired by residents.**

- ED 1.1 Develop an Economic Development Marketing Strategy.** Using the target industry assessment, develop a strategy for marketing and attraction of desirable industry sectors while continuing our support of existing businesses through one-on-one outreach with key employers.
- ED 1.2 Identify and market potential business development sites.** Potential business development sites should be created or identified specific to growing targeted industries and should be marketed to developers and brokers.
- ED 1.3 Partner with regional economic development organizations.** Continue to develop relationships with organizations such as Columbus2020, Cultivate and Rev1 to attract a share of the region's growing tech-based jobs.

## **Objective ED2. Promote the City as a desirable place to do business.**

- ED 2.1 Work with local and regional partners to build a community branding and marketing campaign.** The marketing campaign may be able to build on the branding and research begun by other area entities to update the City's brand and marketing to internal and external audiences. Regional partners such as Columbus2020 can be instrumental in supporting the City's marketing.
- ED 2.2 Maintain a listing of business locations that are currently available.** The listing should detail site and/or building features, nearby amenities and community demographics that potential businesses consider when performing a building/site search.
- ED 2.3 Create developer packages to market sites.** Assemble developer-targeted marketing material for development-ready and under-utilized sites. This material should include demographic information, site specifications such as acreage, zoning and any current studies or plans. These packages should act as a prospectus for each area and be marketed to specific developers.
- ED 2.4 Conduct an effort to raise awareness about the strength of schools within Grove City.** Prepare promotional material touting the success of schools within Grove City and the programs offered. This campaign should target relocation companies, brokers, realtors and the general public. It could include a website and targeted advertisements at popular real estate websites.

## Objective ED3. Foster and grow the local entrepreneurial spirit.

**ED 3.1 Work with organizations integral in the growth and advancement of entrepreneurship in Grove City.** The City should meet regularly with representatives from organizations such as Rev1, Cultivate, SWCS and the Grove City Community Improvement Corporation (CIC), among others, to learn about the needs of entrepreneurs. City staff should participate in entrepreneurial sponsored events to spread awareness about City initiatives and obtain input from entrepreneurs and small businesses.

**ED 3.2 Identify sites and partners for the development of tech-flex and office space.** Flexible office space will be needed to support successful entrepreneurs that outgrow incubator spaces. The City should work to provide appropriate office types in desirable locations.

**ED 3.3 Create a business development “one-stop-shop.”** The City should create an easy to use checklist or interactive web form that guides small businesses through the City’s building and permitting process and zoning approval process. An interactive application would include a questionnaire to determine which permits are necessary and generate the appropriate applications and instructions into a single printable file.

**ED 3.4 Conduct “ask the planner” information sessions for small businesses.** These sessions would be designed to share pertinent city codes and regulations, planning and permitting processes and information about state and local programs focused on assisting small business. The information sessions would allow for dialog on specific questions or issues.

**ED 3.5 Create a business concierge program.** A business concierge program would give a business owner a single point of contact who liaises with all relevant agencies—building, engineering, sanitation, public works, zoning and others—to identify requirements and, if necessary, help the business meet them.

**ED 3.6 Establish a protocol for coordinating between community and regional partners.** Establish more consistent communication between regional partners to guide businesses through the development process and to make them aware of various services, programs and incentives available.

### “One-stop-shop” for business

The City of Middletown, Ohio provides a unique resource to facilitate the process of opening a new business in the city. Through their “One-Stop Permitting Process”, new business owners answer a series of questions to determine what permits they will need. Applicants can then download a pdf with all of the necessary applications.

(Source: City of Middletown)

A screenshot of a web form titled "Business Friendly Permitting" from the City of Middletown. The form is divided into five numbered sections: 1. Business Contact, 2. Owner Contact, 3. Building Information, 4. Business Information, and 5. Verify Selections. The "Business Contact" section is currently active, showing fields for Business Name, Business Address, Business Telephone, and Business Website. A "Next" button is visible at the bottom right of the form.

### Some Local and Regional Partners (not an exhaustive list)

- > Grove City Area Chamber of Commerce
- > Grove City Convention and Visitors Bureau
- > Town Center Merchants
- > Cultivate
- > Columbus2020
- > JobsOhio
- > Rev1 Ventures
- > Community Improvement Corporation (CIC)
- > Mid-Ohio Regional Planning Agency
- > Ohio Development Services Agency
- > Ohio Department of Jobs and Family Services
- > Franklin County Planning and Development
- > Columbus-Franklin County Finance Authority

## **Objective ED4. Provide infrastructure and public services to support and expand the City’s employment centers.**

- ED 4.1 Prioritize Capital Improvement Projects that open up strategic land for job creation.** The City should proactively undertake capital improvements such as streets and utilities within the Economic Expansion areas that are shown on the Development and Conservation Strategy map.
- ED 4.2 Continue to expand the City’s fiber optic infrastructure.** Ensure that fiber infrastructure supports economic development and education.
- ED 4.3 Continue to work with the Central Ohio Transit Authority (COTA) to create solutions regarding public transportation access to employment centers.** Meet with COTA officials to share significant development proposals and assess their design with regard to viability of transit during the planning of major new employment centers. General updates should take place at least annually to identify and support opportunities to improve public transportation service to the City’s employment centers.

## **Objective ED5. Advance higher education and expand workforce training opportunities.**

- ED 5.1 Work with South-Western City Schools and higher education institutions to expand specialized training opportunities.** Establish partnerships to expand technical and specialized training (such as software coding classes), connect students to entrepreneurs, and connect employers to schools and colleges to help secure needed workforce.
- ED 5.2 Continue to pursue partnership opportunities with a public college or university to develop a satellite campus in Grove City.** The target industry assessment supports creation of a higher education institution within Grove City. The City should continue efforts to establish a satellite campus of a public college.

## **Objective ED6. Expand amenities to attract quality employers and continue to grow the tourism sector.**

- ED 6.1 Conduct market studies for the Town Center to create a regionally-recognized destination.** A market study focused on retail, housing, or both, would determine the potential demand for those uses and their specific location and facility requirements. Such a study could help the City target specific businesses to recruit into the Town Center and provide a stronger economic basis for encouraging targeted types of residential or mixed use development.

### **SOUTH-WESTERN CITY SCHOOLS CAREER ACADEMY**

South-Western City Schools’ Career Academy offers technical and vocational training for students of the district’s four high schools as well as continuing education for adults. Students can earn advanced placement college credit or obtain skills for trade certifications or preparation for more advanced training. These programs are continually evaluated to meet industry demand and student interests. They include fields ranging from culinary arts, cosmetology and auto repair, to robotics, cyber security, engineering and software development.

“As a small business owner, I really value the support that Grove City offers for local businesses.”

Website Comment

## Objective ED7. Adopt policies to encourage and support a variety of development and business types.

**ED 7.1 Consider providing flexibility in the zoning code to support small business development.** Such flexibility could include simplified applications or graduated fee structures for businesses that meet certain criteria.

**ED 7.2 Expedite the development review process to encourage investment in the community.** Through an update to the City’s development regulations, procedures for development review can be evaluated to streamline the development process. Additionally, certain types of development (either application type, special use or location) could have a special expedited review process.

**ED 7.3 Promote funding programs that foster the development of and investment in small businesses in key industry sectors.** Use a variety of print and online communications to more effectively promote the City’s existing economic development tools and incentives available to attract the businesses Grove City seeks. These tools include tax increment financing (TIF), community reinvestment areas (CRAs), and enterprise zones (EZs).

## Objective ED8. Partner with SWACO to promote “green” industries.

**ED 8.1 Work with SWACO to develop a strategic plan for land north of SR 665.** Based on recent studies, the City should work collaboratively with SWACO to determine the most beneficial use of their land north of the landfill. Development in that area offers a unique growth opportunity and should provide a return on investment for both the City and SWACO.

### EXISTING ECONOMIC DEVELOPMENT INCENTIVES INCLUDE:

**Tax Increment Financing (TIF)** A financing mechanism created by a municipality, township or county that directs all or a portion of any additional tax revenue from the increased value of a property improvement into a designated fund. That TIF fund is used to finance the construction of public infrastructure defined within the TIF geography. Each TIF is a unique agreement.

**Enterprise Zones (EZs)** A specific geographical area that has been designated by a governmental authority. Businesses within the enterprise zone are entitled to receive various types of financial aid. These include tax benefits, special financing and other incentives designed to encourage businesses to establish and maintain a presence within the specified zone.

**Community Reinvestment Areas (CRAs)** An economic development tool administered by an Ohio municipal and county government that provides real property tax exemptions for property owners who construct new buildings or renovate existing structures in a specified area.

### Additional Local and Regional Programs (not an exhaustive list)

- > Income Tax Rebate
- > Town Center Loan Program (TCLP)
- > Town Center Commercial Revitalization Grant Program (TCCR)
- > Job Creation Tax Credit
- > Higher Education Investment Program
- > Property Assessed Clean Energy Program (PACE)
- > Franklin County Infrastructure Bank
- > Small Business Administration (SBA) 7a Loans, 504 Loans, Microloans
- > New Market Tax Credits
- > Central Ohio Bond Fund
- > Utility Energy and Efficiency Incentives

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# 5

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# IMPLEMENTATION

GroveCity2050 is a long-term policy guide and action agenda to ensure that Grove City continues to be a desirable place to live, work and invest. Implementation of this plan will involve a host of City departments, boards and commissions, non-profits, businesses and citizens. This chapter includes guidance on managing and using the plan and a summary of its actions.

## **Collaborating**

Implementation of GroveCity2050 is in large part vested to the City. However, it is not intended to be solely implemented by government. Many actions will require the coordinated efforts of individuals and organizations representing the public, private and civic sectors of the community. An active citizenry will help to ensure those actions are included and pursued as part of the public agenda.

## **Monitoring and Reporting**

GroveCity2050 should be monitored on a regular basis and, when necessary, should be revised or updated. The plan should be monitored for implementation effectiveness and relevancy. This review should happen on a formal basis no less than once per year. A status report/newsletter should accompany this review and be promoted throughout the community. An annual public meeting could take place to share progress and attract additional participants to move the implementation forward.

# HOW TO IMPLEMENT THE PLAN

GroveCity2050 is intended to be used on a daily basis as public and private decisions are made concerning development, redevelopment, capital improvements, economic incentives and other matters affecting Grove City. The following is a summary of how decisions and processes should align with the goals and actions of the plan.

## Annual Work Programs and Budgets

City departments, administrators, boards and commissions should be cognizant of the recommendations of the plan when preparing annual work programs and budgets.

## Development Approvals

Administrative and legislative approvals of development proposals, including rezoning and subdivision plats, should be a central means of implementing the plan. Decisions by the Planning Commission and City Council should reference relevant plan recommendations and policies. The zoning code and subdivision regulations should be updated in response to regulatory strategies presented in the plan (see box below).

## Capital Improvement Plan

The City's Capital Improvement Plan (CIP) should be consistent with the plan's recommendations.

## Economic Incentives

Economic Incentives should be reviewed to ensure consistency with the recommendations of GroveCity2050.

## Private Development Decisions

Property owners and developers should consider the goals and strategies of the plan in their land planning and investment decisions. Public decision-makers will be using the plan as a guide in their development deliberations such as zoning matters and infrastructure requests. Property owners and developers should be cognizant of and compliment the plan's recommendations.

## Consistent Interpretation

City Council and the Planning Commission should collaborate to ensure clear and consistent interpretation of the plan. City boards and commissions should receive training on relevant aspects of the plan and how it is intended to be used.

## Regulatory Reform

Many of this plan's actions involve updating City regulations. The following list of regulatory actions could potentially be undertaken together:

- > LU 1.1 Update the City's zoning and land development codes
- > LU 4.1 Ensure that the zoning code defines and permits a wide range of housing types
- > LU 4.5 Require that neighborhoods connect to each other
- > LU 5.2 Require park, trail and open space dedication through all development
- > LU 6.1 Incorporate sustainability best practices into the zoning code
- > LU 6.3 Allow for small-scale urban agriculture
- > T 2.4 Require traffic impact studies for most development
- > T 3.2 Revise street design standards
- > T 4.1 Require street and trail connectivity between developments
- > T 6.6 Require that bicycle parking facilities (bike racks or shelters) are accounted for on new development
- > ED 7.1 Consider providing flexibility in the zoning code to support small business development
- > ED 7.2 Expedite the development review process

# SUMMARY OF ACTIONS

The following table summarizes the objectives and strategies of all of the elements, including the Implementation chapter. The table below is organized by element and indicates the desirable timeframe for completion. The timeframes are defined by the following:

- > Immediate: begun in 2017
- > Short Term: within 1-5 years
- > Long Term: within 6-10 years
- > Ongoing: Currently in progress and/or to be continued once initiated

## LAND USE

CODE	RECOMMENDATION	TIMEFRAME	LEAD COORDINATOR	ADDITIONAL ORGANIZATION(S)
<b>Objective LU 1. Ensure future development reflects desired patterns and character.</b>				
LU 1.1	Update the City's zoning and land development codes.	Immediate	City (Development)	Planning Commission, BZA, City Council
LU 1.2	Work with Beulah Park property owner/developers.	Immediate	City (Development)	Area property owner(s) and developer(s)
LU 1.3	Continually examine development patterns to ensure Grove City is meeting community needs.	Ongoing	City (Development)	
<b>Objective LU 2. Place priority on developing under-utilized land or land adjacent to existing development served by infrastructure over undeveloped land on the City's edge.</b>				
LU 2.1	Provide incentives to encourage redevelopment in designated areas.	Ongoing	City (Development)	
<b>Objective LU 3. Focus on the Town Center and gateways for priority in revitalization and efforts and development aesthetics.</b>				
LU 3.1	Continually examine Town Center planning efforts.	Ongoing	City (Development)	Grove City Town Center Board
LU 3.2	Implement the Town Center public realm design guidelines.	Ongoing	City (Service)	
LU 3.3	Pursue National Historic Landmark status of the Beulah Park neighborhood and Town Center.	Short Term	City (Parks & Recreation)	
LU 3.4	Provide information on available incentives to property owners at the City's gateways.	Short Term	City (Development)	
LU 3.5	Coordinate with other entities to improve aesthetics of the I-71 corridor between Berliner Park and I-270.	Short-term	City (Administration)	City of Columbus, ODOT
<b>Objective LU 4. Ensure that areas will exhibit strong neighborhood qualities including walkability, integrated open space (parks) and a variety of housing options.</b>				
LU 4.1	Ensure that the zoning code defines and permits a wide range of housing types.	Immediate	City (Development)	
LU 4.2	Create a housing upkeep community education program.	Short Term	City (Development)	

LU 4.3	<b>Create a property maintenance assistance program.</b>	Long Term	City (Building Division)
LU 4.4	<b>Evaluate open space provisions in proposals for new neighborhoods.</b>	Ongoing	City (Development, Parks & Recreation)
LU 4.5	<b>Require that neighborhoods connect to each other.</b>	Ongoing	City (Development, Parks & Recreation)

**Objective LU 5. Expand parks and recreational opportunities throughout the City.**

LU 5.1	<b>Evaluate opportunities and feasibility of establishing a community recreation facility or sports complex.</b>	Short Term	City (Parks and Recreation)
LU 5.2	<b>Require park, trail and open space dedication through all development.</b>	Ongoing	City (Development)
LU 5.3	<b>Continually evaluate recreational opportunities available in the City to ensure Grove City is meeting market demand and resident desires.</b>	Ongoing	City (Parks and Recreation)

**Objective LU 6. Be a regional leader in sustainable development.**

LU 6.1	<b>Continue to promote City programs on sustainable practices.</b>	Ongoing	City (Development, Parks and Recreation)
LU 6.2	<b>Incorporate sustainability best practices into the zoning code.</b>	Immediate	City (Development)
LU 6.3	<b>Allow for small-scale urban agriculture.</b>	Immediate	City (Development)
LU 6.4	<b>Pursue STAR Certification or a similar citywide sustainability framework program.</b>	Short term	City (Development, Parks and Recreation)
LU 6.5	<b>Develop a sustainability recognition program for residences and businesses.</b>	Short term	City (Parks and Recreation)
LU 6.6	<b>Identify opportunities and locations for sustainability-themed developments.</b>	Ongoing	City (Development)
LU 6.7	<b>Meet with targeted developers.</b>	Ongoing	City (Development)

**Objective LU 7. Expand efforts to plan collaboratively with area jurisdictions and organizations.**

LU 7.1	<b>Formalize a protocol for coordination with townships.</b>	Short term	City (Administration, Development)
LU 7.2	<b>Conduct annual joint meetings.</b>	Ongoing	City (Administration)

## TRANSPORTATION

CODE	RECOMMENDATION	TIMEFRAME	LEAD COORDINATOR	ADDITIONAL ORGANIZATION(S)
<b>Objective 1. Design corridors to balance different users and modes of travel.</b>				
T 1.1	Formalize a Complete Streets policy.	Immediate	City (Development, Service)	
T 1.2	Improve "transit-supportive" land use conditions along corridors (particularly in those already serviced by transit).	Ongoing	City (Development)	
<b>Objective 2. Reduce congestion on major roadways, without sacrificing character and walkability.</b>				
T 2.1	Create an alternate route for truck traffic to bypass the Town Center.	Long term	City (Administration)	
T 2.2	Manage access points onto parkways and boulevards (arterials and major collectors).	Ongoing	City (Development, Service)	
T 2.3	Consider the use of roundabouts.	Ongoing	City (Development, Service)	
T 2.4	Require traffic impact studies for most development proposals.	Immediate	City (Development)	
T 2.5	Evaluate traffic conditions on Stringtown Road once planned intersection and access management improvements are implemented.	Ongoing	City (Service)	
T 2.6	Develop partnerships to leverage the work of the City of Columbus' Smart City Grant.	Short term	City (Administration)	
<b>Objective 3. Consider aesthetics and character of place in the design of all new roadways and redevelopment of existing roadways.</b>				
T 3.1	Assess potential street design improvements depending on their surrounding context.	Ongoing	City (Development, Service)	
T 3.2	Revise Street Design Standards.	Short term	City (Development, Service)	
T 3.3	Create streetscape design guidelines for public realm elements (landscaping, lighting, signs, etc.).	Short term	City (Development, Service)	
T 3.4	Coordinate with ODOT on the installation of sound walls or other noise-reducing measures along highways	Ongoing	City (Development)	
<b>Objective 4. Ensure that new developments are connected into the existing transportation network.</b>				
T 4.1	Require street and trail connectivity between developments.	Ongoing	City (Development, Parks & Recreation)	
<b>Objective 5. Expand public transportation options.</b>				
T 5.1	Continue to coordinate with the Central Ohio Transit Authority (COTA).	Ongoing	City (Development)	
T 5.2	Investigate a local "circulator" (bus or shuttle).	Short term	City (Development)	

**Objective T 6. Expand the sidewalk and bikeway networks to provide connectivity within Grove City and the region.**

T 6.1	Create multi-use paths along at least one side of new roadways indicated on the Street Network Map.	Ongoing	City (Development)
T 6.2	Update the Parks and Recreation Master Plan's bikeways element.	Ongoing	City (Parks and Recreation)
T 6.3	Establish partnerships with area jurisdictions, state agencies and organizations on bikeways and trails.	Ongoing	City (Development, Service, Park and Recreation)
T 6.4	Create bikeway/trail connections between Grove City and Downtown Columbus through the regional trail network.	Long term	City (Development, Service, Park and Recreation)
T 6.5	Create a bike/pedestrian bridge over I-71.	Short term	City (Development, Service)
T 6.6	Require that bicycle parking facilities (bike racks or shelters) are accounted for on new development plans where appropriate.	Immediate	City (Development, Parks & Recreation)

**ECONOMIC DEVELOPMENT**

CODE	RECOMMENDATION	TIMEFRAME	LEAD COORDINATOR	ADDITIONAL ORGANIZATION(S)
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**Objective ED 1. Diversify employment sectors to obtain the jobs desired by residents.**

ED 1.1	Develop an Economic Development Marketing Strategy.	Short term	City (Development)
ED 1.2	Identify and market potential business development sites.	Ongoing	City (Development)
ED 1.3	Partner with regional economic development organizations.	Ongoing	City (Development)

**Objective ED 2. Promote the City as a desirable place to do business.**

ED 2.1	Work with local and regional partners to build a community branding and marketing campaign.	Short term	City (Development)
ED 2.2	Maintain a listing of business locations that are currently available.	Ongoing	City (Development)
ED 2.3	Create developer packages to market sites.	Ongoing	City (Development)
ED 2.4	Conduct an effort to raise awareness about the strength of schools within Grove City.	Short term	City (Development)

**Objective ED 3. Foster and grow the local entrepreneurial spirit.**

ED 3.1	Work with organizations integral in the growth and advancement of entrepreneurship in Grove City.	Ongoing	City (Development)
ED 3.2	Identify sites and partners for the development of tech-flex and office space.	Ongoing	City (Development)
ED 3.3	Create a business development "one-stop-shop."	Short term	City (Development)

ED 3.4	Conduct "ask the planner" information sessions for small businesses.	Ongoing	City (Development)
ED 3.5	Create a business concierge program.	Short term	City (Development)
ED 3.6	Establish a protocol for coordinating between community and regional partners	Short term	City (Development, Business & Community Relations)

**Objective ED 4. Provide infrastructure and public services to support and expand the City's employment centers.**

ED 4.1	Prioritize Capital Improvement Projects that open up strategic land for job creation.	Ongoing	City (Development)
ED 4.2	Continue to expand the City's fiber optic infrastructure.	Ongoing	City (Development, Administration)
ED 4.3	Continue to work with the Central Ohio Transit Authority (COTA) to create solutions regarding public transportation access to employment centers.	Ongoing	City (Development)

**Objective ED 5. Advance higher education and expand on workforce training opportunities.**

ED 5.1	Work with South-Western City Schools and higher education institutions to expand specialized training opportunities.	Ongoing	City (Development)
ED 5.2	Continue to pursue partnership opportunities with a public college or university to develop a satellite campus in Grove City.	Ongoing	City (Administration)

**Objective ED 6. Expand amenities to attract quality employers and continue to grow the tourism sector.**

ED 6.1	Conduct market studies for the Town Center to create a regionally-recognized destination.	Short term	City (Development)
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**Objective ED 7. Adopt policies to encourage and support a variety of development and business types.**

ED 7.1	Consider providing flexibility in the zoning code to support small business development.	Immediate	City (Development)
ED 7.2	Expedite the development review process to encourage investment in the community.	Short term	City (Development)
ED 7.3	Promote funding programs that foster the development of and investment in small businesses in key industry sectors.	Short term	City (Development)

**Objective ED 8. Partner with Solid Waste Authority of Central Ohio (SWACO) to promote "green" industries.**

ED 8.1	Work with SWACO to develop a strategic plan for land north of SR 665.	Short term	City (Development)
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