# GROVEPORT GATEWAYS DEVELOPMENT CONCEPT

## *INTRODUCTION*

*Gateways* are the "front door" to a community; they establish the all-important first impression on physical character, historic significance, economic activity, and potential for growth. These initial impressions are integral to the community's image. They are formed less by signage and "entry features" than by the overall visual character of the land uses that comprise the edge of the community. Increasingly, communities are recognizing the importance of *"a good first impression"*.

The overall purpose of this project is to construct basic concepts for future development along two (2) gateway corridors to the City of Groveport:

- Hamilton Road corridor between US 33 and Bixby Road.
- Groveport Road from SR 317 west to Swisher Road

Since the 1980's, Groveport has been an epicenter of business growth in central Ohio. Market forces indicate that this trend will continue and these two (2) areas will likely see continued interest in the near and long-term future. The City of Groveport desires to manage anticipated growth in these areas so as to maximize long and short term economic potential, while maintaining the City's image and competitive business edge.

It is intended that this document would be used by City decision-makers to:

- provide a starting point on which to base further formal planning studies.
- identify key development issues within each corridor.
- develop consensus on approaches to address land development issues and sanction future planning efforts.
- develop basic guidelines for future projects related to capital improvements and other growth issues within the respective corridors.
- formulate development policies and/or recommendations that work toward these objectives.

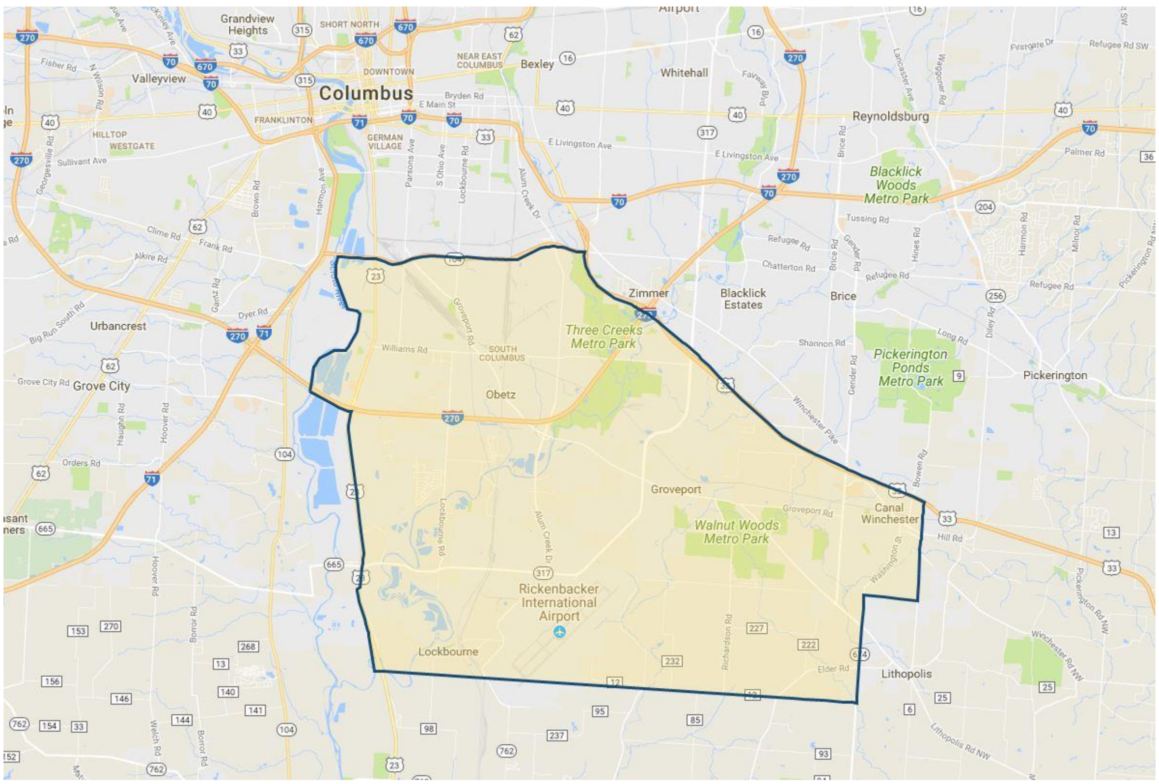
The **GROVEPORT GATEWAYS DEVELOPMENT CONCEPT** consists of three (3) basic parts:

- A basic overview of macro trends and factors impacting economic growth in the Southeast Columbus Market Area, which includes both corridors.
- The North Gateway Development Concept
- The West Gateway Development Concept

# PART ONE

## SOUTHEAST COLUMBUS MARKET AREA OVERALL *(MACRO)* TRENDS AND ISSUES

Both gateway corridors are within what is referenced as the ***Southeast Columbus Market Area***. The boundaries of the area are Fairfield County and US 33 on the east, S.R. 104 on the north, US 23 on the west and Pickaway County on the south. Currently, this area contains over 61 million square feet (SF) of industrial warehouse/distribution space – over 21% of the total of such space in the Columbus metropolitan market.




Map by *Google*

In the 1970's, business growth in the southern and western portions of Groveport came to be dominated by the development of industrial warehouse/ distribution facilities, fed by favorable highway access to US 33 and I-270. In the late 1980's, the development of Rickenbacker International Airport provided efficient air cargo capabilities to regional, national and worldwide markets. After 2000, the Heartland Corridor improved rail access to east coast ports of entry. The Southeast Columbus Market Area therefore emerged as one of the premier multi-modal break-of-bulk locations in the eastern US, offering quick and cost-effective access to major highways, along with rail lines and an international airport.

The emergence of the intermodal facility has resulted in a boom in distribution/logistics warehouse construction. Since 2010, it is estimated that almost 10 million SF of distribution/logistical space has been constructed in the Southeast Columbus Market Area.

## THE LARGER CONTEXT

As significant as the development of Rickenbacker and the Heartland Corridor was to industrial warehouse/distribution/logistics construction, the Southeast Market area has also been positively impacted by numerous other factors and trends on a national and global scale. *Simply stated, the market dynamics for warehouse/ distribution space nationwide is radically different from what it was just ten years ago, and is still evolving today.* Some of these key factors and trends include:

1. Structural changes in the US economy have heightened the importance of goods distribution as an economic engine, rather than simply a cost of production. In most industries, the distinction between *production* and *distribution* is becoming increasingly blurred.

2. This trend has been accentuated by dramatic increases in the *volume* and *value* of trade, and globalization in general.

3. Reductions in transportation costs have enhanced productivity, opened new markets, altered trading patterns and spurred development of new distribution "hubs."

4. As early as the 1990's, the construction of new distribution/logistics buildings began to increase significantly in the US, due to growing demand and the replacement of older buildings with more modern facilities in new locations.

5. The growth of e-commerce and "on-line fulfillment" is a major driver of new construction and currently represents about 40% of the leasing of industrial properties.

6. As in the past, *location* is the most important factor driving the desirability (and therefore market value) of industrial space. Nationally, teardown and replacement of older obsolete buildings in particularly desirable locations is becoming common.

7. Typically, the immediate determinants of industrial building construction activity are *vacancies* and *rental rates*. Particularly in prime locations, these factors have favored continuing construction activity in the past decade. Nationwide, the industrial vacancy rate in 2017 was 5.3% - a 17-year low. In "hot" coastal markets such as Long Beach, CA and northern New Jersey, rates as low as 2% have been noted. As a result, rental rates for industrial properties have increased; nationwide, industrial rental rates during 2016 had increased 8.7% and were on track to top that in 2017.

8. Since 2010, over 1 billion SF of industrial space has been delivered in the US. Despite escalating construction costs, *low vacancy rates* and *rising rental rates* have fed the demand for new warehouse/distribution/logistics space.

9. Rising rents have led to a surge in investor interest in the ownership of industrial warehouses in prime locations.

10. As the cost of land in prime coastal areas has increased dramatically, potential distribution hubs in the Midwest have received increasing interest.

11. Many local communities are increasingly reluctant to accommodate large distribution facilities due to environmental factors, e.g., high truck traffic, air quality, etc.

12. The growth of e-commerce and related consumer demand for quick delivery is creating the demand for a new type of logistics facility, usually referenced as *last-mile delivery*. Simply stated, these are intermediate facilities that address the delivery of packages from the larger logistics warehouses to the final customer. The industry is just beginning to define the ideal requirements for such facilities, but it is likely that they would be smaller (300,000 SF - 400,000 SF) as compared to the now common one million SF logistics buildings and be located closer to urban areas with relatively dense concentrations of consumers. They would be more employee-centered, with lots of parking. Good roadway access to local and regional markets would be critical.

## THE SOUTHEAST COLUMBUS MARKET AREA

Developers and marketers typically consider three (3) distinct types of industrial space:

***Specialized Industrial Space***

Space designed for a specific industrial user, sometimes incorporating distribution and other functions designed for the needs of the specific user. Facilities owned by the users were common. Prior to 1980, this type of industrial building dominated the market.

***"Flex Space"***

The 1980's saw increased demand for more office space and better looking industrial buildings. Industrial buildings began to offer flexible interior layouts and configurations that could be easily modified to accommodate a range of present and future uses, including offices, manufacturing, retail showrooms, etc. Typically, such buildings were single-story with 25-100% office space and high parking ratios. Lease rates were generally lower than for specialized industrial space or traditional suburban offices.

***Logistics***

The newest emerging type of industrial building is designed to meet the specific needs of high volume distribution industries, e.g., e-commerce. Buildings are characterized by large interior spaces with high ceilings and minimal columns. Logistics has come to dominate overall industrial space in the Southeast Columbus Market Area.

As early as the 1970's, warehousing and distribution space was an integral component of Groveport's industrial growth. The K-Mart distribution facility near the US 33/Hamilton Road interchange – constructed in 1982 and now vacant – is a primary example. But the new logistics and distribution industry, represented by the Rickenbacker Global Logistics Park, has space needs substantially different from older (pre-1990) buildings.

In 1970, the typical warehouse/distribution facility was relatively small (10,000 SF was common) with 15' ceilings and construction costs in the $10/SF range. Typically, the building would be owned outright by the occupant and may have been an accessory use. By comparison, in 2017, larger buildings of one million SF – probably leased to the user - with 36' ceiling heights and prices that approach $60/SF are more common, particularly in prime locations close to Rickenbacker.

This means that the marketing and use of older warehouse/distribution space may be problematic. In many prime industrial markets nationwide, "teardowns" and repurposing of existing buildings is a growing trend.

Post 2010 Logistics Distribution Facility

Since 2010, the growth of the Rickenbacker International Airport and the Heartland Corridor has been the driving force for the explosion of new logistics space, primarily in areas adjacent to the airport. Currently, over 93% of industrial space in the Southeast Market Area is devoted to logistics, and virtually all new industrial construction activity in this market area is new logistical space. Specialized manufacturing space, which dominated the market in the 1970's, now comprises just over 6% of overall space within the market area.

The overall vacancy rate for industrial space in the Southeast Market Area is estimated by some to exceed 8%. As stated above, high vacancy rates typically constrain new building activity. In this case, however, high vacancy rates for new logistics space are primarily the result of the steady stream of new buildings coming on line. In any event, these high rates have not impacted demand, which remains strong.

This is also reflected in increasing rents; in 2010, the typical rent for logistics space was about $3/SF. The current rate is closer to $4/SF – a healthy 33% increase. By way of comparison, rates for specialized industrial space have remained relatively stable – at $5.00-$5.50/SF during the same time period. Flex space, a relatively minor player in the

Southeast Market Area, has typical rents of just over \$7.50/SF - an increase of 25% since 2010.

Demand is also reflected in the sales prices for buildings. In 2010, new industrial buildings sold at \$20-\$28/SF. In 2017, average prices in the Southeast Market Area were in the \$40/SF range, and some new buildings closer to Rickenbacker commanded \$55-\$60/SF, primarily fed by outside investor interest. In the last several years, existing Class B and Class C buildings could be purchased for just over \$20/SF.

The development community cites two (2) primary obstacles to continued growth in the Southeast Market Area, particularly in the arena of business/industrial growth.

- There is an increasing shortage of vacant sites of sufficient size for efficient development for contemporary industrial use. Assembly and combination of multiple lots is difficult and cost prohibitive for all but prime locations.
- Adequate infrastructure is a prerequisite for growth. External and interior access improvements will be needed in some areas to provide for continued industrial viability. The provision of cost-effective water and sewer services is an issue in some areas, particularly if there are multiple public entities involved.

It should be emphasized that *macro* market conditions in the total Southeast Market Area likely differ from those that exist in specific portions of the area.

## SUMMARY ISSUES / SOUTHEAST COLUMBUS MARKET AREA

1. **The Southeast Columbus Market Area is well-positioned to capitalize on the trend of developing distribution/logistics warehouse facilities in the Midwest.**

2. **The boom in logistics space is anticipated to continue, at least in the near-term future. More than 2 million SF of additional space is projected to be brought online in 2018.**

3. **Although *logistics* is the driving force in the industrial space market, such development is not feasible in many portions of the Southeast Columbus Market Area**

4. **The *availability of vacant land for development* and *utilities/infrastructure* are cited as key limitations to continued industrial growth in the Southeast Market Area. Addressing these issues will require an increased level of cooperation between public and private sector players.**

5. **Access to and within particular sites must be improved and/or upgraded. This may be difficult with the involvement of multiple entities, especially when the *"Who pays?"* question is raised.**

6. **Older existing industrial warehouse space, some of which is in desirable locations, can be repositioned and/or reused so as to become viable in today's market. This trend is already apparent in some portions of the Southeast Columbus Market Area. In some other locations, "teardowns" are likely to become more common.**

7. **National and international investors are increasingly drawn to opportunities for growth in logistics. High sales figures noted for properties near Rickenbacker can be attributed to increasing interest by this investment community.**

8. **The "edge" of logistics/warehouse development specifically tied to Rickenbacker should be defined to address how it interfaces with other development – existing and proposed – within the Southeast Market Area. As cited above, there is increasing resistance to large logistics facilities by many local communities.**

9. **In Groveport, *Planned Industrial Park (PIP)* is the base zoning district for industrial development along both gateway corridors. The PIP District was amended in 2018, but is based on models from the 1970's and does not adequately reflect many current industrial warehouse trends. As an example, permitted uses emphasize manufacturing of specific products, which is a decreasing share of the industrial landscape.**

## PART TWO

## NORTH GATEWAY
## HAMILTON ROAD CORRIDOR

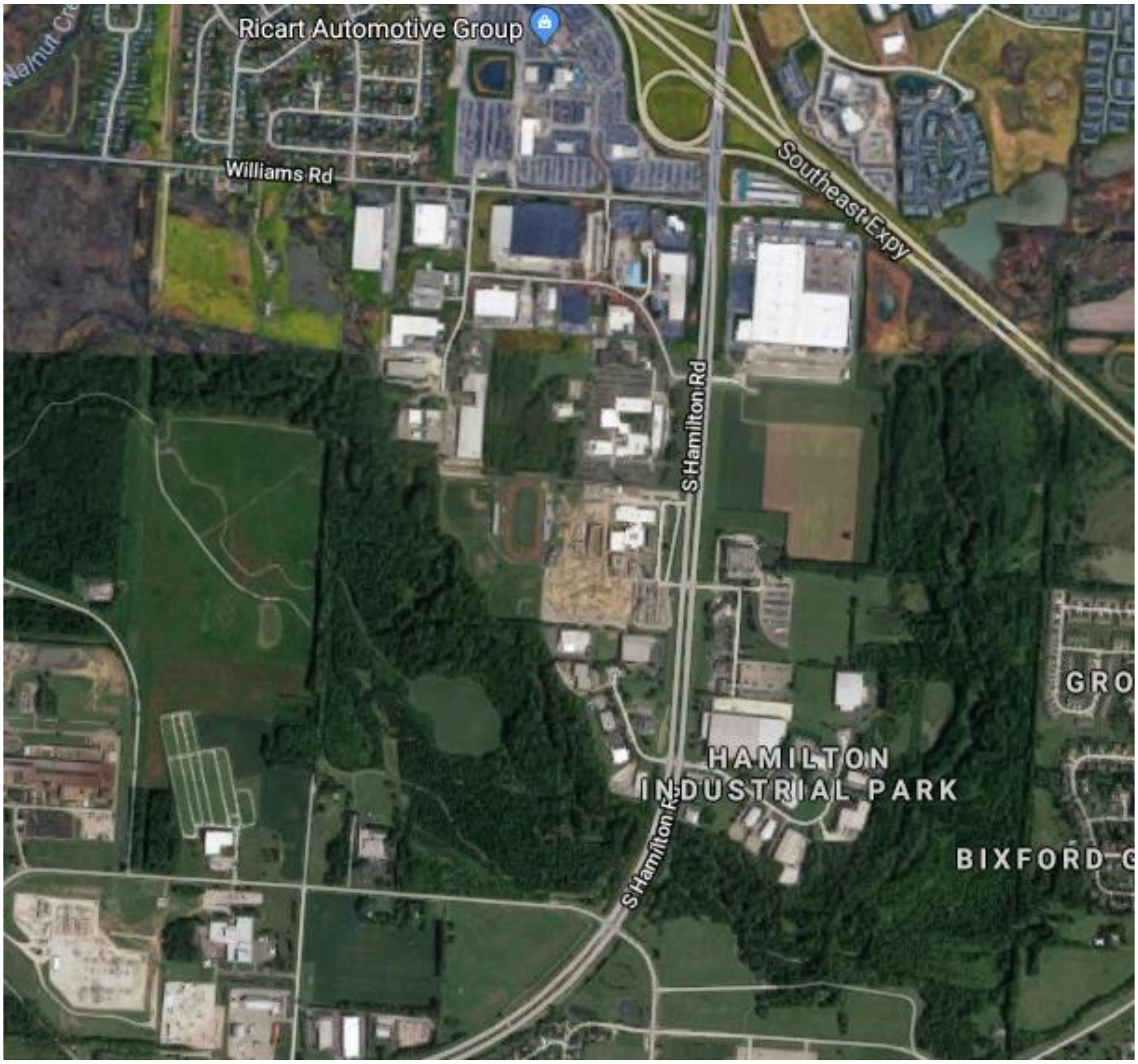



Image by *Google*

As Groveport's historic entry from the north, Hamilton Road has witnessed a range of business development over the years. The current physical landscape was primarily the result of the construction of US33 in the 1960's, and the subsequent completion of the I-270/US 33 interchange in the 1970's. The intersection of US 33 and Hamilton Road became one of the most accessible – and desired – business locations in southeast Columbus.

The progression of uses along the Hamilton Road Corridor south of the US33 interchange is like a time capsule of industrial and warehouse/distribution trends since 1970, with some unique factors thrown into the mix.

The entire area, bounded by Williams Road on the north, Marketing Place on the west, Bixby Road on the south and the floodplain of Blacklick Creek on the east, comprises over 450 acres and contains over 3 million SF of total building space. About 45% of existing space is occupied by public, administrative, social service (e.g., Goodwill) or similar non-industrial uses, many resulting from the conversion of former industrial spaces.

Groveport-Madison High School, Eastland Career Center and the Madison Township Service Complex are long standing anchors at the center of the corridor. *Firehouse Lane* connects these uses and is the principal intersection along the Hamilton Road Corridor.

Today, Hamilton Road (SR 317) is a four-lane arterial highway carrying an Average Daily Traffic (*ADT*) of over 27,000 vehicles. New curb cuts are prohibited along this portion of Hamilton Road. Williams Road, Director's Boulevard and Firehouse Lane are signalized. Major improvements to the Firehouse Lane intersection have been authorized and are scheduled for completion in 2019. These improvements will improve traffic flow and provide for pedestrian access across the intersection. A COTA bus stop is currently located on the northeast corner of the intersection and will be incorporated into the plans.

Virtually all of the Hamilton Road Corridor is either currently or easily served by utilities (water and sewer). Therefore, unlike some other portions of the Southeast Market Area, the provision of such utilities is not a significant limitation to future development.

As mentioned above, the Hamilton Road Corridor was developed in an incremental manner after 1970 and is therefore like a *collection of parts*, rather than a *unified whole*. There are five (5) distinct business environments the define the corridor:

***Director's Boulevard/Marketing Place***

This area consists of approximately 95 acres on the northwest corner of the project area, bounded by Williams Road on the north. There are fifteen (15) structures on the total site, comprising about 1.3 million SF of Class B and C space.

Director's Boulevard/Marketing Place was the first industrial area to develop on the Hamilton Road corridor after completion of the US 33/Hamilton Road interchange and I-270. Most of the buildings were constructed as specialized industrial space. Outright ownership by the occupants was common.

In the past decade, numerous buildings have been bought and reused for non-industrial uses, e.g., administrative offices for the Groveport-Madison Schools, Eastland Career Center and Goodwill of Central Ohio. Recent sales have been in the $20-$40/SF range.

***Former K-Mart Distribution Facility***
This massive (569,600 SF) building occupies a prime location just south of the US 33/Hamilton Road interchange. It was constructed in 1982 and displays many of the characteristics common to warehouse/distribution space of that era, e.g., 18' ceilings and multiple columns.

While the age and characteristics of the building may raise obsolescence issues with some users, the major limitation to reuse is that the property was developed under a land-lease arrangement in which the structure is owned by a separate entity than the land. Such arrangements were common – particularly by large corporate users - in the 1980's.

***American Electric Power (AEP) Site***
*The major portion of this AEP ownership represents the best potential for new development within the Hamilton Road Corridor*. The site, located between the K-Mart Distribution Facility on the north and the parking lot for the AEP call center on the south, consists of approximately 40 acres of vacant developable land. The well-defined floodplain of the Blacklick Creek abuts the site on the east.

AEP acquired the site with the intent of using it for administrative/office functions. In the 1980's, the data/call center was established just north of the emerging Madison Township Service Center. Although AEP has expressed a desire to foster development of the site, little has been done. At various times, AEP has even questioned whether the data/call center should remain on the site.

A 12" water line, runs through the site on a north-south axis. This line was extended to the site in the mid 1970's. The original plans for the line also show a parallel proposed roadway which was never constructed.

***Madison Township Service Center/Groveport Schools***
This concentration of public service uses occupies the central portion of the corridor. If there is a central focus to the diversity of uses along the Hamilton Road Corridor, it is likely here.

Most of the buildings were constructed between 1970 and 2000 time period. The Madison Township Fire Station was completed in 1985 and the subsequent Madison Township Service Complex (police, administrative offices and community center) were completed in the 1990's. Groveport-Madison High School dates from 1964 and is currently being replaced with a new facility.

Firehouse Lane connects the uses on the east and west sides of Hamilton Road and is the principal access point to both areas. As cited above, major physical improvements to this intersection are scheduled for 2019.

The clustering of public school uses in this location was likely factor in the conversion of several adjacent industrial buildings to new private schools (Community School and Imagine School.)

***Venture Place/Homer Ohio Lane***
These two (2) cul-de-sacs form the southern edge of the Hamilton Road Gateway Corridor. In total, the sixteen industrial buildings lining these two streets comprise about 750,000 SF of space.

Most of the buildings were constructed between 1985 and 1999 as specialized industrial space. All are Class B or Class C space, ranging in size from 25,000 to 55,000 SF, with the sole exception being the building housing CWI Gifts (the former Sofa Express facility) which has over 200,000 SF of interior space. Several buildings have been sold in the past decade for prices generally in the $20-$40/SF range.

The intersection of Venture Place and Homer Ohio Lane with Hamilton Road is not signalized.

## SUMMARY OF KEY ISSUES
## HAMILTON ROAD CORRIDOR

1. **Demand for industrial space is *different from* and *less than* what drove such development in the past. Specialized industrial space, which dominated the market, is less relevant today. At the same time the North Gateway is not well positioned to capitalize on most of what comprises the Rickenbacker-related logistics boom.**

2. **The primary attributes of sites within the Hamilton Road Corridor – as in the past – are its regional highway accessibility, in addition to its in-place utility infrastructure.**

3. **There are current issues related to ownership that need to be resolved before significant development can occur.**

4. **The Hamilton Road Corridor is perceived not as a single unified environment with a well-defined development focus, but rather as a disjointed collection of parts which has developed in a piecemeal fashion over the years. Overcoming this issue is a major step toward creating a more viable development environment.**

5. **The lack of vacant developable sites of sufficient size is a major limitation. The primary opportunity for new development is on the east side of the Corridor on the 40 acre vacant site currently owned by American Electric Power (AEP).**

6. **Lack of interior circulation limits the ability of this area to function as a cohesive efficient industrial business environment. Simply stated, new development on the east side of the Corridor will not occur until adequate access to and within the site is provided. Modern industrial environments also emphasize pedestrian access as an amenity.**

7. **The adaptive reuse of older industrial space has been common throughout the North Gateway area and will likely continue. As a result of adaptive reuse, overall vacancy rates have remained quite low.**

8. **The presence of long-standing educational and public service uses in the Hamilton Road Corridor, in concert with projected intersection improvements, could serve as a catalyst for future growth, particularly in adaptive reuse of existing buildings for non-industrial uses.**

## RECOMMENDATIONS
## HAMILTON ROAD CORRIDOR

**The issues identified above provide the basis for the following recommendations.**

- **Continue to encourage the adaptive reuse and occupancy of existing industrial buildings.**

- **Improve interior accessibility.**
  - **Establish a link between Homer Ohio Lane and Higgins Boulevard**
  - **Establish clear access into the interior of the site from Firehouse Lane**
  - **Such access should be extended through the existing AEP parking lot**

- **Likely uses for the 40 acre AEP site include:**
  - **Public uses, e.g., Groveport-Madison consolidation**
  - **Continuation/expansion of AEP data/call center operations**
  - **"Flex space" office/industrial buildings** *(see PART ONE, p.5)*

- **It is estimated that approximately 300,000-400,000 SF of building space – most likely in multiple structures – could be accommodated on the above site.**

- **If ownership issues can be resolved, the K-Mart/Sears facility – despite obsolescence issues - could be repurposed, using access to the region via US 33/I-270 as a "draw". Possible uses would include:**
  - **Multi-tenant "flex space"**
  - **"Last mile" distribution/logistics facilities** *(see PART ONE,* p. 4, #12)

- **Plan for future signalization of Hamilton Road/Homer Ohio/Venture Place intersection.**

- **Due to lack of accessibility and visibility, future commercial utilization of the Corridor is limited. The highest potential for new commercial development rests with small-scale service uses serving existing businesses and/or public uses, and their employees, e.g., casual eating, commercial and savings banks, professional offices, design services, and/or accounting/bookkeeping services. Consider revising the PIP District to include such businesses as accessory or conditional uses.**

- **Discourage uses with open outside storage, e.g., collision centers, contractor's storage etc. At the least, standards requiring screening and buffering of such uses should be enforced through zoning regulations.**

- **Create a prominent landscaped entry feature for the northern entry to the Corridor at Williams Road.**

- **Develop a City plan showing the location of recommended pedestrian access throughout the Corridor, including along both sides of Hamilton Road. Require all new development within the PIP District to include a plan illustrating specific proposed improvements which would ensure compliance with the City plan.**

# PART THREE

## WEST GATEWAY
## GROVEPORT ROAD CORRIDOR

The West Gateway consists of Groveport Road from SR 317 (Hamilton Road) west to Swisher Road, and development along North and South Green Pointe Drive. The area is a transitional zone, parts of which have changed dramatically since development of Rickenbacker and the logistics/distribution boom. Prior to 2000, the area was dominated by rural residences with on-site water and septic systems interspersed with some small businesses and churches. The central and western portions of the corridor itself still display this pattern.


Image by *Google*

It should be noted that the corridor is a mix of political jurisdictions; portions are within Groveport while other portions have remained in unincorporated Madison Township.

The area is at the current northern edge of new logistics warehouse development directly tied to Rickenbacker. Although such growth is likely to continue, the desirability of sites for this purpose tends to decline as the distance from the intermodal facility increases. Other factors impacting site desirability include the condition of the roadway network serving those sites and the presence of incompatible nearby uses, particularly older single-family residences.

At the eastern terminus of the corridor, the area around the intersection of Groveport Road with SR 317 and Green Pointe North and South, is occupied by smaller-scale commercial (fast-food, car wash) and industrial uses generally developed prior to the recent Rickenbacker boom.

Representative buildings on the northern portion of Green Pointe Drive South and Clyde Moore Drive were constructed in the 1997-2000 time period, and were relatively small in size (30,000-65,000 SF). Some public uses, e.g., Groveport Police Department, are tenants in this space. Some of the industrial buildings were constructed as multi-tenant “flex space” and continues to function in that manner.

About 2500 feet south of its intersection with Groveport Road, Green Pointe Drive South turns toward the west, continuing in that direction about one mile, terminating near the corporate boundary with Obetz. This turn marks a rather dramatic change in the size and scale of buildings.

Generally, the buildings along this east-west portion of Green Pointe Drive South are newer larger distribution warehouses closely integrated to Rickenbacker operations. Virtually all were constructed after 2000 and are over 300,000 SF in size (Some are even larger. As an example, the Gap Distribution Warehouse on Commerce Center Drive, constructed in 2001, has 830,000 SF, and the structure housing Yokohama Tire on Opus Drive, built in 2005, has 753,000 SF). Most of the buildings feature high (30’-36’) ceilings and other characteristics of “leading edge” industrial logistics space.

The industrial buildings in this area mark the current northern edge of development directly related to Rickenbacker in Groveport. In recent years, similar development has extended north of Toy Road into Obetz. Traffic flow from these uses has been directed to the west to Alum Creek Drive, via an upgraded Toy Road.

The continued growth of multi-modal capabilities at Rickenbacker indicates that expansion of new warehouse facilities north of Toy Road is likely. The constraints to such expansion, however, are substantial and center on the limited availability of vacant land and the high costs of making such property “development-ready”. One example is unincorporated property on the west boundary of Groveport along Saltzgaber Road, bounded by Swisher Road on the west and Toy Road on the south. The property consists of approximately 120 acres in total and is not served by utilities. The property developed over the years as rural residential home sites and encompasses approximately 45 separate parcels.

The principal vacant tract within Groveport comprises about thirty acres on the west side of Saltzgaber Road. This tract is currently being marketed for business/industrial use.

The major obstacle to development of the tract is the configuration and substandard condition of Saltzgaber Road, which forms the primary access to the property. Saltzgaber Road is a township road with a 50’ right-of-way. A recent traffic count by the Franklin County Engineer recorded an Average Daily Traffic (ADT) of 1,350 vehicles, with semi-trucks comprising <1% of that total. Nonetheless, the presence of semi-truck traffic is frequently cited as an issue by residents on the west side of the roadway, particularly at the intersection of Saltzgaber with Toy Road.

Historically, Saltzgaber Road extended southeast from Toy Road, connecting directly with London-Groveport Road (SR 317) and providing direct access to Rickenbacker. In 2000, the portion of the roadway between Toy Road and Green Pointe Drive South was vacated.

Currently, the Franklin County Engineer is assisting Madison Township on a plan to address traffic issues along Saltzgaber, Swisher and Toy Roads. Managing the impacts of warehouse-oriented semi-truck traffic is a key objective of the plan.

## SUMMARY OF KEY ISSUES
## GROVEPORT ROAD CORRIDOR

1. **The historic lack of utilities – typical of unincorporated areas - has encouraged the continuation of small scale fragmented uses rather than large cohesive projects, particularly along Groveport Road.**

2. **The standards and condition of existing secondary roadways does not provide access that contemporary development requires and is the principal obstacle to future business development of the area. Saltzgaber, Toy and Swisher Roads are township roads unsuitable for heavy commercial or industrial traffic.**

3. **The presence of numerous older existing residences raises compatibility concerns if larger scale more intensive logistics uses expand. Issues include truck traffic, congestion and roadway maintenance.**

4. **Standards for development of properties directly fronting on Groveport Road have a major impact on the future ability of the road to accommodate a higher level of growth. At a minimum, new development should have large setbacks to allow for future widening and improvements.**

5. **The confusing configuration of conflicting political jurisdictions works against newer more cohesive development.**

6. **There is a lack of vacant suitable potential development sites. Currently, the most developable site is the 30 acre parcel abutting Saltzgaber Road on the east. The current condition of the roadway and termination of the roadway at Toy Road is a major access limitation, and may preclude development of the site until resolved.**

7. **Land assembly and other methods have been used to produce "development-ready" sites in prime areas close to Rickenbacker. Such practices are only feasible if the number of parcels to be acquired is limited and demand has reached levels to justify costs. Under existing market conditions – particularly in the northern portions of the West Gateway – these thresholds have not been attained, but may do so in the long term.**

8. **Further commercial/business growth along the eastern portions of the Corridor – particularly around the Groveport Road/SR317 and Groveport Road/Greenpointe Drive intersections - can be accommodated, although the proposed specific uses should complement adjacent industrial uses.**

## RECOMMENDATIONS
## GROVEPORT ROAD CORRIDOR

**The potential for redevelopment in the West Gateway is centered on two (2) distinct areas:**
**• The Groveport Road Corridor itself**
from Swisher Road to SR 317 (Hamilton Road)
**• The Saltzgaber Road Corridor**
from Groveport Road south to Toy Road. The 30 acre tract on the east side of Saltzgaber Road represents one of the few remaining vacant parcels in the immediate area and has been subject to interest by the development community. Lack of viable access is a substantial obstacle to development for most nonresidential uses. The west side of Saltzgaber Road is in unincorporated Madison Township and lined with older rural/suburban single-family homes.

- **At least in the short-term, it is recommended that redevelopment efforts be focused on the Groveport Road Corridor, while 'setting the stage" for future development of the Saltzgaber Road Corridor when – and if – accessibility issues are resolved.**

- **Amend the development standards of the PIP District to require all new industrial and commercial projects include improvements to all streets within *and adjacent to* the district to adequately address access issues. The traffic requirements of the *Select Commercial Planned District* (Chapter 1161 of the Zoning Ordinance) may provide a model.**

- **Establish a plan for future annexation of property along the Groveport Road Corridor. Provide for extension of utilities along the full length of the Corridor after annexation.**

- **Commercial development of the Groveport Road Corridor west of Green Pointe Drive would be appropriate, pursuant to the standards of the SCPD, used as a base district.**

- **A new overlay zoning district should be created for properties abutting Groveport Road, supplementing the requirements of the SCPD. Special requirements would include expanded setbacks, buffering, access and entry point spacing and landscaping.**

- **Review and expansion of uses allowed in the PIP District – as recommended for the Hamilton Road Corridor – would be appropriate for the area adjacent to the SR 317/Groveport Road intersection. Under this recommendation, commercial uses that complement adjacent industrial warehouse development would be included as accessory or conditional uses in the district.**