

WORKING DRAFT

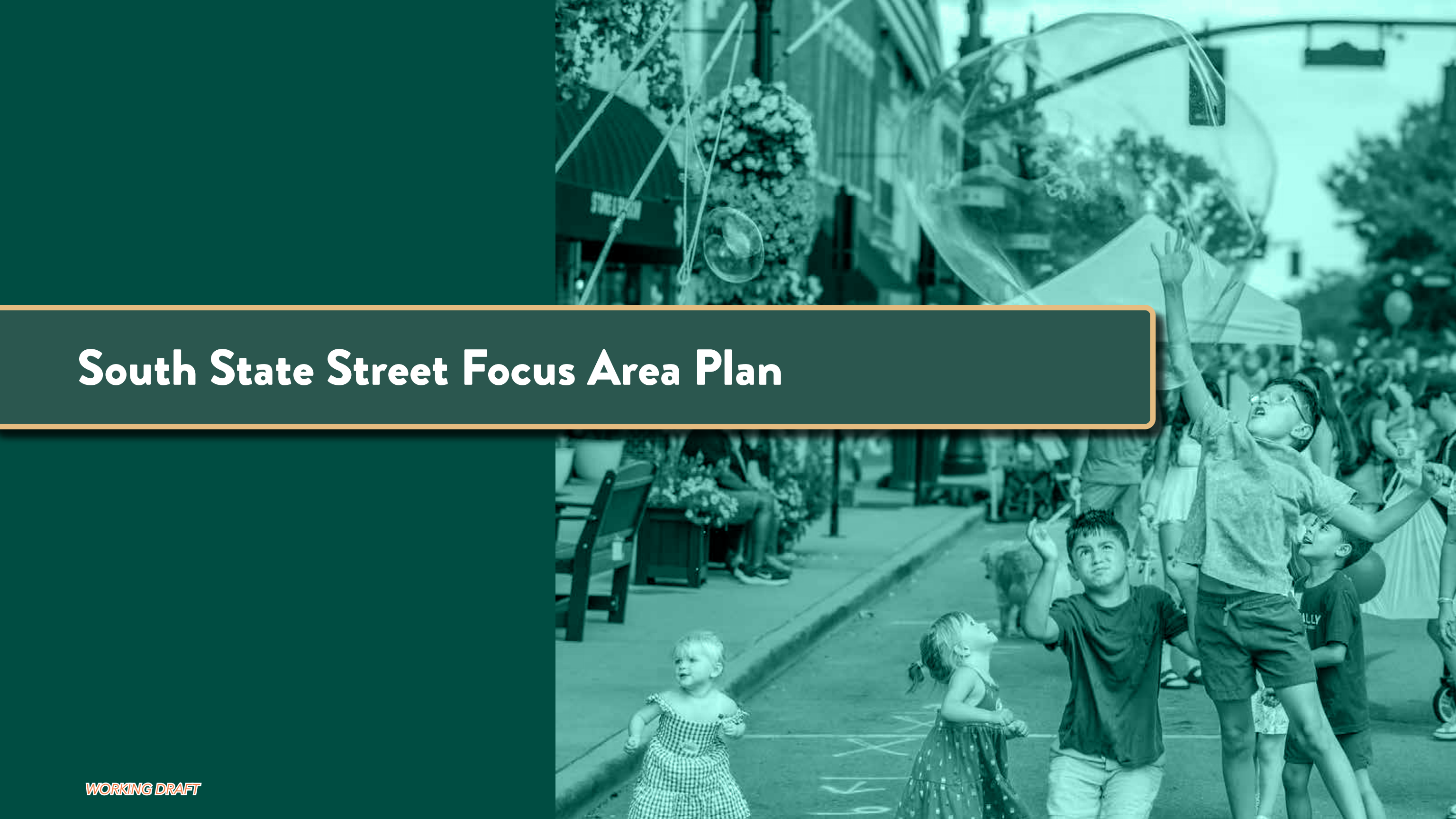
COMMUNITY ASSESSMENT & SOUTH STATE STREET PLAN

CONDITIONS & FINDINGS



MKSK + B&N + V





South State Street Focus Area Plan

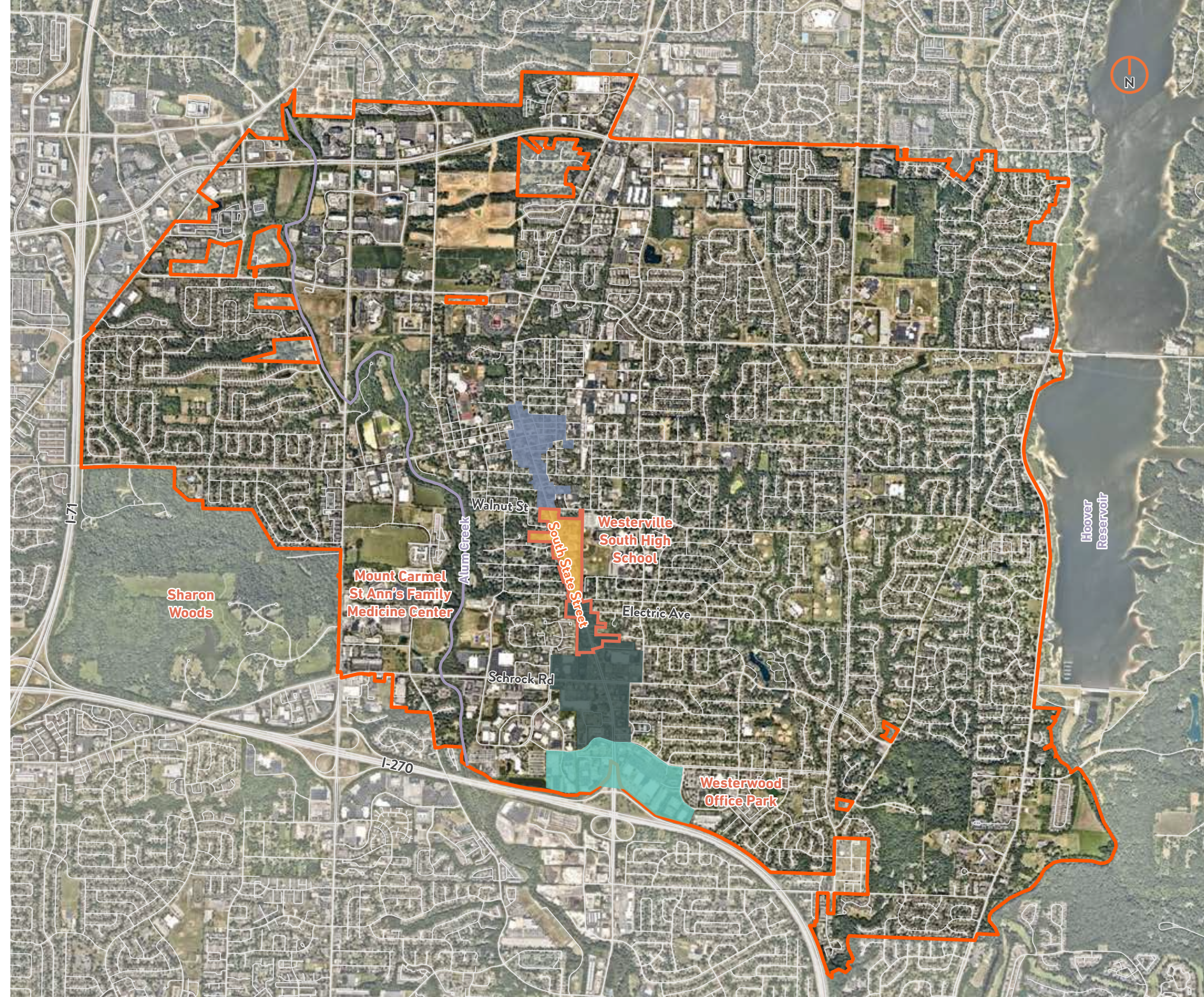
WORKING DRAFT

Area Overview

The South State Street focus area is located along Westerville's primary north-south corridor. It is bounded by Uptown Westerville to the north and the Gateway District to the south.

The focus area includes portions of two of the three sub-districts established in the South State Street Corridor Special Overlay District (2002): the State and Schrock District and the Old Town District.

-  Westerville Boundary
-  Study Area
-  Uptown Westerville
-  Old Town District
-  State and Schrock District
-  Gateway District



Study Area Today

KEY LOCATIONS

- 1 Cornerstone Community Church
- 2 Hill Funeral Home
- 3 COhatch Westerville
- 4 North High Brewing
- 5 United States Postal Service
- 6 Hanby Shopping Center
- 7 CME Federal Credit Union
- 8 Cherri Park Square
- 9 Heartland Bank

-  Study Area
-  Ohio to Erie Trail
-  Parks and Green Spaces (with a 1/4 of a mile radius, 5-10 walk)
-  Education (with a 1/4 of a mile radius, 5-10 walk)
-  Point of Interest (with a 1/4 of a mile radius, 5-10 walk)



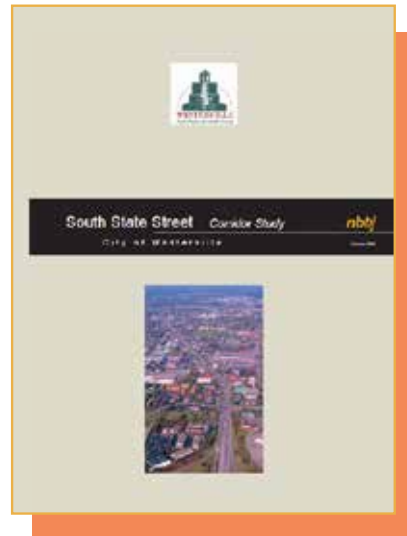
Previous Plan Alignment

WORKING DRAFT

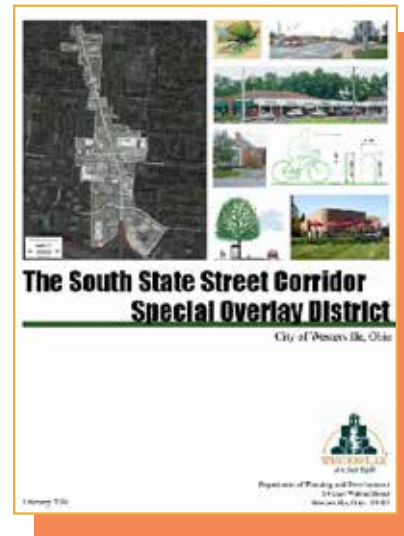


Previous Plans

South State Street focused plans

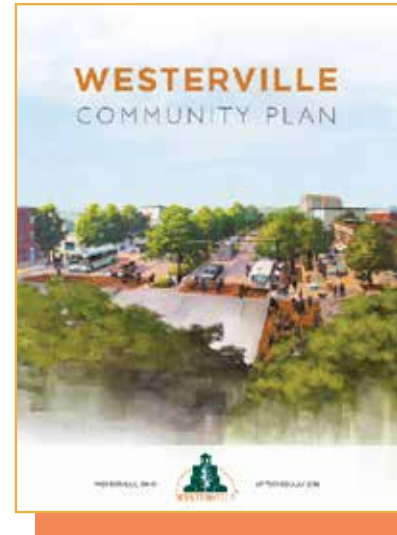


South State Street
Corridor Study (2002)

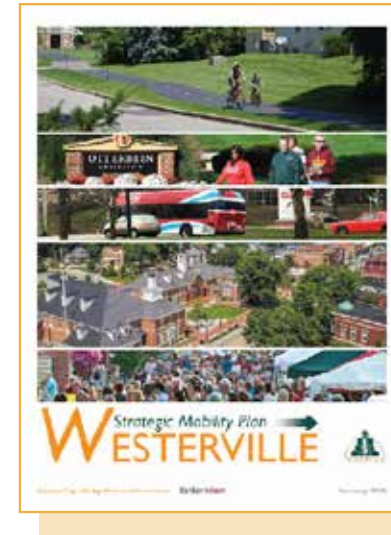


South State Street
Corridor Overlay
(2009)

Westerville plans

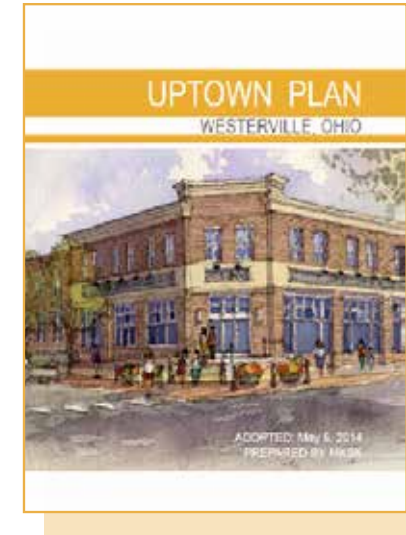


Westerville Community
Plan (2016)



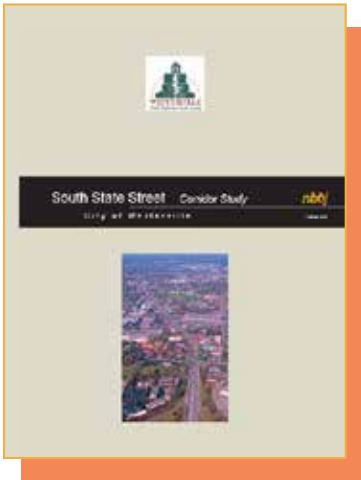
City of Westerville
Strategic Mobility Plan
(2020)

Uptown focused plan



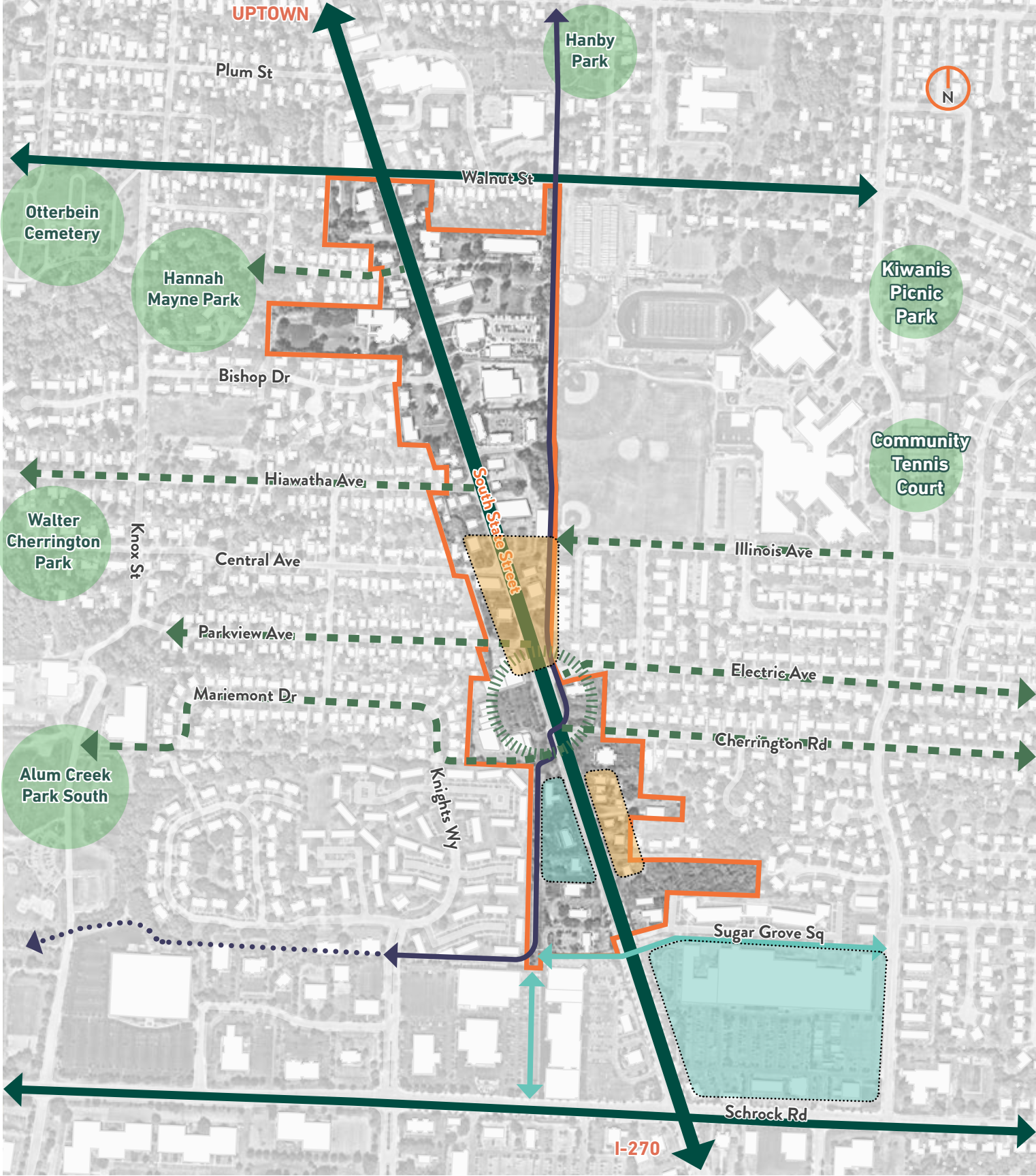
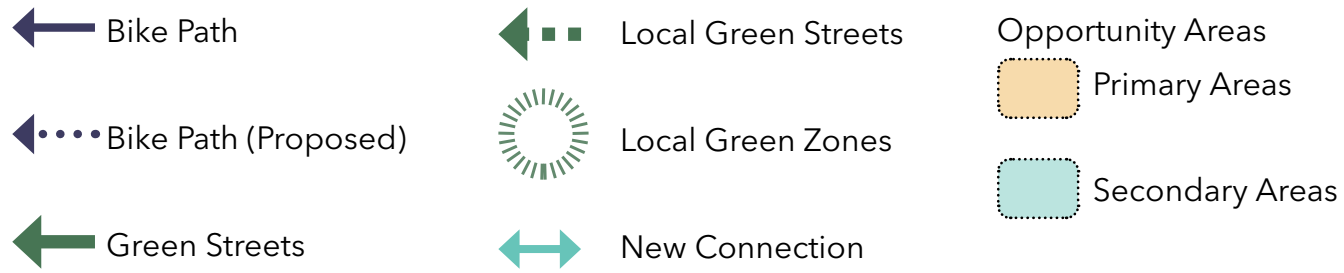
Uptown Plan
(2014)

South State Street Corridor Study (2002)

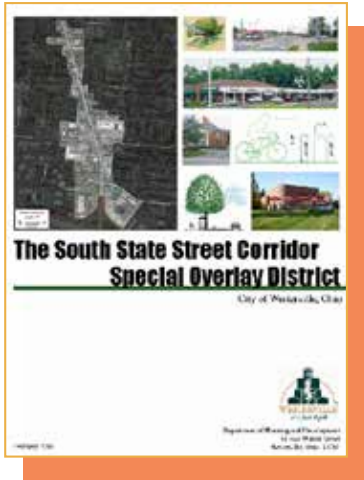


KEY RECOMMENDATIONS

- Improve connectivity across the former railroad corridor
- Create a stronger visual identity for the corridor
- Improve east-west transportation connections
- Connect the corridor to the Alum Creek greenway and bikeway system



South State Street Corridor Overlay (2009)

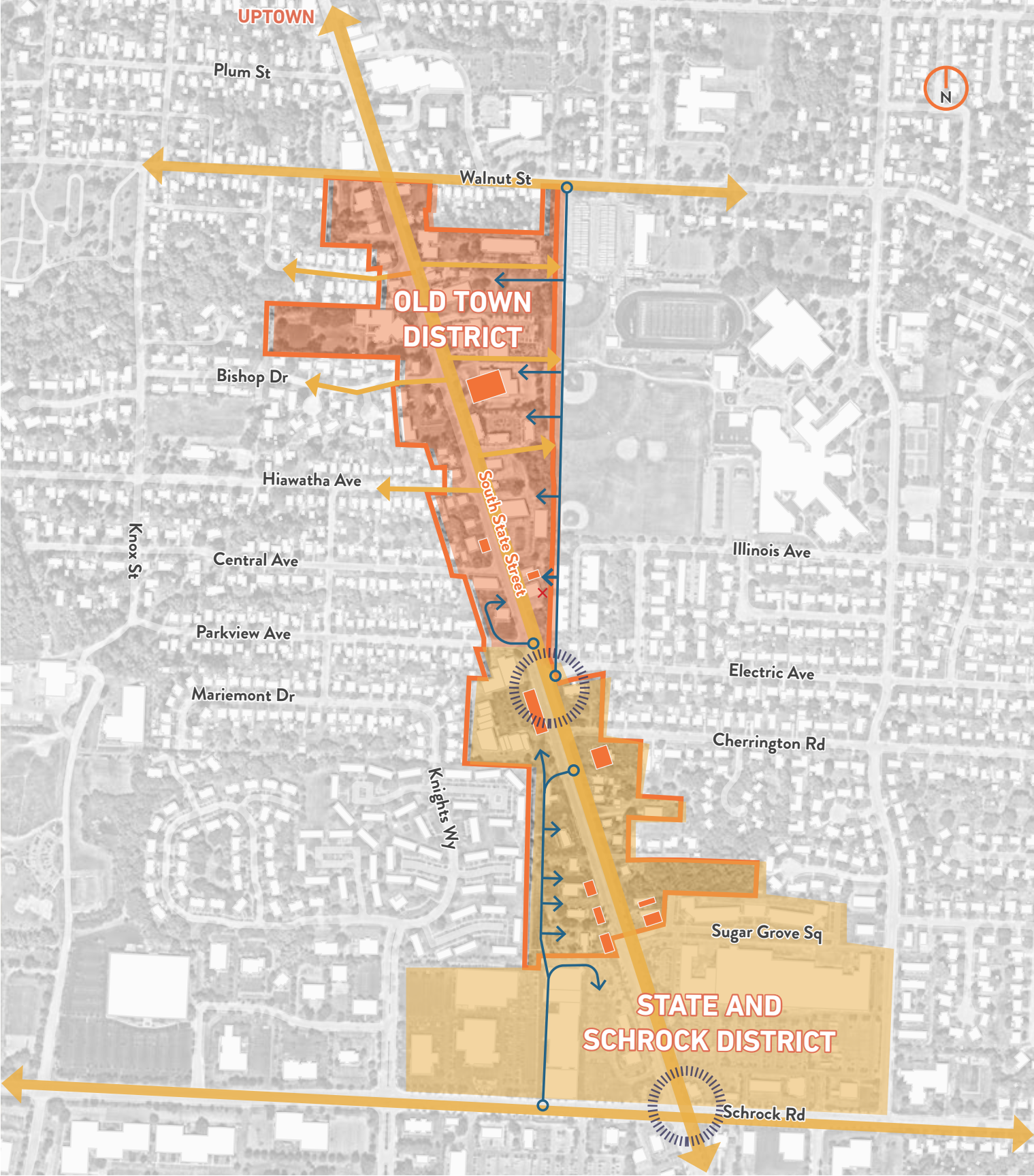


South State Street Vision

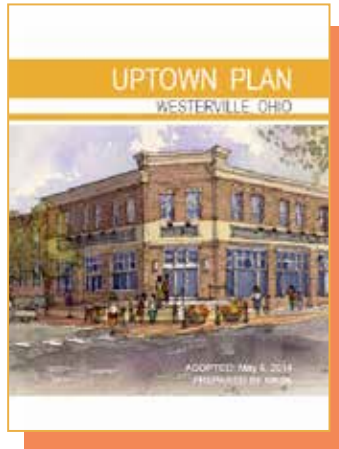
- Establish a cohesive corridor identity
- Guide incremental redevelopment of aging commercial sites
- Emphasize form-based development and street alignment
- Improve streetscape quality and visual character
- Strengthen pedestrian connections to adjacent neighborhoods

Corridor-Wide Urban Design Rules

- Street-oriented buildings
- Minimize curb cuts
- Create pedestrian environment
- Improve bike access



Uptown Plan (2014)



VISION

- Walkable mixed-use district
- Strong identity & authenticity
- Human-scale environment

KEY RECOMMENDATIONS

- Streetscape improvements along State Street
- Parallel alley network (rear access)
- Mid-block pedestrian connections
- Bike integration with regional network
- Central civic/public space
- Mixed-use infill development
- Structured parking + wayfinding



Streetscape
Improvements



New Uptown Alleys



Pedestrian Walks/Vias



Bike Connections



New Civic Space



Active State Theater



Infill Opportunities

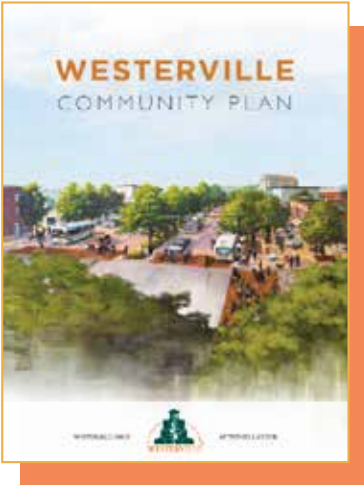


Parking Deck



Gateways and
Wayfinding

Westerville Community Plan (2016)



KEY RECOMMENDATIONS

- Complete back access roads
- Design crossings for pedestrian safety and comfort
- Encourage the assemblage of smaller parcels into larger ones to accommodate larger mixed use projects
- Develop new site design standards to accommodate shared parking, which can be on-street, surface lots or structures
- Improve pedestrian connections (sidewalks, crossings etc.)
- Upgrade water, sewer and stormwater to support more intense uses
- Integrate greenspace into new development (envision as linear park boulevard along South State Street)

VISION: South State Street, from I-270 to Walnut Street, is Westerville's primary gateway. Redevelopment of small parcels and outdated shopping centers will create a walkable "High Street" of mixed-use buildings that integrate places to live, shop, work and play.

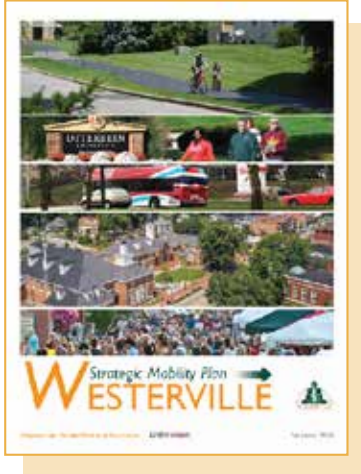


Old Town
Potential land assemblage for larger and strategic projects or a variety of uses at an appropriate scale for neighborhood character, incorporating contributing historic structures into new development and respectful reuse.



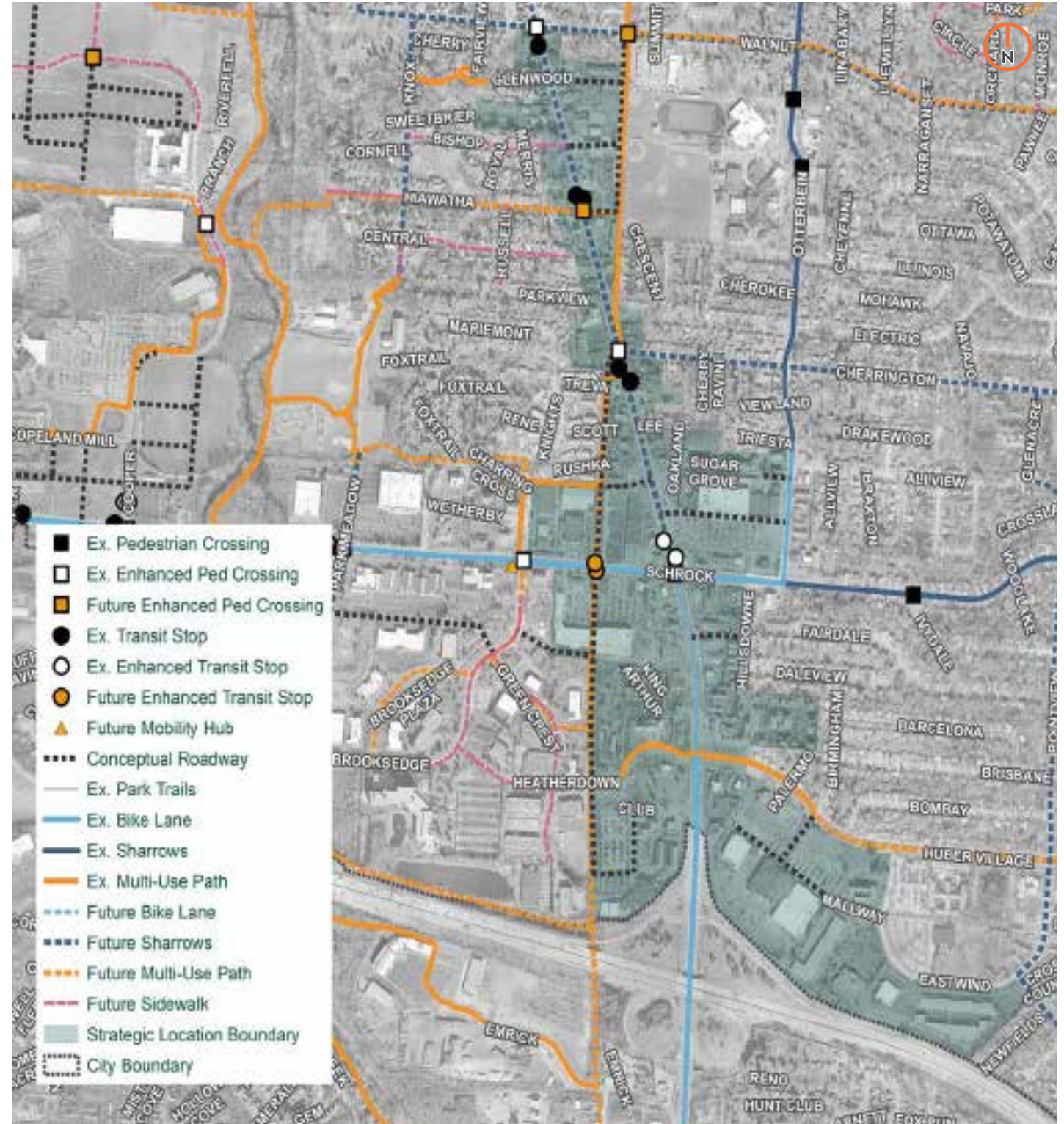
State and Schrock
Unwind shopping center with small or mid-development or two to three-story buildings mixed-use centers. Shops below with residential on upper floors above would work well with bus routes for shared parking and improve overall quality multiple destinations around Westerville's Updown chain over future walk to I-270 and I-74.

City of Westerville Strategic Mobility Plan (2020)



KEY RECOMMENDATIONS

- Introduce rear service roads to separate loading and service functions from main street activity
- Reduce curb cuts
- Strengthen connections to regional trails (Ohio to Erie)
- Add protected bike lanes (long-term) and high-visibility lanes (short-term)
- Install bike parking (racks, corrals) at key destinations
- Improve bike routing, signage, and crossings
- Upgrade streetscape (trees, wider buffers, sidewalks)
- Improve crosswalk safety (high-visibility markings, refuge islands, better geometry)
- Enhance bus stop accessibility



Key Takeaways from the Previous Plans

Urban Form

- Develop a walkable mixed-use district
- Support diverse housing and employment opportunities
- Encourage infill development along State Street

Identity

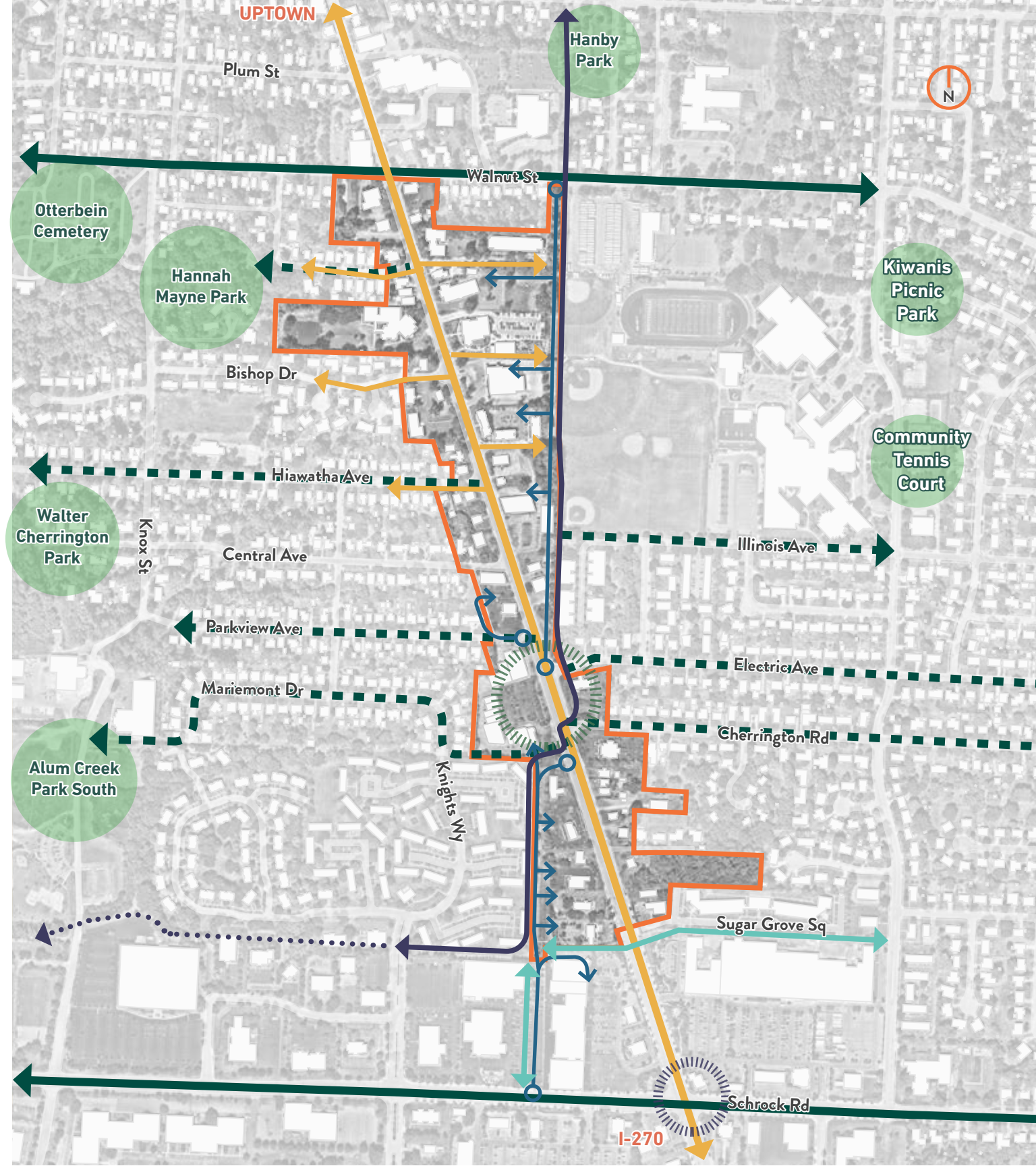
- Establish a cohesive corridor identity based on historic character and sense of place

Mobility

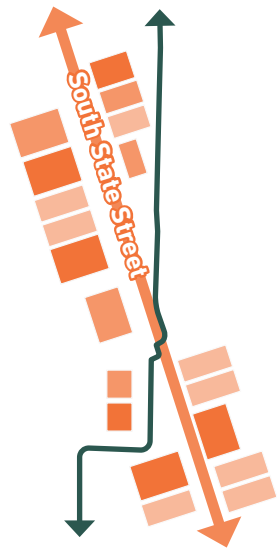
- Improve internal connectivity within the corridor, including east-west connections
- Develop rear access / alley network
- Improve bike connectivity
- Coordinate with COTA

Walkability

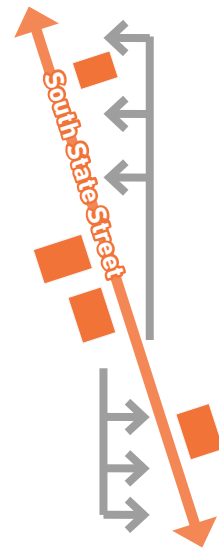
- Transform corridor into a connected, walkable and human-scale environment with active street frontage
- Design safe pedestrian and bike crossings



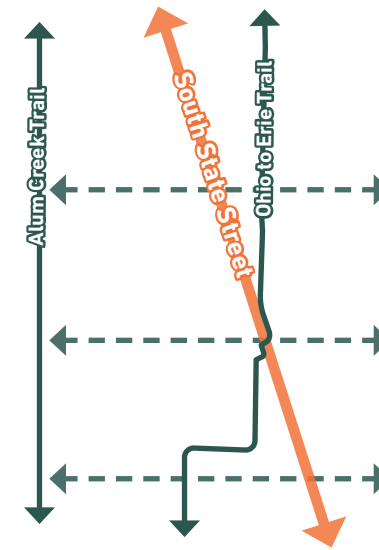
Key Steps from the Previous Plans



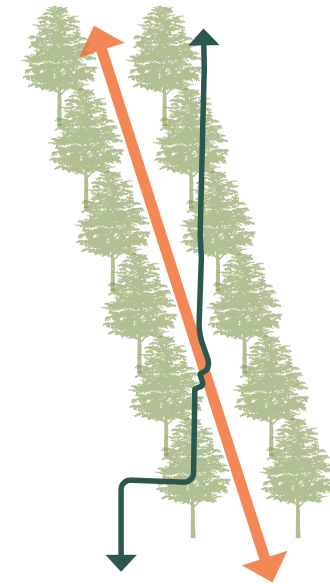
**Develop a Walkable
Mixed-Use District**



Develop Rear Access



**Improve East-West
Connectivity**



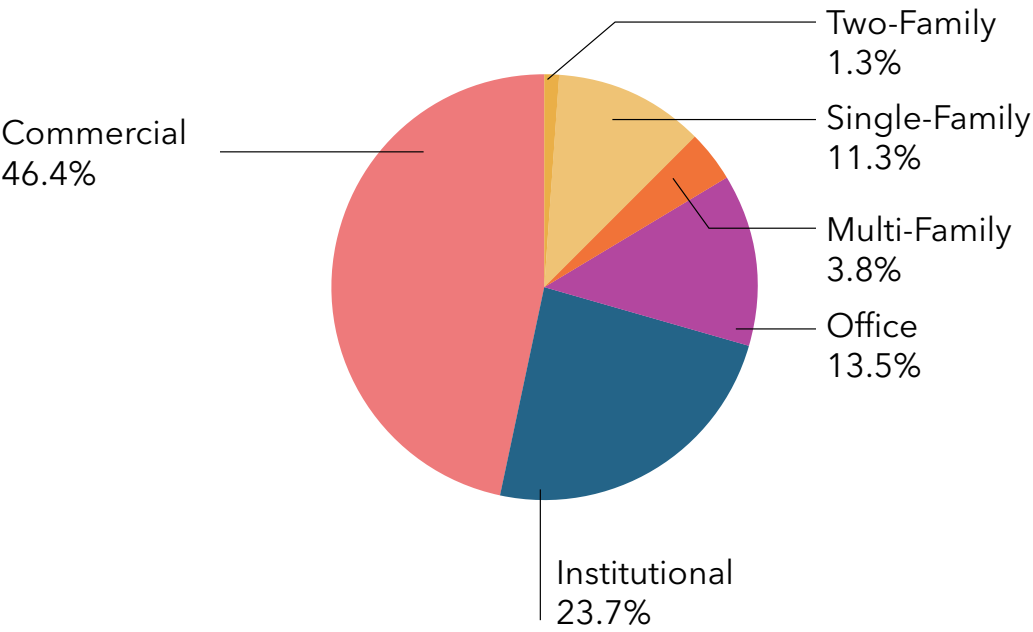
**Establish Cohesive
Identity, Design for Bike
and Pedestrian Comfort**

Study Area Understanding

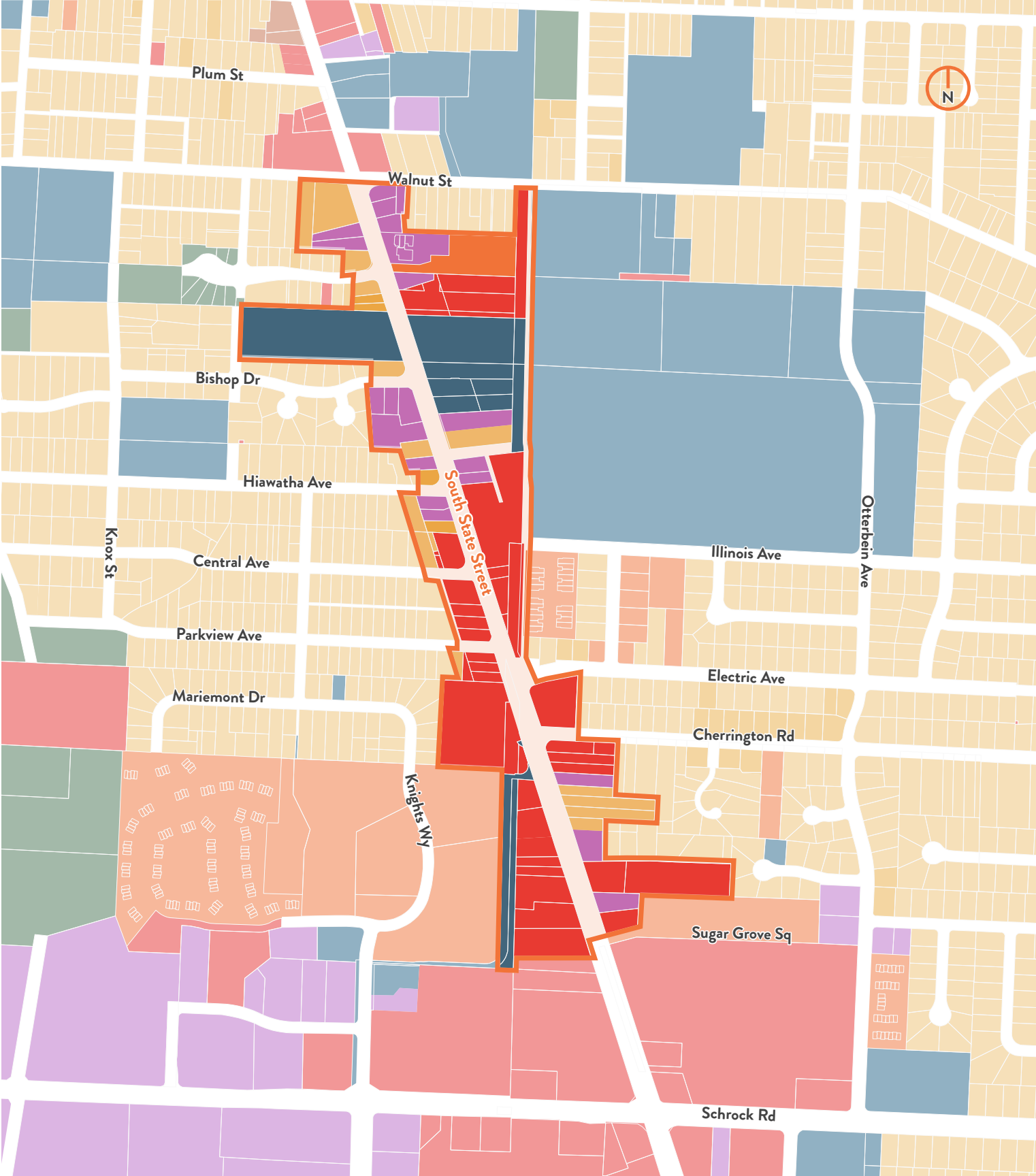
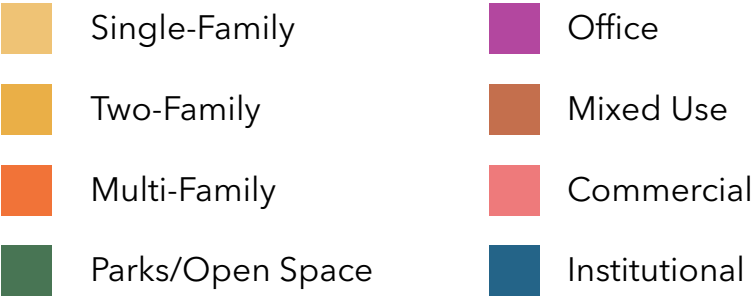


Land Use

Study area is primarily composed of **commercial and office uses along South State Street**. Adjacent neighborhoods consist of single-family and multi-family developments.



Map Legend



Visitors and Activity

Uptown is the strongest and most resilient district, with higher visitation intensity, more frequent return visits, and longer dwell times.

In contrast, South State Street has lower visit frequency, shorter stays, and declining visitation since 2019.



Uptown

**South State Street
Study Area**

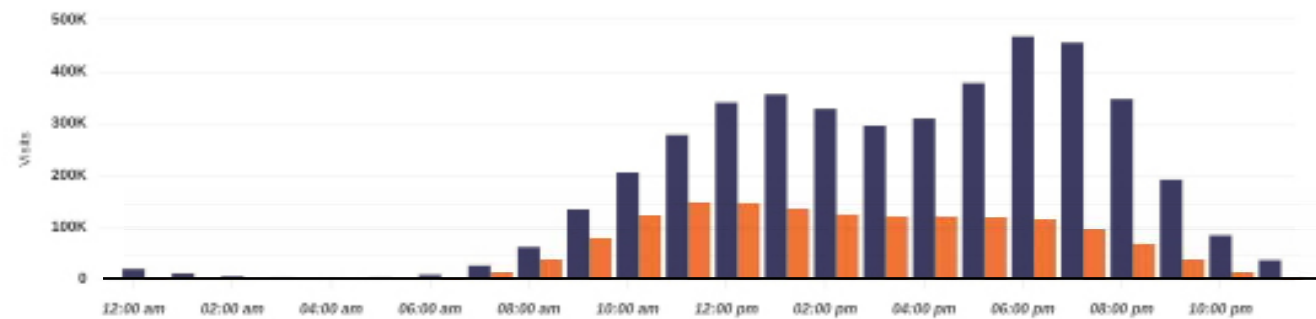
Gateway District

Visits, 2026	1.9M	825.8K	8.7M
Visits / sq ft	0.86	0.35	1.74
Size - sq ft	2.3M	2.3M	5M
Visitors	459K	305.8K	942.6K
Visit Frequency	4.22	2.7	9.22
Avg. Dwell Time	70 Min	52 Min	41 Min
Visits, 2019	2M	977.9K	8.3M
2019 to 2026 Visit Change	-5%	-15.5%	+4.8%

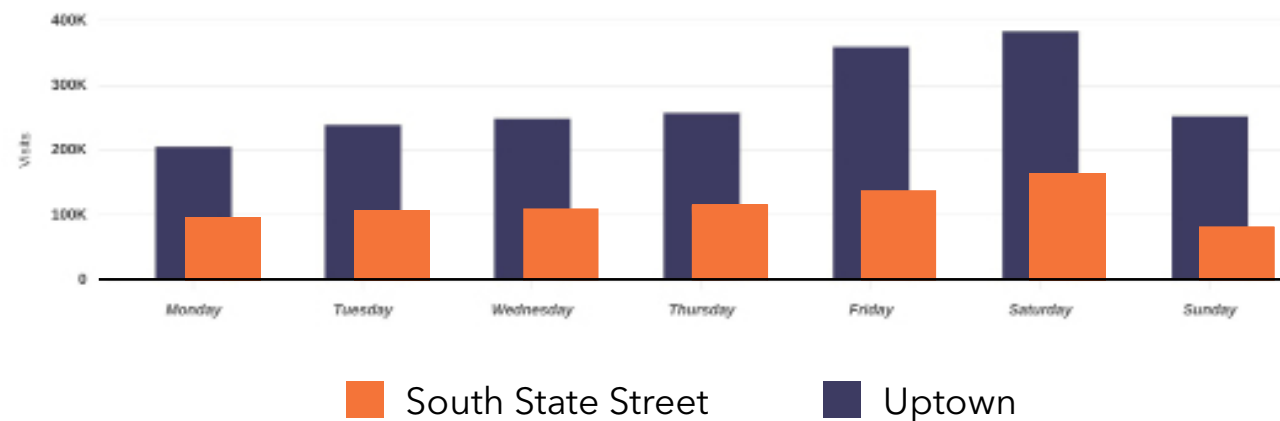
Visitors and Activity

While Uptown is an all-day, destination-driven center, South State Street functions mainly as a lunchtime corridor with limited evening and weekend activity.

Visits during the day



Visits during the week

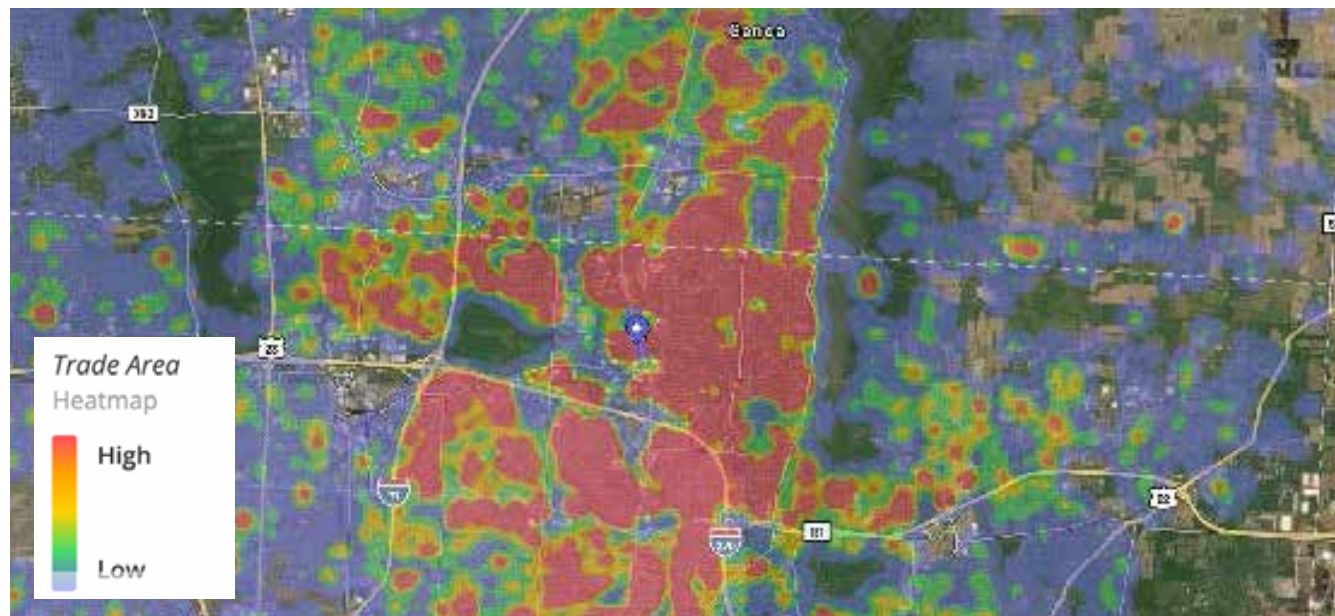


Visitors Journey

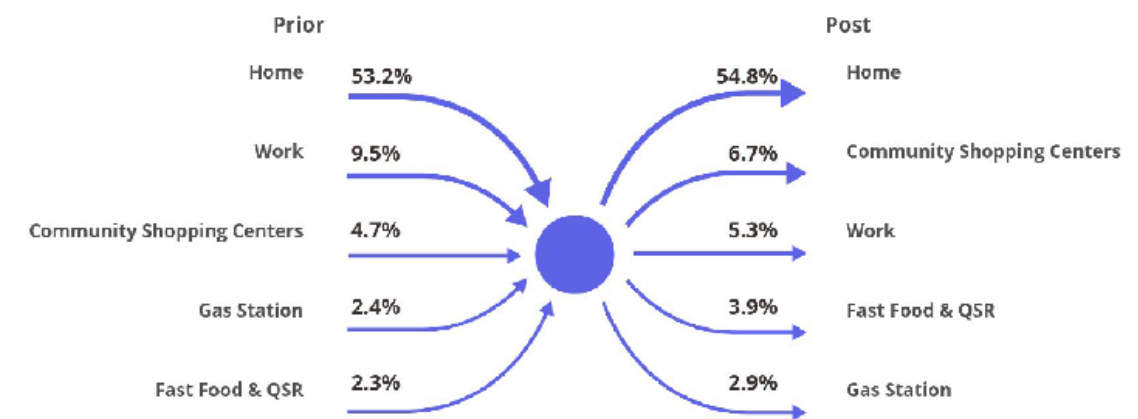
South State Street Study Area



Market Landscape



Uptown



Market Landscape

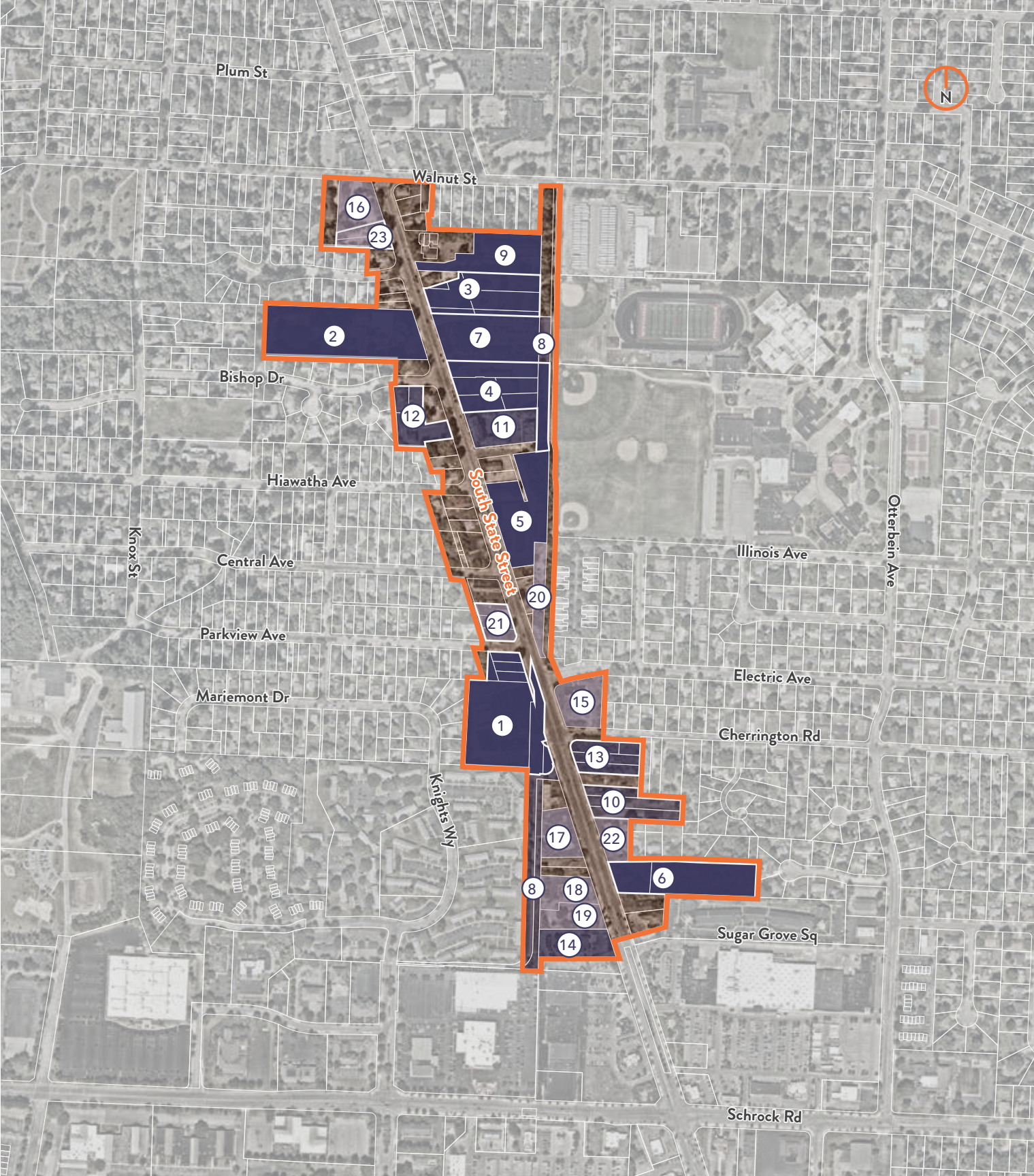
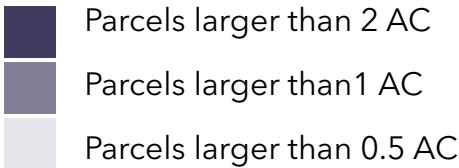


Parcels and Ownership

#	Owner	# of Parcels	Total Area, AC
1	CHERRI PARK SQUARE LLC	7	3.9
2	CORNERSTONE COMMUNITY CHURCH	1	3.74
3	HILL PROSPERITY VENTURES LLC	8	2.83
4	UNITED STATES POSTAL SERVICE	6	2.48
5	HANBY & HANBY LIMITED INC	1	2.29
6	VALVOLINE LLC	2	2.27
7	CSD WESTERVILLE LLC	1	2.27
8	CITY OF WESTERVILLE	3	1.67
9	WESTERVILLE ROTARY ELDERLY HOUSING INC	1	1.65
10	GUD 466 STATE STREET LLC	3	1.21
11	280-290 WESTERVILLE DEVELOPMENT LLC	1	1.14
12	WEST POST INVESTMENTS LLC	3	1.06
13	HEARTLAND BANK	4	1.04
14	533 S STATE ST LLC	1	1.00
15	CME FEDERAL CREDIT UNION	1	0.98
16	JALT HOLDINGS LLC	1	0.89
17	GOC REALCO LLC	1	0.80
18	SHREENATHJI ENTERPRISES LLC	1	0.77
19	KLM PROPERTIES OH II LLC	1	0.73
20	EMRO MARKETING CO	1	0.60
21	LARIMAR LLC	3	0.58
22	J & J SCHONE INVESTMENTS LLC	1	0.57
23	ADVANCED MANAGEMENT SYSTEMS LLC	2	0.55
24	RUSSELL MICHAEL D	1	0.44
25	2M 567 LLC	2	0.43

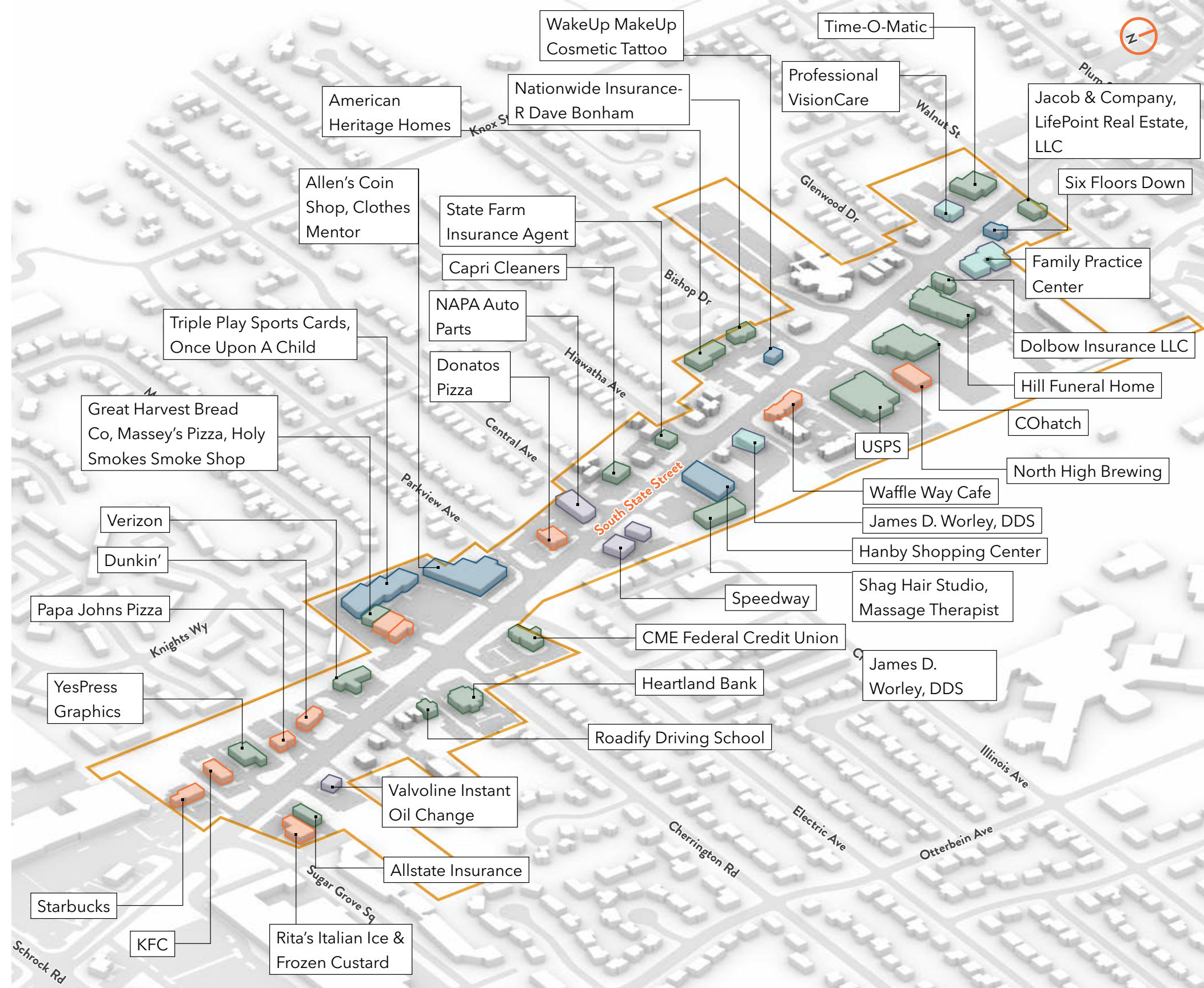
26	STRADA CORP	1	0.42
27	MOONFISH LLC	2	0.41
28	GENUINE PARTS CO	1	0.38
29	M & K PORTALE INVESTMENTS LLC	1	0.37
30	BONDED OIL CO	3	0.37
31	168 SOUTH STATE STREET LLC	2	0.37
32	ASLD ASSOCIATES LLC	2	0.36
33	460 S STATE ST LLC	1	0.35
34	KRG ASSOCIATES INC	1	0.34
35	PROLINE HIDDEN FENCE CO	1	0.33
36	IMAGE AVIATION MANAGEMENT LTD	1	0.30
37	EL-YOUSSEPH HANAA	2	0.29
38	THOMAS JOSHUA M	1	0.26
39	TWIN TIGER LLC	1	0.24
40	KESNER PAUL R	2	0.24
41	CONFIDENCE REAL ESTATE LLC	1	0.24
42	SCHNITZSPAHN MICHELE C	1	0.24
43	DOLBOW PROPERTIES LLC	1	0.24
44	NOEL STEPHEN	1	0.19
45	HNB VENTURES LLP	1	0.18
46	KRANCHICK JEANNINE	1	0.17
47	HC HOERATH PROPERTIES LLC	1	0.17
48	LAW TODD	1	0.14
49	SIFERD BETH E	1	0.10
50	BE GOOD PROPERTIES LLC	1	0.08
51	DOONE GARRY P	2	0.04
52	REAL WEALTH ADVISORS LLC	1	0.04
53	KALMBAUGH JOHN C	1	0.03
54	OAKWOOD AMALGAMATED PROPERTIES LLC	1	0.03

94 parcels
54 owners
53.29 acres



Businesses in the Study Area

- Food
- Retail
- Services / Commercial
- Auto-oriented services
- Medical



Mobility & Access

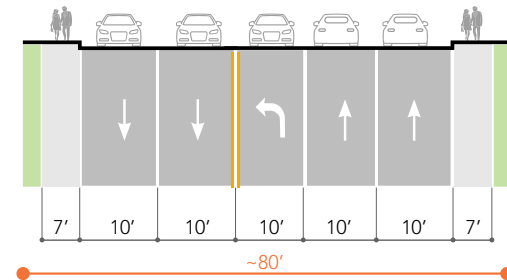


Mobility + Street Sections

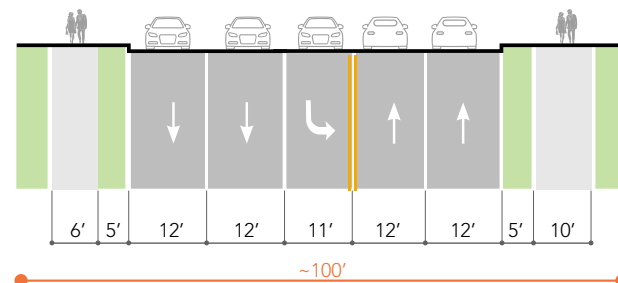
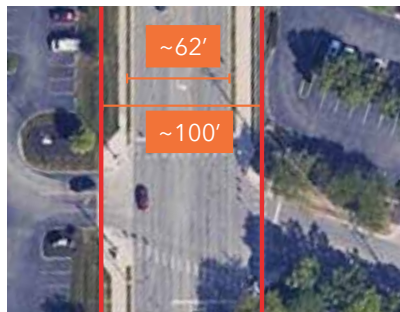
COTA 43 Bus

Only one bus route is serving South State Street. Route 43 is a Rush Hour Service that works only Monday-Friday between 6:30–9 a.m. and 3–6 p.m.

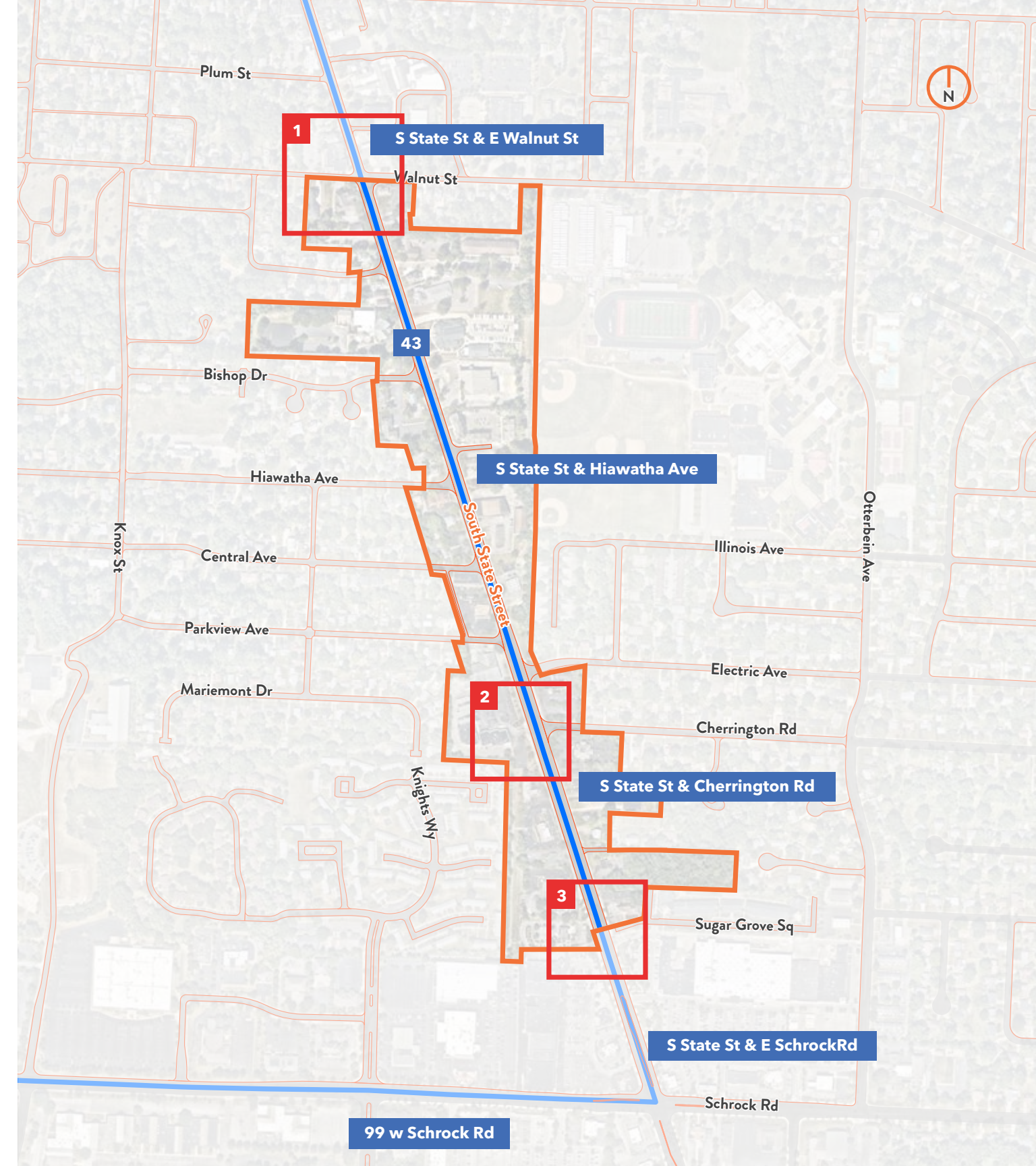
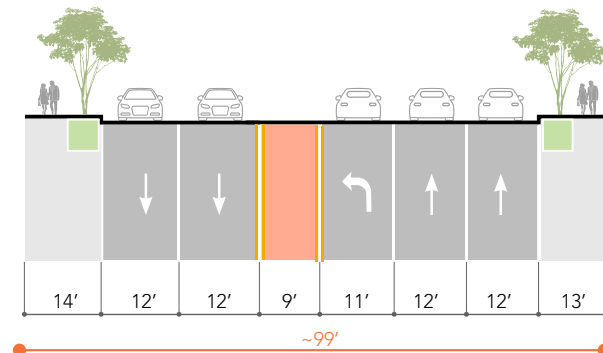
Section 1 (Walnut St)



Section 2 (Cherrington Rd)



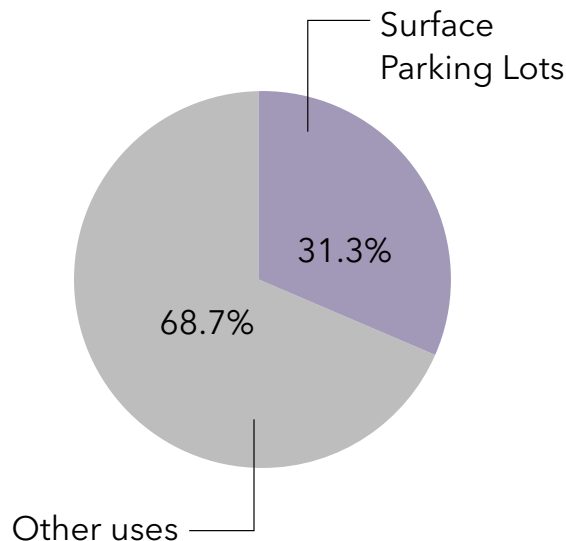
Section 3 (Sugar Grove Sq)



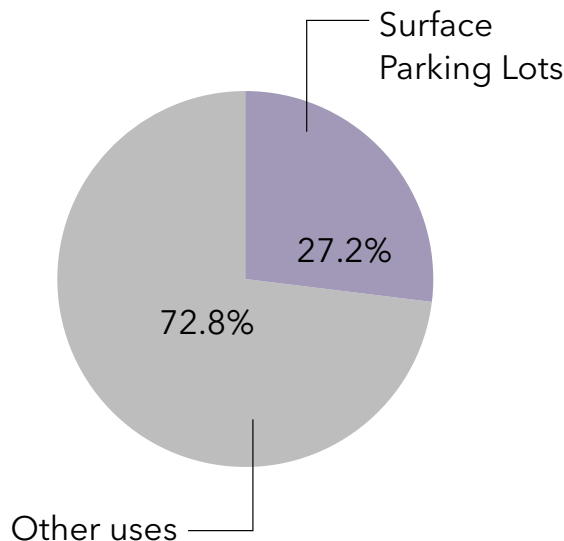
Surface Parking Lots

- In many places, parking spaces are located in front of the building
- On-street parking is present only between Oakland Ave and Walnut St
- Out of overall area of study area of 53.29 acres 16.68 acres are occupied by parking lots, that is about 31% of the area

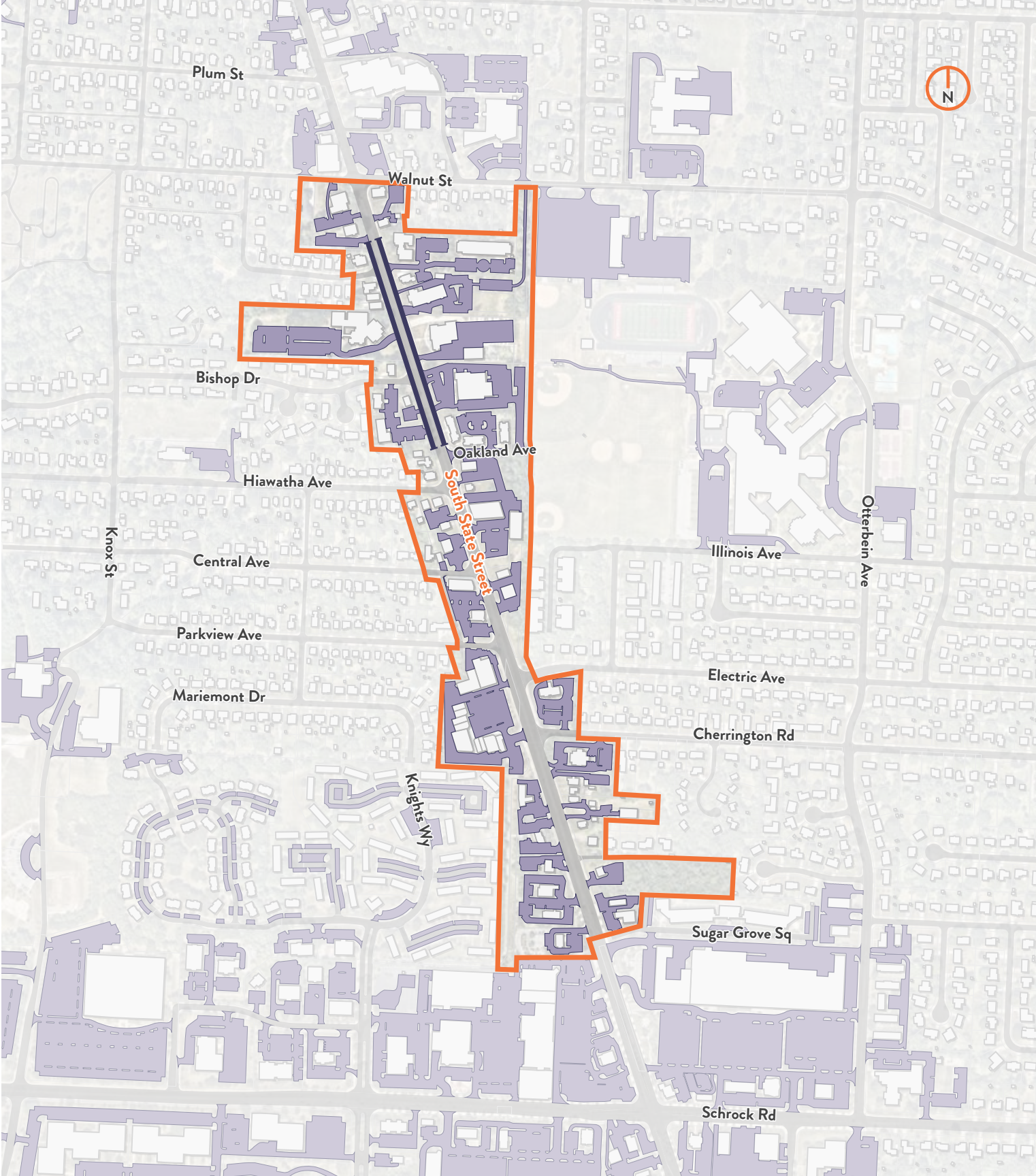
Study Area



Uptown



- Surface Parking Lots
- On-street Parking (only between Oakland Ave and Walnut St)

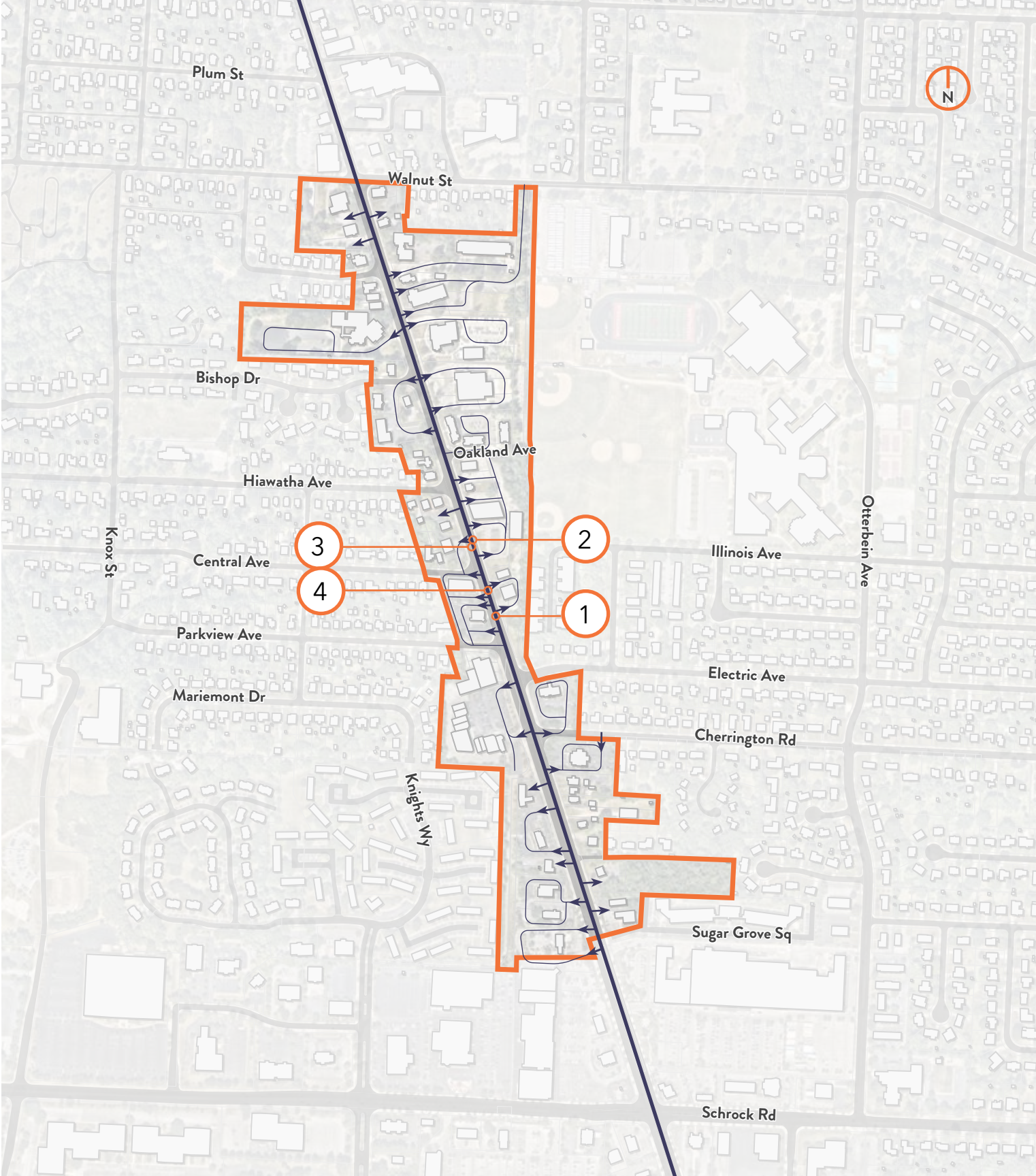


Business Access and Parking

Most businesses are accessed directly from South State Street, with parking located in front or immediately adjacent to buildings. This creates frequent curb cuts, interrupts the streetscape, and prioritizes vehicle access over pedestrian experience.



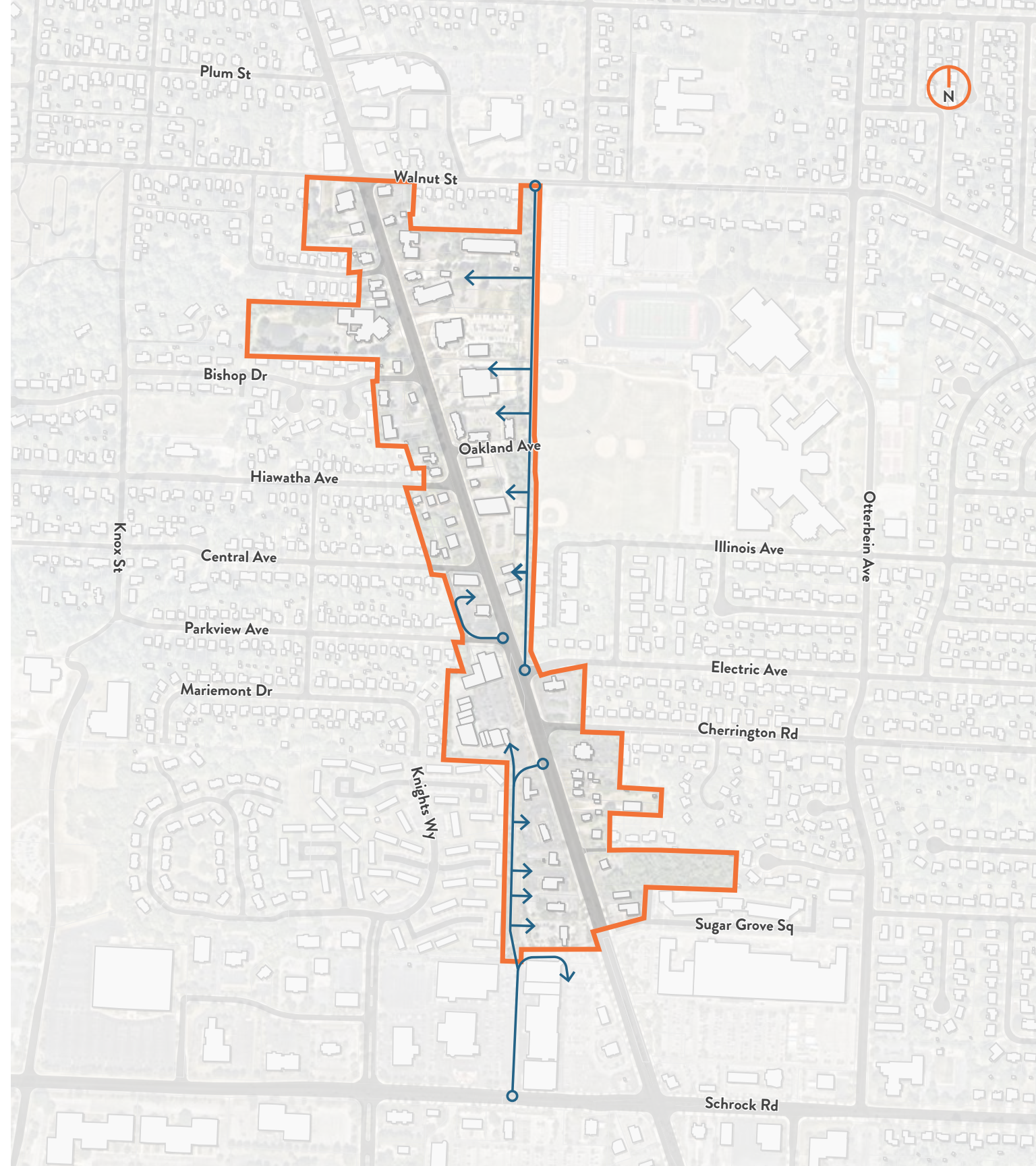
→ Existing Site Access



Business Access and Parking

Previous plans including South State Street Corridor Overlay (2009), Uptown Plan (2014), Westerville Community Plan (2016), and City of Westerville Strategic Mobility Plan (2020) recommend to introduce rear service roads to separate loading and service functions from main street activity and reduce curb cuts.

→ Potential Rear Site Access



Ohio to Erie Trail

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Trails and Connectivity

Ohio to Erie Trail

- Overall length of the trail: 326 miles
- Consists of 23 regional trails



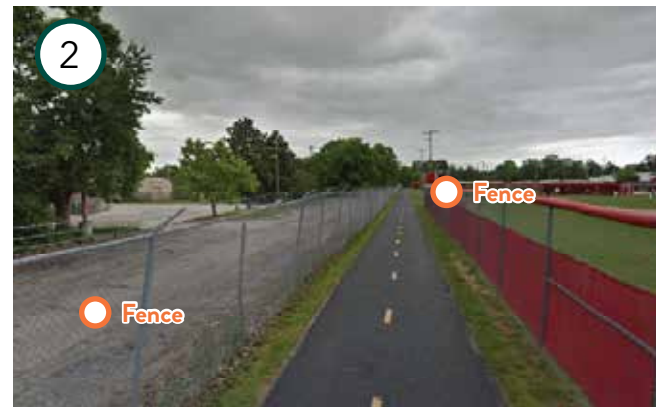
Ohio to Erie Trail: Westerville Segment

- Length of the Westerville segment: 3.8 miles

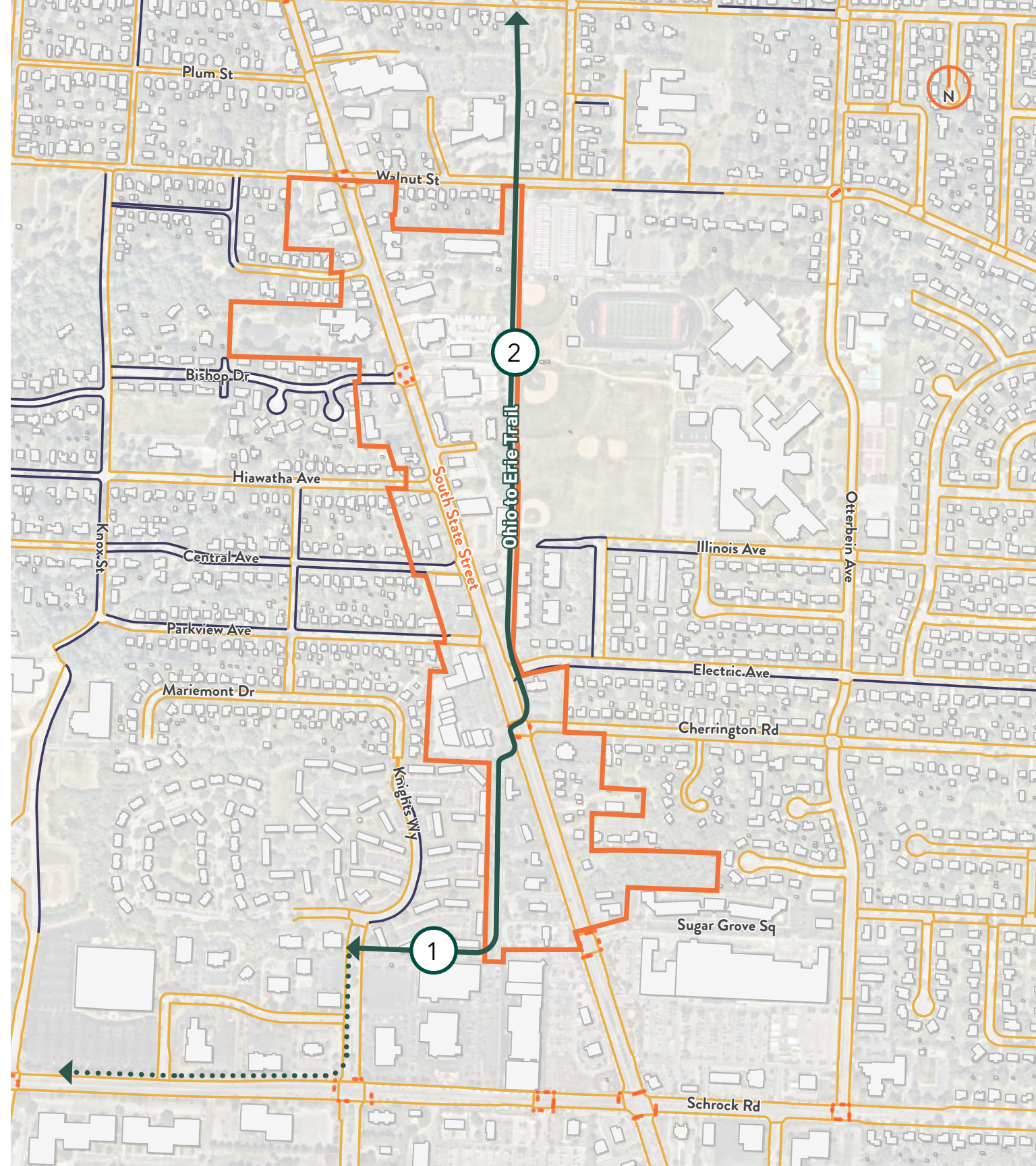


Ohio to Erie Trail within the Study Area

The trail within the study area runs along inactive edges: fences and back facades. It lacks destinations or places to stop.



- Sidewalk Coverage
- Sidewalk Gaps
- ➔ Trail
- ...➔ Trail Gaps (on street segment)



Wayfinding Study

Wayfinding Study of the State Street OTET crossing (Parks and Recreation)

Recommendation:

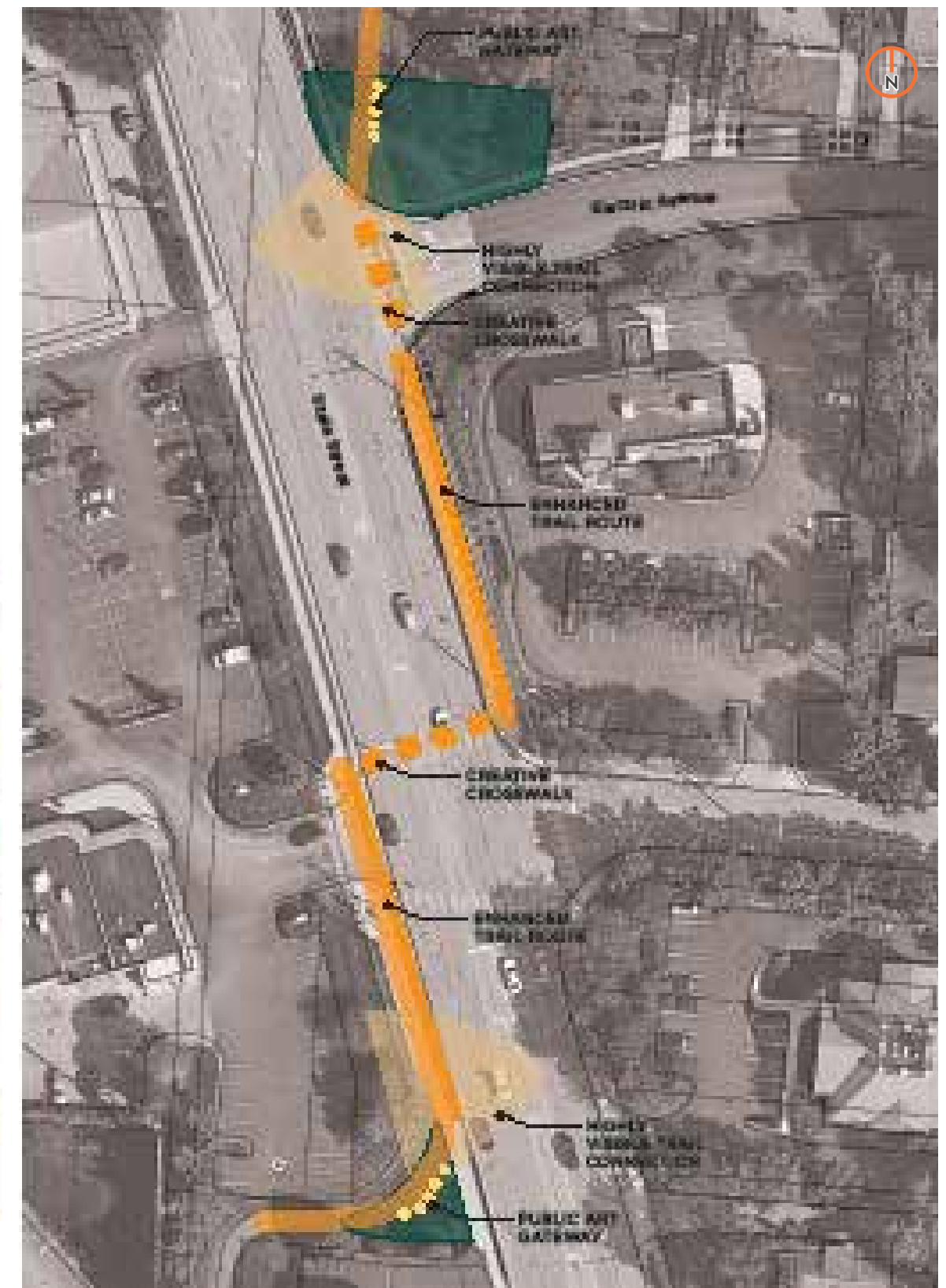
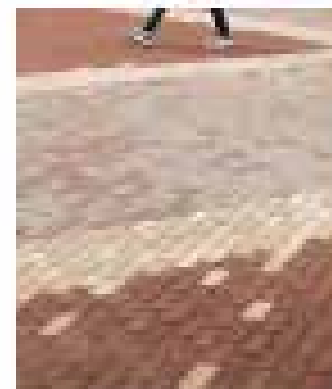
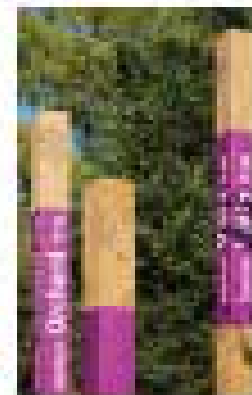
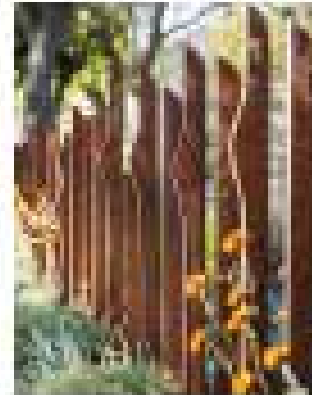
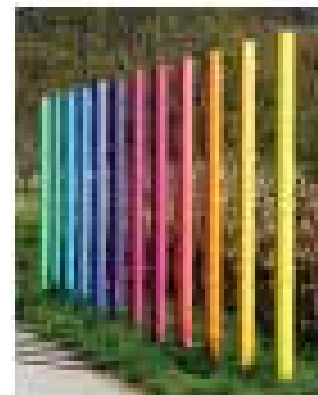
Distinctly different pavement pattern in the crossing area (brick or concrete with standard State Street brick accent).

CLEAR TRAIL CONNECTION

MAJOR COMPONENTS

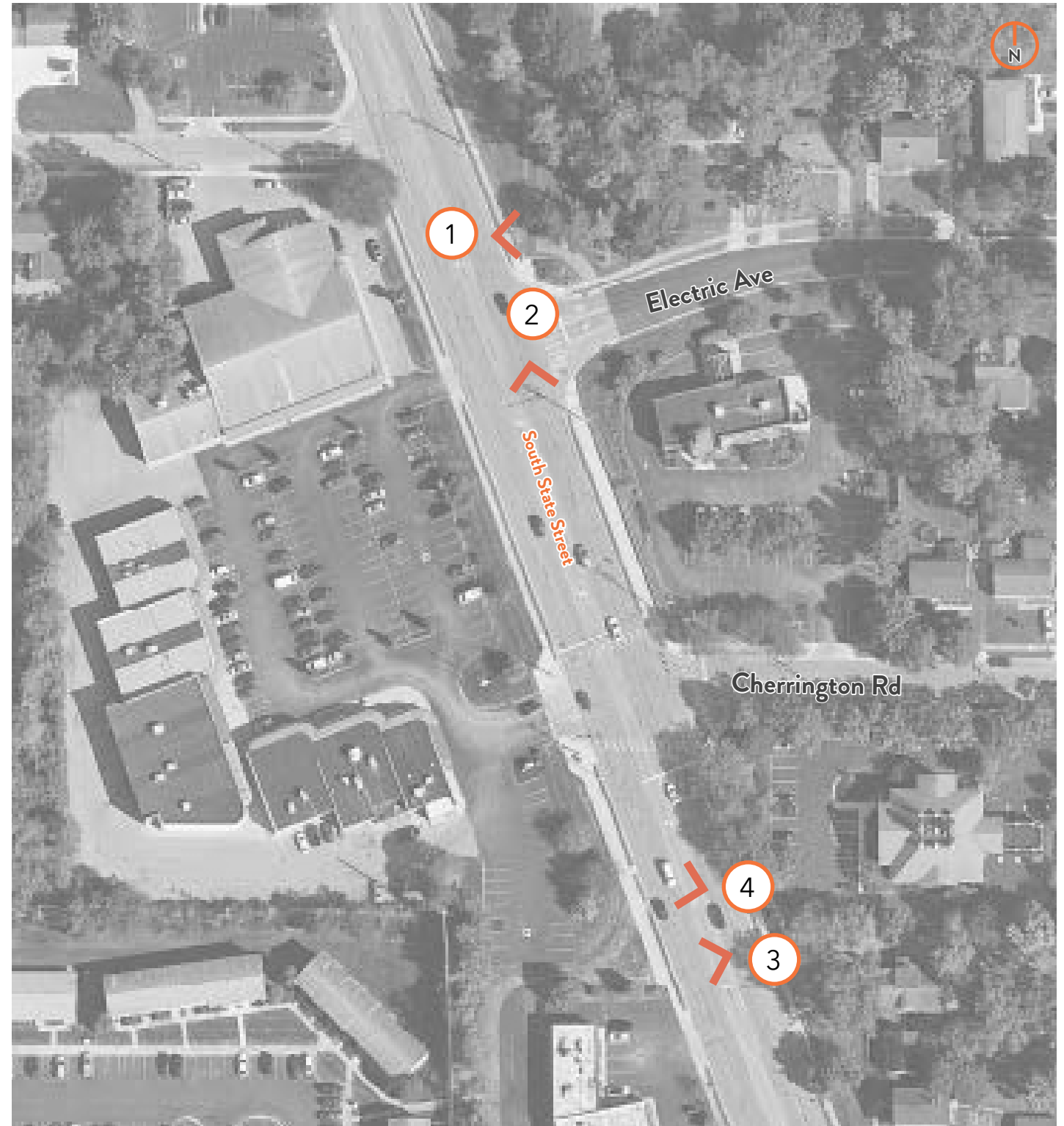
- Reading moments
- Public art gateways
- Connecting gestures

TRAIL ENHANCEMENTS



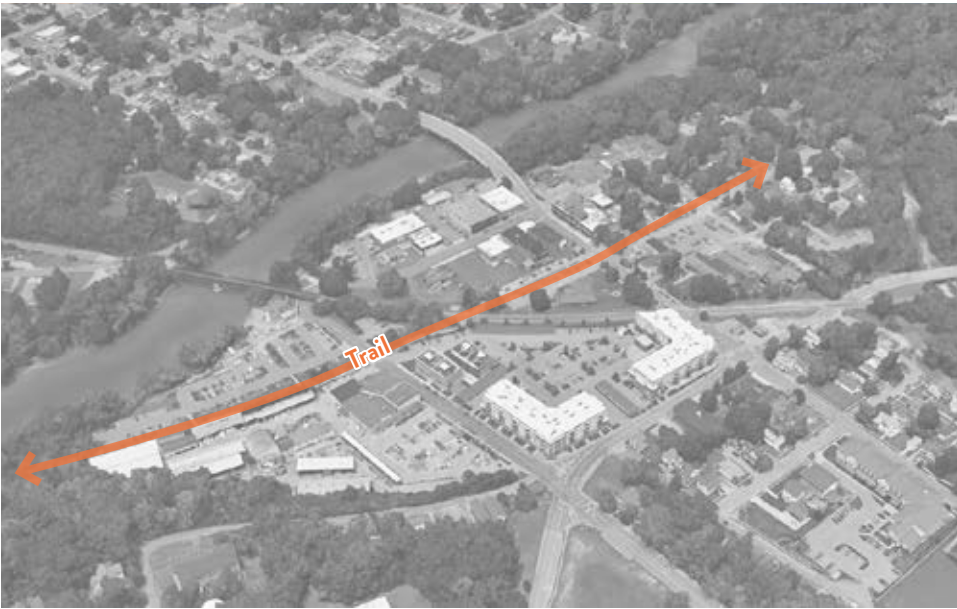
Today's Condition

The trail crosses South State Street at a busy intersection, with limited measures to support safe and comfortable bicycle and pedestrian movement.

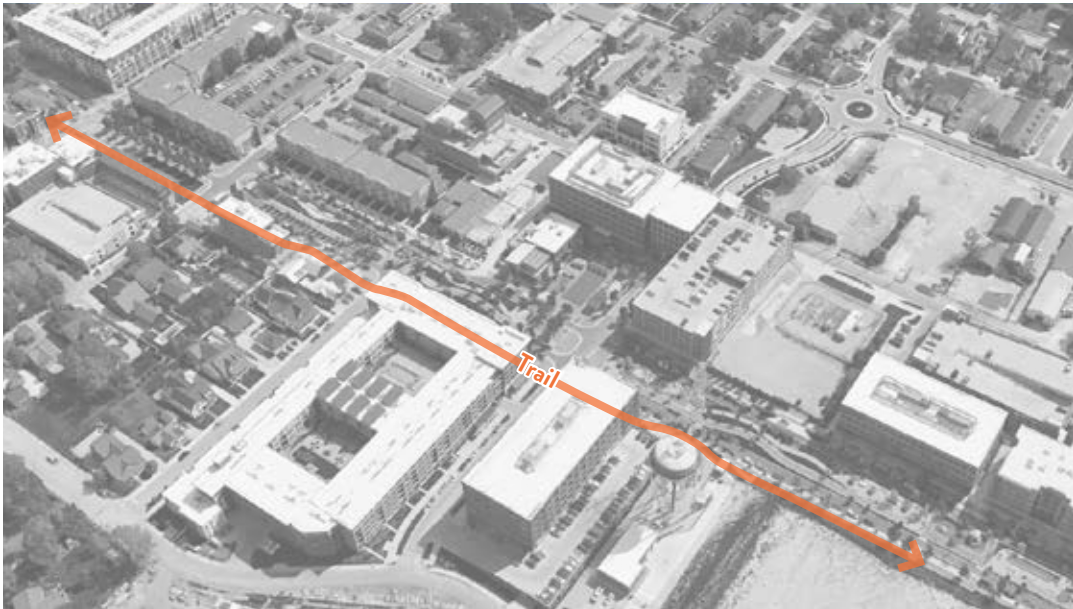


Trail Oriented Development Case Studies

LITTLE MIAMI SCENIC TRAIL, OHIO



MONON TRAIL, CARMEL, INDIANA



Loveland



Yellow Springs



Carmel



Carmel