



The Northwest Plan



City of Columbus Gregory S. Lashutka, Mayor Development Department

Ohio
307-120977157
N8792

■ COLUMBUS CITY COUNCIL

Cynthia Lazarus, President
Ben Espy, Chairman, Development Committee
Thomas L. Kaplin
John P. Kennedy
M.D. Portman
Arlene Shoemaker
Les Wright

■ COLUMBUS DEVELOPMENT COMMISSION

Sherry Buk, Chair
David Brehm, Vice Chair
Jeffrey M. Brown
Thomas E. DeVoe
George J. Heer
Myer W. Mellman
Jane B. Young

**THE NORTHWEST PLAN****OH 71**

COLUMBUS METROPOLITAN LIBRARY

Biog. History & Travel
96 S. Grant Avenue
Columbus, Ohio 43215

Area Planning Series

July 1991

Adopted by City Council on September 16, 1991 as the official plan for the Northwest area.

**City of Columbus**Gregory S. Lashutka, *Mayor***Development Department**George J. Arnold, *Director*Kathy M. Kerr, *Deputy Director***Planning Division**Stephen R. McClary, *Administrator*Ken Ferrell, *Assistant Administrator*

Prepared by:

Dick Ritchie, *Area Planner*Shawn Henry, *Intern*

Graphics by:

Grace Greczanik, *Graphic Designer*

ACKNOWLEDGMENTS

The Northwest Plan is the product of a process that began in early 1989. Its preparation was made possible only through the efforts and contributions of many individuals and organizations. The Planning Division extends its appreciation to the members of the Planning Committee for their participation in the planning process.

Bob Blair

Columbus Area Chamber of Commerce and
Development Committee of Greater Columbus

John A. Buk

Far Northwest Coalition

Pete Cass

Columbus City Council

Stephen Debitetto

Real Estate Consortium, Inc. and
Columbus Commercial Industrial Investment Realtors

Jim Fahey

Brookside Estates Civic Association

Cliff Farrell

Northwest Civic Association and Columbus Community Congress

Carl Fielding

Northwest Civic Association

Roy O. Girod

Northwest Civic Association

George Hadler

Hadler Realty Company and National Shopping Center Group

Jean D. Hansford

The Ohio State University

Alan Harding

Northwest Civic Association

Jayne Hopper

Far Northwest Coalition

Lawrence Hoyt

PCS Realty and Columbus Commercial Industrial Investment Realtors

Eric Krause

Northwest Civic Association

W. Eugene Law

Far Northwest Coalition

David Margolis

The Margolis Company and National Shopping Center Group

Peggy McElroy

Northwest Civic Association and Columbus Community Congress

John McGory

Building Industry Association of Central Ohio

Ralph M. Metzger, III

Brookside Estates Civic Association

John Myers, Jr.

Myers Real Estate and Columbus Board of Realtors

Robert P. Orenchuk

Northwest Civic Association

Mike Wallace

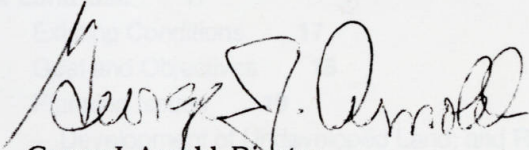
Far Northwest Coalition

FROM THE DIRECTOR

On September 16, 1991, City Council adopted this plan as an official guide for development in the Northwest area. The Northwest Plan is another in a series of neighborhood plans that have been prepared to safeguard and enhance the quality of life for Columbus residents.

Our city has experienced exceptional growth, an increasing tax base, expanding employment market, and many other positive changes during the past several years. The Northwest area has led the way as one of Columbus' primary growth areas.

To meet the challenges of the future, the Planning Division has developed this plan with assistance and input from numerous neighborhood organizations, area residents, business and development interests, and governmental agencies. It is our goal that this document be used by the private and public sectors as a working reference of planning guidelines for the Northwest area.



George J. Arnold, Director
Development Department

CONTENTS

■ Purpose	1
■ The Community Planning Process	2
■ Introduction	5
■ Circulation	7
Existing Conditions	7
Goal and Objectives	9
Planning Issues	10
Inadequate North/South and East/West Arterial Streets	10
Requirement for Grade Separations	11
Lack of Pedestrian and Bicycle Facilities	12
Need for Alternative Modes of Transportation	14
Applicable City of Columbus Policies	15
■ Land Use	17
Existing Conditions	17
Goal and Objectives	18
Planning Issues	19
Development of Undeveloped Land; and Redevelopment of Underdeveloped Land	19
Appropriate Use for Land Surrounding Don Scott Field	35
Development of Land Bordering the Planning Area	36
Applicable City of Columbus Policies	37
■ Community Services and Facilities	39
Existing Conditions	39
Goal and Objectives	39
Planning Issues	40
Improvements to Fire and Emergency Medical Services	40
Improvements to Police Service	41
Increasing Park and Recreational Facilities	42
Improvements to Library Service	44
Inadequate Medical Facilities	44
Storm Water Flooding	45
Applicable City of Columbus Policies	46
■ Environmental Quality	47
Existing Conditions	47
Planning Issue	48
Improving Environmental Quality	48
Applicable City of Columbus Policies	48
■ Appendix A: Roadway Improvement Priorities	49
■ Appendix B: Performance Criteria	50
■ Appendix C: Zoning Classifications	51
■ Appendix D: Issues Requiring Further Study	53

PURPOSE

The purpose of the Northwest Plan is to establish a series of guidelines that manage the future growth and development of Northwest Columbus. The plan will be used as a principal reference document by developers, neighborhood organizations, city staff, The Ohio State University, the Development Commission, and City Council when making decisions concerning the physical development of the planning area.

The guidelines and recommendations outlined in the Northwest Plan are intended to allow for a degree of flexibility; however, deviations from this plan should be carefully evaluated.

If there are any questions regarding the content or interpretation of the information in this plan, please contact the Planning Division, 99 North Front Street, Columbus, Ohio 43215, or call 645-8502.



THE COMMUNITY PLANNING PROCESS

The community planning process involves the preparation of area planning studies to address growth pressures or special area development problems. The studies are conducted by staff of the Planning Division in cooperation with residents and representatives of public and private agencies. These studies are designed to bring the planning process to the community and to address physical problems and opportunities of the respective planning area.

The planning process has been designed for implementation in several phases. Each phase will be tailored to reflect the particular nature and characteristics of the community planning area. Based upon existing information, resources, and community support, the timetable for completion of a community plan will vary with the complexity of the issues and the priority of need relative to other community planning areas.

■ ORGANIZATION

The organization phase is undertaken to identify and appoint planning committee members, develop and form a consensus of the planning process, and establish meeting arrangements. Also during this phase of the process, community goals and objectives are identified.

■ INFORMATION

This activity provides a planning information base for each of the city's community planning areas. The original information phase was begun in September 1975 and was completed in November 1979. The studies consist of a collection of readily available planning information, ranging from zoning patterns to housing conditions. Information profiles are updated by the Planning Division when it is determined there is a need to undertake the complete, multi-phase community planning process.

■ ANALYSIS

This phase of the process examines all available information in the community planning area to identify conditions, trends, problems, and opportunities. Land in other municipalities is not included; however, unincorporated areas of Franklin County as well as other counties may be addressed. The analysis of planning issues involves extensive community and city agency interaction and cooperation.

■ PLAN DEVELOPMENT

This activity develops planning guidelines and strategies based on the results of issue analysis. The content is dependent upon the particular element being addressed and the degree of consensus reached among the planning participants. The plan's recommendations are concerned with physical development, redevelopment, and preservation activities over a 15-year period.

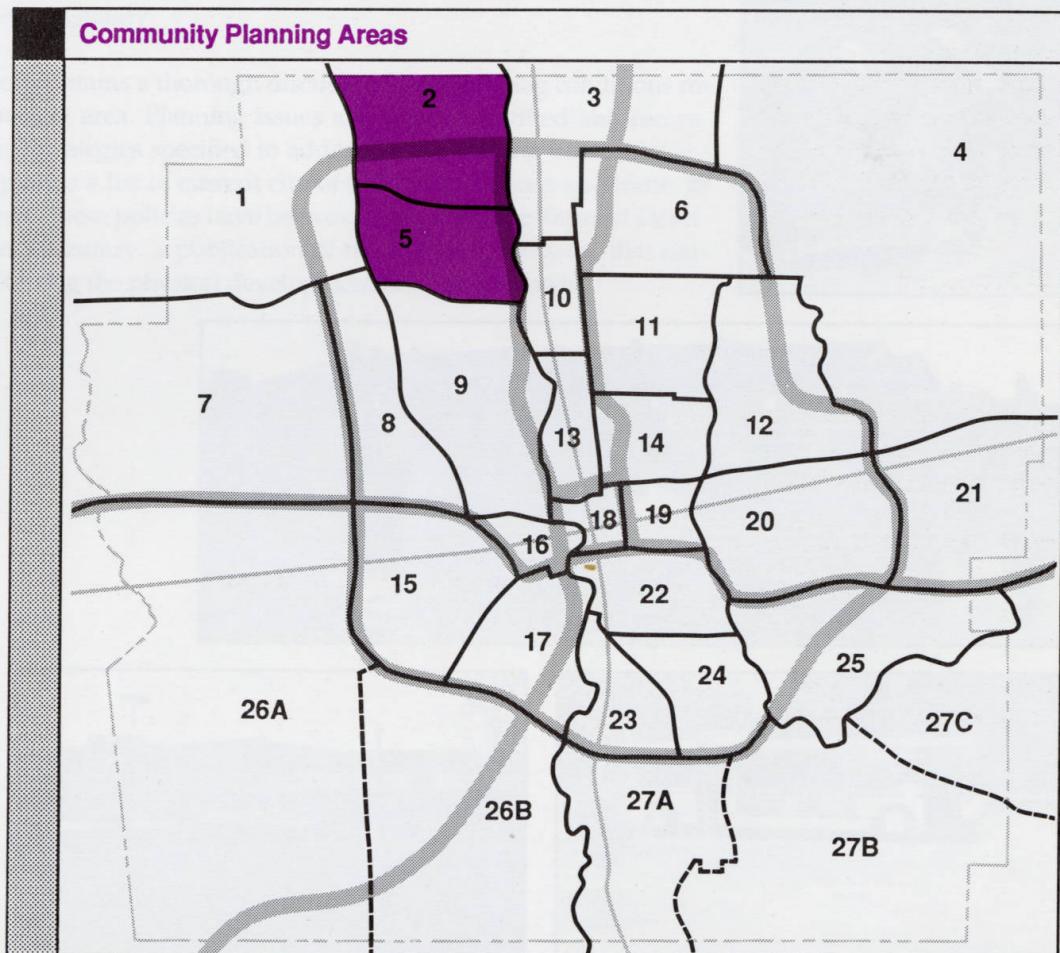
■ REVIEW AND ADOPTION

It is the goal of the Planning Division to have each plan adopted as the official city of Columbus plan for the respective area. To accomplish this goal, a community plan is first subjected to a review process involving a committee with a broad spectrum of community interests. After the review committee has endorsed the plan, it is submitted to the Columbus Development Commission for a public hearing. The final step in the process is adoption by City Council.

■ PLAN ADMINISTRATION

To assure effective and timely implementation of the Northwest Plan, several guidelines are recommended:

- Communication should be maintained among the individuals and organizations that participated in the planning process.
- The Northwest Plan should be monitored and reviewed periodically. As conditions change and new issues identified, amendments should be prepared and submitted to City Council as appropriate.
- Community participation in the development process must continue. Citizens and neighborhood organizations should interact and cooperate with development interests toward mutually beneficial solutions.



INTRODUCTION

Northwest Columbus has experienced extraordinary growth in recent years. Extensive residential and commercial development in the area has caused traffic congestion and increased requirements for community services and facilities.

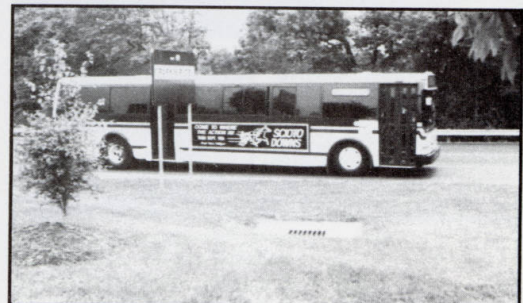
To address this rapid growth, the Planning Division and representatives from the area's neighborhood organizations initiated a community planning effort in the winter of 1989. The Northwest Plan is the product of this planning process.

The Northwest planning area is a very large, diverse residential section of Columbus that is supported with commercial and institutional uses. The area is generally bounded by the Franklin/Delaware County line on the north; Henderson Road on the south; the Olentangy River on the east; and Scioto River and Sawmill Road on the west.

The Northwest Plan provides specific guidelines for further development, redevelopment, and improvements to the physical environment of the Northwest planning area. The plan is divided into four sections/subject areas:

- Circulation
- Land Use
- Community Service and Facilities
- Environmental Quality

Each section contains a thorough discussion of the existing conditions relating to the subject area. Planning issues are clearly identified and recommendations and strategies specified to address each planning issue. Also included in the plan is a list of current city of Columbus policies applicable to each subject area. These policies have been extracted from the *Physical Development Policies Inventory*, a publication of the Planning Division, that outlines policies affecting the physical development of neighborhoods.



CIRCULATION

Use of Information Restricted

Pursuant to Section 409, Title 23, U.S. Code, the information set forth in this section of the Northwest Plan shall not be admitted into evidence in Federal or State court or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed herein.

EXISTING CONDITIONS

The circulation system in Northwest Columbus is critical to the well-being of the community. Residents depend on the system to get from their homes to school, shopping, recreation, and places of employment. Businesses and shopping centers located in the area rely on the system to bring them customers and deliveries.

Originally, the Northwest circulation system was relatively basic. It consisted of a number of two lane roads that connected the towns and villages that emerged in the late 1800s.

Today, the system is much more complex. Within the community, there are different types of streets designed to serve different purposes. It is standard planning practice to use the "hierarchy of streets" to guide the location and design of all street and highway facilities. The hierarchy consists of several basic street designs:

- ❑ **Local or Residential Street** - The primary function of a local street is to provide access to adjacent properties. Local streets typically provide on-street parking with very little through traffic.
- ❑ **Collector Street** - The primary function of this intermediate street is to "collect" traffic from local streets and move it to the nearest major street. A secondary function is to serve abutting properties. A collector street may carry bus routes and serve adjacent schools.
- ❑ **Major or Arterial Street** - The primary function of an arterial is to carry traffic through the planning area and connect with the freeway system. A secondary purpose is to serve abutting properties.
- ❑ **Freeway** - The primary function of a freeway is to carry traffic between urban areas. It is constructed as a multi-lane highway with grade separations at all cross roads. Access is limited to on and off ramps from major arterials. Bicycles and pedestrians are prohibited from traveling on a freeway.

In Northwest Columbus, the existing street network consists of a system of freeway, arterial, collector, and residential streets. Primary access into the area is from the freeway system at a limited number of entry points. Additional access is provided by Riverside Drive, State Route 161, Hayden Run Road, Bethel Road, and Henderson Road.

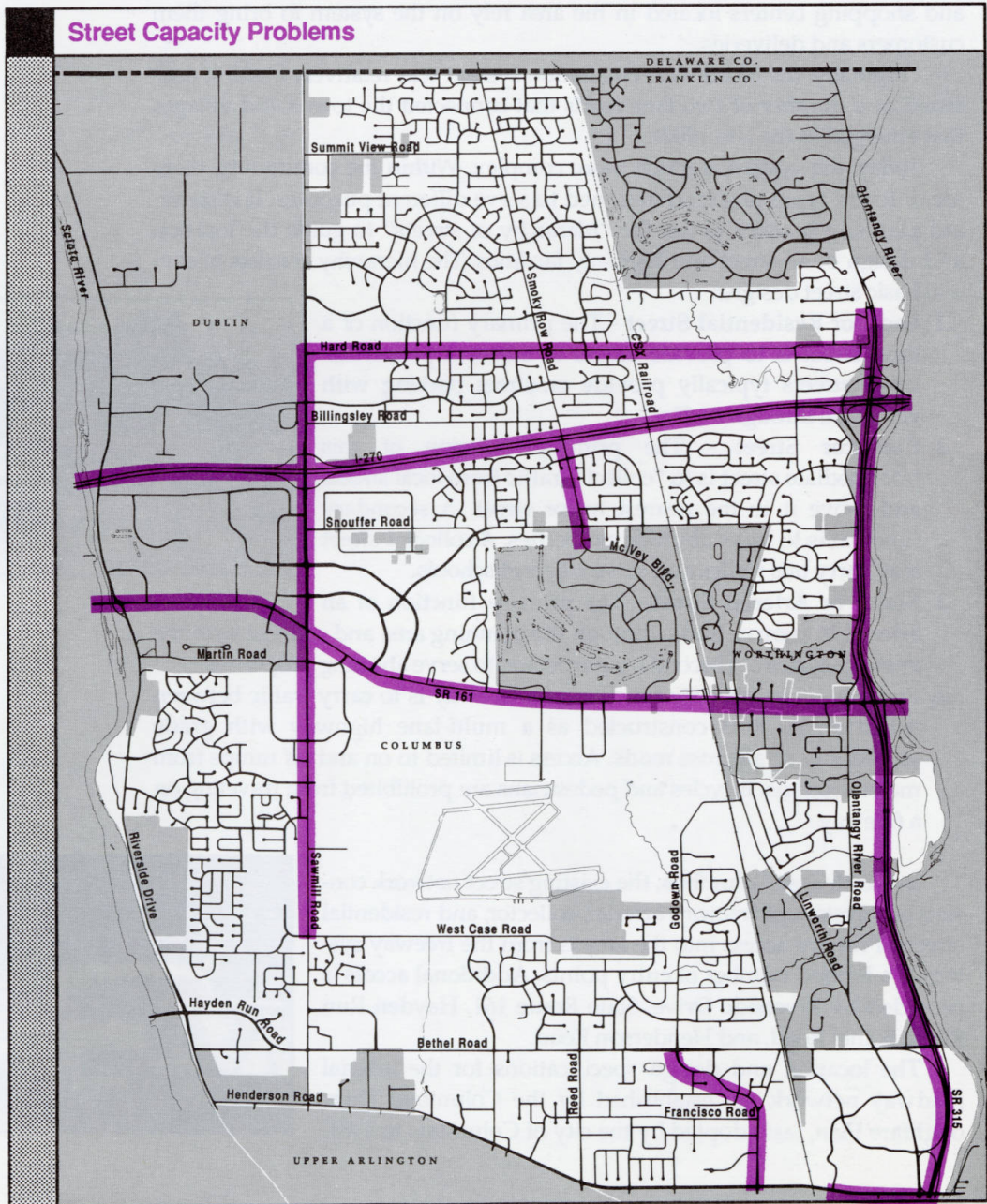
The location and design specifications for the arterial roadway network are established by the Columbus Thoroughfare Plan, last adopted by the city of Columbus in 1981.



Within the planning area, many of the arterials have not been brought up to the standards of the Thoroughfare Plan.

Like so many suburban areas around the country, Northwest Columbus has developed very rapidly, often in an unplanned manner. Previous development along the roadways has occurred in an incremental manner with little physical connection to adjacent development or attention to roadway improvement. This is typical of market-driven development.

The circulation system has failed to keep pace with rapid land development. Many of the major roadways, planned as arterials, have remained country roads and have become inadequate to support current traffic demands. The city of Columbus has recognized that certain roadways in the



planning area are currently operating over capacity.¹ These are shown graphically on the Street Capacity Problems Map. Roadway improvements, although planned, have been slow to occur.

The Northwest area contains a significant number of major traffic generators. These include numerous shopping centers, office buildings, industrial parks, public and private schools, and The Ohio State University Airport. The traffic from these sources combined with the residential traffic has created congestion in the area. It has become increasingly difficult for motorists to drive efficiently and safely in Northwest Columbus. In recent years, traffic congestion has become a major problem. The congestion is particularly acute during the morning and afternoon peak hours and on weekends during heavy shopping periods.

Additionally, residential development has centered around a lifestyle preference for single family detached homes. The outgrowth of this development is suburban sprawl. The private automobile has become the primary mode of travel. There has been little effort to develop alternate means of transportation.

The city of Columbus and other governmental agencies have undertaken several road improvement projects that have helped relieve the congestion within the community. Additional improvements and adjustments to this circulation system are still necessary.

The Morse Road/Bethel Road connector, a very controversial improvement project, is listed as a link that is missing in the roadway system.² The construction of the connector was blocked in May 1968, when Columbus residents voted against the project in a city-wide referendum. The Columbus Thoroughfare Plan continues to include this improvement as a future, needed link in the roadway system.

■ COMMUNITY GOAL

Provide optimum efficiency and safety in the movement of people and vehicles within the Northwest area.

■ OBJECTIVES

- Develop an adequate roadway system that will accommodate the current and future needs of the population.
- Achieve and maintain acceptable levels of traffic movement along roadways and through intersections.
- Encourage alternative modes of travel to the automobile.
- Provide safe bikeways and sidewalks where possible throughout the Northwest area.
- Preserve The Ohio State University Airport and integrate the airport into the transportation plan.

1 Development Factors, Planning Division, Development Department, February 1991.

2 Development Factors, Planning Division, Development Department, February 1991.

■ PLANNING ISSUE: INADEQUATE NORTH/SOUTH AND EAST/WEST ARTERIAL STREETS

Recommendations

- ❑ Consider the use of loop roads wherever possible around major intersections within the planning area. An example of a loop road is Federated Boulevard around the Sawmill/ State Route 161 intersection.
- ❑ Update the Columbus Thoroughfare Plan. Revisions should include:
 - Downgrade Godown Road north of Bethel Road from a four lane to a three lane arterial.
 - Downgrade Olentangy River Road between Linworth Road and Dublin-Granville Road from a four lane to a three lane arterial.
 - Upgrade Linworth Road between Olentangy River Road and Snouffer Road and between Wilson Bridge Road and Hard Road from two lanes to three lanes.
- ❑ Design and construct arterial roadway improvements in accordance with established priorities and the 1981 Columbus Thoroughfare Plan as amended by this section of the Northwest Plan.

NOTE: A suggested, prioritized list of roadway improvement projects is contained in Appendix A.

- ❑ Because improvements to other roadways could reduce the need to improve Godown Road, the widening and extension of Godown Road should be considered only after these improvements have been completed. The improvements to other roadways are the widening of Bethel Road, Sawmill Road, and State Route 161, and the construction of a grade separation at State Route 161 and the CSX Railroad. Improvements must be sensitive to the residential character of the area, and include sidewalks, curbs and gutters, and landscaping.
- ❑ Improve access into the planning area from the freeway system. Freeway system improvements have regional, state and federal ramifications. Therefore, it is recommended that the following solutions be considered and evaluated:
 - Development of a permanent solution for the Hard Road/State Route 315 Intersection.
 - Construction of a new interchange at Interstate 270 and Smoky Row Road.
 - Construction of a new interchange at State Route 315 and Wilson Bridge Road.
 - Construction of a new interchange at State Route 315 and Snouffer Road.
- ❑ Link land use planning and subsequent zoning decisions to the capacities of roadways.

Implementation Strategies

- ❑ Coordinate capital improvements to the roadway system, as much as possible, with the more intense development to prevent traffic congestion. (Regulations; Planning; Traffic Engineering and Parking; and Engineering and Construction)

- ❑ Prioritize roadway improvement projects. (Planning; and Traffic Engineering and Parking)
NOTE: A suggested, prioritized list of roadway improvement projects is contained in Appendix A.
- ❑ Include priority roadway improvement projects in Transportation Improvement Program (TIP). (Mid-Ohio Regional Planning Commission)
- ❑ Include priority roadway improvements projects in the Capital Improvements Program (CIP) and provide funding through a future bond package. (Engineering and Construction; and Planning)
- ❑ Coordinate improvements to the roadway system with adjacent jurisdictions. (Traffic Engineering and Parking; Engineering and Construction)

■ PLANNING ISSUE: REQUIREMENT FOR GRADE SEPARATIONS

The CSX Railroad traverses the eastern portion of the planning area from north to south, intersecting several east/west roadways. Rail and roadways intersect at grade level in four locations: Hard Road, Snouffer Road, State Route 161, and Godown Road. At these locations, roadways are frequently blocked by trains, causing traffic congestion and delays for as long as five minutes.

Residents and safety officials are concerned about possible delays of police and fire equipment responding to property/life-threatening emergencies. Traffic accidents have been minimized by the gates and lights that have been installed at the crossings.

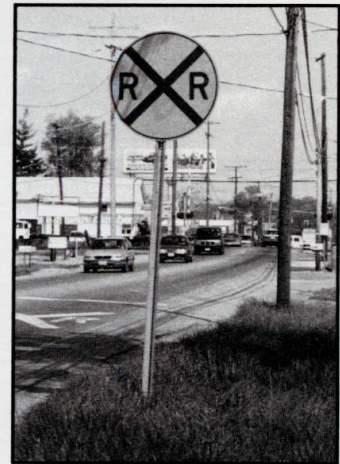
The problems created by the lack of grade separations are expected to become more acute as the Northwest area continues to develop.

Recommendations

- ❑ Construct grade separations at appropriate locations.

Implementation Strategies

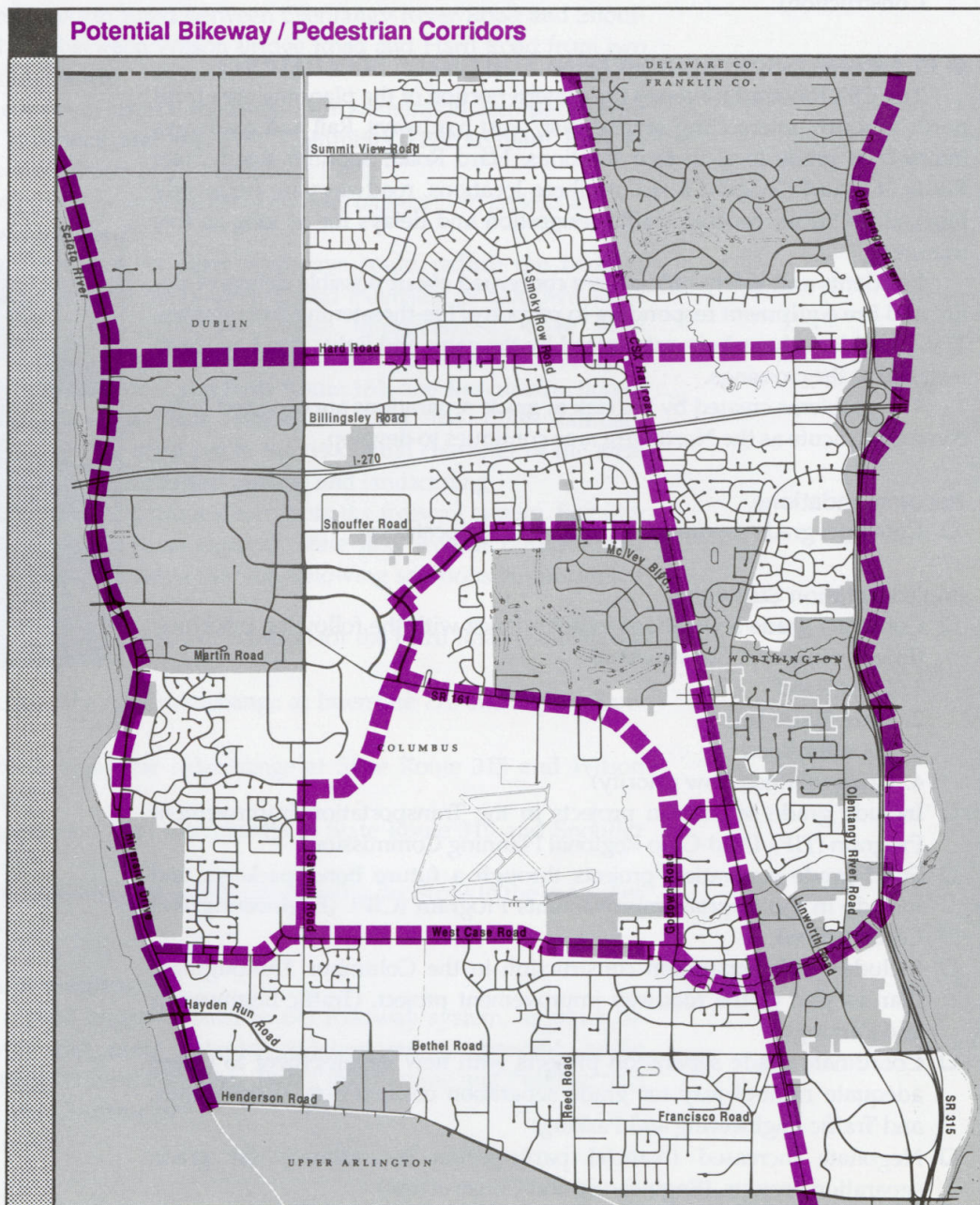
- ❑ Construct grade separations in accordance with the following priorities: (Engineering and Construction)
 1. Hard Road
 2. State Route 161
 3. Snouffer Road
 4. Godown Road (low priority)
- ❑ Include grade separation projects in the Transportation Improvement Program (TIP). (Mid-Ohio Regional Planning Commission)
- ❑ Fund grade separation projects through a future bond package, and include in the Capital Improvements Program (CIP). (Engineering and Construction)
- ❑ Include grade separation construction in the Columbus Thoroughfare Plan as part of the roadway improvement project. (Traffic Engineering and Parking)
- ❑ Coordinate grade separation projects with new development to insure adequate right-of-way for grade separation construction. (Regulations; and Traffic Engineering and Parking)
- ❑ Negotiate increased financial participation by railroads for grade separation projects. (Engineering and Construction)



PLANNING ISSUE: LACK OF PEDESTRIAN AND BICYCLE FACILITIES

There are virtually no bicycle or pedestrian facilities except for a recreational bikeway along the Olentangy River. Sidewalks are located in some residential areas but are not inter-connected. In addition, there are no provisions for bicycle or pedestrian access between residential areas, shopping, work, school, and recreation.

Plans for county-wide bicycle facilities have been drafted by the Mid-Ohio Regional Planning Commission (MORPC) and the Columbus Recreation and Parks Department. However, except for the Olentangy Bikeway,



these facilities have not been constructed in Northwest Columbus. The City of Dublin has also planned for bicycle and pedestrian access into Northwest Columbus.

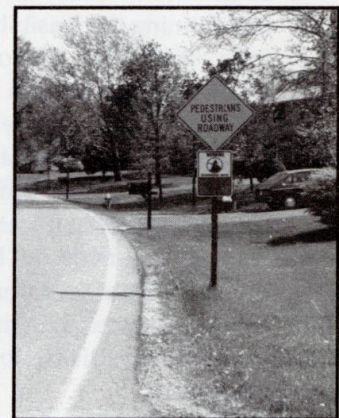
The lack of sidewalks along major roadways is a major concern. As they currently exist, these roadways are unsafe for pedestrian and bicycle movement. There is also a need for bicycle access to the recreational bikeway system along the Olentangy River Corridor.

Recommendations

- ❑ Develop a bikeway/pedestrian plan in conjunction with existing bikeway plans. Potential bikeway/pedestrian corridors include: West Case Road, Scioto River, Olentangy River, Snouffer Road, Hard Road, the CSX Railroad, and the perimeter of OSU Airport. (See Potential Bikeway/Pedestrian Corridors Map.)
- ❑ Provide appropriate pedestrian facilities within all new development that link with adjacent, existing or planned, bikeway/pedestrian systems.
- ❑ Construct sidewalks along major access roads. Sidewalks should be required for all new development and along arterials that are reconstructed, widened and/or improved. Whenever possible, sidewalks should be developed along all major, existing roadways.
- ❑ Develop bikeway/pedestrian connectors to link the Northwest area with the Olentangy River Bikeway System.

Implementation Strategies

- ❑ Form a Bikeway and Pedestrian System Planning Committee to finalize and develop implementation strategies for a Northwest bikeway/pedestrian plan. (Recreation and Parks)
- ❑ Review all development proposals to ensure that bikeway/pedestrian facilities have been properly addressed. (Regulations)
- ❑ Require sidewalks for all future roadway improvements. (Engineering and Construction)
- ❑ Revise Subdivision Regulations for residential as well as other types of development or adopt development guidelines that require sidewalks along roadways. (Planning)
- ❑ Obtain funding for bicycle system improvements through the ODOT/Federal Bicycle Transportation Program where possible. (Engineering and Construction; Mid-Ohio Regional Planning Commission; and Recreation and Parks)



■ PLANNING ISSUE: NEED FOR ALTERNATIVE MODES OF TRANSPORTATION

The only alternative to the private automobile in Northwest Columbus is the public transit system. Bus service is mostly limited to express service to the downtown during weekday commuting hours. Few residential areas are served directly by the transit system; however, two COTA park-and-ride locations provide service to the planning area.

It is anticipated that the demands on the roadway system will continue to increase. Therefore, the community has a need for alternative forms of transportation.

Recommendations

- ❑ Expand public transportation services to meet the increasing demands and to better serve residential areas.
- ❑ Examine the feasibility of a commuter train on the existing CSX Railroad track, or along existing railroad right-of-way.
- ❑ Support the recommendation of the "Suburban Mobility Initiatives" Plan of the Mid-Ohio Regional Planning Commission to form a Transportation Management Association that will address traffic mitigation in the north outerbelt corridor.
- ❑ Encourage alternative forms of travel to the personal automobile.

Implementation Strategies

- ❑ Work with COTA relative to the deficiencies in public transit service. (neighborhood organizations)
- ❑ Establish a committee with the responsibility of determining the feasibility of an experimental commuter train. (Mid-Ohio Regional Planning Commission; and Traffic Engineering and Parking)
- ❑ Participate as members of the Transportation Management Association for the north outerbelt corridor. (Planning; Traffic Engineering and Parking; and neighborhood organizations)
- ❑ Educate residents on benefits of alternative forms of travel. (Transportation Management Association; neighborhood organizations; and Engineering and Construction)
- ❑ Provide incentives for using alternative forms of travel. (major employers)



■ APPLICABLE CITY OF COLUMBUS POLICIES

- ❑ Limit curb cuts along arterial streets by a system of joint curb cuts, service roads, and other imaginative solutions.
- ❑ Encourage new subdivision developments to tie into existing subdivision developments, so an organized comprehensive circulation plan will result.
- ❑ Preserve the integrity of residential areas by reducing truck and through traffic on neighborhood streets.
- ❑ Encourage use of thoroughfares by trucks and commercial vehicles.
- ❑ Minimize adverse traffic impacts of new land development by reviewing and approving driveway and parking lot permits.
- ❑ Minimize adverse traffic impacts of new land development by reviewing and commenting on applications to rezone land or to vary from the zoning code.
- ❑ Minimize adverse traffic impacts of new land development by regulating the pattern and design of new streets and/or driveways.
- ❑ Minimize adverse traffic impacts of new land development by coordinating among developers, community groups, and other agencies involved with land development.
- ❑ Require developers, through zoning, to limit access or modify the adjacent public streets to safely and efficiently accommodate the expected traffic increase.
- ❑ Use the Ohio Manual of Uniform Traffic Control Devices to guide installation of traffic control devices such as turn prohibitions, parking restrictions, one-way streets, speed limits, speed bumps, and traffic signals.
- ❑ Study any request for installation or removal of a traffic signal.
- ❑ Emphasize development of a regional bikeway system by acquiring land, through purchase or donation, and constructing bikeways where possible, according to the bikeway plan.
- ❑ Encourage location of multi-family development on collector and arterial streets, not on local residential streets.
- ❑ Identify hazardous and/or congested locations within the public street system and take action to solve these problems.

LAND USE

EXISTING CONDITIONS

The Northwest planning area developed very rapidly during the past two decades. The area has been transformed from a predominantly agricultural region to a mostly developed suburban community. The growth and development in the area have been stimulated by extensive water and sewer improvements, improved vehicle access, and suburban school systems. The Northwest planning area is considered a primary growth area.

Most of the land in Northwest Columbus has been developed. Vacant land is relatively scarce and development patterns are fairly well-established. With the exception of Don Scott Field, the planning area contains a limited number of scattered, undeveloped parcels of land. Accordingly, a major issue in Northwest Columbus is infill development and its compatibility with existing development. There is also concern for the impact of the infill development on the planning area's infrastructure. Further development, if it is too intense, will over-tax the street system and strain sewer, water and storm drainage services.

In the Northwest planning area, there is also concern for the redevelopment of areas along many of the major arterials that originally developed as large lot, single-family homes. Currently, several areas along arterials have survived commercial redevelopment and have maintained their residential character. Examples are found on Hard Road, Snouffer Road, Sawmill Road, and Olentangy River Road. As the supply of undeveloped land decreases, and land values increase, redevelopment pressures are likely to increase in these areas.

The Ohio State University Airport is located in the Northwest planning area. This 500+ acre airport, owned and operated by The Ohio State University, is included in the nearly 1,400 acre parcel of University property commonly referred to as Don Scott Field. With the exception of the airport facilities, this land is largely undeveloped agricultural land. The operation of the airport, plus the other University functions, preceded the development of most of the surrounding land.

A master plan has recently been prepared for the airport by the University. The purpose of the plan is to examine the airport facilities needed to meet future air traffic demand. After its approval, this plan, along with the recently completed noise compatibility study, will form a basis for long-range planning and development of the airport.

The future land use of The Ohio State University Airport and the adjacent agricultural land is a very sensitive issue and should be addressed through a coordinated planning effort. The Planning Committee for the Northwest Plan will reconvene to provide information and coordination for the planning effort of the Don Scott Field area.



The development along Sawmill Road, between Interstate 270 and Bethel Road, has been guided since 1977 by the Sawmill Corridor Development Standards. Similarly, the Bethel Road Development Standards have guided the development along Bethel Road since 1980. The purpose of these standards is generally to achieve a unity and continuity of functional and aesthetic characteristics that would not otherwise be achievable. The standards were adopted by City Council and are being applied successfully to the properties fronting these major arterials. Copies of both the Sawmill Corridor Development Standards and the Bethel Road Development Standards may be obtained from the Development Regulations Division, 1250 Fairwood Avenue, Columbus, Ohio 43206, or by calling 645-8625.

■ COMMUNITY GOAL

Provide for the harmonious co-existence of an appropriate mix of development.

■ OBJECTIVES

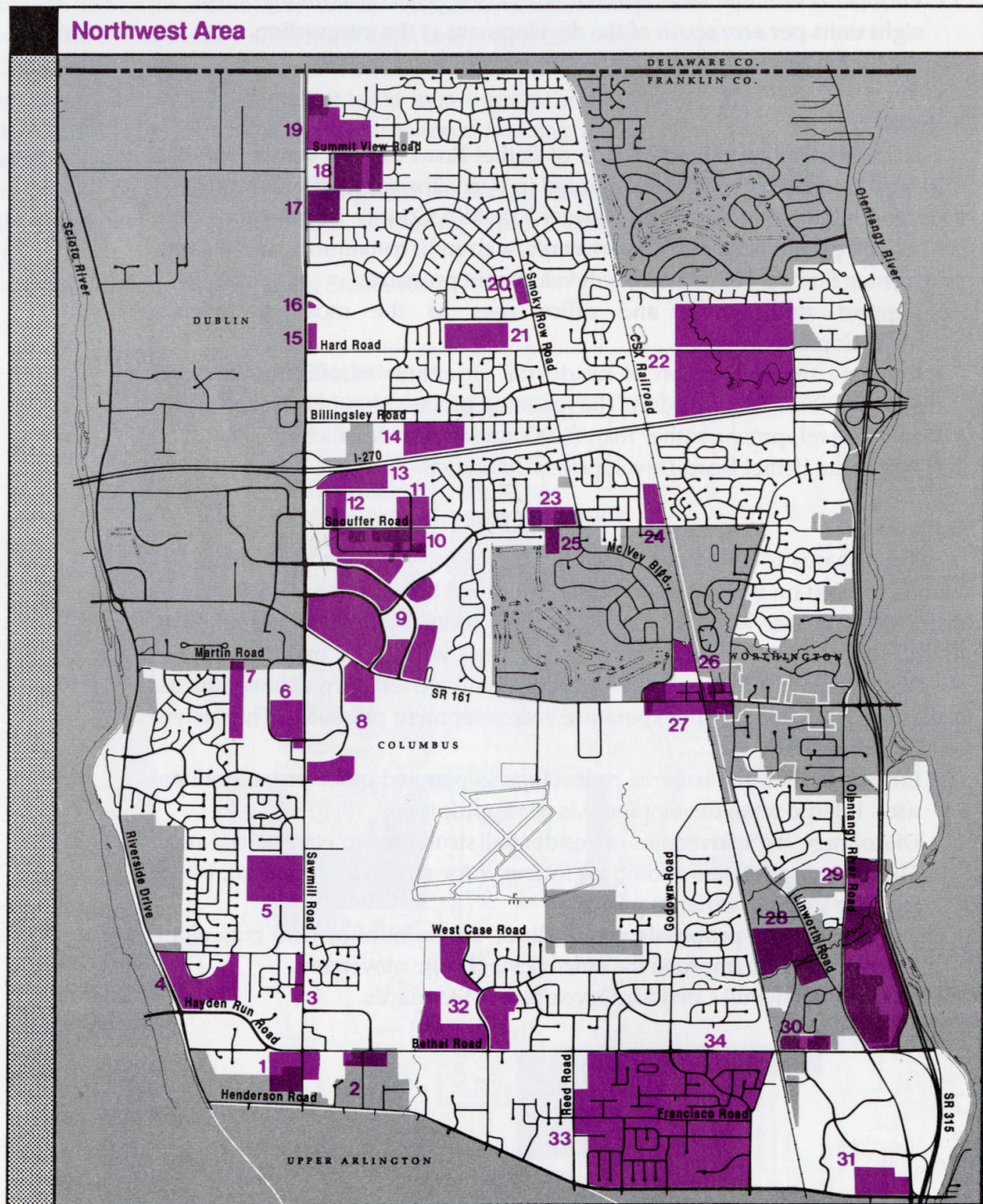
- Discourage the intrusion of commercial and manufacturing land uses into existing and future residential areas.
- Encourage quality commercial, industrial, and office development.
- Promote compatible land uses adjacent to The Ohio State University Airport.
- Provide adequate open space and recreation areas for community residents.
- Protect established single-family areas by discouraging spot multi-family or commercial zoning districts within the areas.
- Ensure that infill developments are compatible with their surroundings.
- Encourage the location of retail development at major intersections. Where retail development has not already occurred, discourage retail uses along arterial roads.
- Encourage office and multi-family development as an appropriate transitional use between residential and commercial development.
- Encourage the location of multi-family development on collector and arterial streets, not on local residential streets.
- Provide adequate buffering between land uses.

PLANNING ISSUE: DEVELOPMENT OF UNDEVELOPED LAND; AND REDEVELOPMENT OF UNDERDEVELOPED LAND

The following section contains land use recommendations for undeveloped and underdeveloped land. The recommendations are intended to be somewhat flexible, providing in some cases a range of land use options that would be appropriate for each particular location.

The performance criteria listed in Appendix B should be addressed when preparing development plans for commercial development in the Northwest planning area.

Information concerning city of Columbus Zoning Classifications is listed in Appendix C.



Recommendations

Sawmill and Bethel Area

Subarea 1:

Subarea consists of three undeveloped parcels that are located at the intersection of two major arterials. The current zoning is Rural (R) and Commercial Planned Development (CPD). The subarea is characterized by shopping centers, gas stations, and restaurants to the north; large-lot, single-family homes to the south; apartments to the east; and offices to the west. A portion of the area is located in Perry Township.

- Support planned commercial as the most appropriate development at the intersection. (See Appendix B.)
- Endorse residential development with a suggested maximum density of eight units per acre south of the development at the intersection.
- Apply the Sawmill Corridor Development Standards.

Subarea 2:

Site is located on the south side of Bethel Road directly across from the Carriage Place shopping center. Located in Perry Township, it has developed as large-lot, single-family homes under Franklin County jurisdiction. Adjacent development consists of apartments, a church, restaurants, and a shopping center. Site may experience redevelopment pressures.

- Support multi-family and office uses as the most appropriate redevelopment uses.
- Evaluate the conversion of residential structures to office commercial uses on a case by case basis. The rezoning process should be followed for any redevelopment, rather than the Council variance process.
- Apply the Bethel Road Development Standards.

Subarea 3:

The subarea is developed as several, large-lot, single-family homes. The homes, located on the west side of Sawmill Road between the electric substation and West Case Road, will be adversely affected by the planned roadway improvements. The widening of Sawmill Road will take a major portion of the front yards, and a road divider will eliminate left turn access into the property. The subarea will experience redevelopment pressures. The current zoning is Rural (R).

- Encourage that the subarea redevelops as planned office or institutional uses. Intense retail development is not appropriate.
- Discourage the conversion of residential structures to commercial uses. The rezoning process should be followed for any redevelopment, rather than the Council variance process.
- Redevelopment proposals should limit the number of curb cuts along Sawmill Road to improve the efficiency of traffic movement.
- Apply the Sawmill Corridor Development Standards.

Subarea 4:

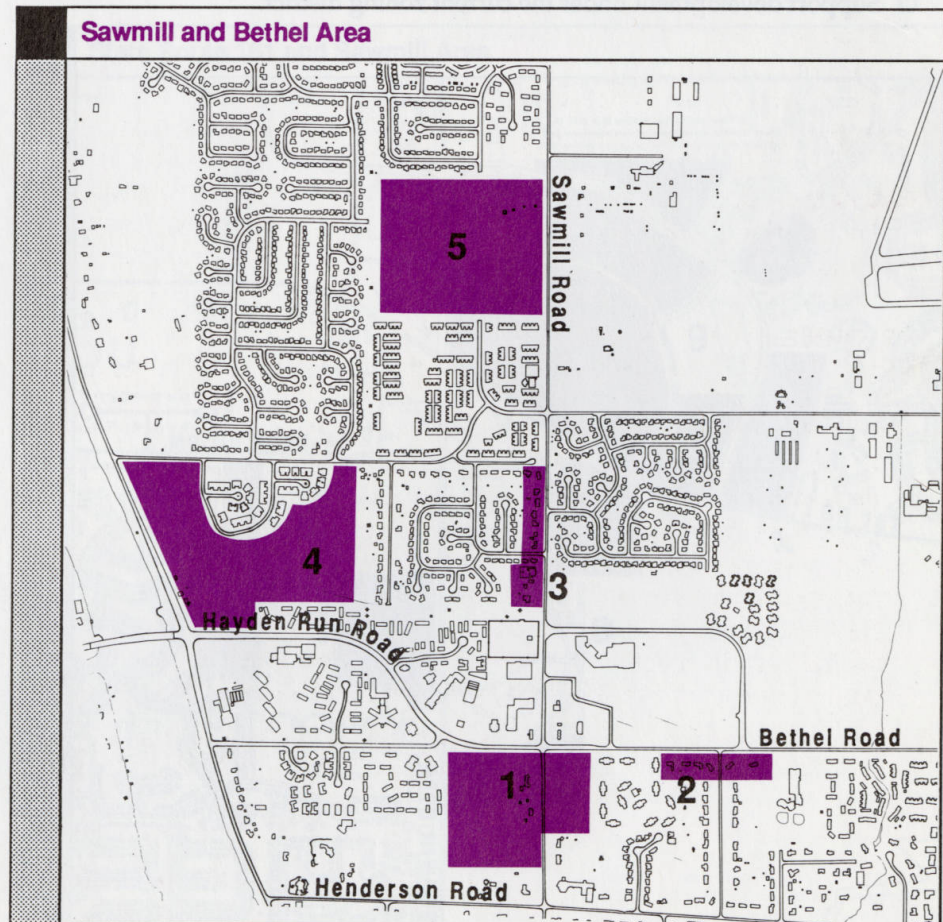
The current zoning is Commercial Planned Development (CPD) and Apartment Residential (AR12). Subarea fronts on Riverside Drive and is contiguous to a portion of the Scioto River parkland. Abutting development includes two-family homes on the north; apartments on the south; and single-family homes on the east.

- ❑ Support development under the current zoning districts.

Subarea 5:

This site is an undeveloped, 50± acre tract that is zoned Commercial Planned Development (CPD) and Planned Unit Development (PUD8). Adjacent development consists of single-family homes and apartments on the north, apartments on the south, OSU land on the east, and single-family homes on the west. The site is located within the approach/departure corridor and the 65 LDN Noise Contour of the south runway of the OSU Airport.

- ❑ Low-intensity, non-residential development is the most appropriate land use, since it is city of Columbus policy to discourage housing in the immediate vicinity of airports.
- ❑ Development should be compatible with adjacent residential land uses and provide adequate separation and buffering from existing development.
- ❑ Apply the Sawmill Corridor Development Standards.



State Route 161 and Sawmill Area

Subarea 6:

Subarea 6 is a 22± acre, undeveloped tract that is currently zoned Commercial Planned Development (CPD). Adjacent development consists of a Meijer Department Store on the north; apartments, offices, and a restaurant on the south; undeveloped land on the east; and apartments on the west.

- Support development under current zoning district or support planned commercial uses along Sawmill Road. (See Appendix B.) Limitations should include the buffering of residential from commercial uses and the guidelines contained in the Sawmill Corridor Development Standards.

Subarea 7:

This site is a 16± acre tract that is currently zoned Rural (R). Bordering development includes single-family homes on the north, south, and west; and apartments on the east.

- Support residential development as the most appropriate use for the subarea. The suggested maximum density should be limited to six units per acre.

Subarea 8:

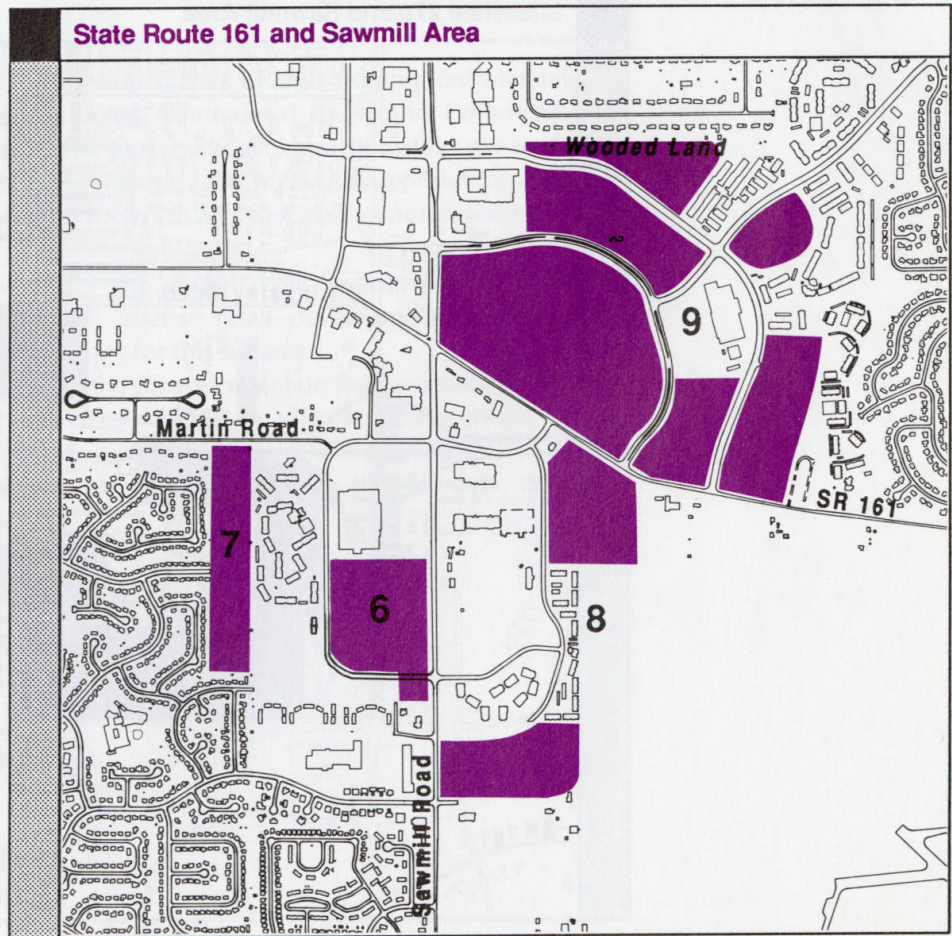
The existing zoning is Commercial Planned Development (CPD). The subarea is comprised of several relatively large, undeveloped parcels that are located within an established commercial area.

- Support development under the current zoning district.

Subarea 9:

This subarea is a large tract of land that is located in the northeast quadrant of State Route 161 and Sawmill Road. The major portion of the subarea is zoned Commercial Planned Development (CPD). The subarea also contains several smaller parcels that are zoned Limited Commercial (LC2), and Limited Apartment Residential (LARLD). Anderson's General Store is the only existing development. The remainder of the subarea is undeveloped. A major shopping mall has been planned for the site since the early 1970s; however, the Army Corp of Engineers has declared a portion of the subarea as wetlands.

- If the wetlands issues are satisfactorily resolved, support development of the subarea under existing zoning.
- Preserve the wooded land that is located on the north side of Federated Boulevard between Cardinal Village and the Northwest Square Shopping Center. (See State Route 161 and Sawmill Area Map.)
- Apply the Sawmill Corridor Development Standards.



Interstate 270 and Sawmill Area

Subarea 10:

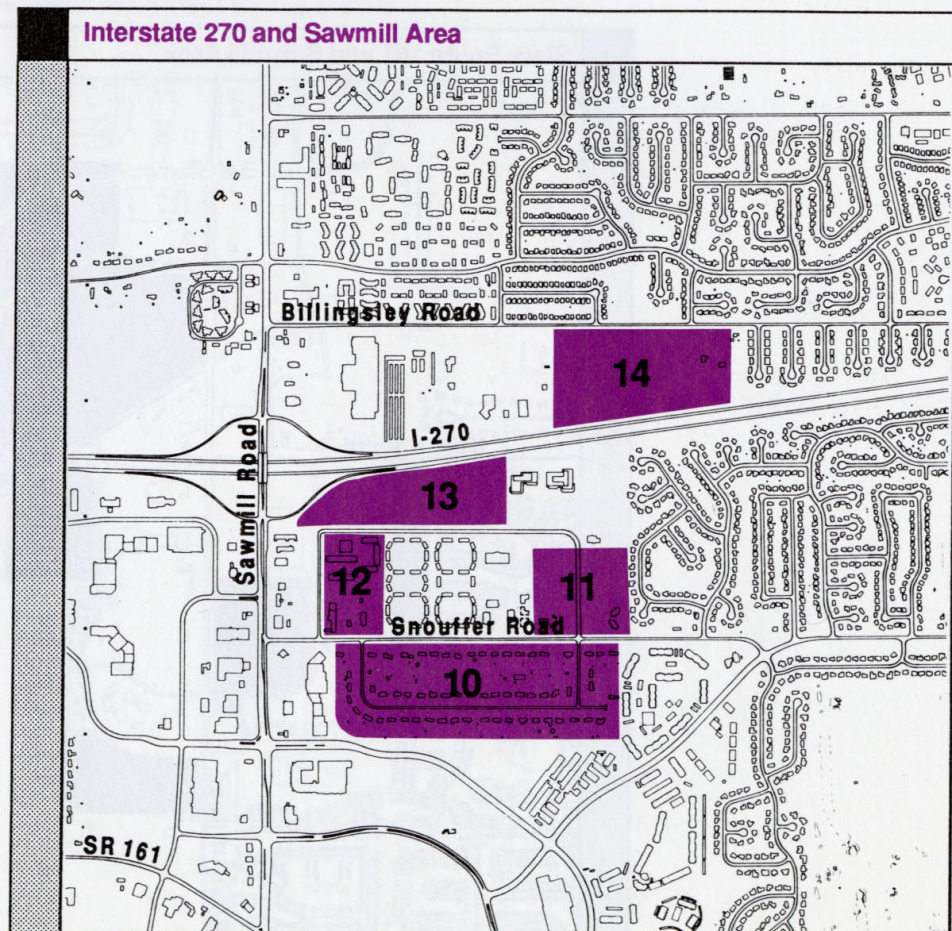
Subarea developed as a large-lot, single-family subdivision in Perry Township prior to the development of the surrounding land. The homes front on Snouffer Road and Skyline Drive. Adjacent development consists of offices, apartments, and shopping centers. The portion of the subarea fronting on Snouffer Road is experiencing redevelopment pressures.

- Retain character of the subarea by supporting existing residential as best long-term use along Skyline Drive.
- Support small-scale, office commercial uses along Snouffer Road as the subarea redevelops. Future development should be sensitive to the residential character of the area. Development proposals should limit the number of curb cuts to obtain efficiency of traffic movement.

Subarea 11:

Subarea consists of several, undeveloped parcels. The current zoning is Commercial (C2). Bordering development is made up of offices on the north, apartments on the west, and single-family homes on the south and east.

- Support development under current zoning districts.



Subarea 12:

For the most part, the subarea originally developed commercial under Franklin County jurisdiction. A portion of the subarea remains in Perry Township. Existing zoning includes Rural (R), Limited Commercial (LC2 and LC4), and Commercial Planned Development (CPD). Vacant land, apartments, single-family homes, and a number of commercial uses are adjacent to the subarea.

- Support offices and planned commercial as the most appropriate uses for the undeveloped land within the subarea. (See Appendix B.) Further development of the subarea should be limited to low-intensity commercial uses.

Subarea 13:

This triangular shaped subarea is an undeveloped, 10± acre site that is located in the southeast quadrant of a major freeway interchange. The site is zoned Limited Commercial (LC4). The proposed development for this subarea under current zoning is a hotel. Adjacent development includes Interstate 270 to the north and west, apartments and a veterinary clinic on the south, and offices on the east.

- Support the development of a hotel as proposed by the current Limited Commercial (LC4) district.
- Limit development to freeway-oriented commercial uses.
- Support a hotel, restaurants, and offices as the most appropriate land uses. Fast food restaurants are not appropriate for the subarea.

Subarea 14:

Subarea is a 28± acre, undeveloped tract of land fronting on Interstate 270. The existing zoning is Limited Commercial (LC4) and Commercial Planned Development (CPD). The proposed development for this site under current zoning is offices, commercial uses, and hotel. Adjacent development includes single-family homes on the north and east, and an automobile dealership on the west.

- Support development under the current zoning districts for offices, commercial uses, and hotel. Intense retail development, such as a discount store, is not appropriate for this subarea.
- Require that development in the subarea maintain the deep setback from Billingsley Road that has been established for adjacent development.
- Development should provide a pleasing view from the freeway.
- Support the development of the bikeway on the frontage along Billingsley Road.

North Sawmill Area

Subarea 15:

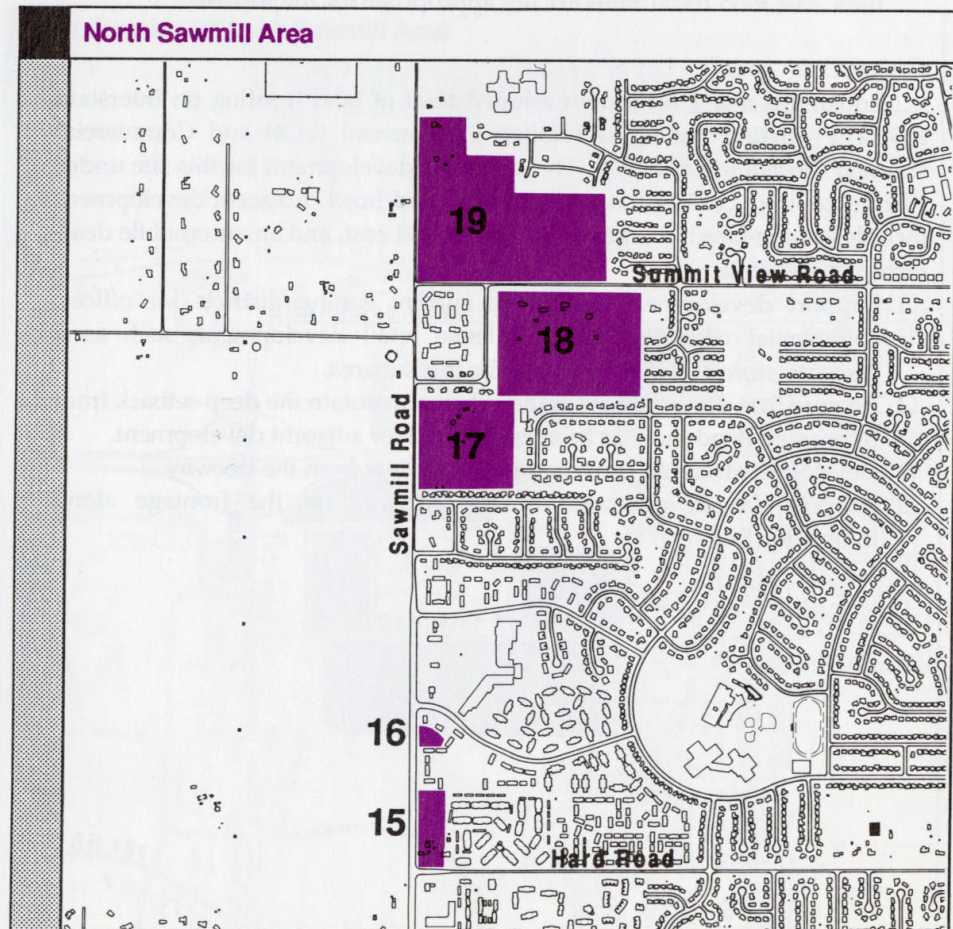
This is a 5± acre parcel located on the northeast corner of Sawmill Road and Hard Road. Although developed as large-lot, single-family homes, the subarea is experiencing redevelopment pressures. The parcel is zoned Limited Rural Residential (LRR). Bordering development includes apartments and a bank. Retail development has historically been discouraged north of the Sawmill/Hard Road intersection. A very large tract of undeveloped land in the City of Dublin abuts the subarea on the west.

- Support office and/or multi-family uses as the most appropriate redevelopment of the subarea. Retail development is not appropriate.
- Apply the Sawmill Corridor Development Standards.

Subarea 16:

This is a small, undeveloped parcel fronting on Sawmill Road. The current zoning is Commercial Planned Development (CPD). Apartments, offices, and a day care center are adjacent to this site.

- Support offices as the most appropriate land use.
- Apply the Sawmill Corridor Development Standards.



Subarea 17:

This 20± acre site is undeveloped. Located in Perry Township and zoned Restricted Suburban Residential (R-1) under township jurisdiction, the subarea is surrounded on three sides by single-family homes. Abutting the site on the west is a very large tract of undeveloped land that is located in the City of Dublin.

- Support residential uses as most appropriate for the subarea.
- Limit development to residential uses with a maximum density of six units per acre to retain compatibility with the adjacent, single-family development.
- Apply the Sawmill Corridor Development Standards.

Subarea 18:

The subarea is a 30± acre tract that is developed with several large-lot, single-family homes. The subarea is located mostly in Perry Township and zoned Restricted Suburban Residential (R-1) under township jurisdiction. Single-family homes surround the subarea. There may be pressures to redevelop the subarea in the future.

- Support single-family development as the most appropriate land use.
- Limit the number of curb cuts to maintain the efficiency of traffic movement.

Subarea 19:

The subarea is a large, 36± acre, undeveloped tract located in the north-east quadrant of the Sawmill and Summit View Road intersection. The existing zoning is Suburban Residential (SR). The adjacent development is single-family homes on the north and east, apartments on the south, and large-lot, single-family homes on the west. Pressures to develop the intersection frontage with retail uses are anticipated.

- Support single-family residential development as the most appropriate land use for the entire subarea.
- Apply the Sawmill Corridor Development Standards.

Hard and Smoky Row Area

Subarea 20:

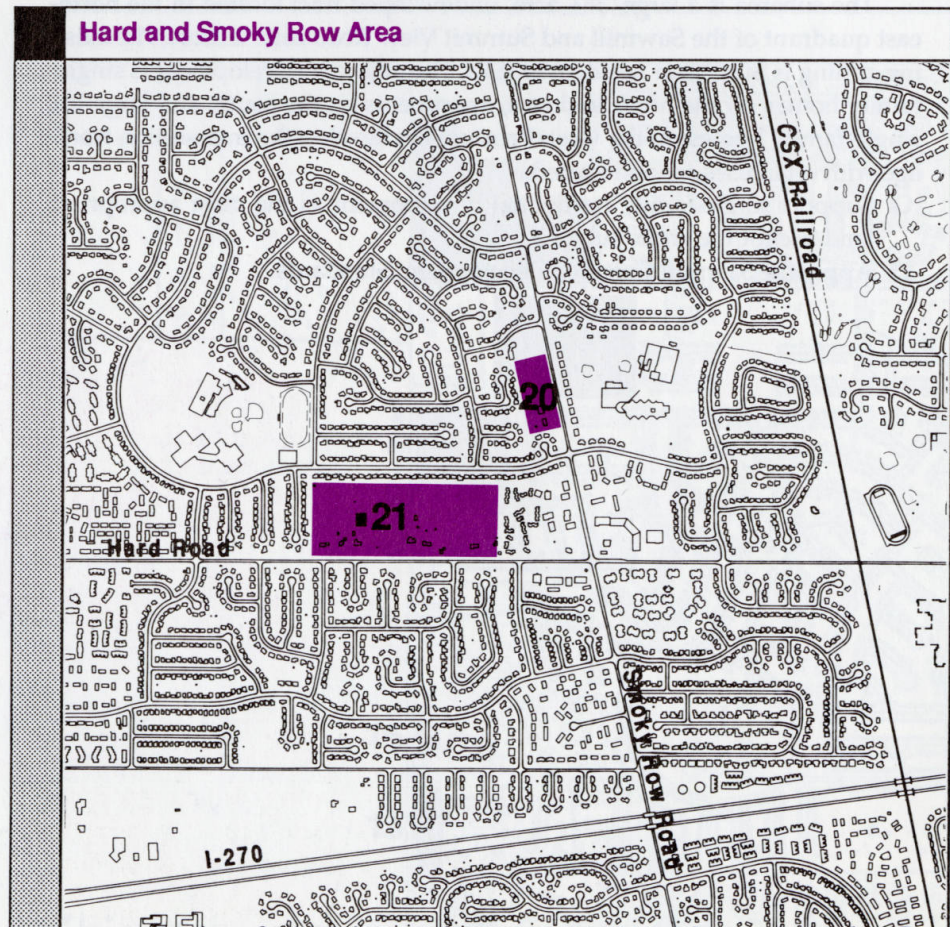
This 5 acre site is zoned Limited Rural Residential (LRR). The subarea is developed as single-family homes on large lots and may experience redevelopment pressures to extend commercial development north along Smoky Row Road. Bordering development includes a church and single and two-family homes.

- Support single-family or two-family homes as the most appropriate, long-term land use for the subarea. Retail development is not appropriate for this subarea.

Subarea 21:

Located along an arterial, this 30± acre site is developed as large-lot, single-family homes. Redevelopment pressures are anticipated for commercial uses. The current zoning for the site is Limited Rural Residential (LRR). Adjacent development consists of single-family homes on the north, south, and west. Multi-family housing abuts the site on the east.

- Support residential as the most appropriate land use for the subarea.
- Limit development to single-family with a maximum density of six units per acre to retain compatibility with the existing adjacent development.

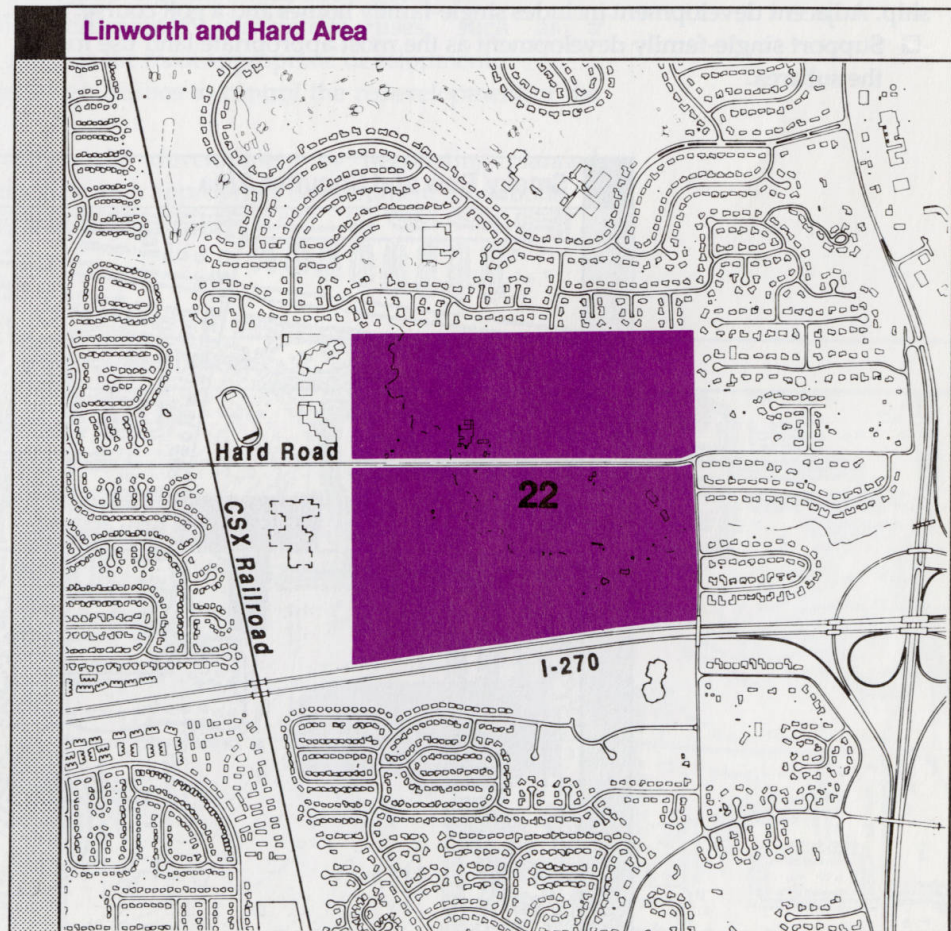


Linworth and Hard Area

Subarea 22:

The subarea is the largest tract of underdeveloped land in the Northwest planning area. It consists of two large tracts that total approximately 210± acres. The subarea is currently zoned Residential (R1) and is developed with a limited number of large-lot, single-family homes. Bordering development includes single-family homes on the north and east, Interstate 270 on the south, and public school buildings on the west.

- Support single-family development as the most compatible land use for the subarea.
- Rezoning proposals should include negotiations to acquire adequate land for a neighborhood park.
- Evaluate subarea as a potential location for a regional park and recreation center.



Smoky Row and Snouffer Area

Subarea 23:

This 15± acre site has developed as single-family homes on large lots. Most of the site is located in Perry Township and zoned Suburban Residential (R4) under township jurisdiction. City of Columbus land is zoned Rural (R). Since the site is located at the intersection of two arterials, it is anticipated that the site will experience redevelopment pressure for more intense uses. Adjacent development includes a church, undeveloped land, and single-family homes.

- Support single-family or two-family development with a suggested maximum density of eight units per acre as the most compatible land use for the subarea. Commercial development is not appropriate for this location.

Subarea 24:

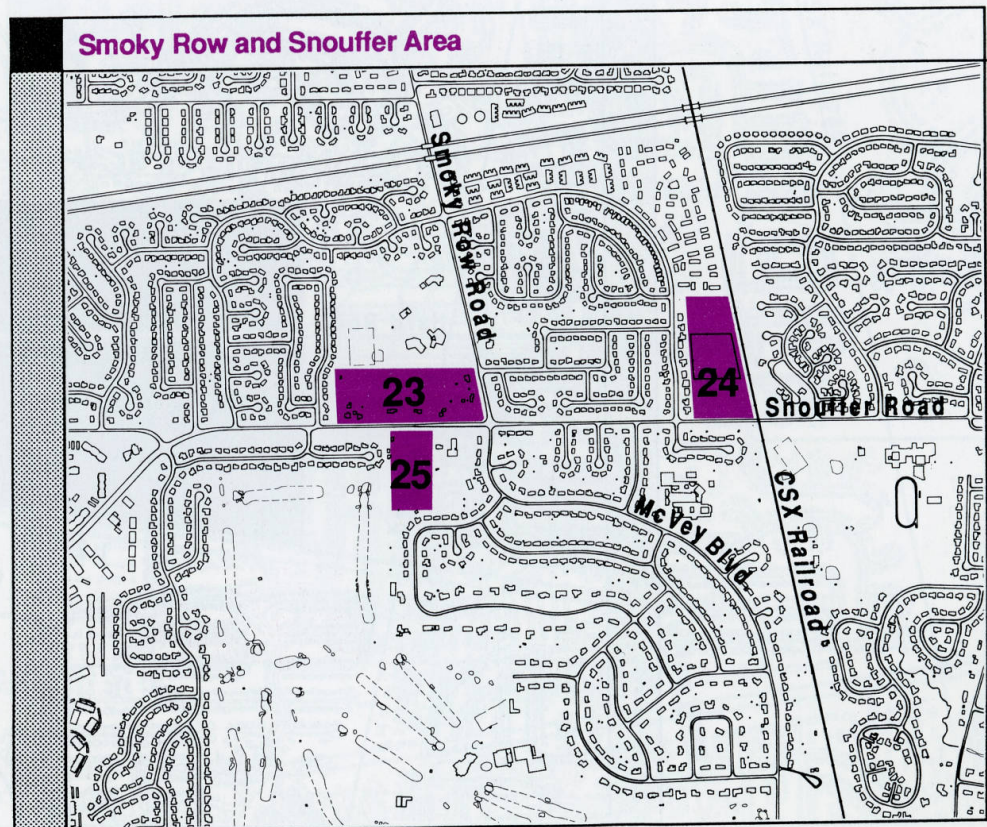
This is a 10± acre, undeveloped site that abuts the CSX Railroad on the east. Apartments and single-family homes are contiguous to the site on the north, south, and west. The existing zoning is Rural Residential (RR).

- Support multi-family development as the most appropriate land use for the subarea.

Subarea 25:

The area is a small, undeveloped 5± acre parcel located in Perry Township. Adjacent development includes single-family homes and a golf course.

- Support single-family development as the most appropriate land use for the subarea.



Linworth Area

Subarea 26:

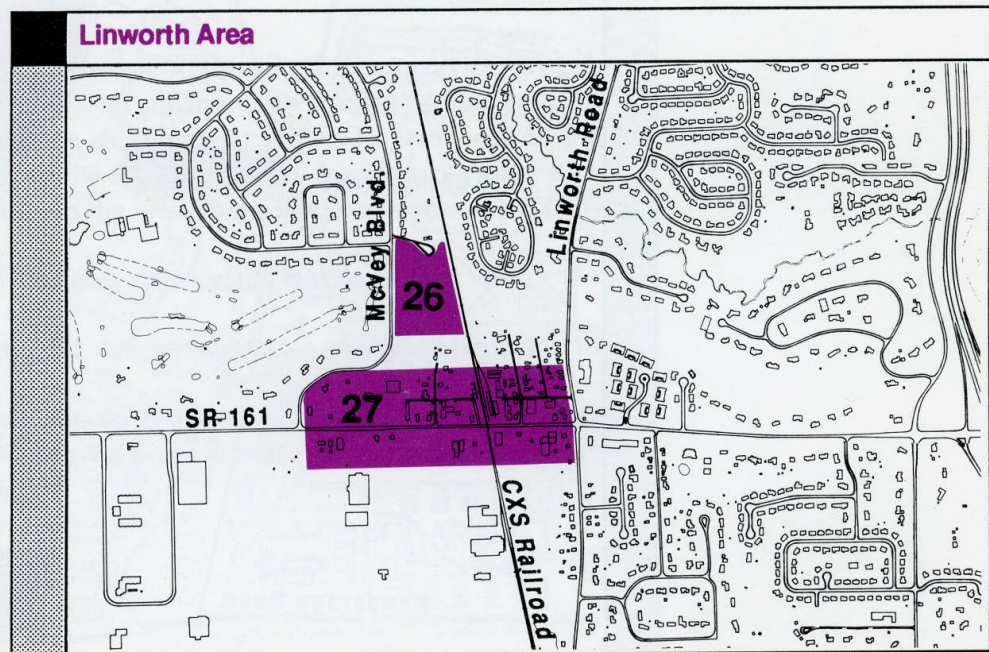
The subarea is a 10± acre, wooded parcel located in the Brookside Estates subdivision between McVey Boulevard and the CSX Railroad. The existing zoning is Restricted Rural Residential (RRR). Abutting development is large-lot, single-family homes and a golf course.

- ❑ Support single-family development as the most compatible land use for the subarea.

Subarea 27:

This subarea originally developed as a village characterized by quaint homes and small-scale buildings. Fronting on State Route 161, it currently consists of an extreme mixture of land uses including single-family homes, grocery stores, gas stations, an auto dealership, a used car lot, a lumber yard, offices, and restaurants. Zoning of the subarea ranges from Restricted Rural Residential (RRR) to Manufacturing (M2). Portions of the subarea are located in Perry Township and are zoned under township jurisdiction. Several properties have been recently annexed into the city of Columbus. Redevelopment pressures are anticipated.

- ❑ Retain the scale and foster the village character of the subarea when new development and redevelopment occur. This should be accomplished through attention to building sizes, height limitations, set back requirements, small-scale graphics, sidewalks, street trees, etc.
- ❑ Support small-scale, less-intense commercial uses, such as a neighborhood book store, as the most appropriate development.
- ❑ Formulate development guidelines to control the redevelopment of the subarea.
- ❑ Upgrade existing commercial development by negotiating planned commercial zoning districts with appropriate development limitations.

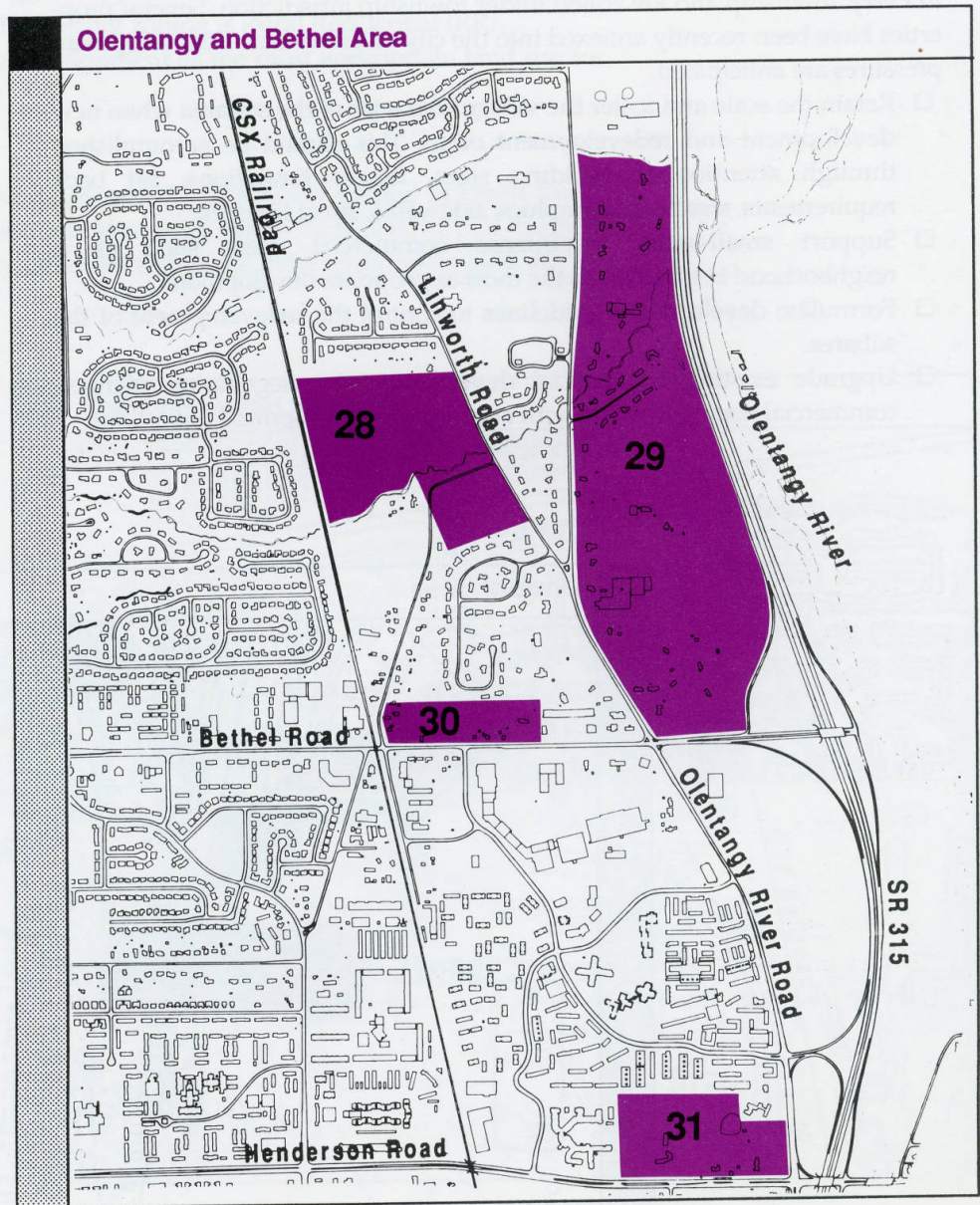


Olentangy and Bethel Area

Subarea 28:

The subarea is located in Perry and Sharon Townships and zoned under Franklin County jurisdiction. Adjacent development is composed of single-family homes. A portion of the subarea is bordered by the CSX Railroad on the west.

- Strongly support single-family residential as the most appropriate land use.



Subarea 29:

This is a very large, 150± acre tract of land that fronts on the State Route 315 freeway. For the most part, the subarea has developed as single-family homes on large lots; however, additional development includes a church, the Olentangy Nature Trail, a police substation, an arts and crafts store (currently closed), and two garden centers/nurseries. It is anticipated that portions of the subarea will experience redevelopment pressures. Some of the subarea is located in Sharon Township and zoned under Franklin County jurisdiction. The existing zoning for city of Columbus land is Rural (R), Rural Residential (RR), and Institutional (I). West of the subarea the adjacent development is large-lot, single-family homes.

- Support low-intensity planned office development as the most appropriate land use for the portion of the subarea located at the Bethel Road and State Route 315 interchange. Retail commercial uses are not appropriate.
- Support single-family residential as the best, long-term land use for the land north of the development at the interchange.

Subarea 30:

The subarea developed as several large-lot, single-family homes fronting on Bethel Road. The existing zoning is Rural (R). Portions of the subarea are in Perry and Sharon Townships. Contiguous development consists of single-family homes on the north; the Olentangy Plaza, other shopping centers, and single-family homes on the south; the Olentangy Square strip center on the east; and the CSX Railroad on the west. Some of the homes in the subarea have been converted to businesses. Additional redevelopment pressures are anticipated.

- Strongly support planned office development as the most appropriate land use. Retail development is not appropriate for this subarea.
- Redevelopment proposals should limit the number of curb cuts along Bethel Road to improve the efficiency of traffic movement.
- Apply the Bethel Road Development Standards.

Subarea 31:

Current zoning for the subarea is Apartment Residential (ARLD) and Single Family Residential (R1). The subarea is developed as single-family homes on large lots. Bordering development includes apartments on the north, single-family homes on the south, a freeway interchange on the east, and a retirement community on the west. Redevelopment pressures are anticipated.

- Support residential as the most appropriate, long-term land use for the subarea.
- Consider office commercial development as a possible alternative to residential uses.
- Development proposals should limit the number of curb cuts along Henderson Road to maintain efficiency of traffic movement.

Reed and Bethel Area

Subarea 32:

Subarea consists of several undeveloped parcels that are zoned Commercial Planned Development (CPD) and Planned Unit Development (PUD8). Bordering development is made up of single-family homes, apartments, the Crown Point Shopping Center, and Don Scott Field.

- Support development under existing zoning.

Subarea 33:

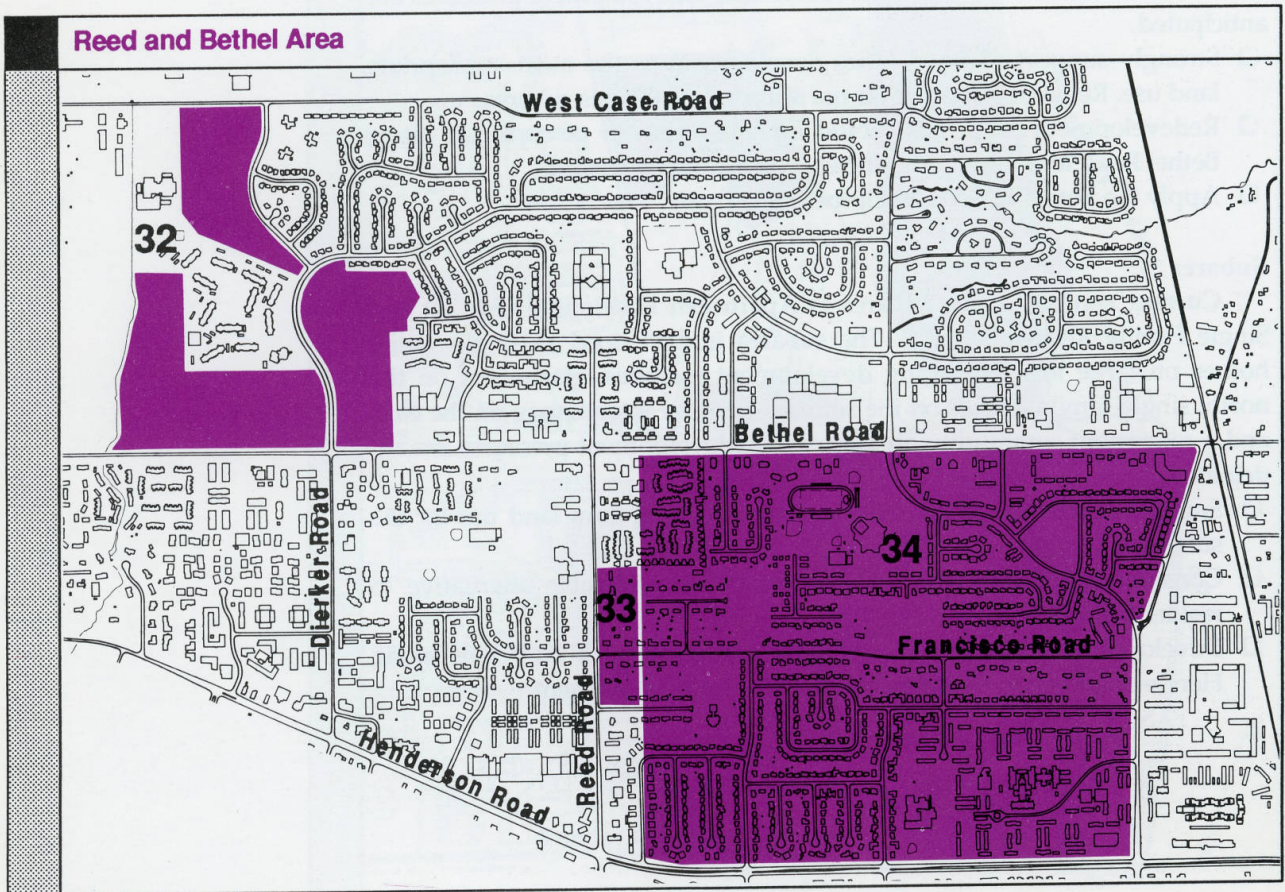
Subarea is characterized by several undeveloped parcels that are located in a residential neighborhood. The subarea fronts on the east side of Reed Road and is zoned Single-Family Residential (R1). Adjacent development consists of apartments, offices, and single-family homes. The subarea is experiencing redevelopment pressures.

- Support multi-family residential as the most appropriate land use. However, office uses are also appropriate if developed properly with adequate limitations and separation from existing residential development.

Subarea 34:

Subarea contains a series of small, undeveloped parcels that, for the most part, are located within established residential neighborhoods.

- Support infill development compatible with surrounding development.



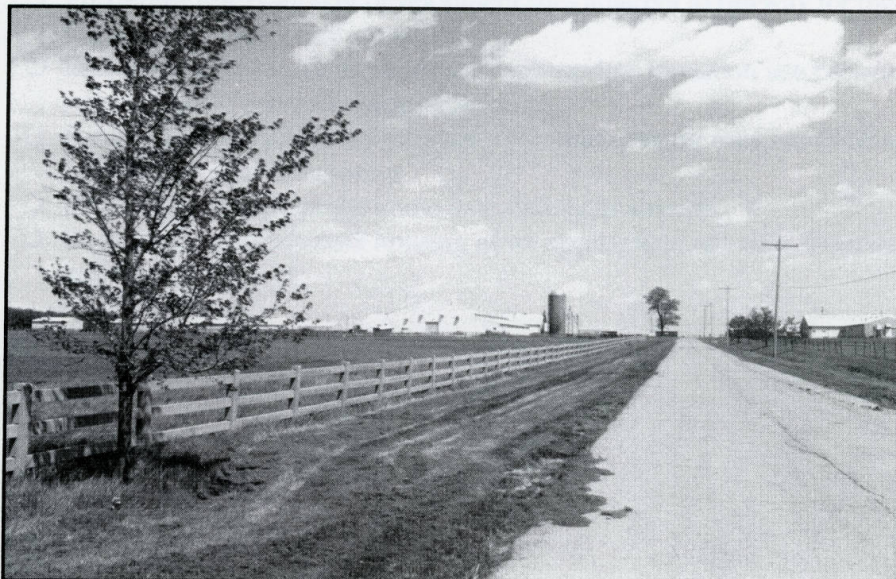
■ **PLANNING ISSUE: APPROPRIATE USE FOR LAND SURROUNDING
DON SCOTT FIELD**

Within the general area bounded by Godown, Case, and Sawmill roads and State Route 161, there is a substantial amount of land at the periphery of Don Scott Field that has been acquired by The Ohio State University. The land was purchased to allow for the orderly development of the airport and to buffer airport activities from the surrounding neighborhoods. University acquisition of the land was also intended to preclude private development adjacent to the airport of land uses incompatible with airport activities.

The University has established various compatible uses on those peripheral properties, largely agricultural in nature, with most of the land used directly for or in support of the Department of Animal Science. The remainder is used for aeronautical research and for laboratory animal activities.

Two major planning studies were recently completed related to Don Scott Field — a Master Plan Update and a Noise Compatibility Study — that will guide the use and development of the airport. The Airport Layout Plan (the airport's master plan) is currently under review by the Federal Aviation Administration (FAA). Once the FAA has approved the Airport Layout Plan, it is the intention of the University to proceed with a planning effort for the peripheral lands not included within the airport boundary. The intention is to develop a master plan for all of the University's property in the area that will be adopted by the University Board of Trustees and proposed for incorporation into the Northwest Plan.

Recommendations for this planning issue will be published following the completion of the planning process for Don Scott Field.



■ PLANNING ISSUE: DEVELOPMENT OF THE LAND BORDERING THE PLANNING AREA

Considerable undeveloped land exists outside the Northwest planning area in neighboring jurisdictions. This land includes a large tract known as East Dublin that is currently being used primarily for agriculture. This tract is generally bounded by the county line on the north, Bright Road on the south, Sawmill Road on the east, and the Scioto River on the west. Also, the land north of the planning area in Liberty Township and Delaware County is mostly undeveloped, agricultural land.

Although the development of this land may be controlled by other jurisdictions, there is concern for the impact of the development on the infrastructure in the planning area. Future development could create additional traffic congestion, particularly in the Sawmill Road and Interstate 270 area.

Recommendations

- ❑ Work closely with neighboring jurisdictions to minimize the negative impacts of new development on the infrastructure.

Implementation Strategies

- ❑ Participate in discussions and planning sessions as appropriate concerning the development of land bordering the planning area. (Planning; Regulations; Traffic Engineering and Parking; Neighborhood Organizations)
- ❑ Plan for infrastructure impacts through the forum for regional decision-making and the Regional Transportation Plan provided by the Mid-Ohio Regional Planning Commission. (Mid-Ohio Regional Planning Commission and its member organizations)

■ APPLICABLE CITY OF COLUMBUS POLICIES

The identified subareas on the Land Use Map are not intended to be all inclusive. There may be locations that experience development or redevelopment pressures that have not been addressed in this section. In these situations the city of Columbus policies, listed below, are to be used to guide land use and development decisions.

- Encourage a pleasing view from the highway when development occurs along the Interstate system.
- Work with all appropriate agencies to reserve adequate land for parks, recreation facilities, and schools in major rezoning areas.
- Use zoning to protect residential neighborhoods from intrusion by commercial and manufacturing uses.
- Protect established single-family areas by discouraging spot multi-family or commercial zonings within them.
- Require that new developments be designed to minimize traffic impact of ingress and egress points.
- Encourage new development compatible with the architectural style established in an area.
- Encourage new housing development within the area served by Columbus Public Schools through use of incentives offered in the Columbus/Columbus Plan.
- Use zoning to encourage that new developments to be sensitive to their surroundings in such areas as density, buffering, traffic and circulation pattern, and architectural details.
- Zone major commercial developments of five or more acres in planned or limited districts to ensure that the developments meet proper standards.
- Encourage infill developments compatible with their surroundings.
- Encourage that any expansion, including parking, of major institutions, such as hospitals, be a part of an overall plan.
- Require that when sites are redeveloped or reused they be brought up to City standards.
- Encourage location of retail commercial development at major intersections rather than along arterial roads.
- Encourage reservation of development sites adjacent to freeway for their highest and best economic use.
- Encourage office development as an appropriate transition use between residential and commercial development.
- Reserve prime manufacturing sites for manufacturing uses which bring new jobs into the community.
- Discourage housing in the immediate vicinity of airports.
- Encourage senior citizens housing as an appropriate use near shopping facilities.

COMMUNITY SERVICES AND FACILITIES

EXISTING CONDITIONS

The availability of adequate community services and facilities is extremely important to the quality of life in the Northwest planning area. In many ways, residents are dependent on the city for professional police, fire, and emergency medical services. Similarly, it is the city's responsibility to provide sanitation, sewer, water, storm water drainage, and parks and recreation services and facilities to its residents.

The recent rapid development of the planning area required an investment in a wider range of community facilities on the part of the city of Columbus. In some cases, this investment has not kept pace with the rate of development. The demand for these services and facilities will increase as the planning area continues to develop.

COMMUNITY GOAL

Provide and maintain adequate public and private community services that ensure the health, safety, and welfare of the planning area's population.

OBJECTIVES

- Provide an acceptable level of service for police, fire, emergency medical, and health care.
- Provide a satisfactory level of city services such as sewer, water, storm drainage, street lighting, and trash collection within the community.
- Provide adequate public library facilities for the community.
- Develop programs to promote the most efficient use of our natural resources.
- Provide and maintain adequate parkland, open space, and recreational areas for community residents.

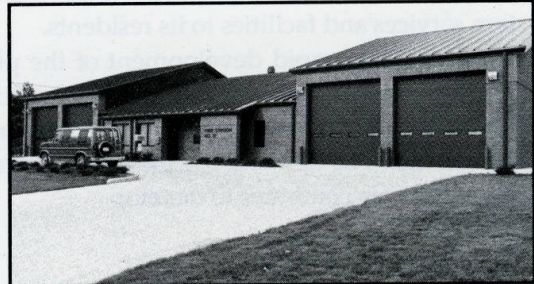
■ PLANNING ISSUE: IMPROVEMENTS TO FIRE AND EMERGENCY MEDICAL SERVICES

The Columbus Division of Fire serves the planning area primarily from Stations 11 and 27. The fire equipment stationed at these facilities is limited to two engine companies, a hose wagon, and an emergency squad. Consequently, the community depends on the services of ladder, rescue, and medic units from outside the planning area or from other jurisdictions through automatic response agreements.

Fire and emergency medical response times in the Northwest planning area are adequate; however, there are portions of Northwest Columbus where response times are one minute longer than the citywide average of four to five minutes.

On rare occasions, fire and emergency medical service in the planning area is hampered by delays at railroad crossings blocked by trains. Grade separations at the CSX Railroad and major arterials will eliminate this problem and improve access from the planning area to neighboring hospitals.

Planned fire and emergency medical service improvements for the area include the relocation of Station 11 to West Case Road. Additionally, a ladder company, rescue, and medic unit will be added at Station 11.



Recommendations

- ❑ Construct a new fire station on West Case Road and relocate Station 11 from OSU Airport.
- ❑ Support the addition of new fire equipment at Station 11, including a medic, ladder company, and rescue company.

Implementation Strategies

- ❑ Expedite the construction of grade separations at the CSX Railroad and Hard Road, State Route 161, and Snouffer Road. (Engineering and Construction)
- ❑ Explore a system to coordinate railroad train traffic with police and fire agencies. (Public Safety)

■ PLANNING ISSUE: IMPROVEMENTS TO POLICE SERVICE

The Columbus Division of Police has jurisdiction over the major portion of the Northwest planning area. Police service for the Columbus portion is provided primarily by 17 Precinct, a large precinct with its headquarters located in a substation at 5400 Olentangy River Road. Three police cruisers are assigned to districts within the planning area and patrol it on a 24-hour basis. This service is supplemented by two additional cruisers during the busiest periods. Police protection in the Northwest planning area is also provided by several other jurisdictions: Dublin Police Division; Worthington Police Department; Perry Township Police Department; and Sharon Township Police Department.

In the Northwest planning area, physical crime against people is not a problem. For example, in recent years crime statistics for murder, rape, robbery, and aggravated assault are significantly lower than the citywide averages. However, the crime rates against property for burglary and larceny are slightly above the citywide averages. Overall, crime statistics point out that the residents of the Northwest planning area are less likely to be a victim of criminal activity than the residents of other areas of Columbus.

As the planning area continues to develop, it will be necessary to periodically re-evaluate crime statistics and cruiser district boundaries to ensure that police protection needs are being satisfied.

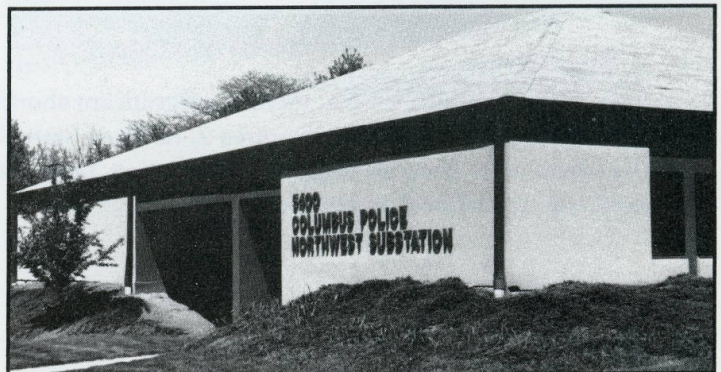
Crime watch programs have historically helped to deter crime. However, the residents in the Northwest planning area for the most part have not experienced crime and are reluctant to get involved in crime watch programs.

Recommendations

- ❑ Assign additional cruiser districts to planning area as warranted by increases in crime statistics.
- ❑ Improve communications between the Division of Police and community organizations.
- ❑ Establish crime watch programs in all neighborhoods as a deterrent to crime.
- ❑ Investigate the potential use of para-police personnel for obtaining crime and accident reports.

Implementation Strategies

- ❑ Report all crimes, however minor, to the Columbus Division of Police. Levels of service are determined based in part on these reports. The 24-hour Telephone Reporting Service should be used to document crime. (residents)
- ❑ Closely monitor crime statistics for the planning area to evaluate the level of police service (Police)
- ❑ Meet with neighborhood organizations and educate them on the benefits of establishing an active crime watch program. (Police)



PLANNING ISSUE: INCREASING PARK AND RECREATIONAL FACILITIES

The Northwest planning area is served by numerous and varied park and recreational facilities. Over sixteen community and neighborhood parks are operated by the cities of Columbus, Dublin, and Worthington. In addition, the area contains the Olentangy Bikeway, plus many other public and private facilities such as health clubs, swimming pools, tennis courts, and golf courses. Planning area residents also have access to the playground and athletic facilities associated with school buildings. The Columbus Zoo is located just north of the planning area and is very convenient for residents.

The Columbus Recreation and Parks Department has adopted a goal of 5.5 acres of parkland for each 1,000 population. The following table summarizes the status of parkland acquisition for Community Planning Areas 2 and 5. The Columbus Zoo is not included in the calculation of these parkland requirements. (See Table 1: Parkland Requirements.)

Table 1: Parkland Requirements

	1990 Population ¹	Parkland Goal	Existing Parkland ²	Excess/ Shortfall
Community Planning Area 2 (north of SR 161)	34,726	191 acres	30 acres	-161 acres
Community Planning Area 5 (south of SR 161)	28,664	158 acres	166 acres	+8 acres
	63,390	349 acres	196 acres	-153 acres

Sources:
 1 Research Section, Planning Division, from U.S. Bureau of Census PL-94 release of January, 1991. Population includes the unincorporated areas of Franklin County within the boundaries of the planning area.
 2 Recreation and Parks Department, City of Columbus.

This summary indicates that there is a significant shortfall of 161 acres of parkland for Community Planning Area 2, north of State Route 161. Consequently, there is a need to supplement existing facilities with additional parkland and recreational amenities.

Recommendations

- ❑ Acquire additional parkland through donations or purchase to meet the city of Columbus goal of 5.5 acres of parkland for each 1,000 population.
- ❑ Establish a second community recreation center in the planning area north of Interstate 270.
- ❑ Establish a community swimming pool in the planning area.
- ❑ Establish a senior citizens center in the planning area when warranted by need and population characteristics.
- ❑ Reserve the land along the two major rivers for bikeways, recreation, parkland, and open space.
- ❑ Develop pedestrian connectors to link the neighborhoods with parks and recreation facilities.
- ❑ Construct park and recreation facilities on the undeveloped land that is designated for parkland.



Implementation Strategies

- ❑ Conduct a feasibility study to determine the best locations for future parkland and recreational facilities. (Recreation and Parks)
- ❑ Encourage land owners to donate or set aside the land required for park and recreational facilities. (Recreation and Parks; Regulations)
- ❑ Prioritize recreation and parkland improvement projects. (Recreation and Parks, neighborhood organizations)
- ❑ Include priority improvement projects in the Capital Improvements Program (CIP) and provide funding through a future bond package. (Recreation and Parks; Planning)
- ❑ Coordinate with the school systems for use of their facilities for recreation purposes. Residents should be kept aware of available facilities. (Recreation and Parks)



■ PLANNING ISSUE: IMPROVEMENTS TO LIBRARY SERVICE

Franklin County library service boundaries coincide with school district boundaries. In the Northwest planning area, the Columbus and Dublin School systems are served by the Columbus Metropolitan Library and the Worthington School system is served by the Worthington Public Library. There are no library facilities located in the planning area.

In 1986, Central Ohio voters approved a long-term Capital Improvements Plan for the Columbus Metropolitan Library. The plan consists of several, specific projects for the improvement and expansion of the library system, including a regional branch in downtown Dublin. The plan does not specify any library facilities in the Northwest planning area.

The Columbus Metropolitan Library is only a few years into implementing the improvement plans, and it is already experiencing service problems because of unexpected growth. This is particularly true in Northwest and Northeast Columbus. Columbus Metropolitan Library recognizes the need for a library facility in Northwest Columbus; however, providing a facility is a complex issue since the area is served by several library systems.

Recommendation

- Locate and establish a branch library(ies) in the Northwest planning area.

Implementation Strategy

- Explore the feasibility of forming a joint library between the Columbus Metropolitan Library and the Worthington Public Library. (neighborhood organizations, library systems)



■ PLANNING ISSUE: INADEQUATE MEDICAL FACILITIES

There is a perception within the community that there is a lack of adequate medical facilities in the planning area north of State Route 161. Although a variety of medical facilities serve the southern portion of the planning area, there is a void of doctors' offices, urgent care centers, and clinics in the northern portion.

Recommendation

- Encourage land use decisions through the zoning process that land be allocated for appropriate medical facilities. (Regulations)

■ PLANNING ISSUE: STORM WATER FLOODING

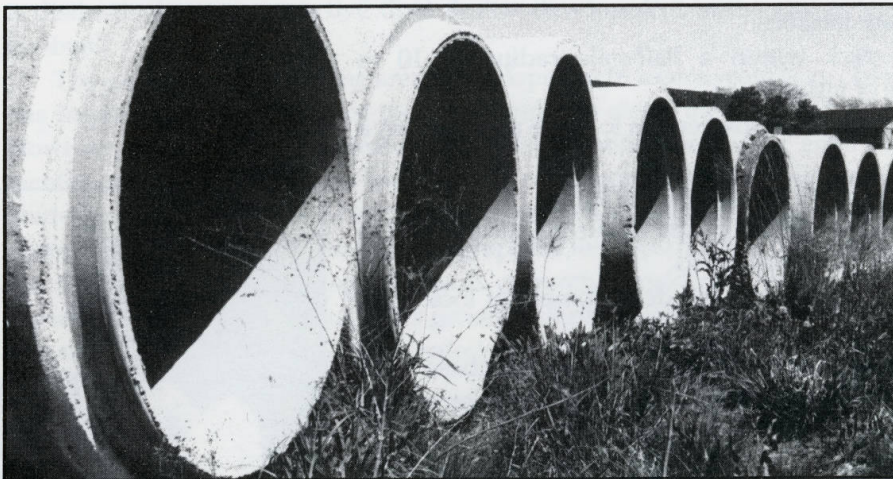
For the most part, storm water drainage is not a major problem in the Northwest planning area. However, recent heavy rains have caused flooding in some locations. As development occurred in the planning area, it altered the hydrological process by replacing the porous, natural surfaces with rooftops, paved streets, and parking lots. There is concern that additional development will further aggravate the area's storm water drainage problems.

Recommendations

- ❑ Improve and strengthen city of Columbus standards for storm water drainage. Information on water management and soil, sediment and pollution control from the Soil Conservation Service manual, *Water Management and Sediment Control for Urbanizing Areas*, should be incorporated into the standards.
- ❑ Require developers to provide adequate storm water drainage at the time of development to minimize flooding.
- ❑ Implement the storm water drainage plan for the Billingsley Road area.

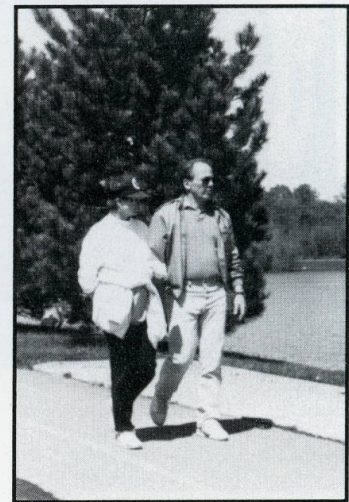
Implementation Strategy

- ❑ Conduct a thorough study of current storm water drainage facilities to determine limitations of existing system. (Sewerage and Drainage)



■ APPLICABLE CITY OF COLUMBUS POLICIES

- ❑ Locate police substations and fire stations after considering the number and type of runs to a given area, number of runs performed by each existing facility, average response times, geographic area covered, number of personnel using existing facilities, availability and cost of real estate, and input from community organizations.
- ❑ Work closely with developers of new residential areas by requesting donation of new parkland to serve recreation needs of the new community.
- ❑ Conserve open space for its natural and recreation value, especially along the banks of the major waterways.
- ❑ Retain city-owned land around the three reservoirs and along all waterways in Central Ohio for scenic and recreational benefits of the general public and to protect natural areas and wildlife habitats.
- ❑ Protect major waterways through dedication of land, scenic walkways, easements, development of parks, etc.
- ❑ Work with all appropriate agencies to reserve adequate land for parks, recreation facilities, and schools in major rezoning areas.
- ❑ Emphasize development of a regional bikeway system by acquiring land, through purchase or donation, and constructing bikeways where possible, according to the Bikeway Plan.
- ❑ Provide residents with close-to-home, safe, well-maintained, and accessible recreation and park facilities.
- ❑ Provide a neighborhood park within a half-mile radius or 10 to 15-minute walking distance of residents.
- ❑ Provide community parks and recreation centers to serve areas within a two-mile radius.
- ❑ See that active recreation spaces are provided in all parks.
- ❑ Encourage joint use of school district physical resources, such as school buildings and sites for public recreation needs.
- ❑ Involve community groups in planning and development of local park and recreation facilities.
- ❑ Encourage neighborhood groups to participate in purchase and installation of recreation facilities in neighborhood parks by providing matching funds and labor.
- ❑ Assist citizen groups with flower planting projects on parkland with the citizen group retaining maintenance responsibility.
- ❑ Accept donated property suitable for recreation purposes and donations of funds or labor to provide recreation facilities on the property as soon as possible.
- ❑ Operate the storm water drainage system throughout the city and conduct repairs on a priority basis as problems are reported.



ENVIRONMENTAL QUALITY

EXISTING CONDITIONS

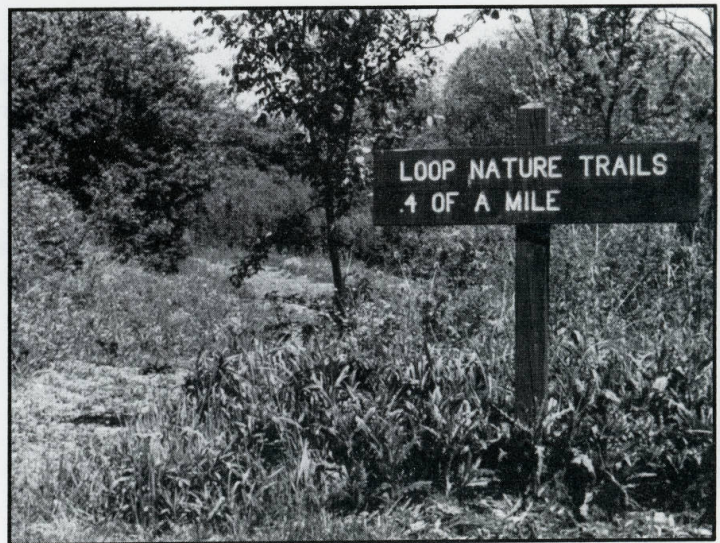
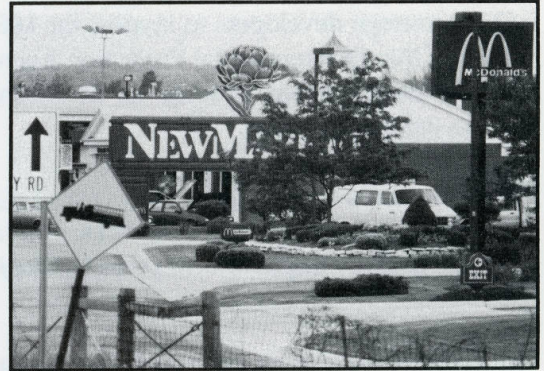
As mentioned previously, the planning area developed in an incremental manner. Although most development is individually appealing, it has little physical and visual relationship with adjacent development and lacks the cohesiveness of total community design.

In the planning area, opportunities were lost during the development process that led to certain negative environmental consequences. For example, there are retirement communities in Northwest Columbus that have been built within walking distance of shopping. However, pedestrian access has not been provided to these commercial areas.

The relocation of utility poles in the recent Bethel Road improvement project represents another missed opportunity and lack of attention to the environment. Although considerable investment was made to improve and widen Bethel Road, unattractive wires remain and detract from the streetscape.

There is also a perception that development standards in Dublin and Worthington have resulted in development that is distinctively more attractive than similar development in the city of Columbus.

The quality of the planning area's development in recent years is an obvious improvement over that of the 1960s and '70s along the city's arterials. However, a number of problems have been identified regarding environmental quality. The concerns include lack of comprehensive development guidelines, the impacts of development on wetlands, aesthetics and graphic controls, and regulation of off-premise graphics. Recognizing that the Columbus Comprehensive Planning process is currently considering these issues citywide, the Northwest Plan offers general interim recommendations in anticipation of future amendments to reflect new policy.



■ PLANNING ISSUE: IMPROVING THE ENVIRONMENTAL QUALITY

Recommendations

- Create and encourage community identity through graphic regulation and development standards.
- Improve the quality of the graphics in commercial areas along arterials.
- Encourage the exclusion of off-premise graphics during the rezoning process.
- Locate utilities underground or at the rear of development wherever possible.
- Encourage developers to involve the U.S. Army Corps of Engineers and the Ohio Environmental Protection Agency on a site-by-site basis early in the development process to determine the applicability of Federal wetlands regulation.

Implementation Strategy

- Include street lighting, sidewalks, and landscaping in the specifications for roadway improvement projects. (Engineering and Construction)

■ APPLICABLE CITY OF COLUMBUS POLICIES

- Plant, grow, and maintain all trees in city parks and on city right-of-way.
- Encourage a pleasing view from the highway when development occurs along the Interstate system.
- Discourage erection of freestanding communications towers and encourage, when possible, placement of communications equipment on existing structures.

APPENDIX A: ROADWAY IMPROVEMENT PRIORITIES

Listed below are future roadway improvements projects in the Northwest planning area. These projects are either contained in the Columbus Thoroughfare Plan or recommended by the Northwest Plan. They were ranked by members of the Planning Committee according to the importance attached to each improvement.

■ VERY IMPORTANT PROJECTS

- Interstate 270 - widen to six lanes between State Route 161 and State Route 315 interchanges.
- Sawmill Road Improvements - Case Road to Martin Road.
- State Route 161 - widen.
- Interstate 270/Sawmill Road Interchange - improvements.
- Grade Separations - CSX Railroad at Hard Road, State Route 161, and Snouffer Road.
- Hard Road - widen between Smoky Row Road and Linworth Road.

■ IMPORTANT PROJECTS

- Linworth Road - widen to three lanes north of State Route 161.
- Linworth Road - widen to three lanes south of State Route 161.
- Sawmill Road - widen to five lanes between Saltergate Road and County Line.
- Smoky Row Road - widen to five lanes.
- Riverside Drive - widen to four lanes with divider.
- Henderson Road - widen between Chevy Chase and Riverside Drive.
- Loop Road south of State Route 161.
- Snouffer/Linworth - intersection improvements.
- Snouffer Road - widen to five lanes.
- Hard Road - widen from Sawmill Road to Smoky Row Road.
- Hard Road - widen from Linworth Road to State Route 315.

■ LEAST IMPORTANT PROJECTS

- Godown Road - widen south of Bethel Road.
- Olentangy River Road (State Route 315) - widen to five lanes north of Interstate 270.
- Olentangy River Road - widen to three lanes south of Linworth Road.
- Grade Separation - CSX Railroad at Godown Road.
- Godown Road - widen and extend north of Bethel Road.



APPENDIX B: PERFORMANCE CRITERIA

■ PLANNED COMMERCIAL DEVELOPMENT

The following performance criteria should be addressed as appropriate when preparing development plans for commercial development in the Northwest planning area:

Development Impacts

- compatibility with adjacent development
- environmental impacts
- limiting the permitted uses
- noise impacts
- storm drainage impacts

Traffic and Accessibility

- acceleration and deceleration lanes
- handicapped access
- number and frequency of curb cuts
- parking requirements
- pedestrian and bicycle facilities
- public transit facilities
- traffic impacts

Site Treatment

- graphic and signage requirements
- ground area coverage of buildings, parking, etc.
- height limitations
- landscaping requirements
- lighting requirements and limitations
- parking lot landscaping
- proposed site plan and building elevations
- preservation of existing vegetation
- setbacks, buffering, and screening
- visual impacts



APPENDIX C: ZONING CLASSIFICATIONS, CITY OF COLUMBUS

■ COMMERCIAL DISTRICTS

- C-1 Neighborhood Scale Commercial Development (limited)
- C-2 Office Commercial Development
- C-3 Community Scale Commercial Development (limited)
- C-4 Community Scale Commercial Development (liquor license permitted)
- C-5 Highway-Oriented Commercial Development (automobile service stations, etc.)
- CPD Commercial Planned Development

■ RESIDENTIAL DISTRICTS

- R Rural: agricultural; single-family; five acre minimum lot area.
- LRR Limited Rural Residential: single-family; one acre minimum lot area; 100 ft. minimum lot width.
- RRR Restricted Rural Residential: single-family; 20,000 sq. ft. minimum lot area; 100 ft. minimum lot width.
- RR Rural Residential: single-family; 10,000 sq. ft. minimum lot area; 80 ft. minimum lot width.
- SR Suburban Residential: single-family; 7,200 sq. ft. minimum lot area; 60 ft. minimum lot width.
- R-1 Residential: single-family; 1,500 sq. ft. minimum net floor area; 7,200 sq. ft. minimum lot area; 50 ft. minimum lot width.
- R-2 Residential: single-family; 720 sq. ft. minimum net floor area; 5,000 sq. ft. minimum lot area; 50 ft. minimum lot width.
- R-3 Residential: single-family; 5,000 sq. ft. minimum lot area; 50 ft. minimum lot width.
- R-2F Residential: 1-2 family; 12-14.5 dwelling units per acre; single-family: 6,000 sq. ft. minimum lot area; two family: 3,000 sq. ft. minimum lot area per 2-story unit, 3,600 sq. ft. minimum lot area per 1-story unit.
- R-4 Residential: 1-4 family; 17.4 dwelling units per acre; single-family: 5,000 sq. ft. minimum lot area; two family: 7,200 sq. ft. minimum lot area per 1-story unit and 6,000 sq. ft. minimum lot area per 2-story unit; 3-4 family: 2,500 sq. ft. minimum lot area per unit for interior lots and 1,500 sq. ft. minimum for corner lots.
- PUD Planned Unit Development: single and multi-family; 2-8 dwelling units per acre; registered site plan required.
- MHD Manufactured Home Development: 7,200 sq. ft. minimum lot area.
- MHP Manufactured Home Park: 10 acres minimum, 100 acres maximum; maximum density of 9 manufactured homes per acre.



■ APARTMENT RESIDENTIAL DISTRICTS

- AR-12 Apartments: 12 units per acre; 3,600 sq. ft. minimum lot area per unit.
- AR-LD Apartments: low density; 17.4 units per acre; 2,500 sq. ft. minimum lot area per unit for interior lots and 1,500 sq. ft. minimum for corner lots.
- AR-1 Apartments: 36.2 units per acre; 1,200 sq. ft. minimum lot area per unit for interior lots and 900 sq. ft. minimum for corner lots.
- AR-2 Apartments: 54.6 units per acre; 800 sq. ft. minimum lot area per unit for interior lots and 600 sq. ft. minimum for corner lots (fraternities and convents).
- AR-3 Apartments: unlimited net density (philanthropic institutions, hospitals, child day care centers).
- AR-4 Apartments and Group Quarters: 36.2 dwelling units per acre; 1,200 sq. ft. minimum lot area per unit for interior lots and 900 sq. ft. minimum for corner lots (dormitories and rooming houses).
- AR-O Apartment Office: unlimited net density; 5-family minimum (art studios, banks, public and private clinics).
- PC Planned Community: mixed use (single and multi-family residential, parks and recreation facilities, commercial and industrial); 14 units per acre; 200 acre minimum size; registered site plan required.

■ MANUFACTURING DISTRICTS

- M General Industrial and Commercial.
- M-1 General Industrial only: development standards required.
- M-2 Limited Industrial and Office only: development standards required.
- EQ Excavation and Quarrying: agriculture; development and redevelopment standards required.

■ PARKING DISTRICTS

- P-1 Private Parking: no structures; no charges.
- P-2 Public Parking: no structures; pay parking.

■ INSTITUTIONAL DISTRICT

- I Medical Buildings and quasi-public uses (limited commercial, schools, day care centers).

Source: Development Regulations Division, Development Department,
City of Columbus

APPENDIX D: ISSUES REQUIRING FURTHER STUDY

During the planning process, several issues were identified that were not unique to the Northwest planning area. The planning committee concluded that these issues are of a broad concern and require further research, evaluation, and consideration. Therefore, it is recommended that the following issues be addressed in the comprehensive planning process:

- The city of Columbus should explore and adopt alternative funding sources for infrastructure improvements.
- The city of Columbus should consider creating new zoning classifications for airports and the land surrounding airports.
- The city of Columbus should consider adopting a policy requiring all new development within the city limits to use the city's sanitary sewer system.
- The city of Columbus should prepare and adopt comprehensive development standards that will specify criteria to guide future development and redevelopment.