

City of Columbus Department of Trade
and Development

Northland Plan update: Morse Road market
analysis and redevelopment strategy.



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City of Columbus
Mayor Gregory S. Lashutka

Department of Trade and Development

George J. Arnold, Director

MEMORANDUM

TO: Northland Advisory Group & Interested Parties
FROM: Kevin Wheeler and Nan Merritt, Planning Office
DATE: February 5, 1999

RE: **Northland Plan Update**
Morse Road Market Analysis and Redevelopment Strategy

Northland Plan Update:

Enclosed is a review draft of the Northland Plan Update. Please review the document and make suggestions for its improvement. Written comments are particularly helpful and can be mailed to Northland Plan Update, Columbus Planning Office, 109 North Front Street, Columbus, Ohio 43215. Comments may also be faxed to 645-1483. Please send your comments to us during the month of February so that they can be reflected as soon as possible in any document revisions.

Comments about the draft update may also be made at a public meeting on the Northland Plan Update, which will take place:

Tuesday, March 9, 1999

7:00 p.m.

Haimerl Center

1421 Morse Road

Morse Road Market Analysis and Redevelopment Strategy:

At the conclusion of the Northland Plan Update discussion, Skip Smallridge of Wallace, Floyd Associates will make a presentation on the first phase of the Morse Road Market Analysis and Redevelopment Strategy. The consultants have been busy surveying the Morse Road corridor and meeting with stakeholders in the area. We will discuss their preliminary findings.

We know you will not want to miss this informative meeting. It is a great opportunity for you to apply your experience with Northland issues to these efforts. Please contact Nan Merritt at 645-8907 or Kevin Wheeler at 645-6057 with questions or comments.

Director's Office
V. Gay St.
Columbus, OH 43215-9040
(614) 645-8591
(614) 645-6295 FAX
(614) 645-6802 TDD

Administration
109 N. Front St.
Columbus, OH 43215-9030
(614) 645-6330
(614) 645-7855 FAX
(614) 645-6407 TDD

Building and Development Services
1250 Fairwood Ave.
Columbus, OH 43206-3372
(614) 645-7433
(614) 645-7840 FAX
(614) 645-3293 TDD

**Economic Development
and Planning Services**
109 N. Front St.
Columbus, OH 43215-9031
(614) 645-8172
(614) 645-7855 FAX
(614) 645-6407 TDD

Housing and Community Services
50 W. Gay St.
Columbus, OH 43215-9040
(614) 645-7795
(614) 645-6675 FAX
(614) 645-6802 TDD

NORTHLAND PLAN UPDATE

February 1999

DRAFT

Prepared by:

Planning Office
Department of Trade and Development
City of Columbus

DRAFT NORTHLAND PLAN UPDATE

INTRODUCTION

Welcome to the Northland Plan Update. In May 1997, Columbus City Council approved the work program for the Northland Plan Update process. This document is the culmination of research, data collection, business and community surveys, and public meetings. The result is a determination of Northland's general condition as it nears its fifth decade as a community. The update addresses most subjects covered in the 1989 Northland Plan and considers new issues.

Background:

Northland experienced much of its growth from 1960 to 1980. Over the years, the community has maintained steady growth in both property value and population. The planning area constitutes a large segment of the city's commercial real estate and middle income housing market.

Through an area planning process initiated by the city of Columbus in 1986, city planning staff and the local community developed the original Northland Plan which was adopted by City Council in June 1989. It was the first area plan in the current series and the first area plan adopted by City Council.

It has been nearly ten years since the plan was adopted. During that time growth and development to the north and east of Northland has increased dramatically, affecting the community in various ways. Concern about deterioration of commercial and residential vitality in the older portions of Northland, as well as similar areas throughout the city, has surfaced. Because city government recognizes the importance of maintaining the stability of its neighborhoods and keeping existing plans current, the Northland Plan has been revised.

Purpose:

The Northland Plan provides specific guidelines for development, growth, redevelopment and improvement of the physical environment of the Northland area. As the community and staff undertook the update, it was apparent that three distinct plan elements were necessary:

- An update of the original Northland Plan with an added section south of Morse Road.
- The Morse Road Corridor Study and Plan
- A plan for the Northland Extension, - east of I-270, north of Morse Road, following the Columbus city limits to the east.

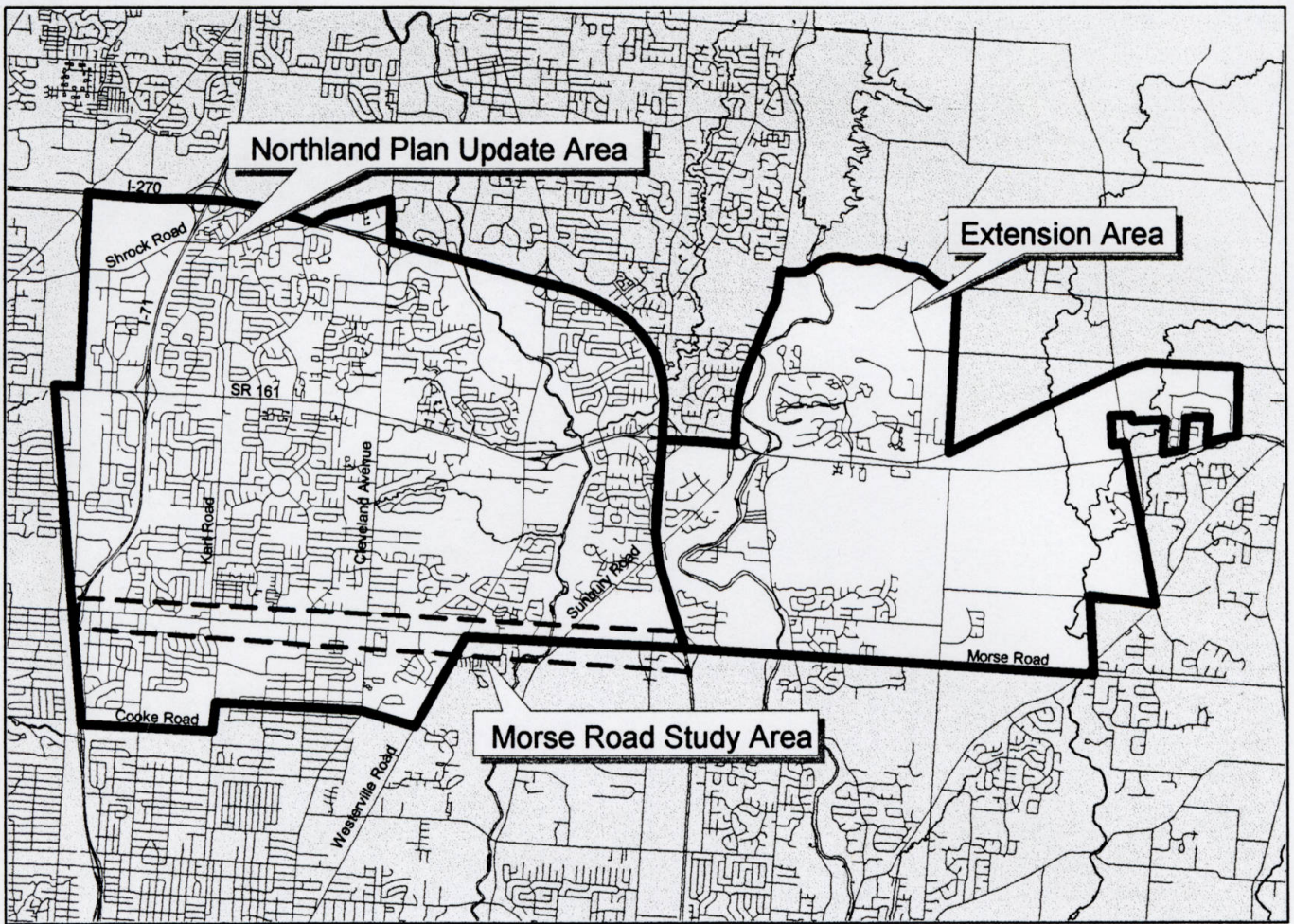
This document addresses the first plan element - the update of the 1989 Plan. The remaining elements will be covered in subsequent documents.

Relationship of the Northland Plan Update to the Northland Standards:

The Northland Standards, adopted by Columbus City Council in 1992, specify design and architectural criteria to guide development and redevelopment in the planning area. The Northland Plan Update supports the application of the Northland Standards or any subsequent updates throughout the planning area.

Relationship to the Columbus Comprehensive Plan

The Columbus Comprehensive Plan, adopted by Columbus City Council in 1993, is a guide for public and private decision makers and is intended to protect and enhance the quality of life in Columbus. It is intended to foster orderly manageable, cost-effective development and redevelopment as well as establish a framework for Columbus' future. All relevant city of Columbus Comprehensive Plan provisions apply in Northland.



Planning Areas

The Northland planning process involves three distinct areas. The Northland Plan Update covers the area addressed in the 1989 Northland Plan. The extension area covers newly annexed territory east of I-270 and outside the Rocky Fork-Blacklick Accord planning area. The extension area will be covered in a separate document. The Morse Road study area is the subject of a market analysis and redevelopment strategy.

Get To Know Northland:

- ◆ If Northland were a city, it would be the 9th largest city in Ohio.
- ◆ In 1995 the greater Northland area population estimate was 73,113.
- ◆ Much of Northland was developed in a twenty year period.
- ◆ Sixty percent of Northland residents have medium-low to medium income with a medium-high degree of education and are employed in managerial, professional, technical or sales positions.
- ◆ The average annual household yearly income is about \$47,000.
- ◆ In 1990 about 46% of the population rented their homes, while 54% were homeowners.
- ◆ The Morse Road retail corridor is one of the five primary commercial corridors in greater Columbus. Others are Sawmill Road, SR 161, Brice Road, and Hamilton Road.
- ◆ Over 50,000 vehicles per day travel portions of Morse Road.
- ◆ Daily traffic counts on SR 161 and Cleveland Avenue exceed 30,000 vehicles.
- ◆ There is over four million square feet of retail space along Morse Road. This includes the retail center south of Morse Road in the Easton development. This figure does not include office space.
- Northland Mall occupies 982,000 square feet of the 4,000,000 total square feet.
- ◆ Over three million square feet of retail/commercial space is located in commercial strip centers, community centers, "big box" centers and the Northland Mall.
- ◆ There is 157,575 square feet of vacant retail space for a vacancy rate of 9% in the Morse Road corridor. This is in line with the regional average.
- ◆ Most retail space on Morse Road rents for an average of \$8 to \$10 a square foot.
- ◆ If you put Northland's major commercial streets end to end, there would be over nine linear miles of mostly strip commercial business.

Sources: 1990 US Census, 1997 National Decision Systems Equifax area profile report, and the firm of Lormes & Belfrage.

NORTHLAND NEIGHBORHOODS

Background:

The Northland area contains a mixture of housing types, prices and styles. Pride of ownership is evident throughout. A 1997 survey revealed the majority of residents like their neighbors and where they lived. neighborhoods. While most of the neighborhoods in Northland exhibit a slight increase in property value over time, there are a few neighborhoods that are holding steady but have not experienced an increase. According to 1997 Deed Transfer Analysis, the average price of a home was \$78,934 which is above the average price of housing in other city neighborhoods. About 46% of the population rent their homes while 54% are homeowners. 1998 census data shows the average household income in Northland near \$45,000.

New development has occurred in the past few years as infill housing. Today few sites remain for residential development in Northland, particularly in the western portion of the area.

Relevant Issues:

The Northland area developed rapidly from 1960 to 1980. Since then, housing development has been more gradual. Since the 1989 plan, several new neighborhoods have been created on some of the few large parcels of land left in Northland. However, growth and annexation patterns during the early development left unincorporated islands of business and residential uses. This continues to be an issue. These islands are surrounded by the city of Columbus are in both Blendon and Sharon Townships. These properties do not receive Columbus water or sewer service. Many of the homes in these unincorporated areas are well maintained however, an increasing number of buildings show varying degrees of deterioration.

Additionally, fire, police and emergency medical service in the unincorporated areas can be problematic and inefficient for the townships and the city. While the business and commercial properties along arterial streets have been slowly annexed into the city, residential properties have not.

It is the recommendation of the Northland Plan Update that:

- infill annexation requests be strongly supported.
- rehabilitation of deteriorated properties throughout the planning area be strongly encouraged.
- pro-active and shared code enforcement with the townships, county, and city.
- throughout the Northland Planning area sidewalks, curbs, gutters, streetlights and street trees be provided where there are none.
- Northland Standards and revisions be applied throughout.

MAINTENANCE OF THE BUILT ENVIRONMENT

Existing Infrastructure:

It is clear that throughout Columbus, and in Northland as well, deferred infrastructure maintenance is a problem. When maintenance is deferred too long, areas appear to be in a state of decline, causing disinvestment, encouraging disorder and inviting crime. All of these factors can result in a decline in property values. This issue was a consistent concern of participants in the Northland Plan Update process.

It is the recommendation of the Northland Plan Update that:

- the city make a greater commitment to keep the infrastructure maintained.
- a routine maintenance program be employed that includes pothole filling, grass cutting on public property, swale clearance, light-pole painting, litter removal, weed abatement, and crumbling curb replacement.
- public-private partnerships be encouraged with local civic groups and schools to assist in maintenance of the public right-of-way.
- the community notify the city promptly when problems with infrastructure maintenance arise.
- the city actively enforce code requirements for sidewalk maintenance.

Code Enforcement

Along with maintenance of the infrastructure by the city and volunteer groups, a proactive code enforcement plan can target those few individuals and property management firms who do not maintain their properties. An increase in code enforcement personnel combined with a partnership of the city and townships can have a dramatic effect on community quality of life. The key to successful code enforcement is public involvement. As with other forms of law enforcement, code enforcement relies on community assistance to identify problem areas.

Contacts:

Code Enforcement	645-7260
Junk Cars	645-8139
Nuisance Abatement	645-7897
Refuse Collection	645-8774
Sidewalk Complaints/Permits	645-7497
Street Cleaning	645-8120
Street Repair	645-8390
Street Light Out	645-7627
Snow and Ice Complaints	645-8390
Weeds/Environmental Complaints	645-8191

Responsible City Agencies:

Building and Development Services
Building and Development Services
Building and Development Services
Public Service Department
Public Service Department
Public Service Department
Public Service Department
Public Service Department
Public Service Department
Health Department

If you require further assistance with a problem, call the **Mayor's Action Center at 645-2489.**

HOME MAINTENANCE ASSISTANCE:

The city has several programs that can assist those with limited resources to maintain their property. The following programs are coordinated through the Housing and Community Services Section of the Department of Trade and Development

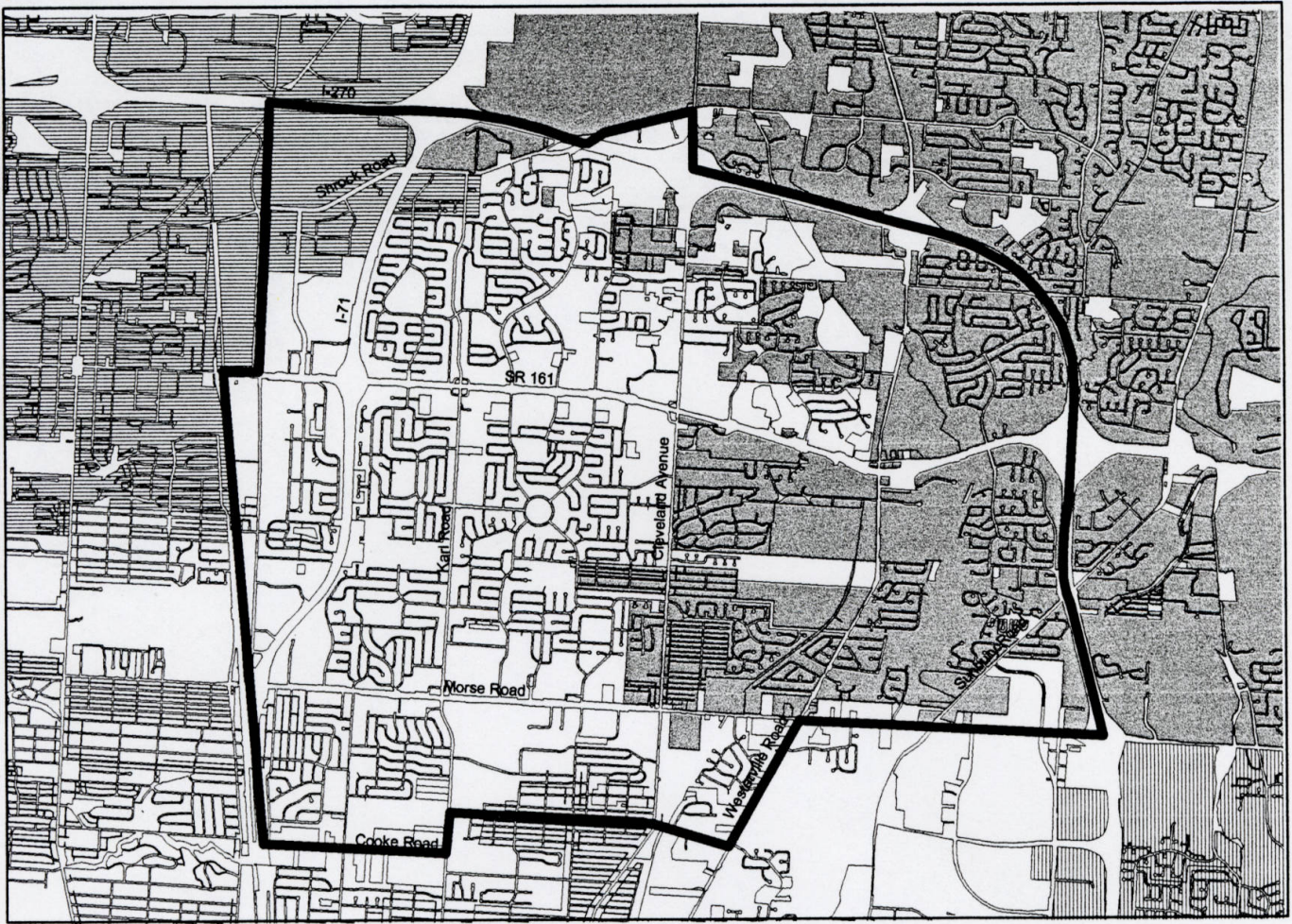
Chores Program	645-8064
Emergency Repairs	645-8514
Housing Rehabilitation Assistance	645-8550
Mobil Tool/Self Help	645-8542
Paint-up Program	645-8542

SCHOOLS

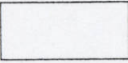



Northland is served by three public school districts and numerous private schools. The public districts are depicted on the school districts map and include Columbus City Schools, Westerville Schools, and Worthington Schools.

In 1986 Columbus Public Schools and many Franklin County suburban school districts signed an agreement known familiarly as the "win-win" agreement. Prior to this, when the city of Columbus annexed new territory it generally remained within a suburban school district. This resulted in Columbus Public Schools losing revenue opportunities. The 1986 agreement changed that practice. Now territory that is newly annexed to Columbus becomes part of the Columbus City School district.

In Northland, the "win-win" agreement means that land in Sharon and Blendon townships currently served by Westerville Schools will be served by Columbus Public Schools should annexation to Columbus occur.



School Districts

-  Columbus City Schools
-  Westerville City Schools
-  Worthington City Schools
-  Gahanna City Schools

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RECREATION AND PARKS

Columbus uses several standards to ensure adequate provision of parkland and recreation facilities. These standards can be found in the Columbus Comprehensive Plan and the original Northland Plan. Northland has 18 park and recreation sites as well as numerous stream-side conservation and trail easements. Collectively this property totals more than 300 acres. Generally, the Northland area is within suggested guidelines for spacing and sizes of parks.

Neighborhood Parks:

Northland is served by 13 neighborhood parks, ranging in size from less than one acre to over forty acres. Their amenities vary widely and generally reflect the priorities of individual neighborhoods. Several of the parks are located next to schools and augment their open space and recreational facilities. The primary service area for neighborhood parks is one-half mile. This standard is achieved in most portions of the planning area, with the exception of the area south of Morse and north of Cooke. The area does contain several schools and churches which provide open space.

Northland's neighborhood parks include:

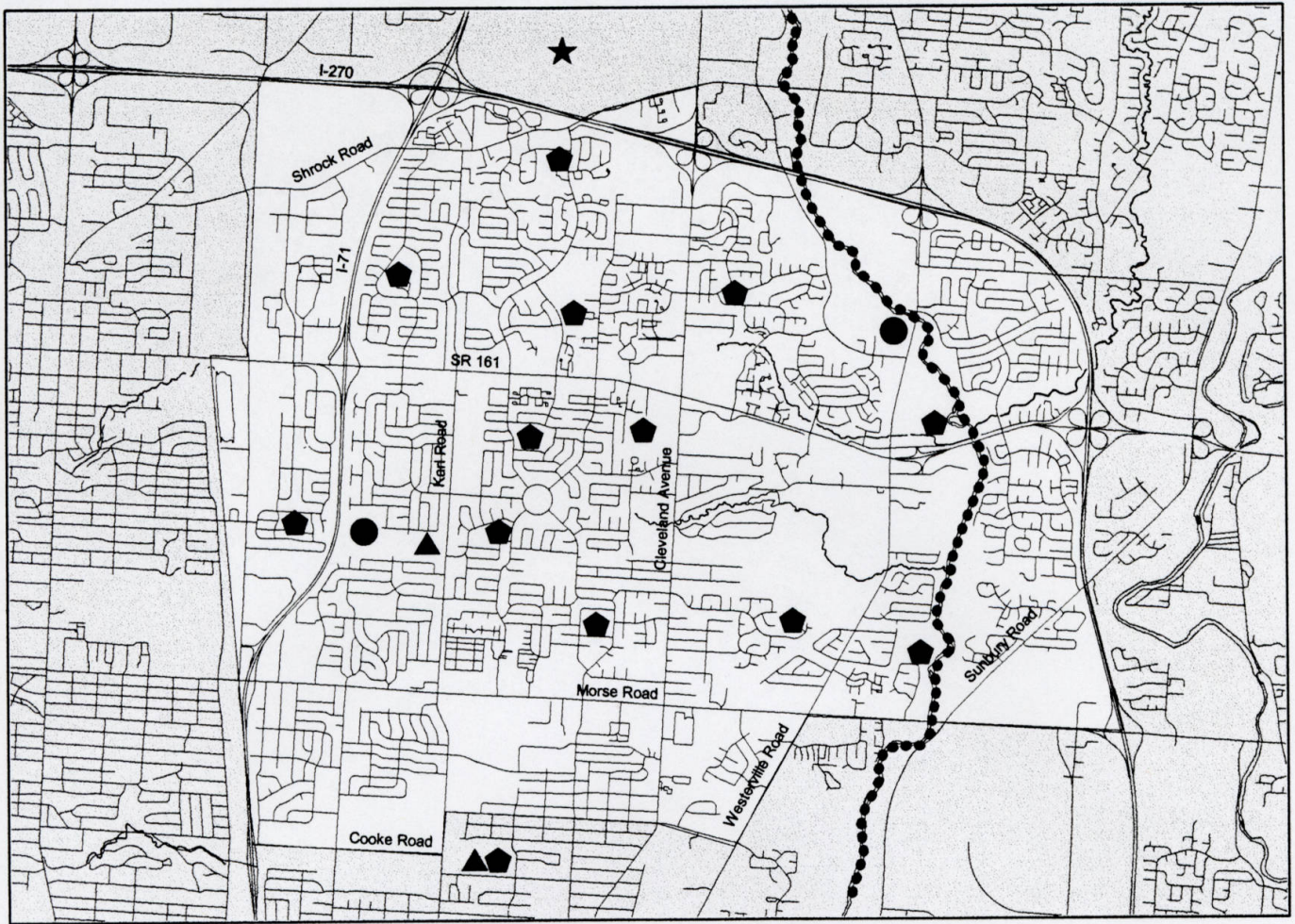
- Brandywine
- Chaseland
- Forest Park East
- Northern Woods
- Northtowne
- Strawberry Farms
- Cooke (south of planning area)
- Casto
- Devonshire
- Granville
- Northgate
- Parkridge
- Walden

Community Parks:

Community parks are designed to meet the needs of larger areas than neighborhood parks. They typically have a wide range of amenities, parking and direct accessibility from major streets, and serve as key location for community events. Their primary service area is two miles. Northland has two community parks: Woodward and Cooper. Woodward Park is well established and includes Woodward Recreation Center. The park and an adjacent school are connected to neighborhoods west of I-71 by a pedestrian bridge.

Cooper Park, which runs parallel to Alum Creek, is newer and has fewer facilities. It lies within the 100-year floodplain of Alum Creek, which limits the type of facilities which can be placed there. Part of the park is leased to the Central Ohio Soccer Association. The park will be a major component of the planned Alum Creek multi-use trail system.

Cooke Park, to the south of the planning area, is classified as a neighborhood park, but provides many of the amenities of a community park. Cooke Park's two-mile service area extends well into the Northland area.



Parks and Recreation Facilities

- Neighborhood Parks
- Community Parks
- Community Recreation Centers
- Metro Park
- Planned Alum Creek Multi-Use Trail

Recreation Facilities:

Two recreation centers serve the Northland population. Woodward Community Recreation Center is located in Woodward Park next to a Columbus middle school. It is connected to neighborhoods west of I-71 by a pedestrian bridge. Fedderson Community Recreation Center, formerly Cooke Community Recreation Center, is located in Cooke Park just south of the planning area. The primary service area for recreation centers is two miles. The northeast portion of the Northland Planning area is inadequately served when this criterion is applied. Additionally, no senior recreation facilities are located in the Northland area.

Marion Franklin Community Recreation Center in southern Columbus is the city's first multi-generational facility. It is a successful model for future recreation facility investments. The cost of building and maintaining two separate recreation center systems — one primarily for children and one for seniors — has proven to be prohibitive. There has been long-term interest in a multi-generational facility for Northland. Beechcroft Park is a frequently suggested location. Although this location is not within two miles of the entire planning area, it does reach a majority of the area's population. Its proximity to Beechcroft High School provides an opportunity for cooperative facility use and programming.

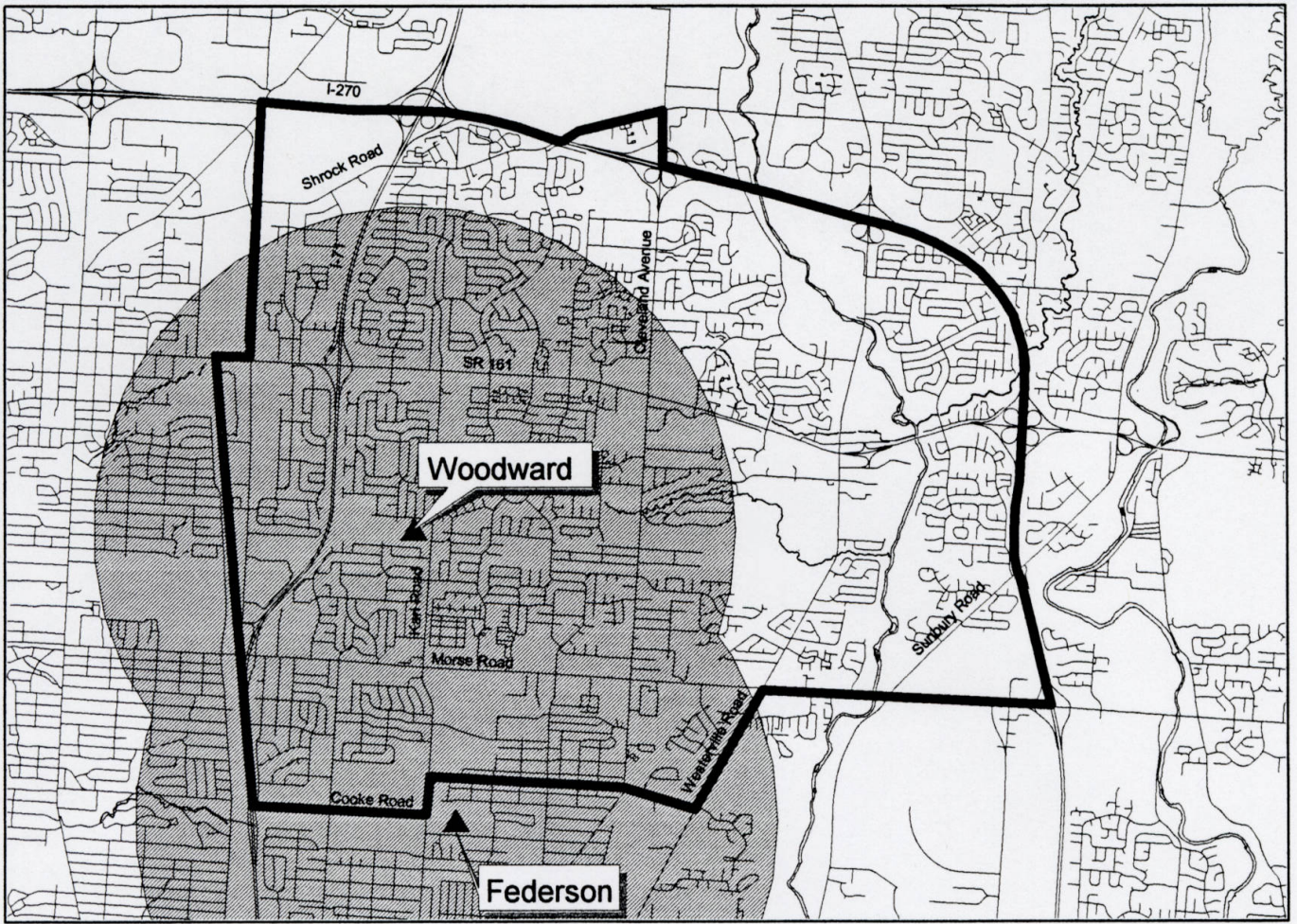
Greenways Development:

The Columbus Comprehensive Plan includes a number of provisions regarding greenways. The Plan specifically provides that the city "develop its river corridors as a system of greenways, containing a mix of cultural, natural, recreational and transportation opportunities." Greenway development has already occurred on the Olentangy and Lower Scioto rivers. Through ongoing land and easement acquisition along Alum Creek, the city has reached a point where a 10-foot, paved multi-use trail corridor can be built. Construction is expected to begin by 2000.

The Alum Creek multi-use trail will connect to Westerville's trail system by using a "shelf" under the I-270 bridge over the river. A series of developed and undeveloped parks as well as open space easements will be connected along the river as the path travels south to I-670 where it will meet the I-670 bikeway and continue on to Broad Street. Bridges at key locations will connect neighborhoods across the river to the path. Eventually the Alum Creek path will travel south to The Creeks (Three Rivers Park), which encompasses the confluence of Alum, Big Walnut and Blacklick creeks. A "downtown connector" multi-use trail is also being planned to provide a connection between the Alum Creek/I-670 trail system and the Olentangy/Scioto system.

Street Trees:

In 1997, Columbus completed a citywide street tree inventory by planning area. Information generated for planning area 6, which matches the traditional Northland boundaries, shows 8,326 street trees planted in a total of 13,004 available spaces. Given an average spacing of 50 feet, an additional 4,678 trees could be accommodated in the area. Columbus plants roughly 3000 trees each year citywide, but has taken steps through new tree nursery programs to increase plantings.



Recreation Center Service Areas

The Columbus Comprehensive Plan provides that community recreation centers be provided within 2 miles of all residents.

The most common tree types in Northland include various varieties of maple, ash, locust, sweet gum, crabapple, plane, linden, oak, and pear. Tree planting in the city's right-of-way requires a permit from the Urban Forester. Certain types of trees, such as silver maples, are prohibited in the right-of-way. The city administers a program through which property owners can have trees planted in the right-of-way at a nominal charge.

It is the recommendation of the Northland Plan Update that:

- an additional neighborhood park be developed in the south of Morse Road portion of the planning area, perhaps in conjunction with a school or church.
- a multi-generational recreation center be developed at Beechcroft Park or nearby location.
- the city continue to strengthen park facilities in the eastern portion of the planning area with an emphasis on developing a full-fledged community park with support facilities.
- the city look for a potential community recreation center location that will serve the eastern edge of the planning area and as areas east of the planning area. This could occur east of I-270.
- steps be taken to provide as many direct connections as possible between the emerging Alum Creek trail system and adjacent neighborhoods.
- conservation easements and land acquisition be used to protect land along tributary streams to Alum Creek for incorporation in the greenway system.
- bike route(s) be designated from the western portion of Northland to the Alum Creek trail using local streets as much as possible.
- a priority tree planting program be developed to fill vacant tree sites in Northland over the next five to seven years.

SEWERS

Most of Northland has adequate sanitary and stormwater sewer service. However, some areas experience the following problems:

- sanitary sewer backup
- lack of centralized sewer service in isolated areas
- flooding of intersections and roadways
- erosion and flooding of stream and drainage ditch channels

These problems are often tied to both the sanitary and storm sewer systems and require solutions that address both elements.

Sanitary Sewer Backup

The biggest problem with sanitary sewer backup in the Northland area occurs south of Morse, in the Maize Road/Cooke Road area. The area has experienced chronic flooding and sanitary backup problems for some time. This portion of the planning area was not included in the original Northland Plan. Sanitary sewer backup was mentioned in the 1989 document as affecting five to ten homes near Karl Road and Alpine Drive.

The Division of Sewerage and Drainage of the Public Utilities Department is undertaking inflow and infiltration evaluation of the Maize Road/Cooke Road area that will be finished in 1999. The study considers the interrelationship of the sanitary sewer and stormwater systems. As the evaluation takes place, many of the problems discovered, such as tree root blockages and smaller structural failures, are addressed immediately. This has resulted in noticeable improvements in the functioning of the area's drainage system. In older neighborhoods, sump pumps, gutters and down spouts, and foundation drains are often connected to the sanitary system, which was not designed to accommodate such flow. Stormwater can also enter the sanitary system through breaks in sanitary lines.

The handling of excess stormwater created by eliminating illegal use of the sanitary system remains problematic. The current study will help determine how best to resolve these problems. Over \$18 million in capital improvement funding has been allocated over the next 6 years to address this problem area.

Lack of Centralized Sanitary Sewers

Several subdivisions within Northland were developed under the jurisdiction of Franklin County and lack centralized sanitary sewer service in addition to having inadequate storm drainage and street systems. While Columbus water and sewer services are generally located nearby, properties must be annexed to the city to receive this service. The Kilbourne neighborhood is already part of Columbus, but remains without sewer service. Residents of this and other Columbus neighborhoods without water and sewer services must choose to assess themselves the cost of system installation. A petition process is used to establish the assessment.

The Cleveland Heights subdivision, which includes several streets east of Cleveland Avenue, is currently under orders by the Ohio Environmental Protection Agency to hook up to the city of

Columbus sanitary system. Untreated waste water was being found off-site in area storm sewers and surface water. The unincorporated area can receive Columbus service without annexation due to a long-standing agreement between the county and the city for service provision in key areas. Property owners will be assessed the cost of the infrastructure which is expected to be completed within the next few years.

Intersection Flooding

The city's current Capital Improvements Program (CIP) includes a stormwater project to provide additional capacity to the existing system at the Morse Road/Cleveland Avenue intersection. Staff is currently unaware of additional road flooding problems.

Flooding and Erosion of Tributary Streams and Ditches

As Northland has developed several small tributary streams have developed erosion and flooding problems. These relate directly to the increase in impervious surface through the addition of roads, driveways and roof tops in the area. Stormwater finds its way to these natural drainage ways, sometimes with destructive velocity and volumes. This leads to erosion and flooding problems for nearby properties. (A more extensive discussion regarding floodplain issues appears in the Natural Resources section of this document). The city is considering several capital improvement projects intended to correct soil erosion and flooding problems in Northland. Specific projects involve Kilbourne Run, Noble Run, and the unnamed drainage way parallel to Blendon Woods Boulevard.

Current Sewer Projects

The city's six-year Capital Improvements Program (CIP) includes over \$540 million worth of sanitary and storm sewer projects. Sewer projects are funded through fees assessed to water/sewer customers. Since the original Northland Plan was adopted, the city has instituted a storm water fee, which is added to the sanitary system fee customers pay through their quarterly water bills. This fee provides revenue to fund the city's stormwater program which for many years was not adequately funded. While the program's budgetary and staffing capacity remain limited, steps are being taken to catch up with a backlog of needs. The CIP includes over \$112 million for storm water system projects.

Sanitary and stormwater improvements scheduled for the Northland area include:

Maize Road Area Stormwater and Drainage Improvements - This project will identify and construct improvements to the stormwater and sanitary sewer systems in the area bounded by I-71, Urban Drive, Karl Road, and Lenore Avenue. The project is scheduled over the next five years. Over \$18 million has been programmed for the project which will rely on the results of an in-process study of the area. The study considers the interrelationship of the area's sanitary and storm sewer systems on a watershed basis.

Kilbourne Run Ditch Improvements - Kilbourne Run has experienced flooding and erosion through the Minerva Park area due to increased stormwater generated upstream. This project is intended to mitigate these problems. No design work has been completed. The project is scheduled for 1998-

2000 and is expected to cost \$1.19 million.

Kilbourne Run Erosion Control - This project is intended to mitigate erosion and yard flooding along Kilbourne Run between Westerville Road and Alum Creek. Increased upstream runoff has caused streambank erosion, which threatens adjacent property and acts as a dam. This project will involve the placement of a few erosion control devices at key points along the stream. Steps are being taken to minimize damage to the stream as the banks are stabilized. The project is scheduled for 1999 and projected to cost \$150,000.

Cleveland Avenue/Morse Road Drainage Improvements - This project will provide additional capacity to handle stormwater adequately at the intersection. The project is scheduled for 2000-2001 and will cost approximately \$230,000.

Blendon Woods Boulevard Erosion Control - This project is intended to provide erosion control along the banks of an unnamed tributary to Alum Creek. Erosion has resulted in the loss of trees and soil along the stream. The project is scheduled for 2000-2003 and is projected to cost \$2.17 million.

McDannald Subdivision Storm System Improvements - This project involves the study, design and construction of a new stormwater conveyance system to relieve an existing 24-inch line. The existing system was installed by Franklin County when the subdivision was constructed, but has been subsequently annexed to Columbus. Additional development in the area has overloaded the existing system. The project is scheduled for 1998-2001 and will cost approximately \$303,000.

Noble Run Ditch Improvements - This project will provide erosion control and flood protection in the Noble Run watershed between I-71 and Alum Creek. The project is scheduled for 1998-2000 and is estimated to cost \$740,000.

NATURAL RESOURCES

Rivers and Floodplains

Rivers and streams are easily central Ohio's most notable natural features. Their meandering valleys shape our landscape. In Northland, the influence of rivers and streams is most dramatic in the east where the presence of Alum Creek, several tributaries and their floodplains becomes apparent. East of Cleveland Avenue elevations begin dropping, reaching a low point at Alum Creek of about 780 feet, over 130 feet lower than the higher portions of the planning area. Named tributaries in Northland include Spring Run East, Spring Run West, and Kilbourne Run. These streams and several other unnamed streams form a series of ravines radiating from Alum Creek. By contrast, the western portion of the planning area is relatively flat with little variation in elevation. An exception to this minimal topographic relief is a ravine running east and west about one-half mile south of Shrock Road.

River and stream corridors provide a host of benefits to communities. Natural habitat, open space, trail systems, water storage, and stormwater filtering are a few. Like all waterways, Northland's rivers and streams can also pose a flooding hazard. This is particularly true when development encroaches on floodplains. The floodplain of Alum Creek is widest north of SR 161, particularly in the Cooper Road area. Other streams in the area are largely unstudied with respect to flood levels.

Floodplain Regulation

In an effort to limit development of floodplain areas, Columbus participates in the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP). The NFIP is designed to prevent loss of life and property due to flooding through land use regulation in flood-prone areas. Adoption of this approach allows local governments to participate in the NFIP, ensuring the availability of affordable flood insurance to community residents and, more important, the reduction of future risks. Standard regulations are incorporated into the zoning codes of participating communities.

FEMA produces maps which depict the floodplains of larger waterways. These Flood Insurance Rate Maps are used by local communities to apply the NFIP regulations. The maps typically illustrate floodplains consisting of the floodway and the floodway-fringe, also known as the 100-year floodplain. The floodway includes the river channel and those areas most likely to become inundated with flood waters. The floodway-fringe refers to areas outside the floodway having a one-percent chance of flooding in any given year. It is established in relation to the base flood, also known as a 100-year flood.

Most forms of agriculture and recreational uses, as well as general open space, are permitted in the floodway. Buildings designed for human habitation are prohibited in the floodway as is the storage and disposal of materials, placement of fill, and the construction of levees, flood walls, and embankments. While most permitted uses in the underlying zoning district are permitted within the floodway-fringe, Columbus requires that buildings including basement levels be elevated at least 1.5 feet above the base flood elevation. This requirement can result in development costs which are, depending upon site elevation in relation to the base flood, prohibitively high.



Floodplain



Floodway



100 Year Floodplain

Alternative Approach to Flood Control

In the aftermath of flooding in the Mississippi Valley and more recent flooding in southern Ohio, communities are beginning to recognize that traditional flood protection methods are expensive and not always effective. This is particularly true in rapidly developing area where rapid increases in the amount of impervious surface can result in dramatic increases in stormwater runoff volume and velocity.

Northland's waterways and their floodplains form a natural drainage system for transporting surface runoff. When the capacity of streams and rivers is exceeded, the floodplains provide storage. Development activity within the floodplain eliminates storage capacity and can pose safety risks and cause property loss. Floodplain which is left in natural state not only serves to store excess flood water, it provides natural habitat, open space and visual relief from otherwise uninterrupted development patterns. Leaving a floodplain undeveloped often eliminates the need for expensive stormwater mitigation improvements.

Areas in Northland where development has occurred in or near the floodplain include:

- ◆ Areas between Cooper Road and Alum Creek
- ◆ Stormcroff Avenue - Blendon Township
- ◆ Stonehead Court - Blendon Township
- ◆ parts of Paris Court - unincorporated area

Alternative methods of flood control and stormwater management include elimination of all development within the 100-year floodplain; limitation of impervious surface in a watershed (particularly near waterways); prohibition of channelizing, enclosing or otherwise altering stream courses; and fuller integration of floodplains and wetlands in stormwater management systems. Maintaining broad development setbacks from waterways also eliminates the need to invest in expensive and sometimes ineffective erosion controls.

The Columbus Division of Sewerage and Drainage has undertaken a stormwater master planning effort that will consider drainage issues on a watershed level, recognizing the interrelationship between what happens upstream and what happens downstream. This plan will offer an important opportunity to apply some of these emerging concepts in an effort to more fully recognize and protect the role of the natural drainage system.

It is the recommendation of the Northland Plan Update that:

- the city Planning and Zoning offices work with the Division of Sewerage and Drainage to develop a minimum stream setback standard for streams for which no floodplain mapping has been completed.
- the Division of Sewerage and Drainage work with the Recreation and Parks Department to incorporate floodplain and wetlands in the stormwater management system.
- impervious surface limitations be put into effect within floodplains and any applicable stream setback buffers.

- no enclosure, channelizing or other significant alteration of streams in Northland be undertaken without notification and involvement of applicable community groups, the Planning Office, and the Recreation and Parks Department.

Hydric Soils and Wetlands:

Franklin County has seven soil types that are considered to be hydric. Hydric soils are poorly draining and have high water tables. Hydric soils can pose limitations to development due to the special construction methods necessary for buildings and drainage systems. The Northland planning area includes several hydric soil inclusions, with the Pewamo soil type being the most common.

The presence of hydric soils in conjunction with consistent water inundation or saturation and the presence of hydrophytic vegetation is characteristic of wetlands. Many sites considered regulatory wetlands do not appear as wetlands due to extensive alterations. Wetlands are regulated by the U.S. Army Corps of Engineers through a permit process. While Northland is not known to have many wetlands, the preservation of those remaining is important for the area's ecosystem. Many times wetlands are found within floodplain areas and can be incorporated in greenway systems.

It is the recommendation of the Northland Plan Update that:

- remaining wetlands be preserved on-site whenever possible. When wetland preservation is not possible, sites should be found in the planning area.
- wetlands and hydric soils be integrated with stormwater management plans for individual sites as well as any new policies for the overall area.
- wetlands be incorporated as natural public open space within park settings, particularly within greenways systems.

STREETLIGHTS

Since the first Northland Plan was drafted, streetlights have been installed on most major arterial streets in the planning area. The 1998 Capital Improvements Program calls for installation of streetlights on Cleveland Avenue from Teakwood Drive to Community Park Drive and Dublin-Granville Road from Forest Hills Boulevard to Ponderosa Drive. These installations will continue the street lighting program for heavily traveled streets in this part of the city. Additionally, the Division of Electricity will paint the light standards on Morse Road.

Most Northland residential areas lack streetlights. At this time, no street lighting installations are planned for the neighborhoods. However, the Division of Electricity has policies for the provision of streetlights in these areas. Neighborhoods across the city may petition to be placed on the waiting list for free streetlight installation. Free streetlights are cobra-head style fixtures mounted on wooden poles with overhead wiring. Many neighborhoods prefer a more decorative light and pole with underground wiring. The cost associated with this type is a one-time assessment of from \$700 to \$1200 per lot depending on the type of fixture chosen by the neighborhood. At the owner's request, the cost may be added to the tax bill and amortized over a ten-year period.

It is the recommendation of the Northland Plan Update that:

- the city complete the street lighting program for arterial streets in Northland and maintain those fixtures that are in need of fresh paint, new fixtures, and lights.
- the city work closely with neighborhoods to coordinate installation of streetlights of a style acceptable to the residents.

TRAFFIC, STREETS AND CIRCULATION

The system of streets and highways is perceived by many to be the lifeblood of an urbanized area. This system is clearly one of our more important public investments. Northland's system is among the region's most important due to an exceptional location as a major transportation node, easily accessible to most of Franklin and Delaware counties.

Functional Classifications

Roadways are designed for and serve different functions and are classified accordingly. In general, there are four major classifications:

- Freeways carry traffic in high volumes for very long distances at high speeds.
- Arterial streets carry traffic in high volumes for long distances at moderately high speeds.
- Collector streets collect traffic from local streets within residential areas and deliver to arterial streets.
- Local streets are narrow, relatively short streets whose primary purpose is to provide direct access to abutting properties.

Thoroughfare Plan

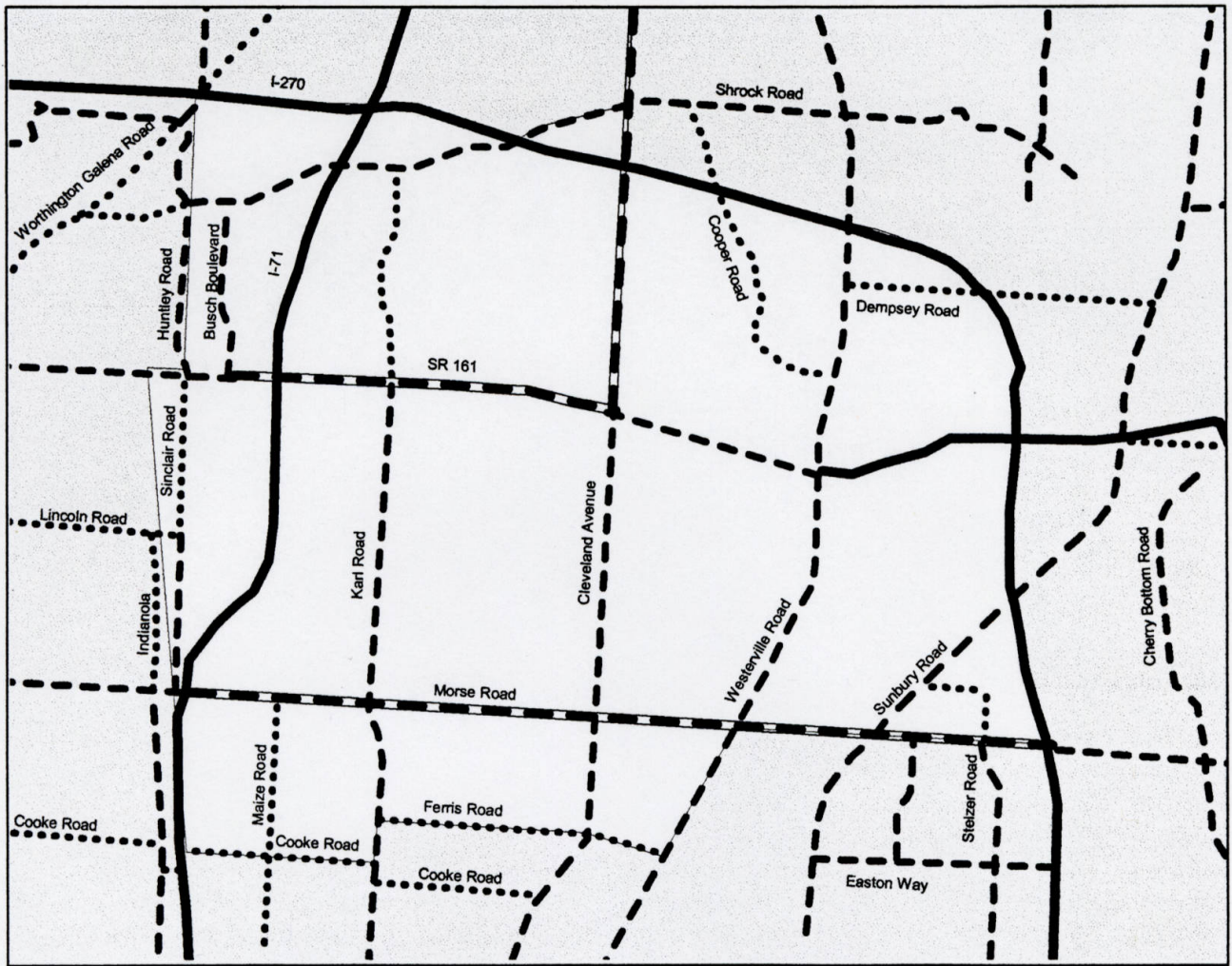
Northland streets and highways are covered by the Columbus Thoroughfare Plan which designates the functional classifications of roads and includes right-of-way requirements for these various classifications. Thoroughfare Plan recommendations are closely related to recommendations for land use, community facilities, and other transportation systems. Roadways will need to effectively serve all future development and redevelopment as part of a balanced, coordinated transportation system. The Thoroughfare Plan is a part of the Columbus Comprehensive Plan and is updated periodically along with other elements of the Comprehensive Plan.

In addition to the provisions of the Columbus Thoroughfare Plan, specific recommendations are offered which address issues related to streets and highways Northland.





It is the recommendation of the Northland Plan Update that:

- the city of Columbus continue to implement low cost improvements to improve capacity and safety on arterial streets including, but not limited to, minor widening and intersection improvements to provide adequate lanes for turning movements. Special attention should be given the intersections at Morse and Maize roads, Tamarack Boulevard and Morse Road, Northtowne Boulevard and Morse Road, Karl Road and State Route 161, Cooper Road and Blendon Woods Boulevard, Cooper Road and Forest Hills Drive.
- roadway system access be limited to properly designed and safe entrances and exits.
- access management guidelines be implemented to reduce the frequency of curb cuts.
- the use of shared parking and shared driveways access be considered.
- shared access points for adjacent developments be required.
- internal circulation pattern for streets within developments be reviewed for appropriate functional hierarchy and linkages between major activity areas within and abutting a development.
- through traffic and high speeds on neighborhood streets be discouraged.

- curbs, gutters, sidewalks, streetlights, and street trees be provided when street construction or reconstruction projects occur. Initial emphasis be placed on Morse Road, Cleveland Avenue, Westerville Road, and State Route 161.
- access to commercial and retail areas from local residential streets be discouraged.
- primary access to high intensity development through lower intensity development be discouraged.
- circulation problems related to service roads that parallel Morse Road and State Route 161 be corrected.
- truck traffic be discouraged on local and collector streets except for the purposes of local delivery.
- provision of adequate street stubs and paths for future roadway and pedestrian connections in subdivision development be assured.
- connections of new developments to existing stub streets be required.
- a minimum of two access points for subdivisions of more than 100 units be required.
- adequate right-of-way for the ultimate planned width of streets be dedicated.
- new streets be designed to prevent and control soil erosion, minimize impacts of clearing, minimize stormwater run-off and avoid unnecessary changes in drainage patterns.
- all new and improved roadways be compatible with the surrounding development and provide a pleasing visual experience to the user and adjacent areas.



Thoroughfare Plan

-  Freeways
-  6 lane, 120-220' right-of-way
-  4 lanes, 100-196' right-of-way
-  2-3 lane collector, 60' right-of-way

Draft Northland Plan Update
 December 1998
 Columbus Planning Office
 Department of Trade and Development

1993 Columbus Thoroughfare Plan Provisions for the Northland Planning Area		
Road Name	Proposed Class ¹	Vehicles Per Day ²
I-71	Freeway	94,900-115,700 (1994)
I-270	Freeway	94,100-130,100 (1993)
SR 161 (east of Westerville)	Freeway	32,200 (1994)
SR 161 (Huntley to Cleveland)	6-2DS (6 lane, divided w/ service roads)	34,000-41,900 (1995-1997)
SR 161 (Cleveland to Westerville)	4-2DS (4 lane, divided w/ service roads)	26,600-32,200 (1994)
Morse Road (Sinclair to Cleveland)	6-2DS (6 lane, divided w/ service roads)	32,400-42,500 (1996)
Morse Road (Cleveland to I-270)	6-2D (6 lane, divided)	27,500-30,300 (1996)
Cleveland Avenue (north of SR 161)	6-2 (6 lane)	28,801-37,402 (1991-92)
Cleveland Avenue (south of SR 161)	4-2 (4 lane)	18,800-19,600 (1996)
Schrock Road	4-2D (4 lane, divided)	27,700-29,100 (1996)
Busch Boulevard	4-2D (4 lane, divided)	15,900-21,100 (1996)
Sunbury Road	4-2 (4 lane)	11,600 (1996)
Huntley Road	4-2 (4 lane)	12,800 (1995)
Karl Road (south of SR 161)	4-2 (4 lane)	29,400-37,200 (1997)
Karl Road (Schrock to SR 161)	C - Collector (2 wide lanes)	8,700-12,300 (1992-94)
Sinclair Road (south of Lincoln)	4-2 (4 lane)	15,000 (1992)
Sinclair Road (north of Lincoln)	C - Collector (2 wide lanes)	14,700-16,000 (1990)
Cooke Road	C - Collector (2 wide lanes)	15,100-18,800 (1994-1996)
Ferris Road	C - Collector (2 wide lanes)	6,100 (1996)
Cooper Road	C - Collector (2 wide lanes)	8,500 (1996)
Dempsey Road	C - Collector (2 wide lanes)	8,000 (1995)
Maize Road	C - Collector (2 wide lanes)	7,800-9,050 (1996)

1 Proposed class refers to the adopted 1993 Columbus Thoroughfare Plan.

2 This column reflects the average number of vehicles per 24-hour day. The year(s) listed indicates when the count(s) took place. In cases where ranges are given, the range reflects the 2 or 3 most recent counts.

Public Transportation

The Central Ohio Transit Authority (COTA) provides bus service to Northland through three local, four crosstown, and seven express routes. Several COTA service improvements are expected for Northland in the next several years including a transit center, expanded route coverage, and neighborhood collectors. These improvements are provided for in COTA's Long Range Plan.

The Easton Transit Center will be located at the northeast corner of Morse and Stelzer roads adjacent to I-270. The center will include a park-and-ride facility, day care center, coffee shop and other retail establishments. Small neighborhood circulator buses will bring people to the center from which they can go downtown or to other employment and retail centers.

The #95 Morse-Henderson Crosstown will be extended west to Tuttle Crossing and east to Easton. The #1 Cleveland Avenue Local will be extended north to Polaris. Reverse-commute service will be added to the #39 New Albany Express. The #89 Hamilton Road Crosstown will be extended to the Easton Transit Center. The new #94 SR 161 Crosstown will be extended west to Tuttle Crossing. Also planned is a Dublin to Westerville Express Crosstown linking Tuttle Crossing, Sawmill Road, Crosswoods, Westerville and Easton Transit Center via I-270.

Recent COTA service improvements in the Northland area include extension of the #16 Long Street-Easton Local to Morse and Stelzer roads and provision of mid-day service to the Westerville park-and-ride via the #1 Cleveland Avenue Local.

The right-of-way of a former Conrail railroad line, known as the 3C railway, running west of and roughly parallel to SR 3, has been obtained by a private citizen. This alignment has been routinely viewed as a logical northeast light-rail transit corridor. The largely underdeveloped properties at the corridor's intersection with Morse Road provides a unique opportunity for a high-density, mixed-use development that would help support a transit station. Consideration should also be given to using the right-of-way for a bicycle route if this use can be accommodated in conjunction with mass transit.

It is the recommendation of the Northland Plan Update that:

- the city of Columbus support use of the abandoned Conrail right-of-way for use as a transit corridor so as not to preclude such use by COTA or other parties.
- the city of Columbus support the creation of high-density, mixed-use, transit-oriented developments at the intersections of the abandoned railway and key intersections such as Morse Road and SR 161.
- the city of Columbus support COTA's efforts to improve service provision in the Northland area with an emphasis on providing transportation connections between area residents and job opportunities.
- COTA be consulted on larger development proposals to incorporate transit considerations early in the project's design.
- COTA be consulted on major roadway improvements to incorporate transit needs in the project's design.

Pedestrian Facilities

Like many areas of Columbus developed after 1950, Northland has inadequate pedestrian facilities. The lack of sidewalks is particularly acute along more heavily traveled streets where the variety of intense land uses often creates pedestrian activity. Hotels, offices, apartment complexes, and single family subdivisions are isolated from nearby restaurants and stores. Because of this disjointed development pattern, even the shortest trips often require use of automobiles.

Walking along collector and arterial streets is difficult and sometimes dangerous. Major streets like Morse Road and SR 161 are almost completely without pedestrian facilities. It is city policy that sidewalks be incorporated in all major road widening or improvement projects. Sidewalks exist along much of Cleveland Avenue, but they are immediately adjacent to the curb, causing pedestrians to feel vulnerable to being struck by passing motorists. Other streets, such as Maize Road, have no berm, requiring pedestrians to walk along the ditch. Pedestrian safety in the Tamarack area is a concern. The constantly moving traffic around the circle makes crossing difficult.

Columbus is considering adoption of a new ordinance requiring the installation of sidewalks whenever land is subdivided or substantial property improvements are made. The ordinance also expands the definition of sidewalks to allow the use of materials other than concrete.

It is the recommendation of the Northland Plan Update that:

- sidewalks be provided along collector and arterial streets.
- street-side edge of sidewalks be placed a minimum of 6' from the curb or edge of pavement.
- pedestrian connections be built between residential areas (including hotels) and nearby commercial and civic activity centers.
- crosswalks be installed at key locations where established pedestrian travel patterns exist.
- pedestrian-activated traffic signals be considered at key intersections and crosswalk locations, where traffic volume and velocity would otherwise prohibit safe passage.

Bicycle Transportation

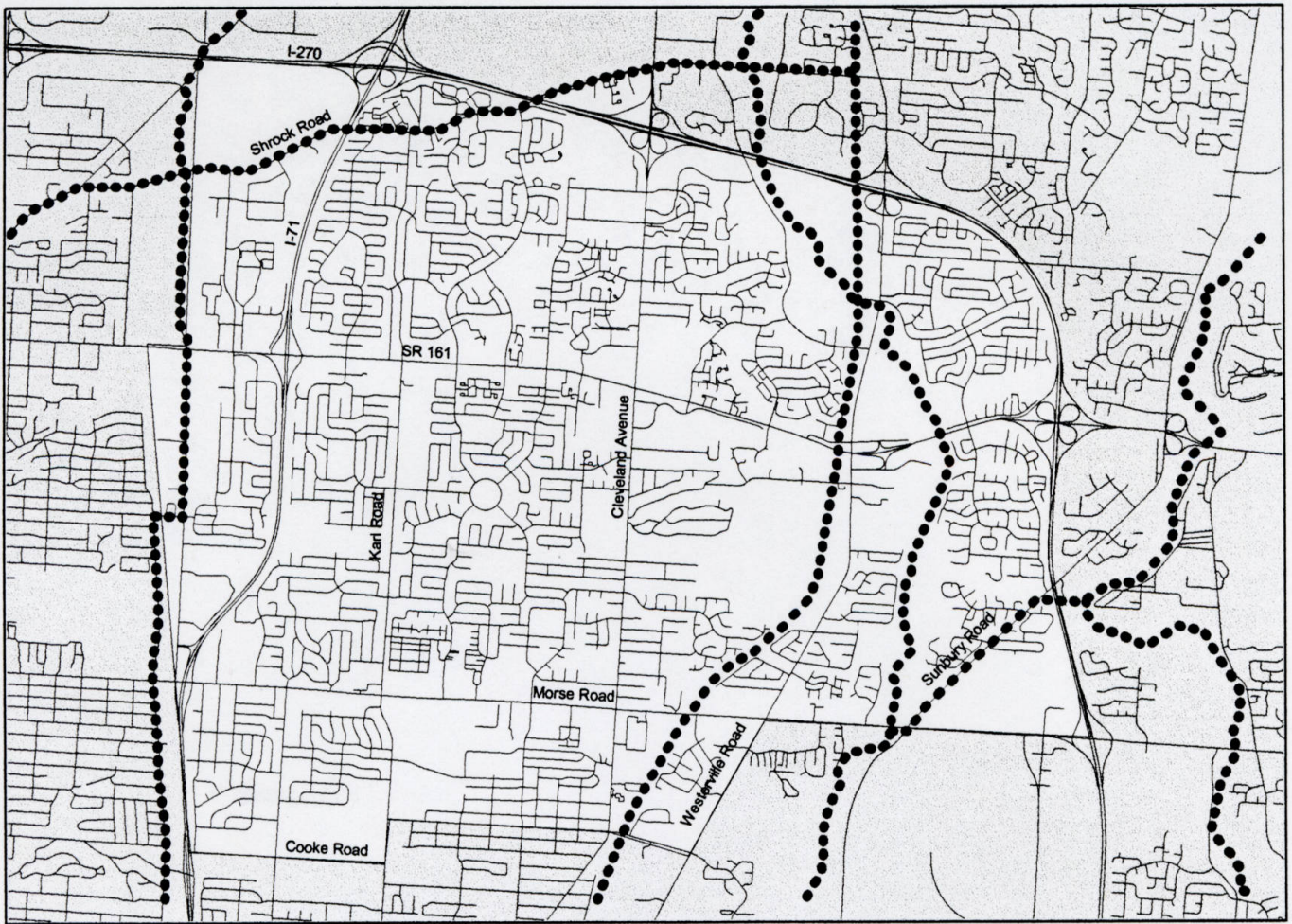
Bicycling offers a healthy alternative to travel by car and serves as a major form of recreation. Bicycling to local destinations, such as stores, schools, libraries, and parks is common. About half of these trips are made by children for whom bicycling is a popular transportation option. Provision of bike paths, lanes and parking areas helps to make bicycling a more viable transportation option. Connections between residential areas and activity centers are especially important for encouraging bicycling.

As indicated in the Greenways section of this document, construction of the Alum Creek multi-use trail should begin by 2000. This trail system and the lateral linkages established from it to nearby neighborhoods will be a key bicycling resource for the Northland area. Another possibility for a dedicated bicycle path is the abandoned Conrail railway. While public transportation is the primary community objective, a bicycle lane would also be desirable should the alignment have adequate space.

The 1994 Mid-Ohio Regional Planning Commission (MORPC) Regional Bikeway Plan calls for five bike routes through the planning area. The general alignments include Sinclair Road, Shrock Road, Sunbury Road/Alum Creek, and the abandoned Conrail rail line. Columbus is currently developing a bike plan, which should be completed in 1999.

It is the recommendation of the Northland Plan Update that:

- the city implement the Columbus and MORPC bikeway plans currently under development.
- completion of the Alum Creek multi-use trail system be the first priority of the plan implementation.
- interconnection of subdivisions be made to accommodate bicycle travel away from major arterial streets.
- the city explore use of the abandoned Conrail line for a bike path.



Bikeways

These general bikeway alignments are included in the 1994 Regional Bikeway Plan prepared by the Mid-Ohio Regional Planning Commission. A bicycle lane is in place along Shrock Road. The Alum Creek Trail system is expected to be under construction by 2000.

LAND USE AND ZONING

The 1989 Northland Plan highlighted 37 subareas for specific land use and zoning recommendations. Many of those areas have been fully developed, resolving land use and zoning issues that were once critical. These areas have not been included in the update.

The 1998 Land Use and Zoning Subareas map shows those areas that received a concentrated focus in the update. Of particular interest was the Morse Road corridor. The stability and vitality of Morse Road, SR 161 and Cleveland Avenue have a direct bearing on the adjacent neighborhoods and community at large. In recognition of this impact, Columbus City Council and the administration cooperatively launched the Morse Road Corridor Plan. This effort will result in specific recommendations for land use, zoning, infrastructure and related issues. For that reason, the update defers to forthcoming recommendations of the corridor planning effort when addressing areas in the Morse Road Corridor.

What is learned in the Morse Road Corridor Plan effort will have applicability for other commercial corridors as well. SR 161, Hamilton Road, and West Broad Street are examples of potential target areas for future revitalization efforts.

Zoning Districts

The following is an index of zoning districts referred to throughout the Northland Plan Update:

District	Use	Net	Density	Notes
R	rural	single family	5 acre minimum	
LRR	limited rural residential	single family	1 acre minimum	100' min.lot width
RRR	restricted rural residential	single family	20,000 sq.ft.	100' min.lot width
RR	rural residential	single family	10,000 sq.ft.	80' min.lot width
SR	suburban residential	single family	7,200 sq.ft.	60' min lot width
R1	residential	single family	7,200 sq.ft.	50' min lot width
R2	residential	single family	5,000 sq.ft.	50' min lot width
R3	residential	single family	5,000 sq.ft.	50' min lot width
R2F	residential	1-2 family	12-14 du/ac*	3,000-3,600' min
R4	residential	1-4 family	17.4 du/ac*	4 units per bldg
AR12	apartment residential	apartments	12 units/ acre	townhouse dev.
ARLD	apartment low density	apartments	17.4 du/ac*	
AR1	apartment residential	apartments	36.2 du/ac*	
AR2	apartment residential	apartments	54.6 du/ac*	
AR3	apartment residential	institution	unlimited	nursing homes
AR4	apartment residential	group living	36.2 du/ac*	dormitories etc.
ARO	apartment/office	apartment/offices	unlimited	
MHD	manufactured home	single family	7,200 sq.ft.	specific design std.
MHP	manufactured home park	mfg. home	6 acres gross	10-100 acre/park
PC	planned community	mixed	14 du gross/ac	200 acre minimum
PUD	planned unit development	single/multi-family	2-8 du/ac*	registered site plan

District	Use	Net	Density	Notes
I	institutional	medical buildings quasi-public uses		Ltd.commercial schools/daycare elder housing
C1	commercial	neighborhood uses		
C2	commercial	offices		
C3	commercial	limited general commercial		
C4	commercial	general commercial		liquor permitted
C5	commercial	drive-in/auto oriented		development stds
CB	central business	all commercial		
CC	civic center			
CPD	commercial planned dev.			text & site plan
M	manufacturing	general industrial commercial		
M1	manufacturing	general industrial only		development stds
M2	manufacturing	limited industrial/office use		development stds
EQ	excavation/quarrying	quarrying/agriculture		dev. & redev. stds
L	limited zoning	limits usage of base zoning provides for additional standards		signed & dated text
FP	flood plain	camp ground/open land use		
P1	private parking	parking		no charge
P2	public parking	parking		pay parking
PO	planning overlay	various		Council approved plans

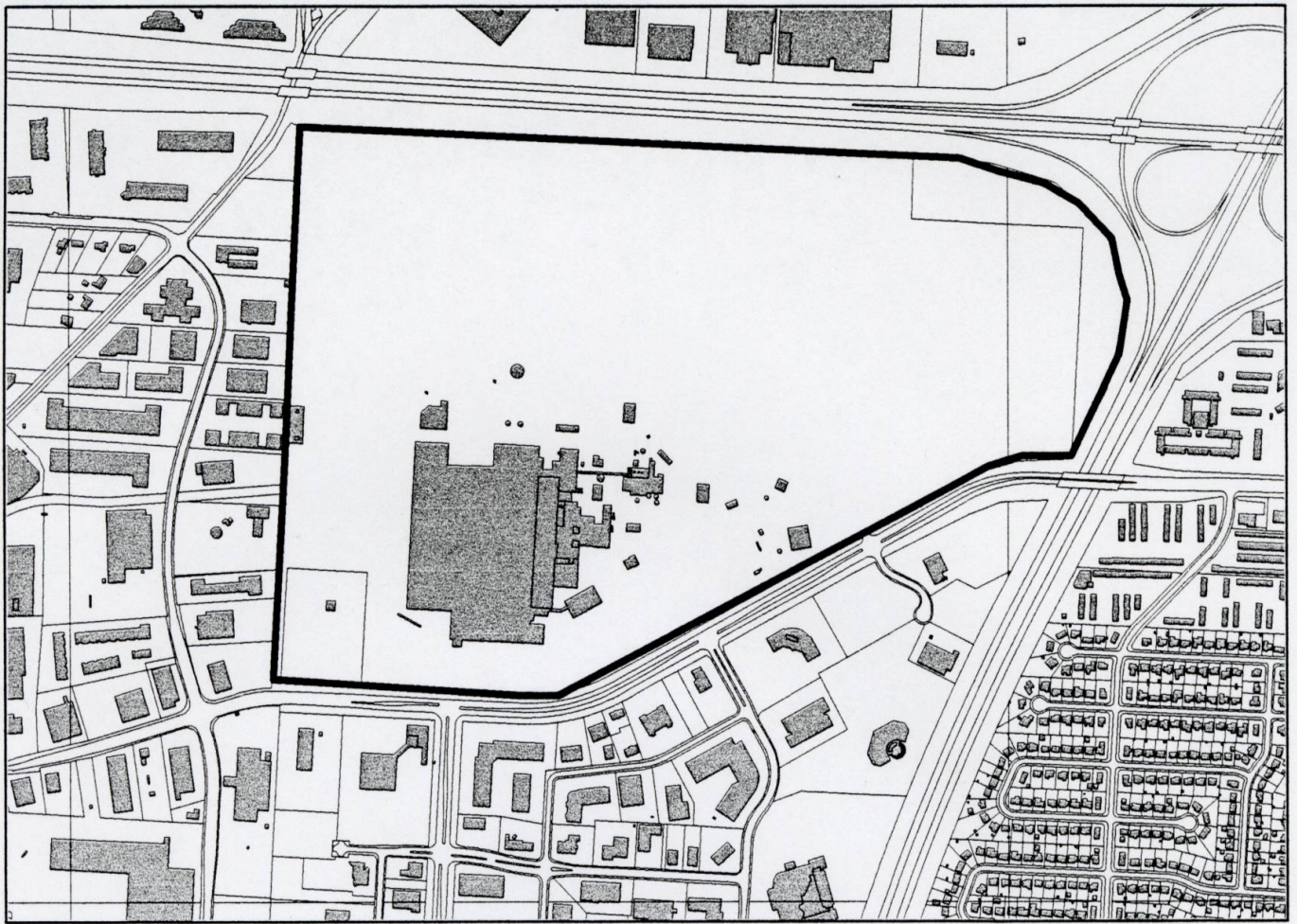
*du/ac: dwelling units per acre

Area 1: Undeveloped Land Adjacent to Anheuser-Busch Brewery

This roughly 100-acre undeveloped site lies just east of the brewery at the intersection of I-270 and I-71. The land, controlled by Busch Properties, is zoned manufacturing (M) and contains a company park.

Recommendations:

- Support the Busch Properties' Development Standards that are implemented through deed restrictions.
- Support the application of the Northland Standards or any subsequent updates.
- Encourage the preservation of mature trees on the site.



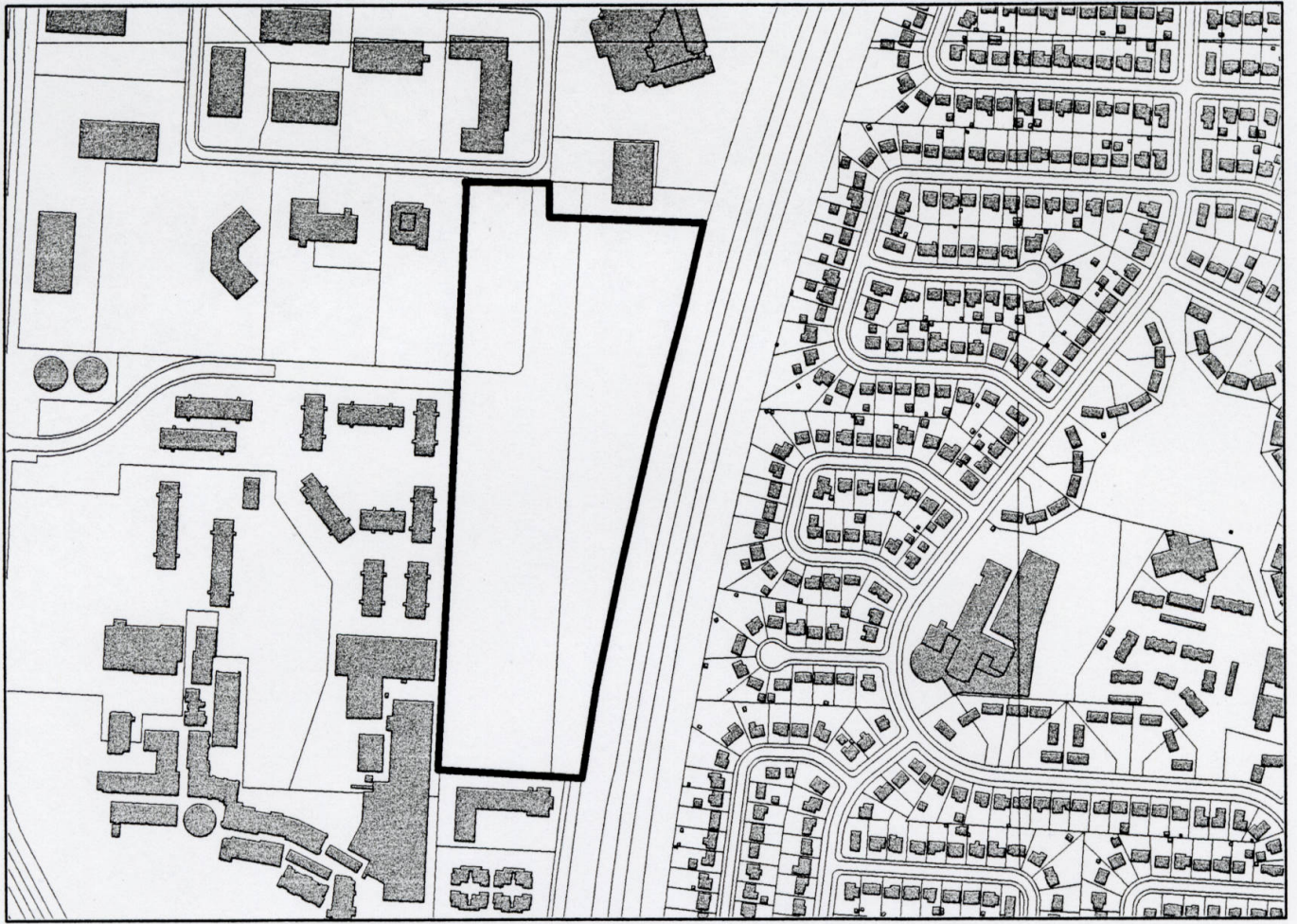
Area 1: Undeveloped Property Adjacent to Brewery

Area 2: Undeveloped Land Adjacent to the Continent

This undeveloped area has numerous mature trees and at least one area of poorly drained Pewamo soils. It is zoned manufacturing (M1) and has direct exposure to I-71 to the east. It is bordered by the Busch Corporate Center on the north, several hotels on the south, and the Continent shopping and apartment complex on the west. A service road approaches the site from the south and ends at the parcels edge.

It is the recommendation of the Northland Plan Update that:

- the city of Columbus support uses which are compatible with surrounding multi-family, commercial and office uses. Preferred uses for this prominent site include offices, hotels or other activities which take advantage of the location's exposure to I-71.
- uses such as warehousing and self-service storage be discouraged.
- require future developments extend the service road further north, thereby connecting to the east/west access road running along the northern edge of the Continent.
- should wetlands be found on the site, development respond sensitively to their presence through site design.
- steps should be taken in the development process to protect as much mature vegetation as possible on the site.
- rezoning of this site for commercial uses should be accommodated by a Commercial Planned District (CPD) in order to provide the flexibility to protect natural features and take advantage of the site's visibility.



Area 2: Undeveloped Land Adjacent to the Continent

Area 3: Unincorporated Subdivision of Home Acre/Community Park

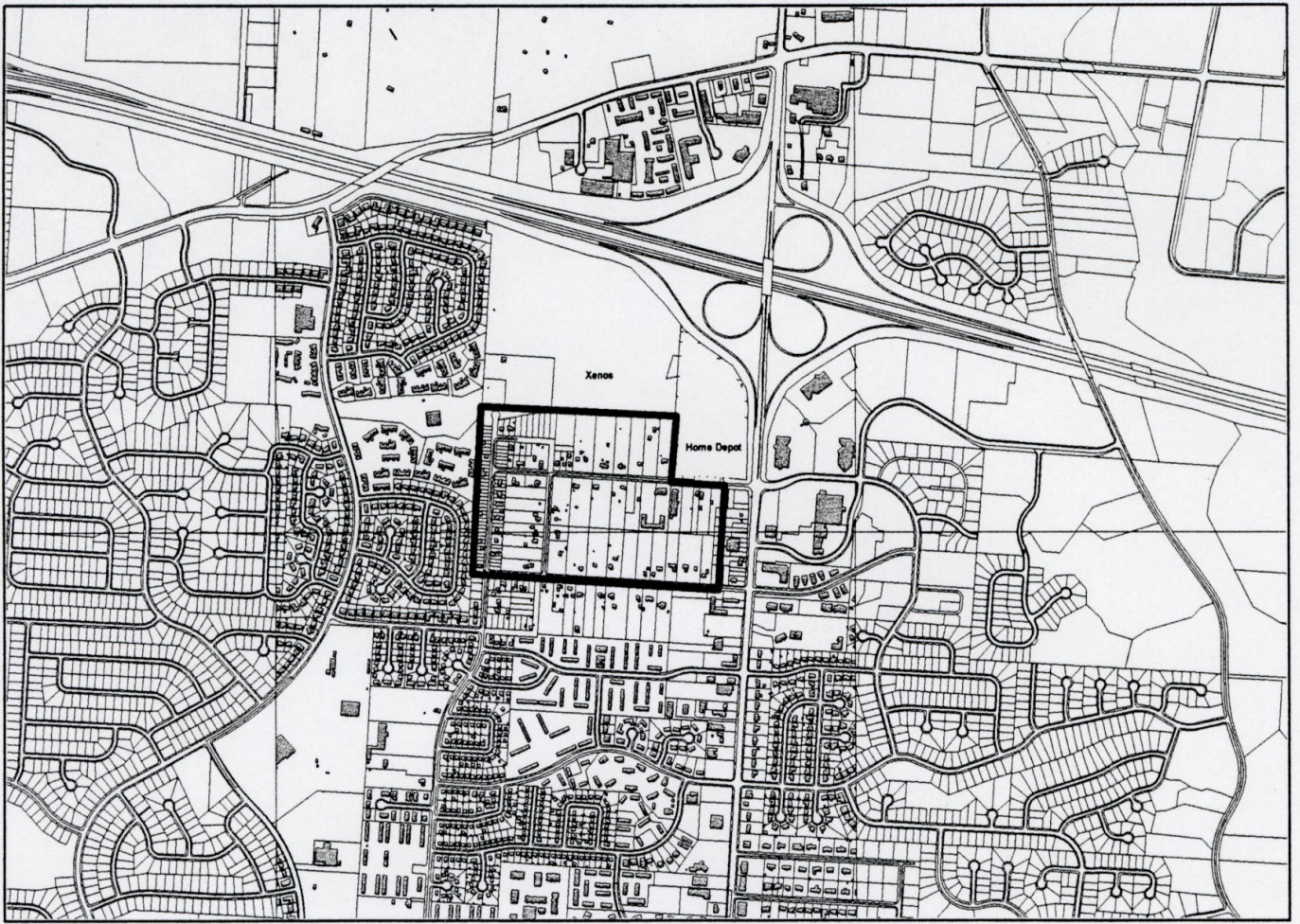
This area lies partially within Sharon Township and Columbus. The land use is mostly large-lot single-family. Other uses include churches, nonconforming taverns, and manufacturing uses. Because the area is in an unincorporated area, it was initially developed without adequate zoning and subdivision controls. Current zoning includes commercial (C4), residential (SR) and rural (R).

Like other unincorporated subdivisions within Northland, this area was developed under the jurisdiction of Franklin County. It lacks centralized sanitary sewer service and has inadequate storm drainage and street systems. Residents such areas generally have been reluctant to assess themselves for the cost of installing centralized sewers. This issue is further complicated by the city's requirement that areas to be provided with centralized water and sewer service be annexed.

Community Park Drive and Home Acre Drive both serve as connections between Cleveland Avenue and Maple Canyon Drive, which has caused some traffic concerns. As with many areas of mixed jurisdictional oversight, the efficient provision of public services can be difficult.

It is the recommendation of the Northland Plan Update that:

- Franklin County be encouraged to regulate development through effective zoning and subdivision regulations.
- annexation of township properties be supported as recommended by the Columbus Comprehensive Plan.
- possible need for additional traffic controls on Community Park Drive west of Cleveland Avenue be investigated.
- residential land uses as the best long-term use for the area are strongly supported.



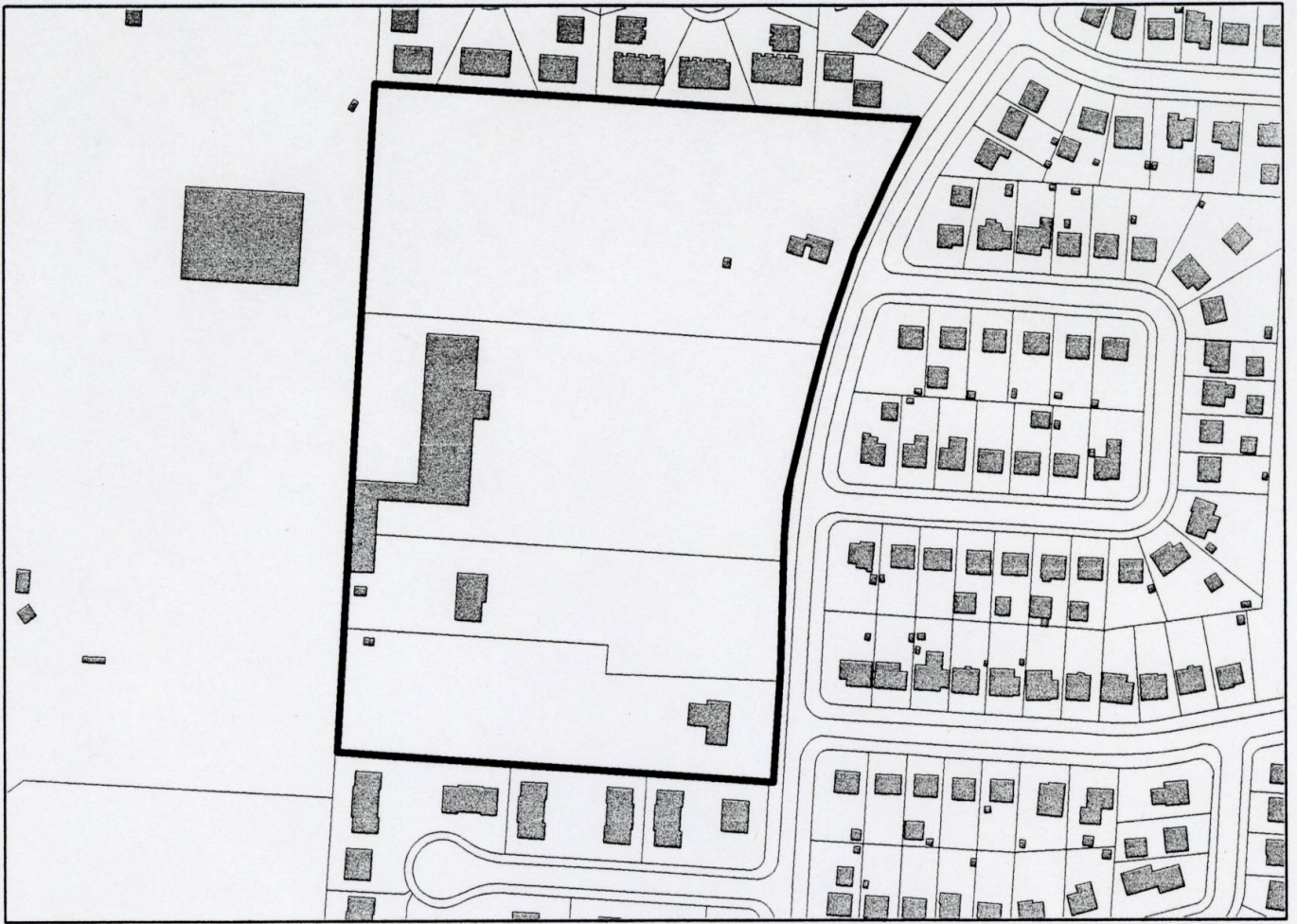
**Area 3: Unincorporated Subdivision of Home Acre and
Community Park**

Area 4: Mushroom Farm: Maple Canyon (Beechcroft East)

This roughly 13-acre site is zoned residential (R1) and lies immediately east of Beechcroft High School. Surrounding zoning is residential (R2, R2-F, and R4). Uses to the north and south are two and four-family units. A single-family subdivision lies to the east across Maple Canyon Drive. Two single-family homes and a large barn-like structure are located in the southern portion of the area, which includes several parcels. The site appears to have been used for a variety of small commercial operations.

It is the recommendation of the Northland Plan Update that:

- the city of Columbus consider this location for a multi-generational recreation center and park site.
- private redevelopment be limited to single-family or low density multi-family (2-4 family units) consistent with surrounding densities.
- pedestrian access be established from this site to Beechcroft High School to accommodate neighborhood children.



Area 4: Undeveloped Land east of Beechcroft High School

Area 5: Cleveland Avenue from I-270 to SR 161

This 1.25 mile section of Cleveland Avenue stretches from Homeacre Drive on the north, to Fuji Drive and Columbus Square on the south. Land uses include single-family homes, offices, shopping centers, offices, apartments, and churches. Many of the single-family homes have been converted to businesses. Zoning in this section includes commercial (C2, LC2, C4, LC4, and CPD), single family (R1), and apartment residential (ARO and LARO). This section of Cleveland Avenue has been widened as part of an overall improvement of this corridor. Most of Cleveland Avenue still needs sidewalks, streetlights, curbs, and gutters.

It is the recommendation of the Northland Plan Update that:

- some limited office-commercial districts with appropriate limitations may be developed.
- office uses be supported as the best long term use for the area.
- conversion of residential structures to office uses be accommodated through rezoning rather than the council variance process.



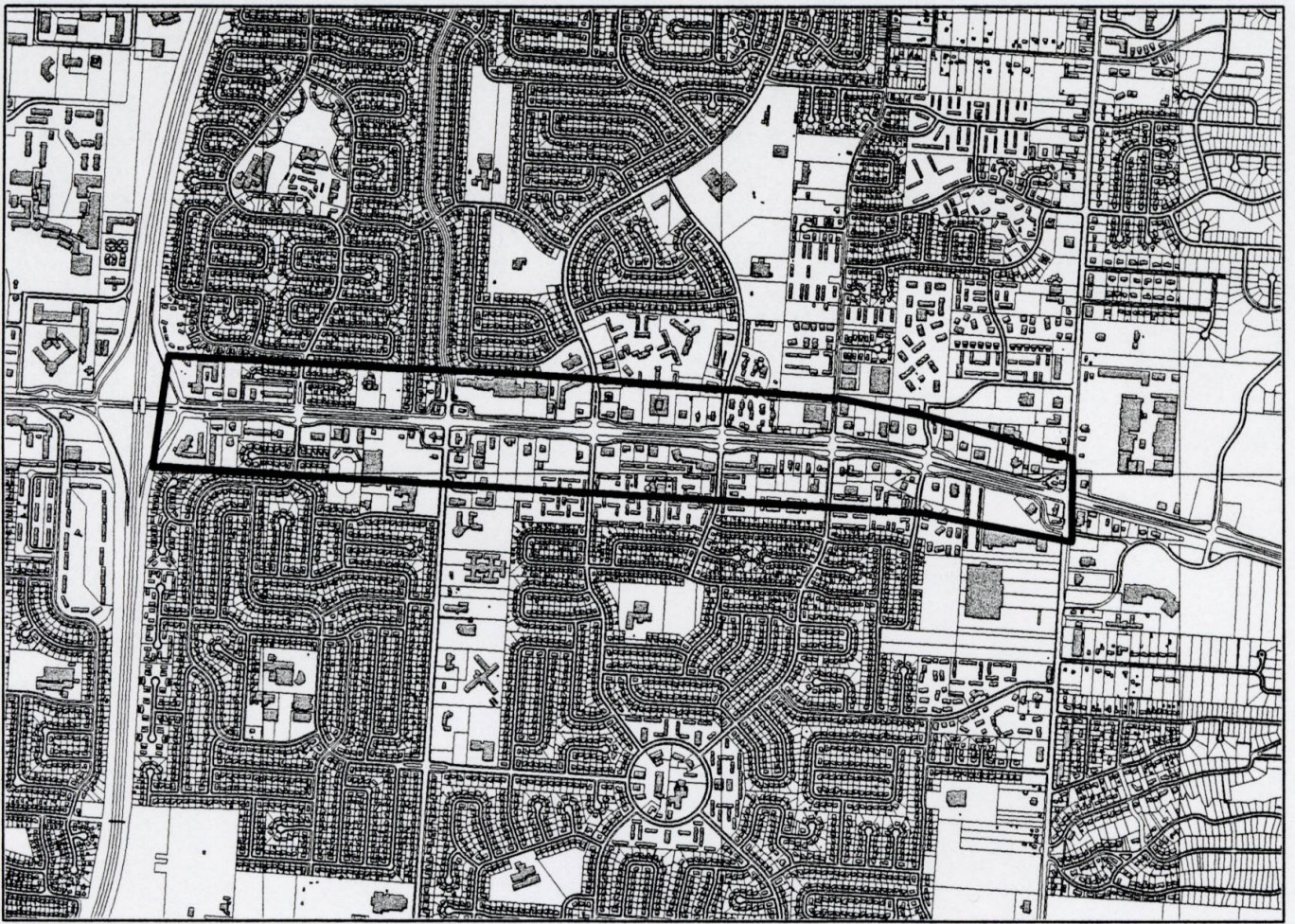
Area 5: Cleveland Avenue from I-270 to SR 161

Area 6: SR 161 from I-71 to Cleveland Avenue

This 1.75-mile section of SR 161 is fully developed with a variety of retail uses. Offices, apartment residential uses and a few single-family homes are also present. Zoning on the road includes commercial (C1, C2, C3, LC3, C4, LC4, and CPD), apartment residential (AR1 and ARO), residential (R1 and R2F), and parking (P1). A number of single-family homes are located on the north side of the road immediately east of Ambleside Drive. These homes are accessed by a service road and are bordered on the north by single-family homes. The parcels are small and not appropriate for individual conversion to non-residential uses. The lots also lack adequate depth, singularly or in aggregate, to be used for commercial purposes. The expansion potential of these lots is limited because of the strong residential presence to the north.

It is the recommendation of the Northland Plan Update that:

- existing single-family homes fronting SR 161 be protected from commercial redevelopment . Residential use should remain in place.
- development occurring along the corridor have adequate buffering from adjacent residential uses.
- streetscape improvements be installed for visual unification and pedestrian amenity.



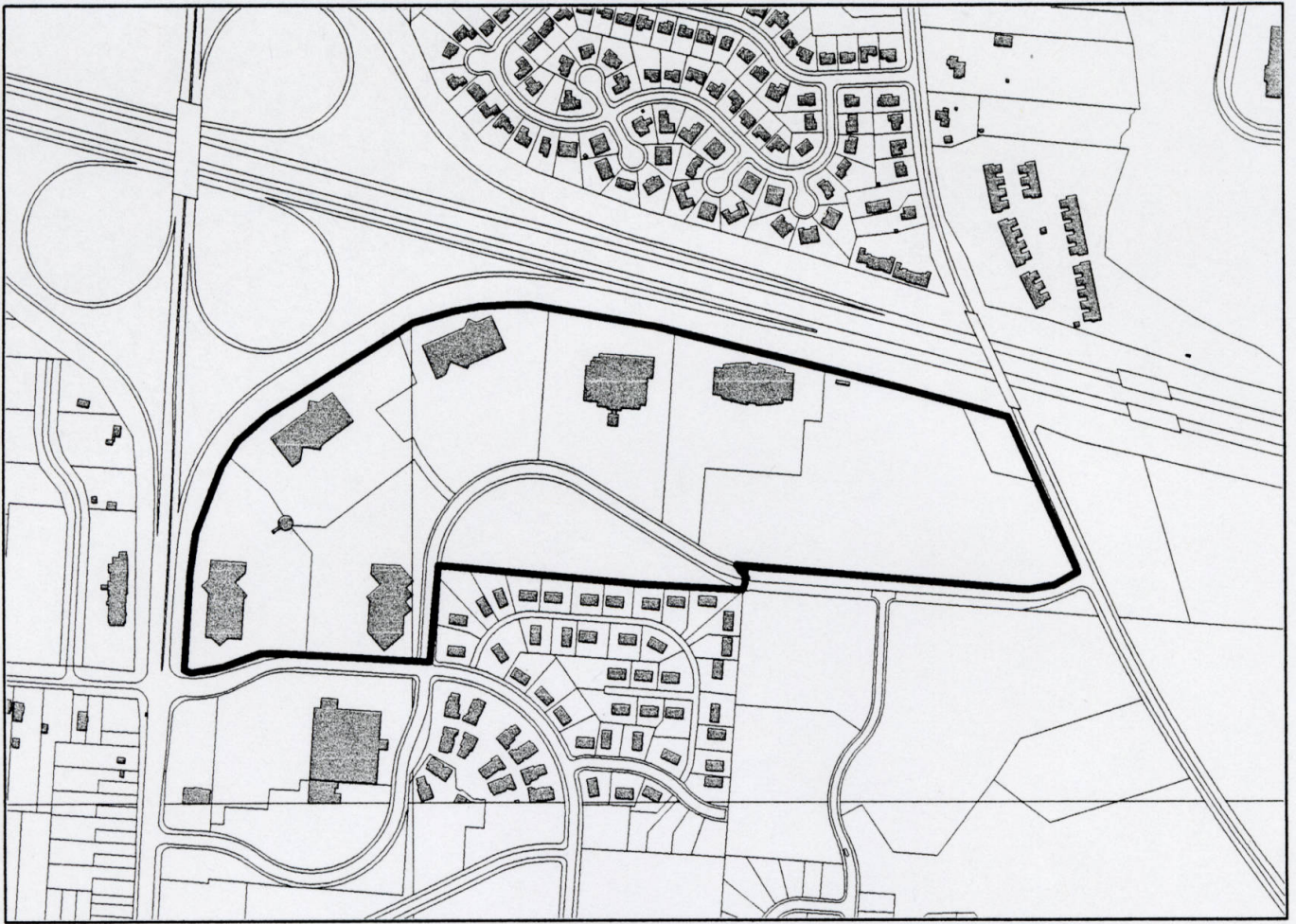
Area 6: SR 161 from I-71 to Cleveland Avenue

Area 7: Corporate Exchange

This highly visible area is developed as a high-quality office park including a number of large office buildings and a hotel. Zoning on the site includes C2, C4 and CPD commercial.

It is the recommendation of the Northland Plan Update that:

- existing zoning and continued quality development be maintained.
- application of the Corporate Exchange standards be applied uniformly across the site.



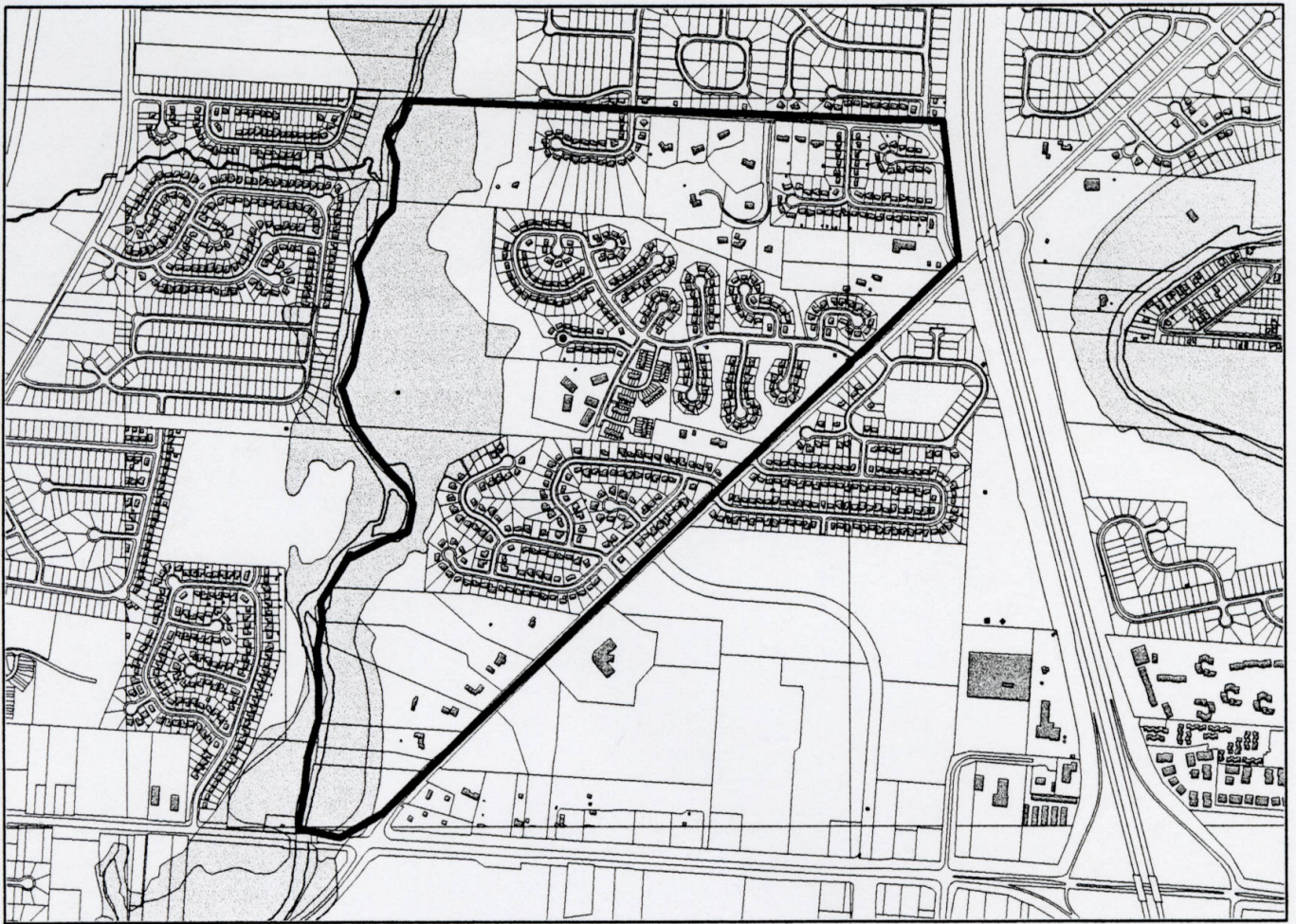
Area 7: Corporate Exchange

Area 8: Residential Area East of Alum Creek and North of Sunbury Road

This large area is used and zoned (R, LRR, SR, PUD6, and PUD8) residentially. Two portions of the area remain in the township and are occupied by large-lot single-family homes. Several subdivisions and some parkland occupy the remaining portions of the area. As high-intensity commercial development continues to develop on Morse Road to the south, the area is likely to come under increasing redevelopment pressure.

It is the recommendation of the Northland Plan Update that:

- single-family residential be supported as the most appropriate use for the area.
- Alum Creek and its floodplain be protected from development and alteration through conservation easements, land dedication, or other means.
- trail development and public parkland be priority uses for the stream corridor.
- commercial development along Sunbury Road be opposed.



Area 8: Area between Alum Creek and Sunbury Road

Westerville Road - Areas 9-12

From I-270 south to Morse Road, the 3.5-mile Westerville Road corridor is a mix of heavy industrial (a very intense use) to single family (a much less intense use) and everything in between. The jurisdictions along Westerville Road are the city of Columbus, Blendon Township, and Franklin County. In order to accomplish a more organized land use pattern a comprehensive joint pilot project between the city of Columbus, Blendon Township and Franklin County is suggested. This partnership of businesses and jurisdictions would set goals and objectives, then design an overlay district from I-270 to Morse Road applicable in all jurisdictions. The overlay district would address code enforcement, graphic standards, sidewalks, curbs, gutters, street lights, landscaping and street trees. Possible incentives for businesses to participate might be offering a sign amortization period, low interest loans and other incentives for property improvement.

An important opportunity for implementation of this program will come when Westerville Road is widened. Having a plan in place, all necessary funding, and participation from the businesses along this corridor *prior* to the widening would same time, money and duplication of effort.

It is the recommendation of the Northland Plan Update that:

- the city of Columbus initiate a joint pilot project between the city of Columbus, Franklin County and Blendon Township to develop recommendations for improving the Westerville Road corridor from I-270 to Morse Road.
- A Westerville Road Corridor Business Association be formed as the foundation for an improvement district.
- The Westerville Road Corridor Business Association and the Westerville Road municipalities join together to create a corridor overlay district for the 3.5-mile length of Westerville road from I-270 to Morse Road.

Note:

- 1. These recommendations apply to Westerville Road generally.*
- 2. Maps and specific recommendations for several Westerville road segments appear on the following pages.*

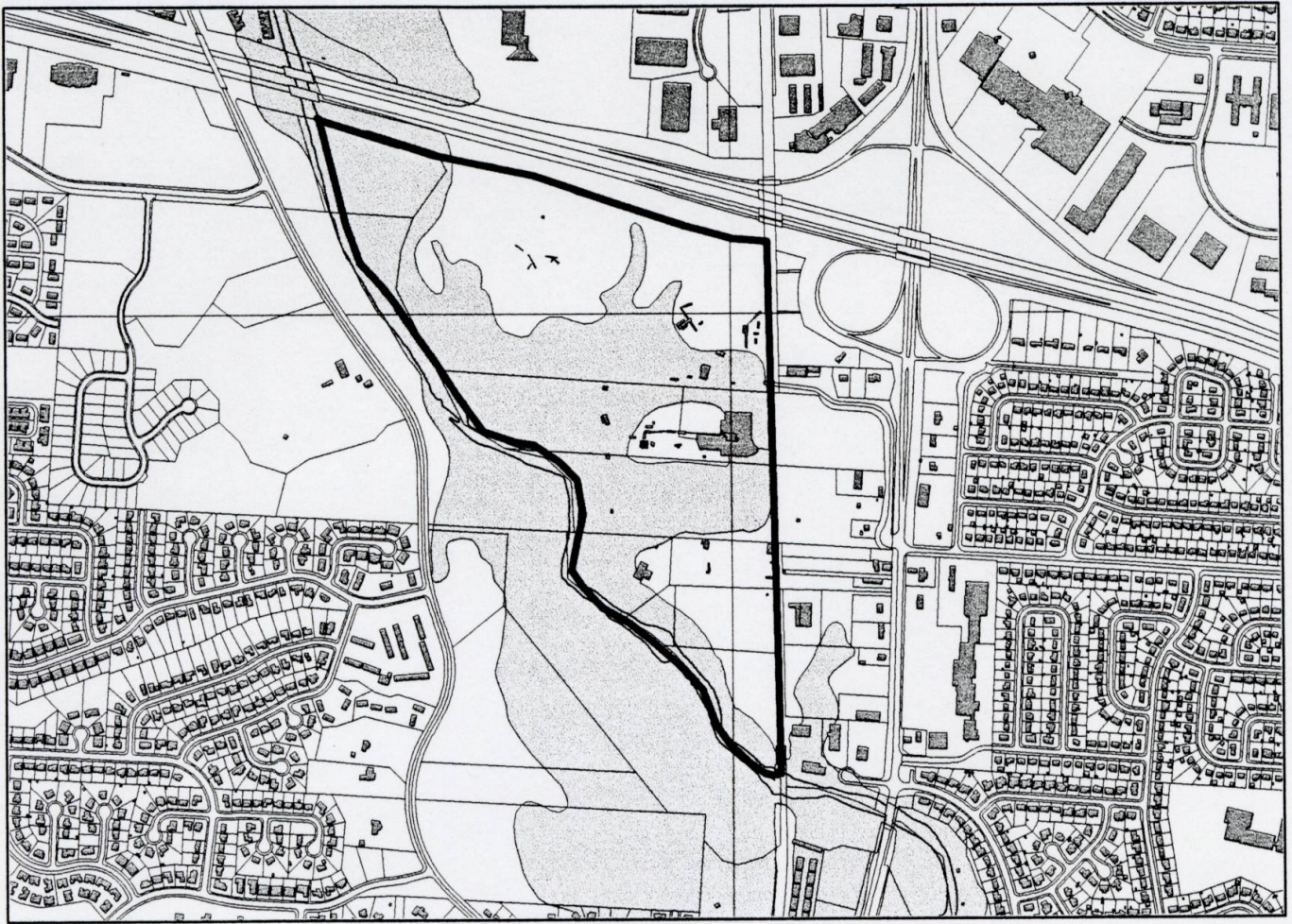
Area 9 Southwest Quadrant: I-270 and Westerville Road

This large site is bounded by I-270 on the north, an old rail line on the east and Alum Creek on the south and west. The vast majority of the Columbus portion of the site is zoned manufacturing (M1 and LM). The southern part of the site lies within Blendon Township and is zoned industrial (LI). The site is used for open storage of sand, gravel and broken concrete. While these uses are well screened from the south, east and west they are very visible from I-270. In addition to the sand, gravel and other materials the site contains parked trucks, conveyor equipment, fuel storage tanks, billboards and several outbuildings.

An inaccessible portion of the area, located at the northwestern edge along Alum Creek is zoned residential (SR, R1 and LARD) and rural.

It is the recommendation of the Northland Plan Update that:

- annexations to Columbus be encouraged.
- when land is annexed, development quality be upgraded through limited zonings and development standards.
- better screen the property's I-270 frontage.
- redevelopment proposals be responsive to the site's frontage along I-270.
- Office, commercial and multi-family residential uses be supported for the site with provision of appropriate buffering and adequate access.
- a greater natural protective buffer be established for Alum Creek through the development process.



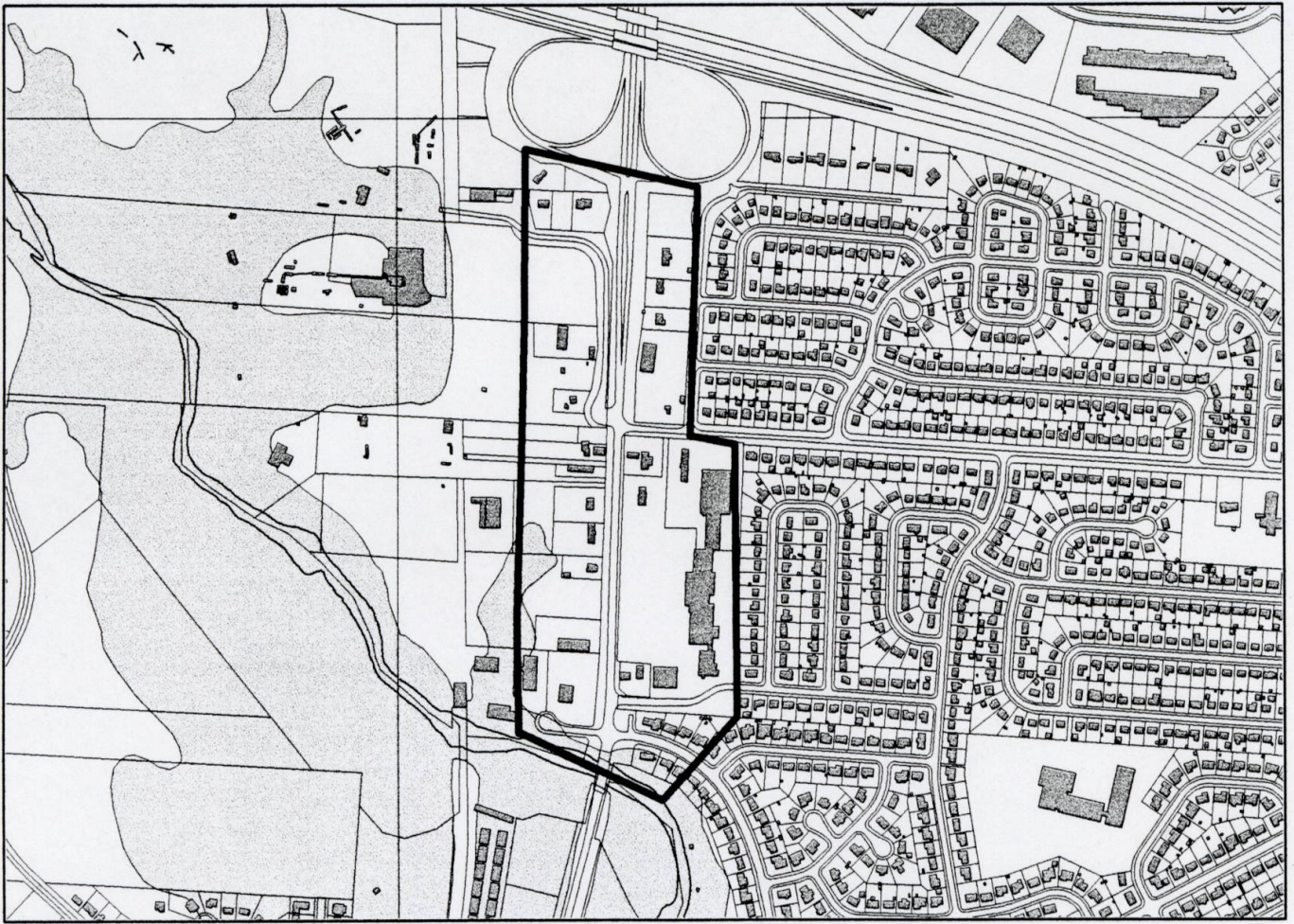
Area 9: Southwest Quadrant of I-270 and Westerville Road

Area 10: Westerville Road from I-270 to Alum Creek

This area is located in Blendon Township and has developed under Franklin County zoning and subdivision regulations. Uses include gas stations, strip centers, fast food restaurants, used car lots, swimming pool sales and outdoor storage. Former single-family homes converted to commercial uses are prevalent. Zoning is generally commercial. Little consistency exists among curb cuts, graphics, and landscaping. General appearance and quality of development is substandard. The east and west sides of the street are distinctly different. Residential and retail uses are prevalent along the east side, while a multitude of small auto and construction businesses are on the west. Alum Creek has little protective buffering in the area. Although the Columbus Thoroughfare Plan calls for Westerville Road to be widened, no funding is currently identified.

It is the recommendation of the Northland Plan Update that:

- annexations to Columbus be encouraged.
- the west side of Westerville Road be developed as commercial, industrial and warehouse use.
- industrial park-type developments be encouraged.
- smaller parcels be combined into larger tracts for redevelopment purposes.
- multi-family residential use, well buffered from more intense use, on the east side of Westerville Road be encouraged.
- when land is annexed, seek to upgrade development quality through limited zoning and development standards.
- Land use conversions should be accomplished through rezoning rather than the City Council variance process.
- a greater natural protective buffer for Alum Creek be established through the development process.
- improve Westerville Road through widening; provision of curbs, gutters, sidewalks, street lights and street trees, and elimination of curb cuts whenever possible.



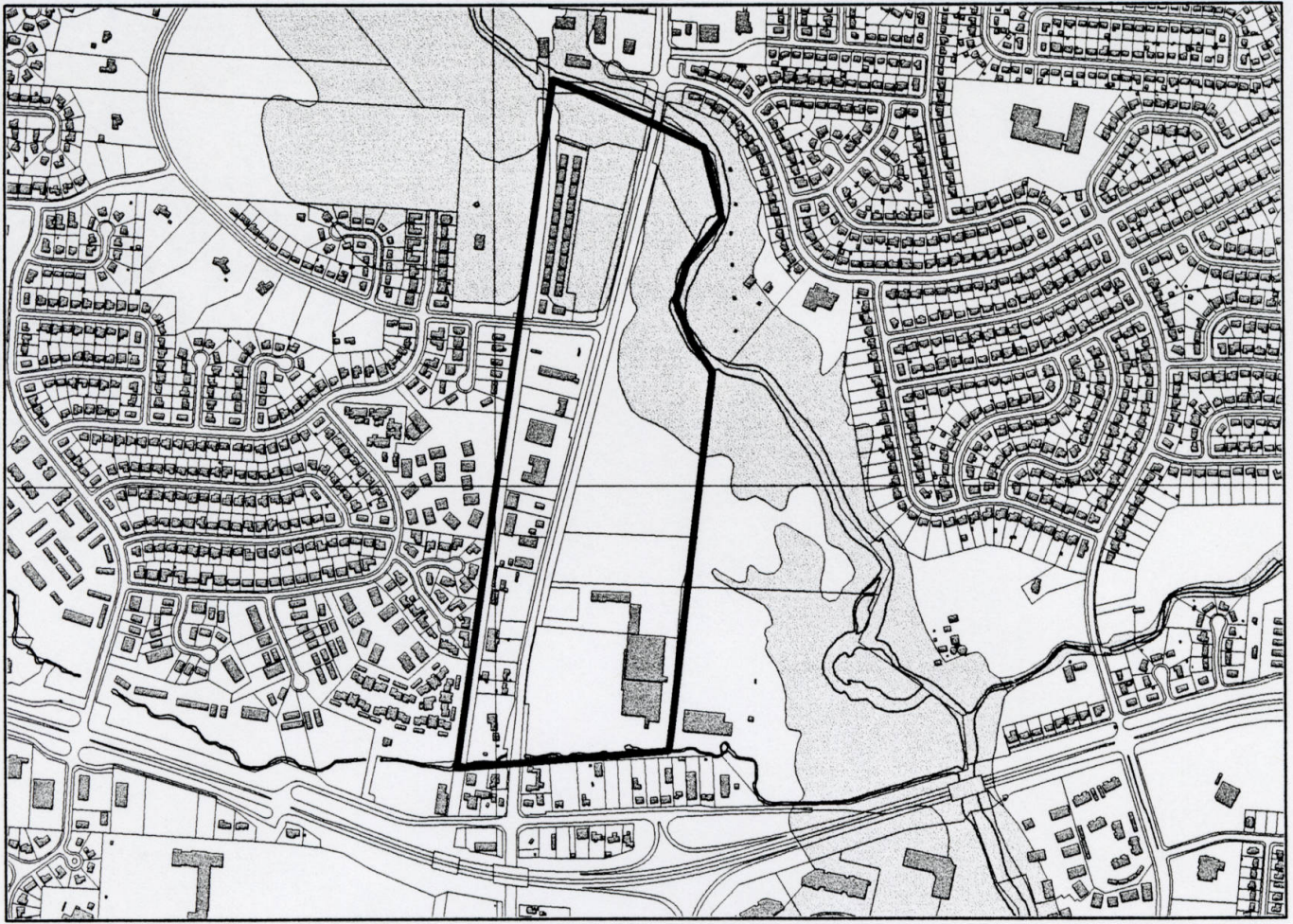
Area 10: Westerville Road from I-270 to Alum Creek

Area 11: Westerville Road from Alum Creek to SR 161

The western side of Westerville Road lies primarily within the township and is characterized by a mix of commercial uses including mini-storage and used car lots. The eastern or Columbus portion of this area is zoned manufacturing (LM), commercial (C4) and rural. A K-Mart Center is located in this portion. Casto Park lies directly behind the K-Mart facility and extends east to Alum Creek. The park entrance is adjacent to the K-Mart center. The area to the south is zoned C4; however, a pending rezoning would establish residential zoning (R2) to accommodate a single-family home subdivision. The proposed subdivision would provide parkland dedication along the river and floodplain and access to Casto Park to the south.

It is the recommendation of the Northland Plan Update that:

- annexations to Columbus be encouraged.
- the west side of Westerville Road is developed as small businesses, office and light industrial use.
- office and industrial park-type developments are encouraged.
- smaller parcels are combined into larger tracts for redevelopment purposes.
- single family and multi-family residential use on the east side of Westerville Road is encouraged.
- some retail use on the western side of Westerville Road is encouraged.
- when land is annexed, seek to upgrade development quality through limited zoning and development standards.
- retention of the former railroad right-of-way to the west of Westerville Road is encouraged for use as a transit corridor. Segmentation of the right-of way should be avoided.
- improve Westerville Road through widening; provision of curbs, gutters, and sidewalks, street lights and street trees; and elimination of curb cuts whenever possible.
- a greater natural protective buffer for Alum Creek be established through the development process.



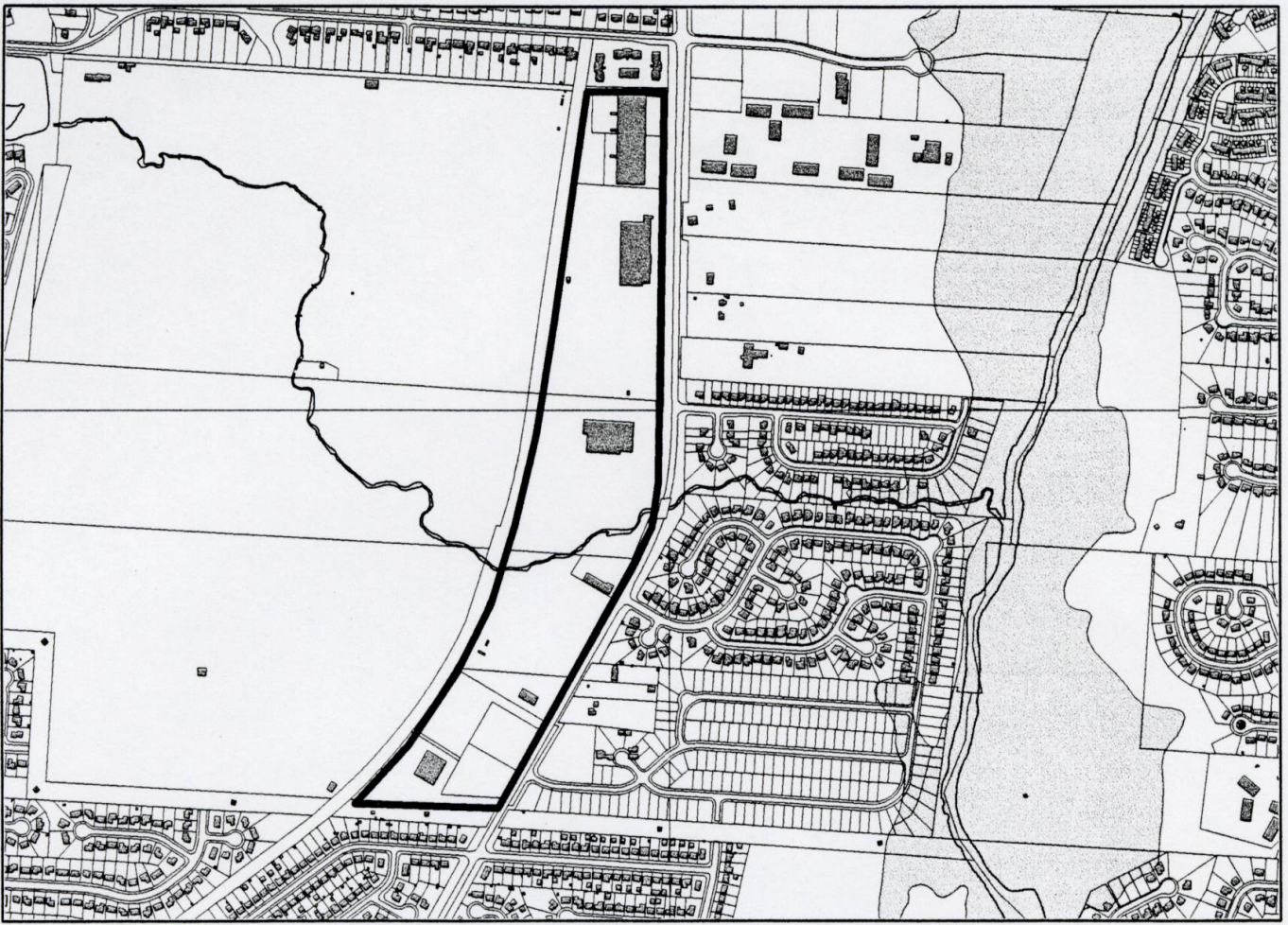
Area 11: Westerville Road from Alum Creek to SR 161

Area 12: Westerville Road (west side) from SR 161 to Parkridge Subdivision

This stretch of Westerville Road is zoned manufacturing (M1, M2, and LM2), commercial (C2) and residential (LARLD and RI). The area is developed as offices, warehouses, outside storage and, at the northern edge, apartment residential uses. Westerville Road has no curbs, sidewalks, gutters, street trees or street lights in this area. Curb cuts and graphics occur randomly.

It is the recommendation of the Northland Plan Update that:

- retail, office and light industrial uses are supported in this area.
- these uses are organized into industrial parks and office parks.
- single and multi-family uses are encouraged north of the Parkridge subdivision and south of Minerva Lake Road.
- Westerville Road be improved through widening; provision of curbs, gutters, sidewalks, street lights and street trees; and elimination of curb cuts whenever possible.
- retention of the former railroad right-of-way to the west of Westerville Road for use as a transit corridor be encouraged. Segmentation of the right-of way should be avoided.
- the preservation of the historic Italiannate brick home on the west side of Westerville Road just south of State Route 161 is strongly encouraged.



Area 12: Westerville Road (west side) from SR 161 to Parkridge Subdivision

Area 13: Morse Road from Westerville Road to Sunbury Road

This area is split by township and city jurisdiction. It is characterized by a haphazard mixture of commercial uses including auto dealerships, gas stations, strip centers, auto repair, rental stores, miscellaneous retail and carry-out groceries. Curb-cuts, landscaping, graphics and other design factors are inconsistent and generally unattractive. Many residential structures have been converted to office and retail uses. Zoning includes commercial (C3, C4, LC4, CPD), apartment residential (ARL12 and ARLD), and parking (P1). Development of Easton nearby creates opportunities for high-quality redevelopment in this area. This portion of Morse Road is slated for widening within the next few years.

Morse Road serves as the "Main Street" for the Northland community. Development activity occurring here should be sensitive to the corridor's high visibility. The city of Columbus' Morse Road Market Analysis and Redevelopment Strategy, conducted as a part of this plan update, will identify steps the community and the city can take to ensure the long-term viability of this important corridor.

It is the recommendation of the Northland Plan Update that:

- recommendations of the Morse Road Market Analysis and Redevelopment Strategy be implemented.
 - annexations to Columbus be strongly encouraged.
 - when land is annexed, seek to upgrade development quality through limited zoning and appropriate development standards.
 - office commercial and high-density-residential uses are encouraged for the corridor. Fast-food restaurants, gas stations, warehousing, self-service storage, and similar uses are discouraged.
 - creation of out-lots, which create visual clutter, traffic and circulation problems be discouraged.
 - development proposals involve multiple parcels whenever possible. Subdivision of lots for use in separate projects are discouraged.
- Morse Road be improved through widening; provision of curbs, gutters, and sidewalks; and elimination of curb cuts.
- greater natural protective buffer be established for Big Walnut Creek through the development process.
 - land use conversions be accomplished through rezoning rather than the City Council variance process.



Area 13: Morse Road from Westerville Road to Sunbury Road

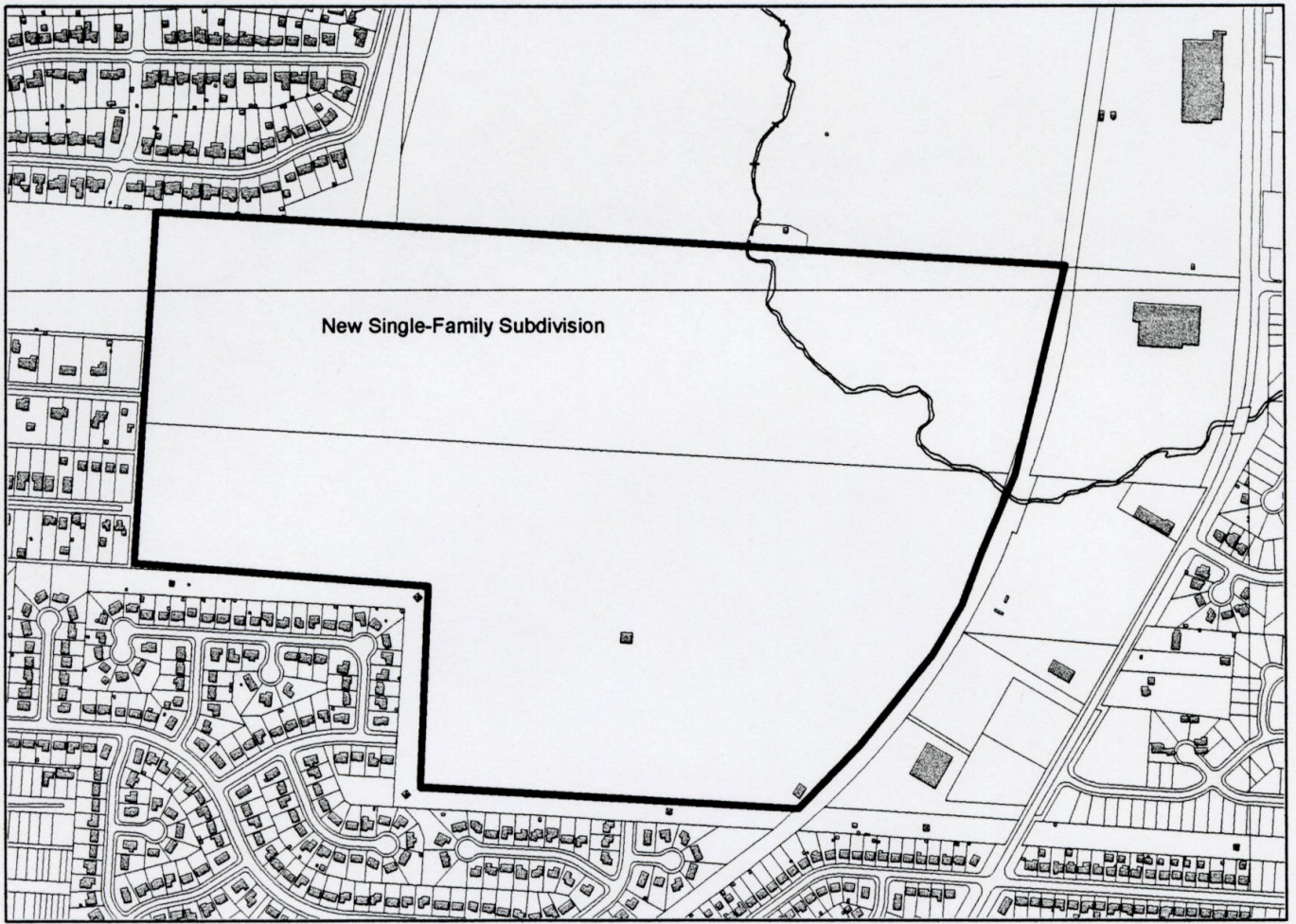
Area 14: Kilbourne Run Area

This large area just west of Westerville Road and south of Minerva Lake Golf Club was vacant until the late 1990s. Zoning at that time for the 100- acre site was residential (RR and PUD8). A large portion of the site is occupied by the North Columbus Athletic Association (NCAA). Kilbourne Run and one of its tributaries flow through the area, which is characterized by ravines and heavy tree cover. The wooded area is particularly scenic and has a high natural quality.

A multi-phase single-family subdivision of several hundred homes has been established in the area with two rezonings being filed in 1998. The first, which was approved, designates over six acres of the ravine as protected open space to be deeded to the city. The third phase, in progress, would include a similar dedication of ravine areas for open space. The NCAA uses the flat open portion of their property for soccer fields. They have expressed a desire to remain at the site.

It is the recommendation of the Northland Plan Update that:

- single-family residential, outdoor recreation and protected open space are the appropriate uses for this site.
- as much of the wooded portion of this area as possible be preserved. It is among the most important natural areas in Northland.
- continued use of the NCAA site for recreation be supported.
- due to the site's natural and open space amenities, the city seriously consider its acquisition should it ever be made available.
- if a land use is going to occur at this site, single- family residential along with the required parkland dedication be supported as the most appropriate use.
- linkages should be sought between this area and the multi-use trail planned for Alum Creek.
- connections should be made between the subdivision in progress with Westerville Road, which will provide an alternative to Wallcrest Boulevard as the single access point.



Area 14: Kilbourne Run Area

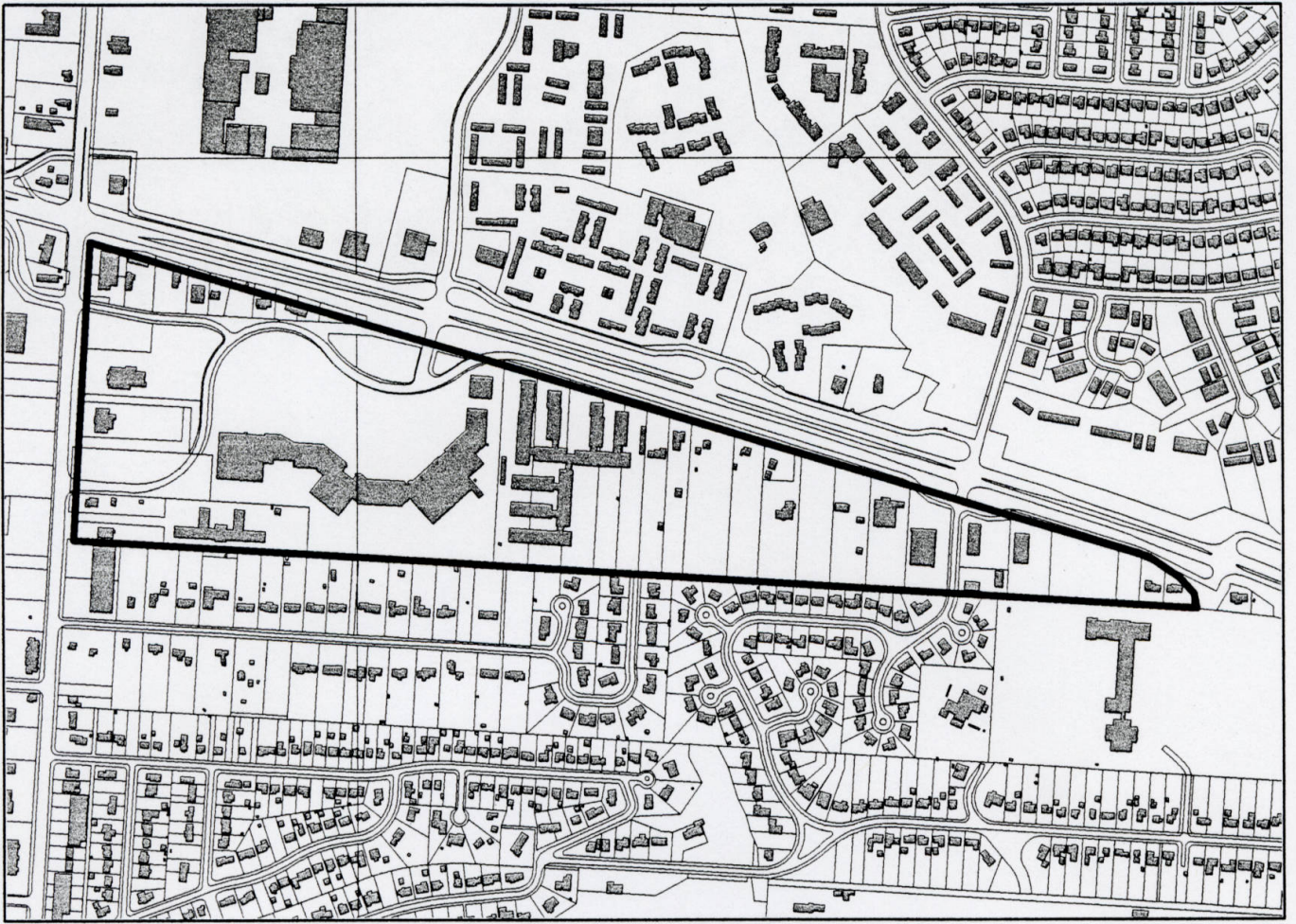
AD^a

Area 15: S R 161 from Cleveland Avenue to Ponderosa Drive

This area includes a shopping center with numerous out-parcels, a retirement community, institutional uses and individual single-family homes on large lots. Zoning in the area includes commercial (LC2, C3, C4, LC4, and CPD) and residential (SR and AR1) as well as institutional and parking (I, and LI). Redevelopment pressure for the single-family parcels are anticipated.

It is the recommendation of the Northland Plan Update that:

- as redevelopment occurs the aging residential/commercial uses, at the south-east corner of Cleveland Avenue and SR 161 be combined into a Commercial Planned Development (CPD).
- limited office-commercial, senior, and multi-family residential be considered as appropriate uses east of the existing Cardinal retirement community.
- intense commercial development not be allowed or approved for this location.
- conversions of residential structures to commercial uses should be accomplished through the rezoning process rather than by City Council variance.



Area 15: SR 161 (south side) from Cleveland Avenue to Ponderosa Drive

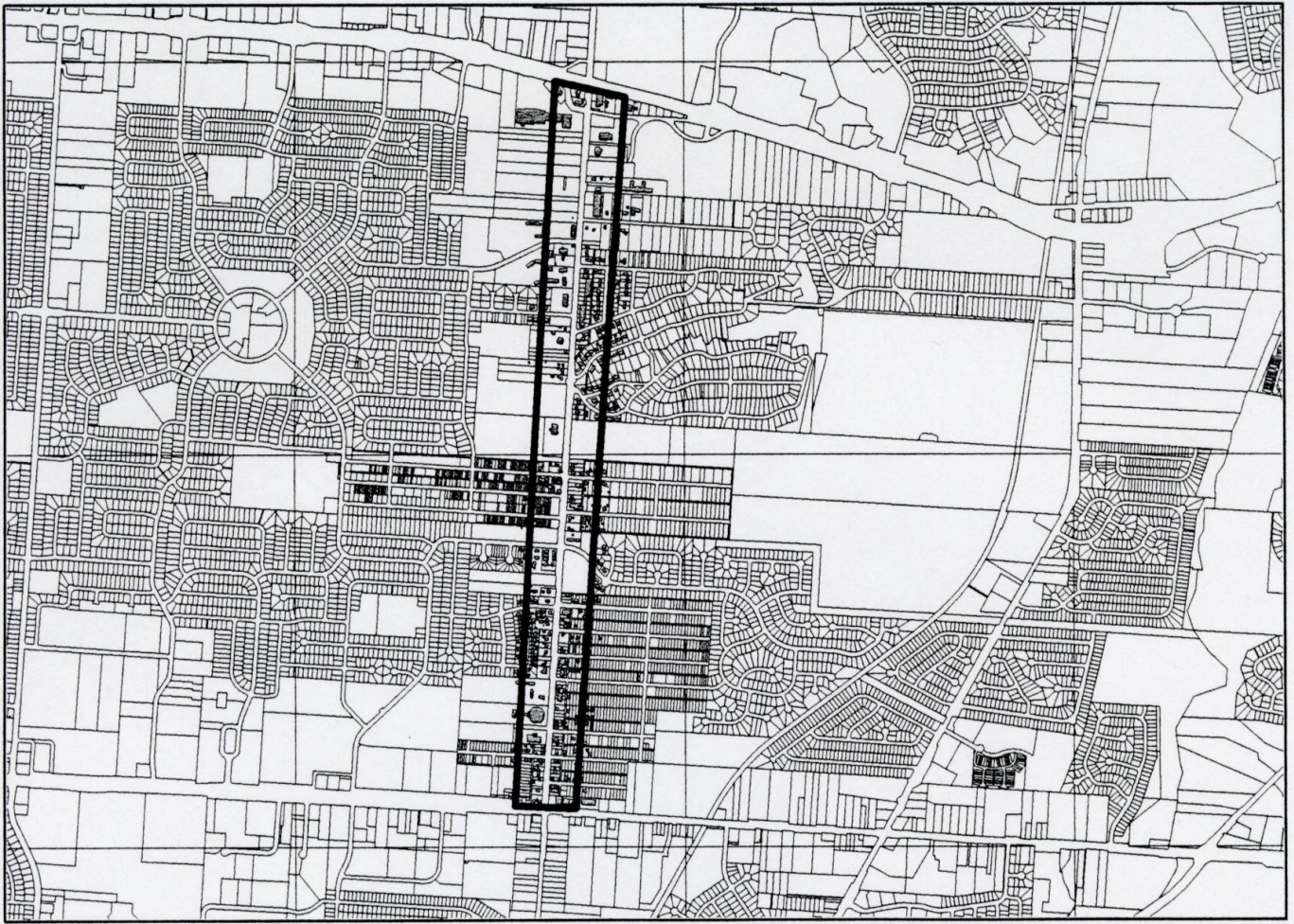
Area 16: Cleveland Avenue from S R 161 to Morse Road

Cleveland Avenue continues to evolve as new single-family subdivisions are built on adjacent land. Older residential uses along the street continue to convert to retail and office uses. At this time, most of the larger retail spaces at Raintree Center (southwest corner of Cleveland Avenue and SR 161) are vacant. This creates a highly visible "dead" corner in the community. Zoning along the corridor includes commercial (C2, LC2, LC3, C4, C5 and CPD), single-family residential (SR, R1, RR, and PUD8), multi-family residential (ARLD and AR12), institutional (I), parking (LP1), and rural (R). Most recent rezonings have been for low-intensity limited commercial. The incorporated village of Minerva Park lies on the eastern side of Cleveland Avenue just south of SR 161. Township areas exist on the east side of the street. Land uses here are generally mixed commercial along with some vacant gravel lots.

Cleveland Avenue has no street lighting in this area and intermittent sidewalks, curbs and gutters. Existing sidewalks are immediately adjacent to the curb therefore, are uninviting and potentially hazardous for pedestrians.

It is the recommendation of the Northland Plan Update that:

- annexations to Columbus be encouraged.
- when land is annexed, upgraded development quality through limited zoning and development standards is sought.
- redevelopment of multiple parcels, rather than a parcel- by- parcel approach be taken.
- commercial planned development (CPD) planned office be supported as the most appropriate land use.
- conversion of residential structures to commercial uses should be accomplished by the rezoning process rather than by Council variance.
- sidewalks, curbs, gutters, and streetlights be provided consistently throughout the entire corridor.
- imaginative reuse and redevelopment of aging or empty commercial buildings and strip malls be strongly encouraged.



Area 16: Cleveland Avenue from SR 161 to Morse Road

Area 17: Unincorporated Subdivisions: Adda Avenue to Minerva Avenue Area

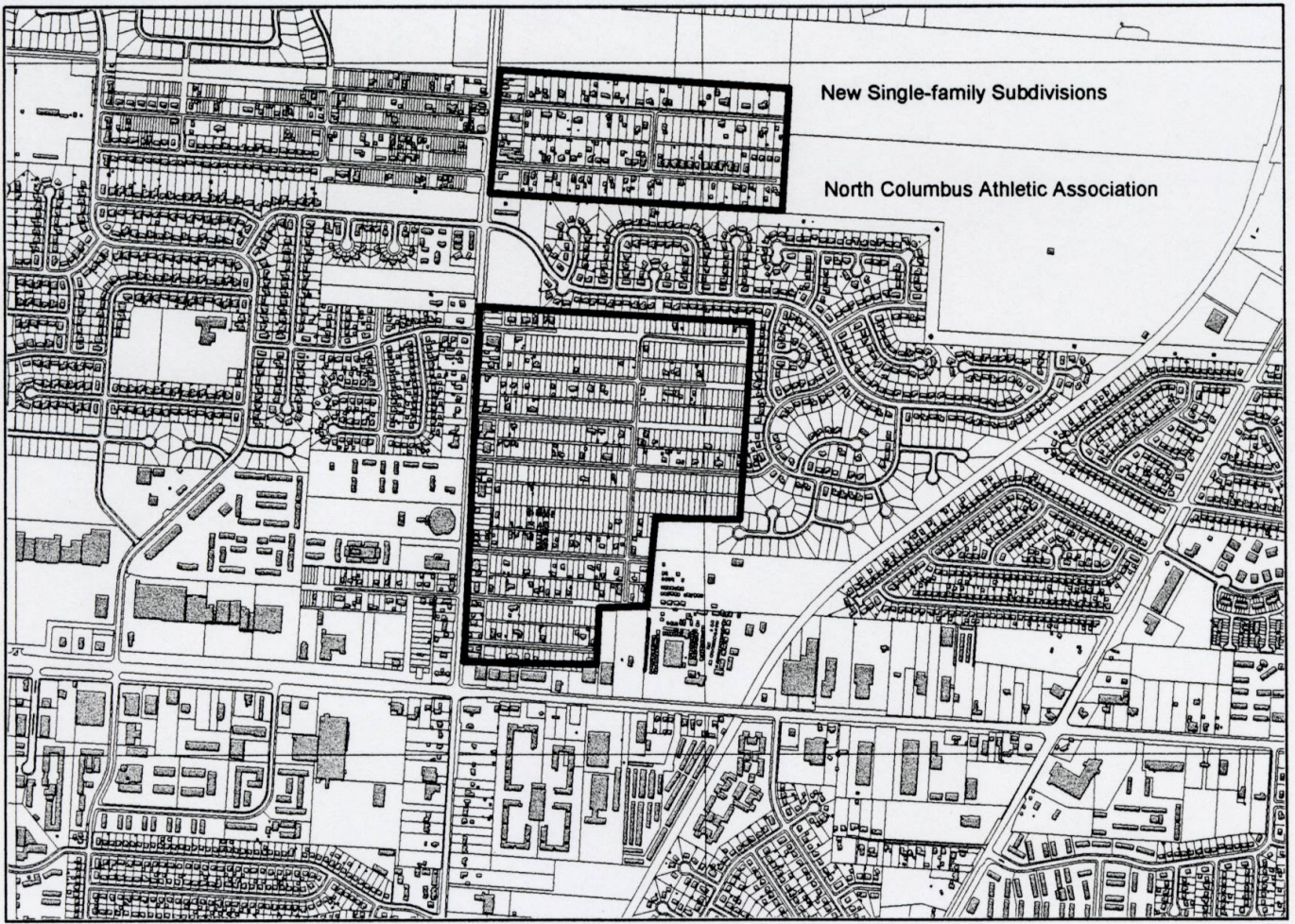
These unincorporated subdivisions front on Cleveland Avenue and extend east into unincorporated residential areas. Single-family homes on larger heavily wooded lots are the predominant land use away from Cleveland Avenue while a mix of commercial uses border the street to the west. Development standards in this area vary widely.

This area lacks centralized sanitary sewer service in addition to having inadequate storm drainage and street systems. Many of the homes have aging, ineffective, septic systems. Residents of these areas have generally been reluctant to assess themselves for the cost of installing centralized sewers.

The Cleveland Heights subdivision, which includes several streets east of Cleveland Avenue, is currently under orders by the Ohio Environmental Protection Agency to connect to the city of Columbus sanitary sewer system. Untreated waste water was being found off-site in area storm sewers and surface water. The unincorporated area can receive Columbus service without annexation due to a long-standing agreement between the county and the city for service provision in such areas. Property owners will be assessed the cost of the infrastructure which is expected to be completed within the next few years.

It is the recommendation of the Northland Plan Update that:

- annexations to Columbus be encouraged.
- when land is annexed, an upgraded development quality through limited zoning and development standards be sought.
- commercial properties along Cleveland Avenue that are annexed should be used as office.
- land use for annexed properties for residential areas should remain residential.
- the annexed properties be connected to sewer and water service
- proactive code enforcement be supported by both the city and county to eliminate inappropriate uses in residential areas
- the preservation of older trees and wood lots within the residential area should be strongly encouraged.



Area 17: Unincorporated Subdivisions: Adda Avenue to Minerva Avenue Area

Area 18: Morse Road from Cleveland Avenue to Westerville Road

Morse Road is a corridor with all the opportunities and constraints of older retail areas. This section of the corridor is developed with a haphazard pattern of commercial, residential and miscellaneous uses. Specific establishments include gas stations, adult book stores, used car sales, apartments, a vacant church camp, and self-service storage. Zoning includes commercial (C2, C4, LC2, LC4 and CPD), multi-family residential (AR1), manufacturing (LM) and rural (R). Some portions of this corridor lie within Franklin County's jurisdiction where zoning is generally commercial.

An abandoned railway corridor intersects this portion of Morse next to the vacant church camp. This railway has frequently been mentioned as an ideal alignment for a light rail line as well as a bikeway. Vacant and underdeveloped land near the railway provides an ideal opportunity for higher-density, mixed use, transit-oriented development. The area lacks sidewalks, gutters, street lights, and curbs. Unpaved parking lots, poorly maintained properties, and unattractive graphics are common.

Stabilization of older commercial corridors is crucial to the economic health of the city. Morse Road serves as the "Main Street" for the Northland community. Development activity occurring here should be sensitive to the corridor's high visibility. The city's Morse Road Market Analysis and Redevelopment Strategy, conducted as a part of this plan update, will identify steps the city and community can take to ensure the long-term viability of this important corridor.

It is the recommendation of the Northland Plan Update that:

- annexations to Columbus are encouraged.
- when land is annexed, upgraded development quality through limited zoning and development standards should be sought.
- recommendations of the Morse Road Market Analysis and Redevelopment Strategy be implemented.
- creation of out-lots, which create visual clutter, traffic and circulation problems should be discouraged.
- development proposals should involve multiple parcels whenever possible.
- improvements to Morse Road through widening, provision of sidewalks, and elimination of curb cuts are supported whenever possible.
- land use conversions be accomplished through rezoning rather than the Council variance process.
- use of the abandoned Conrail railway for use as a transit corridor be supported and avoid action which would preclude such use by COTA or other parties.
- creation of high-density, mixed-use, transit-oriented developments at the intersections of the abandoned railway and key such as Morse Road and SR 161 be encouraged.
- sidewalks, curbs, gutters, and streetlights consistently are provided throughout the entire corridor.



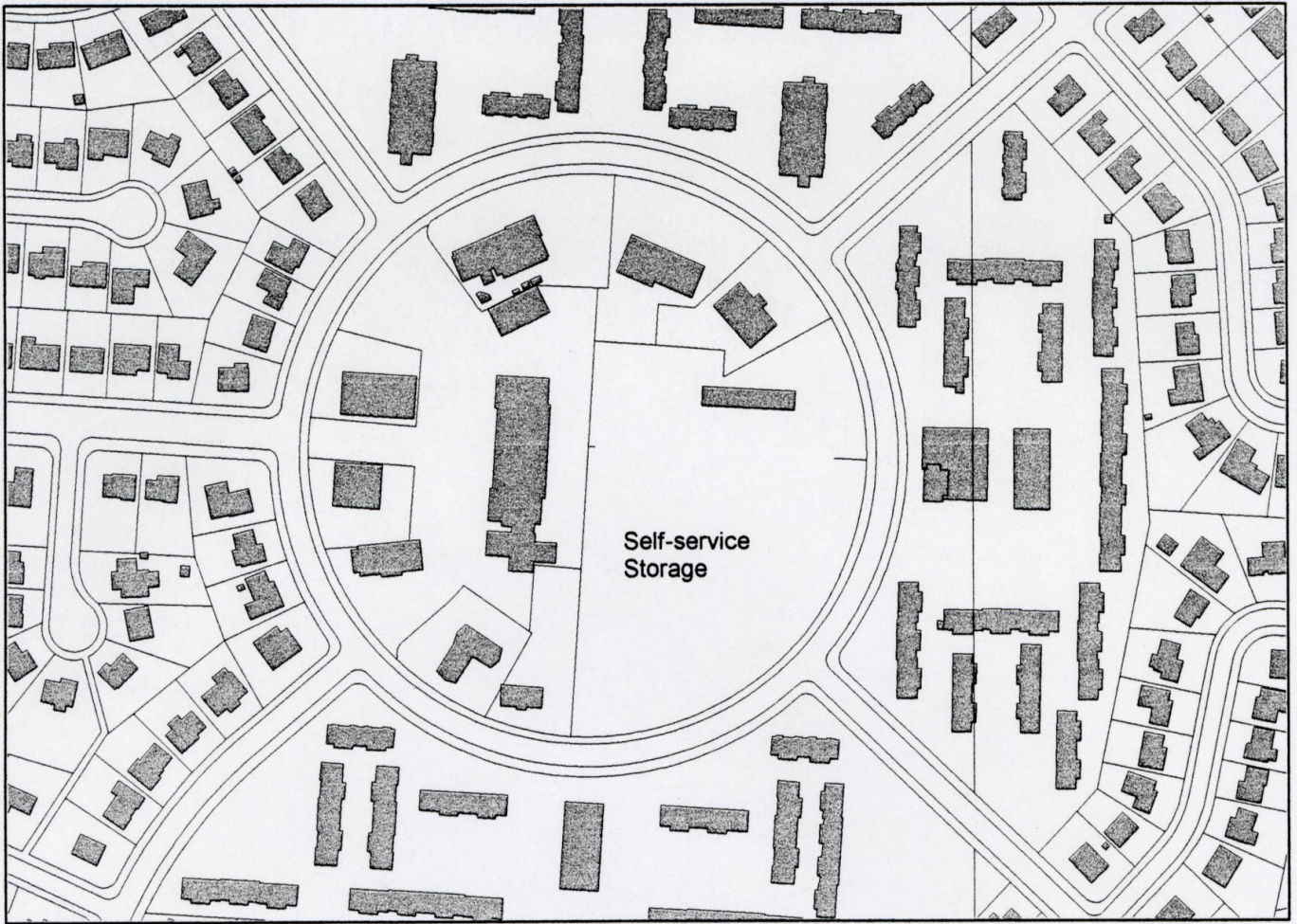
Area 18: Morse Road from Cleveland Avenue to Westerville Road

Area 19: Tamarack Circle Neighborhood Center

Tamarack Circle is one of the most recognizable locations in the Northland area and serves as an important focal point. Zoning on the circle is commercial (C4 and C5). This neighborhood-centered retail area has undergone reorganization and revitalization efforts since the last plan. Some of the current land uses are not ideal for this high profile location. Future land use decisions should be made in recognition of the circle's importance as a center of the Northland community.

It is the recommendation of the Northland Plan Update that:

- continued revitalization efforts by retail business be encouraged.
- public open space and pedestrian oriented neighborhood (C1) commercial uses as well as civic uses like post offices, are strongly encouraged for this unique site.
- improved pedestrian accessibility as well as traffic calming and consideration of two-way traffic be strongly supported.
- the gradual transformation of this area into a vibrant neighborhood-centered mixed use area be strongly supported.



Area 19: Tamarack Circle

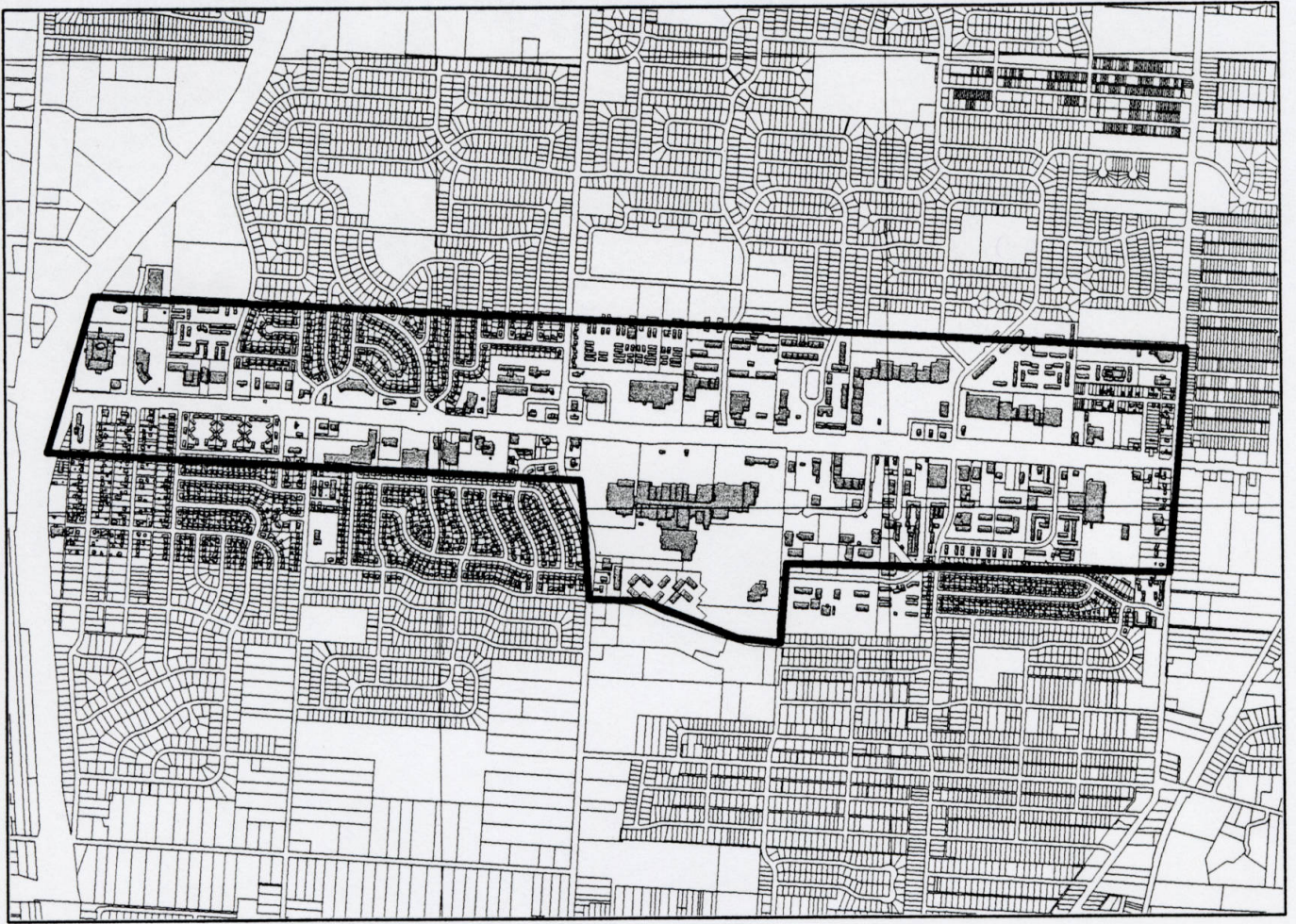
Area 20: Morse Road from I-71 to Cleveland Avenue

Morse Road is a retail corridor with all the opportunities and constraints of older retail areas. This section of the corridor is intensely developed and includes Northland Mall and a number of strip commercial centers. Zoning includes commercial (C2, C3, C4, LC4 and CPD), multi-family residential (R4 and ARO), parking (P1) and manufacturing (M).

Stabilization of older commercial corridors is crucial to the economic health of the city. Morse Road serves as the "Main Street" for the Northland community. Development activity occurring here should be sensitive to the corridor's high visibility. The city's Morse Road Market Analysis and Redevelopment Strategy, conducted as a part of this plan update, will identify steps the city and community can take to ensure the long-term viability of this important corridor.

It is the recommendation of the Northland Plan Update that:

- recommendations of the Morse Road Market Analysis and Redevelopment Plan be implemented.



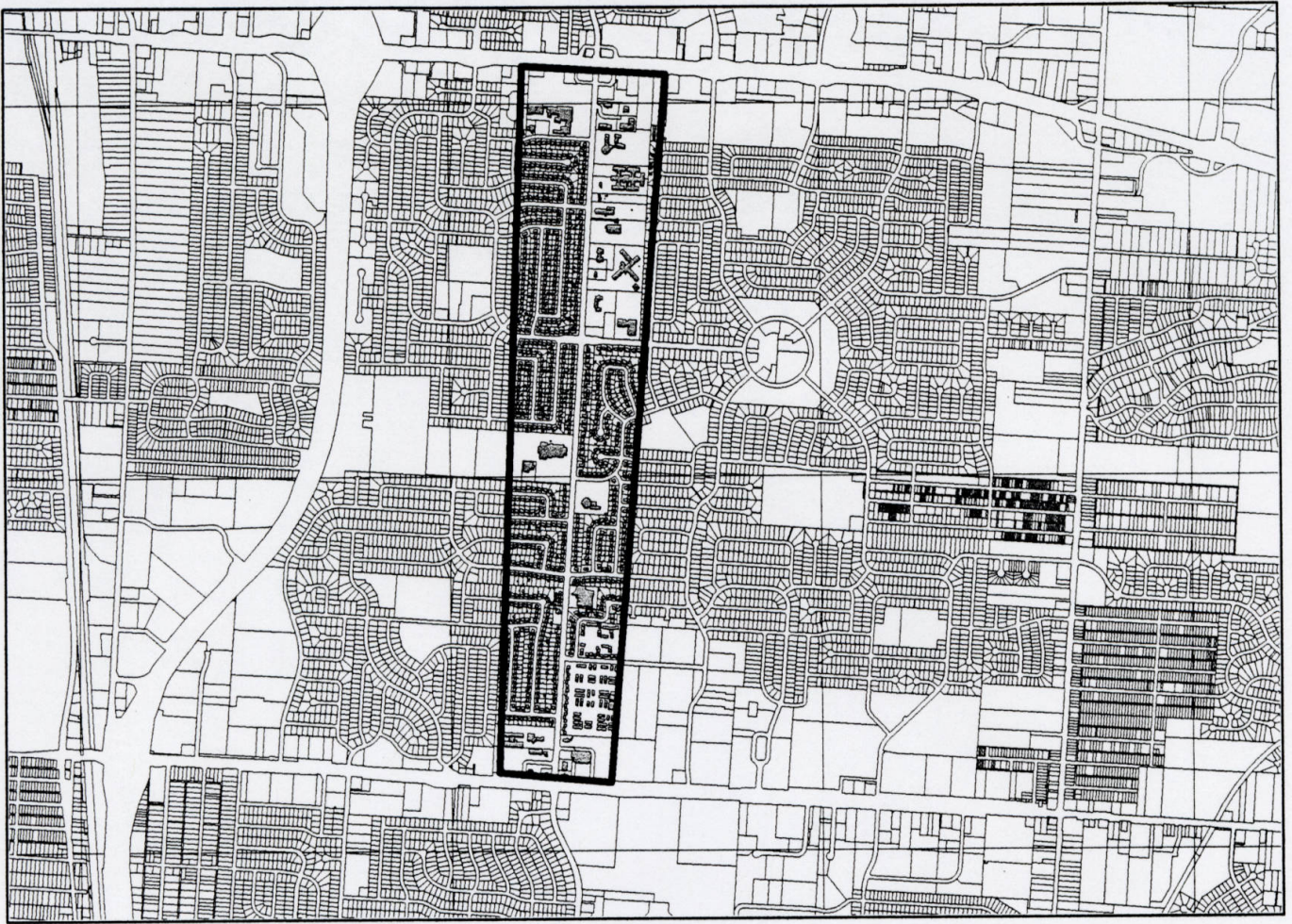
Area 20: Morse Road from I-71 to Cleveland Avenue

Area 21: Karl Road from State Route 161 to Morse Road

This fully developed residential area along a collector street contains a mix of residential, schools, churches and, and institutional uses. Zoning categories include residential (R1, R2F, and SR), institutional (I), and one small commercial planned district established prior to the 1989 Northland Plan. Commercial development is not appropriate along this corridor. This arterial lacks pedestrian amenities such as consistent street lighting, curbs, gutters, sidewalks, and street trees.

It is the recommendation of the Northland Plan Update that:

- existing residential with limited institutional land use be supported as the appropriate long-term land use.
- redesign of driveways to eliminate cars from backing onto Karl Road be strongly supported.
- a policy statement prohibiting any future development access that would require backing onto Karl Road be strongly supported.
- installation of sidewalks, curbs, gutters, streetlights, and street trees for a pedestrian-friendly environment be strongly supported.



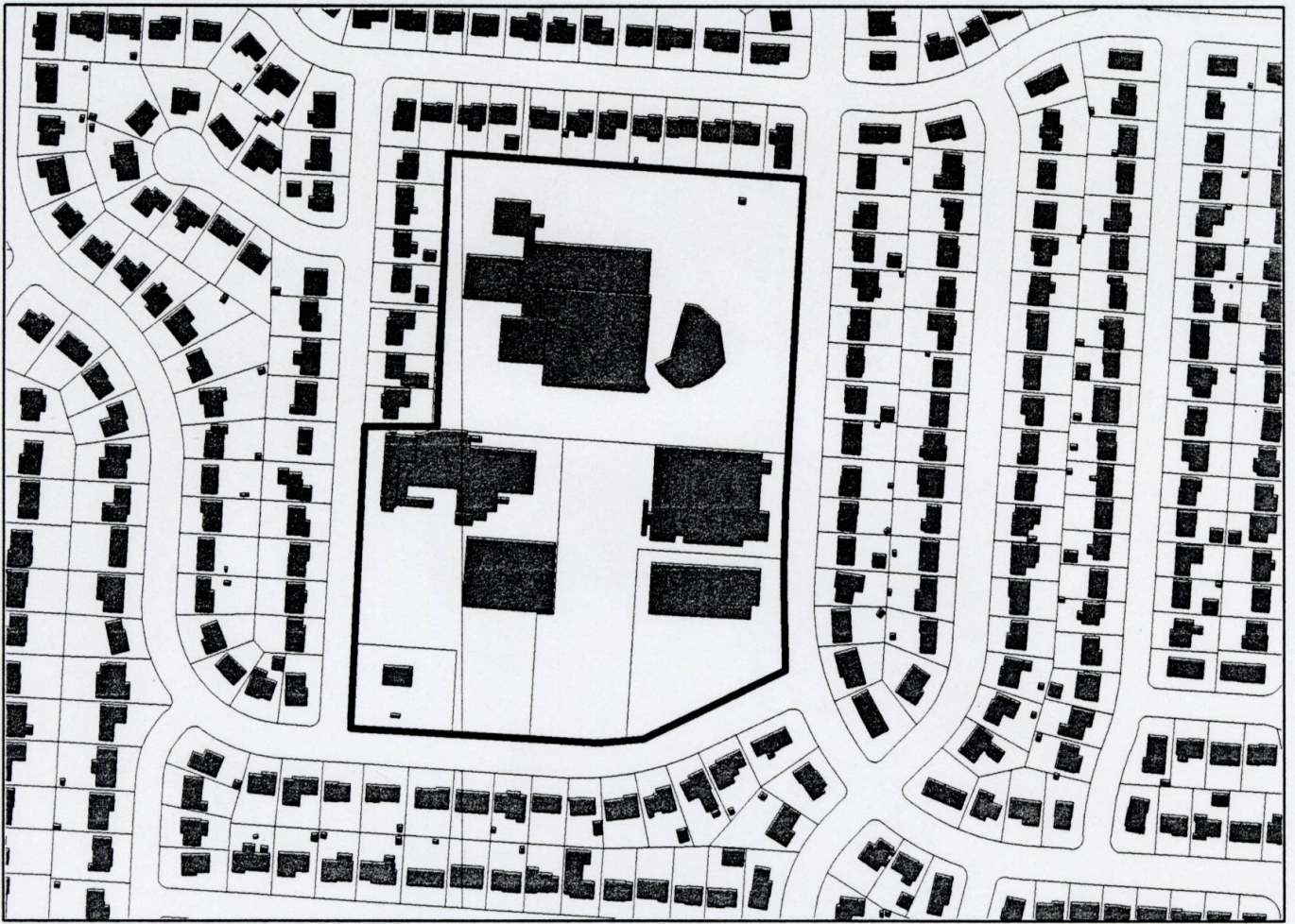
Area 21: Karl Road from SR 161 to Morse Road

Area 22: Forest Park West Neighborhood Center

This neighborhood commercial focal point has been struggling. A private swimming pool, bowling alley and other small commercial uses are currently in place with commercial (C3 and C4) and parking (P1) zoning. If redevelopment pressure dictates, a mixed-use, single-family residential and retail cluster with significant open space or single family homes with a large adjacent park would be the preferred replacement.

It is the recommendation of the Northland Plan Update that:

- rehabilitation or redevelopment of this neighborhood focal point be strongly supported.
- continued use of the private pool by the community be encouraged.
- neighborhood mixed-use retail, plazas, cafes, and open space with single family development of the same scale as the surrounding neighborhood be strongly encouraged.
- Discourage more intense, high volume traffic-generating commercial uses at this location.



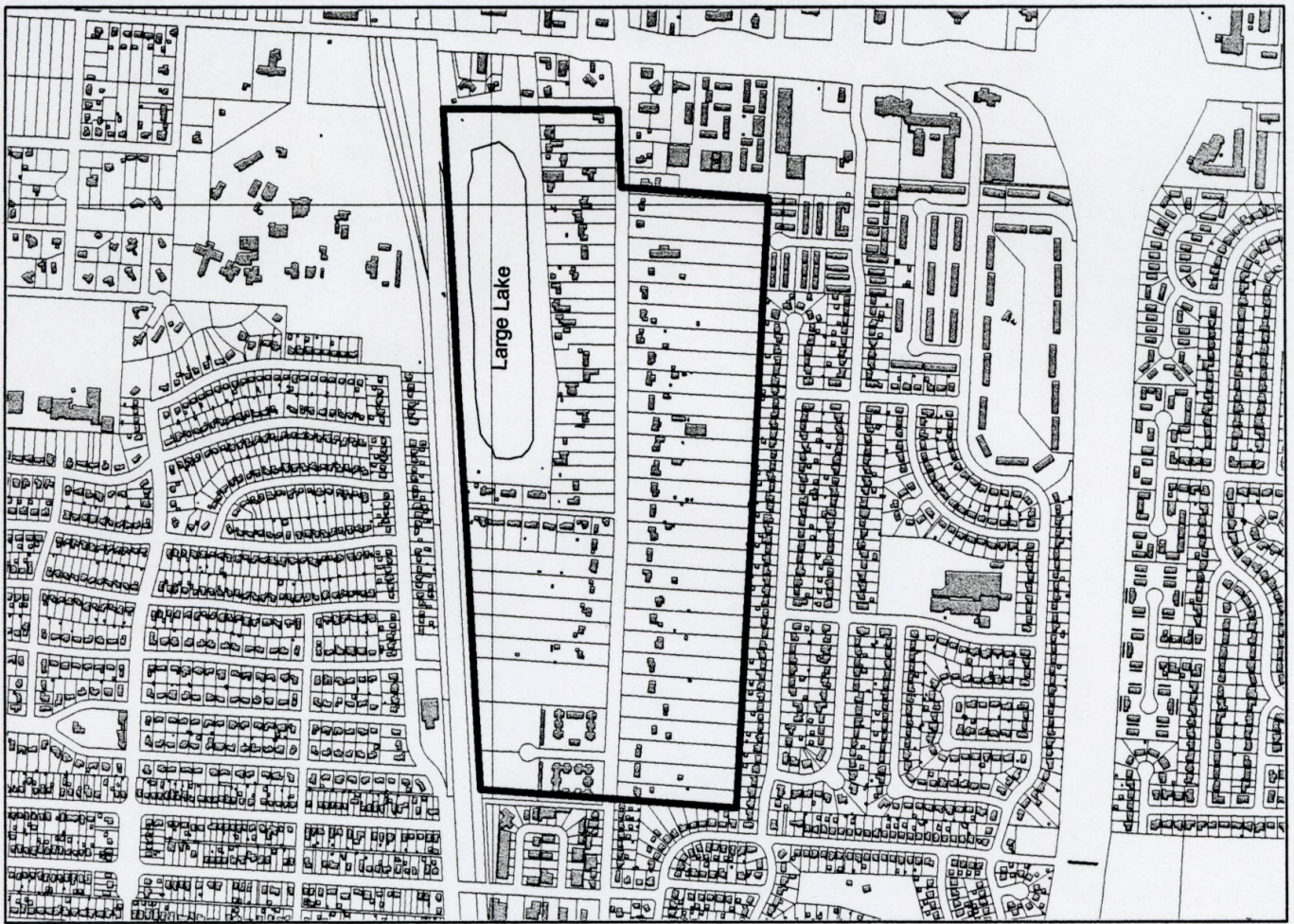
Area 22: Forest Park West Neighborhood Center

Area 23: Sinclair Road from State Route 161 to Lincoln Avenue

This is a fully developed residential area on large deep lots with commercial industrial development to the north and south. Zoning includes residential (SR and RRR) and a small amount of multi-family residential (AR1). Two churches are located within the single-family areas. This area is without consistent curbs, gutters, sidewalks, streetlights, and street trees.

It is the recommendation of the Northland Plan Update that:

- existing residential development be supported as the best long term land use.
- commercial development is not appropriate for this area and should be discouraged.
- installation of curbs, gutters, sidewalks, street lights, and street trees be encouraged.



Area 23: Sinclair Road from SR 161 to Lincoln Road

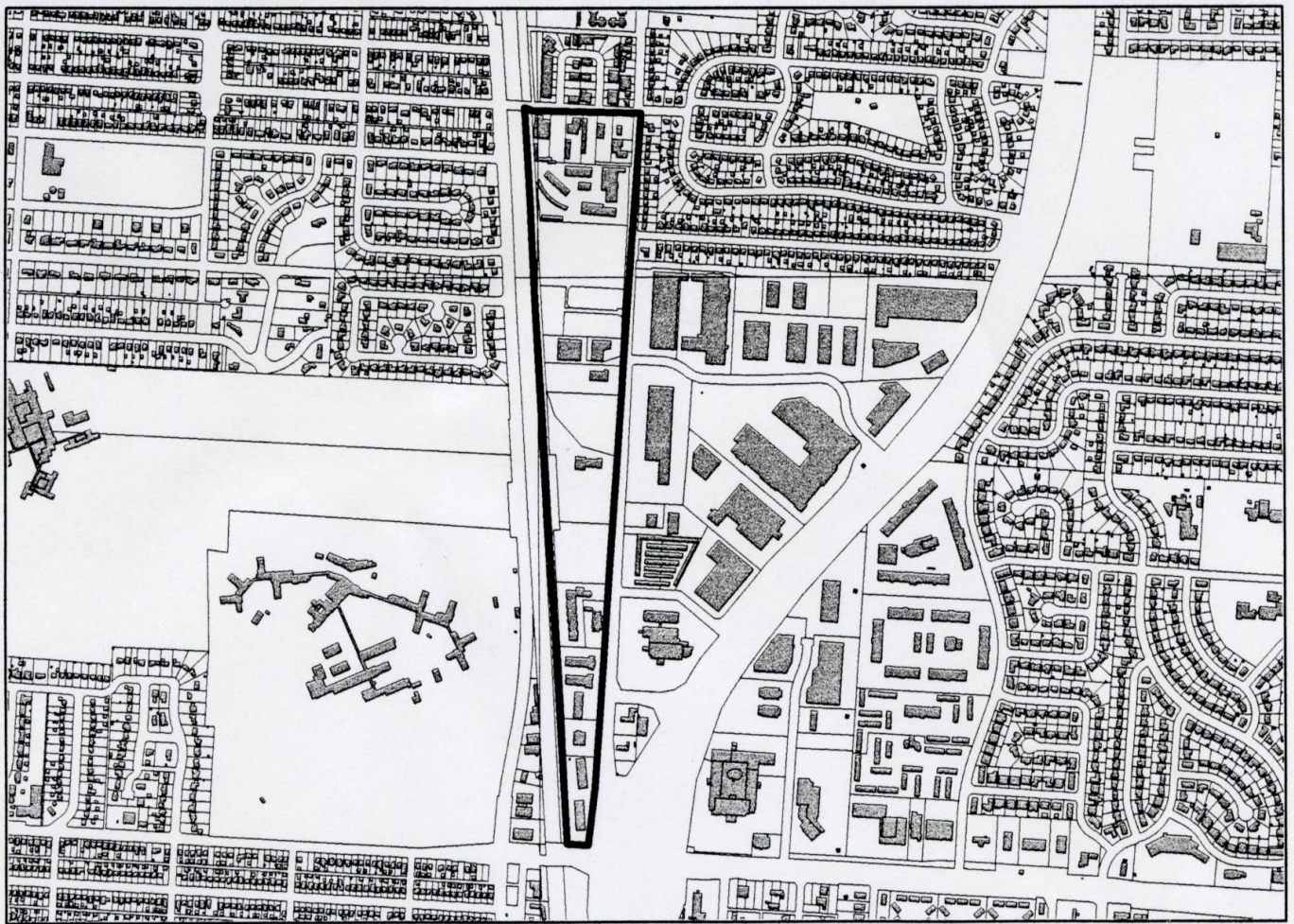
Area 24: Sinclair Road West Side from Morse Road to Lincoln Avenue

All undeveloped areas since the 1989 Northland Plan, have been developed with light industrial, office, and office warehouse uses. Except for a three-and-one-half-acre parcel is be suitable for the same type of development. The area is currently zoned for manufacturing (M and M2).

The entry in to the Sinclair Road neighborhood from Morse Road lacks any kind of pedestrian ambiance. It is virtually under the I-70 freeway overpass, has a high volume of traffic and no sidewalk .

It is the recommendation of the Northland Plan Update that:

- existing light industrial, office, and office-warehouse be supported as the best long term land use.
- installation of sidewalks, streetlights, curbs and gutters be strongly supported.
- the corner of Sinclair Road and Morse Road be enhanced with streetlights, sidewalks, curbs, gutters and landscaping.



Area 24: Sinclair Road from Morse Road to Lincoln Avenue