



Northland Plan Volume I



City of Columbus
Michael B. Coleman, *Mayor*

Department of Development
Mark Barbash, *Director*

Planning Division
Stephen R. McClary, *Administrator*



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Northland Plan Volume I

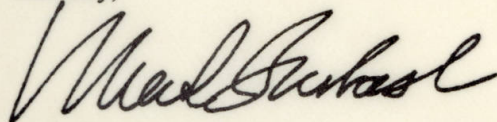
Dear Citizen:

On January 29, 2001 Columbus City Council adopted *Northland Plan - Volume I* as the city's long-range guide for development, redevelopment and improvement of the physical environment in the Northland area. The city prepared *Northland Plan - Volume I* in recognition of the need to update the original 1989 Northland Plan. This plan was prepared with the assistance of and input from numerous stakeholders including civic leaders, property owners, and representatives of the business community, public agencies and the Northland Community Council.

In conjunction with this plan, and to help address some of the challenges facing the Northland community, the city has also produced the Morse Road Market Analysis and Redevelopment Strategy and the Morse Road Design Plan. A separate plan is underway for the Northland area east of I-270, north of Morse Road, following the Columbus city limits to the north and east (Northland Plan - Volume II).

The Northland community has been and will continue to play a vital role in the fabric of the city of Columbus. It is our goal that this document be used by both private and public sectors as a working reference of planning guidelines and policies for the Northland area. I want to thank everyone involved in the creation of *Northland Plan - Volume I*, and ask that you continue to be a part of our on-going efforts to make Columbus the best city in the nation to live, work and raise a family.

Sincerely,



Mark Barbash, *Director*
Department of Development



City of Columbus
Michael B. Coleman, *Mayor*

Department of Development
Mark Barbash, *Director*
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Graphics:
Daniel Thomas, *Urban Design Manager*
Larry D. Lewis, *Graphic Designer*

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This plan provides guidelines for private and public sector decision making in the Northland area. It is intended to replace the 1989 Northland Plan. Please direct all questions regarding the content of this document to the Columbus Planning Division, 109 North Front Street, Columbus, Ohio 43215.

Acknowledgements

The Planning Division would like to acknowledge former staff member Nan Merritt (Senior Planner), who made substantial contributions to this plan.

The Northland Community Council, in particular the Northland Development Committee chaired by Andrew S. Bukovinsky, contributed a great deal of time and energy to this effort. In addition, we acknowledge the commitment and dedication throughout the process from the plan working group, comprised of civic leaders, property owners, and representatives from the business community. Their assistance was invaluable.

Special thanks also go to the Haimel Center, 1421 Morse Road, and the Karl Road Branch of the Columbus Metropolitan Library, 5590 Karl Road, for hosting the numerous planning sessions and public hearings that helped shape the formulation of this plan.

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Northland Plan

Volume I

Introduction

Welcome to the Northland Plan. 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 document addresses most subjects covered in the 1989 Northland Plan as well as several 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 values 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 that was adopted by City Council in June of 1989. It was the first area plan in the current series and the first area plan adopted by City Council.

It has been over ten years since the Northland 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 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:

- *Northland Plan – Volume I:* An update of the original Northland Plan with an added section south of Morse Road.
- *Northland Plan – Volume II:* A plan for the Northland area east of I-270, north of Morse Road, following the Columbus city limits to the east.
- The Morse Road Market Analysis and Redevelopment Strategy and Morse Road Design Study.

This document addresses the first plan element, the update of the 1989 Northland Plan. The Northland Plan - Volume II will be issued as a subsequent document. The Morse Road Market Analysis & Redevelopment Strategy was completed in July 1999, and the Morse Road Design Study in late 2000.

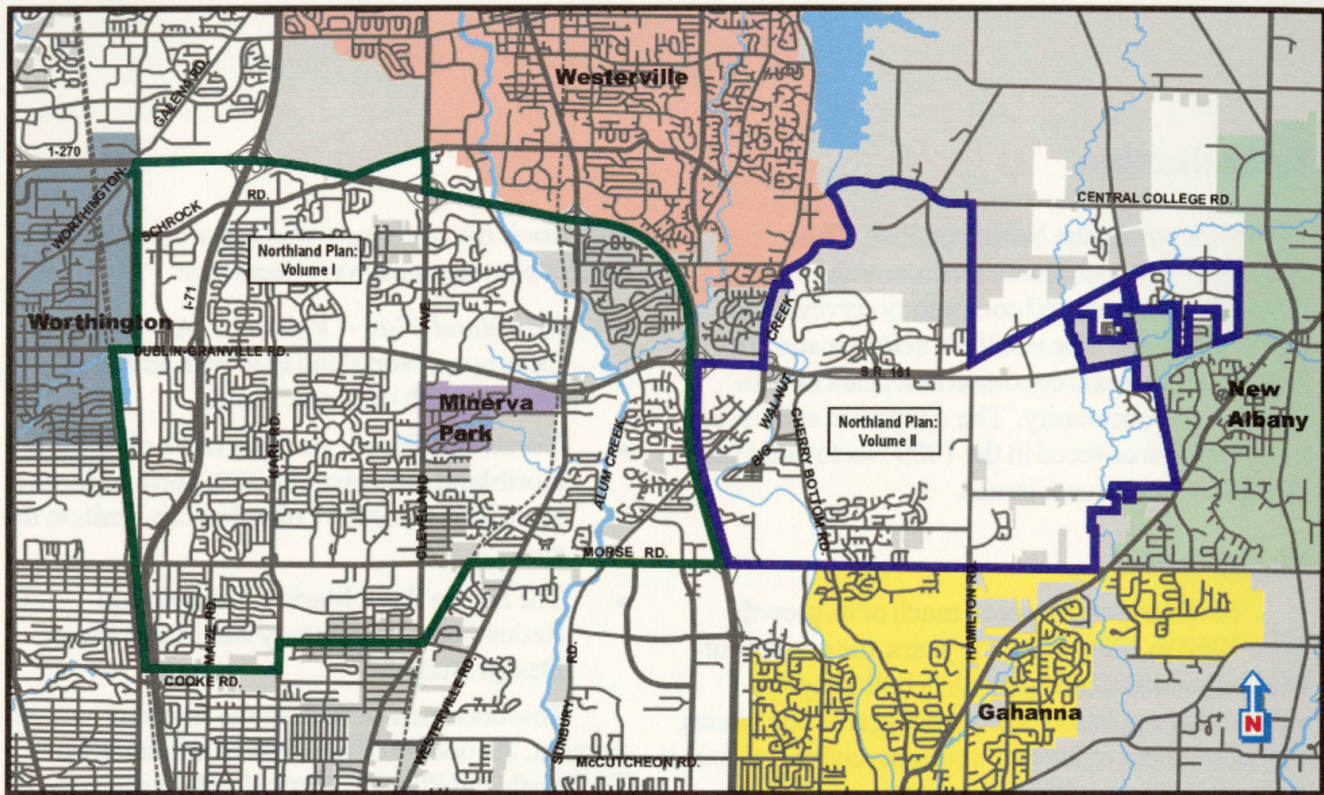
Relationship of the Northland Plan to the Northland Development Standards:

The Northland Development 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 supports the application of the Northland Development 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 the Northland area.

Planning Areas



The Northland planning process involves two distinct areas within the boundaries of the Northland Community Council. The Northland Plan: Volume I covers the area addressed in the 1989 Northland Plan and an additional area to the south.

A separate plan (Northland Plan: Volume II) is also being prepared for a portion of the city to the east of I-270.

Get To Know Northland

- ◆ If Northland were a city, it would be the 9th largest city in Ohio.
- ◆ In 1998 the population estimate for the planning area was approximately 83,000.
- ◆ Much of Northland was developed in a twenty-year period (1960-1980).
- ◆ 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 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 40,000 vehicles per day travel portions of Morse Road.
- ◆ Daily traffic counts on SR 161 and Cleveland Avenue exceed 35,000 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 consistent 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.

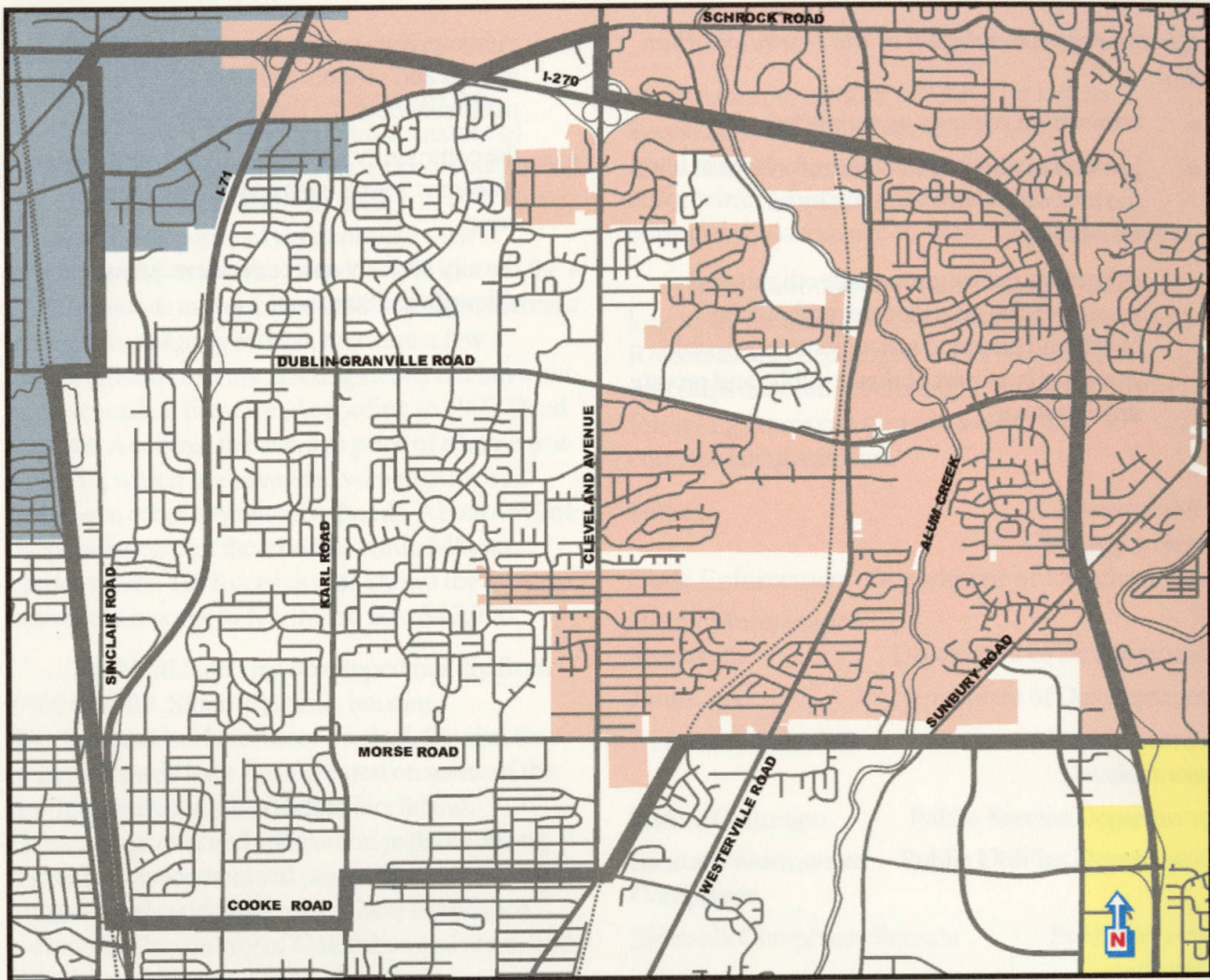
Sources: 1990 US Census, 1997 National Decision Systems Equifax area profile report, the firm of Lormes & Belfrage and the Mid Ohio Regional Planning Commission. 1998 population estimates extracted from CACI data.

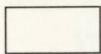


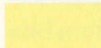


It is the recommendation of the Northland Plan that:

- annexation requests be supported.
- pro-active and shared code enforcement with the townships, county, and city be encouraged.
- sidewalks, curbs, gutters, streetlights and street trees be provided throughout the Northland planning area whenever possible, particularly as part of major public and private improvements.
- public-private partnerships with local civic groups and schools be encouraged 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.

School Districts



-  Columbus City Schools
-  Worthington City Schools
-  Westerville City Schools
-  Gahanna City 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 Public 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 Public School district.

As established in the original “win-win” agreement, participating school districts have the option of renewing the terms of the agreement every six years. The last update period to the win-win agreement was in 1998, therefore the next scheduled renewal period would be for 2004.

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.

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. 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 recreation and park services 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 the school's 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 Road and north of Cooke Road. The Morse/Cooke area does contain several schools and churches which provide forms of open space.

Community Parks:

Community parks are designed to meet the needs of larger areas than neighborhood parks. They typically have a wide range of amenities, off-street parking and direct accessibility from major streets. Community parks also serve as key locations 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 overpass.

Cooper Park, which runs parallel to Alum Creek, is newer and has fewer facilities. Cooper Park lies within the 100-year floodplain of Alum Creek, which limits the type of facilities that 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, located south of the planning area, is classified as a neighborhood park, but provides many of the amenities of a community park including the Fedderson Recreation Center. Cooke Park's two-mile service area extends well into the Northland area.

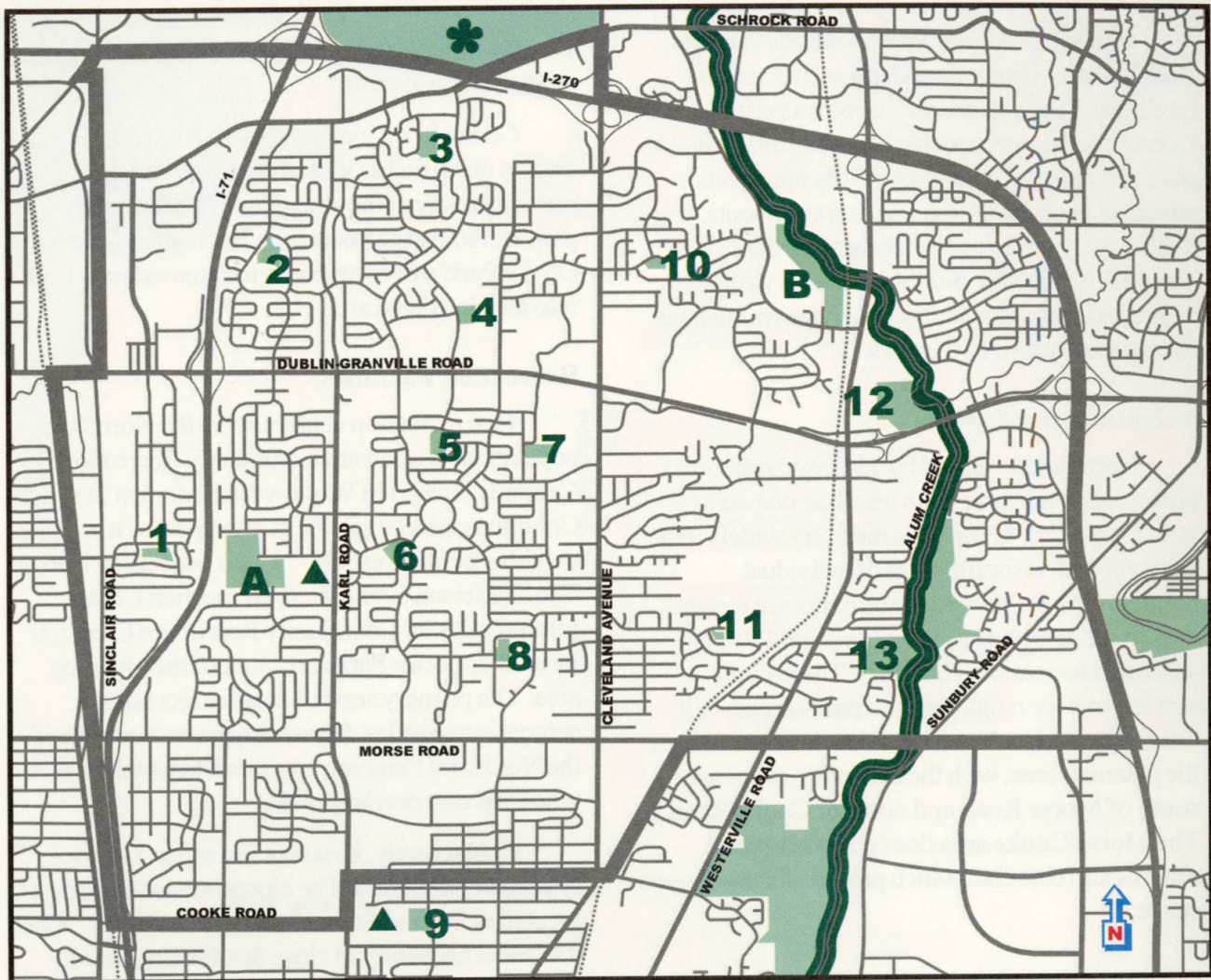
Recreation Facilities:

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. The 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. Currently, the east portion of the Northland Planning area is inadequately served when this criterion is applied.

Until recently, no senior recreation facilities existed in Northland. The closest senior center was located at Second Street and Summitt Street. When it became necessary to close that facility, the city sought a replacement location in Northland. This was primarily due to the high level of participation by Northland residents in senior programming. In order to address the immediate need for such a facility, the city has leased space in the Morse Center shopping plaza along Morse Road.

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. Although the site has not been determined, Beechcroft Park is a frequently suggested location, as its proximity to Beechcroft High School would provide an opportunity for cooperative facility use and programming.

Recreation and Parks Facilities



Neighborhood Parks:

- 1 Chaseland Park
- 2 Devonshire Park
- 3 Northgate Park
- 4 Beechcroft Park
- 5 Walden Park
- 6 Forest Park East Park
- 7 Granville Park
- 8 Northtowne Park
- 9 Cooke Park
- 10 Northern Woods Park
- 11 Brandywine Park

- 12 Casto Park
- 13 Parkridge Park

Community Parks:

- A Woodward Park
- B Cooper Park

Community Recreation Centers:

- ▲ Woodward Community Recreation Center (Karl Road area)
- ▲ Fedderson Community Recreation Center (Cooke Road area)

Sharon Woods Metro Park



Planned Alum Creek Multi-Use Trail



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. The 1997 Franklin County Greenways Plan further underscored the importance of protecting the region’s river and stream corridors. 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 in 2001.

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:

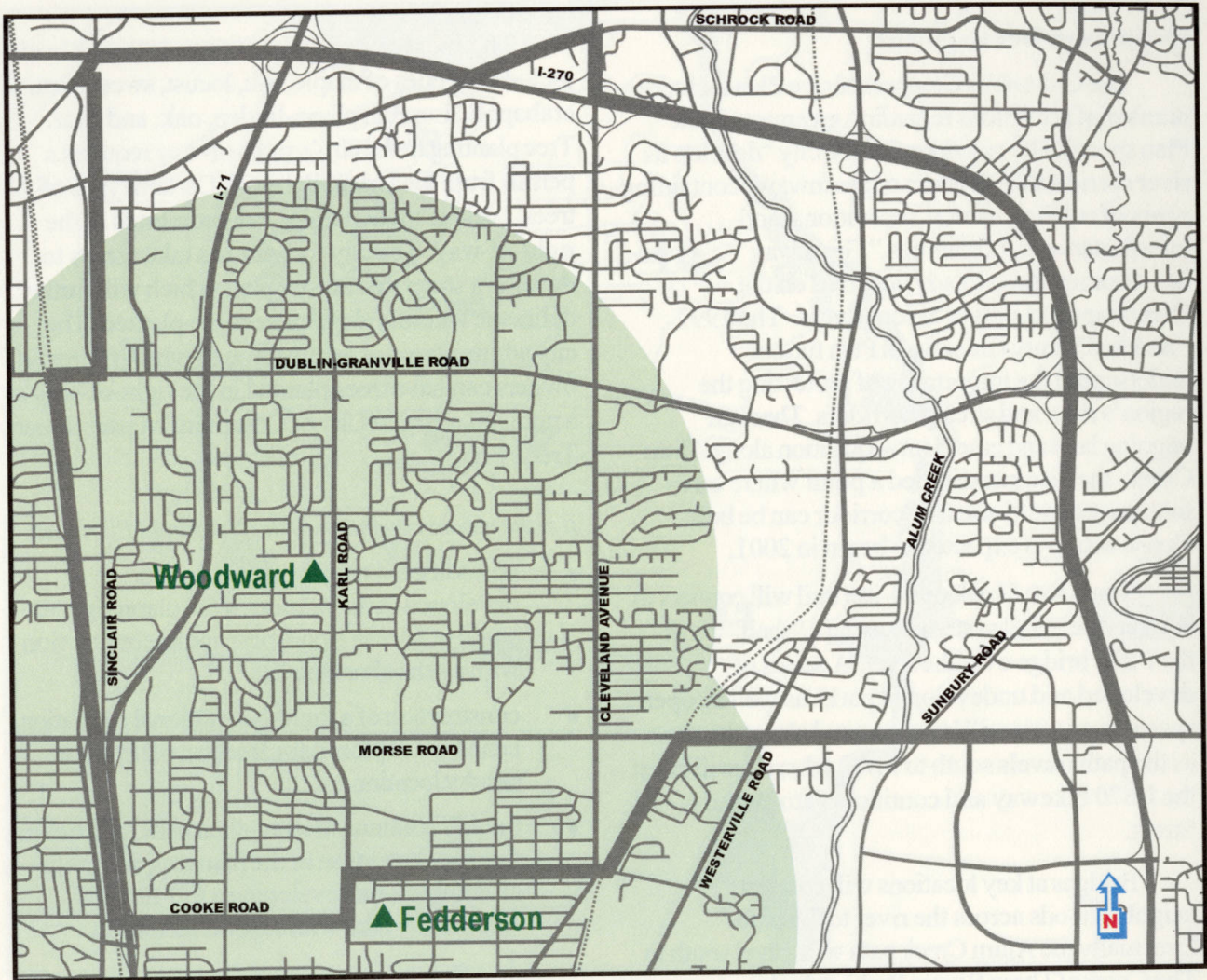
In 1997, Columbus completed a citywide street tree inventory for each community planning area. Information generated for community planning area 6, which matches the traditional Northland boundaries, shows 8,326 street trees planted in a total of 13,004 available spaces. Given an average spacing of 50 feet, an additional 4,678 trees could be accommodated in the area. Columbus plants roughly 3,000 trees each year citywide, but has taken steps through new tree nursery programs to increase plantings.

The most common tree types in Northland include varieties of maple, ash, locust, sweet gum, crabapple, London 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 forester has taken steps to develop a street tree master plan, which will further delineate where and when trees are planted. The city administers a program through which property owners can have trees planted in the right-of-way at a nominal charge. (City of Columbus Master Street Tree Plan)

It is the recommendation of the Northland Plan that:

- an additional neighborhood park be developed in the portion of the planning area south of Morse Road, perhaps in conjunction with a school or church.
- construction of a multi-generational recreation center be explored for 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 areas east of the planning limits. A location east of I-270 should be considered for this facility.
- 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.

Recreation Center Service Areas



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

Sanitary Sewers and Stormwater Drainage

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 a number of years. 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 Department of Public Utilities' Sewerage and Drainage Division has completed the field investigation and computerized hydraulic modeling associated with the Inflow and Infiltration (I/I) Study of the Maize Road/Morse Road area. The study considers the interrelationship of the sanitary sewer and stormwater systems. In many neighborhoods, stormwater inflow enters the sanitary sewers through defective manholes, cross-connections with storm sewers, gutters and downspouts, sump pumps and foundation drains. Stormwater and groundwater can also infiltrate the sanitary sewer system through cracks and breaks in the sanitary sewer lines. As the sanitary sewers age, the inflow and infiltration of non-sanitary water can overwhelm the sewers. When this happens, the sanitary lines surcharge and sewage can back-up into homes and into the environment.

The process of rehabilitating sanitary sewers, providing adequate stormwater facilities and sanitary relief lines is a costly and difficult undertaking. Currently, the Division of Sewerage and Drainage is evaluating the level to which the City's sanitary and stormwater systems can be improved to protect against such surcharging occurrences.

The handling of excess stormwater created by eliminating the illegal connections into the sanitary sewers (via downspouts and foundation drains) remains problematic. The Division will be entering into design contracts for the first round of sanitary sewer improvements in 2000. Over \$19.7 million in capital improvement funding has been allocated over the next five years to address this problem area.

Lack of Centralized Sanitary Sewers:

In addition to having inadequate storm drainage and street systems, several subdivisions within Northland were developed under the jurisdiction of Franklin County and lack centralized sanitary sewer service. While Columbus water and sewer services are generally located nearby, Columbus generally requires annexation as a condition of 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 may choose to assess themselves the cost of system installation. A petition process is used to establish the assessment. This is an area that has been identified and recommended by the city's Health Department to have sanitary sewers installed due to concerns of increased public health risk associated with failing on-lot septic and aeration systems. The city's Division of Sewerage and Drainage is evaluating installing sanitary sewers in the Kilbourne Road area under its Capital Improvements Program.

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 wastewater was found off-site in area storm sewers and surface water. The unincorporated area can receive Columbus service without annexation because of 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. Sanitary service is expected to be completed within the next several years. As Franklin County develops sewer plans to serve the Cleveland Heights area, Columbus will work with them to ensure that the un-sewered Columbus area at the northeast corner of Morse Road and Cleveland Avenue will be provided for.

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 surfaces through the addition of roads, driveways and rooftops in the area. Stormwater flows 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 \$465 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 the backlog of needs. Projects planned over the next 6 years include:

The Maize Road/Morse Road Area Stormwater and Sanitary Sewer Improvements effort. 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 during the next five years. Over \$19.7 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.

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 that 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.

Cleveland Avenue/Morse Road Drainage Improvements - This project will provide additional capacity to handle stormwater adequately at the intersection.

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.

Noble Run Ditch Improvements - This project will provide erosion control and flood protection in the Noble Run watershed between I-71 and Alum Creek.

Additional Sanitary Sewers and/or Stormwater Drainage Information can be found:

Page 39: Unincorporated area of Home Acre and Community Park (Area 3).

Page 56: Unincorporated subdivisions: Adda Avenue to Minerva Avenue area (Area 17).

Page 66: South of Morse Road and west of Karl Road (Area 26).

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 eastern portion where the presence of Alum Creek, several tributaries, and their floodplains becomes apparent. East of Cleveland Avenue elevations begin dropping, reaching the lowest point of about 780 feet at Alum Creek, some 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 Schrock 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, which is 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.

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 areas where increases in the amount of impervious surface can result in dramatic increases in the volume and velocity of stormwater runoff.

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 its 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
- ◆ portions of Paris Court – Blendon Township

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.

Watercourse Protection:

The city is also currently pursuing adoption of a watercourse protection ordinance to safeguard river and stream corridors. The basis for this ordinance is a model prepared by the Mid-Ohio Regional Planning Commission with the assistance of a multi-jurisdictional working group and a team of consultants. The same model will be used in other central Ohio communities to achieve the maximum possible consistency for development regulation in riparian corridors.

It is the recommendation of the Northland Plan that:

- the Division of Sewerage and Drainage work with the Recreation and Parks Department to incorporate floodplain and wetlands in the stormwater management system.
- enclosure, channelizing and other significant alteration of streams in Northland should be preceded by notification and involvement of applicable community groups, the Planning Division, Building and Development Services, and the Recreation and Parks Department.

Hydric Soils and Wetlands:

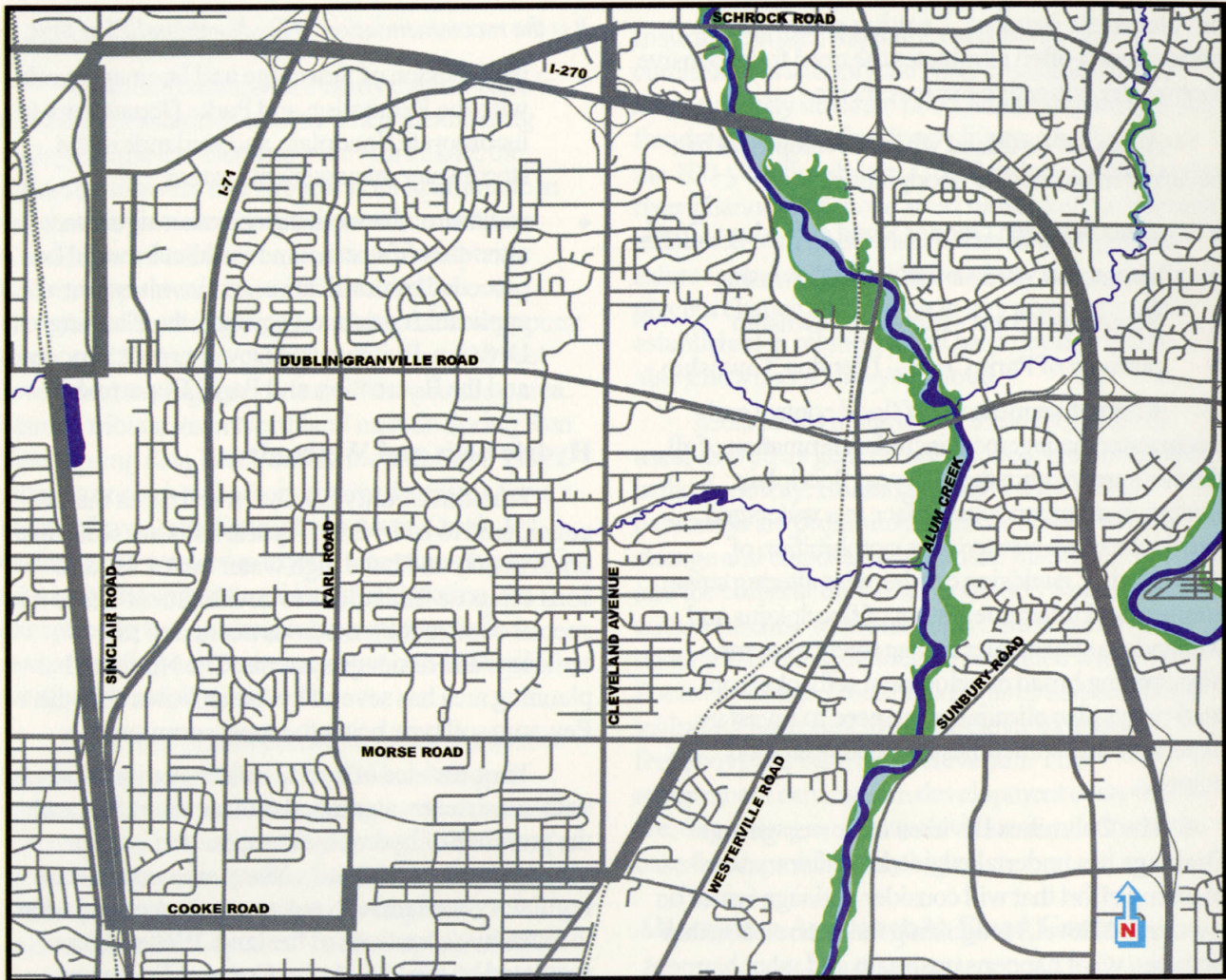
Franklin County has seven soil types that are considered to be hydric. Hydric soils are soils that drain poorly and have high water tables. Hydric soils can pose limitations to development due to the special construction methods necessary for buildings and drainage systems. The Northland planning area has several hydric soil sites 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 often characteristic of wetlands. Many sites considered regulatory wetlands do not appear as wetlands due to extensive alterations of the land. 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 into greenway systems.

It is the recommendation of the Northland Plan that:

- remaining wetlands be preserved on-site whenever possible. When wetland preservation is not possible, alternative sites should be found in the planning area.
- consideration of wetlands and hydric soils be integrated into 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.

Floodplain



-  Waterway
-  Floodway
-  100 Year Floodplain

Street Lighting

Since the first Northland Plan was released, streetlights have been installed on most major arterial streets in the planning area. The Division of Electricity has completed the installation of streetlights on Dublin-Granville Road from Forest Hills Boulevard to Ponderosa Drive and the painting of the street light standards on Morse Road from I-71 to Cleveland Avenue. Street lighting is planned for Cleveland Avenue from Teakwood Drive to Dublin-Granville Road. Cleveland Avenue from Dublin-Granville Road to Community Park Drive will be lighted in conjunction with road improvement projects in future years. Additionally, several major residential streets have experienced substantial traffic increases and are in need of lighting. These streets include Maple Canyon Avenue, Sharon Woods Boulevard, Northtowne Boulevard, and Tamarack Boulevard. These installations will continue the street lighting program for heavily traveled streets in the Northland area.

Most Northland residential areas lack streetlights. The Division of Electricity has a residential assessment program for decorative lighting, which will facilitate installation of lighting in these areas. In fact, the Division pays a portion of the expense of the more costly decorative lighting.

As of this report, there were three major street lighting assessment projects underway in the Northland area. The Northgate Civic Association in Sharon Woods between Schrock Road and Dublin-Granville Road and the Forest Park Civic Association between Dublin-Granville Road and Morse Road were in the process of petitioning for decorative lighting. The Maize-Morse Civic Association, located between Morse Road and Cooke Road, was the third civic association to investigate this process.

The Division of Electricity will continue to work with Franklin County engineers to install street lighting as part of the county's road improvement projects.

It is the recommendation of the Northland Plan 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 in residential areas.
- streetlights should help to provide safe pedestrian travel at locations of sidewalks and pathways.
- the city pursue installation of streetlights along major residential streets with high traffic volumes.

Transportation

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 best, boasting 7 interstate interchanges. The area's exceptional location allows it to serve 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 addressed by the Columbus Thoroughfare Plan, which designates the functional classifications of roads and includes right-of-way requirements for these 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 Northland streets and highways.

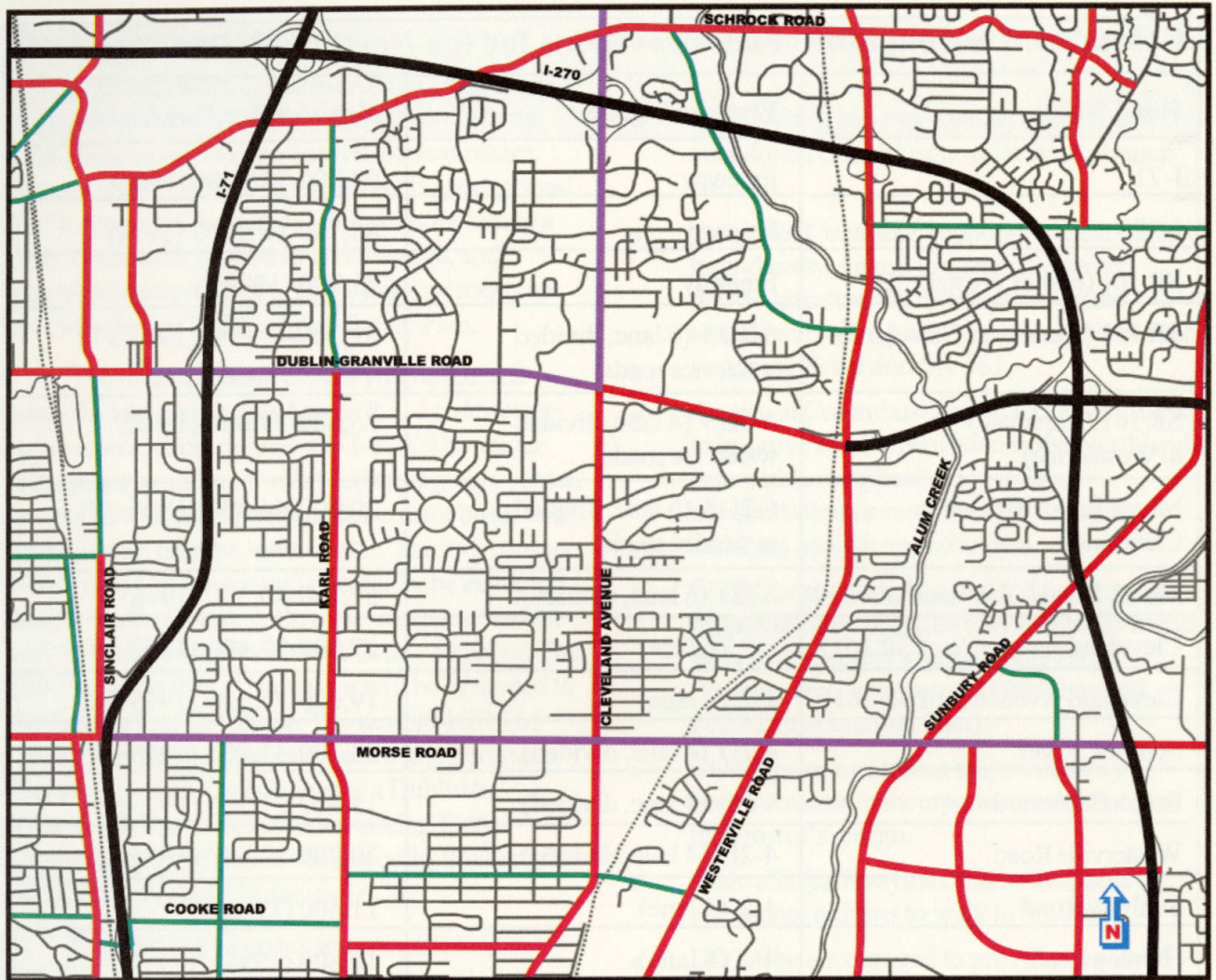
It is the recommendation of the Northland Plan that:





- 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 to 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, and Cooper Road and Forest Hills Drive.

- access management guidelines be implemented along major corridors to reduce the frequency of curb cuts.
- the use of shared parking and shared driveway access be encouraged along major corridors.
- internal circulation pattern for streets within developments be reviewed for appropriate functional hierarchy and linkages between major activity areas within and abutting a development.
- pedestrian and bicycle access to adjacent retail areas be encouraged.
- curbs, gutters, sidewalks, streetlights, and street trees be provided when street construction or reconstruction projects occur. Initial emphasis should be placed on Morse Road, Cleveland Avenue, Westerville Road, and State Route 161.
- primary access to high intensity development through lower intensity development be discouraged.
- solutions to circulation problems related to service roads that parallel Morse Road and State Route 161 be explored.
- 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.
- care be taken to design new streets in such a way as to minimize negative environmental impacts.

Thoroughfare Plan



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

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	88,700-107,600 (1994)
SR 161 (east of Westerville)	Freeway	31,700 (1994)
SR 161 (Huntley to Cleveland)	6-2DS (6 lane, divided w/service roads)	32,300-49,600 (1995-97)
SR 161 (Cleveland to Westerville)	4-2DS (4 lane, divided w/service roads)	26,600-38,600 (1995)
Morse Road (Sinclair to Cleveland)	6-2DS (6 lane, divided w/service roads)	30,600-44,800 (1996-97)
Morse Road (Cleveland to I-270)	6-2D (6 lane, divided)	27,100-40,300 (1996)
Cleveland Avenue (n of SR 161)	6-2 (6 lane)	27,000-37,400 (1992-94)
Cleveland Avenue (s of SR 161)	4-2 (4 lane)	19,600-25,300 (1995-96)
Schrock Road	4-2D (4 lane, divided)	28,300-31,900 (1996-97)
Busch Boulevard	4-2D (4 lane, divided)	15,900-21,100 (1996)
Westerville Road	4-2D (4 lane, divided)	20,700-22,100 (1994-95)
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)	9,700-13,600 (1994-97)
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)	8,300 (1996)
Dempsey Road	C – Collector (2 wide lanes)	8,000 (1996)
Maize Road	C – Collector (2 wide lanes)	7,800-9,500 (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. Data extracted from MORPC's "Average Daily Traffic Volume Report" (updated 6/98).

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 immediately north of the Morse Road and Stelzer Road intersection, adjacent to I-270. The center will include a park-and-ride facility, day care center, and transfer facility. Two small circulator buses will bring people into the town center. The #95 Morse-Henderson Crosstown will eventually be extended west to Tuttle Crossing. 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 the perimeter shopping center. 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, extension of the #95 Morse-Henderson Crosstown east to Easton, 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 that:

- the city of Columbus support use of the abandoned Conrail right-of-way as a transit corridor.
- 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 enhancements early in the project's design. (COTA's Planning and Development Guideline and 2020 Transportation Plan)
- COTA be consulted on major roadway improvements to incorporate transit needs in the project's design.
- sidewalks/pathways should be available to encourage citizens to walk to bus stops.
- COTA be encouraged to provide improved bus stops with shelters and benches wherever possible.

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.

For a pedestrian, walking along collector and arterial streets is often difficult. 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. Bicycle and pedestrian movement in the Tamarack area is also a concern. The constantly moving traffic around the circle makes it difficult for pedestrians to cross and bicycles to circulate.

Street trees that provide shade, filter the air, reduce noise, and provide a safety barrier between the pedestrian and auto, are lacking in most commercial corridors in Northland.

In 1999, the city of Columbus adopted an ordinance requiring the installation of sidewalks whenever land is subdivided or substantial property improvements are made (regardless of land use). 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 that:

- sidewalks that encourage pedestrian travel be provided along all collector and arterial streets.
- the street-side edge of sidewalks be placed a minimum of 6 feet from the curb or edge of pavement.
- pedestrian/bicycle connections be built between residential areas (including hotels) and nearby commercial and civic activity centers.
- crosswalks and other pedestrian enhancements be considered to promote efficient pedestrian travel where established pedestrian travel exists.
- pedestrian-activated traffic signals be considered at key intersections and crosswalk locations where traffic volume and velocity would otherwise discourage pedestrian crossings.
- street trees be considered as infrastructure and be planted where space allows.
- covered bus shelters and benches be placed in safe, accessible areas.

Bicycle Transportation:

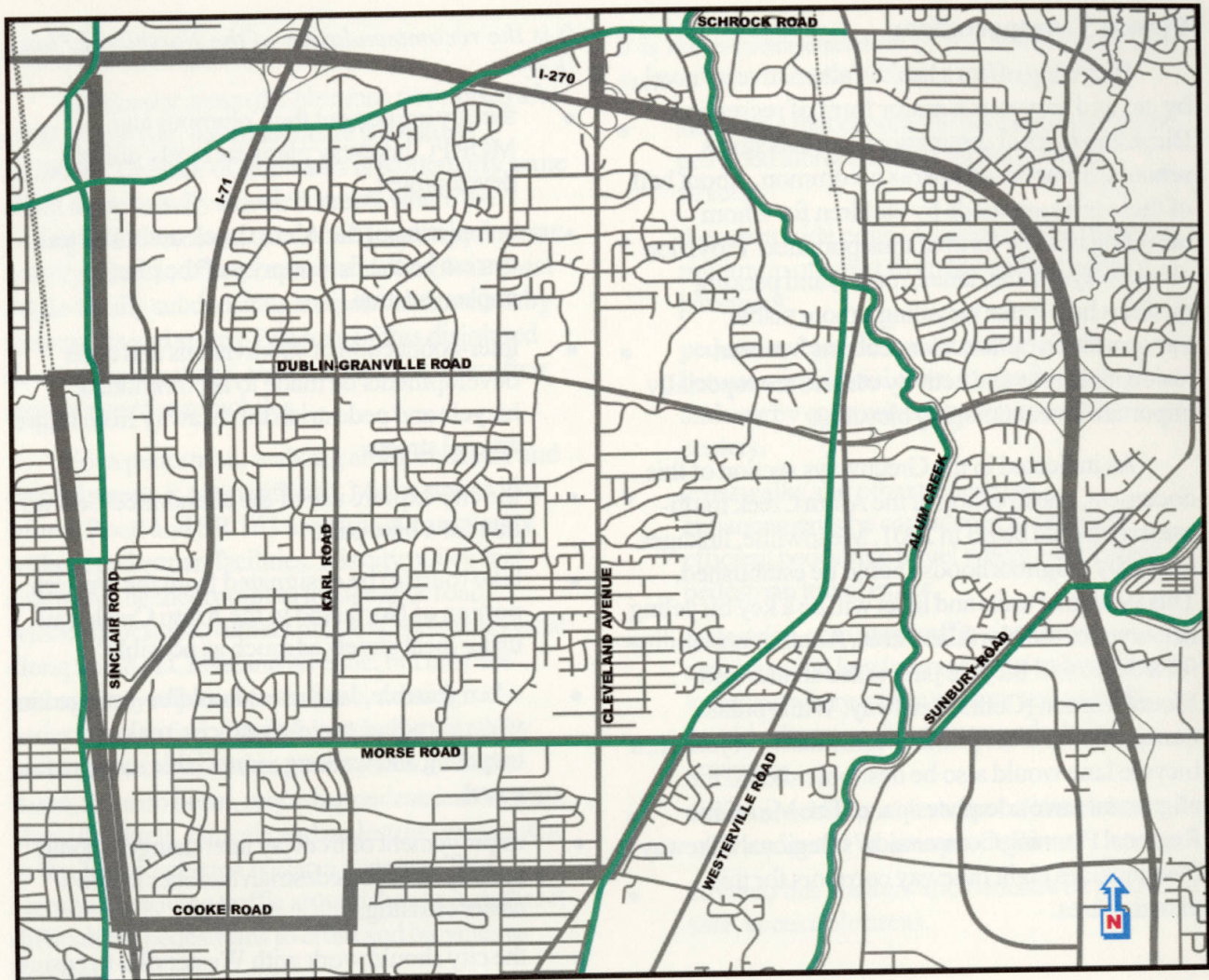
Bicycling offers a healthy alternative to travel by car and serves as a major form of recreation. Bicycling to local destinations, such as stores, schools, libraries, and parks is common. About half of these trips are made by children for whom bicycling is a key form of transportation. Provision of bikeways (trails, lanes, routes) and parking facilities help 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 in 2001. Meanwhile, linkages to nearby neighborhoods should be established. This system of trails and links will be a key bicycling resource for the Northland area. Another possibility for a dedicated bicycle path is the abandoned Mount Vernon (Conrail) railway. While public transportation is the primary community objective, a bicycle lane would also be desirable should the alignment have adequate space. The Mid-Ohio Regional Planning Commission's Regional Bikeway Plan includes eight bikeway corridors for this planning area.

It is the recommendation of the Northland Plan 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.
- inter-connection of subdivisions and other developments be made to accommodate bicycle and pedestrian travel away from major arterial streets.
- the city explore use of the abandoned Conrail line for a bike path.
- bike route(s) be designated from the western portion of Northland to the Alum Creek trail using local streets as much as possible.
- when feasible, land uses should be arranged in ways to reduce travel distances, making bicycling and walking more viable modes of travel.
- improvement of freeway interchanges should include bicycle/pedestrian facilities to allow easier crossing.
- the city should work with Westerville to ensure a connection between the Alum Creek Trail and the Schrock Road Bike Lanes.
- bikeways along Morse Road and SR 161 be developed to provide access to commercial areas.
- COTA's Easton Transit Center be provided with bicycle racks, lockers and be linked to the bikeway system.
- means to improve bicycle parking facilities in the Northland area be examined.
- the city examine the need for bicycle/pedestrian connectors between residential, commercial, civic and other areas.
- the city work with local residents to promote bicycle and pedestrian safety.

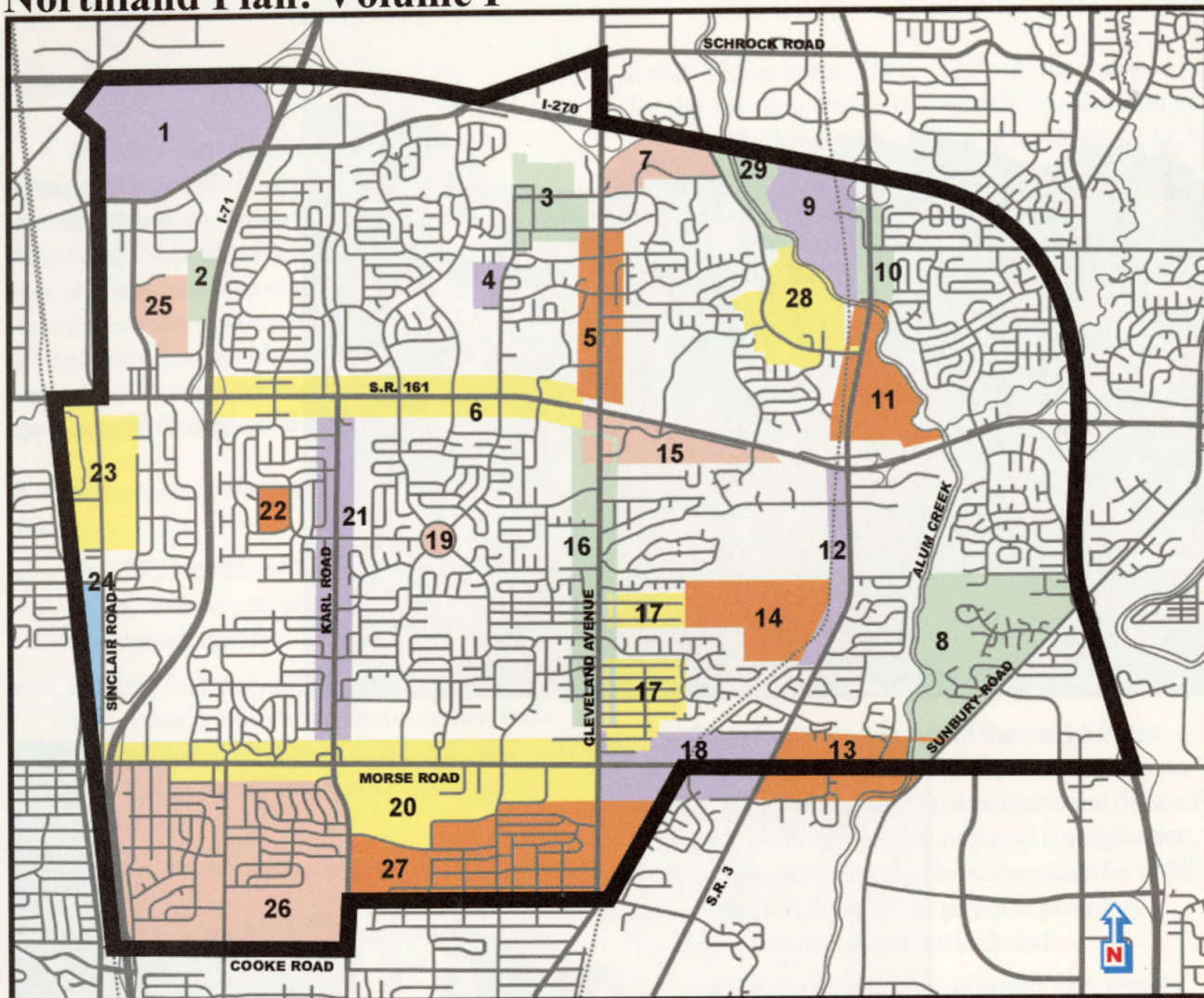
Bikeways



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 Schrock Road. The Alum Creek Trail system is expected to be under construction in 2001. A bicycle lane is planned for Morse Road as part of the Morse Road Design Plan.

Northland Plan: Volume I



Land Use Subareas

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Undeveloped Property Adjacent to Anheuser-Busch Brewery 2. Undeveloped Land Adjacent to the Continent 3. Unincorporated area of Home Acre and Community 4. Park 5. Undeveloped Land east of Beechcroft High School 6. Cleveland Avenue: I-270 to SR 161 7. SR 161: I-71 to Cleveland Avenue 8. Corporate Exchange
Residential area east of Alum Creek and north of 9. Sunbury Road 10. Southwest Quadrant of I-270 and Westerville Road 11. Westerville Road: I-270 to Alum Creek 12. Westerville Road: Alum Creek to SR 161
Westerville Road (west side): SR 161 to Parkridge 13. Subdivision 14. Morse Road: Westerville Road to Sunbury Road
Kilbourne Run Area | <ol style="list-style-type: none"> 15. SR 161 (south side) east of Cleveland Avenue 16. Cleveland Avenue: SR 161 to Morse Road 17. Unincorporated subdivisions: Adda Avenue to Minerva Avenue area 18. Morse Road: Cleveland Avenue to Westerville Road 19. Tamarack Circle 20. Morse Road: I-71 to Cleveland Avenue 21. Karl Road: SR 161 to Morse Road 22. Forest Park West Neighborhood Center 23. Sinclair Road: SR 161 to Linclon Avenue 24. Sinclair Road: Morse Road to Lincoln Avenue 25. The Continent 26. South of Morse Road and west of Karl Road 27. South of Morse Road and east of Karl Road 28. Cooper Road (south) 29. Cooper Road (north) |
|--|--|



LAND USE AND ZONING

General Recommendations

The 1989 Northland Plan highlighted 37 subareas for specific land use and zoning recommendations. Some of these areas have been fully developed and are not included in this plan update. The Land Use map shows the 29 areas that received concentrated attention. While not all areas of Northland are specifically addressed, there are general land use and zoning recommendations that should apply throughout the area.

It is the recommendation of the Northland Plan that:

- the 1992 Northland Development Standards or any subsequent update be applied throughout the area.
- existing land use and zoning patterns be taken into consideration when decisions are made regarding zoning changes for areas not highlighted in the subareas section of this update.
- the Columbus Comprehensive Plan be used for general guidance in situations where this document provides no specific direction.

Morse Road

Throughout the Northland Plan Update process, the vitality of Morse Road was expressed as a primary concern of residents and business leaders. The stability of Northland's "Main Street" was also a concern of the city administration and City Council, who cooperatively launched a study of the corridor to determine its condition from a retail market perspective and develop a blueprint for its long-term viability. The Morse Road Market Analysis and Redevelopment Strategy was conducted by a team of design and economic consultants in consultation with area stakeholders, elected officials, and city staff.

In the process of developing recommendations for the report, the consultants focused on a trade area defined as being everything within an approximately eight minute (3.5 miles) drive from the intersection of Cleveland Avenue and Morse

Road. The process further refined the analysis for the primary trade area, which was defined as being everything within a five-minute drive (2.3 miles) of that intersection. Some demographic and economic analysis highlights from the document are as follows:

- ◆ within an 8-minute drive of Morse Road and Cleveland Avenue, there are 27 shopping centers totaling 4.7 million square feet of retail space.
- ◆ in 1998, the trade area had 1,545 retail and personal service establishments, with over 33,000 employees and \$2.3 billion in sales.
- ◆ the classifications and profiles of neighborhoods and households in the area form a strong base for retail activity and can help shape the future of retail in the Morse Road corridor.

The physical inventory of the corridor was conducted at the same time as the market analysis work. This involved site visits, setback and right-of-way analysis, consideration of parcel configuration, and discussions with agencies responsible for public improvements. Some of the physical inventory highlights from the document included:

- ◆ land use patterns in the corridor vary greatly, and reveal a significant number of vacancies. There is also a lack of clustering of specific commercial uses.
- ◆ the view from the road is dominated by billboards, sign clutter, parking lots and utility poles.
- ◆ the cross section of roads is significantly wider than on typical urban streets (such as High Street downtown).
- ◆ there is a significant lack of pedestrian facilities and bus shelters.
- ◆ street lighting fixture types and location have no consistency.
- ◆ utility poles, poor landscaping and signs add to the visual clutter in the corridor.

The project was completed in July 1999 and includes a series of recommendations involving organizational and marketing issues, public investment and redevelopment. An overview of the documents' recommendations include:

- ◆ creating an organizational entity to oversee public and private investments and coordinate development, marketing, and initiate public/private partnerships.
- ◆ hire an urban design/landscape consultant to study and estimate costs of landscape improvements in the corridor.
- ◆ develop new zoning and design overlay standards for the area to address building setbacks, landscaping, and signage requirements.
- ◆ build continuous sidewalks, fill and berm swales, install curbs and consistent street

lighting, and plant double tree rows on the north and south sides of Morse Road.

- ◆ build new bus shelters.
- ◆ bury utility lines underground.
- ◆ market five primary opportunity sites for development or redevelopment.

In 1999, a bond package was approved by voters, with \$5 million dollars of that package allocated specifically for improvements along Morse Road. This bond package allocation will help in the implementation of some of the recommendations outlined in the Morse Road Market Analysis and Redevelopment Strategy and subsequent Morse Road Design Study. The Morse Road Design Study will be an important implementation tool for this major corridor, and should be adhered to when properties develop or redevelop along Morse Road.

Land Use Issues in the Northland Area:

Development Sites With Freeway Exposure:

The Northland area has several development sites adjacent to the interstate freeway system. Most of these sites are zoned for commercial or manufacturing uses. However, existing zoning has proven to be a poor guide for evaluating development potential. Reaping the advantages of freeway exposure, recent development activity has included corporate offices and hotels. The availability of utilities that do not require significant extensions is a major asset for developers.

Recent activity reveals that Columbus' development and corporate communities recognize the advantages of freeway exposure for the suburban office market. While the downtown office market remains strong, many developers are choosing larger suburban sites with surface parking, lower land costs, space for corporate image features, and, of course, freeway exposure.

Northland is primarily a residential area, but high-quality office development and multi-family housing are good neighbors and provide an excellent buffer between single-family areas and development adjacent to the freeway system. Currently, automobile dealerships, open storage of sand and gravel, and a utility substation occupy some of these sites. Encouraging high-quality redevelopment with proper buffering will enhance the Northland area visually and economically and will help preserve the overall residential environment.

It is the recommendation of the Northland Plan that:

- reservation of development sites adjacent to freeways be encouraged for their highest and best economic use.
- pleasing views from the highway be encouraged when development occurs along the interstate system.
- zoning be used to protect residential neighborhoods from intrusion by commercial and manufacturing uses.

- new development compatible with the architectural style established in an area be encouraged.
- zoning be used to encourage new development to be sensitive to density, buffering, traffic and circulation pattern, and architectural details of the surrounding area.
- office development be encouraged as an appropriate transition use between residential and commercial development.
- major commercial developments of five or more acres be zoned in planned or limited districts to ensure that the developments meet appropriate standards.

Large Sites Available For Development:

Current large development sites are zoned manufacturing, commercial, and single-family or multi-family residential. Historically, however, existing zoning has proven to be an inaccurate guide for determining development potential. A major asset to the development of these sites is the availability of utilities. All sewer and water services are in place. Significant extensions will not be required.

Several of these sites are located on the interstate freeway system. There are clear advantages of freeway exposure for suburban office development. Additionally, these sites should be reserved for development that will create the greatest number of employment opportunities and economic benefits.

The Northland area is characterized by numerous neighborhoods of both single-family and multi-family housing. The principal challenge to this residential environment is the extensive commercial development along State Route 161 and Morse Road. To preserve the dominant residential character, development of these sites must be sensitive to adjacent residential neighborhoods. Adequate buffering and transitional land uses must be incorporated.

The availability of land for future park development is another issue in the Northland area. Northland residents and the Columbus Recreation and Parks Department both have identified a need for new community and neighborhood parks. Land will need to be acquired from these large sites if park development requirements are to be satisfied in the area.

It is the recommendation of the Northland Plan that:

- pleasing views from the highway be encouraged when development occurs along the interstate system.
- zoning be used to protect residential neighborhoods from intrusion by commercial and manufacturing uses.
- all appropriate agencies be contacted in order to reserve adequate land for parks, recreation facilities, and schools in major rezoning areas.
- established single-family areas be protected by discouraging spot multi-family or commercial zoning within them.
- zoning be used to encourage new development to be sensitive to density, buffering, traffic and circulation patterns, and architectural details of the surrounding area.
- major commercial developments of five or more acres be zoned in planned or limited districts to ensure that the developments meet appropriate standards.
- reservation of development sites adjacent to freeways be encouraged for their highest and best economic use.
- office development be encouraged as an appropriate transition use between residential and commercial development.

Undeveloped Parcels Located In Commercial Areas:

Undeveloped parcels of land are scattered throughout the Northland area, mainly in office and warehouse complexes or along major arterials.

Some areas containing scattered undeveloped parcels have developed satisfactorily. Other areas have experienced problems. The successful development is a result of several factors:

- (1) adequate zoning policies and land use controls;
- (2) enforcement of private development standards; and
- (3) effective management and control of all redevelopment from residential to commercial.

In considering future development of the remaining parcels, the dominant residential character of the planning area must be considered. It is essential that the development of vacant parcels be sensitive to adjacent neighborhoods and incorporate buffering and transitional land use techniques to preserve the residential environment.

It is the recommendation of the Northland Plan that:

- zoning be used to protect residential neighborhoods from intrusion by commercial and manufacturing uses.
- established single-family areas be protected by discouraging spot multi-family or commercial zoning within them.
- new development be encouraged that is compatible with the architectural style established in an area.
- zoning be used to encourage new development to be sensitive to density, buffering, traffic and circulation pattern, and architectural details of the surrounding area.
- infill developments that are compatible with their surroundings be encouraged.
- office development be encouraged as an appropriate transition use between residential and commercial development.

Undeveloped Land Located In Residential Areas:

The undeveloped land located in residential areas falls into two classifications:

- (1) scattered, small lots within established subdivisions and;
- (2) parcels of five to twenty acres.

In all cases, the dominant surrounding land use is either single-family or multi-family.

In both classifications, future development must be sensitive to the character of adjacent development. The scattered lots are less an issue since the character of the neighborhood has generally been established. However, development on the larger five to twenty-acre parcels must consider factors such as density, traffic generation, buffering, and architectural style. In all cases, the infill development should be compatible with existing development.

City and community residents have identified a need for a community park and recreation center and additional neighborhood parks in the Northland area. Some of these requirements could be satisfied through the acquisition of land from undeveloped parcels.

It is the recommendation of the Northland Plan that:

- established single-family areas be protected by discouraging spot multi-family or commercial zoning within them.
- new development that is compatible with the architectural style established in an area be encouraged.
- zoning be used to encourage new development to be sensitive to density, buffering, traffic and circulation pattern, and architectural details of the surrounding area.
- infill developments compatible with their surroundings be encouraged.
- all appropriate agencies be contacted in order to reserve adequate land for recreation and parks facilities, and schools in major rezoning areas.

Fully Developed Commercial Areas:

In 1960, a master land-use plan, the General Land Use Plan for the Morse Road/State Route 161 Area, was developed by the Columbus City Planning Commission and Franklin County Regional Planning Commission for a major portion of the Northland area. The boundaries for the plan were, roughly, Schrock Road on the north, Morse Road on the south, Cleveland Avenue on the east, and Interstate 71 on the west. The purpose of this plan was to encourage the development of identifiable and pleasant neighborhoods; to increase the efficiency of all streets; and to help overcome the growing tendency for strip commercial development along major streets in the area.

The plan recommended four neighborhoods. Today these neighborhoods are known as Devonshire, Sharon Woods, Forest Park East, and Forest Park West. A central neighborhood commercial shopping center was planned for each residential area. The concept was for the neighborhood center to provide the essential retail services for the surrounding neighborhood such as drug store, dry cleaner, and food market. In essence, this was the only retail development planned for the area.

The neighborhoods were separated by State Route 161 and Karl Road. These arterials and Morse Road were designed to provide vehicular access from Interstate 71 to the four neighborhoods. State Route 161 and Morse Road were not designated as areas for commercial development.

The rezoning for and subsequent development of the Northland Mall established the precedent for commercial development along Morse Road. In the following years, Morse Road developed as an extensive commercial area of shopping centers, restaurants, offices, banks, and automobile dealerships.

The commercial development along Morse Road was designed for the automobile. Shoppers are required to drive between their neighborhoods and shopping areas and from shopping center to shopper center. The extensive commercial development combined with the automobile

orientation has created traffic congestion in the Northland area. In addition, the commercial development and the resulting traffic are incompatible with the dominant residential character of the area. State Route 161 developed in much the same way as Morse Road; however, the commercial development is not as intensive.

Many businesses in the four neighborhood shopping centers have failed as a result of competition from the retail development along Morse Road and State Route 161. There have been attempts to establish businesses in the neighborhood centers that are not compatible with the character of the surrounding residential areas.

It is the recommendation of the Northland Plan that:

- commercial (retail) development is encouraged to be located at major intersections rather than along arterial roads.
- office development is encouraged as an appropriate transition use between residential and commercial development.

Incompatible Commercial Development:

There has been extensive commercial development along most major arterials in the Northland area. However, undeveloped parcels still exist along Morse Road, Cleveland Avenue, and Westerville Road. Many of these commercial areas have developed satisfactorily; however, some contain a poor mixture of commercial uses that is not sensitive to surrounding development. In these areas, land uses include auto dealerships, used car sales, adult bookstores, restaurants, and strip shopping centers.

Zoning has been controlled by more than one jurisdiction in the Northland area. Various townships, the Village of Minerva Park, Franklin County, and the City of Columbus have all participated in the zoning of commercial development along arterials.

Another characteristic of these areas is the numerous homes that are being or have been converted to office and commercial uses. In some instances, multi-family housing has also been converted to commercial uses.

These areas of incompatible commercial development present an opportunity for redevelopment. Zoning policies, land use controls, and development standards should be applied to better manage new development.

It is the recommendation of the Northland Plan that:

- infill annexation requests that reduce service-related problems caused by “islands” of township land within the city’s corporate boundaries be supported.
- annexation proposals that reasonably can be served by city services be readily accepted.
- zoning to protect neighborhoods from intrusion by commercial and manufacturing uses be used.
- zoning be used to encourage that new developments be sensitive to their surroundings in such areas as density, buffering, traffic, and circulation patterns, and architectural details.
- major commercial development of five or more acres be zoned in planned or limited districts to ensure that the developments meet proper standards.
- revitalization and rehabilitation projects be encouraged through the use of appropriate planned districts, recognizing the unique opportunities and problems of such redevelopment.
- when sites are redeveloped or reused, they be required to be brought up to city standards.
- the location of commercial (retail) development be encouraged at major intersections rather than along arterial roads.
- office development be encouraged as an appropriate transition use between residential and commercial development.

Fully Developed Residential Areas Along Arterials:

The land along many of the major arterials in the Northland area originally developed as residential, both single-family and two-family. This development was in accordance with the General Land Use Plan for the Morse Road/State Route 161 area published in 1960.

The plan broke down with the rezoning and subsequent construction of the Northland Shopping Center. Intense commercial development spread along Northland's arterials. Many of the original residential sections are in a state of transition and now consist of a mixture of commercial and residential uses.

Several residential areas along arterials have survived the commercial redevelopment pressures and have maintained their residential character. As the supply of undeveloped land decreases and land values increase, commercial redevelopment pressures will intensify in residential areas along arterials.

It is the recommendation of the Northland Plan that:

- zoning be used to protect neighborhoods from intrusion by commercial and manufacturing uses.
- the location of commercial (retail) development be encouraged at major intersections rather than along arterial roads.
- established single-family areas be protected by discouraging spot multi-family or commercial zonings within them.

Prime Redevelopment Sites:

Several areas within the Northland community are underdeveloped. These areas are located along major arterials and at interstate interchanges.

Many of these sites are considered underdeveloped or badly developed. Current uses include open storage of gravel, sand, and broken concrete; mini-storage facilities; a lawn maintenance firm; an electric utility substation; a travel trailer dealer; and very low-density residential development. Because of their excellent locations and underutilization, these areas are primary targets for redevelopment.

It is the recommendation of the Northland Plan that:

- pleasing views from the highway be encouraged when development occurs along the interstate system.
- sites be brought up to city standards when redeveloped.
- reservation of development sites adjacent to freeways be encouraged for their highest and best economic use.
- prime manufacturing sites be reserved for manufacturing uses that bring new jobs into the community.
- recommendations of the Morse Road Market Analysis and Redevelopment Strategy and the Morse Road Design Study, as well as any future design recommendations, be implemented.

Residential Areas Converting To Commercial:

Most of the land along the major arterials in the Northland area were originally developed as residential. Single-family homes on Karl Road and along State Route 161 in the Devonshire subdivision were developed in accordance with the 1960 General Land Use Plan for the Morse Road/ State Route 161 area.

The rezoning for the Northland Shopping Center established an area precedent for commercial development along major arterials. This commercial development was not in compliance with Northland's master plan.

As the growth in the Northland Area continued and new neighborhoods were established, a market was created for additional commercial services. Accordingly, Northland's commercial development expanded along the major arterials and into previously residential areas.

Today, these areas are in transition and consist of a mixture of retail and office commercial, single and multi-family residential, and homes, including multi-family structures, that have been converted to commercial uses. Also, there are several scattered parcels available for development.

In some instances, conversions have been managed satisfactorily. However, in some of the areas, development and redevelopment have resulted in a poor mixture of uses. The lack of effective zoning policies, adequate land use controls, and development standards, have contributed to the problem. These conditions primarily exist in areas where zoning is controlled by more than one jurisdiction.

It is anticipated that development, redevelopment, and residential conversion pressures will continue in the Northland community.

It is the recommendation of the Northland Plan that:

- office development be encouraged as an appropriate transition use between residential and commercial development.

- infill annexation requests that reduce service related problems caused by "islands" of township land within the city's corporate boundaries be supported.
- zoning be used to protect neighborhoods from intrusion by commercial and manufacturing uses.
- zoning be used to encourage new development to be sensitive to their surroundings in such areas as density, buffering, traffic and circulation patterns and architectural details of the surrounding area.

Unincorporated Residential Areas:

The annexation patterns of the 1970s created many "islands" of unincorporated land within the Northland area. For the most part, these islands have developed as single-family subdivisions. These subdivisions are located in either Sharon or Blendon Township with zoning controlled by Franklin County. In recent years, Northland has experienced piecemeal annexations into the City of Columbus.

In Blendon Township, unincorporated residential areas were originally platted in the 1920s for summer cottages built on small lots. Since that time, most of the summer cottages have become permanent residences.

Although these areas have developed as residential, they have done so without adequate zoning and land use controls. Examples of incompatible land uses include taverns, nonconforming manufacturing, and a trailer court. Residences are also being used for nonresidential uses such as automobile repair shops.

Their transitional nature, combined with scattered instances of deferred maintenance, gives these unincorporated "islands" a deteriorated appearance. The development quality in these areas is inconsistent with Northland area development in general.

It is the recommendation of the Northland Plan that:

- infill annexation requests that reduce service-related problems caused by “islands” of township land within the city’s corporate boundaries be supported.
- annexation proposals that reasonably can be served by city services and facilities be readily accepted.
- sites be brought up to city standards when redeveloped.
- economic incentives for the purchase and rehabilitation of single-family and multi-family housing units for owner occupancy be provided.
- incentives for development of new housing on vacant sites be provided.
- the housing stock be conserved by encouraging rehabilitation.

Zoning Districts

The following residential districts are in place in Northland:

District	Use	Density	Notes
R	single family	5 acre minimum lot	
LRR	single family	1 acre minimum lot	100' min lot width
RRR	single family	20,000 sq. ft. minimum lot	100' min lot width
RR	single family	10,000 sq. ft. minimum lot	80' min lot width
SR	single family	7,200 sq. ft. minimum lot	60' min lot width
R1	single family	7,200 sq. ft. minimum lot	50' min lot width
R2	single family	5,000 sq. ft. minimum lot	50' min lot width
R3	single family	5,000 sq. ft. minimum lot	50' min lot width
R2F	1-2 family	12-14 units/acre maximum	3,000-3,600' sq. ft. min/unit
R4	1-4 family	17.4 units/acre maximum	4 units per building max
AR12	multi family	12.1 units/ acre maximum	townhouse development
ARLD	multi family	17.4 unit/acre maximum	
AR1	multi family	36.2 units/acre maximum	
AR2	multi family	54.6 units/acre maximum	
AR3	m.f./institution	unlimited	nursing homes
AR4	m.f./group living	36.2 units/acre maximum	dormitories, etc.
ARO	m.f./office	unlimited	
PC	planned community	14 units/acre maximum	mixed use/200 acre min
PUD	planned unit dev.	2-8 units/acre maximum	mixed res. type/registered plan

The following non-residential districts are in place in Northland:

District	Use	Notes
I	institutional	medical bdgs/commercial/schools/ daycare/elder housing
C1	commercial	neighborhood uses
C2	commercial	offices
C3	commercial	limited general commercial
C4	commercial	general commercial
C5	commercial	drive-in/auto oriented
CPD	com planned development	text & site plan required
M	manufacturing	general industrial and commercial
M1	manufacturing	general industrial only
M2	manufacturing	limited industrial/office use
L	limited zoning	limits usage of base zoning and provides for additional standards.
P1	private parking	parking without charge
P2	public parking	pay parking

Zoning Districts

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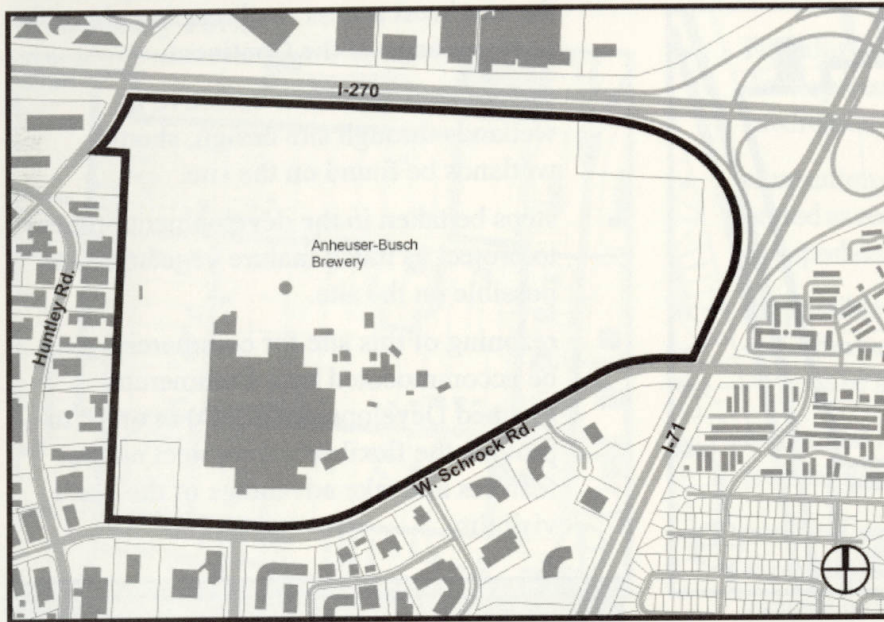
District	Use	Density	Notes
R	single family	5 acre minimum lot	
LRR	single family	1 acre minimum lot	100' min lot width
RRR	single family	20,000 sq. ft. minimum lot	100' min lot width
RR	single family	10,000 sq. ft. minimum lot	80' min lot width
SR	single family	7,200 sq. ft. minimum lot	60' min lot width
R1	single family	7,200 sq. ft. minimum lot	50' min lot width
R2	single family	5,000 sq. ft. minimum lot	50' min lot width
R3	single family	5,000 sq. ft. minimum lot	50' min lot width
R2F	1-2 family	12-14 units/acre maximum	3,000-3,600' sq. ft. min/unit
R4	1-4 family	17.4 units/acre maximum	4 units per building max
AR12	multi family	12.1 units/ acre maximum	townhouse development
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ARO	m.f./office	unlimited	
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CPD	com planned development	text & site plan required
M	manufacturing	general industrial and commercial
M1	manufacturing	general industrial only
M2	manufacturing	limited industrial/office use
L	limited zoning	limits usage of base zoning and provides for additional standards.
P1	private parking	parking without charge
P2	public parking	pay parking

Area 1

Undeveloped Property Adjacent to Anheuser-Busch Brewery



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

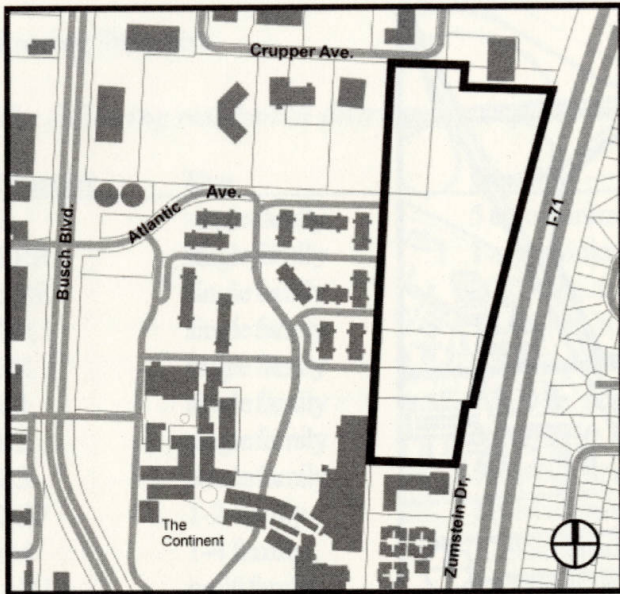
It is the recommendation of the Northland Plan that:

- the Busch Properties' Development Standards be implemented through deed restrictions.
- the preservation of mature trees on the site be encouraged.
- future development of this site be closely examined for potential impacts of traffic and congestion on Schrock Road.
- office uses be supported as a preferred land use at this location.



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.

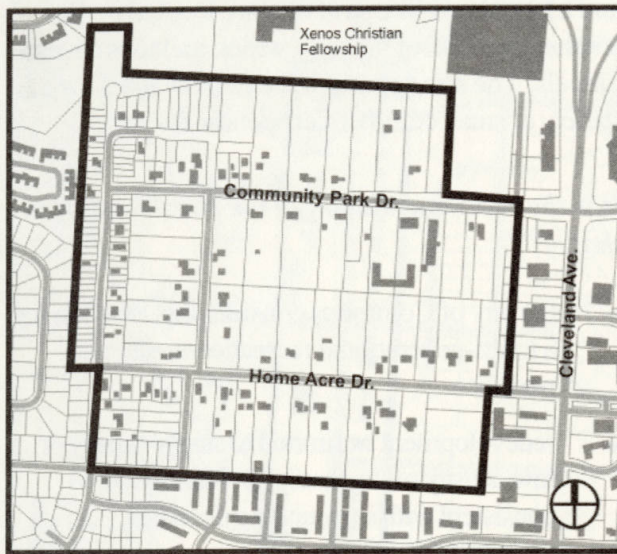
It is the recommendation of the Northland Plan that:

- future developments extend the service road further north, thereby connecting to the east/west access road running along the northern edge of the Continent.
 - future development be sensitive to wetlands through site design, should wetlands be found on the site.
 - steps be taken in the development process to protect as much mature vegetation as possible on the site.
 - rezoning of this site for commercial uses be accommodated by a Commercial Planned Development (CPD) in order to provide the flexibility to protect natural features and take advantage of the site's visibility.
- 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 should be discouraged.



Area 3

Unincorporated area of Home Acre and 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. Current zoning includes commercial (C4), and residential (SR), (R). To the north of the area lies Xenos Christian Fellowship and a Home Depot Store. The church is expected to grow in both attendance and acreage with the principle focus being the area north of Community Park Drive.

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 of 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 policy that only land within municipalities receive water and sewer services.

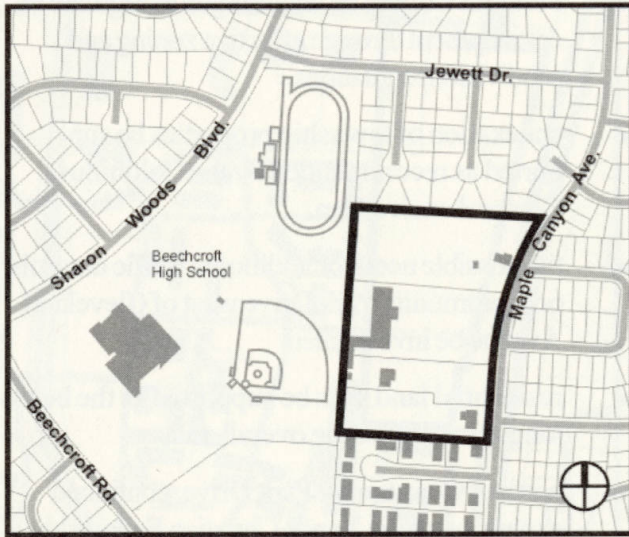
Community Park Drive and Home Acre Drive both serve as connections between Cleveland Avenue, Maple Canyon Avenue, and SR161, which has caused some traffic concerns.

It is the recommendation of the Northland Plan 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.
- the possible need for additional traffic controls on Community Park Drive west of Cleveland Avenue be investigated.
- residential land uses be supported as the best long-term use for the overall area.
- north of Community Park Drive, continued expansion of the Xenos Christian Fellowship campus be supported with attention given to ensuring its sensitive integration with adjacent residences.
- expansion of commercial uses be discouraged.
- should redevelopment of the Xenos and/or Home Depot sites occur, high quality office uses, such as those at Corporate Exchange, be supported as the preferred use. This would take advantage of excellent freeway exposure and access. Natural features on the site should be integrated into any redevelopment plans.



Area 4 Undeveloped Land east of Beechcroft High School



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). Residential uses to the north and south

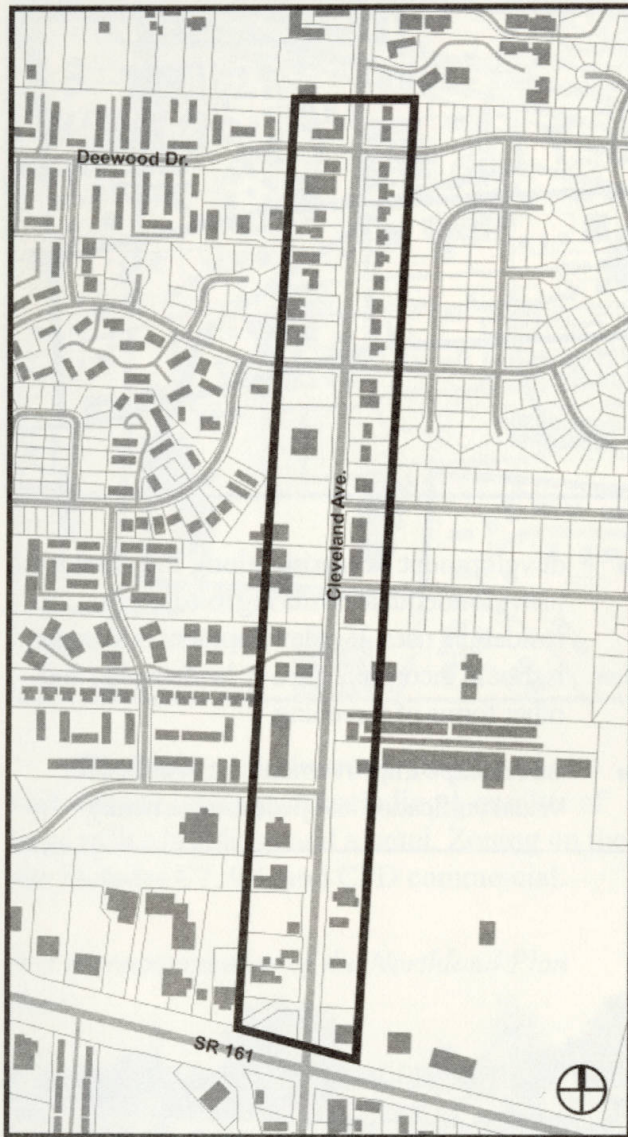
are comprised of two and four-family units. A single-family subdivision lies to the east across Maple Canyon Avenue. Two single-family homes and a large barn-like structure are located in the southern portion of the area, which includes several parcels. The site appears to have been used for a variety of small commercial operations.

It is the recommendation of the Northland Plan that:

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



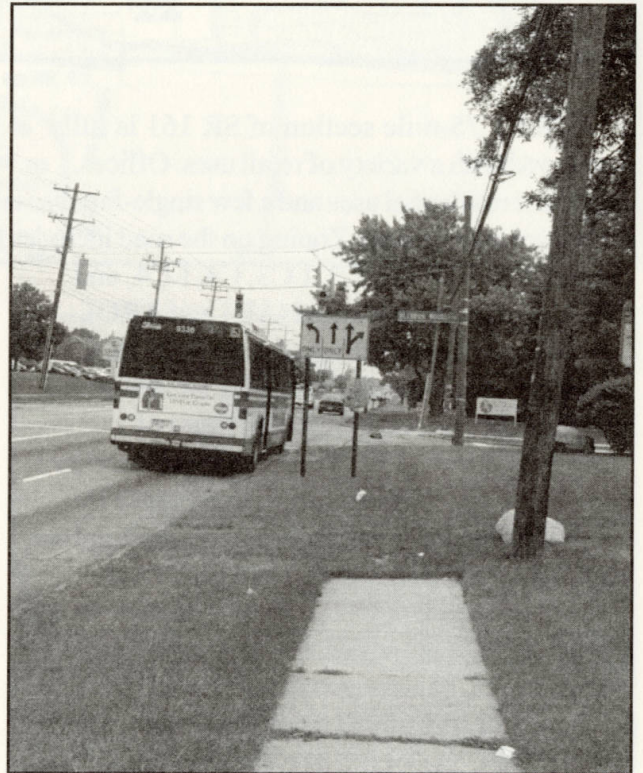
Area 5 Cleveland Avenue: I-270 to SR 161



This 1.25 mile section of Cleveland Avenue stretches from Home Acre Drive on the north, to Fuji Drive and Columbus Square on the south. Land uses include single-family homes, 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.

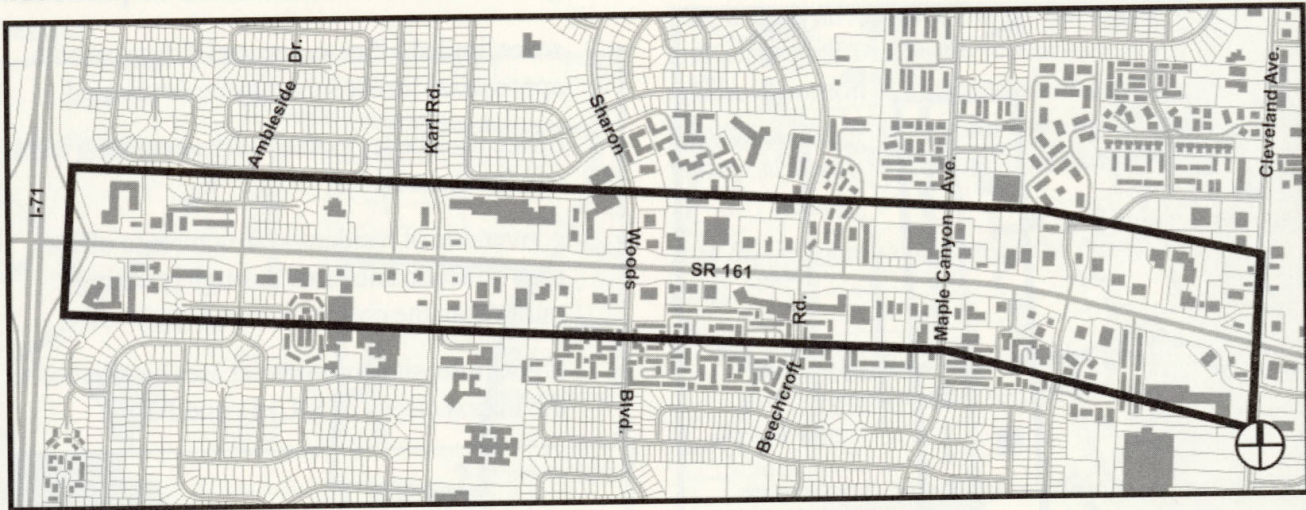
It is the recommendation of the Northland Plan that:

- 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.
- higher intensity commercial uses be oriented to the intersections of SR 161 and I-270.



Area 6

SR 161: I-71 to Cleveland Avenue

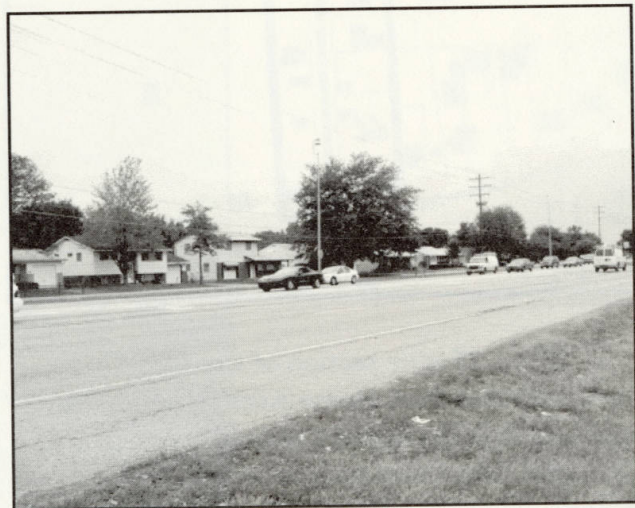


This 1.75-mile section of SR 161 is fully developed with a variety of retail uses. Offices, apartment residential uses and a few single-family homes are also present. Zoning on the road includes commercial (C1, C2, C3, LC3, C4, LC4, and CPD), apartment residential (AR1 and ARO), residential (R1 and R2F), 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.

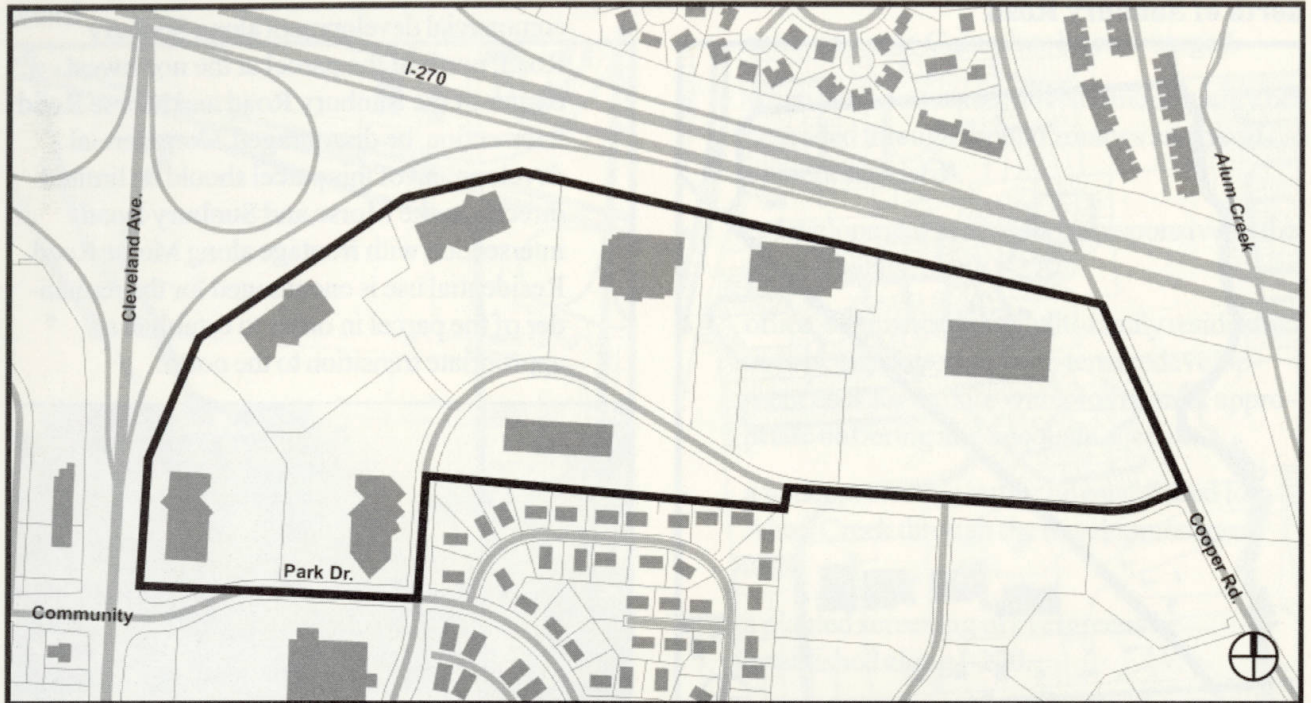
It is the recommendation of the Northland Plan that:

- existing single-family homes fronting the north side of SR 161, east of Ambleside Drive, be protected against commercial redevelopment of individual lots. Any redevelopment or conversion of these parcels for uses other than single family should be done in an aggregated way, rather than incrementally.

- development occurring along the corridor provide adequate buffering to adjacent residential uses. If redevelopment is to occur, it should incorporate heavy landscaping and other forms of screening.
- streetscape improvements be installed for visual unification and pedestrian amenity.



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.

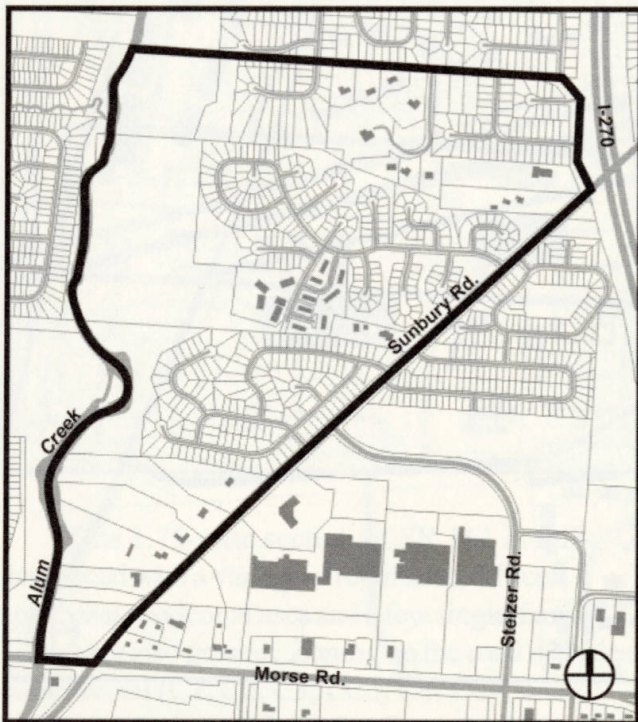
It is recommendation of the Northland Plan that:

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



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.

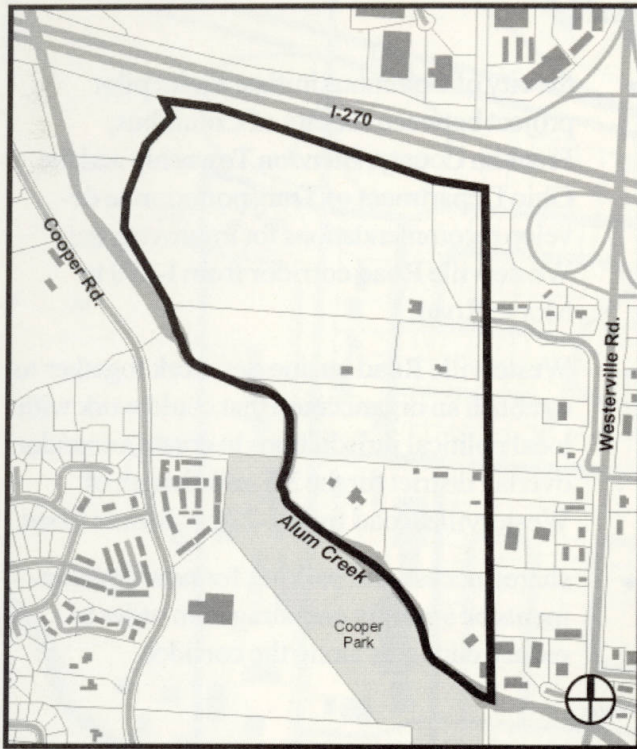
It is the recommendation of the Northland Plan that:

- single-family residential or low-density multi-family (5 units per acre maximum) be supported as the most appropriate land-use for the corridor.
- 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, north of the parcel at the northwest corner of the Sunbury Road and Morse Road intersection, be discouraged. Commercial development of this parcel should be limited directly to the Morse and Sunbury Road intersection with frontage along Morse Road. Residential use is encouraged for the remainder of the parcel in order to establish an appropriate transition to the north.



Area 9 Southwest Quadrant of I-270 and Westerville Road

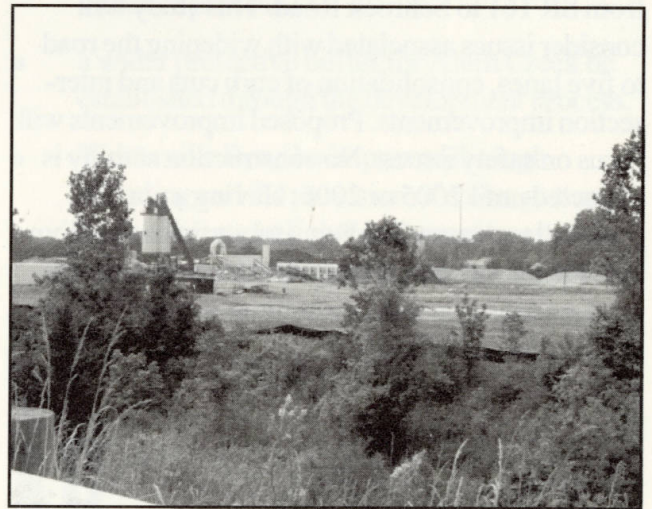


This large site is bounded by I-270 on the north, an old rail line on the east and Alum Creek on the south and west. The vast majority of the Columbus portion of the site is zoned manufacturing (M1 and LM). The southern part of the site lies within Blendon Township and is zoned industrial (LI). The site includes batch plant operations for the production of asphalt. While this site is well screened from the south, east and west, it is highly visible from I-270. 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 (R).

It is the recommendation of the Northland Plan that:

- annexations to Columbus be encouraged.
- when land is annexed, development quality be upgraded through limited zonings and development standards.
- redevelopment proposals be responsive to the site's frontage along I-270.
- office, commercial and multi-family residential uses be supported as long-term redevelopment uses for the site with provision of appropriate buffering and adequate access.
- a wider protective buffer be established for Alum Creek through the development process.
- a planted screening of evergreens be established along I-270.



Westerville Road - Areas 10-12

From I-270 south to Morse Road, the 3.5-mile Westerville Road corridor is a mix of heavy industrial to single-family 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 local political jurisdictions would set goals and objectives, then design an overlay district from I-270 to Morse Road applicable in all jurisdictions. Such an overlay district could address code enforcement, graphic standards, sidewalks, curbs, gutters, street lights, landscaping and street trees.

The Ohio Department of Transportation has begun a two-year study of SR 3 (Westerville Road) from SR 161 to Schrock Road. This study will consider issues associated with widening the road to five lanes, consolidation of curb cuts and intersection improvements. Proposed improvements will focus on safety issues. No construction activity is expected until 2005 or 2006. Having a plan in place, all necessary funding, and participation from the businesses along this corridor *prior* to any road widening would save time, money and duplication of effort.

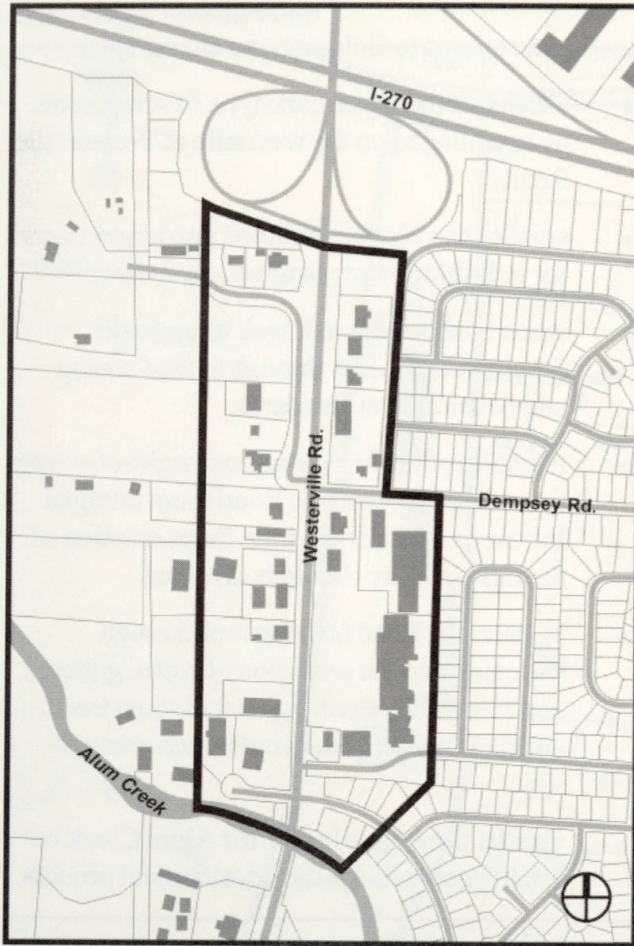
It is the recommendation of the Northland Plan that:

- the city of Columbus initiate a joint pilot project between the city of Columbus, Franklin County, Blendon Township and the Ohio Department of Transportation to develop recommendations for improving the Westerville Road corridor from I-270 to Morse Road.
- Westerville Road businesses work together to establish an organization that could work with local political jurisdictions to create a corridor overlay district for the 3.5-mile length of Westerville Road from I-270 to Morse Road.
- shared access and parking for new developments be strongly encouraged in order to reduce curb cuts along the corridor.

Note:

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

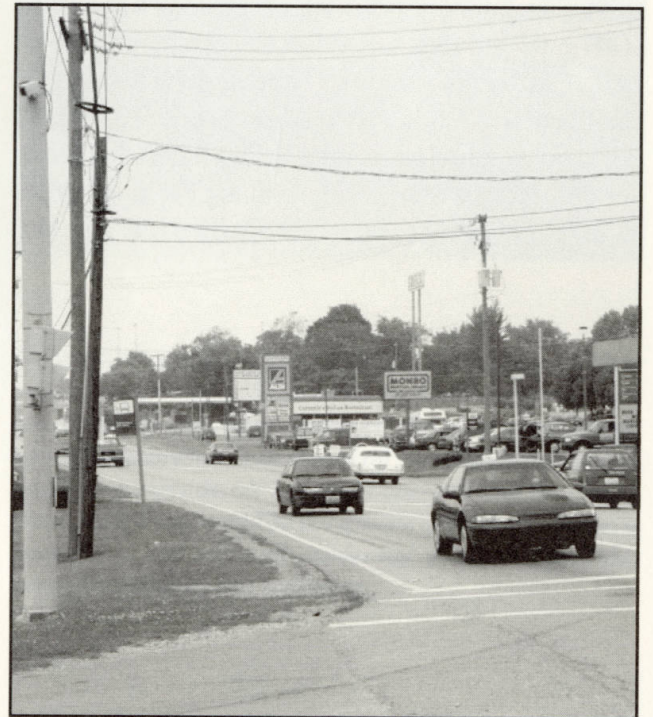
Area 10 Westerville Road: I-270 to Alum Creek



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.

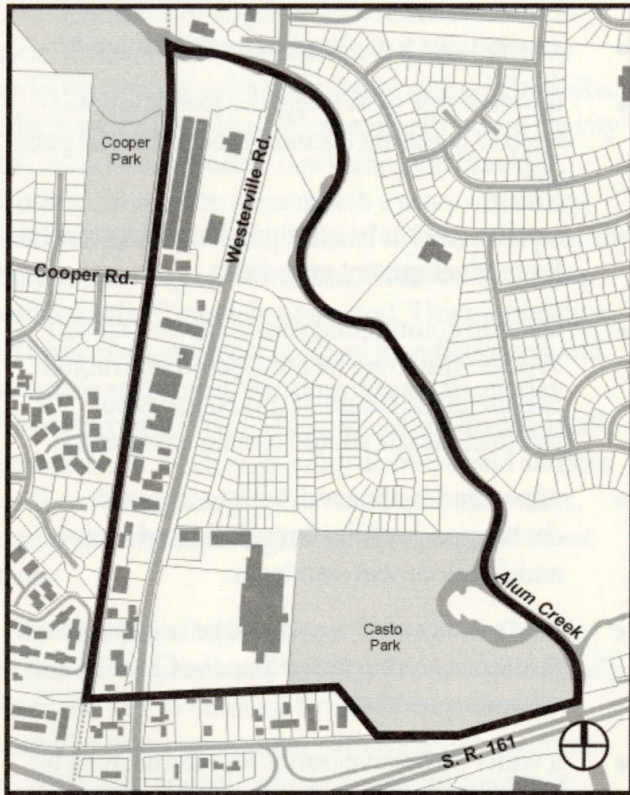
It is the recommendation of the Northland Plan that:

- annexations to Columbus be encouraged.
- the west side of Westerville Road be developed as commercial and office/industrial park use.
- smaller parcels be combined into larger tracts for redevelopment purposes.
- the strip commercial site on the east side of Westerville Road be considered as a mixed use site in the future. If mixed use is not feasible, the site should remain commercial.
- 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 wider protective buffer for Alum Creek be established through the development process.
- Westerville Road be improved through widening and the provision of curbs, gutters, sidewalks, street lights and street trees, and elimination of curb cuts whenever possible.



Area 11

Westerville Road: Alum Creek to SR 161



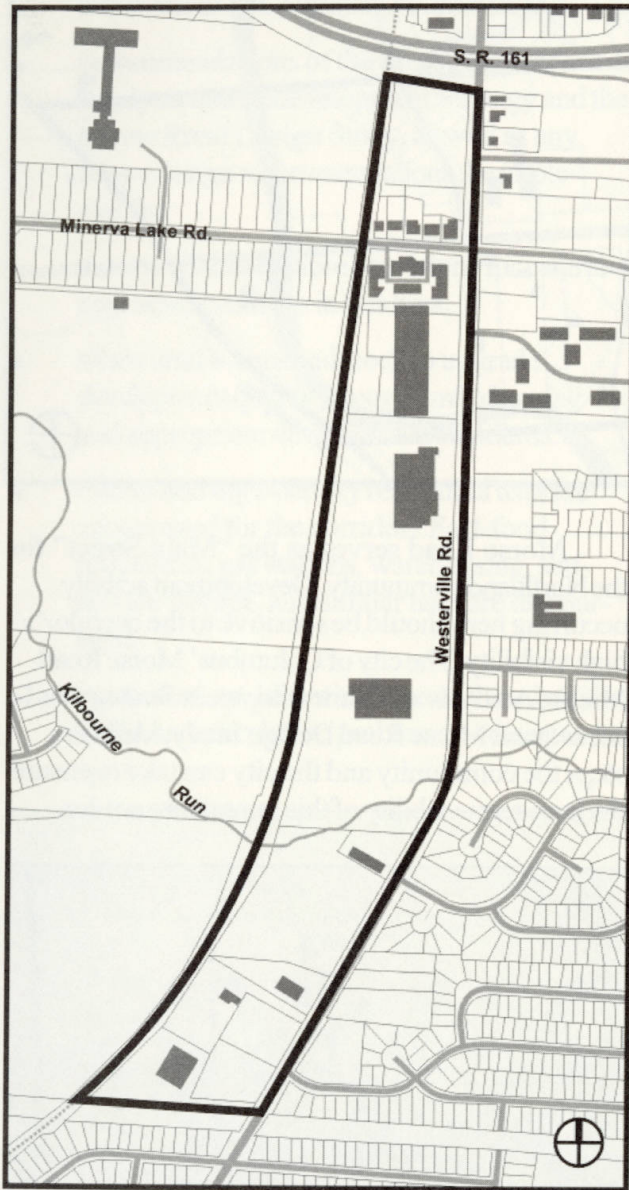
The west side of Westerville Road lies primarily within the township and is characterized by a mix of commercial uses including mini-storage and used car lots. The eastern or Columbus portion of this area is zoned residential (LR2), commercial (C4) and rural (R). A K-Mart Center is located here. Casto Park lies directly behind the K-Mart facility and extends east to Alum Creek. The area to the north is zoned residential (LR2). This residential subdivision provides parkland along the river and flood plain and access to Casto Park to the south.

It is the recommendation of the Northland Plan that:

- annexations to Columbus be encouraged.
- office and industrial park-type developments be encouraged on the west side of Westerville Road.
- smaller parcels be combined into larger tracts for redevelopment purposes.
- 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.
- Westerville Road be improved through widening and the provision of curbs, gutters, and sidewalks, street lights and street trees; and elimination of curb cuts whenever possible.
- a wider protective buffer for Alum Creek be established through the development process.



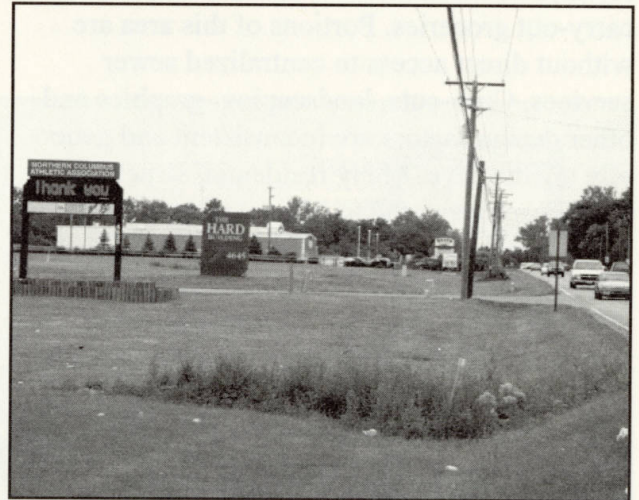
Area 12
Westerville Road (west side): SR 161 to
Parkridge Subdivision



This stretch of Westerville Road is zoned manufacturing (M1, M2, and LM2), commercial (C2) and residential (LARLD and R1). 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 that:

- office and light industrial uses are supported in this area and that these uses are organized into industrial parks and office parks.
- protection and conservation of the Minerva Ditch be encouraged.
- Westerville Road be improved through widening and the 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 Italianate brick home on the west side of Westerville Road just south of State Route 161 is strongly encouraged.



Note:

The city of Columbus recognizes that a concrete mixing plant existed in this area from 1968 to 1985, prior to most residential development; however, the plant is no longer operational and has been moved off site. Should the current property owners decide to resume operations of the mixing plant, such a use would be acceptable if the development is sensitive to the adjacent residential areas and provides adequate setbacks and buffering.

Area 13

Morse Road: Westerville Road to Sunbury Road



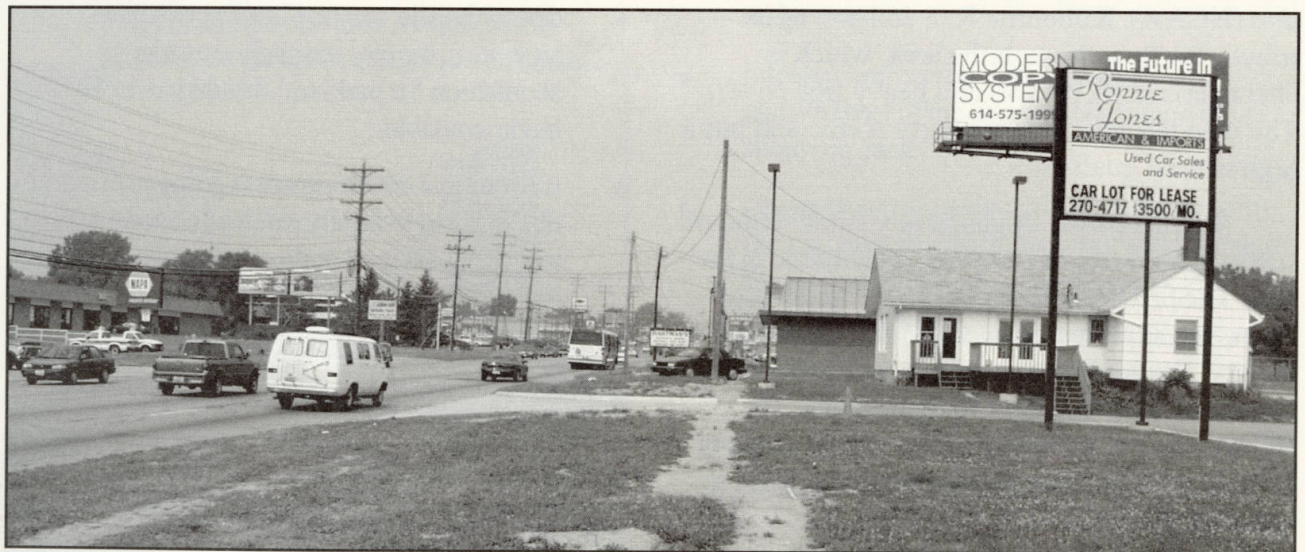
This area is split by township and city jurisdiction. It is characterized by a haphazard mixture of commercial uses including auto dealerships, gas stations, strip centers, auto repair, rental stores, miscellaneous retail and carry-out groceries. Portions of this area are without direct access to centralized sewer services. 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 to the east creates opportunities for high-quality redevelopment in this area. This portion of Morse Road is scheduled 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 and subsequent Morse Road Design Study, identifies steps the community and the city can take to ensure the long-term viability of this important corridor.

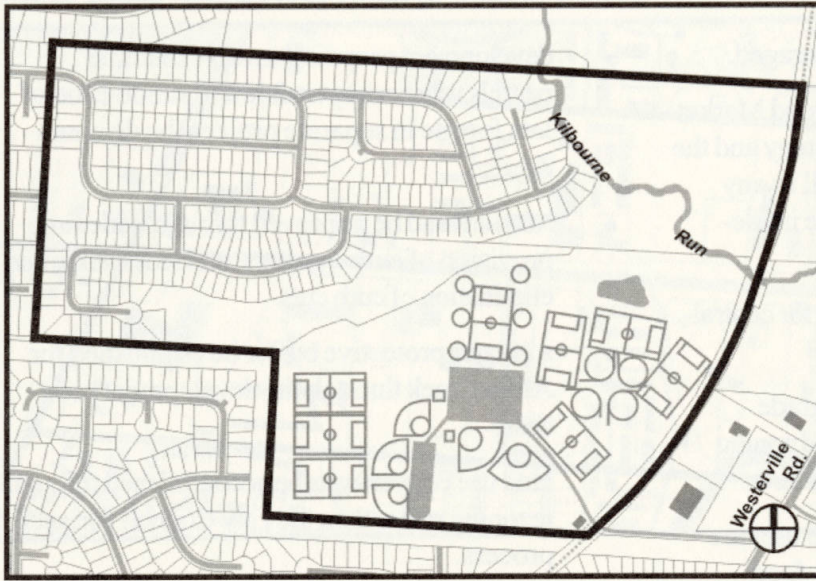


It is the recommendation of the Northland Plan that:

- annexations to Columbus be encouraged.
- recommendations of the Morse Road Market Analysis and Redevelopment Strategy and the Morse Road Design Study, as well as any future design recommendations, be implemented.
- the city should explore provisions for centralized sewer services in this area.
- when land is annexed, seek to upgrade development quality through limited zoning and appropriate development standards.
- offices 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 and subdivision of lots for use in separate projects be discouraged.
- Morse Road be improved through widening, provision of curbs, gutters, and sidewalks; and elimination of curb cuts.
- a greater protective buffer be established for Alum Creek through the development process.
- land use conversions be accomplished through rezoning rather than the City Council variance process.
- pro-active code enforcement and sign controls be strongly encouraged.



Area 14 Kilbourne Run area



This large area just west of Westerville Road and south of Minerva Lake Golf Course 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.

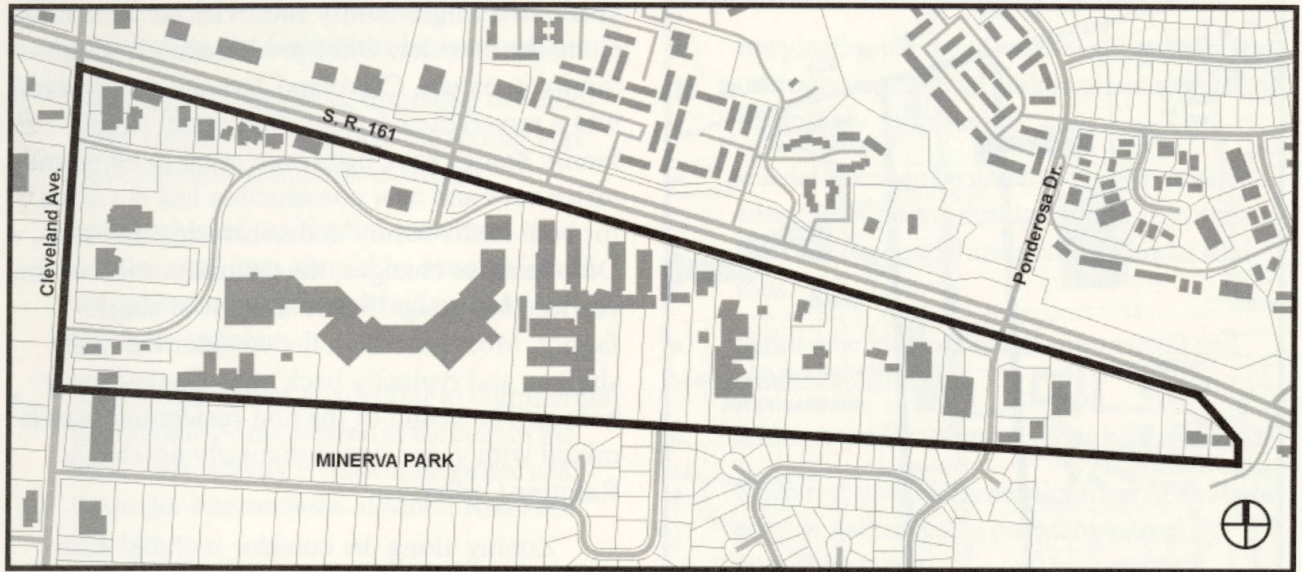
A multi-phase single-family subdivision of several hundred homes has been established in the area. The first phase designates over six acres of the ravine as protected open space to be deeded to the city. The third phase would include a similar dedication of ravine areas for open space. The NCAA uses 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 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 recreational uses be supported.
- due to the site's natural and open space amenities, the city seriously consider its acquisition for parkland should it ever be made available.
- if additional development 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.
- the potential for connectivity should be explored between the subdivision with Westerville Road, which would provide an alternative to Wallcrest Boulevard as the single access point. Any connection made, however, should be designed in such a way to discourage cut through traffic between Cleveland Avenue and Westerville Road.

Area 15

SR 161 (south side) east of Cleveland Avenue



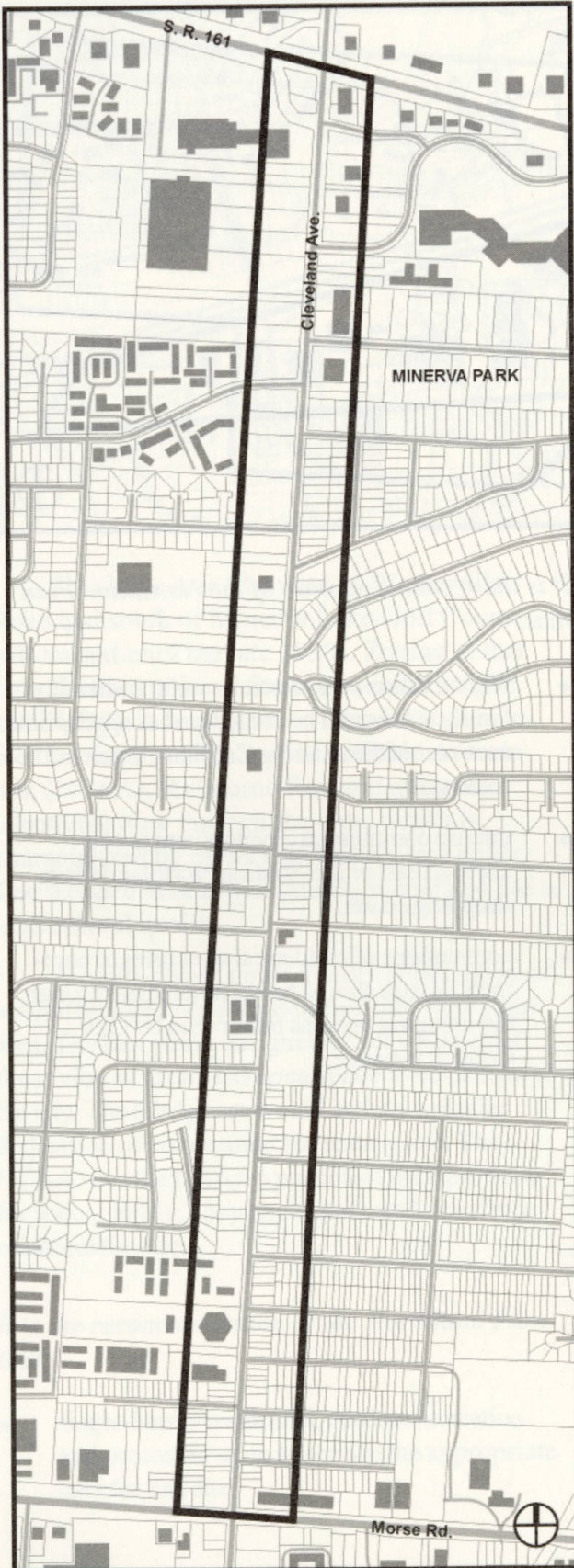
This area includes a shopping center with numerous out-parcels, a retirement community, institutional uses and individual single-family homes on large lots. Zoning in the area includes commercial (LC2, C3, C4, LC4, and CPD), residential (SR and AR1) and institutional (I, and LI). Redevelopment pressure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



It is the recommendation of the Northland Plan that:

- 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 east of the existing Northland Plaza shopping center.
- conversions of residential structures to commercial uses should be accomplished through the rezoning process rather than by City Council variance.

Area 16
Cleveland Avenue: SR 161 to Morse Road



This portion of Cleveland Avenue has experienced ongoing change. In the past several years, two single-family subdivisions were built along the corridor. Once predominately single-family in nature, Cleveland Avenue has evolved into a mixed use corridor. Individual single-family homes have been converted to retail and office uses and new construction has occurred for both multi-family and non-residential uses. Despite these changes, the central portion of the corridor has a significant amount of single-family. Most parcels in the corridor are fairly shallow and typically back onto single-family homes. The health of the non-residential uses is mixed with vacancies particularly notable at Raintree Center.

Zoning along the corridor includes commercial (C2, LC2, LC3, C4, C5 and CPD), single-family residential (SR, R1, RR, and PUD 8), 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.

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

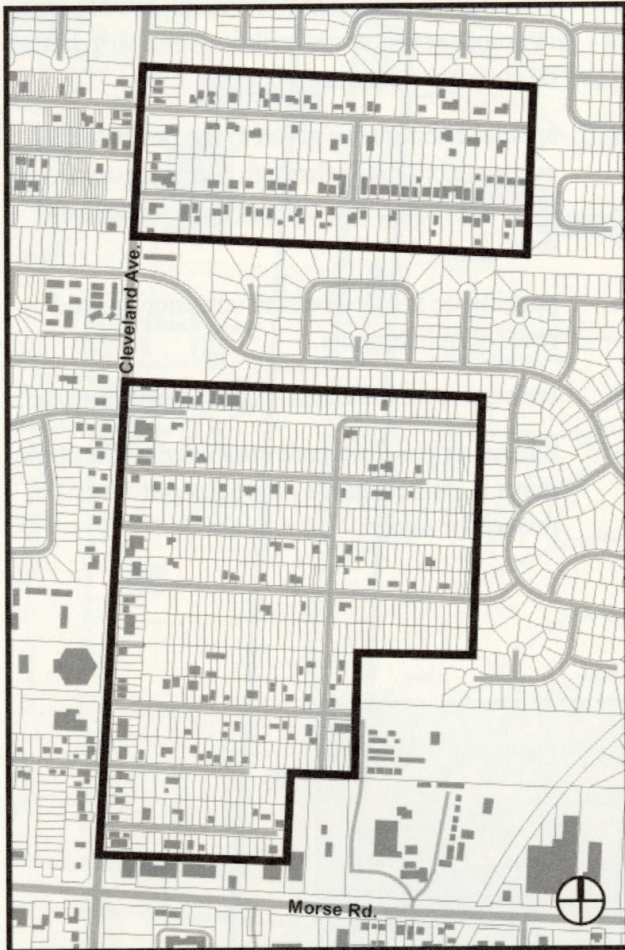
It is the recommendation of the Northland Plan that:

- annexations to Columbus be encouraged.
- when land is annexed, upgraded development quality through limited zoning and development standards is sought.
- conversion of residential structures to commercial uses should be accomplished by the rezoning process rather than by Council variance.
- conversions from residential to commercial uses should be minimized in the core of the area. This activity is most appropriate near the major intersections of Morse Road and SR 161.
- sidewalks, curbs, gutters, and street lights be provided consistently throughout the entire corridor.
- imaginative reuse and redevelopment of aging or empty commercial buildings and strip malls be strongly encouraged.
- special attention be given to the provision of adequate buffering through zoning restrictions, between residential and non-residential land uses.
- parking be located behind commercial and retail establishments.
- curb cuts on Cleveland Avenue be minimized.
- whenever possible, redevelopment of multiple parcels, rather than a parcel by parcel approach be taken.



Area 17

Unincorporated subdivisions: Adda Avenue to Minerva Avenue area



These unincorporated subdivisions front on Cleveland Avenue and extend east. Single-family homes on 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.

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 wastewater was found off-site in area storm sewers and surface water. The unincorporated area can receive Colum-

bus 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.

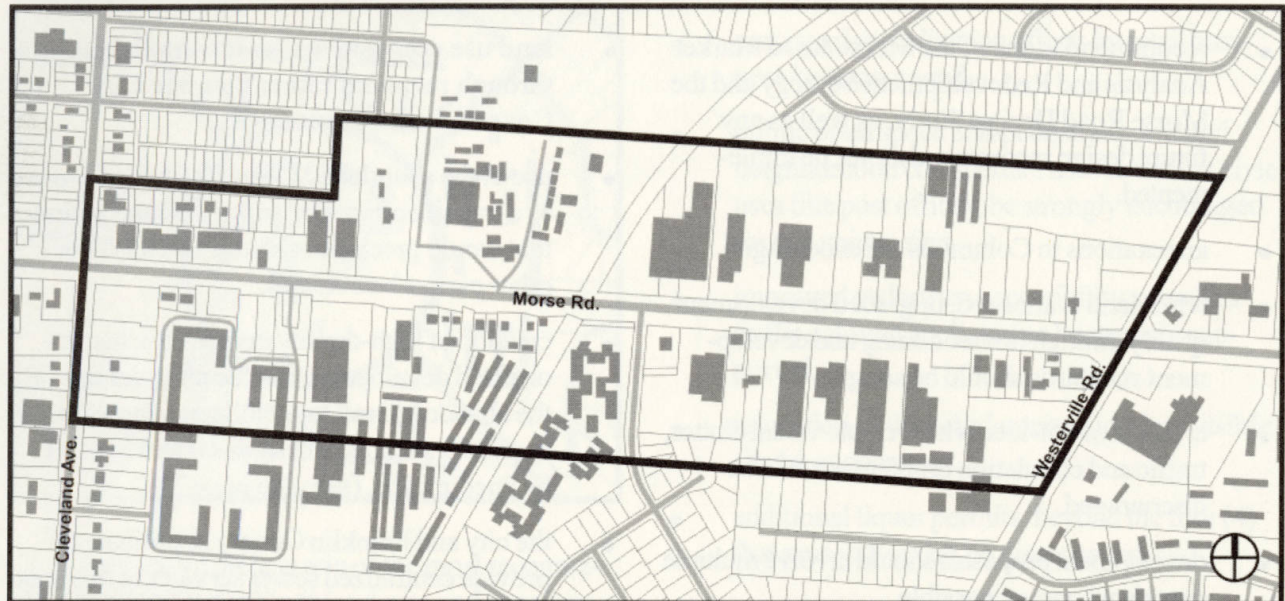
It is the recommendation of the Northland Plan that:

- annexations to Columbus be encouraged.
- when land is annexed, an upgraded development quality through limited zoning and development standards be sought.
- annexed residential areas should remain residential.
- proactive code enforcement be supported by both the city of Columbus and Franklin County to eliminate inappropriate uses in residential areas.
- the preservation of older trees and wood lots within the residential area should be strongly encouraged.
- Franklin County and the city of Columbus work together to provide centralized sewer and water services throughout the area.



Area 18

Morse Road: Cleveland Avenue to Westerville Road



This section of the Morse Road 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 Road 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. A new model Transit-Oriented Development ordinance, developed by the Mid-Ohio Regional Planning Commission, at the city's request, provides direction for implementing these types of projects.

The area lacks sidewalks, gutters, street lights, and curbs. Unpaved parking lots, poorly maintained properties, and unattractive graphics are common.

Franklin County, in cooperation from the city of Columbus, is currently taking steps to widen Morse Road in this area. This provides an excellent opportunity to provide streetlights, sidewalks and a generally improved right-of-way.

Portions of this area are without direct access to centralized sewer services. Provisions of these services are important for the long-term stability of the area. The planned widening and improvement of Morse Road by Franklin County provides an opportunity to resolve these issues. This will prevent duplication of work in the right-of-way.

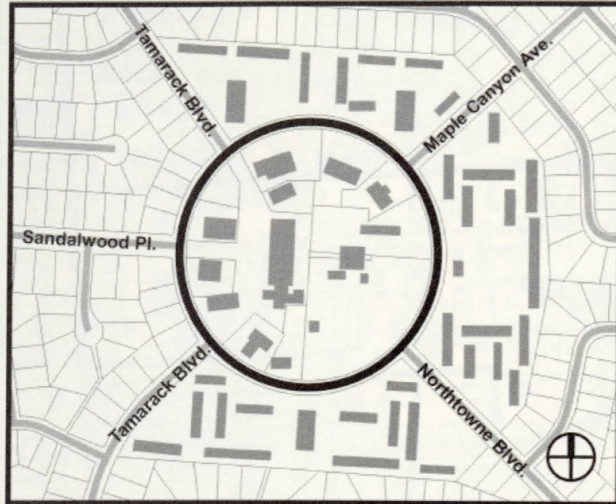
Stabilization of older commercial corridors is crucial to the economic health of the city. Morse Road serves as the "Main Street" for the Northland community. Development activity occurring here should be sensitive to the corridor's high visibility. The city's Morse Road Market Analysis and Redevelopment Strategy, conducted as a part of this plan update, identifies 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 that:

- recommendations of the Morse Road Market Analysis and Redevelopment Strategy and the Morse Road Design Study, as well as any future design recommendations, be implemented.
- annexations to Columbus are encouraged.
- when land is annexed, upgraded development quality through limited zoning and development standards should be sought.
- 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 be supported whenever possible.
- land use conversions be accomplished through rezoning rather than the City Council variance process.
- use of the abandoned Conrail railway for use as a transit corridor be supported and action that would preclude such use by COTA or other parties be avoided.
- creation of high-density, mixed-use, transit-oriented developments at the intersections of the abandoned rail lines and transportation corridors such as Morse Road and SR 161 be encouraged. (see also page 21)
- the city and Franklin County coordinate to provide centralized sewer services in this area during improvement of Morse Road and adjacent right-of-way area.
- sidewalks, curbs, gutters, street trees, and streetlights consistently be provided throughout the entire corridor.



Area 19 Tamarack Circle



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.

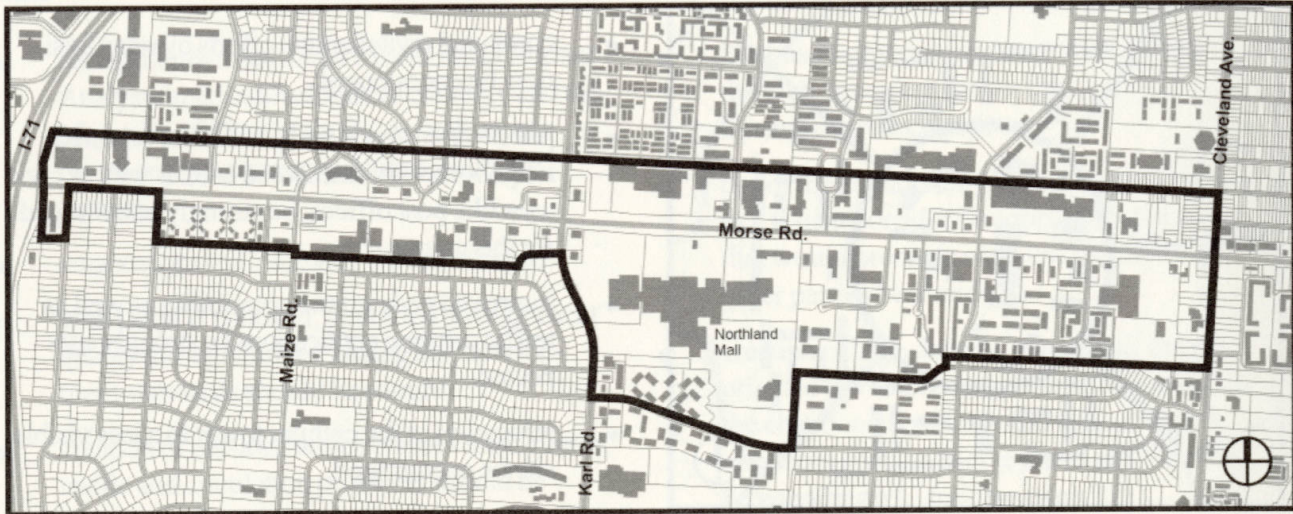


It is the recommendation of the Northland Plan that:

- continued revitalization efforts by retail business be encouraged.
- public open space and pedestrian oriented neighborhood commercial uses as well as civic uses like post offices, be strongly encouraged for this unique site.
- improved pedestrian accessibility as well as traffic calming applications be strongly supported.
- relocation of the cellular tower to a less visible site be encouraged.
- additional liquor permits, beyond the four (4) that presently exist, be discouraged.

Area 20

Morse Road: I-71 to Cleveland Avenue



This section of the Morse Road 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, identifies steps the city and community can take to ensure the long-term viability of this important corridor. The report identifies Northland Mall as a key opportunity site and recommends that if the mall site is not sustained as a retail center, that the area be redeveloped as a mixed-use site with office, different types of high-quality residential and retail, and open space.

It is the recommendation of the Northland Plan that:

- recommendations of the Morse Road Market Analysis and Redevelopment Strategy and Morse Road Design Study, as well as any future design recommendations, be implemented.



Area 21
Karl Road: SR 161 to Morse Road



This fully developed area contains a mix of residential, schools, churches 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 and street trees.

It is the recommendation of the Northland Plan that:

- residential with limited institutional uses be supported as the appropriate long term land use for the area.
- when possible, driveways be redesigned to eliminate cars from backing onto Karl Road.
- future development access that would require backing onto Karl Road be prohibited.
- installation of streetlights and street trees for a pedestrian-friendly environment be strongly supported.
- repair and replace sidewalks and curbs as needed.



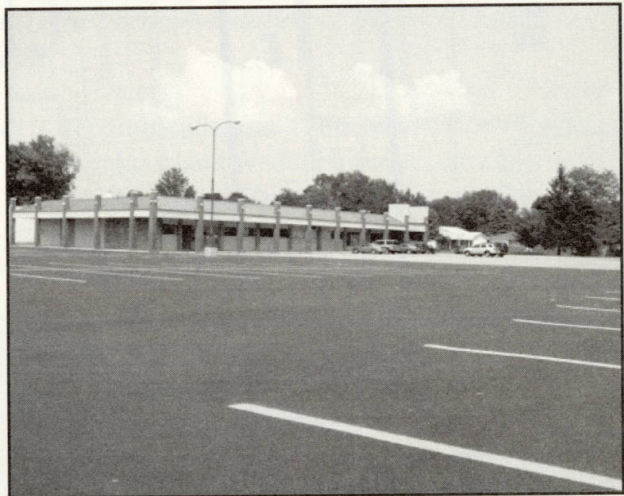
Area 22 Forest Park West Neighborhood Center



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 that:

- any rehabilitation or redevelopment of this neighborhood focal point be 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.
- intense, high volume traffic-generation commercial uses be discouraged at this location.
- institutional office may be appropriate, depending on scale and traffic generation values.



Area 23

Sinclair Road: SR 161 to Lincoln Avenue



This is a fully developed residential area on large deep lots with commercial and 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, street lights, and street trees.

The Columbus Thoroughfare Plan, adopted as a part of the 1993 Columbus Comprehensive Plan, depicts the classification of this segment of Sinclair Road as a "C" type collector with 60' of right-of-way. The city of Columbus is currently considering ways in which to improve traffic flow in the corridor, based in part on a realization that traffic volumes will increase over time. Residents of the

area are concerned that a substantially widened roadway will lead to a deteriorating quality of life and gradual transition to commercial land uses.

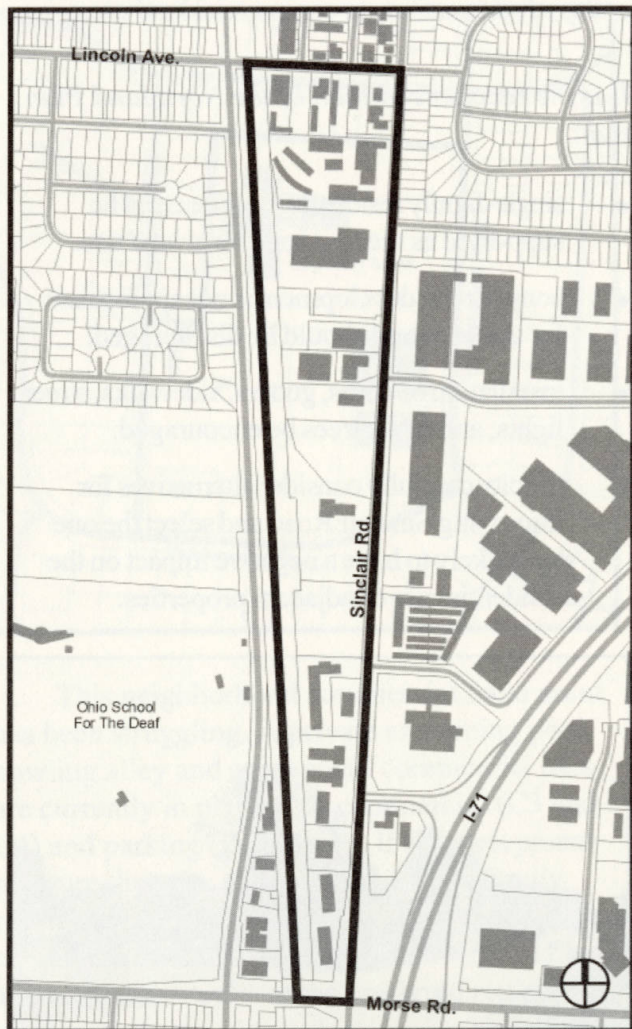
It is the recommendation of the Northland Plan that:

- single-family 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.
- the city carefully consider alternatives for improving Sinclair Road and select the one least likely to have a negative impact on the residential use of adjacent properties.



Area 24

Sinclair Road: Morse Road to Lincoln Avenue



Since the 1989 Northland Plan, this area has largely been developed with light industrial, office, and office-warehouse uses. A three-and-one-half-acre parcel remains vacant and is suitable for the same type of development. The parcel is currently zoned for manufacturing (M and M2). The southern portion of this area is identified as part of a Transit-Oriented Development (TOD) location by the Mid-Ohio Regional Planning Commission (MORPC) in their October 1999 report for the city entitled "Railroad Corridor Preservation and Transit-Oriented Development Standards". This designation is intended to take advantage of a proposed light-rail station at the intersection of Morse Road (south side) and the railroad. The city is currently considering a zoning code modification to encourage such development.

The entry in to the Sinclair Road neighborhood from Morse Road lacks pedestrian amenities. It is virtually under the I-71 freeway overpass, has a high volume of traffic and lacks sidewalks in critical areas.

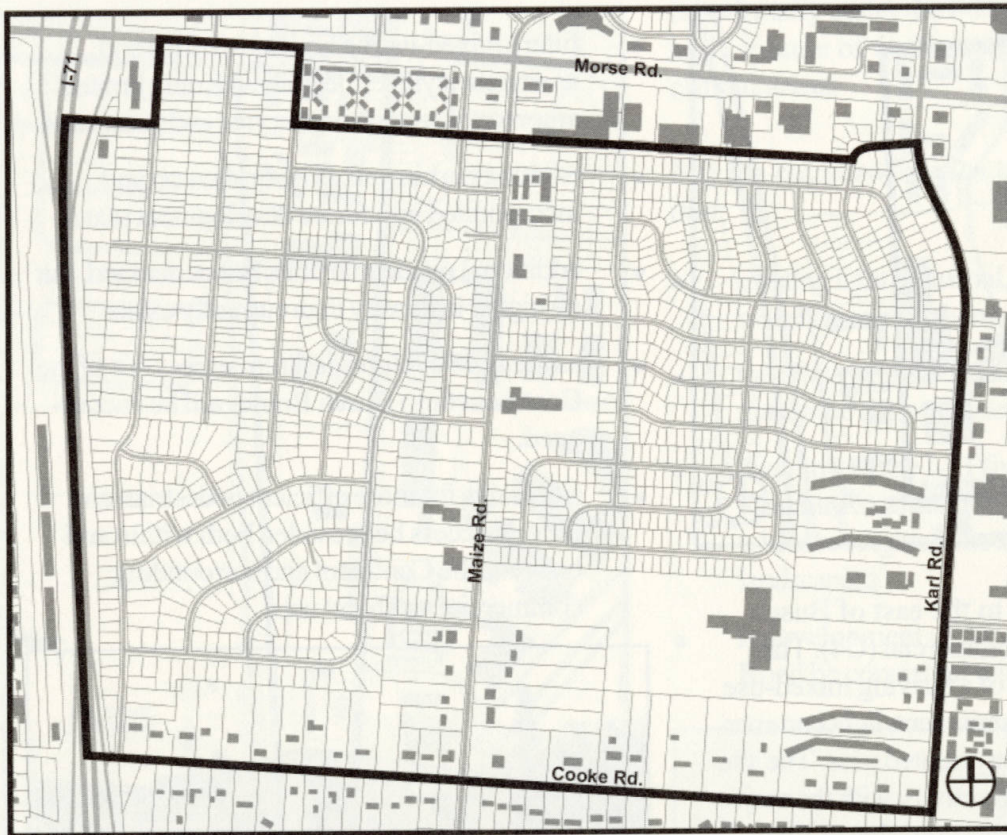
It is the recommendation of the Northland Plan that:

- existing light industrial, office, and office-warehouse be supported as the best land use.
- installation of sidewalks, streetlights, curbs and gutters be strongly encouraged.
- the entry to the I-71 freeway, and corner of Sinclair Road and Morse Road be enhanced with streetlights, sidewalks, curbs, gutters and landscaping.
- redevelopment of the area south near Morse Road be consistent with TOD standards.



Area 26

South of Morse Road and west of Karl Road



This area is mostly single-family residential (SR, R1, R2F, and RRR), with some multi-family units near Morse Road and Karl Road (R4, LARO, AR1). Most of the commercial in the area fronts Morse Road (C3, C4, LC4 and CPD), and there is some Institutional zoning along Karl Road (I, LI). Most of the area is located within the city of Columbus, with some unincorporated parcels located along Cooke Road.

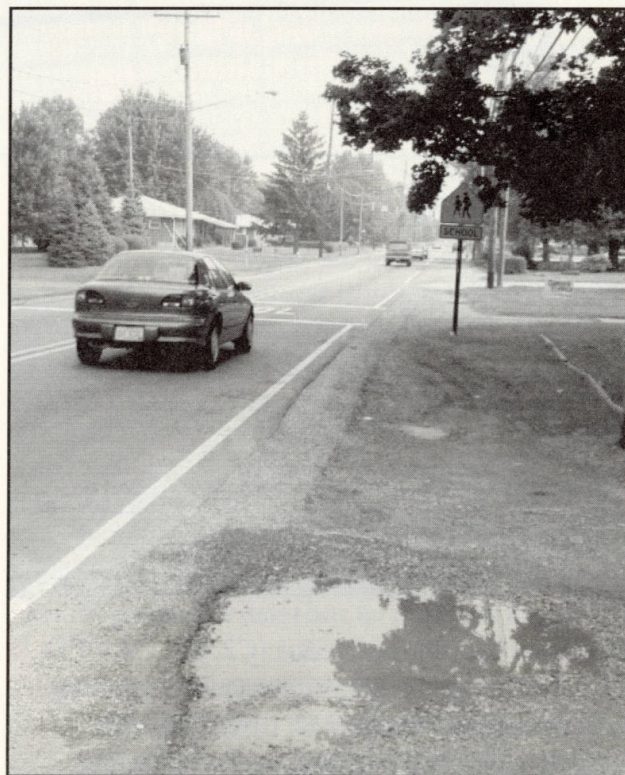
As discussed in the Sanitary Sewers and Stormwater Drainage section of this document, intersection flooding and sanitary backup is not uncommon in this area during heavy rain periods. Over \$19 million has been appropriated to address stormwater and drainage issues over the next five years for this area.

This area also lacks adequate street lighting, sidewalks, curbs, gutters and street trees. Neglect of private property is also a concern in portions of the area. Lack of maintenance can lower property values in the neighborhood and act as a disincentive to potential renters and/or buyers.

Large scale religious institutions have proliferated in residential portions of this area. The presence of numerous large lots make the area an attractive location for places of worship. While some of these facilities may start as smaller institutions, their scale and activity level can increase significantly over time. Increased traffic and problems associated with inadequate parking can result.

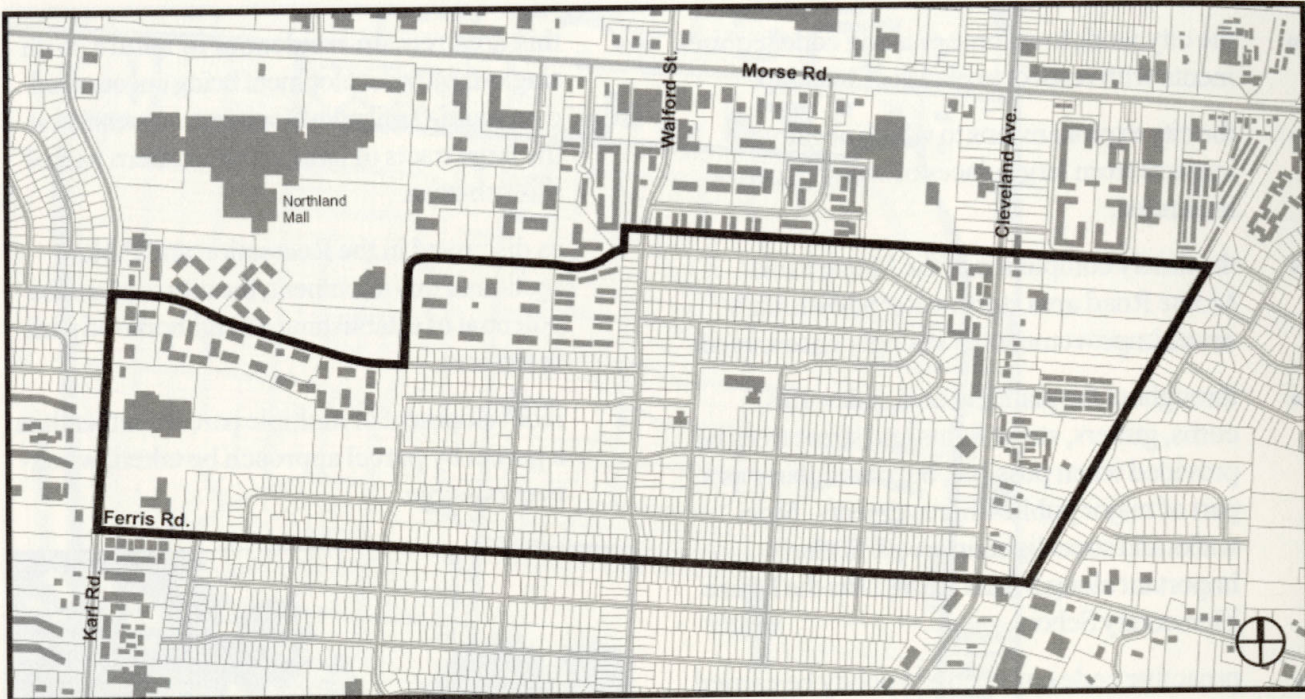
It is the recommendation of the Northland Plan that:

- the city work to enforce existing code requirements with respect to places of worship.
- the city explore means to which negative impacts from large places of worship can be minimized.
- the timely completion of the Maize Road/ Morse Road area stormwater and sanitary sewer improvements be strongly encouraged.
- throughout the planning area, sidewalks, curbs, gutters, street lights and street trees be provided when possible, but particularly as a part of major public improvements. Sidewalks and street lighting are particularly important along Maize Road, near the Maize Elementary School.
- proactive code enforcement policy be carried out in neighborhoods that suffer from a high rate of property deterioration.
- neighborhood organizations assist the city in identifying neglected properties.
- where cost is a barrier to code compliance, affected parties call on the city for potential assistance.
- this area remain residential in nature, with single-family development being encouraged over multi-family development, especially on the large tracts of land in the southern part of this sub-area.
- as discussed in the Recreation and Parks section of this document, the city explore the potential of establishing a neighborhood park in the area.
- redevelopment of multiple parcels, rather than a parcel by parcel approach be taken, whenever possible.



Area 27

South of Morse Road and east of Karl Road



This area has a strong mixture of residential properties. There are single family (SR, R1, R2 and R2F) and multi family units (AR1, AR12, ARLD) within both the city of Columbus and Clinton Township jurisdictions. The unincorporated properties do receive sanitary sewer services.

Large-scale users include Northland Mall and the Ohio Department of Natural Resources (ODNR), which has offices in the area. There are a number of commercial and retail uses along Morse Road and Cleveland Avenue (C2, C3, C4, CPD, LC2, LC4). There is some manufacturing zoning near the railroad tracks (M2, LM). Centrally located in the neighborhood are the Columbus Spanish Immersion School and the Northern Lights Library. St Francis DeSales High School is also located in this area.

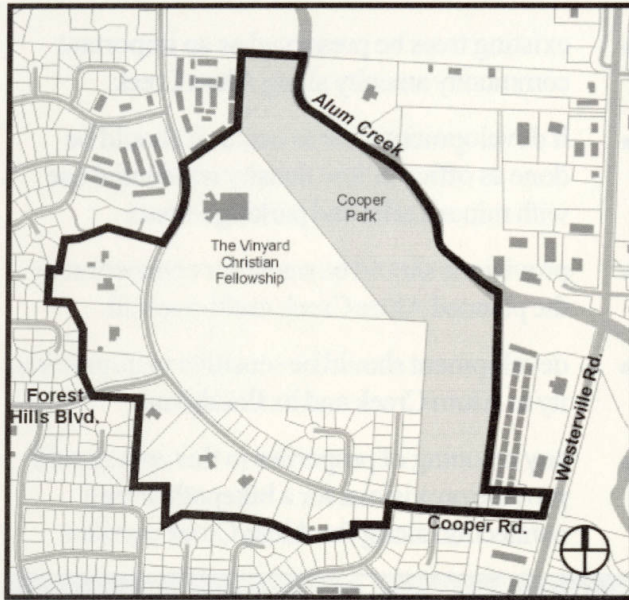
It is the recommendation of the Northland Plan that:

- throughout the planning area sidewalks, curbs, gutters, street lights and street trees be provided when possible, but particularly as a part of major public improvements. Sidewalks and

street lighting are particularly important to link residential areas together with public spaces (schools, library).

- Walford Street has become a major north/south cut-through (parallel to Cleveland Avenue). Sidewalks are sporadic along this road, and should run continuous for greater ease of use.
- proactive code enforcement be supported by both the city of Columbus and Franklin County to eliminate inappropriate uses in residential areas.
- this area remain residential in nature, with single-family development being encouraged over multi-family development in the core of the sub area.
- annexed residential areas should remain residential.
- where cost is a barrier to code compliance, affected parties call on the city for potential assistance.
- redevelopment of multiple parcels, rather than a parcel-by-parcel approach be taken, whenever possible.

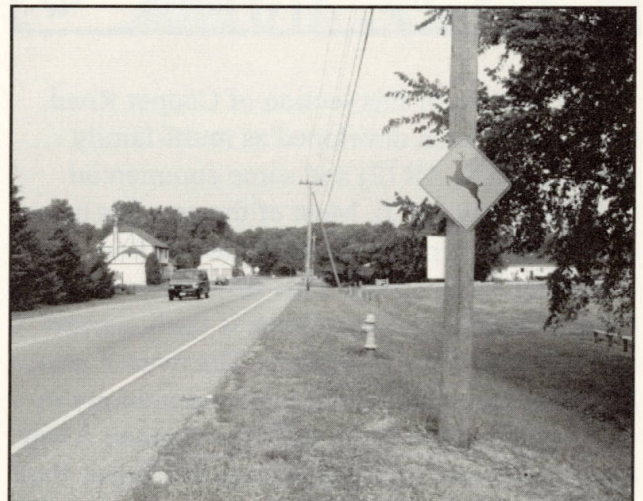
Area 28 Cooper Road (south)



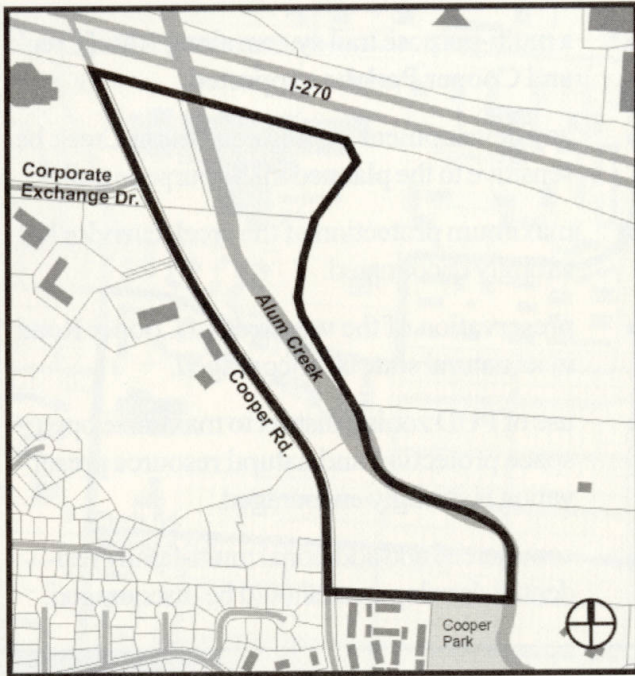
This portion of Cooper Road has a mix of multi-family (LAR12 and AR12) and single-family (R, SR and RRR) uses. The Vineyard Christian Fellowship of Columbus, and a city of Columbus park (Cooper Park) are also located here. While the east side of Cooper Road has mostly been developed, there are some portions of the western side of Cooper Road that remain in its natural state. These areas are heavily wooded, have a severe slope to them and serve as an effective buffer between Cooper Road and the subdivisions to the west.

It is the recommendation of the Northland Plan that:

- a multi-purpose trail system along Alum Creek and Cooper Park be supported.
- any development located near Alum Creek be sensitive to the planned multi-purpose trail.
- maximum protection of the creek corridor be strongly encouraged.
- preservation of the west side of Cooper Road in its natural state be encouraged.
- use of PUD zoning district to maximize open space protection and natural resource preservation is strongly encouraged.
- commercial and additional multi-family residential development should be discouraged.



Area 29 Cooper Road (north)



A portion of this section of Cooper Road has recently been developed as multi-family units (LAR12, AR12) and some commercial (C2, LC2, and CPD). Most of the area has been developed except for the northeast section bordering Alum Creek. This strip between Cooper Road and Alum Creek is fairly narrow and lies within the floodplain. The overall area has great potential benefit to the community in the form of connectivity with the planned Alum Creek multi-use trail and linkage to Cooper Park and its recreational facilities.

It is the recommendation of the Northland Plan that:

- existing trees be preserved as an important community amenity along Alum Creek.
- if development were to occur, it should be done as office or low density residential use with minor traffic and parking impact.
- provisions should be made for connection to the planned Alum Creek multi-use trail.
- development should be sensitive to its proximity to Alum Creek and its floodplain.
- any rezoning of properties in this area should provide provisions for a bikepath or trail connection along the Alum Creek corridor.

