

Fifth by Northwest Plan

The Fifth by Northwest neighborhood is located 1.5 miles northwest of downtown Columbus. The Fifth by Northwest Plan addresses the area generally bound by Third Avenue on the south, Glenn Avenue, Wyandotte Road, and Northstar Road on the west, Kinnear Road on the north, and Kenny and Olentangy River Roads on the east. The plan addresses land use, urban design, transportation and other potential public improvements. It was adopted by City Council on March 2, 2009.

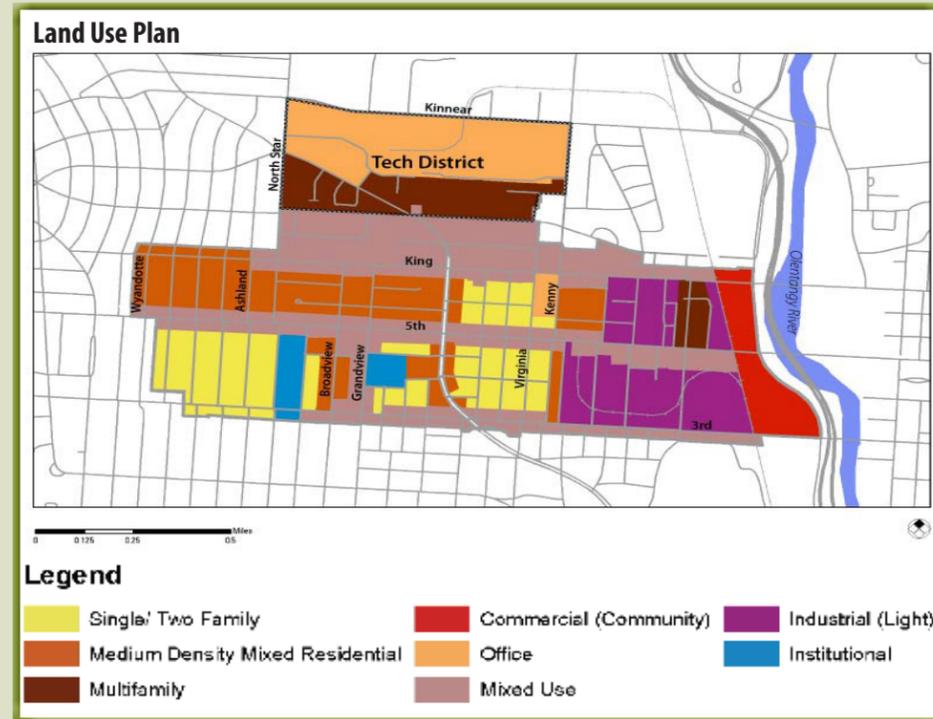
KEY RECOMMENDATIONS

Mixed Use Development

Mixed use development, including higher density multifamily development (consistent with plan design guidelines) on Fifth Avenue, Grandview Avenue (south of Fifth), King Avenue, and Third Avenue. These corridors are appropriate locations for a mix of multifamily residential development, offices uses, and in some areas, commercial retail. The development of multifamily projects will help to fill the gap for housing needs for young professionals and seniors, provide support for retail revitalization and make the area more walkable.

Land Use Plan

The land use plan supports business development by 1) recommending that retail be focused on Fifth Avenue and Grandview Avenue (south of Fifth) and 2) the continuation/expansion as employment centers of the area north of Chambers ("Tech District") and the industrial area ("Industrial District") in the eastern portion of the planning area.



Urban Design

Design guidelines are provided for new commercial and residential development.

DEVELOPMENT OPPORTUNITY SITES

The plan presents two development concepts, one for the intersection of Fifth Avenue and Northwest Boulevard and one for the Industrial District. Staff analysis and public input suggested that these sites presented future development opportunities. It is important to note that the city does not own these sites, nor does it plan to acquire these sites. The design concepts are meant to illustrate a vision for future development. Each development concept is consistent with the development guidelines from the plan.

Industrial District

The development concept envisions the area continuing as an employment center, but transitioning over time to a more intense development pattern that utilizes structured parking. Multi-story buildings would consist primarily of offices, but potentially include retail uses on the ground level supportive of the office uses. Landscaping is illustrated to enhance existing streets and any remnants of past rail corridors. Live work structures are shown on the western edge of the area as a transition to the existing residential uses and would provide the opportunity for workers to live near jobs. The "bio-science village" part of the industrial area seeks to capitalize on the opportunity to remake a small neighborhood into a lively mix of live/work lofts, scientific research space, and supporting retail uses to attract innovators working throughout the region. The bio-science village concept was developed by Lincoln Street Studio.



Industrial District Concept



Bio-Science Village Concept

Fifth Avenue and Northwest Boulevard

The development concept for this intersection includes multi-story buildings that potentially include retail, office, and residential uses. The development's strongest focus is at the intersection. Auto access is primarily provided through the existing alley network, and parking is provided to the rear of the buildings.



Fifth Avenue and Northwest Boulevard Concept

IMPLEMENTATION

The most effective way to implement the provisions of the plan is through the consistent and unified advocacy of the Fifth by Northwest Area Commission working in concert with the city of Columbus and other stakeholders, including business and civic associations, development related agencies, churches, and others. The most typical mechanism for plan implementation is the review of development proposals for consistency with the plan. Additionally, the plan can be used proactively to seek investment in the area, advocate for neighborhood issues, pursue grant funding, and guide capital improvements.

The development review checklist (provided on the other side of this brochure) summarizes the plan's development guidelines and recommendations. It is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment. Guidelines from the plan are not city code. But as part of a city adopted plan they serve as city policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered and optimally included in a proposed development.

A copy of the plan can be downloaded from the Planning Division website: columbus.gov/plans

Transportation

Bicycle and pedestrian related improvements are recommended, including the consideration of a Fifth Avenue road diet, improvements for priority crosswalks, and sidewalk improvements.

DEVELOPMENTAL REVIEW CHECKLIST

	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
General Guidelines and Recommendations					
Has developer reviewed the recommendations of the Fifth by Northwest Neighborhood Plan?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan? (p. 18)					
Is the proposal consistent with the Urban Design Plan? (p. 19)					
If the proposal is located on Fifth Avenue, is the proposed building height at least two stories (if on the eastern portion of Fifth Avenue) or single story or two story (if on the western portion of Fifth Avenue)? (p. 20)					
Are alternative methods of stormwater management being considered? (p. 28)					
Are trees greater than six inches in caliper being preserved? (p. 28)					
Does the proposal consider the potential of including parks, open space, and/or establishing connections to existing open space and recreation areas? (p. 22)					
Does the proposal include sidewalks? (p. 24)					
Does the proposal include bike racks? (p. 24)					
Does the proposal include pedestrian and bikeway connections to transit stops, commercial centers, and local schools, and the emerging regional rail system? (p. 24)					
Are LEED technologies being considered? (p. 27-28)					
Residential Related Guidelines and Recommendations					
Has developer reviewed the recommendations of the Fifth by Northwest Neighborhood Plan?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan? (p. 18)					
Is the proposal consistent with the Urban Design Plan? (p. 19)					
Are the proposed residential densities consistent with the plan recommendations? (p. 20)					
If the proposal is within an area recommended for Medium Density Mixed Residential, is it consistent with density and design recommendations for these areas? (p. 20, 29)					
If the proposal is for a multifamily development, does it include open space for passive recreation? (p. 22)					
If proposal is for a multifamily development, does it include entry level, "empty nester", or workforce housing? (p. 22)					
If proposal includes an accessory structure (backyard apartment or "carriage house") is it consistent with the plan's density and design recommendations to mitigate its potentially negative impact on the neighborhood? (p. 22)					
Is proposed housing, addition or garage design compatible with nearby historic housing design? (p. 28)					
Does proposed development maintain existing lot sizes and utilize building types compatible with historic building stock? (p. 28)					
Does the primary façade of proposed housing face the street? (p. 28)					
If proposal includes a garage, is it located behind the house with access from any available alley? (p. 28)					
Does any proposed single family or two family housing include a porch that is at least 8 feet deep? (p. 29)					
Are any landmark buildings impacted by the development being preserved? (p. 29)					
Does proposed building design "complement" any adjacent landmarks? (p. 29)					
If proposal is for multifamily on primary corridors, does the ground level adequately contribute to street life? (p. 29)					

	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Commercial Guidelines and Recommendations					
Has developer reviewed the recommendations of the Fifth by Northwest Neighborhood Plan?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan? (p. 18)					
Is the proposal consistent with the Urban Design Plan? (p. 19)					
If proposal is for multi-story building on Fifth or Grandview Avenue, are "active" uses located on the ground floor? (p. 19)					
If proposal is for one of the two development opportunity sites, is it consistent with the recommended/ illustrated principles? (p. 29-33)					
If proposal is for a mixed use project including residential, are the proposed densities consistent with plan recommendations? (p. 20)					
If the proposal is for the Industrial or Tech Districts, is it an employment focused land use (office or light industrial) and consistent with the specific recommendations and guidelines for these areas? (p. 21)					
Is parking "hidden" (located to the rear or side of the building)? (p. 25)					
Does the proposal consider the potential for shared parking? (p. 25)					
Has on-street parking been considered? (p. 25)					
If proposal is for a higher density, mixed use project on Fifth Avenue, Grandview Avenue (south of Fifth Avenue) Third Avenue, King Avenue or other areas served by transit, have parking reductions been considered? (p. 25)					
Do the proposed buildings utilize "four sided" architecture? (p. 26)					
Do proposed buildings avoid flat, plain building walls? (p. 26)					
Do proposed buildings mimic traditional storefront widths and consist of at least 60% glass windows at street level? (p. 27)					
Are proposed buildings compatible, but not literal duplications of, historic architectural styles? (p. 27)					
Are proposed signs consistent with plan recommendations? (p. 27)					
Is proposed lighting consistent with plan recommendations? (p. 27)					
Are proposed buildings designed to address the street and enhance the pedestrian experience? (p. 27)					
Are proposed buildings generally parallel to the street? (p. 27)					
Do proposed buildings include an entrance door that faces the street? (p.27)					
Does the proposal include pedestrian connections from the street to the building entrance? (p. 27)					
Are potential connections between adjacent parking lots being considered? (p. 27)					
Is the proposed development restricted to the area between the street right-of-way and the parallel alley? (p. 27)					
Is the proposal consistent with the plan's landscaping and screening recommendations? (p. 28)					
Transportation Guidelines and Recommendations					
Is proposal consistent with the Transportation Plan? (p. 23)					
Is the proposed road improvement consistent with any complete streets policies and provide for pedestrians and bicyclists? (p.25)					
Does the proposed road improvement provide pedestrian and bicycle related amenities? (p. 24)					
Does the proposal include bike racks? (p. 24)					
Does the proposal maintain the existing street and alley grid? (p. 24)					



FIFTH BY NORTHWEST NEIGHBORHOOD PLAN



City of Columbus
Michael B. Coleman, Mayor
www.columbus.gov

Department of Development
Planning Division
 109 North Front St.
 Columbus, Ohio 43215



City of Columbus, Department of Development, Planning Division