

THE NORTHWEST PLAN



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The *Northwest Plan* was adopted by City Council on October 22, 2007. Please direct all questions regarding the content of the plan to the City of Columbus, Planning Division, 109 N. Front Street, Columbus, Ohio 43215, 614-645-8502. This plan can also be viewed at <http://www.development.columbus.gov>

ACKNOWLEDGEMENTS

The development of the *Northwest Plan* was enhanced by the participation and feedback from community and other stakeholder representatives. The following people are recognized for their contributions to this plan.

Jon Baird, Woodbridge Green Civic Association

Paul Baughman, Northwest Civic Association

John Best, Far Northwest Coalition

Bob Bradish, Sawmill Forest

Michael Bratka, HER Commercial

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Dwight Groce, Northwest Civic Association

Larry and Celeste Guglielmi

David Hartsook, Hartsook Realty Resources

Christopher Holgate, Resolution Realty, LLC

Chris Holmes, Brookside Estates Civic Association

Ed Kromer, Brookside Woods Civic Association

Anna Lee, Sawmill Forest

Robert and Jamie Lipps, Sawmill Forest

Rosemarie Lisko, Northwest Civic Association

Joe Macomber, Brookside Woods

Greg Marietti, Augustine Development, LLC

Peggy McElroy, Northwest Civic Association

Tim Michael, The Ohio State University

James Nichols, The Ohio State University

Kimberly Nixon-Bell, Rau Lane Civic Association

Judy Perry, Smoky Ridge Civic Association

*Kathy Remias Friends of the Lower Olentangy
Watershed*

Bill Schuck, Northwest Civic Association

Christine Scott, Rau Lane Civic Association

Laura Shinn, The Ohio State University

Jane Weislogel, Shaker Square Civic Association

Scott Whitlock, Rau Lane Civic Association

Charles Wood, Brookside Woods

LETTER FROM THE DIRECTOR

Dear Citizens:

On October 22, 2007 Columbus City Council adopted the Northwest Plan, the official guide to improving the northwest area of our city.

The Northwest Plan is the result of hard work and dedication of area residents and other community stakeholders. Community participation was critical to ensure that the plan would reflect the needs and aspirations of the northwest community.

On behalf of the Department of Development, I would like to congratulate the northwest community for their excellent work and their dedication to their neighborhood. I look forward to continuing our partnership on future initiatives that will implement the recommendations of the plan.

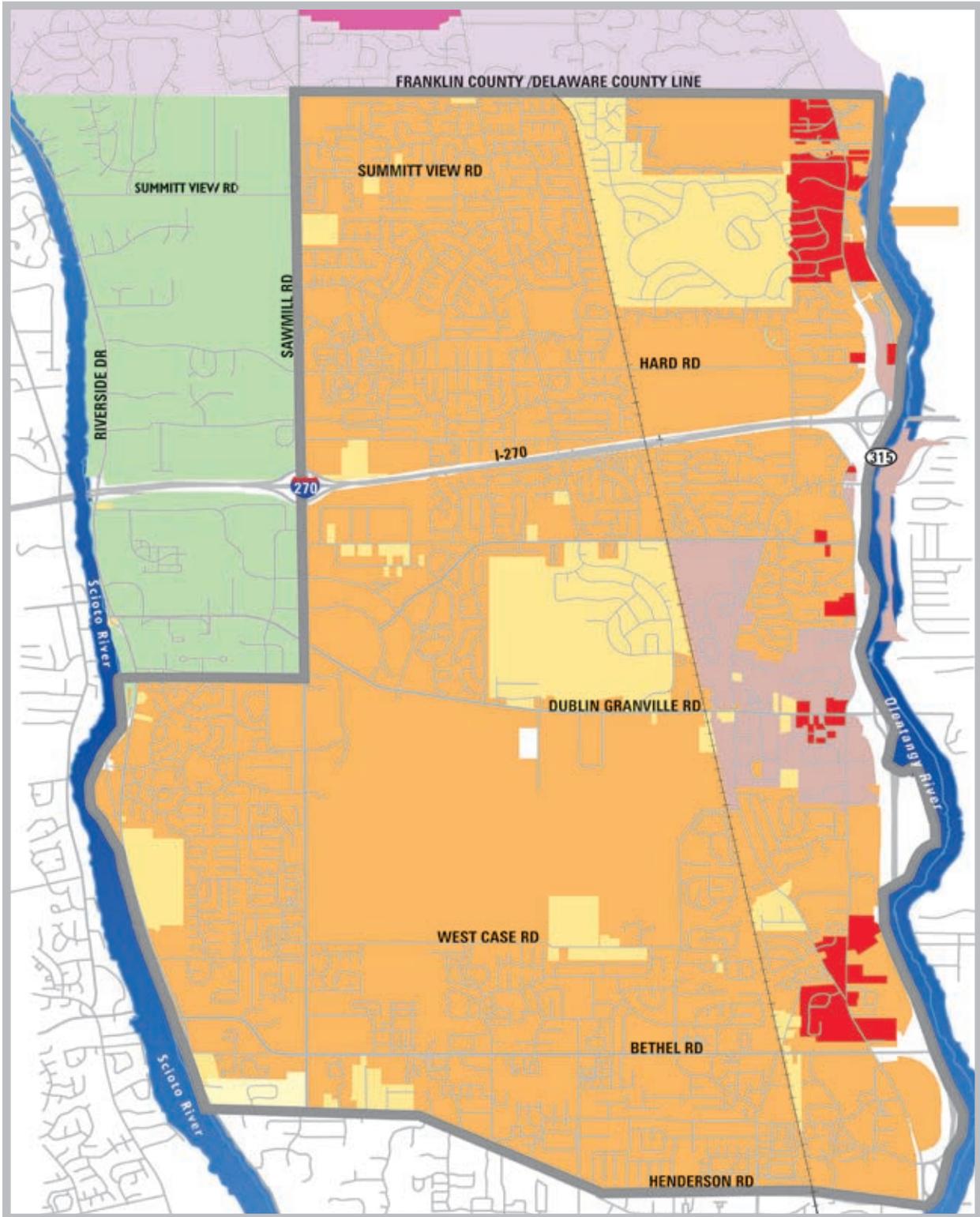
Sincerely



*Boyce Safford, III, Director
Department of Development*

PLANNING AREA

NORTHWEST PLANNING AREA



- Powell
- Sharon Township
- Boundary
- Perry Township
- Liberty Township
- City of Upper Arlington
- City of Columbus
- City of Dublin
- City of Worthington



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EXECUTIVE SUMMARY

The *Northwest Plan* is an update to the previous Northwest Plan adopted in 1991. **The boundaries of the planning area are the Franklin-Delaware County line on the north, Scioto River and Sawmill Road on the west, Henderson Road on the south, and the Olentangy River on the east.**

As illustrated on the accompanying map, there are several jurisdictions within the planning area. The plan is targeted at the Columbus portion of the

area, with the understanding that regional cooperation is critical.

A majority of the Northwest area is developed with mature residential developments, major commercial corridors, and The Ohio State University Airport, which is a significant institutional use. Given the level of development, the main goal of the plan is to provide recommendations to increase the quality of life for residents, businesses and visitors.

Major recommendations center on the following themes:

INFILL DEVELOPMENT — ensuring that new development is compatible with the existing physical environment.

COMMERCIAL/OFFICE REDEVELOPMENT — providing development standards, including graphic standards, to increase the quality of commercial development as change occurs.

STATE ROUTE 161 (SR 161) — provide interim guidance for roadway improvement and land use character, pending the completion of a comprehensive traffic analysis for improvements to SR 161.

SIDEWALKS AND BIKE PATHS — recommending a master plan to link residents to schools, parks, libraries and shopping.

PARKS — providing additional park space and preserving natural resources.

CITY SERVICES — providing a level of service that is compatible with the needs of the area.

PURPOSE OF NORTHWEST PLAN

In 1991, Columbus City Council adopted a plan for the northwest area of the city. Since that time, the area has changed a great deal. In 1991 the area was growing rapidly and there were many tracts of land yet to be developed. In 2005, however, the area is almost entirely developed. The main goal of this plan is to provide recommendations and direction to improve the quality of life for residents, businesses, and visitors of the area.

DON SCOTT FIELD AIRPORT

In 1994 the City of Columbus enacted Chapter 3384 of the Columbus City Code to establish the *Columbus Airport Environs Overlay District*, which codifies noise contours and appropriate land uses and restrictions. (Additional Federal regulations may also apply.) The Columbus City Code can be accessed by internet at www.columbus.gov and following the links provided to access the *Airport Environs Overlay*. It is anticipated that the *Overlay District* will need to be amended upon completion and adoption by Columbus City Council of new noise contours resulting from the *Part 150 Study* being undertaken by the airport. If and/or when new noise contours are adopted, the City will advocate mitigation relief, as appropriate, for impacted property owners.



PLANNING PROCESS

In early 2005, an advisory committee was established to help guide the development of the *Northwest Plan*. The advisory committee consisted of representatives from the major civic associations, business interests, and government officials.

A series of meetings were held with the advisory committee to identify major issues impacting the area. Additionally, a series of exercises were undertaken by the advisory committee to help identify preferred roadway and land use character/pattern along SR 161; identify major traffic issues; and to identify where sidewalks and bike paths are most needed.

In addition to the advisory committee meetings, a public open house was held on September 21, 2005 to offer an opportunity for the larger community to provide feedback on the work of the advisory committee. The public open house included interactive displays where attendees could offer feedback on topics such as traffic issues, sidewalk and bike path locations, and the future of SR 161.

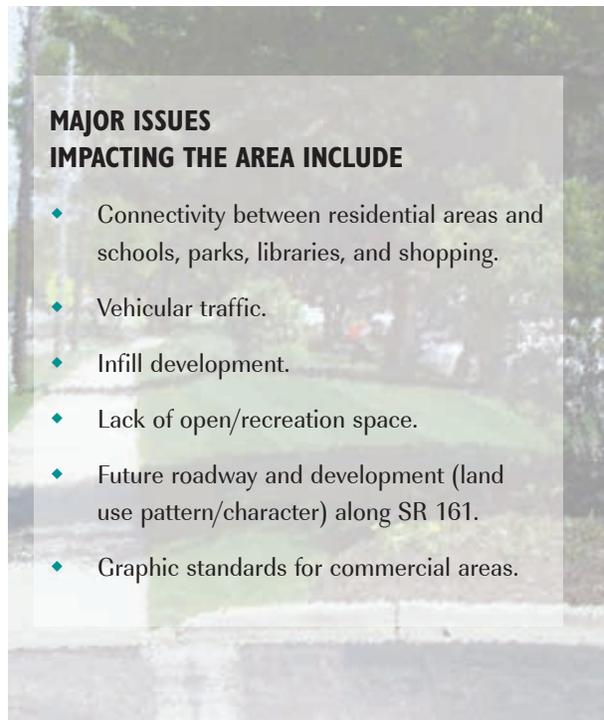
Following a review of the input from the open house, the Columbus Planning Division prepared the first plan draft. Comments received on the draft, primarily from the Northwest Civic Association (NWCA) and the Far Northwest Coalition (FNWC), as well as others, indicated a need for further discussion.

In the spring of 2007, planning staff facilitated a series of planning work sessions with representatives appointed by the NWCA and the FNWC. At each session, specific plan topics derived from the comments received were thoroughly examined to determine appropriate text revisions.

A second open house was held on July 24, 2007 to gather input on the revised plan and facilitate comments from the larger community. The Northwest Civic Association, Far Northwest Coalition, and the Columbus Development Commission have endorsed the plan. Columbus City Council adopted the plan on October 22, 2007.

MAJOR ISSUES IMPACTING THE AREA INCLUDE

- ◆ Connectivity between residential areas and schools, parks, libraries, and shopping.
- ◆ Vehicular traffic.
- ◆ Infill development.
- ◆ Lack of open/recreation space.
- ◆ Future roadway and development (land use pattern/character) along SR 161.
- ◆ Graphic standards for commercial areas.



NORTHWEST AREA SNAPSHOT

The northwest area is mainly residential in nature. Commercial development is concentrated along major corridors, such as, Sawmill, Bethel and Henderson roads.

POPULATION CHARACTERISTICS OF THE NORTHWEST AREA

	1990	2000	CHANGE NUMBER	CHANGE PERCENT
Total Population	67,896	75,893	8,000	11.7%
Total Housing Units	30,118	34,524	4,406	14.6%
Average Family Size	2.86	2.84	-0.02	-0.7%
% Owner Occupied Housing	51.10%	53.99%		2.89%
% Renter Occupied Housing	48.90%	46.01%		-2.89%
% Vacant Housing	6.58%	3.93%		-2.65%

Source: United States Census website using census tract and block groups.

RESIDENTIAL BUILDING PERMIT DATA FOR THE NORTHWEST PLANNING AREA

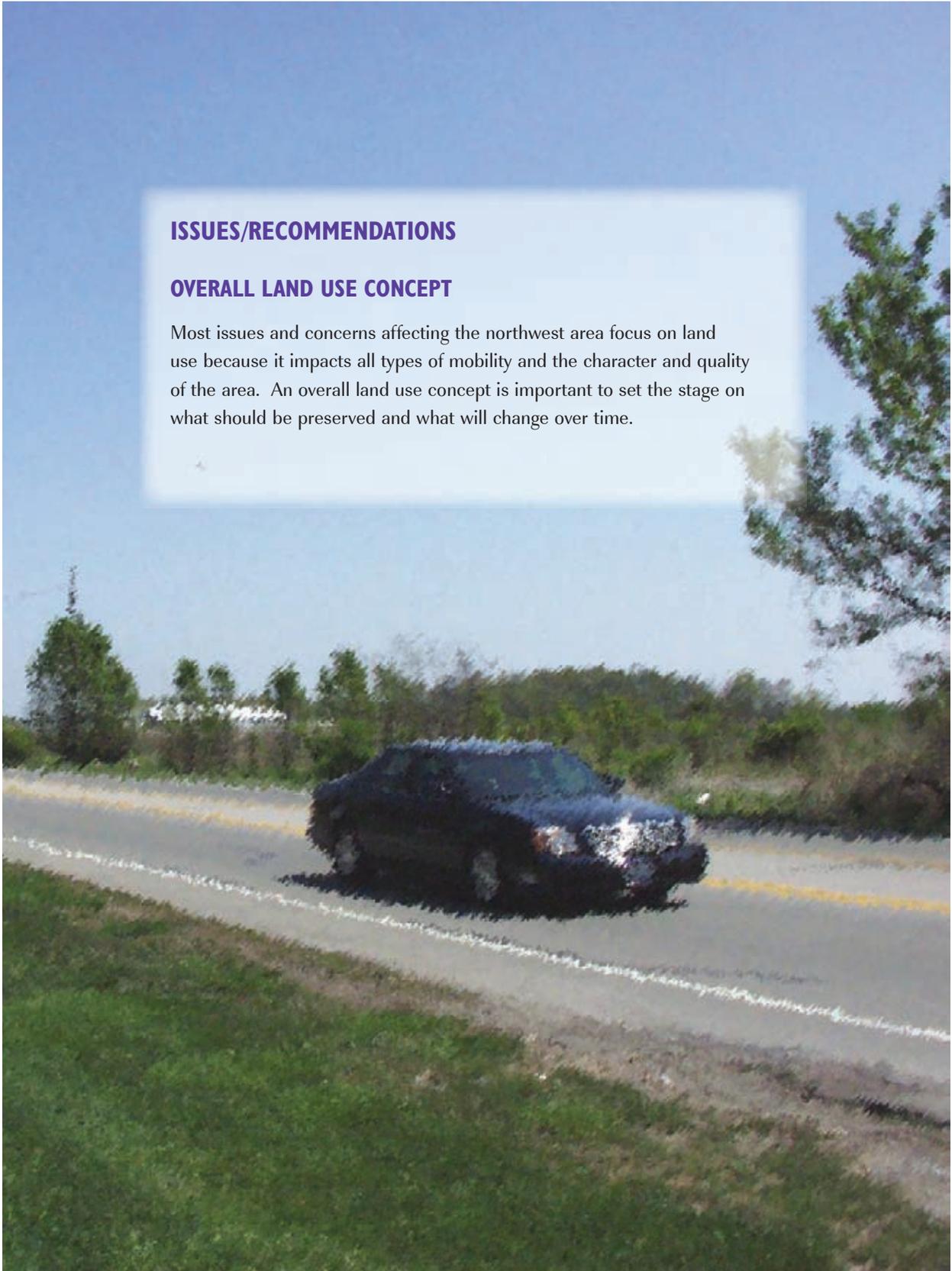
	2000	2001	2002	2003	2004	2005	2006	TOTAL	CITYWIDE TOTAL	NORTHWEST % OF CITYWIDE TOTAL
Number of Single-Family Permits	29	19	18	24	75	87	72	324	15,647	2.1%
Number of Single-Family Units	29	20	18	24	83	94	83	351	16,526	2.1%
Number of Multi-Family Permits	2	1	1	1	6	2	4	17	410	4.1%
Number of Multifamily Units	220	38	120	364	113	15	10	880	20,433	4.3%

Source: City of Columbus, Building Services Division.

ISSUES/RECOMMENDATIONS

OVERALL LAND USE CONCEPT

Most issues and concerns affecting the northwest area focus on land use because it impacts all types of mobility and the character and quality of the area. An overall land use concept is important to set the stage on what should be preserved and what will change over time.



OVERALL LAND USE CONCEPT

RESIDENTIAL. Preserve existing residential areas.

- ◆ Existing residential areas include single-family and multi-family units. Encourage a mix of units and also encourage other types of residential product, such as senior housing, where appropriate. Senior housing should be located in areas where services and amenities exist or are planned. These services and amenities include sidewalks, retail/services, and recreation space.
- ◆ Uses that support residential areas include parks, schools and libraries. These uses should continue and should be better linked to the residential areas by sidewalks and bike paths.

RETAIL. Retail uses should be concentrated on:

- ◆ Sawmill Road from Cranston/Reflections Drive north to Saltergate.
- ◆ Intersection of Bethel and Sawmill roads.
- ◆ Scattered sites along Bethel and Henderson roads.
- ◆ Expect redevelopment of sites in the future as competition increases and tenants change.
 - Form a working group to review and determine the appropriateness of applying the city's commercial overlay standards to improve the quality of development along commercial corridors in the Northwest.
 - The overlay and working group should also review and recommend on the appropriateness of creating special graphic control areas. Commercial areas to be evaluated include, but are not limited to, Sawmill Road, Bethel Road, Henderson Road, SR 161, and Smoky Row Road at Hard Road. Particular issues include automatic changeable copy, flashing lights and billboards.
 - Encourage a mix of uses, internal road network and vehicular and/or pedestrian connections to surrounding area.

- ◆ Example of redevelopment sites:
 - Olde Sawmill Shopping Center.
 - New Market Mall.
- ◆ *The existing Bethel Road Development Standards and Sawmill Corridor Development Standards shall remain in effect until such time as they are repealed and replaced by new development standards.*

SR 161. Expect development pressure along SR 161 from Federated Boulevard to Linworth Road.

- ◆ Do not support the development of additional regional retail uses along this corridor. Uses should be compatible with surrounding residential areas and must also take into consideration the proximity of the airport, especially flight paths.
- ◆ Development must be coordinated with roadway improvements. Community support for improving the road has been strongly expressed. Concern has been raised that development will proceed before the roadway is improved or that the development will not be compatible with the improvements. These concerns must be addressed immediately and an improvement plan for SR 161 must be initiated by the city in cooperation with surrounding local governments, the Ohio Department of Transportation and the Mid-Ohio Regional Planning Commission.



DEVELOPMENT AND REDEVELOPMENT

INFILL DEVELOPMENT

For the most part the residential areas within the northwest are fully developed with a mixture of single-family and multi-family units. However, throughout the area there are pockets of undeveloped land and areas that could face redevelopment pressure in the future.

ISSUES

- ◆ Development proposals are not always compatible with the surrounding area in terms of density.
- ◆ Small infill development proposals often do not require a traffic impact study.

RECOMMENDATIONS

- ◆ **CONSISTENT AND COMPATIBLE.** Infill sites should develop in a manner that is consistent and compatible with the land use and density of the surrounding area.
- ◆ **OVERLAY.** If a planning overlay is applied to a portion of the area, then as land is annexed, the overlay should be applied to the newly annexed area.
- ◆ **TRAFFIC IMPACTS.** Broaden the scope. Where there are multiple infill development sites in close proximity, consider all developments together to determine the level of traffic impacts.
- ◆ **CONNECTIONS.** Provide vehicular, pedestrian and bicycle connections to surrounding area.
- ◆ **IMPROVEMENTS.** Consider applying a Tax Increment Financing tool (TIF) to the site to help fund needed infrastructure improvements.



SUBAREAS

EAST SIDE OF RIVERSIDE DRIVE NORTH OF CASE ROAD AND SOUTH OF CRANSTON DRIVE

- ◆ This subarea is developed with single-family homes on estate-sized lots on an embankment overlooking the Scioto River. The majority of the lots range in size from four- to six-acres.
- ◆ Most of the area is located outside the city of Columbus in Perry Township. The recommendations for this area only apply if the land is annexed to the city of Columbus.
- ◆ Adjacent development consists of single-family subdivisions on the north and east, land zoned for multi-family development on the south, and Riverside Drive, parkland and the Scioto River on the west.

RECOMMENDATIONS

- ◆ **PRESERVATION.** Support the preservation and retention of the existing single-family homes on estate-sized lots as the most appropriate long-term land use of this subarea.
- ◆ **DEVELOPMENT STANDARDS.** Require that future, single-family development and redevelopment of the area maintain the established, deep set backs from Riverside Drive, the one hundred thirty (130)- to two hundred forty (240)- foot lot frontages, and two-acre minimum lot sizes.
- ◆ **CURB CUTS.** Prohibit additional curb cuts and roadway access to this area.
- ◆ **CONSERVATION EASEMENTS.** Consider forming conservation easements along the rear of these properties. This will help preserve needed open space and protect the riparian corridor.

OLENTANGY RIVER ROAD, SOUTH OF ANTRIM PARK TO JUST NORTH OF BETHEL ROAD INTERSECTION

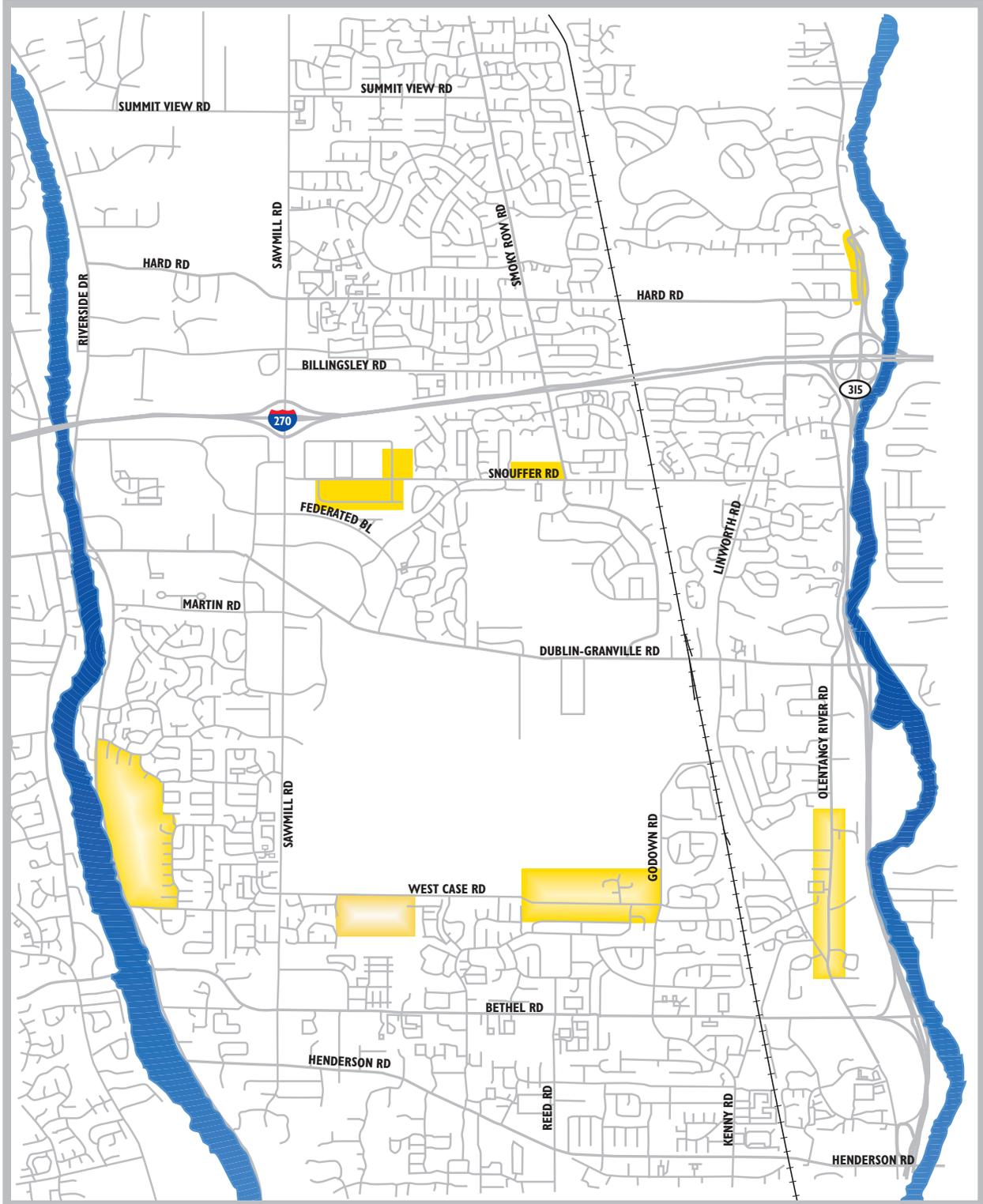
- ◆ This area is mainly developed with single-family homes. There are also a few condominium developments. Zoning districts include RRR, LRR, RR, R-1, and PUD 6. Lot sizes range from approximately quarter-acre to over one-acre in size.
- ◆ Most of the subarea is located within Columbus; however, some properties are located in Sharon Township.
- ◆ Residents of the subarea are concerned with recent zoning proposals for development within the city of Columbus. Concerns deal with density, lack of open space, and diminishing the natural and scenic feel of the area.

RECOMMENDATIONS

- ◆ **QUALITY AND CHARACTER.** Future development should be analyzed based on its impact to the quality and character of the area.
- ◆ **DENSITY.** Support a gross residential density of no more than two and one-half (2.5) units per acre.
- ◆ **OPEN SPACE.** Inclusion of open space and the preservation of natural and scenic areas should be a part of any future development. Consider development that clusters lots if this allows more natural scenic land to be preserved.



INFILL DEVELOPMENT SUBAREAS



Plan Boundary



WEST CASE ROAD BETWEEN SAWMILL AND GODOWN ROADS

- ◆ This subarea is currently developed with a mix of single-family and multi-family developments on the south side of West Case Road and uses associated with OSU on both the north and south side of the road. There is also an area developed with single-family homes on one- to two- acre lots that is located in Perry township.
- ◆ Development pressure is likely to intensify in the coming years for the land owned by OSU and the area in Perry township.

RECOMMENDATIONS

- ◆ **OSU LAND.** OSU to work closely with the community as plans for its non-airport land may change over time. Infill residential is appropriate for the OSU-owned parcel on the south side of West Case Road.
- ◆ **COMPATIBILITY.** Support new development that is compatible with existing detached single-family development located south of West Case Road. The existing single-family developments are mainly zoned R-1 but there are also a couple of areas zoned R and RR.
- ◆ **DEVELOPMENT CONSIDERATIONS.** Anticipate that the property on the south side of Case Road, immediately west of Wright Elementary School may become available for development. Development that includes dedicated parkland and multi-purpose paths linking to surrounding development should be prioritized. Financial contributions in lieu of dedicated parks, paths and open space, should be discouraged. The recommended development pattern includes:
 - Residential development density of not more than four units per acre.

- Detached single family or duplex preferred. However, attached single family and duplex development will be favorably considered if part of a cluster development approach that increases the amount of dedicated parkland and pedestrian linkages to school and to adjacent residential and retail.
- Consistent landscaping and/or buffer feature along property bordering West Case Road.
- Maintain a clear flight path to OSU Airport Runway 5.

OLENTANGY RIVER ROAD BETWEEN HARD ROAD AND MASON PLACE

- ◆ This subarea is a mix of large single family homes and undeveloped land.
- ◆ Development pressure is likely due to the reconfiguration of Hard Road as it approaches SR 315.

RECOMMENDATION

- ◆ **PRESERVATION.** Maintain this area as single-family, with natural areas preserved as much as feasible during road reconfiguration. This area serves as a gateway to the scenic SR 315 corridor.



SNOUFFER ROAD AND SKYLINE DRIVE

On the south side of Snouffer Road near Skyline Drive development is mostly large-lot, single-family homes. Some of the area is in Perry Township. Adjacent development consists of offices, apartments, and shopping centers. The portion of the area that fronts on Snouffer Road is experiencing development pressures.

On the north side of Snouffer Road near Skyline Drive are several undeveloped parcels. The current zoning is Commercial (C2). Bordering development is made up of offices on the north, apartments on the west, and single-family homes on the south and east.

RECOMMENDATIONS

- ◆ **FOR THE AREA SOUTH OF SNOUFFER ROAD.**
 - Retain character of area by supporting existing residential as best long-term use along Skyline Drive.
 - Support small-scale, office commercial uses along Snouffer Road as the subarea redevelops. Future development should be sensitive to the residential character of the area. Development proposals should limit the number of curb cuts to obtain efficiency of traffic movement.
- ◆ **FOR THE AREA NORTH OF SNOUFFER ROAD.**
 - Support development under current zoning districts.

**SMOKY ROAD AND SNOUFFER ROAD
(NORTHWEST CORNER)**

This area has mainly developed with large-lot single family uses. The area was annexed into Columbus several years ago and maintains residential zoning. Surrounding development includes religious uses and single-family homes.

RECOMMENDATIONS

- ◆ **SUPPORT RESIDENTIAL USES.** Single or two family units, with a density that is compatible with surrounding residential uses, are appropriate. Religious uses are also appropriate but access management at this busy intersection must be addressed.
- ◆ **NO COMMERCIAL DEVELOPMENT.** Commercial development is not appropriate for this location.



COMMERCIAL REDEVELOPMENT

The major commercial corridors in the northwest area include Sawmill, Bethel, and Henderson roads. These corridors have seen commercial development occur over the last ten to 15 years. But, as retail development continues to expand and follow residential development into other suburban areas — additional market pressure will be applied to the Northwest area.

ISSUE

- ◆ As competition from the surrounding area increases, the commercial corridors may feel pressure over the next several years. Redevelopment of commercial centers is likely to occur.

RECOMMENDATIONS

- ◆ **INVESTIGATE APPLICATION OF COMMERCIAL OVERLAYS TO THE MAJOR COMMERCIAL CORRIDORS.** Overlays require specific development standards, such as setbacks, landscaping, and lighting, for any new development or major redevelopment. (See page 14 for further details on the *Regional Commercial Overlay*).
- ◆ **CONNECTIONS.** As large commercial sites redevelop, look for ways to recreate the site to achieve better connections to the surrounding area, especially to residential areas. Amenities should include sidewalk/bike path connections where feasible.
- ◆ **GRAPHICS.** The overlay working group should evaluate creation of a special graphics control area for major commercial areas, such as Sawmill Road, Bethel Road, Henderson Road, SR 161, Smoky Row Road at Hard Road, and other areas as applicable. Particular issues to address include automatic changeable copy signs, signs with flashing lights, and billboards.

- ◆ **INTERNAL CIRCULATION.** Provide internal circulation with any redevelopment. Do not create new curb cuts.
- ◆ **MIXED-USE.** Promote sites appropriate for mixed-use. Uses could include retail, office, service-oriented businesses, residential, and open/recreation space.
- ◆ **RESIDENTIAL.** Introduce residential uses where appropriate along commercial corridors. Bethel Road is a good example of higher density residential along a commercial corridor.
- ◆ **DEVELOPER CONTRIBUTIONS.** Work with developers to fund needed infrastructure improvements. This can be in the form of tax increment financing or direct contributions. Use Pay as We Grow program as a model.

EXAMPLES

- ◆ **OLDE SAWMILL SHOPPING CENTER.** This center will most likely see a change due to the relocation of the Kroger store to Dublin. Redevelopment of the center must be sensitive to the surrounding residential area. Create a development that is easily accessed from the residential area. Consider mixed-use, as retail competition increases along the corridor.
- ◆ **NEW MARKET MALL.** This center has reinvented itself since being built. No longer is it a mall with numerous users but it now contains fewer larger uses. A fitness center has been operating within a large part of the mall for several years. It has been modestly successful but competition may become an issue in coming years. Support the expansion of fitness related uses and promote other uses in and surrounding the mall that are compatible with a gym, such as fitness apparel store or health food store/restaurant.



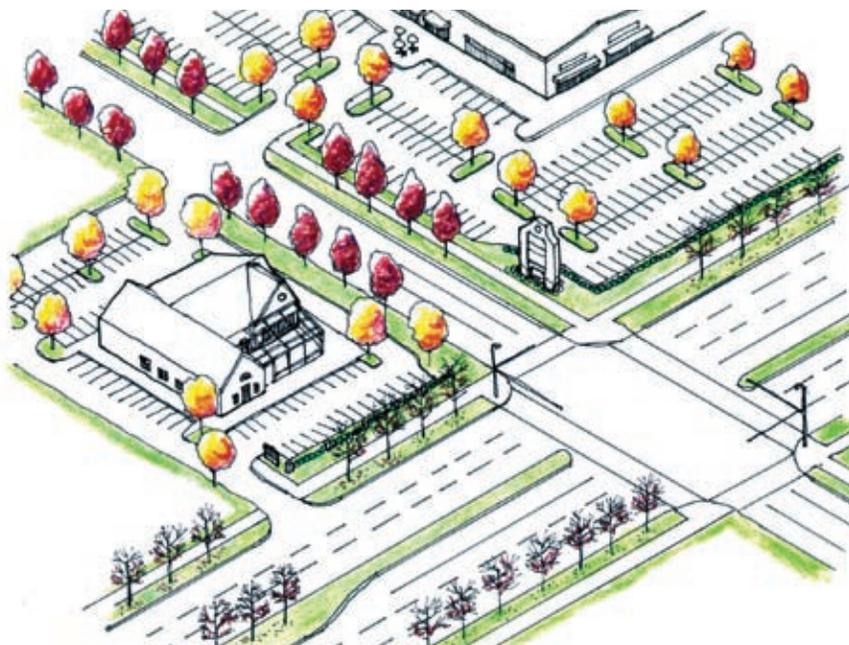
REGIONAL COMMERCIAL OVERLAY (RCO)

The RCO is a tool that was included into the Columbus Zoning Code in 2002.

- ◆ Standards help create a safe, aesthetically pleasing, economically viable, and pedestrian friendly atmosphere along major commercial corridors.
- ◆ RCO is applicable to corridors that typically have:
 - Vehicular-oriented architecture
 - Large off-street parking lots
 - Building setbacks greater than thirty (30) feet
 - Strip-commercial land uses
 - Lot sizes greater than 0.5 acre
- ◆ RCO provides standards for:
 - Building and parking setbacks
 - Landscaping and screening
 - Vehicular and pedestrian access
 - Site lighting
 - Is typically paired with the application of a Special Graphics Control Area to provide standards for graphics.

RECOMMENDATIONS

- ◆ **FORM A WORKING GROUP.** Evaluate applying the RCO to Sawmill Road from Cranston/ Reflections Drive to Saltergate Road and SR 161 from Sawmill Road to Federated Boulevard. This area is currently developed with auto-oriented retail and services. The average building setback is one hundred (100) feet.
- ◆ **EVALUATE APPLYING THE RCO TO BETHEL ROAD FROM SAWMILL TO OLENTANGY RIVER ROAD.** This corridor is developed with a mix of auto-oriented retail and services, and mainly multi-family residential uses. The overlay would apply only to the commercial areas. The average building setback along Bethel Road is sixty-five (65) feet.
- ◆ **EVALUATE CREATING SPECIAL GRAPHICS CONTROL AREAS FOR MAJOR COMMERCIAL AREAS.** This will provide consistency and a unique look for the area. Areas to be considered include Sawmill Road, Hayden (Run) Road, Kenny Road, Bethel Road, Henderson Road, SR 161 and Smoky Row Road at Hard Road. Particular issues to address include automatic changeable copy signs, signs with flashing lights and billboards.



URBAN COMMERCIAL OVERLAY (UCO)

The UCO is a tool that was included in the Columbus Zoning Code in 1999.

- ◆ Standards help to protect, re-establish and retain the unique architectural and aesthetic characteristics of older, urban commercial corridors.
- ◆ UCO is applicable to corridors that typically have:
 - Pedestrian-oriented architecture.
 - Building setbacks ranging from zero to ten (0-10) feet.
 - Rear parking lots.
 - Commercial land uses.
 - Lot sizes smaller than 0.5 acre.
- ◆ UCO provides standards for:
 - Building and parking setbacks.
 - Design.
 - Site lighting.
 - Parking and circulation.

RECOMMENDATION

- ◆ **SR 161.** Form a working group to evaluate applying the UCO to SR 161 near the Linworth Road intersection. Application of the overlay should be strategic and mixed with the concept of “village” style development. This should be done in conjunction with other jurisdictions with property in the area. These jurisdictions include Worthington and Perry and Sharon Townships.





STATE ROUTE 161

Specific focus on State Route 161 from Sawmill Road to State Route 315 is necessary due to the high potential for change. This change will come in terms of road improvements and land use. However, lacking a comprehensive traffic analysis, it is difficult to make land use or roadway improvement recommendations with any degree of specificity. As such, the *Northwest Plan* does not make recommendations with regard to specific levels of roadway improvements or future land use. The Plan does identify opportunities and constraints facing the corridor, note existing conditions and issues, recommend pedestrian and bikeway amenities, list land use preferences derived from community surveys, and provide guiding principles to help shape future development along SR 161.

FUTURE SR 161 TRAFFIC STUDY AND PROPOSED PLAN AMENDMENTS

- ◆ At the earliest date possible, implement a comprehensive traffic study for the SR 161 corridor that evaluates the full range of potential roadway improvement outcomes without bias.
- ◆ The timing, nature, and scope of development along the corridor should be compatible with the roadway capacity of SR 161 at the time of development, or upon completion of the traffic study, with the planned future roadway capacity of SR 161. If roadway improvements are planned as part of a development project, these improvements should be coordinated with the completion of the development.
- ◆ Development planning within the SR 161 corridor should be consistent with the traffic study. Accordingly, the *Northwest Plan* and the City's Thoroughfare Plan should be revised and amended to reflect the final recommendations of the traffic study analysis. In addition, amendments to the *Northwest Plan* should also include revised land use recommendations consistent with the completed SR 161 traffic study.

OPPORTUNITIES FACING THE CORRIDOR

- ◆ Land is available for development and redevelopment. The community can help shape the use and design.
- ◆ A large amount of undeveloped land is under control of The Ohio State University, and the State of Ohio.
- ◆ The opportunity to create an east-west pedestrian and bicycle corridor by linking existing pathway systems.
- ◆ The opportunity to create a "place" through redevelopment of Linworth.

CONSTRAINTS FACING THE CORRIDOR

- ◆ Different priorities among local jurisdictions responsible for SR 161.
- ◆ Traffic congestion, particularly at intersections.
- ◆ Coordinating roadway improvements with development along the corridor.
- ◆ Railroad crossing - traffic buildup, safety, and cost of grade separation.



INTERIM ROADWAY IMPROVEMENTS

SR 161 is currently a two-lane road with turn lanes at major intersections. Drainage is handled through open swales and no sidewalk or path system exists, except a small segment within the city of Worthington.

Widening the roadway has been discussed over the last ten years. The main issue that has stalled the widening project is gaining consensus among local jurisdictions as to the number of lanes that should be constructed. The debate has centered on whether the road should be widened to three lanes or five lanes.

The approach taken in this plan is to offer community preferences that can be carried over and analyzed within the anticipated detailed traffic analysis. It is only with the completion of a comprehensive traffic analysis that final improvements can be determined.

ROADWAY SUMMARY OF ADVISORY COMMITTEE VISUAL PREFERENCE SURVEY REGARDING SR 161

- ◆ Multi-purpose path and underground utilities ranked the highest in the “character of right-of-way” category. Street trees also had a positive score.

AT A PUBLIC OPEN HOUSE FEEDBACK

- ◆ Pedestrian and bicycle paths also received strong support.

ISSUE

- ◆ SR 161 needs to be improved to address traffic congestion problems, especially at major intersections and the railroad.
- ◆ Pedestrians and bicyclists need to be accommodated along the roadway.
- ◆ Funding for improvements needs to be available.



RECOMMENDATIONS

TRAFFIC ANALYSIS/STUDY. Initiate a detailed traffic analysis for improvements to SR 161. The following should serve as a guideline for the analysis:

- ◆ The study should be initiated by the city of Columbus. A multi-jurisdictional approach should be taken. The involvement of Franklin County, the Ohio Department of Transportation, the city of Worthington and OSU are important.
- ◆ The community must be involved during all stages of the project.
- ◆ Different levels of improvements should be analyzed. The levels should include:
 - Impacts of strategic improvements, such as intersection widening, lengthening of turn-lanes, and a railroad grade separation.
 - Widening the road to three-lanes from Sawmill Road to SR 315. This scenario must be coupled with an access management study and extension of the existing street network to alleviate pressure on SR 161.
 - Widening the road to five-lanes from Sawmill Road east to accommodate development on the OSU land. The road would then taper as you approach Linworth Road.
 - Widening the road to five-lanes from Sawmill Road to Flora Villa Drive and widening east of Flora Villa Drive to three-lanes. This scenario will accommodate the city of Worthington's preference for not widening the roadway east of Flora Villa Drive to no more than three-lanes.
 - Widening the road to five lanes from Sawmill Road to SR 315. Five lane section should be considered with and without a landscaped median.
- ◆ Regardless of the final road widening solution, an eight to twelve (8-12) foot wide multi-purpose path and street trees along both sides of SR 161 should be incorporated into the final design.



Three-lane road
Two moving lanes of traffic with one center turn lane.



Five-lane road
Two moving lanes of traffic with one center turn lane.



Five-lane road with landscaped median
Two moving lanes of traffic in each direction with one center turn lane.
Landscaped median located where the turn lane is not necessary.

LAND USE

The pattern and character of land use along SR 161 impacts the quality of the roadway. SR 161 presents the greatest opportunity for land use change as compared to the rest of the Northwest area.

The current land use pattern along SR 161 from Sawmill Road to SR 315 consists of:

- ◆ Large regional retail uses from Sawmill Road to Federated Boulevard.
- ◆ Multi-family development located on the north side of SR 161 just east of Federated Boulevard, including senior housing.
- ◆ Single family development located on the north side of SR 161 just east of the multi-family development.
- ◆ Private golf course/open space.
- ◆ The Ohio State University Airport and other University and state-owned land along the south side of the road, which is principally undeveloped at this time.
- ◆ Religious uses, mainly on the north side of the road.
- ◆ Scattered office and service-oriented businesses on both sides of the road.
- ◆ Small retail, restaurants and gasoline stations located near the Linworth Road intersection - a remnant of a historic crossroads community.
- ◆ Multi-family and single-family developed within the city of Worthington east of Linworth Road.

The Advisory Committee participated in the visual preference survey. The purpose of the survey was to rank the group's visual preferences of a variety of land use types. The results are as follows:

- ◆ Land uses that received a positive group score:
 - Agriculture
 - Pedestrian-oriented retail
 - Low-density single family
 - Medium-density single family
 - Research park
 - Small scale town center
 - Small office
 - Transit-oriented development
- ◆ Land uses that received the lowest group scores:
 - Industry
 - High-density mixed use
 - Airport hanger
 - Large retail
 - High-density single family

This land use information was also presented at the public open house. Attendees were asked to vote on the land uses that received a positive score from the Advisory Committee. The top three land uses were:

- Research Park
- Small-scale town center/pedestrian-oriented retail
- Low-density single family

Both the Advisory Committee and the public open house attendees also indicated a strong preference for public open space to be created near the SR 161 corridor.



ISSUES

- ◆ Areas, mainly along the south side of the road, are ripe for redevelopment. These areas include state and University-owned land, properties near the Linworth Road intersection, and the area adjacent to the railroad.
- ◆ A concern that land use decisions will be made separate from roadway improvement decisions.
- ◆ A lack of public open space around the SR 161 corridor.
- ◆ **EXISTING RESIDENTIAL.** Preserve existing residential uses.
- ◆ **TIMING OF ROADWAY IMPROVEMENTS.** Concern has been raised that development will proceed before the roadway is improved. This concern must be addressed immediately and an improvement plan must be initiated by the city in cooperation with surrounding local governments, the Ohio Department of Transportation and the Mid-Ohio Regional Planning Commission.

RECOMMENDATIONS

- ◆ **REGIONAL RETAIL USES.** Limit large retail uses and auto-oriented commercial centers to the area between Sawmill Road and Federated Boulevard.



SR 161 GUIDING PRINCIPLES. The following guiding principles are meant to shape all future development along SR 161. OSU plans to develop a master plan for their landholdings in the area in the next several years. These principles, and the findings of the comprehensive traffic study, should serve to guide that planning process and any future redevelopment proposals in this corridor.

- ◆ Provide an internal circulation plan for new development. (*NOTE: Creating Godown Road into a thru street by extending the roadway north to SR 161 is not supported. A limited access from Godown Road may only be considered if it is meant to serve as part of a low traffic internal circulation point for the OSU/State of Ohio lands south of SR 161 and does not connect directly or indirectly with SR 161.*)
- ◆ Encourage mixed-use development pattern to help distribute traffic patterns throughout the day.
- ◆ Incorporate public parkland into land use plan.
- ◆ Maintain setbacks along SR 161 to achieve the following:
 - Multi-use path
 - Street trees and other landscape features such as mounding or fencing
- ◆ Limit the number of curb cuts along SR 161. Provide an internal circulation plan.
- ◆ Promote the construction of a connector street from Sawmill Road to Federated Boulevard.
- ◆ Create standards for new development. Apply standards during the rezoning process using the tool of a limitation text. Standards should include, at a minimum:
 - Signage controls that should promote monument-style signs that are down-lit and landscaped. Signs with automatic changeable copy, flashing lights and billboards should be prohibited.
 - Landscaping standards should include details on parking lot screening, street trees, and a common landscape treatment along SR 161.
- ◆ Protect existing wood lot on University and state-owned property south of SR 161 from any encroachment from development or new road construction.
- ◆ Development must be compatible with airport operations and conform to commitments made by OSU to the FAA through the land release process regarding aviation easements, restrictions etc.
- ◆ Scope, density and nature of development should be consistent with capacity of SR 161 and be coordinated with roadway improvements.



MOBILITY

Whether by car, foot, or bicycle getting around the northwest area can be challenging. The rapid growth of the residential and commercial areas has led to traffic congestion and areas that are not connected by sidewalks and paths.

Additionally, the area has very limited bus service. Some major corridors, such as Sawmill Road, lack bus service.

The Advisory Committee completed an exercise to identify major mobility issues. The public open house also offered opportunities for the community to identify major problem areas.



Heavy traffic along arterial roadway.

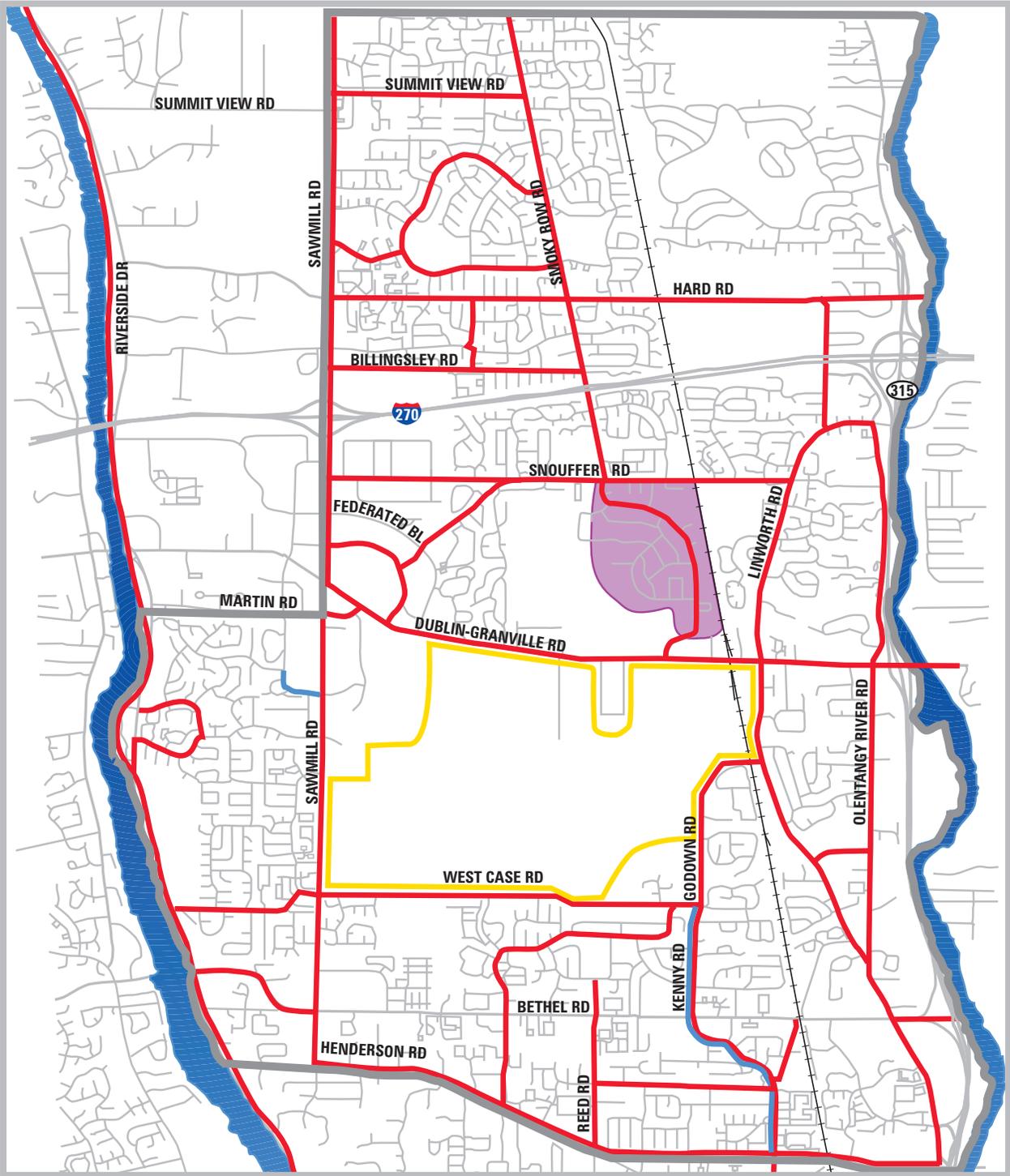


Commercial area with no sidewalk access.



Collector road without sidewalks or safe place to stand at bus stop.

SIDEWALK AND PATH PLAN



- Multi-purpose Paths
- New Sidewalks
- Coordinate Improvement with Perry Township
- Multi-purpose Path on Perimeter of OSU/State of Ohio lands
- Boundary



Note: This map represents a plan for future sidewalk and path construction. These recommended locations will link up with existing walks and paths to create a complete system. The path system proposed for the perimeter of the OSU/State of Ohio property, whether temporary or permanent, will require the approval of the Ohio State University, the OSU Airport, the City of Columbus, and the FAA.



VEHICULAR

ISSUES

- ◆ Traffic congestion impacts the quality of life for residents, business owners and visitors of the northwest area.
- ◆ Transportation improvements need to be tied to land use decisions and plans.
- ◆ Railroad crossings cause traffic congestion and safety concerns at several locations in the northwest area.

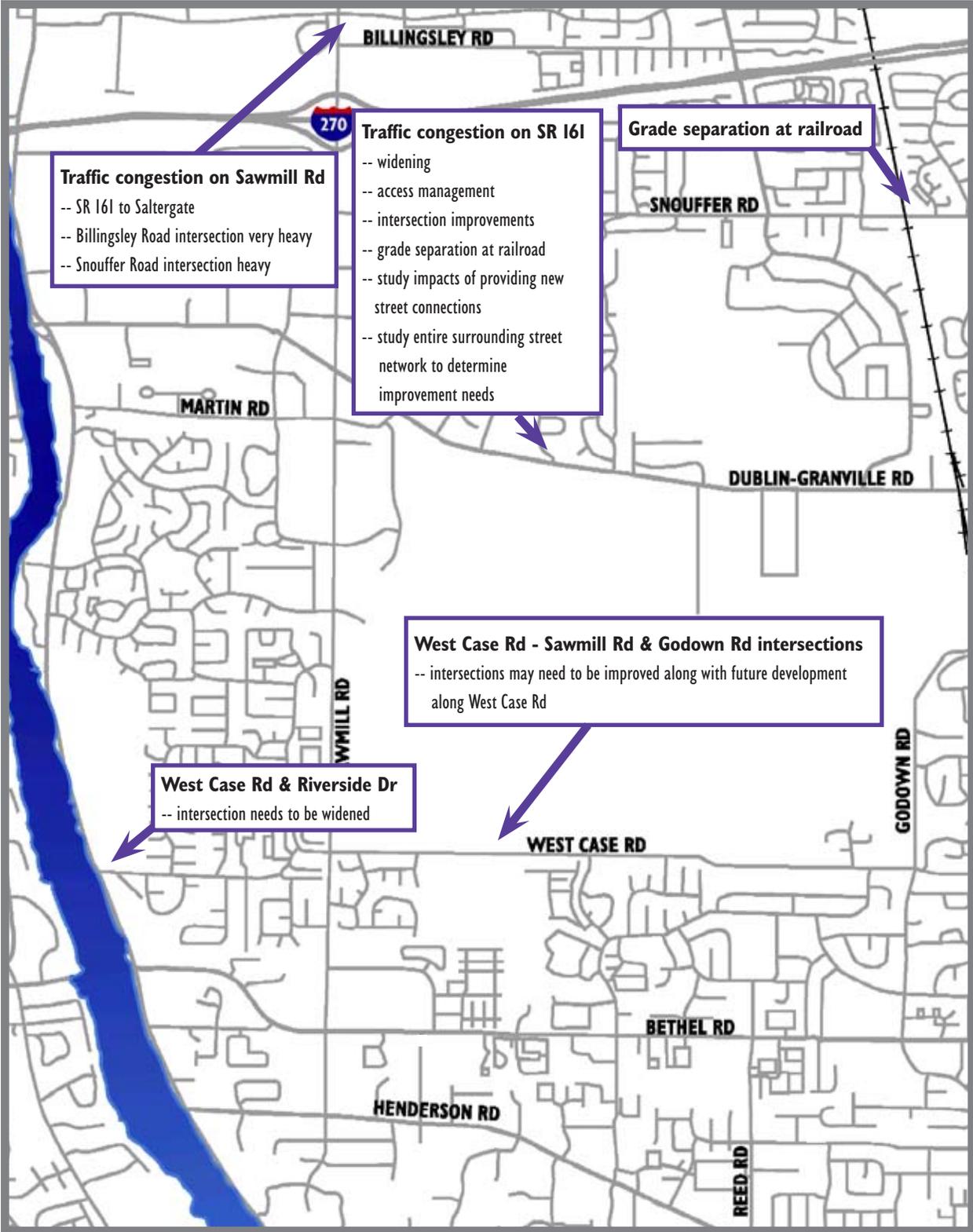
RECOMMENDATIONS

- ◆ **ACCESS MANAGEMENT.** Require access management plans with all new development. The access management plan would control the amount and spacing of new curb cuts, and require sites to be connected via cross-access, easements and internal roads where feasible, in order to create an internal circulation pattern.
- ◆ **RAILROAD GRADE SEPARATIONS.** Construct grade separations at SR 161 and Snouffer Road. Priority should be given to constructing a grade separation at SR 161. However, the impact of a grade separation on the Linworth area must be examined prior to moving forward. Re-evaluate the need of grade separation at Snouffer Road after grade separations are complete at Hard Road and possibly SR 161. Additionally, where grade separations are not planned, consider installing wayside horns at the crossings. These horns direct the noise to the street and allows the train conductor not to have to blow the train whistle, which has noise impacts on the surrounding area.

- ◆ **UTILIZE REGIONAL APPROACH.** Consider regional impacts and issues in all transportation improvement studies and projects.
- ◆ **COMMUNITY INVOLVEMENT.** Involve the community before and during major transportation improvement projects.



MAJOR TRAFFIC ISSUES





PEDESTRIAN AND BICYCLE

Many of the residential areas of the northwest have sidewalks. What is missing is linking these sidewalks to pedestrian and bicycle paths along connector and arterial roadways and to major destinations.

The priority is to link people to activity centers such as:

- ◆ Schools
- ◆ Parks
- ◆ Libraries
- ◆ Shopping and services

ISSUE

- ◆ In many circumstances, people are limited to driving vehicles to get to nearby schools, parks, libraries, shopping and services. This especially impacts the elderly and the young.



RECOMMENDATIONS

- ◆ **IMPLEMENT THE PROPOSED SIDEWALK/PATH PLAN.** Priority locations include SR 161, Sawmill Road, Smoky Row Road, Hard Road, Snouffer Road, West Case Road, Olentangy River Road, Godown Road, and Linworth Road.
- ◆ **LINKAGES.** Provide appropriate linkages to existing or planned sidewalks/paths in new developments and to major destinations.
- ◆ **ROADWAY IMPROVEMENTS.** Include pedestrian and bicycle amenities in all roadway improvements, such as sidewalks, bike paths, bike lanes and multi-purpose paths.
- ◆ **REGIONAL APPROACH.** Work with surrounding jurisdictions to identify potential connections to their pedestrian and bicycle system.
- ◆ **ACCOMMODATION.** Where possible and appropriate, build new walks and paths to a desired width of 10-12 feet so all types of activity can be accommodated.

TRANSIT SERVICE

ISSUES

- ◆ Like the city as a whole, transportation options in the northwest area are almost exclusively tied to the car.
- ◆ Bus service is limited in the northwest area. Large commercial and residential areas are not served.
- ◆ Many existing bus stops lack rider amenities and safety features, which may deter potential riders and increase the physical comfort of existing COTA customers.
- ◆ Recent expansions to the Central Ohio Greenways system, especially additional multi-purpose paths and linkages, present new opportunities for COTA to attract “bike and ride” customers interested in one-way rider opportunities to or from places of employment, such as OSU and downtown.

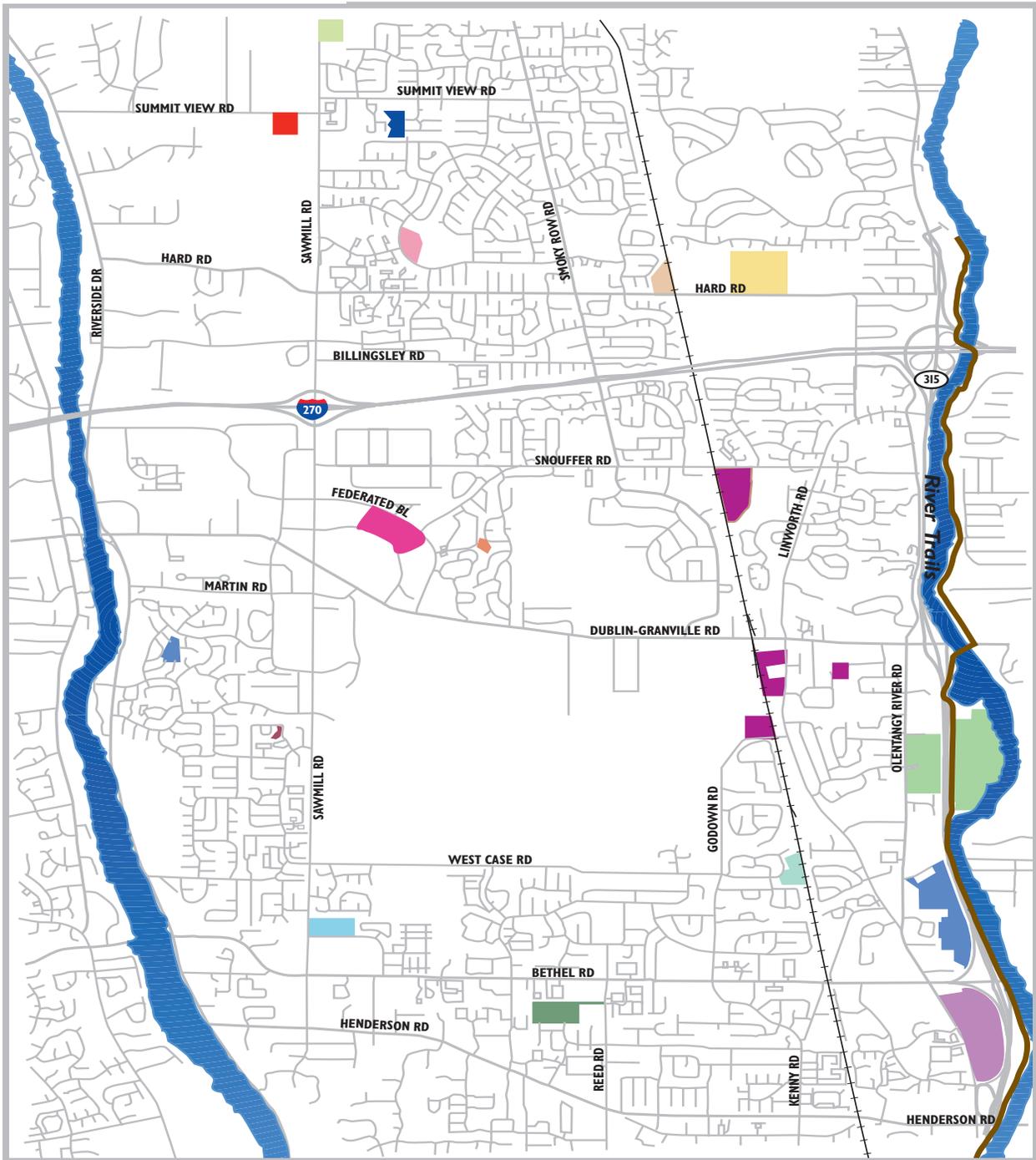
RECOMMENDATIONS

- ◆ **EXPAND BUS SERVICE.** Work with COTA to expand bus service to the northwest areas. Priority areas include Sawmill Road and SR 161.
- ◆ **DIFFERENT TRANSPORTATION MODES.** Plan for multi-modal transit opportunities, including light rail, within the northwest area and city/region as a whole. When designating new, and evaluating existing bus stops, focus on creating “bike and ride” opportunities. Collaborate with Columbus Recreation and Parks Department, as well as suburban jurisdictions to integrate bus stops with greenway/multi-purpose path access. Additionally, OSU Airport should be considered as a possible park and ride and/or bike and ride opportunity for COTA.

- ◆ **IMPROVE BUS STOP AMENITIES.** Work with COTA and Neighborhood Liaisons to evaluate current bus stop amenities and determine where improvements can be made. Seek to coordinate COTA improvements with city streetscape improvements, where possible. (Potential project for OSU Student Intern Program).
- ◆ **EVALUATE SAFETY.** Work with COTA and the City’s Public Service Department to determine the extent of rider safety-related issues and concerns. Based upon findings, continue working with COTA, Public Service, the Community Police Liaison, and Neighborhood Liaison to initiate safety measures.



NORTHWEST AREAS PARKS



- | | | |
|-------------------------------------|--------------------------|--|
| 1. Anheuser-Busch Sports Park | 7. Summitview Park | 13. Olentangy Parkland |
| 2. Antrim Park | 8. Sycamore Hills Park | 14. Riverside Green Park |
| 3. Brookside Woods Park | 9. Woodbridge Green Park | 15. State of Ohio Dept. of Natural Resources |
| 4. Carriage Place Park & Rec Center | 10. Hickory Woods Park | 16. City of Dublin Park |
| 5. Hard Road Parkland | 11. Northcrest Park | 17. City of Worthington Parks |
| 6. Riverside Green South Park | 12. Olde Sawmill Park | 18. Sawmill Road Park |



RECREATION AND PARKS

There are currently 15 city of Columbus parks within the northwest area. There are also several city of Worthington and city of Dublin parks within close proximity.

The northwest area also includes both the Scioto and Olentangy rivers. These two river corridors present many recreational and preservation opportunities.

EXISTING COLUMBUS PARKS

NAME	LOCATION	ACRES
Anheuser-Busch Park	4990 Olentangy River Road	56.7
Antrim Park	5800 Olentangy River Road	119.78
Carriage Place Park	4900 Sawmill Road	13.05
Northcrest Park	5095 Reed Road	18.35
Olentangy Parkland	4990 Olentangy River Road	42.3
Riverside Green Park	6650 Canaan Circle	5.62
Riverside Green Park South (undeveloped)	6335 Bannister Drive	1.0
Sycamore Hills Park	5540 Rockport Boulevard	7.77
Brookside Woods	2227 Aspenwood Lane	1.87
Hard Road Property (undeveloped)	1250 Hard Road	39.91
Hickory Woods Park	Summitview Road East	5.17
Olde Sawmill Park	2500 Sutter Parkway	8.68
Summitview Park	8420 Sawmill Road,	9.52
Woodbridge Green Park	1700 Hard Road	6.63
Sawmill Road Park	Summitview Road	14.0
TOTAL		350.35



NEW OPPORTUNITIES

ISSUES

The Columbus Recreation and Parks Department standard is a goal of 5.5 acres of parkland for every 1,000 individuals in a given planning area. Application of this standard to the 2000 US Census population statistics calculated for the Northwest indicates that the planning area should have a minimum of 417.4 acres of parkland. However, current city parkland in the Northwest totals 350.35 acres, leaving the planning area with a park deficit of at least 67 acres.

Mapping the locations of city parkland shows the deficit is most pronounced north of SR 161. Acquiring more parkland in this area should be a priority. It is recognized, however, that this may be a challenge because there is very little undeveloped land. For that reason, the city is also encouraged to pursue the acquisition of additional parkland throughout the entire planning area, including the negotiation of short-term (10 to 15 year) leases of property for the development of temporary recreational fields.

- ◆ Additional park and recreation space is needed in the northwest area, especially north of SR 161.
- ◆ Existing wooded and natural areas need to be preserved.
- ◆ Improved access, via sidewalk and multi-purpose paths, is needed to area parks and river greenways.

RECOMMENDATIONS

- ◆ **PRESERVE EXISTING NATURAL AND WOODED AREAS THAT REMAIN IN THE NORTHWEST AREA.** Contingent upon available funding, priority locations include:
 - The wooded area located adjacent to The Ohio State University Airport.
 - Portions of two adjacent parcels near the east side of Sawmill Road, south of Summitview Road. (Purchased by Columbus Recreation and Parks earlier this year.)

- ◆ **ACQUIRE LAND NEAR SR 161 FOR PUBLIC OPEN SPACE.**
 - Work with landowners along SR 161 to create public open space within this corridor.
 - Initiate discussions between the city and OSU/ State of Ohio to explore entering into a short-term (10 to 15 years) parkland lease for a portion of the property along the south side of SR 161.
 - Seek approval and support from OSU to create a multi-purpose path around the perimeter of the OSU/State of Ohio lands bounded roughly by SR 161 on the north, Godown Road and railroad tracks on the east, West Case Road on the south, and Sawmill Road on the west. Where the path passes through airport boundaries, FAA approvals would be required.
- ◆ **HARD ROAD PARK.** The first phase of development, programming and conceptual design, has been funded for 2007-2008. The City Recreation and Parks Department has held one public meeting to discuss development of the Hard Road Park Regional Recreation Facility, one of four new proto-type facilities being considered citywide.
- ◆ **WEST CASE ROAD INFILL OPPORTUNITY SITE.**
 - Secure dedicated parkland and path linkages as part of an overall site redevelopment plan for the lands located south of West Case Road, between Misty Meadows and Wright Elementary School. If FAA airport requirements prevent residential development, seek approvals to lease or purchase the property for park development.



WATERWAY PROTECTION

The Olentangy and Scioto rivers and other tributaries, streams, and creeks are valuable natural assets of the community as well as the region. The City of Columbus has prioritized the development of the Greenway Corridors since 1974. A fairly mature trail and park system has been established as the Olentangy Greenway Corridor. However, access from existing residential areas is lacking. The trail and park system is not as developed along the Scioto Greenway Corridor. Opportunities are present to establish a trail system.

ISSUE

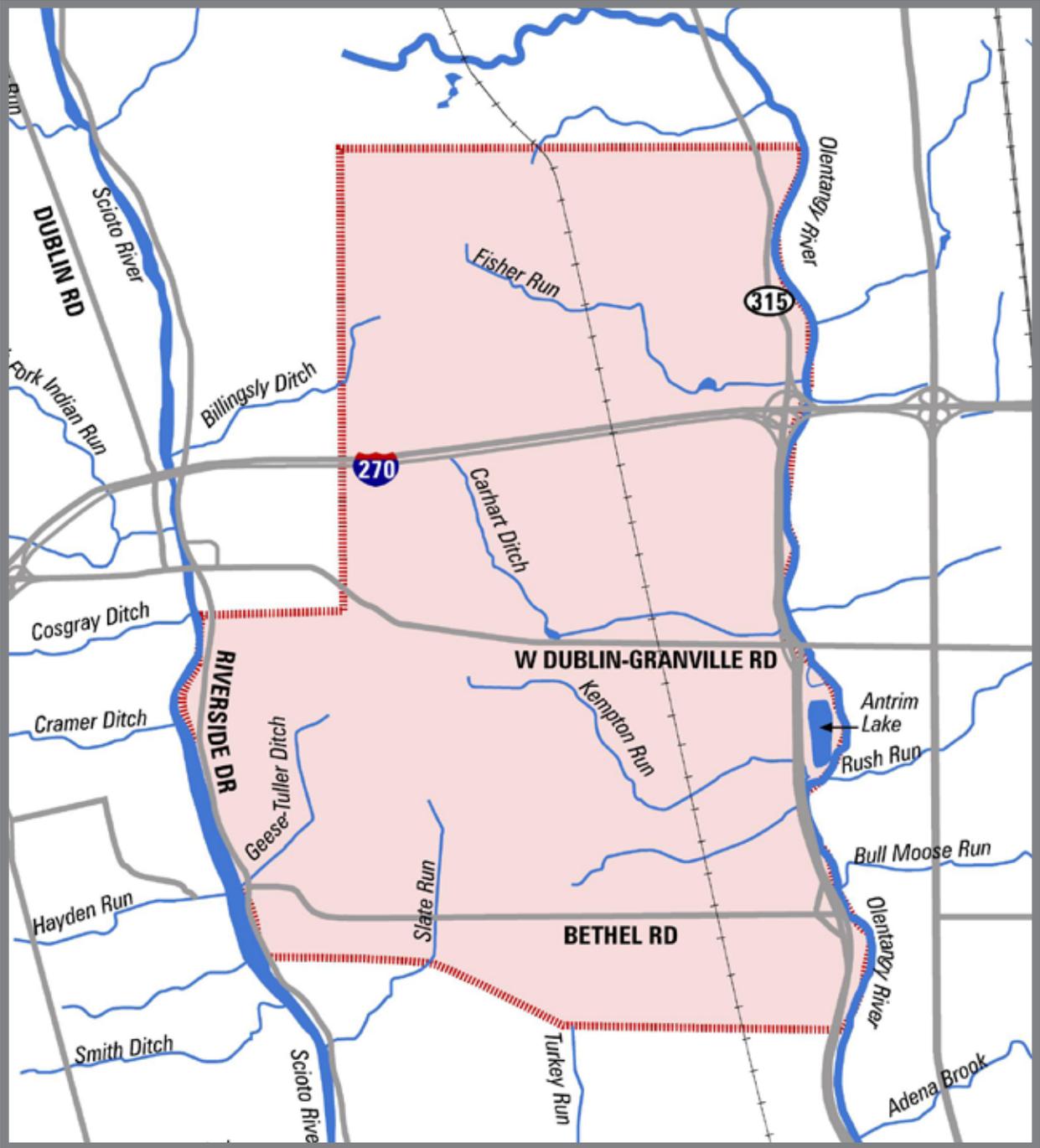
- ◆ Improved pedestrian and bicycle access to and along the river corridors are needed.
- ◆ Protection of riparian corridors.

RECOMMENDATIONS

- ◆ **EASEMENTS.** Secure easements along the Olentangy and Scioto rivers to complete a continuous and protected greenway corridor. Where appropriate, negotiate access easements from willing property owners that ensure continuous access along the banks of the river, while respecting private property. Also, as paths along the rivers are established, plan ahead to provide adequate public access. Conservation easements should be sought for areas of the river corridor where access easements can not be obtained.
- ◆ **SETBACKS.** For new development or redevelopment, set back structures and surface parking lots an appropriate distance to achieve the following performance standards:
 - Create a natural buffer between the riparian corridor and any structure or surface parking lot. A minimum setback of one hundred fifty (150) feet on each side of the high water mark of the waterway, is desirable to protect vegetation on the slope and prevent erosion.
 - At minimum, apply the Department of Public Utilities Storm Water Drainage Manual standards to all other waterways. Waterway setbacks should be extended beyond the Stormwater Drainage Manual standards whenever possible.
 - Development of non-recreational/seasonal structures within the 100-year floodplain should be avoided. If it does occur, development should comply with the city's storm-water drainage manual.
 - Create usable space along the river for passive and active recreational use and enjoyment.



WATERWAYS: RIVERS, STREAMS AND LAKES



POLICE AND FIRE SERVICE

POLICE

The northwest area is served by precincts 3 and 17. The two precincts operate out of a substation at 5400 Olentangy River Road. Additionally, there are also mutual aid agreements with Dublin, Upper Arlington and Perry Township. Staffing of the precincts is based

proportionately on the number of service calls received. During the planning process, the working committee strongly expressed its desire for the service call data to be augmented by access to response time data.

FIRE

The northwest area is served by Station 11, 2200 West Case Road, and Station 27, 7560 Smoky Row Road. Each of these stations has a staff of twelve per day.

City policy in regards to fire service deals with response time. Ideally, the city strives to have a response time of six minutes or less to a fire or medical emergency. As an area expands, the city determines when the maximum radius has been met where they no longer can make the calls in time. Additionally, mutual aid agreements with adjacent jurisdictions help the city meet the ideal response time to an emergency. The following jurisdictions have automatic and mutual aid agreements with the northwest Columbus stations: Norwich Township, Worthington, Washington Township, and Upper Arlington. Here as well, the working committee requests the availability of consistent, usable response time data.





IMPLEMENTATION

The following table highlights the major recommendations contained in the plan and assigns suggested implementation component. This table should be updated on a regular basis.

TASK	TIMING	RESPONSIBLE PARTY(S)
Review development/rezoning proposals to ensure compatibility with plan recommendations and concepts	on-going	Columbus Planning Division Northwest Civic Association Far Northwest Coalition
Form a working group to review the city's commercial overlays for application to commercial corridors and planning areas	2008/09	Columbus Planning Division Northwest Civic Association Far Northwest Coalition
Expand the Commercial Overlay Working Group to examine creating a special graphics control area for major commercial areas	2008/09	Columbus Planning Division Community Overlay Working Group
Undertake a detailed traffic analysis to determine improvements to SR 161	2008	Columbus Transportation Division in conjunction with local and regional governments Community Advisory Committee
Complete <i>OSU Don Scott Area District Plan</i> Once plan is completed, rezone and apply appropriate development standards to implement master plan.	2008/10	OSU Columbus Planning Division Community Advisory Committee
Undertake design of SR 161 improvements	2011	Columbus Transportation Division in conjunction with local and regional governments Community Advisory Committee
Update <i>Northwest Plan</i> based on relevant data and plans from the SR 161 traffic analysis and the OSU Master Plan process	2010/11	Columbus Planning Division Community Advisory Committee
Undertake traffic study for Sawmill Road	2010	Columbus Transportation Division
Incorporate proposed sidewalk/path into proposed citywide plan	2007/08	Columbus Transportation Division Columbus Planning Division
Acquire land for parkland, priority areas include SR 161 and between SR 161 and county line	2007/11	Columbus Recreation and Parks Department
Form inter-jurisdictional committee to deal with common issues facing the area	2007/08	City of Columbus City of Worthington City of Dublin Perry Township Sharon Township
Form community implementation committee. This group would begin and lobby for the implementation of the plan	2007	Northwest Civic Association Far Northwest Coalition

DEVELOPMENT REVIEW CHECKLIST

The Development Review Checklist is a summary of recommendations found in the *Northwest Plan* dealing with the built environment. The checklist is designed to be used by stakeholders in the review of development proposals, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in the community.

The "Conditions to Approval" column is intended to note specific conditions that the proposal must meet to comply with the *Northwest Plan*. The "Mitigating Circumstances" column should be used to note specific reasons why the proposal is not expected to meet a specific recommendation contained in the plan. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies.

I. RESIDENTIAL DEVELOPMENT

STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan</i> ?					
Is the proposal an infill development site?					
Is the infill development proposal consistent and compatible with the surrounding area in terms of land use and density?					
Have the traffic impacts of the proposal been identified and mitigated?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					
Does the proposal provide adequate pedestrian, bicycle and vehicular connections to adjacent uses?					
Does the proposal comply with the Parkland Dedication Ordinance?					
Has the applicant met with the appropriate community groups?					
Is this proposal eligible for a TIF to help fund needed infrastructure improvements?					

II. COMMERCIAL REDEVELOPMENT

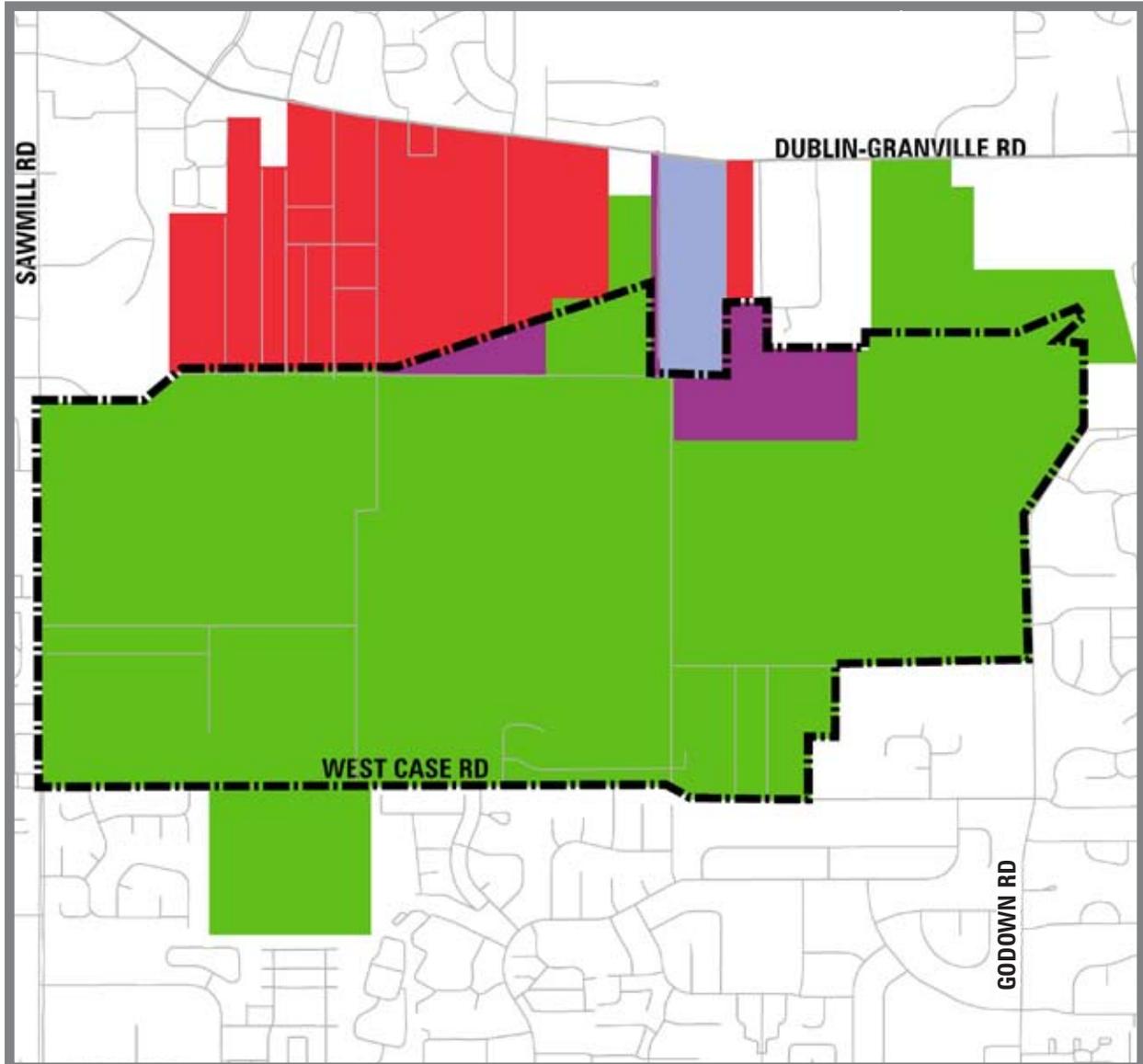
STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan</i> ?					
Has a mixed-use development been considered for this site?					
If the area has a planning overlay in place, does the proposal meet the standards of the overlay?					
Does the proposal address access management - spacing of curb cuts and providing an internal circulation plan that connects to surrounding sites?					
Have the traffic impacts of the proposal been identified and mitigated?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					
Does the proposal comply with the Parkland Dedication Ordinance?					
Is this proposal eligible for a TIF to help fund needed infrastructure improvements?					
If the proposal is for Sawmill or Bethel Roads, does it meet the applicable Sawmill Corridor or Bethel Road Development Standards?					



III. SR 161 DEVELOPMENT PROPOSALS

STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan</i> ?					
Does the proposal comply with limiting regional and auto-oriented commercial centers to the area between Sawmill Road and Federated Boulevard?					
Does the proposal preserve and protect existing residential areas?					
Has the proposal been coordinated with improvements to SR 161 or does it adequately solve traffic impacts in another way?					
If the area has a planning overlay in place, does the proposal meet the standards of the overlay?					
Does the proposal address access management - spacing of curb cuts and providing an internal circulation plan that connects to surrounding sites?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					
Does the proposal include land to be dedicated as public open space?					
Are proposed developer improvements coordinated and reflective of overall SR 161 corridor improvements?					
Is this proposal within the Airport Environs Overlay?					
Have the traffic impacts of the proposal been identified?					

OSU AIRPORT AND ENVIRONMENTS PARCEL OWNERSHIP



- State of Ohio FUBO (for use and benefit of) the Ohio State University
- The Ohio State University Board of Trustees
- State of Ohio (Not affiliated with OSU)
- Currently BOT, will be transferred to State of Ohio FUBO OSU
- Airport boundary - land subject to FAA use limits



GET CONNECTED

CITY OF COLUMBUS

SERVICE	PHONE
Non-emergency City Services Line	311
Animals (Strays)	462-3400
Block Watch Information	645-4610
Bulk Refuse Pick-up	645-8774
Building Services Division	645-7433
Code Enforcement	645-8139
Crime Stoppers Anonymous	645-8477
Economic Development Division	645-8032
Electricity (Repair)	645-7627
Garbage Collection	645-8774
Housing Inspection	645-8139
Junk Cars on Private Property	645-8139
Junk Cars on Public Property	645-2277
Mayor's Action Center	645-3111
Narcotics Hot Line	645-4850
Police Complaints and Praise	645-2677
Police (Crime Prevention)	645-4610
Pothole Repair	645-5660
Sewers and Drains (Repair)	645-7102
Sidewalk Complaints and Permits	645-7497
Snow and Ice Complaints	645-5660
Strategic Response Bureau	645-4610
Street Light Repair	645-7627
Street Repair	645-5660
Traffic Lights and Signs	645-7393
Volunteer Corps	645-6404
Water (Repair)	645-7788
Weed and Environmental Complaints	645-8139
Zoning Information	645-7314



OTHER RESOURCES

Central Ohio Transit Authority	www.cota.com
City of Columbus	www.columbus.gov
City of Columbus Economic Development Division	www.columbus.gov (select Dept. of Development)
City of Columbus Planning Division	www.development.columbus.gov
City of Columbus Public Safety Department	www.columbus.gov (select Public Safety)
City of Worthington	www.worthington.org
Columbus Foundation	www.columbusfoundation.org
Columbus Public Schools	www.columbus.k12.oh.us
Columbus Supersite	www.columbus.org
Franklin County	www.franklin.oh.us
Perry Township	614-889-2669
Private Industry Council	www.ipicsolutions.com
Public Safety Department	pubserv.ci.columbus.oh.us
Public Service Department	www.publicsafety.ci.columbus.oh.us
Public Utilities Department	utilities.ci.columbus.oh.us
Recreation and Parks Department	www.columbusrecparks.com
Sharon Township	614-885-5115
Urban League of Greater Columbus	www.columbusurbanleague.org





City of Columbus
Department of Development, Planning Division
109 N. Front Street, Ground Floor
Columbus, Ohio 43215
<http://www.development.columbus.gov>

07/2007