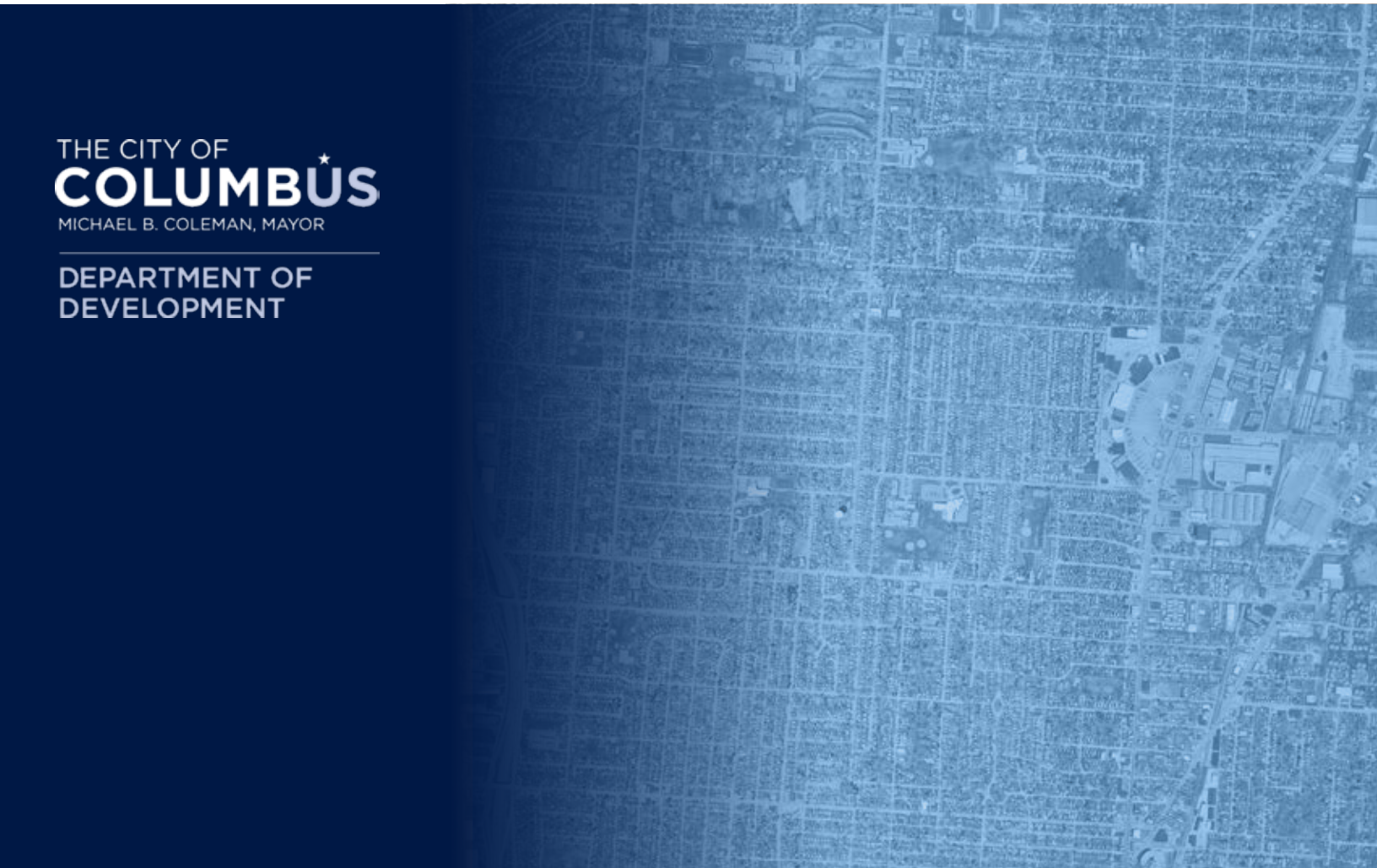
COLUMBUS PLANNING DIVISION

North Linden Neighborhood Plan Amendment



THE CITY OF
COLUMBUS
MICHAEL B. COLEMAN, MAYOR

DEPARTMENT OF
DEVELOPMENT

North Linden Neighborhood Plan Amendment

COLUMBUS PLANNING DIVISION
50 W. Gay Street, Fourth Floor
Columbus, Ohio 43215
(614) 645-8036
columbus.gov/planning.aspx

The North Linden Neighborhood Plan Amendment was adopted by Columbus City Council on Month XX, 2014. This amendment supersedes any land use and design-related recommendations of the *North Linden Neighborhood Plan* (2003).

THE CITY OF
COLUMBUS
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DEPARTMENT OF
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Special thanks to the staffs of the Greater Linden Development Corporation (GLDC), the Linden Community Center, and the Neighborhood Design Center.

Contents

Element 1: Introduction
09 What is a plan and how is it used?
10 Planning Process Summary
11 Key Recommendations

Element 2: Existing Conditions
13 Annexation
13 Urban Form and Development Opportunities
14 Demographics
15 Land Use
16 Zoning
17 Employment
24 Natural Environment and Resources
25 Public Input

Element 3: Plan Recommendations
27 Land Use
29 Vibrant Neighborhoods
37 Environmental Preservation
41 Urban Design
41 Commercial and Mixed-Use
44 Development Concept Sites
46 Light Industrial
46 Landscaping and Screening
47 Residential

Element 4: Plan Implementation Strategy
51 Development Review Checklist
55 Action-Oriented Recommendations

Maps and Figures

13 Figure 1: Planning Area Location
18 Figure 2: Planning Area
19 Figure 3: Annexation History
20 Figure 4: Urban Form and Development Opportunities
21 Figure 5: Existing Land Use
22 Figure 6: Existing Base Zoning
23 Figure 7: Existing Natural Resources
29 Figure 8: The Northern Lights Shopping Center Area
30 Figure 9: Recommended Employment Center Area, South of Innis Road
30 Figure 10: Recommended Employment Center Area, Silver Drive
33 Figure11: Future Land Use Plan
34 Figure 12: Northern North Linden
35 Figure 13: Southern North Linden
35 Figure 14: Multifamily Residential Areas
36 Figure 15: Neighborhood and Community Mixed Use Areas
39 Figure 16: The Former Railroad Right-of-Way
40 Figure 17: Existing Neighborhood Mixed-Use Nodes
44 Figure 18: Development Concept for 2623-2635 Cleveland Avenue
45 Figure 19: Development Concept for 3129 Cleveland Avenue

Tables and Charts

14 Table 1: Demographics
15 Chart 1: Existing Land Use
16 Chart 2: Existing Base Zoning
17 Table 2: Employment
32 Table 3: Land Use Classifications
52 Table 4: Development Review Checklist
55 Table 5: Action-Oriented Recommendations

All images, except where noted, are from the city of Columbus Planning Division.

ELEMENT 1

INTRODUCTION

What is a plan and how is it used?

The *North Linden Neighborhood Plan Amendment* serves to update the *North Linden Neighborhood Plan*, adopted in 2003. It provides an opportunity for the community to help shape and direct the pattern of growth, character, and development in the area. The area planning process addressed land use, urban design, economic development, and to a lesser extent, transportation. A goal of the plan amendment is to develop a shared vision unique to the North Linden planning area by bringing together a range of community stakeholders.

The Neighborhood Plan Amendment

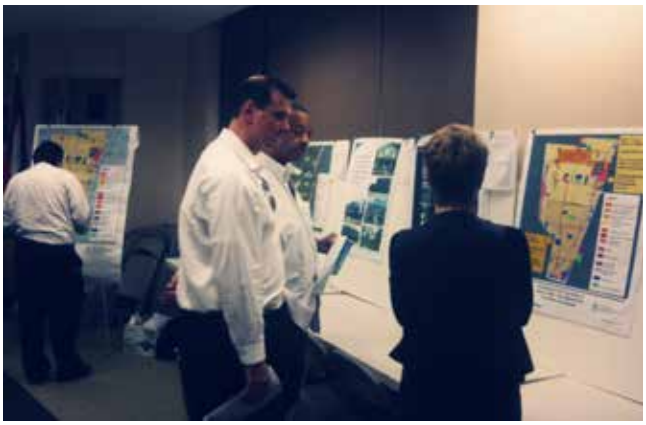
Identifies strengths and assets. ▸ Identifies area needs and concerns. ▸ Represents a vision defined by the community. ▸ Sets goals for improving the built environment. ▸ Recommends specific actions and strategies to accomplish goals. ▸ Identifies resources and responsible parties that can help implement the recommendations.

The plan amendment is intended to: Reflect clearly what the neighborhoods desires for the future. ▸ Provide a framework for zoning and other land use decisions. ▸ Inform capital improvement priorities appropriate for the area. ▸ Create a clear picture of the type of development that is desired by the neighborhoods. ▸ Provide guidelines for the design of new development.

The amendment does not address the following: A plan does not resolve disputes between property owners. ▸ It does not solve issues unrelated to the built and natural environment, such as health care, code enforcement, street lighting, and public safety. ▸ It does not "force" public and private entities to do something that they would not otherwise do. ▸ A plan is not zoning, though it provides the essential policy basis for zoning and related development decisions.

Planning Process Summary

The process to amend and update the neighborhood plan was accomplished with the assistance of the North Linden Area Commission, the Greater Linden Development Corporation, and many community stakeholders. A group of neighborhood leaders met to review draft plan materials prior to each of three public workshops and the public open house at the end of the planning process. Public workshops were held on June 29, 2010; November 30, 2010; and March 31, 2011. The open house was held on October 6, 2011.



Stakeholders at the public open house held on October 6, 2011.

The Key Recommendations of the plan amendment are:

Future Land Use identifies a future land-use category for every parcel within the planning area. This map and accompanying text provide a mechanism for the evaluation of future land-use proposals in the planning area.

Encouragement of mixed-use development along major corridors and at community nodes. North Linden already has many areas where land uses are mixed. These tend to be along Cleveland Avenue, Hudson Street and Westerville Road, and at five nodes along other roadways and at major intersections. The amendment supports continuation of this land-use pattern at appropriate locations to encourage efficient use of land and to build and strengthen a multi-modal transportation system.

Economic development and jobs. The amendment encourages office and light industrial uses in areas of redevelopment potential.

Residential infill at appropriate densities. The amendment supports infill in neighborhoods at densities and in physical arrangements that enhance the existing adjacent development patterns.

Reservation of the former railroad corridor along the area's eastern boundary. The amendment discourages any development or activity that might preclude future transportation and/or recreation use of the railroad corridor that runs almost 2.6 miles from south of E. Hudson Street to Ferris Road and beyond.

Urban design. The amendment establishes a number of design criteria to support human-scale development and redevelopment of the various land uses included on the Future Land Use Plan.

Implementation. The amendment includes a development checklist for the evaluation of future proposals and suggests some pro-active initiatives neighborhood stakeholders may pursue to promote plan recommendations.

ELEMENT 2

EXISTING CONDITIONS

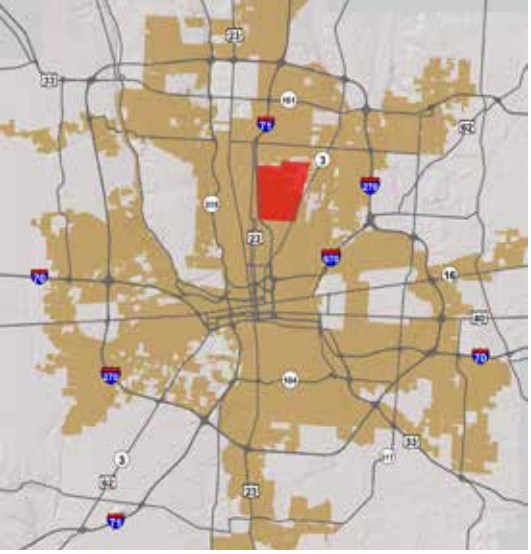


Figure 1: The planning area location within the city of Columbus

Existing Conditions

The Existing Conditions element of the plan provides a summary of the planning area's physical attributes, including annexation patterns, land use, urban form, and the natural environment. This element also reviews existing zoning, demographics, employment, and other factors that will influence future development. It concludes with a summary of stakeholder interviews conducted in the early stages of the plan amendment process.

Planning Area Boundaries

The North Linden planning area is comprised of the area served by the North Linden Area Commission. It is located on the city's north side, bounded on the north by E. Cooke, Karl, and Ferris roads; on the east by the former railroad corridor east of Cleveland Avenue; on the south by E. Hudson Street; and on the west by the Norfolk Southern/CSX Transportation rail corridor west of I-71. (Refer to Figure 1, and Figure 2 on page 18).

Annexation

Two-thirds of North Linden became part of the city of Columbus in the period from 1920 to 1929. There were then no additional annexations until the mid-1950s, when the city began the largest growth period in its history. During that time, 14% of North Linden, all in the northern part, was added to Columbus. Some North Linden properties have joined the city in every decade since with the largest "growth spurt" in the 1970–1979 period. Nearly sixteen percent of the area remains unincorporated (Figure 3, p 19).

Urban Form and Development Opportunities

There are five principal urban forms in North Linden, as shown in Figure 4, on page 20. Residential neighborhoods make up most of the area, with commercial and mixed use environments occurring along major transportation corridors and at five nodes. Light manufacturing is located along the edges of the community, especially along Silver Drive next to I-71. Parks are interspersed within the residential neighborhoods. Many opportunities exist in the area for development, redevelopment, and preservation of existing assets. These assets inform the planning process and provide the bases for many of this amendment's recommendations. The former railroad corridor along the area's eastern edge provides an opportunity uncommon in central cities for future transportation and/or recreation uses.

Demographics

The planning area experienced a significant drop in population and housing units between 1990 and 2010; and between 1990 and 2000, there was a modest drop in the number of households. The age distribution of the population remained roughly constant between 2000 and 2010 and the percentage of the population of Hispanic or Latino ethnicity nearly doubled.

The number of vacant housing units increased throughout the past 20 years, but at the fastest rate between 2000 and 2010 (Table 1).

Table 1: Demographics

	1990	2000	2010	10- or 20-year change		Percent Change
Population and Households						
Total	30,540	28,806	26,401	-2,405	Ten-year change	-8.3%
Male	NA	13,933 (48.4%)	12,883 (48.8%)	-1,050		-7.5%
Female	NA	14,873 (51.6%)	13,518 (51.2%)	-1,355		-9.1%
Households	NA	11,906	11,101	-805		-6.8%
Average Household Size	NA	2.4	2.4	0		0.0%
Race and Ethnicity						
Black/African American	6,311 (20.7%)	7,506 (26.1%)	8,933 (33.8%)	+2,622	Twenty-year change	+41.5%
White	23,735 (77.7%)	19,641 (68.2%)	15,434 (58.5%)	-8,301		-35.0%
Other Race or Mixed Race	494 (1.6%)	1,659 (5.7%)	2,034 (7.7%)	+1,540		+311.7%
Hispanic or Latino of Any Race	274 (0.9%)	560 (1.9%)	1,105 (4.2%)	+831		+303.3%
Age						
14 years of age or younger	NA	6,493 (22.6%)	5,215 (19.8%)	-1,278	Ten-year change	-19.7%
15–24 years of age	NA	3,514 (12.2%)	3,546 (13.4%)	+32		+0.9%
25–44 years of age	NA	9,533 (33.1%)	7,368 (27.9%)	-2,165		-22.7%
45–64 years of age	NA	5,829 (20.2%)	7,530 (28.5%)	+1,701		+29.2%
65 years of age or older	NA	3,437 (11.9%)	2,742 (10.4%)	-695		-20.2%
Housing Unit Occupancy						
Occupied	12,413 (93.0%)	11,905 (92.1%)	11,101 (87.1%)	-1,312	Twenty-year change	-10.6%
Vacant	929 (7.0%)	1,021 (7.9%)	1,647 (12.9%)	+718		+77.3%
Total Housing Units	13,342	12,926	12,748	-594		-4.5%

Land Use

The North Linden area is primarily residential in nature, with about three-quarters of the land not dedicated to public rights-of-way used for that purpose. The vast majority of residences are single-family homes with a mix of apartment buildings and some two- and three-family dwellings. Commercial uses are second in area (9.84%) and institutional uses (including schools and churches) rank third (6.25%).

The remaining 8.46% of the land is vacant (1.26%) or is dedicated to one of the following uses: warehousing and distribution (3.33%); parks and open space (2.38%); light industrial (0.90%); office (0.45%), mixed-use (0.10%); or parking (0.04%) (Chart 1).

Figure 5, the Existing Land Use map (located on page 21), shows the spatial distribution of land uses within the community.

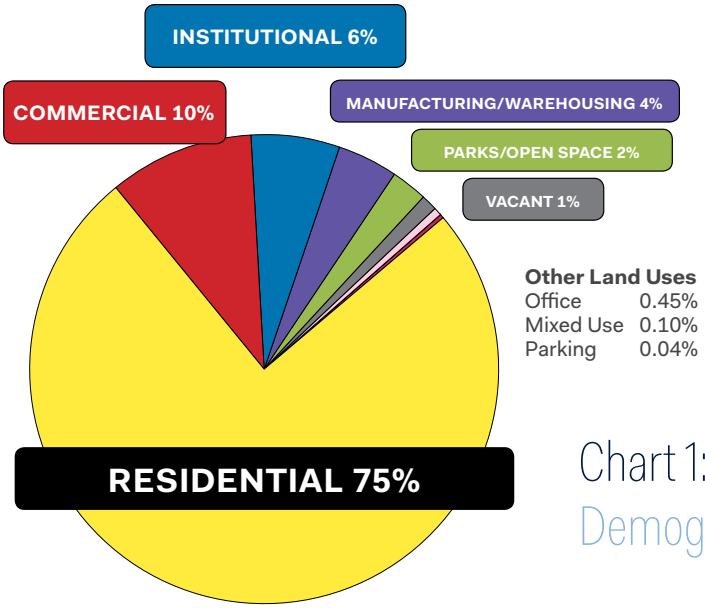


Chart 1: Demographics

Cleveland Avenue at Westerville Road, within the Urban Commercial Overlay. Source: NDC

Zoning

North Linden's zoning pattern roughly mirrors its existing land-use pattern, being primarily residential with commercial and manufacturing districts along major corridors and the edges of the community. There is a limited amount of office zoning and very little institutional zoning, but institutional uses are permitted in many other districts as well.

Residential zoning consists largely of medium-density districts allowing single-family and two-family structures, with smaller amounts of lower- and higher-density zoning.

Along Cleveland Avenue from E. Hudson Street to Weber Road, the base zoning districts are augmented with the city's Urban Commercial Overlay (UCO). The overlay contributes additional standards addressing building placement and design, parking and circulation, and landscaping in order to promote efficient land use and a traditional urban scale that is conducive to pedestrian movement and bicycle and public transit usage (Chart 2, right, and Figure 6, page 22.).

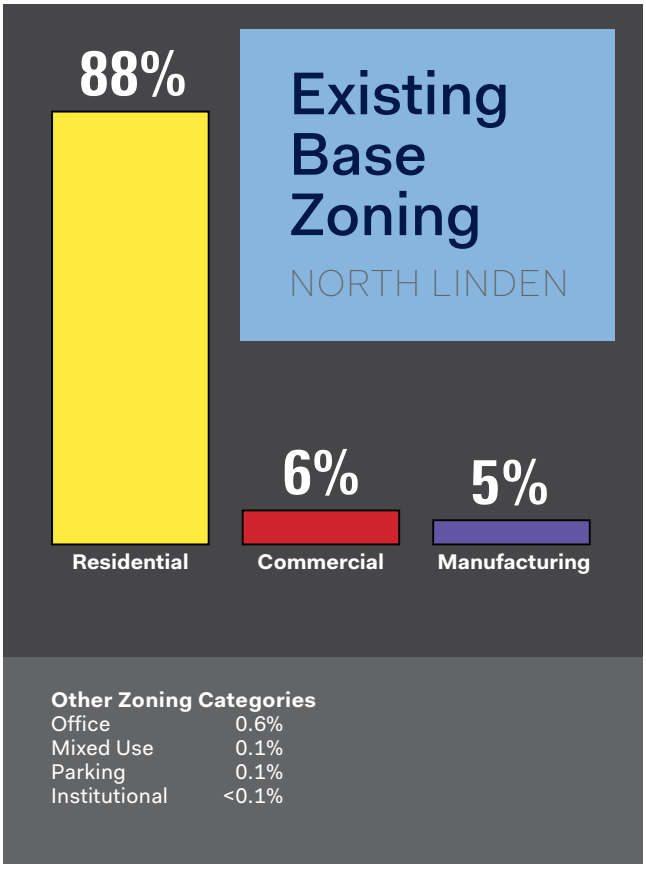


Chart 2: Existing Base Zoning

Table 2: Employment

	Employed Civilians (Years of Age ≥16)	Percent of total
Occupations 2010, estimated	10,251	100.0%
Sales and Office Occupations	2,999	29.3%
Management, Business, Science, and Arts occupations	2,470	24.0%
Service occupations	1,985	19.4%
Production, Transportation, and Material-moving occupations	1,871	18.3%
Natural Resources, Construction, and Maintenance occupations	926	9.0%
Industries of Occupation of Residents 2010, estimated	10,251	100.0%
Educational Services, Healthcare, and Social Assistance	2,092	20.4%
Retail Trade	1,220	12.0%
Arts, Entertainment, and Recreation and Accommodation and Food Services	1,099	10.7%
Professional, Scientific, and Management and Administrative and Waste Management Services	1,072	10.5%
Manufacturing	960	9.4%
Finance and Insurance and Real Estate and Rental and Leasing	827	8.1%
Other Services, except Public Administration	768	7.5%
Transportation and Warehousing and Utilities	598	5.8%
Construction	456	4.4%
Wholesale Trade	418	4.1%
Public Administration	398	3.9%
Information	326	3.2%
Agriculture, Forestry, Fishing and Hunting, and Mining	17	0.0%

Employment

Census data show that over half of the residents age 16 and over in North Linden were estimated to be employed in sales and office occupations or management, business, science and arts occupations. Significant numbers are employed in service occupations and production, transportation, and material moving as well.

Residents are employed in a wide variety of industries, with one-fifth working in educational services, and health care and social assistance organizations.

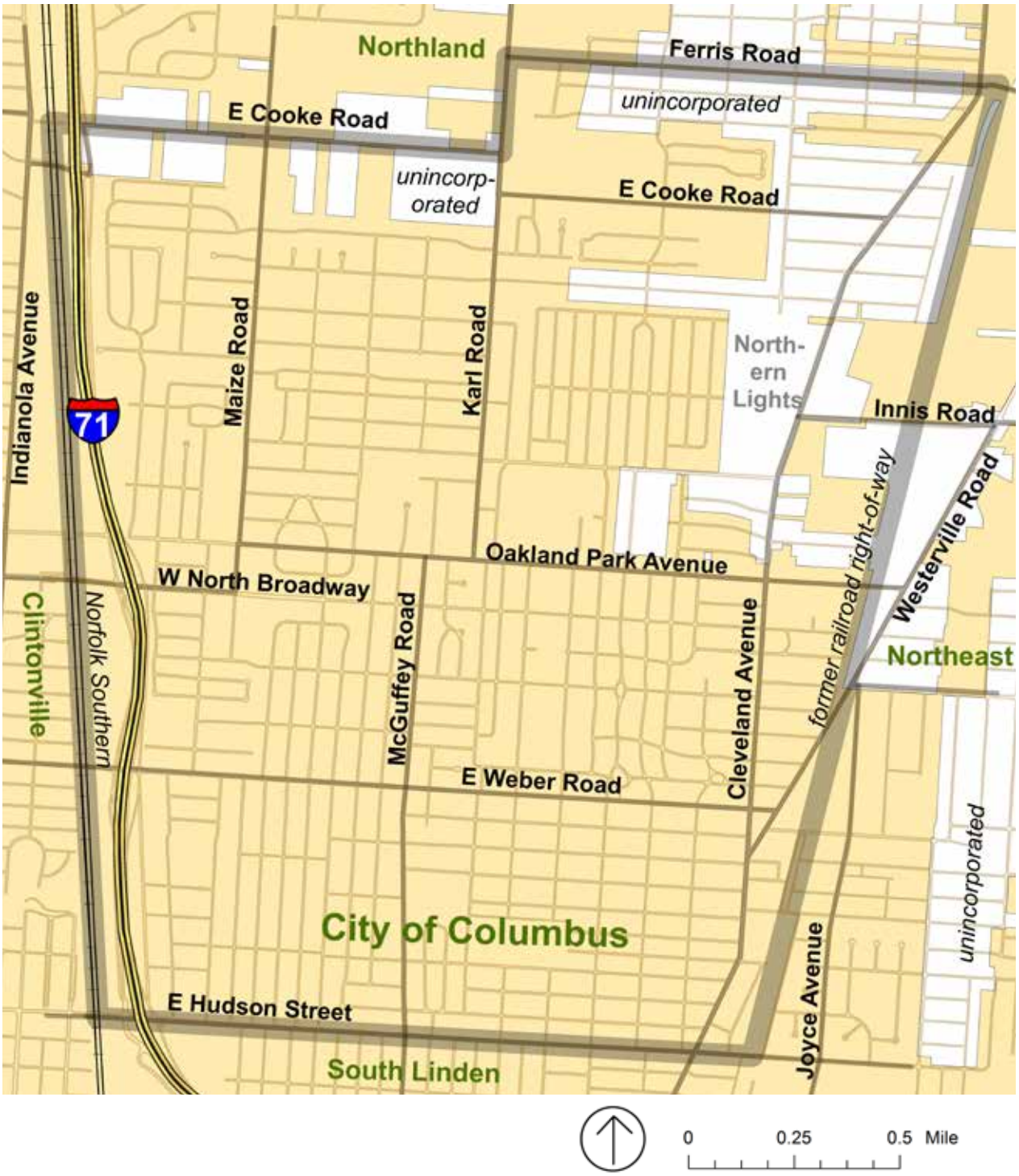


FIGURE 2: PLANNING AREA

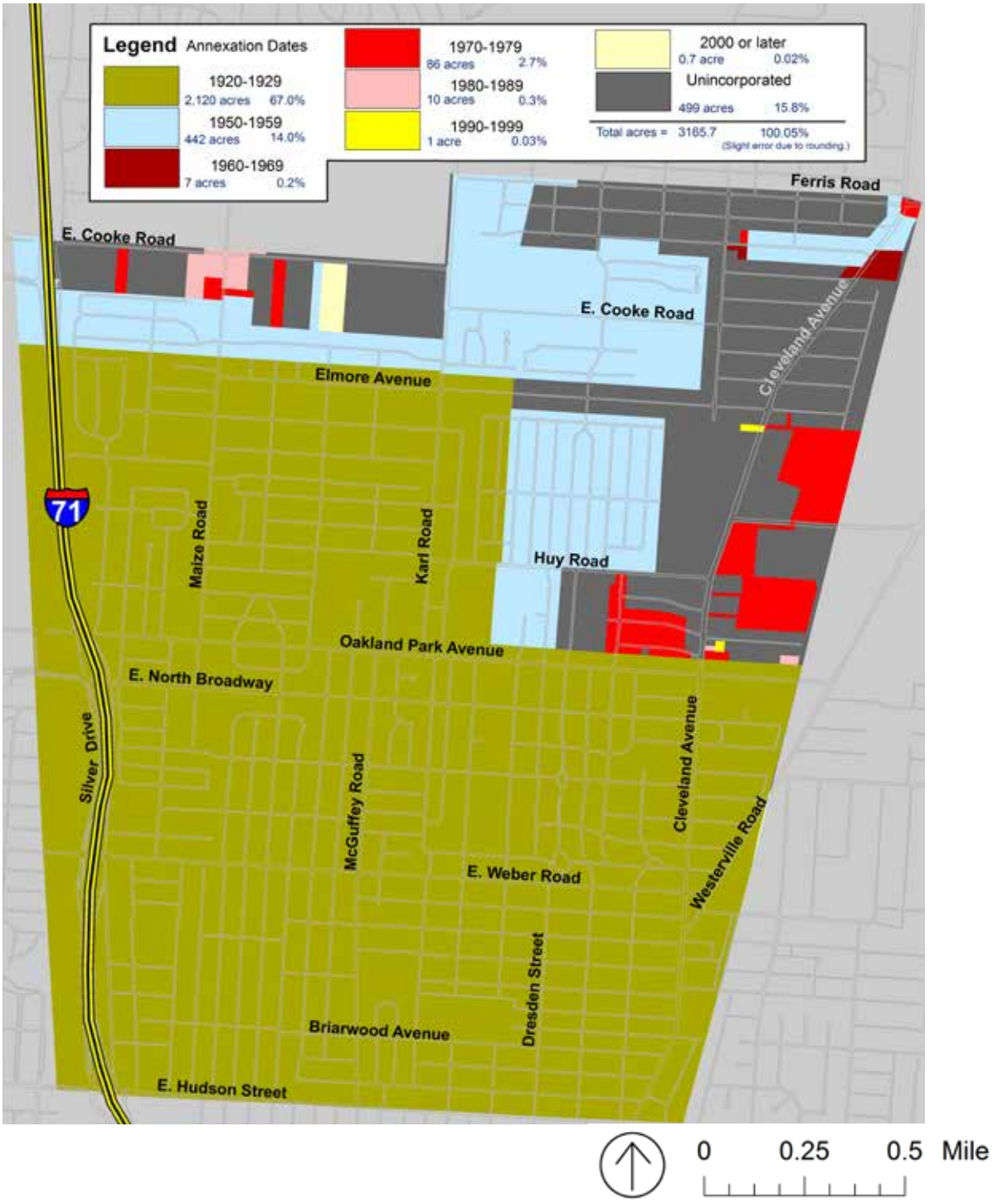


FIGURE 3: ANNEXATION HISTORY

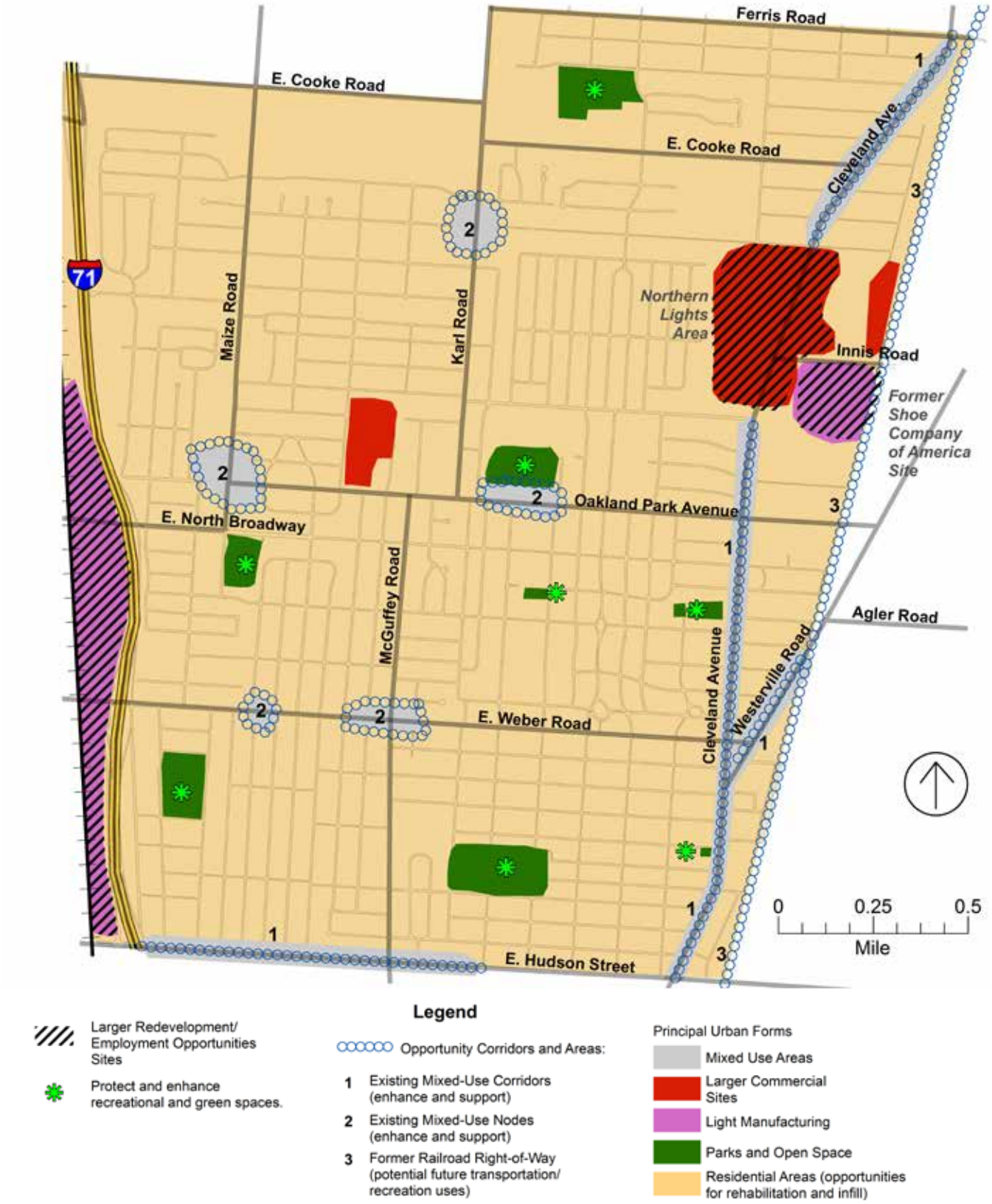


FIGURE 4: URBAN FORM AND DEVELOPMENT OPPORTUNITIES MAP

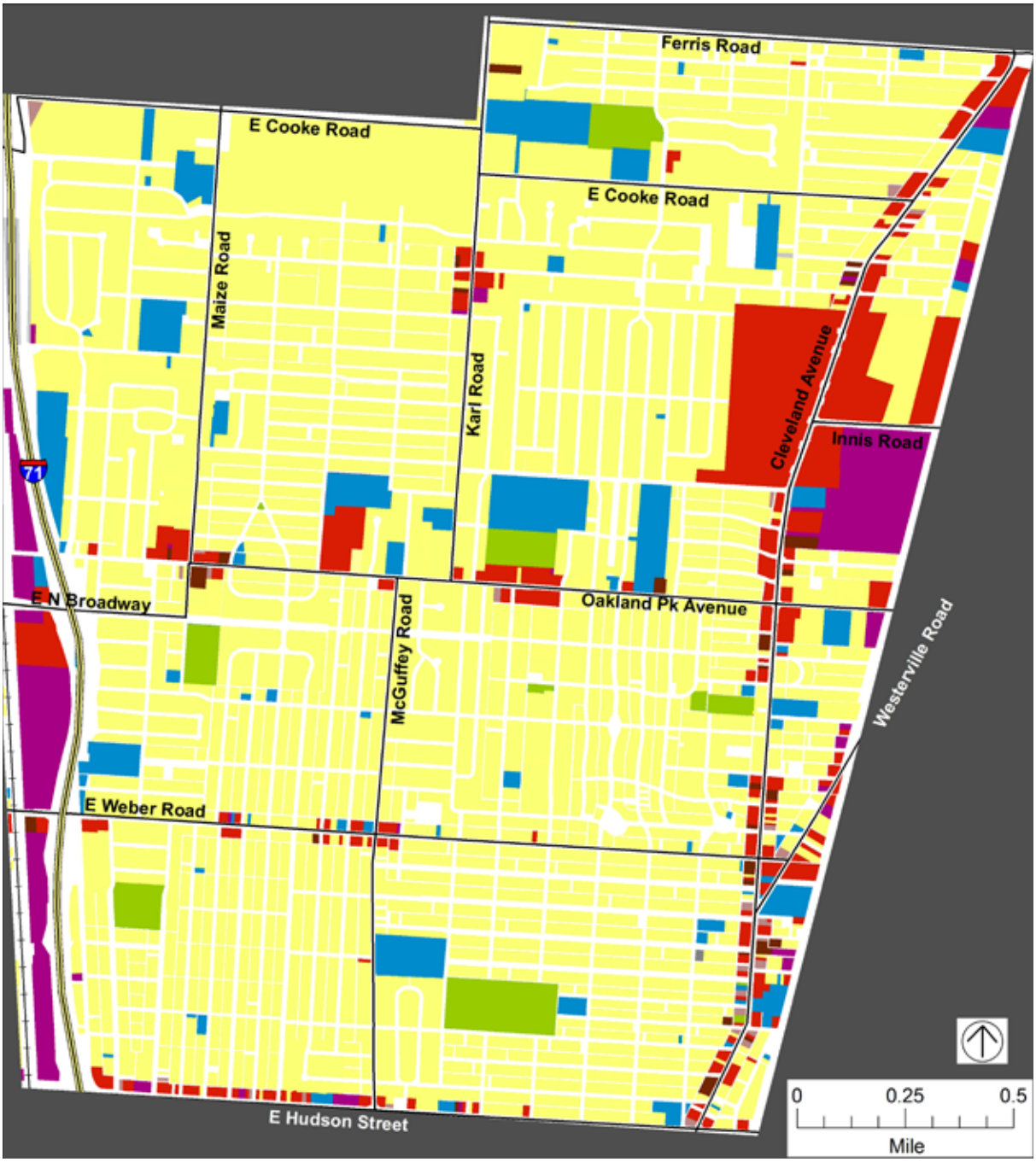


FIGURE 5: EXISTING LAND USE MAP

Sources: Franklin County Auditor and staff analysis

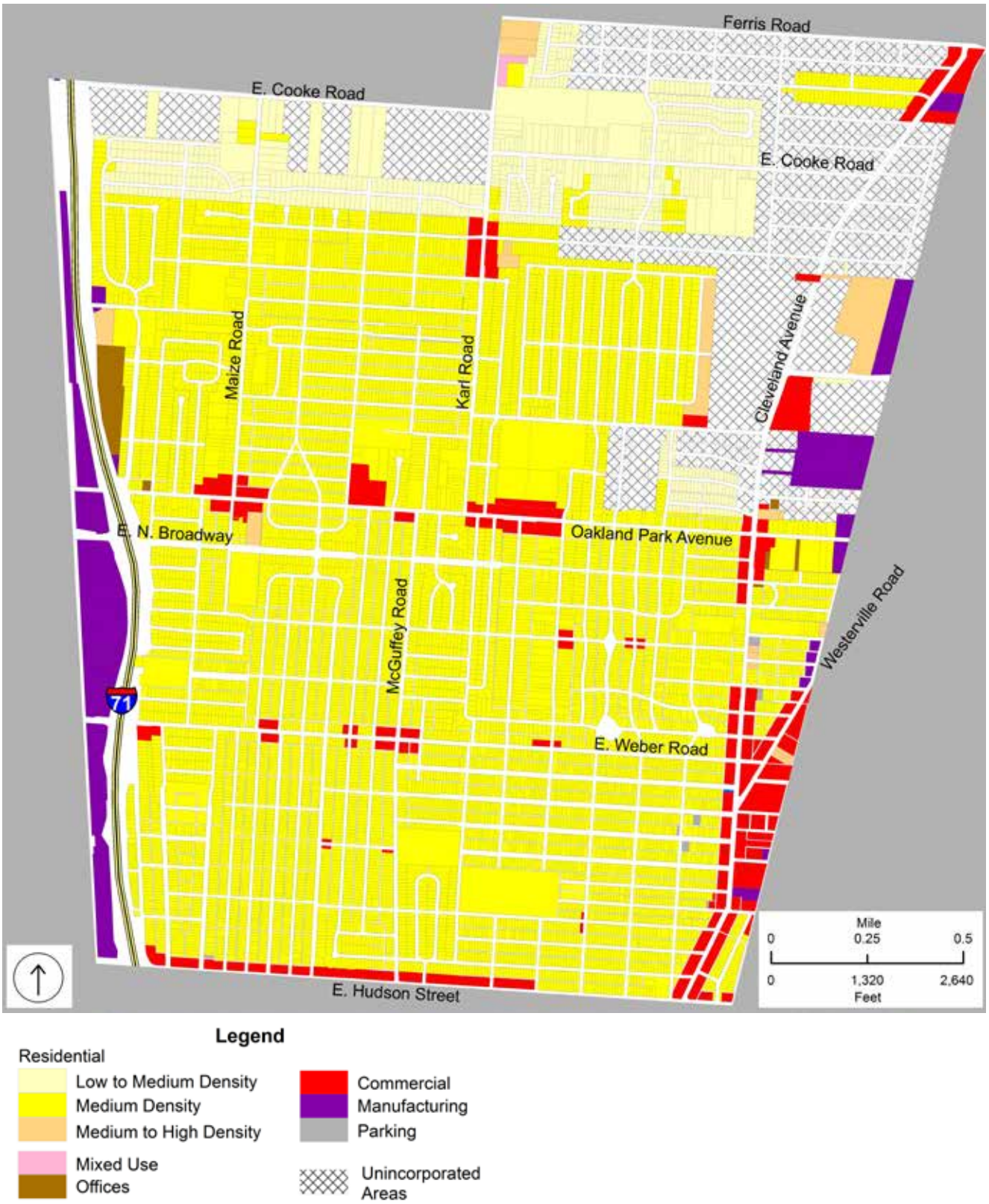
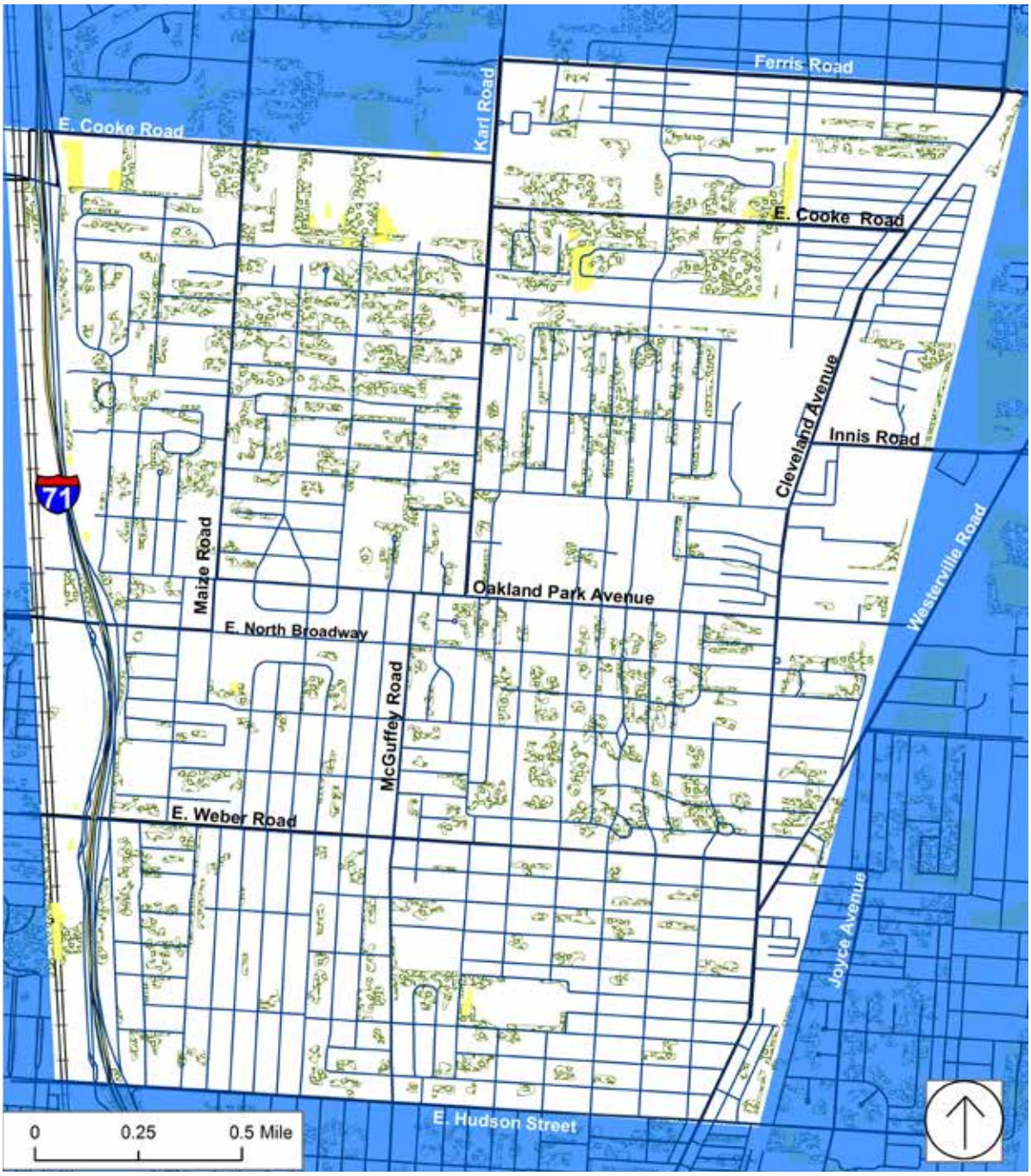


FIGURE 6: EXISTING BASE ZONING MAP

Sources: City of Columbus zoning data and staff analysis



Legend

Major Tree Stands

Areas with Characteristics Consistent with the Presence of Wetlands

There are no streams or flood prone areas within the planning area.

FIGURE 7: NATURAL RESOURCES MAP

Sources: City of Columbus GIS databank and staff analysis

Natural Resources

North Linden occupies the very flat high ground between the Olentangy and Alum Creek river valleys. As a well-established, largely-residential area, North Linden has a good stock of mature trees, especially north of Oakland Park Avenue. No streams cross the area and there are no designated flood plains. A few areas, most in the vicinity of E. Cooke Road, have characteristics consistent with the presence of wetlands (Figure 7, p 23).

North Linden has a good stock of mature trees.

Public Input

Stakeholder participation is key to a successful planning process and equally important during implementation. Input from the widest possible group was sought throughout the plan amendment process, both in terms of individuals and organizations. As the official representatives of the neighborhood, the North Linden Area Commission partnered with the city to promote the generation of issues and ideas from stakeholders and to thoroughly review draft work products incorporated into this document. The Greater Linden Development Corporation (GLDC), the Neighborhood Design Center (NDC), and the two Cleveland Avenue branches of Columbus Metropolitan Library were also instrumental in bringing ideas and people to the table. A Leaders Group met to review draft products prior to dissemination to the wider community-at-large.

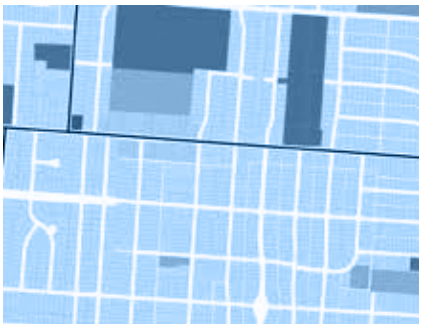
Stakeholder involvement was the foundation on which this amendment was developed.

Stakeholder Interviews

Community outreach early in the process provided the perspective needed to initiate the amendment and allowed for person-to-person introductions and mutual understanding of the planning phases and interim products. To that end, eight individuals representing various interests and perspectives in the community were interviewed individually following data analysis but prior to public meetings. In general, these persons are fond of the Linden area and see great potential in its future. There were, however, a number of concerns expressed that lie beyond the scope of this amendment. These included crime/public safety, foreclosures, code enforcement, and traffic calming. But interviewees also had ideas and concerns that can be meaningfully addressed in a plan amendment process. Some highlights include: **Land Use and Zoning** ▸ A lack of day-to-day retail and restaurant offerings in close proximity to residential neighborhoods that can be easily accessed by bicycle or by walking. ▸ A lack of convenient parking for businesses along Cleveland Avenue. ▸ Cleveland Avenue zoning that is inconsistent with existing and likely future land use. ▸ Vacant housing and the need for appropriate residential infill. Challenges of compatibility and transition between adjacent land uses. ▸ Potential use of the former railroad corridor along the area's eastern boundary. **Urban Design** ▸ A general lack of a cohesive appearance and identity of commercial corridors. ▸ The potential of the largely intact, historic retail core between E. Hudson Street and E. Weber Road along Cleveland Avenue. ▸ Deterioration of both business and residential structures.

ELEMENT 3

PLAN RECOMMENDATIONS



Plan Recommendations

The Recommendations element addresses land use and urban design and is organized into four Development Principles speaking to primary planning priorities guiding future growth, development, and redevelopment in North Linden. Recommendations are outgrowths of staff analysis, guidance from the leadership of the area, and public input described earlier in this document. They are consistent with overall city of Columbus development policies, programs, and initiatives.

Land Use Plan

The Land Use Plan includes the Future Land Use Plan map (Figure 11, p 33), the Land Use Classifications table (Table 3, p 32), and associated principles, policies, strategies and guidelines. The Future Land Use Plan map provides a land use recommendation for every parcel based on a review of existing land uses, staff analysis, and public input. The Land Use Classifications table describes the recommended land uses.

It should be noted that the recommendations of this plan do not apply to properties outside Columbus but are provided in the event they are annexed in the future.

The Future Land Use Plan map and Land Use Classifications table are utilized if a property owner desires a change of land use and a rezoning or variance is required. The map and table are not city code, but are policy and are used to guide land-use decisions. The density ranges and other information provided are guidelines meant to provide as clear an expectation as possible, but do not imply that development proposals will be approved at the maximum density or intensity described.

A mix of residential development that falls within the density range recommended for North Linden's primary road corridors.

Land Use Recommendations

DEVELOPMENT PRINCIPLE 1:

Neighborhoods will include a vibrant mix of uses (residential, retail, office, open space, etc.)

Policy :: Mixed-use development (horizontal and/or vertical) should be common and will be supported along portions of North Linden's primary roadway corridors. It should include multifamily housing, neighborhood-scale retail, offices and other services, and contribute to a walkable/bikeable urban environment.

Guidelines and Strategies

- New development is recommended to be a mix of uses along major roadways where designated. Higher density multifamily uses would be supported on Cleveland Avenue and Westerville Road and at other locations indicated for Neighborhood Mixed Use on the Future Land Use Plan map. Such development should follow density recommendations.
- Mixed-use development with slightly lower residential densities than in the remainder of the Cleveland Avenue corridor is recommended for the Northern Lights Shopping Center area (Figure 8).
- Mixed-use development, accommodating the auto, pedestrian, and cyclist, and having overall densities supportive of transit use, is recommended at: **1** ▸ Karl Road at Elmore Avenue; **2** ▸ Maize Road at Oakland Park Avenue; **3** ▸ Oakland Park Avenue at Ontario Street and Medina Avenue; **4** ▸ E. Weber Road at Pontiac Street and Azelda Avenue; and **5** ▸ at E. Weber Road at McGuffey Road (Figure 17, p 40).

Figure 8: The Northern Lights Shopping Center Area

Much of the Northern Lights area is unincorporated Clinton Township. The land use recommendations of this amendment are consistent with those of the *Clinton-Mifflin Land Use Plan* approved by the Franklin County Board of Commissioners in January 2009. Should any portion of the area be annexed to the city of Columbus, the recommendations of this amendment will apply.

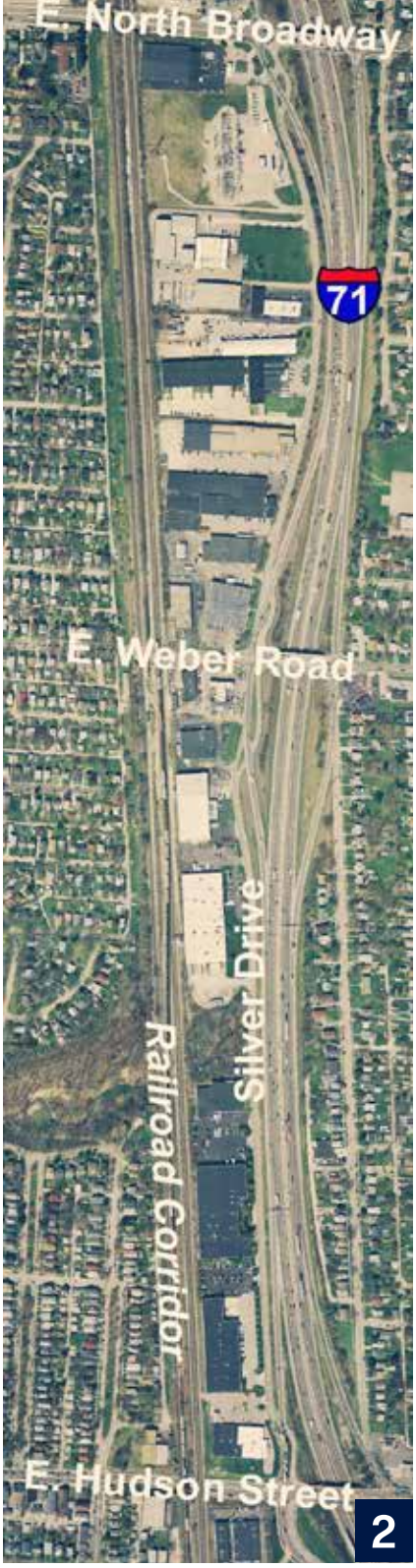
- New mixed-use development, whenever possible, should include a variety of residential products in terms of style, size, and cost.
- The expansion of commercial developments on primary commercial corridors beyond the alley into primarily residential districts is generally discouraged. It may be supported in limited circumstances provided that key considerations are adequately addressed, including plan and/or commercial overlay compliance, buffering and landscaping, and avoidance of negative off-site impacts.

Policy :: At larger sites with redevelopment potential, employment-based uses are recommended. Development in these areas should seek to optimize job densities.

Guidelines and Strategies

- Employment center(s) of professional offices, technology park uses, research and development activity, and/or light industrial operations are recommended:
  - **a** in the area south of Innis Road and west of the abandoned railroad right-of-way. Retail activity, if included, should serve only a secondary role (Figure 9), and
  - **b** in the Silver Drive area west of I-71 and east of the parallel railroad corridor from E. Hudson Street north to E. North Broadway. Retail activity, if included, should serve only a secondary role (Figure 10).

In this amendment, the term *"employment center"* is used to describe a relatively large area where jobs can be established and/or enhanced. It is not used to describe an office where persons can find assistance to locate and identify employment opportunities.

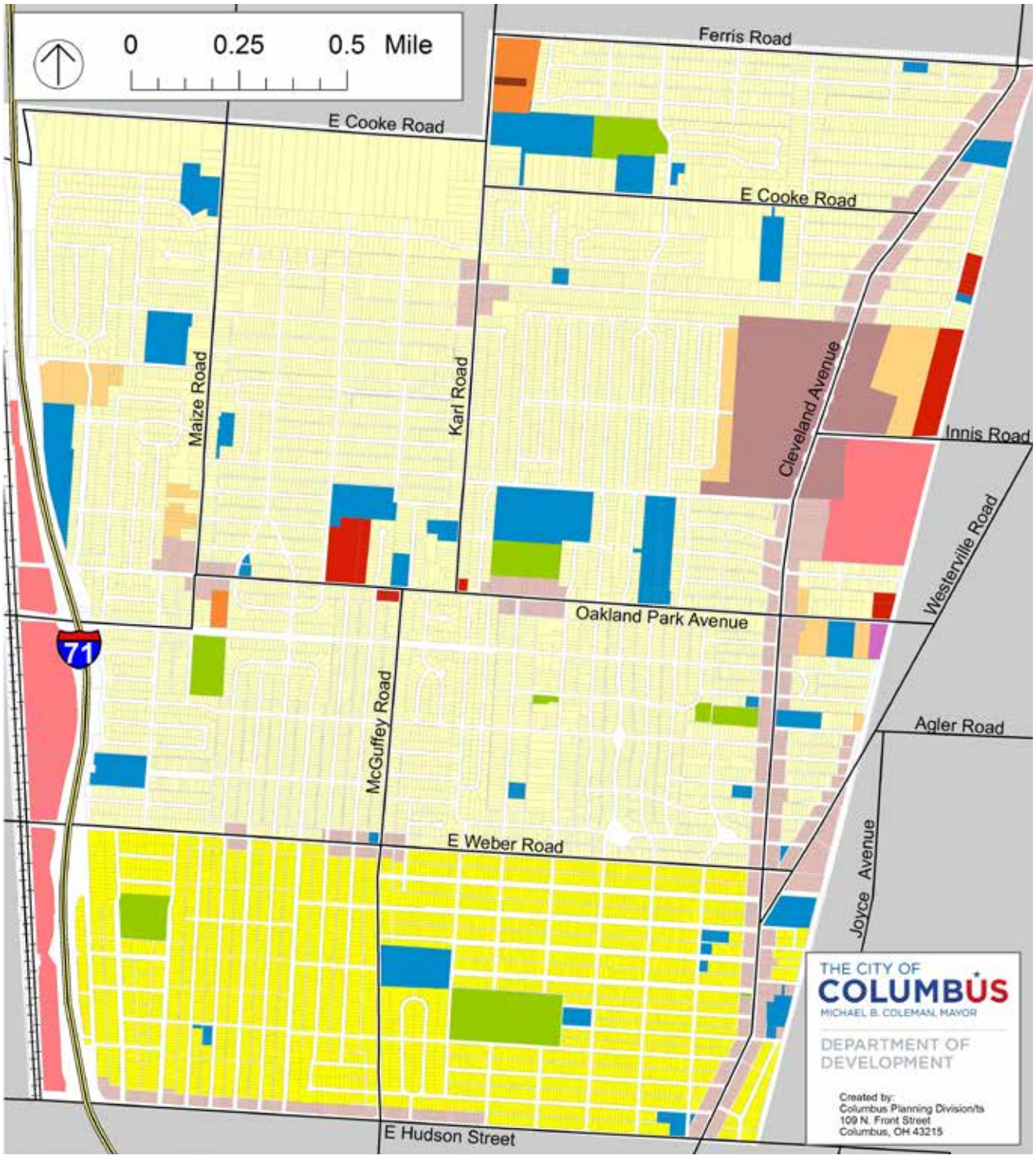


1. **Figure 9:** Recommended Employment Center Area, South of Innis Road.
2. **Figure 10:** Recommended Employment Center Area, Silver Drive.

Table 3: Land Use Classifications

Subcategory	Map Color	Typical Density/Intensity	Description and Guidelines
High Density Residential		16–45 dwelling units per acre	This classification is intended for multi-story multifamily housing in specific areas where high density is considered appropriate, such as the primary corridors of older neighborhoods. Each development application must be reviewed on a case by case basis, be judged on its own merits, and must consider the specific site and the site's context (surrounding uses and development pattern). Proposals that include the highest end of the density range should include structured parking, be located at primary intersections and particularly scrutinized in regard to their contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architecture.
Medium–High Density Mixed Residential		10–16 dwelling units per acre	A variety of dwelling types, including doubles, townhouses and multifamily are included in this category. It exists in both older neighborhoods and suburban areas. New development patterns should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
Medium Density Mixed Residential		6–10 dwelling units per acre	This classification of residential development is common in older neighborhoods and can include single-family, doubles, and townhouses. In suburban areas, this category is characterized by townhouse and condominium development as well as smaller lot single-family. New development should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities and multi-story buildings with more than four units per building may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
Low–Medium Density Residential		4–6 dwelling units per acre	This classification is characterized by predominantly single-family development, with limited amounts (generally 10% or less) of two- to four-unit buildings interspersed - often at intersections or along larger streets. In suburban areas, this category may also include lower density townhouse and condominium development.
Employment Center		10,000–15,000 square feet per acre	This classification is intended for business and professional offices, technology park clusters, research and development, light industrial operations, and visitor service establishments, with retail only as a secondary use.
Community Commercial		12,500 square feet per acre	The Community Commercial classification supports retail, office, or institutional uses that serve multiple neighborhoods, but generally do not attract residents from outside the area. An example includes neighborhood shopping centers. Gas stations built to Community Commercial Overlay design standards may be supported. Community commercial uses should be located along arterials and at key intersections.
Office		15,000 square feet per acre	Office uses should be located at major intersections, sites with freeway visibility, in mixed use buildings, or as a transition between residential and non-residential development. Office uses are also supported within Mixed Use and Commercial designations as secondary uses.
Community Mixed Use		12,500 square feet per acre; 10–16 dwelling units per acre	This classification is the same as the Community Commercial classification but also includes residential units located either above and/or next to the commercial, office, or institutional uses. Residential densities should fall within the range of 10 to 16 dwelling units per acre. Community mixed uses should be located along arterials at key intersections and at interstate highway intersections.
Neighborhood Mixed Use		20,000 square feet per acre; 16–28 dwelling units/acre	This classification is the same as the Neighborhood Commercial classification but also includes residential units located either above and/or next to the commercial, office, or institutional uses. Residential densities should fall within the range of 16 to 28 dwelling units per acre. Neighborhood mixed uses should be located at key intersections and nodes along minor arterials and collectors that intersect with arterials, as appropriate.
Institutional		NA	Institutional uses include schools, government property, and houses of worship. These uses should be located on major arterials, in nodes of commercial activity, and within neighborhoods but only along arterials or collectors provided sites are sufficiently large to accommodate on-site parking.
Parks and Recreation		NA	Parks should be integrated into residential neighborhoods and/or located adjacent to preserved open spaces. Parks are either publicly- or privately-owned recreational facilities and include golf courses.
Light Industrial		12,500 square feet per acre	Light industrial uses should be located in older industrial areas, within industrial parks, and in limited locations on major arterials but not within close proximity of residential uses. Typical uses include light assembly, fabrication, and related uses.

FIGURE 11: FUTURE LAND USE PLAN



Legend: Land Uses

Residential
- High Density
- Medium-High Denisty Mixed
- Medium Density Mixed
- Low-Medium Density

Commercial and Office
- Employment Center
- Community Commercial
- Office

Mixed Use
- Community
- Neighborhood

Other
- Institutional
- Parks/Recreation
- Light Industrial

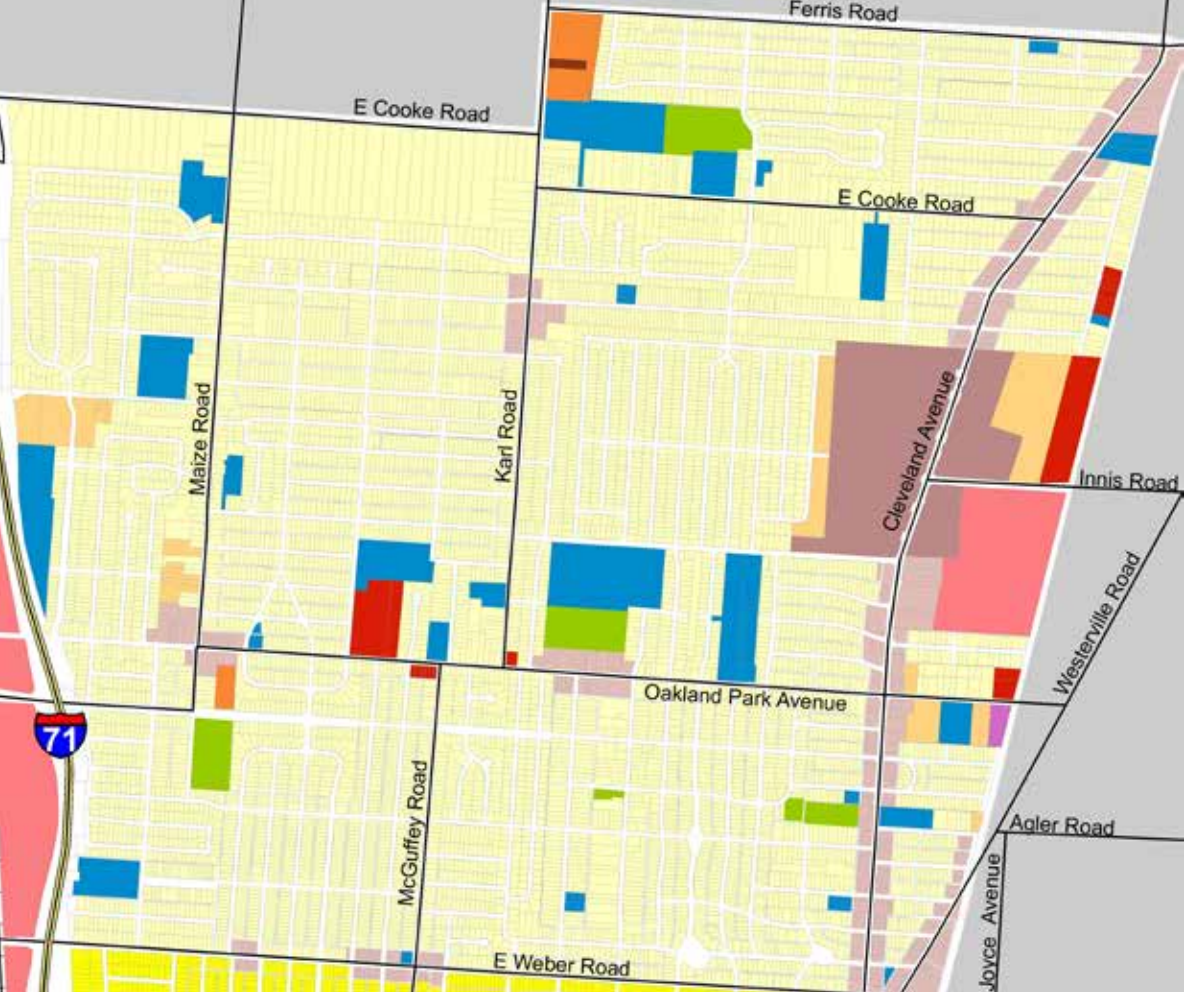


Figure 12: Northern portion of North Linden.

Policy :: Infill in residential neighborhoods should be compatible with existing development.

Guidelines and Strategies

- Low-medium density residential is recommended for most of the northern part of North Linden (north of E. Weber Road). Average densities of four to six dwelling units per acre are recommended in this area with larger residential lots (Figure 12).
- Medium density residential is recommended for most of the southern part of North Linden (south of E. Weber Road). Average densities of six to ten dwelling units per acre are recommended for this area with smaller residential lots and an existing mix of these residential types (Figure 13).
- Multifamily residential is recognized in those locations where larger apartment complexes are already established (Figure 14).
- Within the neighborhood mixed use nodes and corridors, residential densities of 16 to 28 units per acre are recommended. In the community mixed use area at Northern Lights Shopping Center, densities of 10 to 16 units are recommended. (Refer to Figure 15 on page 36.)

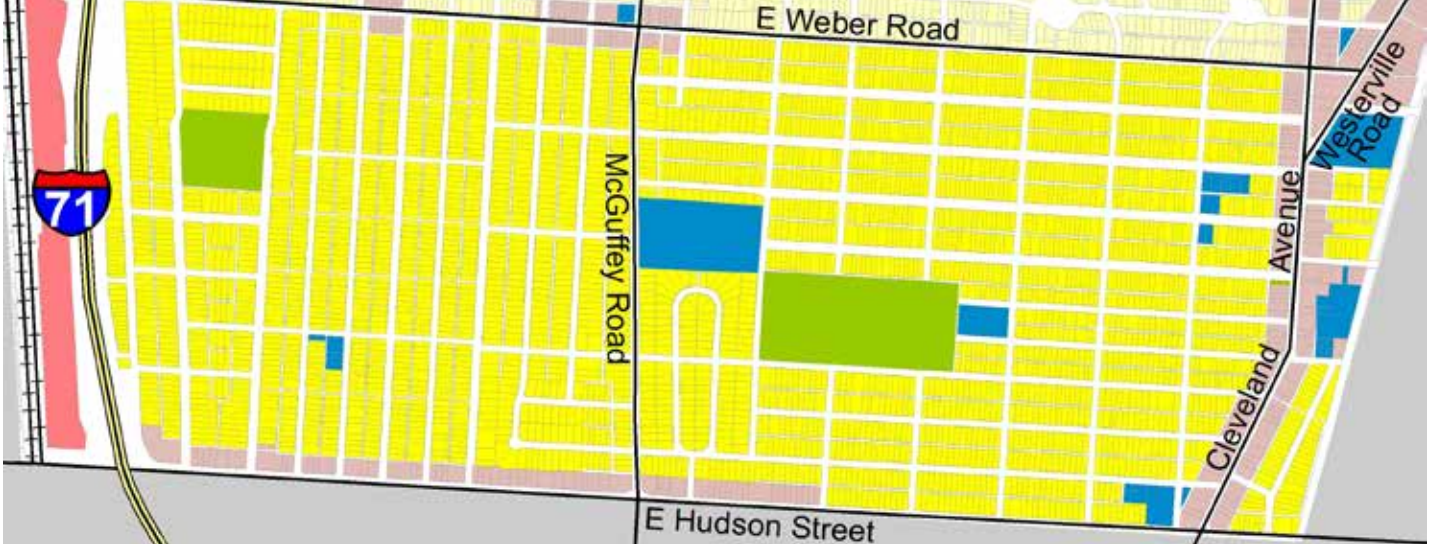


Figure 13: Southern portion of North Linden.

Figure 14: Multifamily residential areas.

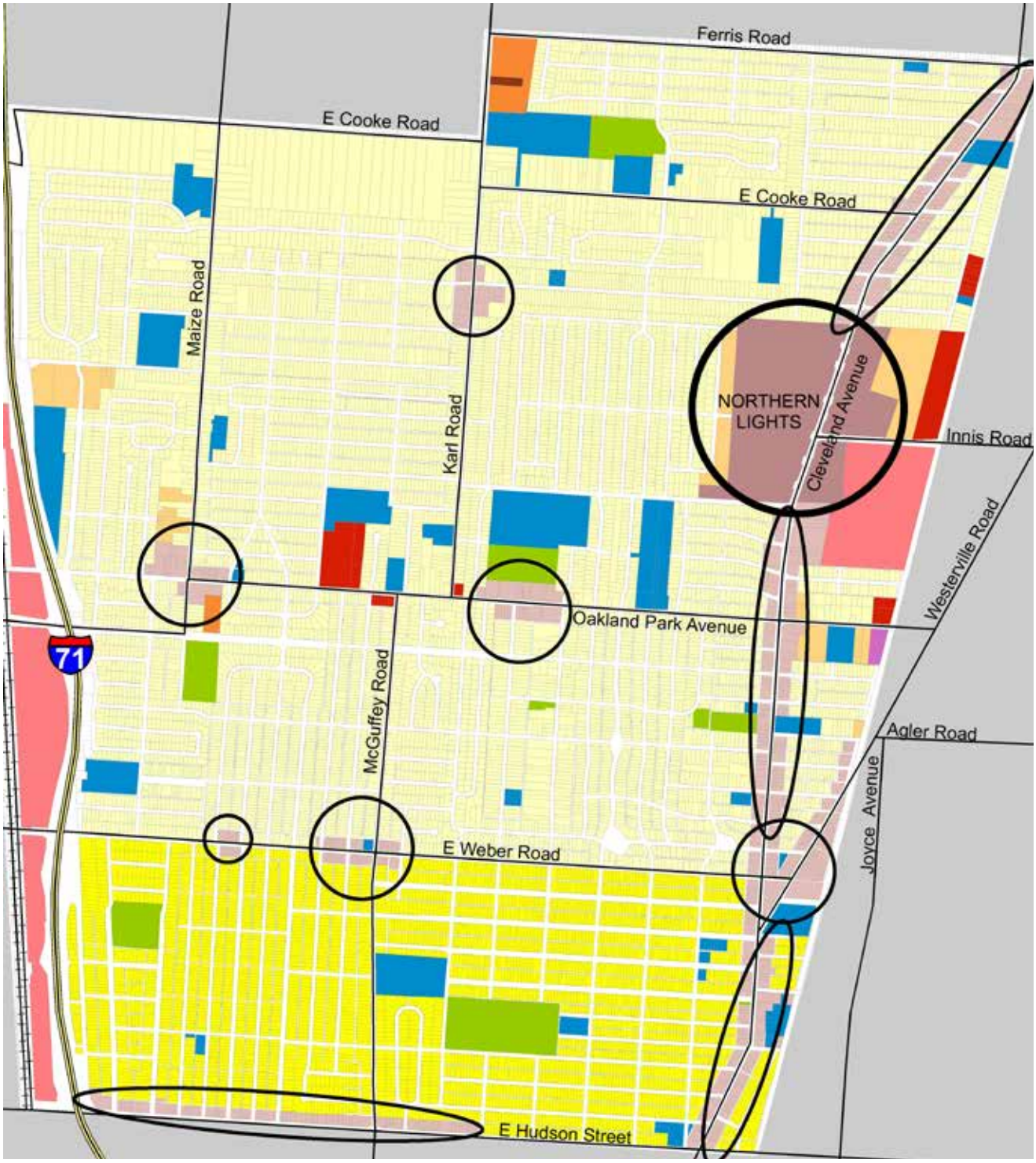


Figure 15: Neighborhood Mixed Use Nodes and Corridors, and Community Mixed Use area at Northern Lights.

DEVELOPMENT PRINCIPLE 2:

Parks, natural resource areas, and open spaces will be preserved, protected, and help sustain the area.

Policy :: Existing parks, recreational, and natural areas should be protected and enhanced.

Guidelines and Strategies

- Existing ponds, wetlands, and other environmentally-sensitive areas should be preserved and protected. Where appropriate, fencing, mounding, and other barriers should be incorporated to protect natural areas from deterioration.
- Development adjacent to natural features should be designed in a sensitive manner to highlight and complement the nearby natural environment. The use of native plants in new landscaping is encouraged.
- Parks and open spaces should be connected to neighborhoods with pedestrian and bicycle facilities.
- Parks and trails should be accessible to the public.
- The natural environment should be protected during development activity, with impacts mitigated and natural features incorporated into development in sensitive and creative ways. For example, wherever possible, trees greater than six inches in caliper should be preserved and protected during and after construction.
- Alternative methods of stormwater management should be considered (bioswales, native landscaping, and naturalized detention/ retention basins, for example).
- Where feasible, consideration should be given to the joint use of schools and recreational facilities.
- The reservation of the abandoned railroad right-of-way running roughly north-south along the eastern side of the Linden area (Figure 16, p 39) for future use

1. A multi-use trail serves both transportation and recreation functions for pedestrians, cyclists, etc.
2. Even the most simple bioswale helps to clean runoff before it becomes groundwater.
3. Mature trees provide shade, help the environment, and cannot be quickly replaced.

as a shared use path or other public use is recommended. Any use of the right-of-way should minimize possible negative impacts on adjacent properties.

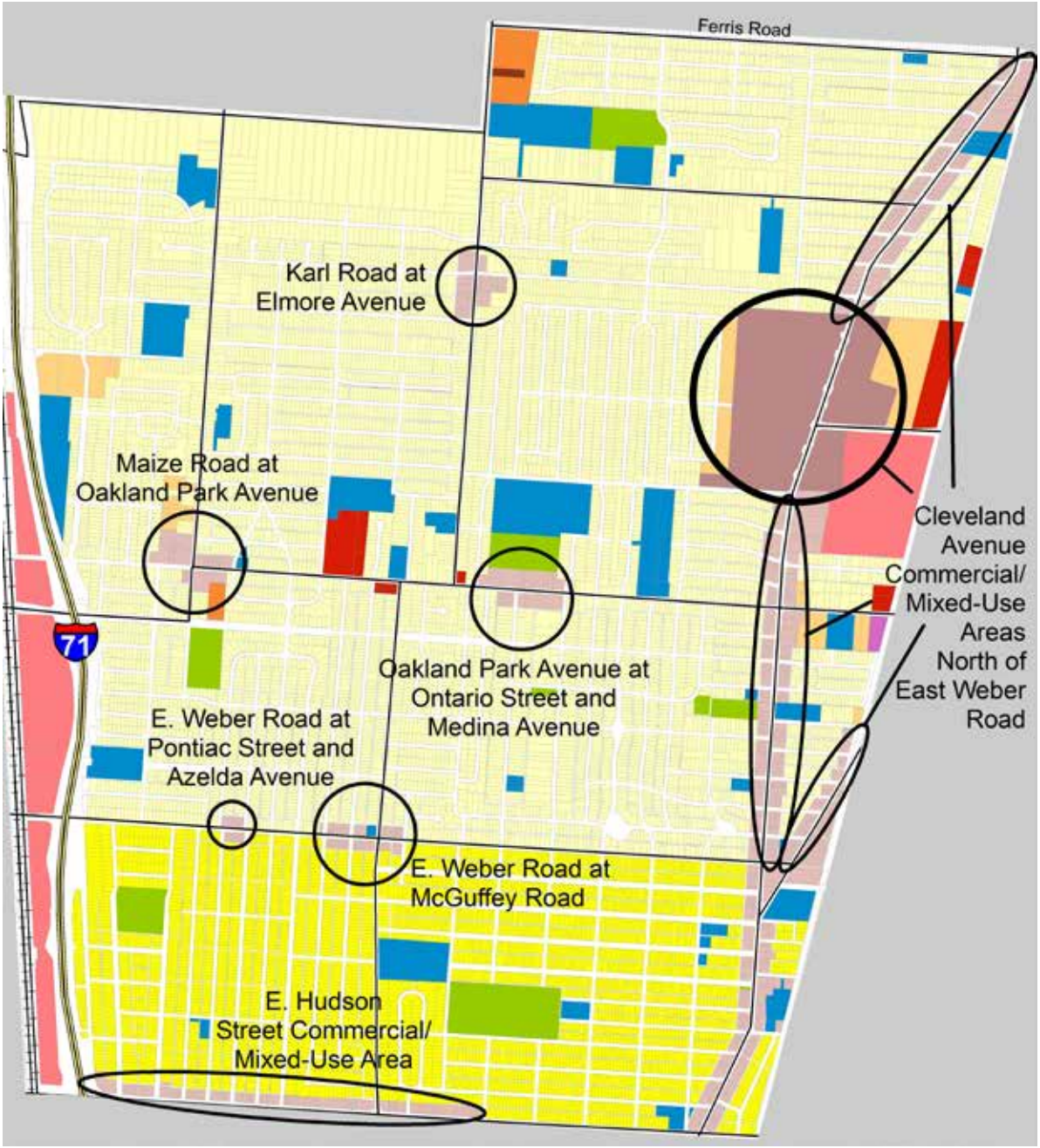
- Community gardens supported and operated by nearby residents are encouraged in appropriate locations and in sustainable numbers to support access to fresh foods and help beautify the area.
- The memorial to WWII veterans at the intersection of Cleveland Avenue and Westerville Road should be maintained and protected.

1. At Linden Park.
2. Gardening is a fun and healthy neighborhood activity for all ages.
3. Ama Vera's Garden on Cleveland Avenue.

Westerville to Arena District Bike Path

A bike path has been proposed following former and active railroad rights-of-way, including the unused portion through the Linden area, from Cooper Park near I-270, passing under the Greater Columbus Convention Center, and to the Arena District. A connection could then be made across the Olentangy River to the Olentangy Trail. At the northern end, the path could connect with the Ohio to Erie Trail connecting Cincinnati, Columbus, and Cleveland as it passes through the Westerville area.

Figure 17: Cleveland Avenue North of E. Weber Road, Existing Neighborhood Mixed-use Nodes, and Hudson Street west of Ontario Street (all can be supported by commercial overlays).



Urban Design Recommendations

DEVELOPMENT PRINCIPLE 3:

New and redeveloped commercial, mixed, and light industrial uses will be designed to contribute to neighborhood character and to accommodate multiple modes of transportation.

Policy :: Commercial and mixed-use development and redevelopment along major corridors should be guided by appropriate standards addressing density, building setbacks, screening, lighting, graphics, parking, sidewalks/walkways, and others project features contributing to a walkable/bikeable environment.

The Urban Commercial Overlay encourages the historic pattern of mixed-use buildings and lots oriented to pedestrians, cyclists, and mass transit users.

Guidelines and Strategies

- Expansion of the Urban Commercial Overlay (UCO) and/or application of the Community Commercial Overlay (CCO) to select commercial and mixed-use segments of Cleveland Avenue north of E. Weber Road is recommended (Figure 17, p 40.). The overlays work in conjunction with underlying zoning districts to provide additional development standards promoting a more favorable environment for pedestrians and cyclists.
- UCO and/or CCO application are recommended for five locations where mixed land uses currently exist and are recommended for the future: **1** ▸ Karl Road at Elmore Avenue, **2** ▸ Maize Road at Oakland Park Avenue, **3** ▸ Oakland Park Avenue at Ontario Street and Medina Avenue, **4** ▸ E. Weber Road at Pontiac Street and Azelda Avenue, and **5** ▸ E. Weber Road at McGuffey Road (Figure 17, p 40).
- The UCO or CCO is also recommended for E. Hudson Street west of Ontario Street (Figure 17, p 40).

Design Guidelines

The following guidelines should be utilized in the review of commercial and mixed-use development applications:

- A consistent level of detailing and finish should be provided for all sides of a building (i.e., "four-sided" architecture).
- Flat, plain building walls should be discouraged through the use of changes in color, materials, or relief, such as the inclusion of beltlines, pilasters, recesses, and pop outs (offsetting planes). Building surfaces over 20 feet high or 50 feet long should be relieved with a change of wall plane or by other means that provide strong shadow and visual interest.
- Front elevations for retail buildings should be divided into increments consistent with traditional storefronts, consist of 50% or more glass windows at the street level, and utilize a variety of treatments and human-scale details.
- The architectural style of new buildings should not be literal duplications of historic styles. Instead, new designs should be contemporary interpretations of traditional buildings, especially styles found throughout the area. These interpretations should be similar in scale and overall character to historical precedents, but should differ in terms of detailing.
- Buildings should be designed to address the street and enhance the pedestrian experience. Examples include the use of outdoor dining areas, installation of transparent windows, and other techniques that emphasize human-scaled design features at the ground-floor level.
- Generally, buildings should be parallel to the street, with the primary facade facing the major street.
- Building facades facing public streets should incorporate an entrance door. Buildings located at a corner should orient the main entrance to the corner instead of to one of the two abutting streets.
- Accessory structures and uses (loading docks, dumpsters, outdoor displays, etc.) should be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and/or out of view from adjacent properties and public streets.
- Taller or denser development is not necessarily inconsistent with older, lower-density development but must be designed with sensitivity to existing structures.
- Leadership in Energy and Environmental Design (LEED or green building) technologies and techniques are encouraged.
- Signs are recommended to be placed and sized on buildings such that they are in keeping with the scale and size of the building façades and general streetscape.
- In general, wall and blade signs are recommended for commercial areas where the UCO is in place or recommended.
- Wall, blade, and/or ground signs are recommended for commercial areas where the CCO is in place.
- For ground signs, one ground sign for each development parcel is recommended and may include the names of

"Walkability and bikeability are very important to this community."

Jennifer Adair, Chairperson
North Linden Area Commission

all major tenants. Signs should be in keeping with the scale and size of the building and general streetscape and their design should relate to the general theme of the surrounding district. Signs should be designed to be read effectively by the motoring, cycling, and walking public.

- Freeway signs, pole signs, billboards, bench signs, roof signs, larger overhanging signs, LED and other such electronic or digital signs, and excessively large signs that interfere with visual character are discouraged.
- Parking should use a minimum amount of space, should be hidden to the greatest extent possible, and should be located to the rear or the side of the building.
- On-street parking should be provided along street frontages to support adjacent development and to buffer pedestrians from traffic flow, consistent with city transportation policies.
- Parking reductions may be appropriate on the primary corridors which are well served by transit.
- Adjacent parking lots should provide pedestrian connections, thus encouraging their use especially where parking may be very limited.
- Interconnected walkways and parking drives between buildings on a site and between those of adjacent developments should be used to provide for the safe and efficient movement of pedestrians, bicycles, and vehicles within a site and between a site and adjacent development.
- Shared parking arrangements should be encouraged, particularly between users with differing peak hours.
- Shared parking may only be implemented if a mechanism can be developed that is recognized and enforced by both the property owners and the city of Columbus.
- Mixed-use development should place the most active uses on the ground floor of buildings in areas where the greatest level of pedestrian activity is desired.
- Mixed-use development should be constructed so as to encourage public transit, pedestrian, and bicycle use.
- Mixed-use development should encourage shared parking arrangements.
- Mixed-use development should transition to existing neighborhoods through pedestrian-friendly site design/building orientation and multiple pedestrian access points.

Source: GLDC

1. Mixed-use development can encourage a variety of urban transportation modes serving all ages and physical abilities.
2. Shared parking saves space, reduces stormwater runoff, and when well-landscaped, is attractive and inviting.
3. Public art is fun and adds character and charm to the neighborhood.

Development Concept Sites

The plan presents two development concepts for sites on Cleveland Avenue. These concepts provide examples of the types of development that would promote plan recommendations. The city does not own these sites, nor does it intend to acquire them. Rather, the concepts help to visually illustrate for plan stakeholders how development in the corridor might appear in the future. The first concept presents adaptive reuse of existing buildings and the second assumes demolition and new construction.

SITE 1: 2623–2635 CLEVELAND AVENUE

NORTHWEST CORNER OF CLEVELAND AND ABERDEEN AVENUES.

Development Concept: Rehabilitation of existing structures for mix of retail and apartments with exterior modifications and landscaped parking between buildings.

Current Uses: Used Car Sales and Body Shop. Source: NDC

Figure 18: Development Concept for 2623–2635 Cleveland Avenue. Source: NDC

SITE 2: 3129 CLEVELAND AVENUE

NORTHWEST CORNER OF CLEVELAND AND OAKLAND PARK AVENUES.

Development Concept: Demolition of existing structures and replacement with a retail structure at the corner with landscaping and parking behind.

Current Use: Closed Service Station. Source: NDC

Figure 19: Development Concept for 3129 Cleveland Avenue. Source: NDC

Light industrial facilities can be attractive and have positive impacts on surrounding neighborhoods.

Policy :: Light industrial development should be developed in a manner to limit its impact on adjacent land uses.

Guidelines and Strategies

- Buildings should be oriented so that loading, storage, and other external activities and building features that generate noise, dust, etc., are not facing public rights-of-way or residential or institutional uses.
- Loading docks and outdoor service and storage areas, wherever possible, should be appropriately screened to their full height with earth mounding, vegetation, or decorative fences and/or walls.
- Landscaping should be used to soften industrial buildings along front elevations or elevations that face public streets (see also specific landscaping guidelines and strategies below).
- Safe bike and pedestrian access should be provided.

Green, landscaped parking provides shade, reduces storm runoff, and is much more pleasing to shoppers and other drivers.

Landscaping softens the impacts of development and provides a buffer between adjacent land uses.

Policy :: Landscaping and screening should be incorporated into design in order to minimize the impact of commercial, mixed-use, and light industrial development on adjacent residential uses.

Design Guidelines

- In context with its location, all development should be landscaped and buffered as appropriate.
- Particular attention should be paid to screening and buffering between commercial and/or industrial uses and residential uses.
- Screening materials that are different from and inferior to the principal materials used in a building's construction should be avoided.
- Landscaping should be used to support stormwater management goals for filtration, percolation, and erosion control, including the planting of rain gardens, and should include a mix of deciduous, ornamental, and evergreen plant material.
- Pending city approval, the use of pervious surfaces should be encouraged to minimize stormwater runoff and increase infiltration. This treatment is ideal for areas with low vehicle traffic volumes, including overflow parking, emergency vehicle lanes, and pedestrian areas.
- Street trees are recommended on all public and private streets, with species and spacing approved by the Columbus City Forester.

Here, infill housing is divided into modules at scales similar to that of surrounding housing, creating semi-private spaces. Garage doors are deemphasized.

Courtyards and plazas provide peaceful spaces for residents.

Front porches add much to a house's street appeal and contribute to neighborhood safety.

DEVELOPMENT PRINCIPLE 4:

Residential development will be compatible with the context in which it is located and will contribute to the long-term quality and vitality of the community.

Policy :: Residential development should be guided by appropriate standards addressing building scale, design, construction, orientation, sidewalks/walkways, roadway patterns, etc.

Design Guidelines

- Future overall residential densities for a given neighborhood should be consistent with the Future Land Use Plan.
- New housing design should be compatible with adjacent nearby historic housing design and measured in terms of similar height and width, window and doors, setbacks, architectural style (not need to be duplicative), and other features.
- Larger buildings should be divided into smaller modules or bays to match nearby patterns.
- Materials should include brick, masonry, stone, stucco, wood, and/or terracotta as appropriate to the location.
- Infill housing should be parallel to and face the public street, front doors should face the street, and a walkway or stoop should be provided linking the front door to the sidewalk or the driveway. Houses should not back onto streets, parks, and/or natural features.
- New houses should include usable front porches (generally at least eight feet deep) that span the majority of the front of the house.
- Leadership in Energy and Environmental Design (LEED or green building) technologies and techniques are encouraged.
- Garages should be located behind the house if the site is served by an alley. Otherwise, garage door openings facing a frontage street should not exceed 40 percent of the width of the house facade (which includes the width of the garage) and should be positioned to deemphasize their visual presence on the street.
- Variation in building design is encouraged for larger multifamily developments with multiple buildings.
- Housing developed on the primary corridors as multifamily or mixed-use/multifamily development should include design treatments such as the use of front stoops and/or porches, primary building entrances fronting the street, balconies that face the street, small plazas, etc. to ensure that they contribute to street life.

1. A front-facing but deemphasized garage in Linden. Source: Franklin Co. Auditor
2. A Linden double with garages to the rear of the property. Source: Franklin Co. Auditor
3. A Linden home with a spacious front porch. Source: Franklin Co. Auditor
4. Brick is an attractive, appropriate building material in the North Linden. Source: Franklin Co. Auditor
5. Front facing entrances, porches, and balconies enhance the street and encourage interaction among neighbors
6. A variety of residential facades makes the neighborhood more interesting.

5

6

ELEMENT 4

PLAN IMPLEMENTATION STRATEGY

Plan Implementation

The most effective way to implement the provisions of a neighborhood plan is through the consistent and unified advocacy of area residents and businesses working in concert with the city of Columbus and other stakeholders. The most typical mechanism for plan implementation is the review of development proposals for consistency with the plan. Major implementation elements include:

- Organization, Education and Outreach
- Plan Amendment and Revision
- Development Review Checklist

Organization, Education and Outreach

Organizational, educational and outreach mechanisms can play a key role in area plan implementation. Potential mechanisms include:

- Utilize a website and email to supplement existing information distribution system.
- Ensure copies of the plan and/or its executive summary are distributed to key stakeholders.

Plan Amendment and Revision

Area plans should be regularly reviewed and updated to ensure timeliness and relevancy. Minor amendments and brief updates may be considered on an as-needed basis. A more complete review and revision of an area plan should be considered within ten years of adoption.

Development Review Checklist

A development review checklist is a summary of the development guidelines and recommendations found in an area plan. 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 in the community. Guidelines from an area 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.

Users of the checklist on the following pages are strongly encouraged to review additional background information for each item on the checklist by referencing the relevant plan element. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies.

Recommendations regarding the use of development review checklists include:

- Applicants for a zoning and/or variance are encouraged to review a development review checklist and incorporate its provisions in their proposals.
- Community groups use a checklist to evaluate development proposals in their respective areas.

Table 4: Development Review Checklist

Guidelines and Recommendations	Yes	No	N/A	Comments
General				
The developer has reviewed the recommendations of the *North Linden Neighborhood Plan Amendment.*				
A site plan for the project has been submitted.				
The proposal is consistent with the Future Land Use Plan. (p 33)				
If ponds, wetlands, or other environmentally-sensitive areas exist in the proposed development location, are these features preserved and protected? (p 37)				
Does the proposal protect the natural environment during development activity and incorporate natural features in sensitive and creative ways? Does it preserve and protect trees greater than six inches in caliper and incorporate alternative methods of stormwater management? Are native plants used in new landscaping? (p 37)				
Commercial, Mixed-use, and Light Industrial				
If the proposal is a commercial development, does it not expand beyond the alley adjacent to the major roadway? If it does, does it adequately address plan and/or commercial overlay requirements, buffering and landscaping, and the potential for negative off-site impacts? (p 31)				
If a commercial or mixed-use proposal, is a consistent level of detailing and finish provided for all sides of the building? (p 42)				
If a commercial or mixed-use proposal, are flat, plain building walls avoided and are building surfaces over 20 feet high or 50 feet long relieved with a change of wall plane or by other means that provide strong shadow and visual interest? (p 42)				
Are front elevations of retail buildings divided into increments that are consistent with traditional storefronts and comprised of 50% or more glass windows at the street level? Do they utilize a variety of treatments and human-scale details? (p 42)				
If a commercial or mixed-use proposal, are buildings designed to address the street and enhance the pedestrian experience? (p 42)				
If a commercial or mixed-use proposal, are buildings parallel to the street and are primary façades facing the major street? (p 42)				
If a commercial or mixed-use proposal, do building façades facing public streets incorporate an entrance doors? (p 42)				
If a commercial or mixed-use proposal, have Leadership in Energy and Environmental Design (LEED or green building) technologies and techniques been considered and/or applied? (p 42)				
If a commercial or mixed-use proposal, are signs placed and sized on buildings in keeping with the scale and size of building façades and the general streetscape? (p 42)				
Where applicable in commercial or mixed-use proposals, does the design include one ground sign for each development parcel and does it include the names of all major tenants? Are ground signs in keeping with the scale and size of buildings and the general streetscape? (pp 42–43)				

Guidelines and Recommendations	Yes	No	N/A	Comments
Commercial, Mixed-use, and Light Industrial (continued)				
If a commercial or mixed-use proposal, does the design not include freeway signs, pole signs, billboards, bench signs, roof signs, larger overhanging signs, LED/electronic/digital signs, and excessively large signs? (p 43)				
If a commercial or mixed-use proposal, does parking use the minimum amount of space? Is it hidden to the greatest extent possible? Is it located to the rear or the side of buildings? (p 43)				
If a commercial or mixed-use proposal, is on-street parking provided along street frontages consistent with city transportation policies? (p 43)				
If a commercial or mixed-use proposal along a primary roadway corridor, have parking requirement reductions been considered? (p 43)				
If a commercial or mixed-use proposal, are pedestrian connections provided to adjacent parking lots to handle overflow parking? (p 43)				
If a commercial or mixed-use proposal, are on-site walkways and parking drives interconnected with those on adjacent sites? (p 43)				
If a light industrial proposal, are buildings oriented so that loading, storage, and other external activities and building features that generate noise, dust, etc. are not facing public rights-of-way or residential or institutional uses? (p 46)				
If a light industrial proposal, are loading docks and outdoor service and storage areas appropriately screened to their full height with earth mounding, vegetation, or decorative fences and/or walls? (p 46)				
Does landscaping soften industrial buildings along front elevations and elevations that face public streets? (p 46)				
If a light industrial proposal, are safe bike and pedestrian facilities provided? (p 46)				
In development landscaped and buffered appropriately in the context of its location? (p 46)				
Is particular attention paid to screening and buffering between commercial and industrial uses and residential uses? (p 46)				
Are screening materials different from and inferior to the principal materials used in building construction not used? (p 46)				
Is landscaping used to support stormwater management goals for filtrations and does it include a mix of deciduous, ornamental, and evergreen plant material? (p 46)				
Are street trees provided along all public and private streets with species and spacing approved by the Columbus City Forester? (p 46)				

Guidelines and Recommendations	Yes	No	N/A	Comments
Residential				
Is the proposed project density consistent with the Future Land Use Plan? (pp 33, 47)				
Are the designs for new housing compatible with adjacent nearby historic housing design? (p 47)				
Are larger building divided into smaller modules or bays to match nearby patterns? (p 47)				
Is infill housing parallel to and facing the public street and do front doors face the street? Are walkways or stoops provided linking front doors to the sidewalk or the driveway? Do houses not back onto streets, parks, and/or natural features. (p 47)				
Do houses include front porches? (p 47)				
Have Leadership in Energy and Environmental Design (LEED or green building) technologies and techniques been considered and/or applied? (p 47)				
If the site is served by an alley, are garages located behind the house? Otherwise, are garage door openings facing a frontage street not in excess of 40 percent of the width of the house façade (which includes the width of the garage)? Are they positioned to deemphasize their visual presence on the street? (p 47)				
Does housing developed on the primary corridors as multifamily or mixed use/multifamily development include design treatments such as the use of front stoops and/or porches, primary building entrances fronting on the street, balconies that face the street, small plazas, etc. to ensure that they contribute to street life? (p 47)				

Table 5: Action-Oriented Recommendations

The *North Linden Neighborhood Plan Amendment* also includes recommendations that are pro-active in nature rather than being used to evaluate and review development proposals. They require specific steps on the part of neighborhood leaders and other stakeholders, including the city of Columbus.

Recommendations	Notes/Resources
Consider establishment of additional community gardens within the area. (p 38)	
Evaluate the feasibility of expansion of the Urban Commercial Overlay (UCO) along Cleveland Avenue north of Weber Road and/or establishment of a Community Commercial Overlay (CCO) in that area. (p 41)	
Evaluate the feasibility of establishment of an Urban Commercial Overlay (UCO) and/or a Community Commercial Overlay (CCO) within the five mixed-use nodes identified in this amendment. (p 41)	