



FIFTH BY NORTHWEST DRAFT PLAN



City of Columbus, Department of Development, Planning Division

THE FIFTH BY NORTHWEST DRAFT PLAN



City of Columbus

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The *Fifth by Northwest Neighborhood Plan* was adopted by City Council on xxxxxxxx.

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LETTER FROM THE DIRECTOR

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Element 1

INTRODUCTION

Element 1

INTRODUCTION

What is a Plan and How is it Used?

The *Fifth by Northwest Neighborhood Plan* provides an opportunity for the community to help shape and direct the pattern of growth and development within their neighborhood. The neighborhood planning process addresses land use, urban design, transportation and other potential public improvements. The goal of the plan is to develop a shared vision unique to the planning area by bringing together a range of community stakeholders. The plan:

- Identifies strengths and assets.
- Identifies neighborhood needs and concerns.
- Represents a vision defined by the community.
- Sets goals for improving the neighborhood.
- Recommends specific actions and strategies to accomplish goals.

Adoption of the plan will:

- Provide a framework for zoning and other land use decisions.
- Inform capital improvement priorities appropriate for the neighborhood.
- Create a clear picture of the type of development that is desired by the neighborhood.
- Provide guidelines for the design of new development.

A neighborhood plan 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.
- A plan 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 policy basis for zoning and related development decisions.

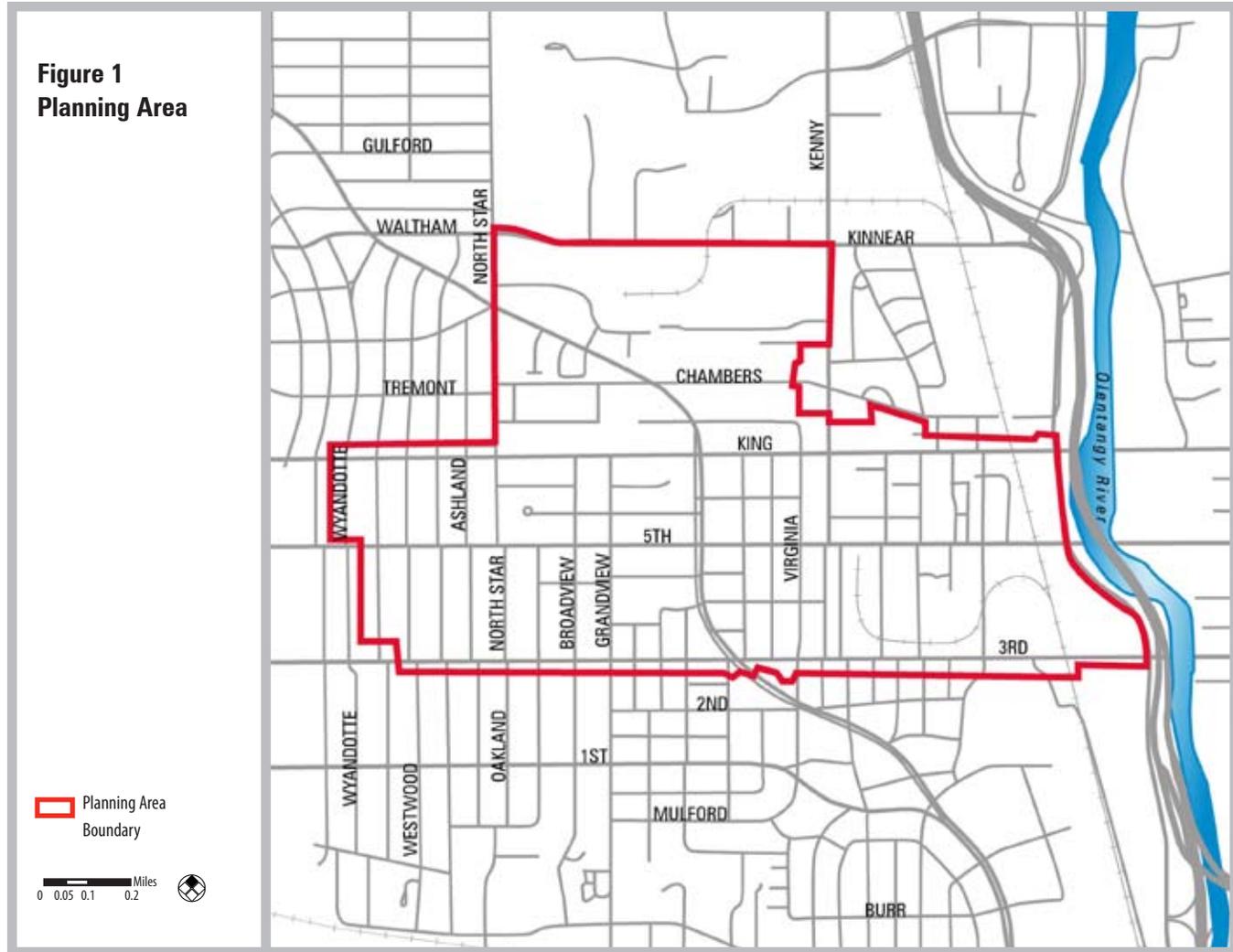
Plan Format

The plan consists of the following four elements: Introduction, Existing Conditions, Plan Recommendations, and Implementation Strategy. The bulk of the plan consists of the Plan Recommendations element, which includes text, maps, charts, photos and related illustrations. The recommendations are organized by overall development principles with supporting policies, guidelines and strategies that are intended to implement the policies.

Planning Area Boundary

The Fifth by Northwest planning area (Figure 1) covers about 700 acres and is approximately bound by Third Avenue on the south, Glenn Avenue, Wyandotte, and Northstar Roads on the north, and Kenny and Olentangy River Roads on the east.

Figure 1
Planning Area



Area History

Prior to European settlement, the Fifth by Northwest area was inhabited by Native Americans which date back to about 300 BC. More recently, archaeological evidence of the Wyandotte Tribes dates between 1730 and 1750. When “Western” settlement began, the land in this region was surveyed and sold by Lucas Sullivant to the initial immigrants. Most of these were Canadian refugees, who had aided the US during the Revolutionary War and could not return to their homes in British Imperial Canada.

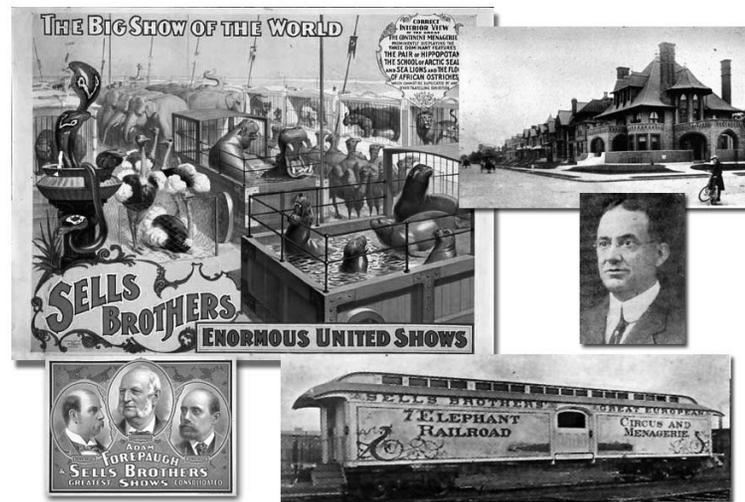
The area began as mostly farm and grazing land, but quickly progressed into a suburb of Columbus with industrial establishments and homes. The railroad system played a major role in the settlement and development of Grandview Heights, Marble Cliff, and the Fifth by Northwest neighborhood. With railroad depots, major industrial lines, and streetcar connections to downtown, the railroad was a catalyst in the growth and popularity of the area.

Beyond rails, the Marble Cliff Quarry, the Sells Brothers Circus, and other industrial operations offered economic development opportunities. The quarry provided limestone building materials for roads and homes. The Sells owned 1,000 acres north of Fifth Avenue and west of the Olentangy River. The area, also known as Sellsville, was the winter home of their popular circus show. Later in 1927, Don Casto developed the Grandview “Bank Block” along Grandview Avenue; the first shopping center of its kind with dedicated parking for motor vehicles. This was another economic boost to the area as it drew shoppers, visitors, and tourists.

The original governmental structure in this area was the Hamlet of Marble Cliff formed in 1901. This jurisdiction was bounded by the Scioto River on the west, the Olentangy River on the east, the point at which these two rivers met on the south, and roughly King Avenue on the north. This included territory in what is now parts of Grandview Heights, Marble Cliff, and parts of the Fifth by Northwest neighborhood. In 1922, the Fifth by Northwest neighborhood between King and Third and between the two rivers was annexed into the city of Columbus. The areas north of King have been annexed in a more piecemeal fashion over a longer period of time. (Sources: Between the Rivers. Carlson, Wayne E.; Grandview heights/Marble Cliff Historical Society website <<http://www.ghmchs.org/main.html>>; Circus Town! Patzer, Nancy. Short North Gazette <<http://www.shortnorth.com/CircusTown.html>>)



Stores in the Bank Block of Grandview Avenue, 1948 (Photo from Grandview Heights/Marble Cliff Historical Society website.)



Post card, residence and train of the Sells Brothers (Photo from Grandview Heights/Marble Cliff Historical Society website.)

Key Recommendations

Key recommendations of the plan are:

- Mixed use development, including higher density multifamily development (consistent with plan design guidelines) on Fifth Avenue, Grandview Avenue (south of Fifth), King Avenue, and Third Avenue. These corridors are appropriate locations for a mix of multifamily residential development, offices uses, and in some areas, commercial retail. The development of multifamily projects will help to fill the gap for housing needs for young professionals and seniors, provide support for retail revitalization and make the area more walkable.
- The land use plan supports business development by 1) recommending that retail be focused on Fifth Avenue and Grandview Avenue (south of Fifth) and 2) the continuation/ expansion as employment centers of the area north of Chambers (“Tech District”) and the industrial area (“Industrial District”) in the eastern portion of the planning area.
- Design guidelines are provided for new commercial and residential development.
- Development concepts are provided for the intersection of Fifth Avenue and Northwest Boulevard and the Industrial District.
- Bicycle and pedestrian related improvements are recommended, including the consideration of a Fifth Avenue road diet to improve safety and reduce traffic speeds, improvements for priority crosswalks, and other sidewalk improvements.
- Plan implementation is recommended through the use of a development review checklist for the review of zoning and variance applications for consistency with the plan and a chart of action-oriented recommendations to assist with the prioritization of plan recommendations.



Development concept for Fifth Avenue.

Planning Process Summary

The plan was initiated at the request of the Fifth by Northwest Area Commission. The planning process included data gathering and analysis, alternative concept analysis, consensus through community participation, draft plan preparation, and final plan development and adoption. A Working Committee consisting of various stakeholders in the neighborhood was formed and met from January, to November, 2008 to provide input and guidance. Four public workshops were held over the course of the planning process, including an issues and opportunities workshop, visioning workshop, plan text workshop, and finally the draft plan open house. The draft plan was unanimously recommended by the Fifth by Northwest Area Commission at its regular meeting on December 9, 2008.



Public workshop.



Element 2

EXISTING CONDITIONS

Element 2

EXISTING CONDITIONS

The Existing Conditions element of the plan provides a summary of the planning area's physical attributes, including land use, urban form, transportation, and community facilities. This element also reviews existing zoning, community demographics, and other factors that influence development. The Existing Conditions element concludes with a summary of two important pieces of public input in the planning process, including stakeholder interviews that were conducted in the early stages of the process, and a summary of the top priorities identified by the community at the first public workshop for the plan.

Demographics

The Fifth by Northwest neighborhood includes 6,695 residents and 4,605 households according to the 2000 US Census (Table 1). The population increased 55% from 1990 to 2000, and the number of households increased by 66% indicating that population growth is occurring at a very high rate, but that the average household size has decreased. This is a typical demographic trend consistent with the Columbus region.

Table 1: Demographics

Population	1990	2000	Change	Percent Change
Planning area	4332	6695	+2363	+55%
Male	2062	3342	+1280	+62%
Female	2270	3353	+1083	+48%
Households	2774	4605	+1831	+66%
Average Household Size	2.14	1.47	-.67	-31%
Race & Ethnicity				
Black	194	236	+42	+22%
White	1887	5864	+3977	+211%
Asian	79	354	+275	+348%
Other Race or Mixed Race	2172	241	-1931	-89%
Total	4332	6695	+2363	+55%
Age				
< 18 years of age	7%	5%		-2%
18-24 years of age	18%	20%		+2%
25-39 years of age	49%	50%		+1%
40-64 years of age	16%	19%		+3%
65 + years of age	10%	6%		-4%
Housing Occupancy				
Renter Occupied	57%	86%		+29%
Owner Occupied	43%	14%		-29%

Source: U.S. Census

Employment

According to Reference USA there are over 850 businesses within the area with 18 different employment categories employing over 8,000 workers (Tables 2 and 3). This is significant and speaks to the important role this neighborhood plays in terms of the city's economic base. Some of this current business activity and the potential for additional technology

employment growth is directly related to the area's proximity to Ohio State University's (OSU) SciTech campus. As noted in Table 2, the largest business sector in the area is Professional, Scientific, and Technical businesses with 16% of the total.

Table 2: Numbers of Businesses in the Fifth by Northwest neighborhood

Employment Sector	Number of Businesses	Percentage
Professional, Scientific, and Technical	138	16.07%
Retail	119	13.85%
Health Care and Social Assistance	111	12.92%
Other Services	107	12.46%
Accommodation and Food Services	77	8.96%
Wholesale Trade	47	5.47%
Finance and Insurance	42	4.89%
Construction	37	4.31%
Manufacturing	36	4.19%
Miscellaneous	35	4.07%
Real Estate	32	3.73%
Administrative and Support	28	3.26%
Information	20	2.33%
Educational	16	1.86%
Arts, Entertainment, and Recreation	9	1.05%
Transportation	3	0.35%
Utilities	1	0.12%
Public Administration	1	0.12%
Total	859	100.00%

Table 3: Employment by Businesses Type in the Fifth by Northwest neighborhood

Sector	Employees	Percentage
Accommodation and Food Services	1,681	20.14%
Retail Trade	1,140	13.66%
Other Services	1,055	12.64%
Health Care and Social Assistance	846	10.14%
Professional, Scientific, and Technical	690	8.27%
Administrative and Support	646	7.74%
Manufacturing	554	6.64%
Construction	437	5.24%
Wholesale Trade	405	4.85%
Real Estate	199	2.38%
Finance and Insurance	197	2.36%
Educational Services	169	2.02%
Information	129	1.55%
Miscellaneous	84	1.01%
Arts, Entertainment, and Recreation	83	0.99%
Utilities	25	0.30%
Transportation and Warehousing	6	0.07%
Public Administration	4	0.05%
Total	8,346	

Existing Land Use

The planning area includes a broad mix of retail, commercial, and office land uses (See Chart 1 and Figure 2). The majority of commercial uses are located along Fifth Avenue, Grandview Avenue, King Avenue and Third Avenue. The eastern portion of the planning area is predominantly light industrial. Multifamily uses are located throughout the planning area, with major concentrations north of King Avenue. Institutional uses including a school, churches and governmental uses are found throughout the planning area. There are no city parks or recreational open space in the planning area, but recreational facilities are available in relatively close proximity in neighboring jurisdictions (the Olentangy Trail is located just east of the area). All data for the following are approximate and were compiled based on data from the Franklin County Auditor's Office.

Figure 2
Existing Land Use

- Commercial (Auto-Related)
- Commercial (Neighborhood)
- Commercial (Community)
- Office
- Mixed Use
- Warehouse Flex
- Warehouse Distribution
- Industrial (Light)
- Institutional
- Single Family
- Two-Three Family
- Multifamily
- Vacant

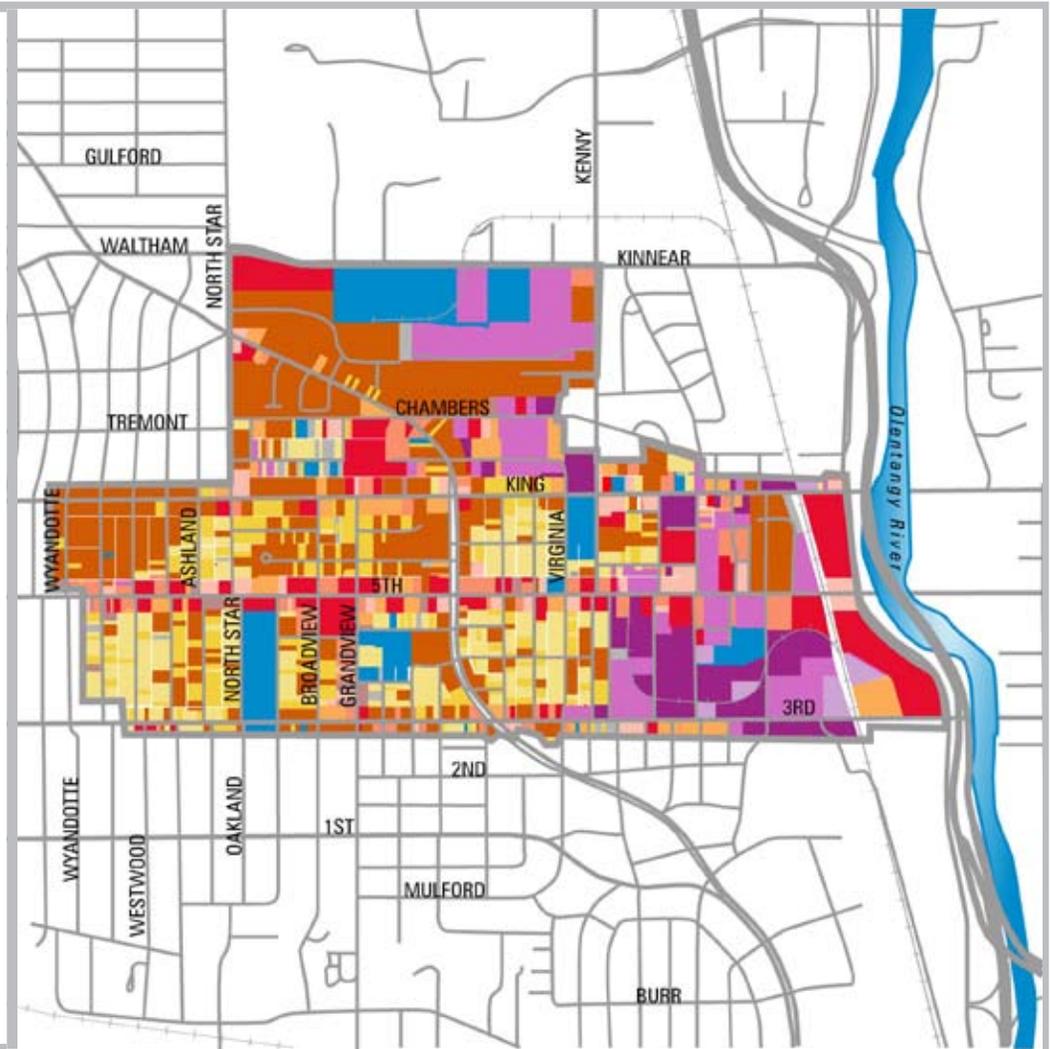
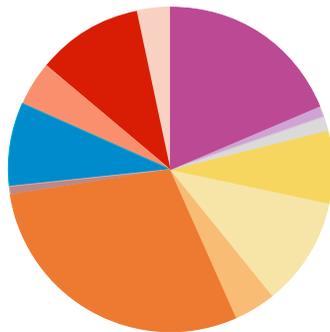


Chart 1. Existing Land Use

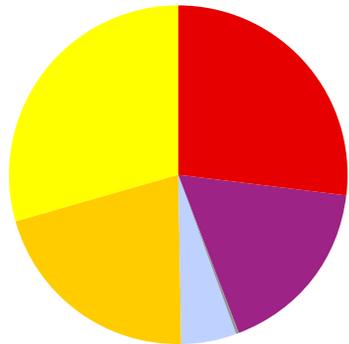


Commercial (Auto-Related) 3.08%	Mixed Use 0.84%	Two-Three Family 7.42%
Commercial (Community) 10.69%	Multifamily 29.31%	Utilities Railroad 1.25%
Commercial (Neighborhood) 4.53%	Office 4.11%	Vacant 1.15%
Institutional 8.22%	Single Family 10.66%	Industrial 18.75%

Existing Zoning

The majority of the planning area is zoned manufacturing, commercial and residential (See Chart 2 and Figure 3). The Fifth Avenue corridor is zoned almost entirely commercial. The Third Avenue and King Avenue corridors have pockets of commercial zoning mixed with single family, multifamily residential and manufacturing zoning classifications. Land on the west side of Kenny Road is zoned manufacturing. The portion of Clinton Township in the planning area is zoned under the Franklin County zoning resolution.

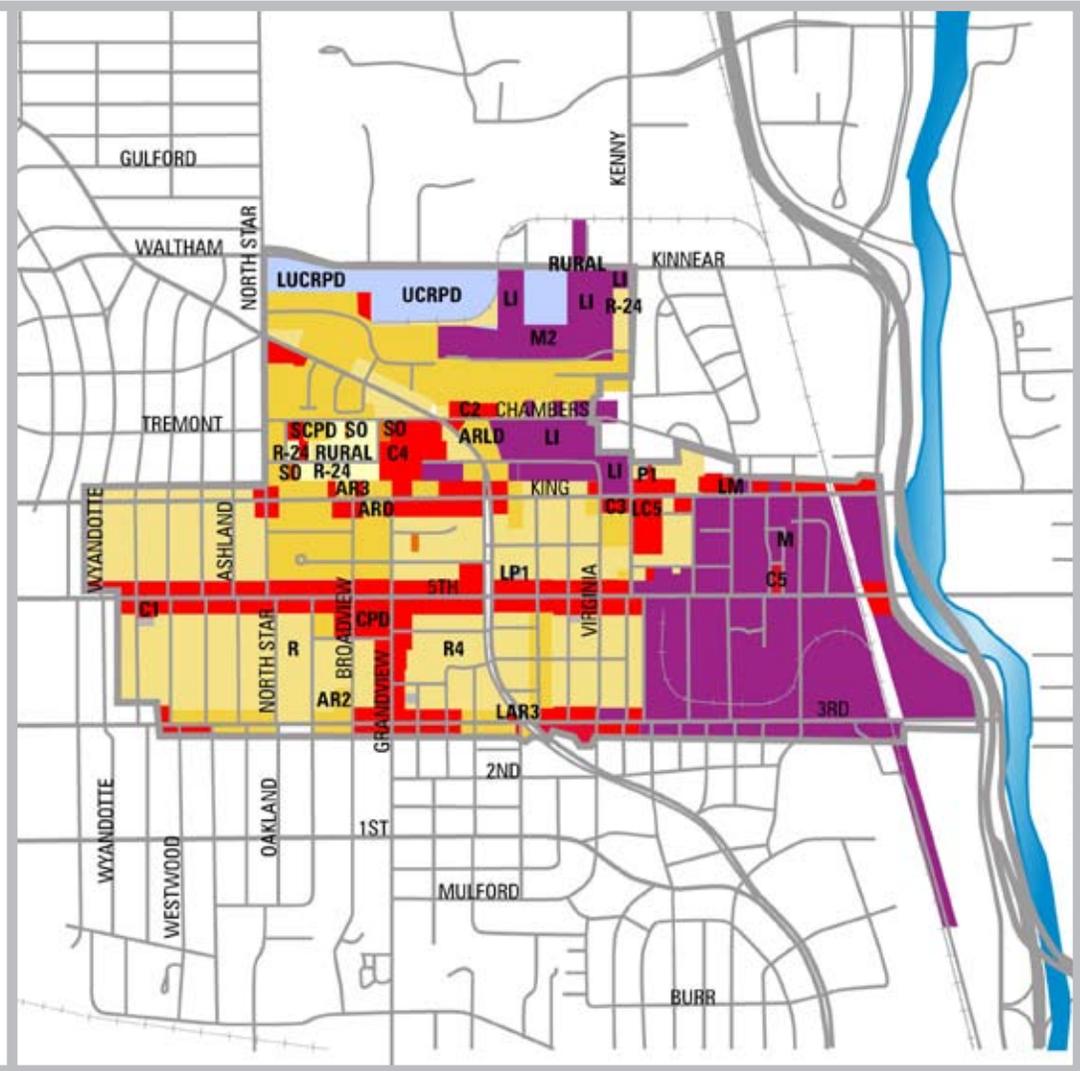
Chart 2. Existing Zoning



- Research Park 5.33%
- Multifamily 20.6%
- Residential 29.40%
- Parking 0.27%
- Commercial 17.22%
- Manufacturing 27.11%

Figure 3 Existing Zoning

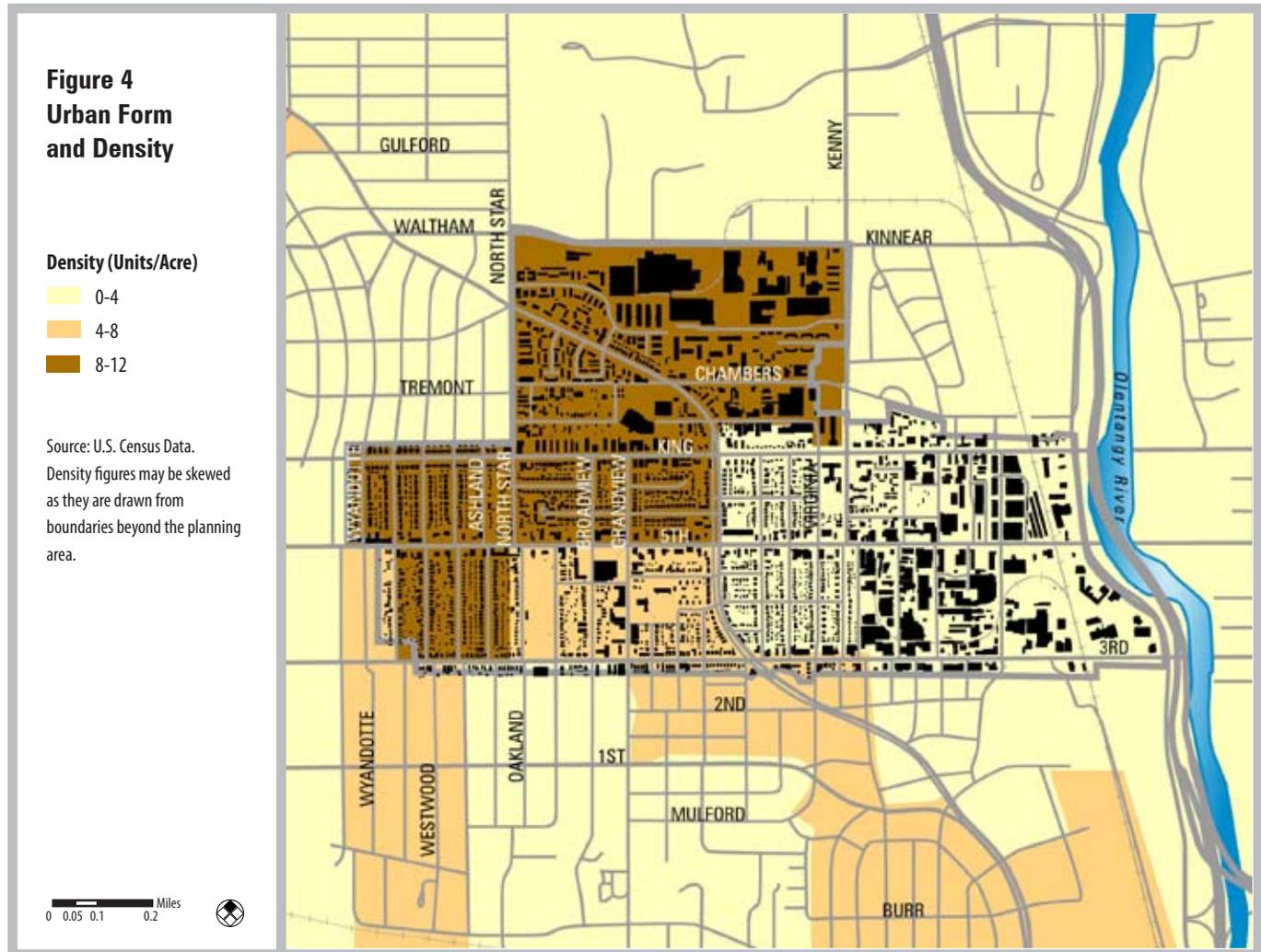
- Commercial
 - Manufacturing
 - Multifamily
 - Parking
 - Research Park
 - Residential
- Clinton Township Zoning**
- Industrial
 - Residential
 - Rural Residential
 - Commercial
 - Office



Urban Form

The urban form of the Fifth by Northwest neighborhood is relatively typical of post World War II neighborhoods in that it consists of a traditional grid street pattern, intermingled single family and multifamily residential development, with neighborhood based commercial uses on its primary road corridor, Fifth Avenue (Figure 4). Somewhat unique aspects of its urban form are the industrial areas located at the eastern portion of the planning area, and the developing university research/office campus located at the northern portion of the neighborhood. The housing density pattern in the planning area consists of smaller scale multifamily buildings in the range of eight to 16 units per acre interspersed with single family and two-three family structures with densities up to eight units per acre. Higher density multifamily development in the form of apartment complexes are found north of King Avenue and in other select areas.

The planning area includes four primary road corridors- King Avenue, Fifth Avenue, Third Avenue and Northwest Boulevard. Olentangy River Road is another major commuting corridor on the planning area's eastern edge. The Fifth Avenue corridor is predominantly commercial, office, and industrial uses and provides a strong east-west connection for the commuter. It displays an array of inconsistent development patterns and architectural styles and materials. Northwest Boulevard maintains elements



of a traditional “parkway” with its grassed median and architecturally significant multifamily buildings. The western portions of Third Avenue and King Avenues are predominantly residential, while the eastern

portions are characterized by commercial and industrial uses. Kinnear Road is another east-west connection and is primarily institutional with OSU research facilities.

Transportation

The major streets in the planning area included in the Columbus Thoroughfare Plan (1993) are presented in Table 6. Average daily traffic counts for the planning area are illustrated in Figure 5. The highest traffic counts are generally found on Olentangy River Road and Fifth Avenue. Alternative modes of transportation for the planning area are available from Central Ohio Transportation Authority (COTA) bus service. Two local routes, Route 3-Northwest Boulevard and Route 5-W Fifth Avenue provide transit to Downtown. Route 84- Arlington/ OSU Lennox/Grandview provides transit to other parts of the city. The Olentangy Trail borders the eastern side of the planning area. Sidewalks are generally located along most road corridors in the planning area. But gaps exist along portions of Northwest Boulevard, Third Avenue to the east of Edgehill Road, and other areas.

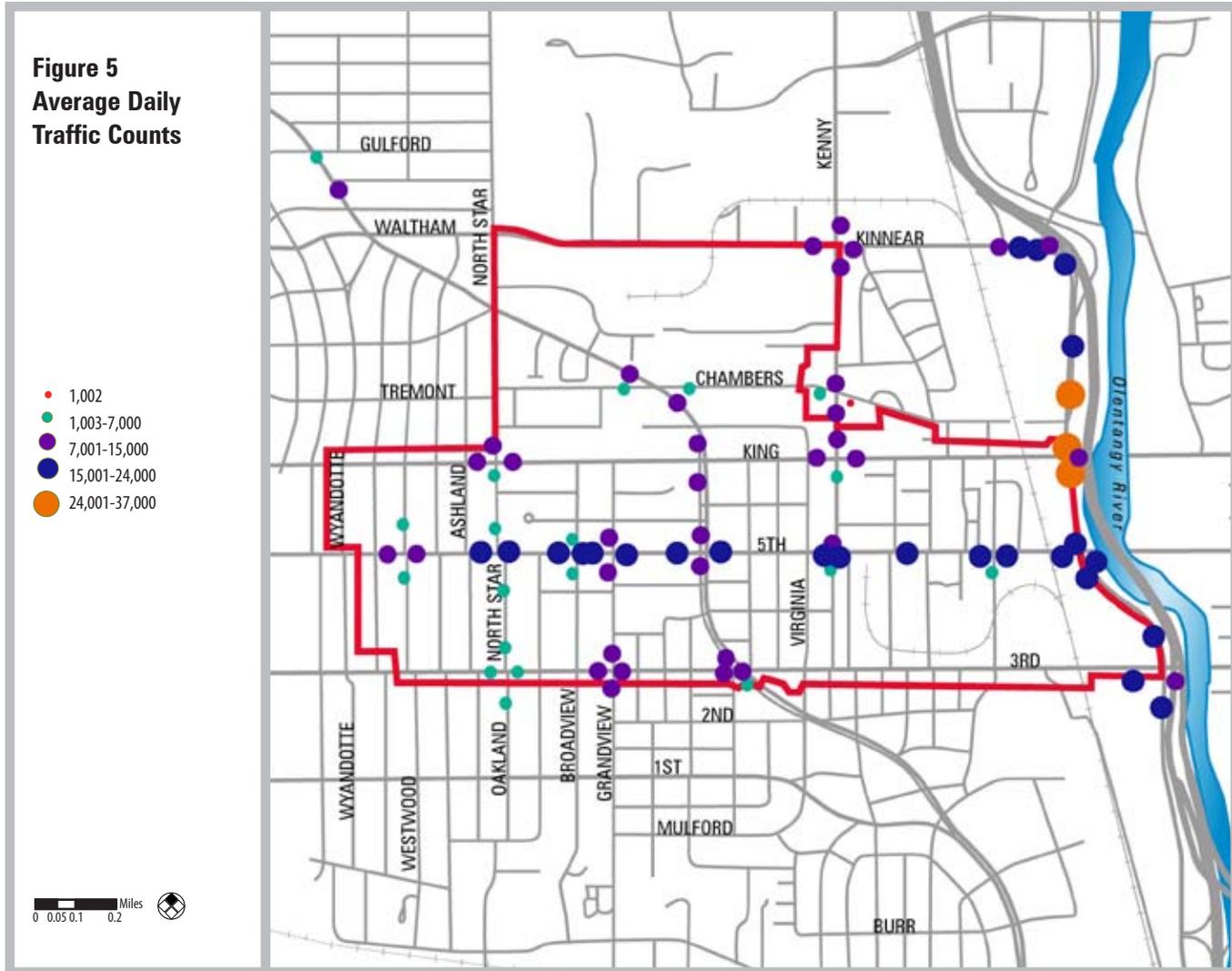


Table 6. Major Streets and Their Classifications.

Street	Classification	Description
Northwest	4-2D	Four moving lanes with median divider.
Fifth Avenue	4-2	Two-way streets that include four moving lanes.
Third Avenue	C	Two moving lanes and two parking or additional moving lanes in two directions
King Avenue	C	Two moving lanes and two parking or additional moving lanes in two directions.
Kinnear Road	C	Two moving lanes and two parking or additional moving lanes in two directions.
Grandview Avenue	C	Two moving lanes and two parking or additional moving lanes in two directions.

Community Facilities

There are no city of Columbus recreation or park facilities within the planning area. Most of the residents take advantage of the park systems in neighboring jurisdictions. The Olentangy Trail is located at the eastern edge of the planning area, but an adequate connection to the trail is lacking.

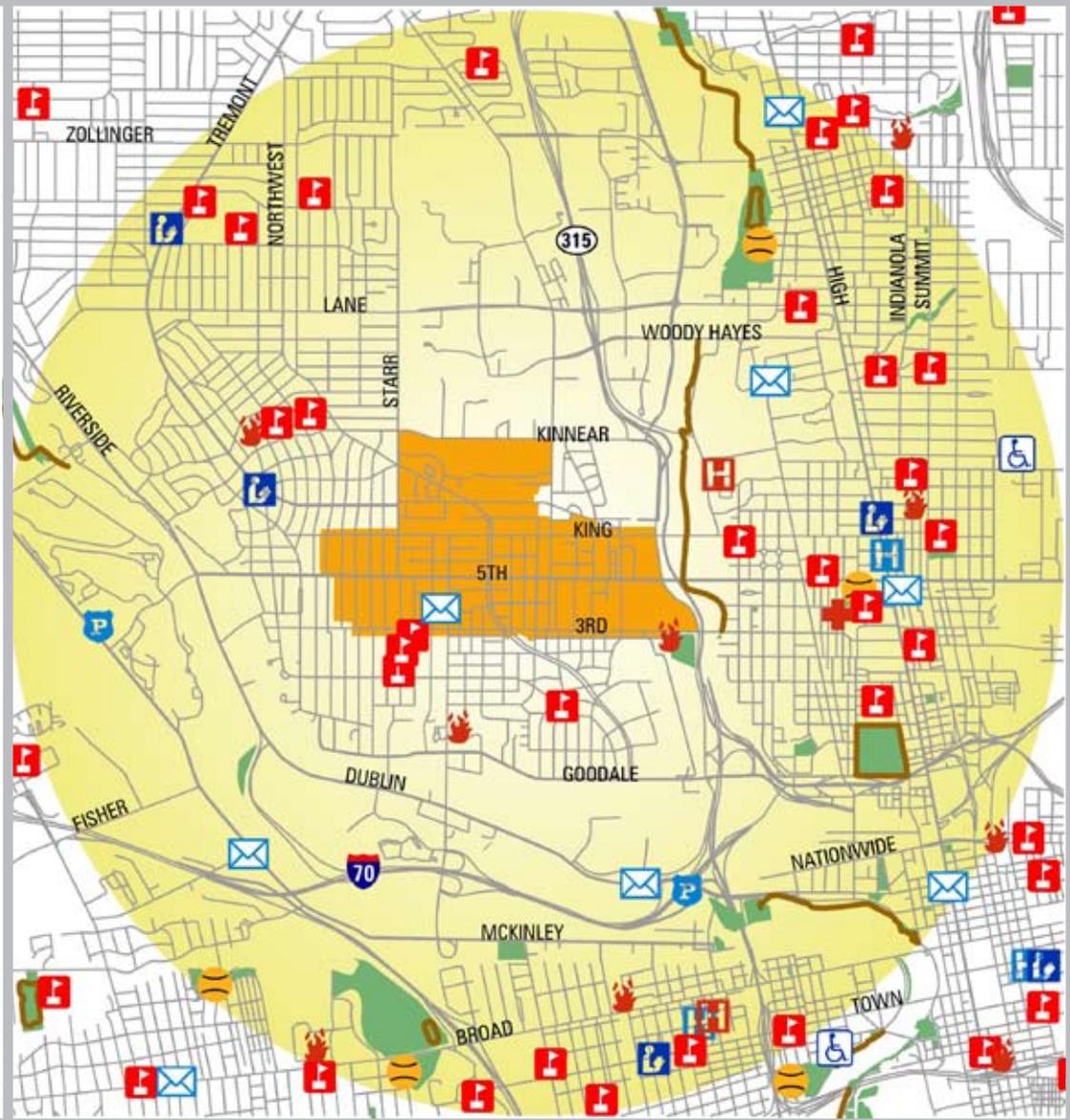
There are no Columbus City School facilities located within the planning area. Elementary, middle, and high schools that are a part of the Grandview Heights public school system are located nearby to the planning area. The athletic field of Grandview Heights High School is within the planning area and is the only significant available open space. Other community facilities including a library, healthcare centers, fire station, and hospitals are within a three mile radius of the planning area (Figure 6).



Public workshop.

**Figure 6
Community Facilities**

-  Public Libraries
-  Post Offices
-  Fire Stations
-  Hospitals
-  Health Centers
-  Police Substations
-  Recreation Centers
-  Schools
-  Senior Centers
-  Urgent Care
-  Trails
-  Parks
-  Planning Area



Public Input

A summary of public input provided at the early stages of the planning process is presented below. The input consists of interviews that were conducted of ten neighborhood stakeholders that were identified by the Fifth by Northwest Area Commission and community input provided at the first public workshop for the plan.

Stakeholder Interviews

The following is a summary of the *Fifth by Northwest Neighborhood Plan* stakeholder interviews.

- There is a true mix of uses throughout the planning area, which is both a positive and a negative; this allows for a variety of businesses within walking distance for residents, but also leads to disparate uses that may have conflicts with surrounding residential areas.
- In terms of residential land use, respondents felt that the area has a mix of housing types but would like to see more single family housing.
- The industrial area in the east of the neighborhood may be a good location for redevelopment, in conjunction with the Grandview Yard development.
- The neighborhood could benefit from improvements to the urban form; problems include lack of architectural consistency, no definitive gateways, lack of a consistent streetscape, and pockets of development that do not contribute to the streetscape.
- There is a need for development guidelines and/or an overlay in the neighborhood, as new development is haphazard.

- The area has a functional transportation system, with a true urban grid of streets, and is well connected to the city as a whole (Downtown, OSU, and freeways).
- Auto transportation problems in the area include congestion and speeding on major corridors.
- The area is highly walkable and has a large amount of pedestrian and bicycle traffic; it could benefit from better sidewalks, bikeways, and connections to the Olentangy Trail.
- The area is in need of more green space, in terms of parks and better landscaping and street trees.
- There is a stable mix of small businesses in the neighborhood that the community is supportive of, but the area could benefit from a better variety of businesses.

Public Workshop Feedback

The first plan public workshop provided the public the opportunity to identify top priorities and concerns. A total of 589 pieces of input were received at the workshop. Top priorities and concerns identified were:

- Increase and preserve green space.
- Improve walkability of neighborhood.
- Develop design standards for commercial buildings.
- Streetscape improvements are needed.
- Increase local businesses in the neighborhood.
- Keep the neighborhood “as is”.
- Bicycle related improvements are needed.



Public workshop.

- Traffic speeding problems are a concern.
- The existing diverse mix of businesses is a strength of the neighborhood.
- Improve the identity of the neighborhood.
- Traffic congestion is a concern.



Element 3

PLAN RECOMMENDATIONS

Element 3

PLAN RECOMMENDATIONS

The Plan Recommendations element includes four overall development principles that address each of the primary planning priorities that will guide future growth and development, including land use, transportation, housing, and community facilities. The Plan Recommendations element is an outgrowth of staff analysis and guidance from the Working Committee and the public input summarized in the Introduction. The resultant development principles, policies, guidelines and strategies respond to the identified needs and priorities and are consistent with overall city of Columbus development related policies. Each of the four development principles are followed by supporting policies and guidelines/strategies. Land Use, Urban Design, and Transportation plans are included within the body of this text along with pictures and renderings that illustrate recommended policies. Development concepts that illustrate preferred development patterns are provided at the end of this section of the plan.

Principle 1:

Neighborhoods will have a vibrant mix of uses.

Land use defines how a property and/or a building is used — single-family residential, a business, or mixed use in the same building (for example, retail on the first floor and residential on upper floors). For neighborhoods to be sustainable over the long term, ensure stable property values, and provide for the needs of the residents for goods and services, it is critical that a vibrant mix of uses is provided. This means that all people can live or rent in a neighborhood, can find the goods and services they need within their neighborhood, and may

even be employed in their neighborhood. This rich mix of uses provides for a stable economic base. It also supports walking and biking as options to driving, provided densities are sufficient to encourage such transportation options (such as short walking distances between a home and shops).

The Land Use and Urban Design Plans (Figures 7 and 8) illustrate recommended land uses that support the principle of a vibrant mix of uses. Mixed use development is recommended for Fifth Avenue, King Avenue (east of North Star), Third Avenue (east of North Star), and Grandview Avenue (south of Fifth). This is in recognition of the existing development character in these corridors. Over time, the mixed use recommendation will contribute to creating even more vibrant and walkable business districts.

The Land Use and Urban Design Plans recommend preservation of existing residential areas, noted as Medium Density Mixed Residential and Single/Two Family on the Land Use Plan. This ensures that the current character and density patterns of these neighborhoods are maintained. Future residential redevelopment should not adversely impact this pattern.

The Industrial District on the eastern portion of the planning area and the area to the north of Chambers Road (“Tech District”) are recommended as employment centers. These districts are critical economic centers for the city.



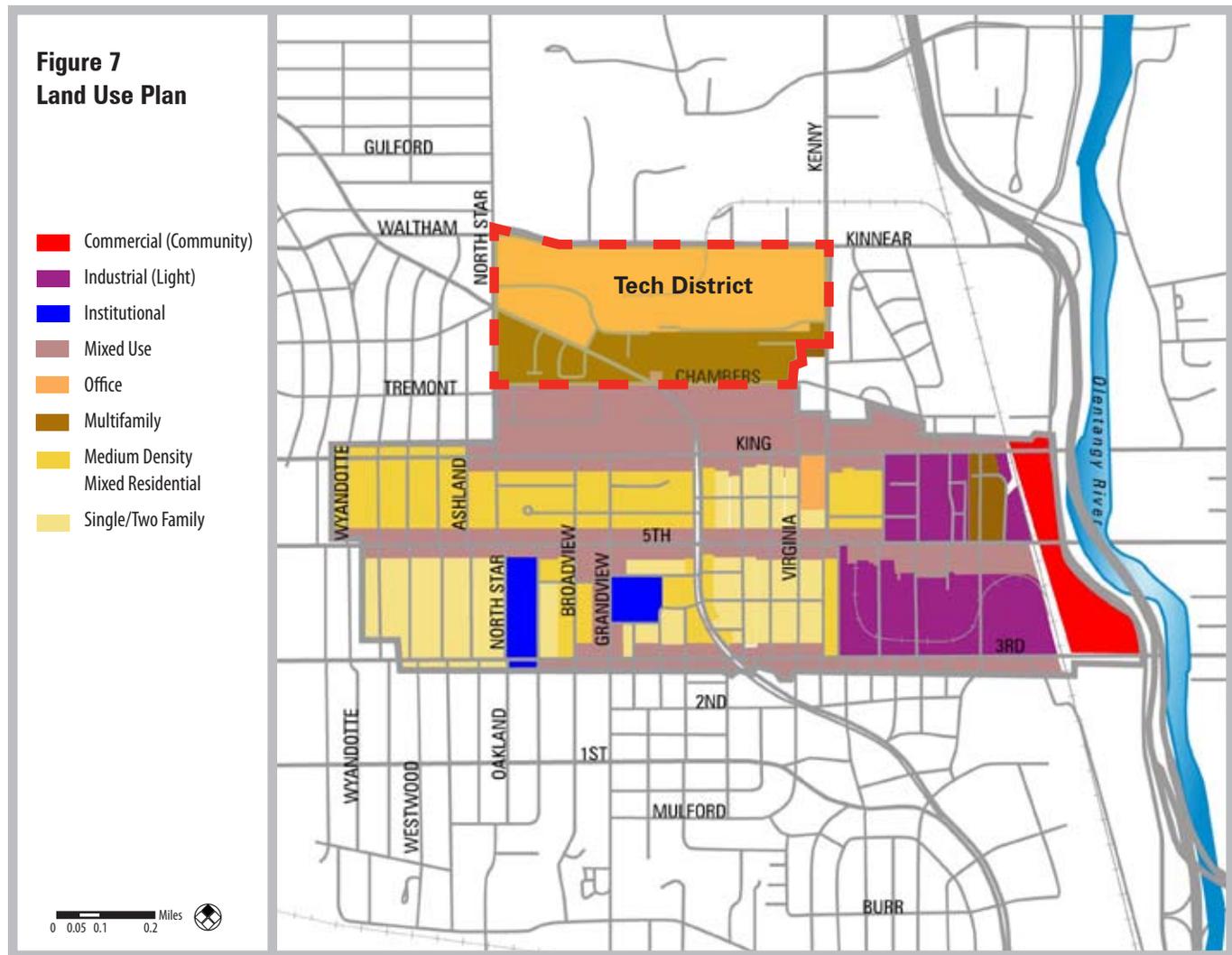
Examples of a mixed use project appropriate for Fifth Avenue.

Policy:

Mixed use development should be common on Fifth by Northwest's primary corridors and include multifamily housing, neighborhood-scale retail, offices, and other services that contribute to a walkable environment.

Guidelines/Strategies

- Mixed use (retail, office, multifamily) is recommended for Fifth Avenue and Grandview Avenue (south of Fifth). The intersection of Fifth and Northwest and Fifth and Grandview should be the focus of the most intense neighborhood activity, expressed in the form of higher densities and intense commercial buildings. The intersection of Northwest and Chambers may also serve as a mixed use redevelopment opportunity.
- Mixed use (office and multifamily) is recommended for King Avenue to the east of North Star Road, with Medium Density Mixed Residential recommended to the west of North Star Road. New retail should be limited to the sites of existing retail (such as at the intersections of King Avenue and Northwest Boulevard and King Avenue and North Star Road) or as part of a new mixed-use project, such as integrated within a single building (no new stand-alone retail).





Mixed use and multifamily projects that are appropriate on the neighborhood's primary corridors.

Policy:

Higher densities should be focused on the area's primary corridors [Fifth Avenue, Grandview Avenue (south of Fifth Avenue), Third Avenue (east of North Star), and King Avenue (east of North Star Road)] in order to support transit and neighborhood retail, encourage a more walkable environment, and preserve the nature of the existing neighborhoods.

Guidelines/Strategies:

- Higher density multifamily uses should be located on Fifth Avenue, Grandview Avenue (south of Fifth Avenue), Third Avenue, and King Avenues and follow the density recommendations given below. These density recommendations are to be used as general guidelines. Each development application must be reviewed on a case by case basis, judged on its own merits and must consider the specific site and the site's context (adjacent uses and development pattern).
 - Residential densities along King Avenue and Third Avenue (to the east of North Star Road) should range from 16-25 dwelling units per acre.
 - Residential densities along Fifth Avenue and Grandview Avenue (south of Fifth Avenue) should range from 25-55 dwelling units per acre.
 - Highest range of the density numbers given above should be located at the primary intersections of these corridors (Northwest and Third, Fifth, and King, and Grandview Avenue and Third and Fifth).
 - Higher densities may be considered in the case that structured parking is provided.
- As indicated, these density numbers are intended to serve as a general guideline and each development must be judged on its own merits. Proposals that include the highest end of the density ranges recommended above should be particularly scrutinized in regard to their contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architecture.
 - Building heights of two-story or higher are generally recommended for Fifth Avenue and Grandview Avenue (south of Fifth). Higher building heights (more than two stories) are recommended for the eastern portions of Fifth Avenue, with one and two story buildings for the western portions to reflect the existing pattern.
 - Areas recommended for Single/Two Family uses should be preserved for single family homes and doubles, recognizing any existing fourplexes that exist within those areas.
 - Densities in the areas designated Medium Density Mixed Residential should generally be maintained at their existing levels. The future development pattern should reinforce the existing mix of single family, doubles, and fourplexes. Somewhat higher densities and buildings with more than four units per building may be considered for areas designated Medium Density Mixed Residential that are directly adjacent to the Fifth Avenue and Grandview Avenue (south of Fifth) corridors. Proposal for multifamily development in the Medium Density Mixed Residential areas must demonstrate that they will not adversely impact the existing nature of the area and be consistent with the residential design guidelines from this plan.

Policy:

The Industrial District should continue as an employment center.

Guidelines/Strategies:

- Future land uses in the Industrial District may include light industrial (not heavy industrial), research, laboratory, or mixed use.
- Mixed use should only be supported in the case it consists primarily as office uses with any residential or retail as ancillary uses that are supportive of the employment base. Stand alone retail will not be supported. Residential will only be supported in the case it is developed concurrently with office uses.
- Buildings should not be higher than six stories. Floor area ratios of two or higher are recommended. A goal of 10 to 20 jobs per acre should be pursued.

Policy:

The area to the north of Chambers Road should be redeveloped as a future “Tech District” consistent with the developing vision for Sci-Tech.

Guidelines/Strategies:

- Future land uses in the Tech District may include light industrial (not heavy industrial), research, laboratory, or mixed use.
- Multifamily is recommended for the area bounded on the west by North Star Road, on the north by Northwest Boulevard, Presidential Drive and Steelwood Road, on the east by Kenny Road, and by Chambers Road on the south. Redevelopment of existing multifamily uses into new mixed use development with a diversity of residential densities and supportive of a walkable Tech District would be supported.

- Office is recommended for the area north of Presidential, Steelwood and Northwest Boulevard and south of Kinnear Road.
- Mixed use should only be supported in the case it consists primarily as office uses with any residential or retail as ancillary uses that are supportive of the of employment base. Stand alone retail will not be supported. Residential will only be supported in the case it is developed concurrently with office uses.
- Development in this area should seek to optimize job densities to foster job densification and mixed used. Floor area ratios of two or higher are recommended. A goal of 10 to 20 jobs per acre should be pursued.
- Future development in the Tech District should maintain existing and seek to establish new connections to the surrounding areas for autos, pedestrians, and bicyclists.
- Mixed uses, including office, light industrial, and multifamily residential uses are recommended for the area south of the Tech District between Chambers Road and Chesapeake, with the office and multifamily uses recommended for the area generally to the west of Northwest Boulevard, and the office, light industrial, and multifamily uses for the area generally to the east of Northwest Boulevard.



Examples of potential development form and style in the Industrial and Tech Districts.



Example of open space area developed as part of a multifamily development.

Policy:

A neighborhood park, community park or recreation facility (public or private) should be located within one-half mile of all residents.

Guidelines/Strategies:

- Where feasible, consideration should be given to the joint use of schools, churches, and recreational facilities.
- As development occurs within the planning area, opportunities to develop parks and include green space should be explored.
- Opportunities to enhance connections to adjacent recreation areas and green space should be explored.
- Wherever feasible new housing developments should provide for on-site open space to meet the passive recreation needs of the development's occupants.



Example of carriage house.

Principle 2:

Neighborhoods will have an increased range of housing options.

The sustainability of each neighborhood is enhanced when a full range of housing options is provided to current and future residents. People from a variety of economic backgrounds should be provided options for owning or renting their home. Ensuring that people can live in their chosen neighborhood throughout their lives because of a broad range of housing options is important to maintaining the long term stability of each neighborhood. Mixing housing types and products can also provide for a stronger and more stable housing market overall. Future housing development in the Fifth by Northwest neighborhood, particularly multifamily housing on the planning area's primary corridors, offers the opportunity for the development of future entry level, "empty nester", and workforce housing that can take advantage of close proximity to employment centers and transit service.

Policy:

New residential developments should offer a range of housing types, sizes, and price points.

Guidelines/Strategies:

- New development on Fifth Avenue, Grandview Avenue (south of Fifth), Third Avenue, and King Avenue should include residential products that include entry level, "empty nester" or workforce housing.
- Where adequate space is available, an accessory structure, such as a backyard apartment over a garage (or a carriage houses) may be considered to expand the range of housing options, but abide by the density and design considerations given in this plan to ensure that areas with single family homes maintain their current overall character.



Example of bike lane.

Policy:

Arterials and collectors should make accommodations for bicycling according to adopted bike plans.

Guidelines/Strategies:

As recommended in the *Bicentennial Bikeway Plan*:

- A Shared Road Campaign should be implemented on Fifth Avenue.
- Bike lanes should be investigated for Third Avenue and King Avenue.
- A bike path should be investigated for North Star Avenue.

Additional Recommendations:

- Explore potential for developing a multipurpose asphalt trail on one side of Third Avenue and perhaps Northwest Boulevard. Any existing driveways may be a constraint related to the development of such a trail in either or both of these areas.
- Establish a connection to the Olentangy Trail.
- Consider other bicycling related improvements that will coincide with Grandview Bicycle Plan recommendations. One particular consideration is a bicycle route that will provide an ultimate connection to the planned "Hilltop Connector".

Policy:

Neighborhoods should have an interconnected street and sidewalk system with connections to existing and future residential, commercial, civic and cultural areas, and to existing and planned paths and trail systems.

Guidelines/Strategies:

- Sidewalks should be constructed at the following locations, as identified in the Safewalks Program: Third Avenue, King Avenue, Northwest Boulevard, Chambers Road, Olentangy River Road, North Star Avenue, King Avenue, Aschinger Boulevard.
- Existing street and alley grids should be maintained.

Policy:

Road improvements and enhancements should be "context sensitive" and contribute to a pedestrian friendly, walkable environment.

Guidelines/Strategies:

- Pedestrian and bicycle facilities and amenities in the public right-of-way should be implemented, including wider sidewalks, street trees, pedestrian-scaled lighting and signs, landscape, bike racks, and street furniture where funding and right-of-way is available.
- Bike racks should be installed as part of commercial, office, mixed use and multifamily developments at a rate of one rack for every 20 auto spaces for commercial/office and one rack for every two auto spaces for multifamily developments with eight or more units.
- Pedestrian and bikeway connections should be provided to transit stops, commercial centers, local schools, and the emerging regional trail system.

- Road improvements should be consistent with relevant Complete Streets policies and guidelines.
- Primary intersections should be improved for pedestrians. Potential treatments include crosswalks delineated with an alternative pavement material, such as brick or textured/colored pavement, timers to notify how much time is available before the light changes, enhanced signage, and/or bumpouts where feasible. Further action to evaluate new crosswalks and enhance existing crossing locations is needed. The following crosswalks in particular should be considered for enhancements: Fifth Avenue and Northwest Boulevard; Fifth Avenue and Grandview Avenue, Northwest Boulevard and Chambers Road, and Olentangy River Road and Fifth Avenue.
- Street trees are recommended on all public and private streets, as approved by the city of Columbus Forester.
- Portions of Fifth Avenue should be considered for a “Road Diet” in order to slow traffic and allow for the possible inclusion of additional parking and/or bicycle facilities.
- Gateways should be developed at locations identified on the Urban Design Plan. Further analysis is required to confirm these locations or consider alternative sites.

Policy:

Parking needs should be balanced with the goals of reducing development’s impact on the natural environment, creating a more walkable neighborhood, and encouraging the use of transit.

Guidelines/Strategies:

- On-street parking should be provided along street frontages consistent with city transportation policies.
- Parking should be hidden to the greatest extent possible (located to the rear or side of a building).
- Parking reductions may be appropriate for higher density, mixed use projects along Fifth Avenue, Grandview (south of Fifth), Third Avenue and King Avenue and/or other commercial areas served by transit.
- 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 city of Columbus.



Example of textured cross walk pavement.



Example of “Road Diet” that incorporates bike lanes and a planted median.



New development built to Urban Commercial Overlay standards.



Example of change of color and building materials.

Principle 4:

New development will respect community character and historic features.

New investment and development is very important to ensure the long term economic viability of all neighborhoods. Such activity indicates that neighborhoods are safe places to invest private funds, while also providing necessary facilities that benefit the residents (new shops, places to work, places to live). But new development should also respect the character of surrounding buildings and neighborhood as a whole. New buildings should add to the built environment, sometimes even creating new iconic structures. Historic features should also be respected, even integrated into new development as the built environment organically evolves over time. Continued development is certain for the Fifth by Northwest neighborhood. Design guidelines for this future development are a key factor in ensuring it makes a strong contribution to the overall goals of the plan.

Policy:

New commercial and mixed use development should utilize sound design to ensure that it accommodates the pedestrian and bicyclist and is integrated with the existing fabric and scale of the given neighborhood.

Guidelines/Strategies:

- Consider the development of commercial overlay designations for the Fifth by Northwest neighborhood. Considerations include the Urban Commercial Overlay on Fifth Avenue and Grandview Avenue (south of Fifth) and the Community Commercial Overlay on Olentangy River Road. The Urban Commercial Overlay may also be appropriate for intersections with commercial or mixed use development, including the intersections of Northwest Boulevard and Third, King, and Chambers.
- Until such time that an overlay may be implemented, the following guidelines should be utilized in the review of commercial and mixed use development applications in the planning area :
 - A consistent level of detailing and finish should be provided for all elevations of a building (“four-sided” architecture).
 - Flat, plain building walls should be discouraged. This should be accomplished 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 in length 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 to mimic traditional storefront widths, consist of 60% or more glass windows between the height of two and ten feet 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 city. These interpretations should be similar in scale and overall character to historical precedents, but should differ in terms of detailing.
- Taller or denser development is not necessarily inconsistent with older, lower density neighborhoods but must be designed with sensitivity to existing development.
- Leadership in Energy and Environmental Design (green building) technologies are encouraged for commercial buildings.
- Signs are recommended to be placed and sized on buildings such that they are in keeping with the scale and size of the building facades and general streetscape so as not to obscure or interfere with architectural lines and details.
- Freeway, pole signs, billboards, “sign benches,” roof signs, larger overhanging signs, LED and other such electronic or digital signs, or excessively large signs that interfere with visual character are discouraged.
- Lights should be fully shielded and recessed and directed downward to enhance safety without glare, hot spots, or spill light to adjacent properties.
- Buildings should be designed to address the street and enhance the pedestrian experience. Examples include the use of outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground floor level.
- Buildings should be generally 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.
- Convenient, safe, well marked, and attractive pedestrian connections should be provided from the public street to commercial, office, mixed use and multifamily building entrances.
- Adjacent parking lots should provide pedestrian connections to better utilize parking spaces in an area where parking is limited.
- New development should be restricted to the area between the street right-of-way and the parallel alley.
- Consider efforts to “brand” neighborhood districts (e.g., “The Rails”).



Examples of appropriate signage and outdoor dining that enhances the pedestrian experience.



New housing should be compatible with existing historic design.

Policy:

Landscaping and screening should be utilized in order to minimize the impact of non-residential development on adjacent residential uses.

Guidelines/Strategies:

- 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 industrial development from residential. Native species are recommended for all landscaping.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.
- All trees (including street trees) should meet the following minimum size at the time of planting: shade trees 2 1/2 inches caliper; ornamental trees 1 1/2 inches caliper; and evergreen trees five feet in height. Tree caliper is measured six inches from the ground.
- All trees and landscaping should be well maintained. Dead items should be replaced within six months or the next planting season, whichever occurs first. The size of the new material should equal the size of the original material when it was installed.
- All parking lots visible from roadways should be screened with a continuous four foot high wall, decorative fence or hedge that reaches a minimum 75% opacity within five years. Walls should reflect building architecture and material.
- Parking lots should be planted with shade trees (2 1/2 inches minimum caliper) at a minimum of one tree per ten parking spaces. At least half the trees should be located within the interior

of the parking lot. A minimum soil area of 162 square feet should be provided for each tree to ensure long term viability.

- Alternative methods to manage stormwater should be considered e.g., bioswales, vegetated swales, native landscaping, naturalized detention and retention basins, other. Refer to *City of Columbus Stormwater Drainage Manual*.
- Trees greater than six inches in caliper should be protected during and after construction, such as protecting the tree root zone and limiting changes to slope.

Policy:

Residential design guidelines should be used to protect the long-term quality and value of the community.

Guidelines/Strategies:

- New housing design, housing additions and garages should be compatible with adjacent nearby historic housing design, and measured in terms of similar height and width, window and doors, setbacks, architectural style (architectural style does not need to be duplicative), and other features.
- New development, particularly within residential areas, should maintain existing lot sizes and utilize building types compatible with historic building stock as a means toward preserving the existing neighborhood character.
- The primary facade of new housing should face the public street.
- Any new garage should be located behind the house if the site can be accessed by an alley.
- Leadership in Energy and Environmental Design (green building) technologies are encouraged for residential buildings.

- Any new multifamily buildings in areas recommended for Medium Density Mixed Residential uses should be designed to resemble existing historic multifamily buildings (rowhouses) in terms of scale, massing, height, doors, windows, and architecture, and be limited to dwelling unit counts that are similar to existing historic multifamily development. As previously indicated, buildings with dwelling unit counts higher than those in existing buildings may be considered for areas designated Medium Density Mixed Residential that are directly adjacent to the Fifth Avenue and Grandview (south of Fifth) corridors. In such cases, consideration should be given to a building design consistent with a series of smaller unit count buildings. Buildings or portions of buildings taller than existing historic structures (including ground level parking) should be located to the rear of the site, adjacent to the high intensity mixed use district.
- New houses should include front porches that are at least eight feet deep.
- Any landmarks are recommended to be preserved and protected from the adverse impacts of adjacent development.



Example of multifamily housing that contributes to street life through the use of front stoops, and other means.

- New construction should complement any adjacent landmarks by taking visual and design cues, and should not visually compete with any adjacent landmarks.
- Housing developed on the primary corridors (Fifth, Grandview (south of Fifth), King, Third) as multifamily or mixed use/ multifamily development should include design treatments such as the use of front stoops and/or porches, having primary building entrances fronting the street, the use of balconies that face the street, small plazas, etc to ensure they contribute to street life.

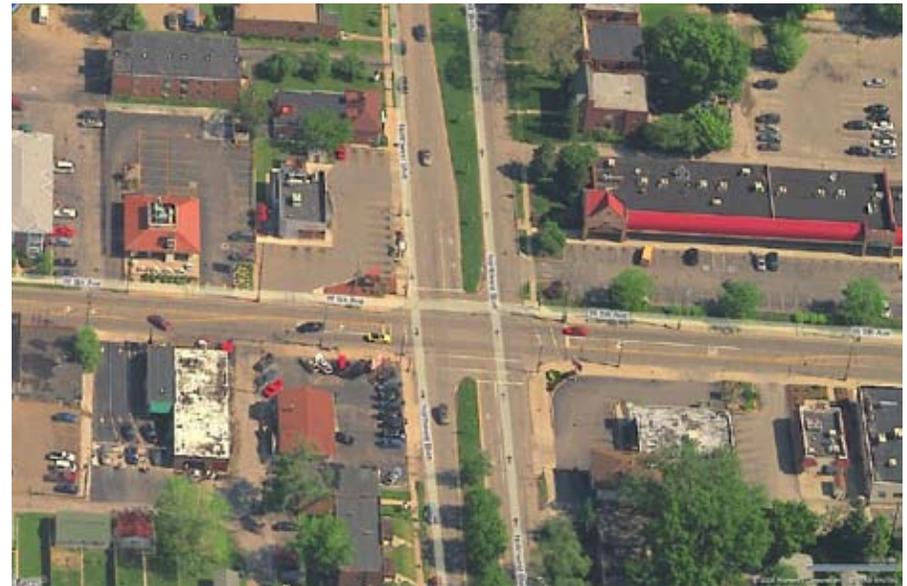
Development Opportunity Sites

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

Fifth Avenue and Northwest Boulevard

Existing

Existing development at the intersection of Fifth Avenue and Northwest Boulevard consists primarily of low density, auto-oriented suburban style commercial strip development (see photo below). Parking is provided in the front of the buildings, which are generally single-story retail structures.



Existing development at the intersection of Fifth Avenue and Northwest Boulevard.



Concept

The development concept includes multi-story buildings that potentially include retail, office, and residential uses (see two renderings on the left). The development's strongest focus is at the intersection. Access is primarily provided through the existing alley network, and parking is provided to the rear of the buildings. A parking structure is illustrated behind the development at the northeast corner. It is important to note that structured parking would only occur in the form of a private development to serve any proposed development. While the parking structure would make more efficient use of the land and allow for a more intense development pattern, a similarly designed, less intense development could occur without a parking structure. Overall, the illustrated concept is consistent with design standards from the city's Urban Commercial Overlay. The public indicated strong support for this concept during the planning process. Guidelines consistent with those illustrated in this concept are recommended for future development along Fifth Avenue and Grandview Avenue (south of Fifth Avenue).



Development concept for the intersection of Fifth Avenue and Northwest Boulevard.

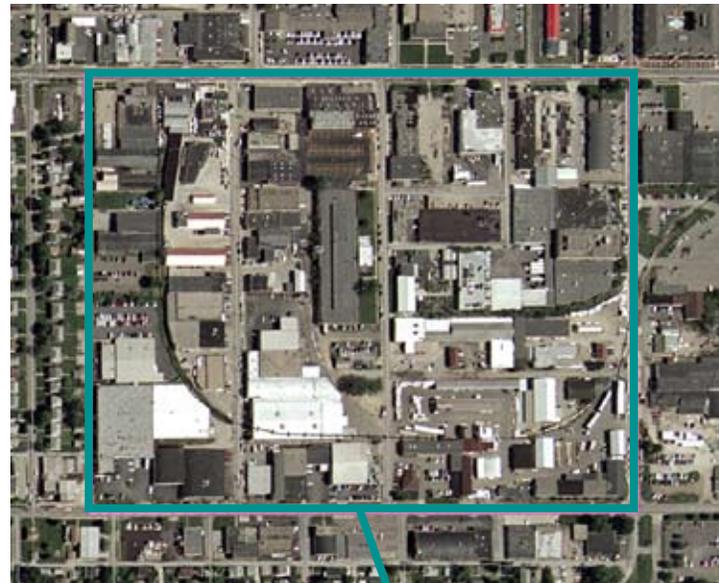
Industrial District

Existing

The second development concept is for the portion of the Industrial District bound by Oxley Avenue, Third Avenue, Edgehill Road, and Fifth Avenue on the north (see photo on the right). The area consists of approximately 50 acres and currently includes a variety of land uses including light industrial, retail, and office. Additional industrial land is located in adjacent areas to the east and north. Several hundred businesses exist in the area, but several buildings are underutilized and some land is vacant.

Concept

The development concept envisions the area continuing as an employment center, but transitioning over time to a more intense development pattern that utilizes structured parking (see concept plan on the right). Multi-story buildings would consist primarily of offices, but potentially include retail uses on the ground level supportive of the office uses. Landscaping is illustrated to enhance existing streets and any existing or remnants of past rail corridors. Live work structures are shown on the eastern edge of the area as a transition to the existing residential uses and would provide the opportunity for workers to live near jobs.



Aerial photo of the Industrial District (existing).



Development concept for the Industrial District.



Location of Bio-Science Village concept.



Developmental concept from the Bay Area Economic and Lincoln Street Studio study.

Bio-Science Village Concept

The site located immediately to the east of the area described above is also part of the Industrial District and was the focus of a development concept from a previous study conducted for the city of Columbus by Bay Area Economics (BAE) and Lincoln Street Studio. This concept is consistent with that presented to the left — a mixed use urban employment center. The following text and illustrations are drawn directly from the BAE study.

“This site, located between Grandview Heights to the south and unincorporated Clinton Township, benefits greatly from proximity to Ohio State University, Battelle, and the emerging 315 Technology Corridor. Although currently characterized by a mix of underutilized parcels and industrial uses, it is located across from a planned redevelopment of the vacant Big Bear site in Grandview. Building on one of Columbus’s key industry clusters, this concept seeks to capitalize on the opportunity to remake a small neighborhood into a lively mix of live/work lofts, scientific research space, and supporting retail uses to create a “Bio-Science Village” attractive to innovators working throughout the region. Key to this concept is the idea that this is an intentional redevelopment of an area specifically envisioned to house people working in a life sciences or creative environment located nearby but not in a downtown area.

The prototype design demonstrates a catalyst mixed use project, with a strong urban village identity. The project would mix research and office space with ground floor cafés and urban lofts attractive to the demands of creative for working, living, and relaxing in an interesting, exciting place. Key to this concept is mix of uses along the street edge. The two five-story labs, at the northwest and southeast corners, would have a strong urban design, with ground floor cafés or bookstores at the street edge to serve as gathering places. A large new parking garage located between the signature labs serves the whole area.

Just south of the lab on Edgehill, a three-story loft building with an open light well has two floors of housing over parking. On Third and Edgehill, another three story building is proposed, with ground floor retail and housing or offices above. Thirty-two “career lofts” fill the interior space of the site, with adjacent surface parking for customers and clients. The career loft product type blends residential loft living with ground floor flexible space that can serve as the office part of a unit (for customer interaction) or convert to a private home office or den.”



Rendering from the Bay Area Economics and Lincoln Street Studio study (“Bio-Science Village”).



Element 4

PLAN IMPLEMENTATION STRATEGY

Element 4

PLAN IMPLEMENTATION STRATEGY

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

Major implementation elements include:

- Organization, Education and Outreach
- Plan Amendment and Revision
- Development Review Checklist
- Chart of Action Oriented Related Recommendations

Organization, Education and Outreach

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

- Assign plan implementation to a committee of the Fifth by Northwest Area Commission. The committee would then foster the implementation of priority projects and goals from the plan.
- The Planning Division could serve as a limited resource to the committee in its plan implementation efforts. Other city departments/staff may also provide assistance as necessary.
- Committee could provide an annual report to the area commission on progress and concerns regarding the plan's implementation.
- 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 and community agencies, including community development corporations, developers, civic associations, schools, libraries, and social service agencies.

Plan Amendment and Revision

Neighborhood 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 a neighborhood plan should be considered within ten years of adoption.

Development Review Checklist

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

The development review checklist is also intended as a means to provide a clear, concise record of stakeholder input in each stage of project consideration. The development review checklists will also be maintained in a database by the Columbus Planning Division and made available to all city departments for the review of development applications.

Users of the checklist are strongly encouraged to review additional background information for each item on the checklist by referencing the relevant plan section. The "Conditions to Approval" column is intended to note specific conditions that the proposal should

incorporate in order to meet that guideline. The "Mitigating Circumstances" column should be used to note specific reasons why the proposal is not expected to meet that guideline. 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.
- Neighborhood civic associations, business associations, agencies and other stakeholders should use a checklist as an organizing element for their review and comment to the given area commission on development proposals.
- Area commissions should submit one approved checklist evaluation to the city as part of their recommendation in response to any development proposal.
- Development Department staff should use the checklist for their internal review of zoning and variance applications for consistency with the plan.
- City staff should consider the checklist submitted by an area commission in the development of a staff position or response to development proposals.
- City departments should use the checklist as community facilities and infrastructure investments are made.
- Updated or modified project proposals receive updated checklist evaluation by appropriate parties.

General Guidelines and Recommendations

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Has developer reviewed the recommendations of the <i>Fifth by Northwest Neighborhood Plan</i> ?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan? (p. 18)					
Is the proposal consistent with the Urban Design Plan? (p. 19)					
If the proposal is located on Fifth Avenue, is the proposed building height at least two stories (if on the eastern portion of Fifth Avenue) or single story or two story (if on the western portion of Fifth Avenue?) (p. 20)					
Are alternative methods of stormwater management being considered? (p. 28)					
Are trees greater than six inches in caliper being preserved (p. 28)?					
Does the proposal consider the potential of including parks, open space, and/or establishing connections to existing open space and recreation areas (p. 22)?					
Does the proposal include sidewalks? (p. 24)					
Does the proposal include bike racks? (p. 24)					
Does the proposal include pedestrian and bikeway connections to transit stops, commercial centers, and local schools, and the emerging regional trail system? (p. 24)					
Are LEED technologies being considered? (p. 27-28)					



Commercial Related Guidelines and Recommendations

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

Residential Related Guidelines and Recommendations

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Has developer reviewed the recommendations of the <i>Fifth by Northwest Neighborhood Plan</i> ?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan? (p. 18)					
Is the proposal consistent with the Urban Design Plan? (p. 19)					
Are the proposed residential densities consistent with the plan recommendations (p. 20)?					
If the proposal is within an area recommended for Medium Density Mixed Residential, is it consistent with density and design recommendations for these areas (p. 20, 29)?					
If the proposal is for a multifamily development, does it include open space for passive recreation? (p. 22)					
If proposal is for a multifamily development, does it include entry level, “empty nester”, or workforce housing? (p. 22)					
If proposal includes an accessory structure (backyard apartment or “carriage house”) is it consistent with the plan’s density and design recommendations to mitigate its potentially negative impact on the neighborhood? (p. 22)					
Is proposed housing, addition or garage design compatible with nearby historic housing design? (p. 28)					
Does proposed development maintain existing lot sizes and utilize building types compatible with historic building stock? (p. 28)					
Does the primary façade of proposed housing face the street? (p. 28)					
If proposal includes a garage, is it located behind and house with access from any available alley? (p. 28)					
Does any proposed single family or two family housing include a porch that is at least 8 feet deep? (p. 29)					
Are any landmark buildings impacted by the development being preserved? (p. 29)					
Does proposed building design “complement” any adjacent landmarks? (p. 29)					
If proposal is for multifamily on primary corridors, does the ground level adequately contribute to street life? (p. 29)					

Transportation Related Guidelines and Recommendations

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstance
Is proposal consistent with the Transportation Plan? (p. 23)					
Is the proposed road improvement consistent with any complete streets policies and provide for pedestrians and bicyclists? (p.25)					
Does the proposed road improvement provide pedestrian and bicycle related amenities? (p. 24)					
Does the proposal include bike racks? (p. 24)					
Does the proposal maintain the existing street and alley grid? (p. 24)					

Action Oriented Recommendations

The plan also includes recommendations that are action oriented. These recommendations are not utilized for the review of development applications, but are pro-active in nature and require action on the part of the Fifth by Northwest Area Commission in cooperation with the city of Columbus and other stakeholders. A chart is provided on page 41 that lists these action-oriented recommendations, referencing the plan element in which they are recommended.



It is recommended that upon adoption of an area plan, the Fifth by Northwest Area Commission utilize the chart to prioritize the recommendations. Part of the prioritization process should include discussion with the city of Columbus and any other potentially responsible parties to determine their feasibility. This information can then be used to inform the prioritization process. After priorities are established and agreed upon, the top recommendations should be addressed as part of the aforementioned committee that would take responsibility for plan implementation.

The action-oriented plan recommendations are maintained in a database by the Columbus Planning Division and made available to city departments. Said database will have the capacity to be queried by plan and the year it was adopted, recommendation type, if recommendation is funded or not, if recommendation is a rezoning recommendation, and if the recommendation would result in a capital improvement.

Action-Oriented Recommendations Chart

Recommendation	Notes/Resources
Gateways should be developed at locations identified on the Urban Design Plan.	Area Commission. Planning Division. Consider Urban Infrastructure Recovery Fund and United Way grants.
Consider the development of commercial overlay designations for the Fifth by Northwest Area. Considerations include the Urban Commercial Overlay on Fifth Avenue and Grandview Avenue and the Community Commercial Overlay on Olentangy River Road. The Urban Commercial Overlay may also be appropriate for intersections with commercial or mixed use development, including the intersections of Northwest Boulevard and Third, King, and Chambers.	Area Commission. Planning Division.
Where feasible, consideration should be given to the joint use of schools, churches, and recreational facilities.	Area Commission.
A Share the Road Campaign should be implemented on Fifth Avenue.	Area Commission. Transportation Division.
Bike lanes should be investigated for Third Avenue and King Avenue.	Area Commission. Transportation Division.
A bike path should be investigated for North Star Avenue.	Area Commission. Transportation Division.
A bike path should be investigated for one side of Third Avenue and perhaps Northwest Boulevard.	Area Commission. Transportation Division.
A connection to the Olentangy Trail should be established.	Area Commission. Transportation Division.
Consider bicycle related improvements that will coincide with Grandview bicycle plan recommendations.	Area Commission. Transportation Division.
Sidewalks should be constructed at the following locations, as identified in the Safewalks Program: Third Avenue, King Avenue, Northwest Boulevard, Chambers Road, Olentangy River Road, North Star Avenue, King Avenue, Aschinger Boulevard.	Area Commission. Transportation Division.
Bike racks should be installed as part of commercial, office, mixed use and multifamily developments.	Area Commission. Transportation Division. Private developer.
Fifth Avenue should be considered for a “Road Diet” in order to slow traffic to the speed limit and allow for the possible inclusion of additional parking and/or bicycle facilities.	Area Commission. Transportation Division.
Improve the public right-of-way with pedestrian and bicycle facilities and amenities, including wider sidewalks, street trees, pedestrian-scaled lighting and signs, landscape, bike racks, and street furniture.	Area Commission. Transportation Division.
Primary intersections should be improved for pedestrians. The following crosswalks in particular should be considered for enhancements: Fifth Avenue and Northwest Boulevard; Fifth Avenue and Grandview Avenue, Northwest Boulevard and Chambers Road, and Olentangy River Road and Fifth Avenue.	Area Commission. Transportation. Planning Division.
Street trees are recommended on all public and private streets, as approved by the City of Columbus Forester.	Area Commission. Recreation and Parks Department.
Consider efforts to “brand” neighborhood districts (e.g. “The Rails”).	Area Commission.

Notes:



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