Meeting Summary

Northwest Plan
Advisory Committee
March 22, 2006
Northwest Library

Attendees

John Baird, Woodbridge Green CA
John Best, FNWC
William Carleton, NWCA
Hilary Damaser, NWCA
Trina Dunlap, resident
Dwight Groce, NWCA
Larry and Celeste Guglielmi, residents
Christopher Holgate, Resolution Realty
Rosemarie Lisko, NWCA
Delmer Lovely, Brookside Assoc.
John Macomber, Brookside Woods
Greg Marietti, Augustine Development, LLC
James Nichols, OSU
Kimberly Nixon-Bell, Rau Lane
Bill Schuck, NWCA
Laura Shinn, OSU
Steve Soble, Columbus Neighborhood Services
Lyndsey Teter, Suburban News
Daniel Thomas, Columbus Planning Division
Suzanne Vais, Columbus Planning Division

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Suzanne Vais, Senior Planner with the Columbus Planning Division, opened the meeting at approximately 6:30 p.m. The purpose of the meeting was to continue the review of the draft of the Northwest Plan.

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Ms. Vais explained that the main topic of discussion on the agenda was to review the section of the plan regarding SR 161. The goal was to get a better understanding of the level of detail the group could agree to include in the plan in terms of future land use along SR 161. To help aid the discussion, a presentation was shown outlining guiding principles for development along SR 161. The following are excerpts from the presentation and the comments received from the committee:

OSU Property

Guiding Principles

- Encourage mixed-use pattern to help distribute traffic patterns
- Incorporate open space into land use plan
- Incorporate multi-use path along the SR 161 frontage

- Limit the number of curb cuts along SR 161. Provide an internal circulation plan. Connect to surrounding street network.
- Maintain deep setbacks along SR 161.
- Create standards for new development – address setbacks, landscaping, signage, and building materials and design. These standards could be applied during rezoning process.

Comments –

- Most of these standards should apply to all sites on SR 161, not just the OSU piece.
- Need to add more detail/clarify what deep setbacks from SR 161 mean.
- Provide more specific language regarding signage and landscaping standards for any future development. The signage controls should promote monument-style signs that are down-lit and landscaped and that signs with flashing lights, changeable copy and billboards should be prohibited. Landscaping standards should include parking lot screening, street trees, and a common landscape treatment along SR 161.
- Add principle regarding protecting the wood lot.
- Highlight the loop road that would connect Sawmill Road to Federated Boulevard as an important component of an internal circulation plan for the site. Make note that this loop road must avoid impacting the wooded area.
- Development must be compatible with airport operations. Specific issues to consider include type of use, height of buildings, and the impact of noise.
- Quality of development should be consistent with surrounding area.
- Principle regarding open space should be modified to reflect the need for usable public parkland.
- Rezone this site using an appropriate zoning classification that would require a limitation text.
- Need more information on land use and its impact on traffic generation.
- Problem with specifically recommending an east connection all the way to Godown Road.
- Scope, density and nature of development should be consistent with capacity of SR 161 and timed appropriately with roadway improvements.
- Both pedestrian and traffic safety need to be taken into consideration when planning roadway improvement.
- Consider selling a portion of the site to a park authority – city or Metro Parks.
- Consider a short-term lease on a portion of the site for parkland.
- Committee would prefer not to include detailed land use illustrations in plan. This land will be going through another master planning process in the next 2-3 years. Details should be worked out at that time using the guiding principles.

Linworth Town Center

Guiding Principles

- Encourage pedestrian-oriented town center
- Consider impact on road widening and grade separation at railroad on the area
- Apply Urban Commercial Overlay with a mix of “village” style development

Comments:

- General agreement on the guiding principles. Character of the area will be greatly determined by future roadway improvements and possible railroad grade separation.
- Committee generally comfortable with showing some illustrations and/or photos to help express the guiding principles.
- Should identify the sites in the area that are significant.
- Future access to businesses along corridor is key to success.
- Commercial uses should be neighborhood oriented and a mix of service businesses, offices and retail.

New Neighborhood (40 acres just west of railroad tracks)

Guiding Principles

- Mix of residential uses with retail along SR 161
- Density of residential 6-7 units/acre
- Incorporate open space into design
- Consider connections to surrounding road network
- Design should create a walkable neighborhood with pedestrian connections to the Linworth area
- Work with COTA on design – possibility of future transit stop

Comments:

- Density should be modified to 4 units/acre gross density for the site.
- Commercial uses should tie into the Linworth Town Center concept and should be neighborhood-oriented uses.
- Scale and density should be compatible with surrounding area.
- Development should be timed appropriately with improvements to SR 161.

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The comments/feedback received on the draft plan during the February and March meetings will be incorporated into a new draft. Once a new draft is complete, it will be available to the committee for review.

The meeting concluded at approximately 9:00 pm.