



## **NORTHEAST AREA PLAN**

City of Columbus  
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This plan is intended as a reference document for the city of Columbus, residents, the business community, and developers. It provides guidelines for policy development and decision-making for the community. If there are questions regarding the content or interpretation of the information in this plan, please contact the Planning Division, 99 N. Front St., Columbus, Ohio 43215 or call 645-8502.

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## **The Community Planning Process**

Planning Division staff met with the Northeast Area Commission during the fall of 1989. At that time, area commission members officially requested planning assistance for the area. Planning division staff divided the Northeast commission area into two phases. Phase one of the plan, included the area bounded by Morse Road on the north, 1-270 on the east, 1-670/ US 62 on the south, and Alum Creek on the west.

Planning Division staff assembled a team to prepare a land use plan for the community. The planning team consisted of Vince Papsidero, Mid-Ohio Regional Planning Commission (MORPC); Jack Reynolds, Franklin County Zoning and Building Department; Steve Cheek, 1-670 Community Development Corporation; Robert Schuler, Northeast Area Commission representative; Melva Williams, OSU City and Regional Planning student intern; and team leader Roxyanne C. Burrus, City of Columbus.

The decision to expedite the planning process was made subsequent to the strong request of the area commissioners. The Commissioners were experiencing the pressures of making recommendations on developments without the guidance of an area plan. The Northeast Area planning process, although expedited, allowed the community several opportunities to comment on proposed land use concepts.

The Northeast Area planning team met with the community in September 1989 to garner a list of community issues and planning related concerns. The team met from October to December and prepared three land use concepts that were presented to the community. Following a community meeting in January, the planning team prepared a fourth land use concept reflecting community input and review of the previous plan concepts.

Two additional community meetings were held to provide an opportunity to comment on the fourth land use concept (D). In April 1990, staff received written endorsement for Concept D from the Northeast Area Commission and the Northeast Area Advisory Committee.

At that time, the community became divided on a significant rezoning and consensus for the proposed plan concept dwindled. Since community consensus was a crucial element to ensure City Council's adoption of the area plan, the city decided not to move forward with the proposed plan concept at that time.

By the end of 1991, the city received a request to complete the area plan for the community. In honoring that request, the city recommended that the planning process follow the city's standard plan agenda and incorporate the boundaries of the entire Northeast Commission Area. Thus, the boundaries became the area bounded by Morse Road on the north, 1-270 on the east, 1-670, Hudson and Mock Roads on the south and the Conrail railroad on the west.

By the spring of 1992, area planners from the city returned to the Northeast community to begin a new planning process for the Northeast Area  
Purpose of Plan

## **Purpose of Plan**

The City prepares area plans for communities experiencing unusual growth, disinvestment, decline, etc. The Northeast area is currently experiencing growth pressures due to the abundance of undeveloped land, the completion of I-670, the expansion and location of two of Columbus' major employers to the area, and Port Columbus International Airport's proposed expansion plans.

This plan will examine land use and zoning uses, as well as, private and public concerns for the Northeast planning area. The overall goal of the area plan is to ensure compatible land uses that enhances the quality of life for Northeast Area residents. This is accomplished by providing guidelines that effectuate adequate land development, appropriate zoning regulation, recreation and open space, community facilities and services, efficient traffic circulation and safe pedestrian movement.

Land use recommendations encompass land in the city and unincorporated areas in Franklin County and Mifflin Township. Staff from the Franklin County Zoning Office and the Mid-Ohio Regional Planning Commission (MORPC), representing the township and unincorporated areas, actively participated in the planning process.

If the area develops as proposed, the area will have at least 7500 additional residents and support an 11,400 person work force. That represents a potential population increase of 42 percent. To maintain and adequately serve the area, the plan incorporates the area's anticipated growth.

Once adopted, the area plan will provide a set of guidelines delineating appropriate land use placement for the community, developers, City staff and City Council.

## **Sub Area Plans**

Several recently developed plans and studies predate the preparation of the Northeast Area Plan. Area plans and studies were completed to provide development guides and standards for subareas in the Northeast planning area.

### ***1-670 Corridor Plan***

City Council adopted the 1-670 Plan to provide guidelines and development standards for land that extends one mile on either side of the roadway corridor. The Plan focuses on job creation and business retention, development and expansion. It fosters the development of job generating uses along the highway corridor.

The airport subarea, one of three areas identified in the Plan, includes the following recommendations that most impact the Northeast area:

Residential uses should locate north of Drake Road on the east and west sides of Cassady Avenue.

The area south of Drake Road and north of 1-670 should be reserved for the following uses:

- Hotels, restaurants, convention facilities
- Office support services, business machine repair and sales
- Light manufacturing, general offices
- Access roads

### ***Stelzer Road Corridor Study***

Preparation of this study was a joint effort initiated by MORPC that included City of Columbus and Franklin County planning staff.

Land use recommendations and development standards are presented in this study for the section of Stelzer Road north of 1-670 to approximately 1100 feet north of Agler Road. The recommendations are intended to serve as policy statements guiding future development and zoning decisions made by County Commissioners and City Council.

Much of the land along Stelzer Road south of Agler Road is located in Mifflin Township. Much of the land is in transitional use. The area is currently characterized by large lot residential development that utilizes well water and septic tanks for sewage disposal. Residents in this area anticipate that the redevelopment of Stelzer Road and adjacent areas will become non-residential uses. Because of the area's close proximity to the 1-670/1-270 intersection and the airport, the following land use recommendations were made:

- Airport related uses and offices should locate west of Stelzer Road.
- Office/airport related uses should locate east of Stelzer Road. Community scaled commercial uses should locate at the intersection of Stelzer and Agler Road and continue east along the north side of Agler Road to 1-270.

### ***Airport Master Plan and Noise Contour Update***

The Airport Master Plan update looks at the possibility of expanding services and providing needed runway and facility expansion for a hub. Recommendations included in this plan that most impact the Northeast Area deal with the noise control of the aircraft.

The plan recognizes the potential for quieter aircraft by the year 2010, but also calls for additional aircraft using the runways. The plan also calls for additional runway that would accommodate an airline hub. The noise contours can be shifted somewhat due to altering take offs and landings. Plan recommendations are still under consideration but are sensitive to the residential units located in close proximity to the airport.

## **Goals and Opportunities**

At the beginning of the planning process the community was asked to identify what they wanted to accomplish with this process and to identify assets of the community. This discussion helped to formulate a basis for the area plan.

### ***Community Goals***

- Plan for a community that includes a mixture of land uses: residential, commercial, service, and institutional.
- Strive for racial balance. Diversity ensures a strong community.
- Secure a commitment from the city of Columbus for infrastructure improvements.

### ***Opportunities***

Residents in the community are very proud of where they live and feel that it can become an even better place to live. The following provides a list of assets identified by the residents. There are large quantities of undeveloped land available for development; the potential for growth is excellent.

- There is good quality housing stock in the community.
- The area has good access to downtown and the OSU campus.
- Emergency response times are fairly good for both police and fire.
- Developers have set aside land for a new police substation.
- The area prides itself on having good corporate neighbors.
- There is strong community leadership.
- There are no hazardous waste sites located in the community.
- Natural resources are an amenity.
- The community views the area as having low crime rates.
- There are good neighborhood schools in the area. The community has established an excellent rapport with school administration.
- Strong churches are located in the area.
- The Columbus Recreation Center is an asset to the community. Innis Park is being developed for the community.
- The Northeast is ideally located between the airport and downtown.
- Golf courses private and public are an asset to the community.

## **Sections II: Area Plan**

### **Land Use**

#### ***Land Use Patterns***

The Northeast planning area contains an abundance of undeveloped land as well as densely populated urban areas. Port Columbus International Airport, located south of the planning area, is the largest non-residential use currently impacting the area. Many churches and a small number of neighborhood scale commercial establishments are interspersed throughout the area.

The Columbus Public Schools own several buildings in the area: the Northeast Career Center, Mifflin Middle School, Muffin High School, Innis Elementary, Arlington Park, Linden Elementary, and Cassady Elementary School. Other land uses include meeting halls, private schools, day care centers and medical offices.

Although low-density residential subdivision clusters are scattered throughout the planning area, the predominant land use is undeveloped land. Large acreages of undeveloped wooded and cleared tracks of land meander throughout the residential areas primarily located on the east side of Alum Creek.

The area contains several platted but unfinished subdivisions. On the east side of Alum Creek we have Willow Springs, Somerset, Cumberland Ridge, Cassady Farms, and Brunswick Estates, which appear to have been built around the same time. Four subdivisions are located on the west side of Alum Creek; Arlington Park, Bridgeview, Framingham, and Willow Springs.

The Northeast Career Center and Aladdin Temple are located on Stelzer Road just south of Morse Road. In addition, large lot single-family homes straddle Stelzer Road from the intersection at Morse Road and Sunbury Road to approximately 400 feet to the south. Large lot single-family homes are also located on the north and south sides of McCutcheon Road. Community scale commercial establishments are located at the intersections of Morse and Stelzer Roads, McCutcheon and Stelzer Roads, and Agler and Stelzer Roads. Also, on Sunbury Road south of McCutcheon, a neighborhood scale commercial establishment is located.

Immediately south of Morse Road, between Cleveland Avenue and Alum Creek, single and multi-family units are intermixed with commercial uses. Land along Westerville Road supports a variety of land uses which include commercial and industrial uses. A mobile home park is located on Westerville Road south of the Schottensteins warehouse facility. Areas along Westerville Road north of Innis exhibit a variety of land uses including single and multi-family residences, mobile home parks, small scale commercial, churches, and some industrial developments. Walnut Creek subdivision is located to the south of the golf course. Single-family homes in this area abut a large multi-family complex. Champion golf course is located on Westerville Road south of Morse Road. Innis Park, a recently developed community park is located on the north side of Innis Road west of Sunbury.

The southwest portion of the planning area is the most heavily developed area consisting of primarily residential uses. Single-family units are the predominant use blended with multi-family and commercial uses scattered throughout. Framingham subdivision is located on the south side of Innis Road between Westerville Road and Sunbury Road and includes housing stock that was built in the 70s. Other residential subdivisions in the area provide a mix of housing types, age, and structures.

Uses located along the southwest portion of Westerville Road include a varied mix of commercial, industrial and other non-residential structures built under the jurisdiction of Franklin County. Many sites are located at zero lot lines and have varied setbacks and lot sizes. There is no landscaping on these sites and no distinguishable curb cuts or curbs.

Land uses along Hudson Street and Mock Road exhibit a mixture of a few commercial and many more single-family uses in addition to a school, church, and a recreation facility. Mock Park is located adjacent to Alum Creek.

In spite of the presence of an abundance of undeveloped land in the planning area, most of the residential areas do not have neighborhood parks. However, the northeast area has a community recreation center located at Cassady Avenue and Agler Road.

The area south of McCutcheon Road contains the Somerset subdivision and several clusters of multi-family developments. Small commercial lots and a few converted homes are visible in this part of the planning area. Somerset Park, the only neighborhood park in the planning area, is located within the subdivision.

Land use in the area south of Agler Road is similar to areas previously discussed. The predominant land use again is undeveloped land. Two subdivisions, Cumberland Ridge and Leonard Park, are located here. Houses built in Leonard Park which remains part of Muffin Township, are generally located on large one and two acre lots. Many homes in this subdivision exhibit signs of deferred maintenance.

Cumberland Ridge on the other hand is a community built under different subdivision standards and therefore has a more uniform appearance. Medium density apartments are located on the north side of Agler Road east of Sunbury Road.

In addition to residential, several small industrial uses are scattered along US Route 62(1-670); Big 8 Lumber Company, Rimrock and Demonyes Nursery. The most recent non-residential development is the Radisson Hotel located on Cassady Avenue. This hotel is visible from the 1-670 freeway.

## **Development Factors**

Although the area has not fully developed and existing subdivisions are incomplete, it is anticipated that this lack of development activity will change. The most recent subdivision development occurred in the early 70s; the area has not experienced urban growth and development in almost twenty years. Historic land development patterns also reveal that low density residential development did not occur in areas served by the Columbus Public School District.

Some area developers have expressed an interest in building homes in the area; however, a major albeit expensive deterrent is the lack of adequate sewer lines in the area.

Another deterrent to residential development is the area's close proximity to the airport. A significant portion of the area to the south falls within the 65 Ldn noise contour. Residential development is strongly discouraged within a 65 Ldn noise designation.

Because of the abundance of undeveloped land in the Northeast and its excellent access, development pressures favor non-residential construction.

Upon completion of the 1-670 freeway, a vital transportation link with direct access to downtown Columbus will exist for the Northeast area. The completion of this innerbelt will provide incentives and enhanced development opportunities. This will provide a strong incentive to develop in the area and is the catalyst for new development.

Port Columbus International Airport, located south of the Northeast planning area, is expanding and upgrading existing services. In addition, the FAA issued a ruling that prohibits developments not directly related to airport uses from locating on airport property. The impact of that decision means that all non-airport related uses that would have previously located on airport sites will now migrate to off-site neighboring land close to the airport.

There is also a proposed new interchange on 1-270 that will direct the flow of traffic west and north to Morse Road. This interchange is privately funded and will directly benefit the proposed commercial uses in the northern portion of the planning area.

Large non-residential developments have been built in the Northeast community. Major non-residential developments will provide a significant boost to the local economy. Ross Laboratories, a division of Abbott Laboratories, has built a new research and development complex on the east side of Stelzer Road.

The Limited, a multi-million dollar clothing company, plans to build warehouses, offices and retail facilities in the Northeast planning area. Their development will be built on an 1100 acre site located south of Morse Road between Sunbury Road and I-270. Building plans include offices, distribution and warehouse facilities and retail and auxiliary uses. The Limited development proposes to support a work force of more than 16,000 people within the next 15 to 20 years.

### ***Recommended Land Use***

The Northeast planning area has an abundance of undeveloped land; more than 1000 acres available for development. Land uses recommended for the area are based on existing land development patterns, City Council adopted 1-670 plan recommendations, the Stelzer Road Corridor Study, community input, city and county interests, and existing and proposed large scale developments.

Beginning with the northeast quadrant of the proposed plan, the plan recommends that land proposed for the Limited expansion be identified as a mixed use development incorporating office, distribution and auxiliary retail uses. The property owned by Les Wexner, is located within

the municipal boundaries of the city of Columbus. The proposed use is office development, retail, and warehouse distribution. Developers have sought approval from the Ohio Department of Transportation and the Federal Highway System for a new interchange off I-270. This proposed interchange is located off I-270 south of Morse Road. The proposed interchange will accommodate anticipated increases in traffic volume using I-270 and Morse Road.

There is land being reserved for active and passive recreation abutting the properties to the south of the Wexner development. This will also serve as a buffer from the more intense development.

The plan recognizes the Abbott Labs facility located on the east side of Stelzer Road south of the proposed new road/interchange. The development standards associated with this facility ensure a high quality, non-offensive, heavily landscaped industrial use across the Street from existing single-family housing.

To the west side of Stelzer, the plan recommends that low density preferably single-family market rate housing be constructed. The area has developed with upper scale single-family housing. Housing built adjacent to existing single-family subdivisions should reflect density, type, and character of the existing subdivision. The preferable development for land that falls within the Columbus Public School District is low density residential development. The proposed residential developments will be heavily buffered from the adjacent high quality industrial, office and warehouse complexes to the north and east.

Multi-family development is recommended on the north side of Agler Road, and in the pocket formed by Cassady Avenue, Sunbury Road intersection. There is some existing multi-family development and the plan is proposing additional low density multi-family units to complete the area.

Community scale commercial land uses are proposed to the east of Stelzer Road on the north side of Agler Road. This is a land use recommendation that was included in the Stelzer Road Corridor Study. It is recommended that the Northeast Area Plan incorporate the land use recommendations included in the Stelzer Road Corridor Study and City Council adopted I-670 Corridor Development Plan, with one modification. The Stelzer Road Corridor Study looked at land use on a short term basis and recommended the area south of Agler on both sides of Stelzer Road as residential, transitional to airport related office uses. Since the Northeast Area Plan is long term in scope, office development is being proposed as the most appropriate long range land use recommendation.

### Residential

*Major Issue:* There is a lack of residential development in the community.

The plan recommends that low density residential uses located in the area defined on the land use map; south of Patriot Boulevard, west of Stelzer Road, south to the Cumberland Ridge subdivision. Low density housing, not to exceed 6 to 7 dwelling units per acre, is the most appropriate use for this area.

Some existing residential uses are located within the 65 dbn noise contour emanating from the Port Columbus International Airport. The Federal Aviation Administration (FAA) recommends that residential uses located in the 65 dbn be soundproofed to reduce elevated noise levels. Thus, the plan recommends against constructing residential developments within the 65 dbn noise contours. (See Special Transitional Area, below)

Low density residential development is also recommended to be built in several areas on the west side of Alum Creek. The areas proposed for low density residential must have new construction that reflects and complements the existing development. The plan strongly

recommends that residential areas be completed with structures of similar character, size and quality.

An opportunity exists to build new low and medium density housing within the Columbus Public School District. The housing built in this area must be high quality and in character with existing housing stock.

#### *Special Transitional Area:*

Portions of the area abutting Drake Road on the north side now falls under the 65 ldn noise contour. Residential units currently exist; however, construction of new residential units is not permitted without appropriate soundproofing. The construction of new residential units is prohibited under the 70 ldn noise contour.

The airport is currently preparing a master plan update and noise mitigation plan that looks to the future. The most recent proposal presented to the airport authority planning board recommended measures to mitigate noise that will significantly alter the noise contour in the future, if implemented. This has a definite impact for the Northeast area.

Provided that airport authority officially adopts the most recent proposal, the transition area will no longer fall under either the 65 ldn or the 70 ldn. Therefore, the current development restrictions now in effect will be eliminated.

By the year 2010, when the noise contours no longer impact this area, it may become an appropriate location for residential uses.

#### *Future Rezoning*

Potential development of the 200 acre parcel at the intersection of Agler and Cassady has been the subject of community debate since 1990, when the area was rezoned from residential to office/ manufacturing. The area should be reevaluated in 1997 to determine the viability of industrial uses on the site. If no development activity has occurred under the current zoning, a rezoning to residential uses should be considered.

#### *Recommendations*

- Ensure coordination between the city and county. The county is redoing its zoning code, which will significantly impact the area.
- Support the construction of low density single-family development in the appropriate areas.
- Encourage the construction of low density residential development in the areas shown on the plan.
- Protect residential uses from encroachment by commercial and industrial developments to the north, east and south.
- Do not permit residential construction in the 65 ldn.
- Support low density multi-family residential construction that does not exceed 12 dwelling units per acre (AR-12).
- Build high quality residential units.
- Build new construction of similar size, density and quality in existing incomplete residential areas.
- Monitor the development of subsidized housing in the area to prevent an unbalanced share of low income subsidized housing in the area.
- Maintain and protect residential on east side of Westerville Road and create an economically diverse community.
- Obtain school sites for future use when development occurs.
- Relocate the Northeast Career Center in the Northeast community.

- Rezone undeveloped areas to classifications that will accommodate recommended land use.
- Use zoning to protect residential neighborhoods from intrusion by commercial and manufacturing uses.
- Protect established single-family areas by discouraging spot multi-family or commercial zonings within them.

### Commercial

*Major issue:* The area lacks convenient commercial establishments.

Much of the area on the east side of Alum Creek, north of McCutcheon Road, is planned for retail, office, industrial, warehouse, or mixed use development. The area can adequately accommodate and support commercial and mixed use development because of its proximity to Port Columbus International Airport, and the 1-670/1-270 interchange, and proposed improvements to 1-270.

The stretch of land between Stelzer Road and 1-270 which provides a window view from the freeway, access from 1-670 and 1-270, should be reserved for light industrial developments. With the widening of Stelzer Road, this area will easily accommodate office, light industrial and commercial developments.

In addition, office development was originally proposed in the 1-670 Corridor Plan and the Stelzer Road Study. Airport related uses are the most appropriate recommendation for this area because of its proximity to the airport and potential visibility to 1-670 and 1-270.

The plan recommends that commercial uses locate along Westerville Road in a planned manner. More intense uses should be centered near the major intersections and other less intense non-residential uses should locate in more appropriate areas.

Provide service oriented commercial uses along Westerville Road and reserve the west side of Westerville Road between Woodsedge and Walnut Creek Road for commercial uses. Much of this land falls within the county's jurisdiction, however Franklin County zoning and planning staff participated in the process and agreed to review our recommendations to ensure continuity of design treatments.

### *Recommendations*

- Locate community scale retail at the intersection of Agler and Stelzer as recommended in the Stelzer Road Corridor study.
- Locate regional scale retail within the mixed use industrial/office development proposed at Morse and Stelzer Roads.
- Locate small commercial sites five acres or less at the intersection of major arterials.
- Redevelop existing commercial sites to make them more viable.
- Use development standards as a guide for new construction and redeveloped areas.
- Zone major commercial developments of five or more acres in planned or limited districts to ensure that the developments meet proper standards.
- Encourage reservation of development sites adjacent to freeways for their highest and best economic use.
- Encourage office development as an appropriate transition use between residential and commercial development.
- Provide convenient neighborhood scale commercial to serve needs of the local community.

### Industrial

*Major issue:* Discourage the siting of industrial developments in the community that are environmentally hazardous.

Industrial developments are locating in the planning area because of its proximity to the airport, access to I-270 and 1-670, and land availability. Planned developments incorporating adequate design standards more easily protect the area from adjacent noncompatible uses. An excellent example is the Abbott Labs division of Ross office and distribution complex. The offices are located on the east side of Stelzer Road north of McCutcheon Road. Upon completion, this development will encompass approximately 200 acres and have several buildings on site.

The plan supports industrial developments that locate in the recommended areas and incorporate design standards that effectuate a parklike appearance. These areas are generally appropriate for light manufacturing such as warehousing and distribution. They are identified on the Recommended Land Use map.

Other industrial areas within the Northeast Area include the 1-670 corridor and some parts of Westerville Road, preferably along the west side of the corridor.

Design standards incorporated in the plan are intended to insure an aesthetic appeal that compliments the 1-670 corridor standards. The adopted 1-670 green belt theme is also recommended as a design standard for Stelzer Road, the major corridor accommodating traffic from the industrial, commercial and office developments.

#### *Recommendations*

- Reserve appropriate areas for industrial development in the community.
- Encourage light industrial uses to locate in the area.
- Do not permit ecologically and environmentally hazardous uses to locate in the area.
- Support light industrial developments that provide adequate buffering from residential uses.
- Support light industrial developments that incorporate design guidelines consistent with the 1-670 corridor design guidelines.
- Reserve prime manufacturing sites for manufacturing uses which bring new jobs into the community.

## Housing

*Major Issue:* Encourage the construction of new housing; discourage the construction of more subsidized housing in the area.

The area has not had any significant housing construction in approximately 20 years. Additionally, most of the existing subdivisions remain incomplete.

During the previous 20 years, the Columbus Public School District experienced very single-family residential activity compared with the areas served by suburban school districts. The Northeast Area is primarily served by the Columbus Public Schools. In comparison, the neighboring City of Gahanna has experienced one of the most significant increases in residential development (See Growth Statement 1993, City of Columbus, Development Department).

The type of housing stock varies in the area. Housing stock built on the west side of Alum Creek is structurally different from much of the housing located on the east side of the creek. Older, smaller scaled, small lot housing tends to be located in the Arlington Park and Bridgeview subdivisions. Willow Springs and Framingham contain housing stock characteristic of the suburban type development of the late 1970s. Many scattered site homes are located on large lots and were built under Franklin County's jurisdiction. A large county subdivision, Leonard Park, located on the east side of Stelzer Road has varied lot sizes, structures, and setbacks.

Most of the homes in the community are well maintained and in good condition. However, there are a number of housing units showing signs of deferred maintenance. Building permit data for the Northeast planning area shows that some new construction of residential units is occurring in the area. As indicated on the chart that follows, permits are being granted for residential new construction; however, when compared with the total permits granted citywide, the Northeast area represents a very small percentage.

According to the building permit data, permits are being granted for alterations/additions to residential structures and or garages. Rehabilitation and maintenance of existing homes is occurring sporadically.

Examining the property deed transfer information indicates the number of real estate transactions that occurred during the period from 1984 to 1991, remained fairly consistent. The average sale price for residential property increased from approximately \$31,000 to \$45,000 in seven years.

### *Subsidized Housing:*

In April 1993, an OSU City and Regional Planning student intern researched and authored a report titled, "A housing market analysis of the Northeast Area Commission focusing on the identification of federally subsidized housing and problems of affordability". According to this report, there are over 1700 federally subsidized housing units in the community. This represents approximately 28 percent of the total housing units. This percentage is significantly greater than the percentage of federally assisted housing units throughout the entire city (6.7 percent).

In addition to the federally subsidized housing units in the community, there are families and individuals that qualify for assisted housing who receive vouchers that allow them to live in market rate housing units. Information indicating the number and general location of participants who are receiving vouchers is not readily accessible.

### *Recommendations:*

- Address the needs of the low income homeowners by providing low interest loans for housing rehabilitation.
- Discourage the construction of additional subsidized housing in the community.
- Complete the unfinished subdivisions with similarly styled housing units.

- Market the construction of low density market rate housing subdivisions in the community.
- Encourage homeowners to maintain their homes and property.
- Facilitate establishment of public/private partnerships that can produce funding for housing production, preservation, and home ownership.
- Provide incentives to encourage rehabilitation of deteriorated single-family and multi-family housing units.
- Provide economic incentives for purchase and rehabilitation of single-family and multi-family housing units for owner-occupancy.
- Enhance the capability of homeowners and renters to perform basic home maintenance and housekeeping through the Columbus tool loan and technical assistance program.

## **Circulation**

- Better circulation is needed to facilitate unencumbered traffic flow and to accommodate anticipated increases in traffic volumes.

## **Roadways**

### Street Patterns

The circulation system for the Northeast Planning Area consists of major interstate freeways, four lane arterials, two lane arterials and local residential streets. Interstate 270, the outerbelt for the city of Columbus, forms the eastern boundary of the planning area. Interstate 670 forms the southern boundary of the Northeast Area. Upon completion, 1-670 will provide a direct link from downtown Columbus to Port Columbus International Airport. It is expected that the construction of 1-670 will improve access to the Northeast quadrant of Franklin County and provide increased development opportunities.

The northern boundary of the planning area is Morse Road, a four lane arterial running east and west. Morse Road accommodates high volumes of traffic generated from the abutting regional scale commercial and industrial areas, densely populated residential, and from the 1-270 expressway. Two lane arterials running east and west include McCutcheon Road, Innis Road and Agler Road all which are two lane arterials.

Westerville Road, also called State Route 3 or Columbus Wooster Road, is a four lane arterial running roughly north and south that accommodates numerous single and multi-family subdivisions located in the southwestern portion of the planning area. In addition to the high volume of residential traffic, Westerville Road also carries high volumes of traffic generated from the dense commercial zones at the western edge of the planning area. Other major two lane arterials running north and south within the interior of the planning area include Stelzer Road, Sunbury Road, and Cassady Avenue.

Joyce Avenue, Mock Road and Hudson Street are all two lane arterials that comprise the southwestern and southern boundaries of the planning area. Although these roads handle mostly the residential traffic from surrounding areas, there are several neighborhood uses which also generate traffic. These include: the Northeast Recreation Center, Radisson Airport Hotel, Bridgeview Golf Course, Northeast Career Center, three nurseries, Ohio Steel, numerous churches and schools, and several single and multi-family subdivisions.

Major shopping centers, such as Schottensteins' Department Store and many other strip commercial and retail centers are located along Morse Road and Westerville Road. Also, Ross Laboratories and the Limited, both now under construction, will contribute high volumes of traffic to the planning area in the future.

The close proximity of other major traffic generators just outside the Northeast Area will also greatly affect traffic patterns. These include the Northern Lights Shopping Center to the west of the planning area, Port Columbus International Airport to the southeast and Ohio Dominican College to the south.

The concern of the community is that the appropriate streets are widen to accommodate anticipated increases in traffic. The area is beginning to have severe traffic delays and bottle necks. It is time to build the infrastructure needed for the growth of the community and accompanying traffic. The community is seeking an adequate traffic pattern that effectuates a consistent and safe flow.

### Trouble Spots:

There are several isolated areas that were identified as needing some attention. In some cases, the request involves a traffic signal, or a stop sign, but the actual remedy may be different.

*A traffic signal is needed at Hudson and Cassady:* Cassady Avenue is heavily used and cars travel at high speeds. A traffic signal should be installed at the intersection of Hudson and Cassady to allow cars to exit the subdivision. Cars have difficulty getting out of the subdivision particularly during rush hour.

*A left turn lane is needed on Woodsedge:* Woodsedge intersects with Westerville Road which is a heavily traveled highway with cars driving at high speeds. It becomes very difficult to enter the collector street when traffic is at its peak.

*Drake Road needs improvement and upgrading:* Drake Road is currently an unimproved county road. Drake Road is heavily used by the community and needs to be widened.

*Complete the Ole Country Lane Road connector:* It has been proposed that Ole Country Lane be expanded, widened and upgraded to provide access from Stelzer to Cassady Avenue aligned with the 1-670 freeway. This expansion will provide development opportunities for land abutting both sides of the highway.

*Innis Park needs entrance lane striping:* The entrance lane to Innis Park is not clearly designated. This will become more apparent as more of the community begins to use the park as improvements are made.

*Several improvements are needed on Innis Road from west to east McCutcheon/Sunbury:* The current developers who plan to build multi-family units at the intersection of Innis and Westerville Road, plan to install a left turn lane at Innis Road. Several improvements are needed: first, a light at the entrance to the elementary school, where traffic once again travels at high speeds, and it becomes dangerous for buses and cars to enter and exit the school. Second, that Innis Road be widened from McCutcheon to Westerville Road to accommodate the high volume of traffic.

*The visual appearance of Westerville Road needs improvement:* The strip along Westerville Road shows various types of development with no continuity. The setbacks are varied, with very little landscaping, curbing, side yards, and standards. Provide uniform standards that will improve the visual appearance of Westerville Road.

Street trees and landscaping on the entire stretch of Westerville Road should be required. Limit curb cuts and add curbs to give it a more uniform appearance and urban look.

*Signage* should be uniform and billboards should be banned.

*A left turn signal is needed on Westerville Road at the entrance of Walnut Creek:* During peak hours it is often very difficult to enter the subdivision due to the volume of cars traveling Westerville Road.

*The Somerset community needs direct access to McCutcheon Road:* Staff recommends that a street connect with McCutcheon Road to provide access for the Somerset community.

### Anticipated Impacts of 1-670

Upon the completion of 1-670, residents will likely see a significant increase in traffic volumes in the area. The completion of the new innerbelt also brings increased development activities. Much of the development fronting 1-670 and Stelzer Road will include light industrial developments,

hotels, offices and airport related uses. The most immediate increase in traffic will be seen on Stelzer Road. There will also be a significant increase in truck traffic on Stelzer Road.

Other developments, proposed and planned are either under construction or in the early stages of development. Ross Laboratories, currently under construction, will have a significant impact on Stelzer Road. The Limited's proposed development locating north of Ross Labs, will utilize more than 1000 acres of land for distribution, office, and commercial uses will also significantly impact Stelzer Road and the planning area. The development will use a new off ramp to 1-270 to alleviate potential bottlenecks at the existing Morse Road/I-270 freeway ramp.

#### Programmed Road Improvements

#### Programmed Road Improvements

The widening of Stelzer Road has been identified in the CIP. The other arterials do not have funding identified to upgrade or widen. These roads are not yet built to the standards identified in the Columbus Thoroughfare Plan. The City has determined that these arterials will be adequate for the increased traffic when the streets conform to the widths designated in the Thoroughfare Plan.

The thoroughfare plan also shows arterials at planned widths needed to accommodate anticipated increases in traffic flow and to function efficiently. This plan shows that Morse and Stelzer Roads will be widened to "42d" arterials or those having a minimum right of way width of 120', with four moving lanes. McCutcheon Road, Sunbury Road, Agler Road, and Cassady Avenue are shown on the thoroughfare plan as "4 2" arterials or those with a minimum right of way width of 80', also with four moving lanes.

None of the other arterials are slated to be widened or improved during the Capital Improvement Budget year 1993-1998 bond money.

#### **Public Transportation**

*Local Routes* Originates in the downtown area and has frequent transfer points.

*Express Routes* Originates in the downtown area and carries passengers to the suburban fringes of Columbus.

*Crosstown Routes* Travels on the outskirts of the downtown area.

The Central Ohio Transit Authority (COTA) provides limited bus service to the Northeast planning area. There are only two local route transfer points, one express route transfer point and no crosstown transfer points in the Northeast planning area. There are no transfer points west of Sunbury Road. Residents located west of Alum Creek receive no COTA bus services.

Northeast area residents have access to four express buses in which only one, #40 Forest Hills, has a transfer point located within the boundaries of the Northeast planning area. This transfer point is at the intersection of Morse Road and Westerville Road. Express bus #37 stops at Genessee Avenue and Cleveland Avenue, which is located outside of the planning area. All four express buses #35, #37, #38, and #40 have transfer points at the Northern Lights Shopping Center.

Crosstown Routes numbered #81, #83 and #87 have transfer points at the Northern Lights Shopping Center.

Crosstown bus number #81 has transfer points at the intersection of Genessee Avenues and Cleveland Avenue, and at Joyce Avenue and Hudson Street. It is also the only crosstown that

provides service at a location that falls within the planning boundaries. Crosstown bus number 83 has a transfer point at the corner of Weber Road and Cleveland Avenue.

Local Routes numbers 1 and 9 have transfer points at the Northern Lights Shopping Center. Local bus #9 also has a transfer point at the intersection of Innis and Westerville Roads and at Agler Road and Perdue Avenue.

Bus #1 has transfer points along Cleveland Avenue at Genessee Avenue, Weber Road, and Oakland Park Avenue.

The following recommendations will be made to COTA to inform them of the wishes and concerns of the community residents.

#### *Recommendations*

- Provide for better access to public transportation.
- Provide park and ride stops strategically located within the community convenient to all residents.
- Ensure that there is adequate access to local buses particularly on the west side of Alum Creek.

#### ***Pedestrian Access***

There are few sidewalks or designated pedestrian pathways within the area. The community is characteristically rural in appearance because it lacks sidewalks, curbs and gutters. There are special concerns for the safety of the children and other community residents who walk either leisurely throughout the community or necessarily to get to school or the bus stop.

Many of the streets used by the pedestrians are categorized as collectors and arterials, designed to carry large volumes of traffic at high speeds. Traffic volumes will only increase as the community grows.

Consequently, there is a need to ensure that safe pedestrian pathways such as sidewalks be installed. Sidewalks are needed on major arterials including Westerville Road, Agler Road, Cassady Avenue, and other major streets in the community.

#### *Recommendations*

- Provide pedestrian protection for children (bridge) from elementary school to recreation center.
- Provide pedestrian protection at Innis and school.
- Provide sidewalks throughout the entire area: critical areas are bus stops, schools, shopping areas.
- Provide sidewalks along Westerville Road, especially near the golf course abutting Westerville Road sidewalks are needed in the entire area: critical areas are bus stops, schools, shopping areas.
- Provide pedestrian pathways along Alum Creek to Innis Park
- Provide pedestrian and bicycle access as needed, particularly along Cassady and Stelzer. Other areas should be studied as well.

#### *Columbus Comprehensive Plan Policies:*

- Ensure adequate pedestrian facilities for all existing, expanded, and new developments regardless of the type of use, intensity, or zoning classification, to emphasize continuity of the system.
- Include provisions for pedestrian facilities, including sidewalks, wheelchair ramps, crosswalks within developments, and pedestrian access to nearby transit service.

- Establish an effective, equitable approach to retrofit developed areas without pedestrian facilities with such facilities except in In City Estates neighborhoods.
- Encourage private financial participation in provision of pedestrian facilities.
- Provide sidewalks and other pedestrian facilities along unimproved streets.

## Recreation and Parks

A recreational facility and two parks are available to the residents of the Northeast community and are located within the planning area boundaries.

Mock Park, a 100.2 acre park, is located between Alum Creek and Dawnlight Street. It has an indoor athletic complex complete with basketball and volleyball courts. There are two baseball diamonds and four tennis courts for outdoor activities. There is also a youth program at the park that is organized by the community and operated by counselors for the area children.

Innis Park, a 93 acre park, is located at Alum Creek and Innis Drive. This park has a community garden center that is open during the summer. Much of the area is underdeveloped, but the Recreation and Parks Department is currently drafting plans to develop the park in the near future.

The Northeast recreation center, located at the intersection of Cassady and Agler Road, opened its doors to the community for the first time in 1991. The center is a multi-purpose facility that serves the recreational needs of the area's residents. The building has a gymnasium with basketball and volleyball courts, a dance studio, game room, and meeting rooms. The recreation center offers exclusive hours and programs for senior citizens and also sponsors art and dance classes for young children.

Two golf courses are available to the residents. Winding Hollow is located on the east side of Westerville Road. Bridgeview golf course is located adjacent to Alum Creek on the south side of Innis Road.

However, the community lacks adequate neighborhood scale parkland. According to park development standards, a park of at least 5 acres in size should be located approximately one-half mile from each neighborhood. This has not occurred in the community with the existing development to date.

The plan recommends that land be reserved for park development while the area is being developed. Neighborhood parks must be adequately provided for existing and future area residents. Assuming that the area develops as expected, it is projected that the Northeast planning area will need approximately 35 acres of land for neighborhood scale parks.

### *Recommendations*

- Encourage developers to donate land to the city for neighborhood parks in the area.
- Evaluate the feasibility of building a public swimming pool near the recently built recreation center.
- Provide for recreational activities to service needs of residents living in the Morse Road area.
- Work with all appropriate agencies to reserve adequate land for parks, recreation facilities, and schools in major rezoning.

### *Columbus Comprehensive Plan Policies*

- Provide a park within 1/2 mile radius of all residents
- Locate parks on minimum of 5 acres
- Connect parks to surrounding neighborhoods, activity centers, and other parks by sidewalks and bike paths.
- Incorporate parks into scenic greenways where possible.
- Develop parks in conjunction with school playgrounds, where possible.

## **Water and Sewer**

Most of the planning area falls within the municipal boundaries of the city of Columbus. Some of the land within this area is adequately served by the city. Main water and sewer trunk lines are in place and in most instances, easily accessible to areas not currently served.

### **Recommendations:**

- Extend water lines to provide service to all homes located in the city of Columbus.
- Extend sanitary sewer lines to provide service to all homes and undeveloped land in the planning area.
- Provide sanitary sewer services to the community to spur low density residential development.
- Eliminate open ditches for storm water drainage.
- Address problems of storm water run-off that contribute to flooded basements.

### **Water**

*Major Issue:* Homes located within the municipal boundaries of the city are not connected to city water lines.

A 48" water main is located on Stelzer Road extending from the airport north to Morse Road. In addition, 16" and 12" water lines run along the main arterials in the area; Agler Road, Sunbury Road, McCutcheon Road, and Cassady Avenue. A two million gallon tank sits on the north side of Morse Road, east of 1-270.

There are a number of homes that have been annexed to the city of Columbus that do not receive services such as water from the City. The area south of McCutcheon Road and other smaller subdivisions are using wells. Residents using wells near the Stelzer Road area have problems with pressure due to low water tables. Residents living in the community are demanding that the city provide water services to their homes.

### **Sanitary Sewers:**

*Major issue:* Single-family housing construction will not occur without the provision of adequate sewer lines.

Some areas within the Northeast Commission boundaries have sanitary sewer lines laid to a depth that has become cost prohibitive for developers who wish to build low density residential subdivisions. With a development of any size, the sewers must be tied to existing main lines which can be very costly. This poses a major barrier to low density residential development in the community.

The Northeast sewer service area includes a portion of the City of Gahanna which utilizes Columbus' sanitary trunk sewers and treatment facilities on a contractual basis.

Those portions of the planning area which fall under Franklin County jurisdiction are served by septic systems or aeration systems. The portions of the Northeast planning area which are under the jurisdiction of Columbus' Division of Sewerage and Drainage are served by separate sanitary sewer and storm water systems. However, a combination of problems, such as the flatness of land, lack of curbs and gutters, and soils which have poor percolation characteristics, inhibit proper drainage and often overload the system.

Several sewer lines cross the Northeast planning area. The main sewer line is located adjacent to Alum Creek. Smaller lines dumping waste into the main sewer penetrate the planning area. The largest main is located between Agler Road and McCutcheon Road. The area located on the

south side of McCutcheon Road and other areas within the general vicinity have been annexed to the city of Columbus but do not receive city sewer services.

**Storm Sewers:**

*Major Issue:* There is poor storm water drainage in the area.

A common occurrence following a storm is residential basements and street flooding. As the area develops it is anticipated that drainage problems will intensify.

Storm water runoff poses flooding and standing water problems in several parts of the community particularly on Sunbury Road from Mock Road to Agler and on Stelzer Road from 1-670 to Morse Road. Standing water is also found on Agler Road from 1-670 to Cassady Ave. There is flooding from storm water runoff and overflow seen on Westerville Road at Agler and Oakland Park and on Agler Road near Sunbury and Stelzer Road.

It has been reported that water can be found in basements of homes located in the Cumberland Ridge subdivision.

*Improvements/Expansions Planned:*

The Division of Sewerage and Drainage has recently completed three Capital Improvement Program projects in the Northeast planning area. These projects include: the Alum Creek Sanitary Subtrunk Sewer constructed in the vicinity of Drake Road; a mainline lateral north of Innis Road and west of Alum Creek; and the Alum Creek/Morse Road Subtrunk Sewer Protection project.

Future Capital Improvement Program projects submitted by the Division of Sewerage and Drainage include ditch improvements to Stelzer Road north Of McCutcheon Road (1993), and ditch improvements to McCutcheon Road west of Merwin Hill Drive to a point near Dillard Road (1995).

Several infrastructure improvement projects are included in the Capital Improvements Program (CIP) 1993-1998. They include improvements to the Alum Creek sanitary sewer, ditch improvements on Stelzer and McCutcheon. Water and sanitary sewer improvement projects are targeted along the 1-670 corridor.

## **Police and Fire**

### ***Fire Services***

Fire protection for the Northeast planning area is provided by Columbus Fire Stations #16, #18, #20, #24, #25, #28. A mutual aid agreement is in place with the Mifflin Township Fire Stations #1 and #2. All stations combined provide engine, medic squad, ladder, rescue units, and EMS. Air crash trucks and water wagon foam units provide specialized service for Port Columbus Airport and other fires which involve flammable liquids.

Service area boundaries are not established for any one fire station. However, standard operating procedure dictates that initial responses to calls involving detached single-unit dwellings are made by two engine companies, a ladder company and one rescue company. Responses to high hazard calls, such as those involving apartments are made by three engine companies, two ladder companies, one rescue company, and one emergency squad. As conditions become more severe additional equipment may be dispatched.

#### *Improvements:*

According to the Capital Improvements Program 1993-1998, three of the city's fire stations that respond to emergencies in this area are targeted for facility renovations; #20, #25, #28.

### ***Police Services***

*Major Issue:* The community wants the police to be more visible.

Police services in the Northeast planning area are provided by three jurisdictions; Franklin County, Mifflin Township, and the city of Columbus. Each jurisdiction has agreed to provide assistance outside of its territory upon request.

The Franklin County Sheriffs Department provides police protection in the unincorporated areas of the county. Muffin Township residents are served by the Franklin County Sheriffs Department and the Muffin Township Police.

The city of Columbus provides services to residents living within the corporate boundary. This planning area is served by precinct 7 cruiser district 71.

Precinct 7, 5030 Ulry Road, generally follows the boundaries of Interstate 270 on the east, Alum Creek on the west, State Route 161 on the north, and Conrail Railroad tracts to the south.

The community would like to see the police become more visible. It is a preventive measure for the community and helps to foster a sense of security in the area.

#### *Future Plans:*

Developers for the Limited project donated a site to the Police Department reserved for the construction of a Police substation. As the area develops, police will need to monitor the area to ensure that adequate service is being provided.

#### *Recommendations*

- Expand police services as the area grows in population.
- Establish more cruisers throughout the commission area, for increased visibility.
- Provide adequate police service for community residents.
- Provide information to residents concerning the responsibilities of the fire stations that serve the area.
- Provide adequate medical equipment closely located to area residents in the community.

- Provide better coordination among the city, township, and county fire stations.

*Columbus Comprehensive Plan Policies:*

- Provide fire stations within two miles of all residents.
- Continue to participate in cooperative emergency service agreements with local jurisdictions.
- Provide more emergency medical services coverage in suburban locations in case cooperative agreements fail.
- Construct new substations that are compatible with the zone command system.

## **Street Lighting**

Some residential areas in the community have street lights installed. There are also street lights on most of the major roads in the community.

The community expressed a desire to have street lights installed where needed. It is felt by the community that street lights deter crime and provide a feeling of safety and comfort for residents. There are subdivisions that have an incomplete pattern or that do not have them at all. Cumberland Ridge residents state that street lighting is inadequate in their community. They request that streetlights be installed in the subdivision. Street lights are also needed in the Walnut Creek subdivision and in the Somerset subdivision particularly near Gatewood and Chelford Drive.

Street lights installed with underground wiring is the optimal choice of the community. Not only does this type of installation provide a more aesthetically pleasing appearance, it would match the street lighting requirements incorporated with the I-670 Plan.

### *Recommendations:*

- Install street lights in a consistent pattern within the community.
- Provide street lights in communities where needed.
- Provides street lights on Cassady Avenue from Agler to I-670.
- Install street lights using underground utility wires.
- Allow developers to furnish street lights in subdivisions, according to City specifications, and retain City operation and maintenance responsibility.
- Install ornamental candle street lights in the Cumberland Ridge subdivision.

### *Columbus Comprehensive Plan Policies:*

- Continue to expand the "Illuminate Columbus" program through additional bond funding to increase the number of existing neighborhoods receiving safe, modern street lighting.
- Increase funding available for street lighting projects where the residents agree to share the cost through an assessment.
- Make a funding mechanism available to assist neighborhoods wanting decorative street lighting with underground wiring or those with antiquated systems which need upgrading.

## **Community Needs**

Special emphasis was placed on providing community facilities and social services to the area. There was also discussion concerning the adequacy of city services provided in the area. Trash pick up and environmental blight abatement projects such as grass cutting and tree trimming are viewed as inadequate.

### *Library Facilities:*

The community requests that a library be built within their commission boundaries. The Library that serves the community, Northern Lights Library will relocate further north to the Cleveland Avenue, Ferris Road area upon the completion of the new building. The relocation of the Northern Lights library is viewed by the community as being more inaccessible than the current location at the Northern Lights Shopping Center.

### *Recommendations:*

- Request the Columbus Public Library System to build a library within the community.
- Ask library to provide book mobile or satellite services to the community residents in the Northeast Area.
- Provide adequate trash pick-up in the community.
- Respond to complaints about high grass and weeds on neglected properties.
- Trim trees when needed.

## **Environmental Protection**

The Northeast area is bountiful with nature areas, streams and other ecological amenities. The plan recommends that the natural areas be protected while the urban development and expansion occurs.

Alum Creek is at risk of being damaged if development occurs in the magnitude proposed. The city must ensure that the creek is adequately protected from nearby urban development.

There are also heavily wooded and significant wetland areas in the community that need to be protected.

### *Recommendations*

- Install street trees on the roadways and arterials to beautify the highways.
- Conserve open space for its natural and recreational value, especially along the banks of Alum Creek.
- Protect Alum Creek through dedication of land, scenic walkways and easements.
- Preserve heavily wooded lots.
- Protect the environmental quality in the community.
- Encourage a pleasing view from the highway when development occurs along the Interstate system.

## **Economic Development**

There is a need to implement an economic development strategy for residents in the Northeast. The U.S. Census substantiates that there are a number of children ranging in ages from 10 to 19 living in the area, approximately 38 percent of the population. Residents have a significantly higher unemployment rate than the average city of Columbus rate. Consequently, there is an available labor force pool.

An opportunity exists to create a program or mechanism whereby companies such as the Limited and Ross Laboratories hire local residents for jobs at their sites. There is an urgent need to assist the area with job placement, particularly for the young population.

An opportunity exists to develop local jobs by establishing locations for much needed services such as barber shops, drug stores, cleaners, restaurants, fast food restaurants, convenience stores, day care centers, and similar small businesses.

Northern Lights Shopping Center is a significant commercial center bordering the west side of the planning area. Community residents shop at this location or travel further, heading north or east towards Gahanna. However, it is desired by the community to have small local businesses to serve community residents.

According to the deed transfer information from 1984 to 1991, the sale of commercial establishments varied in number and value during that time frame. There has been some activity in the community, and a market that ranks better than stagnant.

The land use map and text illustrates several possible locations for neighborhood oriented commercial uses. There is also a need to provide opportunities for commercial development in order to provide nearby employment.

### *Recommendations:*

- Assess need and viability for local commercial uses, i.e., medical facilities, convenience stores, grocery stores, etc.
- Provide a climate that attracts small businesses servicing the needs of the local residents in the community.
- Provide economic development assistance for the community.
- Foster a business environment conducive to economic growth.
- Increase job opportunities for local youths and young adults.
- Provide appropriate incentives to create job opportunities for the local residents.
- Facilitate establishment of public/private partnerships to foster neighborhood economic development.

## Appendix

## History

The Agler/Cassady area is part of a five square mile tract of land that belonged to the United States Military Survey. This area was originally settled by Pennsylvania emigrants in 1799 and 1800. William Reed, a member of the legislature and later a judge in the Common Pleas Court, is believed to have been the first settler. He was soon followed by Ebenezer Dean, who purchased 1000 acres of land and built the area's first mill. William Simmons, Frederick Agler, George Baughman, Daniel Turney, Mathias Ridenous, James Park and others established farms early in the history of the area.

In 1811, this area was established as Mifflin Township and by 1840 had a population totaling 825. By 1850, the population increased to 1095 in part due to the settling of the Village of Gahanna.

On March 20, 1850, the Columbus and Sunbury Turnpike and Plank Road Act passed incorporating William Trevitt, Peter Agler, James Park, George Agler and others to construct Sunbury Road. The road was completed in 1852, the same year the Central Ohio Railroad (today's Penn Central tracks) was placed under contract. The railroad was completed to Zanesville on January 20, 1853. Transportation played a very important role in Agler/Cassady, a role which continues today.

Development of the southern portion of the area accelerated at the beginning of the twentieth century due to the construction of the Columbus, New Albany and Johnstown interurban electric streetcar route. The route connected Columbus to Gahanna and the Ralston Steel Car Manufacturing Company. This company became one of the largest and most important industries in central Ohio until it closed in the early 1950s. East Columbus and Stelzer/Cassady, once known as the Village of Rang, grew around "Ralston", as the manufacturing company came to be called, and began to urbanize. During this time many emigrants moved to the area.

The area west of Alum Creek developed from the Linden Village. In 1893, Linden Heights was established by H. Neil, Thomas A. Simmons, and Franklen D. Simmons, The Linden community began to grow at a rapid pace and in 1901, Linden was established as a village. Linden Heights Village was famous for having one of Ohio's few paved highways, Harbour Road, as its main street, now known as Cleveland Avenue. Residential development became the predominant type of development in this region. In 1921, Linden was annexed to the city.

While the southern portion of the Agler/Cassady vicinity began to urbanize, the northern section did not. At the same time, the area to the west of Alum Creek was developing. Farming remained as the predominant land use in the area. During the 1960s, the character of the area changed as several large subdivisions were constructed and scattered neighborhood scale commercial uses were built.

Also during the 1960s, African-Americans began to move into the Agler/Cassady area, giving it the integrated population it has today.

In the mid-1970s, the impact of transportation on the area was felt when 1-270, the outerbelt around Columbus, cut through much of the area.

With discussions regarding 1-670 as early as 1957, it became clear that an expressway was needed to provide a transportation link to downtown Columbus. By the late 1960s and early 1970s, growth had stopped, leaving residential developments unfinished. The area has not grown substantially since that time.

## **Annexations**

In the Northeast area, annexations to the city of Columbus have occurred sporadically. Approximately seventy-five to eighty percent of the land in the planning area has been annexed to the city of Columbus. The remaining twenty percent lies in unincorporated areas of Mifflin Township.

On the west side of Alum Creek annexations began as early as 1921 and 1924 near Hudson Ave. There still remain large pockets of unincorporated land in this vicinity, however; subsequent annexations did not occur until close to 25 years later. Looking west of Alum Creek, a significant amount of land in this area was annexed to the city in the late 60s and early 70s. The Framingham subdivision was annexed to the city during the early 70s.

In general, annexations on the east side of Alum Creek began in 1963 and slowed considerably by 1989. During the early 60s, parcels of land that are now Somerset were the first to be annexed to the city. Annexation of land north of McCutcheon, now Willow Springs, took place in 1966. By 1971, the majority of land in Willow Springs was annexed to the city. During the mid-70s, land in the Cumberland Ridge subdivision was annexed to the city.

The most current annexation activities are recorded for parcels abutting the 1-670 freeway. The most recent annexation is located on land south of Drake Road, along U.S. Route 62 near the Cumberland Ridge subdivision. Very few annexations have occurred since the 70s compared to annexation activity in other areas of the city.

## **Zoning Patterns**

Zoning districts dictate the type of development activity that may be permitted in an area. In the planning area, the predominant zoning classifications permit single and multi-family residential development. A significant percentage of the land is zoned for commercial uses. Manufacturing and institutional zoning classifications can also be found in the area. The largest and most recent manufacturing zoning classification is now located near Stelzer Road and 1-270.

Zoning districts in the area north of McCutcheon Road currently permit primarily residential development. However, there is land to the south of Morse Road that is zoned for institutional uses and a large parcel to the east zoned for industrial uses.

Land south of McCutcheon Road and north of Agler Road consists of primarily single and multi-family zoning districts when looking east of Alum Creek. Zoning districts located south of Innis Road and north of Agler Road permit primarily residential uses, with the exception of zoning districts fronting Westerville Road. The districts that primarily fall under the jurisdiction of Franklin County permit heavy manufacturing uses.

A large part of this area remains in the unincorporated portions of Franklin County. Franklin County zoning districts in this area include residential, suburban office and local and general commercial. Residential districts permit large lot construction, generally, one and two acre lots. Office and local commercial zoning is concentrated at the intersection of Stelzer and Agler Roads.

South of Agler Road, city of Columbus zoning districts range from residential to manufacturing classifications. There is a concentration of multi-family zoning and a large commercial zoning district located on land abutting Agler Road.

Unincorporated areas of Franklin County also exist in this area. Land fronting the 1-670 freeway was recently rezoned to permit light manufacturing uses. A large commercial zone is located at the Agler Road/Cassady Road intersection.

### ***Rezoning:***

One indicator of an area's rate of growth is measured by the frequency of rezoning requests submitted within a short period of time. Parcels that have been rezoned within the last five years include a large manufacturing district on the east side of Stelzer Road reserved for the Ross Laboratories office complex.

A parcel of land north of 1-670, west of Cassady, was rezoned to M2 in 1985 and now houses the Radisson Hotel. Land fronting Cassady Avenue south of Drake Road was rezoned to LC4 in 1988 and the land south of the Cumberland Ridge subdivision and west of Stelzer Road was recently rezoned to LC2, then later rezoned to LM, reflecting the Rimrock use.

Rezoning activity in the planning area is occurring more frequently; however, a number of zoning designations that date as far back as 1964 still remain.

See the city's current zoning map for up-to-date information.

## **Statistical Summary**

### ***1980/1990 Population***

The 1990 Census shows that the Northeast commission area had a population of 21,280, a nine percent decrease since 1980. Of the total 1990 Northeast area commission population, 17,729 persons lived within the municipal boundaries of the city of Columbus.

The proportion of African Americans living in this community, 67.1 percent, far exceeded the proportion of African Americans living in Columbus and Franklin County, 22.6 and 15.9 percent, respectively. The elderly population 60 years and older living in the Northeast area, 8.0 percent, falls below the proportion of elderly living in the city and the county but has remained constant over the past ten years.

According to the 1990 Census, approximately 38 percent of the population in the Northeast area are 19 years old or younger. This percentage is far greater than the percentage of those under 20 for the city of Columbus at 25 percent and Franklin County at 27 percent.

### ***Households and Household Income***

Of the total households in the community, a greater proportion of lower income households live in the Northeast area compared with the city of Columbus. A significant proportion of the households in the Northeast earn less than \$10,000 annually, 24.1 percent as compared to the city of Columbus at 17.1 percent, and Franklin County with only 13.9 percent.

There is a greater percentage of single parents with dependent children living in the Northeast community compared with the proportion of single parents with dependent children in Columbus. Approximately thirty percent of all households are headed by one parent with a dependent child. Approximately 90 percent of all single parent homes in the planning area are headed by African American females.

The average household income reported for 1990 is also significantly lower in the Northeast at \$26,361 compared to \$31,860 for Columbus as a whole. The proportion of persons in poverty is also substantially higher at 27.3 percent. The city of Columbus reports that 17.2 percent of their households are in poverty and Franklin County reports a 13.0 percent poverty rate.

The Northeast area has roughly 6250 occupied housing units in the planning area; approximately 47.4 percent are owner occupied. This proportion is slightly higher than the city's owner occupied rate of 46.6 percent. However, the average median value of a home in the planning area is \$55,855, lower than the average value of a home in Columbus at \$71,257.

### ***Labor Force and Employment Characteristics***

Those in the labor force are employed in a variety of occupations. Approximately 23 percent of the employed persons 16 years old and older are employed as managers, professionals and technicians. This percentage falls short of the Columbus proportion which is approximately 33 percent. There are also higher percentages of persons employed in sales outside of the planning area. Franklin County and the city of Columbus report approximately 12 percent compared with 8 percent in the Northeast planning area. The greatest proportion of employed persons in the planning area are employed as administrative support or clerical workers, 25.5 percent. These occupations were also highest in both the city and the county.

However, there were a greater percentage of unemployed persons living in the Northeast than in the city or county. The unemployment rate in 1990 was 8.1 percent in the planning area compared to 5.9 percent in the city of Columbus.

## **Traffic**

The chart below indicates that there is to be an increase in the traffic flow on all of the major streets in the Northeast Area by the year 2010. Stelzer Road experiences the most net increase in traffic flow at approximately 62.3%. This is concurrent with the expected future development of the Northeast area. Morse Road has been projected to have the least net increase of 19.7%. It has been predicted that Sunbury and Agler Roads will experience an increase of 58.4% and 36.4%, respectively.

### ***Traffic Counts***

The Ohio Department of Transportation, Bureau of Transportation Technical Services, conducts traffic counts periodically at many intersections and major streets in Ohio.

Several arterials in the Northeast planning area have had traffic volumes recorded. The Traffic Volumes Map, prepared by the Mid-Ohio Regional Planning Commission (MORPC), shows the average daily traffic (ADT) for nondirectional flow.

### ***Projections***

Traffic studies are conducted to assess the impact of development on traffic flow. Variables such as dwelling units, retail floor space, office floor space and industrial growth are forecasted and used to calculate future traffic volumes. MORPC's estimates show that the most significant increase in traffic volume will be seen on Stelzer Road.

#### *Morse Road*

Morse Road traffic comes primarily from the west with approximately 26,000 to 27,000 cars approaching the Morse Road/Sunbury Road intersection. When crossing Sunbury however, the majority of traffic continues eastbound toward the 1-270 interchange. Immediately west of 1-270 and east of Stelzer Road, traffic increases significantly. Approximately 5,000 to 6,000 cars travel south on Stelzer Road. 2010 projections show a modest increase in traffic volume on Morse Road between Sunbury and I-270.

#### *Stelzer Road*

Stelzer Road experiences its heaviest amount of traffic between McCutcheon Road and 1-670. Approximately 10,000 to 11,000 cars travel north of 1-670 to Agler Road and roughly 8,000 cars travel north of Agler. 2010 projections approximate that about 28,000 cars will travel on Stelzer Road.

#### *Agler Road*

Autos using Agler Road are primarily westbound traffic. Approximately 3,000 cars have been counted westbound on Agler Road at Sunbury Road. However, there are about 8,000 cars east of Agler at the Stelzer Road intersection. The additional number of cars are generated from the Somerset subdivision. By the year 2010, approximately 13,000 cars will travel on Agler Road.

#### *Cassady Avenue*

The origin of traffic traveling south on Cassady comes from Agler and Sunbury Roads. Continuing south on Cassady, traffic slightly decreases. Cassady Avenue was not considered in the 2010 projections; however, a 1983 count shows approximately 11,000 cars on this road. Although no future projection was taken, there will most likely be an increase in traffic volume by the year 2010 resulting from development activity in the area.

#### *Sunbury Road*

On Sunbury Road, approximately 6,000 to 7,000 cars approach the Morse Road intersection. Further south at McCutcheon Road, there is an increase of approximately 4,000 cars. 2010 projections show traffic volumes approximating 25,000 cars using Sunbury Road. Currently, an average of 10,000 to 11,000 cars use Sunbury Road.

*McCutcheon Road*

There are no current Traffic volume counts for McCutcheon Road, however, 2010 projections reveal that approximately 16,000 cars will travel that road.

<b>TRAFFIC</b>			
	<b>ADT</b>	<b>Percent Taken</b>	<b>Projections</b>
Morse Road	23300-	29000-	23500
Stelzer Road	10700-	28400-	10900
Sunbury Road	10700-	25700-	10900
Agler Road	8200-	12900-	8400
McCutcheon		16200-	16400
Cassady Avenue	1100	-	11200
			<b>% Change</b>
Morse Road	1985	29200	19.7
Stelzer Road	1985	28600	62.3
Sunbury Road	1983	25900	58.4
Agler Road	1987	13100	36.4
McCutcheon			
Cassady Avenue	1983		

**Area Fire Stations**

Columbus Fire Station #16  
1130 E. Weber Road

Columbus Fire Station #24  
1585 Morse Road

Columbus Fire Station #28  
3240 McCutcheon Road

Columbus Fire Station #18  
1551 Cleveland Avenue

Columbus Fire Station #25  
4925 Terminal Drive

Mifflin Township Fire Station #1  
133 Mill Street (Gahanna)

Columbus Fire Station #20  
2646 East Fifth Avenue

Port Columbus Airport

Mifflin Township Fire Station #2  
2549 Agler Road

## **Express Bus Routes**

### **Router 38 - East Westerville**

This route begins at Rich Street going north toward Cleveland Avenue. It makes its first transfer point on Second Avenue and Fourth Street, and its second stop on Cleveland Avenue and Innis Road.

### ***Route 37 - Westerville***

This route also begins at Rich Street and heads north toward Cleveland Avenue. It makes its first transfer point at Second Avenue and Fourth Street. Along Cleveland Avenue it makes its first stop at Fifth Avenue, Eleventh Avenue, Genessee Avenue, and the Northern Lights Shopping Center.

### ***Route 40 - Forest Hills***

This route starts at the City Center Terminal on High Street. The bus has its first transfer point on Fourth Street and Second Avenue. It continues north on Westerville Road and has transfer points on Fifth Avenue, Eleventh Avenue, Innis Road and Morse Road. The bus continues north and has two more transfer points until it reaches the Westerville Park and Ride.

### ***Route 35 - Tamarack Blvd.***

This route originates at the City Center Terminal and has its first transfer point at Fourth Street and Second Avenue. It continues north and makes its second stop at the Northern Lights Shopping Center. These are the only two stops on this route.