CITY OF COLUMBUS, DEPARTMENT OF DEVELOPMENT, PLANNING DIVISION

INTERIM

HAYDEN RUN CORRIDOR PLAN

INTERIM HAYDEN RUN CORRIDOR PLAN

June 14, 2004

City of Columbus

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This document is the interim Hayden Run Corridor Plan. Please direct inquiries about the plan to the Columbus Planning Division 109 North Front Street, Columbus OH 43215 or contact our office at 645-8664.

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Dear Citizen

The Interim Hayden Run Corridor Plan is intended to provide land use and development policy direction for public and private decision-makers. Among the plan's key elements are protection of Hayden Run and other natural features, organization of residential uses, designation of income-producing uses, and identification of needed infrastructure and facilities. Many of these plan provisions were influenced by the open dialogue with neighboring jurisdictions and citizens that occurred during the planning process.

While all plans are subject to periodic review and update, two primary factors have led to the designation of this document as an interim plan: A desire by the jurisdictions in northwest Franklin County to engage in a multi-jurisdictional planning process; and Mayor Michael B. Coleman's 21st Century Growth Team initiative to look at growth policy from a broad perspective. As these and other factors warrant, this document will be updated.

I am particularly gratified by the role that this growth area and plan have played in the city's efforts to establish new collaborative directions for paying for growth. I hope that you find this plan both informative and useful.

Sincerely,

Mark Barbash, Director
Department of Development

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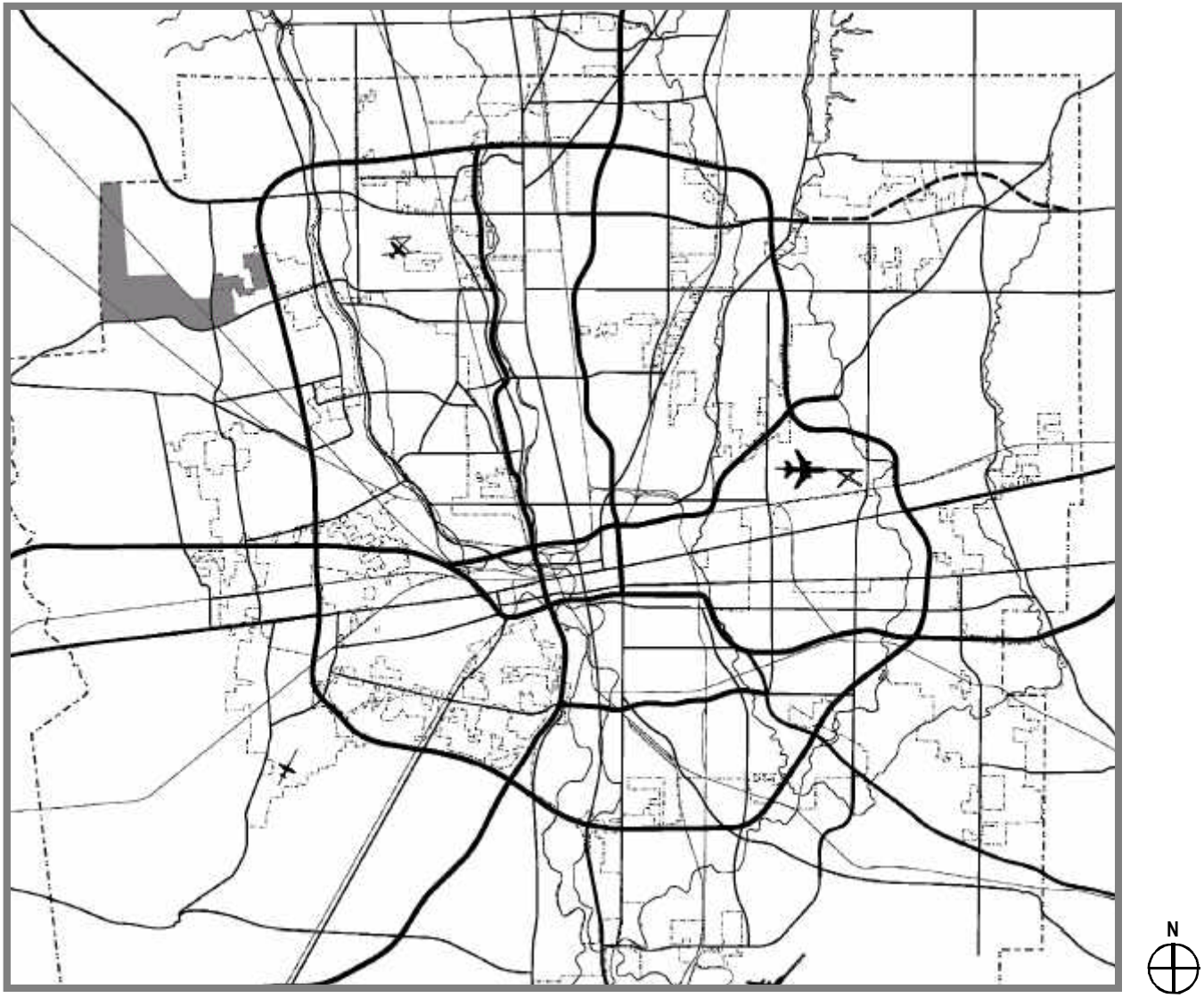
INTRODUCTION

LOCATION OF PLANNING AREA IN FRANKLIN COUNTY



PURPOSE

The Hayden Run Corridor Plan is intended to serve as a guide for public and private sector decision-making regarding the physical development of the planning area. The primary goal of the plan is to provide guidance for the mix of land uses and the associated public facilities and infrastructure necessary to fulfill the future needs of this growing portion of Central Ohio. Special consideration was given during the plan's development to neighboring jurisdictions and the protection of the area's natural amenities.

PLAN AS INTERIM

While all plans are subject to periodic review and update, two primary factors have led to the designation of this document as an interim plan:

- A desire by the jurisdictions in northwest Franklin County to engage in a multi-jurisdictional planning process.
- Mayor Michael B. Coleman's Vibrant 21st Century Cities initiative to look at growth policy from a broad perspective, including such issues as infrastructure funding, job growth, shared facilities and services, and regional cooperation.

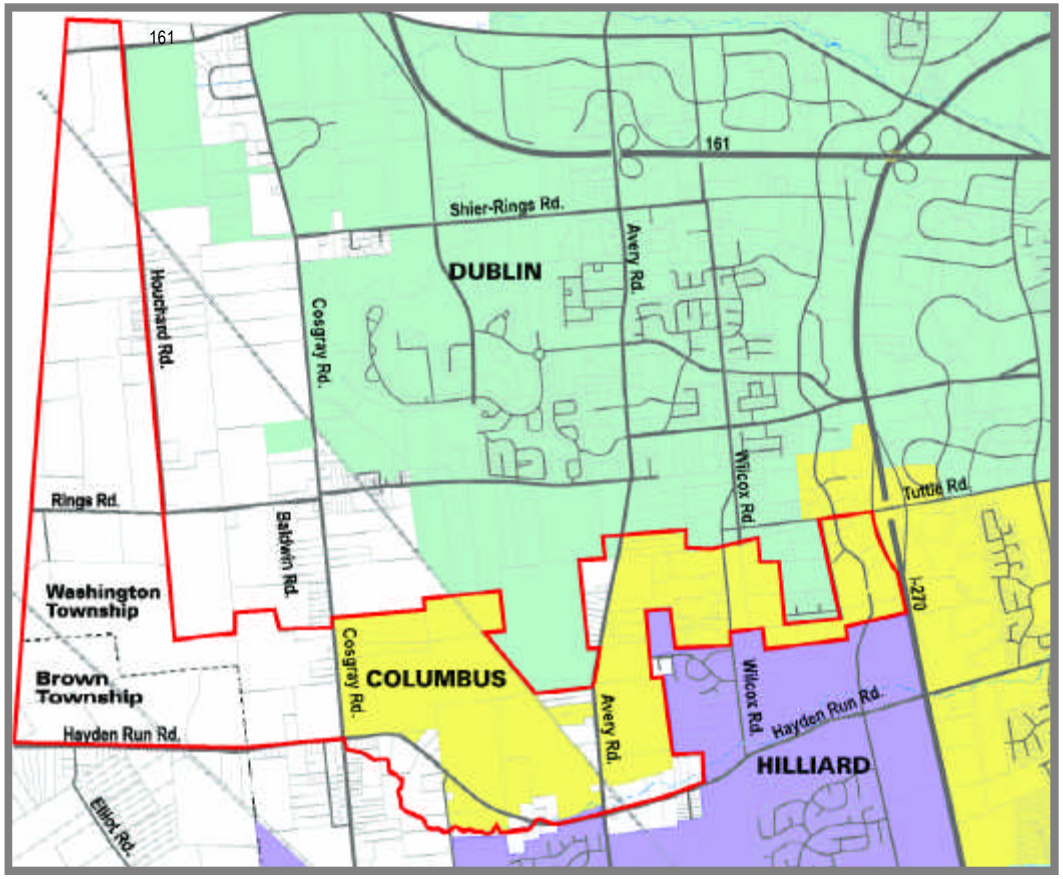
BACKGROUND

During the second half of 2002, annexation requests, proposals for rezoning, and other development pressures increased in the central portion of Columbus' Hayden Run Corridor. This activity indicated that significant changes were soon likely within this largely rural area and that, in consultation with its neighbors, the City of Columbus would benefit from creation of a more complete and refined plan for both its previously annexed territory and those areas likely to become a part of the city in the future. The Planning Division was asked to develop a plan for the area to help ensure that the various land uses and infrastructure needs were anticipated and coordinated to the greatest extent possible. Another goal was to complement and respect existing and planned developments in the cities of Hilliard and Dublin and in Washington and Brown townships.

Development of the corridor plan required that certain assumptions be made in order to promote a smooth transition between and among existing and future land uses in this multi-jurisdictional area of the county. Information about existing, planned, and proposed developments and infrastructure improvements was collected, analyzed, and discussed. These future changes to the built environment were considered likely to occur and are reflected on the corridor plan map to ensure that Columbus' plans adequately consider their regional context.

The corridor plan development process began with meetings of representatives of the various area jurisdictions to discuss pertinent issues, concerns, and desires related to the plan's creation. Staff took the input from those meetings, continued discussions with members of the various staffs when necessary, and prepared a draft corridor plan concept map. This map was shared with many stakeholders in and near the corridor, including the jurisdictions, and was modified, as needed, to ensure accuracy. The next phase of the process involved building upon the concept map to develop more detailed recommendations for the various plan elements. This was done through additional research, consultation, and public review. The result is a document, which provides a framework for the area's future.

PLANNING AREA WITH NEIGHBORING JURISDICTIONS



The Hayden Run Corridor is an irregularly shaped tract of land including portions of the territory extending westward from I-270 between Hayden Run Road and Rings Road, and then northward between Houchard Road and the Madison County line to the Union County line just north of SR 161 (see planning area map). It is generally defined by the territories not included in the sewer and water contracts with the communities of Dublin and Hilliard. Areas north and east of the corridor are available for annexation to Dublin and, upon extension of the necessary infrastructure, may be served by the region's centralized sewer and water systems. Areas to the south are available for Hilliard's growth, but, by agreement, may also be annexed to and served by the City of Columbus.

KEY ELEMENTS

Provisions for recommended land use, community facilities, natural resource protection and infrastructure can be found throughout the plan. The following provisions represent key elements of the plan:

- Organization of higher density areas in Traditional Neighborhood Development pattern to maximize connectivity and encourage an appropriate mix of land uses and housing opportunities.
- Natural buffers along Hayden Run - at least 150 feet on each side with more wherever possible.
- Designation of park sites to protect existing natural features, such as wood lots and Hayden Run Spring.
- Commercial nodes to serve surrounding community, rather than "stripping out" of commercial corridors.
- New Britton-Cosgray Connector and extensions of Houchard and Tuttle Roads.
- Transit-oriented development at the site of a potential light-rail stop.
- Lower density cluster residential in corridor's western area.
- Income-producing office locations in the east, closest to freeway access points.
- A shared-use site incorporating such uses as a school, recreation center and park.

COMMUNITY FACILITIES AND SERVICES

POLICE SERVICES

Law enforcement in the planning area is provided by the city of Columbus Division of Police and the Franklin County Sheriff. The Columbus portion of the area is served by a substation located at 5400 Olentangy River Road and is located within Precinct 17. Cruiser District 173 provides coverage to the portion of Precinct 17 located within the planning area.

It is a relatively long distance from the Precinct 17 police substation to the planning area. As growth occurs, the Division of Police should consider the relocation of the substation to a location that is more centrally located within the precinct. In addition to the direction and extent of future growth, factors that should be considered with the potential relocation of the substation include calls for service within the precinct and the location of available land appropriate for a facility.

RECOMMENDATIONS:

- As growth occurs, the Columbus Division of Police should consider relocating the Precinct 17 substation to a more central location within the precinct.
- The precinct substation should be located in conjunction with other civic uses and facilities if possible.

FIRE SERVICES

Primary fire and emergency medical services in the planning area are provided by the City of Columbus and Washington and Norwich Townships. The City of Columbus has automatic response mutual aid agreements with Norwich and Washington townships. The City of Columbus automatic response agreement with Washington Township does not include emergency medical service (EMS) response, except as first responder engine companies for medical emergencies. Norwich and Washington Townships have automatic response agreements with each other.

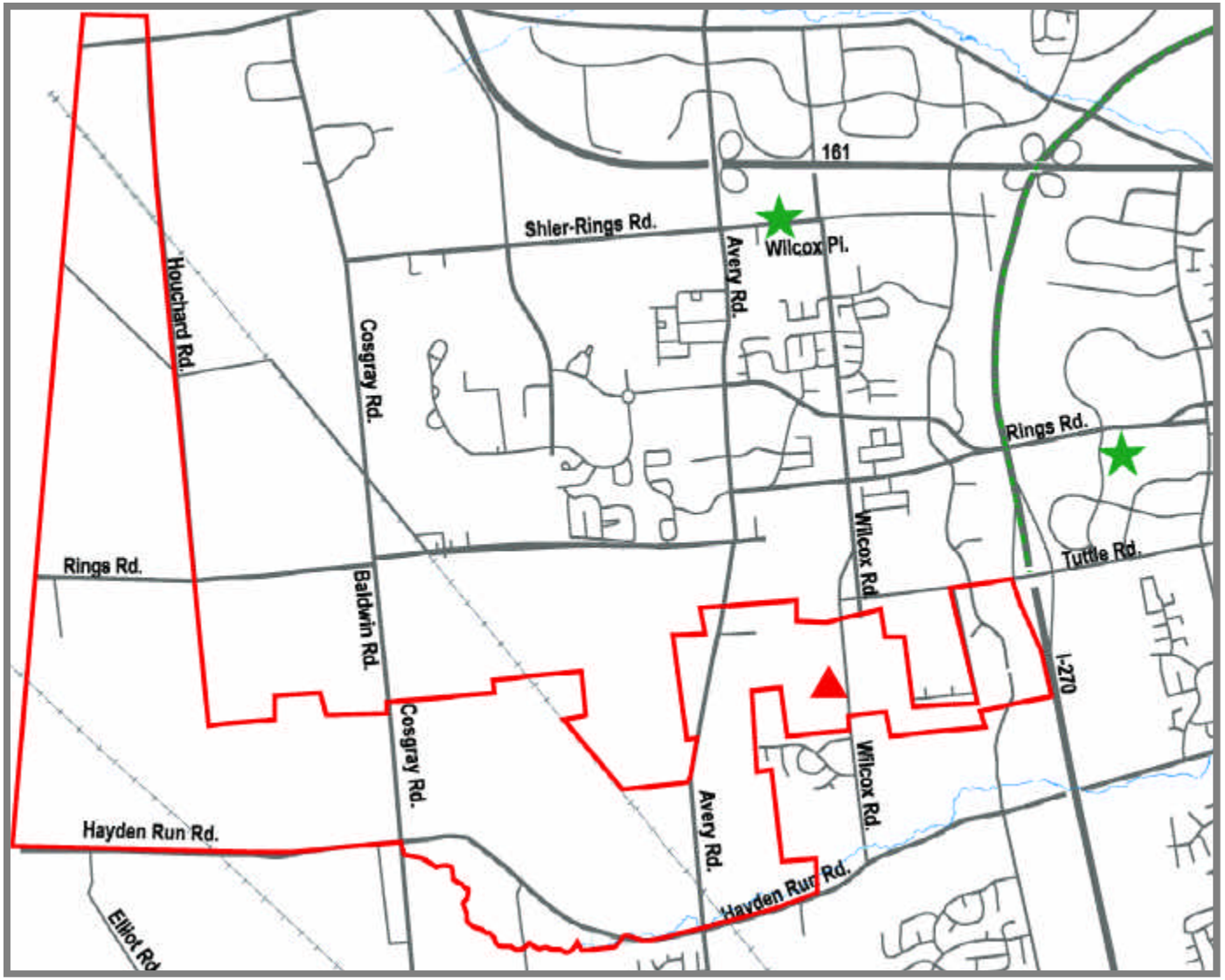
Norwich Township provides contract fire and EMS services for Brown Township, utilizing their facility at 2491 Walker Road. Washington Township fire and emergency response for the area is based at their Station #91, located at 6255 Shier Rings Road. An additional station near the planning area is located south of the intersection of Rings Road and the Paul Blazer Parkway.

The recently opened Columbus Fire Station #34 is located in the planning area on Wilcox Road (see fire services map). An engine and medic are in place at this station and provide the closest Columbus fire and EMS to the planning area. City of Columbus guidelines state that fire response times are to be within five to seven minutes in all parts of the city, with first EMS response time to be within the range of two to three minutes in all parts of the city. The estimated response time from Station 34 to the vicinity of Hayden Run and Cosgray Roads are within the City standards. But areas to the north and west of the vicinity of Hayden Run and Cosgray Roads will be outside the normal first-due response times for City of Columbus vehicles.

RECOMMENDATIONS:

- Provide a new City of Columbus fire station in the western portion of the planning area if and when growth occurs in the western or northwestern portions of the area.

FIRE SERVICES



Legend

- Columbus Fire Station #34
- Washington Township Fire Stations

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SCHOOL DISTRICTS

The planning area is served by three public school districts. These include Columbus Public Schools, Hilliard Schools, and Jonathan Alder Schools (see schools map). The Dublin School District serves an area immediately adjacent to the northern and eastern portions of the planning area. None of these districts currently have facilities in the planning area.

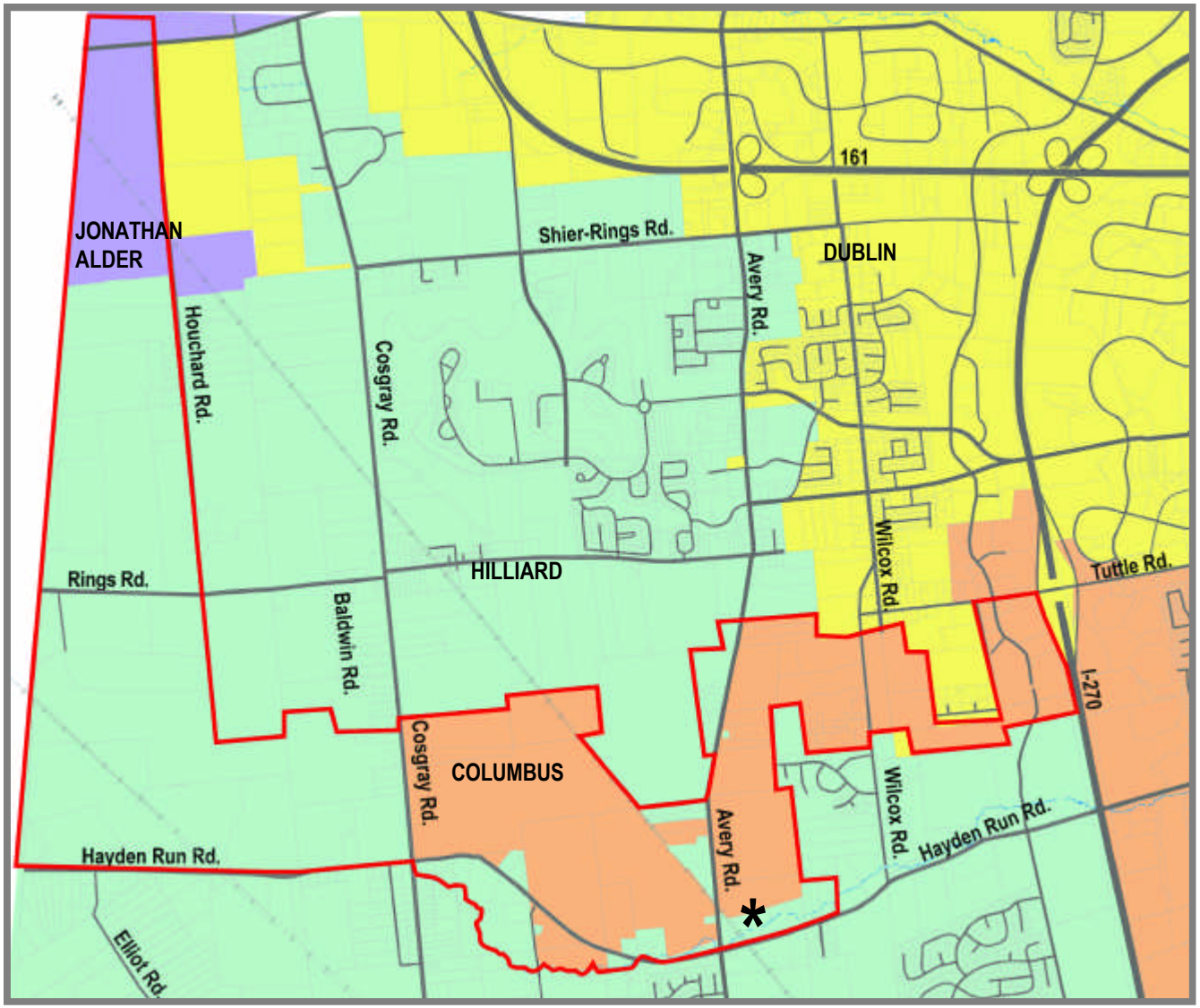
In 1986 Columbus Public Schools and many Franklin County suburban school districts signed an agreement commonly known as the "win-win" agreement. Prior to this, when the city of Columbus annexed new territory it generally remained within a suburban school district. The 1986 agreement changed that practice. Now territory that is newly annexed to Columbus typically becomes part of the Columbus Public School district. In the planning area, the "win-win" agreement means that land in Washington and Brown Townships currently served by the Hilliard School District will be served by Columbus Public Schools upon annexation to Columbus.

Although portions of the Columbus Public School district extend well into the planning area, the nearest schools are the Gables and Winterset Elementary Schools and Centennial High School, located near the intersection of Bethel and Reed Roads, and Ridgeview Middle School, located south of Henderson Road on Rudy Drive. As annexation activity continues and the Columbus Public School district expands in the northwestern portions of Franklin County, the need for adequate supporting public facilities such as schools will persist in the planning area.

RECOMMENDATIONS:

- A public school be co-located in the proposed Community Center Park to serve existing and anticipated Columbus development.

SCHOOLS



* Proposed School (Approximate Location)

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STREET LIGHTING

Street lighting is implemented according to policies established in the Department of Public Utilities' Master Plan for Street Lights. The Master Plan "establishes street lighting development and design policies that balance safety, security and aesthetics. The guiding principles of the master plan include: 1) the development of a city-wide street lighting system that has a well-developed inventory of readily available fixtures and poles that are compatible with most urban situations found on the streets and in the neighborhoods of Columbus; 2) a provision for neighborhood choice in determining appropriate street light installations; 3) an operating principle that recognizes street lighting installations with underground wiring to be preferable to those with overhead wiring; and 4) implementation procedures that encourage and aid Columbus residents in their effort to have decorative lighting installed."

Streetlights in Columbus are maintained and operated by the Department of Public Utilities, Division of Electricity. Columbus City Code (Section 1165.01) requires any developer of commercial and residential development within the city of Columbus to install streetlights along public rights-of-way at locations to be determined by the Division of Electricity.

RECOMMENDATIONS:

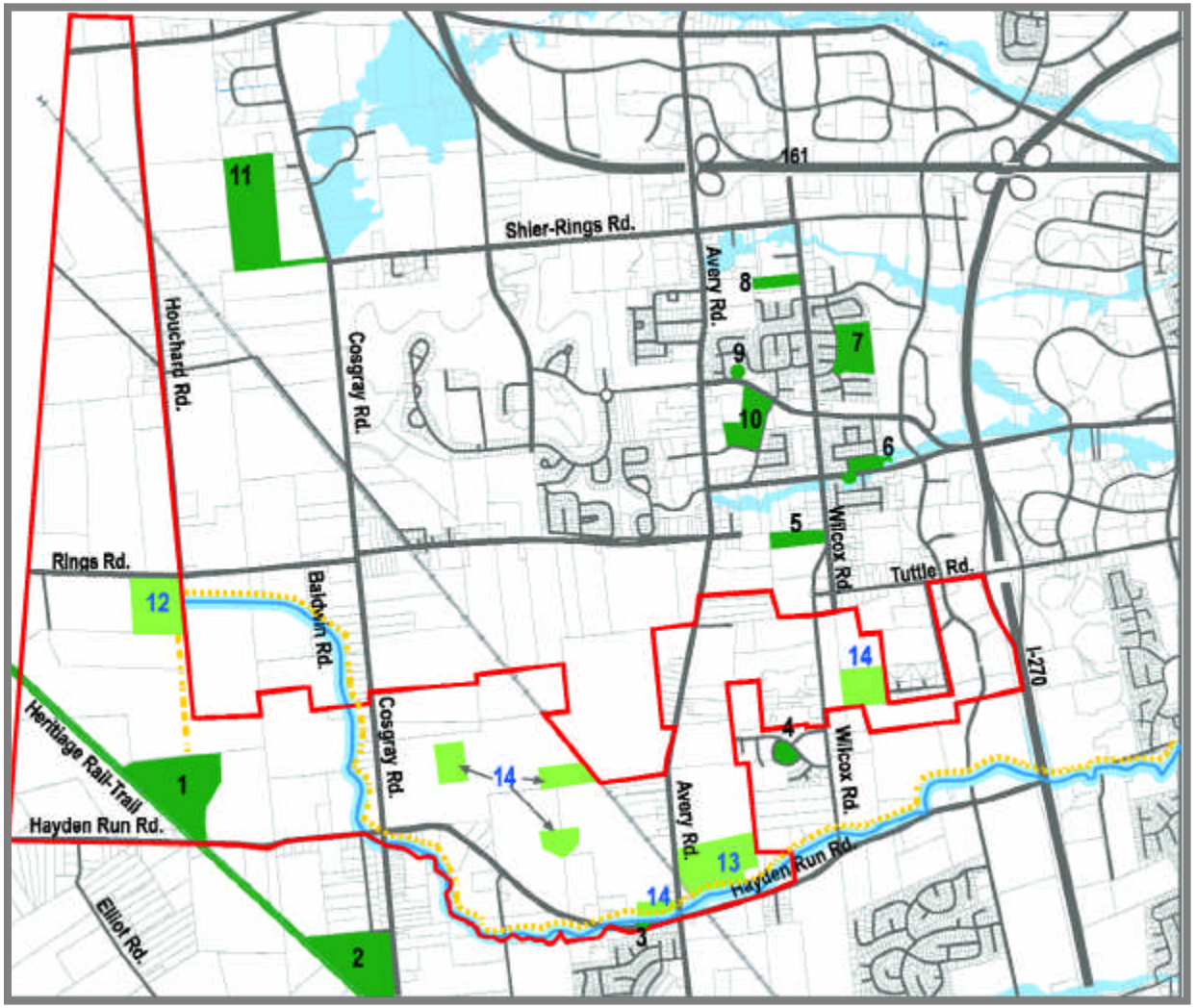
- Street light selection should follow the City of Columbus, Division of Electricity's "2020 Master Plan". (www.utilities.ci.columbus.oh.us/electricity/columbus%202020.pdf)
- Street lighting in proposed Traditional Neighborhood Developments (TND) should follow the provisions of Section 3320.15 of the city of Columbus Zoning Code. This section states that lighting fixtures on public and private thoroughfares are of traditional design and conform with the standards for Street Lights #1, 2, 3, 4, and 5 contained in Columbus Street Lighting Master Plan.
- Consider the use of the TND lighting standards for adjacent development.

PARKS, TRAILS, AND OPEN SPACE

A combination of natural features and the Heritage Rail Trail provides a strategic opportunity to develop a unique system of parks, trails, and open space for the residents of the Hayden Run area. The plan recommends the development of four park and open space concepts. These include:

- a passive park-site located around the spring which feeds Hayden Run-Hayden Run Headwater Protection and Recreation Site,
- a greenway, including a multi-use trail, along Hayden Run,
- a community center park to the north of Hayden Run and due east of the CSX railroad tracks, and
- several neighborhood-based parks located throughout the planning area.

PARKS, TRAILS AND OPEN SPACE



Legend

Existing Public Parks:

1) Heritage Park (Metro Parks)
2) Homestead Park (Washington Township)
3) Reibel Woods (Hilliard)
4) Neighborhood Park (Hilliard)
5) Wilcox Road and Kaltenbach Parks (Dublin)
6) Commons at Trinity and Brighton Parks (Dublin)
7) Heather Glen Park (Dublin)
8) Heather Glen North Park (Dublin)
9) Sandy Corners Park (Dublin)
10) Balgriffin Park (Dublin)
11) Darree Fields (Dublin)

Proposed Public Parks:

12) "Hayden Run Headwater Protection & Recreation Site"
13) Community Center Park
14) Neighborhood Parks

Proposed Multi-Use Trail

N

EXISTING PARKS

Existing parkland within the planning area includes a portion of Metro Park's Heritage Rail-Trail and Metro Park's Heritage Park, which are both located in the southwest corner of the area. The Heritage Rail-Trail is a seven-mile multi-purpose trail that runs from the Old Hilliard historic district of Hilliard to Cemetery Pike to the northwest (near Plain City). The Heritage Rail-Trail Coalition sponsors or participates in several events each year that celebrate and improve the multi-purpose trail. Heritage Park is a Metro Park trailhead on 87 acres of land along the Heritage Rail-Trail. Metro Parks offers parking and a separate, parallel trail for horses on the four-mile stretch of the Trail within the Heritage Park.

Several other parks located within the vicinity of the planning area include several city of Dublin parks and Washington Township's Homestead Park. The award-winning Homestead Park offers a variety of amenities and is located adjacent to the Heritage Rail-Trail. Additional parks within the area include the city of Hilliard Municipal Park (132 acres) and the Glacier Ridge Metro Park (nearly 1,000 acres located just northwest of Dublin). Glacier Ridge is the newest Metro Park that offers hiking, biking, and horse riding. Efforts are underway to restore 180 acres of wetland. The park will also feature restored prairie and a working windmill that will generate power for the park.

PLANNED PARKS

HAYDEN RUN HEADWATER PROTECTION AND RECREATION SITE

The Hayden Run headwaters is located to the south of the intersection of Rings and Houchard Roads. The plan recommends the development of a passive recreation site around this spring. Springs are sensitive ecological areas that deserve and require maximum protection and preservation/enhancement. The site should be managed for conservation, with passive uses such as walking paths and the restoration and preservation of native fauna. Research should also be conducted to determine any significant natural and cultural history of the spring. This information could be presented to the community in the form of educational signage and displays along the walking paths.

Potential funding for the development of the protection of the headwaters and the passive recreational site may be available through sources such as the "Clean Ohio Green Space Conservation Program", that helps to fund preservation of open spaces, sensitive ecological areas, and stream corridors. It is recommended that the city of Columbus, city of Dublin, and Washington Township cooperate on the formation of such a proposal, as the proposed site would likely fall in both cities respective jurisdictions and because a jointly developed proposal might enhance the likelihood of receiving financial support.

RECOMMENDATIONS:

- Establish a passive park Headwater Protection and Recreation Site around the spring that feeds Hayden Run.
- Pursue a Clean Ohio or similar grant for the development of this passive park in cooperation with the city of Dublin and Washington Township.
- Provide a pedestrian/bicycle connection between the passive park and the Heritage Park and Rail-Trail.

HAYDEN RUN GREENWAY AND MULTI-USE TRAIL

As the key natural feature in the area, priority should be placed on establishing a greenway along Hayden Run and establishing a multi-use trail within the greenway corridor. Both the Columbus Comprehensive Plan and the Franklin County Greenways Plan recommend that the area's river corridors be developed as a system of greenways, "containing a mix of cultural, natural, recreational, and transportation opportunities." The proposed Hayden Run greenway would provide a wide variety of environmental and recreational opportunities for the residents of the planning area and to the wider region.

The Hayden Run greenway serves as a strategic opportunity to establish a link between the planning area and the greenways, parks, and trails along the Scioto River and Big Darby Creek. Efforts to establish these regional connections are underway. Metro Parks is working to extend the Heritage Rail-Trail to Plain City to the northwest and ultimately to establish a connection to the Scioto River greenway to the southeast. Connections from the Heritage Rail-Trail to the Big Darby greenway are also being explored. A Hayden Run greenway with pedestrian/bikeway connections to the Heritage Park could therefore provide a key future linkage between the Scioto River and Big Darby Creek greenways.

The Hayden Run greenway should be the width of the Hayden Run floodway or a distance of approximately 150 feet from the centerline on each side of the creek, whichever is greater. While it is recognized that development may occur in the floodplain, it should be minimized where possible. Furthermore, efforts should be made to extend the proposed greenway beyond the floodway/150 foot buffer when opportunities present themselves. The proposed greenway would provide adequate space for moderate environmental protection of the creek, a wildlife corridor, and the provision of recreational opportunities including a multi-use trail/bikeway. Potential mechanisms for the implementation of the greenway include parkland dedication in the development process, the direct acquisition of property, and/or the establishment of conservation easements.

RECOMMENDATIONS:

- Establish a greenway including multi-use trail along Hayden Run.
- Maintain protective no disturbance buffer equal to the width of the Hayden Run floodway or a distance of 150 feet from the centerline on each side of the Hayden Run streambed, whichever is greater.
- Extend the proposed greenway beyond the floodway/150 feet buffer wherever possible.
- Explore and establish potential linkages between the proposed Hayden Run greenway/bikeway and existing or planned bikeways in Dublin and Hilliard.
- Establish pedestrian/bicycle-friendly connections between the proposed Hayden Run multi-use trail and neighborhoods that develop adjacent to the greenway.
- Minimize development in the floodplain where possible.

COMMUNITY CENTER PARK

A community center park is anticipated for the Hayden Run planning area. The park would include approximately 40 acres of land and would accommodate a community recreation center and an elementary school. The Columbus Comprehensive Plan recommends the establishment of community parks within two miles of all residents. The community center park for the Hayden Run area is planned on land to the north of Hayden Run and due east of the CSX railroad tracks (see page 17).

The community center park would be adjacent to the Hayden Run greenway and multi-use trail, the proposed Transit-oriented development district (TOD), and commercial and multi-family uses. The park would be an expansion of the greenway and it is recommended that an extension of the multi-use trail be "looped" through the community park and connect to the recreation center. It is also recommended that the community park consist of a mix of active and passive uses, with the southern edge of the community park consisting of more natural uses as a transition to the creek itself. Access to the park should be provided from both Avery Road and the proposed Britton-Cosgray connector to the north. Locating the community center park adjacent to the TOD, commercial, and multi-family uses will bring activity and ensure full use of the park and recreation center. Locating an elementary school within the community center park would increase the benefits that both facilities bring to neighborhood life.

Development of the community center park will depend on funding and acquisition of land. One potential funding source for the community park is the city's parkland dedication ordinance, which requires developers to donate parkland or make a monetary donation when property is rezoned. Cooperation with the cities of Hilliard and Dublin should also be explored when planning for the development of the community center park to ensure maximum efficiency in the development and use of these facilities.

The city should also explore the potential of partnering with the Columbus Metropolitan Library on the development of a library branch that would be co-located with the proposed community center park. The library will begin a strategic planning process in the near future, which will be followed by a master facilities planning process. These planning efforts would be an appropriate time to explore a potential library branch in the area.

RECOMMENDATIONS:

- Pursue acquisition of land for the proposed community center park and other recreation and park facilities for the Hayden Run area.
- Pursue establishment of a Columbus Public elementary school, perhaps in conjunction with a city recreation facility, within the community center park.
- Explore partnerships with the cities of Dublin and Hilliard and the Columbus Metropolitan Library regarding the community center park.
- The park should be an expansion of the Hayden Run greenway, with passive uses located on its southern edge as a transition to the creek itself.
- Access to the park should be provided from both Avery Road and the proposed Britton-Cosgray connector.
- Establish pedestrian/bicycle connections from the proposed community center park to the Hayden Run greenway and multi-use trail, the proposed transit-oriented development and other adjacent neighborhoods and commercial development.

NEIGHBORHOOD PARKS

Several neighborhood parks are anticipated in the Hayden Run area. The city of Columbus Recreation and Parks Master Plan recommends that neighborhood parks be located within one-half mile of all neighborhoods. These parks should encourage passive and active recreation and connect to the parks, trails, and open space previously described, particularly the Hayden Run greenway. Neighborhood parks should be located in conjunction with other civic uses and facilities if possible. Efforts should also be made to ensure that neighborhood parks have pedestrian friendly zones within one-half mile, particularly at intersections. This will ensure that children and other residents can safely access the park on foot and bicycle.

The Traditional Neighborhood Development (TND) portion of the city's Zoning Code contains additional guidelines for parks and open space within TND developments. For illustration purposes, three larger neighborhood parks have been identified on the Proposed Land Use Map for the central portion of the corridor, which utilizes TND land use designations.

RECOMMENDATIONS:

- Locate neighborhood parks within one-half mile of all neighborhoods.
- Neighborhood parks should be located in conjunction with other civic uses and facilities if possible, including schools.
- Establish pedestrian connections between neighborhood parks and adjacent neighborhoods, the Hayden Run greenway, and other parks and open space whenever possible.
- Ensure roadway intersections within one-half mile of parks are pedestrian friendly.
- Maximize connections to parks with bike trails.
- Locate parks in conjunction with natural features where possible.
- Use parks and open space as an organizational element for surrounding development.

WATER AND SEWER SERVICES

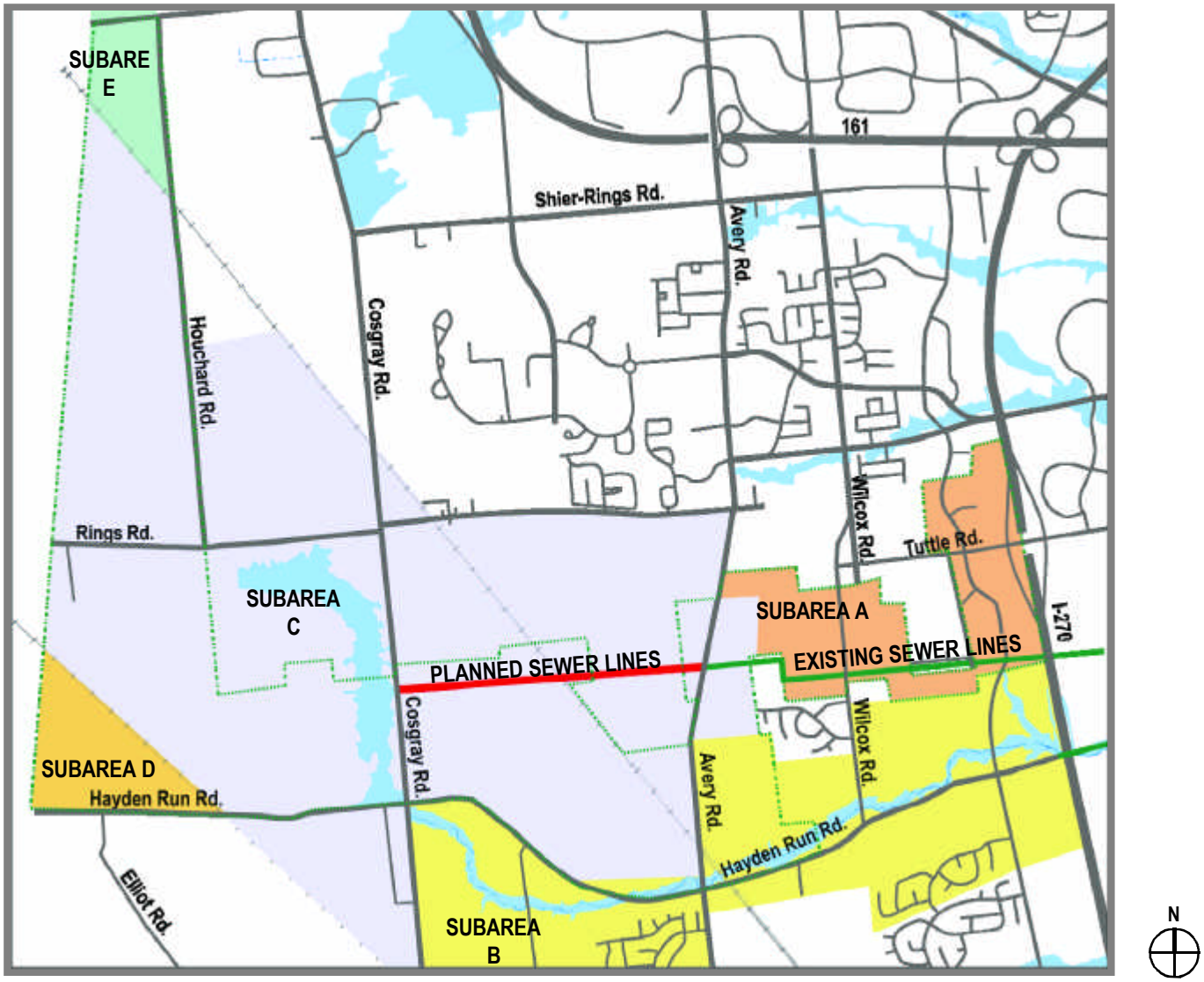
WATER

Abundant water supply is available in the planning area as is the case with Central Ohio in general. Centralized water services in the area will be provided by the city of Columbus in cooperation with the cities of Dublin and Hilliard as development occurs. It is the policy of Columbus to require installation of water mains only at the size determined necessary for adequate service to certain developments or areas. If the city requires a water main larger than needed to serve a particular subdivision for general distribution purposes, the city is responsible for the additional cost for such an upgrade. Lines serving individual developments are installed at the developer's expense and linked to the city system. These lines allow for customer use and sufficient flow and pressure to accommodate adequate fire hydrant pressure. After installation, these lines, like streets and other infrastructure improvements, are dedicated to the city. Tap-in fees are paid for individual home or building connections to larger distribution lines.

SANITARY SEWERS

Centralized sanitary sewer service is currently available or planned by the city of Columbus for a significant portion of the Hayden Run Corridor planning area. Columbus also has service agreements with the cities of Hilliard and Dublin that will result in service to adjacent areas. The main sewer trunk in the area is the 78 inch Upper Scioto West Interceptor Sewer that runs under Dublin Road. The planning area is broken down into five subareas to explain the method and timing for which sewer service will be provided (see sanitary sewer service map). It is generally the policy of the city of Columbus to provide sanitary sewer lines 18 inches in diameter or larger where needed, or to enter into a reimbursement agreement with a developer to install such lines.

SANITARY SEWER SERVICE AREA



(See sanitary sewers map for subarea delineations)

Subarea A

The area of Columbus to the north and south of Tuttle Road and west from I-270 to Wilcox Road is currently served by an existing 36 inch sanitary sewer line.

Subarea B

A capital improvement project will extend an existing 30 inch sanitary sewer line to I-270 along Hayden Run Road. This will allow the city of Hilliard to continue the extension of this sewer line and provide sewer service to the area of Hilliard to the north and south of Hayden Run Road. The city of Columbus has funds budgeted in the capital improvement program which would continue the extension of this sewer line along Hayden Run Road to serve areas north and west of the Hilliard corporate limit. This will then provide sewer service for the Columbus portion of Subarea B.

Subarea C

Two capital improvement projects will result in the extension of the sewer line described in Subarea A to the vicinity of Cosgray Road in 2004. This line will provide sewer service to the area of Columbus west of Wilcox Road to Cosgray Road. Additional sanitary sewer extensions are required to serve the area west of Cosgray Road. The area to the west of Cosgray Road and north of Hayden Run Road fall in either the city of Columbus or Dublin sewer service areas. Portions of these sewer service areas are being re-evaluated by both municipalities to determine the most efficient method for providing sewer service to this portion of the planning area.

Subarea D

This portion of the planning area lies within both the Environmental Conservation District (ECD) and the Environmentally Sensitive Development Area (ESDA). These city of Columbus policy areas were both created in response to the need to safeguard the Big Darby watershed. The ECD was established in the 1993 Columbus Comprehensive Plan. That plan identifies the area generally west of the Hellbranch Run system and north of Broad Street as environmentally sensitive due to the presence of extensive hydric soils, proximity to the Big Darby Creek and stormwater management challenges.

The ESDA serves as a refinement and expansion to the ECD concept and is a designation within the city's Sewer Facilities Plan. It consists generally of the portion of the Big Darby watershed west of Hellbranch Run and Clover Groff Ditch. While Columbus will ultimately provide centralized service within a portion of it, no service will be provided within the ESDA until the following conditions are met for the area to be served:

- Riparian buffer restrictions are in place.
- Comprehensive stormwater management planning has occurred.
- Conservation development restrictions are in place which involve the concept of clustering development to preserve tracts of open space, including farmland.
- Adequate public facilities, including roadways, exist or are planned to support any proposed development.

An Environmental Advisory Group comprised of stakeholders in the watershed has been formed and is meeting to advise the city in developing criteria for the conditions listed above.

Subarea E

It is expected that sewer service to Subarea E will be provided by the city of Dublin according to the sewer service agreement.

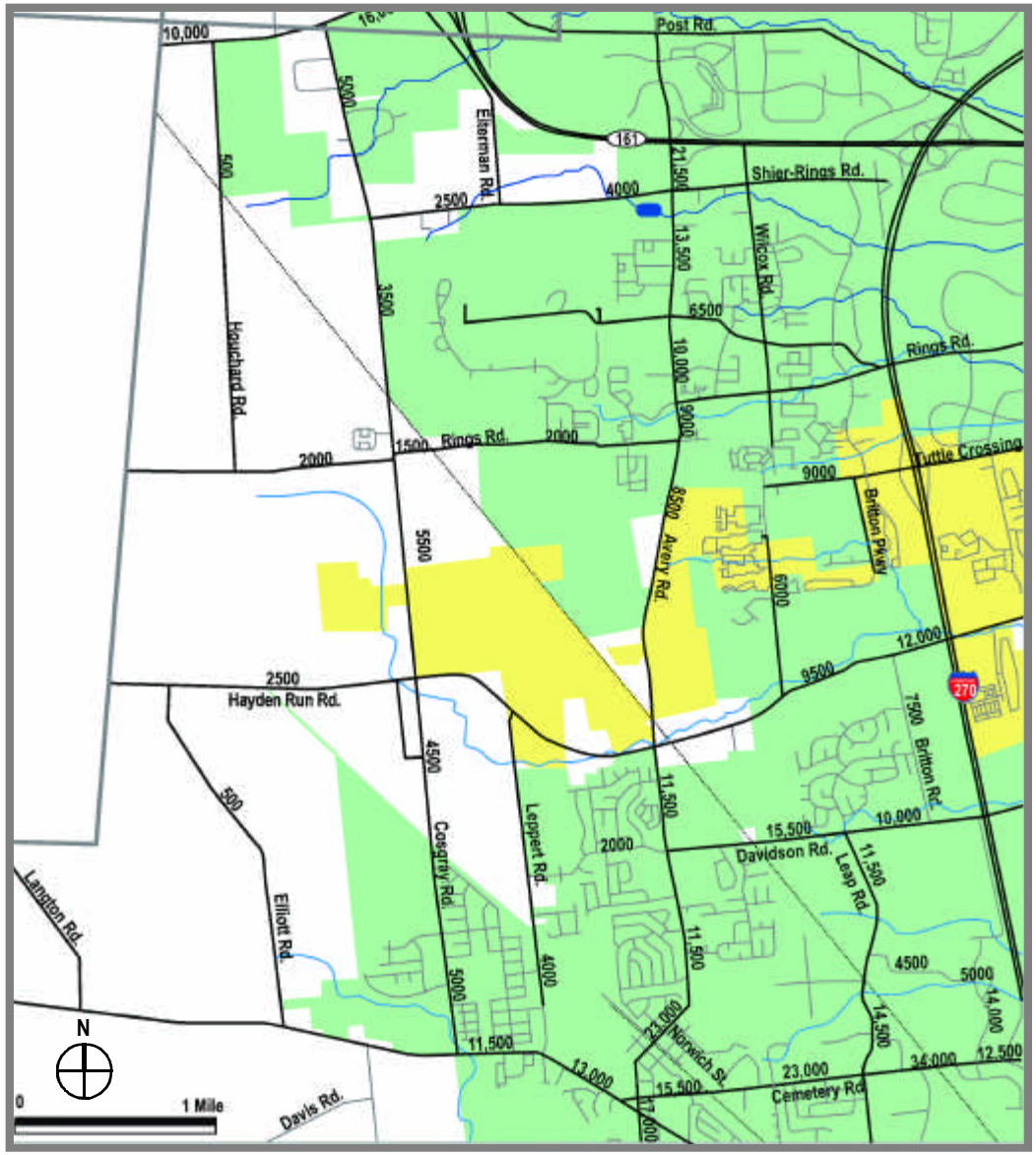
STORM SEWERS

The Stormwater Management Section of the Division of Sewerage and Drainage in the Public Utilities Department maintains the public stormwater conveyance system and ensures sound design of future stormwater management facilities.

An important consideration for any area experiencing growth and development is that changes in land use can affect existing flow regimes. This is because the predeveloped conveyance system was intended for no purpose other than to provide drainage for agricultural practice. The runoff from future development will be required to meet the City's stormwater management criteria.

Stormwater systems to serve the planning area will be installed by the developers as development occurs. It is possible that stormwater systems designed in the planning area will result in flow through property located in Columbus and the cities of Dublin and Hilliard. Currently, the design standards for the management of stormwater in the city of Columbus are similar to but not the same as those used in Dublin and Hilliard.

TRANSPORTATION



2003 EXISTING ROADWAYS WITH AVERAGE DAILY TRAFFIC COUNTS

Existing roads in and around the corridor are reflected on the Existing Roadways map, which also reflects recent traffic counts. The main east/west roads in the corridor include Rings, Tuttle, and Hayden Run. Primary north/ south roadways include Houchard, Cosgray, Avery, Wilcox and Britton Parkway. Regional access is provided by I-270 with interchanges at Tuttle Crossing and Cemetery Roads. Due to a lack of east/west continuity, capacity constraints such as undersized roads and intersections, and grade-separation concerns with the existing system, significant roadway improvements will be necessary for the area as development occurs.

PROPOSED THOROUGHFARE PLAN

The entire northwest portion of Franklin County has experienced considerable growth in recent years. In the spring of 2003, several city of Columbus zoning proposals for new residential development in the Hayden Run Corridor focused attention on the need for a traffic study in this area. The Northwest Traffic Study was subsequently undertaken by the Mid-Ohio Regional Planning Commission, at the request of the Franklin County Engineer and area jurisdictions. It was completed in December 2003. The Northwest study includes the area bounded by SR 161/US 33 to the north, Cemetery Road/Scioto and Darby Creek Road to the south, I-270 to the east, and Madison County to the west. This study provides a valuable tool for determining transportation needs in the area.

The study was based on the funding, participation and input of surrounding affected jurisdictions: the city of Columbus, city of Hilliard, city of Dublin, Franklin County, Washington Township, and Madison County. Projected land uses were considered for each portion of the planning area. The study addresses the physical expansion needs of the roadway system including new roads and road widening, intersection analysis, and access management guidelines for the horizon year of 2030. Costs for the needed improvements are projected on a jurisdictional basis. Funding sources and mechanisms are explored.

The study concluded that the whole northwest area is expected to add approximately 44,500 people, 27,500 housing units and over 75,000 jobs over the next 30 years. The study estimates 2030 traffic volumes for the central focus area. Of the traffic that is attributable to the local jurisdictions (Franklin County, Columbus, Dublin and Hilliard), Columbus is anticipated to account for approximately 30%. Dublin and Hilliard are each anticipated to generate 33% of the local traffic, while Franklin County is projected to generate about four percent The Northwest Traffic Study resulted in a Recommended Thoroughfare Plan (see map), which incorporates a number of roadway improvements to accommodate the growth expected by the year 2030. Among the major new facilities and widenings recommended are:

- Emerald Parkway/Britton Parkway from Woerner-Temple to Cemetery Road
- Avery from Hayden Run Road to US 33
- Cosgray Road from Scioto & Darby Creek to SR 161
- Britton/Cosgray Connector from Cosgray Road to Britton Parkway
- Tuttle Road and Extension from Cosgray Road to I-270

The study indicates that the east-west facilities are especially important to preserve the scenic nature of Hayden Run Road and provide connectivity between the north-south arterials and I-270.

The nature, location and cost of these improvements and others recommended in the traffic study, will require intergovernmental cooperation and new ways of funding. Participants in the traffic study process have begun discussions on alternative approaches to addressing this need.

Development of the Planning Area will depend on key infrastructure improvements. Examples of projects, which are viewed as critical for the overall area include:

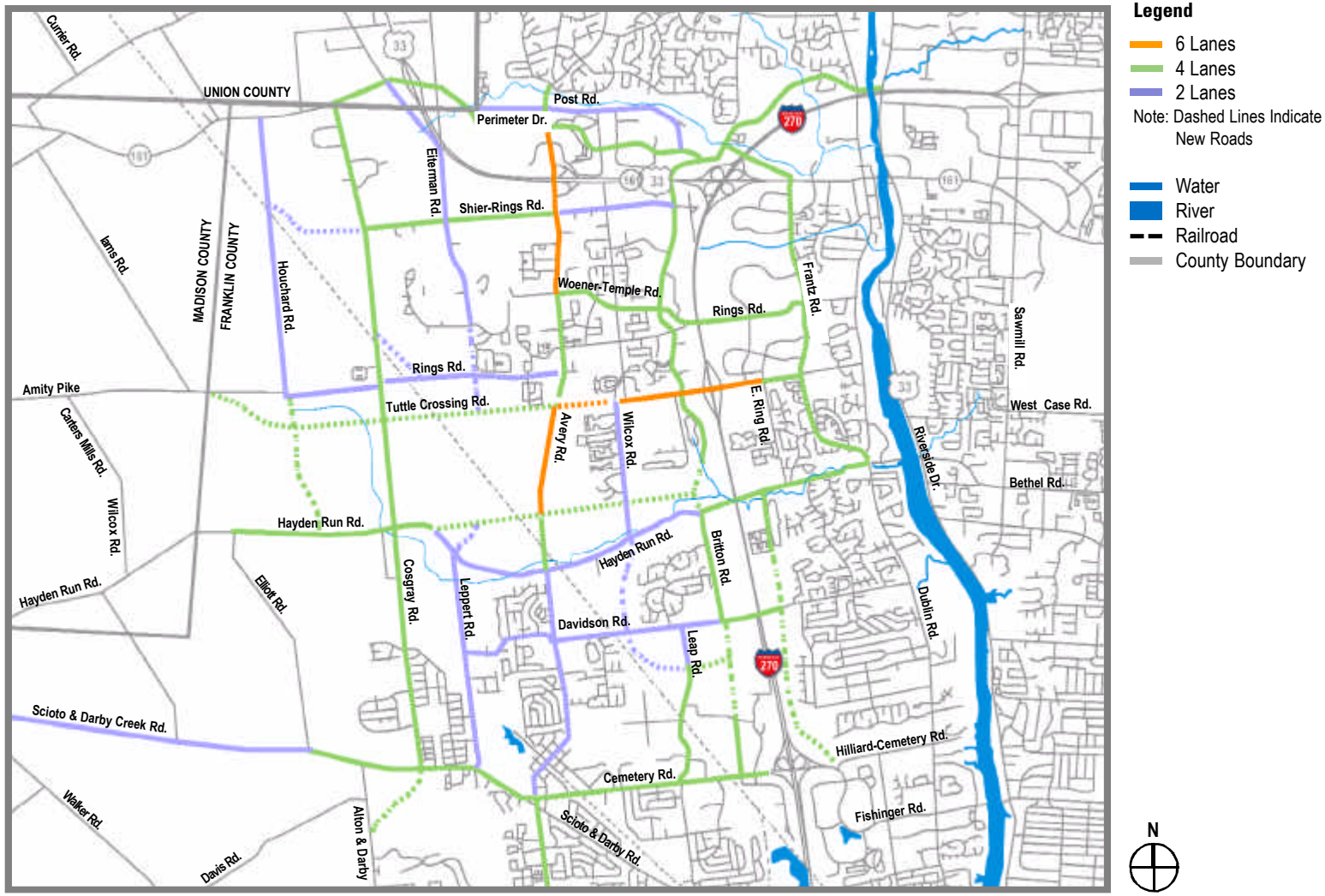
- The Britton-Cosgray Connector
- Widening of Avery Road
- Widening of Cosgray Road
- Intersection improvements at Avery Road and Hayden Run Road
- Extension of Tuttle Crossing Boulevard
- Extension and improvement of Britton Parkway

Specific project elements and phasing will be determined as a part of the zoning process, through the use of traffic impact studies as required by the city's Traffic Standards Code. It should be noted that these roadway improvements require inter-jurisdictional cooperation.

RECOMMENDATIONS:

- In cooperation with other jurisdictions, pursue implementation of the Northwest Traffic Study's Recommended Thoroughfare Plan map for the area and pursue associated roadway improvements.
- Carefully consider the capacity of each new and improved roadway as it is designed.
- Implement an access management approach with each new roadway or roadway widening, considering such issues as directional separation, access points, signalization requirements, and parking.
- Provide street interconnectivity to adjacent parcels and other arterials.
- Encourage the use of landscaped medians for major arterials, such as the Britton-Cosgray Connector.
- Preserve the scenic nature of Hayden Run Road east of the Neighborhood Center proposed at Leppert Road by maintaining it as a two-lane facility and building the Britton-Cosgray Connector.
- Explore the possibility of a scenic roadway designation for parts of the Hayden Run Road corridor in conjunction with Hilliard and Washington Township.
- Incorporate consideration of pedestrian and bicycle access in all roadway improvements.
- A hydrology and engineering study should be considered to determine the best location of the Houchard Road extension to minimize the impact of the road on Hayden Run Spring.

PROPOSED THOROUGHFARE PLAN



PUBLIC TRANSPORTATION

Increased levels of public transportation should be considered and prioritized as growth in the planning area and northwest Columbus occurs. This will provide access to jobs, increase mobility for young and old, reduce traffic on the area's roads, and reduce pollution levels. The area should develop in a transit-supportive way and provide residents of all ages a variety of transportation options.

Subarea Customer Service

The planning area is currently served by Central Ohio Transit Authority (COTA) express routes #56 and #57. These routes generally serve development concentrated in the vicinity of the intersection of I-270 and Tuttle Road. The #57 Express Route travels in a generally north-south direction, connecting the planning area to Trabue and Wilson Roads via Wilcox, Avery, and Hilliard-Rome Roads. The #56 Express Route travels in a generally north-south direction, serving Tuttle Mall and nearby offices with destinations to the south via I-270 and I-70 and to the north with connections to routes on Dublin-Granville Road.

Future Service-Bus

Future public transportation considerations include increased bus service and the potential for light rail. Bus service should be created to serve destinations both within and outside of the planning area as development occurs. Within the planning area, service should focus on providing connections between areas where development may be concentrated, such as identified mixed-use centers and areas planned for multi-family use (see Land Use element).

Bus service to points outside of the planning area should concentrate on providing connections between future residents of the Hayden Run Corridor and job and shopping opportunities that exist outside of the planning area. In particular, opportunities for crosstown bus service include 1) a north-south route which would operate along Avery and Hilliard-Rome Road between the Perimeter Mall area north of State Route 161 and the COTA park-and-ride facility on Hilliard-Rome Road and West Broad Street, and 2) a route that would operate on I-270 North between Tuttle Crossing Boulevard and Morse Road, as recommended as part of COTA's Vision 2020 plan.

Future Service - Rail

The Vision 2020 plan also recommends the construction and operation of eight light-rail lines for the Columbus area. One would utilize the CSX rail corridor and result in the availability of rail service to the planning area and wider region. A transit center location is identified within a triangle formed between the CSX rail corridor, Avery Road, and the proposed Britton-Cosgray Connector. This light rail corridor is considered a Tier II Corridor by the Vision 2020 plan, indicating that it will be considered after the establishment of the following Tier I corridors (North, Northwest to the Powell area, Northeast, and East). A very general time frame for the development of light rail in the area would be 2012 to 2015. Despite this relatively long time frame, efforts should be made to reserve a site for a transit center to serve the community.

A light rail transit center could serve a variety of functions, including a drop-off location for commuters, a park-and-ride facility, and time-transfer bus service. Experience suggests that developers recognize the potential benefits of the siting of a transit center as part of a commercial development and may work with COTA to reserve land for such a purpose. Land could be utilized as parking for an existing commercial development and developed as a transit center if and when light rail is realized for the area.

The use of a transit-oriented development (TOD) approach for the transit center site would maximize its utility to the area. TOD "creates a mixed-use environment that provides opportunities for people to live, shop, and work in the same neighborhood and, on a larger scale, an opportunity for a more efficient transportation system that connects communities within the region.

Rendering of Transit Oriented Development in a developing suburb (MORPC)

This form of development creates neighborhoods with a sense of place that have a safe and friendly atmosphere and a strong pedestrian orientation," (Transit-Oriented Development Regional Demonstration Project, Mid-Ohio Regional Planning Commission, 2002). Additional information about light rail plans for the Columbus region and TOD are available in COTA's Vision 2020 plan and MORPC's Transit-Oriented Development Regional Demonstration Project.

RECOMMENDATIONS:

- Implement the recommendations of COTA's Vision 2020 Long Range Plan that pertain to the planning area.
- COTA should investigate the potential of providing crosstown service between the Perimeter Mall area and the COTA park and ride facility on Hilliard-Rome Road and West Broad Street.
- COTA should investigate the potential of providing crosstown service on I-270 North between Tuttle Crossing Boulevard and Morse Road.
- Consider increased bus service as the area develops, particularly to areas of concentrated development.
- Incorporate bus shelters and other transit-friendly amenities into new development, particularly in areas of concentrated development.
- Ensure pedestrian and bicycle connections between bus stops and future transit center and neighborhoods.
- Provide COTA the opportunity to review development proposals within the vicinity of planned transit center and negotiate reserved land for the center.
- Develop the area in the vicinity of the planned transit center as Transit Oriented Development.

PEDESTRIAN AND BICYCLE FACILITIES

Traveling the existing roadways can be difficult for pedestrians and bicyclists. With the Hayden Run Corridor poised for significant development activity and roadway improvements, there is a unique opportunity to incorporate pedestrian paths and bikeways into the area. The consistent provision of these paths in the corridor will allow better connectivity between residences, places of business, points of recreation and public transportation. In 1999 the City of Columbus adopted an ordinance (No. 1276-99) requiring the installation of sidewalks along public streets whenever land is subdivided or substantial property improvements are made (regardless of land use). It is important that these requirements are enforced in the Hayden Run Corridor. The ordinance also expands the definition of sidewalks to allow the selected use of materials other than concrete.

The only existing dedicated bikeway in the Hayden Run Corridor is the Heritage Trail in the southwest corner of the Hayden Run Corridor. It is important to provide linkages to this trail to maximize resident access to this existing recreational facility.

RECOMMENDATIONS:

- Include sidewalks along all streets (public and private) as land is developed and roadways are improved.
- Provide direct pedestrian and bicycle links from residential areas to all commercial and public facilities.
- Develop a pedestrian walkway on one side of major roadways (collectors and arterials) and a multi-purpose asphalt trail on the other side in a manner similar to Dublin and Hilliard, as land is developed and roadways are improved.
- Establish linkages with the existing and planned pathways of neighboring communities.
- Develop a multi-use trail within the Hayden Run Buffer, taking care to minimize disruption of the corridor's scenic quality. (See Parks section)
- Provide a pedestrian and bikeway path along Hayden Run Road west of Cosgray that links in with the existing Heritage Trail Bikeway.

LAND USE

EXISTING LAND USE

Existing land use within and adjacent to the Hayden Run Corridor varies in intensity substantially from west to east. Overall, the corridor is comprised of 80% undeveloped land. This is beginning to change, particularly in the eastern portion of the corridor.

Existing land use west of the CSX Railroad tracks is primarily agricultural and large-lot single-family residential in nature, although there is also a small isolated commercial and industrial presence. Hayden Run flows through the area and includes a wooded buffer at a few points. This portion of the area includes the Heritage Trail Metro Park. This 87-acre facility provides an entry point for the seven-mile multi-use trail that runs from Hilliard into Madison County.

East of the CSX railroad, the land use pattern changes. Land along Britton Parkway is fully developed with commercial and multi-family uses. Along Wilcox Road, two apartment complexes and a condominium development have been constructed. A City of Columbus fire station has recently opened. Along Avery Road, there is a driving range, a couple of churches, a five-acre mobile home park, and large lot residential homes. Areas to the north and south of the corridor in this location are similar in nature, with significant amounts of office along the interstate.

PROPOSED LAND USE

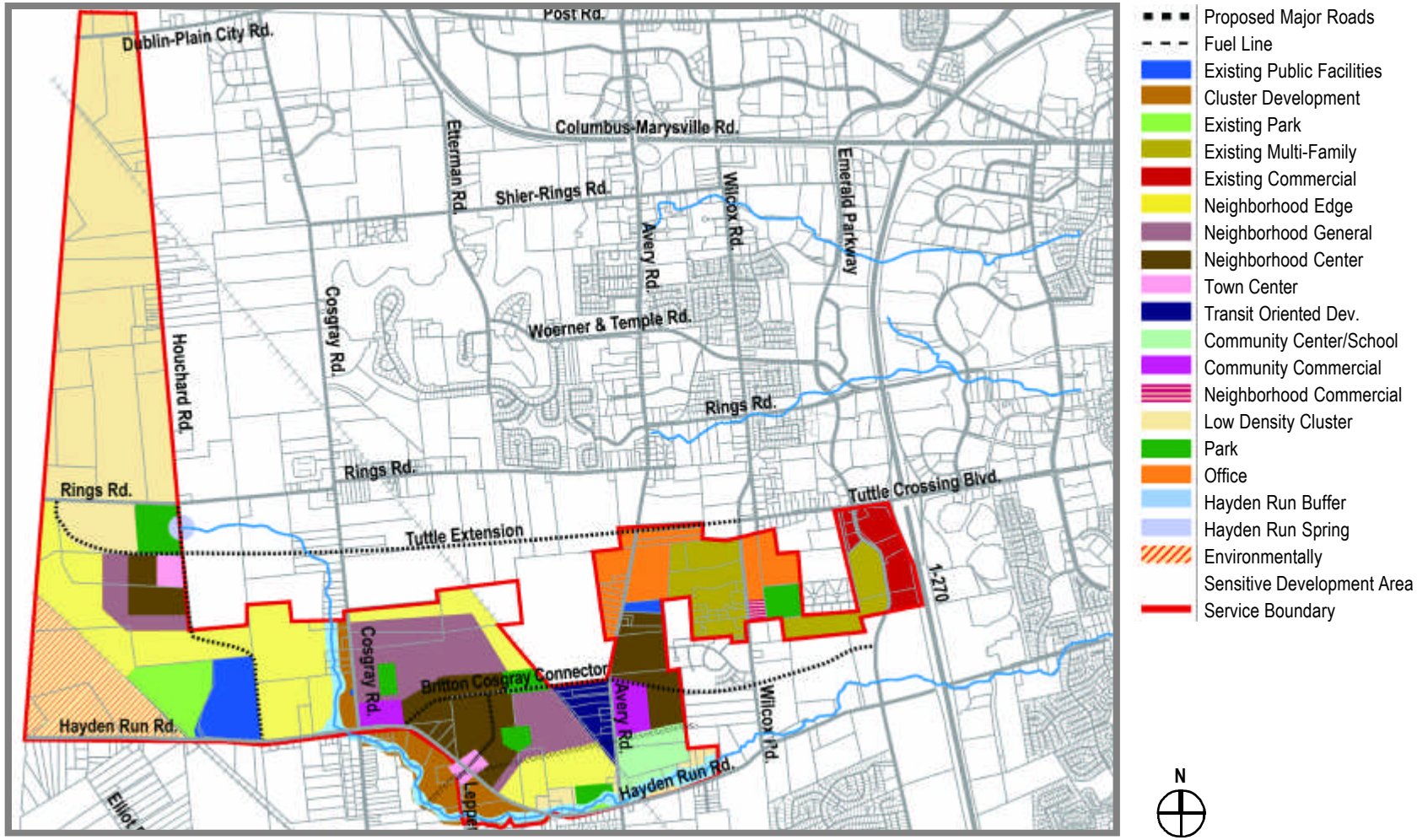
A primary goal of the plan is to provide an appropriate mix of land uses to fulfill the future needs of this growing portion of Central Ohio, while protecting and enhancing the natural amenities of the area. Special consideration has been given to the protection of the Hayden Run stream corridor, the mouth of which is home to the *Spreading Rock Cress*, a state endangered species. An effort was made to place land uses in the most appropriate locations with respect for both environmental and infrastructure factors and with consideration of the growth plans of Columbus' neighbors. The concept seeks to avoid some of the land-use arrangements that have, over time, proven to be problematic, including "stripped-out" retail corridors; isolated residential subdivisions; and the lack of bicycle, pedestrian, and public transit connections between complementary land uses.

The plan encourages transit-oriented development and neighborhood-scale retail uses spaced throughout the corridor (rather than focusing retail on one or more overburdened roadways). This promotes smaller retail and service businesses in close proximity to all residential areas to reduce automobile congestion and improve the quality of life for residents. Open space has been identified throughout the corridor -- both to protect natural features and provide recreational opportunities.

Highlights of the Corridor Plan's proposed land use include:

- Several mixed-use traditional neighborhood development neighborhoods.
- Expanded protection of Hayden Run and its headwater spring.
- Concentrations of commercial uses at key locations rather than along corridors.
- Transit-oriented development district to accommodate future light-rail.
- Combined school/park site to accommodate a school and recreation center.
- Office development sites to provide revenue and job opportunities.

PROPOSED LAND USE MAP

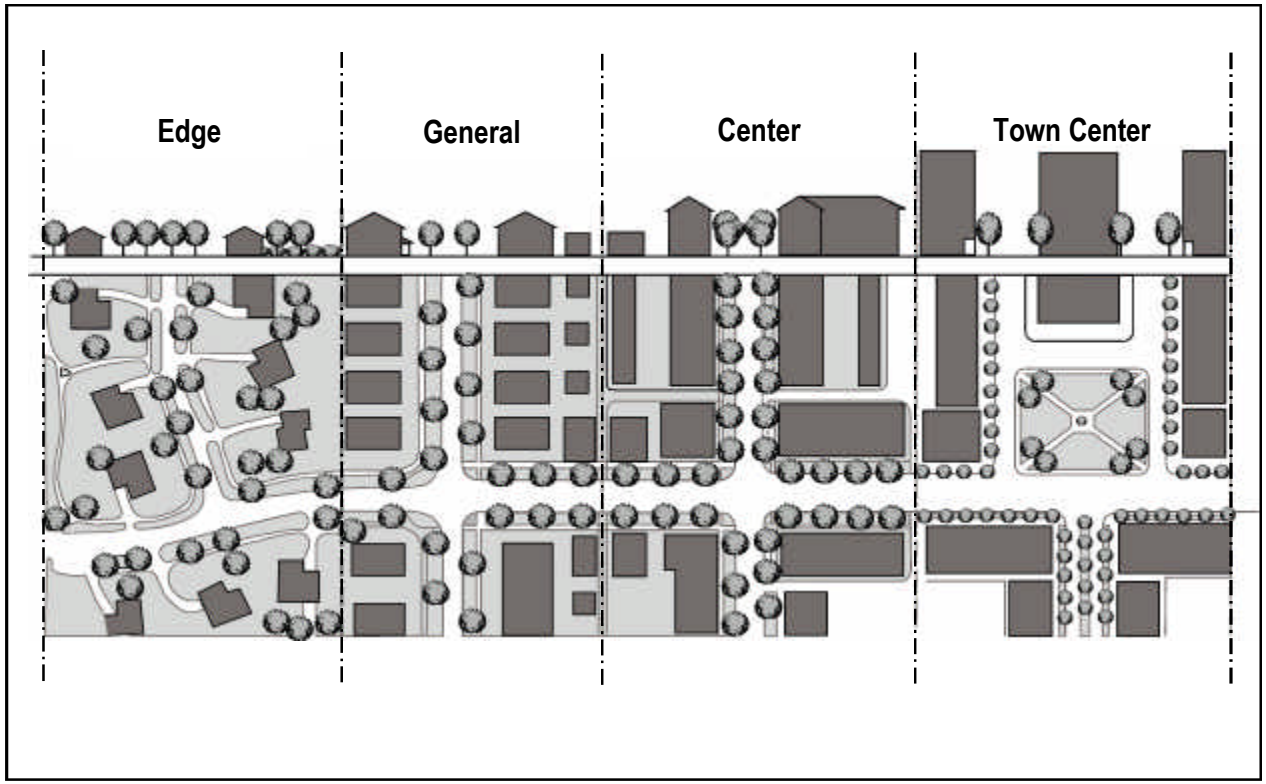


Traditional Neighborhood Development

It is anticipated that much development in the corridor will take place using the zoning classifications of the city's Traditional Neighborhood Development (TND) Article (City Code 3320). The purpose of this article is to encourage the development of transit-supportive, mixed-use neighborhoods that foster pedestrian activity and a sense of community. It recognizes that many of the activities of daily life should occur within easy walking distance, giving independence to those who do not drive. It also recognizes the benefits of linking neighborhoods with the broader community and the importance of public transit, walking, and bicycling as alternatives to the automobile.

The TND Transect

The TND Article is comprised of four development districts. They range from the lower density, single-family Neighborhood Edge to the high-density, mixed-use Town Center. Depending upon the specific development site, from one district to all four may be used. Ideally, a community includes a progression of districts from less intense to more intense. The transect diagram depicts this continuum, which is reflected in the standards and requirements of each district.



Neighborhood Edge District

The Neighborhood Edge District is the least dense, most purely residential part of the community. It consists principally of detached, single-family residences on 50 foot lots. Automobile access to homes is from the front. Civic space is generally in the form of parks, greens and natural areas.

Neighborhood General District

The Neighborhood General District is primarily single-family in nature, but at a higher density and with a more linear street pattern. Limited numbers of two-family and four-family units are also permitted. Houses, both attached and detached, are on relatively narrow lots and sit close to the street. Alley access is required for all lots in this district. Porches are encouraged and street trees are planted uniformly along the right-of-way. Civic spaces are parks, greens and squares.

Neighborhood Center District

The Neighborhood Center District is a fairly dense, fully mixed-use portion of the community. Buildings are set close to the street. Although primarily multi-family residential in nature, this district can also include single-family and nonresidential uses of limited size. The district is typically located at the center of the pedestrian shed or along an important thoroughfare. Streets have parallel parking and uniform street trees. Civic space consists of greens and squares.

Town Center District

The Town Center District is the densest district with businesses, cultural amenities and entertainment options. Buildings may be attached with very small setbacks from the street. Parking is often accessed from the rear or provided on the street, although two rows of parking may occur in the front of buildings. Residential uses are apartment buildings and row houses. Other uses, which may be on the ground floor of residential buildings, may include corporate offices, medical offices, banks, restaurants and retail shops. Transit stops often are located at the core of the area. Civic spaces are formal and include squares and plazas.

Administration of the TND Article

As with all rezoning applications, TND applications must be considered by the Columbus Development Commission and approved by Columbus City Council. Zoning requests must be accompanied by a Development Plan, depicting such things as a conceptual street layout, proposed location for each district, the location of civic spaces, and the number of residential units proposed. After property is rezoned to a TND category and prior to development, the applicant must submit a Regulating Plan for staff review and approval. The Regulating Plan is intended to ensure consistency with the Development Plan and the provisions of the TND Article.

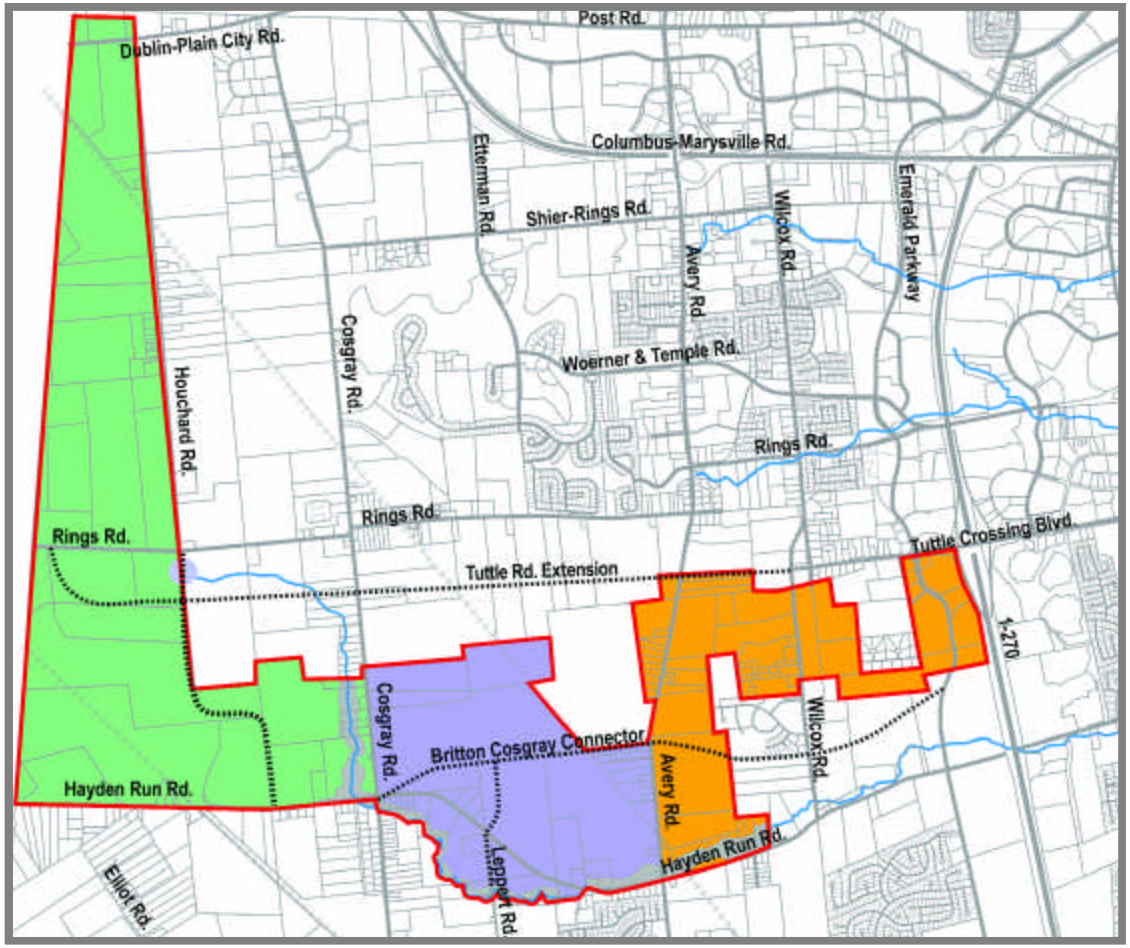
PROPOSED LAND USE

RECOMMENDATIONS:

The following recommendations apply to each subarea. The sub areas are described and additional guidance provided in the following pages.

- The proposed land use maps for each subarea serve to represent the appropriate general land use pattern for the respective portion of the planning area.
- The proposed land use maps are further defined and amplified by the accompanying text for each subarea.
- Aggregation of parcels is strongly encouraged to allow a fully developed identifiable transition of densities as reflected in the TND transect.
- Commercial centers are limited to those nodes identified on the land use map to avoid a pattern of "stripping out" major corridors.
- The plan establishes a minimum buffer of the entire floodway or 150 feet (as measured from the centerline on each side), whichever is greater, along Hayden Run. This buffer should be expanded wherever possible.
- Connectivity between land uses, particularly for pedestrians and bicyclists is emphasized.

HAYDEN RUN PROPOSED LAND USE BY SUBAREAS



For ease of reference the corridor has been divided into three subareas. These subareas are depicted on a general location map. Individual maps were created for these areas and the following pages provide additional information about those areas. Please note that other portions of the plan, such as Parks and Open Space, Public Safety, and Transportation also contain recommendations relevant to these areas.

Legend

- Service Boundary
- Proposed Major Roads
- West Subarea
- Central Subarea
- East Subarea

WEST SUBAREA-PROPOSED LAND USE

The West Subarea is located between the western edge of Franklin County and Cosgray Road. The area includes the conceptual alignments of Tuttle Road's western extension and Houchard Road's southern extension as well as the headwaters of Hayden Run and a Metro Park access to the Heritage Trail. Land use recommendations are reflected on the West Subarea Proposed Land Use Map.

Please note that other portions of the plan, such as Parks and Open Space, Public Safety, and Transportation also contain information and recommendations relevant to this area.

Parks and Open Space

It appears that Hayden Run has its origins in this subarea, south of the intersection of Houchard and Rings roads. An existing wood lot and a potential spring source of the stream at this location call for protection of the area as parkland. This area has conditions characteristic of wetlands, including hydric soils. A hydrology and engineering study should be considered to determine the best location for the Houchard Road extension to lessen the impact of the road on the spring.

Protection of Hayden Run is a high priority and should be protected through the acquisition of publicly dedicated open space as a priority. The plan proposes a minimum stream buffer of the floodway or 150 feet (as measured from centerline on each side) whichever is greater. The plan recommends acquisition of additional land beyond the minimum buffer for park space wherever possible.

A Metro Park access point for the Heritage Trail is located in the subarea. This facility will be a key park for the area with the long-term plans for Heritage Trail calling for connections to the Big Darby Corridor and downtown Columbus. Additional parks and open space are located throughout the subarea, with an emphasis on connectivity to surrounding neighborhoods. These parks will function as civic greens providing an organizational element to neighborhood design.

Commercial Development

The focus of commercial development in this subarea is located at the southwest corner of a proposed intersection of Houchard Road extended and Tuttle Road extended. This area is designated Town Center as defined in the Traditional Neighborhood Development Article (City Code 3320) and should be developed with primarily retail and office uses. Connections to the surrounding residential will be emphasized.

Residential

The plan includes five residential designations for this sub area providing an opportunity for a variety of housing types, within walking or biking distance of retail uses and open space. The core residential area is recommended to the west and south of the neighborhood commercial center. This development is recommended as a Neighborhood Center drawing on that district of the TND Article. This district is primarily multi-family in nature. The Neighborhood Center area would be bordered to the west and south by a Neighborhood General district, comprised predominantly of single-family residences on smaller lot with alleys.

The remaining area between the Neighborhood General and the Heritage Trail, as well as the area between the AEP facility to the south and Hayden Run is proposed as Neighborhood Edge. This is a single-family district with front-loaded garages at a lower density than Neighborhood General.

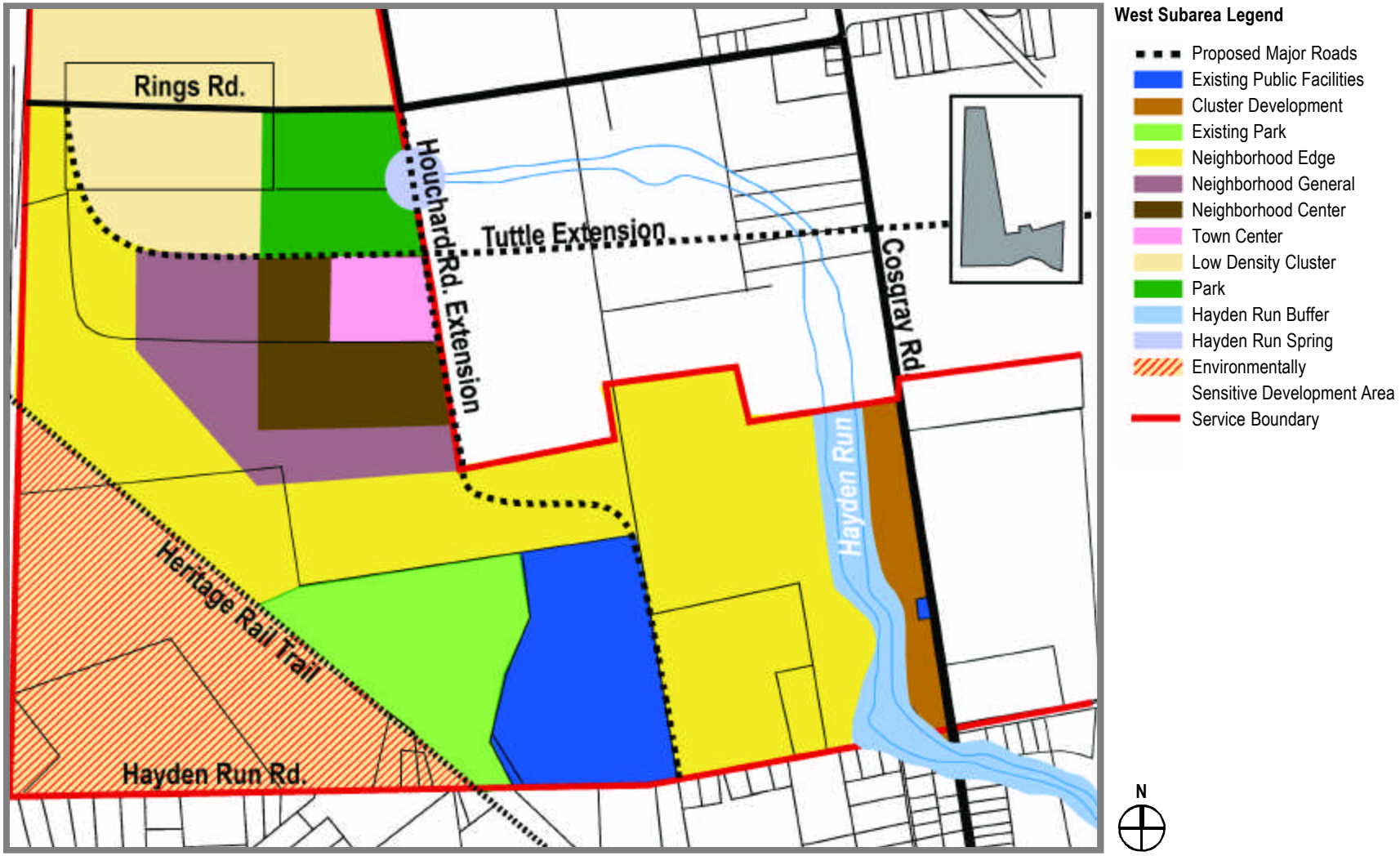
Residential

The area between Hayden Run and Cosgray Road, which has limited land suitable for development when a riparian buffer and Cosgray Road setback are considered, is designated for medium density cluster-residential. This area should be a maximum of six to eight units per acre in a clustered arrangement to maximize open space and protection of Hayden Run. At least 25% of each development should be in the form of open space. Open space should be no more than 25% ponds, lakes or storm water retention/detention basins; no more than 25% floodway; and should not include overhead utility easements and above ground utility structures.

Low density residential at a maximum density of two dwelling units per acre is called for north of the Tuttle extension. Residential development in this area should be clustered to maximize common open space. At least 40% of each development should be in the form of open space. Open space should be no more than 25% ponds, lakes or storm water retention/detention basins; no more than 25% floodway; and should not include overhead utility easements and above ground utility structures.

The area southwest of Heritage Rail Trail is also designated as low density residential at a maximum density of two dwelling units per acre, however no development will occur in this area until the resolution of the External Advisory Group process associated with the Environmentally Sensitive Development Area (see Sanitary Sewer section). Upon completion of that process, any development occurring within this area would fully comply with the established provisions.

WEST SUBAREA-PROPOSED LAND USE MAP



CENTRAL SUBAREA-PROPOSED LAND USE

Lying between Cosgray and Avery roads, this portion of the planning area includes a proposed four lane Britton-Cosgray Connector, Hayden Run, a CSX railroad line, and proposed transit-oriented development. It is also the location of several significant Columbus zoning applications filed in 2003. Drawing on the city's Traditional Neighborhood Development districts, these applications include a mix of commercial, single family and multi-family residential land uses. Consideration of these zoning applications led to a request for the Northwest Traffic Study and this draft plan. While this plan incorporates many of the elements included in the development requests, it focuses on a 'big picture' plan to give the area a sense of overall coherence. Aggregation of parcels is strongly encouraged to allow a fully developed identifiable transition of densities as reflected in the TND transect. Land use recommendations are reflected on the Central Subarea Proposed Land Use Map.

Please note that other portions of the plan, such as Parks and Open Space, Public Safety, and Transportation also contain information and recommendations relevant to this area.

Parks and Open Space

A unique natural feature of the corridor is Hayden Run itself. Protection of the stream through the acquisition of publicly dedicated open space is a priority. The plan proposes a minimum stream buffer of the floodway or 150 feet (as measured from centerline), whichever is greater. The plan recommends acquisition of additional land beyond the minimum buffer for park space whenever possible. A particular priority for expanded protection is the area north of Hilliard's Reibel Park. The plan's land use designation for residential and commercial also depicts the importance of this resource, with the densest portions of these plan elements located away from the stream corridor.

Additional parks and open space are located throughout the subarea, with an emphasis on connectivity to surrounding neighborhoods. These parks will function as civic greens providing an organizational element to neighborhood design.

Transit-Oriented Development

A key element of the Hayden Run traditional neighborhood development is the Transit Oriented Development (TOD) bounded by the CSX Railroad tracks to the west, Avery Road to the east, and the proposed Britton-Cosgray connector to the north. The completion of the light rail proposed for this corridor is some years away, but an area is delineated for future use as a transit-oriented development. Immediate commercial needs could be served from within the area designated for the transit center if built in conjunction with a master plan for the entire transit-oriented development area. More information about the TOD can be found in the plan's Transportation section.

Commercial Development

The focus of commercial development in this subarea is located at key points along a new four-lane Britton-Cosgray Connector. Community scale commercial is envisioned at the intersection of Hayden Run Road and Cosgray Road. Town Center, as defined in the City of Columbus Traditional Neighborhood Development Code, is planned for the intersection of Hayden Run Road and Leppert Road. Two asterisks appear on the Neighborhood Center portion of the map. These indicate that, while those areas will be primarily residential, nonresidential uses may be appropriate at these locations, provided they are of a scale and nature consistent with the TND neighborhood. These identify locations where non-residential uses, such as daycare, churches, public facilities, small-scale offices or similar uses may be appropriate. An emphasis is placed on connectivity of these centers with the surrounding residential areas. Areas between the commercial centers will be primarily residential in nature.

Residential

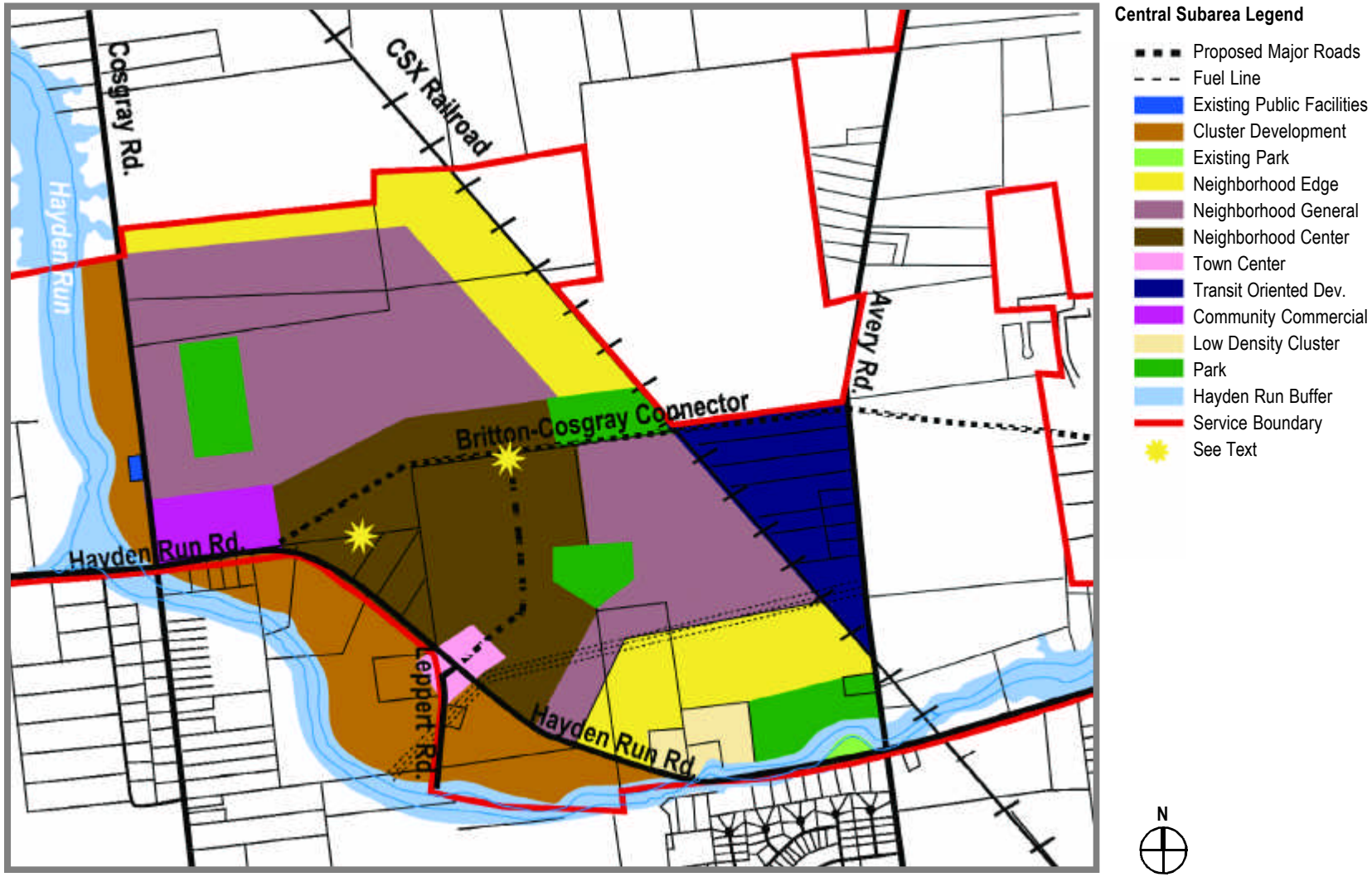
Use of the TND Article's districts is anticipated as the primary pattern for residential uses in this subarea. Neighborhood Edge is recommended as a transition between the denser core of the sub area and less dense portions of Dublin to the north and east as well as Hilliard and Hayden Run to the south.

The Neighborhood General District will serve as the biggest geographic designation for residential land use in the subarea. It serves as a transition between the less dense Neighborhood Edge District and the denser Neighborhood Center. Houses in this area are closer together with porches and alley access.

The core residential area is the Neighborhood Center (NC) District. It is concentrated along the new connector road with entry points at key intersections. Although this district is typically multi-family residential in nature, it can also include single-family homes and two-family dwellings. As stated in the commercial uses section, there are two asterisks depicted within the Neighborhood Center portion of the map. While the Neighborhood Center District will be primarily residential, nonresidential uses may be appropriate at these locations, provided they are of a scale and nature consistent with the TND neighborhood.

Two areas are identified for cluster residential development in this sub area. The area south of Hayden Run Road is designated as cluster residential at a maximum of four dwelling units per acre. At least 30% of each development should be in the form of open space. Another area, to the north of Hayden Run is called out for cluster residential at a maximum density of two dwelling units per acre with a minimum of 40% open space. In both cases, buildings should be clustered to maximize protection of Hayden Run, with publicly protected open space a priority. Open space should be no more then 25% ponds, lakes or storm water retention/detention basins; no more then 25% floodway; and should not include overhead utility easements and above ground utility structures.

CENTRAL SUBAREA-PROPOSED LAND USE MAP



EAST SUBAREA:

The East Subarea lies predominantly between Avery Road and I-270. It includes a significant amount of existing development and zoning predominantly commercial and multi-family. Hayden Run flows along the southern edge of this area. Major roads include Avery, Wilcox, Britton Parkway, and Tuttle. Thoroughfare plans call for Tuttle Road to be extended to the west and the Britton-Cosgray Connector to be built across the southern portion of the planning area. A recently completed Columbus fire station on Wilcox Road is now operational. Land use recommendations are reflected on the East Sub Area Proposed Land Use Map.

Please note that other portions of the plan, such as Parks and Open Space, Public Safety, and Transportation also contain information and recommendations relevant to this area.

PARKS, AND OPEN SPACE

Hayden Run Community Center Park

- The plan calls for a roughly 45-acre combination park and school site on the east side of Avery Road just north of Hayden Run. This site could accommodate a recreation center, which might be constructed in conjunction with a new Columbus Public School facility to serve portions of Columbus west of I-270. Both uses would serve as good buffers between Hayden Run and the more intense uses to the north. The plan proposes a minimum stream buffer consisting of the floodway or 150 feet (as measured from centerline on each side), whichever is greater. In this sub area, the recommended community center park site could allow for an increased buffer. This facility would have the added benefit of proximity to the proposed COTA light rail line. A further possibility is that a library might be located in conjunction with this site or the eventual light-rail station to the west.

A second significant park is recommended for a roughly 16-acre wooded site to the east of Wilcox Road and west of an existing Dublin subdivision. This land is unique to the area because it is a wooded parcel with a streambed that is in close proximity to Columbus residential development. The site is one of the few significant wooded areas left in the general area. Access to the park is recommended from Wilcox Road.

Both of these recommended parks would require public acquisition. Consideration should be given to the possibility of pooling parkland dedication requirements to assist in acquisition, particularly for the recreation center/school site. Additional parks and open space would be located throughout the sub area, with an emphasis on connectivity to surrounding neighborhoods.

Office Development

The plan calls for office development in the vicinity of Avery Road and Tuttle Road extended as well as an area to the east of Wilcox road just south of Tuttle. No other office uses exist or have been designated in the corridor and this would provide potential for critical income producing uses. It would also complement Dublin's proposed office land use to the east along Tuttle Road.

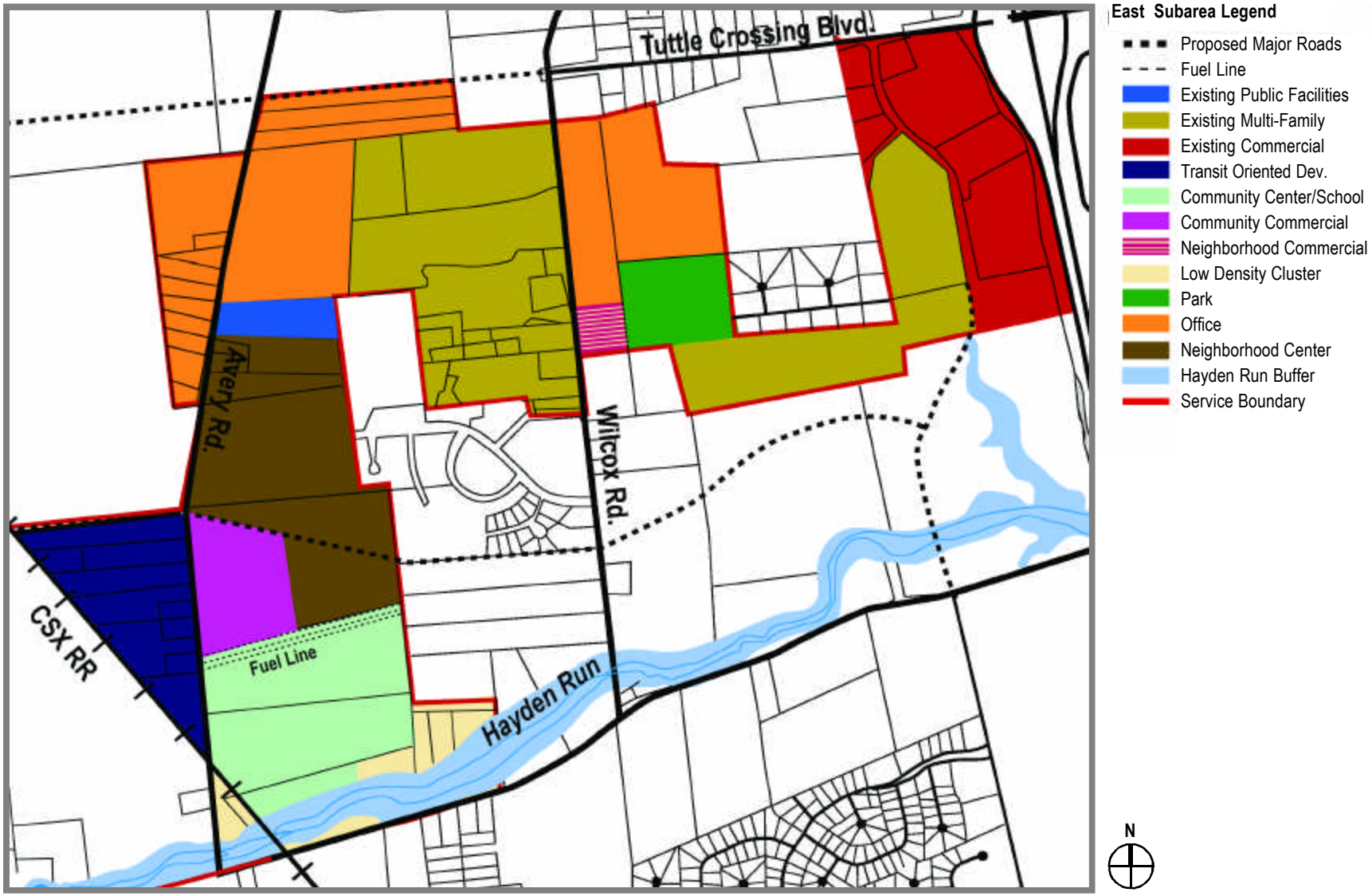
Commercial Development

New commercial development in this subarea is proposed at two locations. The first, a community-scale center, would be directly across Avery Road from the proposed Transit Oriented Development District. The second would be a smaller neighborhood-scale commercial center (single use retail tenants of 10,000 square feet or less) just east of the new Columbus fire station. This center would provide convenience retail services to the existing and proposed residential developments in the area. Emphasis should be placed on connectivity of these centers with the surrounding residential areas.

Residential

There is a substantial amount of existing residential in the area. New residential for this area is envisioned as being primarily multi-family in nature. It will be focused on the area east of Avery Road and adjacent to the proposed Britton-Cosgray Connector. Use of the Neighborhood Center District standards is proposed for this location near proposed office and the Transit Oriented Development.

EAST SUBAREA-PROPOSED LAND USE MAP



PROPOSED DEVELOPMENT STANDARDS

PROPOSED DEVELOPMENT STANDARDS

The purpose of these development standards is to create guidelines for quality development within the Hayden Run Corridor. Unity and continuity of functional and aesthetic characteristics will be in the best interest of all property owners and citizens. One of the goals of the plan is to complement and respect existing and planned developments in neighboring jurisdictions. The establishment of development standards is one tool that can be used to achieve a smooth transition between areas.

All projects developed within Columbus are subject to applicable city code requirements and administrative regulations. Projects developed using the Traditional Neighborhood Development (TND) portion of the Columbus zoning code must comply with the requirements of that article. In the event of a discrepancy between these development standards and city code requirements the stricter of the two shall prevail. It is recommended that these standards be incorporated into developments through the use of limitation texts, development plans, and/or site plan commitments.

GENERAL DEVELOPMENT STANDARDS

- Neighborhoods and commercial campuses should have an identifiable heart or focus.
- Open space should be used in one or more of the following ways:
  - organizational element
  - center focus
  - to protect and connect recreational and natural spaces.
  - scenic buffer along roadways
- Vistas of 600 feet or more should terminate with a building or open space.
- Parking should be located to the rear or sides of buildings when possible.
- All new wiring should be located underground.
- Buildings do not back onto streets (except for alleys and lanes).
- Buildings should not exceed three stories in height.
- Pedestrian and/or bicycle connections should be provided along roadways as well as within residential and commercial developments.

SIGNS

NOTE: These standards are recommended for implementation in non-TND areas.

- All ground signs should be monument-style with masonry bases constructed of stone, brick, or to match the architectural material of the building.
- Ground signs should not exceed the height of 10 feet.
- Ground signs should not exceed 50 square feet in area. (May be double sided)
- Wall signs should not exceed 80 square feet in area.
- Commercial centers may have only one larger ground sign identifying the center. Sign should reflect architecture of buildings.
- Commercial centers should provide a graphic plan that govern wall signs for individual businesses.
- Commercial center wall signs locations should be incorporated into the building architecture.
- Signs should be internally or externally illuminated if focused only on sign. Ground mounted external illumination should be screened with landscaping.
- No off-premises graphics should be permitted.

LIGHTING

- Attractive, architecturally compatible lighting fixture should be adopted for uniform use within developments.
- Fixture compatibility between developments is desirable.
- Residential streetlights should be post-top style decorative fixtures that do not exceed a height of 15 feet.
- Maximum non-residential lighting fixture height should be 28 feet.
- Cut-off type fixtures (down lighting) should be incorporated to minimize spillage on adjacent sites.
- All new wiring should be underground.
- Outdoor lighting fixtures should be equipped with automatic timing devices that shut lights off when not needed

LANDSCAPING

- A landscaping plan incorporating the corridor plans standards should be submitted for each development proposal.
- Reasonable efforts should be made to preserve existing trees and hedgerows in the planning area. Trees in excess of six inch caliper that are removed during construction should be replaced.
- Parking lots abutting road frontages should be screened with a wall, earth mound, or hedge 36 inch minimum height measured from the parking lot elevation that will reach 75% opacity within five years.
- Additional ornamental plantings to add variety are encouraged.
- Parking lots should include tree-planting islands at a rate of one tree per ten parking spaces.
- In parking lots exceeding 60 spaces trees should be located in curbed landscape islands that contain a minimum of 100 square feet in area.
- Minimum of five percent of vehicular use area should be incorporated into planting islands.
- Street Trees should be provided on all public and private streets as approved by the City Forester.
- All single trunk trees should be a minimum of two inch caliper.
- All plant material should be maintained in healthy condition and replaced as needed.
- Best management practices should be employed to protect existing trees during the construction process.
- More intense uses should be buffered from less intense uses.
- Dumpsters should be screened on three sides by fencing and vegetation with the dumpster opening not visible from major roadways.
- Commercial loading areas should be fully screened and shall not face major roadways.

HAYDEN RUN

- Establish a minimum natural buffer for new development of the entire floodway or 150 feet (as measured from centerline on each side), whichever is greater along Hayden Run. This buffer should be expanded wherever possible.
- A pedestrian/bikeway trail should be located within this buffer.
- Best management practices should be observed during the construction process to protect the quality of the stream water.
- Development along Hayden Run Road east of the neighborhood commercial center at Leppert Road should be set back from the right-of-way and landscaped in a manner to maintain the scenic quality of the road.