The Northeast Area Plan Draft

City Columbus, Department of Development, Planning Division

The Northeast Draft Plan

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The *Northeast Area Plan* was adopted by City Council on ____. The planning process was facilitated by the City of Columbus Planning Division. The *Northeast Area Plan* addresses the area bound by Morse Road on the north, I-270 on the east, I-670/Alum Creek/Mock Road/Hudson Road on the south, and the abandoned railroad right–of-way located to the west of Westerville Road on the west (see Figure 1). The staff worked in partnership with a Working Committee consisting of representatives of the Northeast Area Commission and other stakeholders. This plan updates and replaces the City of Columbus' *1994 Northeast Area Plan* and *Northeast Area Action Plan for 2000*.

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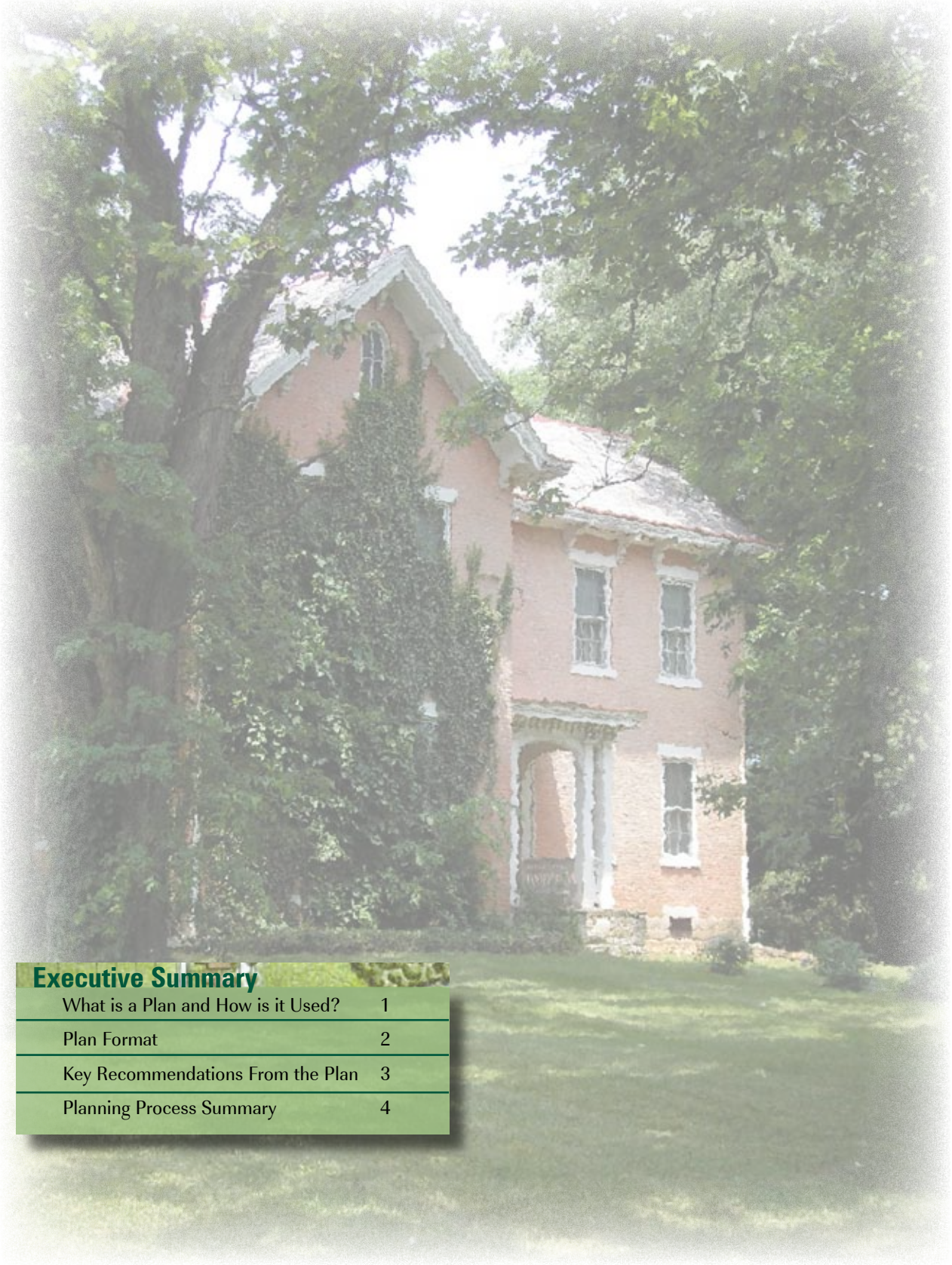

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Element 1

Executive Summary

What is a Plan and How is it Used?

Neighborhood planning is an opportunity for citizens to help shape the neighborhoods where they live, work, own property, or manage a business. The neighborhood planning process addresses land use, zoning, transportation, urban design, and other issues important to the neighborhood. The goal of neighborhood planning is for diverse interests to come together and develop a shared vision for their community. A neighborhood plan:

- Represents views of stakeholders that make up a community.
- Identifies neighborhood strengths and assets.
- Identifies neighborhood needs and concerns.
- Establishes goals for improving the neighborhood.
- Recommends specific actions and strategies to reach those goals.

Neighborhood plans provide guidance to various city departments in influencing future capital improvement expenditures. Development of a plan will help a neighborhood in a number of ways. An adopted plan will:

- Reflect clearly what the neighborhood desires for the future.
- Provide a framework for zoning and other land use decisions.
- Establish priorities regarding capital improvements appropriate for the neighborhood.
- Offer residents and businesses the opportunity to create a clear picture of the type of development that is desired by the neighborhood.
- Provide guidelines for the design of new development.

Plan Format

Each chapter, or element, of the *Northeast Area Plan* (plan) first presents a summary of existing conditions. The summary is followed by a statement of one overall goal for that given element, along with several supporting principles for the goal. The goal and supporting principles are followed by the plan itself, which consists primarily of text and related charts and corresponding plan maps. Within the plan section are policy recommendations and related guidelines and standards. Each element concludes with a list of strategies that reinforce the policy statements and guidelines and are intended to provide direction on their implementation.

Key Recommendations from the Plan

Key recommendations from the plan include:

Mixed-Use Center

A mixed-use center focused at the intersection of Agler and Cassady Roads. This center should be the primary focus for future neighborhood retail, neighborhood office, civic, and higher density residential uses. The area provides an excellent opportunity for the development of a core for the community. Commercial uses in the center are recommended to be built using standards consistent with the city of Columbus Urban Commercial Overlay, which aims to encourage pedestrian-oriented design typified by retail display windows, reduced building setbacks, rear parking lots, and ornamental walls and fences. The center would fulfill the community goals of both providing neighborhood based retail and enhancing the sense of place in the Northeast Area.

Density

Continued lower density residential development, with medium and higher density development focused at the proposed Agler Cassady Mixed Use neighborhood center and/or sub-neighborhood centers.

Design Standards

Design standards for new residential and commercial development.

Transportation

Context sensitive road improvements to ensure adequate capacity for future auto traffic and accommodations for pedestrians and bicyclists. The plan also recommends enhanced road and pedestrian connectivity to better distribute vehicle traffic. This will reduce congestion on primary roads, assist travelers to efficiently reach their destination, and enhance commerce by focusing traffic at key locations and making commercial destinations accessible by vehicle, foot and bicycle.

Economic Development
Continued development of the Easton and Citygate areas as job centers. The plan recognizes the importance of future implementation of urban design, land use, and other recommendations that will enhance the quality of the physical environment and make the Northeast Area more attractive for future jobs development.

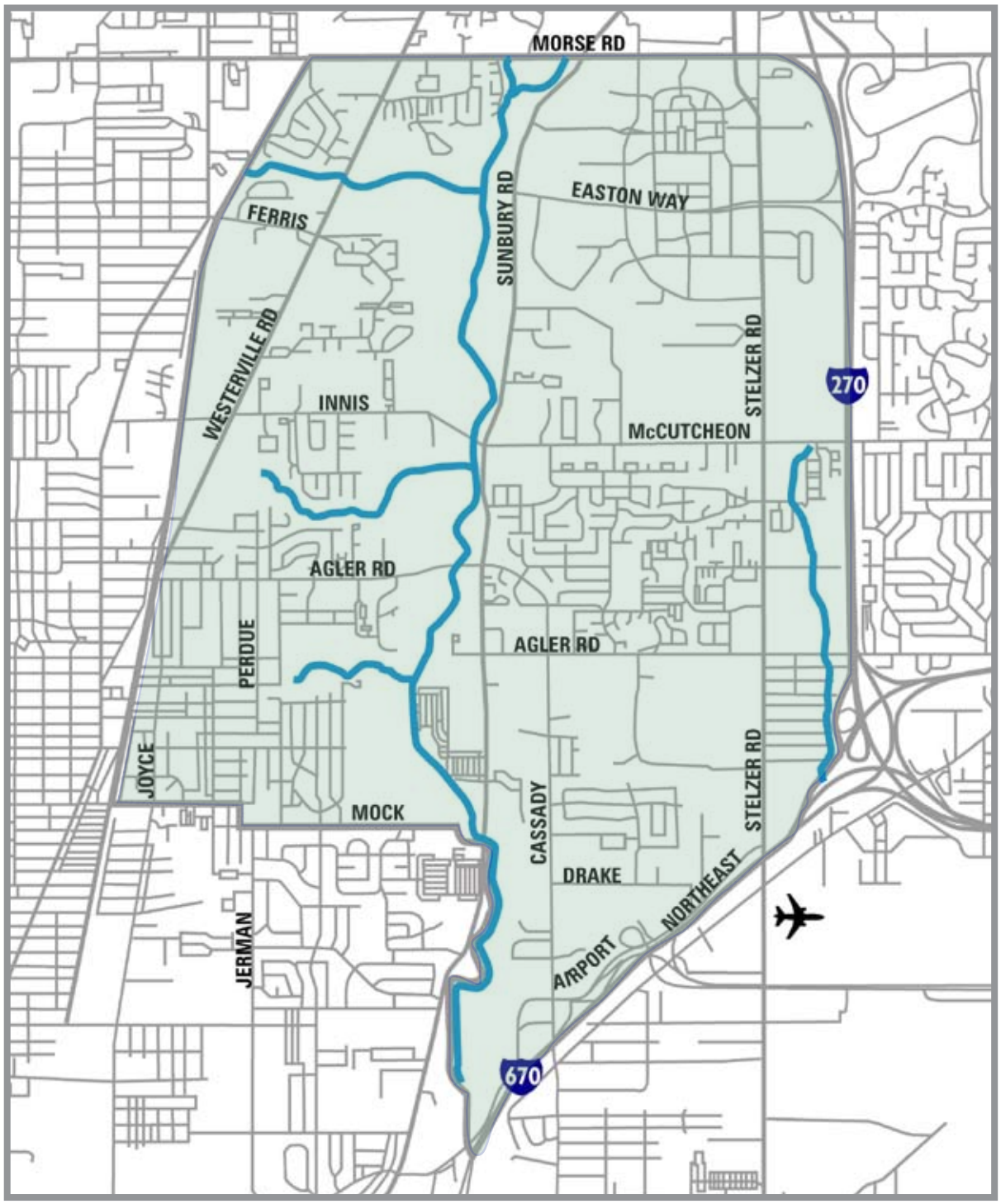
Natural Resources and Open Space
An interconnected system of greenways and trails/paths that builds on the developing Alum Creek Trail. Tree preservation, including the potential use of residential density transfer and bonus.

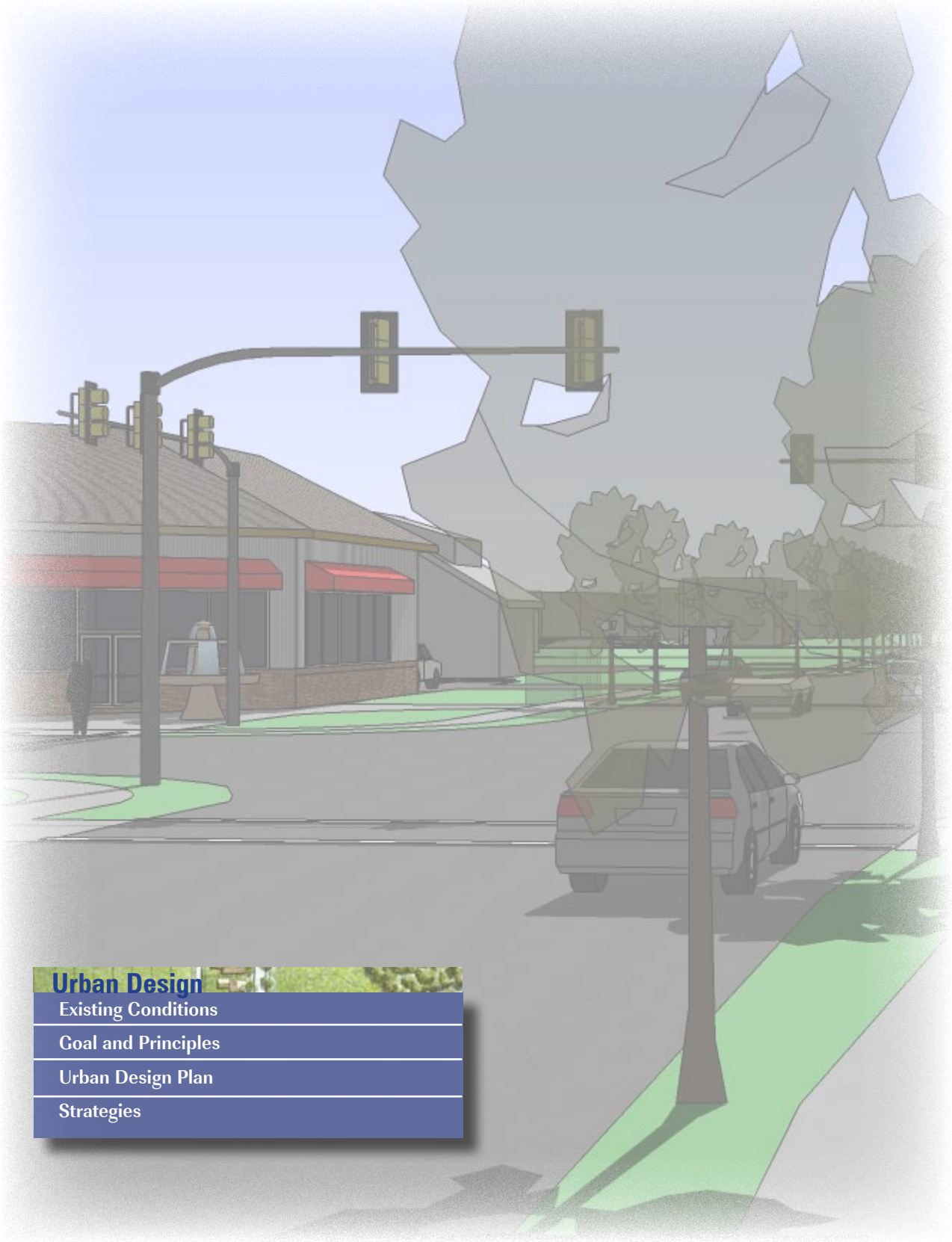
Implementation
Plan implementation through the use of a development review checklist for the review of zoning and variance applications for consistency with the area plan and a chart of action oriented recommendations to assist with the prioritization of plan recommendations.

Planning Process Summary

An update to the *1994 Northeast Area Plan* was initiated at the request of the Northeast Area Commission. A Working Committee consisting of various stakeholders in the neighborhood was formed and met on a monthly basis from March 2006 to April 2007 to provide input and guidance. Additional meetings were held during this time frame with stakeholders, including property owners and other representatives, to develop the Agler Cassady Mixed-Use Center concept and other details of the plan. A complete draft plan was formed in the spring of 2007. After recommendation by the Working Committee, an open house was held in April of 2007 to allow for broader public input. On May 3, 2007, the Northeast Area Commission recommended the revised draft for the consideration of the City Development Commission.

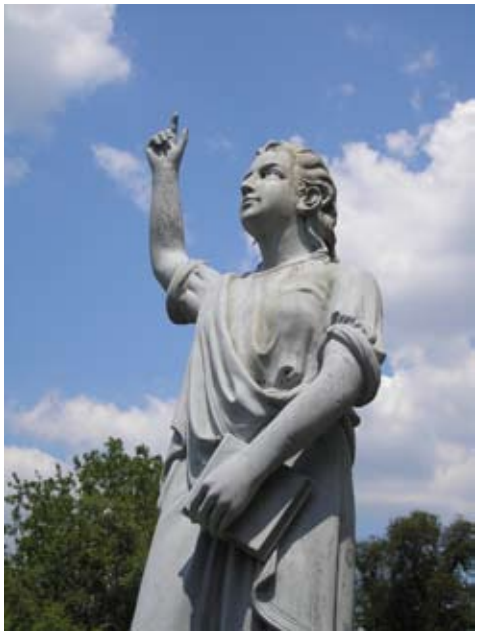
Figure 1. Northeast Area Plan





Urban Design

Existing Conditions
Goal and Principles
Urban Design Plan
Strategies



Element 2

Urban Design

Urban design refers to the physical relationships and functionality of the various components of a neighborhood. Whereas architecture addresses the design of an individual building, urban design is the plan and execution of a whole community, including its land uses, transportation system and community facilities. Well-designed communities are well organized, operate efficiently, and result in a neighborhood that has a high "quality of life". Key components of a well-designed community include well-defined gateways and corridors that reinforce the neighborhood's character, and districts defined by consistent land use and density. Additionally, urban design is a key component of effectively providing a diversity of land uses and housing within all neighborhoods, a well connected "complete" street system that provides for the safe passage of autos and pedestrians, and the protection of natural resources and their seamless integration into the human environment.

Existing Conditions

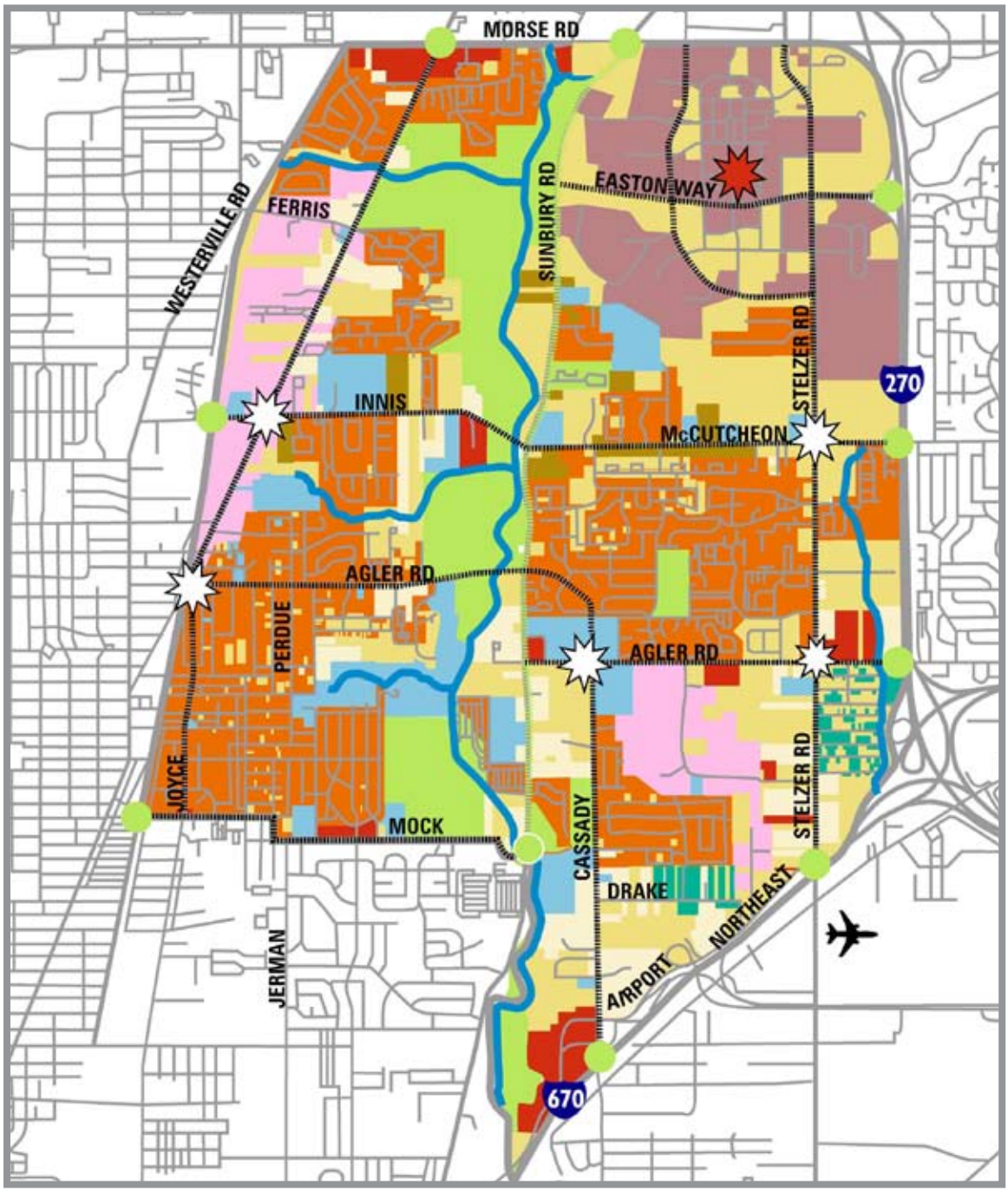
The Existing Conditions section discusses the urban form of the Northeast Area, existing residential densities, and historic archeological and cultural resources.

The existing urban form for the Northeast Area is illustrated in Figure 2. Mapping urban form is a different way of viewing the area's existing land use and serves to highlight the overall design and organization of the neighborhood, including its gateways, primary corridors, districts, and edges.

Gateways. Gateways, or primary entry points to the neighborhood are indicated in Figure 2. In almost all of these locations there is not a distinguishing feature to inform travelers that they have entered the Northeast Area, such as welcome signage and a landscape treatment.

Corridors. The primary corridors of the Northeast Area are its major roadways, including Stelzer, Westerville, McCutcheon, Innis, Agler, and Cassady Roads. Sunbury Road is illustrated on the Urban Form map as a "scenic corridor" due to its natural beauty and historical and cultural significance. Alum Creek and adjacent open spaces serve as a natural corridor and a defining feature of the Northeast Area.

Figure 2. Urban Form



Corridors
- Primary Corridor Roads
- Scenic Corridor-Sunbury Rd
- Streams
- Primary Gateway

Districts
- Major Open Space
- Vacant Land
- Semi-Rural Residential
- Large Lot Residential
- Early Suburban
- Suburban Residential
- Institutional
- Commercial
- Planned Activity Center
- Existing Activity Center
- Major Mixed Use
- Mixed Use-Commercial/ Light Industrial

Districts. Districts include the major open spaces, primarily associated with Alum Creek, and residential, institutional, commercial and mixed-use areas (Figure 2). The Northeast Area's urban form is relatively unorganized and indicates the need for implementation of sound urban design principles in future development.

Residential areas are categorized in the Urban Form map into "semi-rural", "large lot", "early suburban" and "suburban" residential. Semi-rural generally refers to areas that are not incorporated into the city of Columbus, do not include improved streets, and generally do not include sanitary sewer or public water. Large lot residential areas include both older, historic and contemporary suburban style homes on lots of at least an acre in size. Early suburban refers to the southwest portion of the planning area, which generally consists of World War II era homes built on a traditional street grid system. Suburban residential refers to the most recent residential development in the planning area, generally consisting of homes built as an actual subdivision within the last thirty or forty years. The Urban Form map also indicates the primary existing activity center in the area (Easton) and the planned activity center at the intersection of Agler and Cassady Roads and other sub-neighborhood centers. The Westerville Road corridor and Citygate area is shown as a mixed use of commercial and light industrial areas.

Edges. Edges of the Northeast Area are I-270, I-670/Alum Creek/Mock and Hudson Roads, the abandoned railroad right-of-way, and Morse Road. These edges are in cases prominent, but generally not well defined and do not provide a positive definition to the planning area.

Density. There is not a clear housing density pattern in the Northeast Area. Single-family housing densities vary from larger lot suburban housing and rural style housing at less than 2 (two) dwelling units (du) per acre to conventional suburban forms in the range of 4 (four) du per acre to more urban forms of single-family housing at densities of 6 (six) plus du per acre. Multifamily housing includes limited numbers of two and three family units found primarily in the more urban portions of the Northeast Area, but consists primarily of apartment complexes at densities upwards of 30 (thirty) du per acre. The density pattern reflects a lack of organization to development in the Northeast Area.

Historic, Archeological and Cultural Resources. Most of the historic, archeological, and cultural resources of the area have generally been lost to newer development. The most significant existing historic resources are three homes that served as stations on the Underground Railroad, including the Christian Heyl House at Sunbury Rd./Mock Road, the Zenus Jackson House at Ferris and Westerville Roads, and the Margaret Agler House at Agler and Sunbury Roads (Source: Cathy D. Nelson). Three additional historic structures include the Agler-La-Follette House at 2621 Sunbury Road, the Drake Elam House at 2738 Ole Country Lane, and the Jackson Fort, located near Westerville and Ferris Roads. All three of these properties are listed in the National Register of Historic Properties.

Grave of Fredrick Agler, 1769-1824.

Goal and Principles

The ***Northeast Area Plan*** goal for Urban Design is:

A well-designed, well-ordered community that includes clearly identified gateways, districts, and edges that contribute to a high quality of life and project a positive and consistent visual message.

The supporting principles for Urban Design are the following:

- Sound urban design principles and practices will be utilized to create new development that is organized and contributes to a sense of place.
- Development density will be patterned to enhance the level of community organization, including neighborhood districts that support the identified Agler Cassady Mixed-Use Center and sub-neighborhood centers.
- The historic, archeological, and cultural resources of the Northeast Area will be preserved and integrated into new development, highlighted and help to foster the area's identity.

Urban Design Plan

The Urban Design Plan provides policy recommendations and design guidelines that will enhance the organization of development and foster a sense of place in the Northeast Area by highlighting its historical, cultural and natural features.

Gateways

Gateways are major entry points to the community and present an opportunity to help the community establish and enhance its identity. Designs for common gateways should be developed that consider and incorporate local materials and historical and cultural references. The common design should then be utilized to establish gateways at the locations identified on the Urban Form map. Additional, smaller scale gateways should be constructed at locations within sub-neighborhood centers identified in the Land Use Plan, along the Alum Creek Trail and other locations of significance.

Corridors

Several primary road corridors require improvement and reconstruction. When improved and rebuilt, these roads should be enhanced not only to accommodate auto demands, but as "complete streets" that function for autos, pedestrians, and bicyclists. Furthermore, the road designs should support the Urban Design and Land Use Plans and serve to enhance the community identity and character.

As indicated in the Land Use Plan (Element 3), retail uses should be organized in the form of the primary mixed-use neighborhood center and sub-neighborhood centers in order to focus physical investment, create identity for the Northeast Area, and avoid the "stripping out" of the area's primary road corridors.

Sunbury Road has significant scenic, historical, and cultural features. These features should be preserved, enhanced, and highlighted. The primary mechanism for accomplishing this task would be to pursue designation as a State of Ohio Scenic Byway. The Ohio Department of Transportation (ODOT) manages the state Scenic Byway Program as a way to designate corridors with outstanding scenic, natural, historic, archeological, cultural or recreational qualities. Under the program, county or municipal governments nominate corridors with exceptional scenic features or notable areas of cultural or historical interest. As stated by ODOT, examples of potential scenic byways include a roadway along a scenic river, canal corridors or a highway through an area of cultural significance. The local government then develops a plan for the promotion and marketing of the corridor's special qualities. Upon concurrence with the nomination, ODOT will assist the local effort by designating Scenic Byways on the state highway map and placing official signs along the route.

Alum Creek is a river corridor that serves as a defining feature of the Northeast Area. The Land Use and Natural Resource and Open Space Plans illustrate a significant buffer/greenway on both sides of the creek as well as its tributaries on the west side of the Northeast Area. A similar buffer is also illustrated for a tributary, or in some cases a remnant of a tributary, of Big Walnut Creek that exists on the east side of Stelzer Road. The Alum Creek and tributary corridors should be developed as greenways over time. Trees, slopes, wetlands, and other natural features of the greenway should be preserved and enhanced.

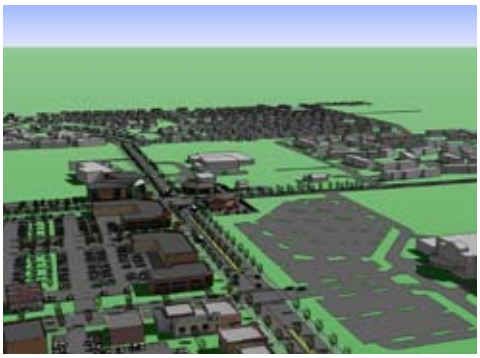
Districts

The primary mechanism for enhancing the formation of districts in the Northeast Area will be through the development of a mixed-use neighborhood center at the intersection of Agler and Cassady Roads as well as four sub-neighborhood centers at the intersections of Agler and Stelzer, McCutcheon and Stelzer, Agler and Westerville, and Innis and Westerville Roads (see Figure 5, Land Use Plan). The development of these centers will be a crucial design mechanism for providing neighborhood services, accommodating mixed housing types and creating a sense of identify for the Northeast Area.

Agler Cassady Mixed-Use Center. The mixed-use center in the area of Agler and Cassady Roads should be the primary focus for future neighborhood retail, neighborhood office, civic, and higher density residential uses. The area provides an excellent opportunity for the development of a core for the community. Commercial uses in the center are recommended to be built using standards consistent with the city of Columbus *Urban Commercial Overlay* (UCO). The UCO which aims to encourage pedestrian-oriented design typified by retail display windows, reduced building setbacks, rear parking lots, and ornamental walls and fences.

The center would fulfill the community goals of both providing neighborhood based retail and enhancing the sense of place in the planning area. Furthermore, the center should provide a demonstration of sustainable development best management practices by mixing residential types and densities, providing pedestrian friendly linkages to existing and future residential areas (including a trail connection to the developing Alum Creek Trail), and consisting of a variety of public and private land uses. The location is central to the Northeast Area, is close to the developing Alum Creek Trail, includes an existing recreation center, an existing elementary school and an existing middle school. Finally, it includes a significant amount of developable land with attractive natural features. Renderings that illustrate the recommended design concept for the mixed-use center are provided on the right.

Agler-Cassady Mixed-Use Center



Sub-neighborhood Centers. Sub-neighborhood centers will be smaller scale commercial centers that serve the immediate neighborhood and auto-traffic. Expected standards will be consistent with the city of Columbus *Community Commercial Overlay*, which is intended to create a pedestrian oriented development pattern of quasi-urban commercial areas and promote development that features landscaping, transparency, rear parking lots, user-friendly access, and appropriately scaled lighting and signage.

Residential Densities. As indicated in the Land Use Plan, future residential land use densities should suggest a density pattern for future development that will increase the degree of order in the area and help to support retail and commercial areas that create a sense of place. As indicated, medium and higher densities should be focused at the Agler Cassady Mixed Use Center and the other sub-neighborhood centers. Design guidelines for residential and commercial areas are presented below.

Edges

Edges are the boundaries of the community. They can define a distinct edge between different land uses and help to establish an image for an area. Existing trees should be preserved along the area's freeway edges to provide a buffer and green edge.

Development standards should be implemented as redevelopment occurs along its major road corridor edges (Morse and Westerville Roads) in order to enhance and establish a more desirable community edge in those areas.

Residential Design Guidelines

Site Design

- Homes should not back up to significant natural features or open space. Instead, roads should front the open space or natural feature and thereby maintain views and access to the open space/natural feature.
- Site contours should be preserved and road networks should follow site contours (the "lay of the land").
- Natural features and open space should be used as an "organizational" element in the development.
- As illustrated on the Land Use Plan, medium and higher density uses should be focused at the Agler Cassady Mixed-Use Center, the identified sub-neighborhood centers, and in some cases along major thoroughfares. Buildings on major thoroughfares should front roads and be accessed from the rear or possibly by a service road separated by the major thoroughfare by a parkway/green buffer.
- Residential developments should include a mix of housing types and sizes.
- Historic structures should be preserved and incorporated into new development.
- Stormwater best management practices per the city's Stormwater Regulations or other "green" technologies recognized by the Leadership in Energy and Environmental Design (LEED) program should be considered.
- Additional recommendations related to tree preservation and the potential for density transfer/bonus are provided in the Natural Resources and Open Space Plan.

Building Design

- Garages should not be the dominant feature of any house. Optimally, garages should be located to the rear of the house. If the garage is located in the front of the house, it should be set back from the house facade and be less than one-half the width of the whole building facade (house plus garage).
- Housing should utilize natural materials and include design details such as window and door trim, heavy rakeboard, corner board, etc. These details become particularly important if the housing does not utilize natural materials.
- Housing should have windows on all elevations.
- Developers should consider utilizing LEED technologies on new homes.
- Single-family and two-unit housing should include usable porches (at least 6 (six) feet deep and 12 (twelve) feet wide).
- Multi-family projects with 20 units plus have more than one building type and/or facade option.

Commercial Design Guidelines

Site Design

- Attractive outdoor plazas and pedestrian spaces with sitting areas should be provided.
- Fences, with or without masonry piers, should be constructed of metal tubes or solid metal bars and should not exceed a height of 4 (four) feet, unless otherwise required by city code. Chain link fences should not be used.

Building Design, Materials, and Orientation

- Exceptional architectural quality should be focused on buildings anchoring intersections and other high visibility locations. These buildings should be slightly more prominent than neighboring buildings. Special architectural corner features such as towers, turrets, and canopies are encouraged.
- Buildings should not back up to streets.
- Any pick-up window should be attached to the principle building and be located to the rear or side of the building.
- Buildings should utilize natural materials and include design details. These details become particularly important if the building does not utilize natural materials.
- Buildings on major road corridors are encouraged to be two stories or higher in order to help "frame" the street.

Landscaping

- Landscaping should be utilized to soften and enhance buildings, roadways and outdoor spaces.
- All areas should be extensively landscaped with a mix of deciduous, ornamental and evergreen plant material.
- New plant material should meet these specifications: single trunk ornamental trees are a minimum of two inch caliper when measured 4 (four) feet from grade at the time of installation; single trunk deciduous trees are a minimum of 2 1/2 (two and one-half) inch caliper when measured 4 (four) feet from grade at the time of installation; evergreen trees are a minimum of 5 (five) feet to 6 (six) feet in height. Native species should be utilized for landscaping.
- Street trees should be provided on all public and private streets as approved by the city of Columbus Forester.
- In addition to other landscaping requirements, shade trees should be provided in and around a parking lot at a rate of one tree for every ten parking spaces.
- For parking lots of over 40 spaces, at least half of the trees should be located within the interior of the parking lot and a soil area of one hundred square feet should be provided for each tree.

Roads, Pathways, and Parking

- Commercial development should provide pedestrian access to adjacent areas.
- On-street parking should be provided whenever possible.
- Encourage the minimization of impervious surfaces, including reduction of paved parking surfaces through shared parking arrangements and parking requirement reductions wherever feasible. Infiltration strips should be considered around the perimeter of parking lots to reduce runoff.
- Parking lots should be provided to the rear of buildings ("hide" parking).
- Any parking lot that does abut roadways should be setback a minimum of 25 (twenty-five) feet from the right of way. This setback should be fully landscaped in addition to the below defined screening.
- All parking lots visible from roadways should be screened with a minimum 3 (three) feet high continuous wall or hedge that reaches a minimum 75% opacity within five years.

Signage and Lighting

- Freeway or pole signs should not be permitted.
- Off-premise graphics should not be permitted.
- Building mounted signs and/or on site monument ground signs that do not exceed ten feet in height are recommended.
- Wall signs should be incorporated into the building architecture.
- Exterior building illumination should be from concealed sources. Lighting fixtures should not generate excessive light levels, cause glare, or direct light beyond the facade onto neighboring property, streets, or the night sky.
- Cut-off fixtures should be used in all areas to minimize spillage on adjacent sites.

Environmental Protection

- Encourage the utilization of LID (Low Impact Development) technology as encouraged on the US Environmental Protection Agency website. (http://www.epa.gov/owow/nps/lid/).
- Encourage the construction of LEED (Leadership in Energy and Environmental Design) certified green buildings as administered by the US Green Building Council (http://www.usgbc.org/) that promote the utilization of green building construction materials and methods or equal.

Strategies

- Create a level of organization/order to existing and new development by following the design guidelines presented in this section and Land Use Plan.
- Ensure a sound mix of housing stock and land uses that results in a mixed income, well integrated community by following the design guidelines presented in this section and Land Use Plan.
- Develop a mixed-use neighborhood center at the intersection of Agler and Cassady, consisting of neighborhood based commercial, public space, and high density residential uses. This center will be the primary neighborhood center for the Northeast Area. It should abide by the land use and design recommendations given in Urban Design and Land Use elements. A public space including a monument and educational information should be included in mixed-use center to highlight the area's history, including its role in the Underground Railroad.
- Develop sub-neighborhood centers and neighborhood-based commercial at the locations identified on the Land Use Plan. As indicated, these locations will be smaller scale commercial centers that serve the immediate neighborhood and auto traffic.
- Utilize standards from the city's *Urban Commercial Overlay* and *Community Commercial Overlay* zoning designations to review commercial development proposals in the areas recommended for the Agler Cassady Mixed-Use Center and sub-neighborhood centers to achieve the design recommendations from this plan. Incorporate those standards into the zoning or variance text associated with those developments. Consider the future application of the *Urban Commercial Overlay* and/or *Community Commercial Overlay* designations in one or more of those areas.
- Pursue scenic byway designation for Sunbury Road and adjacent greenway.
- Enhance connections to Alum Creek Trail and integrate it into the community.
- Organize and develop information related to area history, including Underground Railroad. Create self-guided driving/biking/hiking trail as part of aforementioned scenic byway to highlight key sites and information related to the Underground Railroad. Secure grant to present information to public in the form of educational materials, signage, other.
- Consider changing the name of the community and area commission from the "Northeast Area" and "Northeast Area Commission" to help foster a stronger identify for the community.
- Require the submission of site plans and other supporting materials that illustrate and commit to the residential and/or commercial design guidelines and other standards from this plan.

Land Use

Existing Conditions
Goal and Principles
Land Use Plan
Strategies

Element 3

Land Use

Land use plans are used to determine the amount, intensity, and arrangement of residential, commercial, manufacturing, institutional, park and other uses that will result in a high quality of life for neighborhood residents. Zoning is a legal tool that regulates the type and form of development and is one way to implement a land use plan.

Existing Conditions

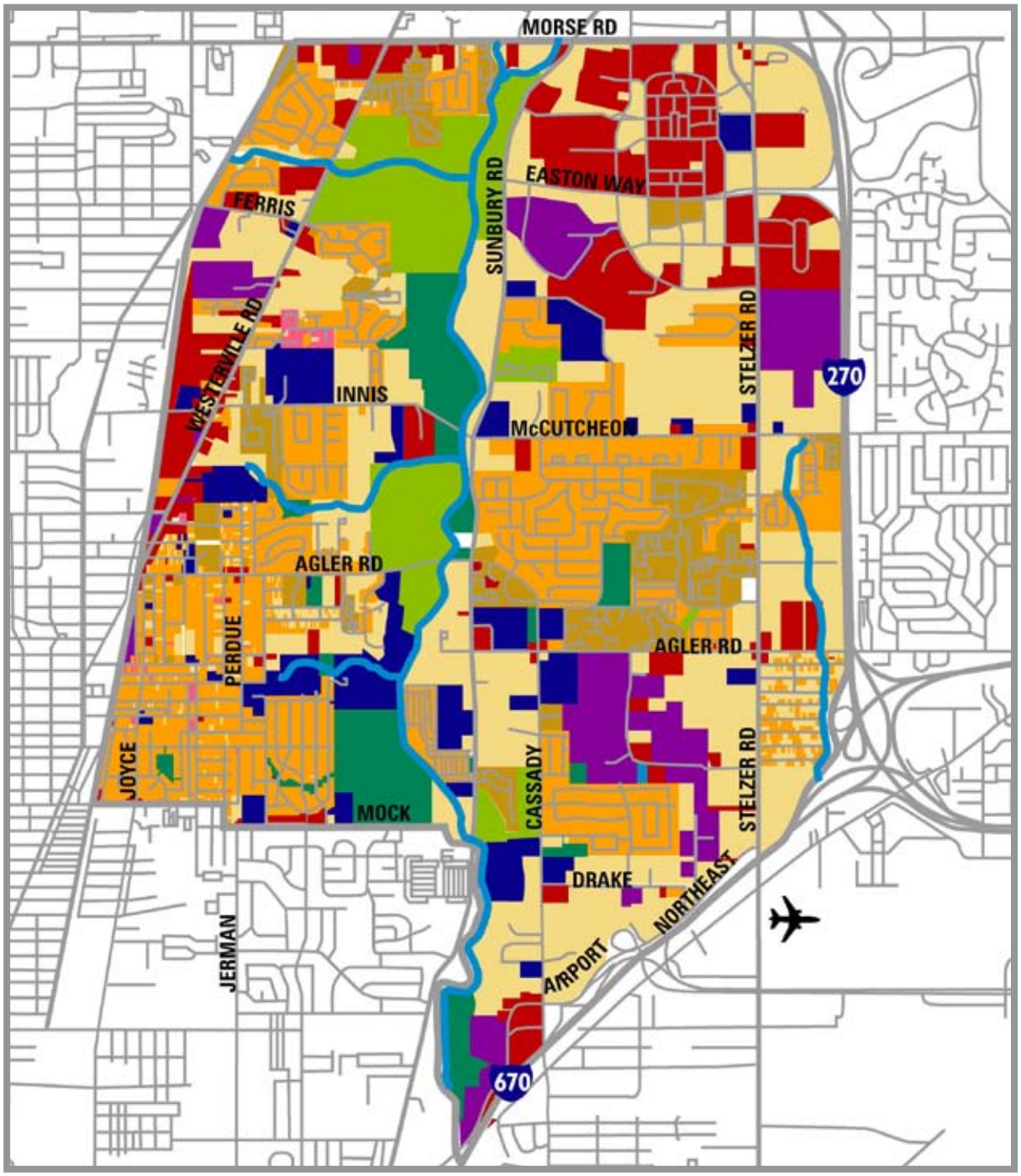
Existing Land Use

The Northeast Area includes an area of approximately 6,500 acres. The existing land use for the Northeast Area is illustrated in Figure 3 and Table 1. The highest percentage of land in the area is single-family residential use. The second highest percentage of land in the area is either vacant or large lot residential. This includes significant amounts of land that has not been platted or annexed into Columbus, including prominent housing located along Sunbury Road.

Commercial uses are predominantly found in the northeast portion of the planning area (Easton), with significant amounts of commercial uses on Morse and Westerville Roads. Multifamily uses are found throughout the planning area, with the highest concentrations found west of Stelzer Road in between McCutcheon and Agler Roads. Institutional uses, including schools, churches, social service agencies and governmental uses are also found throughout the Northeast Area. Industrial uses are found in the Easton area, including Abbott Labs and The Limited. Other industrial uses include primarily warehouse facilities located in the Citygate development south of Agler Road and Value City facility on Westerville Road.

Parks and open space comprise a total of approximately eleven percent of the Northeast Area. Open space is over half of that percentage and is considered land that is private or semi-public, including the Bridgeview and Champions golf courses and the privately held soccer fields located west of Sunbury Road in the Easton area. Public open space consists of city parkland, the large majority being Mock and Innis Parks and the Weiler parklands, all found along Alum Creek. Smaller amounts of parkland are distributed throughout the area in the form of neighborhood parks.

Figure 3. Existing Land Use



- Open Space - Private/Semi-Public
- Parks/Open Space
- Vacant/Large Lot Residential
- Single Family Residential
- Two-Three Family Residential
- Multifamily Residential
- Institutional
- Commercial
- Industrial

Table 1. Existing Land Use in the Northeast Area

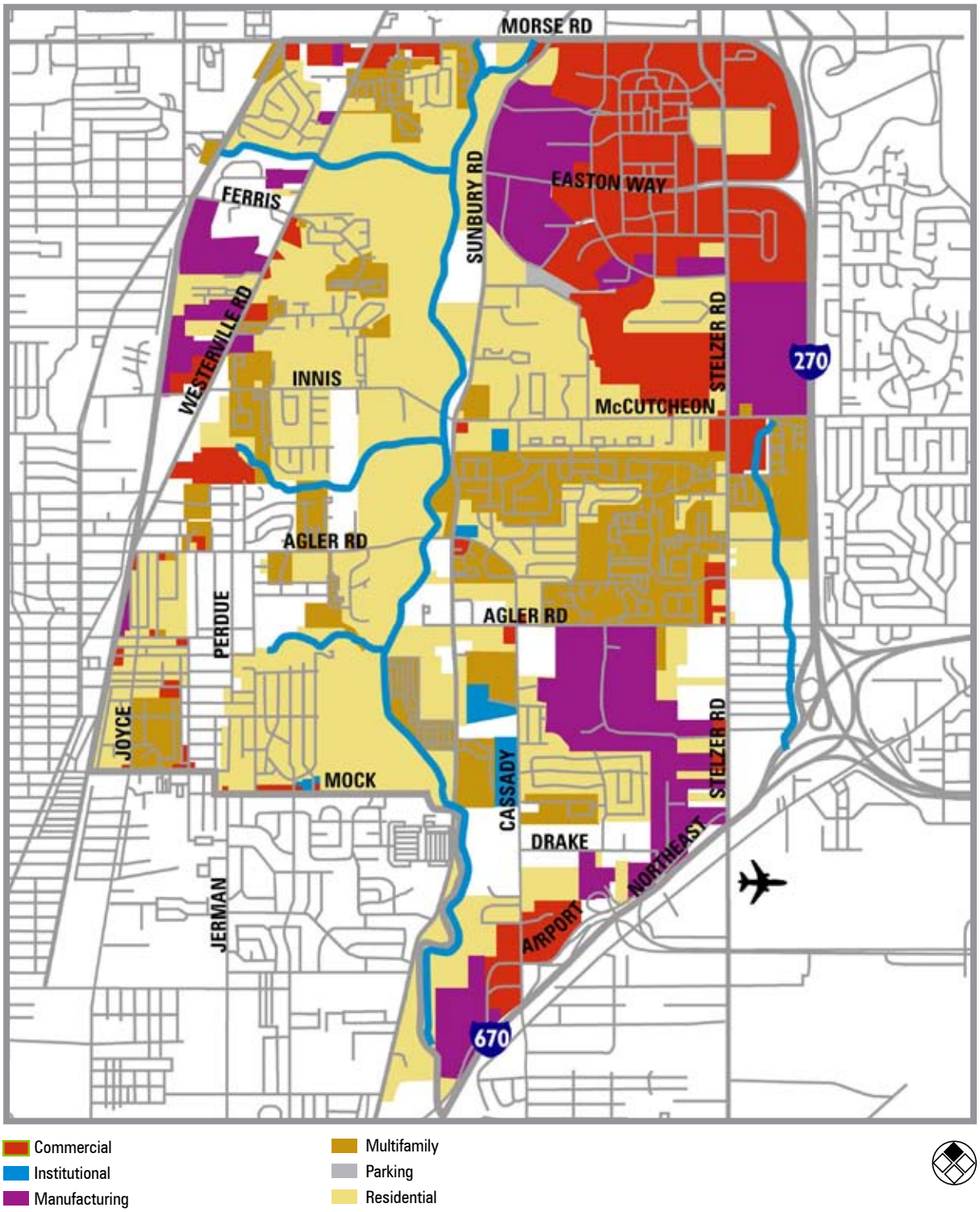
Land Use	Percentage of Total Northeast Area
Open Space – Private/Semi-Public	6.5%
Parks	5%
Vacant/Large Lot Residential	25%
Single Family	35%
Two-Three Family	>1%
Multifamily	7%
Institutional	6%
Commercial	12%
Industrial	3%

**All figures are approximate and were compiled based on data from the Franklin County Auditor's Office.*

Existing Zoning

The existing zoning for the Northeast Area is illustrated in Figure 4. In general, there are no major land use/zoning conflicts in the area. That is, the existing zoning generally reflects the existing land use. Like the existing land use, the majority of the area is zoned residential, with the majority of the multi-family residential zoning found to the west of Stelzer Road between McCutcheon and Agler Roads. Commercial zoning is in place in the Easton area and along portions of Westerville and Morse Roads. As noted above, a significant portion of the Northeast Area is not in the city of Columbus and is therefore zoned under the Franklin County zoning code. The 65 daily noise level airport noise overlay zoning is in place in the southern most portion of the Northeast Area (generally found south of Drake Road). This overlay is intended to ensure compatibility between Port Columbus International Airport and any surrounding land uses.

Figure 4. Existing Columbus Zoning



Goal and Principles

The *Northeast Area Plan* goal for Land Use is:

Sustainable, interconnected neighborhoods that include identifiable neighborhood centers, a mix of housing types, and the preservation of natural features.

The supporting principles for Land Use are the following:

- Development will respect and conserve existing natural resources, including trees, wetlands, steeper slopes, water quality, etc.
- Neighborhood-based services will be available in the form of mixed-use neighborhood centers that are an identifiable core for the surrounding residential areas and are within walking/biking distance (1/4 to 1/2 mile) of residents.
- A mix of housing types and price points will be available throughout all neighborhoods.

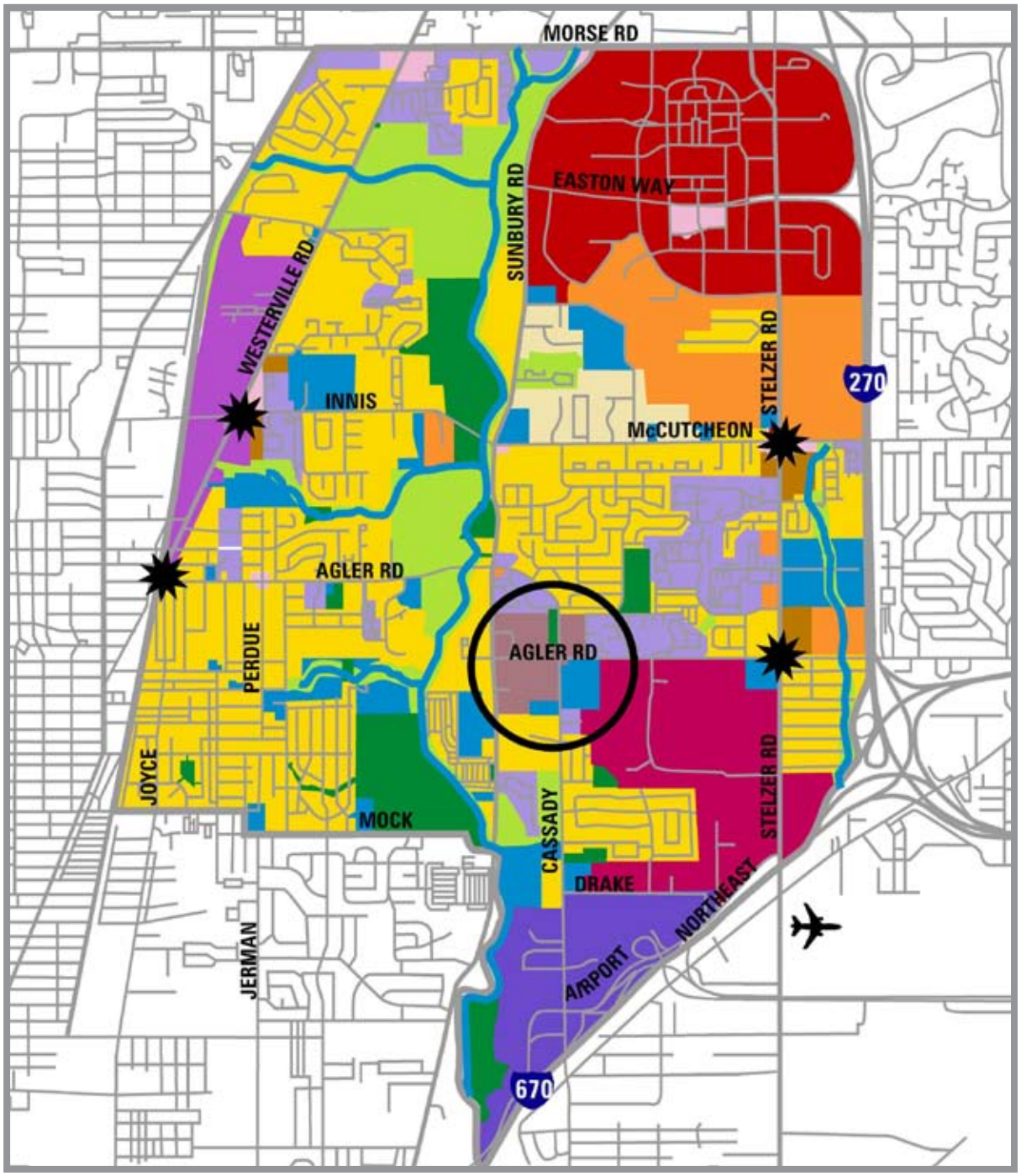
Land Use Plan

The Land Use Plan (Figure 5) aims to provide order to the Northeast Area by preserving and enhancing natural features, supporting existing and future low density single-family uses, and focusing retail and higher density residential development at and around the Agler and Cassady Mixed Use Center and other sub-neighborhood centers. The following provides overall land use recommendations for the Northeast Area by quadrant.

Northeast Quadrant

The northeast quadrant (Morse Road on the north, I-270 on the east, McCutcheon Road on the south, and Alum Creek on the west) is primarily planned for the future expansion of the Easton mixed-use regional center and potential expansion of Abbott Labs. Remaining future development is planned for low density single-family uses. The existing single-family residential development located to the north of McCutcheon and west of Stelzer Road will require buffering from future office development. Future office development in this area may offer the opportunity to enhance connections between that subdivision and the Easton area with new road and/or multi-purpose pathways.

Figure 5. Land Use Plan



- Open Space
- Parks
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institutional
- Neighborhood Commercial
- Mixed Use Neighborhood Center
- Mixed Use-Regional Retail/Office/Light Industrial
- Office
- Office-Commercial-Light Industrial
- Office-Light Industrial
- Airport Related
- Sub-Neighborhood Centers
- Agler Cassady Mixed-Use Center

Southeast Quadrant

The southeast quadrant (McCutcheon on the north, I-270 on the east, I-670 on the south, and Alum Creek on the west) is planned for a variety of land uses and presents a number of significant development challenges and opportunities. The area between McCutcheon and Agler, west of Stelzer, is planned for continued residential development, primarily low density single-family. Some medium density residential development is planned along the northern portion of Stelzer Road. Neighborhood commercial and higher density residential development is planned at the intersection of McCutcheon and Stelzer and Agler and Stelzer Roads. As previously discussed, these sub-neighborhood centers will provide services to both auto traffic along those roads and create a sense of place and a pedestrian destination for surrounding residential areas (see Urban Design Element). Thoughtful design, including buffering and screening will be required to provide an appropriate transition between any future medium or higher density residential and commercial uses and existing lower density residential development in the area of the proposed sub-neighborhood centers.

To the south of Agler, low density single family residential development is planned to add to the existing residential uses on the east side of Stelzer Road. This opportunity is enhanced through the current project that is providing sanitary sewer service to this area. As previously indicated, a tributary or remnant of a tributary of Big Walnut Creek exists on the east side of Stelzer from McCutcheon to I-670. Efforts should be made to preserve and enhance this tributary as a greenway as development occurs.

The area to the south of Georgia Road on the east side of Stelzer and the west side of Stelzer to the south of Agler Road is planned for office and/or light industrial uses to complement the existing and future planned office/light industrial uses along Citygate Drive that takes advantage of the proximity to Port Columbus. Other airport related uses may also be appropriate in this area, particularly on the east side of Stelzer to the south of Georgia Road. Standards for future development along Stelzer Road should be consistent with the development standards utilized in the Citygate development.

The north side of Drake Road is also planned for office/light industrial uses. This area falls within the Port Columbus 65 Dln noise contour and is therefore not recommended for future residential uses. The future of this area will likely be driven by the impact on property values of the area's proximity to Port Columbus and burgeoning airport related development at Citygate and to the south of Drake Road. Existing residential uses may very well continue for many years and, with adequate buffering, may resist the negative impact office/warehouse uses can present to residential areas (primarily traffic). But provided development of the area continues, an office/warehouse use with tree preservation, significant landscaping and buffering is the most appropriate transition to the existing residential area to the north. Future development must also consider and respect the property near the corner of Cassady and Drake Roads, which is a scenic site with an architecturally significant church.

The area to the south of Drake Road is planned for airport related services. This may include retail, office, warehouse and/or other airport related services that will take advantage of this area's proximity to Port Columbus. Development standards described in the Urban Design element will assist with making these services accessible to residents of the planning area.

As described in the Urban Design element, the area around the intersection of Agler and Cassady Roads is planned for a mixed-use neighborhood center and should be developed as such.

Southwest Quadrant

The Southwest quadrant (Innis on the north, Alum Creek on the east, Mock and Hudson Roads on the south, and the abandoned railroad right of way on the west) is primarily planned for low density single family residential uses. Sub-neighborhood centers are planned at the intersection of Westerville and Agler and Westerville and Innis Roads. Additional neighborhood commercial is planned at the intersection of Agler and Perdue. Furthermore, the existing residential area at the southern and western most portions of this quadrant are served by commercial uses along Cleveland Avenue and Westerville Road just outside the Northeast Area. Office/commercial/light industrial uses are planned on both sides of Westerville Road north to Innis. The Westerville Road corridor should be considered for reconstruction that would provide for a new roadway, sidewalks, road enhancements and development standards for future uses. These improvements will play a role in organizing the variety of land uses, strengthening the viability of the corridor as a jobs provider, and lessening any potential negative impacts on nearby residential uses. The intent of the office/commercial/light industrial classification is to heighten the importance of the corridor as a jobs provider and steer future retail uses toward the aforementioned sub-neighborhood centers at the Agler and Innis intersections.

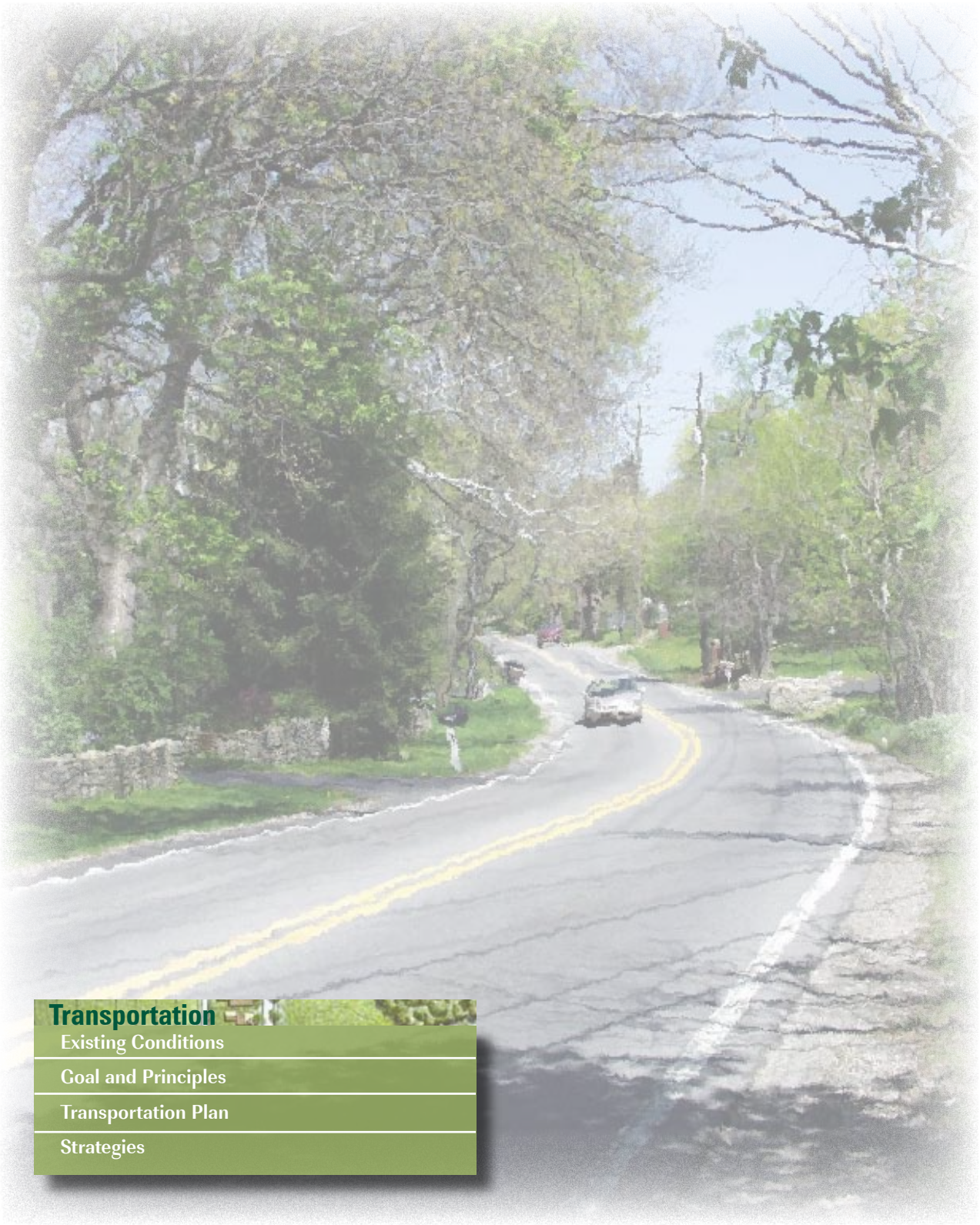
Buffers are planned for the two tributaries of Alum Creek that flow through this quadrant of the planning area. These buffers, which the plan shows for illustrative purposes, should preserve existing trees and vegetation that will maintain and enhance tributary and Alum Creek water quality. The buffers also serve to maximize the neighborhood's exposure to the significant natural resources in the Northeast Area and provide potential connections to the developing Alum Creek Trail. The plan suggests expanded or extended buffers, again, for illustrative purposes only.

Northwest Quadrant

The Northwest quadrant (Morse on the north, Alum Creek on the east, Innis on the south, and the abandoned railroad right of way on the west) is planned for additional low density single-family residential uses, some medium and high density residential uses, and office/commercial/light industrial uses. The west side of Westerville Road is planned for the office/commercial/light industrial uses described above, along with the same improvements and development standards. The northern portion of the west side of Westerville Road is planned for additional low density single-family uses that can take advantage of the natural beauty of this area. High density residential is planned for Morse Road, concentrating any commercial uses at the intersection of Morse and Westerville Roads. Two tributaries of Alum Creek exist in this quadrant and planned for the same greenway/buffer treatment described above.

Strategies

- Property with significant woodlots, creeks, wetlands, slopes or other natural features should cluster houses as a means to preserves natural features. Site plans should be submitted that considers tree preservation recommendations given in the Natural Resource element and commit to natural resource preservation.
- Medium and high-density multifamily and single-family housing, including a percentage of affordable housing, should be focused at and within new neighborhood centers and along major thoroughfares, as illustrated on the Land Use Plan. Residential densities should lessen and transition to low-density residential uses.
- Integrate some multifamily housing (doubles, triples or four-plexes) within new market rate single-family developments in the form of townhouses.
- Utilize density transfer and potential density bonus as a tool for preserving trees, per the recommendations provided in the Natural Resources and Open Space Plan.
- Develop the Agler Cassady Mixed-Use Center and sub-neighborhood centers, per the Land Use and Urban Design Plans.
- Enhance pedestrian, bicycle, transit and other connections between Easton and surrounding neighborhood areas and the Alum Creek Trail.
- Develop airport related land uses in areas north of I-670 to Drake Road to take advantage of proximity to airport and create job opportunities. These uses may include office, retail, airport service, light industrial and other uses that are compatible with and supportive of Port Columbus. Retail uses will primarily serve the automobile, but should also serve nearby pedestrians.
- Restrict new residential development within the Port Columbus 65 Ldn contour, as illustrated on the Existing Zoning map.
- Preserve residential properties and other existing features along Sunbury Road. As opportunity arises, property on the west side of Sunbury Road should be considered for acquisition for park/open space. If developed, land on the east side of Sunbury Road should maintain the presence of the existing single-family dwellings on the Sunbury Road frontage, hiding new single-family homes behind the existing structure
- Land that is currently home to a church, if ever redeveloped, should be replaced by another church or another institutional use, office, or low density single-family use.
- Utilize meetings, charrettes, and other opportunities to further explore, detail, and facilitate development in a manner consistent with the plan's goals and principles.



Transportation

Existing Conditions

Goal and Principles

Transportation Plan

Strategies

Element 4

Transportation

Transportation is a critical aspect of an area plan for several reasons, including its role in providing access to jobs and services, traffic calming and pedestrian safety concerns, transportation/urban design enhancements, recreational considerations and other reasons.

Existing Conditions

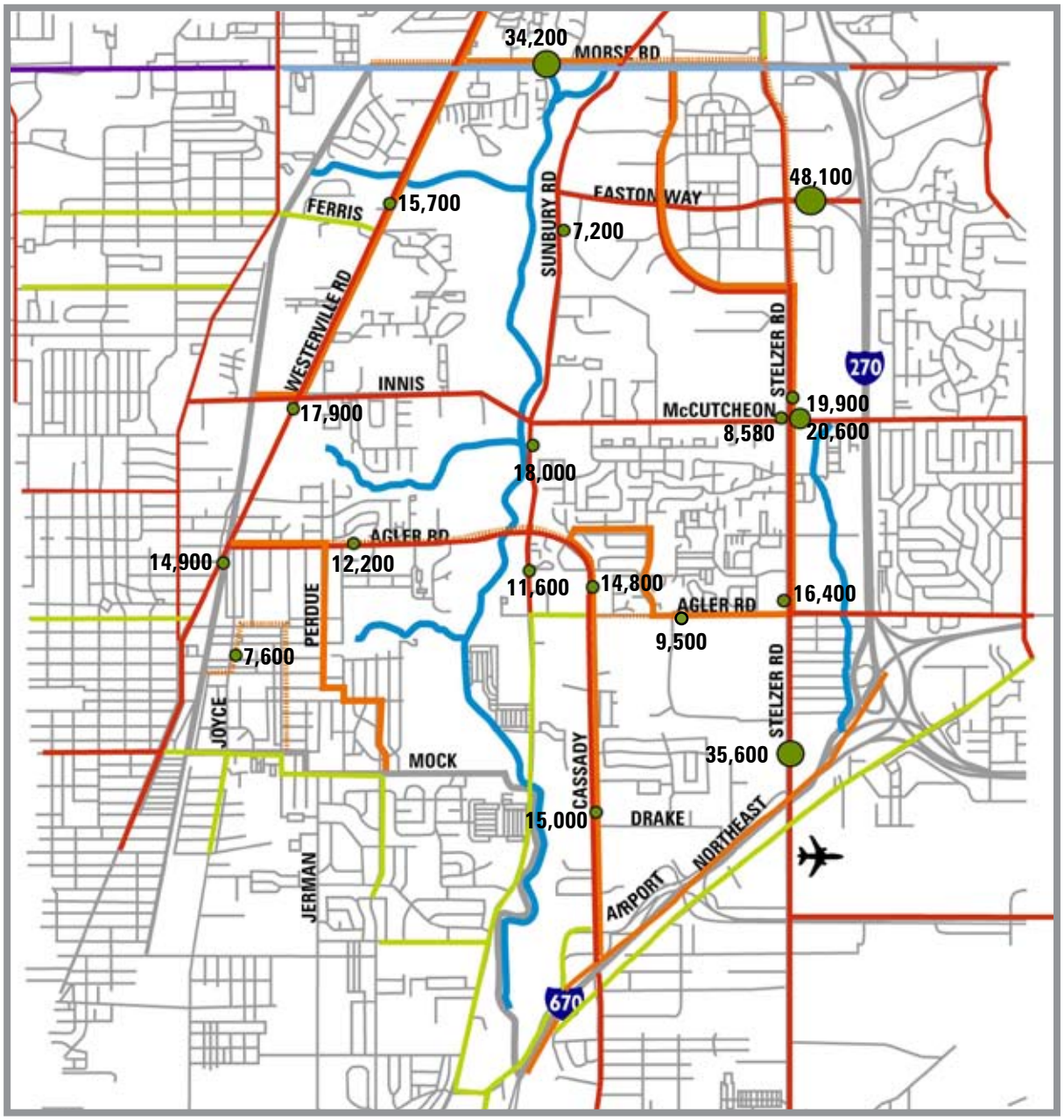
Street Classifications

The Northeast Area consists of major interstate freeways, four-lane arterials, two- lane arterials, and local residential streets. Figure 6 and Table 2 identify the arterial roadways from the Columbus Thoroughfare Plan, their classification, and a brief description of each classification. The classification assigned to a given street in the city's Thoroughfare Plan may be an important planning consideration as the classification determines recommended right-of-way, pavement widths, acceptable speed limits, and potential eligibility for traffic calming devices.

Table 2. Street Classifications in the Northeast Area (Columbus Thoroughfare Plan)

Street	Classification	Description
I-270	Freeway	Right-of-way and pavement widths necessary to accommodate traffic needs.
I-670	Freeway	"
Morse Road	6-2	Two-way street with six moving lanes.
Morse Crossing	4-2D	Four moving lanes with median divider.
Stelzer	4-2D	"
Westerville	4-2D	"
Easton	4-2	Two-way streets that include four moving lanes.
McCutcheon	4-2	"
Agler (east of Cassady and west of Sunbury)	4-2	"
Cassady	4-2	"
Sunbury	4-2	"
Innis	4-2	"
Sunbury (south of Agler)	C	Two moving lanes and two parking or additional moving lanes in two directions.
Agler (from Cassady to Sunbury)	C	"
Mock	C	"
Hudson	C	"
Ferris	C	"

Figure 6. Existing Transportation



Columbus Thoroughfare Plan
- Freeway
- 6-2DS
- 6-2D
- 4-2D
- 4-2
- 3-1

COTA Routes
- Local
- Crosstown
- Express

Average Daily Traffic Counts

Traffic Volumes

Traffic volumes in the Northeast Area are illustrated in Figure 6 and Table 3. Volumes are expressed as average daily traffic counts (ADT), which means the volumes have been factored to represent any day traffic for 24 hours at a particular spot where the count was taken.

Table 3. Average Daily Traffic in the Northeast Area

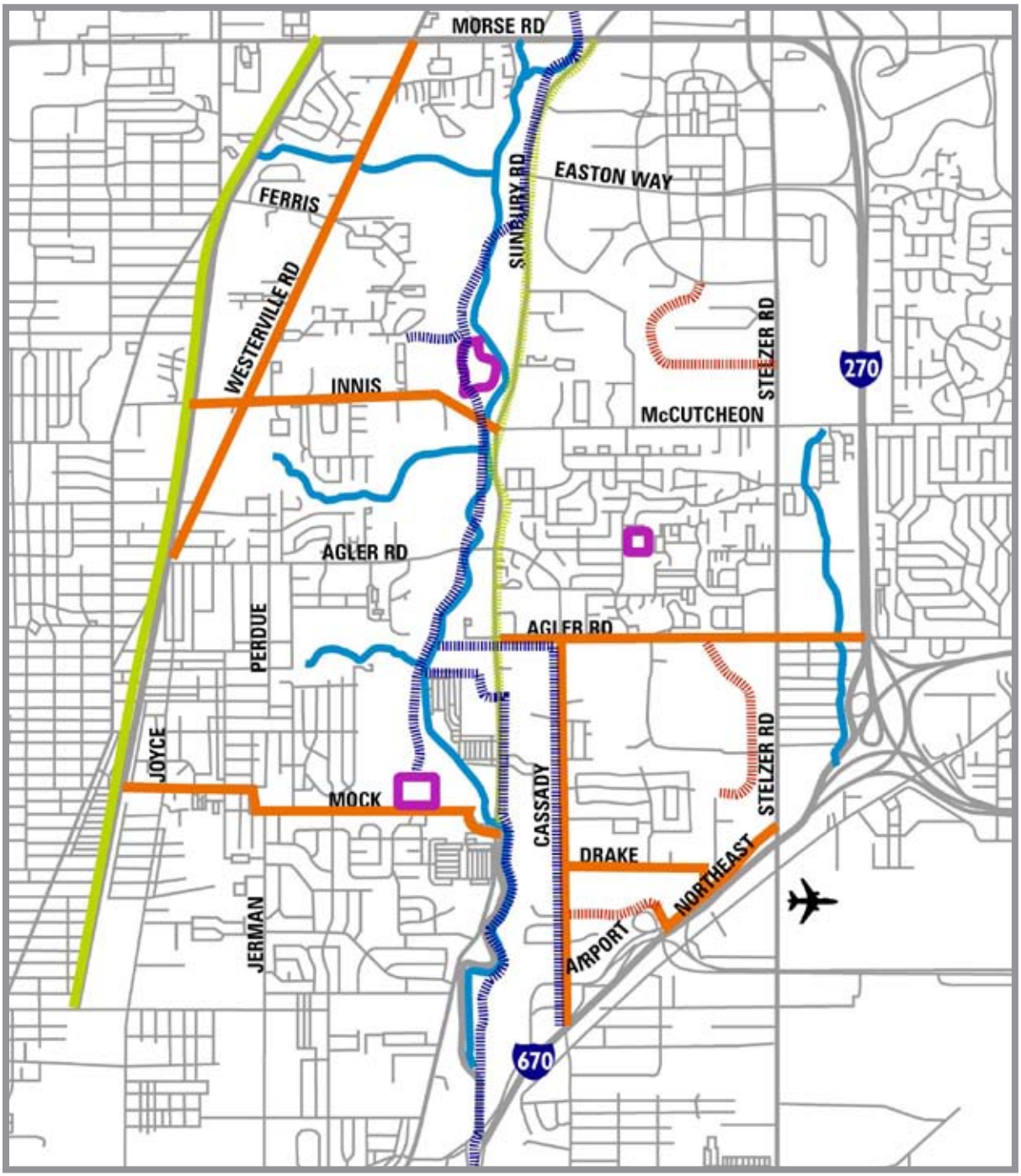
Location	Traffic Count	Year Data Collected
Easton Way, east of Stelzer	48,100	2002
Stelzer, north of I-670	35,600	2002
Morse Road	34,200	2004
McCutcheon, east of Stelzer	20,600	2004
Stelzer, north of McCutcheon	19,900	2004
Sunbury, south of McCutcheon	18,600	2004
Westerville, south of Innis	17,900	2005
Stelzer, north of Agler	16,400	2004
Westerville, north of Ferris	15,700	2003
Cassady, south of Agler	15,000	2003
Westerville, south of Agler	14,900	2003
Cassady, north of Agler	14,800	2002
Agler, east of Westerville	12,200	2004
Sunbury, south of Agler	11,600	2004
Agler, east of Cassady	9,500	2002
McCutcheon, west of Stelzer	8,500	2004
Joyce	7,600	2002

Source: Mid-Ohio Regional Planning Commission

Alternative Modes

Alternative modes of transportation for the Northeast Area include bus service and the developing Alum Creek Trail. Bus routes are illustrated in Figure 6 and include three local routes, three crosstown routes, and two express routes. The developing Alum Creek Trail is illustrated in Figure 7 and extends from the Sharon Woods Metro Park, Westerville, and other points to the north into the Northeast Area and currently stops at a point between Easton Way and Patriot Boulevard (west of Alum Creek). Another portion of the developing path exists to the south of this section within Innis Park. The Alum Creek Trail continues outside of the Northeast Area to the south of I-670 and connects to the Three Creeks Metro Park and other points to the south.

Figure 7. Transportation Plan



Proposed Roads
Recommended Road Improvements
Scenic Byway
Multi-Use Trails
Walking Paths
Multi-Use Trail/Transit Corridor

Goal and Principles

The *Northeast Area Plan* goal for Transportation is:

An interconnected transportation system that provides "complete streets" that balance the needs of the automobile and pedestrian.

The supporting principles for Transportation are the following:

- Primary roads will be improved to support existing and future vehicle demands, directing truck traffic away from residential areas.
- Future road improvements will be designed to provide for pedestrians and bicyclists, in addition to the vehicle.
- Public transportation will be provided to support existing and future development, particularly planned mixed-use and sub-neighborhood centers.

Transportation Plan

Transportation related matters have a great potential impact on issues beyond moving vehicles throughout the community. Residents and local governments have come to recognize the need to balance the needs of vehicles and pedestrians in order to increase the quality of life in neighborhoods and provide a safe environment, particularly for children. The Transportation Plan (Figure 7) seeks to enhance residential and commercial areas of the Northeast Area by identifying areas where context sensitive road improvements and traffic calming are required, providing guidance regarding vehicle/pedestrian connectivity within and between neighborhoods and commercial areas, and providing recommendations to enhance alternative modes of transportation.

Context Sensitive, Complete Streets. The Transportation Plan identifies several roads in the planning area that should be considered for improvements. Road improvements should aim to create "context sensitive, complete streets" that respond to the surrounding land uses and provide for vehicles, pedestrians and bicyclists. Finding the balance between vehicle demands and pedestrian safety is a great challenge and can only be addressed at the design phase of road improvements. The Transportation Plan provides a framework that should guide the future design and construction of road improvements to strive to achieve that balance.

Connectivity. Connectivity refers to ensuring the preservation and development of an interconnected street and pedestrian network. This assists in distributing vehicle traffic, thereby reducing congestion on primary roads and helping travelers to efficiently reach their destination. It may also enhance commerce by focusing traffic at key locations and making commercial destinations accessible by vehicle, foot and bicycle. Future connectivity is ensured through the enforcement of policies and standards that either limit block length and/or provide a maximum for spacing between road intersections. Requiring connection to and the provision of stub streets and limiting the use of cul-de-sacs are other mechanisms for maximizing connectivity.

Alternative Modes. Alternative modes of transportation include bus service and multipurpose trails for pedestrians and bicyclists. The Alum Creek Trail is currently under development and will ultimately serve as one of the primary branches in the Central Ohio trail system, connecting Westerville and the Sharon Woods Metro Park and other points north to The Three Creeks Metro Park and other points south. The I-670 Trail that runs on the north side of the city's Near East Side also provides a connection from the Alum Creek Trail to downtown. All future development in the Northeast Area should consider the Alum Creek Trail. The Trail should be enhanced with the acquisition of adjacent property for greenway/parkland, connections should be made from existing and future residential and commercial development, and east-west connections should be prioritized in order to maximize the neighborhood's exposure to the Trail. Bus service is expected to be enhanced, per the Central Ohio Transit Authorities' plans for the region. Right-of-way (about 70 feet) adequate for a multipurpose trail and/or transit service exists as part of the abandoned railroad right-of-way that serves as the western edge of the Northeast Area.

Strategies

Context Sensitive, Complete Streets

- Improve Cassady, Mock, Hudson, Agler (east of Sunbury Road), Westerville, Drake, and Ole Country Lane to provide for additional traffic capacity (improvements should follow the design recommendations from this plan).
- Provide context sensitive auto, pedestrian, and bicycle connections between and within existing and future neighborhoods and commercial areas as development occurs.
- Consider narrower road lanes to slow traffic, particularly at the proposed Agler Cassady Mixed-Use Center and sub-neighborhood centers.
- Implement no truck thru traffic designation on Cassady Avenue north of Drake Road, provided alternative routes are established for trucks that serve the Citygate area.
- Road improvements should be context sensitive and provide such features as sidewalks, pedestrian refuge islands, planted medians, pedestrian friendly turn radii, bump outs, enhanced crosswalks, plantings, etc.
- Establish pedestrian priority zones within one-half mile radius of schools, community centers, senior centers, parks, and other community facilities. These areas should be a high priority for upgrading the existing pedestrian circulation system and constructing new sidewalks, crosswalks, multipurpose paths, etc. (consistent with *Columbus Recreation and Parks Master Plan*).
- Utilize traffic calming in residential areas approximate to the Agler Cassady Mixed-Use Center and sub-neighborhood centers to minimize traffic impacts.

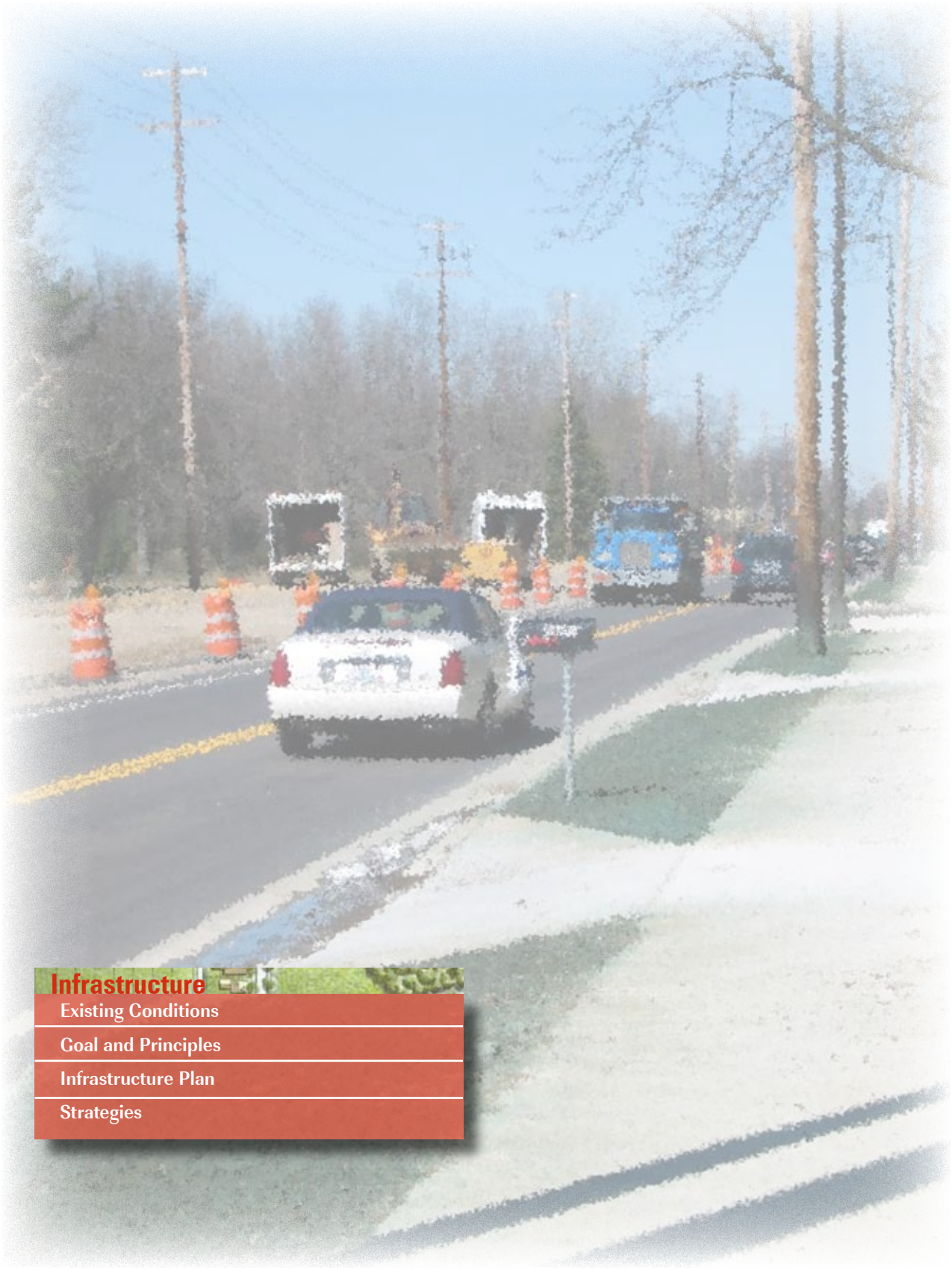
Westerville Road is recommended for reconstruction with development standards.

Connectivity

- Provide future stub streets and connect to existing stub streets to ensure future connectivity.
- Seek opportunities for the development of new roads to provide for connectivity. New road connections to enhance any existing grid network (traditional or curvilinear) should be developed in place of numerous curb cuts to serve individual parcels or developments.
- Utilize block lengths for future development in the range of 300 to 600 feet.
- The Planning Division, in cooperation with the city Transportation Division, should establish a connectivity policy that determines a maximum distance for the provision of street intersections.
- Provide for one or more new/improved routes that will provide a connection for vehicular, particularly truck, traffic between I-670, Port Columbus, and other points from the south to the Citygate development and other points to the north without using Cassady Avenue north of Drake Road. Possibilities include a new connection between Ole Country Lane and Cassady Avenue and/or an improved Drake Road with new connections between Drake and Jetway and Jetway and Citygate. Another possibility is to direct traffic to utilize a Johnston Road to Stelzer Road to Citygate Drive route. Further study should be conducted to help determine which, if any, of these options is recommended.

Alternative Modes

- Ensure the provision of interconnected sidewalks and multipurpose trails throughout the Northeast Area. Particular attention should be paid to sidewalk and trail connections between neighborhoods and parks, schools, recreation centers and other community service facilities.
- Enhance pedestrian connections between schools, parks, recreational sites, and other facilities with traffic calming measures, plantings, signage, and other mechanisms (consistent with *Columbus Recreation and Parks Master Plan*).
- Ensure the preservation of the abandoned railroad right-of-way for future alternative modes of transportation and recreational purposes, including the potential for transit or multi-purpose trail. Consider city acquisition of this parcel/right-of-way.
- Consider bike lanes, multipurpose trails and/or other provisions for bicycles when road improvements are designed and implemented. Particularly consider east-west multipurpose trail opportunities that will provide connectivity within the Northeast Area and the Alum Creek Trail.
- Provide bike parking and/or racks as part of new commercial developments and at other facilities.
- Complete the Alum Creek Trail through the Northeast Area. Seek opportunities to establish connections between said trail and the adjacent neighborhoods and parks. Ensure a trail connection to the Agler Cassady Mixed-Use Center.



Infrastructure

- Existing Conditions
- Goal and Principles
- Infrastructure Plan
- Strategies

Element 5

Infrastructure

Existing Conditions

Sanitary Sewer

Gravity fed, centralized sanitary sewer service is currently available throughout most of the Northeast Area. The main sewer trunk in the area is a 72 (seventy two)-84 (eighty four) inch line that runs adjacent to Alum Creek (see Figure 8). Sewer lines 18 inches or greater in diameter drain to this trunk, generally running east/west. These include a 30 (thirty)-inch line that runs north of Agler Road from Stelzer to the Alum Creek line and a 24 (twenty four) -inch line that runs from approximately Jetway Boulevard to the Alum Creek line. A 36 (thirty six) -inch line serves an area south of Morse Road and runs from the abandoned railroad right-of-way to Alum Creek. A 24 (twenty four) -inch line runs from Westerville Road to the south in the vicinity of Woodland and Purdue Avenues and a 21(twenty one) -inch line runs east/west to the North of Hudson Street and transitions to a 27 (twenty seven) -inch line as it runs north of Mock Road, again draining to the Alum Creek line.

Eighteen-inch sewer lines exist throughout most of the remainder of the Northeast Area and serve areas of existing development. Some areas of the Northeast that have not been annexed to the City of Columbus may not have centralized sewer service. The residential area to the southeast of the intersection of Agler and Stelzer Roads was identified as a "pocket of pollution" due the existence of failing private on-site wastewater treatment systems and has recently been remedied through the provision of centralized sewer service from Franklin County in contract with the City of Columbus.

Stormwater Sewer

Stormwater sewer infrastructure is generally in place to serve existing development in the Northeast Area (see Figure 9). The area north of McCutcheon and east of Sunbury Roads is served by a wide network of stormwater infrastructure, including several large diameter stormwater lines (48 (forty eight) -68 (sixty eight) inches in diameter). The residential area between Agler and McCutcheon Roads, east of Sunbury is also well served with stormwater infrastructure, including larger lines in the range of 27 (twenty seven) -54 (fifty four) inches in diameter. To the south of Agler, stormwater infrastructure is in place to serve the Citygate business park, residential areas the south of Citygate, and along Stelzer Road. Stormwater lines are also in place in the vicinity of the I-670 interchange at Cassady Avenue. A 96-inch stormwater line is in place along Denune Avenue between Westerville Road and Purdue Avenue. Stormwater lines of various diameter are in place to serve the other Northeast residential areas west of Alum Creek to the western boundary of the Northeast Area.

Figure 8. Sanitary Sewer Service

Diameter

- Up to 18"
- 18" - 29"
- 29"- 90"

Figure 9. Stormwater Sewer Service

Diameter

- Up to 18"
- 18" - 38"
- 38"- 177"

Water Service

Abundant water supply is available for the Northeast Area. Hoover Reservoir holds 20.8 billion gallons of water and supplies water for the entire northeast portion of Franklin County. As of 1996, the Division of Water provided an average of 134 million gallons of drinking water daily to the more than one million residents, businesses, and industries that make up the Greater Columbus Area. The Hap Cremean Water Plant, located on Morse Road, provided an average of 67 million gallons daily. Columbus water plants are constantly upgraded to meet the demands of this growing community and new regulations. Water drawn from all City reservoirs and wells must undergo a complex treatment process and meet stringent Federal and State EPA standards before it can be distributed to the public. Testing and research assures that Columbus drinking water will be of the highest quality, currently meeting all U.S. Safe Drinking Water Act standards.

Water supply lines are in place throughout the Northeast Area (see Figure 10). Forty-eight inch diameter water mains are in place along Stelzer and Morse Roads. A 42 (forty two) -inch diameter water main is in place running along Stelzer Road south from Morse Road and in an east-west direction to the south of McCutcheon Road and along Agler Road. Twelve-inch water lines are in place in the Easton area, along Cassady Avenue, Purdue Avenue, Westerville Road, and other locations. Smaller diameter water lines (generally 8 (eight) inches) are not illustrated in Figure 10, but exist throughout the Northeast Area.

Goal and Principles

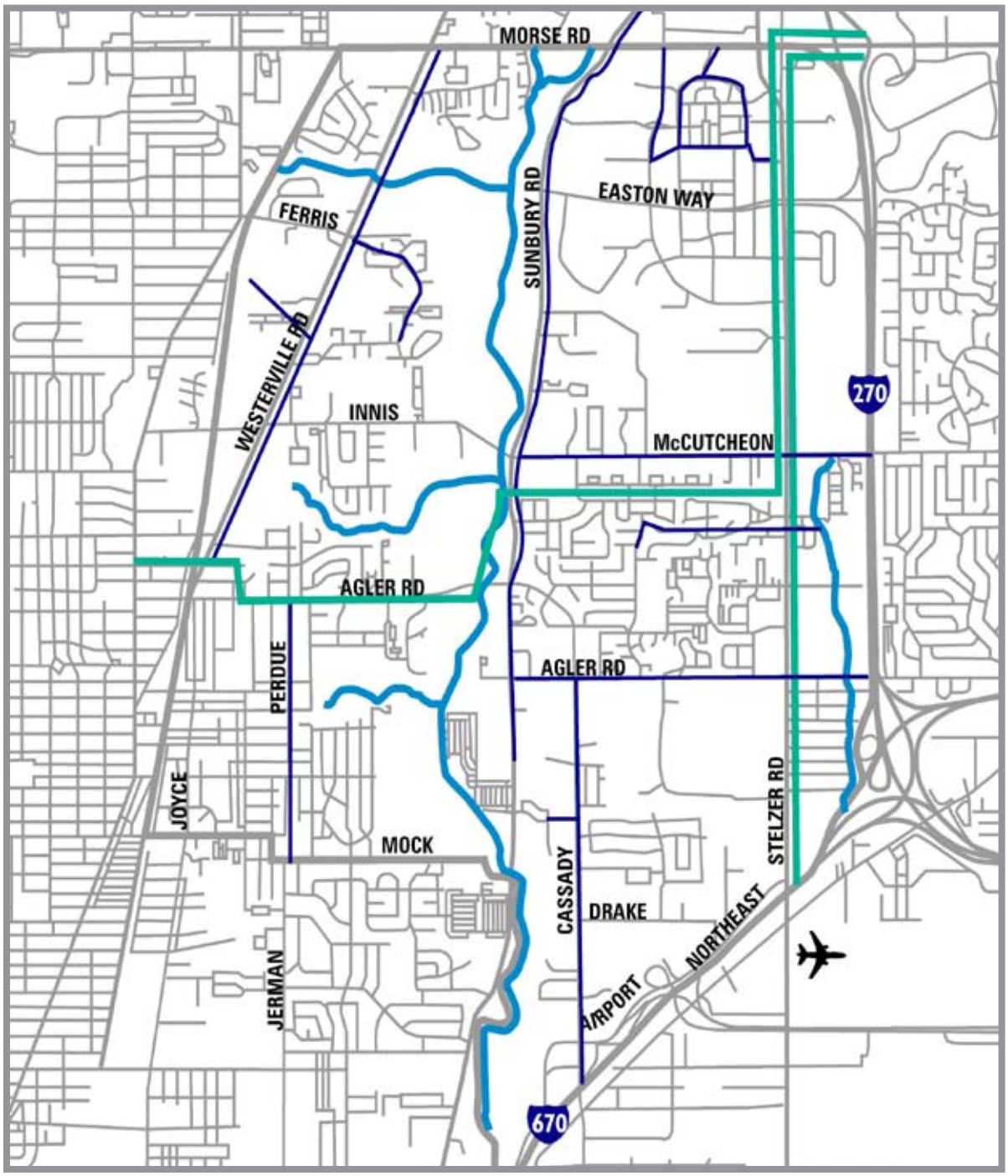
The *Northeast Area Plan* goal for Infrastructure is:

Centralized sanitary sewer, stormwater sewer, and water infrastructure to serve existing and future development, while protecting the environment.

The supporting principles for Infrastructure are the following:

- Sanitary and stormwater sewer and water service will be provided to support existing and future development at the expense of the given developer.
- Existing sanitary and stormwater sewer and water service will be appropriately maintained.
- Stormwater will be managed to limit its impact on the community and the natural environment.

Figure 10. Water Service



Diameter

- 12" - 16"
- 17" - 48"

Infrastructure Plan

Sanitary Sewer

The city of Columbus is initiating its Wet Weather Management Plan, which will improve the city sewer system, addressing sewer overflows in waterways and sewer backups in basements. Highlights of the plan include an estimated $2.5 billion dollar investment in improvements to the Columbus sewer system over the next 40 years. This investment will be in addition to current projects already planned or underway. The city will address sanitary sewer overflows by constructing two, 14 (fourteen)-foot diameter tunnels, totaling 25 miles. One of these tunnels will be through the Northeast Area and run on the east side near Alum Creek from approximately Morse Road to just south of I-270. These tunnels will store and transport flows to treatment plants, flows that otherwise would have discharged into rivers untreated. The tunnels will also help reduce basement backups in some areas.

One project being conducted that will address "wet weather" and capacity issues for the Northeast Area is a sanitary sewer system inflow and infiltration (I/I) remediation project for the northwest Alum Creek basin, which includes a significant portion of the Northeast Area between the abandoned railroad right-of-way and Sunbury Road, primarily to the south of Agler Road. This project will reduce stormwater and groundwater from entering the sanitary sewer system and thereby increase sanitary sewer capacity, help prevent sewer backups and overflows and reinforce the structural integrity of the sewer, preventing collapse.

The extension of sanitary sewer lines to serve future development should support the Land Use Plan and be consistent with city of Columbus policy. It is generally the policy of the city of Columbus to provide sanitary sewer lines 18 (eighteen) inches in diameter or larger where needed, or to enter into a reimbursement agreement with a developer to install such lines.

Stormwater Management

The stormwater management goals of the city of Columbus are to prevent flooding, streambank erosion, and water quality degradation that may result from stormwater runoff from development and redevelopment projects. The city's Stormwater Drainage Manual provides guidance and direction for meeting these goals. The purpose of the Manual is to protect existing natural stormwater resources, convey and control stormwater in a safe and responsible manner, and meet water quality goals. Two issues addressed by the Manual important to the Northeast Area are the establishment of a stream corridor protection zone and details regarding various stormwater quantity and quality control facilities.

A stream corridor protection zone consists of the stream and the riparian area along the stream. Its purpose is to allow the natural, lateral movement of open water courses and prevent structures from being impacted by natural streambank erosion. Stormwater quantity controls provide temporary onsite storage to detain runoff and control downstream flooding. The city allows the following stormwater quantity control facilities: 1) Dry Detention Basins (those that drain completely dry after a precipitation event), 2) Wet Detention Basins (i.e., those with a permanent pool), 3) Parking Lot Storage, 4) Underground Tank Storage, and 5) Green Roof Technologies.

Stormwater quality control facilities approved for use in the city include stormwater basins, media filters, vegetated swales and filter strips, and controls for commercial activity areas and redevelopment. Additional information on the stream corridor protection zone, stormwater quantity and quality control measures are available in the city of Columbus Stormwater Drainage Manual at http://utilities.ci.columbus.oh.us/sewers_drains/stormwater_manual.htm. The Northeast Area, rich in natural resources, provides an opportunity to incorporate some of these innovative stormwater control technologies into new development, providing a "green" model for the rest of the City.

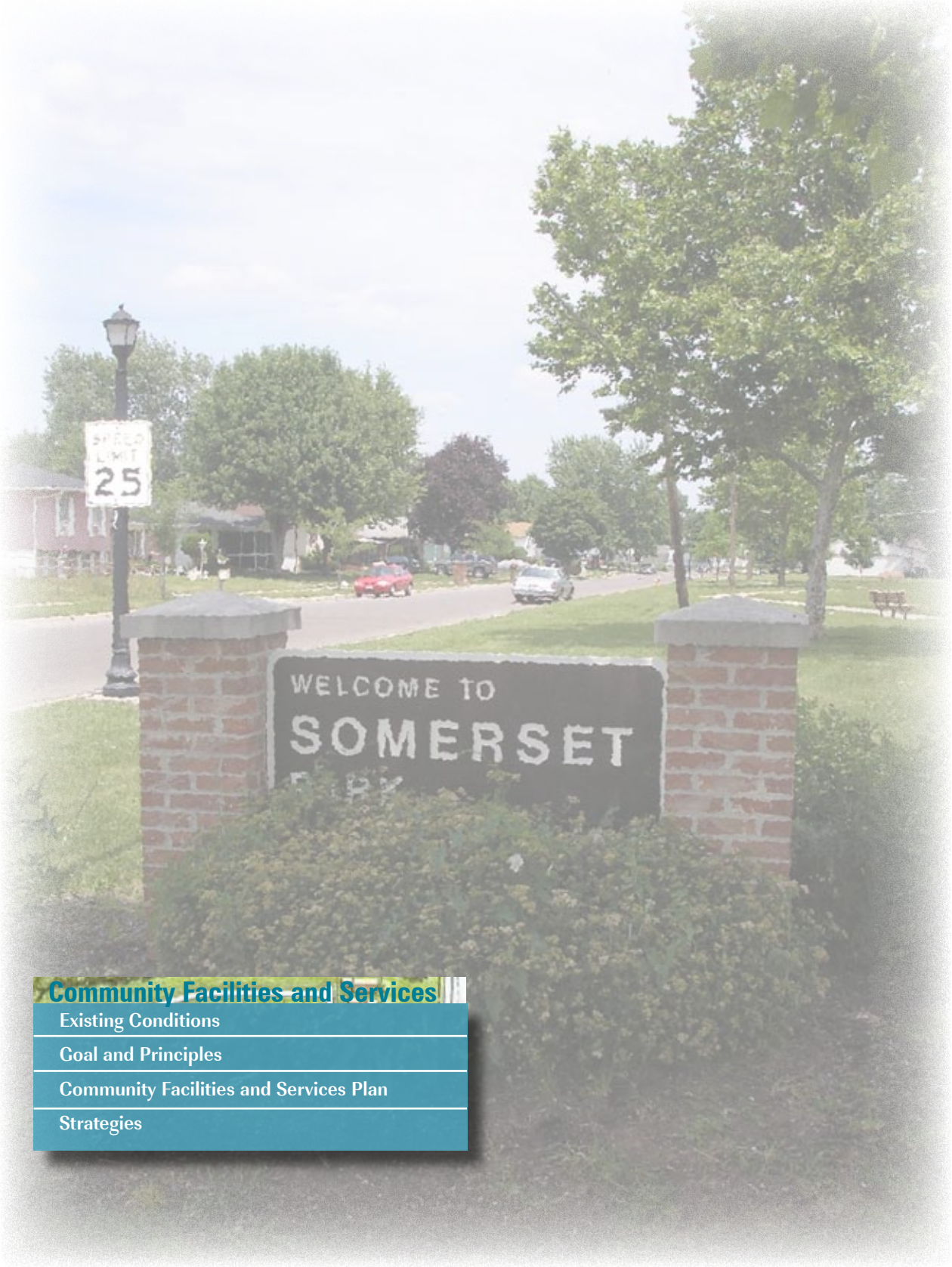
While stormwater sewer infrastructure is generally installed at the time of new development, the city may also make stormwater improvements in response to property owner's concerns within areas of existing development. Improvements were recently made in the area of McCutcheon Road and Oak Spring Street in order to improve identified drainage issues. Improvements are also scheduled to be made at scattered sites in the Mock Road vicinity to address drainage issues and in an area south of Agler Road, west of Westerville Road to address street flooding.

Water Service

Centralized water services in the area will be provided by the city of Columbus 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.

Strategies

- Provide sanitary, stormwater and water service infrastructure as new development occurs per existing city of Columbus policy.
- Implement the city of *Columbus Wet Weather Management Plan* in order to improve water quality and reduce basement backups.
- Consider the provision of centralized sanitary sewer, water, and/or other services for all existing homes and businesses.
- Utilize stormwater management best practices, as described in the City of Columbus Stormwater Management Manual, in order to reduce the impact of new development on the environment and preserve and enhance natural features.
- Allocate funding in support of stormwater improvements in areas of existing development where drainage is identified as inadequate.



Community Facilities and Services

Existing Conditions

Goal and Principles

Community Facilities and Services Plan

Strategies

Element 6

Community Facilities and Services

Existing Conditions

Recreation and Park Facilities

Parks and open space comprise a total of approximately eleven percent of the Northeast Area. Open space is over half of that percentage and is considered land that is private or semi-public, including the Bridgeview and Champions Golf Courses and the privately held soccer fields located west of Sunbury Road in the Easton area. Public open space consists of city parkland, the large majority being Mock and Innis parks and the Weiler parklands, all found along Alum Creek. Smaller amounts of parkland are distributed throughout the area in the form of neighborhood parks (see Figure 11).

The Howard Recreation Center is located at 2505 Cassady Avenue. It is centrally located in the Northeast Area. The majority of the Northeast Area is within two miles of the recreation center (consistent with the recommended standard from the *1993 Columbus Comprehensive Plan*). The recreation center is located near two schools and the proposed Agler Cassady Mixed-Use Center at Agler and Cassady and served by public transportation.

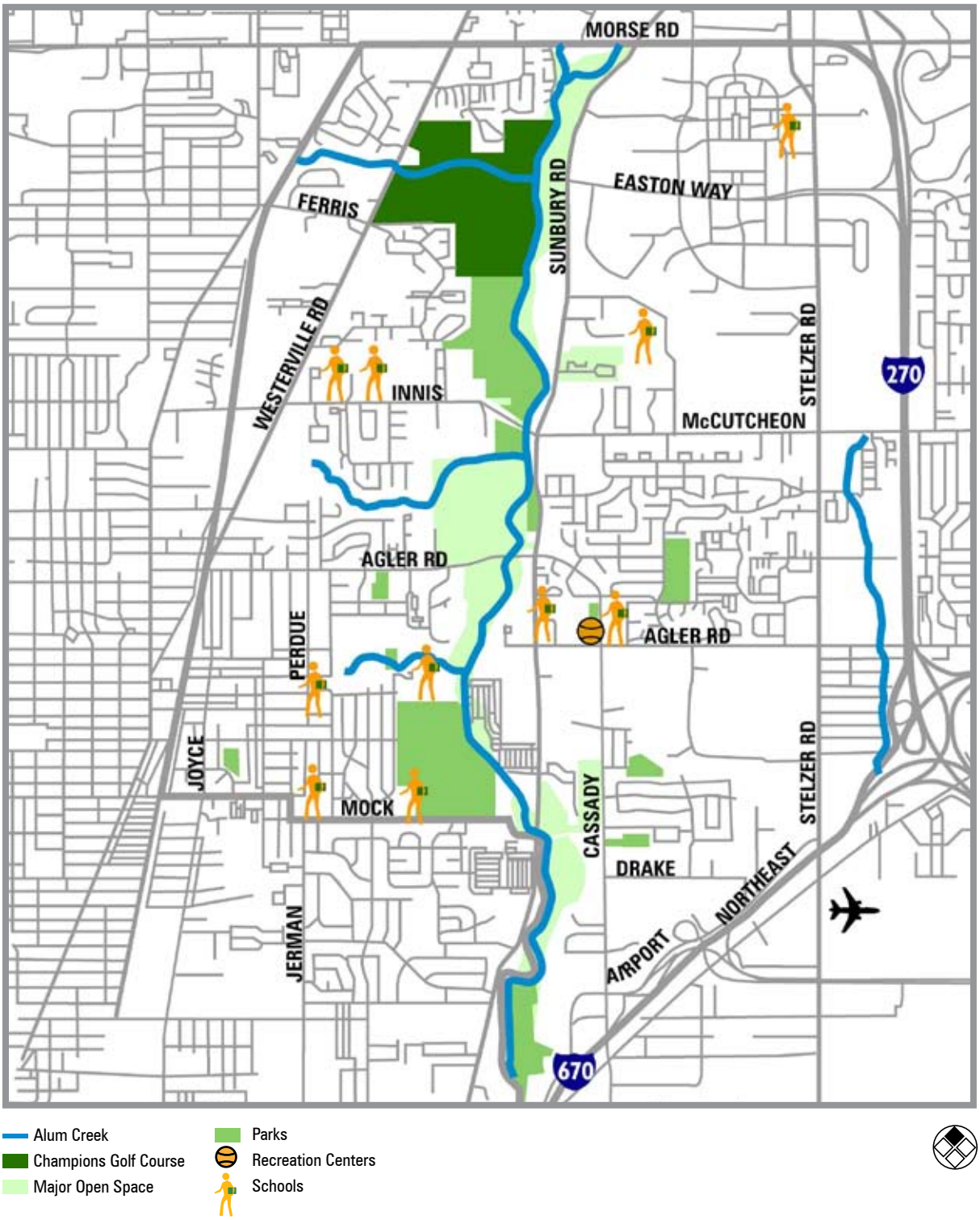
Schools

The Northeast Area is served by elementary, middle and high schools that are a part of the Columbus Public School system. There are four elementary schools, two of which are located in the southwest portion of the area. There is one middle school and one high school, both of which are located near the center of the Northeast Area. Additionally, there are private schools and a special needs school present in the Northeast Area. The FCI Academy, a charter school, is located on the west side of Sunbury Road. The Rosemont Center is an accredited high school that provides programs and services for severe behaviorally handicapped students.

Libraries

There is not a Columbus Metropolitan Library branch in the Northeast Area. Three branches are located near the Northeast Area. The Linden and Northern Lights branches are just outside of the western edge of the area, at 2223 Cleveland Avenue and 4093 Cleveland Avenue, respectively. The Gahanna branch is located at 310 Granville Street, approximately 2 (two) miles east of I-270.

Figure 11. Parks, Recreation, and Schools



Major Health Care Facilities

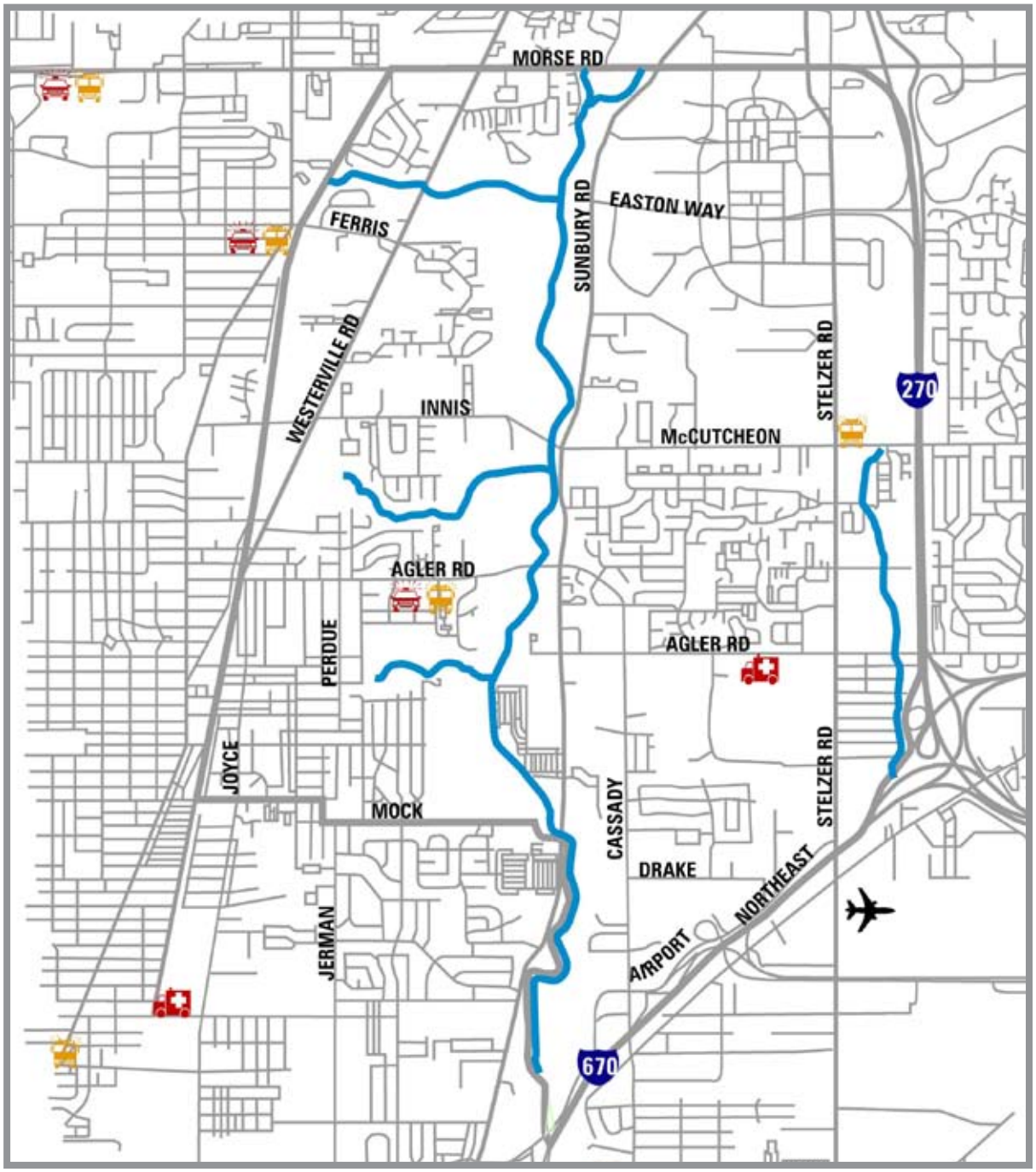
The Columbus Northeast Health Center is located at 3433 Agler Road and provides bone density, mammography, ultrasound, and x-ray imaging services. The health center also offers physical therapy. The Capital Park Family Health Center is located at 2150 Agler Road. It was founded in 2003 by Mt. Carmel's Mission's Community Outreach Program, which offers a sliding- scale fee for services, accepts uninsured patients, provides free language interpretation, and other services for underserved patients. There are two urgent care centers within 3 (three) miles of the Northeast Area; America's Urgent Care of Gahanna is located at 765 North Hamilton Road and America's Urgent Care of Westerville is located at 6200 Cleveland Avenue. Urgent care centers provide ambulatory medical care on a walk-in basis, outside of an emergency room setting. There are three hospitals located within less than 4 (four) miles of the Northeast Area. These hospitals include Riverside Methodist Hospital at 3535 Olentangy River Road, The Ohio State University Hospital at 410 West 10th Avenue, and The Ohio State University East Hospital at 1492 East Broad Street.

Municipal Facilities

Police and fire services are provided to the Northeast Area by the City of Columbus, Mifflin Township, and Clinton Township. Columbus Police precincts numbers 7 and 2 serve the Northeast Area, the large majority of the area covered by precinct 7 (see Figure 12). Precinct 7 is served by the Robin Nye Police Substation, located at 5030 Ulry Road. Other substations located in the vicinity of the Northeast Area are located at 4560 Karl Road and 1371 Cleveland Avenue. Columbus Fire Station 28 serves the Northeast Area and is located at 3240 McCutcheon Road.

Mifflin Township fire and police services are co-located at 2459 Agler Road and serve the unincorporated areas of Mifflin Township, including portions of Mifflin Township in the Northeast Area. A mutual aide agreement is in place with the Mifflin Township Fire Department. Clinton Township police and fire facilities are co-located just outside of the Northeast Area, at 3820 Cleveland Avenue and serve the unincorporated areas of Clinton Township, including portions of the Clinton Township in the Northeast Area.

Figure 12. Police and Fire Services



Police Substations

Fire Stations

Neighborhood Health Centers

Goal and Principles

The *Northeast Area Plan* goal for Community Facilities and Services is:

Community facilities and services that are widely available and accessible to residents of the Northeast Area.

The supporting principles for Community Facilities and Services are the following:

- Well maintained parks and recreational facilities will be provided to serve all existing and future residents.
- Community schools and other educational facilities that contribute to an environment of learning and community development.
- Police and fire facilities and services will be maintained at a level that contributes to a safe environment and strong sense of personal security for all.

Community Facilities Plan

Community facilities that would be desirable for the Northeast Area include additional neighborhood parks, an expanded recreation center, a branch library, and additional medical services. In terms of proximity, the Northeast Area is adequately served by these facilities and services from both within its boundary and surrounding neighborhoods. However, offering a higher level of service within the Northeast Area proper would enhance the quality of life in the neighborhood. Future development and resulting increase in population base will increase demand for more local services. Future demand and increasing traffic congestion and travel times will reduce the effectiveness of having the services provided from locations that are outside the Northeast Area.

Recreation and Parks

The provision of recreation and park facilities in the Northeast Area should focus on the continued acquisition and set-aside of passive open space along Alum Creek, concurrent with the development of the Alum Creek multipurpose path, and the provision of neighborhood parks to serve existing and future development.

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 Alum Creek 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.

Schools

Good schools are a critical component of quality of life in the community, serving to attract families to the area and acting as community centers. A summary of existing school facilities in the Northeast Area is provided in Table 4. In 2002 Columbus residents approved funding to modernize schools throughout the district.

Table 4. Schools in the Northeast Area

School Name	Location	Type	Future Plans According to Columbus Public Schools Facilities Plan
Arlington Park Elementary	2400 Mock Rd.	ES	
Cassady Alternative Elementary	2500 N Cassady Ave.	ES	
East Linden Elementary	2500 Perdue Ave.	ES	New build on old site. 51,296 sq. ft. Includes Media Center and Performance Space. To be completed Spring, 2007.
Innis Elementary	3399 Kohr Blvd.	ES	
Mifflin Alternative Middle School	3000 Agler Rd.	MS	Segment IV: Renovate.
Mifflin High School	3245 Oak Spring St	HS	
Rosemont Center SBH	2440 Dawnlight Ave.		Not a Columbus Public School.
FCI Academy	2177 Mock Rd.	Charter ES	Not a Columbus Public School.

Library

A branch of the Columbus Metropolitan Library would be beneficial to the Northeast Area. While nearby branches are within a relatively reasonable drive time of the community, a new branch located within the proposed Agler Cassady Mixed-Use Center would serve as a more pedestrian oriented destination, play a key role in creating a core for the community, and enhance an environment of learning in the Northeast Area.

Major Health Care Facilities

The Northeast Area will require additional medical services as the area develops. The commercial and office areas identified in the Land Use Plan, including the Agler Cassady Mixed-Use Center and sub-neighborhood centers, would all be appropriate locations for such services.

The area south of Agler on the west side of Alum Creek has been identified as "medically underserved". (http://bhpr.hrsa.gov/shortage/muaguide.htm) This designation, which was assigned by the U.S. Department of Health and Human Services, considers a variety of criteria, including the ratio of primary medical care physicians per 1,000 population, infant mortality rate, percentage of the population with incomes below the poverty level, and percentage of the population age 65 or over.

The Capital Park Family Health Center is now located in this vicinity. The sub-neighborhood center at the corner of Agler and Westerville Road, the Westerville Road corridor, and/or the Agler Cassady Mixed-Use Center are all areas for the potential development of additional medical facilities and services that could serve this population base. This issue and the provision of medical facilities and services should be explored and addressed in cooperation with the Columbus Health Department and private sector health providers.

Municipal Facilities

The Northeast Area is adequately served by police and fire facilities. Efforts should continue to provide opportunities to interact with police officers and firemen/firewomen. This interaction provides opportunities to address issues of concern and enhance communication and level of service.

Strategies

- Locate neighborhood parks within one-half mile of all neighborhoods. Ensure adequate park space to serve existing and future development.
- 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 Alum Creek Trail, 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 multi-use trails.
- Locate parks in conjunction with natural features where possible.
- Use parks and open space as an organizational element for surrounding development.
- Consider the inclusion of a walking path at Mifflin Park.
- Consider the incorporation of community garden spaces into neighborhood parks.
- Consider the expansion of the Howard Recreation Center as a future Family Center, including a pool and other amenities. It is recognized that the city of Columbus must consider a variety of centrally located sites for future Family Centers.
  Key issues that will need to be considered include:
  - potential revenue sources and the willingness of the community to commit to a self-supporting facility,
  - the availability of land for said expansion,
  - potential private and/or public sector partners that could utilize and provide financial support for the facility (health providers, schools, private sector business partners, etc.). Further study will be required to determine the feasibility of this recommendation.

- Consider the designation of a Northeast Area Commission member to serve as the point person on education related issues. Said Commissioners would ensure regular communication with all schools, including the Columbus Public Schools and facilitate a functioning partnership with the school systems in the area.
- Encourage local agencies to develop proposals for the Columbus Public Schools whereby space be utilized within schools for partnerships with agencies to provide social, medical, and recreational services to the children of the Columbus Public Schools (adapted from Columbus Public Schools policy).
- Encourage the location of schools at existing school sites or within or near proposed Agler Cassady Mixed-Use Center or sub-neighborhood centers with the goal of making them a part of the neighborhood fabric.
- Establish a branch of the Columbus Metropolitan Library, preferably at the proposed Agler Cassady Mixed-Use Center.
- Work with the Columbus Health Department and private sector health providers to study health care facility and service needs for the Northeast Area, particularly the area south of Agler Road to the west of Alum Creek.
- Pursue the development of a U.S. Post Office branch, preferably at the Agler Cassady Mixed-Use Center.
- Monitor condition and adequacy of existing fire and police facilities to ensure they continue to adequately serve the Northeast Area.
- Ensure that response times for fire and police services continue to meet city standards.

Economic Development

Existing Conditions
Goal and Principles
Economic Development Plan
Strategies

Element 7

Economic Development

Existing Conditions

Economic Base

The Northeast Area is home to a significant number of jobs, including Easton, one of Central Ohio's major job centers. The Northeast Area is also immediately adjacent to Port Columbus, another major jobs center that plays a role in the continuing development of the Northeast Area's Citygate and other job locations north of I-670. U.S. Census Bureau data indicate that there were nearly 50,000 jobs in the three zip codes that include the Northeast Area (43219, 43211, and 43224) as of the year 2000. This number of jobs is not necessarily representative of jobs found in the Northeast Area, as the zip codes include a much larger area than the Northeast, including the Port Columbus area. The data does indicate, however, the strength of the Northeast and wider area as an economic development engine for the city of Columbus and Central Ohio.

A summary of the economic development related land use data is provided in Table 5 and illustrated in Figures 13 and 14. Of the approximately 6,500 acres in the Northeast Area, there is currently a total of over 1,600 acres of land that is zoned for either commercial or manufacturing/ industrial uses, with over 1,000 acres of that land currently developed as such. As indicated, the majority of the economic development related zoning and existing land uses are located in the Easton area and in the area to the north of I-670 (see Figures 13 and 14). A significant amount of land utilized and zoned for commercial and manufacturing/industrial uses is also located along Westerville and Morse Roads.

Table 5. Economic Development Related Zoning and Existing Land Use

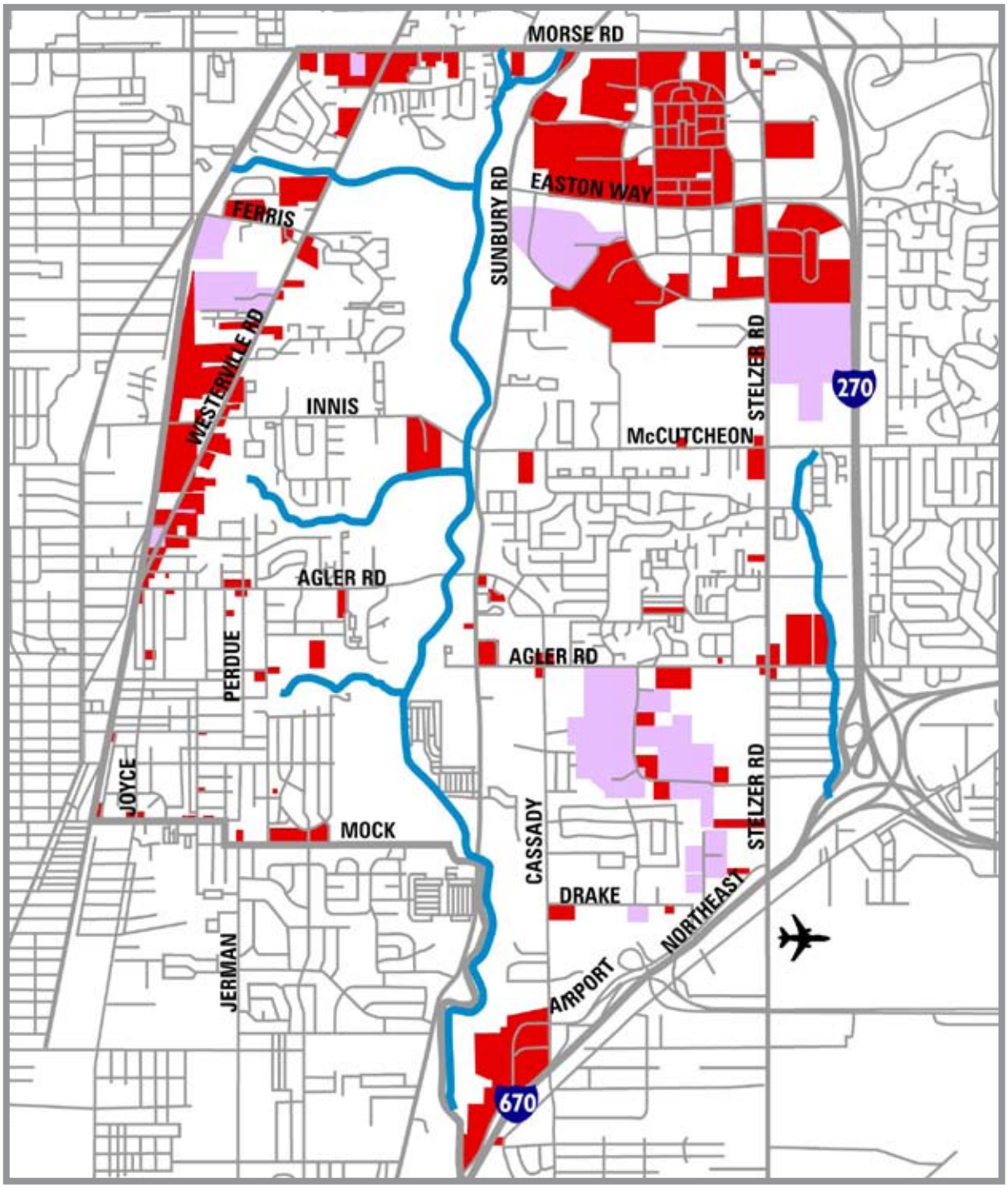
	Existing Columbus Zoning	Existing Land Use
Commercial	895	767
Manufacturing/ Industrial	752	286
Totals	1647	1053

Considerable development has occurred in the Northeast Area since the adoption of the 1994 Northeast Area Plan. This activity is illustrated in Figure 15, which maps residential and commercial building permits that have been issued in the Northeast Area since 1995.

Industrial Development

The Northeast Area is not home to heavy industrial uses, but as indicated in Figures 13, light industrial, including warehouse uses, are primarily found to the immediate north of I-670 and along Westerville Road. The Limited and Abbott Labs, both located in the Easton area, are both zoned and categorized as manufacturing.

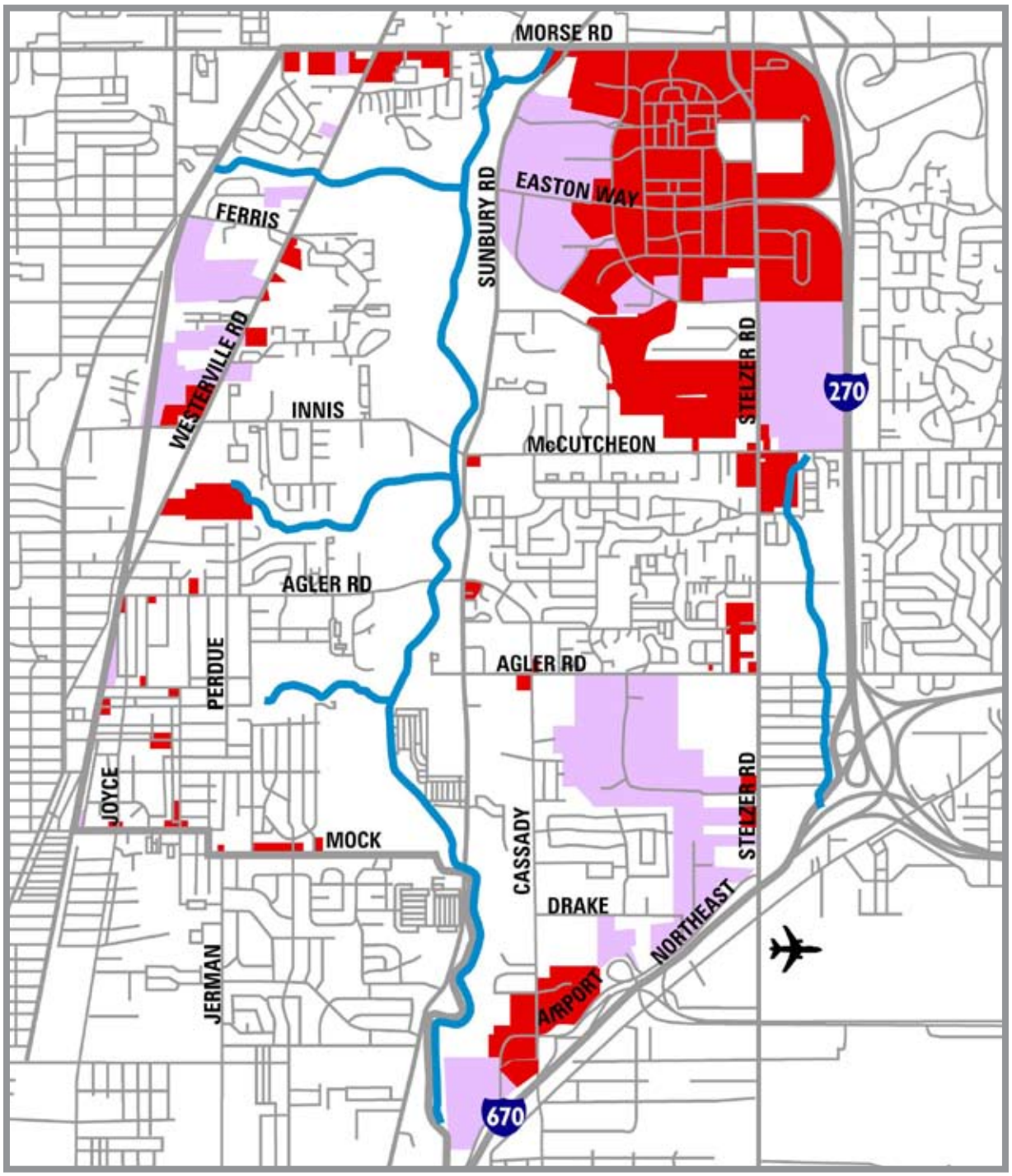
Figure 13. Economic Development Related Land Uses



Existing Land Use - Commercial

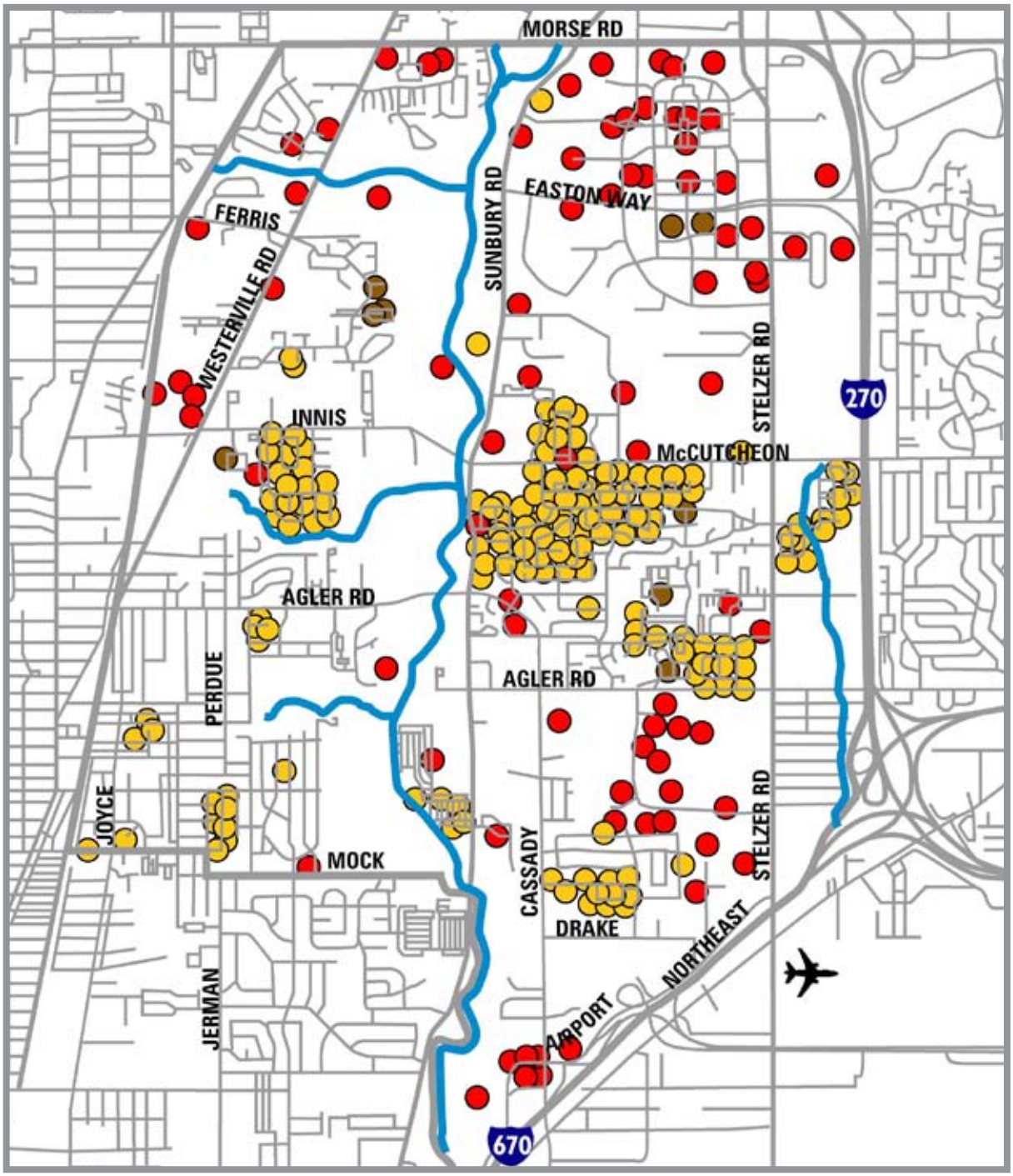
Existing Land Use - Industrial

Figure 14. Economic Development Related Zoning (Columbus)



Existing Zoning - Commercial
Existing Zoning - Industrial

Figure 15. Building Permits Issued Since 1995



- Commercial Permit
- Single Family Permit
- Multifamily Permit

Office Development

The Easton area is the location of the majority of office jobs in the Northeast Area and one of the most significant office development locations in Central Ohio. Major employers include The Limited, M/I Homes, and Abbott Labs. Citygate, to the north of I-670, is also home to a significant and growing number of office developments. Additional, smaller scale office developments exist throughout the Northeast Area, including those along Westerville and Morse Roads.

Retail and Entertainment Development

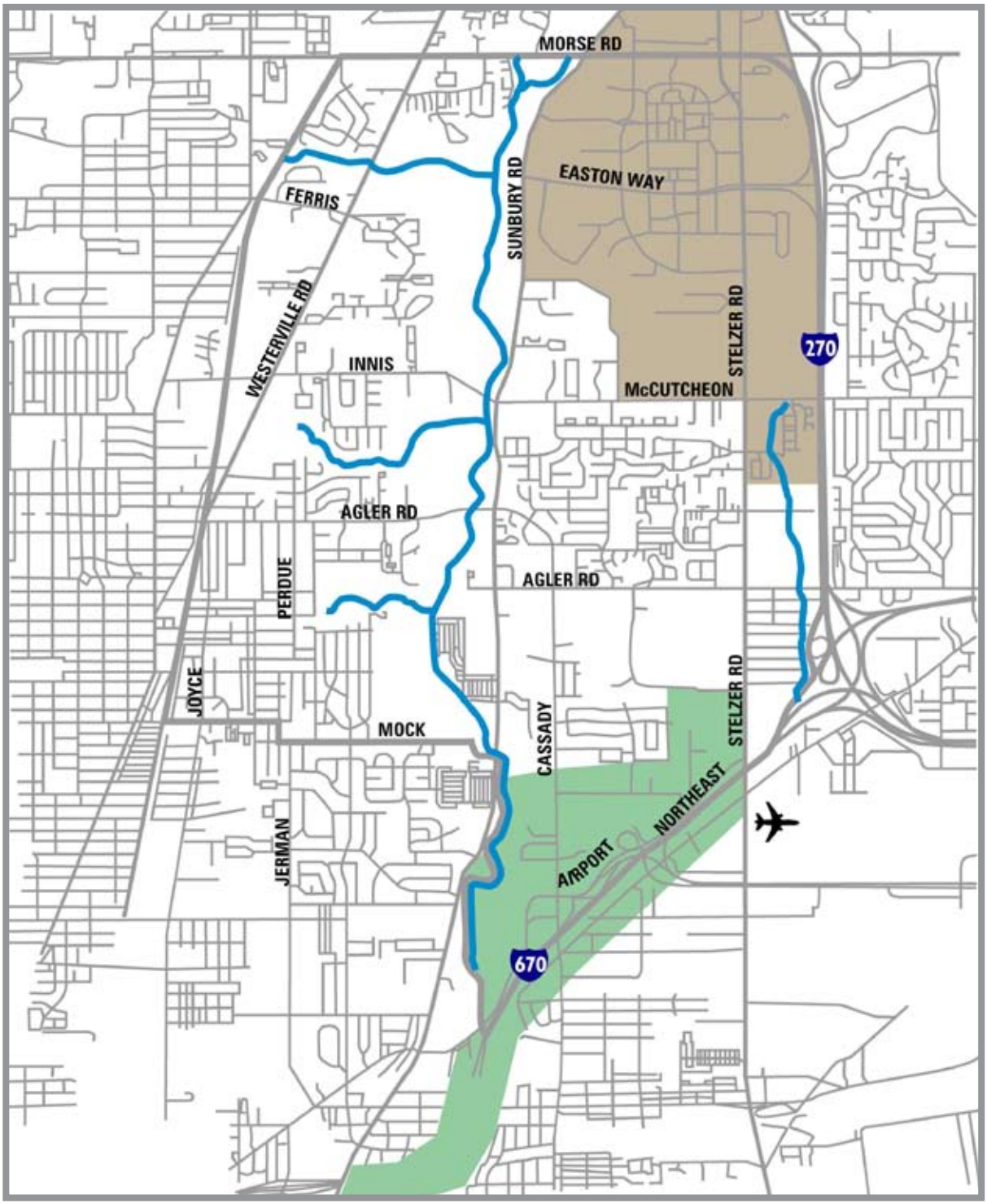
The Easton area is a regional retail and entertainment center for Central Ohio. It is home to a major movie complex, large format retailers, specialty retailers, food and other retail/entertainment offerings. Other smaller, local retail and entertainment options exist primarily along Morse and Westerville Roads.

Current Land Utilization Related to Economic Development

A recent study of job centers in Columbus provides some very current data from the Northeast Area relative to economic development. This study analyzed existing and developing job centers in order to help identify priorities for job creation in Columbus. One technique utilized to help assess "near-term development potential" was an analysis of underutilized land based on "Improvement to Land Ratio". This analysis measures underutilization based on the market rate assessed value per County Auditor's records, of the buildings on each parcel compared to the land value (known as "improvement –to-land" ratio). According to economic theory, if the building improvements are worth at least as much or more than the underlying land, the parcel is demonstrating minimal ongoing investment. For those cases where the land is not improved (e.g., vacant), or the building's value is less than the underlying land value (I/L ratio of less than 1), this technique identifies the land as "underutilized." Parcels in this category represent locations with the potential for redevelopment to near-term higher economic uses (Bay Area Economics).

The Easton area and a corridor along I-670 were two significant job centers from the Northeast Area included in the study described above. Both areas included land primarily, but not completely, inside of the Northeast Area, as illustrated in Figure 16. The analysis indicates that the Easton area has approximately 675 out of 1,150 acres that are currently "underutilized". The I-670 Corridor area includes approximately 250 "underutilized" acres out of a total of approximately 440 (see Table 6). In both cases the underutilized land is listed as such primarily because it is vacant land. Both areas represent significant opportunities for job growth in the Northeast Area, as discussed in the Economic Development Plan.

Figure 16. Northeast Area Job Centers



Easton Area
1-670 Corridor

Table 6. Underutilized Land at the Easton Area and I-670 Corridor Job Centers

Job Center Name	Underutilized	Utilized Acres	Total Acres	Percent Underutilized
Easton Area	255	187	443	58%
I-670 Corridor	482	214	696	69%

Underutilized land is when the value of improvements (I) is less than the value of the land (L), so that the I to L ratio is less than 1.00. Based on assessed value per City Auditor's database. Underutilzed land also includes parcels where assessed value is either unknown (due to recent subdivision) OR not assessed due to public land or rights-of-way)

Table 7. Estimated Job Density by Job Center, 2005

Job Site Name	Total Jobs	Total Non-Residential Acres	Jobs Per Acre
Easton Area	18,976	1,151	16.5
I670 Corridor	2,918	443	6.6

Sources: Ohio Labor Market Info Classic, 2006; Bay Area Economics, 2006.

Goal and Principles

The *Northeast Area Plan* goal for Economic Development is:

An economic base that will continue to grow and diversify, ensuring a revenue stream to provide for city services, nearby jobs for area residents, and to continue investment and reinvestment in the Northeast Area.

The supporting principles for Economic Development are the following:

- A full range of employment opportunities will be available in the Northeast Area.
- Office, light industrial, and retail uses will be developed at the locations and consistent with standards identified in the Urban Design and Land Use plan elements.
- The Agler Cassady Mixed-Use Center and sub-neighborhood centers identified on the Land Use Plan will be the focus for neighborhood based retail uses.
- Road improvements will be made that facilitate economic development consistent with the Land Use Plan.

Economic Development Plan

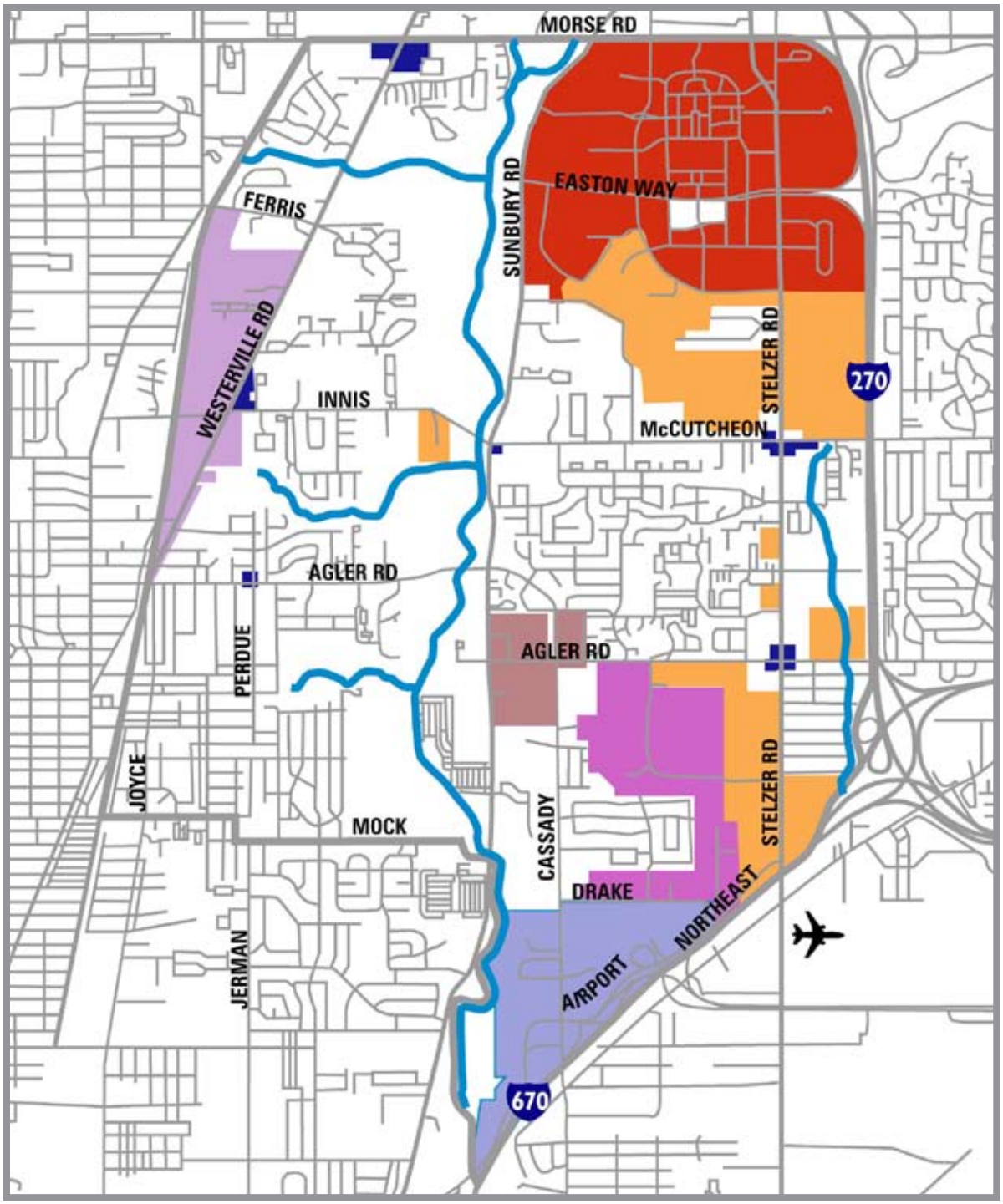
The Economic Development Plan aims to build upon the existing job centers and strengths of the Northeast Area in order to bring continued job growth and take advantage of this growth to improve the quality of life in the Northeast Area. The primary means for accomplishing this goal will be by directing job growth to the centers identified on the Land Use Plan and by ensuring that the job centers, retail, and other commercial uses follow the standards and design guidelines recommended in the Urban Design Plan.

These plans and recommendations will provide order to the expected growth in the Northeast Area, enhance the quality of life for existing residents and concurrently increase the appeal of the neighborhood for future area employers and employees. This strategy is consistent with the current train of thought throughout the country that cities (and in the Northeast Area's case, a community) must offer a high quality of life in order to enhance its appeal for potential employers and employees, who in turn enhance the quality of life of the neighborhood by bringing it continued life, including buying power.

Specific examples of quality of life issues desired by all, including future employers/employees, include a community with a "core", the ability to walk places (pedestrian friendly), quality schools, natural areas, quality retail services, etc. These are the goals and direction of the Northeast Area Land Use and Urban Design plans. The Northeast Area already has very significant job centers, proximity to the highway, airport, and downtown, and a burgeoning residential base. Issues to address include the aforementioned need for a mixed-use center, as recommended at Agler and Cassady, enhanced connectivity for autos and people, pedestrian infrastructure such as sidewalks and multi-use trails, parks and natural resource preservation. Continued economic development will certainly occur for the Northeast Area. The challenge is to implement plan recommendations to ensure the existing and future residents capture the benefits that come with this economic development.

The Northeast Area Land Use Plan identifies areas that would be appropriate for future uses that will generate economic development, including airport related uses, neighborhood based commercial (including that proposed for Agler Cassady Mixed-Use Center), and office and light industrial uses. The quantities and locations of these uses are given/illustrated in Table 8 and Figure 17.

Figure 17. Land Use Recommendations Related to Economic Development



- Airport Related
- Neighborhood Commercial
- Mixed Use Neighborhood Center
- Mixed Use-Regional Retail/Office/Light Industrial
- Office
- Office-Light Industrial
- Office Commercial-Light Industrial

Table 8. Economic Development Related Land Uses Recommended in the Northeast Area Land Use Plan

Recommended Land Use	Acreage
Airport Related	293
Neighborhood Commercial	29
Agler Cassady Mixed-Use Center	111
Mixed Use-Regional Retail/Office/Light Industrial	619
Office	165
Office-Light Industrial	186
Office-Commercial-Light Industrial	206
Total	1609

Potential Support

The Land Use Plan and Economic Development Plans build on the existing job centers at Easton and north of I-670. As previously noted, these areas were both analyzed as part of a recent jobs center study completed for the City of Columbus. The Easton area is identified by the study as an area that merits "strategic support".

A strategic support site is one that has minimal underutilization and/or has existing private sector plans for new investment already in place. Specific strategies involving support to ensure targeted job attraction are needed to generate maximum fiscal benefit to the City of Columbus. Examples of strategies to provide strategic support include marketing and promotion, access to special funds earmarked for certain industries, and technical assistance (Bay Area Economics).

The existing and planned jobs center located north of I-670, including Citygate, is categorized by the study as a "development opportunity" site. A development opportunity site is described as a jobs site of more than 100 acres in total also demonstrate more than one-third underutilization in terms of assessed value. These sites include those with substantial vacant or near-vacant land on a large scale (e.g. "greenfields"). Examples of job generating strategies for this category include site assembly, specific plans for upgraded infrastructure, and other public improvements to create large job-ready sites for 21st century economic uses (Bay Area Economics). Specific examples of public improvements for the area north of I-670 include the provision of an east-west road connection between Cassady and Stelzer, and the development of a future internal road network to serve future commercial (office) development on the west side of Stelzer, north of I-670.

Economic Development Forecast

A forecast of potential future employees and subsequent annual income taxes for the city of Columbus was generated in order to illustrate the potential future economic impact of the Northeast Area (Table 9). This forecast was conducted by first identifying the areas recommended for commercial uses in the Land Use Plan, including retail, light industrial, and office uses. The portions of these areas that are currently vacant or undeveloped were then identified and summarized. Assumptions regarding development potential were then made, including the net build-out of vacant land (percentage of land that will actually be developed as structures), approximate square footage of future office, retail, or light-industrial buildings, and approximate number of employees per square footage of a given building type.

Using these square footage yields and standards for both number of employees per square foot and average income factors for each type of development, a payroll forecast was generated. From these values, a forecasted value for additional Columbus Annual Income Tax revenue was found. This value, more than $25 million annually, is a forecasted value that assumes total build-out of those parcels related to economic development in the Northeast Area. It additionally assumes that build-out will occur in accordance with the Land Use Plan and will adhere to the presumed densities and averages used in these calculations.

Table 9. Economic Forecast for the Northeast Area

Land Use	Yield (Sq. Ft.)	Job Variable (Sq. Ft./ Employee)*	Job Forecast (Employee)	Income Factor**	Payroll Forecast	Columbus Annual Income Tax Forecast (2%)
Retail	736,854	300	2,456	$28,039	$68,863,784	$1,377,276
Light Industrial (Warehousing)	565,501	1500	377	$32,260	$12,162,042	$243,241
Office	7,045,048	300	23,484	$50,773	$1,192,353,132	$23,847,063
Totals	8,347,403	N/A	26,316	N/A	$1,283,674,583	$25,467,580

**Mid-Ohio Regional Planning Commission. Retail figure calculated using ½ food and ½ stores variable.*

***Income factors, which are average salaries, were calculated using an average of potential employee salaries listed in the NAICS Code, including Finance and Insurance, Finance and Insurance, Administrative and Waste Services, other.*

Strategies

- Develop the proposed Agler Cassady Mixed-Use Center consistent with the land use and urban design concepts recommended in this plan.
- Develop future commercial uses consistent with the land use and urban design recommendations from this plan.
- Develop future job sites at a density of at least ten employees per gross acre, with incentives tied to achieving twenty jobs per acre or more.
- Pending further study, develop an east-west connection between Cassady and Stelzer, as proposed in the Transportation element of this plan.
- Develop an internal road network to serve future office development to the west of Stelzer and other transportation related improvements recommended in the Transportation element of this plan.
- Rebuild Westerville Road with development standards, as recommended in the Transportation and Urban Design elements of this plan.
- Provide incentives for job growth in the Northeast Area that are consistent with the Land Use, Urban Design, and other elements from this plan.
- Form a Northeast Area business association to help foster economic development in the community.

Housing

Existing Conditions
Goal and Principles
Housing Plan
Strategies

Element 8

Housing

Existing Conditions

Residential development is concentrated in the southwest and east central portions of the Northeast Area, with additional significant developments north of Drake Road and to the west of Westerville Road, just south of Morse Road (see Figure 18).

The majority of residential development in the Northwest Area is single-family homes. Multifamily development comes primarily in the form of apartment complexes that are found throughout the planning area, with the most significant amounts in the east central portion of the planning area (see Figure 18).

Year built data for single-family homes in the Northeast are illustrated in Figure 19. The oldest housing in the area is found in the southwest portion of the planning area, all having been built previous to 1970 and about half built before 1941. The most recently built homes (post 2000) are found in the east central portion of the planning area, to the south of McCutcheon Road (see Figure 19).

The appraised values of single-family housing in the Northeast Area are illustrated in Figure 20. The large majority of homes in the southwest portion of the planning area are appraised at less than $81,000. Homes on Drake Road and in a few select other areas are also appraised at less than $81,000. The homes with the highest appraised values are in the east central portion of the planning area, to the north and south of McCutcheon Road (average values between $150,000 and $200,000).

Goal and Principles

The *Northeast Area Plan* goal for Housing is:

Well designed, stable housing stock including housing opportunities for residents reflecting various income levels, housing needs, and both owner and renter options.

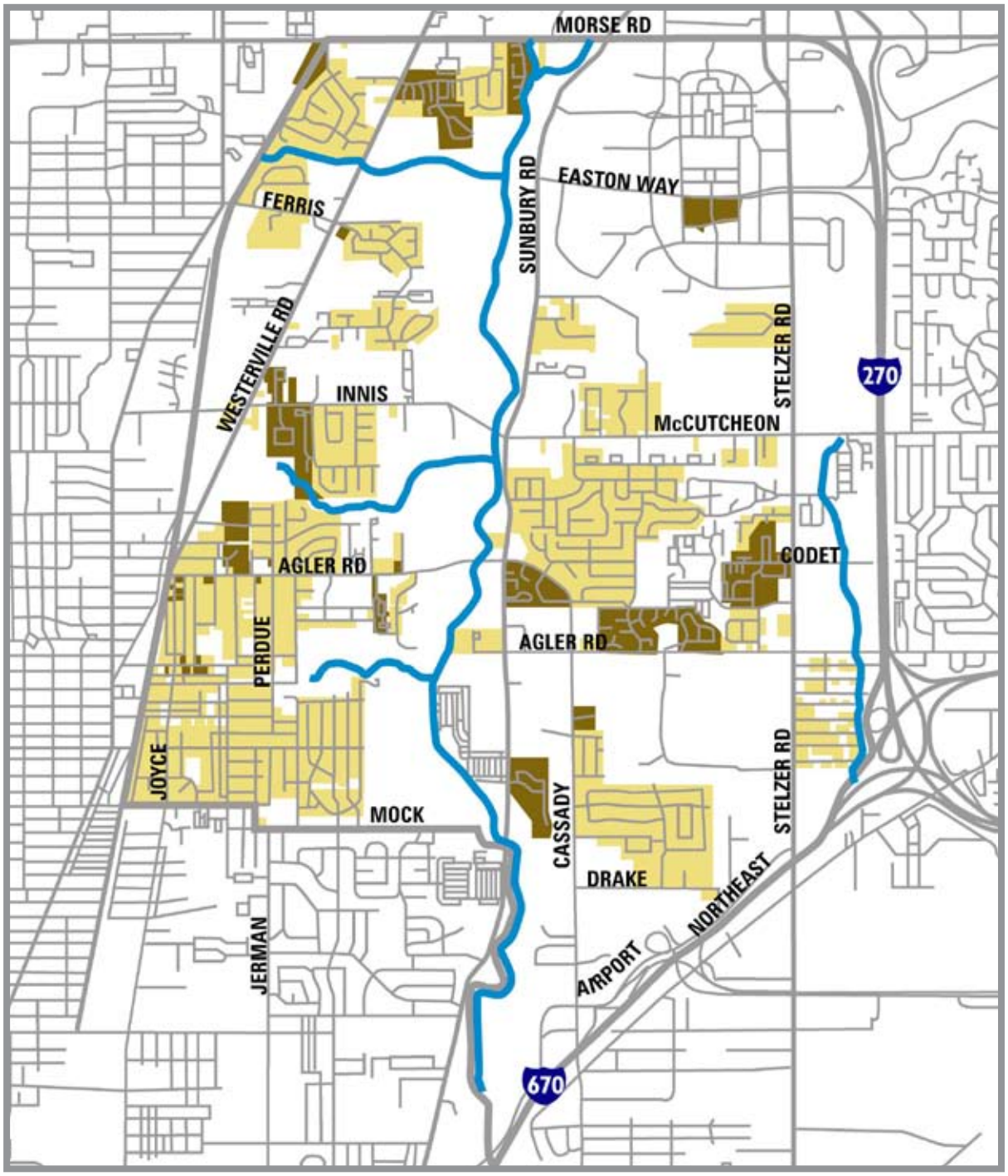
The supporting principles for Housing are the following:

Housing design guidelines will be utilized to ensure quality housing that encourages social interaction, sustains property values, and supports the *Northeast Area Plan* goals and principles.

A mix of housing price points will be provided within all neighborhoods to provide housing opportunities throughout the Northeast Area, ensuring the availability of housing near jobs and thereby reducing reliance on the automobile to get to jobs, encouraging diversity, and providing equitable access to services.

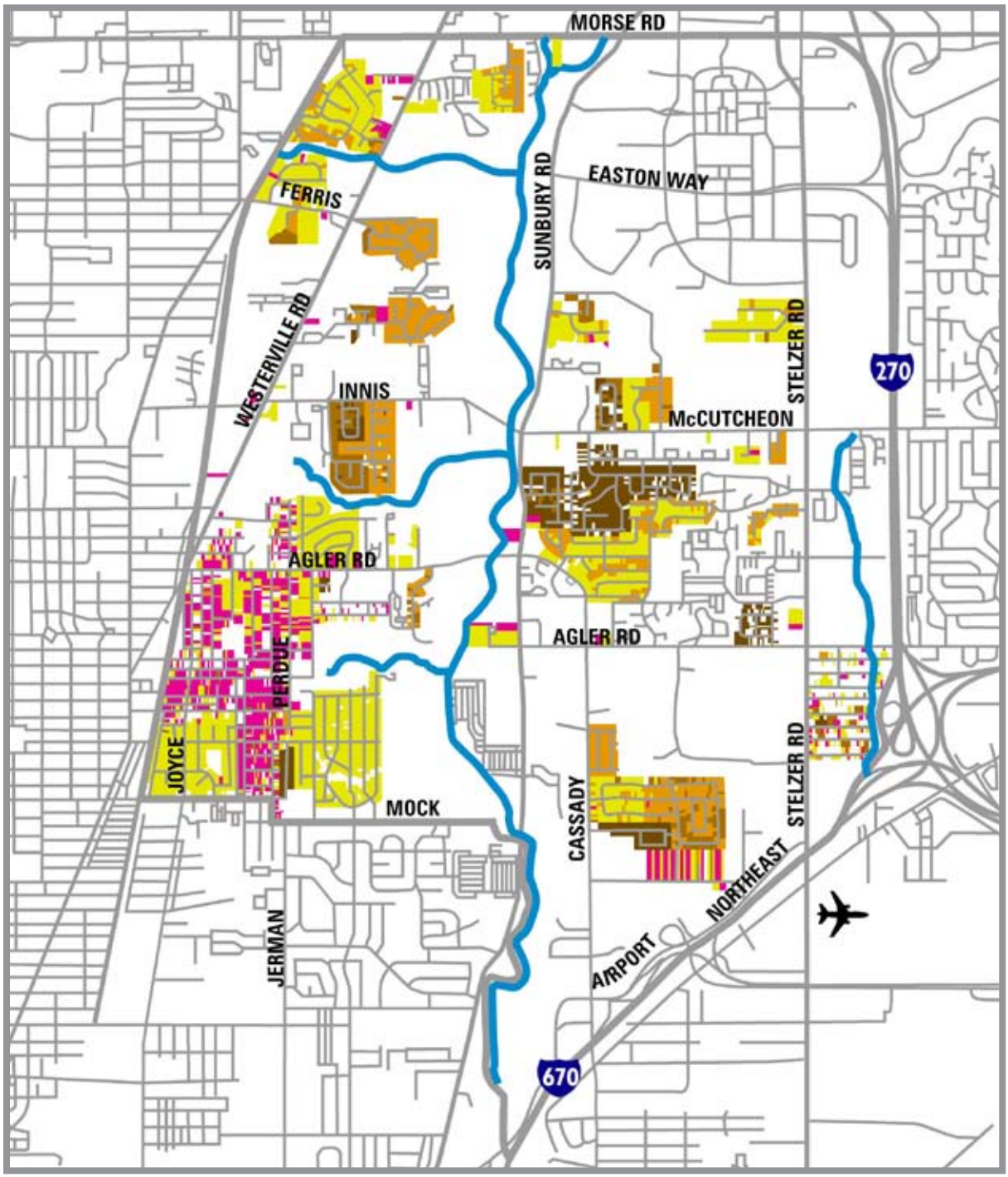
Housing density will be patterned to enhance the level of community organization, including neighborhood districts that support the Agler Cassady Mixed-Use Center and sub-neighborhood centers described in the Urban Design and Land Use Plans.

Figure 18. Residential Development



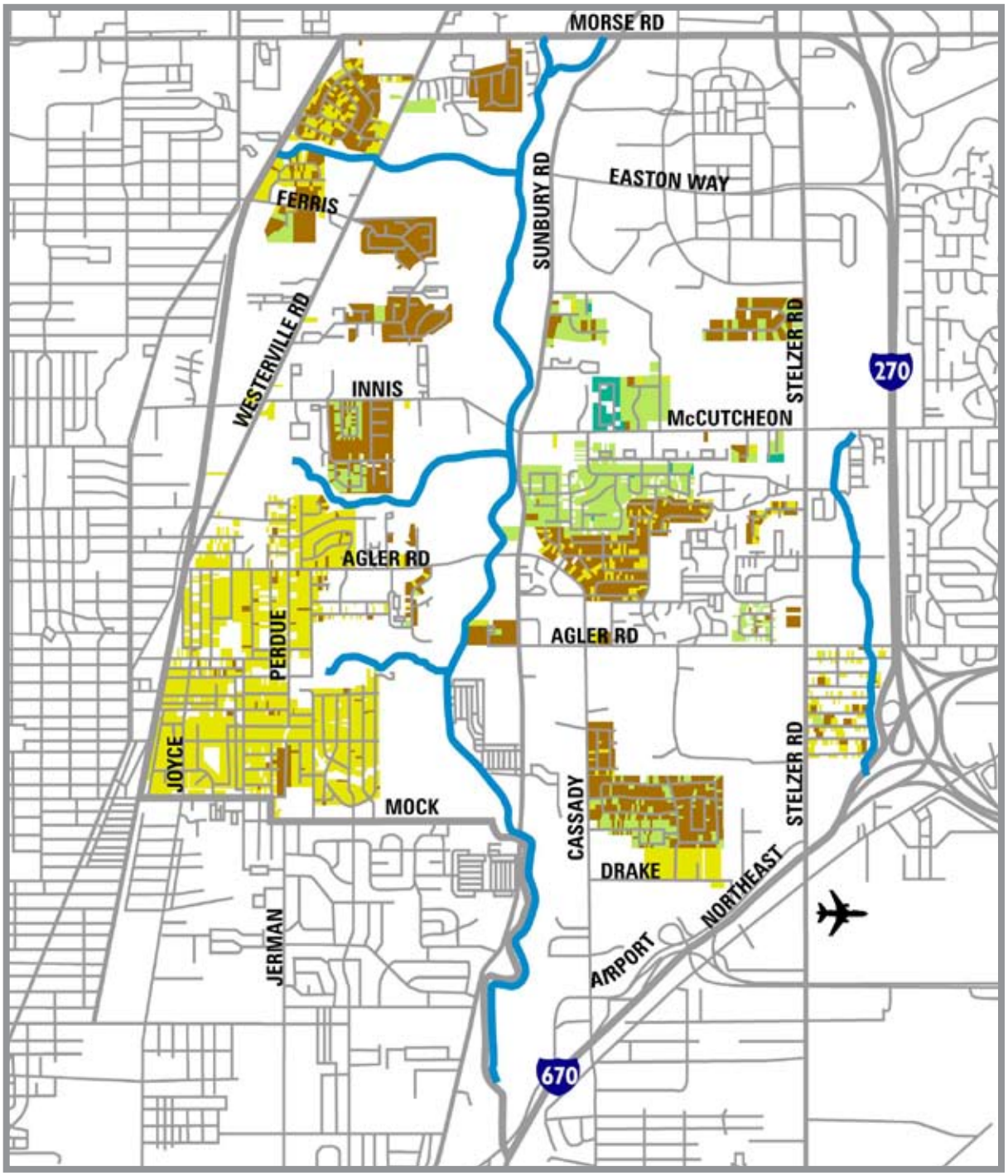
Single Family Residential Development
MultiFamily Residential Development

Figure 19. Housing Year Built



Pre-1941
1942-1970
1971-1980
1981-2000
2000-2006

Figure 20. Appraised Value of Single Family Homes



Appraised Value

- $200 - 80,300
- $80,301 - 140,9000
- $140,901 - 255,000
- $255,001 - 1,100,000

Source: Franklin County Auditor

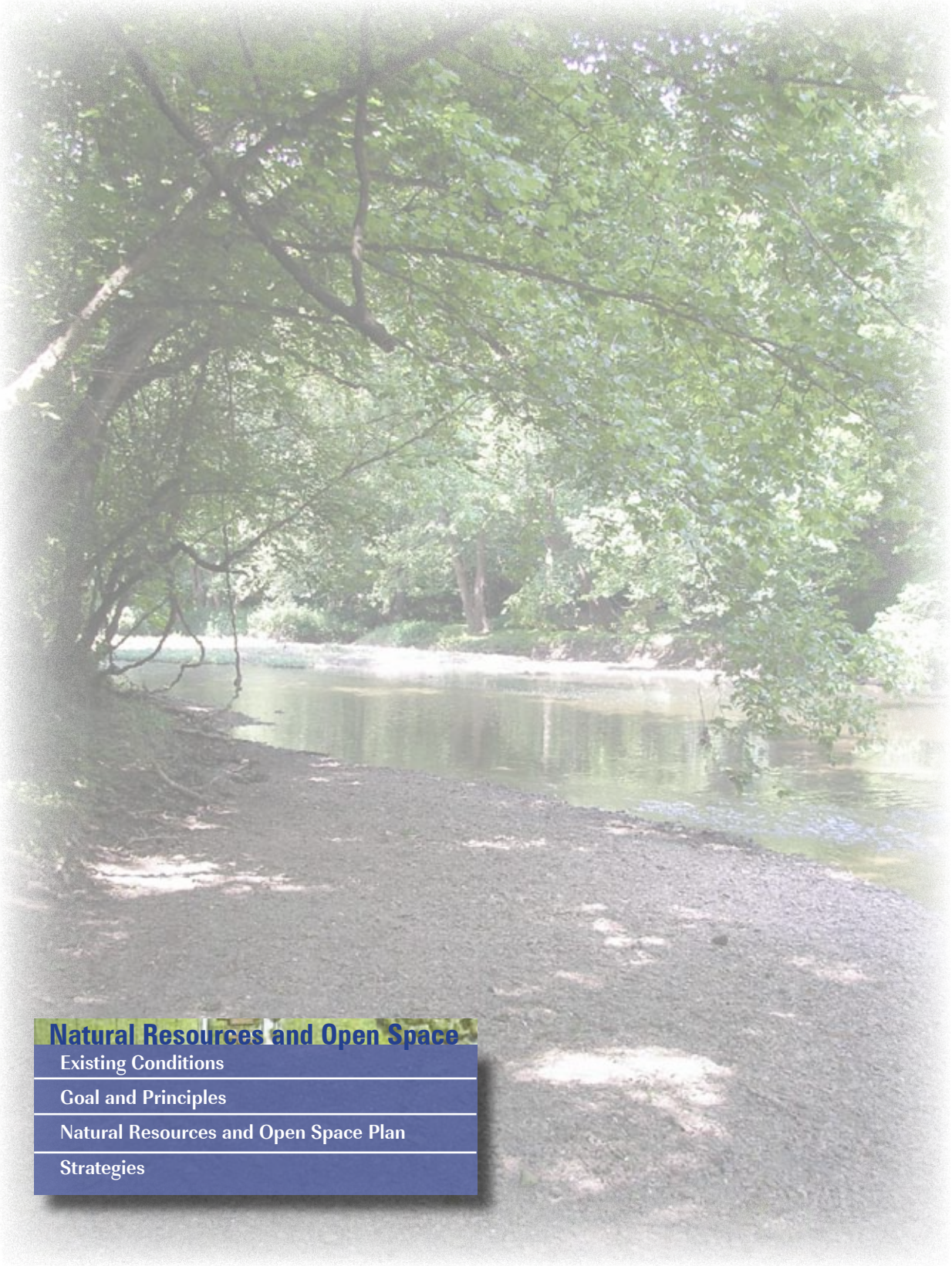
Housing Plan

The Housing Plan provides recommendations and guidelines that will contribute to sound housing for existing and future residents of the Northeast Area and enhance the quality of life in the area. Housing goals will be achieved by implementing design guidelines and other recommendations described in the Urban Design element and below. These guidelines will ensure quality housing that encourages social interaction and contribute to a sense of place. Density recommendations will contribute to a logical urban form, supporting the Plan's proposed retail and commercial areas.

Developing a mix of housing types and densities that provides for all income levels in each neighborhood and contributes to an organized development pattern will be a great challenge. This is primarily due to current methods of building residential subdivisions that tend to segregate housing types and densities, due in part to market preferences for this contemporary form of development and the business structure of the residential construction industry. Design is the often times missing ingredient that allows for a mix of housing density, housing types, and price points that not only avoids the negative impacts feared by residents, but contributes to and is necessary to accomplish the urban design, land use, and other goals that will enhance the quality of life in the area.

Strategies

- Site plans should be submitted with other supporting materials that illustrate and commit to the residential design guidelines from this Plan.
- Local agencies should take full advantage of available funding in support of housing rehabilitation for local resident.
- The city should consider partnering with Franklin County and/or other agencies to foster residential development in township areas that is consistent with the Land Use and Urban Design Plans.



Natural Resources and Open Space

Existing Conditions

Goal and Principles

Natural Resources and Open Space Plan

Strategies

Element 9

Natural Resources and Open Space

Existing Conditions

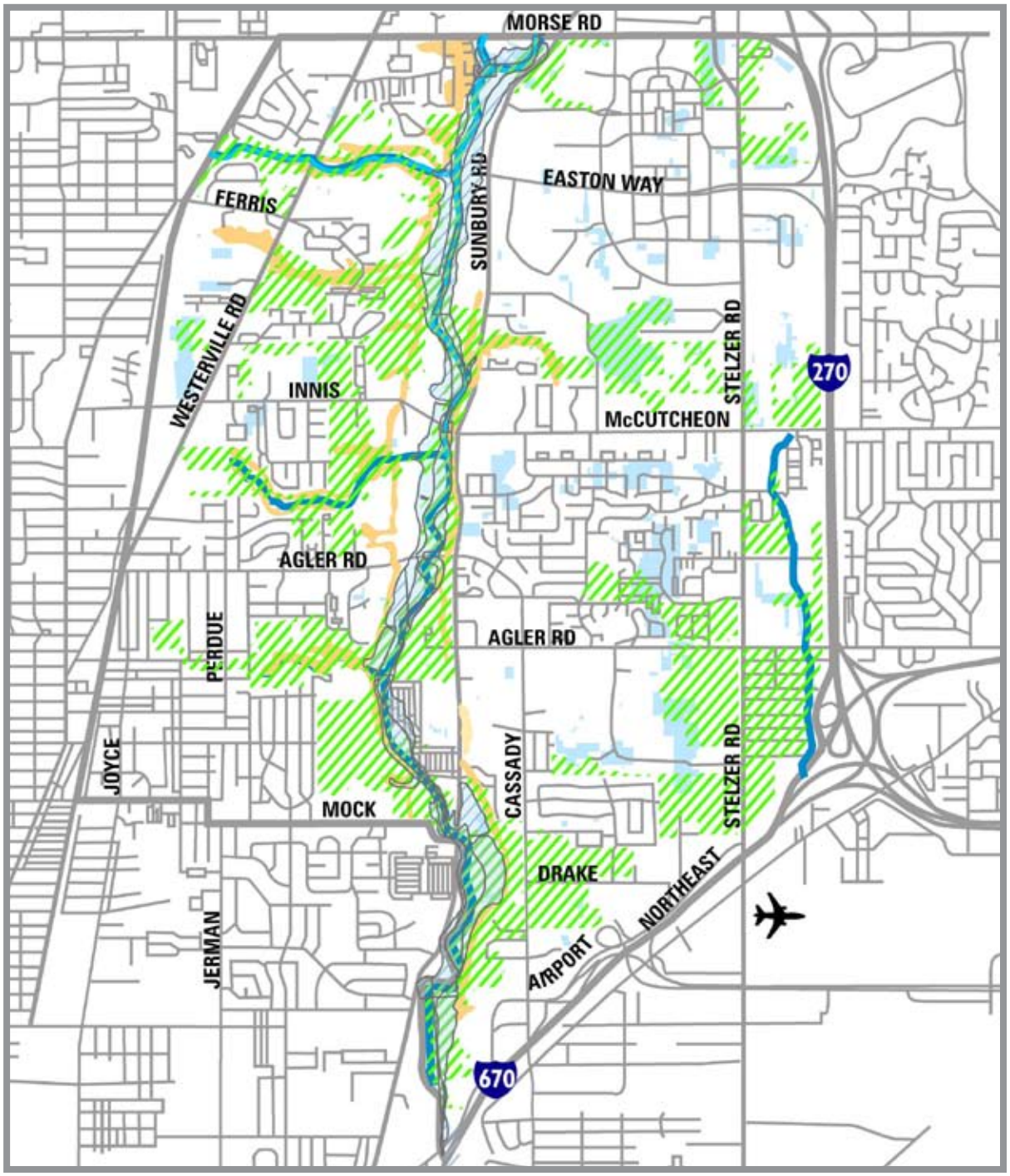
The Northeast Area is relatively rich in natural resources and open space. Significant environmental features include tree cover, Alum Creek and its tributaries, wetlands and some land with a degree of slope. The natural resources and open space in the Northeast Area are listed in Table 10 and illustrated in Figure 21.

Table 10. Natural Resource Base

Natural Resource/Land Use	Acreage	Percent of Total Land Area in Northeast
Parks and open space	312	5%
Open space – private/semi-public	422	6.5%
Land with significant tree cover*	1635	25%
Potential wetlands**	350	5%
Sources:		
**Tree cover data were developed by the Columbus Planning Division based on a 2002 aerial photo for Franklin County.*		
***Ohio Capability Analysis Program (ODNR), 1984 Remote Sensed Image.*		
Note: All figures were calculated using ArcMap GIS and are approximate.		

Parks and open space comprise a total of approximately eleven percent of the Northeast Area (see Table 10 and Figure 21). Open space is over half of that percentage and is considered land that is private or semi-public, including the Bridgeview and Champions golf courses and the privately held soccer fields located west of Sunbury Road in the Easton area. Public open space consists of city parkland, the large majority being Mock and Innis parks and the Weiler parklands, all found along Alum Creek. Smaller amounts of parkland are distributed throughout the area in the form of neighborhood parks.

Figure 21. Existing Natural Resources



Streams/Tributaries
Flood Zone (Source: ODNR)
Potential Wetlands (Source: OCAP)*
12 to 18% Slopes
18 to 25% Slopes
Tree Cover (Source: Columbus Planning)**

*Ohio Capability Analysis Program

** Tree cover data was developed by the Columbus Planning Division based on 2002 aerial photo for Franklin County.

As of 2002, approximately 1,635 acres of the Northeast Area included significant tree cover. This represents approximately 25% of the planning area. Locations of the most significant tree cover are illustrated in Figure 21 and include the area near the intersection of Agler and Stelzer, the area near Drake Road and Cassady Avenue, along Sunbury Road and Alum Creek stream corridor in general, Mock and Innis parks, and tributaries of Alum Creek.

Data from the Ohio Capability Analysis Program (Ohio Department of Natural Resources) indicate areas that either are or once were wetlands. This data is now relatively old, as it is based on a 1984 Remote Sensed Image, but nonetheless illustrated in Figure 21, as some of these areas may still exist as wetlands. The *Lower Alum Creek Watershed Action Plan* (Friends of Alum Creek) provides the following additional background on wetlands found in the planning area.

"Wetland area and diversity continues to decline downstream [Alum Creek], with wetlands becoming even sparser inside I-270. In this urbanized area, fewer forested wetlands remain and wetlands are generally confined to narrow fringes along creeks and tributaries. The exception is in Mifflin Township between McCutcheon Avenue and Agler Avenue, where a complex of forested, scrubshrub and emergent wetlands still exists. Several emergent wetlands within this complex appear fairly large (up to 5 acres). Additional floodplain forested wetlands are shown on the [National Wetland Inventory] map adjacent to Alum Creek, west of the airport along Sunbury Road."

Noticeable amounts of land in the planning area have a slope in the range of 12-25 percent (see Figure 21).

The State of Ohio monitors water quality by measuring biological indicators (fish and insect life) in a given stream. Streams are designated by Ohio Environmental Protection Agency (OEPA) based on the quality of environment they may potentially provide for fish, insects and other organisms. In Central Ohio, the benchmark that streams are monitored for is "Warm Water Habitat". This is the habitat streams can be expected to provide if they are not negatively impacted by pollution. Fish and insects are sampled from the stream to determine if the water quality is high enough to attain the Warm Water Habitat designation. If those biological indicators are surviving well enough to meet specific criteria, then the stream is classified as in "Full attainment". If either the fish or insects are not meeting the designated criteria, the stream is classified as being in "Partial attainment". If neither the fish nor insects are surviving enough to meet the designated criteria, the stream is classified as being in "Non-attainment" (personal communication, OEPA).

Studies conducted by the OEPA indicate that water quality in the section of Alum Creek within the planning area was in "Full Attainment" as of 1999. By 2003, water quality was categorized as "Partial Attainment", indicating a drop in water quality. Sources of impairment were indicated as being land development, urban runoff, impoundment, channelization, and storm sewers.

Goal and Principles

The *Northeast Area Plan* goal for Natural Resources and Open Space is:

Natural resources and open space will be conserved and integrated with neighborhoods and development.

The supporting principles for Natural Resources and Open Space are the following:

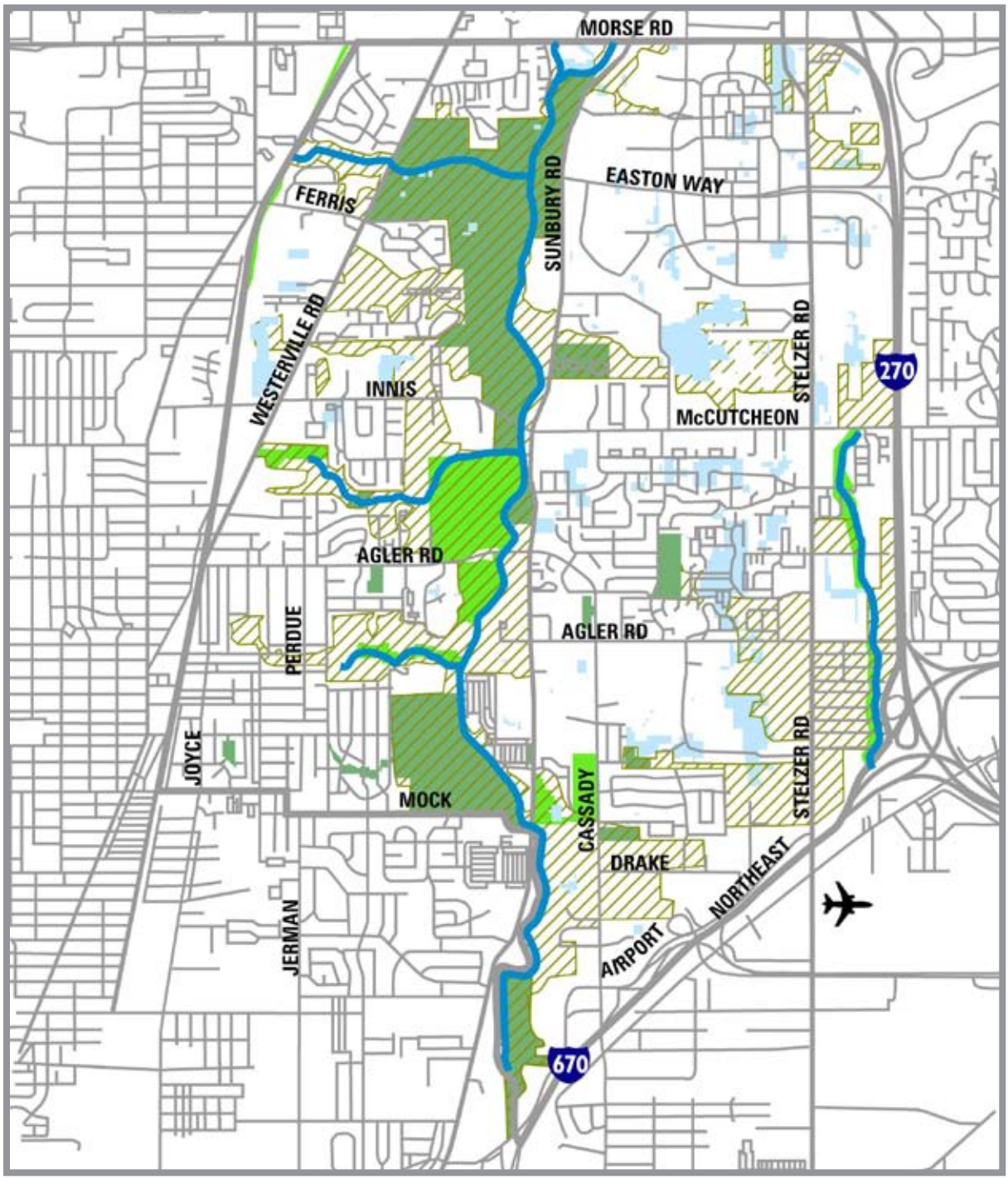
- Natural systems will be conserved wherever feasible and the impact of development on natural resources will be minimized.
- Tree cover and wetlands will be conserved and incorporated into new development as open space features.
- Stream buffers will be provided and expanded to create a network of greenways that connect to Alum Creek.
- Parkland and open space will be interconnected in networks.
- The 100-year floodplain will be preserved.

Natural Resources and Open Space Plan

The Natural Resources and Open Space Plan aims to preserve the Northeast Area's natural resources and highlight them as a key component of the quality of life in the area. Figure 22 illustrates how a combination of existing parks, private/semi-public open space, and proposed stream buffers along Alum Creek and tributaries would provide access to a network of green infrastructure throughout large parts of the Northeast Area, particularly west of Alum Creek. The area to the east of Alum Creek does not include significant tributaries and there is less of a green network. Neighborhood parks, well-landscaped multi-use trails, and development with tree and wetland preservation areas will have to serve to extend the green infrastructure in this part of the planning area.

The primary focus of natural resource preservation should be Alum Creek and tree preservation.

Figure 22. Natural Resources and Open Space Plan



Streams/Tributaries
Potential Wetlands (Source: OCAP)*
Recommended Greenway
Existing Parks
Tree Cover (Source: Columbus Planning)**

*Ohio Capability Analysis Program

** Tree cover data was developed by the Columbus Planning Division based on 2002 aerial photo for Franklin County.

Alum Creek

Alum Creek runs through the central portion of the planning area and connects to a region-wide network of existing and developing greenways and multi-use trails. As stated, its tributaries offer the opportunity to establish east-west connections to the "central spine" of Alum Creek, particularly in the western part of the Northeast Area. Alum Creek and tributary corridors should be developed as greenways over time. Even drainage ways or natural swales should be developed as smaller greenways as a given piece of land is developed in order to provide green connections between developments. Again, in areas where tributaries or drainage ways do not exist, landscaped multi-use trails, tree and wetland preservation areas should extend green connections.

Trees, slopes, wetlands, and other natural features should be preserved and enhanced within the proposed network of greenways. This will maintain and improve water quality in Alum Creek. The greenways/buffers also serve to maximize the neighborhood's exposure to the significant natural resources in the Northeast Area and provide potential connections to the developing Alum Creek Trail. Each of the buffers shown in the Natural Resources and Open Space and Land Use plans are shown for illustrative purposes. Actual buffers will be determined as development occurs, based on the city of Columbus stormwater management requirements and/or recommendations given below.

Tree Preservation

As noted, the Northeast Area benefits from an abundance of natural areas with mature trees. This is one of the qualities community residents cite as highly important. Trees provide numerable benefits: improved water quality, energy conservation, climate moderation, increased property values, aesthetic quality, habitat provision, and storm water control being among them. While planting young trees is an important and desirable objective, healthy mature trees provide far greater benefits accordingly. As a consequence, preservation of existing mature trees is particularly important.

Toward that end, the city of Columbus should develop a tree preservation policy and/or ordinance. Until such time that the city of Columbus develops such mechanisms, utilize the following recommendations as a guideline toward the preservation of trees in the Northeast Area.

- A minimum of 35% of the mature trees on any development site should be preserved. Mature trees are defined as trees having a caliper (diameter) of 6 (six) inches or greater at a point 4 (four) foot above grade.
- The 35% minimum preservation requirement should be in addition to those trees preserved as part of the regulated floodway or areas set aside for compliance with the city's Parkland Dedication Ordinance.
- Tree preservation measures should be density neutral. Any development densities that apply to the area of tree preservation may be "transferred" to the developable portion of the site. The overall site density would not change, but the "net" density on the developable portion of the site would be higher.
- Density bonuses should be provided for tree preservation beyond the minimum standard of 35%, For every 10% increase in the level of tree preservation provided beyond 35%, additional ("bonus") dwelling units should be allowed that are equivalent to two dwelling unit per acre times the additional acreage preserved. The following table provides an example of how this bonus would be applied to one hypothetical site based on varying degrees of tree preservation.

Table 11. Sample calculations of residential densities for a site with tree preservation

Site Area	Area of Tree Preservation (35% minimum)	Developable Site Area	Gross Density*	Housing Units Permitted Per Land Use Recommendation	Additional Units	Net Density on Developed Area
100 acres	35 acres	65 acres	4 du/acre	400	None	6 du/acre
100 acres	45 acres (additional 10% of area preserved)	55 acres	4 du/acre	400	420 (10 acres at 2 du/acre)	7.6 du/acre
100 acres	55 acres (additional 20% of area preserved)	45 acres	4 du/acre	400	440 (20 acres at 2 du/acre)	9.7 du/acre
100 acres	65 acres (additional 30% of area preserved)	35 acres	4 du/acre	400	460 (30 acres at 2 du/acre)	13 du/acre

**Assuming Land Use Plan for given site recommends 4 du/acre.*

- Measures be taken during the construction process to protect trees intended for preservation, such as fencing around drip edge and avoidance of ground compaction.
- Consideration be given to the development of a tree survey and tree protection plan for individual sites as a means to demonstrate compliance with these provisions.
- Steps be taken to protect notable trees (generally 20-30" or greater in diameter at 4' above the ground). This will be particularly important in instances when these trees may occur in isolation from other areas designated for tree preservation.
- Whenever possible, tree protection measures and or tree protection areas be incorporated into site plans and development text through the zoning process.

Additional information about the value of trees, tree preservation and protection of trees in the development process is available from the City of Columbus, Department of Recreation and Parks and the Ohio Department of Natural Resources, Division of Forestry.

Implementing the Natural Resources and Open Space Plan by establishing a network of greenways and supporting connections, preserving trees, and other measures will be a great challenge that can only be accomplished through the careful review of each development considered in the Northeast Area.

Strategies

- Incorporate natural features into new development. Site plans should be submitted that illustrate and commit to the preservation of the natural resources.
- Provide a no-disturb zone along all creeks, waterways, and ravines. No-disturb zone width will vary depending on the creek, waterway, and/or ravine. For Alum Creek, the no-disturb zone should be the width of the floodway or 150 feet on each side of the high water mark of the Creek, whichever is greater. Efforts should be made to extend this buffer beyond the floodway/150 foot buffer whenever possible.
- Acquire land along Alum Creek, its tributaries and other tributaries in the planning area for preservation of open space, water quality and low impact recreational purposes. In the case were land cannot be acquired, conservation easements should be established to ensure their preservation.
- Consider acquisition of land and/or easements along tributaries to the west of Alum Creek that could ultimately provide trail connections from the Westerville Road area to the Alum Creek Trail.
- Provide neighborhood parks as development occurs. Identify sites that connect to or have the potential of connecting to a greenway system, incorporating tributaries and/or drainage-ways, wetlands, tree cover and other natural features.
- Preserve existing trees. The City of Columbus should consider the development of a tree preservation ordinance with the provision for density transfer.
- Integrate wetlands into new development as a viable stormwater management system and/or open space component. In the case where wetlands are destroyed and must be mitigated, provide mitigation within the watershed. Note: The creation of wetlands within 10,000 feet of Port Columbus operations area should not occur due to specific restrictions from the Federal Aviation Administration.
- Preserve and restore riparian corridors on the main stem and tributaries of Alum Creek (*Alum Creek Action Plan* recommendation).
- Increase canoe access to Alum Creek (*Alum Creek Action Plan* recommendation).
- Coordinate natural and cultural heritage signage on Alum Creek Multiuse Trail (*Alum Creek Action Plan* recommendation).
- Name tributaries of Alum Creek (*Alum Creek Action Plan* recommendation).
- Celebrate the Underground Railroad along Alum Creek (*Alum Creek Action Plan* recommendation).

Implementation

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

Element 10
Implementation

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

Major implementation elements include:

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

Organization, Education and Outreach

A variety of strategies should be utilized to educate key stakeholders and the public regarding the use of the plan for the improvement of the Northeast Area and its specific goals, design guidelines and other features. Potential mechanisms for education and outreach include:

- Consider the formation of a plan implementation subcommittee of the Area Commission that would consist of Area Commissioners and other stakeholders. Subcommittee could meet on a quarterly basis in order to foster the implementation of priority projects and goals from the plan.
- Subcommittee could provide an annual written and/or oral report to the Area Commission and community on progress and concerns regarding the plan's implementation. Stakeholders such as elected officials, city staff, civic associations, developers, development corporations, local businesses and other interested parties could be invited to the meeting and/or mailed the written report.
- Utilize the local media and newsletters to publicize the plan's adoption and implementation.
- Conduct field trip(s) to developments in Columbus and beyond which illustrate the design principles from the *Northeast Area Plan* (invite neighborhood residents, elected officials, community development corporations, developers and other stakeholders).
- Utilize a website and email to supplement existing information distribution system.
- Ensure copies of the plan and/or its executive summary are distributed to key stakeholders and community agencies, including community development corporations, developers, civic associations, schools, libraries, and social service agencies.
- Develop a summary of the plan for presentation at Northeast area schools. Inform local principals of the potential of utilizing the plan as a classroom instructional aid.

Plan Amendment and Revision

The plan should be regularly reviewed to ensure its timeliness and relevancy. Minor amendments and brief updates may be considered on an as-needed basis. The design guidelines and checklist are particular elements of the plan that should be evaluated after approximately one year to gauge their effectiveness at implementing the plan's goals and strategies. A more complete review and revision of the plan should be considered after approximately five years.

Development Review Checklist

The Development Review Checklist is a summary of the development standards and recommendations found throughout the Northeast Area Plan. The checklist is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in the community. It is also intended as a means to provide a clear, concise record of stakeholder input in each stage of project consideration.

Users of the checklist are strongly encouraged to review additional background information for each item on the checklist by referencing the appropriate plan element. The "Conditions to Approval" column is intended to note specific conditions that the proposal must incorporate in order to meet that standard. The "Mitigating Circumstances" column should be used to note specific reasons why the proposal is not expected to meet that standard. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies.

It is the recommendation of the *Northeast Area Plan* that:

- Applicants be encouraged to review the checklist and incorporate its provisions in their proposals.
- Civic associations use the checklist to evaluate development proposals in their respective areas. One copy of the checklist as prepared and approved by the civic association should be provided to the Northeast Area Commission to serve as the official input for the association regarding each proposal.
- Other stakeholder groups or agencies also use the checklist as an organizing element for their review and comment to the Northeast Area Commission on development proposals.
- The Northeast Area Commission submit one approved checklist evaluation to the city as part of their recommendation in response to any development proposal.
- That the city consider the checklist submitted by the Northeast Area Commission in the development of a staff position or response to development proposals.
- That city departments use the checklist as community facilities and infrastructure investments are made.
- That updated or modified project proposals receive updated checklist evaluation by appropriate parties

Commercial/Office/Light Industrial Related Standards and Recommendations

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Developer has reviewed the recommendation of the Northeast Area Plan?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan?					
Does site plan illustrated and commit to natural resource recommendations, including tree preservation and creek and tributary buffers?					
Does proposal address any needs for neighborhood parks? If so, do parks consider design recommendations from Community Facilities Element?					
If within a site designated for the Agler Cassady Mixed-Use or sub-neighborhood center, does proposal follow those specific design recommendations?					
Do the buildings face the street?					
If the proposal includes a pick-up window, is it located on the side or rear of the building?					
Do the buildings utilize natural materials and design details?					
If proposal includes a corner building, will the corner structure include special architectural features?					
Are outdoor plazas and pedestrian spaces incorporated into the site plan?					
Is the proposed landscaping for the project consistent with the standards given in the Urban Design Plan?					
Does the development provide pedestrian access to adjacent areas?					
Is provided parking located at the rear of the building?					
If parking is located at the front of the development, does the proposal adhere to appropriate setback and screening requirements?					

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
For projects in the Agler Cassady Mixed-Use center or sub-neighborhood centers, are parking reductions being considered?					
Is shared parking being considered?					
Are proposed signage and lighting appropriate according to the standards given in the Urban Design Plan?					
Will Leadership in Energy and Environmental Design (LEEDs) certified green buildings be incorporated into the development?					
Are stormwater management best practices being considered?					

Residential Related Standards and Recommendations

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Developer has reviewed the recommendations of the Northeast Area Plan?					
Is the proposal consistent with the Land Use Plan?					
Has a site plan of the project been submitted?					
Does site plan illustrated and commit to natural resource recommendations, including tree preservation and creek and tributary buffers?					
Is a minimum of 35% of the site's trees, having a caliper of 6 (six) inches or more at a point 4 (four) feet above grade, being preserved?					
Are stormwater management best practices being considered?					
In the residential development, do roads front the natural features or open space, maintaining views and access to such spaces?					
Are site contours being preserved?					

Are natural features and open space being used as an "organizational" element in the development?					
If the proposal is medium or high density residential, is the site at or near the Agler Cassady Mixed-Use Neighborhood Center, at a sub-neighborhood center, or along a major thoroughfare, as identified on the Land Use map?					
Are a mix of housing types, sizes, and price points available throughout the development?					
Are historic structures being preserved and incorporated into the new development?					
Will garages be located at the rear of the homes or meet the guidelines given in the Urban Design Plan?					
Does proposal address any needs for neighborhood parks? If so, do parks consider design recommendations from Community Facilities Element?					
Are "LEED" technologies being utilized?					
If along Sunbury Road, does proposal preserve existing residential properties and consider design recommendations from the Land Use Plan?					
Will homes in the proposed development include windows on all elevations?					
Will the homes in the proposed development utilize natural materials and include appropriate design details?					
Will all single family and/or duplex homes in the development include usable porches (at least 6 (six) feet deep and 12 (twelve) feet wide)?					
If proposal is for multi-family with 20 plus units, does proposal include more than one building type and/or facade option?					
Is the development outside of the Port Columbus 65 Ldn contour as illustrated on the Existing Zoning map?					

Transportation and Community Service Related Standards and Recommendations

Standard	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Developer has reviewed the recommendations of the Northeast Area Plan?					
Is proposal consistent with Transportation Plan?					
Do the proposed road designs support the Urban Design and Land Use Plans and serve to enhance the community identity and character?					
Have narrower road lanes been considered, particularly at proposed Agler Cassady Mixed Use and sub-neighborhood centers?					
Are proposed block lengths 300-600 feet?					
If project is within a commercial area, is on-street parking being considered?					
For projects along freeways in the area, are existing trees being preserved to provide a buffer and green edge?					
Is an appropriate no-disturb zone being provided along creeks, waterways, and ravines?					
Does the proposal enhance pedestrian, bicycle, transit, and other connections between neighborhoods, community facilities, existing or planned multi-purpose trails, commercial areas, etc.?					
Does the proposed road improvement provide for pedestrians and bicyclists, in addition to vehicles?					
Is public transportation being considered?					
Does the proposed road development connect to and provide stub streets?					
Does proposed road network respect site contours (follow the "lay of the land")?					
Does the proposed development limit the use of cul-de-sacs?					
Is proposed road improvement context sensitive and include features such as pedestrian refuge islands, planted medians, bump outs, enhanced crosswalks, etc?					

If project is in the vicinity of I-670, does it consider potential road connection/ improvements between Stelzer, Cassady, and Citygate area?					
If project is in the Citygate area, does it consider the recommended internal road network to serve future office development to the west of Stelzer?					
If located within one-half mile of a park, are intersections of proposed road improvements pedestrian friendly?					
If building a new school, library, etc, is it located at or near the proposed Agler Cassady Mixed-Use Center or a sub-neighborhood center?					
Are sanitary, stormwater, and water service infrastructure provided for?					
If in the vicinity of the abandoned railroad right-of-way on the western edge of the Northeast Area, is said right-of-way being preserved for alternative modes of transportation and recreational purposes?					
If in the vicinity of Alum Creek, are potential connections to the Alum Creek Trail being considered?					

Chart of Action Oriented Recommendations

The plan also includes recommendations that are action oriented. These recommendations are not utilized for the review of development applications, but are pro-active in nature and require action on the part of the Northeast Area Commission in cooperation with the city of Columbus and other stakeholders. The following table lists these recommendations, broken down by the plan element in which they are recommended. The table also makes notes regarding potentially responsible parties and resources. It is recommended that upon adoption of the *Northeast Area Plan* the Northeast Area Commission utilize this table to prioritize the recommendations. Part of the prioritization process should include discussion with the city of Columbus and any other potentially responsible parties to determine their feasibility. This information can then be used to inform the prioritization process. After priorities are established and agreed upon, the top recommendations should be discussed with the responsible parties in order to initiate implementation.

Recommendation	Notes/Resources
Urban Design Element	
Develop a common gateway design and add gateways at major entry points to the community so as to establish and enhance its identity. Additional, smaller-scale gateways should be added at sub-neighborhood centers, along the Alum Creek Trail, and other locations of significance.	Planning Division. Franklin County Greenways. Friends of Alum Creek. Consider Urban Infrastructure Recovery Fund (UIRF) funding.
Organize and develop information related to the area's history, including information on the Underground Railroad. Create a self-guided driving/biking/hiking trail as a part of the possible Sunbury Scenic Byway to highlight key sights and information related to the Underground Railroad. Seek grant for these activities.	Community. Local experts on Underground Railroad should be consulted. Franklin County Greenways. Friends of Alum Creek.
Consider changing the name of the community and area commission from the "Northeast Area" and "Northeast Area Commission" to help foster a stronger identify for the community.	Community. Neighborhood Services.
Pursue scenic byway designation for Sunbury Road corridor.	Neighborhood Service. Planning Division, and city intern are potential resources. Ohio Department of Transportation Program.
Land Use Element	
Develop a mixed-use neighborhood center around the intersection of Agler and Cassady.	Local developers and non-profit agencies. NEAC. Planning Division. Franklin County.
Utilize meetings, charrettes, and other opportunities to further explore, detail, and facilitate development in a manner consistent with the plan's goals and principles.	NEAC. Planning Division. Franklin County Local developers and non-profit agencies.
Transportation Element	
Improve Cassady, Mock, Hudson, Agler (east of Sunbury Road), Westerville, Drake, and Ole Country Lane to provide for additional traffic capacity (improvements should follow the design recommendations from this plan).	NEAC. Transportation Division.
Pending further study, provide for one or more new/improved routes that will provide a connection for vehicular, particularly truck, traffic between I-670, Port Columbus, and other points from the south to the Citygate development and other points to the north without using Cassady Avenue north of Drake Road.	NEAC. Transportation Division. Planning Division. Franklin County.
Pending the designation of an alternative route for trucks, implement no truck thru traffic designation on Cassady Avenue north of Drake Road.	NEAC. Transportation Division. Neighborhood Services.

The Planning Division, in cooperation with the city Transportation Division, should establish a connectivity policy that determines a maximum distance for the provision of street intersections.	Planning Division. Transportation Division.
Complete the Alum Creek Trail through the Northeast Area. Seek opportunities to establish connections between said trail and the adjacent neighborhoods.	Recreation and Parks.
Establish pedestrian priority zones within one-half mile radius of schools, community centers, senior centers, parks, and other community facilities.	NEAC. Transportation Division.
Ensure the provision of interconnected sidewalks and multipurpose trails throughout the planning area.	Planning Division. Transportation Division.
Consider the acquisition of the abandoned railroad right-of-way for future alternative modes of transportation and recreational purposes, including the potential for transit or multi-purpose trail.	Recreation and Parks. Central Ohio Transit Authority.
Infrastructure Element	
Implement City of Columbus Wet Weather Management Plan in order to improve water quality and reduce basement backups.	Utilities.
Allocate funding in support of stormwater improvements in areas of existing development where drainage is identified as inadequate.	NEAC. Utilities.
Community Facilities Element	
Locate neighborhood parks within one-half mile of all neighborhoods. Locate in conjunction with other civic uses if possible.	NEAC. Recreation and Parks.
Consider expansion of Howard Recreation Center.	NEAC. Recreation and Parks.
Consider the designation of a Northeast Area Commission member to serve as the point person on education related issues.	NEAC.
Encourage local agencies to develop proposals for the Columbus Public Schools whereby space be utilized within schools for partnerships with agencies to provide social, medical, and recreational services to the children of the Columbus Public Schools.	NEAC. Local non-profit agencies.

Recommendation	Notes/Resources
Work with the Columbus Health Department and private sector health providers to study health care facility and service needs for the Northeast Area, particularly the area south of Agler Road to the west of Alum Creek.	NEAC. Local non-profit agencies.
Establish a branch of the Columbus Metropolitan Library, preferably at the proposed Agler Cassady Mixed-Use Center.	NEAC. Columbus Metropolitan Library.
Pursue the development of a U.S. Post Office branch, preferably at the Agler Cassady Mixed-Use Center.	NEAC. Private developers.
Monitor condition and adequacy of existing fire and police facilities to ensure they continue to adequately serve the Northeast Area.	Public Safety.
Consider the inclusion of a walking path at Mifflin Park.	NEAC. Recreation and Parks.
Consider the incorporation of community garden spaces into neighborhood parks.	NEAC. Recreation and Parks.
Economic Development Element	
Provide incentives for job growth in the Northeast area consistent with the Land Use, Urban Design, and other elements from this plan.	Economic Development.
Form a Northeast Area business association to help foster economic development in the community.	NEAC. Northeast Area business community.
Housing Element	
Local agencies should seek funding in support of housing rehabilitation for local residents.	Local non-profit agencies.
The city should consider partnering with Franklin County and/or other agencies to foster residential development in township areas that is consistent with the Land Use and Urban Design Plans.	Housing Division. Franklin County. Local non-profit agencies.
Natural Resources and Open Space Element	
Acquire land and/or easements along Alum Creek and/or its tributaries for city parkland/greenway.	Recreation and Parks.
City of Columbus should consider the development of a tree preservation ordinance.	Planning Division. Recreation and Parks. City "Green Team".
Increase canoe access to Alum Creek.	Friends of Alum Creek. NEAC. Recreation and Parks. Franklin County Greenways.
Coordinate natural and cultural heritage signage on Alum Creek Trail.	Friends of Alum Creek. NEAC. Recreation and Parks. Franklin County Greenways.
Name tributaries of Alum Creek.	Friends of Alum Creek. NEAC. Recreation and Parks. Franklin County Greenways.
Celebrate the Underground Railroad along Alum Creek.	Friends of Alum Creek. NEAC. Franklin County Greenways.

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