



I-670 Corridor Development Plan

January 1989

City of Columbus

Dana G. Rinehart, *Mayor*

Department of Trade and Development

Jane A. Schoedinger, *Director*

Planning Office

Stephen R. McClary, *Administrator*

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Mayor Dana G. Rinehart

Development Department

Jane A. Schoedinger, Director

Planning Division

Stephen R. McClary, Administrator

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Adopted by Columbus City Council, January 30, 1989

Legislative Authority

ORD. No. 40-89 - To adopt the I-670 Corridor Development Plan as an official plan of the City of Columbus to guide public and private improvement and economic development in the I-670 Corridor.

WHEREAS, City Council by Ordinance No. 1891-86 designated the I-670 Corridor Development Corporation as the City's agent to promote, support and coordinate projects for clearance, planning and development of the I-670 Corridor Area; and

WHEREAS, the mission of the I-670 Corridor Development Corporation is to generate the greatest possible benefits to the people of Columbus by means of increased economic development within the I-670 Corridor, and

WHEREAS, economic benefits to the people of Columbus will include: increased employment opportunities, expanded tax base, improved neighborhoods, added private investment, and enhanced business opportunities for minorities; and

WHEREAS, the I-670 Corridor Development Corporation has adopted the 1670 Corridor Development Plan to guide economic development in the corridor in order to maximize employment opportunities to enhance corridor neighborhoods, and to provide a continuous "green belt" image along the freeway; and

WHEREAS, the purpose of the plan is twofold; (1) to provide a guide for those who wish to invest in the corridor; and (2) to provide a guide for community evaluation of investment proposals; and

WHEREAS, the I-670 Corridor Development Plan has undergone a community review process involving neighborhood representatives, conducted by the I-670 Board of Trustees, Plan Review Committee; and

WHEREAS, the T-670 Corridor Development Plan has been reviewed by implementing city divisions; and

WHEREAS, after public notice published in the City Bulletin, the I-670 Corridor Development Plan was presented at a public hearing held on October 27, 1988, before the Development Commission which approved said plan; now, therefore

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBUS:

SECTION 1. That the I-670 Corridor Development Plan be and hereby is adopted as a guide for public and private improvement and economic development within the I-670 Corridor Area.

SECTION 2. That all departments and divisions of the City administration are hereby authorized and directed to use the 1670 Corridor Development Plan in reviewing project proposals within said Corridor or without but affecting said Corridor.

SECTION 3. That copies of the I-670 Corridor Development Plan shall be kept on file in the Development Department Development Regulation Division.

SECTION 4. That this ordinance shall take effect and be in force from and after the earliest period provided by law.

Passed January 30, 1989

JERRY HAMMOND,
President of Council

Approved January 31, 1989

DANA G. RINEHART, Mayor

Attest:

TIMOTHY McSWEENEY, City Clerk

Columbus City Council Jerry Hammond, President Ben Espy Thomas L. Kaplin John P. Kennedy Cynthia Lazarus
M.D. Portman Arlene Shoemaker

Columbus Development Commission Clifford Cloud, Chairman Sherry Buk Tom Devoe Deborah C. Edsall Larry J.
Fox John Spencer Jane B. Young

I-670 Corridor Development Corporation

This report has been prepared for the I-670 Corridor Development Corporation by the Columbus Planning Division. It is intended as a reference document to assist in the planning activities of the Corporation and community over an extended period of time. If there are any questions regarding the accuracy or interpretation of the information in the report, please contact the Planning Division, 99 N. Front Street, Columbus, Ohio, 43215, or call (614) 645-8502.

Executive Director Stephen D. Cheek

Board of Trustees

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LETTER OF INTRODUCTION FROM THE I-670 PRESIDENT

It is with great pleasure the I-670 Corridor Development Corporation and its Board of Trustees present the I-670 Corridor Development Plan. We view the corridor area as a major Columbus asset. Thus, the orderly development of this area must remain high on this community's list of priorities.

The I-670 Corridor Development Plan, completed in full cooperation with the Columbus Development Department, was adopted by Columbus City Council in January, 1989, as the city's official plan for the corridor. Designed to drive development within the area, the plan outlines not only minority involvement but also the desired development and aesthetic standards necessary to create a "greenbelt" gateway entrance from our expanded airport.

I would like to take this opportunity to thank Mayor Dana Rinehart, his administration, and Columbus City Council for their ongoing support of the I-670 project. With their continued assistance, I-670 will succeed. On behalf of the I-670 Board of Trustees, I hope you will find this plan beneficial and informative.

Edward H. Jennings, President

I-670 Corridor Development Corporation

I-670 Corridor Development Corporation Development Policy

It is the role of the I-670 Corridor Development Corporation (I-670 CDC) to insure an orderly, sensible pattern of growth and development within the I-670 Corridor. The following plan is an integral part of that order and direction. Development guidelines assure neighborhoods and developers alike that the physical environment will be pleasing. The identification of prime development sites aids in the marketing of the corridor and assists developers in locating appropriate sites for their projects.

The I-670 CDC formulated the I-670 plan under a mandate from the Mayor and City Council. The mandate directs the corporation to guide economic development in the corridor to insure maximum benefits to and participation by the residents of the minority neighborhoods impacted by the freeway. This mandate is reflected in the following mission statement of the corporation.

Mission

The mission and responsibility of the corridor I-670 CDC is to generate the greatest possible benefits to the people of Columbus by means of increased economic development within the I-670 Corridor. Increased benefits shall focus upon, and include, increased employment opportunities, increased tax base, improved neighborhoods, generation of private investment, and assist in the development of business opportunities for minorities, through the increased economic development of the I-670 Corridor.

Policy

- I. Through legislation, the Corporation is to become the lead agent of the City of Columbus in the planning and implementation of economic development within the corridor.
- II. Through its powers, the Corporation is to manifest its involvement in corridor development through the provision of recommendations and comments on proposed developments within the
- III. Through its actions, the Corporation is to provide economic incentives for the benefit of those who contribute to economic improvement and economic participation within the I-670 Corridor, and the orderly development of the corridor, which may include de novo development by the I-670 Corridor Development Corporation itself.

While the long range economic and aesthetic benefits of the development of the I-670 Corridor will inure to both citizens who live within the Corridor and the total community as well, the disruption, inconvenience, and necessary relocation resulting from the project has had the greatest affect on our community's minority citizens. Accordingly, in the establishment of minority participation goals, such facts have been taken into consideration.

The mission/policy of the I-670 CDC and one of its major responsibilities is to assure the inclusion of minor)" ties in a fair and equitable manner in all phases of development within the I-670 corridor. The I-670 CDC hereby adopts the following goals.

- To assure 35% minority employment in all new jobs generated as a result of increased development.
- To utilize minority businesses in 35% of all dollars expended for construction within the I-670 Corridor.
- To assure 20% minority ownership in all development projects within the corridor.
- In instances where the development project is privately held, the developer or contracting company will be required to provide an affirmative action plan in line with the above stated goals.

The I-670 Corridor is located in the Columbus Jobs Zone. The Jobs Zone designation offers, among other items, negotiated tax abatement, tax credits for day care costs and employee training, and other utility-related incentives. This assistance is available, on a negotiated basis, depending on the proposal.

Development proposals that address the above minority participation goals in a significant way will be strongly supported by the I-670 CDC and the City of Columbus. Conversely, development proposals that do not meet these goals may not be recommended for city incentives.

Acknowledgements

The I-670 Corridor Development Plan is a product of a planning process that began in the early 1950's and continues today. The bibliography contains the fifteen documents upon which much of the plan is based. In addition, special thanks and acknowledgement are due the following contributors for their invaluable research, planning insight, review and recommendations.

- The I-670 Corridor Development Corporation and staff, for their guidance and review.
- The Ohio State University School of Architecture and Department of City and Regional Planning for their contributions toward development objectives and land use recommendations in the corridor.
- Coke Harpham, Inc., for their early analysis of the study area and preliminary identification of potential development sites.
- The people of the I-670 corridor, for their insights and review.
- The many agencies of the City of Columbus, especially the Division of Engineering and Construction for their assistance with information regarding the I-670 freeway.

Executive Summary

In order to provide a framework linking the development plan to the I-670 Corridor Development Corporation's mission and mandated policy, the following development goals and policies have been formulated.

Development Goals

- To create a positive city image through well designed, high quality development.
- To increase jobs and generate tax revenues through new development.
- To assist in the development of business opportunities for minorities.
- To generate private investment in the I-670 corridor.
- To improve corridor neighborhoods through increased, well-planned economic opportunities.
- To aid in the redevelopment of deteriorated areas.
- To aid in the elimination of incompatible land uses.

Development Policies

In light of the previously identified goals and the relationship of the I-670 freeway to the I-670 corridor, the following development policies have been prepared. These policies provide a framework for evaluating development proposals and for encouraging new development.

- Whenever possible, development activity that generates jobs or provides opportunities for minority ownership shall be targeted for the corridor.
- Development standards shall be encouraged for a new development or redevelopment within the corridor. If zoning changes, zoning clearance adjustments or variance procedures are required for a specific development, the development standards shall be tailored to and incorporated into a limitation text for the new development.
- The unique location of the corridor between the airport and the downtown, the availability of a labor pool, and the availability of infrastructure shall be used to encourage new development within the corridor.

Development Objectives

The development of the I-670 Corridor presents Columbus with an excellent opportunity to enhance the physical environment of the corridor neighborhoods for their residents, while creating a unique "green belt" image that these uses foster should be extended to the entire freeway corridor, resulting in a continuous "green belt" between the airport and the C.B.D. Professionally landscaped medians and freeway right-of-ways are essential. Office parks, light industrial parks and highways uses should all be oriented and landscaped to further enhance the image. With improved roadway access to the neighborhoods and the planned "green belt," development potential for the corridor is greatly enhanced.

Downtown Sub Area:

With the Ohio Center already well established, and the construction of additional convention center facilities imminent, it is recommended that the southern portion of the Downtown Sub Area be developed into convention-support facilities. Hotels, night clubs, parking facilities and related activities would be an asset to the area as well as providing jobs. Vacant sites north of I-670 are well suited to industrial development. Appropriate industrial uses could create jobs for many of the area's residents.

Mid-Corridor Sub Area:

The primary goal of Mid-Corridor redevelopment is the creation of new jobs. Therefore, it is crucial to target industries for this area that will provide jobs for Mid-Corridor area residents as well as for other residents of the Columbus metropolitan area. It is recommended that certain prime sites with good visibility from I-670 be consolidated for a large, landscaped industrial park. It is anticipated that additional development will occur, to service the needs of this industrial park. Due to problems of image, access and lack of facilities, the growth potential of the Mid-Corridor is limited without the provision of public sector incentives for private sector redevelopment.

Airport Sub Area:

The prime development objective of the Airport Sub Area is to create a "Gateway" to the City of Columbus that will be remembered by business people traveling to the area. High quality office and commercial uses are recommended, with development standards tailored to create an executive park appearance. The presence of Alum Creek is seen as an attribute in the coordination of the green belt concept with the high quality "built" environment. The opportunity exists for the development of executive offices wishing to create a strong corporate image. With high visibility from I-670, travelers (air and auto alike) will associate businesses located in this Sub Area with the "Gateway" image.

Development Guidelines

Standards based on development guidelines are necessary to insure that development objectives are met. The plan provides development guidelines intended as a basis for the determination of development standards for particular sites as development occurs. These guidelines can be used by the I-670 Corridor Development Corporation in their review of development proposals. Once the plan is adopted by City Council, the guidelines can be used as a basis for determining development standards for proposals requiring rezonings, zoning adjustments or variances. In addition, the plan and development guidelines can be used as the basis for the adoption by City Council of a planning overlay designed to provide performance criteria (qualitative in nature) and/or development standards (quantitative in nature) for a designated portion of the corridor. The area so designated must be reasonably related to the development objectives of the plan.

Public Incentives/ Columbus Jobs Zone

Most of the I-670 Mid-Corridor lies within the Columbus Jobs Zone, providing businesses who meet established criteria the opportunity to secure financial assistance to establish, expand or renovate a facility there. In addition, there are several major forms of federal, state and local assistance that may be available, including Community Development Block Grant (CDBG) funds, Economic Development Administration (EDA) funds, job training programs, local Business Development funds, and Neighborhood Commercial Revitalization funds.

Targeted Industries

Building upon previous industry analysis done by Robert J. Harmon and Associates in 1978, seven industry groups emerge as industries both likely to locate within the Corridor and desirable in terms of meeting planning goals. The seven -- Printing, Instruments, Special Trade Contractors, Trucking and Warehousing, Wholesale Trade, Business Services, and Miscellaneous Repair Services -would all find the centrality of the Corridor location ideal. With the exception of special trade contractors, all have exhibited strong growth patterns in recent years. All are relatively labor intensive and some could provide excellent opportunities for venture or minority business development. Most of the identified industries can function without extremely high capital investments and all scored high on availability of jobs paying average to better than average wages. In addition, all the industries scored well on potentially significant linkages, either to the market or existing businesses/industries in the area.

I-670 Business Association

An I-670 Corridor Business Association was formed in 1987, in part to address problem areas within the corridor that contribute to negative perceptions (the identification of aging or inadequate infrastructure, dumping and littering, crime). It is anticipated that the business association will become a strong resource in the ongoing development of the corridor. The group is in an excellent position to provide input to both the I-670 Corridor Development Corporation and the City of Columbus in their efforts to guide area growth and provide services to the community. The group could also disseminate information back to the community.

Introduction

Early Planning

Since the early 1950's population growth and development in northeast Columbus and Franklin County have been clear signs that substantial transportation linkages to the central city would be required. Planning for the proposed I-670 extension began in 1951. Studies conducted at that time suggested that Leonard Avenue be improved as a major thoroughfare. In 1957 the Columbus City Planning Commission's Annual Report proposed an expressway between 1-71 and the Airport along 17th Avenue.

During the late 1960's and early 1970's, local officials began to re-examine the impacts associated with constructing a freeway through the densely populated areas near 17th Avenue. In their study of other areas, they discovered that the railroads had removed a large number of tracks from their right-of-way between the Fort Hayes Interchange and Nelson Road. Further study indicated that the remaining tracks and a freeway could be located there with minimal impacts on residential communities. What followed was the proposal to construct I-670 as a substitute for the 17th Avenue freeway, including strategically placed interchanges to improve access to the neighborhoods adjacent to the new freeway.

In early 1976, the City initiated additional studies to determine the social, economic and environmental impacts of I-670. Various alternative locations were considered and compared to a "no-build" scenario, resulting in a preferred, conceptual alignment in 1980 for the proposed freeway. Work continued on the project and the federally required Environmental Impact Statement for I-670 was submitted in April 1981.

Recognizing that the construction of I-670 would exact social, economic and environmental costs from the residents and businesses along the corridor, the Mayor created two I-670 Task Forces in 1981. The I-670 Relocation Task Force addressed the City commitment to provide maximum assistance to families and businesses affected by the freeway. The I-670 Economic Development Task Force addressed the economic development of the corridor to insure maximum benefits to and participation by neighborhood residents and businesses.

Four goals were adopted by the Economic Development Task Force in 1981:

1. Increase the economic vitality of the Columbus inner city by insuring access to new I-670 jobs for inner city residents and by further developing the Mt. Vernon-Long Street neighborhood.
2. Maximize existing and new minority participation in the economic development of the I-670 corridor.
3. Maximize the use of Federal grants and all available resources to develop and implement the conceptual I-670 corridor development plan.
4. Develop an implementation process to carry out I-670 Economic Development Goals and Objectives.

I-670 Corridor Development Corporation

To further Goal #2, the Economic Development Task Force recommended that a minority controlled corporate development structure be formed to prepare and coordinate implementation of a plan for the 1~70 corridor. In March 1984, the 1~70 Corridor Development Corporation was established as a non-profit tax exempt entity, and began the planning process. On July 23, 1986 City Council passed legislation Designating the I-670 Corridor Development Corporation as an agent and instrumentality of the City of Columbus to promote, support and coordinate the operation of projects for clearance, planning and development of the 1670 Corridor Area within its territorial Jurisdiction and authorizing the execution of an Agreement to facilitate the same.

Policy Position Statement of the I-670 Corridor Development Corporation

The I-670 Corridor Development Corporation (I-670 CDC) was created to insure an orderly, sensible pattern of growth and development within the I-670 corridor.

Mission

The mission and responsibility of the I-670 CDC is to generate the greatest possible benefits to the people of Columbus by means of increased economic development within the I-670 Corridor. Increased benefits shall focus upon, and include, increased employment opportunities, increased tax base, improved neighborhoods, generation of private investment, and assist in the development of business opportunities for minorities, through the increased economic development of the I-670 Corridor.

Policy

1. Through legislation, the Corporation is to become the lead agent of the City of Columbus in the planning and implementation of economic developments within the corridor.
2. Through its powers, the Corporation is to manifest its involvement in corridor development through the provision of recommendations and comments on proposed developments within the corridor.
3. Through its actions, the Corporation is to provide economic incentives for the benefit of those who contribute to economic improvement and economic participation within the I-670 Corridor, and the orderly development of the corridor, which may include de nova development by the I-670 Corridor Development Corporation itself.

Planning Area

The I-670 Corridor is defined as the physical impact area one mile wide on each side of I-670 within which construction of transportation facilities will have a direct impact on land and people. In general, planning area boundaries follow High Street north from Broad to Seventeenth Avenue, Seventeenth Avenue east on a line to Cassady Avenue, Cassady Avenue north to Agler Road, Agler Road east to Hamilton Road, Hamilton Road south to the Conrail Tracks south of Fifth Avenue, the railroad tracks west to James Road, James Road south to Broad Street, and Broad Street west to High Street.

The Development Plan

The completion of I-670, linking the Columbus central business district with Port Columbus International Airport, will open a previously isolated area of the City 10 tremendous development potential. In its capacity as lead agency for the planning and implementation of economic developments within the corridor, the Corporation has determined that a comprehensive development plan is needed. The planning purpose is twofold: (1) to provide a guide for those who wish to invest adjacent to the freeway; and (2) to provide a guide for community evaluation of investment proposals. The Plan, based upon prior efforts conducted in the area, comprehensively summarizes and presents relevant development - related information.

Recognizing that development proposals will be a result of private market forces, the plan provides policies and standards for the corridor that permit flexibility of land use. Plan development guidelines are designed to eliminate negative impacts on adjacent corridor neighborhoods and to create a positive visual image from I-670.

Study Area Analysis

1. Columbus, because of its diverse economy, is one of the most prosperous cities in the northeast United States. Its central location, excellent transportation facilities, stable economy, productive workforce and generally positive quality of life make it a likely candidate for future growth and development.
2. The I-670 freeway, because of its unique location as a connector between the airport and the downtown, is in an excellent position to attract new development along its corridor. In addition, the interstate, new interchanges and secondary road improvements associated with I-670 will ease traffic congestion in the corridor neighborhoods and provide improved access to residential areas, existing businesses and new development sites.
3. Compared to Franklin County and the City of Columbus, the I-670 corridor is more densely populated, has more housing stock built before 1940, houses more renters as a percentage of total residents, and has lower median family and household incomes. Also, the corridor is faced with deteriorating infrastructure in many of its neighborhoods. In addition, corridor residents are employed to a greater extent than the County as a whole in occupational classifications that are typically associated with lower paying jobs.
4. In general, the Airport Sub Area demographics closely resembles Franklin County's, while the Downtown and Mid-Corridor Sub Area contain older neighborhoods, more subsidized housing units, fewer homeowners, and residents with lower incomes and higher unemployment rates.
5. The I-670 corridor contains many of the land uses and zoning patterns found throughout the urban area, including manufacturing uses, commercial uses and varying densities of residential development. In general, zoning reflects 1987 land use in the corridor.
6. There are seventeen established neighborhoods in the I-670 Corridor, ranging from the older neighborhoods of the downtown and near east side to the newer developments in the northeast section of the corridor. Neighborhood characteristics vary greatly. In fourteen of the neighborhoods, the majority of the residents are black. Median family incomes are lower than Franklin County's in sixteen of the seventeen neighborhoods. Extensive housing rehabilitation programs have been committed to several of the corridor neighborhoods.

7. The study area is well served by police, fire and public school facilities. There are various parks and recreational facilities throughout the corridor. In addition, a bike path is being built as part of the I-670 interstate project.
8. Most of the potential development sites within the corridor are adequately serviced by water and sewer lines. In the older areas, sewer separation projects are complete or underway. According to the City's Water Division, there is a sufficient water supply to sustain future development in the corridor.
9. A survey of 160 corridor businesses in 1986 verified the potential for significant economic development. Over one quarter of the firms anticipated plant and employment expansion within the following two years. The I-670 Corridor Business Association has been formed to address concerns unique to the area.
10. The Alum Creek flood plain and floodway, Port Columbus aircraft noise, and corridor terrain and soil characteristics may impose possible development constraints in some areas of the corridor.
11. There are numerous capital improvements projects slated for 1987-1992 in the corridor planning area, including street rehabilitation, fire facility renovations, traffic signal installations and computerization, sewer separation projects, and street lighting projects. In addition, physical needs for the area have been identified through a process utilizing community and city agency input.

The Development Strategy

The Corridor

This section presents development objectives, detailed site analyses, and development standards for new development, consistent with goals and policies of the I-670 Corridor Development Corporation.

Corridor Development Goals

- to create a positive city image through well designed, high quality development
- to increase jobs and generate tax revenues through new development
- to assist in the development of business opportunities for minorities
- to generate private investment in the I-670 corridor
- to improve corridor neighborhoods through increased, well-planned economic opportunities economic opportunities
- to aid in the redevelopment of deteriorated areas
- to aid in the elimination of incompatible land uses

Corridor Development Policies

In light of the previously identified goals and the relationship of the I-670 freeway to the I-670 corridor, the following I-670 corridor development policies have been prepared. These policies provide a framework for evaluating development proposals and for encouraging new development.

- Whenever possible, development activity that generates jobs or provides opportunities for minority ownership shall be targeted for the corridor.
- Proposals for new development or redevelopment within the corridor shall be evaluated in terms of development guidelines. If zoning changes, zoning clearance adjustments or variance procedures are required for a specific development, development standards based on these guidelines shall be tailored to and incorporated into a limitation text for the new development.
- The unique location of the corridor between the airport and the downtown, the availability of a labor pool, and the availability of infrastructure shall be used to encourage new development within the corridor.

Development Objectives

The development of the I-670 Corridor presents Columbus with an excellent opportunity to enhance the physical environment of the corridor neighborhoods for their residents while creating a unique "green belt" entry to the downtown. Landscaped bicycle paths and public recreation spaces are planned for neighborhood use. The "green belt" image that these uses foster should be extended to the entire freeway corridor, resulting in a continuous "green belt" between the airport and the downtown.

Professionally landscaped medians and freeway right-of-ways are essential. Office parks, light industrial parks and highway uses should all be oriented and landscaped to further enhance the image. With improved roadway access to the neighborhoods and the planned "green belt", development potential for the corridor is greatly enhanced.

Development Guidelines

Guidelines are necessary to insure that development objectives are met. The development strategy for I-670 does not involve determining land uses for each site within the corridor. Instead, it recommends criteria to be considered by any use locating there, depending on proximity to and visibility from the freeway and neighboring uses. Development guidelines stimulate land use that is both aesthetic and efficient. They assure developers and investors of consistency and quality along I-670 and within the corridor area.

The guidelines apply to all new development throughout the corridor. Issues of building orientation, landscaping, buffering and screening from neighboring uses enhance the image of an area and stimulate investment. In general, however, the proposed standards are more intensive with proximity to the freeway, due to the availability of large tracts of undeveloped land and the increased opportunities for site development that the freeway provides. In addition, with increased visibility from the freeway comes a need for a more diligent consideration of architectural design, building orientation and siting, site plan design exterior lighting, signage and landscaping, to insure that development objectives are met.

The following guidelines address some of the concerns of the physical environment along the I-670 corridor. They will assist developers in site planning and will also provide the I-670 Corporation with basic criteria by which to evaluate development proposals. It is intended that these considerations serve merely as guidelines for the purpose of establishing an attractive and pleasant environment along the I-670 corridor. These guidelines are neither all encompassing nor complete. They also are not site specific and in general are applicable either to the freeway (Freeway Corridor) or to those properties within 1,000 feet of the freeway. Specific criteria for individual sites should be developed as needed.

Freeway Corridor

- When possible, the roadway should be at a different elevation than adjacent land. This objective can be met either through roadbed design or off-site considerations. When an elevation change is not possible, landscaping and/or gentle mounding (1:8) should be used. This will help maintain a sense of place, scale, and enclosure, provide a foreground necessary to establish a sense of distance, and provide visual and noise buffering from adjacent neighborhoods.
- Visual separations can occur within the median areas. Mounding and bushes can be used to reduce scale and inhibit glare.
- Approaches to ramps and elevated portions of the roadway should be landscaped to soften the transition and control vistas.
- The mechanics of interchanges and underpasses should be softened by the use of landscaping.
- Forms of visual interest, such as non-obtrusive sculpture that meets safety standards, could be incorporated within the circular on-ramp to 1-71 and the circular off-ramp to the airport. Other areas of right-of-way, specifically at the airport interchange, offers the opportunity for placement of memorable elements.
- The color of metal signposts, light fixtures, guardrails and overpass sub-structure should be considered.
- Structural noise barriers should blend with the terrain and should be considered in conjunction with landscaping.
- Guardrails, concrete parapets and landscaping should not obstruct the best views. However, in all cases, guardrails must be installed in accordance with safety regulations.
- Enhance, do not ignore or hoe, natural features such as rock out-cropping, wooded stream areas, or even elements of historical relevance.
- Appropriate right-of-way planting is important as a means of screening unsightly views and framing desirable vistas. It is also useful in dust control, noise abatement, the provision of windbreaks, and the prevention of headlight glare. Interesting vistas should not be screened.
- Consider landscaping at bends to secure adequate foreground and enframement or terminus of views.
- Limit plantings to drifts and large clusters. Pleasantly swelling ground planes and strong tree masses are more effective than scattered smaller plantings.
- Screen fence line where views would allow fence to be read against the sky.
- Landscaping should be considered behind freeway signs to soften the impact of the sign, especially when contrasted against the sky.
- Railroad tracks should be screened from view, either by grade, mounding, or low landscaping. Selected vistas should offer interest.
- Freeway vistas are important and the distance by which they exert influence should be realized. Review of development proposals should take these long views into consideration.
- Rights-of-way and development sites at interchanges should express the "greenbelt" theme. Open space and landscaping are encouraged along the frontages. Additional landscaping end setback requirements may be needed.

Uses

- In those cases where transitional zoning is not possible, means must be provided to minimize objectionable elements. Potential treatments are, but not limited to, landscaped screening, fences and walls, additional setback, building orientation, bulk and height limitations, restrictions on hours of operations, limitations on size of operation, and limitations on truck and service traffic.
- All primary site intensive uses or uses that require a high proportionate use of outdoor storage or operations, such as junk yards, lumber yards, car dealerships, cement product manufacturing, and any type of storage yards, are not considered desirable uses along this corridor. If they are to occur, emphasis should be placed on setback and adequate screening.

Signage

- The height of all signage shall comply with the provisions of the Columbus Graphics Code. No high-rise signs exceeding 35 feet shall be permitted. All ground signs should not exceed 20 feet unless they would be allowed under current code requirements.
- No off-premise graphics are to be permitted.
- No roof-mounted graphics shall be allowed.
- Large wall graphics may be allowed, conditional upon design.
- High quality, corporate image graphics shall be encouraged.

Lighting

- The emission of light shall be contained within the boundaries of one's site.
- Lighting levels should only be as great as minimum standards dictate.
- The height of any light source shall not exceed 28 feet.
- All floodlighting should be directed internally.
- Floodlighting entire buildings is discouraged, but accent lighting is encouraged.
- Down-lighting through the use of cut-off fixtures is encouraged, especially in the Airport Sub Area where lighting may affect airport operations.
- The direct light source of wall-mounted fixtures should not be detected from off the property.
- All light poles and standards shall be medium to dark value in color.
- All lighting should be appropriate to the building, use, and its surroundings in terms of style, scale, and intensity of illumination.
- Lighting sources shall be shielded or so arranged as not to constitute a nuisance to the occupants of the site or neighboring areas.

Utilities

- All external and internal site utilities should be located underground.
- All above ground equipment, such as transformers, pump stations, junction boxes, etc., should be dark in color and screened with landscaping.

Structures

- A building in its entirety, should maintain the same architectural treatment and character. All additions, alterations and accessory buildings should be compatible with the principal structure in design and materials. When possible, accessory buildings should be clustered.
- Primary colors shall consist of warm hues, such as earth tones, within the medium value range.
- The design and use of materials connoting "Hi-Tech" qualities, such as cold colors, hard edges and surfaces, and/or large amounts of reflective materials, or stark contrasts, is not in keeping with the warm natural character desired and should be discouraged or diminished.
- Any building with the top finished floor elevation less than the adjacent ramp or I-670 roadway shall have pitched roofs (greater than 5/12). The color should be in the medium value range. In general, low gable, shed-vaulted, domed, free-form, A-frame, and geometric shape roofs are deemed inappropriate.
- Any mechanical equipment, support systems, or other non-building appurtenances should be screened from view and/or de-emphasized. If on the ground a screened by means of a fence or plant material, or housed in a structure that is in harmony with the surroundings and the architecture of the principal building. If attached to the side or roof should be kept as low as possible and covered or painted to blend with the background.
- Satellite dishes should be of the wire-mesh type of subdued or natural colors no greater than 9 feet in diameter and no higher than 10 feet from grade. There should be no dishes in the front yard and there should be a 25 foot setback. They should be totally screened from view. Roof top dishes may be permitted if they are screened and not visible from the freeway.
- Large bland walls should not be oriented towards the freeway. Efforts should be made to reduce the scale of expansive wall area. Unless otherwise identified, "elongated or exaggerated proportions of unbroken wall areas are discouraged.
- Loading areas, dumpsters and outside storage shall be screened from public view by structures and/or landscaping.
- A building's main entrance or architecturally significant facade should front on an open space or focus zone.

Site Development

- A site shall be well suited for a development's functional needs. Good site design shall require a site of sufficient size and orientation to efficiently and safely accommodate a development's functional needs as well as satisfying the community's desire for landscaping, screening, and open space.
- Open space requirement. 25% of any lot shall be maintained in some form of pervious condition, with vegetation (such as grasses, woods, planting beds, etc.)
- Large areas of impervious treatment are discouraged and should not exceed the area necessary to provide functional efficiency. Parking areas should be divided into individually landscaped lots not to exceed 25,000 square feet.
- When possible, individual sites are encouraged to develop site plans (access and circulation, parking, utility location, service areas, screening and open space areas, storm water management, building orientation, etc.) in context and coordination with neighboring sites. Bonuses may be given to coordinated and shared functions among developments.
- The "green-belt" theme should blend into development sites. Open space and intense landscaping should occur along the freeway side of the lot.
- Preservation of existing vegetation is encouraged. All healthy trees greater than 10 inches in diameter shall be maintained whenever possible, or replaced at a rate of one new tree, minimum three inch caliper, for every three trees greater than 10 inch caliper removed.
- A general tree planting program, exclusive of any screening or parking lot requirements, but inclusive of existing trees, is required at a rate of one tree, minimum three inch caliper, for every 12,000 square feet of lot coverage (impervious area, i.e. buildings, parking and circulation, outside storage lots, etc.).
- Any fencing should be dark, natural tones of color and done in conjunction with landscaping.
- Additional open space and landscaping should be incorporated around major entrances to the site.
- Landscaping should be varied and interesting as well as functional. It can be a valuable tool to establish scale and distance, focusing and controlling views, and adding texture and variety to the environment. Mounding is also useful but should appear gentle and natural and not abrupt or linear. Plantings should always be used with mounding.

In addition, several elements are best addressed on an individual site basis or as specific standards are developed for an overlay district. Such things considered should be:

- respect and treatment of site characteristics, water management and native environmental features;
- compatibility with the existing environment;
- compatibility of the proposal to the site;
- respect of topographical features;
- external and internal circulation and access;
- site layout including functional patterns;
- appropriate setbacks;
- building orientation;
- building mass in terms of bulk, height and setback;
- building height with relationship to freeway, topography and neighboring structures; and
- building design and the use of materials, color, details, lighting, landscaping and signage.

Landscaping

As previously stated, landscaping becomes an important part of the environmental design and the ultimate enjoyment of the I-670 "green belt" corridor concept. To assure continuity and quality results, a landscape architect should be retained to develop a landscaping plan for the freeway and to assist in the review of segments as they are developed. This same perspective should be applied to the review of individual development site plans.

The following illustrations indicate generalized areas for landscaping treatment. Specific types of treatment are not identified; however, a variety of plantings including grasses and wildflowers should be used. As indicated, landscaping needs most frequently occur at freeway bends, interchanges, and changing elevations although some screening and view enframent plantings are shown. Also included are notes generalizing the character and considerations of each of the subareas along the corridor.

Downtown Sub Area

- consideration to freeway lighting, shadows, and under decks
- landscaping needed to maintain “greenbelt” image; especially important as entering urban environment
- landscaped portal necessary as freeway meets Ohio Center parking
- strong sense of urban environment by such sites as Ross Labs and Jeffrey Manufacturing
- interchange of I-71 and I-670 will connote circulation activity; freeway depressed; landscaping should help simplify and contain circulation
- opportunity for extensive landscaping in interchange area
- landscaping will contain and direct views; as well as soften physical impacts of multi-layered circulation

Mid-Corridor Sub Area

- mid-corridor area should present sense of openness, yet should be [landscaped to maintain “greenbelt” image
- intense linear landscaping along the south edge; more selective enframement landscaping to the north
- presence of uses to the south should be minimized; large scale industrial uses to the north will have greater impact; siting will be important - orientations should be towards the freeway
- railroad storage yards should be screened
- exposure to railroad tracks; should not be excessive nor completely eliminated; ensure view off overpass
- consider freeway area between Sunbury Rd. and Taylor Ave. as a landscaped passageway; play area down
- unique transitional sites north and south between relocated Leonard Ave. and railroad tracks; potential visual landmark site

Airport Sub Area

- sense of activity node at a airport interchange
- building presence; impressions formed by architecture
- landscaping used to frame and enhance these impressions
- high quality development
- terminal focal point of airport - downtown connector; opportunity to create memorable image
- Ohio Dominican College serves as a landmark - ensure its presence
- some framing and directional planting may be desirable, although a sense of openness should be maintained
- preserve native vegetation east of Alum Creek
- develop views and presence of Alum Creek from bridge and roadway to Nelson Rd.
- heavy screening to the west through Alum Creek corridor
- extend intense landscaping along Fifth Ave. to Nelson Rd.
- maintain less intense character between Sunbury Rd. and Nelson Rd. screen uses to
- screen uses to the south

Development Objective and Sites by Sub Area

Development Objectives and Potential Development Sites

The following pages present development objectives and potential development sites by sub area. The sites are outlined by location, current zoning, current land uses, road and rail access (including proximity to I-670), availability of utilities, recommended uses, and required regulatory actions. It should be noted that in many cases, current zoning permits recommended uses. In cases where zoning does not permit recommended uses, it is felt to be premature to recommend zoning changes until actual development for a site is identified. The I-670 Corridor Development Corporation and city staff are committed to expediting all required regulatory changes needed to implement development in conformance with the general recommendations of the plan.

Downtown Sub Area

Development in the downtown continues to flourish. Recent projects include administrative headquarters for insurance and financial institutions, new hotels and office buildings, and new facilities for government and public utilities. In addition, the development activities of Nationwide Insurance Company and the Ohio Center are generally credited with encouraging the revitalization of both North High Street and the area around the North Market. The current perception regarding the northernmost sector of downtown is that it will continue to develop without extraordinary public sector involvement.

The Downtown Sub Area contains approximately one mile of the new I-670, from Third and Fourth Street through the Conrail railyards, to I-71. Ross Laboratories, on Cleveland Avenue south of the proposed I-670 and Jeffrey Mining and Manufacturing to the north, are two of the largest industries in the Sub Area. In addition, Ross Laboratories plans an Italian Village expansion of its present facilities. The Fort Hayes Career Center, Columbus State Community College (formerly CTT), and the Ohio Center are the most notable public uses. Two residential neighborhoods, Italian Village and a portion of Milo-Grogan, are located just north of the new freeway.

City Council has designated the Downtown Columbus Community Improvement Corporation as the planning authority for new development and redevelopment within the innerbelt. That corporation will evaluate proposals regarding Sites F-1 and F-2 in terms of the goals and objectives for downtown development. The I-670 Corridor Development Corporation shares planning jurisdiction for these sites and supports the DCCIC's planning efforts for downtown development.

Development Objectives

With the Ohio Center already well established and the construction of the additional convention center facilities underway, it is recommended that the southern portion of the Downtown Sub Area be developed into convention-support facilities. Hotels, restaurants, night clubs, parking facilities and related activities would be an asset to the area as well as providing jobs. Vacant sites north of I-670 are well suited to industrial development. Appropriate industrial uses (see implementation strategies) could create jobs for many of the area's residents.

There are five potential development sites in the Downtown Sub Area identified in the plan. Map C locates the sites within the corridor, while Map D reflects general land use recommendations (*maps not available in Internet version*).

Downtown Development Sites

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- Site F-1: Bounded by the Ohio Center on the south, High Street on the west, Third Street viaduct on the east, and Swan Street/East Goodale on the north.
 - Size: Approximately 15.5 acres
 - Current Use: The site is owned by the City of Columbus, who has leased it to the Ohio Center for urban development purposes (75 year lease). Currently used as a surface parking lot for the Ohio Center.
 - Zoning: M, Manufacturing
 - Road Access: Direct access from High Street; planned access to I-670 on the east by a pair of ramps; potential access from Swan Street or East Goodale.

- Rail Access: Bordered on the south by the Conrail tracks.
 - Utilities: All water and sewer from High Street.
 - Recommended Uses: It is anticipated that the site will be developed as a mixed use development incorporating convention facilities, offices, entertainment and parking.
 - Required Actions: None required.
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- Site F-2: Bounded on the south by Nationwide Boulevard, on the west by Third Street, on the north by the Conrail tracks right-of-way, and on the east by Fourth Street.
 - Size: Slightly over seven (7) acres
 - Current Use: Temporary surface parking lot, owned by the Chessie Railroad system
 - Zoning: M, Manufacturing.
 - Road Access: From Nationwide Boulevard; direct access to I-670 via Fourth Street.
 - Rail Access: Available along northern boundary.
 - Utilities: All water and sewer from Nationwide Boulevard.
 - Recommended Uses: Short term - parking for convention related facilities. Long term - some combination of multi-level parking, research office park, hotel, entertainment,(3) office/distribution facilities or light industry. (4)
 - Required Actions: None required.
-

- Site F-3: Bounded by Reynolds Avenue on the north,, I-670 connector to 1-71 on the east, First Avenue tracks on the south, and Cleveland Avenue on the west.
 - Size: Approximately 4 acres
 - Current Use: Former bus storage facility; contains a large brick warehouse structure that may be partially demolished for freeway construction.
 - Zoning: M, Manufacturing
 - Road Access: Reynolds Avenue on the north, First Avenue on the south.
 - Rail Access: Conrail tracks on the south.
 - Utilities: All sanitary sewers along Reynolds Avenue provide sewer access.
 - Recommended Uses: Industrial; excellent visibility from I-670.
 - Required Actions: None required.
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- Site F-4: Bounded by I-670 on the north, 1-71 on the east, southern portion of Fort Hayes on the south, and Cleveland Avenue on west.
 - Size: Approximately 28 acres
 - Current Use: The site is owned by the General Services Administration of the Federal Government. The Columbus City Schools and the City of Columbus have been offered the opportunity to purchase the site. Existing structures are barracks associated with the former army use of the site.
 - Zoning: C-4 along Cleveland; AR-1 on the interior.
 - Road Access: From Cleveland Avenue.
 - Rail Access: None.
 - Utilities: All.
 - Recommended Uses: Columbus Public Schools have expressed interest in the site as an alternative high school. City officials are considering the site for various public uses.
 - Required Actions: None required.
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- Site F-5: Bounded by East First Avenue on the north, by the Conrail Railroad tracks on the east, by I-670 on the south and by North Fourth Street on the west.
 - Current Use: Recently purchased by Ross Laboratories, the site has been cleared for future development.
 - Zoning: M, Manufacturing.

- Road Access: From East First Avenue The site has excellent access and visibility from I-670.
 - Rail Access: On the east portion of the site.
 - Utilities: All.
 - Recommended Uses: Ross Laboratories plans to build office and research facilities, a distribution center and a manufacturing facility on the site. Development Standards have been negotiated between the Italian Village Architectural Review Commission and Ross Laboratories, regarding the industry's orientation to the neighborhood.
 - Required Actions: None required. Development standards should be reviewed relative to I-670 design guidelines.
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Mid-Corridor Sub Area

The ongoing non-residential development activity in the Mid-Corridor Sub Area has typically been limited to either rehabilitation of existing buildings or new construction on infill sites cleared by a specific redevelopment project. Partially because the perception of the commercial, industrial real estate market in the vicinity of the sub area neighborhoods (e.g., Triangle, Milo-Grogan, Mt. Vernon) has been that (re) development projects must be planned, there is little or no evidence of private assembly of land in anticipation of "capturing" an increasing speculative value of property (5)

The Mid-Corridor Sub Area contains approximately 2.4 miles of the new 1670, from 1-71 to the Fifth Avenue Interchange at Alum Creek. The sub area also encompasses all or part of the following neighborhoods: South Linden, Milo-Grogan, American Addition, Triangle, Shepard, Brentnell, Eastgate, Atcheson East, Mt. Vernon Plaza, Mt. Vernon South and Garrison Park.

The northern portion of the Mid-Corridor has historically been referred to as "the Panhandle". (6) The area, containing 300-400 acres, is generally bisected by Fifth and Joyce Avenues and is surrounded by the rail lines of Conrail and the Norfolk and Western Railroads. Much of the southern Panhandle is railroad land that will be available for redevelopment after I-670 is completed and the railroad lines are relocated. Most of the non-railroad businesses in the Panhandle are local distributors of products such as furniture and beverages; the larger industries are concentrated along Fifth and Gibbard Avenues. Smaller industrial users (e.g., sheet metal, paving, construction, auto salvage) are common on secondary streets.

The industrial uses of the Panhandle surround the Triangle neighborhood. Many of the older (i.e., pre-1950's) residences in the Triangle may be classified as deteriorating or substandard. (7) Although the dominant zoning in the Panhandle is M (Manufacturing), the Triangle neighborhood was rezoned from M to R-3 (Residential) in 1972. Existing, Non-conforming uses retained an M zoning designation at the request of their owners. (8)

The railroad yards that surround the Panhandle restrict the at-grade street access to and from the area. Historically, Fifth Avenue and Leonard have been the only through streets in the area and have formed a bottleneck at the eastern edge of the area where they merge to go under the railroad tracks. Road improvements associated with I-670 will alleviate this problem. Joyce Avenue will connect with Champion, opening up the area north to south. Leonard Avenue will be relocated to form a major arterial south of I-670, also improving access from the south and improving the intersection of Fifth and relocated Leonard.

The major problem facing the Panhandle is poor image. This perception is caused by several factors, including limited accessibility, the predominance of salvage yards and other industrial uses with outside storage of materials, and the deferred maintenance of several residences in the area. Until recently, there has been little evidence of reinvestment in the Panhandle. However, area businesses are demonstrating their ongoing commitment to the area through the formation of and participation in the I-670 Corridor Business Association, as well as through their individual plans for expansion.

Development Objectives

The primary goal of Mid-Corridor redevelopment is the creation of new jobs. Therefore, it is crucial to target industries for this area that will provide jobs for Mid-Corridor area residents as well as for other residents of the Columbus metropolitan area. It is recommended that certain prime sites with good visibility from I-670 be consolidated for a large, landscaped industrial park. It is anticipated that additional development will occur to service the needs of this industrial park.(9) Due to serious problems of image, access and lack of facilities, the growth potential of the Mid-Corridor is limited without the provision of public sector incentives for private sector redevelopment. These incentives are discussed in detail in the final section of the plan.

There are nineteen potential development sites in the Mid-Corridor Sub Area identified in the plan. Map E locates the sites within the corridor. Map F reflects general land use recommendations and illustrates an access road system designed to service the industrial park planned for the northern edge of the freeway (*maps not available in Internet version*).

Mid-Corridor Development Sites

- Site M-1: Bounded by the Conrail tracks and new I-670 on the south, the alignment of 20th Street (and Site M-2) on the east, C-Pac property on the north and railroad tracks on the west.
 - Size: Approximately 18 acres.
 - Current Use: Conrail's signal communications school and shop is located on the western portion of the site.
 - Zoning: M, Manufacturing.
 - Road Access: No current street frontage; access road from Gibbard along rail lines to the west. Freeway access at I-670/Leonard Avenue interchange or Fifth Avenue/1-71 interchange.
 - Rail Access: Available from the south and west.
 - Utilities: All; network of water and combined sanitary and storm sewer lines serve existing structures.
 - Recommended Uses: That the site be developed as part of a planned industrial park if and when existing Conrail uses are relocated. This site has excellent freeway visibility.
 - Required Actions: Eventual acquisition of site by the I-670 Corridor Development Corporation for inclusion into planned industrial park.

- Site M-2: Located east of Site M-1 (extended 20th Avenue), bounded by the Conrail tracks and new I-670 on the south, the alignment of Joyce Avenue as it rises to bridge I-670 on the east, and the Pepsi Cola Bottling Company and Gee Gee Electric on the north.
 - Size: Approximately 17 acres.
 - Current Use: Land being cleared in preparation for sale (owned by Conrail).
 - Zoning: M, Manufacturing.
 - Road Access: Access from Joyce Avenue to the northeast corner of the site. Planned extension of 20th Street will provide direct access on the west. Freeway access at I-670/ Leonard Avenue interchange or Fifth Avenue/1-71 interchange.
 - Rail Access: Available on the south.
 - Utilities: All service available from Gibbard.
 - Recommended Uses: That the site be developed as part of a planned industrial park. Like M-1, this site has excellent freeway visibility.
 - Required Actions: Acquisition of site by the I-670 Corridor Development Corporation for inclusion into the planned industrial park.

- Site M-3: Bounded by the Conrail tracks and the new I-670 freeway on the south, existing Leonard Avenue (diagonal) and Bassett Avenue on the east, Bliss Street on the north, and the alignment of Joyce Avenue on the west.
 - Size: Approximately 20 acres.
 - Current Uses: Site being cleared for disposition (owned by Conrail).
 - Zoning: M, Manufacturing
 - Road Access: Frontage on Bliss Street and Bassett Avenue; also Joyce Avenue at the northwest corner of the site, providing good access to Fifth Avenue and thus to I-670 and 1-71.
 - Rail Access: Site has existing rail access.
 - Utilities: All; sewer and water along Bliss Street and Bassett Avenue.
 - Recommended Uses: That the site be developed as part of a planned industrial park combining sites M-1, M-2 and M-3; additional recommendations involve designating M-3 as the site for the anchor industry of a distribution center. Freeway visibility is excellent.

- Required Actions: Acquisition of site by the I-670 Corridor Development Corporation for planned industrial park. The vacation of existing Leonard Avenue from the intersection of Bliss and Bassett to the southeast corner of the site.
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- Site M-4: Bounded by the Conrail tracks on the south, Taylor Avenue on the east, existing businesses and portions of Leonard Avenue on the north and west (diagonal).
 - Size: Approximately 6 acres
 - Current Uses: Vacant
 - Zoning: M, Manufacturing
 - Road Access: From Taylor and Leonard Avenues
 - Rail Access: Available
 - Utilities: All water and sewer from Bassett, Taylor and Leonard.
 - Recommended Uses: If Leonard Avenue were vacated southwest of Bliss Avenue, this site could be combined with M-3 for a 26 acre site or added to Sites M-1, M-2 and M-3 for a 60 acre parcel. Uses could include an industrial/light industrial park or a continuation of the planned industrial park. The combination of these sites permits the design of an internal street system and a catalyst development program.
 - Required Actions: Acquisition of the site by the I-670 Corridor Development Corporation; vacation of Leonard Avenue south of Bliss Avenue; demolition of the Leonard Avenue bridge.
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- Site M-5: Bounded by Taylor Avenue on the west, Leonard Avenue on the north, future relocated Leonard Avenue on the east, and new I-670, including a Leonard Avenue ramp, to the south.
 - Size: Approximately 25 acres
 - Current Uses: Approximately 50 separate parcels; numerous small industrial uses together with scattered commercial and residential uses.
 - Zoning: M, Manufacturing
 - Road Access: After I-670, sites accessible from relocated Leonard Avenue and Leonard Avenue, via three feeder streets. Feeder streets are in poor condition, deeply rutted with potholes. Excellent future access to I-670.
 - Rail Access: None
 - Utilities: All; however, expansion of existing industrial uses within the area are hampered by the expense of connecting an 8" water line to the existing Leonard Avenue line, as required by the Division of Fire.
 - Recommended Uses: It is anticipated that redevelopment pressures will occur regarding the residential and smaller industrial commercial uses in this manufacturing area, due to the area's location relative to I-670 and the Leonard Avenue/I-670 interchange. Improved accessibility should afford existing businesses an opportunity to improve their businesses; new commercial and manufacturing concerns would typically be highway-oriented, such as convenience stores, gas stations or restaurants, or smaller businesses oriented toward servicing the needs of larger industrial park. It is highly unlikely that these sites would be packaged into one larger site for single industry development; however, smaller existing industrial concerns may be encouraged to expand.
 - Required Actions: None required.
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- Site M-6: Bounded by I-670 ramp on the south, relocated Leonard Avenue on the west, existing Leonard Avenue on the north, and the Norfolk and Western tracks on the east.
 - Size: Approximately 18 acres.
 - Current Uses: Vacant, undeveloped site owned by the N & W Railroad, Virginia Holding Company.
 - Zoning: M, Manufacturing.
 - Road Access: Inaccessible until relocated Leonard Avenue is complete; at that time, the site will have usable frontage along the northeast side of relocated Leonard Avenue.
 - Rail Access: N&W tracks on an embankment to the east; frontage is limited by grade elevation.
 - Utilities: No gas to the site; electric available; 72" combined sewer divides the site; potential water service from 8" line along Leonard Avenue.

- Recommended Uses: Excellent visibility from end accessibility to I-670; potential uses include light industrial, warehousing, and highway commercial. Curb cuts should be limited to facilitate traffic flow suggesting a single development rather than multiple uses.
 - Required Actions: None required.
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- Site M-7: Bounded by Maryland Avenue on the south, Taylor Avenue on the east, relocated Leonard Avenue on the north, and Champion Avenue on the west.
 - Size: Approximately 13 acres.
 - Current Use: The State of Ohio and S. G. Loewendick and Sons, Inc. owns the site, which is vacant; using site to store demolition debris.
 - Zoning: M-2, Manufacturing.
 - Road Access: Site will have frontage on relocated Leonard Avenue, with additional access along Maryland Avenue.
 - Rail Access: None.
 - Utilities: All; a 24" combined sewer divides the site. A 24" water line follows the Maryland Avenue right-of-way along the site's southern boundary, and a 15" sanitary sewer follows this same right-of-way from Graham Avenue to Bassett Avenue.
 - Recommended Uses: The site will have good visibility from I-670 and accessibility to I-670 from Leonard Avenue. It could accommodate commercial, light industrial or mixed used development, possibly including residences. (10) This site would not be appropriate for salvage operations due to freeway visibility and surrounding residential uses.
 - Required Actions: None required.
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- Site M-8: Bounded by Maryland Avenue on the south, and abandoned railroad track on the west, relocated N&W Railroad tracks on the east and north.
 - Size: Approximately 12 acres
 - Current Uses: Approximately 60% vacant; remainder in vehicle and refuse storage; two residences both of which were constructed prior to 1920 and are in deteriorated condition.
 - Zoning: M, Manufacturing; C-4, Commercial along Maryland east of Woodland
 - Road Access: Via Maryland Avenue; although access to Leonard Avenue may be feasible at the northwest corner of the site, the elevation of Leonard Avenue as it turns north to cross I-670, and/or traffic considerations, may not permit it.
 - Rail Access: Usable rail access is at the north edge of the site; tracks to the east are on an embankment.
 - Utilities: All; water provided by 24" water line along Maryland; sanitary line terminates at west edge of site; 72" combined sewer crosses the east portion of the site.
 - Recommended Uses: Because of the residential character of the area, uses generating heavy truck traffic are not recommended. If access remains on Maryland Avenue only, uses should be compatible with residential character; i.e., neighborhood commercial or additional residential. To intensify the uses, extending Woodland Avenue north from Maryland Avenue along the abandoned railroad bed to | New Leonard Avenue should be considered.
 - Required Actions: None required.
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- Site M-9: Bounded by the Eastgate Apartment complex on the south (north side of Maryland Avenue). Sunbury Road on the west, Conrail tracks (and I-670) on the north, and Copco Papers and Sutherland Lumber on the east (west side of Nelson Road).
 - Size: Approximately 25 acres
 - Current Uses: Vacant undeveloped
 - Zoning: M, Manufacturing
 - Road Access: From Sunbury Road. Access drive possible to Nelson Road. No easy access to I-670.
 - Rail Access: Along northern border of the site.

- Utilities: Water and sewer available from Nelson Road and Maryland Avenue.
 - Recommended Uses: The possibility of snuck traffic through residential areas and the location of the Eastgate Apartments on the southern border of the site indicate that manufacturing uses should be approached cautiously. Residential uses may be appropriate with adequate buffering to the east.
 - Required Actions: None required; rezoning will be needed if residential uses are undertaken.
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- Site M-10: Bounded by I-670 on the south, N&W Railroad tracks on the west; residences (fronting on Dartmouth Avenue) on the north, and Sunbury Road on the east.
 - Size: Approximately 6 acres.
 - Current Use: Vacant undeveloped, recently acquired by the S.W. Apostolic Mission
 - Zoning: R-4 along Sunbury Road and Dartmouth; M, Manufacturing on the interior.
 - Road Access: From Sunbury Road.
 - Rail Access: Substantial grade differential effectively prohibits access to N&W tracks on the western boundary.
 - Utilities: Electric available; site is served by Columbus water from 8" line along Sunbury Road, 8" sanitary sewer along Dartmouth and a 15" storm sewer along Sunbury Road.
 - Recommended Uses: Church plans to build; it plans do not proceed, land should probably be developed for residential use.
 - Required Actions: None required
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- Site M-11: Bounded on the south by an existing industrial use, on the west by Woodland Avenue, on the north by Woodward Avenue and on the east by an existing industrial use.
 - Size: Approximately 11.4 acres
 - Current Use: Vacant undeveloped, owned by the Wye Company.
 - Zoning: M, Manufacturing
 - Road Access: Woodward and Woodland Avenue. Indirect access to I-670 via Woodland to relocated Leonard Avenue to the Leonard Avenue interchange.
 - Rail Access: None.
 - Utilities: Electric available; gas available along Woodward and Woodland; 10~ storm sewer along Woodward Avenue. No water and sewer service.
 - Recommended Uses: Given adjacent development, manufacturing uses appear to be appropriate for this site.
 - Required Actions: None required.
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- Site M-12: Bounded on the south by an existing industrial use and the N&W Railroad yards, on the west by an existing industrial use, on the north by Woodward Avenue, and on the east by Woodland Avenue.
 - Size: Approximately 18 acres
 - Current Uses: Vacant, undeveloped.
 - Zoning: M, Manufacturing.
 - Road Access: From Woodland Avenue.
 - Rail Access: Southwest corner of the site abuts railroad yards.
 - Utilities: Electricity is the only utility available; water and sewer not available; public water and sewer serving American Addition terminates at northwest boundary of site.
 - Recommended Uses: Manufacturing uses; A private developer is exploring the possibility of developing M-12 as an industrial park; Woodland Avenue accommodates truck traffic and will provide access to 1~70 via a short section of Fifth Avenue to relocated Leonard Avenue.
 - Required Actions: None required
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- Site M-13: Bounded on the south by Woodward Avenue, on the west by M zoned vacant land and American Addition (a residential neighborhood), on the north by the Evergreen Cemetery and on the east by Woodland Avenue.

- Size: Approximately 16 acres.
 - Current Uses: Vacant, undeveloped.
 - Zoning: L-M, Limited Manufacturing
 - Road Access: Frontage on Woodland and Woodward.
 - Rail Access: None.
 - Utilities: Water ends approximately 350 feet east of site. Sanitary and storm sewers on site.
 - Recommended Uses: Manufacturing.
 - Required Actions: None required.
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- Site M-14: Bounded on the south by residential uses, on the west by Brentnell Avenue, on the north by residential development fronting on Holt Avenue, and on the east by Sunbury Road.
 - Size: Approximately 25 acres, 10 of which is owned by the City of Columbus and the remainder by the State of Ohio.
 - Current Uses: Vacant undeveloped; provides a strip of land extending 1 7th Avenue to the east. City portion is for sale.
 - Zoning: R. SR and AR-1.
 - Road Access: From Brentnell Avenue or Sunbury Road.
 - Rail Access: None.
 - Utilities: Sanitary sewers run through property north to south on western side of site.
 - Recommended Uses: Surrounding area is residential.
 - Required Action: None needed.
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- Site M-15: Bounded on the north by Mount Vernon Avenue, on the east by North 1 7th Street, on the south by the alley south of Mount Vernon Avenue and on the west by the alley east of North Monroe Avenue. The site is due east of the Ohio State University Black Studies Extension Center.
 - Size: Approximately .5 acres.
 - Current Uses: Vacant, undeveloped.
 - Zoning: C-4, Commercial.
 - Road Access: Frontage on Mount Vernon Avenue and North 1 7th Avenue.
 - Rail Access: None.
 - Utilities: All.
 - Recommended Uses: Ohio State University is planning to build a one story, 10,000 square foot medical building on the site. Other proposed uses include retail, office or residential mix.
 - Required Actions: None required.
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- Site M-16: The site is located between St. Clair Avenue and Garfield Avenue, on the north side of Mt. Vernon Avenue.
 - Size: Approximately 1 acre.
 - Current Uses: Vacant, undeveloped. Land is owned by the City of Columbus.
 - Zoning: R-2F, Residential.
 - Road Access: St. Clair Avenue, Mount Vernon Avenue and North Garfield Avenue.
 - Rail Access: None.
 - Utilities: All.
 - Recommended Uses: A private developer has plans to lease this site from the City to develop a four story, 30,000 square foot office building.
 - Required Actions: None required.
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- Site M-17: The site is located on the northwest corner of Spring Street and Hamilton Avenue.
 - Size: Approximately .6 acres.

- Current Uses: Vacant, undeveloped.
 - Zoning: R-2F, Residential.
 - Road Access: From Spring Street and Hamilton Avenue.
 - Rail Access: None.
 - Utilities: All.
 - Recommended Uses: The site is located at the gateway entrance to the Martin Luther King area. It is important to the area that a use be encouraged that reflects a gateway quality – offices/condominiums or apartments would be appropriate.
 - Required Actions: None required.
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- Site M-18: Site consists of several parcels extending along the western edge of Martin Luther King Boulevard; along the southeastern edge of the Boulevard, bounded on the north by East Spring Street, on the east by North Garfield Avenue, on the south by East Long Street, and on the west by the rear property lines of those properties fronting on Hamilton Avenue.
 - Size: Approximately 5.8 acres.
 - Current Uses: Vacant, undeveloped.
 - Zoning: R-2F, Residential; C-4, Commercial.
 - Road Access: North Garfield Avenue.
 - Rail Access: None.
 - Utilities: All.
 - Recommended Uses: Plans are underway to develop the site with housing.
 - Required Actions: None required.
-

- Site M-19: Site is located on the northeast corner of East Long Street and Hamilton Avenue.
 - Size: Approximately .5 acre.
 - Current Uses: Vacant on the eastern portion of the site, a boarded hotel on the western portion.
 - Zoning: C-4, Commercial.
 - Road Access: Hamilton Avenue and East Long Street.
 - Rail Access: None.
 - Utilities: All.
 - Recommended Uses: Commercial, office or apartment residential.
 - Recommended Actions: None required.
-

Airport Sub Area

At the time Coke Harpham made their original assessment by sub area of potential I-670 sites (1983), construction and occupancy of office-distribution facilities was expected to continue at a modest pace. Gibraltar Industrial Park and Port Columbus Executive Park both had acreage available for development. An influx of airport related industries was not expected, although airport development itself was expanding (passenger terminal renewal and proposed north runway expansion). However, recent announcements regarding hotel renovations and development at the airport may indicate a quickening in the development pace.

In addition, the developments of Ross Laboratories and The Limited to the north of the study area are expected to generate potential spin-off industries that could locate conveniently along I-670. Investing \$42 million, Ross Laboratories has plans to build a 315,000 square foot research development and office complex and a 175,000 square foot light manufacturing facility that is projected to provide 800 jobs over the next nine years. The Limited, with an investment approaching \$400 million, is anticipating 14,000 jobs in the Columbus area over the next several years.

The Airport Sub Area contains approximately two miles of I-670, from the Fifth Avenue interchange at Alum Creek to I-270. The subarea also encompasses three Columbus neighborhoods: Cumberland Ridge, East Columbus and Broadleigh. The northern portion of Bexley and a small section of Gahanna also lie within the sub area. Cassady Avenue and Stelzer Road are the major north-south streets through the sub area.

Much of the study area north of U.S. 62 is in unincorporated Mifflin Township. This part of the sub area is semi-rural; existing development is primarily low density residential with scattered light industrial uses. Numerous small businesses have located along Johnstown Road, Cassady Avenue and other streets in the vicinity of 17th Avenue/U.S. 62 interchange. Airport-related business activity (e.g., car rentals, lodging, gasoline stations) is concentrated along Stelzer Road, particularly within one-half mile of the airport entrance.

Port Columbus International Airport has undergone significant change and expansion during the past decade. A new airport terminal was completed in 1982; runway extensions and other improvements are planned as part of the overall development plan for renovation and expansion of the facility.

The Alum Creek flood plain and floodway, and Port Columbus aircraft noise impose possible constraints on future development in the Airport Sub Area.

Development Objectives

The prime development objective of the Airport Sub Area is to create a "Gateway" to the City of Columbus that will be remembered by business people traveling to the area. High quality office and commercial uses are recommended, with development standards tailored to create an executive park appearance. The presence of Alum Creek is seen as an attribute in the coordination of the green belt concept with the high quality "built" environment. The 5 opportunity exists for the development of offices wishing to create a strong corporate image. With high visibility from I-670, travelers (air and auto alike) will associate businesses located in this Sub Area with the "Gateway" image.

There are seven potential development sites in the Airport Sub Area. Map G locates the sites within the corridor. Map H reflects general land use recommendations and illustrates a road system designed to increase access to several sites, to orient development toward I-670 and away from the residential area to the north, and to provide traffic access from east to west. In addition, the land use map is intended to offer a northern boundary for development other than residential along Cassady Avenue to prevent strip development north. The community wants Cassady Avenue to retain its residential character. However, the area south of the map's development boundary lies within the airport noise zone and would be inappropriate for increased residential development.

Airport Corridor Development Sites

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- SiteA-1 Bounded by DeMonye Drive (which parallels I-670) on the east, DeMonye Nursery (greenhouse) on the south, Alum Creek on the west and large lot residential uses to the north.
 - Size: Approximately 115 acres.

- Current Uses Radisson Hotel and 104 acre planned executive park.
 - Zoning: C-4 and county R. Rural along Cassady, R along Alum Creek (flood plain), M-2 and LM-2 interior.
 - Road Access: From Cassady Avenue and relocated DeMonye Drive.
 - Rail Access: None.
 - Utilities: Gas and electricity; water - 12" line along Cassady; sewer - 84" sanitary line runs along Alum Creek.
 - Recommended Uses: Executive park is being developed as luxury office buildings; hotel/restaurant convention uses.
 - Required Action: Annexation underway for northern ten acres fronting on Cassady. Rezoning needed to permit planned uses; development standards should be incorporated into limitation text.
-

- Site A-2: Bounded by I-670 on the south, Cassady Road on the west (750' frontage), Drake Road on the north, and large lot residential uses to the east.
 - Size: Approximately 55 acres.
 - Zoning: County zoning; L1, Limited Industrial and PIP, Planned Industrial Park.
 - Current Uses: Vacant undeveloped with the exception of Schaeffer Ornamental Iron Company, on two acres at the northeast corner of the site, fronting on Drake Road.
 - Road Access: Presently Drake Road (unsuitable for heavy volume truck traffic) and Cassady Avenue; future access from Stelzer Road via Ole Country Lane.
 - Rail Access: None.
 - Utilities: Gas and electric available; no public sanitary sewer (line could probably be provided from 84" line following east bank of Alum Creek). Twelve inch water line in Cassady right-of-way.
 - Recommended Uses: Service retail and other technical repair-type firms could locate their offices and warehousing here. Support retail for office uses are also recommended. (13) Height and noise constraints should be considered.
 - Required Actions: It is unlikely that development will occur unless public utilities are constructed to serve the property. Access to Cassady by means of a service road across the southern border of the Cassady frontage, following the I-670 loop and connecting with Ole Country Lane, would greatly enhance the development potential of this planned industrial park while protecting the residential development to the north. If the area is annexed into Columbus, development standards should be incorporated into zoning limitation text.
-

- Site A-3: Bounded on the south by residential land fronting on 13th Avenue, on the west by Cassady Avenue, on the north by 17th Avenue, and on the east by U.S. Government land and airport clearance zone.
 - Size: Approximately 70 acres; 22 acres remain undeveloped.
 - Current Uses: Industrial park.
 - Zoning: M, Manufacturing; M-1 on specific lots.
 - Road Access: Site is accessible from Johnstown Road, Cassady Avenue, and 17th Avenue. Interior street network serves industrial lots. Will be readily accessible to I-670 via the Airport connector.
 - Rail Access: None.
 - Utilities: All; water from 12" line along interior street network from Cassady (Switzer). Sewer on interior street network from Cassady
 - Recommended Uses: Continued development as an industrial park. Much of the remaining vacant land is available for lease with a build-to-suit tenant provision. Currently, a multi-tenant 26,400 square foot building completed in the summer of 1987 is 40% available. A second multi-tenant building with 12,000 square feet will be available in March, 1988: Height and noise constraints should be considered.
 - Required Actions: None required.
-

- Site A-4: Bounded on the south by Ole Country Lane, on the east by large residential lots facing Stelzer Road, on the north by undeveloped land and low density residential, and on the west by Sterling Street, Cumberland Ridge and Drake Road Subdivision.
 - Size: Approximately 61 acres.

- Current Uses: Industrial and single family residential, and undeveloped.
 - Zoning: Franklin County LM, Limited Manufacturing; and R. Rural.
 - Road Access: Access to site from Drake Road and Stelzer Road, via Ole Country Lane. If Ole Country Lane is extended to Cassady Avenue as J & J Industrial Park develops, site will have access to Cassady Avenue.
 - Rail Access: None.
 - Utilities: Gas and electric available; no public water or sewer available, sites are served by individual on-site wastewater treatment systems and wells.
 - Recommended Uses: Rimrock Corporation, principal owners of the site, have expressed interest in extending Rimrock Road to the northern edge of the site, expanding the industrial uses. (14) Height and noise constraints should be considered. Intense development is currently limited by the lack of public water and sewer service.
 - Required Actions: None. If the site is annexed into the City of Columbus, development standards should be incorporated into the zoning text if possible.
-

- Site A-5: Bounded on the south and west by Harmon Trailer Park, on the east by Stelzer Road, and on the north by Airway Industrial Park.
 - Size: Approximately 13.5 acres.
 - Current Uses: Vacant land, for sale by owner.
 - Zoning: M-1, Manufacturing.
 - Road Access: From Stelzer Road, approximately two-thirds of a mile south of the airport entrance.
 - Rail Access: None.
 - Utilities: Ail; water, 8" line along 11th Avenue and 42 line along Stelzer Road; sever, 3" sanitary line along 11th Avenue and north of Seventh Avenue at southern boundary of the site.
 - Recommended Uses: An extension of manufacturing uses from the Airway Industrial Park seems an appropriate use for the site. Also, given proximity to the airport, airport related or airport dependent uses would be possible. However, development should consider the site's relationship to the residential and park uses located west and south.
 - Required Actions: None required.
-

- Site A-6: Bounded on the north by the Conrail tracks, on the south by Allegheny Street, and on the east by Stelzer Road.
 - Size: Approximately 16.45 acres.
 - Current Uses: Vacant undeveloped land, currently for lease.
 - Zoning: M, Manufacturing.
 - Road Access: Allegheny Avenue.
 - Rail Access: Conrail tracks to the north.
 - Utilities: All available; storm sewer runs south through the eastern portion of the site, sanitary line west and south.
 - Recommended Uses: Manufacturing.
 - Required Actions: None required.
-

- Site A-7: Bounded on the north by Port Columbus Airport, on the east by government owned land, on the south by property fronting on Seventh Avenue, and on the west by Stelzer Road, across from the Airway Industrial Park, Site A-6, and the Harmon Trailer Park.
 - Size: Approximately 55 acres.
 - Current Uses: Vacant/undeveloped; under single ownership.
 - Zoning: Combination of M and M-1.
 - Road Access: Stelzer Road; I670 access a short distance to the north, via the airport connector
 - Rail Access: None
 - Utilities: All available; sewer service currently covers only a portion of the site.

- Recommended Uses: The site adjoins Port Columbus Airport property; thus, the potential for airport related or airport dependent uses seems great.
- Required Actions: None required

Implementation Strategies

Past planning studies for the I-670 Corridor have identified numerous strategies to implement the goals and objectives for the area. The early recommendation to form a development corporation to oversee economic development activities in the corridor has been implemented, through the formation of the I-670 Corridor Development Corporation. In addition, recommendations regarding the acquisition of railroad land in the Mid-Corridor for packaging as a business/industrial park are underway. The land for the park, viewed as a catalyst for further development in the area, is being acquired with a loan from the Community Development Block Grant Program. The loan will be repaid as sites are sold. Additional funds are being used for site preparation; there is an application pending for EDA (Economic Development Administration) funds to support infrastructure improvements. Profits realized by the Corporation as a result of the industrial park will be used for further development activities in the Corridor. It should be noted that Federal funding options are currently being monitored by the I-670 Corridor Development Corporation. Detailed analysis of Federal funding options is outside the scope of this plan.

Previous studies and current planning analysis indicate that development is likely to occur in the Downtown and Airport Sub Areas without public sector intervention. The challenge in these areas is to target development that will result in increased job opportunities for residents of the area while conforming to development standards that enhance the image of Columbus and protect surrounding neighborhoods.

It is generally agreed, however, that the Mid-Corridor will require public sector involvement to encourage development there. The area suffers from a generally negative market image due to areas of deterioration (both industrial and residential), outdoor storage or materials and salvage operations, and poor access. The access to the Mid-Corridor development sites will be greatly improved as a result of I-670 and the secondary street improvements currently scheduled. However, if industrial development is to occur at the level desired, additional incentives will be necessary.

Financial Incentives

The following is a summary of financial incentive programs available in the I-670 Corridor in March 1988. This summary deals only with direct financial assistance in the interest of brevity. Depending upon the nature of any proposal, there may exist opportunities to provide other types of assistance to businesses; i.e., employee training programs, job placement service, one-stop service centers, and demographic, market and related statistics. Program requirements change frequently. Readers are encouraged to use the contact numbers to verify information provided.

Much of the I-670 Mid-Corridor lies within the Columbus Jobs Zone. The Jobs Zone seeks to encourage manufacturing investment in Columbus' central-city areas. Negotiated tax incentives and financial assistance are available to businesses within the Zone to encourage expansion and job growth in the inner-city. Priority technical assistance complements this targeted industrial redevelopment strategy. Contact the Columbus Development Department at 645-8172 for current information.

Urban Development Action Grants, low-interest loans of 15% -25% of project cost are intended to create jobs and improve the local tax base. UDAG funds can be used for land purchase and development, building purchase and renovation, machinery and equipment and some development costs. More information can be obtained from the Columbus Development Department at 645-8172.

The Columbus Countywide Development Corporation (CCDC) was created to help small businesses obtain financing need for job-creating business expansions. Its primary vehicle is the SBA 504 loan program. CCDC is certified to issue debentures, guaranteed by the Small Business Administration, and sold on the private market. The CCDC/504 loan program can finance 40 percent of land, building and equipment costs. Terms are 10 and 20 years, at a fixed rate of interest. Fifty percent of the remaining cost must come from non-federal sources, which include conventional financing and/or financing through city or state programs. The remaining portion must be provided by the company in the form of an equity injection. CCDC is also in the process of forming a Community Development Corporation whose purpose will be to facilitate working Capital loans for low and moderate income borrowers. In addition, CCDC processes SBA pollution control bond financing. A CCDC loan officer can be contacted by calling 645-6171.

The Ohio Community Reinvestment Act allows municipal corporations and counties to create "community reinvestment areas" in which real property tax abatement can be granted for any increased property valuation resulting

from improvements in the form of new construction or remodeling. Within such areas, residential, commercial or industrial facilities are eligible for negotiated real property tax relief. This program is completely controlled at the local level by the local legislative body.

The qualifying criteria for "community reinvestment areas" are the presence of historically significant homes, or evidence that new housing construction and/or repair of existing structures have been discouraged. The local community must have a housing officer to administer the program, a housing council to hear appeals and annually inspect those properties that have been granted an abatement to insure continued maintenance. In Columbus, the Development Department, 645-8172, can provide further information.

Tax Increment Financing allows cities to declare improvements on city owned land to be a public purpose, thus exempt from real property taxes for up to thirty years. The land to be improved must be acquired by a city using its own funds and held in fee title. Upon leasing, a city can require annual service payments charged and collected in the same manner and amount as real property taxes. The annual payments are to be used for a purpose agreed to between a sponsor and a municipality, and authorized by legislation. The Columbus Development Department, 645-8172, can provide more details.

A Community Improvement Corporation (CIC) is a non-profit corporation organized for the purpose of advancing, encouraging and promoting the industrial, economic, commercial and research development of a community or an area. Any political subdivision may designate a CIC as an agency for the subdivision. This allows the CIC the flexibility as a corporation that can approve a project for Economic Development Revenue Bond financing by the designating political subdivision, who will be the issuer of the bonds. The Ohio Revised Code invests CIC's with a wide range of powers that can be useful in spurring economic development, stimulating growth and bringing additional employment opportunities to a community. CIC's are not exempt from the payment of real estate taxes on properties owned by them. Whether or not the earnings of a CIC will be exempt from income tax must be determined by the Internal Revenue Service following a request for exemption from the CIC. Please call the Columbus Development Department at 645-8172 for additional assistance.

The Urban Land Reutilization Program permits only municipal corporations to elect by ordinance the adoption and implementation of a land reutilization program. This program makes possible the return of nonproductive land to tax generating status.

If the county is unsuccessful in its attempts to recover monies due on certain tax delinquent lands, the law allows a municipal corporation to gain clear title to such lands more expeditiously. These lands may then be held in a land bank as part of the land reutilization program. When held in such manner, the lands are exempt from taxation until sold. Without competitive bidding, the municipality may sell or otherwise dispose of lands thus acquired at fair market value to such persons that it deems appropriate to assure the land's effective reutilization. The municipality may also retain such land for public use, or may sell, lease or otherwise transfer it to another political subdivision for a public use at a consideration less than its fair market value. The Columbus Development Department, 645-8172, can offer further assistance with this program.

The Columbus Working Capital Loan Fund (WC Fund) provides short-term below market interest rate loans to existing firms for eligible working capital purposes. The City has established this WC Fund with \$350,000 allocated from the FY 1985 CDBG Program. This fund allocates 70% specifically for minority businesses, with the remaining funds directed to small businesses in general. It is intended that, if successful, this fund will be supplemented and eventually become a permanent revolving loan fund capable of beginning to address small business needs in Columbus for the foreseeable future. The City of Columbus also offers a Working Capital Contract Financing Program specifically for minority businesses which must have successfully performed a contract. The guarantee is a maximum of 90% and the term is not to exceed six months. Information on both programs is available from the Columbus Development Department at 645-8172.

The Neighborhood Commercial Revitalization Program (NCR) has designated Mt. Vernon Avenue, from Hamilton Avenue to Ohio Avenue, and North High Street, as eligible business districts for NCR incentive loan programs:

- The NCR Investment Fund provides mortgage financing for larger commercial or mixed-use projects. The Fund provides 30% of the project financing at negotiable
- rates and terms for substantial rehabilitation, acquisition and/or construction. Maximum Fund participation is \$100,000.
- The Commercial Improvement Loan Fund provides financing for exterior and interior renovation, with the primary objective of improving storefront appearances. Non-interest bearing loans of up to \$15,000 are matched by cash or a lender of the borrower's choice. Term will generally be ten years.
- The Facade Renovation Fund offers interest-free direct loans of up to \$5,000 for exterior work only. The term is not more than five years and some leasehold improvement loans are eligible.

Questions about the NCR program can be answered by calling the Columbus Development Department at 645-8172.

The Ohio Minority Development Financing Commission offers direct loans to finance up to 40% (or \$200,000, whichever is less). Eligible projects are the purchase and/or improvement of fixed assets such as land, buildings, equipment and machinery. To be eligible a company must:

- Be at least 51 % owned and controlled by a minority group or individual for at least one year.
- Be owned by United States citizens residing in Ohio.
- Be certified by Ohio's Equal Opportunity Coordinator.

The Minority Development Financing Commission can issue up to \$1 million in construction bonds to a minority business. To qualify, a business must:

- Have been rejected for bonding by at least two private surety companies.
- Be certified as a minority construction contractor by Ohio's Equal Opportunity Coordinator.

For more information contact the Minority Development Financing Commission at 644-7709.

The Ohio Department of Development provides direct loans to businesses for new fixed-asset financing: land, buildings, and equipment. Loans are intended to stimulate expansion or relocation in Ohio of businesses engaged in industry, manufacturing or distribution, and to create jobs. The Department of Development evaluates applications on the number of jobs to be created or retained and the need for assistance, as well as ability to repay the loan on the terms established. Applications must have final approval from the State Controlling Board. The amount of each loan is based upon the need for funds to make a project possible, within maximum guidelines:

- Loans: up to 30% of the total project cost, or \$1.0 million, whichever is less. The interest rate is currently 5% fixed.

For more information contact the Economic Development Financing Division at 466-5420.

Pooled Bond Program is designed to provide assistance for manufacturing uses only: for detailed information, contact the Economic Development Financing Division at 466-5420.

The Ohio Treasurer's Linked Deposit Program assists businesses with 150 or fewer employees for reduced-rate loans. Loans are provided for projects that create or retain Ohio jobs. The Treasurer's Linked Deposit Program, initiated in October, 1983, has invested over \$272 million in Certificates of Deposit at 3% below the current lending rate.

To qualify for a loan at 3% below the current lending rate, a business must:

- Demonstrate a direct relationship between funding and job creation.
- Meet all other applicable credit standards of the lending institution.
- Apply directly to one of the participating lenders.

For the names and locations of participating lenders, and detailed information about the Linked Deposit Program, contact the Linked Deposit Coordinator, Office of the State Treasurer at 466-5321.

The Small Business Administration's (SBA) guaranteed loans provide user financing to eligible small businesses. User financing is financing in which the owner (borrower) of the assets purchased with the loan is the one who uses or occupies the assets. The SBA may not assist a developer who intends to purchase or construct an asset which will be

leased out to earn passive or investment income (known as developer or landlord financing). Under 7(a), the SBA may guarantee a loan made by a financial institution to a small business according to the following guidelines:

- Maximum 90% guarantee up to \$155,000, 35% over \$155,000.
- Loan amounts up to \$500,000.
- Loan proceeds to be used for working capital or fixed assets.
- Loan Terms - 7 years for working capital, not more than 10 years on machinery and equipment, and not more than 25 years for land and buildings.
- Interest rates can be fixed or floating up to 2.75% over prime.

Additional program and eligibility guidelines can be obtained by calling the Small Business Administration at 469-5548.

Infrastructure Improvements

The problem of aging infrastructure in the Downtown and Mid-Corridor have been documented. If development is to occur in these areas, infrastructure needs must be addressed. It is recommended that support be given to the Columbus Development Department proposal for the special city-wide capital improvements fund that would support economic development projects. These funds could be used in the 1~70 Corridor for off site infrastructure capacity improvements and upgrading as sites develop.

Target Industry Analysis

A major goal of the I-670 Corridor Development Corporation is to increase employment opportunities and business opportunities for minorities. Past and current planning efforts identify the need to target industries to meet this goal. In 1978, Robert J. Harmon and Associates prepared an evaluation of potential target industries for the I-670 corridor. Industry types were evaluated for the probability and desirability of being attracted to the corridor based upon growth prospects, site assets and liabilities, and consistency with area development goals.

Harmon concluded that Columbus is in a strong economic position to capture a reasonable share of employment in most of the general growth industries, particularly industry types which already have a foundation and base in the area and/or relate, or are linked to, industries already operating in the Columbus area. He went on to identify general target industry categories at the two (and in selected instances three) digit SIC (Standard Industrial Classification) level. Each potential industry type was evaluated using a consistent set of evaluation criteria; these criteria were applied qualitatively with the relative advantages and disadvantages of each industry type reviewed, rated and revised. Six basic categories of information were selected: (1) projected growth rate in employment; (2) historical trends in employment; (3) industry gaps and linkages; (4) employment requirements; (5) other factors; (6) general comments and conclusions.

Nineteen industry types were ranked in Harmon's study and grouped into three categories. Category I included key target industries (those types both desirable and probable). They included: printing, chemicals, instruments, special trade contractors, trucking and warehousing, wholesale trade, business services, and miscellaneous repair services. Category II included industry types having a significantly lower level of desirability and/or probability, identified as food and kindred; Rubber and miscellaneous products; stone, clay and glass; fabricated metals; non-electrical machinery; and electrical equipment. Category III listed industry types that are highly unlikely to locate in Columbus or that do not adequately address community economic development goals, including textile and apparel; furniture; paper; primary metals; and transportation equipment. (15)

In the following analysis, Harmon's industry types have been scrutinized again, in light of their growth performance to date. See Appendix Columbus USA Employment, 1970-1987 (790 Series). An initial selection was made based upon an overall determination of acceptability for corridor development, as follows:

Industry Remarks Examination

Target Industry Analysis

| Industry | Remarks | Examination |
|--------------------------------------|---|-------------|
| 1. Food and Kindred | Initially strong in Columbus area (1978). Current figures indicate significant decline to below 1973 levels. (-10.2%). | No |
| 2. Textile and Apparel | Significant decline; low wages; unlikely candidate | No |
| 3. Furniture and Fixtures | Industry concentrated in several states (not Ohio); negative either from the standpoint of desirability or feasibility. | No |
| 4. Paper | Decline in Columbus; highly automated and capital intensive industry. Unlikely to be significantly important; small scale corrugated and solid fiber boxes possible. | No |
| 5. Printing | Strong printing sector in Columbus; generally labor intensive; modest capital investment requirements. Key target industry; 22.5% growth form 1973 to 1987. | Yes |
| 6. Chemicals | 1978, high projected growth for Columbus; particularly in drugs, soaps and detergents, paints. Highly capital intensive; relatively small job generation. Growth stabilized last few years. | Yes |
| 7. Rubber and Miscellaneous Plastics | State employment highly volatile; significant decline locally prior to 1978; reversed to positive growth pattern through 1987 (from 1500 in 1973 to 5600 in 1987). | Yes |
| 8. Stone, Clay and Grass | Stable employment prior to 1978; no growth projected. Now viewed as a major risk area. | No |
| 9. Primary Metals | Declining employment, not appropriate for corridor area. | No |
| 10. Fabricated Metals | Risk area for Columbus; however, related to existing industry in Mid-Corridor. Generally labor intensive. May benefit from cluster concept. | Yes |
| 11. Non-Electrical Machinery | Initially reported as having some potential for venture development to create subcontractual linkages with existing firms. Now viewed as high risk area regarding future growth. | No |

Industry Remarks Examination

| Target Industry Analysis | | |
|-----------------------------------|--|-------------|
| Industry | Remarks | Examination |
| 12. Electrical Equipment | Past growth volatile; large declines in state and Columbus area. Future uncertain with increased imports and capital shortage. Now viewed as risk area. | No |
| 13. Transportation Equipment | Initially viewed as a remote possibility for the region but not the corridor. However, has exhibited strong growth locally in recent years. | Yes |
| 14. Instruments | Excellent employment growth rate (from 1100 in 1973 to 4000 in 1987) and desirability. Labor intensive, high skill levels. Relation to university possible. | Yes |
| 15. Special Trade Contractors | Good target industry for corridor; central location highly beneficial. Modest capital investment requirement; good opportunity for venture development | Yes |
| 16. Trucking and Warehousing | Labor intensive at trucking end; few good jobs in warehouse sector. Strong growth in employment locally (2500 new jobs since 1983); central location highly beneficial; ideal target industry from probability standpoint. Depending on type, may be highly desirable. | Yes |
| 17. Wholesale Trade | Growing productivity and competition leads to increased wages and skill requirements. Excellent possibility with ability to serve central core area. 45.5% growth 1973-1987. | Yes |
| 18. Business Sector | Initially predicted strong growth; actual increase in employment are large, from 22,200 in 1983 to 36,300 in 1987. Highly labor intensive, good distribution of salaries and skill levels required. | Yes |
| 19. Miscellaneous Repair Services | Consistently strong growth; tied to those businesses, industries and consumer served. Difficult to target; tends to follow earlier development. Good possibilities for venture development and minority business development. | Yes |

The second phase of analysis involves a matrix of factors applied to the eleven industries warranting further examination. The factors were selected based upon their relationship to the development goals for the corridor: 1) strong growth potential; 2) central location of corridor desirable; 3) highly labor intensive; 4) average to high wage levels; 5) low capital requirements, likely venture development opportunity; 6) strong linkages to existing corridor or Columbus businesses. It would appear that any of 9 the eleven industries could be potential candidates for development in the I-670 corridor. However, some came closer to meeting the job creation or opportunity goals of the planning effort than others.

Seven of the industry groups emerge in a cluster at the high end of the scale. The seven, Printing, Instruments, Special Trade Contractors, Trucking and Warehousing, Wholesale Trade, Business Services, and Miscellaneous Repair Services, would all find the centrality of the corridor location ideal. With the exception of special trade contractors, all have exhibited strong growth patterns in recent years. All are relatively labor intensive (trucking and warehousing lost points because few jobs are created in the warehousing subsector although the trucking end is labor intensive) and some could provide excellent opportunities for venture or minority business development. Most of the clustered industries can function without extremely high capital investments and all scored high on availability of jobs paying average to better than average wages. In addition, all clustered industries scored well on potentially significant linkages, either to the market or existing businesses/industries in the area.

It should be noted here that there are some industry types that should not be targeted for freeway development, given the goals of corridor image and job generation opportunities. Salvage yards or uses involving outdoor storage of equipment too massive for screening would not be appropriate. Some "typical" freeway uses such as fast food restaurants generate jobs that are low paying; this is also true of some "high tech" industries that employ many people in data entry positions, also typically low paying.

Freeway Landscaping

The City of Columbus Department of Public Service has the responsibility for overseeing the landscaping of the I-670 freeway. In the most recent Transportation Improvement Plan published by MORPC, four landscaping segments for I-670 are listed; three are budgeted for \$900,000 and one for \$800,000. These segments run from Third Street east to St. Clair, from St. Clair east to Sunbury, from Sunbury east and north to Alum Creek, and from Alum Creek to I-270. Meetings will be held between City and State expressway personnel to determine the scope of landscaping for the freeway and to establish the necessary updated budgets to implement the landscaping plan. The I-670 Corridor Development Plan should be used as a resource for freeway landscaping decisions as the scope and contracts are developed. The Plan recommends that a single landscape architect develop the scope of landscaping for the entire corridor and retain a review function as the separate contracts are sold.

The State and City, under the auspices of the City's Department of Public Service, are in the early planning stages of an Adopt-an-interchange program. The purpose of the program is to recruit large corporations to landscape and maintain freeway interchanges in return for artistic signage at the interchange identifying the corporations as the interchange benefactors. Opportunities to designate one or more I-670 interchanges for the program should be explored; however, the program ultimately may be designed to provide landscaping treatment for existing interchanges rather than interchanges for which landscaping budgets have been established as a part of the overall project. In addition, there appear to be many opportunities to beautify the corridor through preparations for the 1992 celebration. Efforts should be undertaken to include the corridor as a target area for projects such as Colour Columbus and Ameriflora 1992. The Ohio Center, site of an extensive indoor floral exhibition in 1992, is also the location for entrance and exit ramps from I-670. The terminus of these ramps could be landscaped to continue the theme of this elaborate floral show.

The I-670 Corridor is a natural selection for Colour Columbus treatment; the organization has identified five target areas: (1) major paths, such as Broad and High Streets; (2) districts, which include neighborhood, industrial, commercial and public areas; (3) nodes or public spaces, where people naturally gather; (4) the edges of the city, often a river, a particular set of railroad tracks, or a much used roadway; and (a) landmarks. The organization is interested in identifying the city's most imagable areas. The freeway, as the connector from the airport to the downtown, is an obvious choice.

Development Standards

A major goal of the I-670 Corridor Development Corporation is to create a positive City image through well designed, high quality development. Development standards applied to new development along the corridor can aid in creating this positive city image. Following adoption of the I-670 Development Plan by City Council, development standards based upon the development guidelines contained in Section 11 of the Plan can be implemented through a variety of mechanisms, some of which are currently in place. All require review by the I-670 Corridor Development Corporation. Some require additional City action. (Indicated by*). These mechanisms are detailed as follows:

1. Activity: Developer applies for a zoning change, zoning clearance adjustment or variance. Standards Implemented: *The I-670 Corridor Development Corporation reviews; signified by a review stamp placed on the application. Standards are negotiated in accordance with development guidelines and become part of a limitation text for the above activity.
2. Activity: Acquisition of development site(s) by the I-670 Corridor Development Corporation for subsequent development and/or resale.

Standards Implemented: Standards are attached to development site(s) via deed restrictions.

3. Activity: Developer applies for a building permit in complete conformance with existing zoning specifications.

Standards Implemented: *(1) Administrative: I-670 Corridor Development Corporation reviews the development plan, signified by a review stamp placed on the application. No activity can proceed without this stamp. The Corporation is thus informed of all new development within the corridor, and has the opportunity to negotiate development standards with the developer. *(2) Legislative: City Council adopts a planning overlay for portions of the I-670 Corridor, adding development standards to the zoning code requirements for new development.

Planning Overlay

Chapter 3372 of the Columbus Zoning Code provides for a Planning Overlay, a means of incorporating into the zoning code development standards designed to implement Council-adopted plans for special areas. Overlay Standards, and standards extracted from such approved plans, may increase, decrease, or add conditions to the minimum development standards of the underlying district, but shall not include additions or deletions to permitted uses within such district. (The one exception to the change of permitted uses deals with residential districts; single-family, two-family or three-family dwellings may be included in a Planning Overlay even though the underlying zoning is an apartment-residential district.)

Planning Overlays are designed to address planning concerns in "special" areas, where physical development objectives transcend single parcel ownership and land use district boundaries, and represent a need to establish, maintain or change the character of development in a planning area. In the case of the I-670 Corridor, the planning area is "special" as a gateway to the downtown. The Corridor presents a unique linkage between the downtown and the airport; as such, it requires special standards to address development visible from the freeway. Development objectives for the Corridor include a continuous green belt image for the freeway, enhanced by the orientation and landscaping of development along its edges. To insure that these objectives are met, development standards are justified.

The Planning Overlay process requires the adoption of a plan by City Council. The planning document must clearly describe the planning area and explain why the area is special. Recommendations which may affect development standards for the area should be documented. Once adopted, this I-670 Corridor Development Plan will meet the planning requirements for the Planning Overlay. If the overlay is undertaken, it will be necessary to carefully delineate that portion of the planning area to which the overlay standards will apply, using the relationship between development objectives for this "special" area and the ensuing standards as a criteria for the zone boundaries (some configuration of land adjacent to the freeway itself seems appropriate; visibility from the freeway and "area of visual impact" should also be considered). See Section 3372.04 which describes the overlay area as "any reasonable portion or all of that territory included in the Council-approved plan". (Emphasis added.)

The procedure to apply for a Planning Overlay is identical to filing an application for a Zoning Code amendment (See Appendix D for the complete text of Chapter 3372 of the Columbus Zoning Code.)

I-670 Business Association

An I-670 Corridor Business Association was formed in 1987, in part to address problem areas within the corridor that contribute to negative perceptions (the identification of aging or inadequate infrastructure, dumping and littering, crime). The organization, in cooperation with the city, is instituting a clean-up campaign. The event, scheduled for twice a year, involves city-supplied vehicles and equipment, and business-supplied manpower, to clean up litter and dumping along the railroad tracks.

It is anticipated that the business association will become a strong resource in the ongoing development of the corridor. The group is in an excellent position to provide input for both the I-670 Corridor Development Corporation and the City of Columbus in their efforts to guide area growth and provide services to the community. The group could also disseminate information back to the community.

Summary

Various implementation strategies are available to address the goals and objectives of the I-670 Corridor Development Plan. Public incentives are available to assist development in the Mid-Corridor; the Jobs Zone designation offers opportunities for various funding strategies. In addition, industries can be targeted to meet job creation and minority enterprise objectives. Development Standards based upon development guidelines can be encouraged within the corridor through proposal review by the I-670 Corridor Development Corporation. Standards can be integrated into the zoning code through the Planning Overlay process. Also, the ongoing input and commitment of the I-670 Business Association can aid in development and redevelopment efforts.

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Appendices

- A. Analysis of Planning Area
 - 1. Regional Relationships
 - 2. The Freeway
 - 3. Corridor Demographics
 - 4. Zoning and Land Use
 - 5. Corridor Neighborhoods
 - 6. Neighborhood Revitalization
 - 7. Community Facilities
 - 8. Infrastructure
 - 9. Physical Constraint on Development
 - 10. Economic Development Study
 - 11. Community Improvement
- B. Property Ownership
- C. Columbus MSA Employment, 1970-1987 (790 Series)
- D. Planning Overlay

Appendix A

Regional Relationships

The I-670 corridor lies within the northeast sector of Franklin County, one of the faster growing, more urbanized counties in the State of Ohio. Large portions of county land previously used for farming have been converted to residential, commercial, industrial and transportation land uses. Columbus is in the center of the county; ten other cities/villages lie wholly or partly within its borders. Since 1970, an aggressive annexation policy has enabled Columbus to become the largest city in the state in both area and population. In addition, it is the only major city in the northeast quadrant of the country to experience continuous growth since 1970.

Between 1970 and 1980, county population increased by 4.3%, to reach a 1980 level of 869,132. Over 95% of this population resided in the urban portion of the county, either in Columbus or one of its suburbs. Although the most densely populated areas remain the Columbus inner city and those areas directly north, east and west of downtown, the northwest and more recently the northeast sections of the county are experiencing rapid growth. As Table A indicates, both Franklin County and Columbus are expected to continue to grow; county population estimates for 2010 total 1,026,008, and 18% increase over 1980.

| TABLE A Franklin County and City of Columbus Population Projections | | |
|--|-----------------|------------------|
| YEAR | FRANKLIN COUNTY | CITY OF COLUMBUS |
| 1980 | 869,132 | 564,871 |
| 1985 | 898,345 | 583,722 |
| 1990 | 924,592 | 600,475 |
| 1995 | 949,871 | 616,522 |
| 2000 | 975,013 | 633,758 |
| 2005 | 1,000,258 | 650,168 |
| 2010 | 1,026,008 | 666,905 |

Source: City of Columbus Development Department

Several factors contribute to the area's growth and prosperity. One of these factors is a healthy economy. Franklin County and the surrounding areas within the Columbus Metropolitan Area share a diverse economy that has traditionally displayed higher than average stability. Not dependent on any one market, the Columbus MSA stands squarely in five sectors: in 1986, 25.7% of its companies were in wholesale/retail trade, 22.3% in services, 17.3% in state and local government, 17.2% in manufacturing, and 17.4% in other areas, including finance, insurance and real estate. (See Table B)

| TABLE B Employment By Sector, Columbus MSA | | | | | | |
|---|------|------|------|------|------|-----------------------------|
| | 1978 | 1980 | 1982 | 1984 | 1986 | Percent Change 1978-1986 |
| Wholesale/Retail | 24.8 | 24.4 | 24.8 | 25.3 | 25.7 | 3.6 |
| Services | 17.9 | 19.0 | 20.3 | 21.0 | 22.3 | 24.6 |
| Finance/Insurance/Real Estate | 6.7 | 7.3 | 8.0 | 8.3 | 8.5 | 26.9 |
| Government – State & Local | 18.4 | 18.9 | 19.0 | 17.7 | 17.3 | -6.0 |
| Manufacturing | 22.6 | 21.0 | 19.4 | 18.8 | 17.2 | -23.9 |
| Other | 9.7 | 9.5 | 8.4 | 8.8 | 8.9 | -8.2 |

Source: Ohio Bureau of Employment Services, 203 Series. Data includes all workers covered under Ohio Worker's Compensation Law.

This economic diversity is reflected in Table C, a list of the twenty-five largest employers in the area. Although governmental and government-related entities head the list, representatives of manufacturing, retail trade, insurance, service and transportation are also included.

TABLE C
Columbus MSA Largest Employers as of December, 1987

| Rank | Employees | Employer |
|------|-----------|--|
| 1. | 26,407 | Ohio State University, <i>Higher Education</i> |
| 2. | 20,548 | State of Ohio, <i>Government</i> |
| 3. | 11,171 | Federal Government, <i>Government (includes D.C.S.C.)</i> |
| 4. | 8,232 | City of Columbus, <i>Government</i> |
| 5. | 7,363 | Columbus Public Schools, <i>Public School System</i> |
| 6. | 7,100 | American Telephone & Telegraph, <i>Telecommunications</i> |
| 7. | 6,000 | Catholic Diocese of Columbus, <i>Catholic Church</i> |
| 8. | 5,846 | Nationwide Insurance Company, <i>Insurance</i> |
| 9. | 5,295 | Honda of America, Inc., <i>Manufacturing</i> |
| 10. | 5,000 | J.C. Penny Company, <i>Retail, Distribution, Insurance</i> |
| 11. | 4,874 | Franklin County Government, <i>Government</i> |
| 12. | 4,412 | Riverside Methodist, <i>Hospital</i> |
| 13. | 4,400 | BancOhio National Bank, <i>Financial Institution</i> |
| 14. | 4,200 | Big Bear/Harts, <i>Retail Supermarket/Discount Store</i> |
| 15. | 4,200 | Sears, Roebuck & Co., <i>Retail, Distribution Center</i> |
| 16. | 3,760 | The Kroger Company, <i>Retail Supermarket</i> |
| 17. | 3,758 | Banc One Corp., <i>Financial Institution</i> |
| 18. | 3,700 | The Limited, <i>Women's Specialty Retail, Distribution</i> |
| 19. | 3,415 | Battelle Memorial Institute, <i>Research and Development</i> |
| 20. | 3,397 | Mt. Carmel Health, <i>Hospital</i> |
| 21. | 3,300 | Wendy's International, <i>Restaurant Chain</i> |
| 22. | 3,190 | Ohio Bell Telephone, <i>Company Telecommunications</i> |
| 23. | 3,000 | K-Mart, <i>Retail</i> |
| 24. | 2,608 | Newark Air Force Station, <i>Military</i> |
| 25. | 2,569 | Columbus Southern Power Company, <i>Electric Utility</i> |

Source: *Business First*, December 28, 1987

TABLE D
Average Annual Rate of Unemployment

| Year | County | Columbus MSA | Ohio | U.S. |
|------|--------|--------------|-------|------|
| 1975 | 7.2% | 7.4% | 9.1% | 8.5% |
| 1976 | 6.8% | 7.0% | 7.8% | 7.7% |
| 1977 | 5.7% | 5.9% | 6.5% | 7.1% |
| 1978 | 4.7% | 4.7% | 5.4% | 6.1% |
| 1979 | 4.9% | 4.8% | 5.9% | 5.8% |
| 1980 | 5.5% | 5.7% | 8.4% | 7.1% |
| 1981 | 7.6% | 7.7% | 9.6% | 7.6% |
| 1982 | 8.8% | 9.0% | 12.5% | 9.7% |
| 1983 | 8.9% | 9.3% | 12.2% | 9.6% |
| 1984 | 7.4% | 7.8% | 9.4% | 7.5% |
| 1985 | 6.3% | 6.7% | 8.9% | 7.2% |
| 1986 | 5.6% | 6.1% | 8.1% | 7.0% |

Source: Civilian Labor Force Estimates. Ohio Bureau of Employment Services

The health and stability of the regional economy is further reflected in the unemployment rates for the area. As Table D illustrates, unemployment in Franklin County has been consistently lower than both state and national averages. Although the effects of the business cycle are felt in the County, they are generally less severe than national effects.

An additional factor contributing to the region's growth and prosperity has to do with its location relative to potential and actual markets. Positioned at the crossroads of two major interstate highways, Columbus is within a day's drive to two-thirds of the U.S. population. In addition, eighty percent of the U.S. population is within 90 minutes by air. Rail access is excellent, with 470 miles of track serving five rail freight companies. Direct rail service between the Orient and Columbus has turned the city into a major supply center for many Japanese companies with operations located in the United States. Because of its location and extensive distribution facilities, Columbus is becoming known as a major distribution center for the country.

Other factors cited for the Columbus area's favorable perception within the region include quality of life indicators such as parks and cultural arts opportunities, a broad base of research facilities, a position as the third largest repository and processor of information in the world, lower than average costs associated with land, labor and the leasing of space, a highly motivated work force (government figures indicate an increase in the productivity rate of Columbus area workers that is double the national average), tax incentives and job training programs.

The Freeway

The construction of I-670 will complete a vital transportation link between the central city and the northeast quadrant of the metropolitan area. Nearly six miles long, the six lane freeway will connect I-71 and I-270. It is projected to carry 80,000 vehicles per day and will involve the construction of five interchanges: I-71, relocated Leonard Avenue, east Fifth Avenue, the Airport Connector, and I-270. Special connectors will be provided between I-670 and Third Street, Fourth Street and the Ohio Center on the west and between I-670 and the Airport Entrance Road on the east. Leonard Avenue

will be relocated from Champion Avenue to the Fifth-Leonard Railroad underpass, and a new street will join Champion and Joyce Avenues.

Despite the growth occurring and projected for the northeast quadrant of the metropolitan area, the specific corridor along which the freeway will travel is fairly well developed. This is particularly true in the western portion of the route, which passes through an older, "inner-city" area adjacent to downtown. The impacts of the freeway on the community in this area will be minimized by locating the roadway on existing underutilized or abandoned rail right-of-way. The freeway as designed follows railroad right-of-way from its inception at 1-71 to a point just west of Alum Creek. At this juncture the roadway turns northward and follows the west bank of the creek for a short distance to a point just south of U.S. 62. It crosses Alum Creek at this location and connects with existing U.S. 62, following the right-of-way of that roadway to its endpoint at the interchange with 1-270. The downtown connections to the Ohio Center, 3rd Street and Fourth Street, west of 1-71 will also be constructed on railroad right-of-way. The end result of the use of rail right-of-way and existing U.S. 62 is that in 5.7 miles of freeway construction only 109 households will be displaced. The majority of these households are located in the area along the west side of Alum Creek or in the vicinity of the proposed I-670/1-71 interchange, where the additional ramps require property acquisition beyond existing railroad right-of-way.

Several I-670 construction projects were completed by late 1987, including the widening of 1-270 and the southbound ramp to U.S. 62 to allow for more efficient traffic flow during freeway construction. The Cassady Avenue structure over I-670, allowing for traffic to be maintained during freeway construction, was also completed. DeMonye Drive was relocated to permit a better alignment with Cassady Avenue. In addition, several Conrail facilities were relocated, permitting I-670 to be constructed more efficiently through the existing railroad corridor. This relocation will result in an estimated overall project savings of \$5 million, primarily through simpler construction. It will also result in the creation of over 30 acres of prime land suitable for economic development.

Already under construction, I-670 from Fifth Avenue to U.S. 62 west of Cassady Avenue is to be completed by late October 1988. The freeway segment from west of Cassady Avenue to west of Stelzer Road is scheduled for completion in October 1989; it includes the airport connector and the relocation of Ole Country Lane.

During 1988, several additional phases will be started: railroad relocation from the Ohio Center to Taylor Avenue and the demolition of the Leonard Avenue Structure (estimated completion date, October 1989); relocated Leonard Avenue and the Joyce Avenue - Champion Avenue Connector (estimated completion date, October 1989); I-670 from west of Stelzer Road to 1-270 (estimated completion date, Fall 1990). Once these phases are completed, the total project will be 48% complete. The remaining phases are scheduled for completion by 1991.

Many benefits to the community are anticipated as a result of the completion of I-670. Traffic flow through the corridor will be improved as vehicles previously using Fifth Avenue and Leonard Avenue to travel east and west move to the interstate system. The Joyce - Champion Connector will improve north-south accessibility within the mid-corridor. In addition, accidents and congestion on local streets will decrease. Accessibility to and from corridor businesses and residences will also improve, enhancing the marketability of corridor development sites as well. The new development sites available as a result of the relocation of rail lines will provide the potential for increased economic development and job creation opportunities.

Corridor Demographics

The major portion of the corridor study area lies within the corporate limits of Columbus; however, small portions of the cities of Bexley and Gahanna and unincorporated areas in Mifflin and Clinton Townships are also included. For purposes of detailed analyses, actual development site delineation, and planning implementation recommendations, three corridor subareas have been designated: the Downtown Sub Area; the Mid-Corridor Sub Area; and the Airport Sub Area.

The population in the corridor study area in 1980 totaled 62,157. Of these, 17,000 lived in the Downtown Sub Area, 25,142 in the Mid-Corridor, and 20,015 in the Airport Sub Area. The population density within the residential sections of the study area was relatively high compared to the whole of Franklin County. By the year 2000, the corridor is projected, on the average, to display twice the population density of the County.

Population estimates for 1987 indicate a slight decrease in overall corridor population (-1.68%) coupled with an increase in the total number of households (2.66%). Downtown Sub Area statistics show a 3.26% population decrease and a .78% household increase for 1987. While Mid-Corridor Sub Area statistics indicate a population loss of 6.43% coupled with a household decline of 2.50%. By contrast, 1987 estimates for the Airport Sub Area reflect increases in both demographic variables, with a 5.61% growth in population and a 10.81% increase in number of households.

Population projections for 1992 indicate a continuation of these basic trends. The total area is projected to decrease in population by 2.10% while showing a slight increase in households. Downtown and Mid-Corridor Sub Areas register slight declines in both variables, while the Airport Sub Area continues to grow. Table E provides 1980 statistics, 1987 estimates and a 1992 forecast of population. Figures for Franklin County are provided for comparison. As the table demonstrates, the Airport Sub Area most closely parallels growth predictions for the city and county.

The corridor planning area contains a higher proportion of black residents (41.26% in 1980) than Franklin County as a whole (15.1% in 1980). In general, the black population is clustered in several identifiable black neighborhoods in the Mid-Corridor sub area. Racial demographics by neighborhood are discussed further in the section dealing with I-670 corridor neighborhoods.

Income figures vary greatly between sub areas. In 1987, the average family income estimates for the I-670 corridor totaled \$30,527, compared to the Franklin County figure of \$36,312. Breaking the corridor figure into sub area statistics shows an average figure of \$17,842 for the Downtown, \$22,930 for the Mid-Corridor, and \$37,210 for the Airport. There is a greater disparity between household and family incomes in the corridor compared to the county as a whole, reflecting the larger numbers of elderly, students, and single income households in the study area. Median household income figures for the various geographic areas are presented in Table F (*not available in Internet Version*). These figures present data for 1980, 1987 and 1992. Although growth in household income is estimated and projected for sub area residents, it is not as great as City or Franklin County projections.

Table G (*not available in Internet Version*) presents 1980 census data for owner and renter occupancy as well as vacancy rates in the various geographic areas. The percentage of owner occupied units is generally lower in the corridor compared to Franklin County and Columbus. The overall figure is dramatically skewed by the Downtown Sub Area, where a heavy student population, in part, raises the renter occupied rate to 88.06%. Mid-Corridor statistics also indicate high rental occupancy, due to the concentration of federally subsidized housing for the elderly and low income residents. (Nearly 23% of the Mid-Corridor's residents are age 60 or older, compared to 12.4% countywide.)

Corridor residents were employed in a variety of occupations in 1980. Table H compares percent of workers by major occupational categories within the geographic areas, while the accompanying list illustrates the number of workers by occupational classification in each Sub Area. Over 60% of the workers in the Downtown were employed as service workers (23.5%), in technical or professional specialty jobs (19.5%), or in administrative support positions (17.8%). In the Mid-corridor, 72% were employed as service workers (31.0%), as operators, fabricators or laborers (21.2%), or in administrative support occupations (19.8%). Figures for the Airport Sub Area indicate that the top three occupational classifications for workers in that area were administrative support (20.7%), technical and professional specialty (16.4%), and operators, fabricators and laborers (16.4%). Again, the Airport Sub Area most closely resembles the city and county relative to percentage of workers employed in each major occupational category.

Zoning and Land Use

Columbus regulates land development and use through a zoning ordinance. The ordinance is a component of the City Code, and is accompanied by zoning maps. The ordinance discusses uses, restrictions and procedures for changes, and is used in conjunction with a series of City policy plans in evaluating proposed changes in specific areas. Any change in land use which necessitates a change in the corresponding zoning district must be applied for through the Division of Regulations. A public hearing is held before the Development Commission, who recommends approval or disapproval to City Council. At a second public hearing, City Council makes the final determination. Zoning map amendments also take place through the City Council.

Portions of the corridor are located in the City of Bexley, and in Mifflin and Clinton Townships. The townships do not administer zoning and/or land use development within their boundaries. The Franklin County Zoning Department and MORPC handle this task. The process for changing land use begins with a Zoning Application to the Zoning Department. MORPC then reviews in and makes their recommendation. Following a public meeting, the Rural Zoning Commission makes their recommendation to the Franklin County Commissioners, who make the final decision. Bexley regulates land use and development through a process similar to Columbus'. Applications for a change in zoning are submitted to the Planning Commission who submit their recommendations to City Council. Council then has the authority to amend the Zoning Code by ordinance.

The I-670 corridor contains most of the land uses and zoning patterns found throughout the urban area, including manufacturing uses, commercial uses and varying densities of residential development. In general, zoning reflects 1987 land use in the corridor, with some notable exceptions discussed below. Current zoning designations are displayed on Map E, followed by a list of the various zoning classifications and attendant permitted uses.

Zoning along the freeway is varied, as the roadway travels through manufacturing areas, along neighborhood boundaries, and adjacent to Alum Creek. In the Downtown Sub Area, connectors to Third Street, Fourth Street and the Convention Center west of I-71 follow railroad right-of-way and pass through an area which is, with the exception of the Fort Hayes Career Center, entirely zoned for manufacturing purposes. This area, which includes the northern portion of downtown, is for the most part completely developed and generally reflects the manufacturing zoning district in which it is located. This is particularly true east of Fourth Street, north of Naughten. Further west along the High Street corridor the character of the area changes. In recent years this area has been the focus of considerable redevelopment activity. The Nationwide Insurance Complex, the Federal Office Building, the Holiday Inn, the Convention Center Complex and several other projects planned or under construction have dramatically changed the character of this area so that it no longer reflects the underlying manufacturing zoning district.

In the Mid-Corridor Sub Area, the roadway from I-71 to Alum Creek continues to overlap railroad right-of-way. Again, as with the Downtown Sub Area, this portion of the I-670 corridor is for the most part already developed. The area south of the freeway and relocated Leonard Avenue is zoned and developed for residential purposes. Typically, this area would not be an appropriate location for non-residential development. However, vacant land in the eastern portion of the Sub Area, north of Maryland Avenue, is located in a manufacturing district. These sites would have freeway visibility and access to the freeway from either the relocated Leonard Avenue or Fifth Avenue interchanges.

Land north of the I-670 right-of-way in the Mid Corridor Sub Area is zoned predominantly M, manufacturing. Development west of Sunbury Road reflects this zoning designation, with the exception of Triangle neighborhood. East of Sunbury Road, the area is zoned and developed in a residential manner. Land paralleling the western bank of Alum Creek has a residential character which is generally reflected in the existing zoning pattern. Exceptions to the residential character are found along the Fifth Avenue corridor, where commercial uses have developed. Fifth Avenue will have direct access to I-670 through an interchange, which will probably intensify the use of land along this arterial. In addition, there are parkland areas in the floodplain along the creek; the new bike path will be located along the western edge of the freeway.

The final section of I-670 follows the right-of-way of U.S. Route 62 from Alum Creek to I-270. This portion of the freeway relates closely to Port Columbus Airport and includes an interchange with the airport connector. Unlike previous sections, not all of this area is in the City of Columbus. A substantial portion of the area adjacent to the

proposed freeway is unincorporated county acreage. Zoning patterns are incomplete with manufacturing districts and commercial uses around the interchange and developed residential areas further north.

There are several constraints affecting land use in the airport area. Large sites along Stelzer are located in airport-required clear zones. There are also additional federal government-owned sites outside these clear zones for which there are apparently no development plans. The Air Force owns 100 acres west of Port Columbus along Stelzer Road. Additionally, portions of the City-owned airport property itself are restricted in regard to development options by conditions attached to the federal funds used to purchase the property. A 150 acre tract on the north side of the airport property is restricted to aviation related development due to the involvement of Federal Aviation Administration funds.

Corridor Neighborhoods

There are seventeen established neighborhoods in the I-670 corridor. The neighborhoods range from the older neighborhoods of the downtown and the near east side to the newer developments in the northeast section of the corridor. According to a previous study done by the City of Columbus, the corridor's neighborhoods exhibited significant changes in population between 1970 and 1980(2). Population losses occurred in all of the neighborhoods in the southwestern section of the corridor, except Shepard (1.9%) and Mount Vernon Plaza (1.9%). Population losses also occurred in East Columbus and Wonderland, both of which are located in close proximity to Port Columbus. (Residents of Wonderland are being relocated by the City as a result of airport expansion; thus, this neighborhood is not included in planning discussions for the corridor.)

Cumberland Ridge is a relatively new neighborhood to the corridor, built in the 1970s. Neighborhood characteristics vary greatly within the corridor, from low income, high unemployment areas to stable residential areas of well maintained, owner-occupied housing stock. All of the corridor neighborhoods except Italian Village have black populations greater than the Franklin County average. Only three have elderly populations less than Franklin County, and two of these, Cumberland Ridge and Broadleigh are located in the faster growing Airport Sub Area of the corridor (Map H). Median family incomes are generally lower in the corridor; only one neighborhood, Cumberland Ridge, has a higher median family income than the Franklin County figure of \$20,970.

The following Pocket summaries highlight significant 1980 demographic information for each corridor neighborhood.

Italian Village: Located north of the Ohio Center, Italian Village's total population numbers 3,295. Almost 15% of the population are black residents. Children under 15 years of age comprise 23% of the population, while residents over 65 years total 17.3%. Italian Village's \$7,500 is one of the lowest median family incomes in the corridor. Slightly more than 27% of the residents over twenty-five are high school graduates, while 1.9% completed four or more years of college. Italian Village residents have a high rate of unemployment (18%), with a black unemployment even higher at 27.7%. Only 15.8% of the occupied housing units in Italian Village are owner-occupied. These owner-occupied housing units have a median value of \$15,600, which is the lowest in the study area. The median contract rent is \$94, while the median gross rent is \$132.

Weinland Park: Located in the northeast portion of the Downtown Sub Area, Weinland Park has a total population of 3,364. Black residents equal 16.26% of the population. Children under 15 years of age make up 20.1% of the population while residents over 65 years total 4.7%. At \$7,582, Weinland Park has one of the lowest median family incomes in the corridor. Almost forty-six percent of the residents over twenty-five are high school graduates, while 20.4% completed four or more years of college. Unemployment rates are high in Weinland Park (16.4%), with black unemployment higher (20.8%). The median value of owner-occupied housing is \$19,900; only 12.1% of the occupied housing units in Weinland Park are owner-occupied. The median contract rent is \$150, while the median gross rent is \$212.

Unity: Located in the northeast portion of the Downtown Sub Area, the total population of this neighborhood is 1,269. Almost 74% of the residents are black. Over 30% of Unity's population is under the age of fifteen, the highest percentage in the study area. The median family income for Unity is \$9,133. Approximately 34% of the neighborhoods' residents over twenty-five are high school graduates; 1.4% finished four or more years of college. At 18.4%, the unemployment rate for this neighborhood is one of the higher ones in the corridor. The rate of unemployment for black residents is virtually the same. Only 17.8% of the occupied housing units in Unity are owner-occupied. These housing

units have a median value of \$20,100, which is one of the lower values for the study area. The median contract rent is \$96, while the median gross rent totals \$161. These figures are also in the lowest range for the corridor neighborhoods.

Milo-Grogan: Located east of Italian Village and north of I-670, the Milo-Grogan neighborhood has a total of 2,961 residents. The black population makes up 88.78% of the neighborhood population. Almost 27% of the total population is under 15 years of age, while 12% is over the age of 65. The median family income in the Milo-Grogan neighborhood is \$11,503. Forty percent of the residents over twenty-five are high school graduates; three percent completed four or more years of college. The unemployment rate is 12.5% overall, and the rate of unemployment for black residents is almost identical. One-half of the occupied housing units are owner-occupied, with a median value of \$19,500. The median contract rent is \$97, and the median gross rent is \$210.

American Addition: The American Addition neighborhood is bounded by Seventeenth Avenue on the north, Joyce Avenue on the west, Woodland Avenue on the east, and the railroad on the south. It is the least populated neighborhood in the study area, with its residents numbering 301. More than 65% of its residents are black. The percentage of the population that is under 15 years of age is 16.9%, while 14.6% of the population is 65 years of age or older. The median family income of this neighborhood is \$10,833, which is half the Franklin County average. Only 32.9% of the neighborhood's residents over twenty-five are high school graduates. Slightly more than 3% completed four or more years of college. The unemployment rate is 6.3%, which is one of the lowest in the study area. The black population unemployment rate is 9.4%. Seventy-six percent of the occupied housing units are owner-occupied, with the units' median value being \$22,700. The median contract rent is \$103, and the median gross rent is \$153.

Triangle: This neighborhood is located between Leonard Avenue, Fifth Avenue and Joyce Avenue. It is one of the smaller neighborhoods in the study area, with a population of 412. Over 89% of the residents are black. The population under 15 years of age equals 17.5%. People over 65 years of age comprise 18.4% of all people residing in the neighborhood. The median family income is \$16,458. The percentage of high school graduates in the neighborhood is 31.5%. The unemployment rate in the Triangle neighborhood is 20.8%, the highest rate of unemployment in the study area. The black unemployment rate is 18.6%. Approximately 57% of the housing units located in the Triangle neighborhood are owner-occupied. The median value of these units is \$22,700. The median contract rent is \$96, while the median gross rent is \$194.

Brentnell: The Brentnell neighborhood is located immediately east of American Addition, ending at Sunbury Road. There are 1,682 people residing in this neighborhood, 85% of whom are black. Over 21 % of the population are under 15 years of age, while 8.7% are 65 or over. The median family income equals \$19,643, which is the second highest in the study area. Over 70% of the residents are high school graduates, and 12.3% have attended four or more years of college. The unemployment rate in this neighborhood is 4.9%, which is the lowest in the corridor study area. The black unemployment rate is 2.2%, which is not only the lowest in the study area, but also below the 1980 Franklin County average of 3.6%. Brentnell contains the second highest percentage of owner-occupied housing in the study area, at 84.1%. The median value for these units is \$33,400. The median contract rent is \$145 and the median gross rent is \$225.

Shepard: This neighborhood is located south and east of Leonard Avenue, west of Nelson Road, and north of the new I-670 freeway. There are 1,980 residents in this neighborhood, 87.8% of whom are black. Over 21% of the total population are under the age of 15. Approximately 13% of the population are 65 years of age or older. The median family income is \$17,188. High school graduates total 48.9% of the neighborhood population over twenty-five. In addition, 11.4% of these residents have completed four or more years of college. The rate of unemployment is 9.6%. Sixty-one percent of the housing stock is owner occupied; the median value for these houses is \$32,100. The median contract rent is \$135, and the median gross rent is \$227.

Garrison Park: Garrison Park is located south of Leonard Avenue, west of Monroe Avenue, north of Mt. Vernon Avenue, and east of I-71. The neighborhood of Garrison Park is made up of 764 residents, 97% of whom are black. Almost 19% of the residents are under 15 years of age. The percentage of the population that are 65 years old or over is 21.5%. The median family income equals \$11,940. High school graduates make up 27.7% of the population over twenty-five, which is the second lowest in the corridor study area. Only 1.5% of the residents have completed four or more years of college. The unemployment rate is 10.6%, which is equal to the rate of unemployment for the black

population. Owner-occupied houses make up 34.6% of the occupied housing stock. These units have a median value of \$17,100, which is the second lowest in the study area. The median contract rent is \$86, and the median gross rent is \$159.

Mount Vernon Plaza: This neighborhood is bounded on the north by the railroad, on the east by Champion Avenue, on the south by Mt. Vernon Avenue, and on the west by Monroe Avenue. The population of the neighborhood is 2,134 residents, 91.6% of whom are black. Twenty-seven percent of the population are under the age of 15, which is one of the highest percentages in the study area. Mount Vernon Plaza contains the highest percentage of families with single mother head of households at 88.6%. The neighborhood also contains the highest percentage of residents age 65 and older, who account for 24.1 % of the population. The median family income is \$7,879. The percentage of high school graduates in this neighborhood equals 27.7% of the population over twenty-five, while the percentage of persons who have completed four or more years of college is 2.5%. The unemployment rate is 11.4%. This neighborhood contains one of the lowest percentages of owner-occupied homes of those studied, with a 6.1% owner-occupancy rate. The median contract rent is \$67 and the median gross rent is \$62.

Mount Vernon South: Mount Vernon South is located south of the Mount Vernon Plaza neighborhood. The neighborhood's population is 2,015 with the black population comprising 98.1% of the total population. The percentage of the population under the age of 15 is 19.3%. Mount Vernon South houses one of the largest elderly populations in the corridor, with 22.7% of the residents age 65 or over. The median family income is \$6,103, which is the lowest in the corridor. The percentage of high school graduates in the neighborhood is 31.7% of the population over twenty-five. The unemployment rate is 20.7%, which is one of the highest in the corridor study area. The percentage of owner-occupied homes in the neighborhood is 24%. The median value of these homes is \$19,100. The median contract rent is \$75, and the median gross rent is \$107.

Atcheson East: This neighborhood is located south of Maryland Avenue, west of Woodland, north of Mt. Vernon Avenue, and east of Champion. There are 1,997 residents in Atcheson East, 98.7% are black. The percentage of persons under 15 years of age is 20.6%, while 20.3% of the population are 65 or over. The median family income is \$12,441. High school graduates living in the neighborhood total 52.8% of those residents over twenty-five. Four percent of the residents have had four or more years of college. The unemployment rate is 13.7%. The percentage of owner-occupied homes in Atcheson East neighborhood is 52.9%. The median value of these homes is \$22,400. The median contract rent is \$100, and the median gross rent is \$197.

Concerned: Concerned neighborhood is bounded by Mt. Vernon Avenue on the north, the N & W Railroad on the east, Broad Street on the south, and Champion Avenue on the west. The population of this neighborhood is 3,771, of which 85.4% are black. Over 18% of the neighborhood's population are under the age of fifteen, and 21.37% are age 65 or over. The median family income is \$10,786. Fifty-eight percent of the neighborhood's population over twenty-five are high school graduates; 10.6% completed four or more years of college. The unemployment rate for this neighborhood is 9.5%, with an identical rate for black residents. Twenty-five percent of the occupied housing units are owner-occupied; these units have a median value of \$28,700. The median contract rent is \$124, and the median gross rent is \$180.

Eastgate: Eastgate, triangular in shape, is bounded by Maryland Avenue on the north, Nelson Road on the east, and the N & W Railroad on the west. The population of Eastgate is 925,95.7% of whom are black. The residents who are under the age of 15 make up 16.4% of the neighborhood's population, while 17.8% totals the percentage of those age 65 or over. The median family income is \$18,942. The percentage of high school graduates in this neighborhood is 73.1% of the population over twenty-five, and the residents completing four or more years of college comprise 24.8% of the neighborhood's population. Both of these education-related figures are the highest in the corridor. The unemployment rate for this neighborhood is 12.4%, with a rate of unemployment of 11.1% for black residents. Eastgate has the highest percentage of owner-occupied housing in the corridor, as almost 94% of the houses fall into this category. The median value of these units is \$40,000, which is among the highest in the corridor. The median contract rent is \$170, and the median gross rent is \$450. Both of these rent figures are the highest in the study area.

Cumberland Ridge: The Cumberland Ridge neighborhood is located in the northwest corner of the Airport Sub Area. There are 1,180 residents in this neighborhood, 95.8% of whom are black. Of the total population, 29.3% of the residents are under 15 years of age. This is the second highest percentage of people in that age group within the corridor neighborhoods. Over 27% of the population are age 65 years or older. The median family income is \$24,375, which is

the highest in the corridor study area well above the Franklin County average of \$20,970. High school graduates comprise 66.4% of the population of Cumberland Ridge. Over 6% of the residents have completed four or more years of college. The rate of unemployment for Cumberland Ridge is 6.2%. Over 72% of the houses in this neighborhood are owner-occupied. The median value for these houses is \$56,900 which is the highest of those in the corridor neighborhoods, and well above the Franklin County average of \$47,100. The median contract rent is \$154, and the median gross rent is \$169.

East Columbus: This neighborhood is located south of Seventeenth Avenue, and west of Stelzer Road in the Airport Sub Area. There are 4,772 residents in this neighborhood, 45.9% of whom are black. Over 22% of the total population are under 15 years of age, while 14% are 65 years of age or older. The median family income is \$13,598. Almost 47% of the residents of this neighborhood are high school graduates and over 39% of the population have completed four or more years of college. The unemployment rate for this neighborhood is 12.8%, with a black unemployment rate of 13.6%. Over 60% of the houses in this neighborhood are owner-occupied. The median value for these houses is \$23,900. The median contract rent is \$142 and the median gross rent is \$201.

Broadleigh: The Broadleigh neighborhood is located in the southern portion of the Airport Sub Area. The neighborhood consists of 6,480 residents, which makes it the most populated neighborhood in the study area. Of this total, 36.2% of the residents are black. Over 26% of the general population are under the age of 15, while 7.3% are 65 years of age or older. The median family income for Broadleigh is \$9,562. Almost 72% of the residents of this neighborhood are high school graduates. In addition, 15.5% of the population have completed four or more years of college. There is a 6.1% unemployment rate in Broadleigh, with a black unemployment rate of 7.6%. Only 16.7% of the houses in this neighborhood are owner-occupied. These homes have a median value of \$38,400. The median contract rent is \$154, and the median gross rent is \$187.

Neighborhood Revitalization

Many of the corridor neighborhoods have been targeted for neighborhood revitalization programs, particularly low interest housing rehabilitation loans and grants. The following information, provided by the City's Department of Human Services, indicates those neighborhoods previously targeted, those currently targeted, and those targeted for future funding. This information was current as of August 1988. To obtain up-to-date information, contact the Office of Housing, 645-7144. The rehabilitation assistance program available to the neighborhoods is outlined as well. It should be noted that the Mobile Tool Program and Chores Program are both available to residents throughout the city portion of the 1-70 Corridor.

Proposed Target Areas for 1988 Located In the I-670 Corridor

These neighborhoods must be approved by City Council. The budget amount for all new target areas combined total \$2,595,276.

- Garrison Park
- Concerned Neighborhood

The types of rehabilitation assistance programs to all of the above areas are:

- (A.) Regular Loan and Grant Program
 - \$5,000 grant for persons age 60 and above
 - Deferred Loan - maximum | \$27,000 at 0% interest
 - 3% loan with 20 year term
 - Joint Participation Loans (State Savings Bank and City of Columbus)
- (B.) Rental Rehabilitation Program

This program offers financial assistance to investors with five or more units on a 50/50 dollar match with the maximum of \$5,000 per unit. Investors in the Concerned Neighborhood with 1 to 4 units would be eligible for the regular rehabilitation program with 3% financing and 20-year term.
- (C.) Mobile Tool Program

This program will benefit low-moderate residents living in the areas who have code violations that they can correct themselves, but do not have the necessary tools to make the repairs. They will be able to borrow these tools from the Mobile Tool Library truck, located in the areas on regularly scheduled days and times.

- (D.) Chores Program
This program will provide free home maintenance for the elderly and handicapped in the areas. The services are limited to 12 hours of free labor per year and up to \$35 of free materials.
- (E.) Urban Homestead Program
This program, depending on the availability of funds, would provide the City the opportunity to purchase vacant properties in the area to be used in our Housing Lottery Program, which would provide a low-moderate income family the opportunity for first time homeownership as well as eliminate a vacant and blighted property in the area.

Community Facilities

The Community Facilities section presents a general overview of police and fire protection, public schools, parks and recreation centers within the corridor study area. Map J displays the location of these various facilities.

- (A.) Police
Adequate police protection exists in the I-670 corridor area. The area is presently served by four City of Columbus Division of Police precincts. These precincts are located at the following addresses: 225 East Swan Street, Port Columbus Airport, 1475 Granville Street, and 1000 Bonham Avenue. The Bonham Avenue precinct is a recent capital improvements project which has been completed in order to better serve the area's population. Also existing within the study area is the Exploited Children's Unit, located at the corner of Lincoln and High Streets.

In addition, the area is served by the Franklin County Sheriff's Office, which will respond to all calls for assistance from anyone living in Franklin County.

- (B.) Fire
Fire protection for the I-670 corridor study area is mainly provided by the Columbus Division of Fire. Five City facilities provide fire service to the area. These stations are located at: 300 N. Fourth Street, 1240 E. Long Street, 1551 Cleveland Avenue, 2646 E. Fifth Avenue, and 4925 Sawyer Road. All of these facilities, excluding the one located on N.

Fourth Street, are scheduled for facility renovations to be completed by 1989. In addition, the Clinton Township fire station, located at 3820 Cleveland Avenue, works in conjunction with the Columbus Division of Fire when needed.

- (C.) Schools
The Columbus City School District operates various schools located throughout the corridor. Two high schools, three middle schools and eleven elementary schools are all located within the study area. In addition, the Shepard Center, an administrative office, is located within the boundaries of the corridor. The Maryland Park School, located at 440 Fairfield Avenue, is currently not in use. The Sixth Avenue School is being used for community health services at this time.

- (D.) Recreation and Parks
There are various recreational facilities that serve the corridor area. The City of Columbus Recreation and Parks Department currently operates six recreation centers and two public swimming pools located within the corridor. The also operate and maintain various parks and playgrounds scattered throughout the area, which provide service to the local residents. Several needs in the area have been identified, which include the renovations of Krumm and Brentnell park facilities, and landscaping along I-670 between the Ohio Center and 1-270. (3)

As the freeway is developed, a bike path will be incorporated into the plans. It will begin at the Fort Hayes/ Cleveland Avenue intersection, and run along the north side of the newly relocated Leonard Avenue, crossing I-670, and running along the north side of the freeway, up to old Leonard Avenue and stopping at the southern tip of the Ohio Dominican College.

Infrastructure

The Infrastructure section presents general information regarding the availability of storm water service, sanitary sewer service, and water service within the corridor study area. Map K displays the location of major lines.

(A.) Storm Water and Sanitary Sewer Service

The availability of storm water and sanitary sewer service is an integral component in the development of the corridor. The City of Columbus and individual developers are responsible for providing these services within the corridor. In general, it is the responsibility of the developer to install sanitary and storm sewers in the new development. He is also required to connect the new sewers into the City's system. The developer is responsible for the maintenance and repair of the sewers until they are dedicated to the City. This dedication process must take place within ten years. Once they are dedicated to the City, they become the City's responsibility to maintain and repair.

In general, only land located near existing City sewers or adjacent to development with private sewers can be developed. The purchasing of easements and the building of extension sewers must be undertaken in order to develop land not located in close proximity to existing development or City sewers.

Many changes are taking place within the corridor to accommodate development. Two major sewer separation projects have recently been undertaken by the City. The Milo-Grogan Sewer Separation Project has been completed, while 75% of the East Central Relief Storm and Sanitary Sewer Project is finished. These projects have separated sanitary flows from storm flows in the corridor where combined sewers were originally constructed. An extensive sewer separation project is underway along Cleveland Avenue in the corridor, along with storm water flow points placed through the future freeway location in preparation for the changes that will occur. Although several areas still contain combined systems, plans and studies have been undertaken by the Division of Sewerage and Drainage to complete the process in the future.

(B.) Water Service

Two of the City's water treatment plants serve the I-670 corridor. The Morse Road treatment plant serves the northern and southeastern sections of the corridor, and the Dublin Road plant supplies the southwestern section of the corridor. According to the Division of Water, there is a sufficient water supply to sustain future development in the corridor.

Water is supplied to the corridor through a series of main feeder lines. Areas of the corridor located outside of the city limits are served by well systems and in some cases water service is contracted for through the City of Columbus. Access to water service is sufficient for development because feeder lines are well distributed throughout the corridor.

Water pressure is an ongoing problem in areas of the corridor which have dead-end water lines. These areas (e.g. American Addition) are generally older, and were developed under previous standards. Today, the Division of Water requires developers to install looped systems. To aid in the achievement of proper water pressure, booster stations and water tanks have been placed throughout Columbus. The Joyce Avenue tank and booster station, which is located within the corridor area, helps maintain sufficient water pressure in the older, southwestern section of the corridor.

Developers must install water lines in their new developments. Plans for these lines must first be approved by the Division of Water before they can be installed. Once the lines are installed, cleaned, chlorinated and disinfected, the developers must dedicate them to the City. After they have been dedicated, the City is then responsible for the maintenance and upkeep of the lines.

Water lines were recently installed on Leonard Avenue. However, there are no additional plans for future line installations by the Division of Water at this time, as the current lines are more than sufficient to accommodate growth.

Physical Constraints on Development

The Alum Creek flood plain and floodway, Port Columbus Aircraft noise, and terrain and soil characteristics impose possible constraints on the future development of the I-670 Corridor.

(A.) Alum Creek Flood Plain and Floodway

The Alum Creek flood plain, which corresponds to the creek's 100 year recurrence interval flood, places restrictions on development in the corridor. The flood plain runs adjacent to the creek and ranges from 2 to 800 feet in width. The Federal Government and the City of Columbus have placed certain zoning restrictions on the flood plain. Within the floodway portion of the flood plain, no buildings or structures can be constructed. Any structure in the floodway fringe portion of the flood plain must, at its lowest point, (i.e. basement floor) be flood proofed or constructed at least one and a half feet above the water surface elevation of the 100 year recurrence interval flood. The only uses permitted in the floodway portion of the flood plain are agricultural uses; public or private recreational uses; and public or private water-oriented facilities.

(B.) Terrain and Soil Characteristics

Flat terrain, along with poor soil characteristics, could also present development problems in the I-670 Corridor. The slope of terrain in the corridor ranges from 0 to 6%, with the majority of slopes between 0 and 2%. Drainage problems occur on such flat slopes. In order to correct these problems, expensive excavation may be necessary. Bennington silt loam, Pewamo silt loam, and Cardington silt loam are the 3 major soil types. The majority of the corridor's soils are Bennington. It is located on flats, low knolls and ridges. Concave and depressed areas contain Pewamo soils. Cardington soils are located on convex ridge tops, on side slopes and along Alum Creek. Bennington and Pewamo soils have common characteristics. They are both very poorly drained, have slow rates of permeability, high water capacity, and high seasonal water tables. Cardington soils, although moderately well drained, are susceptible to seasonal wetness. All three soils have several common characteristics. They all contain a high potential for farming, inadequate drainage, and low potential for most building site development. Table J characterizes the problems connected with development on these three soils. For a large portion of the corridor, soil properties and site features are so unfavorable that specific design considerations must be made.

| TABLE J Soil Characteristics and Building Site Development | | | |
|---|----------------------------------|---------------------------------------|---------------------------------------|
| CHARACTERISTICS | BENNINGTON | CARDINGTON | PEWAMO |
| Shallow Excavation | Severe: wetness | Moderate: wetness | Severe: ponding |
| Dwelling without Basements | Severe: wetness & low strength | Moderate: wetness | Severe: ponding |
| Dwelling with Basements | Severe: wetness and low strength | Severe: wetness | Severe: ponding |
| Small Commercial Buildings | Severe: wetness and low strength | Moderate: wetness and shrink swell | Severe: ponding |
| Local Streets and Roads | Severe: wetness and low strength | Severe: frost action and low strength | Severe: frost action and low strength |

Source: *I-670 Northeast Corridor, Growth Patterns and Potential*, October 1982.

Port Columbus Airport Noise

Approximately 30% of the corridor is exposed to Port Columbus aircraft noise. The area bounded by Mock Road, Fifth Avenue, 1-71 and the airport is exposed to aircraft noise greater than 85 dba for varying periods of time. Noise greater than 70 dba can result in sleep and speech interference as well as possible hearing damage over time. The area just west of Port Columbus is exposed to more than 10 minutes of 85 dba daily, while the area along 1-71 is exposed to 1 to 5 minutes daily. There is expected to be only a slight increase in the area affected by airport noise over the next 10 years.

When airfield improvements are made there will be no significant increase or decrease in aircraft noise. The majority of land directly adjacent to Port Columbus is vacant; when developed, the new uses must be compatible with aircraft noise.

Economic Development Study

In December of 1986, a study was completed by the City's Economic Development Division Staff that analyzed conditions in the I-670 Corridor from the corridor businessmen's point of view. One hundred sixty (160) corridor firms were contacted regarding their community perceptions and anticipated expansion plans, representing a total employment of 6,150.

According to business leaders, a number of critical problems were identified as obstacles for growth in the corridor area. Infrastructure was a major concern, particularly aging and deteriorating street surfaces and curbs. The mid-corridor streets bounded by Gibbard, East 5th, St. Clair and Taylor Avenues were most often named (7). Drainage problems and standing rain water along North 21-23rd Streets and Gibbard Avenue were also cited, as well as lack of street lighting in the corridor area.

Another frequently cited problem involved illegal dumping and littering, particularly in vacant, poorly lighted areas within the mid-corridor and airport sub areas. Area businesses view the dumping as a major contributor to the area's negative image.

Robberies, break-ins and vandalism were frequently noted as on-going problems for corridor businessmen, although most business owners spoke highly of the City's police department and its efforts to provide visibility. The areas experiencing the most significant level of crime appear to be: (1) East 5th and Cassady Avenues; (2) Gibraltar Industrial Park (E. 17th and Rarig Avenues); (3) Gibbard Avenue; and (4) East 5th Avenue and North 4th Street. (8)

A number of significant strengths within the corridor were also identified by businesses there. The excellent response time of police and fire; the ability to hire qualified personnel from the Near East neighborhoods for employment in machine operation, shipping and assembly; the diverse mixture of manufacturing, trade, distribution and retail; and the location between airport and downtown were all highly touted.

Community Improvements

This section consists of information found in the Capital Improvements Program 1988-1993 and the 1987 Columbus Physical Improvements Needs Survey. All funded capital improvements are identified by the date the projects are scheduled to begin. The needs inventory consists of capital improvements requested by each division of the City of Columbus or by the community.

1987 Columbus Physical Improvements Needs Inventor source of request code:

(A) agency initiated (C) citizen initiated

Division of Sewerage and Drainage

1. Storm Sewer Relocation - Fourth Avenue west of Rarig Avenue (A)
2. Cassady Avenue Storm Sewers -Construction of a storm sewer system in the Cassady Avenue area north of Fifth Avenue. (A)
3. Extend Sanitary Sewer in DeMonye Drive. (C)
4. East Fifth/Seventh Drainage Improvements - Study for storm drainage along Fifth Avenue from Seventh to Yearling Road. (A)
5. Storm Pumping Station - No. 25 Renovation - Fifth Avenue railroad underpass west of 1 9th Avenue. (A)
6. Storm Drainage Improvements Taylor and Corwin Avenue north of Fifth Avenue. (C)
7. Storm Drainage Improvements -Installation of storm sewer and catch basin - Mulberry Street. (C)

Division of Electricity

1. New Street Lighting - Area bounded by Pearl Street, Summit Street, Goodale Street and Third Avenue. (C)
2. New Street Lighting - Along Fifth Avenue in the Basset/Mansfield Area. (C)
3. Neighborhood Commercial Lighting - Mt. Vernon Avenue -between Hamilton and Ohio. (A,C)
4. New Street Lighting - .1 mile -Beary Avenue from Taylor Avenue to Hanley Avenue. (A,C)

5. New Street Lighting - .4 miles -Bellwood, Ruhl and Roosevelt Avenue. (A,C)

Division of Water

1. Extend Water Line - In DeMonye Drive. (C)
2. Water Line Improvement - Extend water line in Mulberry Street to serve remaining lots. (C)

Division of Engineering and Construction

1. Stelzer Road Bridge Over Railroad - Widen and rehabilitate. (A)
2. Neighborhood Commercial Revitalization - High Street from Fifth Avenue to Eleventh Avenue (C, Short North Capital Improvements: Design Recommendations) Street Resurfacing - Brick replacement and curb replacement in various areas of Italian Village. (C)
3. Widen St. Clair Avenue - Widen to four lanes from railroad to Cleveland Avenue. (C)
4. Cleveland Avenue Improvements -From Eleventh to Ferris: parking restrictions, signals, retiming and resurfacing. (A,C)
5. Seventeenth Avenue Improvements - Construct street, curbs and improve storm drainage from Conrail tracks to Brentnell Avenue. (C)
6. Street and Curb Repair- Fifth Avenue between 1-71 and Leonard Avenue. (C)
7. Road Improvements - Widen Gibbard Avenue between St. Clair and Joyce. (C)
8. Road Improvements - Widen Bliss between Joyce and Bassett. (C)
9. Mulberry Street Improvements - To include street reconstruction and fire hydrants. (C)
10. Road Improvements - Widen Nelson Road between S.R. 62 and Broad Street. (C)
11. Improve Ohio Avenue - Straightening of existing curve on Ohio Avenue at Poindexter Avenue. (C, Thoroughfare Plan)
12. Atcheson - Old Leonard Connector - Construct a new street directly connecting Atcheson north of Mt. Vernon Plaza with Old Leonard at Monroe. (A,C)
13. East Broad at 20th Intersection Improvement - Widen 20th Street just north of Broad and install traffic signals and signs. (A,C)
14. Mt. Vernon at Champion Intersection Improvement -Reconstruct south approach of Champion to align with north approach. (A,C)
15. Curb Improvements - Rebuild curbs, route storm water flow -Franklin Avenue between Monroe and South Seventeenth and Miami Avenue between Gay and Long Streets. (C) Handicap Ramps - All major streets. (C)

Department of Recreation and Parks

1. General Renovation and Energy Improvements - Krumm Park. (A, The Columbus Energy Plan)
2. Community Scale Recreation Center - vicinity of Agler and Cassady Roads. (C)
3. Italian Village Park Improvements Expand park to enhance its use by area residents. (c) Street tree planting - Italian Village area. (C)
4. Park Renovation and Energy Improvements-Brentnell Park. (A, The Columbus Energy Plan) Landscaping Improvements-I-670 Corridor between the Ohio Center and 1-270. (C)
5. Neighborhood Park Development - Develop neighborhood park in the vicinity of Hamilton and Mt. Vernon using CDBG funding. (C)

Division of Traffic Engineering and Parking

1. Off Street Parking - Construct additional parking area along commercial strip of North High Street. (C, Community Directions)
2. Johnstown Road and Sunbury Road Intersection widening. (A)
3. Johnstown Road and Nelson Road Intersection widening. (A)

4. Mt. Vernon Avenue Off Street Parking - Along the commercial sections of Mt. Vernon Avenue to improve circulation with the concurrent provision of scattered off street parking lots to meet business needs. (A,C)
5. Cleveland Avenue and Seventeenth Avenue - Upgrade traffic signal and provide left turn arrow signal. (C)
6. Nelson Road at Broad Street -Widen south of Broad Street to align southbound through movement. (A)
7. Broad Street Bridge Widening East of Nelson Road and Adjacent Road Improvements - Widen bridge and approach and departure lanes for three westbound through lanes plus left turn lane. (A)
8. Street Realignment - Parsons with Hamilton Park at Broad Street. (C) Warning Sign Project - Install warning signs for motorists advising them of children playing in and near the streets - various locations. (C)
9. New Street Construction -Construct North 20th Connector to Bolivar and Old Leonard Avenue. (C)
10. Bridge Improvements - Widen Spring Street Bridge over 1-71 in preparation for two way traffic. (C)
11. Street Reconstruction - North Ohio Avenue at Beatty Recreation Center. (C)
12. Broad Street and James Road Improvement - Widen intersection at Broad Street and James Road. (A, Regional Transportation Plan)

Economic Development Division

1. Neighborhood Commercial Revitalization - East Long Street Running east from 1-71. (A,C)

Division of Airports

1. Upgrade Runway 10L-28R -Strengthen the runway to absorb heavy aircraft traffic. (A, Airport Master Plan)
2. Repair/Replace Terminal Building Roof - Roof repair over FAA, TWA and Control Tower. (A)
3. Install Backup Boiler - Will relieve burden placed on two existing boilers. (A)
4. Install Five (5) Sliding Doors For Commuter Airlines-To correct heat distribution problems. (A, The Columbus Energy Plan)
5. Replace FAA Boiler- To supply reliable heat to the control tower. (A)
6. Replace Terminal Building Entrance Doors - To improve environmental control over a three year period. (A, The Columbus Energy Plan)
7. Replace Terminal Building Carpeting - Replace carpet in high traffic areas with carpet tiles. (A)
8. Extend Runway 28R - Extend runway 1,000' - includes acquisition and relocation activities in Wonderland. (A, Airport Master Plan)
9. Extend Runway 10L - Extend runway 1,000' - includes easement acquisition on Stelzer Road properties. (A, Airport Master Plan)
10. Retrofit Wall Washer Lighting System - Installation of fluorescent tubes in lieu of existing quartz.
11. Retrofit of One Airfield Regulator- Reduce PCB contaminants. (A)
12. Construct Outer Terminal Area Taxiway and Expanded Terminal Apron to East. (A, Airport Master Plan)
13. Install In-Runway Sensors and Under Drains. (A)
14. Obstruction removal - Runway 10R/28L - To provide all weather category 11 runway. (A, Airport Master Plan)
15. Cross-over Taxiway -Construction of a taxiway bridge across the entrance road and the lowering of a 2,000' section of the entrance road. (A, Airport Master Plan)
16. Electric Meters - Installation of separate electric meters for airfield lighting and remote parking lot. (A)
17. Overlay and Mark Taxiway "D" and east apron. (A)
18. Repair Roofs - East and West cargo buildings. (A)
19. Replace Siding - Improve appearance. (A)
20. Construct Aircraft Maintenance Run-Up Pad - Part of community noise compatibility program - to be constructed adjacent to taxiway (A, Airport Master Plan)
21. Noise Abatement Projects -Total residential sound proofing. (A)
22. Noise Monitoring System -Installation. (A)
23. Additional Airport Master Plan Projects - As local and federal funding become available. (A Airport Master Plan)

Appendix D

Planning Overlay Chapter 3372

Planning Overlay

3372.01 Purpose and intent. 3372.05 Permitted uses.

3372.02 Council-approved plan. 3372.06 Standards.

3372.03 Application. 3372.07 Map designation.

3372.04 Overlay area. 3372.08 Affect of the approved overlay standards

Cross References Limited Overlay - see Zon Ch 3370.

3372.01 Purpose and intent.

This chapter establishes a planning overlay which provides the means to incorporate in the Zoning Code development standards designed to implement Council-approved plans for special areas. Overlay standards and standards extracted from such approved plans, may increase, decrease, or add conditions to the minimum development standards of the underlying district, but shall not include additions or deletions to permitted uses within such district.

The planning overlay provides a formalized method for implementing acceptable community plans through specialized standards intended to achieve physical development objectives in certain areas of the City. Such objectives transcend single parcel ownership and land use district boundaries and represent a need to establish, maintain, or change the character of development in a planning area. (Ord.70-85.)

3372.02 Council-approved plan.

Any person or organization proposing special development standards for an area shall first complete a planning process which culminates in a Council-approved plan by resolution. At minimum, such process shall include the preparation of a plan, coordination with the Strategic Planning Section of the City's Office of Management and Budget and sponsorship by a member of Council. The planning document should clearly describe the planning area and explain why the area is special or unique. Recommendations which may affect development standards for the area should be documented. (Ord.70-85.)

3372.03 Application.

Any person or organization desiring the establishment of a Planning Overlay may file an application in conformity with all the provisions for amendments to the Zoning Code and the provisions of this chapter with the Regulation Division on a form provided by h. Said application will be processed and reviewed by the staff, Development Commission and City Council as a rezoning application. A fee may be imposed by ordinance of Council.

The intended purpose of a Planning Overlay shall be clearly evident and related to the underlying land use pattern in a reasonable way. Proposals should exhibit the following characteristics:

1. Implement recommendations contained in a Council-approved plan passed by resolution;
2. Specify standards which establish, maintain or change the development character of an area; and
3. Evidence advanced planning which supports and justifies the variations in existing standards or the imposition of additional standards *(1)*.

The *(2)* Administrator may request additional information when needed to properly review the application. In all cases the minimum standards of the underlying zoning classification shall govern unless the Planning Overlay approved by Council specifically stipulates a variation to that standard. The Planning Overlay shall only be used to vary the physical development standards of a district and shall in no way be used or construed so as to be used to change the permitted uses of the underlying zoning classification. (Ord. 356-87.)

3372.04 Overlay area.

The area to which an overlay applies is any reasonable portion or all of that territory included in the Council approved plan. (Ord. 70-85.)

3372.05 Permitted uses.

Within an area identified by a Planning Overlay a building or premises may be used for one or more of the uses permitted by the underlying zoning classification.

Single-family, two-family or three-family dwellings may be included in a Planning Overlay even though the underlying zoning is an apartment-residential district. (Ord.356-87.)

3372.06 Standards.

Any use of property subject to a planning overlay shall meet or exceed overlay standard. When overlay standards are not specified those development standards required by the underlying district apply. (Ord.70-85.)

3372.07 Map designation.

Upon institution of a planning overlay by ordinance of Council, the Zoning map shall be amended to indicate the area subject to a planning overlay by the addition of an appropriate border designation, initial and a hyphen (P-) immediately preceding the symbolic designation of the underlying Zoning.

3372.08 Affect of the approved overlay standards.

Overlay standards approved hereunder shall be binding upon each property owner and the heirs, successors and assigns of the property owner and shall limit and control the issuance and validity of any Certificate of Zoning Clearance. The site plan for such certificate shall clearly indicate conformance with the approved overlay standards.

An overlay which implements standards unique to a Commission Area without architectural review amended February 4,1985 shall not require Commission review of those specific standards prior to the issuance of a Certificate of Zoning Clearance (Ord. 70-85)