

Northland Plan: Volume II



City of Columbus:

Michael B. Coleman, *Mayor*

Department of Development:

Mark Barbash, *Director*

Trudy Bartley, *Deputy Director*

Planning Division:

Stephen R. McClary, *Administrator*

Elizabeth A. Clark, AICP, *Assistant Administrator*

Kevin J. Wheeler, *Long Range Planning Manager*

Prepared by:

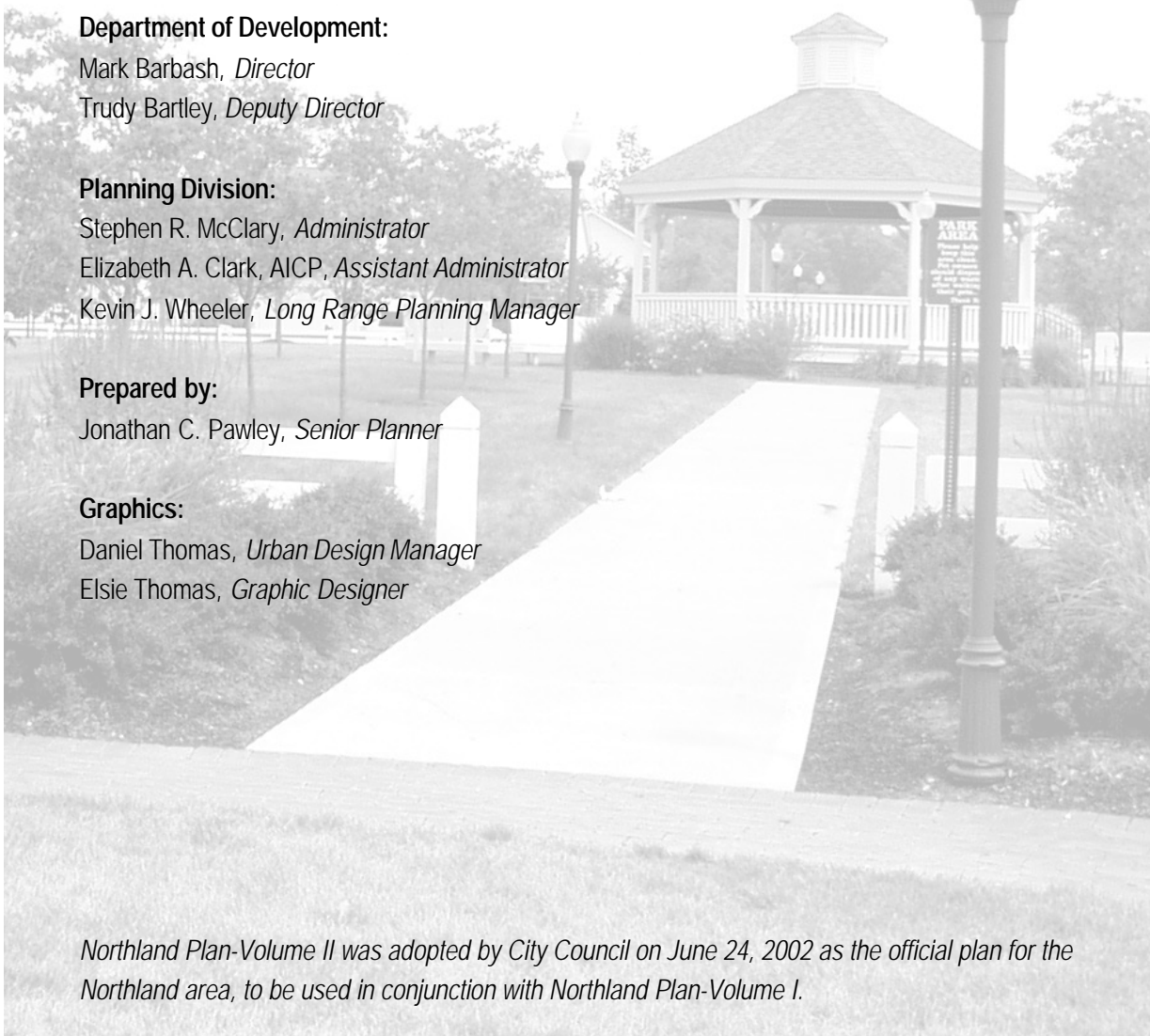
Jonathan C. Pawley, *Senior Planner*

Graphics:

Daniel Thomas, *Urban Design Manager*

Elsie Thomas, *Graphic Designer*

Northland Plan-Volume II was adopted by City Council on June 24, 2002 as the official plan for the Northland area, to be used in conjunction with Northland Plan-Volume I.



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Karen J. McCoy
James E. Simpson

This plan, in conjunction with Northland Plan-Volume I, provides guidelines for private and public sector decision making in the Northland area. Please direct all questions regarding the content of this document to the Columbus Planning Division, 109 North Front Street, Columbus, Ohio 43215.

Dear Citizen:

On June 24, 2002, Columbus City Council adopted Northland Plan – Volume II as the city's official long-range guide for development, redevelopment and improvement of the physical environment in portions of northeast Columbus. Northland Plan – Volume II is generally bounded by I-270 on the west, portions of Central College Road and State Route 161 to the north, Morse Road to the south, and Columbus corporate limits to the east. This plan was prepared with the assistance of and input from numerous stakeholders including civic leaders, property owners, representatives of the business community, public agencies, and Northland Community Council.

In conjunction with this plan, and to help address some of the challenges facing the Northland community, the city has also produced the Northland Plan – Volume I, the Morse Road Market Analysis and Redevelopment Strategy, and the Morse Road Design Study.

The Northland community has been and will continue to be a vital part of Columbus. It is our goal that this document be used by the private and public sectors as a working reference of planning guidelines and policies for this portion of Columbus. I want to thank everyone involved in the creation of Northland Plan – Volume II, and ask that you continue to be a part of our on-going efforts to build a better Columbus.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Barbash". The signature is fluid and cursive, with a large initial "M" and "B".

Mark Barbash, Director
Department of Development

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acknowledgements

The Planning Division would like to acknowledge former staff members Nan Merritt, Angela Mingo, and Katie Martin Renner (Senior Planners), who made substantial contributions to this plan.

The Northland Community Council, in particular the Northland Development Committee formerly chaired by Andrew S. Bukovinsky, and currently chaired by Jeff S. Murray, contributed a great deal of time and energy to this effort. In addition, we acknowledge the commitment and dedication throughout the process from the planning working group, comprised of civic leaders, property owners, and representatives from the business community. Their assistance was invaluable.

Special thanks also go to the Little Turtle Country Club, 5400 Little Turtle Way, for hosting the numerous planning sessions and public hearings that helped shape the formulation of this plan.

northland plan: volume II

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purpose



purpose

purpose

Northland Plan-Volume II will be used as a principle reference document by developers, neighborhood organizations, city staff, the Development Commission, and City Council when making decisions concerning the physical development of the planning area.

introduction

The creation of this plan commenced during the update process of the 1989 Northland Plan. During the update process, three distinct plan elements were found to be necessary. These elements were the update of the 1989 Northland Plan, a new plan for the portion of the Northland Community Council east of I-270 (separate from the area included in the *Rocky Fork-Blacklick Accord* land-use plan), and the Morse Road Market Analysis and Design Study.

This plan, *Northland Plan-Volume II*, generally covers the area bounded by I-270 on the west, portions of Central College Road and State Route-161 to the north, Morse Road to the south, and follows city of Columbus corporate limits to the east. No prior plans exist in this area.

Northeast Columbus has experienced extraordinary growth in recent years. Extensive residential and commercial development in the area, along with the construction of the State Route 161 highway, has generated higher traffic volumes and increased requirements for community services and facilities. The area is comprised of numerous civic associations represented by the Northland Community Council.

Northland Plan-Volume II is a cooperative effort between the Northland Community Council and the city of Columbus to provide guidelines for decision-making concerning the area. A planning advisory group representing public and private interests worked together to develop this plan. Included in this process and the subsequent creation of the plan, were numerous public input, review, and comment periods, which identified issues pertaining to the planning area, and potential solutions. Each draft of the plan was scrutinized by area citizens, city agencies, stakeholders from the development community, public schools, adjacent jurisdictions, and other government agencies.

issue identification

The initial focus of the planning advisory group was to address issues associated with growth and development in the area. Of immediate concern to the community was traffic congestion and management, land-use and zoning patterns over the past several years (amount of multi-family vs. single-family residential construction occurring in the planning area), and protection of natural features and parkland. From the outset of the planning process, the planning advisory group focused on these concerns and potential solutions. Goals emerging from this process included:

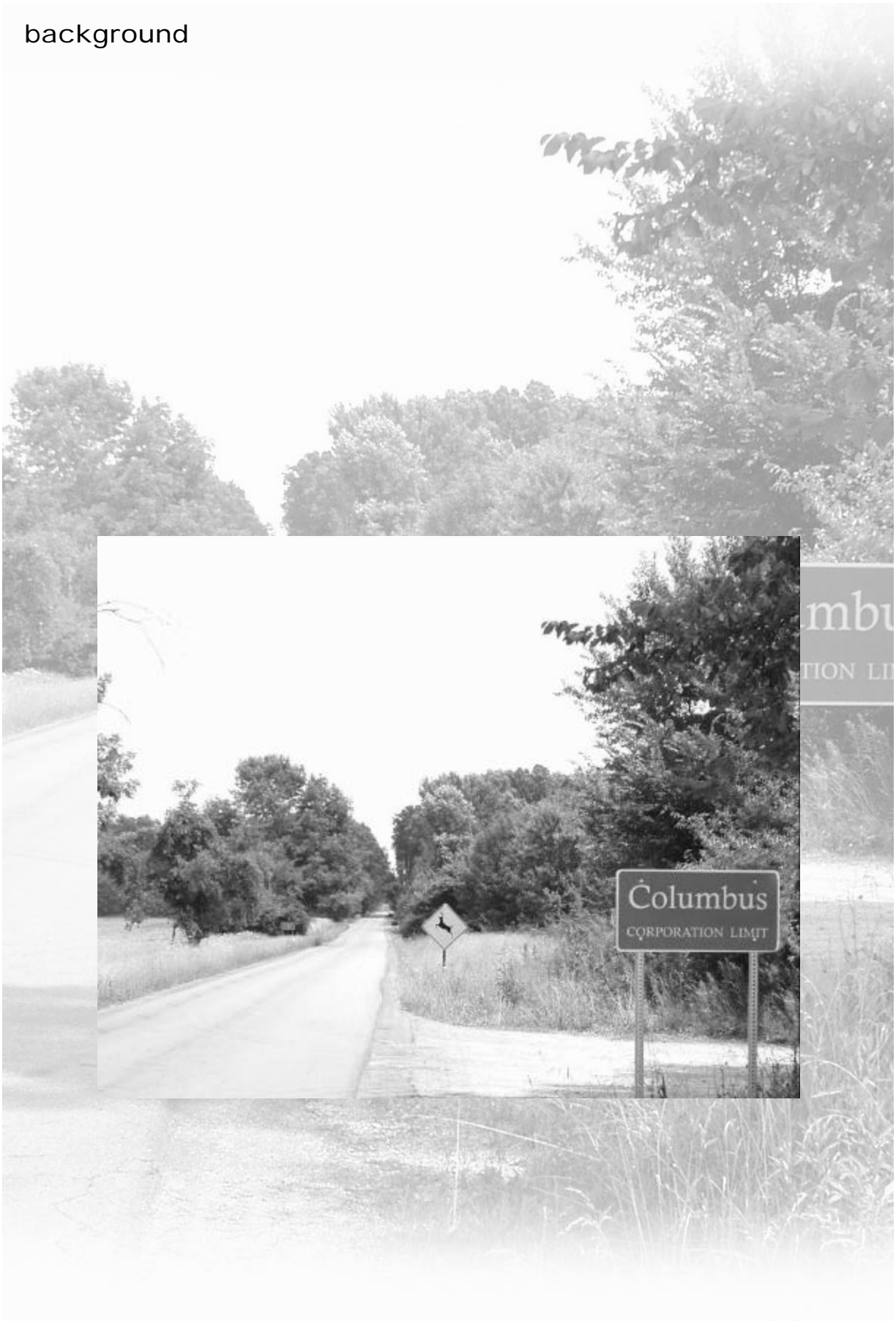
- ◆ Develop a community plan similar to and in conjunction with the updated Northland Plan.
- ◆ Increase traffic management in the area.
- ◆ Develop adequate neighborhood parks and supporting community facilities.
- ◆ Encourage clustering of residential uses to promote open space and preserve natural features.
- ◆ Evaluate development standards that could be applied to new development and redevelopment in the area.
- ◆ Encourage high-quality residential, commercial, and office development.
- ◆ Reduce the perceived isolation of the Little Turtle community from the rest of the planning area south of State Route 161.

As the planning process unfolded, the community identified several additional issues that ultimately helped shape the structure and organization of the plan. *Northland Plan-Volume II* is a tool to encourage quality development and a proper mix of residential, commercial, and recreation/open space land-uses. The plan is divided into six subject areas:

- **Natural Resources**
- **Community Facilities & Services**
- **Transportation**
- **Water & Sewer Services**
- **Zoning and Annexation**
- **Proposed Land-Use**

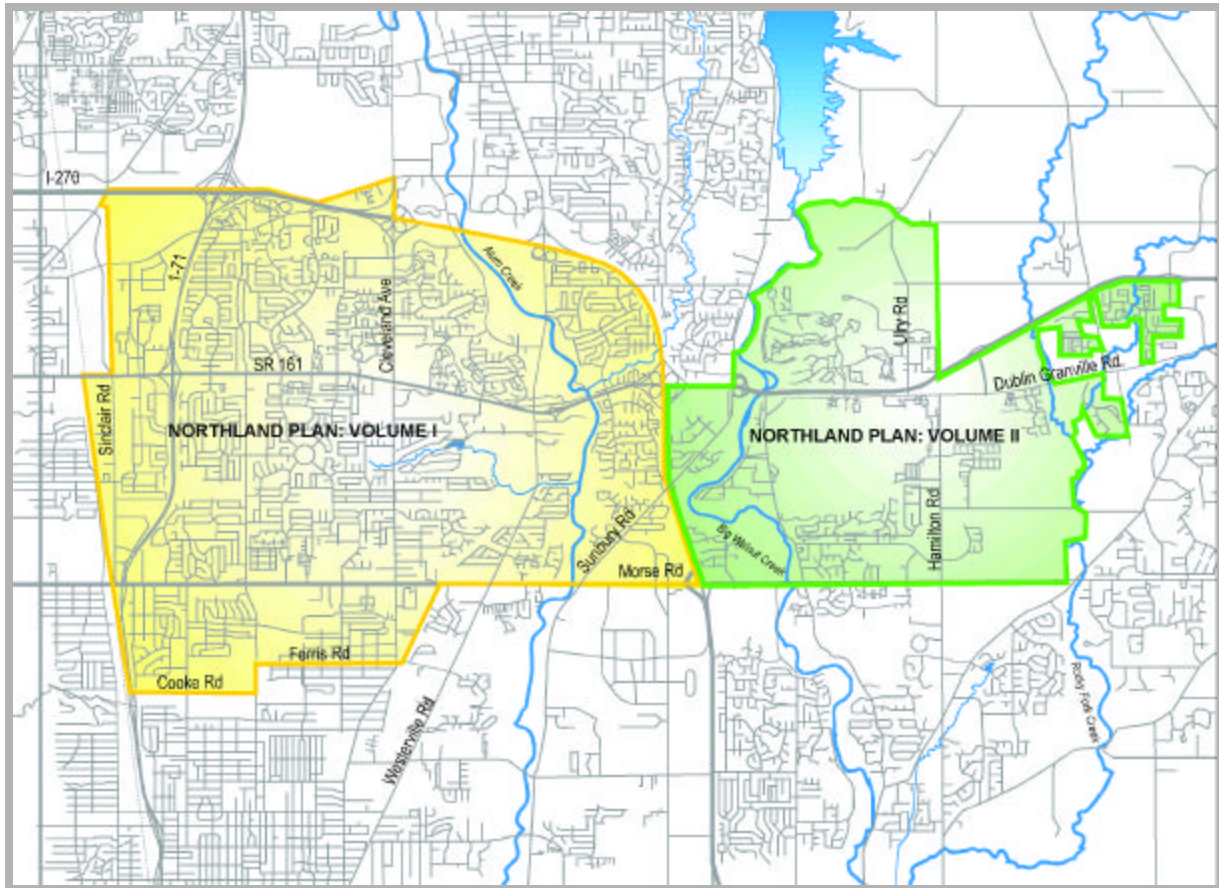
Each section of the plan contains a discussion of the background or existing conditions relating to the subject area. Planning issues are identified and recommendations and implementation strategies included address each planning issue.

background



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planning area



The Northland planning process involves two distinct areas within the boundaries of the Northland Community Council. Northland Plan: Volume I was adopted by Columbus City Council on January 29, 2001.



This plan (Northland Plan: Volume II) covers a portion of the city to the east of I-270, excluding the area covered by the Rocky Fork-Blacklick Accord.

area history

American Indian Settlements

Ohio has a rich heritage of American Indian life. The territories of the Wyandot, Mingo and Delaware seem to most often intersect with the planning area, but place names also reveal Miami and Shawnee heritage. For example, Little Turtle of the Miami, and Blue Jacket of the Shawnee are well-known names in the area.

Little Turtle, whose Indian name was Michikinqua, was a Miami chief, known to be a brilliant military leader. He guided the battles that led to both Harmar's and St. Clair's defeats. He advocated for peace before leading a small group into the Battle of Fallen Timbers, where they were defeated. This led to the signing of the Treaty of Greenville in 1795. Blue Jacket was a Shawnee warrior and chief, known for his bravery. Both chiefs, along with those of many other tribes signed the Treaty of Greenville, which likely facilitated settlement of the planning area.

Blendon Township

Blendon Township was called Harrison Township between the time it was split-off from Sharon Township in 1815 and when the County Commissioners changed the name to Blendon in 1825. The earliest known settlers were Edward Phelps and Isaac Griswold, both arriving from Connecticut in 1806. Mr. Phelps is said to be the first settler to have felled a tree in the township, apparently an important event considering the tremendous effort it took to clear the thick forest enough to establish a homestead. Isaac Griswold was the first postmaster of the crossroads community called Blendon Four Corners, at the intersection of Granville Road and Columbus-Westerville Pike.

A school in the hamlet of Central College, to the immediate west of the planning area, supervised and staffed by Reverend Ebenezer Washburn, was made into the New School branch of the Presbyterian Church in 1835 when 'Squire Timothy Lee offered 100 acres to establish an institution of higher learning. This complex includes five buildings on the National Register of Historic Places:

- ◆ ***Washburn House*** - 7121 Sunbury Road. Built by Ebenezer Washburn in 1833.
- ◆ ***Timothy Lee Homestead*** - 6770 Sunbury Road. Built in 1824. Local legend says that the house was part of the Underground Railroad.
- ◆ ***Presbyterian Parsonage*** - 6972 Sunbury Road. Built in 1841.
- ◆ ***Presbyterian Church*** - Completed in 1870.
- ◆ ***Fairchild Building*** - Constructed in 1875. Now part of complex owned and operated by the Ohio School for the Deaf Alumni Association.
- ◆ ***The McDannald Homestead*** - Formerly located at 5847 Sunbury Road, it was built in 1850 and also said to be part of the Underground Railroad. It has been demolished.

Plain Township and New Albany

Plain Township was organized in 1810. The township was included in a "Military District" intended to satisfy the claims of Revolutionary War veterans. Former soldiers were entitled to 100 acres each and officers were entitled to more according to rank. The southeast quarter of the township was laid out in 100-acre lots for the benefit of these soldiers. Many of these lots were claimed by land speculators. For example, Abijah Holbrook claimed 16 warrants that he bought from veterans. The entire southwest quarter was patented in 1800 to Dudley Woodbridge, a minute-man in the Revolutionary War. Since not even the highest-ranking veterans were entitled to this much land, Mr. Woodbridge must have acquired some of this land in a fashion similar to that of Mr. Holbrook. Mr. Woodbridge is said to have traded his 4,000 acres in 1802 to John Huffman from Pennsylvania for the price of one gallon of whiskey (about a dollar) per acre.

After 1812, the Federal Government decided that the land already patented had been sufficient to satisfy the claims of the veterans and began selling the land to any applicant. Consequently, the north half of the township was divided into square mile sections, which were later divided into quarters for sale and homesteading. The Federal Government offered these 160-acre lots for about \$2.00 an acre.

There were several efforts made to found villages, but only New Albany was successful. New Albany was laid out in 1837. The village founders were Daniel Landon and William Yantis. In time craftsmen, tradesmen, and professionals filled these city lots. The building that currently houses Eagle Pizza (2 N. High Street) is a remnant of the general store started in the 1840's by John McCurdy.

Sources:

John Saveson, Personal interview, August 6, 2001

Historic Plain Township: People and Places. John Saveson. 1994: The New Albany Plain Township Historical Society.

History of Franklin County. William T. Martin. 1858: Follett, Foster & Company, Columbus.

History of Franklin County, Ohio -Vol.1. Opha Moore. 1930: Historical Publishing Company, Topeka-Indianapolis.

Ohio History Central: Ohio's Historic Indian Heritage web site: http://www.ohiokids.org/ohc/history/h_indian/index.cfm

neighboring jurisdictions

The northeastern portion of Franklin County consists of a number of political jurisdictions. The proximity of the neighboring townships and cities provides an opportunity for community partnership, enabling the area to develop with benefits that expand beyond the boundaries of the planning area.

The City of Westerville

The City of Westerville corporate limits lie to the north and west of the planning area. One of the adopted plans that Westerville uses for growth management is the *Central College Development Plan*. The plan concentrates on the area bounded by Chatham Ridge Road, Big Walnut Creek, Dempsey Road and Sunbury Road.

The Central College planning area is directly west of the *Northland Plan-Volume II* planning area. Traffic and circulation, commercial and residential development, as well as capital improvements are addressed in the plan. The plan recommends that the Central College area be developed as low density residential, with limited commercial.

The Village of New Albany

The Village of New Albany has a *Strategic Plan*, which takes into account recommendations from three localized plans: *The Village Center Study*, *The Rocky Fork-Blacklick Accord*, and *The Natural Features Study*. The *Strategic Plan* is used as a tool in allocating funds for capital improvement projects in the Village of New Albany. *The Rocky Fork-Blacklick Accord* is detailed later in this chapter.

The City of Gahanna

The City of Gahanna's Triangle North area abuts the planning area to the south, and is bounded by Morse Road, Hamilton Road, and Johnstown Road. The area is a targeted location for redevelopment in Gahanna. Future development envisioned for the area includes commercial, residential, and mixed-use development. As part of the plan's development principle, open space corridors are designated along major streets, to include the Morse Road corridor east of Hamilton Road to Johnstown Road.

Plain Township

Plain Township has a *Comprehensive Plan* that was adopted in 1997. Since that time, several amendments have been made to the plan. In addition to the township's comprehensive plan, the Select Commercial Planned District (SCPD) was created to encourage development of commercial uses in planned districts.

Blendon Township

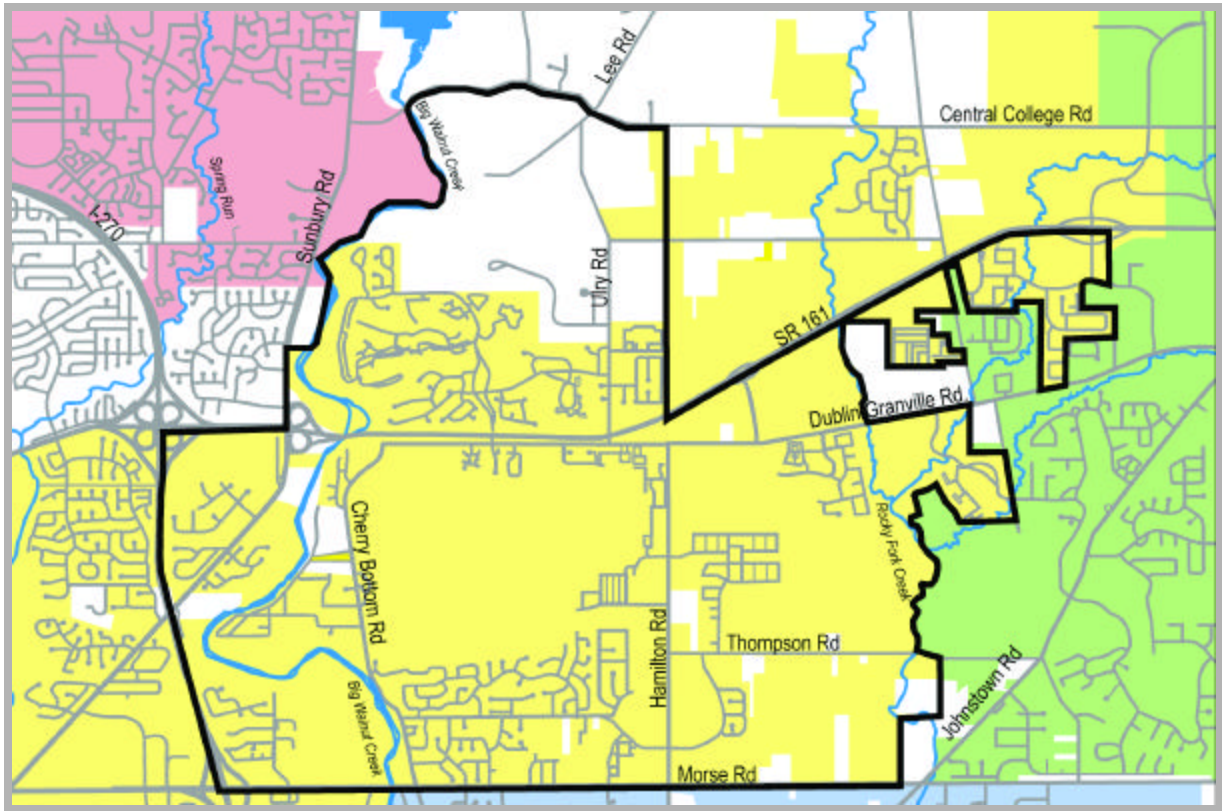
The areas of Blendon Township located directly north of the Little Turtle subdivision remain rural in nature, with large-lot residential and agriculture being the predominant land uses. Planning and zoning is administered in Blendon Township through the Franklin County Development Department.

Rocky Fork-Blacklick Accord

The Rocky Fork-Blacklick Accord was an initiative of the village of New Albany and the city of Columbus to establish long range planning guidelines to manage growth and development in annexed portions of Plain Township. The purpose of the Accord is to protect, preserve and enhance the quality of life in the participating jurisdictions. An implementation panel reviews development proposals for compliance with the Accord's provisions.

Land-uses proposed in the Accord that directly impact the *Northland Plan-Volume II* area are multi-family and commercial near the Hamilton Road extension, lower-density and village residential near the Plain/Blendon Township border north of Warner Road, commercial along the township border south of Warner Road, and some office uses north of SR-161.

neighboring jurisdictions



-  Planning Area
-  Columbus
-  Gahanna
-  New Albany
-  Township (unincorporated)
-  Westerville



population

The Northland II planning area is experiencing dynamic growth. Figures from the 1990 and 2000 Census show a population growth rate of over 112% for the overall planning area and nearly 126% for the portion of the planning area within the city of Columbus, over that period of time. Preliminary data for the 2000 Census indicates that residents of Columbus comprise the vast majority of the Northland II planning area inhabitants (98%). Continued growth at this pace (112.4%) would result in an overall planning area population of approximately 35,900 by 2010. The charts below provide the actual Census counts in 1990 and 2000 as well as additional information.

population analysis: change from 1990-2000

Area	1990	2000	% Change
Northland II (In Columbus portion of planning area only)	7,333	16,566	+125.9
Northland II (Overall, In both Columbus & Unincorporated)	7,952	16,894	+112.4
City of Columbus population	632,910	711,470	+12.4
Franklin County population	961,437	1,068,978	+11.2

Sources:

US Department of Commerce, Bureau of the Census

City of Columbus, Planning Division

natural resources



introduction

Land-use is typically influenced by existing land conditions. The planning area is part of the western edge of the Appalachian Plateau. Elevations are higher than in many other parts of Franklin County. Topographic relief is greatest in the western portion of the area, particularly in the Big Walnut Creek corridor. The eastern portions of the area are generally flat.

waterways and floodplain

Watercourses are substantial natural features in the planning area, as they are throughout the region (see Waterways map page 15). When their natural features are protected, they provide communities with scenic locations for public or private enjoyment as well as quality natural habitat, stormwater management, and mitigation of urban noise and air pollution.

The Big Walnut Creek runs through the western portion of the planning area after it leaves the Hoover Reservoir to the north. The Rocky Fork Creek, which is tributary to the Big Walnut, and two tributaries to Rocky Fork Creek run through the eastern part of the planning area. The waterways in the planning area are all in good ecological condition according to the Greenways Plan's review of OEPA aquatic life index data. Both waterways have volunteer organizations in place to protect them. The most active in the planning area is the Rocky Fork Creek Watershed Protection Task Force.

The Columbus Comprehensive Plan provides that the city "develop its river corridors as a system of greenways." The Mid-Ohio Regional Planning Commission and the Franklin Soil and Water Conservation District teamed together with many local sources of support to develop a *Greenways Plan* for central Ohio. It is the first comprehensive effort to address central Ohio's rivers and streams in over 20 years and is intended to increase understanding and appreciation for the role waterways play in our environment, resulting in their long term protection and enhancement.

The city of Columbus, Franklin County and Plain Township are all participants in the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP). This program is designed to prevent the loss of life and property due to flooding through land use regulation in flood-prone areas. FEMA designates a floodplain, which consists of the floodway and the floodway fringe, also known as the 100-year floodplain. The floodway includes the stream channel and those areas most likely to be inundated with floodwaters. The 100-year floodplain is the area outside the floodway having a one percent chance of flooding in any given year.

Development is not permitted within the floodway. Development may occur within the floodplain, however the area must be elevated above the 100-year flood level through the use of fill. This process, depending upon the specific elevation and size of site may be prohibitively expensive. The Waterways map illustrates the floodway and 100 Year Floodplain of Big Walnut and Rocky Fork creeks. Floodplains are not extensive in the planning area.

forested areas and wetlands

Forested areas are found primarily along watercourses and in protected parks. Immediately north of Little Turtle subdivision, and south of Central College Road are large privately-owned, heavily wooded parcels and rolling terrain, viewed as an amenity by the community (locations shown on General Existing Land-Use map on page 54). There are other tree stands located in places identified by the Ohio Department of Natural Resources' Ohio Wetlands Inventory as woods on hydric soil. Other wetlands are identified by the Inventory as being small and scattered intermittently throughout the planning area. These may or may not be jurisdictional/regulated wetlands as defined by the U.S. Army Corps of Engineers. The groundwater pollution potential, calculated by the Ohio Department of Natural Resources' OCAP data, is low to moderate in the vast majority of the planning area.

protected areas

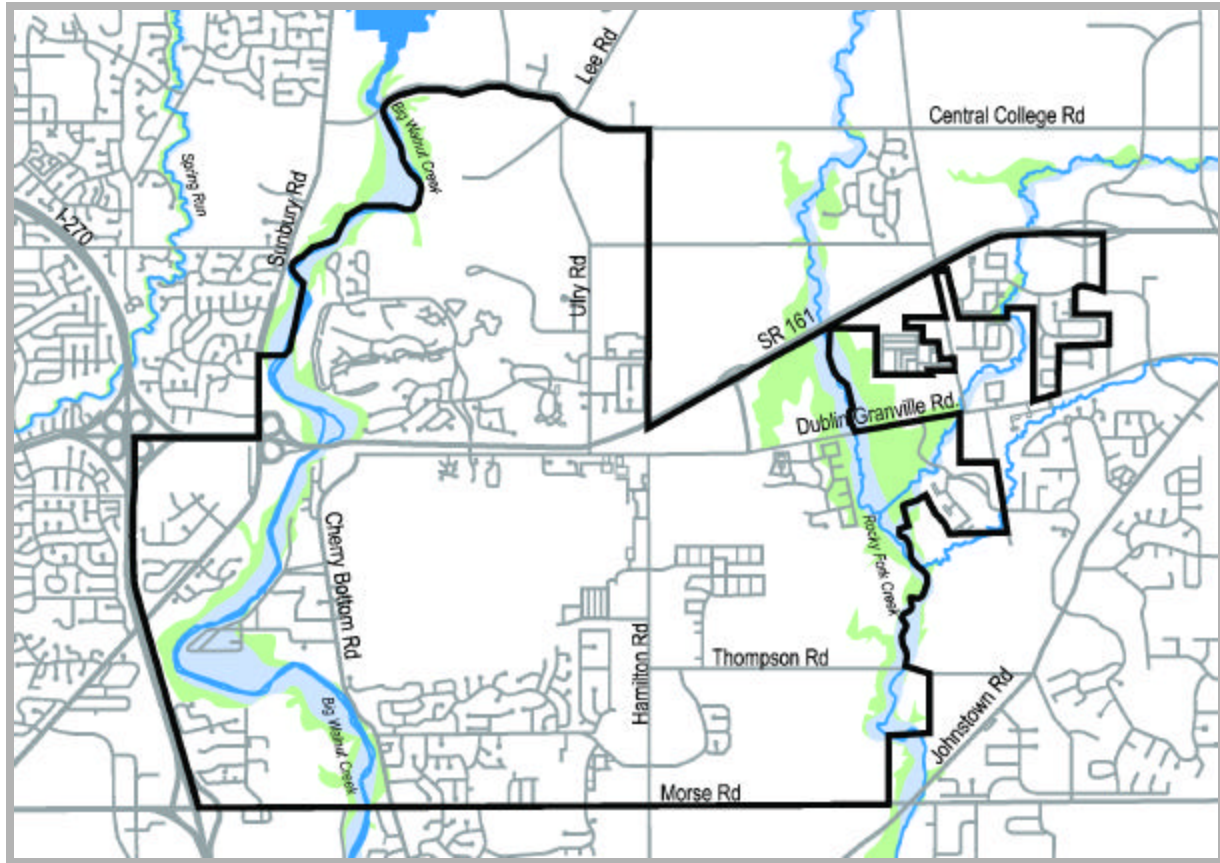
Blendon Woods Metro Park lies in the geographic heart of the planning area. The park encompasses 646 acres on the western edge of the Appalachian Plateau. Located along Big Walnut Creek and west of Cherrybottom Road is 87 acre Cherrybottom Park. This city-owned park is notable for its preservation of 40-foot bluffs along Big Walnut Creek and mature riparian Beech, Maple and Oak forests. Designated as a conservation park it is home to over 203 species of vascular plants with a diverse population of wildflowers.



The city of Columbus has also acquired a growing number of riparian easements along streams in the planning area. Typically provided during the development process, these sites are intended for use as conservation areas. Ongoing use of the city's Parkland Dedication Ordinance is likely to result in further protection of natural features in the planning area.

It is the recommendation of Northland Plan - Volume II that:

- *the Parkland Dedication Ordinance continue to be used to protect riparian areas.*
- *preservation of existing tree stands, wetlands, and other natural areas through sensitive site design be encouraged.*
- *development adjacent to Blendon Woods Metro Park and Cherrybottom Park be conducted in a manner that minimizes light, noise, traffic, and other impacts to the park including stormwater runoff.*
- *consideration be given to providing permanent protection to existing woodlots in the area, particularly those identified on the Existing Land-Use map to the north of Little Turtle, through public acquisition, conservation easements or other means.*

waterways



-  Planning Area
-  Watercourses
-  Floodway
-  100 Year Floodplain



community facilities and services



fire services

Primary fire and emergency medical services in the planning area are provided by the city of Columbus, Blendon Township and Plain Township. These communities have agreements in place allowing them to respond to emergencies in areas outside of their jurisdiction. This ensures that maximum emergency services protection is provided to all residents and businesses, regardless of location.

The only existing fire station in the area is Columbus station 29, located at 5151 West Little Turtle Way, just north of State Route 161. A full-time presence of firefighters at this station is responsible for staffing engines and medical transport units. Both vehicles include paramedic equipment and all firefighters are trained for medical emergencies. Ladder units may be called in when necessary. In 1999, station 29 had 1019 service runs. This number is lower than many of those experienced in more urban areas.

Blendon Township fire coverage for the area is based at 6350 Hempstead Road. Located about a mile from the planning area, this station maintains full-time staff members who operate both the engine and the medical unit.

Fire service for Plain Township is based at 9500 Johnstown Rd., near the SR-161 bypass. All full-time staff and most part-time members' are provided with paramedic training. The staff operates two medical units, an engine, a 100-foot ladder, a rescue truck, a grass fire truck, and a tanker.

The Columbus Comprehensive Plan recommends that the city of Columbus provide fire stations within two miles of all residents, and that any new stations that are built be located on major arterials. Station 29 is within two miles of most of the planning area, however continued growth in the northeast may result in a need for an additional station.



police services

Law enforcement in the planning area is provided by three jurisdictions; city of Columbus Police, the Franklin County Sheriff and Blendon Township Police. These three jurisdictions have cooperative agreements to ensure adequate coverage in the case of emergencies.

The planning area has one Columbus police substation located at 5030 Ulry Road, just north of old Dublin-Granville Road. This substation is part of Columbus Precinct 7. The precinct extends north to Central College Road, east to New Albany, west to the abandoned Conrail Railway tracks and south to Johnstown Rd. Due to the size and configuration of the precinct, consideration has been given to relocating the Ulry Road substation to a more central location. However, thought has also been given to realigning this precinct, which could result in the Ulry Road location being appropriate.

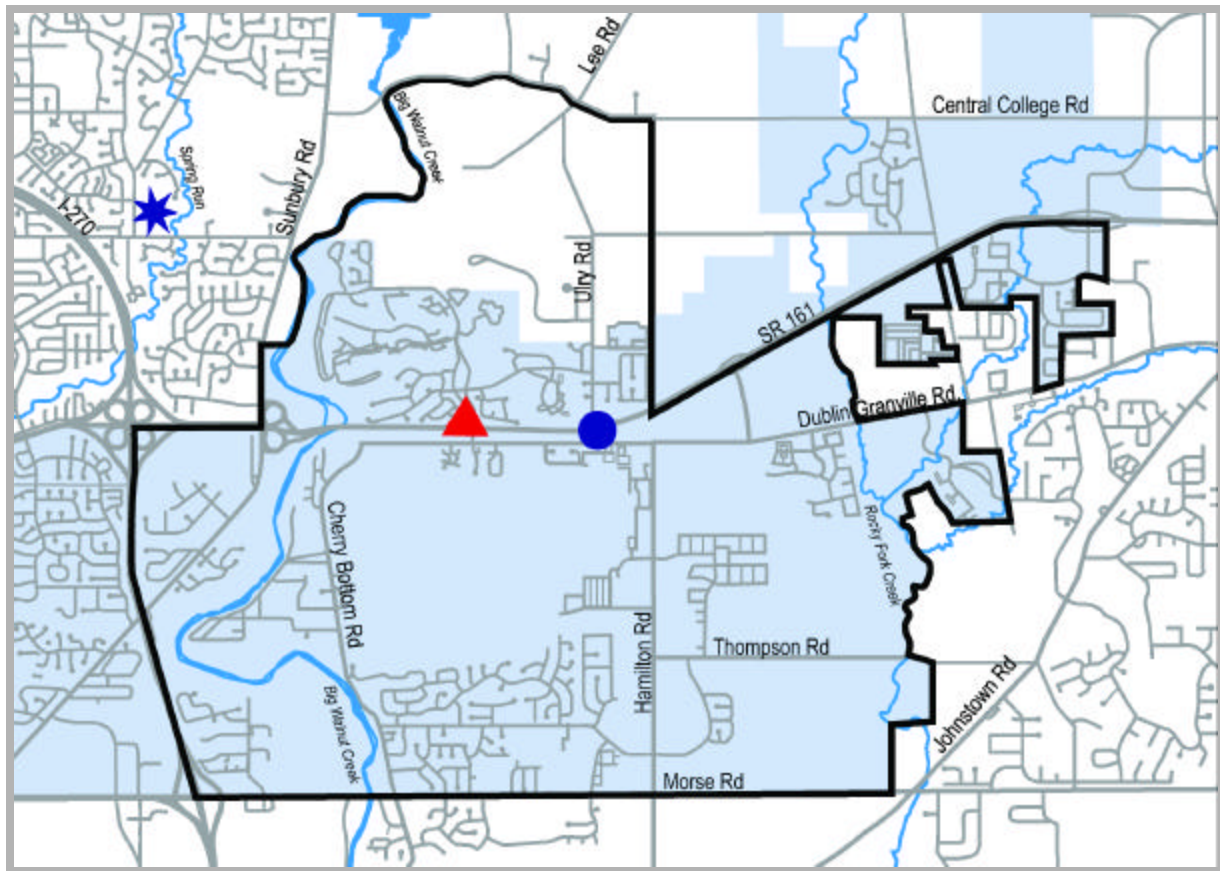
Cruiser District 73 provides full-time coverage of the planning area. The cruiser district corresponds well with the planning area, deviating when it extends west to the railroad tracks just west of Westerville Road. In addition to this coverage, there is a midwatch cruiser (76), which provides coverage during shift changes and a patrol transit vehicle (78) that is available to cover the entire precinct.






It is the recommendation of Northland Plan - Volume II that:

- *population and development growth patterns be considered in any changes made to existing precinct and cruiser district boundaries.*
- *consideration be given to growth rates and patterns in the planning area when new police and fire facilities are sited.*
- *any future facility placement be located in conjunction with other civic uses and facilities if possible.*



fire and police stations



-  Planning Area
-  Columbus Fire Station
-  Columbus Police Sub-Station
-  Blendon Township Fire and Police
-  Columbus Police Cruiser District 73 in Precinct 7



schools

The planning area is served by three public school districts. The school districts can be found on the school districts map and include Columbus Public Schools, Westerville Schools and New Albany-Plain Local Schools. None of these districts currently have facilities in the planning area.

In 1986 Columbus Public Schools and many Franklin County suburban school districts signed an agreement commonly known as the "win-win" agreement. Prior to this, when the city of Columbus annexed new territory it generally remained within a suburban school district. This resulted in Columbus Public Schools losing revenue opportunities. The 1986 agreement changed that practice. Now territory that is newly annexed to Columbus typically becomes part of the Columbus Public School district.

As established in the original win-win agreement, participating school districts have the option of renewing the terms of the agreement every six years. The last update period to the win-win agreement was in 1998, therefore the next scheduled renewal period would be for 2004.

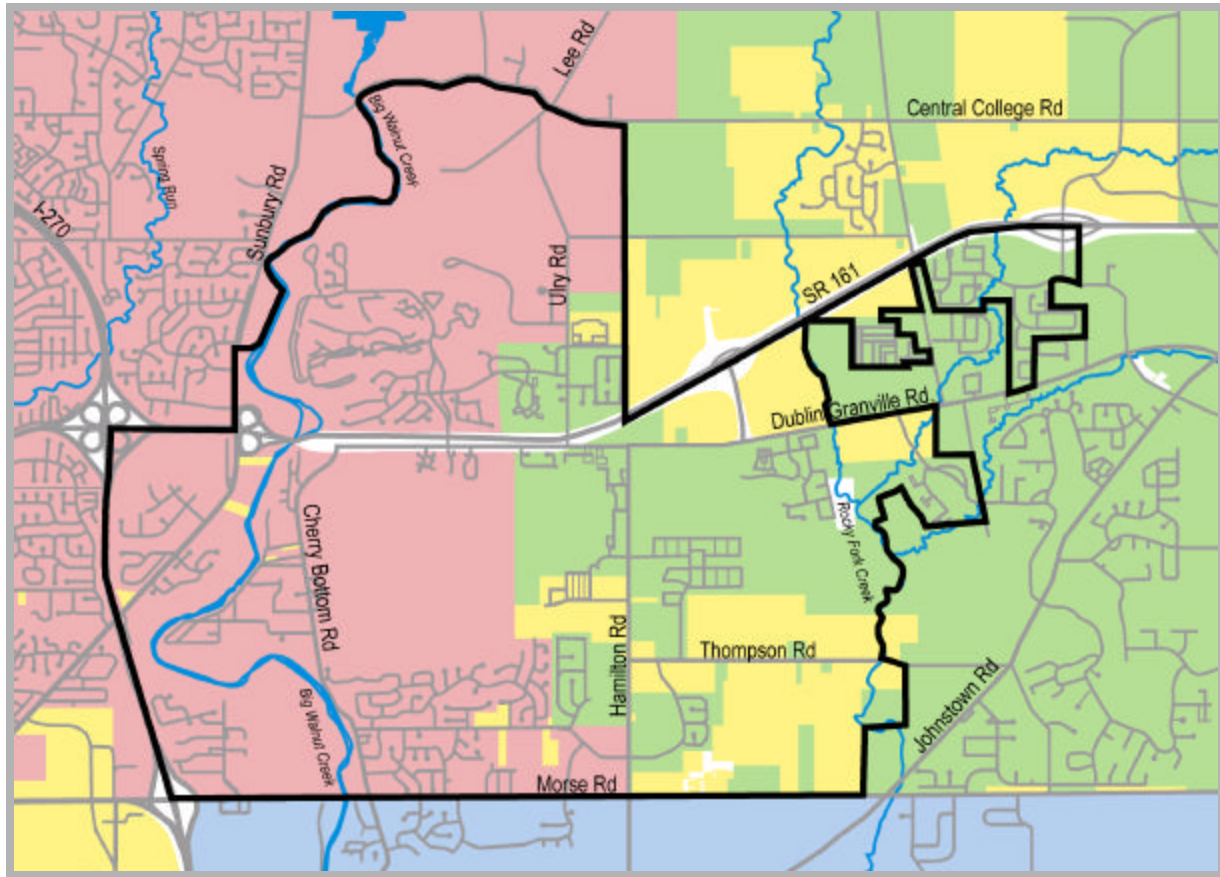
In this portion of Northland, the "win-win" agreement means that land in Blendon and Plain Townships currently served by Westerville and New Albany-Plain Local Schools will be served by Columbus Public Schools upon annexation to Columbus.






Although portions of the Columbus Public School district extend well into the planning area, the nearest school facilities (Avalon and Northtowne Elementary) are located west of Cleveland Avenue, approximately six miles away from the Hamilton-Morse Road intersection. Distance and travel time required to transport students from the planning area to the nearest Columbus Public School facility is a concern for the community. As annexation activity continues and the Columbus Public School district expands in the northeastern portions of Franklin County, the need for adequate supporting public facilities such as schools will persist in the planning area.

It is the recommendation of Northland Plan - Volume II that:

- *a public school be sited in the Northland II or Rocky Fork-Blacklick Accord area to serve existing and anticipated Columbus development in the northeast portion of the county.*
- *any future school site be located in conjunction with other civic uses and facilities if possible.*

school districts



-  Planning Area
-  Columbus Public Schools
-  Westerville Schools
-  New Albany-Plain Local Schools
-  Gahanna-Jefferson Schools



Please note, school district boundaries are subject to change pending annexation of specific parcels. For up-to-date parcel information, please contact the school district of your choice.

street lighting

Streetlights in Columbus are maintained and operated by the Department of Public Utilities, Division of Electricity. Since 1990, it has been city policy to require installation of streetlights with new subdivisions. Suburban areas developed before 1990 generally do not have street lighting. Most of the major arterials are also lacking streetlights. Existing subdivisions can acquire streetlights in two primary ways. First, the Division of Electricity has a residential assessment program for decorative lighting. Secondly, streetlights can be installed in existing neighborhoods as a part of the city's Capital Improvements Program (CIP). Streetlights are slated for installation by 2003, as a part of the CIP, in the Gould Park neighborhood, north of Cherrybottom Park.

It is the recommendation of Northland Plan - Volume II that:

- *street light selection follow the City of Columbus, Division of Electricity's "2020 Master Plan" for the project area and should carefully consider community desires for the purposes of the lighting. Factors such as security, light pollution, energy consumption, community character, pedestrian/streetscape design and other neighborhood-specific concerns should be considered before streetlights are selected and installed.*
- *Sunbury, Ulry and Old Dublin-Granville roads be considered for street lighting improvement projects.*



parks

Existing Parks

The planning area is home to a large Metro Park and one Columbus park. Blendon Woods Metro Park encompasses 646 acres on the western edge of the Appalachian Plateau. It includes Beech-Maple and Oak-Hickory forests and the 115 acre Walden Waterfowl Refuge, which together provide habitat to over 220 species of birds. The park has been designated by the Ohio Department of Natural Resources' Division of Wildlife as one of 80 "Watchable Wildlife Areas" in Ohio. Active recreation opportunities are provided in open fields and picnic shelters. The Metro Park is centrally located in the planning area, between SR 161 and Morse Road, west of Hamilton Road. The entrance is located on the north side of the park, off of Dublin Granville Road. There is a service and day camp entrance on the west side, which is typically closed. Park officials estimate that Blendon Woods had 500,000 visitors in 2000.

A short distance from Blendon Woods Metro Park is the city's Cherrybottom Park. Cherrybottom Park is located along the Big Walnut Creek, west of Cherry Bottom Road. The part of the park north of the creek is 46.9 acres and the southern portion is 40.78 acres. It is a wooded site with steep topography, making it well-suited for its current use as a conservation area, rather than an active recreation site.

Watercourse dedications in the form of streamside easements or outright ownership exist in an increasing number of places in and around the planning area along Big Walnut Creek and Rocky Fork Creek. These sites are intended to serve as open space buffers along the watercourses. They are largely in the floodway and considered more appropriate for use as conservation/flood storage rather than developed land. Some are named and some are not. The Woodstream Parkland is a 27.38 acre undeveloped park site located along Big Walnutview Drive. To the north of the planning area, on the Rocky Fork Creek, is the Wango parkland consisting of 22.67 acres along Rocky Fork Creek between Central College and Warner Roads. Other dedications are anticipated in this area. There is also a privately owned 49-acre site along the Rocky Fork Creek with approved uses of (among others); open space, parkland, and a recreational building.

The area is also complimented by the Hoover Dam Park and Walnut Bluff Park (Columbus) to the north, and Inniswood Metro Gardens to the northwest (Westerville).

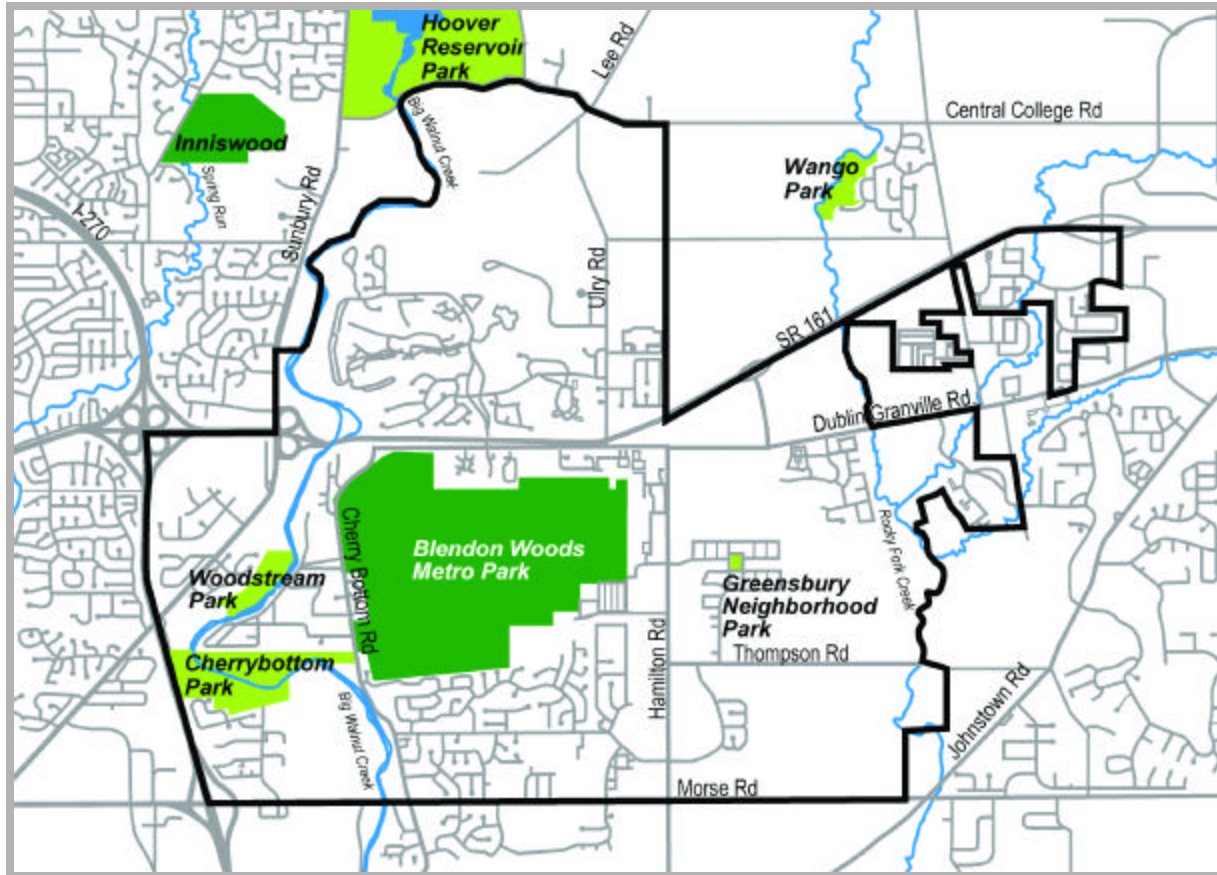
anticipated park acquisition




The 1993 Columbus Comprehensive Plan has established recommendations for parkland and open space. Neighborhood parks should be provided within one-half mile of all residents and community parks within two miles. Since the Comprehensive Plan's adoption, the Recreation and Parks Department and the Department of Development worked together to develop *The Parkland Dedication Ordinance*. Adopted by City Council in 1998, this ordinance is intended to provide open space and parks as development occurs throughout the city. Based on a formula, developers are required to donate parkland or make a monetary donation when property is rezoned. *The Parkland Dedication Ordinance* has been instrumental in preserving the city's open space and should aid in providing the needed parkland for the Northland II planning area.

The majority of the area's parkland is classified as conservation land. The city parkland is generally located along watercourses and on steep slopes that are better-suited for conservation purposes than for other kinds of development. There is a notable lack of open space suitable for active recreation purposes.

The Recreation and Parks Department, with the assistance of a private consultant, is developing the first Recreation and Parks Master Plan. The plan provides guidelines for future parkland, green space, and development of community facilities.

area parks



-  Planning Area
-  Metro Parks
-  Columbus Parks

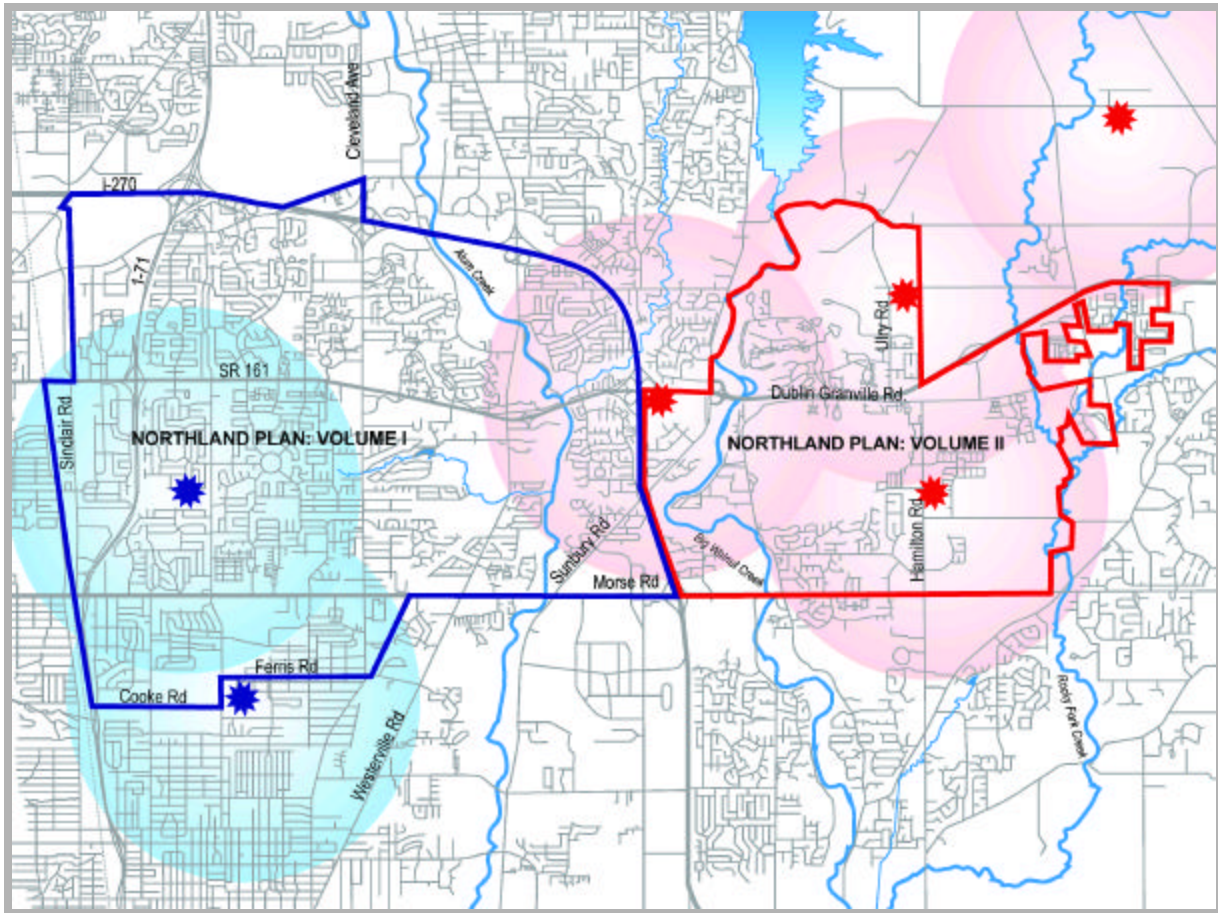


recreation facilities

The Columbus Recreation and Parks Department maintains a system of 28 community recreation centers as well as numerous athletic complexes, senior centers, and other facilities. The primary service area for recreation centers is two miles. The nearest Columbus recreation centers are the Woodward Community Recreation Center (Karl Road area) and the Fedderson Community Recreation Center (Cooke Road), both well-outside of the primary service area. The city of Columbus recently opened the Gillie Senior Center at Morse Plaza (Morse Road).



The Recreation and Parks Department considers the area a high priority for siting a state-of-the-art recreation center. Recreation Centers are typically located on parcels of at least 20 to 40 acres in size. Locating new centers will depend on funding and acquisition of land of appropriate size and location.

community recreation centers



The Columbus Comprehensive Plan provides that community recreation centers be provided within two miles of all residents.



-  Existing Recreation Center sites and coverage (Northland Plan-Volume I).
-  Potential sites and coverage for Recreation Center (Northland Plan-Volume II).

Note: Map depicts possible locations for a single recreation center, not multiple centers.

trails and greenways

The Columbus Comprehensive Plan includes a number of provisions regarding greenways. The Plan specifically provides that the city "develop its river corridors as a system of greenways, containing a mix of cultural, natural, recreational and transportation opportunities." The 1997 Franklin County Greenways Plan further underscores the importance of protecting and raising awareness about the region's river and stream corridors.

Because of their scenic qualities and linear configuration, river corridors are often considered ideal locations for multi-use trails. Columbus is working to create linkages between Cherrybottom Park and Blendon Woods Metro Park and other trail systems. The Columbus Recreation and Parks Department is considering trail alignments following the length of Big Walnut Creek between Gahanna's trail system south of Morse Road north to Central College Road where MetroParks plans to build a trail linking Inniswood Metro Garden to Columbus' Hoover Dam Park.

Scheduled installments of the Big Walnut trail system include a multi-use trail along Sunbury Road between the I-270 overpass and SR 161, to be constructed at the time of the Sunbury Road lane addition project. A key component of trail connectivity in the area is the construction of an underpass below the SR-161 bridge over the Big Walnut Creek. Construction is planned as a part of ODOT's CDMS #11 improvement to SR-161. Columbus is exploring ways to connect this trail system to the Blendon Woods Metro Park.

Nearby, Columbus' Recreation and Parks Department is working to develop an extensive system of trails on Alum Creek, west of the planning area. Plans also include a trail that would connect the Alum Creek system to the developing Big Walnut Creek trails using a power line easement that runs between the two trails.

It is the recommendation of Northland Plan - Volume II that:

- *connections for pedestrians and bicycles be explored for residents to cross SR 161 to access Blendon Woods Metro Park and to cross I-270 to access the Alum Creek trail system.*
- *the city should continue to build and connect its trail system, establishing linkages between parks and neighborhoods, to other jurisdictions' trail systems, and destinations such as Metro Parks.*
- *the city pursue acquisition of potential locations for active recreation facilities and a recreation center to serve the needs of the existing and projected area population.*
- *any future recreation center be located in conjunction with other civic uses and facilities if possible.*
- *establishment of a park and/or recreation facility in the planning area, as part of a joint district with either private entities or public jurisdictions be explored.*

transportation



circulation

The circulation system in the planning area consists of major highways, four and six lane arterials, two and three lane collector streets, numerous residential streets, sidewalks and bikeways. Old Dublin-Granville Road, SR-161 and Morse Road are the main east-west thoroughfares within the planning area. These have average daily traffic counts (adt's) ranging from 7,000 to 32,000. As the traffic counts table indicates; Sunbury, Hamilton and Cherry Bottom roads carry substantial amounts of north/south traffic. On the western edge of the planning area, I-270 provides excellent regional access.

Columbus thoroughfare plan

The Columbus Thoroughfare Plan was adopted as an element of The *Columbus Comprehensive Plan* in December 1993. The Thoroughfare Plan designates the functional classification of roads and includes right-of-way and pavement width requirements. The principle purpose of the Thoroughfare Plan, which is depicted on the transportation map, is to serve as a tool for local officials in developing an efficient roadway system. The plan has a horizon year of 2010. The Thoroughfare Plan Map depicts roads within the planning area that are designated in the Thoroughfare Plan for planning purposes. Local streets are not generally included in the Thoroughfare Plan. The following roadway classifications are found in the planning area:

Freeways carry traffic in very high volumes for very long distances at the highest speeds. Freeways have the most flexibility with right-of-way and pavement widths as determined to be necessary to accommodate traffic needs.

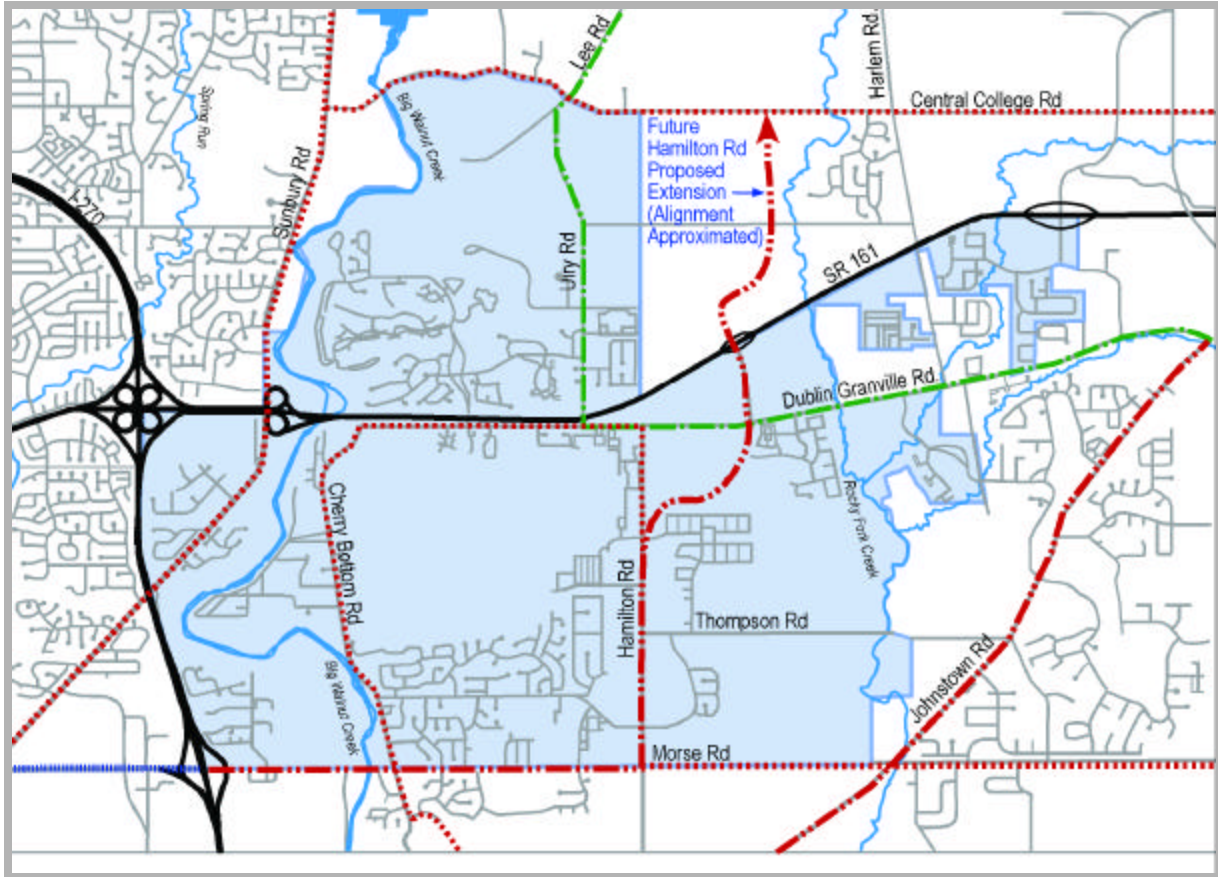
Arterial streets carry traffic in high volumes for long distances at moderate to high speeds. Arterial street classifications found in the planning area are:

- ◆ **Type 6-2DS Arterials**, which are arterial streets having a minimum right-of-way width of 220 feet wherever possible. These arterials typically comprise of a median divider and 6 moving lanes.
- ◆ **Type 4-2D Arterials**, which are arterial streets having a minimum right-of-way width of 120 feet wherever possible. These arterials include a median divider and four moving lanes.
- ◆ **Type 4-2 Arterials**, which are arterial streets having a minimum right-of-way width of 100 feet wherever possible. There are no median dividers and four moving lanes with these arterials.

Collector streets collect traffic from local streets within residential areas and deliver that traffic to arterials.

Type C Arterial (Collector Streets), are streets having a minimum right-of-way width of 60 feet wherever possible. There are no median dividers and two moving lanes with collector streets.

thoroughfare plan



-  Freeways
-  6-2D, 160 ft. min. ROW
-  4-2D, 120 ft. min. ROW
-  4-2, 100 ft. min. ROW
-  C, 60 ft. min. ROW



traffic counts in the planning area

Road Name	ADT	Study Year(s)
Thompson Road @ Hamilton Road	1,200	1998
Broadview Road @ Pewter Court	2,300	1994-1996
Ulry Road @ Warner Road	2,300-3,400	1999
Central College Road @ Cabbage Road	3,100	1998
Cherry Bottom Road @ Broadview Road	5,900	1995
Old Dublin-Granville Road (Between Hamilton Rd. & Harlem Road)	7,000-12,600	2000
Old Dublin-Granville Road @ Ulry Rd.	9,100-10,500	2001
Morse Road (Between Hamilton Road & US 62)	11,400-12,600	1996-1997
Little Turtle Way @ the SR-161 Exit	12,500	1997
Sunbury Road (Between I-270 & SR-161)	13,300-14,300	1998
Hamilton Road @ Thompson Road	14,900-15,400	1998
Morse Road (Between I-270 & Hamilton Road)	15,500-21,200	1997-1999
SR-161 (Between SR-605 & Ulry Road)	24,800-32,600	1999

Source: Mid Ohio Regional Planning Commission (MORPC), 1991-2000 Average Daily Traffic Volumes ADT: Average Daily Traffic

anticipated roadway improvements

Many of the roadway improvements that are scheduled for the area in the next several years are considered to be "development-driven", meaning that they will be constructed by developers as individual development projects get underway. Others are planned capital improvements that will be undertaken by local or state government. Still other roadway improvements are listed in the Mid-Ohio Regional Planning Commission's Transportation Improvements Program (TIP). The TIP includes projects which have been identified as needed, but for which funding has not been identified.

Roadway systems should expedite circulation (vehicular and pedestrian) and connect residences to job sites, retail businesses, recreational opportunities and other destinations. The maintenance of aging infrastructure and adequate planning for future capacity of roadways are critical issues in this planning area.

Transportation Improvement Programs identified for the area in the MORPC 2000-2003 Fiscal Years include:

I-270 Interchange Improvements at SR-161

The Ohio Department of Transportation (ODOT-District 6) plans to widen and improve I-270 in the vicinity of SR-161, from the Sunbury Road overpass to north of Dempsey Road. This project will rebuild the existing interchange on I-270 at SR-161 to connect to collector-distributor roads to provide more directional ramps. Ancillary items such as lighting, signage, and guardrails will also be replaced. Total Project cost is approximately \$66 million with construction is scheduled for 2006.

SR-161 Interchange at Sunbury Road

ODOT is also planning to improve SR-161 beginning at Sunbury Road. Improvements would include an interchange upgrade, with lane additions and widening of SR-161 from Sunbury Road east to the Little Turtle Way exit. The bridge over Big Walnut Creek will be replaced. This intersection will become a Single Point Urban Interchange (SPUI), a signalized intersection through which all four left-turn and through movements operate. Ancillary items such as lighting, signage, and guardrails will also be replaced. Total project cost is approximately \$47 million, with construction scheduled to begin in 2005.

Other improvements planned for the area include:

Hamilton Road Extension and Realignment

The existing Hamilton Road exit ramp north of SR-161 will extend past Warner Road up to Central College Road. The road could extend past Central College to Harlem Road as development occurs in that region (see Thoroughfare Plan map for approximate route). A plat has been submitted for the portion of the Hamilton Road extension north to Central College Road.

Hamilton Road will be realigned on the south side of Dublin-Granville Road to connect with the existing exit off of SR-161. This realignment will occur south of the existing Hamilton Road/Dublin-Granville Road intersection, on the east side (see Thoroughfare Plan Map page 31), and is predicated on the development of those currently zoned parcels.

Hamilton Road Widening

As a direct impact of the Hamilton Road extension and connection to the expressway, planned improvements of Hamilton Road include the addition of turn lanes, as well as the widening of Hamilton Road to five and seven lanes. Widening will occur from Morse Road to SR-161. This project will be coordinated by the city of Columbus, in cooperation with ODOT. No schedule has been established, however, timing is contingent on the northern extension of the roadway past SR-161.

Morse Road

The Morse Road improvements from Styler Road to Hamilton Road were recently completed. The city of Gahanna coordinated this project, which included major widening, the addition of sidewalks and drainage improvement.

Improvements to Morse Road from Hamilton Road to Reynoldsburg-New Albany Road will be coordinated by Franklin County, and involve minor widening and safety improvements. No timeframe has been established.



Sunbury Road

Sunbury Road from Morse Road to SR-161 is scheduled for minor widening by the city of Columbus. Franklin County and the city of Westerville are planning on minor widening from SR-161 to Chatham Ridge Road. The portion of Sunbury Road from Hildebrand Road to SR 161 will be widened to 3 lanes, with the construction timetable scheduled for 2005-2006.

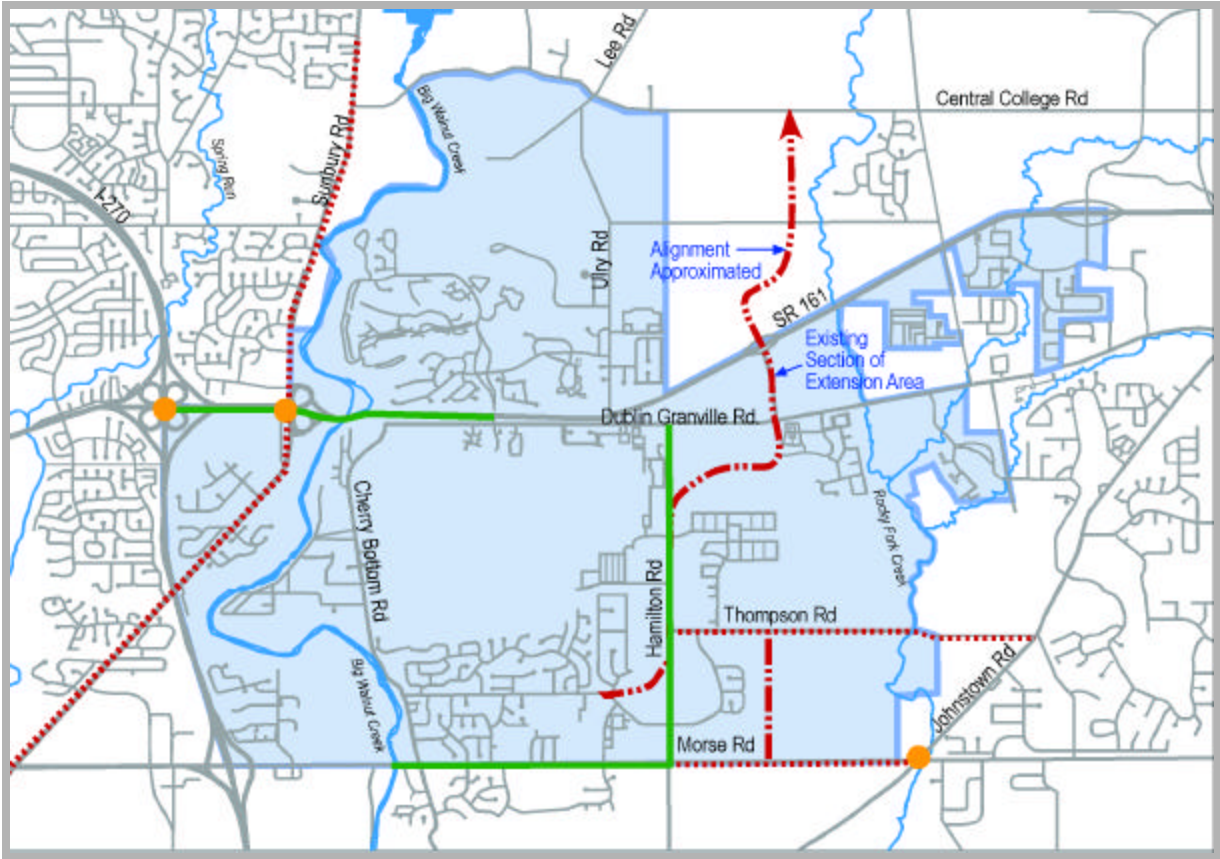
Other Improvements:

Warner Road will eventually need to be expanded to accommodate anticipated development. The development and roadway plans will likely have a direct impact in the planning area at the intersections of Warner and Ulry roads. Other future roadway improvements in the area include the widening of Thompson Road, and a new connector street running north/south between Thompson and Morse roads, as part of the Preserve Development Master Plan.

It is the recommendation of Northland Plan - Volume II that:

- *the intersection of Little Turtle Way, Old Dublin-Granville Road and SR 161 expressway be evaluated regarding congestion and access issues.*
- *access management on Hamilton Road be evaluated in light of anticipated area development.*
- *options for traffic calming be considered and implemented if warranted at Cambria Way, Little Turtle Way, and Longrifle Road.*
- *Old Dublin-Granville Road between Little Turtle Way and Hamilton Road be evaluated to determine the need and appropriateness for traffic signalization, revised speed limit, turn lanes, and other modifications.*

planned area roadway improvements



- Major Intersection Improvements
- Major Roadway Widening
- ⋯ Minor Roadway Improvements
- - - New Road Construction



public transportation

As the northeast portion of Franklin County develops, the need for public transportation will increase. The Limited, Easton and new office development to the east serve as major employment centers with employees coming from across the region. Based on proposed development and recent zoning activity, population is expected to grow rapidly in this area over the next ten years. It is critical to keep the region's growing population connected to employment and activity centers via an efficient transportation system. As the population grows, transportation options will also need to expand.

As indicated on the Public Transportation map (page 39), the Central Ohio Transit Authority (COTA) currently provides limited bus service to the planning area. *Local Routes* originate or terminate in the downtown area and have frequent stops and transfer points. Two local routes serving the area are the #16 Long Street and Easton and the #95 Morse/Henderson Crosstown buses.

Express Routes originate or terminate in the downtown area and carry passengers to the suburban fringe areas of Columbus, typically traveling at peak hours. There are two express bus routes that directly serve the planning area; the #39 New Albany Express, and the #38 East Westerville Express, and two express bus routes that serve the region adjacent to the planning area; the #36 Annehurst Express and the #37 Westerville Express. The #39 (New Albany Express) serves portions of Dublin Granville Road, Little Turtle subdivision and Sunbury Road, with a park and ride location in New Albany. I-270 and I-670 are used as the main thoroughfare to transport people to and from downtown Columbus at limited peak hours only (morning and evening). The other Express bus that serves the area is the #38 (East Westerville Express). This bus primarily travels between downtown and portions of Sunbury Road and Morse Road, also operating at peak morning and evening hours only.

Residents in both the Blendon Woods and Chestnut Hills subdivisions, as well as those living and working along Hamilton, Thompson, Cherry Bottom and Morse roads, do not currently receive convenient bus service.

COTA's *Vision 2020 Long Range Plan* recognizes the need for improved public transportation service in this area. Specific expanded bus service and improvements anticipated for the planning area include:

- ◆ Increasing the frequency of service of the #39 New Albany Express.
- ◆ The completion of a transit center at Morse Road and Stelzer Road. This center will provide park and ride options, as well as transfers between Local, Crosstown, Express and neighborhood circulator services, plus daycare and other transit supportive amenities.
- ◆ Integrate the #39 New Albany Express routing into the Easton Transit Center.
- ◆ Expand the hours of operation of the #16 Long Street and Easton Local.
- ◆ Implement New Albany and Easton Link circulator bus services. These circulators would provide a key linkage with the transit center and major activity centers and residential development in the immediate vicinity.
- ◆ Extend the #89 Hamilton Crosstown, which currently stops at Broad Street, north to Morse Road then west to Easton.

The proposed neighborhood circulator buses would provide local neighborhood transportation options that are currently lacking for residents in the planning area.

The proposed route designations are:

Easton Link circulator:

This circulator would originate at the Easton Transit Center, with service along Morse Road, through the Blendon Woods subdivision, to Blendon Woods Metro Park, along portions of Sunbury Road, and circulating the Easton shopping complex. Specific service points would include the Northeast Career Center, Ross Labs, Blendon Woods Metro Park, The Limited Headquarters and Easton.

New Albany circulator:

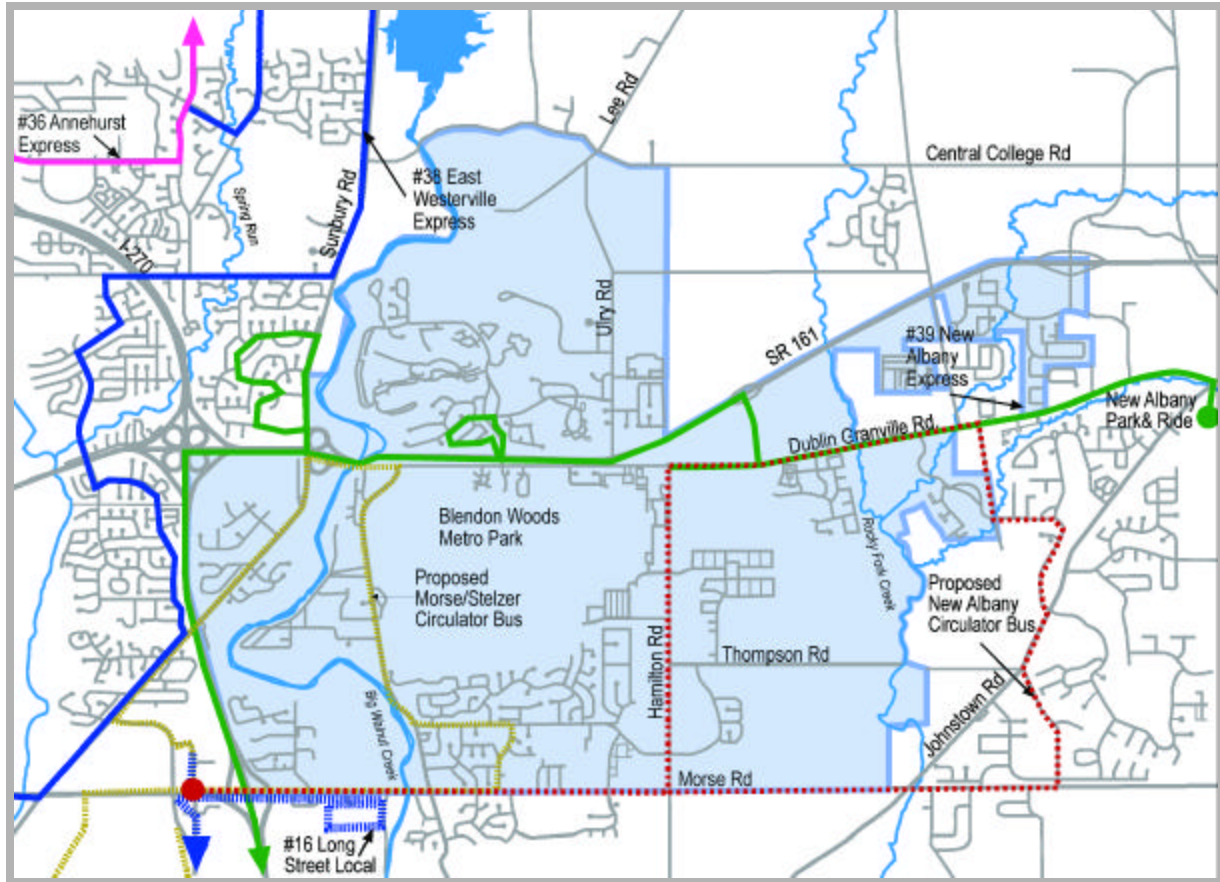
The New Albany circulator would originate at the proposed Morse-Stelzer Transit Center, and provide service along Morse Road, Harlem Road, Rt. 62, Dublin-Granville Road, and Hamilton Road. Specific service points would include The Limited Headquarters, New Albany and Easton.

Both circulators would provide citizens with the option of transferring to other buses at the proposed Morse-Stelzer Transit Center. Maps of the three main routes in the planning area, as well as the proposed circulator bus routes can be viewed on the Public Transportation map.

It is the recommendation of Northland Plan - Volume II that:



- *the recommendations of the Vision 2020 Long Range Plan, especially those listed in the above text, be implemented. Implementation is contingent upon receiving future funding.*
- *COTA investigate service options north of Morse Road, especially along Hamilton Road, to accommodate the needs of the anticipated residential and commercial growth in the area.*
- *COTA continue to pursue the possibility of adding bike racks to the front of buses.*

public transportation



 Express Routes
 Local Route

 Proposed Circulator

 Park and Ride Location
 Transit Center



pedestrian facilities

Walking along collectors and arterials can be difficult for pedestrians. Major roadways in the planning area are almost entirely without sidewalks. As roadway improvements are made, sidewalks should be installed. Morse Road is currently being widened, and will include new sidewalks at proper setbacks. Sunbury Road is scheduled for widening and city agencies are working together to ensure installation of a multi-use trail along the east side right-of-way.

Most residential subdivisions in the planning area were developed with sidewalks, however the Gould Park area north of Cherrybottom Park (South Park Drive and Wyandotte Drive) has none. Connectivity from the Little Turtle area to Blendon Woods Metro Park, over the 161 expressway, is a community concern. Currently, citizens have to walk or bike along the shoulder of Ulry Road or Little Turtle Way, both of which are heavily traveled by motorists.

The consistent provisions of sidewalks and other types of pathways in the planning area, would allow better connectivity between residents, places of business, points of recreation and public transportation. In 1999 the city of Columbus adopted an ordinance requiring the installation of sidewalks whenever land is subdivided or substantial property improvements are made (regardless of land use). The ordinance also expands the definition of sidewalks to allow the selected use of materials other than concrete. The Columbus Recreation and Parks Department is also planning a trail system along Big Walnut Creek, which would provide additional pedestrian access in the planning area.

bicycle facilities

In the 1994 Mid-Ohio Regional Planning Commission (MORPC) regional transportation facilities plan, it is expressed that the bicycle transportation system should encompass a basic system of local connectors necessary to link the various communities that comprise a region. The planning area currently has very limited bicycle accessibility and facilities. As the area develops, bicycle and pedestrian means of transportation will become increasingly important.

The city of Gahanna has a well-developed multi-use trail running along Big Walnut Creek south of Morse Road nearly to the airport. The Columbus Recreation and Parks Department is working to continue the trail system from Morse Road to Westerville, and east-west connections to the Columbus trail system along Alum Creek are also being developed.

There are several barriers in the area that could make continuity of multi-use trails difficult, the most prominent of which is SR-161. This expressway can only be crossed at a few locations, most of which carry high vehicle traffic volumes and lack sidewalks. The Ohio Department of Transportation has agreed to construct an underpass where the expressway crosses Big Walnut Creek. The most feasible alignment for construction is the west side of the bridge. Because the underpass will be situated on the west side of the creek, it will not directly remedy the separation of the Little Turtle residential area from Blendon Woods Metro park. Lack of safe multi-use trails remains an obstacle to residents of the Trouville Manor area who would like to access the metro park.

future trends

It can be useful to analyze the existing zoning and land-use of properties adjacent to roadways in order to better understand and plan for future roadway design and to identify potential roadway improvement opportunities. As can be seen in the land-use section of this document, numerous vacant parcels along Hamilton Road, Thompson Road and old Dublin-Granville Road have already obtained zoning in the city of Columbus, and have the potential to generate significant amounts of traffic in the area as they "build-out".

Future development activity is likely to have a particularly notable impact on the volume of traffic on Hamilton Road. The construction of the Hamilton Road extension will expedite traffic increases as the connection is made to SR-161. It is important to note that with the current zoning pattern, several thousand additional residential units are anticipated for the Hamilton Road area. To keep pace with development in the corridor, roadway expansion to accommodate increased traffic volumes, turn lanes and access/egress management are currently being studied. Implementation of these recommendations over the next several years will be critical.

Standard local residential road networks can be found in the Little Turtle subdivision, Blendon Woods subdivision, and west of Cherry Bottom Road. Except for Longrifle Road in the Little Turtle subdivision, these networks work fairly well to alleviate cut-thru traffic and speeding along the local residential streets. Traffic calming needs and potential solutions are currently being studied for Longrifle Road.

It is the recommendation of Northland Plan - Volume II that:

- *the distance of sidewalks from streets should correspond with the speed of the traffic on the street for the safety and comfort of sidewalk use.*
- *options and opportunities be explored for a sidewalk/bikepath along Old Dublin- Granville Road, especially between Blendon Woods Metro Park and Ulry Road.*
- *connections for pedestrians and bicycles be explored for residents to cross SR 161 to access Blendon Woods MetroPark and to cross I-270 to access the Alum Creek trail system.*
- *sidewalk installation should be pursued along Sunbury Road, Cherry Bottom Road, Broadview Road, and Hamilton Road.*
- *sidewalk installation be incorporated with future road widening projects.*

water & sewer services



water

Centralized water services in the planning area are provided by the city of Columbus. It is the policy of Columbus to require installation of water mains only at the size determined necessary for adequate service to certain developments or areas. If the city requires a water main larger than needed to serve a particular subdivision for general distribution purposes, the city is responsible for the additional cost for such an upgrade. Existing lines 12 inches in diameter or larger can be found on the Columbus water facilities map (page 45). Lines serving individual developments are installed at the developer's expense and linked to the city system. These lines are typically eight inches in size to allow for customer use and sufficient flow and pressure to accommodate adequate fire hydrant pressure. After installation, these lines, like streets and other infrastructure improvements, are dedicated to the city. Tap-in fees are paid for individual home or building connections to larger distribution lines.

Existing facilities in the area include:

- ◆ Five 48-inch lines distributing water from the Hap Cremean water plant along Morse Road (east and west) and north along Cherrybottom Road.
- ◆ A 24-inch line along Hamilton Road from the Morse Road Tanks and Booster Station.
- ◆ A 20-inch line along Morse Road east of Hamilton Road, from the Morse Road Tanks and Booster Station.
- ◆ Several 16-inch lines in the northern portion of the planning area (old Dublin Granville Road, Ulry Road, Harlem Road and Central College Road).
- ◆ 12-inch lines along Sunbury Road, Thompson Road, portions of Broadview Road, Warner Road and Little Turtle Way.

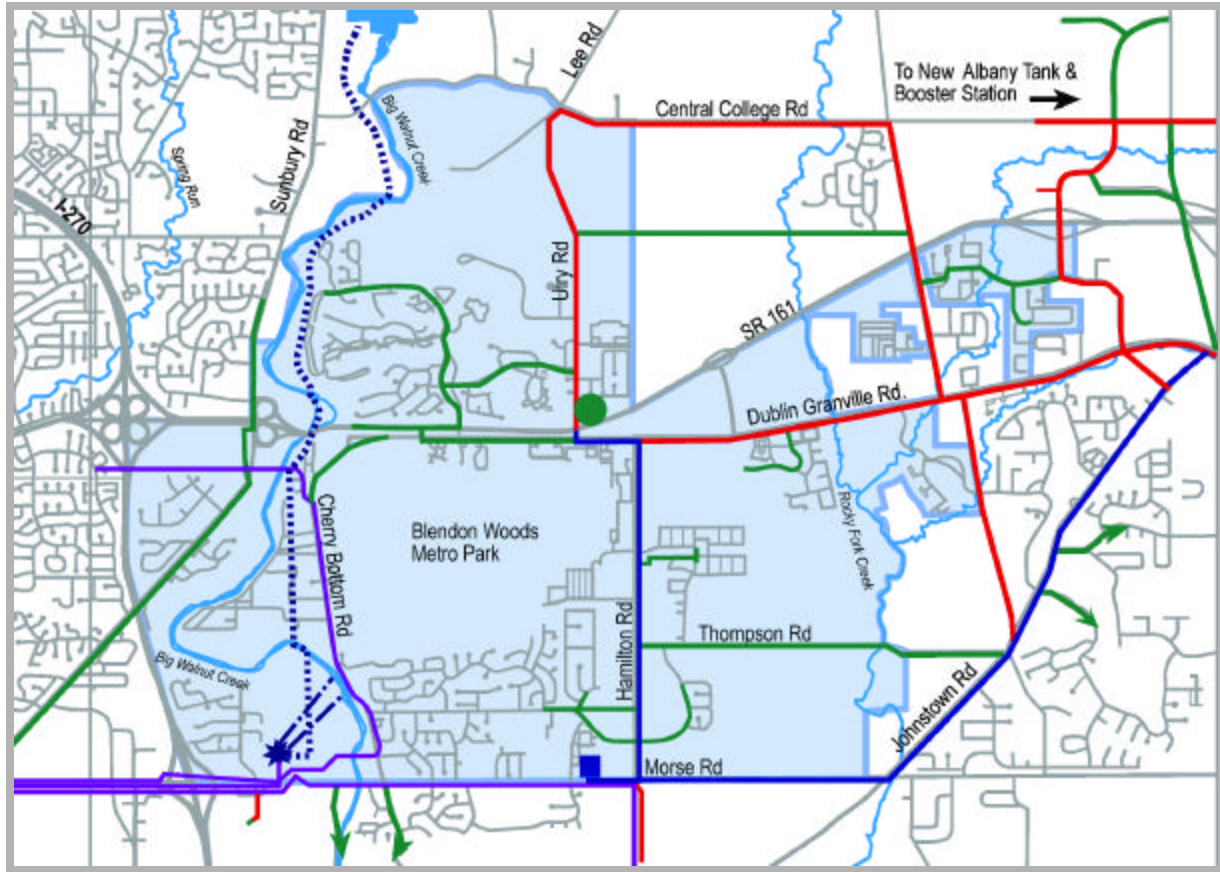
Major supporting infrastructure in the area include the Hap Cremean Water Plant, which treats approximately 50 percent of the water supplied to the city of Columbus. Built in 1956, with an addition in 1971, the plant is located approximately five miles downstream from the Hoover Reservoir, along the Big Walnut Creek and north of Morse Road. The plant draws its raw water from an intake pool formed by a low head dam located adjacent to the plant site on Big Walnut Creek, through two gravity intake pipelines (72-inch and 84-inch).












A study was recently completed for the city of Columbus-Division of Water by the engineering firm of Malcom Pirnie, Inc. (October 2000). This study assessed the environmental risks and need to link a raw water enclosed pipeline from the Hoover Reservoir to the Hap Cremean plant. The Columbus water facilities map depicts a preliminary alignment for this line.

There are also two 10 M.G. (million gallon) tanks with booster stations on Morse Road that feed the 20 inch and 24 inch lines along Hamilton Road and Morse Road going east. The tanks store water from the Hap Cremean plant until re-distribution. The second storage tank was constructed to accommodate current and future growth.

There are additional storage tanks along Ulry Road and Route 62 (Johnstown Road). These storage tanks are known as hydropillar tanks, as they use gravity after storage to distribute water through the lines. The tank near Ulry Road is operated by the city of Columbus, while the tank along Johnstown Road is operated by the village of New Albany.

Columbus water facilities (lines 12" or greater)



- | | | | | | | |
|---|------------------------|---|---|---|------------------------------------|---|
|  | 72" & 84" Intake Lines |  | 16" Lines |  | Hap Cremean Water Plant |  |
|  | 42" and 48" Lines |  | 12" Lines |  | Morse Road Tanks & Booster Station | |
|  | 20" and 24" lines |  | Preliminary Alignment of Raw Water Line |  | Uly Road Tank | |
|  | Watercourses | | | | | |

sanitary sewers

The city of Columbus provides centralized sewer services for the planning area. Columbus also has sewer service contract agreements with the cities of Westerville and Gahanna, and the village of New Albany. The main sewer trunk in the planning area is the Big Walnut Sanitary Trunk, an 84-inch trunk that runs from the Little Turtle subdivision south past the Cherry Bottom and Morse Road intersection. The Rocky Fork Sanitary Outfall Sewer serves the New Albany area and ties into the Big Walnut Sanitary Trunk Sewer at Morse Road. The Big Walnut Sanitary Trunk Sewer ties into the Big Walnut Sanitary Outfall sewer, which ends at the Southerly Wastewater Treatment Plant near Pickaway County.

It generally is the policy of the city of Columbus to provide sanitary sewer lines 18-inch in diameter or larger where needed, or to reimburse developers who install such lines. All sanitary sewer lines, regardless of who installs them, become property of the city of Columbus after ten years. The city is currently designing an extension of the Big Walnut Sanitary Trunk Sewer to the Ulry and Central College Road vicinity (see Columbus sanitary sewer facilities map page 48). The additional line would provide sewer service to the northern portion of the planning area and beyond when completed. The Capital Improvement Program (CIP) budget for the Phase 1 extension to Central College Road is approximately \$15 million, and is currently scheduled for construction in 2004. This same line will then be extended north to the intersection of Lee Road and Walnut Street (Phase 2). The estimated cost of this second phase of expansion is \$8 million.

A second project located in this planning area is the McDannald Estates Subdivision, situated west of Sunbury Road and south of SR-161. Sanitary sewers will be installed by the assessment process to provide sewer service to those residents utilizing on-site systems. Construction is anticipated in 2002.

storm sewers

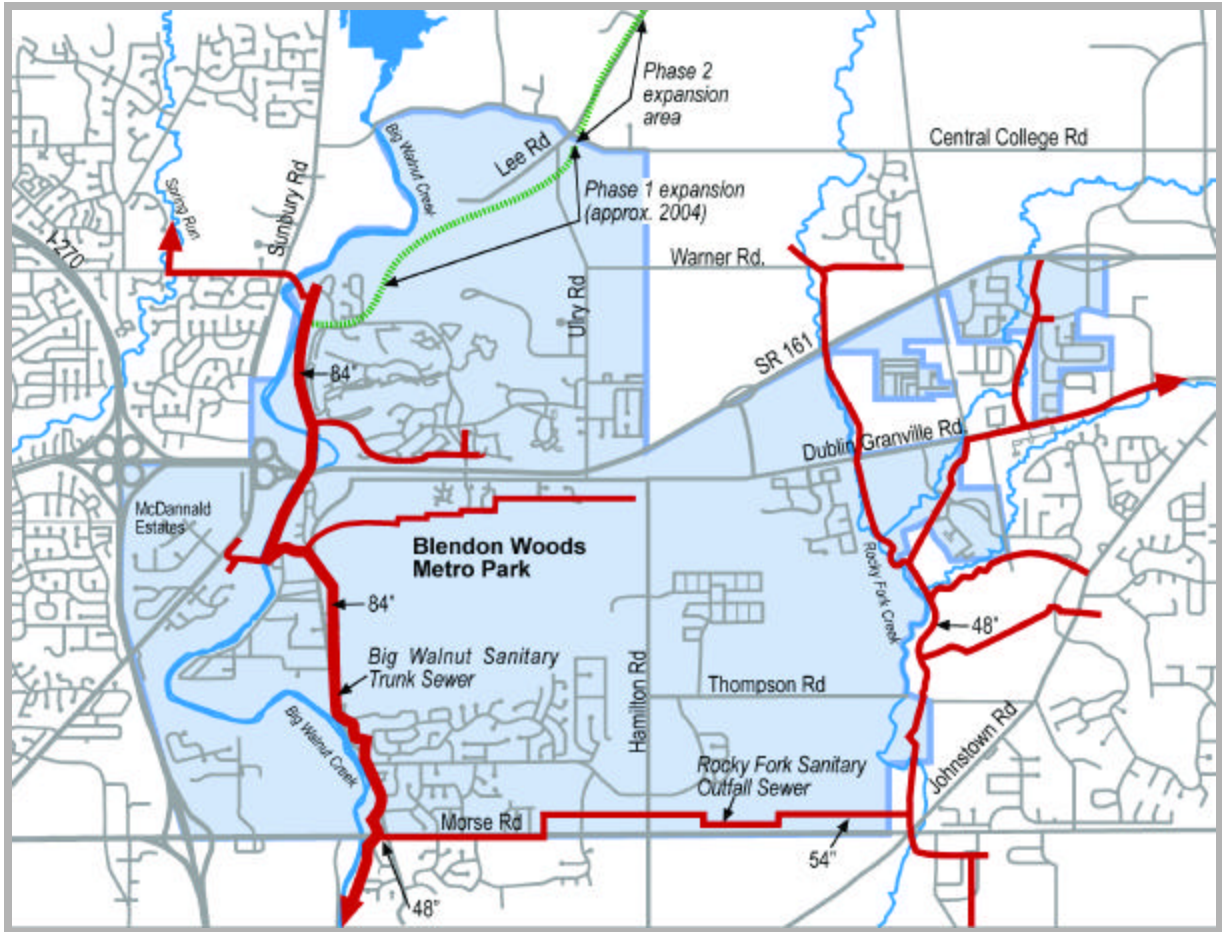
The Stormwater Section of the Division of Sewerage and Drainage in the Public Utilities Department maintains the stormwater conveyance system and ensures sound design of future stormwater management facilities. An important consideration for any area experiencing growth and development is that changes in land use can affect stormwater flow regimes in existing neighborhoods. Localized flooding concerns sometimes arise after new development occurs, particularly when there is a reliance on existing stormwater infrastructure. This is because the pre-existing conveyance system was often designed to accommodate the lower volumes of run-off associated with rural land uses. The run-off from incrementally more intensive land uses frequently requires new stormwater systems.

The Stormwater Section currently has two capital improvement projects scheduled in the planning area. The first will construct a new stormwater conveyance system that is capable of handling the run-off from increased development in the area of the McDannald subdivision, northwest of Sunbury Road and south of SR-161. The other will address flooding problems in the Gould Park neighborhood, which is located west of Cherry Bottom Road and north of Cherry Bottom Park. Both projects have been the subject of public meetings in the area and are undergoing engineering studies to address the public's concerns that were raised there. Both projects are currently scheduled for completion in 2003.

It is the recommendation of Northland Plan - Volume II that:

- *the city consider all options for proposed raw water line placement, and that minimal environmental impacts be encouraged.*
- *stormwater from future development in the area that is tributary to the McDannald subdivision be controlled onsite to minimize increased run-off volumes in existing drainage ways.*
- *the city investigate stormwater concerns near both Broadview and Morse roads.*

Columbus sanitary sewer facilities



- Existing line (Main Trunks)
- - - Planned Line (Route Approximated)



zoning & annexation



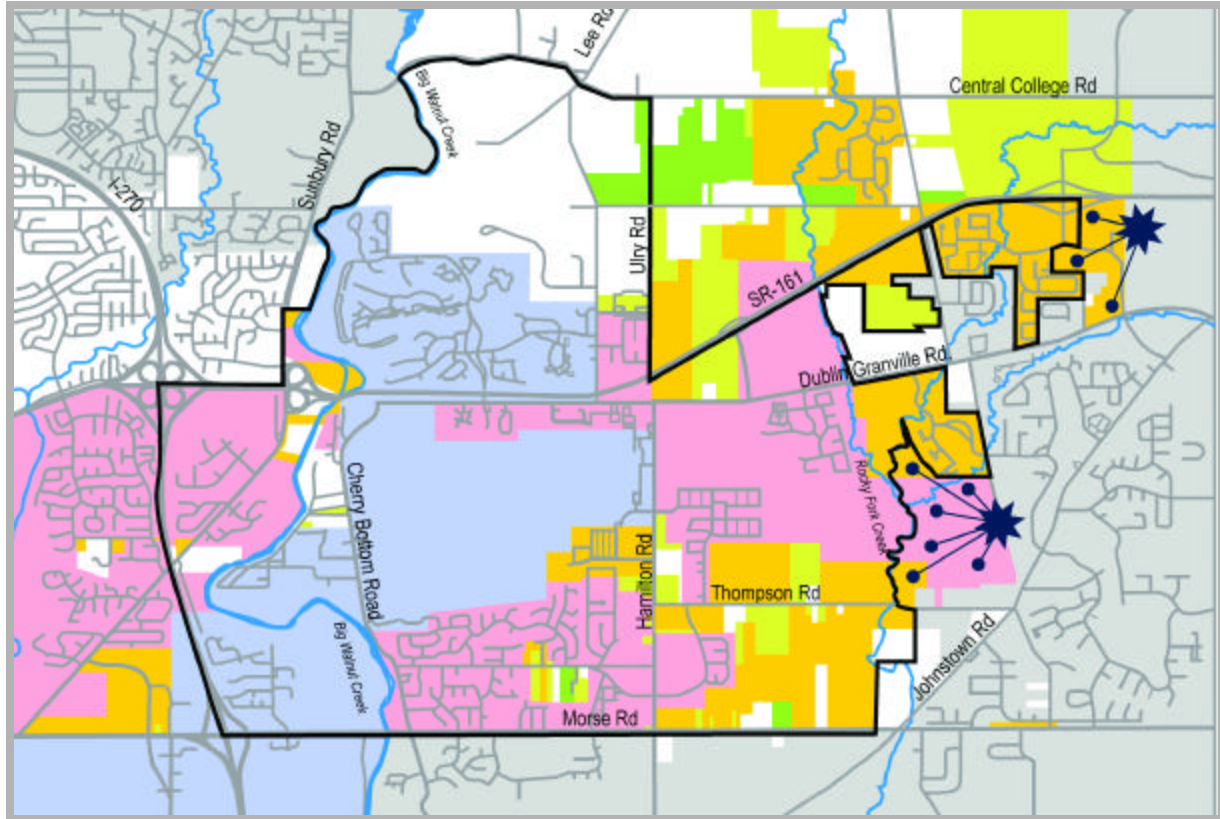
annexation patterns

Municipalities grow through the annexation of unincorporated areas. In central Ohio, annexation to a municipality is typically required before water and sewer services are made available to a site. The planning area is one of Columbus' growth corridors. The annexation patterns map provides an overview of this growth (page 51). Over half of the planning area has been annexed to the city of Columbus in the past thirty years. While the majority of land in the area is within the city of Columbus corporate limits, a number of parcels remain in the township. The largest portion of unincorporated land lies south of Central College Road and north of the Little Turtle subdivision in Blendon Township.

Parcels annexed to Columbus are automatically zoned R, Rural. Until the parcel is rezoned, permitted uses include agriculture, single-family homes on a minimum of five acres, schools, churches, day care facilities, and home occupation.

Annexation requests are filed by the landowner(s) with the Franklin County Development Department. The request includes information about the parcel(s) and owner(s) involved. The municipality to which the annexation is desired then submits a statement explaining how and when municipal services will be provided to the area. The Board of Franklin County Commissioners considers the request and determines whether it should take place. If the request is approved, the intended recipient municipality has the opportunity to accept or reject the annexation.

city of Columbus annexation patterns



- Planning Area
- 1961-1970
- 1971-1980
- 1981-1990
- 1991-2000
- 2000-Present
- Unincorporated Areas
- Surrounding Jurisdictions



★ Note: Some properties shown on this map as being annexed to the city of Columbus, have since been transferred to the village of New Albany.

existing land-use patterns

Two land-use types, commercial and residential, are prevalent in the planning area. The majority of single-family housing is located west of Hamilton Road, south and west of Blendon Woods Park and also in the Little Turtle subdivision. Multi-family housing is scattered in various locations with concentrations along Morse Road, Hamilton Road, and old Dublin-Granville Road. Both multi-family and single-family housing will eventually extend east of Hamilton Road in the Preserve development.

Commercial land uses are concentrated along Morse Road and Hamilton Road. Uses include car dealerships, retail centers, gas stations, and restaurants. Commercial land uses are also present along Sunbury Road and further east at SR-161 interchanges.

Institutional and public uses in the area include the Hap Cremean Water Plant, the Morse Road Refuse Transfer Station, Columbus Public Schools bus fleet storage center, and a city of Columbus police substation and a fire station. There are several places of worship in the area.

Aside from the Longaberger Company building near the Hamilton Road exit off of SR-161, the amount of office space in the planning area is minimal.

Major undeveloped parcels in the area include a large vacant parcel located in the northeast corner of the planning area that is zoned manufacturing (LM2). Directly west, at the southeast corner of I-270 and SR-161, is a large undeveloped parcel in Columbus zoned CPD, Commercial Planned District. While this parcel has excellent freeway exposure, it also lies in the proximity of a single family housing subdivision to the south.

Slightly over 95% of existing single-family units in the planning area are located in the city of Columbus. They are dispersed throughout the planning area, with the highest concentration located south of the Blendon Woods Metro Park. The number of multi-family units will increase dramatically with the addition of over 3,500 such units in the Preserve. Most of the condominium units surround the Blendon Woods Metro Park to the north, east, and west. Additional condominium units are also located in the Little Turtle District.

estimated existing residential unit count by District (2001)

Unit Type:	district			
	Little Turtle	Blendon	Preserve	Total
Single-Family Homes	722	1,760	1,063	3,545
Rental Multi-Family	1,463	2,019	738	4,193
Owner Occupied MF	606	1,084	192	1,882
Total	5,698	4,863	1,993	9,620

estimated existing residential unit count by type (2001)

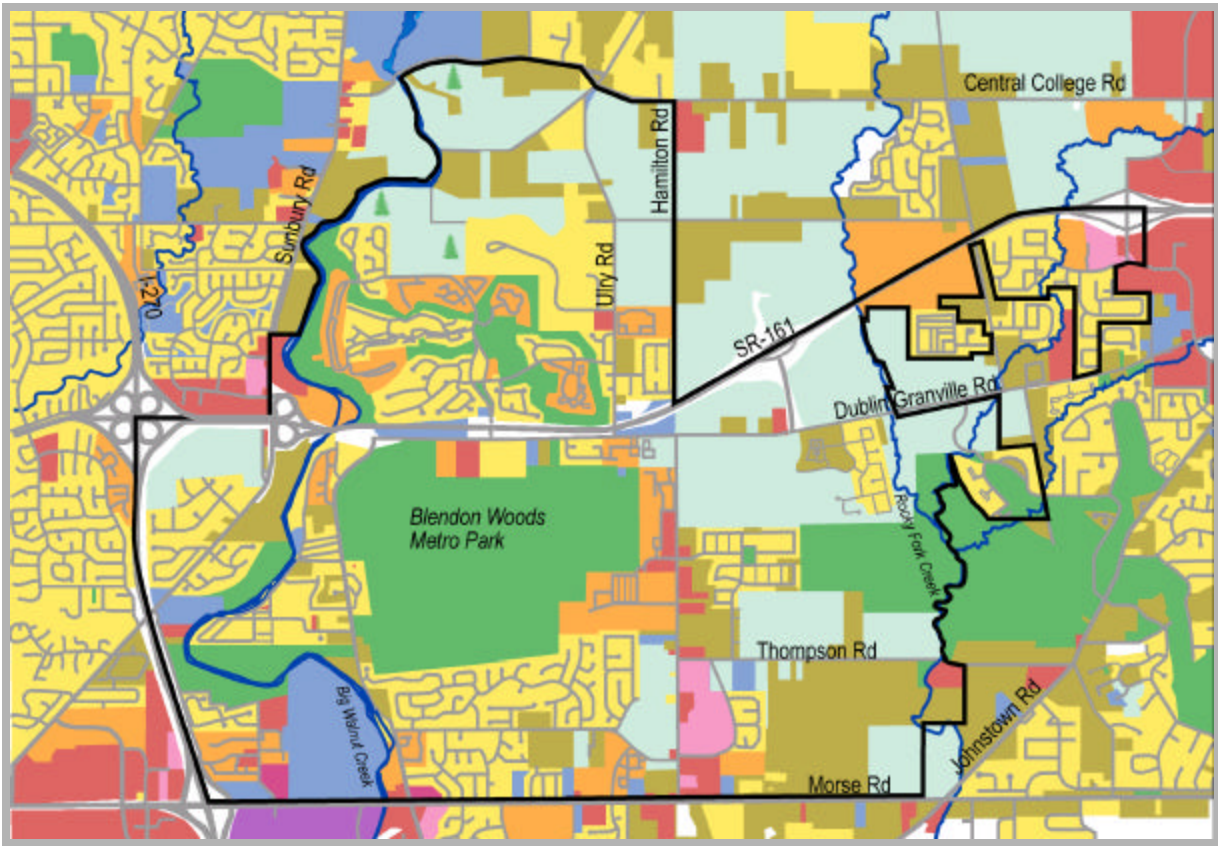
Single-Family Homes	3,545	(36.85%)
Rental Multi-Family	4,193	(43.59%)
Owner Occupied MF	1,882	(19.56%)

In 2001, the number of multi-family housing units in the planning area was approximately 6,075, or 63% of the total housing. Nearly one-third of these housing units were owner-occupied condominiums. This combination gives the planning area a fairly high percentage of multi-family housing units, while at the same time giving the planning area an above average percentage of owner-occupied housing when compared to the city of Columbus as a whole. These numbers are forecasted to change in the next ten years, however, as the nearly 1,000 acre zoning (the Preserve) continues to develop. A significant portion of the Preserve zoning allows for multi-family housing at 12 units per acre.

	Planning Area	City of Columbus
Owner occupied housing units:	56.4%	49.1%
Rental occupied housing units:	43.6%	50.9%

Estimates of existing housing units in the planning area compiled by the city of Columbus Planning Division using Franklin County auditor data and a windshield survey. Overall city of Columbus housing statistics extracted from the US Department of Commerce, Bureau of the Census.

general existing land-use



- | | | | |
|---|--|---|--|
|  | <i>Planning Area</i> |  | <i>Existing Wooded Areas</i> |
|  | <i>Agricultural or Vacant Land</i> |  | <i>Shopping Centers</i> |
|  | <i>Residential (Unplatted)</i> |  | <i>Residential (Multi-family, Condominiums)</i> |
|  | <i>Parks/Golf Course</i> |  | <i>Residential (Single-Family)</i> |
|  | <i>Industrial/Manufacturing</i> |  | <i>Institutional (Gov't., Schools, Churches)</i> |
|  | <i>Various Commercial,
Retail & Office</i> |  | <i>Automobile Related</i> |



existing zoning

Zoning indicates those land uses allowed by right on existing parcels. Zoning is not necessarily consistent with existing land-use, but provides an indication of how an area may develop.

Zoning in the planning area falls under the jurisdiction of Plain Township, Franklin County (Blendon Township), and the city of Columbus. The pattern of zoning in the city of Columbus is illustrated by the generalized existing zoning map (see page 57). Plain Township is one of six Franklin County townships with its own zoning. Standards for development in Plain Township have been established by the township's master plan. Blendon Township zoning is covered by Franklin County zoning regulations. Those portions of Blendon Township in the planning area are primarily zoned R1, 1-acre lots. The township zoning pattern contributes to a rural setting, which local residents enjoy.

While zoning in the township portion of the planning area is predominately rural, those parcels that are zoned in the city of Columbus cover a wider range of uses. There are many different Columbus zoning districts present in the planning area. These districts range from low density residential to manufacturing (See zoning districts table on page 56).

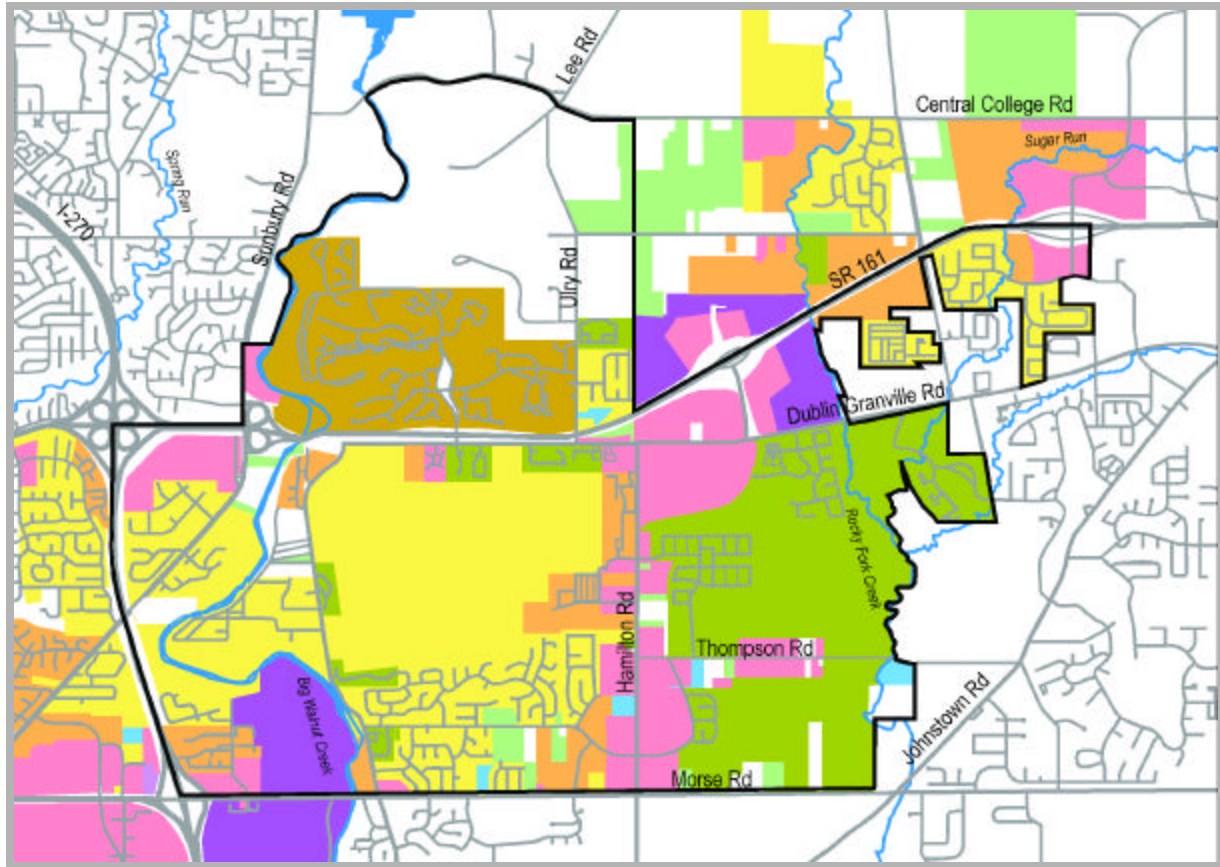
The majority of commercial (C4, LC4, CPD, LC5) and high-density residential (LAR12) zoning in the area is situated along Hamilton Road. Zoning along Morse Road between I-270 and Hamilton Road is mixed with residential, commercial, manufacturing and institutional uses (C4, LC2, LAR12, LARLD, SR, R, LI, and LM). As Morse Road extends east past Hamilton Road, zoning patterns transition to a more residential (R, PUD4, and PUD8) nature. The south side of old Dublin-Granville Road is predominately zoned for multi-family residential (PUD4, PUD8 and LAR12) and commercial (C4, LC4, and CPD). The north side of old Dublin-Granville Road, east of Hamilton Road, is mainly zoned commercial and manufacturing (LC4, and LM2).

The largest single zoning effort in the area is The Preserve development bordered by Hamilton Road on the west, old Dublin-Granville Road on the north, Harlem Road to the east and Morse road to the south. The Preserve is approximately 1,000 acres of mixed-use development with a combination of single-family, multi-family and some commercial development. When completely developed, this project is anticipated to add over 4,000 new housing units to the region. Aside from the Preserve Development, most new residential zoning activity in the area has been in the form of multi-family condominium and apartment style housing units (PUD6 and 8, LAR12). The planning area is bordered by the *Rocky Fork-Blacklick Accord* to the east and northeast. The Accord strives to institute a sense of visual continuity to the area. It provides standards for new residential and commercial zoning applications in both the city of Columbus and the village of New Albany.

existing Columbus zoning districts in planning area

District	Permitted Uses	Density/Comments
R	Rural	Single-Family 5 acre minimum
R1	Residential	Single-Family 7,200 sq. ft. 50' min. lot width
R2	Residential	Single-Family 5,000 sq. ft. 50' min. lot width
SR	Suburban Residential	Single-Family 7,200 sq. ft. 60' min. lot width
RR	Rural Residential	Single-Family 10,000 sq. ft. 80' min. lot width
RRR	Restricted Rural Residential	Single-Family 20,000 sq. ft. 100' min. lot width
R2F	Residential	1-2 Family 12-14.5 dwelling units/acre
ARLD	Apartment Residential-Low Density	17.4 units/acre
AR12	Residential	Townhouse Development 12 units/acre
ARO	Apartment Office	Apartments and Offices unlimited density
PC	Planned Community	Mixed-Uses 14 units/gross acre
PUD	Planned Unit Development	Single, Multi-Family registered site plan Density can vary (PUD 4, 6 & 8)
CPD	Commercial Planned Development	All Commercial Registered text & site plan
C2	Commercial	Offices
C4	Commercial	General Commercial Liquor license permitted
C5	Commercial	Drive-in & Automobile oriented development standards
I	Institutional	Medical Buildings and quasi-public uses
M2	Manufacturing	Limited Industrial and Office only development standards
L	Limited Overlay	Limits usage of Base Zoning or provide for additional standards

general existing zoning (Columbus)



-  Planning Area
-  R, Rural
-  Residential
-  MF Residential
-  PUD (Includes SF and MF; 6 & 8)
-  PC, Planned Community (Includes SF and MF)
-  Institutional
-  Commercial
-  Manufacturing



proposed land-use



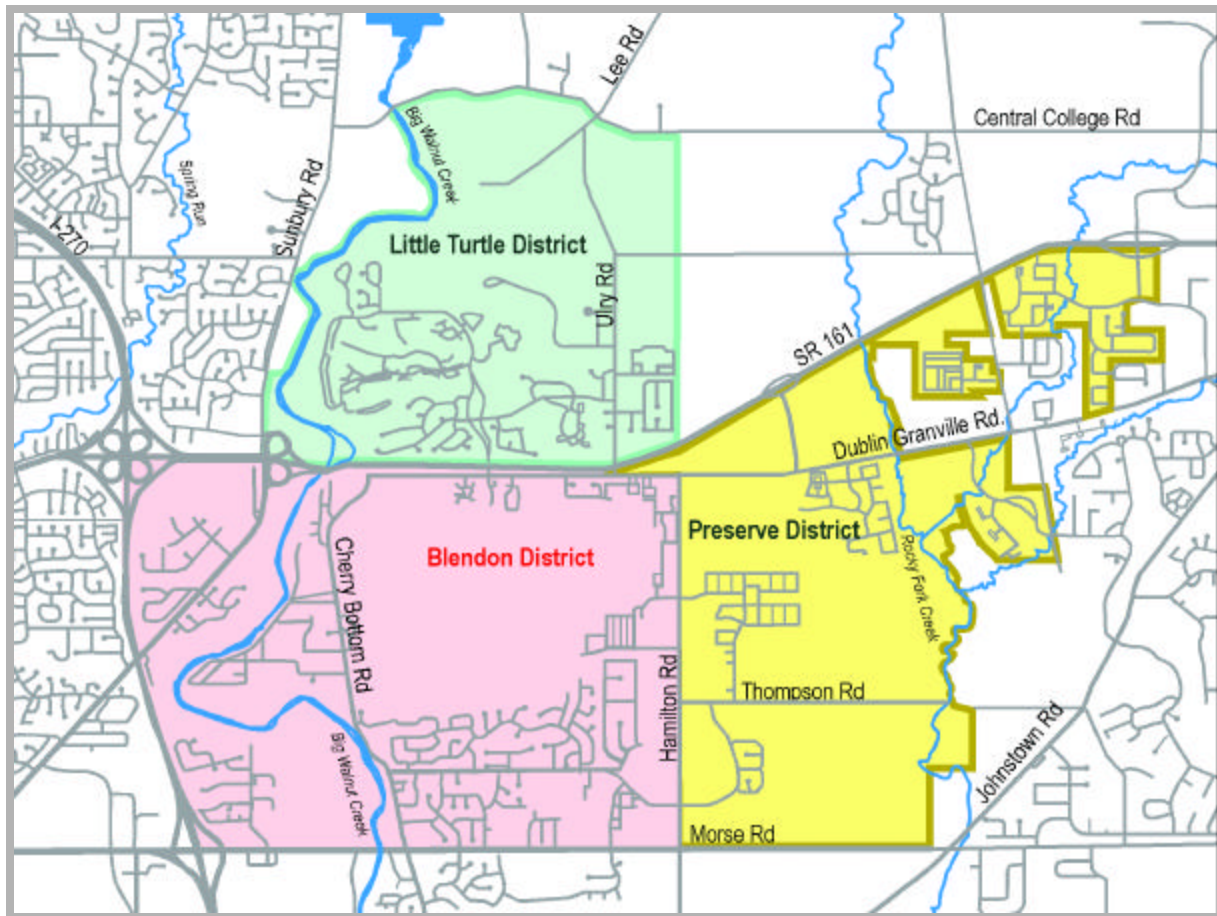
proposed land-use

Northland Plan - Volume II is intended to guide public and private sector development decisions. For ease of reference, the roughly 10 square mile planning area has been divided into the following three districts:

- A. Little Turtle
- B. Blendon
- C. Preserve

The area north of SR-161 is called the Little Turtle District (from the predominant land-use feature, the Little Turtle subdivision). The other two districts are to the south of SR-161 and divided by Hamilton Road. These districts are the Blendon District (Blendon Woods Metro Park being the predominant land feature) west of Hamilton Road, and the Preserve District (after the substantial development in the area covering approximately 1,000 acres) east of Hamilton Road.

These districts form the parameters for specific land-use decisions and recommendations in the planning area. Additional guidance is provided in the General Land Use and Development Standards sections that follow.

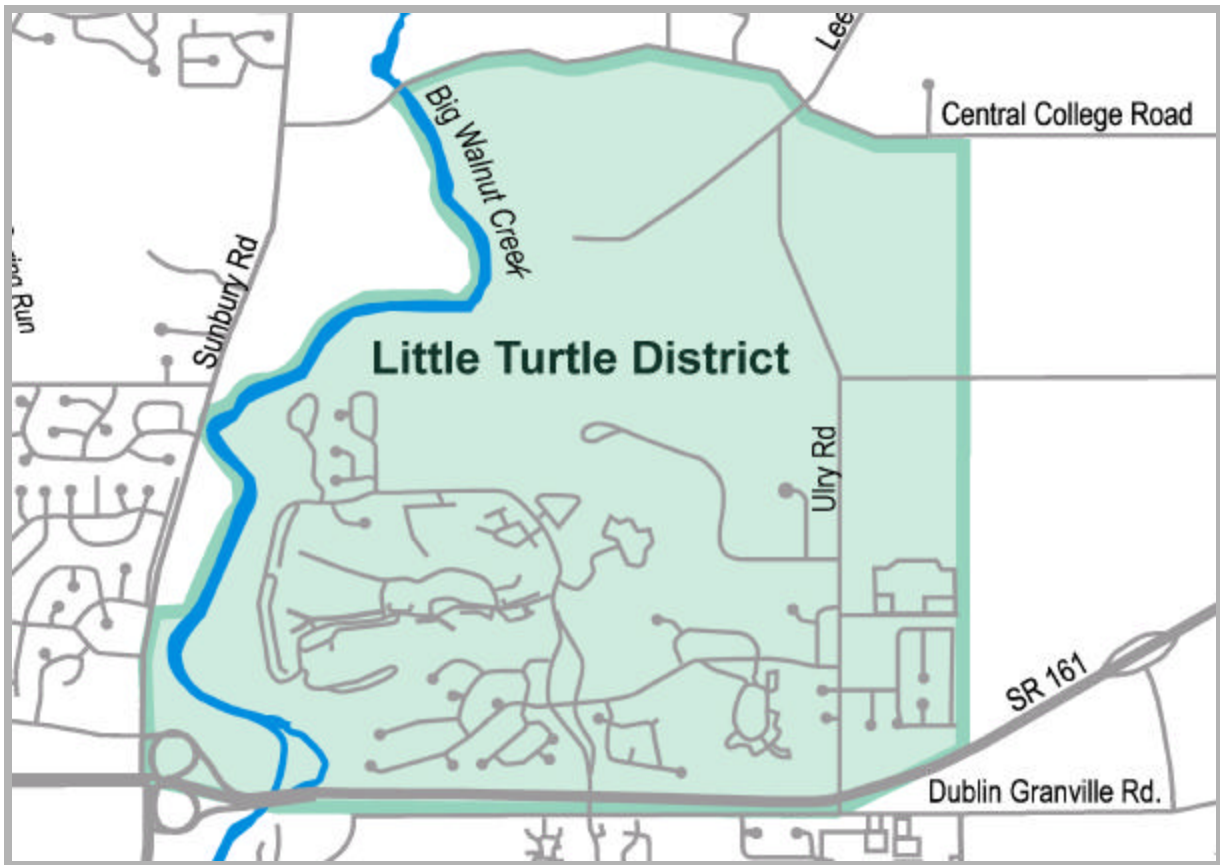


Planning Districts



Little Turtle District

This district is north of SR-161 and encompasses the majority of unincorporated land found in the planning area. Predominant land-uses include the Little Turtle Subdivision, which is zoned PC, Planned Community, and has condominium and single-family residential units with a private golf course. There is a city of Columbus police substation and fire facility located in this district. Unincorporated parcels include estate residential lots, parcels used for agriculture, and un-platted residential lots in Blendon Township. The city of Westerville is located to the north and west, and Plain Township is located to the immediate east. Land-use recommendations for parcels to the east that are in the city of Columbus are provided in *The Rocky Fork-Blacklick Accord*.



Little Turtle District



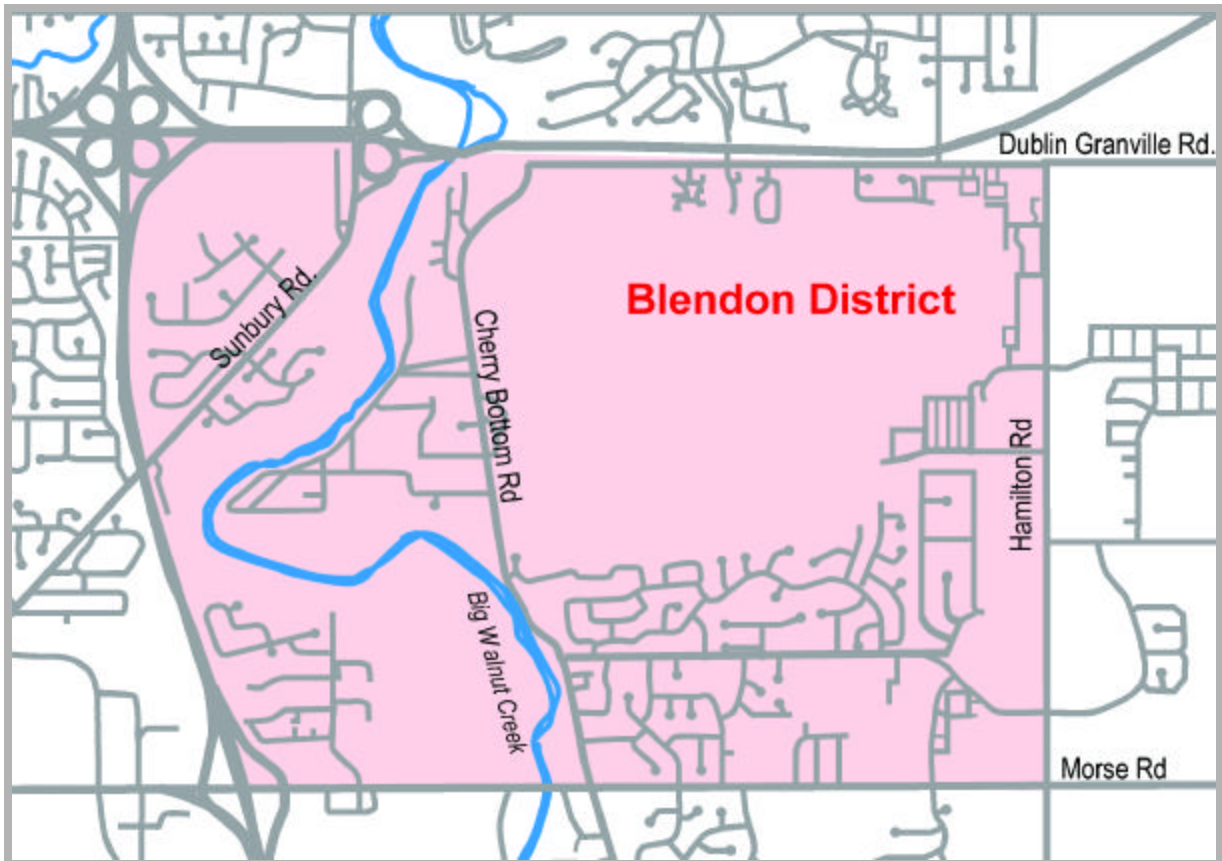
It is the recommendation of Northland Plan – Volume II that:

- *Single-family residential at three units/acre maximum (low-density cluster or conservation-type subdivisions) is the preferred land-use for this district, should development or redevelopment occur. A key principle of this concept is that open space and natural areas should be used as organizational elements in any development proposal for this area.*
- *A limited neighborhood civic center for the area be located near the Ulry and Warner Road intersections. The intersection of Ulry and Warner roads provide an ideal opportunity to incorporate a small, neighborhood-based civic-type center that could benefit the Warner/Ulry/Central College Road region. This area is a transition area from the large unincorporated lots in Blendon Township, to the area east designated as village center in the Rocky Blacklick Accord. The region will experience an increase in residential uses as well as the future extension of Hamilton Road to the east. There are single-family, multi-family and condominium units to the west and south, and growth occurring in the Rocky Fork-Blacklick Accord area to the east and northeast. Civic uses for this area might include a post office, parks and/or public recreational uses, schools, or means to further address the needs of public safety as the area grows. The city should consider this area for a future recreational facility to service the growing population.*
- *The large wooded lots identified on the existing land-use map (page 54) be afforded some level of protection from future development. Immediately north of the Little Turtle subdivision, and south of Central College Road are heavily wooded parcels with rolling terrain, a natural amenity for the community. Future development should be sensitive to the natural features of these areas and ensure that impact on the wooded sites is minimal. Consideration should be given to providing permanent protection to existing woodlots in the area through public acquisition, conservation easements or other means.*
- *There are a number of large residential parcels in the planning area to the north of Little Turtle. Should an alternative development pattern be sought for this area, this plan recommends that single-family residential remain the primary land-use with consideration given to surrounding rural setting and land-uses.*
- *Land-use recommendations and standards of the Rocky Fork-Blacklick Accord (RFBA), adopted by Columbus City Council in 1997 as a planning guide for development in northeast Franklin County, be considered when reviewing rezoning applications contiguous to the RFBA, to ensure compatibility of planning efforts.*



Blendon District

This district is almost completely annexed and zoned in the city of Columbus. The district stretches from Hamilton Road to I-270 (east to west), and SR-161 to Morse Road (north to south). The predominant land-uses are the Blendon Woods Metro Park, Hap Cremean Water Plant (Columbus), detached single-family subdivisions, some condominium and apartment units, and burgeoning commercial uses along Hamilton Road. Additional roadways in this district include Sunbury and Broadview roads.



Blendon District



It is the recommendation of Northland Plan – Volume II that:

- *Future redevelopment or rezoning of parcels currently zoned in Columbus adhere to the Northland Development Standards*
- *Future development of the prime opportunity site at the southeast corner of SR-161 and I-270 take into consideration views from the freeway and buffer the residential areas to the south. Recreation and Parks consideration of this site for future recreation purposes is encouraged, however it is acknowledged that the site currently is zoned CPD, commercial planned development.*
- *Infill development that is compatible with surrounding land-uses be encouraged.*
- *Adequate buffering of any development adjacent to the Blendon Woods Metro Park be provided in consultation with Metro Parks.*

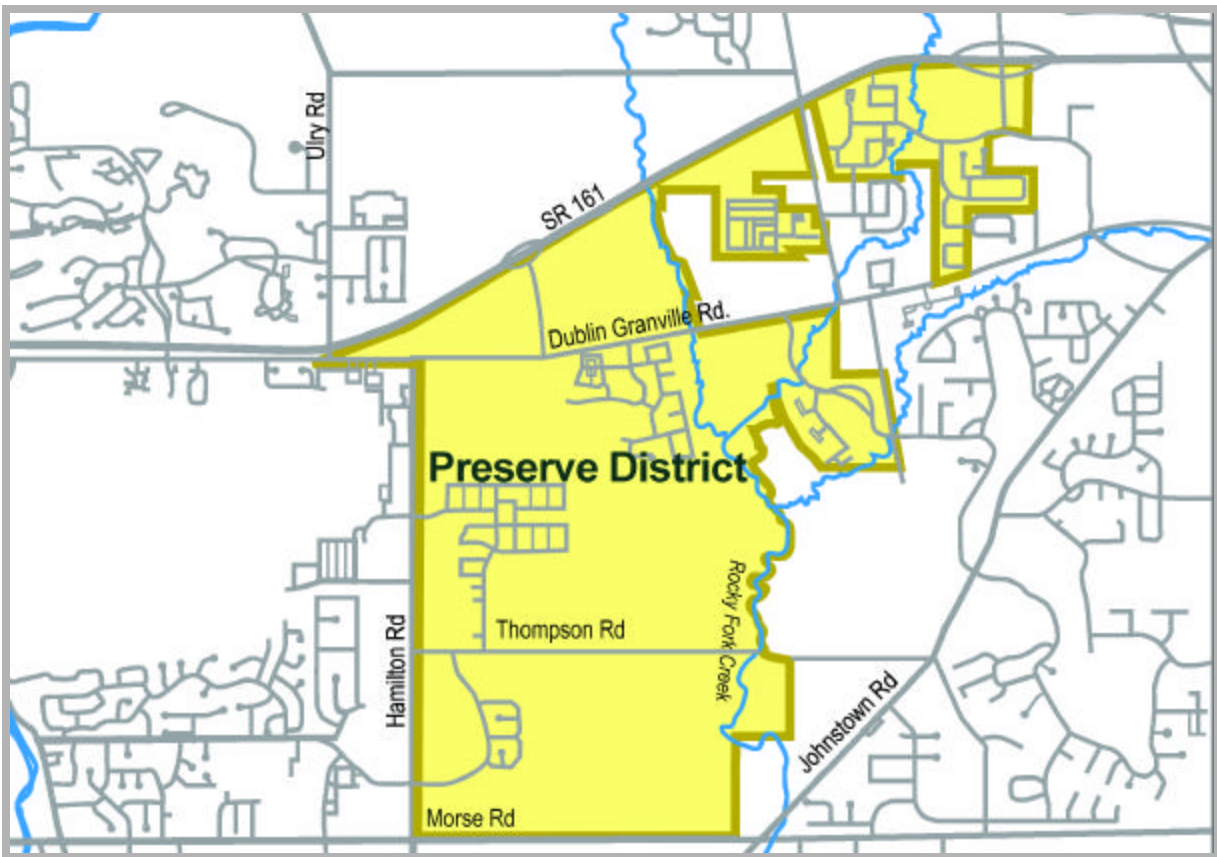


Preserve District

This district is located east of Hamilton Road, north of Morse Road and follows the Columbus city limits east to the village of New Albany. A significant portion of this district is undeveloped, however, almost the entire district has previously been annexed and zoned in the city of Columbus.

The largest single zoning in the district is the Preserve Master Plan, a nearly 1,000-acre development east of Hamilton Road. This plan will incorporate single and multi-family residences, provisions for open space, portions of a golf course, and some commercial uses. Hamilton Road will eventually be extended in the northwest corner of this district. There is commercial and multi-family zoning in place where this road will be located.

Zoning on several parcels near SR-161, north of Dublin-Granville Road, ranges from LM2, limited manufacturing, to LC4, limited commercial. Preliminary private sector plans for these parcels call for a mixed-use development with retail, single and multi-family residential, and office uses.



Preserve District



It is the recommendation of Northland Plan – Volume II that:

- *The current residential pattern of development east of Hamilton Road, south of Old Dublin-Granville Road be continued, with single-family residential encouraged.*
- *Future redevelopment or rezoning of larger parcels between SR-161 and Dublin Granville Road, currently zoned in Columbus, adhere to the Northland Development Standards. State Route 161 bisects a property of approximately 140 acres zoned LM2 in Columbus. The southernmost LM2 parcel falls within the Northland Plan-Volume II area. Mixed-use development, consisting of retail and multi-family uses on this parcel, with an office-use component either on this parcel or the parcel immediately to the north, is recommended as the future land-use for this area. Any future redevelopment of these parcels should take into consideration views from the highway and surrounding land-uses.*
- *To ensure that appropriate standards pertaining to freeway exposure and surrounding land-uses are met, major commercial development of five or more acres be zoned in planned or limited districts.*
- *Land-use recommendations and standards of the Rocky Fork-Blacklick Accord (RFBA), adopted by Columbus City Council in 1997 as a planning guide for development in northeast Franklin County, be considered when reviewing re-zoning applications contiguous to the RFBA, to ensure compatibility of planning efforts.*



general land-use guidelines

A large portion of the planning area has previously been annexed into Columbus and has some form of Columbus zoning in place. Many of these parcels, however, remain undeveloped. There are several general locations that offer unique challenges as the region continues to grow and develop.

It is the recommendation of Northland Plan - Volume II that:

- *existing land-use and zoning patterns be taken into consideration when decisions are made regarding zoning changes.*
- *all relevant provisions of the Columbus Comprehensive Plan, adopted by Columbus City Council in 1993, be applied to this planning area.*
- *land-use recommendations and standards of the Rocky Fork-Blacklick Accord (RFBA), adopted by Columbus City Council in 1997 as a planning guide for development in northeast Franklin County, and Northland Plan-Volume I, be considered when reviewing rezoning applications contiguous to the RFBA, to ensure compatibility of planning efforts.*
- *the following guidelines be considered based on categories of opportunity sites:*

1. Development Sites With Freeway Exposure

- *reservation of development sites adjacent to the freeway be encouraged for their highest and best economic use.*
- *pleasing views (including buffering) from the highway be encouraged when development occurs along the interstate system.*
- *zoning be used to protect residential neighborhoods from intrusion by commercial and manufacturing uses.*
- *office and mixed-use development be encouraged on these sites as an appropriate transition use between residential and commercial development.*
- *major commercial development of five or more acres be zoned in planned or limited districts to ensure that the developments meet appropriate standards.*

2. Undeveloped Land Located In Residential Areas

- zoning be used to protect residential neighborhoods from intrusion by commercial and manufacturing uses.
- zoning be used to encourage new development to be sensitive to density, buffering, traffic and circulation pattern, and architectural details of the surrounding area.
- all appropriate agencies be contacted in order to reserve adequate land for parks, recreation facilities, and schools in major rezoning areas.
- infill developments compatible with their surroundings be encouraged.

3. Fully Developed Commercial Areas

- commercial (retail) development is encouraged to be located at major intersections rather than along arterial roads.
- office development is encouraged as an appropriate transition use between residential and commercial development.



4. Unincorporated Residential Areas

- *infill developments that are compatible with their surroundings be encouraged.*
- *infill annexation requests that reduce service-related problems caused by "islands" of township land within the city's corporate boundaries be supported.*
- *annexation proposals that reasonably can be served by city services and facilities be readily accepted.*

There are other planning issues that are not easily categorized into one of the three districts. For those issues, the following recommendations shall apply.

It is the recommendation of Northland Plan - Volume II that:

- *when properties within this planning area are contiguous to properties covered in other plans, consideration of those plan recommendations be given to provide a seamless pattern of development between the two jurisdictions or planning boundaries.*
- *a planning process be undertaken for the area north of Central College Road and within the tributary area of the planned northern extension of the Big Walnut Sanitary Trunk, but outside the area covered by the Rocky Fork-Blacklick Accord. This subtrunk will likely be extended north from the Little Turtle area in two phases. The first phase, planned for 2004, will take the sewer to Central College Road. The second phase will extend the sewer north and then east to the intersection of Walnut Street and Lee Road, allowing for development of a substantial area. It will be important to have land-use and development guidelines in place as infrastructure is extended into the area.*

development standards

The *Northland Development Standards* adopted by Columbus City Council on March 2, 1992, generally apply to all properties located in the area covered in the Northland Plan-Volume I. The objectives of the *Standards* are to:

- supplement existing land-use regulations and policies with City Council adopted standards for development and redevelopment in the Northland area.
- protect existing and future residential development from the negative impacts of non-residential uses.
- simplify and formalize the review process between the developer and representatives of the community.
- improve the quality and consistency of development and redevelopment in the Northland area.

The *Northland Development Standards* are used as guidelines by developers, the Northland Community Council, and other neighborhood organizations during their discussions and negotiations of individual development proposals.

Since the original 1989 Northland Plan, The Northland Community Council has become the primary neighborhood organization to represent development issues in the planning area. The community would like to ensure that a consistent level of development standards are applied in the area.

The *Northland Development Standards* offer detailed parameters for the following topics:

1. Streets,
2. Accessibility,
3. Graphics,
4. Adjacencies (includes compatibility, buffering and setback), and
5. Internal Site Design (includes lot coverage, landscaping, screening, parking, lighting).

It is the recommendation of Northland Plan - Volume II that:

- *the application of the Northland Development Standards as indicated in the 1992 document be expanded to include the Northland Plan - Volume II area.*



list of contacts

Mayor's Action Center:	645-2489
Sewer/Flooding Problems:	
Sewer Maintenance Operations Center (SMOC)	645-7102
Police Community Liaison ``Relations:	645-4600
Refuse Collection:	645-8774
Building Permits:	645-7433
Code Enforcement:	645-8139
Keep Columbus Beautiful:	645-8027
Mobile Tool Truck:	645-8542
Weeds, Trash, Rodent Concerns (Code Enforcement):	645-8139
Mosquitoes and Pest Control - Health:	645-8191
Traffic Signal Concerns (Public Service, Traffic & Parking):	645-7393
Street Maintenance & Repair (Potholes):	645-5660
Sidewalk Complaints or Permits (Public Service):	645-7497
Street Light Installation:	645-7627
Street Lights (Wires Down or Lights Out):	645-7627
Street Signs:	645-7393
Street Trees (Recreation & Parks):	645-3350
Leaf Pickup:	645-8774

For any other question, or in case a number has changed since the plan's publication, the Mayor's Action Center (645-2489) can direct your call to the proper department. Other sources of information include the city of Columbus websites at www.cityofcolumbus.org and www.columbusinfobasef.org.