



THE FAR NORTH PLAN

Area Planning Series

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City of Columbus

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Adopted by City Council on January 24, 1994 as the official plan for the Far North Columbus area.

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FROM THE DIRECTOR

On January 24, 1994, City Council adopted this plan as an official guide for development in the Far North area. The Far North Plan is one of a series of neighborhood plans prepared to safeguard and enhance the quality of life for Columbus residents.

Our city has experienced exceptional growth, an increasing tax base, expanding employment market, and many other positive changes during the past several years. The Far North area experienced a substantial amount of that growth and has become one of Columbus' primary growth areas.

To meet the challenges of the future, the Planning Division has developed this plan with the assistance and input from neighborhood organizations, civic leaders and area residents, business and development interests, and government agencies. It is our goal that this plan be used by the private and public sectors as a working reference of planning guidelines for the Far North area.

Richard A. Browning

ACKNOWLEDGEMENTS

The Far North Plan is the product of a planning process that was initiated in April of 1991. Its preparation was made possible only through the efforts and contributions of many individuals and organizations. The city of Columbus extends its appreciation to the members of the planning committee for their participation in the planning process.

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THE COMMUNITY PLANNING PROCESS

The community planning process involves the preparation of area planning studies to address growth pressures or special area development problems. The studies are conducted by staff of the Planning Division in cooperation with residents and representatives of public and private agencies. These studies are designed to bring the planning process to the community and to address physical problems and opportunities of the respective planning area.

The planning process has been designed for implementation in several phases. Each phase is tailored to reflect the particular nature and characteristics of the community planning area. Based upon existing information, resources, and community support, the timetable for completion of a community plan varies with the complexity of the issues and the priority of need relative to other community planning areas.

ORGANIZATION

The organization phase is undertaken to identify and appoint planning committee members, develop and form consensus on the planning process, and establish meeting arrangements. Also, during this phase of the process, community goals and objectives are identified.

INFORMATION

This activity provides a planning information base for each of the city's community planning areas. The original information phase was begun in September 1975 and was completed in November 1979. The studies consist of a collection of readily available planning information, ranging from zoning patterns to housing conditions. Information profiles are updated by the Planning Division when it is determined there is a need to undertake the complete, multi-phase community planning process.

ANALYSIS

This phase of the process examines all available information in the community planning area to identify conditions, trends, problems, and opportunities. Land in other municipalities is not included; however, unincorporated areas of Franklin County as well as other counties may be addressed. The analysis of planning issues involves extensive community and city agency interaction and cooperation.

PLAN DEVELOPMENT

This activity develops planning guidelines and strategies based on the results of issue analysis. The content is dependent upon the particular element being addressed and the degree of consensus reached among the planning participants. The plan's recommendations are concerned with physical development, redevelopment, and preservation activities over a 15-year period.

REVIEW AND ADOPTION

It is the goal of the Planning Division to have each plan adopted as the official city of Columbus plan for the respective area. To accomplish this goal, a community plan is first subjected to a review process involving a committee with a broad spectrum of community interests. After the review committee has endorsed the plan, it is submitted to the Columbus Development Commission for a public hearing. The final step in the process is adoption by City Council.

RELATIONSHIP TO THE COLUMBUS COMPREHENSIVE PLAN

There are many similarities between the Columbus Comprehensive Plan, adopted by City Council on December 6, 1993, and the Far North Plan. The intent of both plans is to establish a series of guidelines that provide a framework for decision-making in order to safeguard and enhance the quality of life in the designated planning area.

Like the Columbus Comprehensive Plan, the Far North Plan addresses issues such as land use, transportation and circulation patterns, community services and facilities, and environmental quality. The development of the Far North Plan, similar to the preparation of the Comprehensive Plan, involved an extensive two-year planning process with significant research, analysis, and input from the community.

The major difference between the Comprehensive Plan and the Far North Plan, as well as other area plans, is the size of the planning area and the degree of specificity in the guidelines and recommendations. As the name suggests, the Comprehensive Plan is larger in scope, encompassing a significantly greater land area, and addressing a wider range of issues. The Columbus Comprehensive Plan provides the framework for the more specific area plan. The Far North Plan was the first area plan to be prepared within the framework of the Columbus Comprehensive Plan.

The Far North Plan is consistent with the Columbus Comprehensive Plan in terms of recommendations and terminology. Both documents are official references for development-related issues.

PLAN ADMINISTRATION

To assure effective and timely implementation of the Far North Plan, several guidelines are recommended:

- Communication should be maintained among the individuals and organizations that participated in the planning process.
- The Far North Plan should be monitored and reviewed periodically. As conditions change and new issues identified, amendments should be prepared and submitted to City Council as appropriate.
- Community participation in the development process must continue. Citizens and neighborhood organizations should interact and cooperate with development interests toward mutually beneficial solutions.

PURPOSE

The purpose of the Far North Plan is to establish a series of guidelines that manage the future growth and development of the Far North Columbus area. The plan will be used as a principal 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.

The guidelines and recommendations outlined in the Far North Plan are intended to allow for a degree of flexibility; however, deviations from this plan should be carefully evaluated.

If there are any questions regarding the content or interpretation of the information in this plan, please contact the Planning Division, 99 North Front Street, Columbus, Ohio 43215, or call 645-8502.

INTRODUCTION

The Far North planning area has developed very rapidly during the past decade. The extensive industrial, commercial, and residential growth has created significant traffic congestion and increasing demands for police and fire protection, parks and recreation, and other community services and facilities. The annexation of the Polaris Centers of Commerce added to the pressures to address the rapid growth that was adversely affecting the quality of life in Columbus' Far North.

In April 1991, the Planning Division and representatives from the Far North Columbus Communities Coalition, a neighborhood organization representing most of the planning area's civic groups, initiated a community-based planning effort for the Far North area. The Far North Plan is the product of this planning process.

The Far North planning area is a diverse and preferred residential area of Columbus that is supported by commercial and industrial uses. The planning area is generally bounded by: Powell Road on the north, Interstate 270 on the south, Worthington Road and Interstate 71 on the east, and the Olentangy River on the west.

The plan has been prepared to safeguard and enhance the quality of life for residents of the Far North area through the following objectives:

- Provide the city of Columbus, residents, businesses, and developers with guidelines for decision making.
- Identify specific city of Columbus actions necessary to accomplish area planning goals.
- Provide input into the Capital Improvements Program.
- Provide guidance to ensure a healthy environment for business and development.

The Far North Plan provides specific guidelines for further development, redevelopment, and improvements to the physical environment of the Far North planning area. The plan is divided into five subject areas:

- Fringe Village
- Land Use
- Circulation
- Community Services and Facilities
- Environmental Quality

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

Also included in the plan are operating policies that are currently being used by the city of Columbus. These policy statements reflect the way in which the city of Columbus intends to do business and serve as guidelines for day-to-day decisions by city departments and divisions. Only those policies that are applicable to the Far North planning area are included. The policies are listed in the Appendix following each section of the plan.

GENERAL GOAL

It is the goal of the Far North Plan to improve and preserve the quality of life for Far North Columbus residents, while providing a safe and efficient circulation system; adequate community services and facilities; and proper land use opportunities for undeveloped land.

FRINGE VILLAGE

BACKGROUND

The Columbus Comprehensive Plan recommends that a fringe village be created in the Far North planning area.¹ Fringe villages represent an effective way to organize suburban development and offer the opportunity to provide a sense of community in a newly developing area.

In the Comprehensive Plan, a fringe village is defined as a development concept that provides for a self-contained, mixed-use community. The concept includes a variety of housing alternatives, employment and shopping opportunities, educational facilities, open space, and recreation. Fringe villages are also conducive to walking, biking, and riding the bus, as well as driving. Fringe villages may serve as locations for mass transit terminals. The Comprehensive Plan also recognizes that the Polaris Centers of Commerce, under construction in the northeast quadrant of the Far North planning area, provides two major components of a fringe village.

The Columbus Comprehensive Plan recommends policies and guidelines to be followed in planning and developing fringe villages. Comprehensive Plan recommendations guiding the creation of a fringe village in the Far North planning area are:

- The Far North area plan should fully define the fringe village and establish a planning and development process based on agreed policies and guidelines.
- Create a compact, new, livable residential environment that encourages pedestrian movement as an alternative to the traditional dependency on automobiles.
- Maximize public investment in infrastructure services.
- The physical size of the fringe village should be limited by its designed pedestrian convenience.
- The density of the village can be relatively high for single-family development to create a compact and comfortable village setting. Townhouse and apartment development can range from ten to twelve dwelling units per acre, and single-family dwelling units can be developed at five units per acre, depending on the amount of public open space within easy access to the development.
- Land uses in a fringe village should include mixed housing, recreational facilities, schools, retail centers, industries, and employment-based commercial development.
- Street design controls should be carefully considered to encourage easy access between the village and the surrounding suburban area.
- Provision of infrastructure can be used as a bargaining tool to encourage private developers to work within the general concept plan for the fringe village.
- Developers should be required to follow specific regulatory controls designed to govern planning and development within the fringe village including zoning, use, density, architectural design, street layout, public places, parks, squares and streetscape.
- Existing wetlands, woodlands, natural habitat and drainageways should be protected and contribute to a system of open space.
- A street tree planting ordinance should be enforced.
- Public-private partnerships should be encouraged to acquire land and accelerate infrastructure investment.
- Intergovernmental cooperation should be encouraged in the planning and development of the fringe village.
- Good access within the fringe village and to surrounding urban areas should be provided.
- Public transit should be extended to serve the fringe village.
- Develop design standards and guidelines that will enable the creation of superior living space and

¹ The Columbus Comprehensive Plan, Planning Division, December 6, 1993.

economically viable development of the fringe village.

OBJECTIVE: CREATE A FRINGE VILLAGE IN THE PLANNING AREA

The Columbus Comprehensive Plan's recommendation that a fringe village be created in the Far North planning area was carefully examined and evaluated during the planning process. The process identified a number of significant opportunities, as well as notable constraints, that will have an impact on the development of a fringe village in the Far North.

OPPORTUNITIES AND CONSTRAINTS

Polaris Centers of Commerce provides the major employment and shopping components of the fringe village. However, Polaris was designed as an automobile-oriented industrial and commercial center with direct access to the interstate highway system.

- Most of the land adjacent to Polaris is located in Delaware County and outside the jurisdiction of the city of Columbus.
- The amount of undeveloped land surrounding Polaris and within the planning area boundary is extremely limited.
- Conrail Railroad tracks bisect the planning area and provides an excellent north/south transportation corridor to downtown Columbus.
- The mostly developed portion of the planning area south of Lazelle Road was developed for the automobile as the primary means of transportation. There is no existing provision for bicycle or pedestrian access between residential areas and the nearby schools, recreation, shopping and employment.
- The portion of the planning area between Lazelle Road and Worthington Woods Boulevard contains single-family, two-family, and multi-family housing in a variety of densities and price ranges. There is also a significant amount of residential development located west of North High Street.
- Major employment centers exist south of Worthington Woods Boulevard, and in the Crosswoods and Northwoods areas.

Based on these opportunities and constraints, specific recommendations were formulated to fully define a fringe village in the Far North planning area. The following recommendations are consistent with the guidelines and principles provided by the Columbus Comprehensive Plan.

FRINGE VILLAGE RECOMMENDATIONS

- Create a fringe village in the Far North planning area that encompasses the entire planning area. The boundaries of the fringe village are: Powell Road on the north, Interstate 270 on the south, Worthington Road and Interstate 71 on the east, and the Olentangy River on the west.
- Designate the following areas of the fringe village as residential components: area south of Lazelle Road and north of Worthington Woods Boulevard, subdivisions west of North High Street, and land surrounding Polaris Centers of Commerce.
- Establish the shopping components of the fringe village in the following locations: Polaris Centers of Commerce, Park Place Shopping Center, Worthington Center, Worthington Woods Center, and Crosswoods Center.
- Designate the following sections of the fringe village as employment components: Polaris Centers of Commerce; industrial/commercial development south of Worthington Woods Boulevard; Crosswoods Center; The Center at Northwoods; and North High Street Corridor.
- Develop two mass transit terminals in the fringe village along the Conrail Railroad tracks. The terminals should be located in the vicinity of the railroad's intersections with the Campus View/Worthington Woods Connector and the Powell Road/Polaris Parkway Connector.

- Establish appropriate pedestrian and bicycle linkages between the residential, shopping, employment, and mass transit components of the fringe village.
- Require the application of the design guidelines contained in the city's revised zoning code that is scheduled for completion in 1996.

The creation of a fringe village offers a unique opportunity to provide a superior community environment. However, as noted above, there are a number of constraints that will impact the establishment of a fringe village in the Far North planning area. To counteract some of the constraints, the neighborhood-oriented activity node concept is proposed. This concept will reduce the scale of development to a neighborhood center level and shorten pedestrian distances between homes, shopping, and other community facilities.

ACTIVITY NODES RECOMMENDATIONS

- Develop a series of neighborhood-oriented Activity Nodes within the fringe village. The Activity Nodes will provide an environment where residents can walk or bike from their homes to shopping, entertainment, school, and recreation opportunities.
- Develop sidewalks and bikeways within the activity nodes to provide appropriate linkages between the residences and other uses. Sidewalks should also be provided along all public streets within the activity nodes to ensure the safety of pedestrians.
- Encourage a mixture of residential types and densities within each activity node.
- Locate neighborhood commercial uses and community facilities such as parks, a library, and post office at a central location within each activity node.
- Develop design guidelines and standards that help integrate commercial uses with residential uses within each Activity Node.

Seven neighborhood-oriented activity nodes are recommended in the Far North planning area. These are identified on the Neighborhood Activity Nodes Map. This map also identifies many of the components of the fringe village and illustrates the fringe village concepts that are recommended in this section of the Far North Plan.

The existing characteristics of the activity nodes are extremely diversified. In addition, they include development that does not conform to the concepts and guidelines recommended for activity nodes. This is primarily due to the fact that the planning area is mostly developed and land use patterns are well-established. Because each activity node is unique, future development within the nodes should capitalize on the individual qualities and characteristics. However, the area south of Powell Road/Polaris Parkway is not developed. A typical design concept for the neighborhood-oriented activity node proposed for this area is shown as the Activity Node Illustration.

LAND USE

EXISTING CONDITIONS

Ten years ago the Far North planning area was characterized as a remote, agricultural section of Franklin County. Today, it is a mostly developed suburban community. As noted earlier, the Far North area has grown very rapidly during the past decade and has become one of Central Ohio's preferred residential areas. The Worthington School District has been the primary catalyst for this extraordinary growth and has attracted many families to the planning area.

The Columbus Comprehensive Plan recommends that a fringe village be created in the Far North. The fringe village development concept offers many benefits that are currently lacking in the planning area. The addition of amenities such as sidewalks, bikeways, parks and opens space, and street trees will enhance the quality of life for planning area residents. The fringe village has several components including housing, employment, and shopping facilities. These components will be addressed in this section of the plan.

The Far North planning area contains the Polaris Centers of Commerce, a large 1200+ acre tract of mostly undeveloped land that is located in Delaware County in the northeast portion of the planning area. Polaris is being developed as an upscale, mixed-use complex of a variety of non-residential uses including light industrial, office, and retail. Polaris Centers of Commerce has been identified as a principal shopping and employment component of the fringe village.

With the exception of Polaris and adjacent lands, most of the Far North planning area is developed. Existing development consists of concentrations of retail and office uses, extensive residential areas, a significant number of industrial parks and distribution centers, major institutional uses, a sizable metropolitan park, and private recreational facilities. Development patterns in the planning area are well-established and vacant land is relatively scarce. The planning area does contain a number of undeveloped parcels of land. Therefore, the major land use issue is infill development and its compatibility with existing land uses and impact on the planning area's infrastructure.

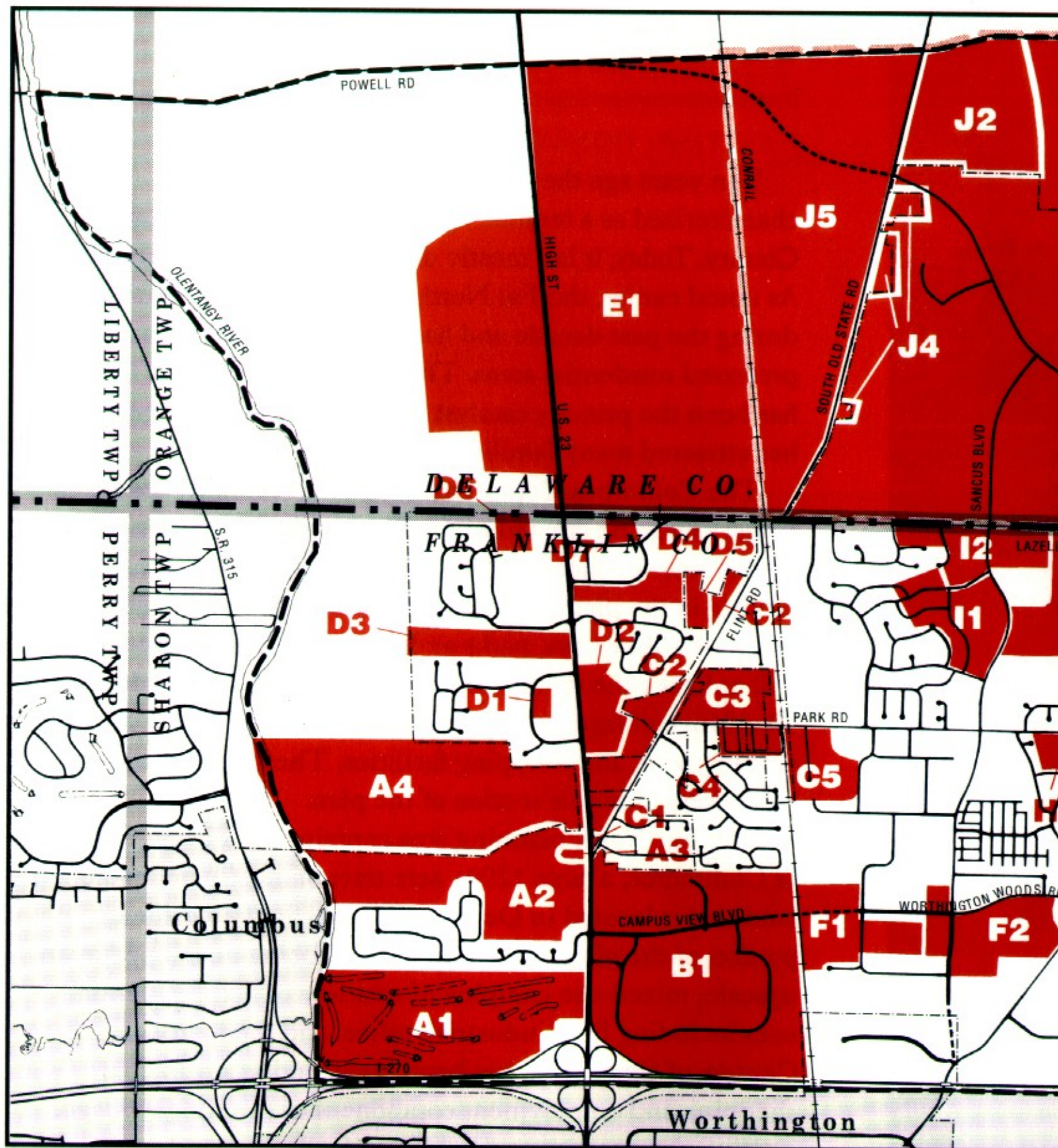
OBJECTIVES

- Encourage a logical, compatible mixture of land uses to meet the needs of the Far North community.
- Ensure that future industrial, commercial, and residential development is harmonious with existing neighborhoods.
- Ensure that adequate land is provided for parks, public recreational facilities, open space, and schools during the rezoning process for residential development.
- Encourage high-quality industrial, commercial, and office development.

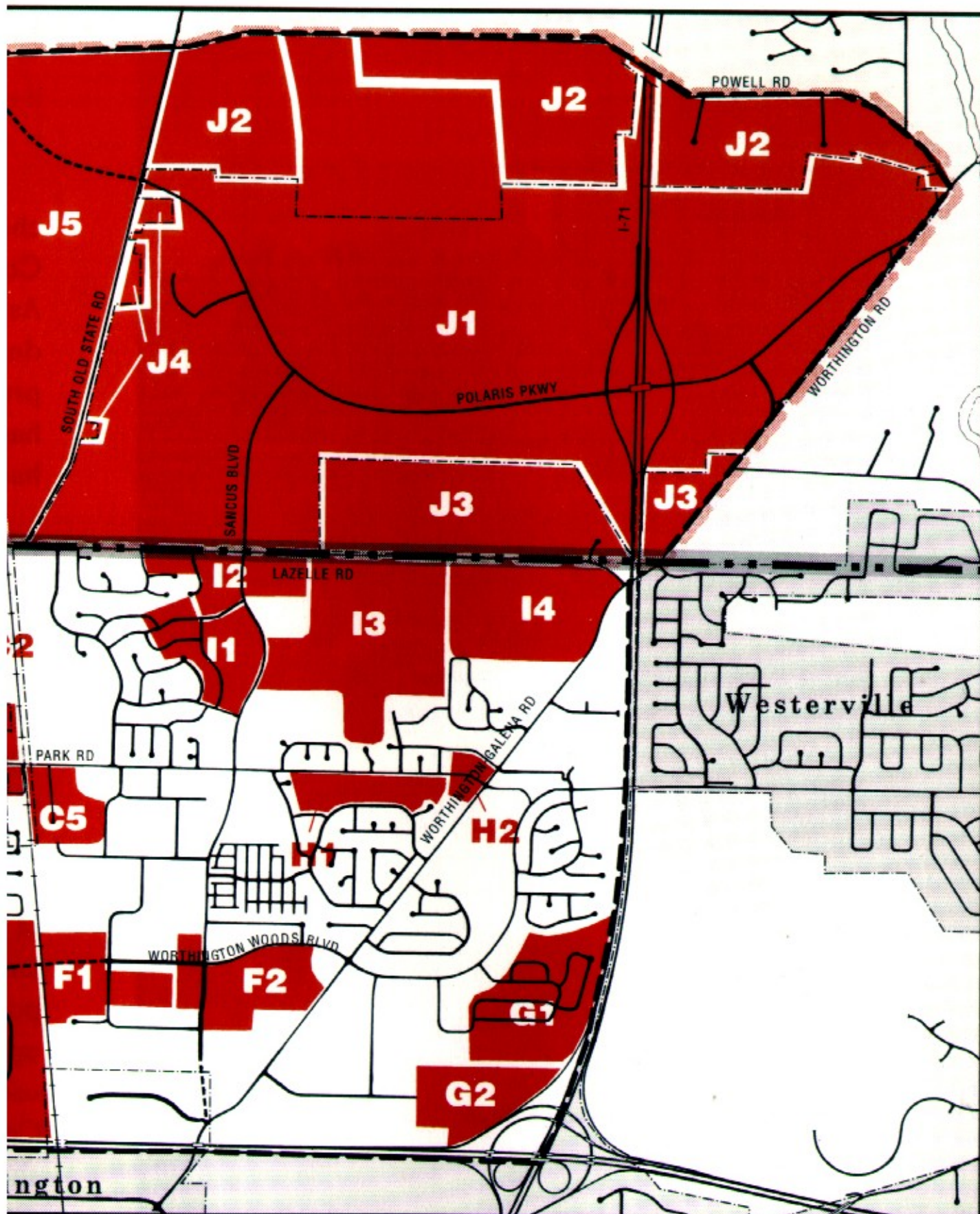
PLANNING ISSUE: UNDEVELOPED AND UNDERDEVELOPED LAND

The following section contains land use recommendations for undeveloped and underdeveloped land in the Far North planning area. The recommendations are intended to be somewhat flexible, providing in some cases a range of land use alternatives that would be appropriate for each particular location.

The subareas addressed in this section of the Far North Plan have been identified on the Undeveloped and Underdeveloped Land Map. Information concerning city of Columbus Zoning Classifications is listed in Appendix C.1.



UNDEVELOPED AND UNDERDEVELOPED LAND



RECOMMENDATIONS

Area A: Josephinum

Subarea A.1: Subarea is developed as York Temple Country Club, a private, 140 acre, 18-hole golf course with full-service club house. The current zoning is Rural (R). The Woods of Josephinum, a single-family subdivision of executive-style homes, is adjacent to the area on the north. The area is bounded by Interstate 270 on the south; North High Street on the east; and the Olentangy River on the west.

- Maintain the golf course as the most appropriate, long-term land use for subarea.
- Support planned residential development as an alternative land use if redevelopment opportunities occur. The maximum average density should be limited to three units per acre. Access should be provided to the subarea from Campus View Boulevard. The existing wooded land and other natural features should be preserved.

Subarea A.2: This subarea is Pontifical College Josephinum. It is developed as a private college. The subarea contains considerable undeveloped land to the north and west of the existing campus buildings. This land is mostly wooded and contains a significant portion of the Flint Ravine. The current zoning of the subarea is Rural (R). Adjacent land uses are Camp Mary Orton on the north; executive-style single-family homes on the south; North High Street on the east; and the Olentangy River on the west.

- Support future development that is compatible with the existing, surrounding development. Appropriate land uses include additional educational facilities, college dormitories, and single-family homes.
- Special care should be taken to preserve and maintain the natural environment of the Olentangy River, Flint Ravine, and adjacent land.

Subarea A.3: This is a small parcel fronting on North High Street that is developed with a single-family residence. Current zoning is Rural (R). This subarea is wooded and surrounded on three sides by land owned by the Pontifical College Josephinum. There have been recent pressures to redevelop this subarea.

- Support development that is compatible with the existing, surrounding development. A small-scale office building would be appropriate for this subarea.
- Preserve the natural, wooded environment of the subarea to the greatest extent possible.

Subarea A.4: This subarea is known as Camp Mary Orton. It is a 166 acre recreational facility that is privately owned by the Godman Guild Association. The camp is used by the Guild for its summer youth programs and is rented to private groups and social service agencies. The facility has approximately 125 acres of wooded land with trails and 40 acres of open space. The major features of this natural environment are a beautiful ravine and the Olentangy River. The complex includes a lodge with kitchen, cabins, swimming pool, tennis and basketball courts, and picnic shelter. Camp Mary Orton is bounded by the Highbanks Metropolitan Park, executive-style single-family homes, and offices on the north; the Pontifical College Josephinum on the south; North High Street on the east; and the Olentangy River on the west. Camp Mary Orton is located in Sharon Township and is zoned Rural (R) and Suburban Office (SO) under the Franklin County Zoning Resolution.

A Concept Plan has been completed concerning the future of Camp Mary Orton. The major recommendations of the plan are to: preserve the natural environment of the facility; to maximize the use of the property in support of Godman Guild programs; and to provide adequate resources to operate on a self-sustaining basis.

- Support future development in the subarea that is consistent with the Concept Plan that was adopted by the Godman Guild Board of Trustees. Development should support the mission of Camp Mary Orton

and the Godman Guild Association.

- Preserve and maintain the natural environment of the subarea to the greatest extent possible.

Area B: Crosswoods

Subarea B.1: This subarea is an approximately 130-acre tract of land that is located in the northeast quadrant of North High Street and Interstate 270. The subarea has been designated as shopping and employment component of the fringe village. The Crosswoods subarea is also the commercial component of a neighborhood activity node. The subarea contains several large undeveloped parcels that are located within an established commercial area. Development patterns are well established; however, some of the development planned for the subarea, such as a regional mall, may not no longer be appropriate. Existing land uses include corporate office buildings, hotels, motels, shopping centers, and restaurants. The major portion of the subarea is zoned Commercial Planned Development (CPD). Separate recommendations are made for specific segments of the subarea.

Outside the Loop Road

- Support development in accordance with existing zoning districts. Future development should be limited to offices, highway-oriented uses such as hotels/motels and restaurants, and retail uses that serve the businesses located in the subarea. Fast food restaurants and automobile service and maintenance facilities are not appropriate uses for this subarea.
- Consider the undeveloped land along the Conrail Railroad as a possible location for a mass transit terminal and/or Park and Ride facility.

Inside the Loop Road

- Support development in accordance with existing zoning districts. Future development of this subarea should respect and take advantage of the interstate freeway intersection. Highway-oriented commercial uses, such as high-quality offices, hotels and restaurants, and retail uses that serve the businesses located in the subarea are among the most appropriate uses. Fast food restaurants are not appropriate for this subarea.

South of Crosswoods Drive

- Support development as offices in accordance with existing zoning districts.

North of Crosswoods Drive

- Support office development as the most appropriate land use for this portion of the subarea.
- Develop the two undeveloped parcels with joint access to Crosswoods Drive.

Area C: Park and Flint Roads

Subarea C.1: This site is a very small undeveloped parcel fronting on North High Street just north of Flint Road. Abutting the site on the north and east are single-family homes. Undeveloped land is adjacent to the site on the south and west. The existing zoning is Limited Commercial (LC2).

- Support development as offices in accordance with existing zoning district. More intense commercial development is not appropriate.

Subarea C.2: This subarea is characterized by a number of large lot single-family homes that have been constructed along the northwest side of Flint Road. Located mostly in Sharon Township, the subarea is heavily wooded and contains a section of the Flint Ravine. Adjacent development includes single-family homes and apartments. The current zoning of the subarea is Rural (R) in the city of Columbus and

Suburban Residential (R4) in Sharon Township under the Franklin County Zoning Resolution. The subarea could experience redevelopment pressures.

- Support planned residential development as the best, long-term land use for the subarea. If the area redevelops, the maximum density for the subarea should be limited to four units per acre.
- Redevelopment proposals should limit the number of curb cuts along Flint Road to improve the efficiency of traffic movement.
- Preserve the natural characteristics of the wooded land and Flint Ravine.

Subarea C.3: This is a 23-acre undeveloped subarea that is controlled by the Worthington School District. The character of the land surrounding the subarea is single-family residential. Of the total subarea, six acres have been leased to the city of Columbus for use as a neighborhood park. The remaining land is being reserved for an elementary school. The subarea is zoned Rural (R).

- Support development of subarea as an elementary school and a neighborhood park.
- Support retirement housing and/or single-family development as an appropriate alternative, if land in the subarea is not needed for a school building.

Subarea C.4: This subarea is mostly developed with a mixture of incompatible land uses including large lot single-family homes, a tavern/carry out, and veterinarian. Subarea is controlled by two jurisdictions, the city of Columbus and Sharon Township. City of Columbus land is zoned Limited Commercial (LC4) and Rural (R) and Sharon Township land is zoned Neighborhood Commercial (NC) under the Franklin County Zoning Resolution.

- Limit development and redevelopment to neighborhood-scale commercial uses that service the immediate area. Appropriate uses include bakery, dry cleaner, pizza restaurant or delicatessen, beauty shop, and day care facility.

Subarea C.5: This 16 acre site is currently developed as several large lot single-family homes. Redevelopment pressures for this subarea are possible. The subarea is currently zoned Rural (R). Adjacent development consists of multi-family housing on the north, south, and east. The Conrail Railroad abuts the site on the west.

- Support residential development, both multi-family and single family, as the most appropriate development for the subarea. The suggested residential density should be eight units per acre.
- Rezoning proposals should include negotiations for setting aside appropriate parkland.

Area D: High Street Corridor - Middle

Subarea D.1: The subarea is a ±3 acre parcel of land located inside the loop road of The Center at Northwoods, an established office complex. This undeveloped site is surrounded by office uses, is currently zoned Commercial Planned Development (CPD), and does not have any direct access to North High Street.

- Support development that is consistent with the existing office development surrounding the subarea. Intense commercial development, such as hotels and restaurants, are not appropriate in this subarea.

Subarea D.2: This site is an undeveloped tract of land fronting on North High Street. Located just north of Flint Road, the subarea is adjacent to single-family homes on the north and east, undeveloped land on the south, and offices on the west. The site is heavily wooded, has irregular topography, and contains a lake. The northern portion of the subarea is zoned Limited Commercial (LC2) and the southern portion is zoned Limited Commercial (LC4).

- Support development in accordance with existing zoning districts that include appropriate development standards.
- If subarea is not developed under existing zoning, negotiate a planned commercial district that contains

appropriate development limitations including residential buffering and traffic circulation standards.

- Preserve the natural characteristics of the subarea.

Subarea D.3: This deep, narrow site is mostly developed as a church and retirement housing. However, there is undeveloped land located in the central portion of the subarea. Bordering development consists of single-family homes, apartments, and offices to the north and south. Highbanks Metropolitan Park is adjacent to the subarea on the west. The current zoning is Rural (R) and Institutional (I).

- Support development that is compatible with the adjacent church and retirement housing. Appropriate land uses for this subarea include: expanded church or retirement housing facilities, church parking, church-operated school, or health clinic.

Subarea D.4: Subarea is an 8-acre tract of land fronting on North High Street and Dillmont Drive. Cooker's Restaurant has been constructed on the western portion of the subarea. The existing zoning is Commercial Planned Development (CPD), Limited Apartment Residential (LARLD), and Limited Commercial (LC2). Adjacent development consists of a shopping center on the north, single-family homes on the south and east, and offices on the west.

- Support the development in accordance with existing zoning districts that include appropriate development standards.
- If subarea is not developed under existing zoning, negotiate a planned district that contains appropriate development limitations including residential buffering and traffic circulation standards. The subarea should be developed with uses that provide a transition between the existing restaurant and shopping center and the single-family homes.

Subarea D.5: This is a ±9 acre undeveloped site that is located in Sharon Township. The current zoning is Residential (R4) under the Franklin County Zoning Resolution. The Flint Cemetery is located on the southeast portion of the site. Adjacent development includes apartments on the north, single-family homes on the south, apartments and large lot single-family homes on the east, and offices and undeveloped land on west.

- Preserve the sanctity of the Flint Cemetery.
- Support residential development, both single-family and multi-family, as the most appropriate development for the subarea. Future development must be sensitive to the Flint Cemetery and adjacent, existing single-family homes south of the site. The maximum residential of the subarea should be eight units per acre.
- Maintain access to the Flint Cemetery.

Subarea D.6: This 6-acre subarea is located within an established commercial area that has been developed as offices. Existing zoning is Commercial Planned Development (CPD). The subarea is characterized by undeveloped land on the north, offices on the south and east, and single-family homes on the west.

- Support development as offices under existing zoning.

Subarea D.7: This is a small, undeveloped parcel located on the south side of Lazelle Road. The current zoning is Institutional (I). Offices, a retirement home, and a shopping center are adjacent to this site.

- Support institutional land uses that are compatible with existing, adjacent development. Intense commercial development is not appropriate for this subarea.

Area E: High Street Corridor - North

Subarea E.1: This very large subarea consists of the land between Powell Road on the north, Lazelle Road

on the south, the Conrail Railroad on the east, and the Highbanks Metropolitan Park on the west. This subarea has been designated an employment component of the fringe village. Existing development includes several automobile dealerships, retail marine sales, and a cemetery. The Nationwide training facility and an office/industrial park is located in the southeast quadrant of North High Street and Powell Road. The subarea is located in Delaware County and zoned under Orange Township jurisdiction.

- Support the Orange Township Land Use Plan's recommendation for commercial and light industrial development as the most appropriate land use for this subarea.
- Future development must be very sensitive to the natural characteristic of Highbanks Metropolitan Park.
- Development proposals should limit the number of curb cuts along North High Street to obtain efficiency of traffic movement.

Area F: Sancus and Worthington Woods

Subarea F.1: This subarea consists of the undeveloped land that fronts on Worthington Woods Boulevard. It is located in a portion of an employment and shopping component of the fringe village. Adjacent development includes an elementary school and multi-family housing on the north, an industrial park on the south, undeveloped land on the east, and offices and undeveloped land on the west. Existing zoning is Manufacturing (M2) south of Worthington Woods Boulevard; and Commercial Planned Development (CPD) and Limited Apartment Office (LARO) north of Worthington Woods Boulevard.

- Support development in accordance with current zoning districts. Future development of this subarea must be sensitive to the elementary school located to the north.
- Consider a portion of the subarea along the Conrail Railroad as a possible location for a mass transit terminal.

Subarea F.2: Subarea is located along Worthington Woods Boulevard and is zoned Commercial Planned Development (CPD) and Limited Apartment Office (LARO). The subarea is located in a portion of an employment and shopping component of the fringe village. Adjacent development consists of multi-family on the north, industrial on the south, a fast food restaurant on the east, and undeveloped land on the west. Subarea includes the undeveloped land at the Sancus/Worthington Woods intersection.

- Support neighborhood-oriented commercial uses as the most appropriate development of the subarea. Potential uses include grocery store, drug store, dry cleaners, video store, ice cream shop, and pizza restaurant or delicatessen.
- Support low-intensity commercial development as the most appropriate land use for the northwest quadrant of the Sancus/Worthington Woods intersection. Appropriate land uses include a bank, medical offices, and day care center. Development of this quadrant must be sensitive of the residential development to the north.
- Support auto-oriented commercial development as the most appropriate land use for the southwest and southeast quadrant of the Sancus/Worthington Woods intersection.

Area G: Interstate 270/71

Subarea G.1: This subarea is a large, ± 70 acre tract of undeveloped land that is located in the southeastern quadrant of the planning area. It is a part of an employment component of the fringe village. The northern two thirds of the subarea is zoned Limited Residential (LR2) and the southern one third of the subarea is zoned Manufacturing (M2). Adjacent development consists of single-family homes to the north, undeveloped land to the south, Interstate 71 to the east, and undeveloped land to the west. The land northwest of the subarea, fronting on Worthington Woods Boulevard, is developed as offices. The northern portion of the site contains a wooded ravine. The land south of the subarea is zoned Manufacturing (M1)

and is currently being used by Worthington Industries as a picnic and recreational area. The Worthington Industries industrial complex is located southwest of this subarea.

Preserve the natural characteristics of the wooded ravine that exists on the northern portion of the subarea.

- Support development under current zoning districts.
- Support office and/or light industrial development as an alternative to residential development under existing zoning.
- Provide adequate buffering or transitional land uses between future subarea residential development and existing or future manufacturing development.
- If the subarea does not develop as residential, adequate buffering must be provided between the new development and the Ravines at Deer Creek, an existing single-family subdivision to the north.
- Consider a portion of the subarea for the location for a neighborhood park.

Subarea G.2: This 45-acre, undeveloped site is located in the northwest quadrant of Interstate 71 and Interstate 270. This subarea is a part of an employment component of the fringe village. The subarea is currently used by the employees of Worthington Industries for recreation and picnics. The subarea contains a lake and is zoned Manufacturing (M1). A large tract of undeveloped land is adjacent to the subarea on the north. Bordering development includes the Interstate System on the south and east and industrial uses on the west.

- Support development of the subarea in accordance with existing zoning. Adequate buffering should be provided between future development and the adjacent park and any residential development.

Area H: Worthington Galena

Subarea H.1: The subarea is developed as several, large-lot, single-family homes. The homes are located along the southside of Park Road between Kiowa Way and the undeveloped parcels at the Park/Worthington Galena intersection. Adjacent development includes single-family homes on the north, south, and west. Undeveloped land borders the subarea on the east. The current zoning is Rural (R). The subarea could experience redevelopment pressures.

- Support existing residential development as the best long-term land use for the subarea.
- Support planned residential development as an alternative land use if redevelopment opportunities occur. The maximum density should be limited to four units per acre.

Subarea H.2: This subarea is the undeveloped land located in the northwest and southwest corners of the Park/Worthington Galena intersection. Adjacent development consists of single-family homes on the north, south, and west. A neighborhood-scale shopping center borders the subarea on the east. The existing zoning is Rural (R) and Limited Commercial (LC2).

- Support development that provides a transition between the neighborhood shopping center and the single-family homes. Appropriate land uses include offices, medical facilities, veterinary hospital, a day care center, or a library. Intense automobile-oriented commercial uses are not appropriate for this subarea.

Area I: North Sancus

Subarea I.1: This subarea consists of the undeveloped land located adjacent to Sancus Boulevard that is south of Lazelle Road and north of Park Road. The current zoning is Suburban Residential (SR) Residential (R2F) and Apartment Residential (AR12). The land to the north of the subarea is undeveloped. Single-family and multi-family development borders the subarea on the south, east, and west.

- Support residential development, both single-family and multi-family as the most appropriate development for the subarea. The frontage along Sancus Boulevard should be limited to multi-family

development.

Subarea I.2: This subarea is the undeveloped land fronting along the southside of Lazelle Road that is located adjacent to Sancus Boulevard. Bordering development includes Polaris Centers of Commerce, water tower, and site of future fire station on the north, single-family and multi-family development on the south and west, and undeveloped land on the east. The existing zoning is Commercial Planned Development (CPD) and Commercial (C2, C3, C4, and C5).

Support auto-oriented commercial uses as the most appropriate development for the parcels fronting on the intersection.

- Support neighborhood-oriented commercial development for the remaining portions of the subarea.
- All future development must be sensitive to the residential development located south of the subarea.

Subarea I.3: This is a large, 93-acre undeveloped tract of land that is located south of Lazelle Road. The subarea is owned by the Worthington School District and has been reserved as a site for additional school buildings. Adjacent development consists of single-family homes on the south and multi-family apartments on the west. Undeveloped land borders the site on the north and east. The existing zoning is Rural (R) and Institutional (I).

- Support development of the subarea as school facilities for the Worthington School District.
- If the entire subarea is not needed for school buildings, develop with public uses such as a library, community park and recreation center, and police substation. Additional appropriate uses for the subarea include private recreation facilities, a church, or medical facilities.

Subarea I.4: This large, 65-acre subarea is located in the southwest quadrant of Lazelle Road and Worthington Galena Road. The major portion of the subarea is developed as Grace Brethren Church. The undeveloped portion of the subarea has been reserved by the church as the location for a private high school. Adjacent development consists of single-family homes on the north, multi-family apartments on the south and east, and undeveloped land on the west. Current zoning is Institutional (I), Residentail (R2F), and Rural (R).

- Support development of this subarea with land uses that support the mission of the church. Appropriate uses include: expanded church facilities, church parking, retirement housing, church-operated school, and church-related athletic facilities.

Area J: Polaris

Subarea J.1: This subarea is the 1200± acre Polaris Centers of Commerce that is currently being developed as a mixed- use industrial, office, and commercial complex. The subarea is designated as an employment and shopping component of the fringe village. Adjacent development consists of single-family homes that have been developed on large lots. The subarea is zoned Limited Manufacturing (LM), Commercial Planned Development (CPD), and Limited Commercial (LC4).

- Support development of subarea in accordance with current plans and existing zoning. The land uses planned for the subarea include a regional mall, auto-oriented commercial, corporate offices, and high-tech and light assembly industrial.
- Support auto-oriented commercial uses at the major intersections along Polaris Parkway and at the northwest and northeast corners of the Sancus Boulevard and Lazelle Road intersection.
- Support the Special Development Standards contained in the zoning text for Polaris that are designed to protect adjacent single-family residential development from the negative impacts of commercial and industrial development.
- Provide pedestrian and bicycle connections between Polaris employment and shopping locations and the adjacent residential areas and the mass transit terminal.

Subarea J.2: This subarea incorporates the developed and undeveloped land located in Delaware County between Powell Road and the northern boundary of Polaris Centers of Commerce. The subarea is partially developed in various densities as single-family homes. Single family development abuts the subarea on the north. The subarea is zoned Planned Commercial (PC), Neighborhood Commercial (NC), Planned Residential (PRD), and Farm Residential (FR-1) under the jurisdiction of Orange Township. The subarea is one of the residential components of the fringe village.

- Preserve existing residential development as the best long-term land use for the area.
- Support infill residential development that is compatible with existing residential development. The sanitary sewer agreement between the city of Columbus and Delaware County will determine the residential density for this portion of the subarea.
- Provide appropriate pedestrian and bicycle linkages from the subarea to schools, parks, and employment and shopping components of the fringe village.

Subarea J.3: The subarea consists of the unincorporated land that is situated in Delaware County between the southern boundary of Polaris and Lazelle Road. It is partially developed as large-lot single-family homes. Subarea J.3 is zoned Farm Residential (FR-1) under the jurisdiction of Orange Township. The subarea is one of the residential components of the fringe village.

- Support land uses that are compatible with the existing and planned development in Polaris. Appropriate development includes offices, institutional uses, and public or private recreational facilities. Retail development is not appropriate for this area.
- Support a mixture of single-family and multi-family residential development as an alternative land use for the subarea. The sanitary sewer agreement between the city of Columbus and Delaware County will determine the residential density for this portion of the fringe village.
- The entire subarea should be planned and developed as one project. Incremental development of this land is not appropriate.
- Development proposals should limit the number of curb cuts along Lazelle Road to improve efficiency of traffic movement.
- Provide appropriate pedestrian and bicycle linkages from the subarea to schools, parks, and the employment and shopping components of the fringe village.

Subarea J.4: This subarea includes the acreage along the east side of South Old State Road near the western boundary of Polaris. The subarea is partially developed as large-lot single-family homes and is zoned Farm Residential (FR-1) under the jurisdiction of Orange Township. Agricultural land and farm homes are adjacent to the subarea to the west.

- Support Polaris' Special Development Standards contained in the zoning text to protect the existing residential development from any negative impacts.
- Discourage the conversion of residential structures to commercial uses. The rezoning process should be followed for any redevelopment, rather than the variance process.
- If redevelopment opportunities occur, support transitional uses, such as offices, that are compatible with Polaris and the residential development to the west. Residential development should be discouraged in this subarea.
- Redevelopment proposals should limit the number of curb cuts along South Old State Road to improve the efficiency of traffic movement.

Subarea J.5: This triangular-shaped subarea is located in Delaware County and is bounded by Powell Road on the north, South Old State Road on the east, and the Conrail Railroad on the west. The subarea

contains several farm homes and is currently being used mostly for agricultural purposes. Polaris Parkway will bisect the northern portion of the subarea after it is extended to Powell Road. The subarea contain a large wooded tract of land, is zoned Planned Commercial (PC), Planned Residentail (PRD), and Farm Residential (FR-1) under the jurisdiction of Orange Township, and is designated one of the residential components of the fringe village.

- Support a mixture of single-family and multi-family residential development as the most appropriate land use for the subarea. A reciprocal agreement for sanitary sewer service between the city of Columbus and Delaware County specifies the maximum gross density for future development in this subarea. Therefore, the maximum density will be determined by the sewer agreement.
- Locate and develop a mass transit terminal in the northern portion of the area along the Conrail Railroad south of Powell Road/Polaris Parkway.
- Support commercial development contiguous to the mass transit terminal and at the Powell Road/Polaris Parkway intersection. Institutional and public uses such as a library, school, and post office are also desired uses near the transit terminal, and should be encouraged. The highest density residential development should be located closest to the mass transit terminal.
- Provide adequate buffering between the Conrail Railroad and all residential development.
- Limit the number of curb cuts along South Old State Road and along the Powell Road-Polaris Parkway Connector.
- Support transitional commercial uses, such as offices, along Polaris Parkway.
- Preserve the wooded land that is located in the subarea.
- Designate future parkland and school sites as a part of the land planning for the subarea. Rezoning proposals should include negotiations to acquire parkland.
- Provide appropriate pedestrian and bicycle linkages from the subarea to schools, parks, and the employment and shopping components of the fringe village.

PLANNING ISSUE: DEVELOPMENT NOT CONFORMING TO THE CURRENT ZONING

There are several instances in the Far North planning area where development does not conform with the existing zoning for the land. In these instances, the existing zoning is more intense than what is required for the development. For example: single-family homes have been constructed on land that is zoned for twin-single development (R2F).

There is a perception that these circumstances could negatively impact the community. Therefore, it is in the best interest of affected residents to bring the zoning of this property in line with the actual use or development of the land.

RECOMMENDATION

- Encourage property owners to rezone land to its current use in instances where the current land use does not correspond to the existing zoning.

IMPLEMENTATION STRATEGIES

- Evaluate the following subdivisions and school sites in the planning area to determine if rezonings are appropriate to bring zoning in line with the actual development: Deer Creek, Highland Park, Ravines at Deer Creek, Westworth Village, Worthington Highlands, and Slate Hill and Worthington Park Elementary Schools. These subareas are identified on the Development Not Conforming to Current Zoning Map. (Planning)
- Insure that all property owners are properly notified of any legislation to rezone property and pursue their cooperation in the rezoning process. (Regulations)

APPENDIX B.1

ZONING CLASSIFICATIONS, CITY OF COLUMBUS

Commercial Districts

- C-1 Neighborhood Scale Commercial Development (limited)
- C-2 Office Commercial Development
- C-3 Community Scale Commercial Development (limited)
- C-4 Community Scale Commercial Development (liquor license permitted)
- C-5 Highway-Oriented Commercial Development (automobile service stations, etc.)
- CPD Commercial Planned Development

Residential Districts

- R Rural: agricultural; single-family; five acre minimum lot area.
- LRR Limited Rural Residential: single-family; one acre minimum lot area; 100 ft. minimum lot width.
- RRR Restricted Rural Residential: single-family; 20,000 sq. ft. minimum lot area; 100 ft. minimum lot width.
- RR Rural Residential: single-family; 10,000 sq. ft. minimum lot area; 80 ft. minimum lot width.
- SR Suburban Residential: single-family; 7,200 sq. ft. minimum lot area; 60 ft. minimum lot width.
- R-1 Residential: single-family; 1,500 sq. ft. minimum net floor area; 7,200 sq. ft. minimum lot area; 50 ft. minimum lot width.
- R-2 Residential: single-family; 720 sq. ft. minimum net floor area; 5,000 sq. ft. minimum lot area; 50 ft. minimum lot width.
- R-3 Residential: single-family; 5,000 sq. ft. minimum lot area; 50 ft. minimum lot width.
- R-2F Residential: 1-2 family; 12-14.5 dwelling units per acre; single-family: 6,000 sq. ft. minimum lot area; two family: 3,000 sq. ft. minimum lot area per 2-story unit, 3,600 sq. ft. minimum lot area per 1-story unit.
- R-4 Residential: 1-4 family; 17.4 dwelling units per acre; single-family: 5,000 sq. ft. minimum lot area; two family: 7,200 sq. ft. minimum lot area per 1-story unit and 6,000 sq. ft. minimum lot area per 2-story unit; 3-4 family: 2,500 sq. ft. minimum lot area per unit for interior lots and 1,500 sq. ft. minimum for corner lots.
- PUD Planned Unit Development: single and multi-family; 2-8 dwelling units per acre; registered site plan required.
- MHD Manufactured Home Development: 7,200 sq. ft. minimum lot area.
- MHP Manufactured Home Park: 10 acres minimum, 100 acres maximum; maximum density of 9 manufactured homes per acre.

Apartment Residential Districts

- AR-12 Apartments: 12 units per acre; 3,600 sq. ft. minimum lot area per unit.
- AR-LD Apartments: low density; 17.4 units per acre; 2,500 sq. ft. minimum lot area per unit for interior lots and 1,500 sq. ft. minimum for corner lots.
- AR-1 Apartments: 36.2 units per acre; 1,200 sq. ft. minimum lot area per unit for interior lots and 900 sq. ft. minimum for corner lots.
- AR-2 Apartments: 54.6 units per acre; 800 sq. ft. minimum lot area per unit for interior lots and 600 sq. ft. minimum for corner lots (fraternities and convents).
- AR-3 Apartments: unlimited net density (philanthropic institutions, hospitals, child day care centers).
- AR-4 Apartments and Group Quarters: 36.2 dwelling units per acre; 1,200 sq. ft. minimum lot area per unit for interior lots and 900 sq. ft. minimum for corner lots (dormitories and rooming houses).
- AR-O Apartment Office: unlimited net density; 5-family minimum (art studios, banks, public and private clinics)

PC Planned Community: mixed use (single and multi-family residential, parks and recreation facilities, commercial and industrial); 14 units per acre; 200 acre minimum size; registered site plan required.

Manufacturing Districts

M General Industrial and Commercial.

M-1 General Industrial only: development standards required.

M-2 Limited Industrial and Office only: development standards required.

EQ Excavation and Quarrying: agriculture; development and redevelopment standards required.

Parking Districts

P-1 Private Parking: no structures; no charges.

P-2 Public Parking: no structures; pay parking.

Institutional District

I Medical Buildings and quasi-public uses (limited commercial, schools, day care centers).

Source: Development Regulations Division, Development Department, City of Columbus

APPENDIX B.2

CITY OF COLUMBUS OPERATING POLICIES, LAND USE

The following operating policies are used by the city of Columbus as guidelines for day-to-day decisions by city departments and divisions. These policies have been extracted from the list of Interim Zoning Policies that was adopted by Columbus City Council on May 15, 1989.

The identified subareas on the Land Use Map are not intended to be all inclusive. There may be locations that experience development or redevelopment pressures that have not been addressed in this section. In these situations the city of Columbus policies, listed below, are to be used to guide land use and development decisions.

- Encourage a pleasing view from the highway when development occurs along the Interstate system.
- Work with all appropriate agencies to reserve adequate land for parks, recreation facilities, and schools in major rezoning areas.
- Use zoning to protect residential neighborhoods from intrusion by commercial and manufacturing uses.
- Protect established single-family areas by discouraging spot multi-family or commercial zonings within them.
- Require that new developments be designed to minimize traffic impact of ingress and egress points.
- Encourage new development compatible with the architectural style established in an area.
- Use zoning to encourage that new developments to be sensitive to their surroundings in such areas as density, buffering, traffic and circulation pattern, and architectural details.
- Zone major commercial developments of five or more acres in planned or limited districts to ensure that the developments meet proper standards.
- Encourage infill developments compatible with their surroundings.
- Encourage that any expansion, including parking, of major institutions, such as hospitals, be a part of an overall plan.
- Require that when sites are redeveloped or reused they be brought up to city standards.
- Encourage location of retail commercial development at major intersections rather than along arterial roads.
- Encourage location of multi-family development on collector and arterial streets, not on local residential streets.
- Encourage reservation of development sites adjacent to freeway for their highest and best economic use.
- Encourage office development as an appropriate transition use between residential and commercial development.
- Reserve prime manufacturing sites for manufacturing uses which bring new jobs into the community.
- Encourage senior citizens housing as an appropriate use near shopping facilities.

CIRCULATION

USE OF INFORMATION RESTRICTED

Pursuant to Section 409, Title 23, U.S. Code, the information set forth in this section of the Far North Plan shall not be admitted into evidence in Federal or State court or considered for other purposes in any action for damages arising from any occurrences at a location mentioned or addressed herein.

EXISTING CONDITIONS

The circulation system in the Far North planning area is critical to the quality of life of the community. Residents depend on the system to get from their homes to places of employment, school, shopping, and recreation. Industry, businesses, and shopping centers rely on the circulation system to bring them customers and deliveries.

Originally, the circulation system in the Far North was relatively basic. As in other areas of the city that have experienced rapid growth, the system today is much more complex. Within the planning area, there are different types of streets designed to serve different functions. It is standard planning practice to use the “hierarchy of streets” to guide the location and design of all street and highway facilities. The hierarchy consists of several basic designs. In general, there are four major classifications — freeways, arterials, collectors, and local streets. They are differentiated by the degree to which they provide ease of mobility and access to adjacent land uses:

Freeways carry traffic in very high volumes for very long distances at highest speeds. The high speeds are possible due to the generous width of roadway surface, absence of traffic signals, and strict control of ingress and egress — provided only at a limited number of entrance and exit ramps. Non-emergency parking is strictly prohibited. Their only role is mobility with no direct access to adjacent land uses.

Arterial streets carry traffic in high volumes for long distances at moderate to high speeds. Their principal role is mobility. They generally face commercial development which has access to the arterial only at a limited number of curb cuts. Parking is usually permitted only during off-peak hours, if at all.

Collector streets, as the name suggests, collect traffic from local streets within residential areas and deliver that traffic to arterials. They serve the dual role of providing both mobility and access. These streets carry considerably less volume, have lower posted speed limits, and are narrower than arterials. They often have many residential driveway curb cuts. Parking is usually permitted.

Local streets are narrow, relatively short streets whose primary purpose is to provide direct access to abutting properties. Mobility and high design speeds are not required. Curb cuts are numerous. Posted speeds are low and parking is almost always permitted.

The Far North Columbus area is served by two major freeways, Interstate 270 and Interstate 71. Primary access from the interstate system to the planning area is provided from interchanges at North High Street (U.S. 23) and Polaris Parkway. Additional access is provided by Park Road/West Main Street, Powell Road, and Worthington-Galena Road. These roadways are augmented by additional arterial, collector, and local streets.

The location and design specifications for the arterial roadway network are established by the Columbus Thoroughfare Plan, developed and adopted as part of the Columbus Comprehensive Plan on December 6, 1993. Within the Far North Planning area, many of the arterials have not yet been brought up to the standards of the Thoroughfare Plan.

Circulation is the most significant planning issue in the Far North Planning area. The circulation system has failed to keep pace with the rapid land development, and the system has become inadequate to support current traffic demands. The roadway improvements that are planned for the area have not occurred.

The Far North planning area contains a significant number of major traffic generators. These include office centers, industrial parks, shopping centers, public and private schools, and churches. The automobile traffic from these sources combined with residential traffic has created severe traffic congestion. Traffic congestion is further aggravated by trucks and automobiles traveling through the area by means of U.S. Route 23 (North High Street). The traffic congestion is a major concern along Flint Road, Park Road, Worthington-Galena Road, and North High Street. The congestion is particularly acute during the morning and afternoon peak hours and on weekends.

The city of Columbus has recognized that portions of the street system are operating with traffic volumes in excess of the design capacity. Motorists are experiencing excessive capacity-related delays in the following areas: Interstate 270 between Dublin and Westerville; North High Street north from Interstate 270 to Powell Road; Flint Road from Park Road to North High Street; and Park Road/West Main Street from Flint Road to Cleveland Avenue.² These areas are shown graphically on the Street Capacity Problems Map.

It is anticipated that Polaris Centers of Commerce, a 1200+ acre tract of mostly undeveloped land, will have a dramatic impact on the circulation system of the Far North. Polaris was annexed into the city of Columbus in December 1990 and is being developed as an upscale, mixed-use complex consisting of a variety of office and retail commercial uses. The new freeway interchange at Interstate 71 and Polaris Parkway will have the most significant traffic impact on the planning area. This interchange provides a “back door” and a second access point to the interstate system from the planning area. Traffic volumes should decrease on North High Street as the Polaris development becomes a primary destination point for employment and shopping opportunities. In addition, some truck traffic should be diverted from U.S. 23 to Polaris Parkway and the new interchange at Interstate 71.

In the Far North planning area, local transportation has been dominated by the automobile. Residential development has centered around a lifestyle preference that has resulted in suburban sprawl. Additionally, all commercial development in the planning area has been designed and constructed to accommodate the automobile. The result is that the private automobile has become the primary mode of travel. There has been little effort to develop alternate means of transportation.

The city of Columbus and other governmental agencies are in the process of initiating several road improvement projects that will help relieve the traffic congestion within the community. These projects include: the Campus View/Worthington Woods Boulevard Connector; the widening of North High Street; and the extension of Sancus Boulevard. Additional improvements and adjustment to the circulation system are still necessary to fully address the planning issues that have been identified.

OBJECTIVES

- Develop an effective transportation system that will alleviate traffic congestion and improve safety of movement.
- Provide safe pedestrian and bicycle facilities linking residential areas with schools, recreation, shopping and employment.
- Provide alternative methods of travel to the automobile.

² Development Factors, Planning Division, Development Department, February 1991.

- Integrate traffic planning and land use planning.
- Promote cohesive traffic planning among the city of Columbus, city of Worthington, Franklin County, Delaware County, Sharon Township, State of Ohio, and the Mid-Ohio Regional Planning Commission.

PLANNING ISSUE: REQUIREMENT FOR AN ADEQUATE ROADWAY SYSTEM

Traffic congestion is a major problem in the Far North planning area. There are several factors that contribute to the congestion including: a significant number of major traffic generators, vehicles from outside the area traveling through the area, streets that are not wide enough to accommodate current traffic volumes, and a proliferation of multi-family housing that creates more traffic than would single family homes.

Throughout the area, improvements to the street system have not kept up with the high rate of development. The congestion is most critical at certain major intersections and along major portions of North High Street, Worthington- Galena Road, Flint Road, and Park Road. Several roadway improvement projects are planned for the area. Some of these projects are now under construction; however, a long-term plan is needed to establish priorities for future roadway projects in the Far North area.

RECOMMENDATION

- Design and construct arterial roadway improvements in accordance with established priorities.
NOTE: A recommended prioritized list of roadway improvement projects is contained in Appendix C.1.

ROADWAY EXTENSIONS, CONNECTIONS AND WIDENINGS

North High Street (US 23)

- Widen North High Street to seven lanes between Interstate 270 and Powell Road. The following roadway segments are prioritized in Appendix C.1:
 - I-270 to Flint Road.
 - Flint Road to Lazelle Road.
 - Lazelle Road to Powell Road.

Campus View/Worthington Woods Boulevard Connector

- Construct Campus View/Worthington Woods Blvd. Connector.
- Widen Worthington Woods/Campus View Boulevard to five lanes.

Sancus Boulevard

- Extend Sancus Boulevard north from Lazelle Road to Powell Road. The following roadway segments are prioritized in Appendix C.1:
 - Lazelle Road to Polaris Parkway.
 - Polaris Parkway to Powell Road.
- Extend Sancus Boulevard south to Worthington-Galena Road and construct a new intersection.
- Widen Sancus Boulevard to five lanes from Worthington Woods Boulevard north to Old Powell Road.
- Evaluate connecting Dearborn Drive with Sancus Boulevard.

Worthington-Galena Road

- Widen Worthington-Galena Road between Lazelle Road and Polaris Parkway to five lanes.
- Upgrade Worthington-Galena Road between Lazelle Road and Interstate 270 to include center turn lane; however, sufficient right-of-way should be acquired to accommodate widening to five lanes if needed in the future.

Lazelle Road

- Widen Lazelle Road to five lanes.

Polaris Parkway

- Extend Polaris Parkway west to Powell Road as a connection to North High.
- Widen Powell Road to five lanes between North High Street and Polaris Parkway.
- Extend Polaris Parkway east of Worthington Road to connect to existing Maxtown Road.
- Widen Polaris Parkway to seven lanes from Powell Road to Interstate 71.

South Old State Road

- Widen South Old State Road south of Powell Road to five lanes.

Park Road

- Upgrade Park Road to include center turn lane.

Flint Road

- Upgrade Flint Road to include center turn lane.

Powell Road

- Widen Powell Road to five lanes between North High Street and State Route 315.
- Upgrade Powell Road between Polaris Parkway Extension and Worthington Road to include center turn lane.

INTERSECTION IMPROVEMENTS

- Construct new multi-lane underpass at Lazelle Road and Conrail Railroad.
- Relocate South Old State Road east of its present location and add turn lanes as necessary.
- Realign Flint Road to form a 90° intersection with North High Street.
- Widen and construct additional turn lanes at Flint Road/North High Street intersection.
- Explore joint access for Pontifical College Josephinum and Camp Mary Orton to North High Street opposite the relocated Flint Road intersection.
- Construct turning lanes at Park Road and Worthington-Galena Road.

PLANNING ISSUE: IMPROVE ACCESS TO FREEWAY SYSTEM FROM PLANNING AREA

Regional freeway access to the Far North planning area is provided by Interstate 270 on the south and Interstate 71 on the east. The access from the planning area to the freeway system is limited to interchanges at North High Street (U.S. 23) and Polaris Parkway.

Development is concentrated in the southern portion of the planning area. Consequently, most automobile and truck traffic accesses the interstate system through the North High Street/Interstate 270 interchange creating acute congestion, particularly during peak traffic periods. Additional access to and from the freeway system, as well as improved interstate capacity, will provide alternatives for this traffic, thus helping to reduce congestion on the North High Street corridor.

RECOMMENDATIONS

- Study the feasibility of additional freeway access along Interstate 270. The following alternatives should be evaluated:
 - New interchange at Sancus Boulevard/Worthington-Galena Road.
 - Exit from Interstate 71/Interstate 270 interchange to Dearborn Drive.
- Study the feasibility of connecting Lazelle Road to State Route 315.
- Improve freeway system capacity:

- Support plans to widen Interstate 270 to six lanes.
- Redesign and reconstruct Interstate 270 and US 23 Interchange.
- Improve Interstate 270 and State Route 315 Interchange.

PLANNING ISSUE: ROADWAY SAFETY AND ENVIRONMENTAL CONSIDERATIONS

A number of roadway improvement projects are planned in the Far North planning area. There is concern in the community that these improvements will have significant, negative aesthetic, physical, and safety impacts on existing neighborhoods and their residents. Accordingly, several recommendations were developed to address these concerns.

RECOMMENDATIONS

- Incorporate a grassy or other appropriately designed median in the North High Street improvements from Interstate 270 to Powell Road.
- Incorporate elements of safe street design, including curbs, sidewalks, setbacks, medians, and access control, as appropriate when roadways are improved.
- Encourage green space between roadways and sidewalks.
- Establish city of Columbus standards for the construction and maintenance of private streets in multi-family developments.
- Coordinate roadway development within and between subdivisions to promote circulation and access.
- Include the following elements when roadway improvements are planned: street trees and other landscaping; sidewalks, street lighting, mounding, underground utilities, and curbs and gutters. Adequate right-of-way should be acquired to accommodate these improvements.
- In situations where setbacks do not meet the current Columbus City Code, special care should be taken to protect and buffer residential development from the impacts of the improved roadway.
- Respect the residential character of Sancus Boulevard between Lazelle Road and Worthington Woods Boulevard. Roadway improvements should include a grassy median, sidewalks, street lighting, landscaping, and mounding.
- Improve the safety of those roadways with steep embankments by adding guard rails, grading berms, etc.
- Install guard rails on walking trails where needed.

PLANNING ISSUE: TRAFFIC CONTROL IMPROVEMENTS

TRUCK TRAFFIC CONTROL

The heavy truck traffic in the planning area is a burden on the roadway system and the residents of the Far North. Truck traffic is unusually intense in the North High Street Corridor, just north of Interstate 270. North High Street is a major US highway and the primary truck route between the Detroit/Toledo area and Central Ohio. All commercial truck vehicles must travel this corridor to access the interstate system at the Interstate 270 interchange.

In addition, the industrial development in the Far North is concentrated in the southeastern portion of the planning area, east of the Conrail Railroad and north of Interstate 270. This collection of offices and distribution centers, industrial parks, and corporate headquarters siphon commercial vehicles from the interstate system, through residential areas, to the loading dock facilities. Therefore, this uncontrolled truck traffic has significant negative impacts on the quality of life of the area and creates serious safety concerns for its residents.

RECOMMENDATIONS

- Route trucks onto those roadways that have been constructed to handle truck traffic. Establish a priority of improvements for the roadways that are expected to carry trucks.
- Encourage truck routes that avoid residential areas.
- Discourage residential land uses along those roadways that are expected to carry truck traffic.
- Encourage appropriate highway agencies to enforce weight restrictions. Suggested enforcement measures include the use of portable weight scales on U.S. 23 (North High Street) and relocation of the weight station on Interstate 71 to north of U.S. 36 and S.R. 37.

TRAFFIC CONTROL DEVICES

The safety of motorists, pedestrians, and bicyclists is of utmost concern to the residents of the Far North planning area. Consequently, it is essential that adequate traffic control devices be installed and operated to provide for optimum efficiency and safety in the movement of people and vehicles.

Traffic control devices are defined as all signs, signals, markings, and devices placed on, over, or adjacent to a street or highway by authority of a public body or official having jurisdiction to regulate, warn, or guide traffic.

The application of traffic control devices in any specific case must be based on sound principles that are supplemented by factual studies which include information such as flow of traffic, accident rates, speeds, delays, and physical conditions. This information will show the exact nature of the situation and indicate what particular devices or methods of control are necessary. After this determination is made, the devices or controls must conform to, and be applied as prescribed by, the principles established in the Manual on Uniform Traffic Controls and Devices. The Ohio Revised Code requires that all political jurisdictions within the State of Ohio install and operate traffic control devices in accordance with this Manual.

RECOMMENDATIONS

- Establish safe speed controls/limits that meet consistent guidelines throughout the area.
- Install traffic signals as warranted at the following locations:
 - the intersection of every arterial with another arterial.
 - the Sancus Boulevard and Park Road intersection in anticipation of meeting the warrants when Sancus Boulevard is opened for traffic to Polaris Parkway.
 - Worthington Woods Boulevard east of Campus View Overpass at Altaview Boulevard.
 - Lazelle Road at Flint Road and South Old State Road.
- Install pedestrian-activated traffic signals in accordance with established warrants at the following locations to facilitate school walking routes:
 - intersection of Sancus Boulevard with Suntree Drive (when intersection is completed).
 - intersection of Sancus Boulevard and Whitewater Boulevard.
- Install stop signs on private streets of shopping centers and multi-family communities where they intersect with arterials.

PLANNING ISSUE: LACK OF APPROPRIATE PEDESTRIAN AND BICYCLE FACILITIES

There are virtually no pedestrian or bicycle facilities in the Far North planning area. The two exceptions are the recreational bikeway along the Olentangy River and the walking trails in Highbanks Metropolitan Park. Sidewalks have been constructed in some residential areas but are not interconnected. In addition, there are no provisions for bicycle or pedestrian access between residential areas, shopping, work, school, and recreation. Current city of Columbus codes and regulations require sidewalks only in residential subdivisions. However, it is a policy of the city to construct wheelchair ramps as part of all new or

replacement curb construction projects where ramps do not exist.

Plans for county-wide bicycle facilities are contained in the 1982 Proposed Regional Bikeway System Study of the Mid-Ohio Regional Planning Commission. However, these facilities have not been constructed in the Far North area. There is also a requirement for bicycle access to Highbanks Metropolitan Park and the recreational bikeway system along the Olentangy River Corridor.

PEDESTRIAN FACILITIES

The lack of sidewalks and crosswalks along major roadways is a very significant concern of planning area residents. As they currently exist, these roadways are unsafe for pedestrian movement.

Adequate pedestrian facilities include sidewalks, grade-separated walkways, wheelchair ramps, and crosswalks. These facilities typically provide several primary benefits including increased pedestrian accessibility, efficiency, and safety. Additional benefits of pedestrian facilities include increased community spirit; reduced pollution and dependence on the automobile; improved neighborhood security; increased opportunities for relaxation and exercise; and enhanced aesthetic quality of the area.

RECOMMENDATIONS

Sidewalks

- Include sidewalks in all roadway improvement projects (including bridges) on both sides of the street where appropriate and practical.
- Use sidewalks to connect all forms of residential development with all adjacent development including schools, churches, parks and shopping.
- Construct sidewalks along existing roadways where appropriate.
- Require that sidewalks be constructed with all new development, both residential and commercial.
- Encourage developers to construct private sidewalks that meet city of Columbus standards and specifications.
- Consider constructing asphalt sidewalks as an interim safety measure on streets without curbs and gutters. The following roadways should be given priority: Flint Road, Park Road, Sancus Boulevard, Worthington-Galena Road, and Worthington Woods Boulevard.
- Evaluate the feasibility of constructing pedestrian bridges across North High Street at Campus View Boulevard and Lazelle Road.
- Construct handicap ramps where appropriate.
- Crosswalks
- Install marked crosswalks at signalized intersections.
- Install marked crosswalks and traffic control signs at intersections leading to schools and where the school system has designated student walking paths to schools.
- Install crosswalks and traffic control signs at access points to active parks, playgrounds, shopping centers, and other community facilities.

Note: Crosswalks should be installed as warranted in accordance with Division of Traffic Engineering and Parking policies and practices.

BICYCLE FACILITIES

The use of the bicycle is a healthy, ecologically beneficial alternative to transportation by the private automobile. It is generally agreed that a greater number of people would ride bicycles if adequate facilities were available to improve bicycle safety and convenience. Bicycle facilities include bikeways, bicycle parking, and bicycle lockers.

A **bikeway** is defined as any road, path or way that is in some manner specifically designated as being open

to bicycle travel, regardless of whether it is designated for the exclusive use of bicycles or is to be shared with other transportation modes. Bikeways can be paths, lanes or routes:

A **bike path** is physically separated from motorized vehicular traffic by an open space or barrier.

A **bike lane** is a portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicycles.

Bike routes are designated by signs along existing roads to indicate their appropriateness for bicycle travel.

RECOMMENDATIONS

- Develop a bikeway plan for the planning area in conjunction with existing bikeway plans. Possible bikeway corridors that should be considered include: Olentangy River; North High Street; Sancus Boulevard; Campus View/Worthington Woods/Main Street Connector; Powell Road; and Park/Flint Roads. *See Potential Bikeway Corridors Map.*
- Include bikeways in new roadway construction as defined by the bikeway plan for the area.
- Provide bicycle racks at appropriate locations.
- Acquire appropriate right-of-way for bikeways and sidewalks.
- Integrate bikeways with other modes of transportation.
- Construct bikeways along the primary routes traveled by students from home to school.

PLANNING ISSUE: NEED FOR ALTERNATIVE MODES OF TRANSPORTATION

As mentioned previously, residents in Far North Columbus depend on the private automobile as their primary means of transportation. The only alternative to the automobile in the area is limited service by the public transit system. Currently, the planning area is served by three Central Ohio Transit Authority (COTA) bus routes that provide transportation primarily to the downtown during weekday commuting hours. Few residential areas are served directly by the transit system.

It is expected that the Far North planning area will continue to develop. The Polaris Centers of Commerce will contribute significantly to future growth. Considering this projected development, demands on the roadway system will continue to increase, and traffic planners have predicted that much of the roadway system will remain over-capacity even after the scheduled improvements are completed. Therefore, it is critical to the community that alternate forms of transportation are identified, evaluated, and realized.

RECOMMENDATIONS

- Encourage alternate forms of transportation.
- Extend mass transit further north to better service the area.
- Establish a park-and-ride location in the planning area.
- Coordinate mass transit service with roadway, sidewalk, and bikeway planning.
- Insure that mass transit services are coordinated with the Polaris Centers of Commerce.
- Coordinate COTA's long-range plan with requirements for mass transit in the Far North.
- Support the COTA'S fixed-guideway transit concepts as endorsed by the Columbus Comprehensive Plan to improve mass transit to the Far North.

PLANNING ISSUE: CIRCULATION ISSUES REQUIRING COORDINATION

During the planning process, several circulation issues were recognized that require coordination with other public jurisdictions and organizations. These issues include: roadway access, jurisdiction, and

responsibility; the routing and control of truck traffic; and school system/city responsibilities. The following recommendations address these issues.

RECOMMENDATIONS

- Coordinate the maintenance of streets that cross jurisdictional boundaries.
- Continue to coordinate circulation improvements and access with neighboring jurisdictions.
- Support improvements to Powell Road in Delaware County between North High Street and Polaris Parkway to divert truck traffic from US 23 to Interstate 71.
- Encourage the city of Worthington to remove the “truck traffic restriction” on Wilson Bridge Road.
- Encourage the coordination of circulation and traffic safety issues between the school systems and the city of Columbus.

PLANNING ISSUE: CIRCULATION RECOMMENDATIONS OUTSIDE THE SCOPE OF THE FAR NORTH PLAN

During its work on circulation, the planning committee recognized the importance of several strategies that are beyond the scope of the Far North Plan. These recommendations are included because of their positive impacts on the circulation system in the Far North planning area.

RECOMMENDATIONS

- Encourage Delaware County to increase access to Interstate 71.
- Encourage the city of Westerville to complete the Maxtown Road Connector project.
- Encourage the city of Worthington to improve the intersection of Worthington-Galena Road, Wilson Bridge Road, and Huntley Road.
- Support transportation demand management strategies of the North Outerbelt Transportation Management Association.
- Support the construction of Interstate 73 (Great Lakes/Mid-Atlantic Corridor).

IMPLEMENTATION STRATEGIES

The following strategies provide the general framework for the implementation of the circulation recommendations of this plan. The agencies responsible for implementing each strategy have been designated.

- Prioritize roadway improvement projects. (Planning; and Traffic Engineering and Parking)
NOTE: A suggested, prioritized list of roadway improvement projects is contained in Appendix C.1.
- Include priority roadway improvement projects in the Transportation Improvement Program (TIP). (Mid-Ohio Regional Planning Commission; Engineering and Construction; and Planning)
- Include priority roadway improvement projects in the Capital Improvements Program (CIP) and provide funding through a current or future bond package. (Planning; and Engineering and Construction)
- Coordinate improvements to the roadway system with adjacent jurisdictions. (Traffic Engineering and Parking; Engineering and Construction; and MORPC)
- Establish a process to develop a thoroughfare plan for bikeways. This process should be coordinated with adjacent communities and the plan should be prepared in conjunction with existing bikeway plans. (Traffic Engineering and Parking; Engineering and Construction; Recreation and Parks; Planning; and MORPC)
- Create a bicycle facility implementation plan that includes bikeway alignment and locations for bicycle racks and lockers. (Engineering and Construction; and Recreation and Parks)
- Review all development proposals to ensure that bikeway/pedestrian facilities have been properly addressed. (Regulation, Planning, and Traffic Engineering and Parking)

- Require sidewalks for all roadway improvement projects. (Engineering and Construction)
- Revise Subdivision Regulations for residential as well as other types of development or adopt development guidelines that require sidewalks along roadways. (Planning)
- Obtain funding for bicycle system improvements through the ODOT/Federal Bicycle Transportation Program where possible. (Engineering and Construction; Mid-Ohio Regional Planning Commission; Recreation and Parks; and Traffic Engineering and Parking)
- Work with COTA concerning the deficiencies in public transit service. (Far North Columbus Communities Coalition)
- Educate residents on benefits of alternative forms of travel. (Transportation Management Association; Far North Columbus Communities Coalition; and Engineering and Construction)
- Provide incentives for using alternative forms of travel. (major employers)

APPENDIX C.1

ROADWAY IMPROVEMENT PRIORITIES, CIRCULATION

Listed below are future roadway improvement projects in the Far North planning area. These projects are either recommended by the Far North Plan or contained in the Columbus Thoroughfare Plan that was adopted by City Council on December 6, 1993 as part of the Columbus Comprehensive Plan. The projects were ranked by members of the Working Committee according to the importance attached to each improvement.

Very Important Projects

1. Widen North High Street to seven lanes between Interstate 270 and Flint Road.
2. Widen Interstate 270 to six lanes.
3. Construct Campus View/Worthington Woods Boulevard Connector.
4. Widen and construct additional turn lanes at Flint Road/ North High Street intersection.
5. Realign Flint Road to form a 90° intersection with North High Street.
6. Extend Sancus Boulevard north from Lazelle Road to Polaris Parkway.
7. Extend Polaris Parkway west to Powell Road as a connection to North High Street.
8. Redesign and reconstruct Interstate 270 and US 23 Interchange.
9. Construct turning lanes at Park Road and Worthington- Galena Road.
10. Relocate South Old State Road east of its present location and add turn lanes as necessary.
11. Widen North High Street to seven lanes between Flint Road and Lazelle Road.
12. Construct new multi-lane underpass at Lazelle Road and Conrail Railroad.
13. Extend Sancus Boulevard south to Worthington-Galena Road and construct a new intersection.

Important Projects

1. Upgrade Park Road to include center turn lane.
2. Upgrade Flint Road to include center turn lane.
3. Widen Lazelle Road to five lanes.
4. Widen Powell Road to five lanes between North High Street and Polaris Parkway.
5. Upgrade Worthington-Galena Road between Lazelle Road and Interstate 270 to include center turn lane; however, sufficient right-of-way should be acquired to accommodate widening to five lanes if needed in the future.
6. Extend Polaris Parkway east of Worthington Road to connect to existing Maxtown Road.
7. Upgrade Powell Road between Polaris Parkway Extension and Worthington Road to include center turn lane.
8. Widen Powell Road to five lanes between North High Street and State Route 315.
9. Explore joint access for Pontifical College Josephinum and Camp Mary Orton to North High Street opposite the relocated Flint Road intersection.
10. Widen Sancus Boulevard to five lanes from Worthington Woods Boulevard north to Old Powell Road.
11. Widen Worthington Woods/Campus View Boulevard to five lanes.

Least Important Projects

1. Widen South Old State Road south of Powell Road to five lanes.
2. Provide additional freeway access along Interstate 270.
3. Extend Sancus Boulevard north from Polaris Parkway to Powell Road.
4. Improve Interstate 270 and State Route 315 Interchange.
5. Widen Worthington-Galena Road between Lazelle Road and Polaris Parkway to five lanes.
6. Widen North High Street to seven lanes between Lazelle Road and Powell Road.
7. Widen Polaris Parkway to seven lanes from Powell Road to Interstate 71.

8. Connect Lazelle Road to State Route 315.
9. Evaluate connecting Dearborn Drive with Sancus Boulevard.

SECTION TITLE = APPENDIX C.2

CITY OF COLUMBUS OPERATING POLICIES, CIRCULATION

The following operating policies are used by the city of Columbus as guidelines for day-to-day decisions by city departments and divisions.

- Limit curb cuts along arterial streets by a system of joint curb cuts, service roads, and other imaginative solutions.
- Encourage new subdivision developments to tie into existing subdivision developments, so an organized comprehensive circulation plan will result.
- Require developers, through zoning, to limit access or modify the adjacent public streets to safely and efficiently accommodate the expected traffic increase.
- Use the Ohio Manual of Uniform Traffic Control Devices to guide installation of traffic control devices such as turn prohibitions, parking restrictions, one-way streets, speed limits, speed bumps, and traffic signals.
- Study any request for installation or removal of a traffic signal.
- Identify hazardous and/or congested locations within the public street system and take action to solve these problems.
- Require property owners to maintain sidewalks and drives in front of their property.
- Emphasize development of a regional bikeway system by acquiring land, through purchase or donation, and constructing bikeways where possible, according to the bikeway plan.

APPENDIX C.3

TRANSPORTATION RECOMMENDATIONS OF THE COLUMBUS COMPREHENSIVE PLAN

The following transportation recommendations from the Columbus Comprehensive Plan are applicable to the Far North planning area.

It is the recommendation of the Columbus Comprehensive Plan that:

- Access to nonresidential development should be strongly discouraged on local streets through residential areas.
- Truck traffic should be discouraged on local and collector streets except for the purposes of local delivery.
- Require consistent design of pedestrian facilities including the provision of ramps for handicapped persons at corners and at major driveways.
- Coordinate the construction of pedestrian facilities with the construction or reconstruction of public streets whenever possible.
- Encourage creative approaches to providing pedestrian facilities in situations where traditional walkways are difficult or impossible to provide.
- Allow provision of sidewalks and other pedestrian facilities along unimproved streets.
- The Public Service Department develop a bikeway plan for the city of Columbus and represent bicycle interests to both government and the private sector.

COMMUNITY SERVICES AND FACILITIES

EXISTING CONDITIONS

Adequate community services and facilities are extremely important to the quality of life in the Far North planning area. Most planning area residents depend on the city of Columbus for professional police, fire, and emergency medical services. Similarly, it is the responsibility of the city to provide sanitary sewer, water, storm water drainage, sanitation, and parkland and recreation services and facilities to its residents.

Rapid growth during the past decade required an extensive investment in community facilities on the part of the city of Columbus. In the Far North planning area, this investment has not kept pace with the rate of growth and development. It is anticipated that the demand for these services and facilities will continue to increase as the planning area continues to develop.

OBJECTIVES

- Provide a satisfactory level of protection for area residents by Columbus police, fire, and emergency medical services.
- Develop and maintain adequate neighborhood parkland, recreational areas, open space, and bike paths.
- Improve the level of city services including water, sanitary sewer, street lighting, storm water drainage, and trash collection.
- Encourage cooperation between the Worthington School System and city departments to better serve the community.
- Provide and promote community educational programs through the school system and public libraries.
- Assist the various governmental jurisdictions in identifying community needs and improving services to the area.

PLANNING ISSUE: IMPROVEMENTS TO FIRE AND EMERGENCY MEDICAL SERVICE

The Columbus Division of Fire provides fire protection and Emergency Medical Services (EMS) for the Far North from two facilities located outside the boundaries of the planning area: Station 6, located south of Interstate 270 on Maple Canyon Drive; and Station 27, located on Smokey Row Road, north of Interstate 270 and west of Olentangy River Road.

To augment this service, automatic response agreements have been established between fire departments in the Columbus Metropolitan area. Under these agreements, assistance is automatically provided between the various fire departments. In the North Columbus area, automatic response agreements exist with the following fire departments: Sharon Township; Westerville; and Perry Township. At the present time, the Far North planning area depends on the fire departments of Sharon Township and the city of Westerville to maintain acceptable fire and emergency medical response times.

The city of Columbus also has a mutual aid agreement with Orange Township, a paid staff and volunteer fire department, located in southern Delaware County. Mutual aid is an agreement between municipalities where either fire district responds to the other district's emergencies upon request.

The major fire and emergency medical service improvement planned for the area is the construction of a new fire station, Station 33, on the north side of Lazelle Road in Polaris Centers of Commerce.

RECOMMENDATION

- Construct, staff, and operate a new fire station in the Polaris Centers of Commerce.

IMPLEMENTATION STRATEGIES

- Provide adequate fire and emergency medical equipment and staff to serve the needs of the planning area. The assignment of a medic unit to the new fire station should receive a high priority. (Fire)
- Continue to work closely with the fire departments of neighboring jurisdictions to coordinate improvements in fire protection and emergency medical services for the Columbus area. (Fire)

PLANNING ISSUE: FUTURE IMPROVEMENTS TO POLICE SERVICE

The Far North planning area is under the jurisdiction of four, separate police agencies: the Columbus Division of Police; the Sharon Township Police Department; the Franklin County Sheriff's Department, and the Delaware County Sheriff's Department. Police service for the Columbus portion of the planning area is provided primarily by 18 Precinct, a large precinct with its substation located at 4560 Karl Road. Columbus Police Cruisers 184 and 185 are assigned to the planning area. Cruiser 184 patrols its district on a 24-hour basis, while Cruiser 185 patrols its district from 6:00 a.m to 10:00 p.m. Additional cruisers and a Prisoner Transport Vehicle (PTV) are available as needed 24 hours a day.

The Sharon Township Police Department and the Franklin County Sheriff's Department provide 24-hour protection to the residents of the unincorporated portions of the planning area in Franklin County. The Delaware County Sheriff's Department provides police protection in those portions of the planning area that are in Delaware County and outside city of Columbus corporate boundaries.

For the most part, crime is not a major problem in the Far North planning area; however, growth areas typically experience the need for increased police protection as additional development occurs. Police coverage, inadequate response times, and confusion over jurisdictional responsibility are the more significant police service issues in the Far North planning area. Furthermore, as the planning area continues to develop, it will be necessary to periodically evaluate crime statistics and cruiser district boundaries to ensure that police protection needs are being satisfied.

RECOMMENDATIONS

- Increase police protection by expanding the coverage of Cruiser 185 from 16 hours to 24 hours per day. Police response times should meet the standards established in the Comprehensive Plan.
- Establish an appropriate police facility in the planning area when warranted by the demand for police service.
- Support Division of Police crime prevention programs such as DARE and neighborhood crime watch.
- Improve the communications between the Division of Police and Worthington Public Schools and community organizations.
- Improve the communication and coordination of police services between the Division of Police and neighboring jurisdictions.
- Encourage the establishment of crime watch programs in all neighborhoods.

IMPLEMENTATION STRATEGIES

- Monitor the demand for police service within the planning area. The level of police service should be increased as determined by the development of Polaris Centers of Commerce as well as other portions of the planning area. (Police)
- Support innovative crime prevention programs and approaches by the Division of Police. (residents)
- Acquire land for future police facility in the planning area. (Police)

PLANNING ISSUE: PROVIDING ADEQUATE PARK AND RECREATIONAL FACILITIES

The park and recreational facilities operated by the city of Columbus in the Far North planning area are extremely limited. Sancus Park, located in the southern portion of the planning area, is a 1.26 acre neighborhood park that offers a small playground and a picnic facility. Flint Park, located at the intersection of Flint and Park Roads, is a 6-acre neighborhood park providing picnic tables and playground area. This park is developed on land leased from the Worthington School System. The second phase of Flint Park will include a walking trail. In addition, Highbanks Metropolitan Park and the athletic fields associated with the two elementary schools in the area are available to planning area residents.

The city of Columbus has adopted the standard of 5.5 acres of parkland for each 1,000 in population. Applying this standard to the planning area's projected population of 17,060, approximately 94 acres of parkland will be required to meet the city's goal by the time the area is fully developed.³

As mentioned above, the Far North planning area, with the exception of Polaris Centers of Commerce, contains a limited amount of undeveloped land. Considering the anticipated growth of the area, it is essential that future sites be identified, set aside, and acquired for parkland and recreational purposes.

RECOMMENDATIONS

- Acquire additional parkland through donation or purchase to meet the city of Columbus goal of 5.5 acres of parkland for each 1,000 population. Acquisition should include land for neighborhood parks, community recreation facilities, passive recreation, and athletic fields.
- Establish a multi-generational community recreation center in the planning area.
- Explore the feasibility of rehabilitating the old "Flint Road School" as a community facility.
- Establish a public community swimming pool in the planning area.
- Pursue acquiring land from Highbanks Metropolitan Park for active uses to serve the neighborhoods located west of North High Street.
- Develop pedestrian and bikeway connectors to link the neighborhoods with parks and recreational facilities.
- Coordinate the development of recreational bikeways with other bikeway development throughout the area.
- Provide pedestrian and bicycle access to Highbanks and Sharon Woods Metropolitan Parks.
- Reserve the land along the Olentangy River for bikeways, recreation, parkland, and open space.

IMPLEMENTATION STRATEGIES

- Encourage land owners to donate or set aside the land required for parks and recreational facilities. (Recreation and Parks; Regulations)
- Explore establishing summer recreational programs for the residents of the planning area. (Recreation and Parks)
- Pursue offering Camp Mary Orton programs to the public. (neighborhood organizations)

PLANNING ISSUE: STORMWATER FLOODING

In an undeveloped environment, rain water is absorbed into the ground and penetrates into the underground layers of soil and rock. As the Far North developed, impervious surfaces such as streets, roof tops, and parking lots replaced the natural ground cover. The development of the area altered the hydrological

³ Source of Projected Population: Research Section, Planning Division, City of Columbus.

process by sealing many of the porous surfaces.

Stormwater drainage in the Far North planning area is provided by a system of pipes, open ditches, and streams that flow into the Olentangy River and Alum Creek. In some areas the surface run-off during heavy rains exceeds the capacity of this system. Because of increasing problems with flooding, the effective control of stormwater run-off is an important concern in the planning area.

RECOMMENDATIONS

- Enforce city of Columbus standards for stormwater management. These standards should be regularly reviewed and improved as needed. Techniques on water management and soil, sediment and pollution control from the Soil Conservation Service manual, *Water Management and Sediment Control for Urbanizing Areas*, should be incorporated into the standards.
- Require developers to provide adequate stormwater drainage at the time of development to minimize flooding.
- Support the current city of Columbus project to improve the drainage ditch from Park Road south to Worthington Woods Boulevard.

IMPLEMENTATION STRATEGIES

- Monitor and maintain the natural ravines, man-made drainage ditches, and pipe systems throughout the planning area. (Sewerage and Drainage)
- Encourage the Worthington School District to include improvements to the Worthington Park Drainage Ditch on its priority maintenance list. (residents)
- Encourage the Ohio Department of Natural Resources (ODNR) to make regular inspections of the private dam on Sanctuary Lake. The owners of the dam should be required to maintain the dam in accordance with ODNR standards. (residents)

PLANNING ISSUE: PROVIDING ADEQUATE WATER SERVICE

There are three sources of water for the homes and businesses located in the Far North planning area. Water service for the major portion of the area is provided by the city of Columbus' Division of Water. Windsong Condominium and some unincorporated land is served by Del-Co Water Company, Inc., the private water company for Delaware County. The remaining pockets of unincorporated land obtain water from private, residential wells. Because of the water requirements of Polaris Centers of Commerce and to improve water service to the planning area, a two million gallon capacity elevated water storage tank has been recently constructed on the north side of Lazelle Road. This storage tank will maintain adequate and uniform pressure and provide a reserve supply of water for fire fighting.

Several other projects have been scheduled that will improve the water distribution system in the area. After these have been accomplished, the water system in the Far North planning area will provide adequate water volumes and pressures to meet current and future demands.

RECOMMENDATION

- Monitor the long-term water service needs of the planning area and plan for additional water facilities as required.

PLANNING ISSUE: PROVIDING ADEQUATE SANITARY SEWER SERVICE

Sanitary sewer service is provided to the Franklin County portion of the planning area by the regional sanitary sewer system operated by the city of Columbus' Division of Sewerage and Drainage. Sanitary

sewer service to the land located in Delaware County is provided by Delaware County. The planning area also contains pockets of unincorporated land that are not served by either the Columbus or the Delaware County sanitary sewer systems. Residential development in the areas without municipal sewer service depends on septic tanks with leach bed systems.

The city of Columbus and Delaware County executed a reciprocal agreement for sanitary sewer service in November 1991. In addition to addressing sewer service for certain areas in southern Delaware County, the agreement specifies maximum gross densities for any future development in each area.

There are no major problems with the sanitary sewer system in the Far North planning area. However, the Division of Sewerage and Drainage is concerned that the trunk sewers serving the area, the Olentangy and Alum Creek Intercepting Sewers, may be reaching capacity. A system capacity study is currently being conducted throughout the entire city to assess existing and future development capacity constraints.

RECOMMENDATIONS

- Encourage the extension of city of Columbus sanitary sewer service to residences currently served by septic systems.
- Support city of Columbus programs to monitor and improve sanitary sewer service to the planning area.

PLANNING ISSUE: STREET LIGHTING REQUIREMENTS

In the Far North planning area, programs to provide street lighting for residential streets and arterial roadways have not kept pace with growth and development. The “Illuminate Columbus” program is a systematic approach to installing street lighting in high-crime areas first, and then in a concentric pattern extending from downtown. This program has had no direct impact on the Far North since crime rates are low and the planning area is far from downtown.

To address the demand for street lighting as a means of safeguarding residents, the city of Columbus recently enacted legislation that requires developers of commercial and residential property to install street lighting along all roadways.

RECOMMENDATIONS

- Install adequate street lighting in the following areas:
 - Flint Road.
 - Lazelle Road — North High Street to Worthington-Galena Road.
 - North High Street — Interstate 270 to County Line.
 - Park Road — Flint Road to Conrail Railroad.
 - Sancus Boulevard.
 - Worthington Galena Road — South of Lazelle Road.
 - Worthington Woods Boulevard.
- Encourage Delaware County to install adequate street lighting along Worthington Road and South Old State Road.

IMPLEMENTATION STRATEGIES

- Establish priorities for areas requiring street lighting. (Electricity, Planning)
- Fund priority requirements through the street lighting share of future bond packages. (Electricity, Planning)
- Design and construct street lighting in areas where funding has been identified. (Electricity)
- Enforce the code requirements for street lighting along the public right of way for all new residential

and commercial development. (Regulations)

- Encourage cooperation between the city of Columbus and neighborhoods when implementing street lighting programs. (Residents, Electricity)

PLANNING ISSUE: IMPROVEMENTS TO REFUSE COLLECTION SERVICES

The Morse Road Transfer Station operated by the Refuse Collection Division of Columbus provides trash collection to residential portions of the Far North planning area. Regular collections are made Monday through Friday in accordance with a rotating schedule that moves ahead one day after each holiday recognized by the city of Columbus. Refuse collection for the businesses located in the area and the Sharon Township and Delaware County sections of the planning area is provided by private refuse collection firms.

The Refuse Collection Division is in the process of converting trash collection to a mechanized system. Under the new system, 90-gallon trash containers are emptied by one-person garbage trucks. There is currently no mechanized refuse collection in the Far North planning area and no definite date has been scheduled to initiate the conversion process.

In recent years, the city of Columbus initiated two recycling programs. The curb-side recycling program was introduced as a pilot program and is now available to over 10,000 residents of several different neighborhoods. The program features curb-side pickup and sorting of aluminum can, clear and colored glass, plastic bottles, and newspaper. The second program is the drop-off method of recycling that is a cooperative effort with a limited number of Kroger and Big Bear grocery stores. Except for newspaper, this program accepts the same items as the curb-side program.

RECOMMENDATIONS

- Expand refuse collection services as appropriate to keep pace with the growth of the planning area.
- Support the recycling concepts that are being implemented within the community. Encourage the expansion of the recycling programs currently being explored in other neighborhoods into the Far North.

IMPLEMENTATION STRATEGY

- The city of Columbus should be sensitive to resident concerns when introducing the 90-gallon trash containers. (Refuse Collection)

PLANNING ISSUE: IMPROVEMENTS IN LIBRARY SERVICE

In the Greater Columbus area, library service boundaries coincide with school district boundaries. Since most of the Far North planning area is within the boundaries of the Worthington School District, the area is served by the Worthington Public Library. There are no library facilities located within the planning area. One of the primary challenges of the Worthington Public Library is addressing the tremendous growth of the Worthington School District. In 1990 the Worthington School District had a population of roughly 53,000 people. Of this total, approximately 14,500 people lived within the boundaries of the planning area. This population base establishes a clear need for a library branch in the Far North area. Funding is available from a 1992 library levy issue to purchase land for a library in the planning area.

RECOMMENDATION

- Establish a branch library in the Franklin County portion of the Far North planning area. The undeveloped land south of Lazelle Road between Sancus Boulevard and Worthington Galena Road is

an appropriate location.

IMPLEMENTATION STRATEGY

- Explore the feasibility of establishing a joint library between the Worthington Public Library and the Westerville Public Library and/or the Delaware County Library. (library systems, neighborhood organizations)

PLANNING ISSUE: LACK OF APPROPRIATE MEDICAL FACILITIES

For the most part, the development of the Far North planning area has been guided by market conditions. However, the area grew rapidly and during the development process appropriate medical facilities, such as hospitals, urgent care centers, and clinics, were not included in the mix of development. This void provides an opportunity to locate medical facilities in the planning area.

RECOMMENDATION

- Locate medical and health care facilities within the planning area. Appropriate facilities include urgent care centers, clinics, a hospital, and laboratories.

IMPLEMENTATION STRATEGY

- Support land use decisions through the zoning process that provide medical facilities. (Planning, Regulations, neighborhood organizations)

PLANNING ISSUE: IMPROVEMENT IN POSTAL SERVICE

The Far North planning area is served by several branch post office facilities and five different Zip Codes: Worthington (43085); Westerville (43081); Northwest Columbus (43234 and 43235); and Polaris (43240). Therefore, the mailing addresses for the residents of the planning area are extremely diversified. There is a perception in the community that the diversification in mailing addresses creates confusion and an identity problem for the area. It has been noted that residents of the planning area are confused concerning where they live: Columbus, Worthington, Westerville, or Polaris. Consequently, residents do not know where to phone for police and fire protection in emergency situations. There is also jurisdictional confusion regarding road maintenance, sanitation, and other similar services.

RECOMMENDATION

- Consolidate the postal services for the planning area under one branch post office facility and one zip code. The post office facility should be located within the boundaries of the planning area.

APPENDIX D.1

CITY OF COLUMBUS OPERATING POLICIES, COMMUNITY SERVICES AND FACILITIES

The following operating policies are used by the city of Columbus as guidelines for day-to-day decisions by city departments and divisions.

Safety Services

- Locate police substations and fire stations after considering the number and type of runs to a given area, number of runs performed by each existing facility, average response times, geographic area covered, number of personnel using existing facilities, availability and cost of real estate, and input from community organizations.

Park and Recreational Facilities

- Work closely with developers of new residential areas by requesting donation of new parkland to serve recreation needs of the new community.
- Conserve open space for its natural and recreation value, especially along the banks of the major waterways.
- Work with all appropriate agencies to reserve adequate land for parks, recreation facilities, and schools in major rezoning areas.
- Encourage joint use of school district physical resources, such as school buildings and sites for public recreation needs.
- Involve community groups in planning and development of local park and recreation facilities.
- Encourage neighborhood groups to participate in purchase and installation of recreation facilities in neighborhood parks by providing matching funds and labor.
- Assist citizen groups with flower planting projects on parkland with the citizen group retaining maintenance responsibility.
- Accept donated property suitable for recreation purposes and donations of funds or labor to provide recreation facilities on the property as soon as possible.

Storm Water Drainage

- Operate the storm water drainage system throughout the city and conduct repairs on a priority basis as problems are reported.

Street Lighting

- Provide street lighting along high traffic thoroughfares in outlying areas.
- Work with neighborhood and community groups to review street lighting projects in their areas.

Refuse Collection

- Promote recycling of residential refuse through education and awareness programs and by organizing community recycling drives.

APPENDIX D.2

COMMUNITY FACILITIES RECOMMENDATIONS OF THE COLUMBUS COMPREHENSIVE PLAN

The following community facilities recommendations from the Columbus Comprehensive Plan are applicable to the Far North planning area.

It is a recommendation of the Columbus Comprehensive Plan that:

Safety Services

- Columbus provide fire stations within two miles of all residents.
- New stations be located on major arterials.
- Columbus continue to participate in cooperative emergency service agreements with local jurisdictions.
- Columbus provide more emergency medical services coverage in suburban locations in case cooperative agreements fail.
- Construction of new substations and/or the renovation of existing substations be compatible with the zone command system.

Park and Recreation

- Columbus develop its river corridors as a system of greenways, containing a mix of cultural, natural, recreational, and transportation opportunities.
- Those rivers or sections of rivers currently in the most natural state receive the highest priority for greenway resources.
- Ravines be fully integrated into the city's greenway system.
- Neighborhood parks be provided within 1/2 mile of all residents.
- Community parks and recreation centers be provided within 2 miles of all residents.
- Community parks provide opportunities for both passive and active recreation.

Street Lighting

- The city of Columbus continue to expand the "Illuminate Columbus" program through additional bond funding to increase the number of existing neighborhoods receiving safe, modern street lighting.
- The city of Columbus increase funding available for street lighting projects where the residents agree to share the cost through assessment.
- The city of Columbus require street lighting be installed, using Division of Electricity funds, or wherever possible, highway safety funds, in conjunction with all arterial street widening projects.

ENVIRONMENTAL QUALITY

EXISTING CONDITIONS

The quality of life in any suburban area is greatly dependent upon the quality of the environment. The Far North planning area like many other Columbus growth neighborhoods is developing in an incremental manner. Consequently, there is concern that rapid development is having negative impacts on the environment.

In the Far North planning area, a number of environmental problems have been identified: lack of neighborhood identity, preservation of natural resources, beautification of arterial roadways, graphic aesthetics and controls, and need for comprehensive development guidelines.

PLANNING ISSUE: IMPROVING THE ENVIRONMENTAL QUALITY OF THE PLANNING AREA

RECOMMENDATIONS

- Create and encourage community identity through graphic design and development standards.
- Improve the quality of the graphics in commercial areas along arterials.
- Locate utilities underground or at the rear of development wherever possible.
- Establish a program to plant significant numbers of trees along the arterials in the planning area.
- Preserve the natural resources of the planning area. These resources include Flint Ravine, Deer Creek Ravine, Highbanks Metropolitan Park, the Olentangy River Valley, forested areas, and the old growth forest located in Camp Mary Orton and the Pontifical College Josephinum.

IMPLEMENTATION STRATEGY

- Include street lighting, sidewalks, and landscaping in the specifications for roadway improvement projects. (Engineering and Construction)

PLANNING ISSUE: IMPROVING THE ENVIRONMENTAL QUALITY OF NEIGHBORHOODS

The Columbus Comprehensive Plan contains a series of development standards designed to achieve high-quality development in suburban development patterns. The standards for suburban areas focus on providing amenities to create a sense of identity for newly developing neighborhoods. The following standards are particularly applicable in the Far North planning area:

RECOMMENDATIONS

Natural Resource Protection

- Hardy trees that require moderate to low amounts of water should be used in landscaping and streetscaping programs.
- Natural resources disrupted by utility service access should be reclaimed.
- Measures should be taken to preserve and protect mature trees and appropriate existing vegetation during the development process.
- Encourage management of natural resources to promote visual coherence of the environment.

Landscaping and Streetscaping

- When large tracts of land are developed, emphasis should be placed on the creation of sub-neighborhoods with integrated landscaping and streetscaping plans.

- Landscaped medians should be encouraged.
- Within residential areas, street trees should be planted along arterials.
- Streetscapes may include sidewalks, textured or raised crosswalks, pedestrian bridges over busy arterials, walk lights at crosswalks, scramble crosswalks, bicycle pathways, landscaping in small parking lots, pedestrian-scale signage in the Fringe Village and neighborhood-oriented Activity Nodes, names for bikepaths and pedestrian walks that incorporate neighborhood and Activity Node place names, and street furniture that offers rest stops.
- Commercial buildings located on arterials should be visible to the public but sufficiently landscaped to provide a pleasing appearance.
- Park-like setting to serve as community focal points are appropriate around monuments and public buildings such as post offices, safety facilities, and libraries.

Architecture and Appearance

- Projects should fit the scale of the community.
- Sense of place in existing residential and Activity Nodes should be defined through the addition of focal point architectural detail, lighting, street tree species, and location of mailboxes.
- Land use compatibility should be achieved in all new developments.

Graphics and Signage

- Graphics and signage guidelines should be developed to enhance historic and neighborhood character.
- Non-commercial graphics as artistic expression should be permitted under appropriate circumstances. Space for artistic display should be encouraged.

Lighting

- The height of light fixtures should be graduated with more pedestrian scale lights nearest to residential uses. Light spillage off site should be discouraged.
- Lighting fixtures should be coordinated between neighborhoods and Activity Nodes to contribute to a sense of community.
- Each neighborhood should have one type of standard street light fixture.
- Street light fixtures in suburban residential areas should be scaled and spaced to reflect lower density, large lot development.

Travel and Access

- Relatively short automobile trips, such as those to and from schools and community shopping, should be accommodated without the need to use an arterial street.
- Within neighborhoods, reduced pavement width at intersections should be permitted whenever possible to make pedestrian crossing safer.
- Suburban pattern streets developed on a project basis should have multiple entry/exit points. The number and location of access points should be based on the relationship of the development to other existing neighborhoods, the project's place within the community, and the size of the development.
- Street patterns that combine pedestrian, bicycle, and automobile access should be used in residential areas and the Fringe Village to establish a sense of neighborhood.

PLANNING ISSUE: NEED FOR DEVELOPMENT STANDARDS

During the planning process, the need for development standards was identified. The application of development standards in the Far North would supplement existing land use regulations thereby protecting residential development from the negative impacts of non-residential development and improving the quality and consistency of future development. Many of the issues surrounding the need for development standards

are addressed by the individual land use recommendations of this plan; however, specific standards are needed, as well, to further support and enhance these recommendations.

The Columbus Comprehensive Plan recommends development standards that will help achieve high-quality development and redevelopment in both the central city and suburban areas. These development standards will be implemented through extensive revisions to the Columbus Zoning Code as well as other appropriate city codes.

RECOMMENDATION

- Support the Columbus Comprehensive Plan's recommendations and Plan Implementation Program to update the zoning code and other codes and regulations.

APPENDIX E.1

CITY OF COLUMBUS OPERATING POLICIES, ENVIRONMENTAL QUALITY

- The following operating policies are used by the city of Columbus as guidelines for day-to-day decisions by city departments and divisions.
- Plant, grow, and maintain all trees in city parks and on city right-of-way.
- Encourage a pleasing view from the highway when development occurs along the Interstate system.
- Discourage erection of freestanding communications towers and encourage, when possible, placement of communications equipment on existing structures.

APPENDIX E.2

URBAN FORESTATION RECOMMENDATIONS OF THE COLUMBUS COMPREHENSIVE PLAN

The following recommendations from the Columbus Comprehensive Plan are applicable to the Far North planning area.

It is a recommendation of the Columbus Comprehensive Plan that:

- Neighborhood groups be involved in selecting appropriate varieties and locations of street trees in their communities.
- Routine tree planting and maintenance occur in all city parks and open space.
- Significant woodlots be inventoried and protected.

AMENDMENT - THE FAR NORTH PLAN

The following amendment is to be added to the Land Use Section of the Far North Plan as adopted by City Council on January 24, 1994. The amendment addresses and specifies recommendations for a subarea in the planning area that was not previously covered by the plan.

Area H: Worthington Galena

Subarea H.3: This subarea consists of several, large lot single-family homes fronting along the northwest side of Worthington-Galena Road. The subarea is located between Snohomish Avenue and the undeveloped parcel at the Park Road/Worthington-Galena Road intersection. Adjacent development consists of single-family homes to the northwest and a shopping center to the southeast. Existing zoning is Residential (R2F) and Rural (R). The subarea could experience redevelopment pressures.

- Support planned residential development, both single-family and multi-family, if redevelopment opportunities occur. The maximum density should not exceed eight units per acre.
- Other appropriate uses include small-scale offices, a day care center, nursing home, library, or medical/dental offices. Intense commercial development is not appropriate for this subarea. Future development must be compatible with the existing residential development.
- The entire subarea should be planned and developed as one project. Incremental development of this land should be discouraged.
- Limit the number of curb cuts along Worthington-Galena Road.

