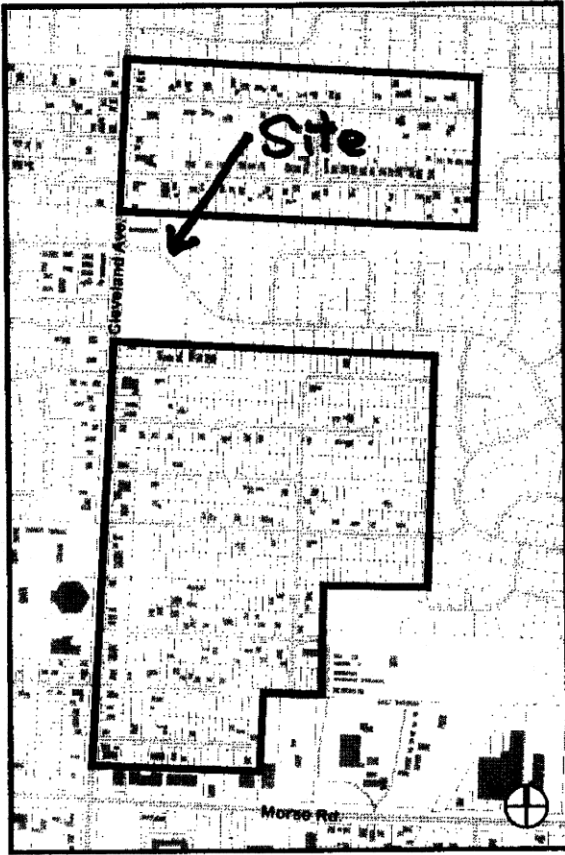


Area 17

Unincorporated subdivisions: Adda Avenue to Minerva Avenue area



These unincorporated subdivisions front on Cleveland Avenue and extend east. Single-family homes on heavily wooded lots are the predominant land use away from Cleveland Avenue while a mix of commercial uses border the street to the west. Development standards in this area vary widely.

This area lacks centralized sanitary sewer service in addition to having inadequate storm drainage and street systems. Many of the homes have aging, ineffective, septic systems.

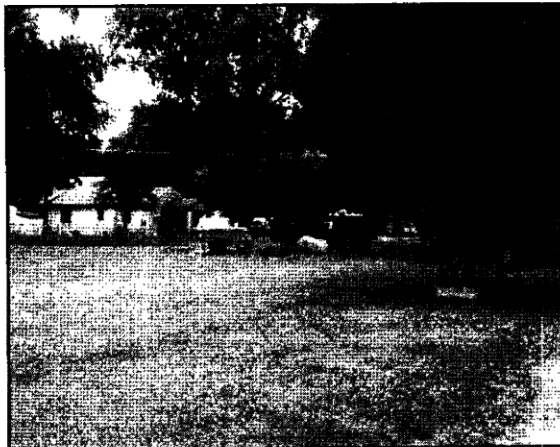
The Cleveland Heights subdivision, which includes several streets east of Cleveland Avenue, is currently under orders by the Ohio Environmental Protection Agency to connect to the city of Columbus sanitary sewer system. Untreated wastewater was found off-site in area storm sewers and surface water. The unincorporated area can receive Colum-

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bus service without annexation due to a long-standing agreement between the county and the city for service provision in such areas. Property owners will be assessed the cost of the infrastructure which is expected to be completed within the next few years.

It is the recommendation of the Northland Plan that:

- annexations to Columbus be encouraged.
- when land is annexed, an upgraded development quality through limited zoning and development standards be sought.
- annexed residential areas should remain residential.
- proactive code enforcement be supported by both the city of Columbus and Franklin County to eliminate inappropriate uses in residential areas.
- the preservation of older trees and wood lots within the residential area should be strongly encouraged.
- Franklin County and the city of Columbus work together to provide centralized sewer and water services throughout the area.



Undeveloped Land Located In Residential Areas:

The undeveloped land located in residential areas falls into two classifications:

- ✓ (1) scattered, small lots within established subdivisions and;
- (2) parcels of five to twenty acres.

In all cases, the dominant surrounding land use is either single-family or multi-family.

- ✓ In both classifications, future development must be sensitive to the character of adjacent development. The scattered lots are less an issue since the character of the neighborhood has generally been established. However, development on the larger five to twenty-acre parcels must consider factors such as density, traffic generation, buffering, and architectural style. In all cases, the infill development should be compatible with existing development.

City and community residents have identified a need for a community park and recreation center and additional neighborhood parks in the Northland area. Some of these requirements could be satisfied through the acquisition of land from undeveloped parcels.

It is the recommendation of the Northland Plan that:

- ✓ • established single-family areas be protected by discouraging spot multi-family or commercial zoning within them.
- new development that is compatible with the architectural style established in an area be encouraged.
- ✓ • zoning be used to encourage new development to be sensitive to density, buffering, traffic and circulation pattern, and architectural details of the surrounding area.
- infill developments compatible with their surroundings be encouraged.
- all appropriate agencies be contacted in order to reserve adequate land for recreation and parks facilities, and schools in major rezoning areas.

Fully Developed Commercial Areas:

In 1960, a master land-use plan, the General Land Use Plan for the Morse Road/State Route 161 Area, was developed by the Columbus City Planning Commission and Franklin County Regional Planning Commission for a major portion of the Northland area. The boundaries for the plan were, roughly, Schrock Road on the north, Morse Road on the south, Cleveland Avenue on the east, and Interstate 71 on the west. The purpose of this plan was to encourage the development of identifiable and pleasant neighborhoods; to increase the efficiency of all streets; and to help overcome the growing tendency for strip commercial development along major streets in the area.

The plan recommended four neighborhoods. Today these neighborhoods are known as Devonshire, Sharon Woods, Forest Park East, and Forest Park West. A central neighborhood commercial shopping center was planned for each residential area. The concept was for the neighborhood center to provide the essential retail services for the surrounding neighborhood such as drug store, dry cleaner, and food market. In essence, this was the only retail development planned for the area.

The neighborhoods were separated by State Route 161 and Karl Road. These arterials and Morse Road were designed to provide vehicular access from Interstate 71 to the four neighborhoods. State Route 161 and Morse Road were not designated as areas for commercial development.

The rezoning for and subsequent development of the Northland Mall established the precedent for commercial development along Morse Road. In the following years, Morse Road developed as an extensive commercial area of shopping centers, restaurants, offices, banks, and automobile dealerships.

The commercial development along Morse Road was designed for the automobile. Shoppers are required to drive between their neighborhoods and shopping areas and from shopping center to shopper center. The extensive commercial development combined with the automobile

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