

# East Columbus Neighborhood Plan



City of Columbus  
Department of Development  
Planning Division



# EAST COLUMBUS

## NEIGHBORHOOD PLAN

The *East Columbus Neighborhood Plan* was adopted by Columbus City Council on \_\_\_\_\_. The recommendations of the *East Columbus Neighborhood Plan* supersede any conflicting recommendations of the I-670 Corridor Development Plan and the Port Columbus Joint Economic Development Strategy.



City of Columbus  
Department of Development  
Planning Division

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# DIRECTOR'S LETTER

I am pleased to present the East Columbus Neighborhood Plan, adopted by Columbus City Council on \_\_\_\_\_. On behalf of the city's Department of Development, congratulations to the residents of the East Columbus neighborhood and the stakeholders who participated in the planning process.

Highlights of the plan include: 1) focusing mixed use development on Fifth Avenue, including multifamily housing, neighborhood scale retail, offices, and other services that contribute to a walkable environment, 2) the improvement of Cassady Avenue, 3) the continuation of existing office and light industrial areas which provide job opportunities, and 4) design guidelines for future commercial and residential development.

The plan will be implemented through the review of zoning applications for consistency with the plan, the review of proposed public improvements, and by guiding other development related initiatives.

I would like to thank representatives of the East Columbus Civic Association and other stakeholders for their leadership in the development of the plan.

The Development Department looks forward to continued cooperation with the East Columbus neighborhood as we work together with the community on the implementation of this plan.

Sincerely,



Boyce Safford III  
Director



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# INTRODUCTION

# INTRODUCTION

## What is a Plan and How is it Used?

The *East Columbus Neighborhood Plan* addresses land use, urban design, transportation and other potential public improvements.

The Plan:

- Provides guidelines for the design of new development.
- Sets goals for improving the built environment.
- Builds upon the Bicentennial Bikeways Master Plan to improve on-street and off-street bicycle facilities.
- Provides a framework for zoning and other land use decisions.
- Creates a clear picture of the type of development that is desired by the community.

An area plan does not address the following:

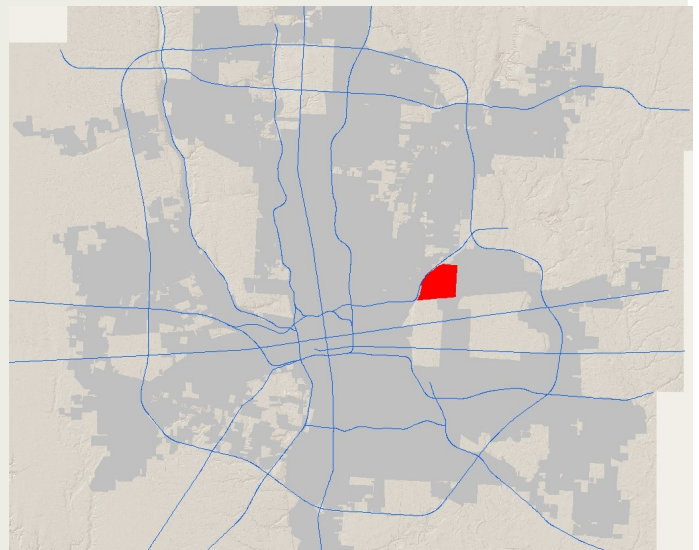
- It does not solve issues unrelated to the built and natural environment, such as health care, code enforcement, street lighting, and public safety.
- An area plan is not zoning, though it provides the policy basis for zoning and related development decisions.

## Plan Format

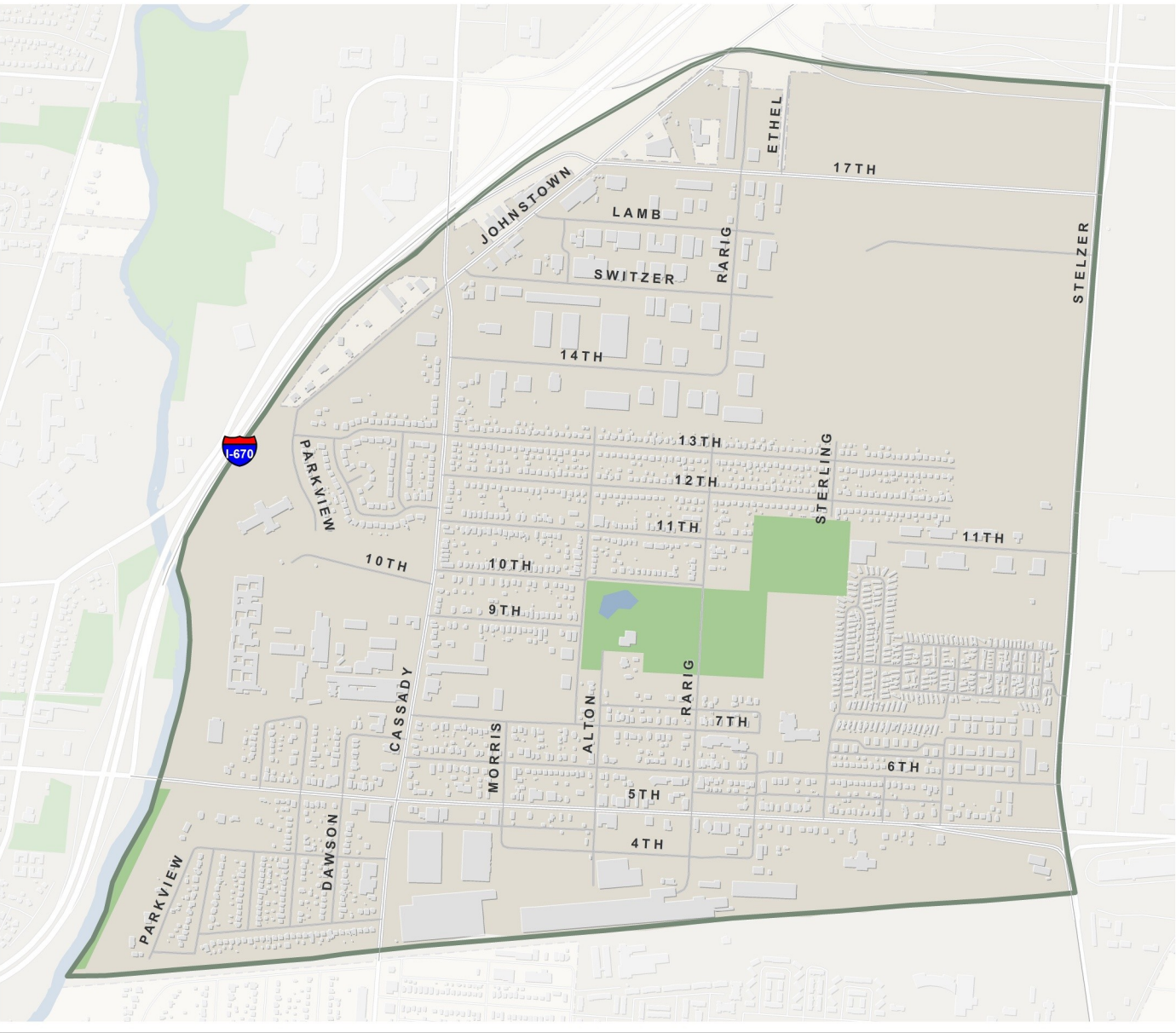
The Plan consists of four elements: Introduction, Existing Conditions, Plan Recommendations, and Implementation. The bulk of the plan consists of the Plan Recommendations Element, which includes text, maps, charts, photos and other illustrations. The recommendations are organized by Development Principles, with supporting Policies, Guidelines and Strategies.

## Planning Area

East Columbus is located to the west of the Port Columbus International Airport and approximately 2.5 miles east of downtown. The planning area is bounded by I-670 on the north, Stelzer Road on the east, the Bexley corporate limit on the south, and I-670 on the west (see Figure 2). The area covers approximately 900 acres.



**Figure 1: Planning Area Location**



East Columbus Neighborhood Plan  
Planning Area Boundary

- East Columbus Boundary
- Lakes and Streams
- Parks
- City of Columbus

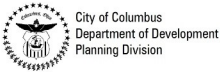


Figure 2



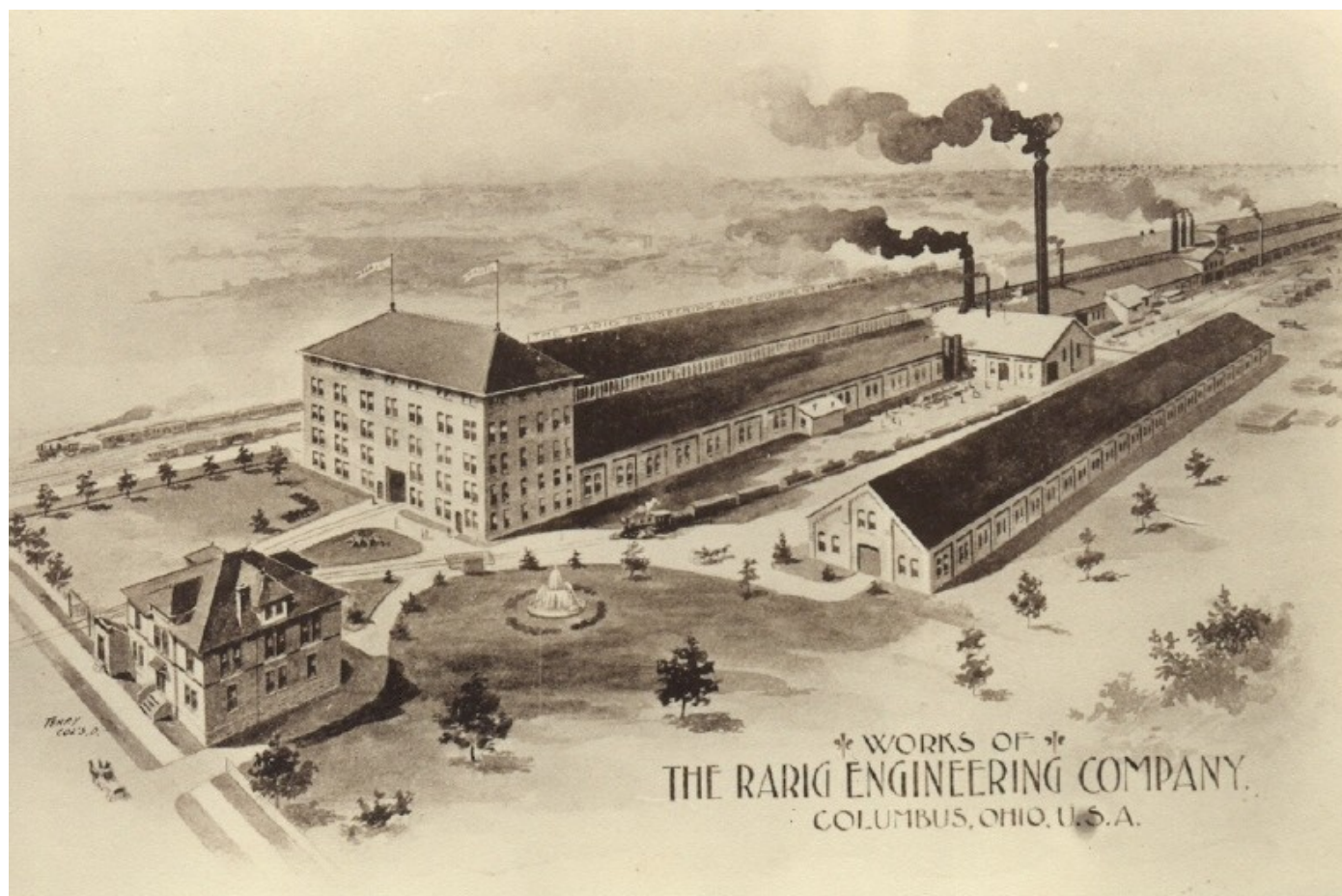
## Area History

East Columbus developed as a “company town” in the early 1900’s. “Rarigsville”, as it was known, was a separate municipality with a mayor and marshal. The former municipal building and jail was located at 2954 E. Fifth Avenue. The community annexed to Columbus in 1932.

The company that spurred development in the area was the Rarig Engineering and Tool Company, opened in 1897 and generally located between Fifth Avenue and the city of Bexley corporate limits, Cassady Avenue and James Road. Rarig Engineering was later purchased and became Ralston Steel Car Company. Today the Warehouse Services company occupies the site.

Many early residents of the area were of eastern European heritage. There was also a small African American community along E. Fourth Avenue.

(Source: “Professor Looks for the Roots of East Columbus” by Robert Albrecht, Columbus Dispatch, June 1, 1998).



A 1903 drawing of the Rarig Engineering Company.



## Key Recommendations

Key recommendations of the plan are:

- The Future Land Use Plan map and accompanying text provide a mechanism for the evaluation of future land-use proposals in the planning area.
- Mixed use development is recommended for Fifth Avenue, including multifamily housing, neighborhood scale retail, offices, and other services that contribute to a walkable environment.
- The central core of the neighborhood is recommended for Medium Density Mixed Residential, which is consistent with the residential uses currently in place.
- Cassady Avenue is recommended for improvement to include three travel lanes for cars, sidewalks, and bike lanes or bike trail.
- Design guidelines are provided for new commercial and residential development.
- The plan includes a development review checklist for the evaluation of future proposals and suggests some pro-active initiatives neighborhood stakeholders may pursue to promote plan recommendations.

## Planning Process Summary

The plan was initiated at the request of the East Columbus Civic Association. The planning process included data gathering and analysis, alternative concept analysis, consensus through community participation, draft plan preparation, and final plan development and adoption. A Working Committee of neighborhood stakeholders was formed to provide input and guidance. Three public workshops were held over the course of the planning process, including an issues and opportunities workshop, visioning workshop, and plan text workshop. The East Columbus Civic Association Executive Committee recommended approval of the plan on February 6, 2012.



*Public Workshop.*



# EXISTING CONDITIONS

# EXISTING CONDITIONS

## Introduction

The Existing Conditions element of the plan provides a summary of the planning area's physical attributes, including land use, urban form, transportation, community facilities, and the natural environment. This element also reviews existing zoning, demographics, and other factors that will influence future development. Additionally, the section reviews existing plans that affect the planning area, and concludes with a summary of two important pieces of public input in the planning process.

## Planning Area Boundary

The planning area is bound by I-670 on the north, Stelzer Road on the east, the Bexley corporate limit on the south, and I-670 on the west (see Figure 2).



*Neighborhood gateway.*

## Demographics

East Columbus includes approximately 4,028 residents and 1,615 households (Year 2010 US Census Data). The total population decreased 4% from 2000 to 2010, and the number of households decreased by 10% (Table 1). The most notable change in the population of the area is the significant increase in Hispanic/Latino population and population categorized as “Other Race or Mixed Race”. The increase in these populations mitigated the decline in Black and White populations.

**Table 1: Demographics**

Population	2000	2010	Change	Percent Change
Total	4,184	4,028	-156	-4%
Male	1,908	1,903	-5	0%
Female	2,276	2,125	-151	-7%
Households	1,791	1,615	-176	-10%
Average Household Size	2.22	2.39	0.17	8%
<b>Race &amp; Ethnicity</b>				
Black	2,493	2,177	-316	-13%
White	1,476	958	-518	-35%
Asian	26	27	1	0%
Other or Mixed Race	189	866	677	358%
Hispanic or Latino	120	864	744	620%
<b>Age</b>				
< 18 years of age	27%	27%		0%
18-24 years of age	8%	9%		1%
25-39 years of age	20%	20%		0%
40-64	26%	28%		2%
65+ years of age	19%	16%		-3%
<b>Housing Occupancy</b>				
Renter Occupied	56%	67%		11%
Owner Occupied	44%	33%		-11%

## Employment

According to Reference USA there are 246 businesses within the area with 15 different employment categories, employing over 3,200 workers (Tables 2 and 3). The highest concentrations of jobs exist in the northern portion of the planning area and along the Fifth Avenue corridor (Figure 3).

**Table 2: Number of Businesses**

Employment Sector	Number of Businesses	Percentage
Construction	52	21%
Other Services	44	18%
Manufacturing	36	15%
Wholesale Trade	27	11%
Transportation	18	7%
Retail	17	7%
Arts, Entertainment, and Recreation	9	4%
Health Care and Social Assistance	9	4%
Professional, Scientific, and Technical	9	4%
Real Estate	7	3%
Administrative and Support	5	2%
Educational	5	2%
Information	4	2%
Accommodation and Food Service	2	1%
Finance and Insurance	2	1%
<b>Total</b>	<b>246</b>	



*The northern portion of the planning area includes a significant number of light industrial and office jobs.*

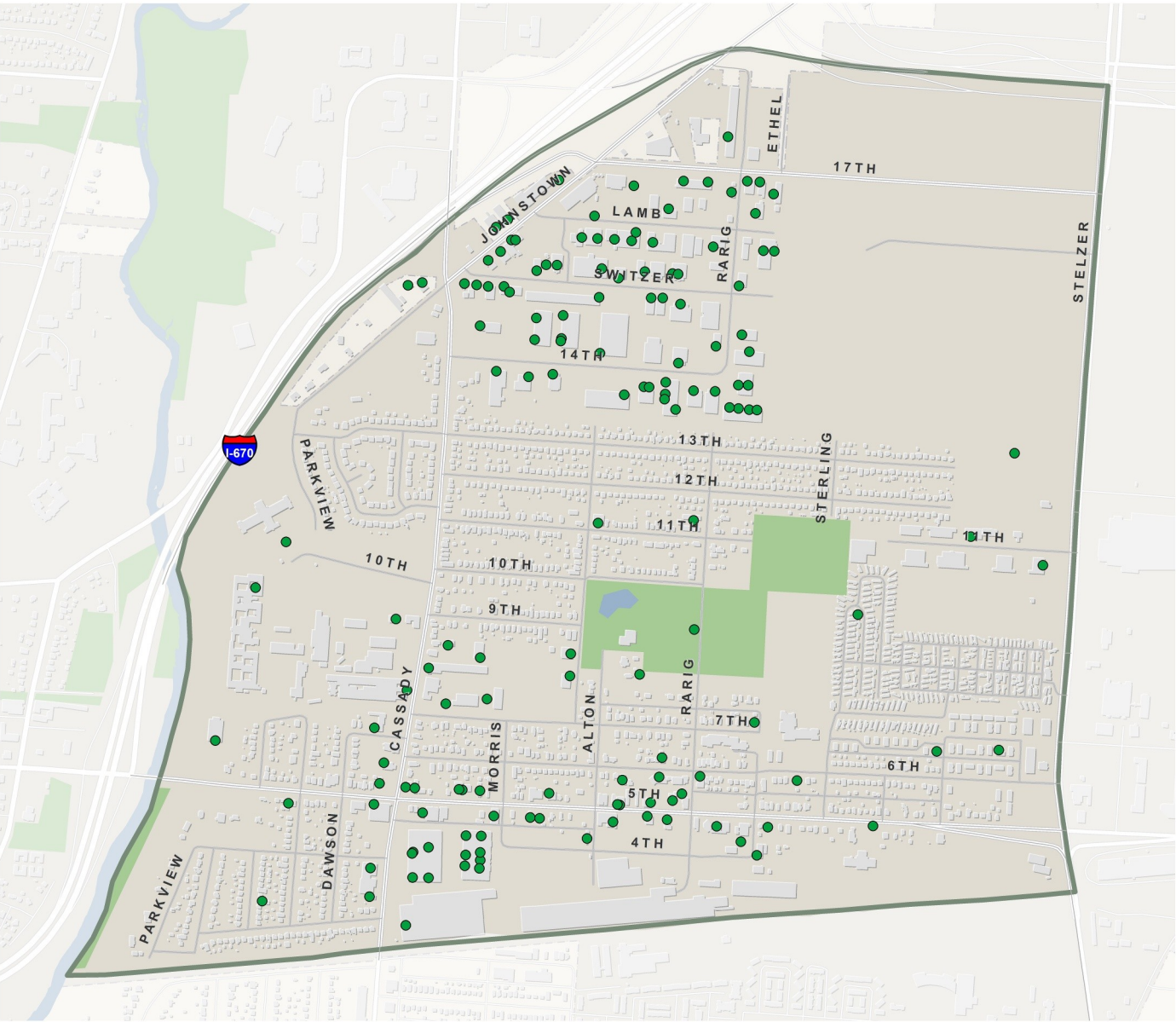
**Table 3: Employment by Business Type**

Employment Sector	Employees	Percentage
Construction	788	24%
Transportation	561	17%
Health Care and Social Assistance	499	15%
Manufacturing	431	13%
Wholesale Trade	236	7%
Other Services	177	5%
Retail	175	5%
Professional, Scientific, and Technical	104	3%
Educational	77	2%
Arts, Entertainment, and Recreation	63	2%
Information	49	2%
Real Estate	36	1%
Administrative and Support	28	1%
Accommodation and Food Services	27	1%
Finance and Insurance	5	<1%
<b>Total</b>	<b>3,256</b>	





*Warehouse Services, located south of Fifth Avenue, is a significant local employer.*





**East Columbus Neighborhood Plan**  
**Existing Businesses**

-  East Columbus Boundary
-  Businesses

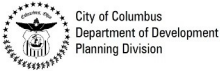


Figure 3



## Land Use

Existing land use in the East Columbus neighborhood is illustrated in Figure 4 and listed in Table 4. Institutional uses, consisting of government-owned land, a school, and the Summit's Trace Healthcare Center, comprise the greatest percentage of land use in the area. Single family uses comprise the second greatest percentage, followed by warehouse distribution, and light industrial uses.

Single family uses are found in the central portion of the area (between 5<sup>th</sup> Avenue, 13<sup>th</sup> Avenue, Cassady Avenue, and James/Stelzer). Additional single family uses are found to the west of Cassady and southwest of the intersection of Fifth Avenue and Cassady Avenue. The Columbus Municipal Airport Authority owns a significant amount of land in the northeast portion of the planning area. City parkland (Krumm Park) and an elementary school site (East Columbus Elementary School) are found in the center of the planning area. A mix of commercial and other uses are found along Fifth Avenue. Manufacturing and warehouse uses are found south of Fifth Avenue (to the east of Cassady Avenue), to the west of Cassady Avenue (north of Fifth Avenue) and between 13<sup>th</sup> Avenue and Johnstown Road.

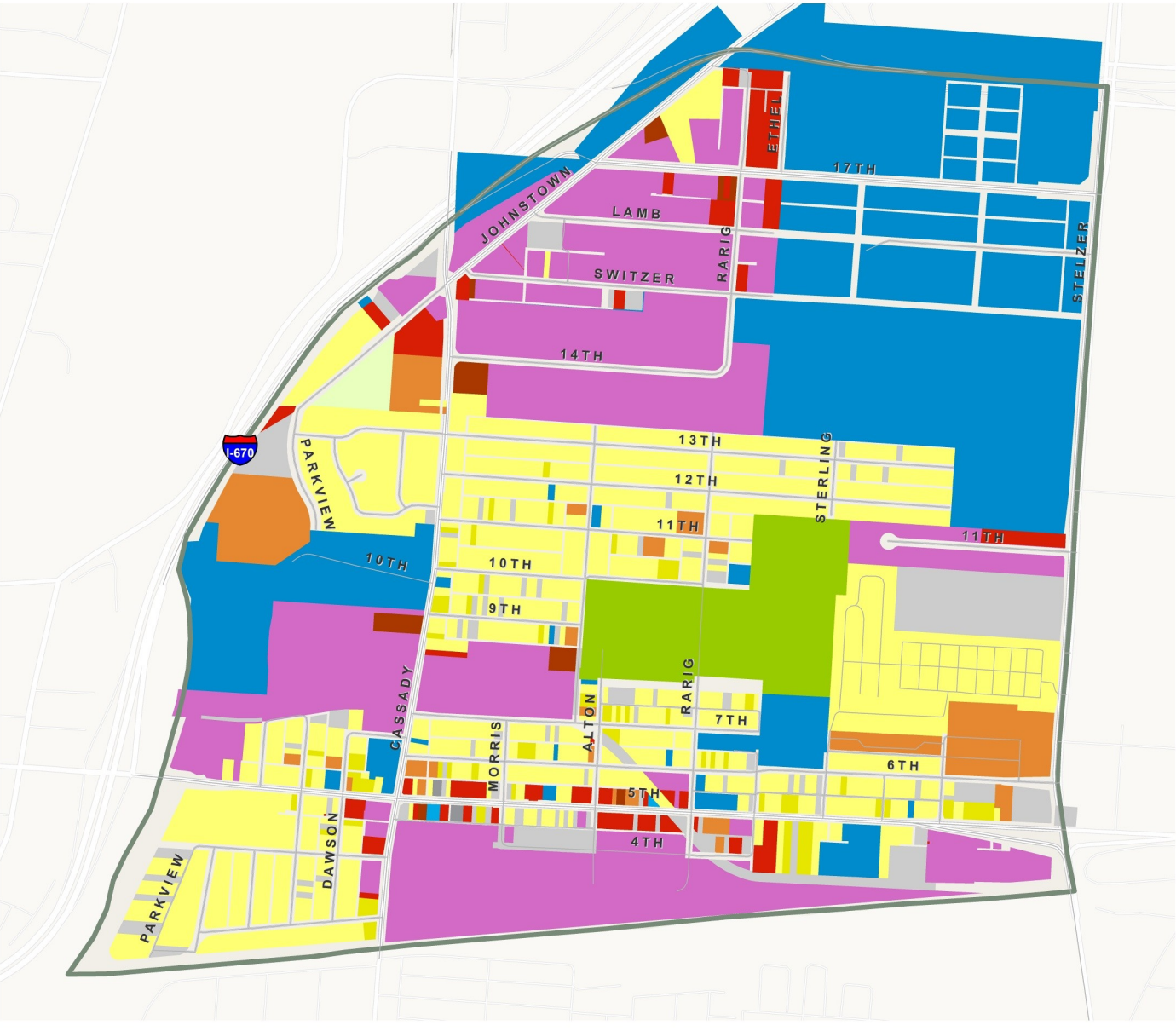
**Table 4. Existing Land Use**

Land Use	Acres	Percentage
Agriculture	4	.5
Commercial (Community)	17	2
Commercial (Neighborhood)	2	.3
Industrial (Light)	64	9
Institutional	219	30
Mixed Use	<1	<1
Multifamily	30	4
Office	5	.7
Parking	<1	<1
Parks and Recreation	39	5.3
Single Family	185	25
Two-Three Family	10	1.4
Vacant	43	5.8
Warehouse Distribution	117	15.9
<b>Total</b>	<b>736</b>	<b>100</b>

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



*Aerial perspective of Krumm Park (left side of photo), adjacent city-owned open space, and the East Columbus Elementary School (bottom right part of photo).*



**East Columbus Neighborhood Plan**  
**Existing Land Use**



- |                        |                      |                  |
|------------------------|----------------------|------------------|
| Agriculture            | Multifamily          | Single Family    |
| Commercial (Community) | Office               | Two-Three Family |
| Industrial (Light)     | Parks and Recreation | Vacant           |
| Institutional          |                      |                  |

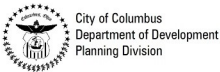


Figure 4



## Zoning

Existing zoning in the East Columbus neighborhood is illustrated in Figure 5 and listed in Table 5. Half of the area is zoned for single family uses (“Residential”). Over one-third of the neighborhood is zoned for manufacturing uses, with the remainder zoning for commercial, multifamily and parking.

The residential zoning is located primarily in the central portion of the area. The manufacturing classification exists in four portions of the neighborhood, including the northern portion, a pocket along Stelzer, an area north of Fifth Avenue and Cassady Avenue, and south of Fifth Avenue to the east of Cassady. Commercial zoning exists along a portion of Stelzer Road, Fifth Avenue, and Cassady Avenue to the south of Fifth Avenue. The Summit’s Trace Healthcare Center, located along Alum Creek, is also zoned commercial.

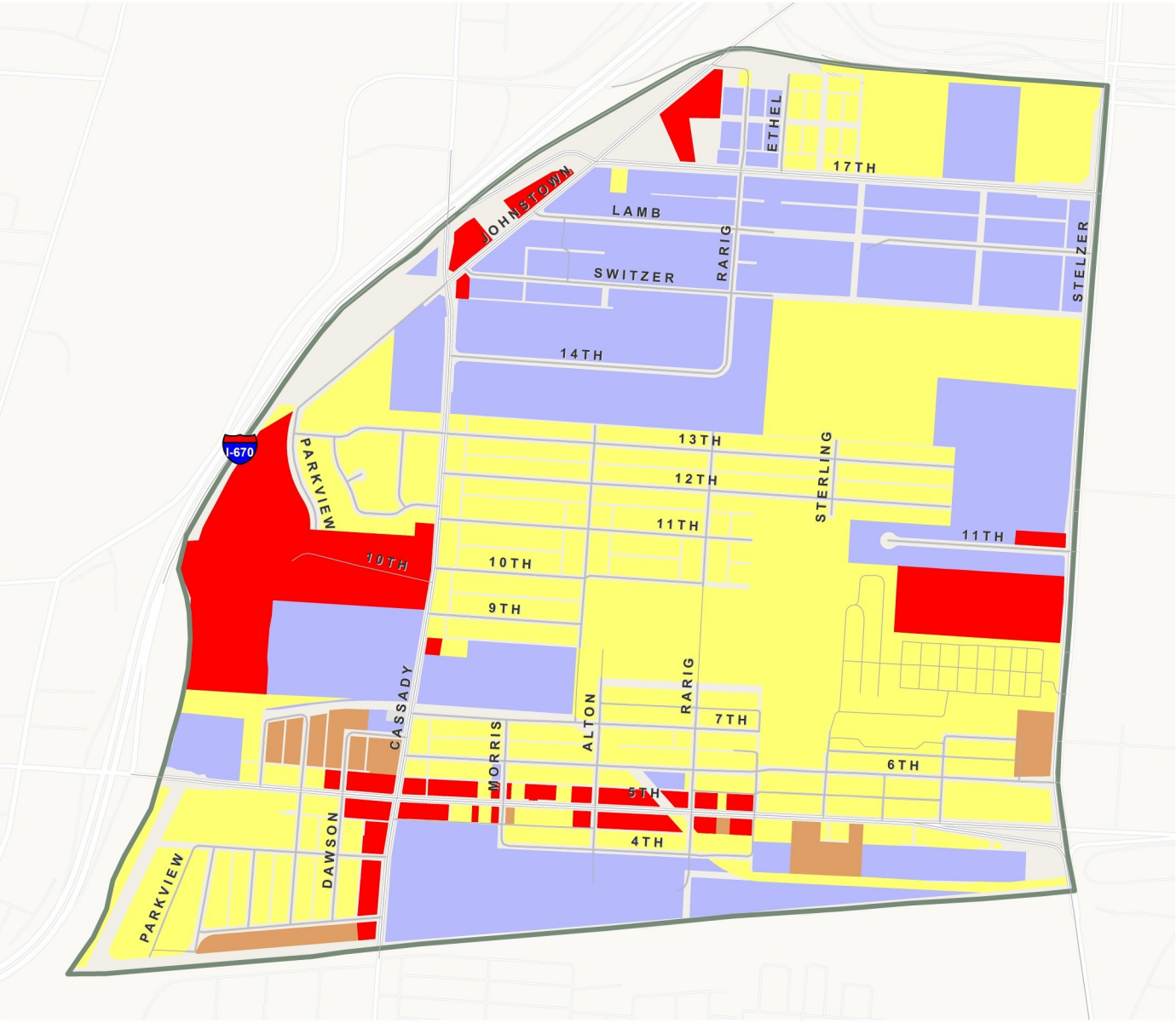
There are no commercial zoning overlays in place in the planning area. The I-670 Special Graphics Control Area is in place in much of the neighborhood. As stated in Columbus City Code (3380.102), the intent of this designation is to create and maintain an attractive greenbelt/entryway from Port Columbus International Airport to the downtown. Specifically, the Special Graphics Control Area regulates the development of billboards within portions of the I-670 Corridor.

**Table 5. Existing Zoning**

Zoning Classification	Acres	Percentage
Residential	354	50
Manufacturing	252	36
Commercial	76	11
Multifamily	21	3
Parking	<1	<1
<b>Total</b>	<b>703</b>	<b>100</b>



*The majority of the planning area is zoned for residential uses.*



East Columbus Neighborhood Plan  
Existing Zoning



- |  |               |  |             |
|--|---------------|--|-------------|
|  | Commercial    |  | Multifamily |
|  | Manufacturing |  | Residential |



Figure 5



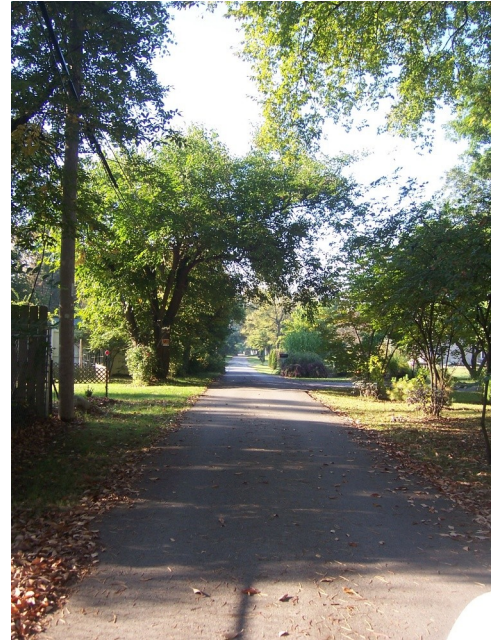
## Urban Form and Density

Urban form describes the pattern of development in a given neighborhood.

As previously indicated, East Columbus developed as a “company town” in the early 1900’s. The neighborhood still includes elements of this company town development pattern, including an industrial base, traditional commercial corridor, and a mix of residential forms and densities. The site of the Rarig/Ralston Company is still home to an active employment center (“Warehouse Services”) and includes a variety of warehouse and light industrial uses. Additional light industrial uses are found in the area to the north of 13<sup>th</sup> Avenue, east of Cassady Avenue.

Commercial uses are primarily found along Fifth Avenue, which generally exists as a traditional pre-War War II era “Main Street” commercial district. The primary residential area of East Columbus is to the north of Fifth Avenue and consists of relatively low density single family homes on a traditional street grid. Additional single family homes exist to the southwest of the corner of Fifth Avenue and Cassady Avenue. Pockets of multifamily residential development exist along the west side of James/Stelzer Road.

The Summit’s Trace Healthcare Center and Kensington Place are significant institutional use along Alum Creek. Churches are the other primary institutional use and exist throughout the neighborhood.

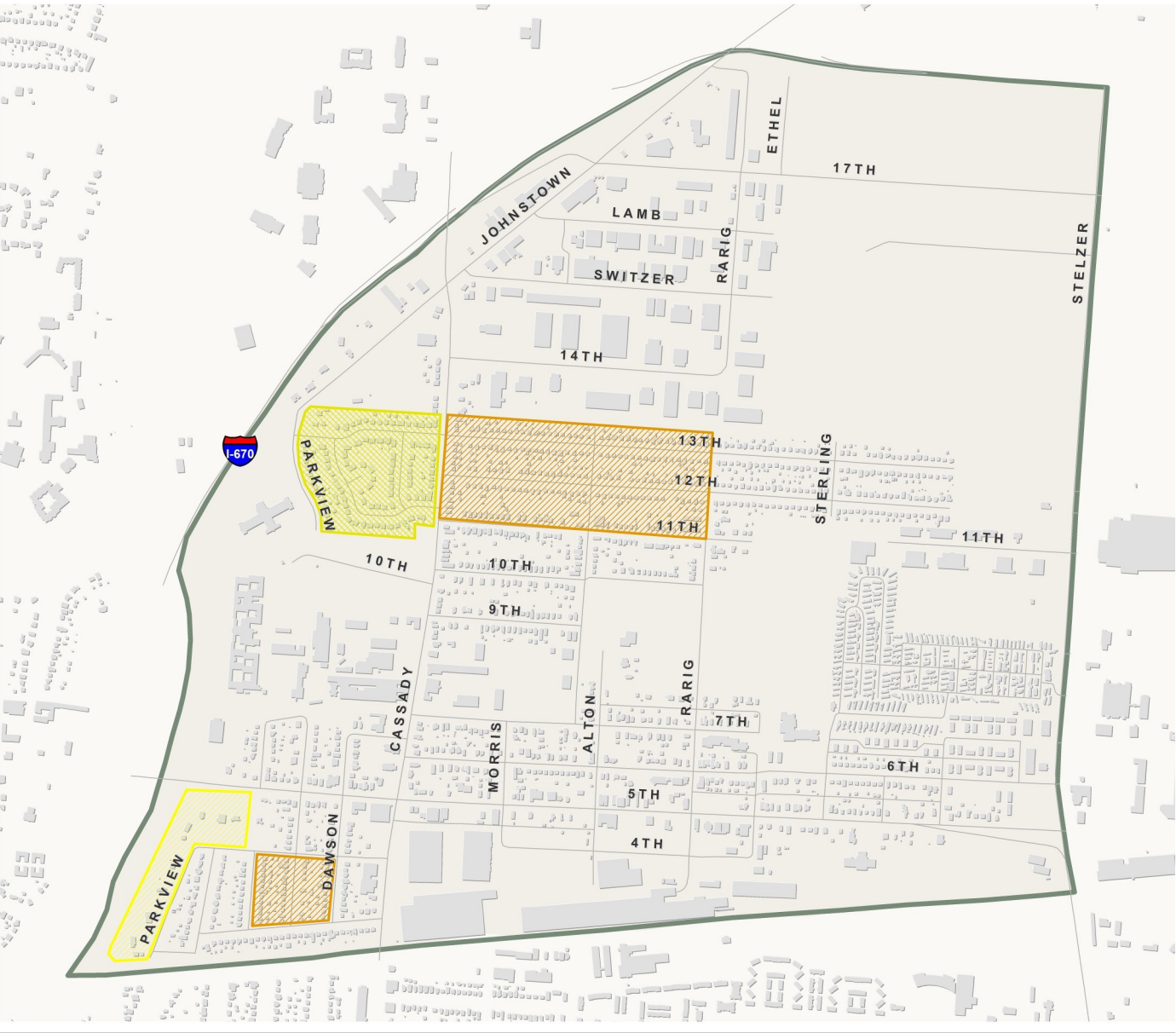


*Parkview Boulevard.*



*Aerial perspective of the residential area to the south of Fifth Avenue and west of Cassady Avenue. Larger lots exist near Alum Creek (left side of photo) and suburban densities on the eastern portion of this area (right side of photo).*

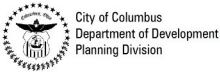




East Columbus Neighborhood Plan  
Urban Form and Select Residential Densities



Figure 6



## Transportation

East Columbus is well served by roads and bus service. Major roadways from the Columbus Thoroughfare Plan are shown in Table 6. Average daily traffic counts from the neighborhood are illustrated in Figure 6.

The major roadways in East Columbus are Fifth Avenue, Cassady Avenue, James/Stelzer Road, and Johnston Road. The area has excellent access to Downtown, Port Columbus, and surrounding areas via the interstate system and local roads.

The Central Ohio Transit Authority provides bus service along the Fifth Avenue, Cassady Avenue, I-670, Johnston Road, and Stelzer Road corridors.

Sidewalks exist in portions of the neighborhood, but gaps exist in the sidewalk network. New sidewalks were installed in recent years on significant portions of Fifth, Sixth, Seventh, and Rarig Avenues. Major portions of Cassady Avenue, Johnston Road, and Stelzer Road lack sidewalks.

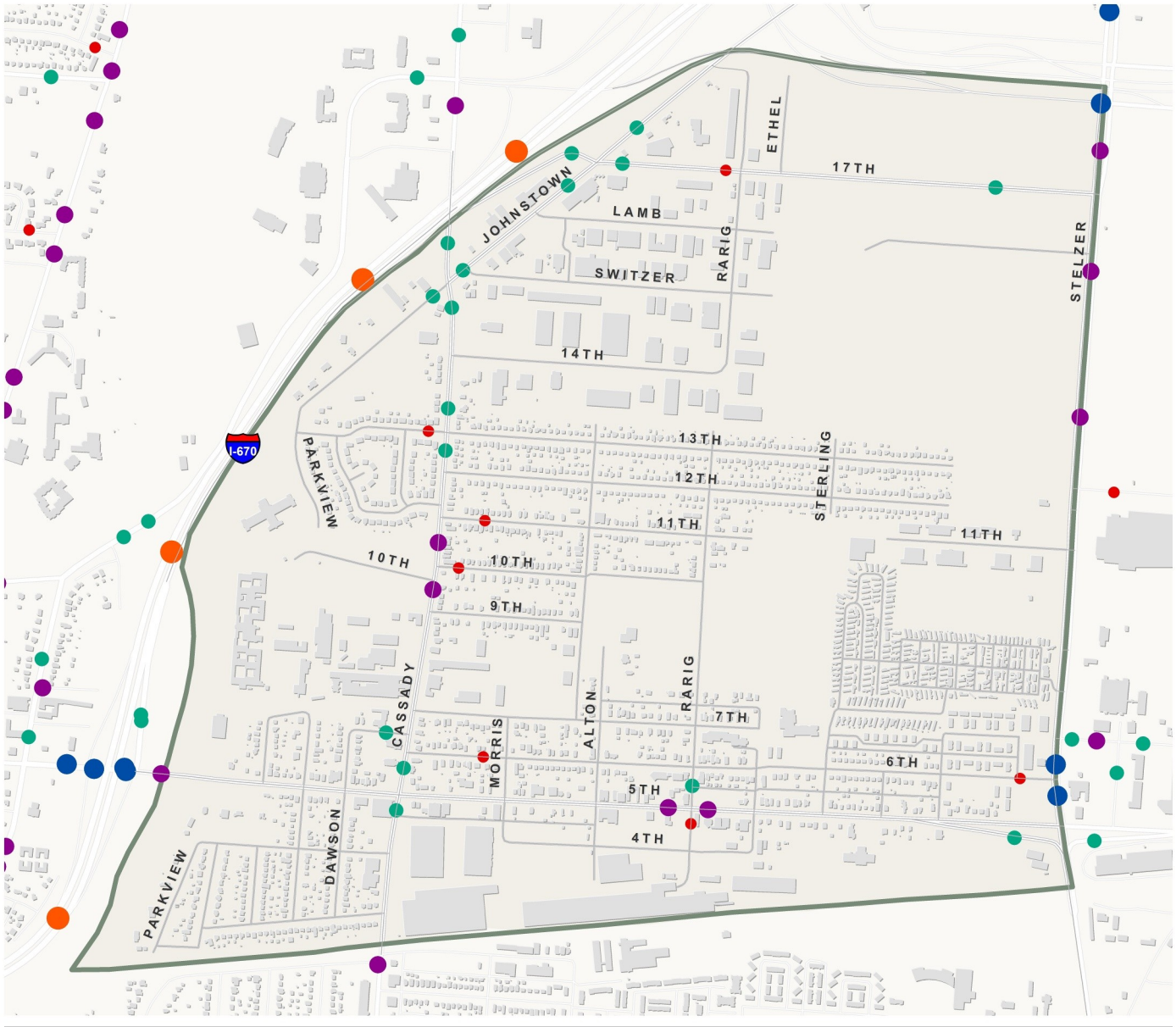
**Table 6. Major Roadways from the Columbus Thoroughfare Plan (1993)**

Street	Classification	Classification Description
Cassady Avenue	4-2	Two-way streets that include four moving lanes.
Fifth Avenue	4-2D	Four moving lanes with median divider.
Johnstown Road	C	Two moving lanes and two parking or additional moving lanes in two directions.
Stelzer Road	4-2D	Four moving lanes with median divider.



*Cassady Avenue is recommended for improvements, including an additional travel lane for automobiles and accommodations for pedestrians and bicycles.*





**East Columbus Neighborhood Plan**  
**Average Daily Traffic Counts**



East Columbus Boundary

60 - 1,000

1,001 - 7,500

7,501 - 15,000

15,001 - 30,000

30,001 - 125,000



City of Columbus  
Department of Development  
Planning Division

Figure 6

## Capital Improvements

Significant capital improvement projects in the East Columbus neighborhood include the completed Krumm Park Stormwater Detention Basin project, Southern Detention Basin project, Fifth Avenue Neighborhood Commercial Revitalization (NCR) project, and 6th/7th Avenue Urban Infrastructure Recovery Fund (URIF) project, and the proposed Livingston James Sanitary Inflow and Infiltration Remediation Sewer Project (Figure 7).

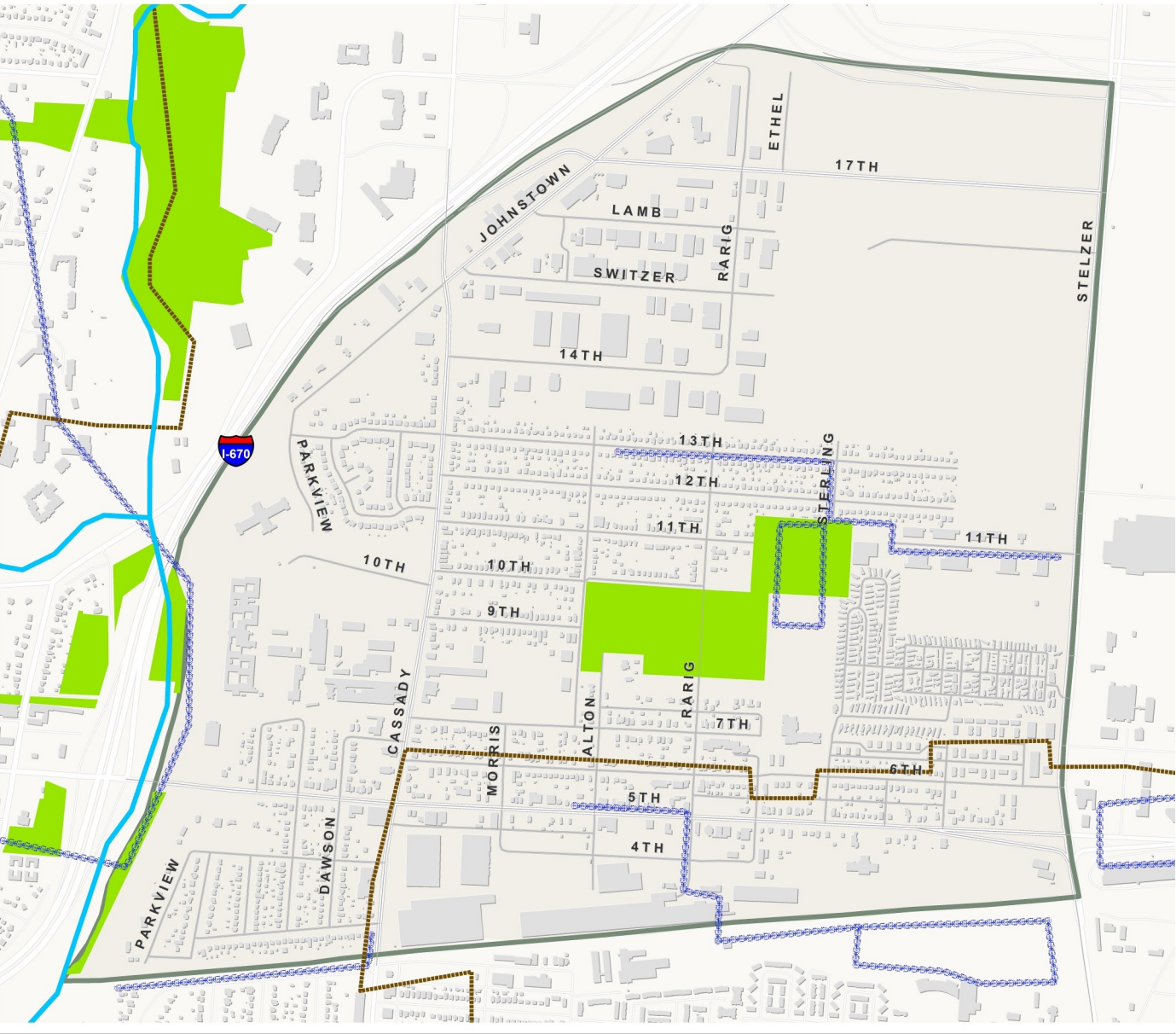
The Krumm Park and Southern Stormwater Detention Basin projects were constructed in 2001-2006. These facilities were a \$17.7 million investment and were built to relieve flooding in the East Columbus neighborhood. Concurrent with the stormwater projects, the NCR and URIF projects on Fifth, Sixth, and Seventh Avenues were conducted, providing new pavement, curb, sidewalks, lighting, traffic signals and street trees which totaled several million additional dollars investment.

The Livingston James Sanitary Inflow and Infiltration Remediation Sewer Project is a detailed investigation into the area's sanitary sewer system. Draft recommendations have been received and they are currently under review by the Columbus Department of Utilities.






*The Krumm Park and Southern Stormwater Detention Basin projects addressed stormwater needs and provided additional city-owned open space in the planning area.*





**East Columbus Neighborhood Plan  
Capital Improvements**



-  East Columbus Boundary
-  Sanitary Sewer Projects
-  Stormwater Sewer Projects

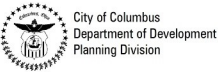


Figure 7



## Community Facilities and Tree Cover

Community facilities in the East Columbus neighborhood include Krumm Park, Krumm Park Community Center, Fire Station Number 20, and East Columbus Elementary School (Figure 8).

Krumm Park is a 28-acre park centrally located in the neighborhood. It includes a fishing pond, athletic fields, basketball court, picnic area, playground, tennis court and walking trail. Adjacent to the park is the Community Center, which provides a number of activities and programs to the neighborhood, including an art room, billiards room, ceramics, classroom, crafts room, dance room, dining room, fitness room, game room, gymnasium, gymnastics, hockey, kitchen facility, library, weight room, and theater. Friends of Krumm Park is a youth organization that assists with a community gardening project, park clean-ups, and planning teenage activities. The Alum Creek Trail runs just outside the western edge of the East Columbus neighborhood and can be accessed at the Fifth Avenue bridge. The Trail is part of the regional trail system and provides bicycle connectivity to Westerville, Downtown, and the Three Creeks Metro Park on the city's southeast side.

East Columbus Elementary School (Columbus City Schools) is located at 3100 E. 7<sup>th</sup> Avenue. It was recently renovated and primarily serves the East Columbus neighborhood.

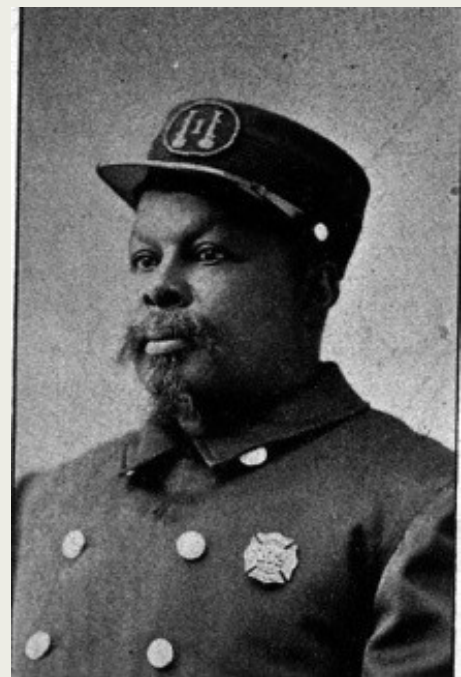


*East Columbus Elementary School.*

The City of Columbus Captain Pleasant Higgenbotham Fire Station (Station Number 20) is located at 2464 E. Fifth Avenue. Captain Higgenbotham was the first African-American firefighter, on record, in Columbus. He was promoted to Captain in 1892 (Source: <http://www.caafa.org/History.htm>).

Other community facilities, including the Harvey Alston Police Substation, the Shepard branch of the Columbus Public Library, and a post office in Whitehall are located within relatively close proximity of the planning area.

Figure 8 also illustrates locations in the East Columbus neighborhood that include notable amounts of tree cover. This information is based on aerial photography from the year 2004. Locations include those generally near Alum Creek, within Krumm Park, and on two separate vacant properties to the west of Stelzer Road. Additional smaller amounts of tree cover exist within residential portions of the neighborhood.



*Captain Pleasant Higgenbotham.*



**East Columbus Neighborhood Plan**  
**Community Facilities and Tree Cover**



- ▲ Krumm Park Community Center
- Columbus Fire Station
- ▢ East Columbus Elementary School
- Alum Creek Trail
- Existing Tree Cover
- Park and School Land

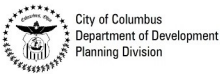


Figure 8



## Existing Plans

The *Port Columbus Area Development Partnership Joint Economic Development Strategy* (2008) includes recommendations for portions of the East Columbus planning area. While the *East Columbus Neighborhood Plan* is the primary document that will be used to review and guide future development, the *Port Columbus Strategy* should be consulted for relevant recommendations.

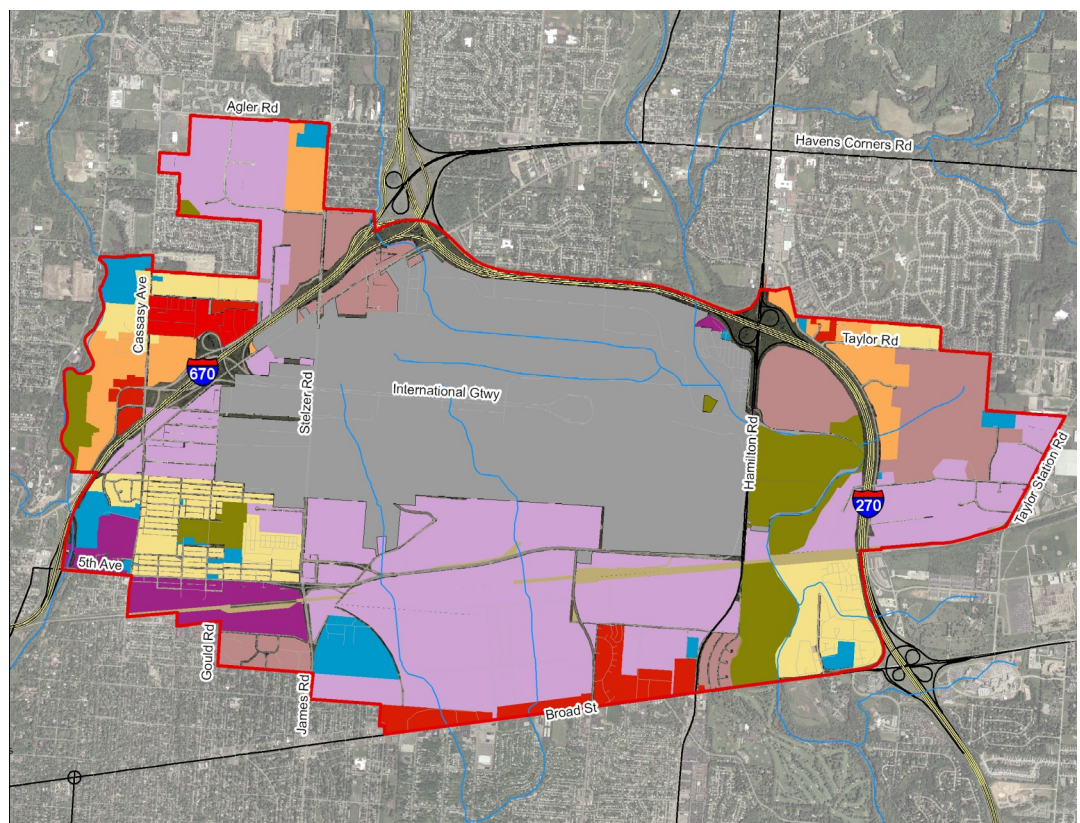
The *Port Columbus Strategy's* Future Land Use Plan is shown below. It is generally consistent with the land use recommendations from the *East Columbus Neighborhood Plan*, which provides more detailed recommendations.

The *East Columbus Plan* should be the primary document utilized for the review the proposed land use for any future development proposals. The *Port Columbus Strategy*, like the *East Columbus Plan*, includes design guidelines. In general the guidelines from both documents are consistent. The *Port Columbus Strategy* does provide more detailed recommendations that may be relevant depending on the nature of a given development proposal and should be given consideration in addition to those from the *East Columbus Plan*.

### Port Columbus Area Development Partnership Land Use Plan

#### Legend

- Study Area
- Airport
- Commercial
- Office
- Office/ Light Industrial
- Industrial (Light)
- Mixed Use
- Institutional
- Residential
- Open Space
- Utilities and Rail Roads



## Public Input

A summary of public input provided at the early stages of the planning process is presented below. The input consists of interviews that were conducted of neighborhood stakeholders and community input provided at the first public workshop for the plan.

### Stakeholder Interviews

The following is a summary of the stakeholder interviews.

#### Positives:

- “Green” (trees, open space).
- Good place to raise kids.
- Park space in central core of neighborhood.
- Traffic is focused on Fifth and Cassady and limited to those streets.
- Central location of both East Columbus Elementary and Krumm Park Community Center.
- Good community feel.
- Infrastructure is in place.
- Close to Port Columbus, Bexley, other.
- Diversity of people.
- Many people that care deeply about neighborhood.

#### Needs:

- More jobs.
- Convenience retail along Fifth Avenue.

### Public Workshop Feedback

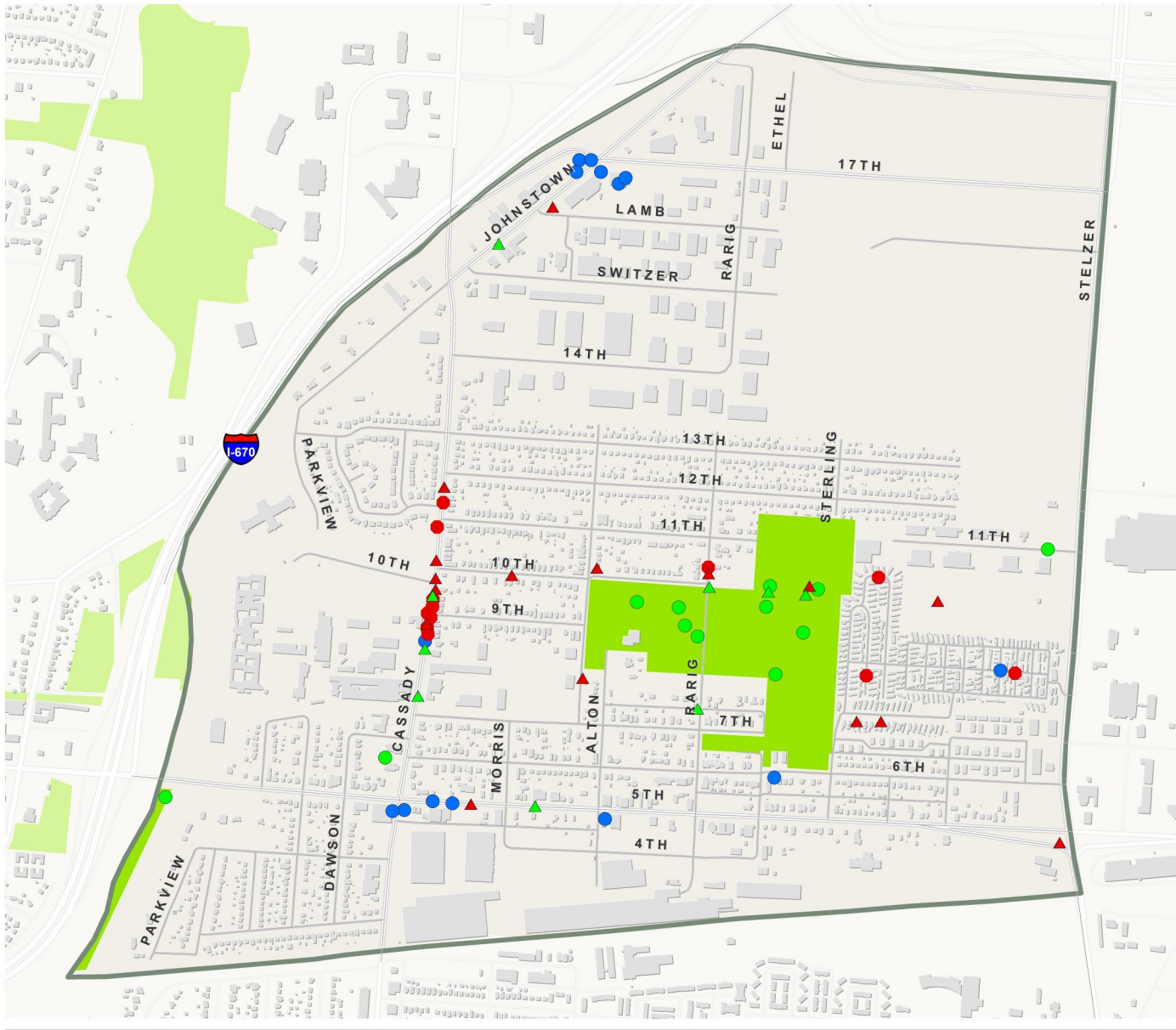
Participants in the public meeting were asked to identify places where they felt development should occur, their favorite places in the neighborhood, their least favorite places, places that are not pedestrian friendly, and places they would like to be able to walk or bicycle to. A total of 62 pieces of input were provided by participants (Figure 9).

- The majority of participants felt development should occur along the Fifth Avenue corridor and also at a site on Johnstown Road.
- Krumm Park and East Columbus Elementary School were identified by the majority as a favorite place.
- Cassady Avenue was identified as a least favorite place.
- Krumm Park and East Columbus Elementary School were identified as pedestrian friendly/a place that should be made more pedestrian friendly.
- Cassady Avenue was identified as not friendly for pedestrians.



*Public Workshop.*





**East Columbus Neighborhood Plan**  
**Input From First Public Workshop**



- Preferred Development Location
- ▲ Favorite Place
- ▲ Least Favorite Place
- Not Pedestrian Friendly
- Pedestrian Friendly or Desired Pedestrian Destination

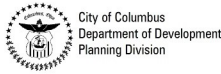


Figure 9



# PLAN RECOMMENDATIONS

# PLAN RECOMMENDATIONS

## Introduction

The Plan Recommendations element includes three overall development principles that address each of the primary planning priorities that will guide future growth and development, including land use, transportation, and urban design. The Plan Recommendations element is an outgrowth of staff analysis and guidance from the Working Committee and the public input summarized in the Introduction. The resultant development principles, policies, guidelines and strategies respond to the identified needs and priorities and are consistent with overall city of Columbus development related policies. Each of the three development principles are followed by supporting policies and guidelines/strategies. Land use, urban design, and transportation plans are included within the body of this text along with pictures and renderings that illustrate recommended policies. Development concepts that illustrate preferred development patterns are provided at the end of this element.

## Principle 1: Land Use

### Neighborhoods will have a mix of land uses.

Land use defines how a property and/or a building is used – single-family residential, a business, or mixed use in the same building (for example, retail on the first floor and residential on upper floors). For neighborhoods to be sustainable over the long term, it is critical that a mix of uses is provided. This means that people can live in a neighborhood, can purchase the goods and services they need, and may even be employed in their neighborhood. This mix of uses provides for a stable economic base. It also supports walking and biking as options to driving, provided densities are sufficient to encourage such transportation options (such as short walking distances between a home and shops).

The Future Land Use Plan (Figure 10) illustrates recommended future land uses for the East Columbus neighborhood. The map legend corresponds with Table 7, which provides generalized descriptions of the recommended land use classifications. The text below also corresponds with the Future Land Use Plan map

and provides a general overview of the map's recommendations:

### Policy:

*Mixed use development should be common on Fifth Avenue and include multifamily housing, neighborhood scale retail, offices, and other services that contribute to a walkable environment.*

### Guidelines/Strategies:

- Significant portions of the north and south sides of Fifth Avenue are recommended for Neighborhood Mixed Use. Fifth Avenue should serve as the neighborhood's shopping district, accessible by car, foot, bus, and bicycle.



The Lisska Bar is an East Columbus landmark and a good example of a use that makes a positive contribution to Fifth Avenue street life.



**Policy:**

*Medium density mixed residential describes residential development that is common in older neighborhoods and can include single family, doubles, and townhouses. New development in these areas should reinforce the existing pattern and type of residential uses in the neighborhood.*

**Guidelines/Strategies:**

- The central core of the neighborhood is recommended for Medium Density Mixed Residential, which is consistent with the residential uses that are currently in place. Medical office would be supported at the site adjacent to the elementary school at the northwest corner of Sixth and Gould.
- Medium Density Mixed Residential is also recommended for the existing residential areas to the north and south of Fifth Avenue, west of Cassady Avenue. The areas closer to Alum Creek to the south of Fifth Avenue are recommended for Low-Medium Density Residential and Very Low Density Residential, consistent with existing development. The residential uses along the south side of Fifth Avenue to the west of Northview are architecturally significant homes that provide a pleasing gateway to the community. These homes, along with the large lot homes along Alum Creek to the south, should be preserved as they contribute to a sense of place in the East Columbus neighborhood and unique identity.

- The existing manufactured home development and adjacent multifamily uses along Stelzer Road are recommended for Medium High Density Mixed Residential consistent with the existing uses.
- Low Density and Low-Medium Density Residential uses are recommended for the locations north of Johnstown Road (to the west of Cassady) and for the area generally to the south of Kenilworth and west of Cassady, consistent with the existing development.

**Policy:**

*Institutional uses are important community partners and include schools, government, senior housing, assisted living facilities, and houses of worship.*

**Guidelines/Strategies:**

- Land currently owned by the Columbus Regional Airport Authority is recommended for Institutional uses (government owned). No development, other than the potential for Port Columbus related construction, is expected or recommended for this area. No development is expected/planned in the runway protection zone for the replacement runway.
- Institutional uses are recommended at the existing Summit's Trace and Kensington Place locations (generally located east of I-670 to the north of Fifth Avenue). Future expansion of Summit's Trace on the vacant land along Tenth Avenue would be supported, particularly in the form of senior housing. Supportive facilities (medical office, office) associated with Summit's Trace along the Cassady Avenue frontage (at Tenth Avenue) would also be supported.



*Recent major investment has been made in the Summit's Trace Healthcare Center, an important East Columbus community partner.*



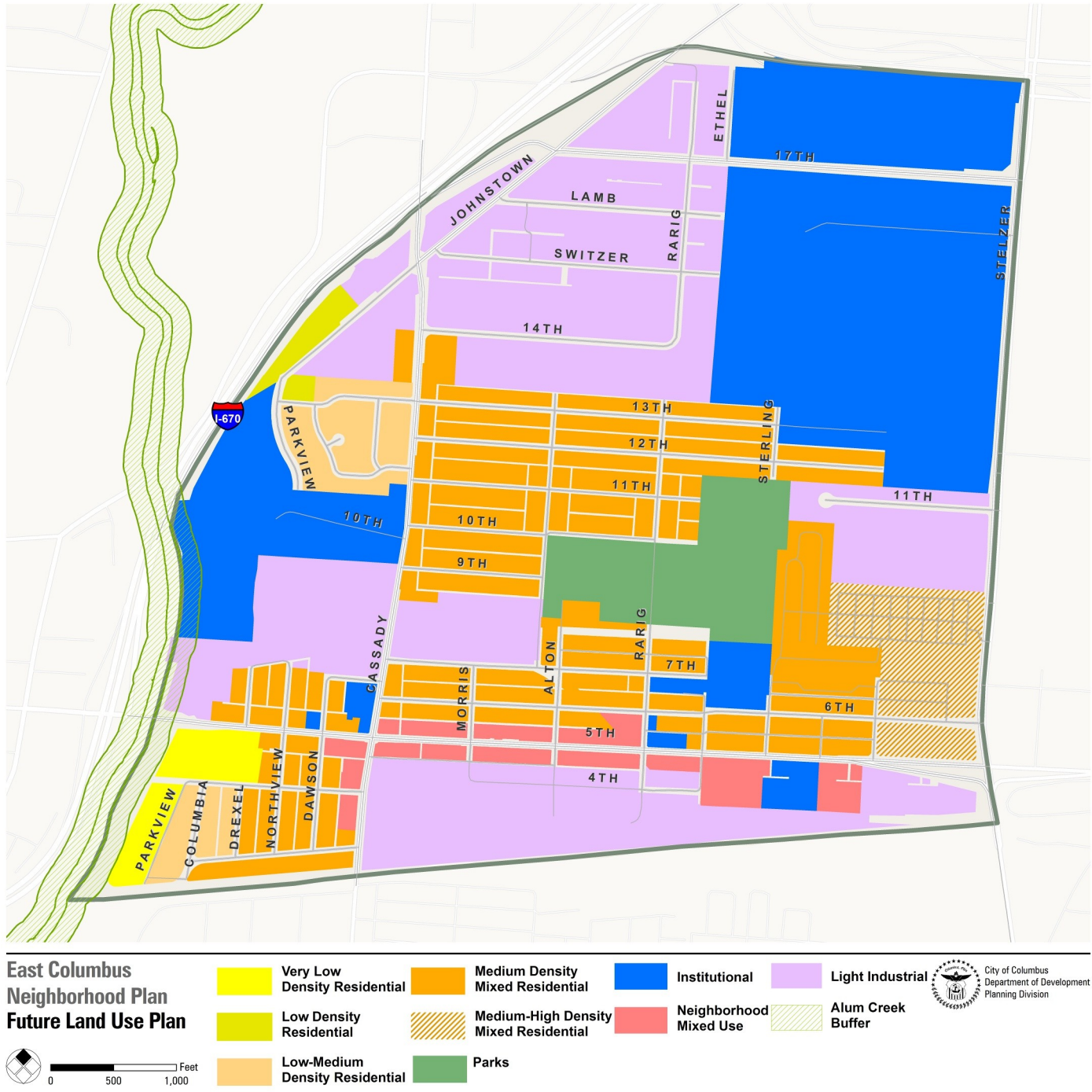


Figure 10

Table 7. Land Use Classification General Descriptions.

Classification	Typical Density/Intensity	General Description
Very Low Density Residential	Less than 2 du*/acre	This classification is characterized by single family residential development ranging from large lot with on-site well and septic systems to subdivisions served by centralized utilities.
Low Density Residential	2 to 4 du/acre	This classification is characterized by single family residential development in the form of subdivisions served by centralized utilities.
Low-Medium Density Residential	4-6 du/acre	This classification is characterized by predominantly single-family development, with limited amounts (generally 10% or less) of two- to four-unit buildings interspersed - often at intersections or along larger streets.
Medium Density Mixed Residential	6-10 du/acre	This classification of residential development is common in older neighborhoods and can include single-family, doubles, and townhouses. New development should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities and multi-story buildings with more than four units per building may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
Medium - High Density Mixed Residential	10 to 16 du/acre	A variety of dwelling types, including doubles, townhouses and multi-family are included in this category. It exists in both older neighborhoods and suburban areas. New development patterns should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
Neighborhood Mixed Use	20,000 sf**/acre 16-45 du/acre	This classification serves multiple functions and is recommended for areas that act as local centers of economic activity. Examples of land uses include smaller scale retail, office, or institutional uses, including gas stations with convenience stores that are built to Urban Commercial Overlay design standards. It also includes residential units located either above and/or next to the commercial, office, or institutional uses. Residential densities should fall within the range of 16 to 45 dwelling units per acre.
Light Industrial	12,500 sf/ac	Light industrial uses should be located in older industrial areas, within industrial parks, and in limited locations on major arterials. Typical uses include light assembly, fabrication, and related uses.
Institutional	not applicable	Institutional uses include schools, government property, and houses of worship. These uses should be located on major arterials, in nodes of commercial activity, and within neighborhoods but only along arterials or collectors provided sites are sufficiently large to accommodate on-site parking.
Parks and Recreation	not applicable	Parks should be integrated into residential neighborhoods and/or located adjacent to preserved open spaces. Parks are either publicly- or privately-owned recreational facilities and include golf courses.

\*dwelling units

\*\*square feet



## Policy

*Light industrial areas serve as job centers with office and light manufacturing uses.*

## Guidelines/Strategies

- The area to the south of Fifth Avenue, east of Cassady Avenue, is recommended for Light Industrial uses. This classification is consistent with the existing development and would also support potential office uses. The Fifth Avenue frontage, as noted above, is recommended for Neighborhood Mixed Uses.
- The vacant site along Stelzer, to the south of 11th Avenue, is recommended for Light Industrial use.
- The area to the north of 13th Avenue, west of Airport Authority property and northward to the planning area boundary (I-670) is recommended for Light Industrial uses. This recommendation is consistent with the existing land use pattern. New retail or residential uses are not recommended for this area, but office uses and hotels would be supported along the Johnstown Road frontage.
- Two existing industrial areas north of Fifth Avenue on Cassady Avenue are recommended for Light Industrial uses to reflect their current use. The plan would support alternative uses more consistent with the adjacent development in the case the sites are redeveloped. For the site on the east side of Cassady, residential uses consistent with development to the north and south of the site (Medium Density Mixed Residential) would be supported. For the site on the west side of Cassady, Institutional uses consistent with the existing Institutional uses and/or residential uses consistent with the existing residential uses to the south (Medium Density Mixed Residential) would be supported. Office uses would be supported for the Cassady Avenue frontage of both of these sites. Retail uses are not recommended for either site.
- The property on the north side of Fifth Avenue, due east of I-670 is recommended for Light Industrial uses, recognizing the valued office/laboratory business at this location. Office uses would also be supported.
- Efforts should be made by the community leadership to include existing businesses into civic association activities and create connections between these job centers and neighborhood residents.



*Warehouse Services, in business since 1959, located at the site of the former Rarig Engineering Company.*



**Policy:**

*A neighborhood park, community park or recreation facility (public or private) should be located within one-half mile of all residents.*

**Guidelines/Strategies:**

- Where feasible, consideration should be given to the joint use of schools, churches, and recreational facilities.
- Opportunities to enhance connections to adjacent recreation areas and green space should be explored.
- The Future Land Use Plan map (Figure 10) illustrates a 150-foot stream buffer on each side of Alum Creek, indicating a no-disturb zone meant to preserve the greenway.
- Efforts should be made to expand the existing community garden in East Columbus. Community gardening offers many benefits to neighborhoods, including the provision of fresh food, building community, and improving neighborhood beauty and property values.



**Krumm Park.**

## Principle 2: Transportation

### People will be able to get around by walking, car, transit, and bicycle.

Each neighborhood should benefit from transit service, well connected and maintained sidewalks, on street bike amenities and bike paths that are safe and that link neighborhoods with shopping, cultural facilities, and employment centers.

Transportation-related improvements include recommended improvements to the transportation network to accommodate auto traffic, transit, pedestrians, and bicyclists. This plan builds upon the city's *Bicentennial Bikeway Plan*, the Operation Safewalks program, and other related recommendations (Figure 11).

#### Policy:

*Arterials and collectors should make accommodations for walking and bicycling according to city plans.*

#### Guidelines/Strategies:

- Cassady Avenue should be improved to include three travel lanes, sidewalks, and bike lanes or a multi-use trail.

- Stelzer Road should be improved to add sidewalks, bike lanes or a multi-use trail.
- Johnstown Road should be improved to add sidewalks, bike lanes or a multi-use trail.
- Bike lanes or bike “sharrows” should be added to Fifth Avenue.
- A bicycle/walking trail connection should be established between the neighborhood and the existing/developing Alum Creek Trail.
- A shared use path along CSX rail right-of-way on the southern edge of the planning area should also be explored.
- Sidewalks should be constructed on Cassady, Stelzer, and Johnstown, as identified by the Operation Safewalks Program.
- Gateways should be developed at the primary entrances to the neighborhood.
- Road improvements and enhancements should contribute to a pedestrian friendly, walkable environment.



*A bike lane is a lane dedicated to bicyclists.*



*A “sharrow” is a lane shared by cars and bicyclists.*





# East Columbus Neighborhood Plan Proposed Transportation Improvements

- Cassady Avenue Improvements
- Operation Safewalks Priorities
- ..... Proposed Bicycle Related Improvements
- Existing/Planned Trails



Figure 11



## Principle 3: Urban Design

### New development will respect and contribute to community character.

New investment and development is very important to ensure the long term economic viability of all neighborhoods. Such activity indicates that neighborhoods are safe places to invest private funds, while also providing necessary facilities that benefit residents (new shops, places to work, places to live). Quality new development contributes to the long term economic vitality of a neighborhood and the quality of life for residents. Design guidelines are a means to achieve quality new development.

#### Policy:

*New commercial and mixed use development should utilize sound design to ensure that it accommodates the pedestrian and bicyclist and is integrated with the existing fabric and scale of the given neighborhood.*

#### Guidelines/Strategies:

- Consider the establishment of the Urban Commercial Overlay designation for Fifth Avenue.
- The following guidelines should be utilized in the review of commercial and mixed use development applications in the planning area:
  - Flat, plain building walls should be discouraged. This should be accomplished through the use of changes in color, materials, or relief. As a general rule, building surfaces over 20 feet high or 50 feet in length should be relieved with a change of wall plane or by other means.
  - Front elevations for retail buildings should be divided into increments to mimic traditional storefront widths, consist of 60% or more glass windows at the street level and utilize a variety of treatments and human scale details.
  - Leadership in Energy and Environmental Design (green building) technologies are encouraged for commercial buildings.
  - Signs are recommended to be placed and sized on buildings in keeping with the scale and size of the facades. Blade, wall and awning signs are recommended for buildings on Fifth Avenue (one blade sign and one wall or one awning sign is recommended for any given building). Ground signs are recommended for developments in other portions of the planning area where office or light industrial uses are recommended.
- Freeway, pole signs, billboards, “sign benches,” roof signs, larger overhanging signs, LED and other such electronic or digital signs, or excessively large signs that interfere with visual character are discouraged.
- Buildings should face the street, have an entrance door that faces the street, and enhance the pedestrian experience.
- Convenient, safe, well marked, and attractive pedestrian connections should be provided from the public street to commercial, office, and mixed use building entrances.

#### Policy:

*Parking needs should be balanced with the goals of reducing the impact of development on the natural environment, creating a more walkable neighborhood, and encouraging the use of transit.*

#### Guidelines/Strategies:

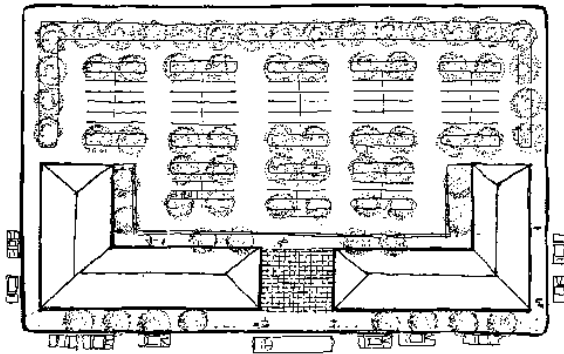
- On-street parking should be provided along street frontages consistent with city transportation policies.



*This building illustrates several design guidelines recommended in this plan.*

## 34 • Plan Recommendations

- Parking should be hidden to the greatest extent possible (located to the rear or side of a building).
- Parking reductions may be appropriate for projects along Fifth Avenue.
- Shared parking arrangements should be encouraged, particularly between users with differing parking demands. Shared parking may only be implemented if an agreement can be developed that is recognized and enforced by both the property owners and city of Columbus.



*Parking that is located behind a building but also provides access to the front.*

### Policy:

*Landscaping and screening should be utilized in order to minimize the impact of non-residential development on adjacent residential uses.*

### Guidelines/Strategies:

- In context with its location, all development should be landscaped and buffered as appropriate. Particular attention should be paid to screening and buffering between commercial and industrial development from residential. Native species are recommended for all landscaping.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.
- Trees greater than six inches in caliper should be protected during and after construction through measures such as protecting the tree root zone and limiting changes to slope.

### Policy:

*Industrial development should be well designed and limit its impact on adjacent land uses.*

### Guidelines/Strategies:

- Buildings should be well designed and consider the use of natural materials on front facades. Remaining elevation treatments should be complimentary in terms of color.
- Buildings should be oriented so that loading, storage, and other external activities and building features that generate noise and other impacts are not facing public rights-of-way or residential or institutional uses. Screening of loading and outdoor storage and activities should comply with applicable city code.
- Parking for customers and/or automobiles should be screened along the public right-of-way.
- Landscaping should be used to soften industrial buildings along front elevations or elevations that face public streets.
- Bike and pedestrian access should be provided.



*Well-designed industrial development.*



**Policy:**

*Residential design guidelines should be used to protect the long term quality and value of the community.*

**Guidelines/Strategies:**

- The design of new housing, housing additions and garages should be compatible with other housing from the neighborhood with respect to height, width, windows, doors, and setbacks.
- New housing should face the public street.
- New garages should be located behind the house/ apartments and served by alley access if available.
- Leadership in Energy and Environmental Design (green building) technologies are encouraged for residential buildings.
- New houses should include front porches that are at least eight-feet deep.
- Housing developed on the primary corridors as multi-family or mixed use/multi-family development should include design treatments such as the use of front stoops and/or porches, having primary building entrances fronting the street, the use of balconies that face the street, small plazas, etc to ensure they contribute to street life.



*East Columbus includes some beautiful historic homes.*



*The Cape Cod style home is predominant in East Columbus.*



*An example of mixed use development that would be appropriate on Fifth Avenue.*



### Development Opportunity Sites

The plan presents three development concepts. The design concepts are meant to illustrate a vision for future development. Each development concept is consistent with the development guidelines from the plan. Staff analysis and public input suggested that these sites presented future development opportunities. It is important to note that the city does not own these sites, nor does it plan to acquire these sites.

#### Fifth and Cassady

The first development concept is for the intersection of Fifth and Cassady, which is the primary intersection of the East Columbus community. Currently, the four corners consist of an auto repair business, vacant lot, warehouse structure (former potato chip plant) and the Rectory of St. Thomas the Apostle Church. The photos on this page are of the Rectory and a sculpture on the site.

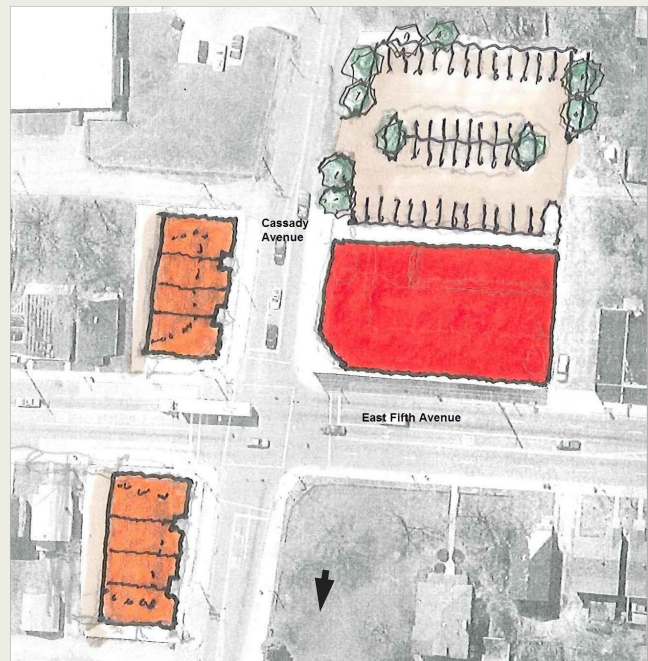
A site plan illustrating the development concept for this intersection is shown on the lower right portion of this page, with a rendering of the concept on the following page.



*Sculpture on the St. Thomas the Apostle Rectory site.*



*The St. Thomas the Apostle Rectory at Fifth and Cassaday.*



*The site plan for the development concept at Fifth and Cassady, illustrating retail development on the southwest corner, and multifamily/retail on the north and southeast corners.*



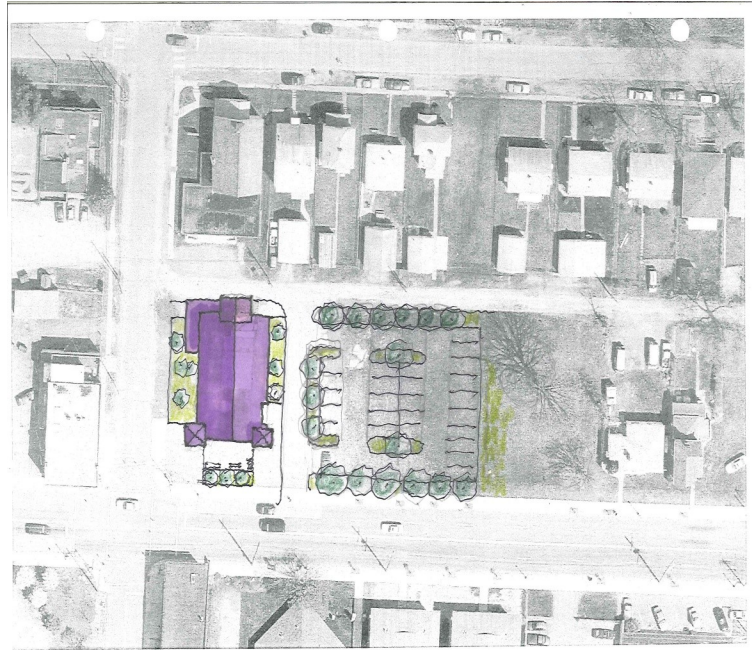


*This is a rendering of the development concept for the corner of Fifth and Cassady. A two-story building is shown on the southwest corner (top right of drawing) with retail on the ground level and either office or residential above. Parking for that building is located behind it, to the south. The southeast corner (top left of drawing) is a three-story multifamily building. The northeast corner (bottom, left in the drawing) is a two story building with retail on the ground level and office or residential above. The existing St. Thomas Rectory and site is shown on the northwest corner (bottom right in the drawing).*

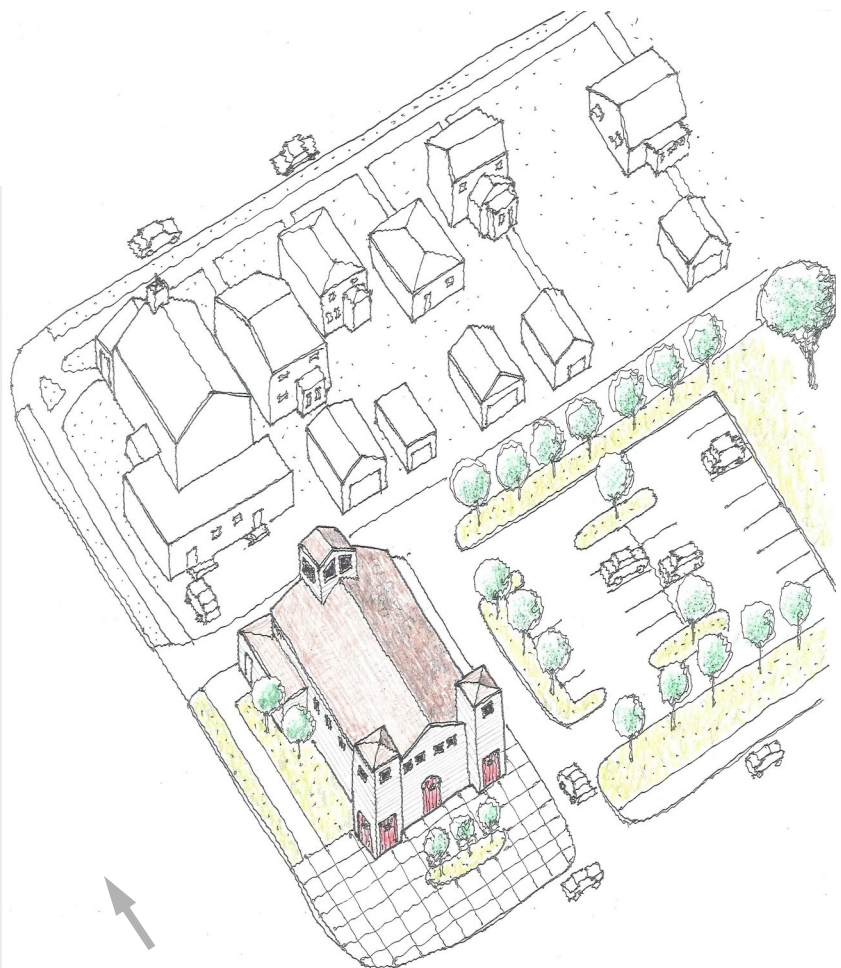
### Fifth and Rarig

This page illustrates a concept for a new church at the northeast corner of Fifth Avenue and Rarig Avenue. The site is currently a vacant lot owned by the Living Word Church of Columbus, which has an existing facility at the corner of Sixth and Rarig.

The concept shows a new building for a church that faces Fifth Avenue. A small plaza is shown in the front of the new building and would enhance the structure's presence on Fifth. The existing building is also shown in the concept and would presumably be used for supportive church activities. Parking for the new building is shown to the east (right). Additional parking would be possible further east. Public input during the planning process expressed some concern that adequate parking would be provided for a new church building on Fifth Avenue. The concept is shown with the understanding that parking standards would be addressed during any development review phase.



*Site plan for the development concept showing a new church at the northeast corner of Fifth and Rarig.*



*Rendering for the development concept showing a new church at the northeast corner of Fifth and Rarig.*



### Senior Housing on Fifth

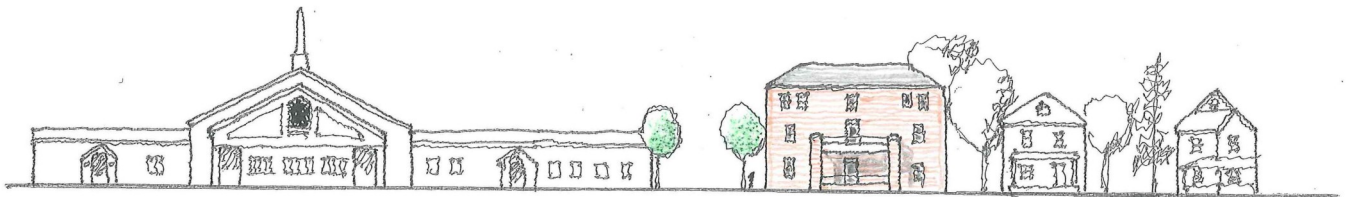
This page illustrates a concept for senior housing on East Fifth Avenue, just west of the Corinthian Missionary Baptist Church (pictured below). A site plan for the concept is shown to the right. The rendering on the bottom of the page shows the existing church with the senior housing to the west (right) of the church. The concept is for a three-story building with a porch feature to make it compatible with the existing houses. Additional housing units, a courtyard feature, and parking to the rear of the site are shown in the site plan. This concept is consistent with the plan recommendation of mixed uses on Fifth Avenue, including multifamily housing that addresses the street.



*Corinthian Missionary Baptist Church.*



*Site plan for the development concept showing senior housing on Fifth Avenue.*



*Rendering for the development concept showing senior housing on Fifth Avenue.*

### Scattered Site Concepts

The illustrations to the right show the potential that minor improvements to existing buildings can make to the neighborhood's business district.

Nick's Market is a valued neighborhood grocery. An existing photo of Nick's Market, located on East Fifth Avenue, is shown in the top right photo. The photo on the bottom right illustrates potential improvements, including a new awning and the removal of several flyers/graphics.

While not a development concept developed for the *East Columbus Neighborhood Plan*, a rendering of the proposed Mosaic Community Healthcare Center is shown below. Mosaic would be located at the intersection of Sixth Avenue and Gould Road and provide affordable primary care to the medically underserved.



**Nick's Market.**



**Proposed Mosaic Community Healthcare Center.**





# PLAN IMPLEMENTATION

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

Major implementation elements include:

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

## Organization, Education and Outreach

Organizational, educational and outreach mechanisms can play a key role in neighborhood plan implementation. Potential mechanisms include:

- Assign plan implementation to the East Columbus Civic Association.
- The Planning Division could serve as a limited resource to the Civic Association in its plan implementation efforts. Other city departments/staff may also provide assistance as necessary.
- Utilize a website and email to supplement existing information distribution system.
- Ensure copies of the plan and/or its executive summary are distributed to key stakeholders and community agencies.

## Plan Amendment and Revision

Neighborhood plans should be regularly reviewed and updated to ensure timeliness and relevancy. Minor amendments and brief updates may be considered on an as-needed basis.

## Development Review Checklist

The development review checklist summarizes the plan's development guidelines and recommendations. It is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment. Guidelines from the plan are not city code. But as part of a city adopted plan they serve as city policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered and optimally included in a proposed development.

The development review checklist is also intended as a means to provide a clear, concise record of stakeholder input in each stage of project consideration.

Users of the checklist are strongly encouraged to review additional background information for each item on the checklist by referencing the relevant plan section. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies.

Recommendations regarding the use of the development review checklist include:

- Applicants for a zoning and/or variance are encouraged to review the development review checklist and incorporate its provisions in their proposals.
- The East Columbus Civic Association should use the checklist to review and comment on development proposals.
- The Planning Division and other city departments should also use the checklist to review development proposals.



## Development Review Checklist

General Guidelines and Recommendations				
Guidelines	Yes	No	N/A	Notes
Developer has reviewed the recommendations of the East Columbus Neighborhood Plan?				
Has a site plan of the project been submitted?				
Is the proposal consistent with the Land Use Plan? (p. 27)				
Does the proposal consider opportunities to enhance connections to adjacent recreation areas and green space? (p. 30)				
Does the proposal plan to protect trees greater than 6 inches in caliper during and after construction? (p. 34)				
Does the proposal consider the landscaping and screening recommendations? (p. 34)				
Does the proposal, if in the vicinity of Alum Creek, maintain an adequate buffer from the Creek? (p. 30)				
Does the proposed road improvement provide for pedestrians and bicyclists? (p. 31)				

Commercial Related Guidelines and Recommendations				
Guidelines	Yes	No	N/A	Notes
Does the building design avoid flat, plain building walls by using changes in color, materials, or relief? (p. 33)				
Does the building design include a façade divided into increments to mimic traditional storefront widths and consist of 60% or more glass windows at the street level? (p. 33)				
Does the building face the street and include an entrance door that faces the street? (p. 33)				
Have "LEED" technologies been considered for the proposed building(s)? (p. 33)				
Is the proposed signage appropriate according to the guidelines listed on p. 33?				
Does the proposal include convenient, safe, well marked, and attractive pedestrian connections from the public street to the building entrance. (p. 33)				
Is parking hidden to the greatest extent possible (located to rear or side of building)? (p. 34)				
If proposal is for development on Fifth Avenue, are parking reductions being considered? (p. 34)				
Is a shared parking arrangement being considered? (p. 34)				

## Development Review Checklist

Industrial Related Guidelines and Recommendations				
Guidelines	Yes	No	N/A	Notes
Is the building well designed and consider the use of natural materials on the front façade? (p. 34)				
Is the building oriented so that loading, storage, and other external activities and building features that generate noise are not facing public rights-of-way or residential or institutional uses? (p. 34 )				
Is parking screened along the public right-of-way? (p. 34)				
Is landscaping used along front elevations or elevations that face public streets? (p. 34)				
Is bicycle and pedestrian access provided to the building? (p. 34)				

Residential Related Guidelines and Recommendations				
Guidelines	Yes	No	N/A	Notes
If the proposed density consistent with the density related recommendations from the Land Use Plan? (p. 27)				
Is the design of any new housing, housing additions and garages compatible with other housing from the neighborhood with respect to height, width, windows, doors, and setbacks? (p. 35)				
Does the proposed housing face the street? (p. 35)				
Is any proposed garage located behind the housing and served by alley access (if available)? (p. 35)				
Have “LEED” technologies been considered for the proposed building(s)? (p. 35)				
Does the proposed housing consider the inclusion of a porch that is at least eight feet deep? (p. 35)				
If the proposal is for multifamily or mixed use/multifamily development on a primary corridor, does it include design treatments such as the use of front stoops and/or porches, having primary building entrances fronting the street, the use of balconies that face the street, small plazas? (p. 35)				



## Action Oriented Recommendations

The *East Columbus Neighborhood Plan* also includes recommendations that are action oriented. Rather than being used for the review of development proposals, they are pro-active in nature and require specific steps on the part of neighborhood leaders in cooperation with other stakeholders, including the city of Columbus. The chart below lists these action-oriented recommendations.

Recommendation	Notes/Resources
Efforts should be made by the community leadership to include existing businesses into civic association activities and create connections between job centers and neighborhood residents. (p. 29)	
Where feasible, consideration should be given to the joint use of schools, churches, and recreational facilities. (p. 30)	
Opportunities to enhance connections to adjacent recreation areas and green space should be explored. (p. 30)	
Efforts should be made to expand the existing community garden in East Columbus. (p. 30)	
Cassady Avenue should be improved to include 3 travel lanes, sidewalks, and bike lanes or bike trail. (p. 31)	
Stelzer Road should be improved to add sidewalks, bike lanes or bike trail. (p. 31)	
Johnstown Road should be improved to add sidewalks, bike lanes or bike trail. (p. 31)	
Bike lanes or bike “sharrows” should be added to Fifth Avenue. (p. 31)	
A bicycle/walking trail connection should be established between the neighborhood and the existing/developing Alum Creek Trail. (p. 31)	
A shared use path along CSX rail right of way on the southern edge of the planning area should be explored. (p. 31)	
Sidewalks should be constructed on Cassady, Stelzer, and Johnstown, as identified in the Operation Safewalks Program. (p. 31)	
Gateways should be developed at the primary entrances to the area. (p. 31)	
Consider the establishment of the Urban Commercial Overlay designation for Fifth Avenue. (p. 33)	



City of Columbus  
Department of Development  
Planning Division