PORT COLUMBUS Area Development Partnership

Joint Economic Development Strategy

City of Columbus / City of Gahanna / City of Whitehall Working Cooperatively with the Columbus Regional Airport Authority

April 7, 2008

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Port Columbus Area Development Partnership



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The Working Croup expresses its appreciation to the CRAA for hosting its meetings.

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LETTER FROM MAYORS

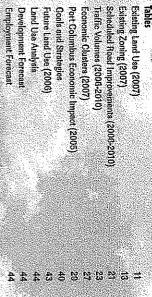
PORT COLUMBUS Area Development Partnership

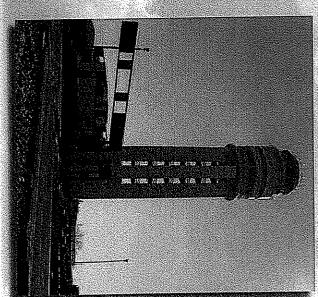


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Executive Summary

Overview

The Port Columbus Area Development Partnership is comprised of the cities of Columbus, Gahanna, and Whitehall, it was announced by Columbus Mayor Michael B. Coleman at the 2007 State of the Gity, with Mayors Becky Stinchcomb of Cahanna and Lynn Ochsendorf of Whitehall present at the address.

"Together, we can bring more focus and investment to the area than if each community tried to do it alone. Each of us truly believes that this partnership will make all of the communities economically stronger. Cahanna's adjacent redevelopment area includes our current effort with the Central Ohio Community Improvement Corporation, which will clean up and redevelop the Bedford landfill into Central Park of Cahanna. This effort alone has the potential to develop up to 1.2 million square feet of new space and house 4,000 jobs in the partnership district," said Cahanna Mayor Stinchcomb.

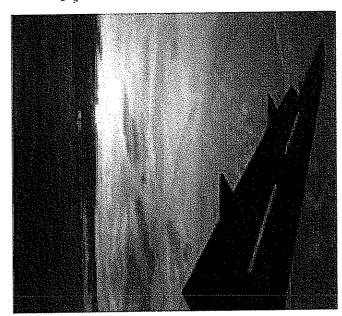
The jurisdictions are crafting joint economic development strategies that can be adopted to coordinate future land-use planning, infrastructure investment, service delivery, development incentives, and marketing efforts for the entire area around Port Columbus International Airport.

"just as we are building the logistics and distribution industry with thousands of new jobs around Rickenhacker's Advanced Logistics Hub, we need to focus on building a stronger economy tied to Port Columbus International," and Mayer Coleman. "By cooperating, we can make sure this aren thrives with new companies, relocations and growth for the next 30 years."

The airport area is already one of the largest jobs centers in Centrel Ohio. According to the Columbus Regional Airport Authority (CRAA), Port Columbus supports about 23,580 jobs with aver a \$025 million annual payroll, and generates a total of \$2.2 hillion in annual economic activity. The jobs at Port Columbus alone make it the area's 12th largest employer. Within the proposed Airport Area Development District there are currently 1,900 businesses with 30,000 employees and an estimated \$500 million annual payroll.

"The Airport Authority looks forward to continued partnerships with the cities of Columbus. Cahanna and Whitehall to further economic development for the residents of our conmunity," said CRAA President & CEO Elaine Roberts.

The three jurisdictions and other regional portners have worked together on many important projects in the Airport area in recent years, including: Port Columbus' recent investments and planned expansion, Stelzer Road Interchange improvements, redevelopment of the Bedford landfill, the new Veterans Administration Hospital, DSCC expansion, and the headquartering of DSW.



The following are several key economic facts regarding the planning area:

- 4 Jeb Generation. Port Columbus supports about 23,500 jobs with over a \$625 million annual payroll, and generates a total of \$2.2° billion in annual economic activity, based on a 2005 economic impact study prepared for the Airport Authority. There are 5,828 on-airport jobs at Port Columbus, making it the 12th largest employer in the MSA.
- Economic Base. Within the Port Columbus Area Development District, the economic base consists of 1,000 businosses with 30,000 employees according to Federal employment data.
- Economic Potential. What are the economic potentials for the district? The plan identifies 675 acres of new mixed use development, representing about 5:0 million square feet and almost 24,000 new jobs. In addition many existing businesses have space to expand generating additional jobs, such as DSCC.
- Gusters. The major economic clusters represented in terms of number of businesses include Wholesale Trade, Construction, Manufacturing (Metal), and Accommodation/ Food. The major employment clusters represented in terms of number of employees include Professional/Scientific/Technical, Retail Trade (Auto/Furn/Food/Gas). Construction, and Wholesale Trade. Future business and job creation will focus on offices, medical related businesses, logistics, hospitality and food, and transportation. Most importantly, there is significant potential for aeronautical-based business growth.
- Economic Assets. Economic assets in the district are physical, locational, or economic attributes that support business activity in the planning area. Examples are: Port Columbus international Airport and related facilities and support businesses; intereste highway access via 1-970 and 1-270, arterial access via Cossady Avenue, Stelter Road, E. Fifth Avenue, Broad Street, Taylor Road, and Hamilton Road; rail access via CSX on the south-side of Fifth Avenue; lodging, restaurant, and rotal facilities that support economic activity in the planning area; rental car facilities at Port Columbus; vacant or under developed properties; and economic clusters.
- Airport Expansion. Port Columbus International Airport is planning to replace its southern runway about 702 feet further south, construct a new terminal west of the existing terminol, enhance the existing terminal to accommodate a passenger activity level of 6 million annual emplanements, and construct a consolidated car rental facility.



Airport-Related Economic Development

Partnership. summarized here are of great interest relative to the Port Columbus Area Development relationship. This is a subject area with limited academic attention, but the findings airports and economic development with the purpose of gaining understanding of this This section of the Executive Summary presents the results of a literature search-regarding

provides context for undertaking the Port Columbus Area Development Partnership strategy development that constrains airport operations (Weisbrod and Reed, 1993). This discussion growth and development around airports, often leading to either under development or over the supporting infrastructure. Historically communities have not seen the value in planning justification for public investments in new sipport construction and expansion, as well as Reed, 1993). Airports generate jobs and attract new business, both of which can serve as been increasingly serving in a catalytic role for local economic development (Weisbrod and business markets have become more national and international in scope, airports have Airports can serve as important economic engines for local communities. In fact as

Airports as Economic Development Catalysts

analysis is the Airport Area Economic Development Model (Weisbrod and Reed, 1993). corridor easily accessible to the airport, and 4) elsewhere in the region. The source for this are organized by 1) at airport, 2) adjacent to the airport, 3) vicinity of the airport or along a There are numerous ways in which airports serve as economic development catalysts. These

- At the Airport. Airport employment is dependent upon aviation activity. The number of (e.g. international gateway versus regional transfer hub versus local origin/destination commercial flights and the mix of locations served defines the type of airport function freight services, and government activities (immigration). services, passenger services (restaurants, shops, car rental and ground transport), air point). Employment generated by airport function includes: airlines, aircraft support
- Adjacent to the Airport. Activities immediately adjacent to commercial airports freight forwarding, customs and a foreign trade zone). Employment levels are directly proportional to the corresponding magnitude of the airport function. restaurants, car rental facilities), and airport-related freight services (shipping, aircroft maintenance services), services for airline employees and passengers (hotels typically include: services directly supporting airport operations (flight kitchens

- Vicinity of the Airport and Airport Access Corridor. The greatest concentration of business activity around an airport is within about four miles of the airport or along the access business activity due to proximity to the eirport). that employment growth within this ring can be two to five times faster than in the weight ratio -- electronica, optics and measuring instruments). The authors also found forwarding, warehousing and high-tech oriented businesses having a high value-toairport for their operation, but value a nearby location (air transport services, freight (gas stations, lodging, retail) and "attracted" businesses that do not rely directly on the corridor within 15 minutes of the airport. Business activity includes "spin-off" businesses suburban ring of the metropolitan area in which they are located (e.g. a concentration of
- Elsewhere in the Hetropolitan Area. Airports may serve as an attractant, shifting business linked to the airport because of growth of airport-related businesses (e.g. goods and may be one factor that attracts businesses to the metropolitan area, but not necessarily activity away from other locations in the metropolitan area. The quality of air service services providers). near the airport itself. Some business growth in the metropolitan area may be indirectly

Factors Affecting Business Attraction and Land Development

vicinity land development: sirport market orientation, transportation access, and urban land There are three key factors that affect the timing, magnitude and character of airport development patterns (Weisbrod and Reed, 1993).

Airport Market Otlentation. The mix of airport activity affects the nature of business demand for logistics facilities will occur at that location. As an aside, airports with layovers). Because freight business is predominantly located at Rickenbacker, the supporting business travelers may also increase (trade, conference, meetings, and destination passenger demand can result in increasing demand for passenger services destination traffic and a predominance of passenger service (versus freight). The attraction and land development. Relative to Port Columbus that mix is origin/ international service can also find more international business activity taking place in and hotels. As passenger traffic increases at Port Columbus the demand for services

- Transportation Access and Land Development Patterns. The local pattern of ground transportation and the development pattern will affect the pace and scale of business lots and in some cases a mix of residential and commercial uses. development pattern found to the west and south of the sirport, which reflects smaller maintained, in some cases, as the highway system. Another constraint is the older business chisters (e.g. Easton). However, local arterials have not been as well excellent highway access and its location between Downtown and several suburban activity - both as a constraint and as an opportunity. Port Columbus benefits from
- of businesses, the ability of local sirports to handle corporate jets and provide reliable transporting key corporate staff, and transporting supply contractors. For these types include aerial surveying, delivering products, receiving supplies, transporting clients, with an airport itself (Weisbrod and Reed, 1993). Business activity that can be attracted aircraft, such as Netjets, will attract business activity beyond those directly associated General Aviation Airport Facilities. Facilities for charter aircraft and private corporate service for night and inclement weather conditions can be a critical business location

Airport Passenger Activity and Economic Development

airport passenger activity and economic development. Passenger boardings per capita and There has been some economic analytical work that has considered the relationship between employment growth in the nation's largest metropolitan areas (Green, 2006). passenger originations per capita can be powerful predictors of population growth and

to boost airline service by expanding the number of cities directly served by a given airport. This relationship fosters intercity agglomeration economies, which is the basis for argument The quality (and quantity) of airline service matters to businesses because it enhances the goods-related employment (Brueckner, 2003). This suggests that air travel is less important cities, attracting new firms to a metropolitan area and stimulating employment at established ability of face-to-face contact with business collaborators in other cities (Brueckner, 2083). level of passenger enplanements, facilitates face-to-face contact with businesses in other for example. It can then be inferred that poor airline service can be an impediment to urban for such firms than for service-related business. a one percent increase in service employment, but has no effect on manufacturing and other enterprises. A 10 percent increase in passenger enplanements in a metropolitan area leads to economic development. Frequent service to a variety of destinations, reflected in a high



Policy Foundation and Goals

Partnership and the supporting goals This section presents the policy foundation for the Port Columbus Ares Development

Policy Foundation

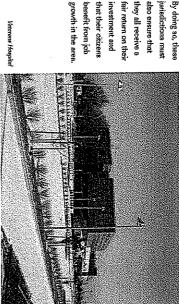
their jurisdictions surrounding the airport are important to their communities and the Central Columbus, Cahanna, and Whitehall understand that Port Columbus and the areas within

projects in the area including the Port Columbus Airport expansion, Stelzer Road interchange These communities want to build on the cooperation and momentum of many important improvements, redevelopment of the Bedford landfill, the new VA hospital, DSCC expansion.

to grow in strength and becomes a premier economic engine and jobs center for their By working together, these jurisdictions believe they can assure that this area continues communities and the region for decades to come.

land use planning, infrastructure investment, service delivery, development incentives, and to work together to develop and adopt a joint economic development strategy to coordinate To optimize this partnership, these jurisdictions understand that it will require all of them marketing efforts,

growth in the area. they all receive a benefit from job that their citizens investment and fair return on their also ensure that jurisdictions must



Veterans Hospital

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The Port Columbus Area Development Partnership Agreement:

and infrastructure improvements throughout the joint planning area. The Partnership is comprised of the aftes of Columbus, Gaharata, and The Part Columbus Area Development Partnership has been established to Jointly guide economic development, land use, urban design,

to new Jobs through new business growth and recruitment of companies from ourside Central Ollos and 3) do not recruit companies from a make this area a premier jobs center and to create and retain jobs for our citizens. As we pursue this mission we will assure that our efforts To this end, our jurisdictions agree to create the Part Columbus Area Development Partnership with the mission of working in partnership to 1) promote investment, cooperation, and coordination for business development opportunities; 2) position the area to compete effectively.

This Partnership will:

- Set the documentes for a "point economic development strategy" planning area in and around Part Columbus and within parts of Columbus, Galianna, Whitehall, and Franklin County;
- 4. Develop and execute a work plan for the "Joint economic development strategy" that coordinates land use planning and identifies and aligns public improvements and services, development incentives, and marketing efforts necessary to recruit and secure private
- Levenge planning and funding for the area by engaging other stakeholders, including the Columbus Regional Aleport Authority, Frenklin private sector interests to participate in the partnership, as appropriate: County, State of Ohio, Veterans Administration, DXCC United States Covernment, Chainees R Wylle Veterans Administration Hospital, and
- Establish procedures to encourage the purchase of goods and services from businesses and hiring of citizens from the participating Jurisdictions in the development of this area; and
- Determine and execute the best type of agreements between the Jurisdictions to assure that we adopt a strategy to achieve our mission and that the partnering unisolations all receive fair and appropriate benefits and revenues from our respective investments and



Policy Foundation and Goals (continued)

- Budiness Sector Priorities. Economic development efforts will focus on the business sectors that are most appropriately located in and around Port Columbus:
- aeronautical related professional/scientific/technical
- accommodation/food/retail
- light/high tech materiacturing
- wholesale trade
- **Bushess Retention and Expansion Strategy.** Retention, expansion, and attraction of businesses that are consistent with these business sectors will be the primary focus of economic development efforts.
- Economic Assists. The economic assets critical to further economic development in the Partnership planning area will be protected and enhanced, including land, roads, transit service, rail service, sidewalks and bikepaths, communication, stormwater drainage, and gateways.
- Supporting Altport Operations. Future development, including expansion of existing development, will be consistent with and not impede air traffic operations and any future expansion of Port Columbus.

Airport improvements. CRAA will continue to make physical improvements to

the airport facilities, expand air servics, and enhance passenger and business

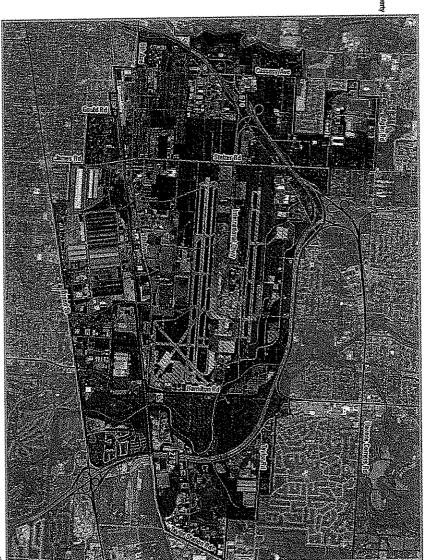
- Joint Marketing. The Partnership will develop joint marketing tools to implement the economic development vision of this plan, including a land and building inventory, website, marketing materials, and outreach strategy.
- Environmental Enhancement. The Portnership will work jointly to address environmental constraints and opportunities, thereby improving the environmental assets in the planning area.

Study Area

Legend

Study Area

ZZZ Airport Property





Plan Summary

Columbus while encouraging expansion and infill development on appropriate sites. proximity to Port Columbus and the businesses that meet the plan goals, as well as The overall intent is to create a high quality employment center that capitalizes on its The plan seeks to bring organization to the development pattern surrounding Port highway access. The key concepts include:

- Strengthening existing commercial nodes
- Establishing new mixed-use nodes
- Strengthening light industrial and office uses
- Supporting airport expansion
- Maintaining sensitivity to noise contours
- Connectivity through improvements to the road network and bikeways

not increase is 675 acres of new development, representing 5.9 million square feet of total development, yielding a potential employment base of 56,215 jobs. The actual development yield in the forecast represents an estimated 24 million square feet of development, and 174 acres of light industrial development. The non-residential development and 23,961 jobs. industrial development, 267 scres of office development, 334 acres of commercial The detailed Land Use Plan forecasts the potential for 1,830 acres of office and light

in terms of urban design, site design, landscaping and screening, lighting and signage. light industrial, and mixed use development, as well as to establish higher standards Development standards are included in the plan to guide future investment in office,

Implementation actions recommended in the plan include:

- Formalizing the project working group
- Establishing an aimusi work program
- Establishing a brand and marketing strategy
- Prioritzing opportunity sites
- Facilitating major infrastructure projects

concepts for five key opportunity sites in the city of Columbus, specifically Weodland Plaza (13.3 acres on the west side of Stelzer Road). VA Triangle (11.4 acres located Detailed site concepts are presented in the Appendix to demonstrate the plan's at the intersection of Stelzer and James Roads opposite the new VA clinic). Morrison Road-and Edwards Lundfills (72.4 acres located west of 1-270) and two opportunity sites located on Stelzer Road on the north side of 1-670 that total 63.3 acres.

Jurisdictions

Airport Property study Area

Gahanna Wittehall

🍱 Milfiin Townshij





Existing Conditions, Trends and Analysis.

Overview

Existing Land Use Planning and Zoning 1

Infrastructure

Environmental Factors

- 21







Existing Conditions, Trends and Analysis

Overviev

This second chapter of the Joint Economic Development Strategy summarizes and assesses existing conditions in the planning area. These existing conditions define constraints and opportunities for future economic development. The chapter addresses existing land use, planning, zoning, environmental factors, infrastructure, and economic base.

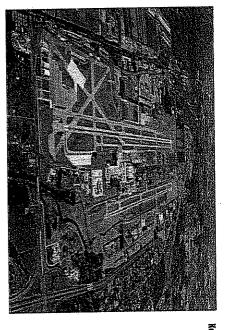
The planning area contains about 6,859 acres (or 10.7 square miles), with the following boundaries:

- Agler Road/US82 on the north;
- Hamilton Road/Taylor Road/Taylor Station Road on the east:
- Broad Street on the south; and
- Stelzer Road/Allegheny Avenue/Cassady Avenue/I-070/Alum Creek on the west.

The bulk of the planning area (4,355 acres or 63%) is located in the city of Columbus, with 833 acres (12%) located in the city of Columbus, and 1,066 acres (16%) located in the city of Whitehell. About 436 acres (6%) are located in Wiffin Township, principally along Johnstown Road.

Key Findings

- Altport area is a regional economic engine. The planning area has a significant economic
 base of 400 businesses and 19,000 employees. The businesses are obustered in
 several key business sectors: Wholessle Trade, Construction, Manufacturing (Metal),
 and Accommodation/Food, Professional/Scientifity/Technical, and Retail Trade (Auto/
 Furn/Food/Css).
- Port Columbas is a regional economic engine. Port Columbus itself supports obout 23,500 jobs (2.1 percent of MSA) with a \$024.9 million annual poyroll, and generates a total of \$2.2 billion in annual economic activity (3.1 percent of the MSA). There are 5,828 on-airport jobs at Port Columbus, making it the 12th largest employer in the MSA.
- Investment activity underway. Major new construction projects are either underway (Chalmers C. Wylie Veterans Clinic, US Army Reserve Center at DSCC) or in the planning stages (Port Columbus second terminal, relocation of the south-runway, and related additions.)



- Land are dominated by airport and industrial uses. Port Columbus occupies 35% of the planning area, with light industrial uses occupying another 26% (1,031 acres) and commercial uses another 9% (544 acres).
- 4 Zoning supports continued economic developments. Land use policies and existing zoning support sublitional light industrial and commercial development around the airport. The Airport Environs Overlay and related noise contours place restrictions on the development of certain noise-sensitive uses, such as residential.
- Invironmental constraints are limited to floodplains and stormwater management. The Big Walnut Creek 190-year floodplain is a significant environmental constraint east of the airport. Stormwater issues downstream from Port Columbus and DSCC are significant for Whitehall; but solutions are under consideration.
- Vacant and enderdereloped property supply is somewhat finited. The plenning area contains a limited number of undeveloped percels suitable for larger scale office, light industrial, or commercial development. Redevelopment opportunities must be considered for underdeveloped percels.

Key Planning Issues

- Supporting and expanding the economic engine anchored at Port Columbus. The overriding goal of this strategy should be to support and expand the economic activity that is anchored at Port Columbus and nearby businesses, particularly in the face of an expanding region and increasing competition from other communities.
- 4 Economic dusters should be promoted, but may impact some existing business. Moximizing economic clusters while discouraging new investment that is inconsistent with plan recommendations could be a policy challenge. Underdeveloped properties are occupied by such uses as automotive repair.
- Infrastructure needs must be strategically addressed. Stomwater, road and infrestructuro needs should be funded and implemented to maximize development potential and minimize impacts on adjacent communities. All political jurisdictions should target their infrastructure investments to fulfill the goals and strategies of this plan, recognizing the need for additional revenue sources.
- Rew development and redevelopment must be cognisent of constraints, yet shalls upon dose proximity to Part Columbus. Development recommendations for vacant parcels must be cognisant of development constraints and opportunities, while maximizing close proximity to Port Columbus. Underdeveloped parcels must be clearly identified and redevelopment potentials recommended that build upon the synergy of close proximity to Port Columbus.
- Economit branding opportunities must be fully explored. Branding opportunities should be identified in this plan as a means of strengthening the role played by the planning area in the regional economic marketplace of Central Olino. Branding opportunities are available within the Port Columbus turminal to introduce visitors to Central Olino.
- Consistent and high development standards necessary for economic brandings. Consistent
 dovelopment standards should be paressed that provide for a "high end" corporate
 business environment, reflecting recent investments at Air Conter and other similar
 husinesses.
- Consistent and equitable public intentive policies should be considered among the public sector partners. Incentive policies should be reviewed and adjustments considered to ensure

equitability among participating jurisdictions.



Existing Land Use, Planning and Zoning

adopted planning policies and zoning for the three jurisdictions (Columbus, Gahanna, and Whitehall). The Port Columbus master plan is also summarized. This discussion frames the land use decisions in and around the Airport. development pattern in place today, as well as the policy foundation that has been guiding This section describes the existing land use pattern found in the planning area, as well as

Existing Land Use

The source of data regarding existing land-use is the Franklin County Auditor's Office data system used for property appraisal purposes. Port Columbus International Airport is the argest single concentration of land use in the planning area, occupying 2,185 acres or 36%

Station roads. west of the Airport in scattered locations, and in Cahanna around Claycraft and Taylor area. Concentrations are found along E. Fifth Avenue between Port Columbus and DSCC Light Industrial and Warehouse uses occupy 1,631 acres or about 27% of the planning

cer rental facilities, lodging, retail, and services such as vehicle repair (a cluster is located north of Fifth Avenue and east of Stelzer Road). Commercial uses are scattered within and around the Airport (Stelzer at 1-670, and on the Airport proper) and along Hamilton Road. Commercial uses occupy 544 acres or 6% of the planning area. These uses typically includ

occupy traditional suburban office park locations with freeway frontage. Road and Broad Street corridors and in Oahanna along 1-270. For the most part these uses Office uses occupy 187 acres or 3% of the planning area. This is concentrated in the Stelen

throughout the pluming ares, with the largest percels torated west of Stelzer Road at 1-670 industrial areas east of 1-270. Vacant land occupies 593 acres or 10% of the planning area. Vacant pancels are scattered Air Center location, Poth Road east of DSCC, and scattered sites in Cahama's office and (proposed for car rental facility by Port Columbus), adjacent to Columbus International

Residential uses occupy 582 acres or 9% of the planning area. These contain mostly Broad Street. Single-family uses tend to be large lot remnants that predate urbanization in are four major concentrations of multi-family development scattered on James Road and multi-family developments at 218 acres and single-family home sites at 355 acres. There

Existing Land Use

Convencial Study Area

Office

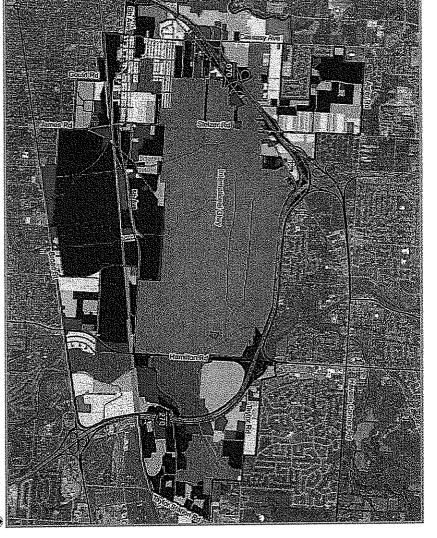
institutional Industrial (Light)

Орен Ѕрасе Agriculture

Vacant

Airport Property

Utilities/Hail Roads Mixed Use Residential





Cahanna north of Airport Golf Course, but does not include other publicly-owned parkland such as the golf course and Whitehalf's park facility further south on Hamilton Road. Open space occupies 338 acres or 6% of the planning area. This includes land within

- Commercial uses that include vehicle repair could be inconsistent with the plan recommendations.
- Converting sites with low development potential into high development potential can be challenging

Existing Land Use (2007)

Landlise	Acres	Percentage
Apploid	8.83	0.15%
Commercial	544.74	8.97%
hdusinial (Light)	1,631.62	26.85%
Institutional	11939	197%
Hined Use	136.53	2.25%
Office	187.35	3,08%
Open Space	338.90	5.58%
Residential	582.53	9.59%
Utilities and Rail Roads	72.69	120%
Vacent	\$9,665	9,77%
Airport	2,185.00	35,96%
Tetal Etai	6,075.90	189

Source: Franklis County Auditor

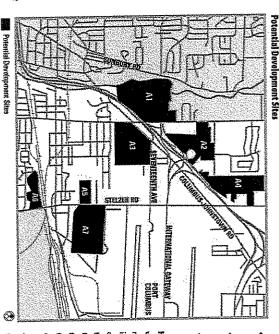
Adopted Plans

area, as well as the status of key plan recommendations This section addressos official land use plans adopted by a jurisdiction within the planning

Plan (1989), and the Northeast Area Plan (2007). Applicable adopted plans are the Comprehensive Plan (1993). I-670 Corridor Development

> Comprehensive Plan (1993). The Comprehensive Plan recommended establishing industrial/ office development districts north of 1-670 in and around Cassady Avenue and Stelzer Road.

a "greenbelt" linking the Downtown and Port Columbus, framed by office purks, light and around Port Columbus. The overall development objective of the plan was to create and private investment and economic development in the corridor between Downtown for the 1-670 Corridor Development Corporation, which was established to guide public miscellaneous repair services special trade contractors, trucking and warehousing, wholesale trade, business services, and industrial perks and highway uses. The targeted industries were printing, instruments, l-670 (arrider Development Plan (1989). The *I-670 Corndor Development Plan* was prepared



Within the Airport Subarea, seven potential development sites were noted (sill on the western edge of the Airport). Please see the accompanying map.

- Subarea 4-1 was recommended for an executive office park with office buildings, hotels restaurants, and convention uses. This subarea has developed in that fashion.
- Subarrea #-2 was recommended for service retail and other technical repair-type businesses, including office and warehousing (flex space). This suberea is under consideration by the Airport Authority to focute a combined rental car facility.
- Subarea A-3 was recommended as an industrial park. Today this area contains a variety of
- Subarea A-5 was recommended for an expansion of Airway Industrial Park. The site is Subarra. A4 was recommended for industrial uses. The subarra currently contains a number of large lot single-family home sites
- Subarea 6.6 was recommended for manufacturing uses. It is the site of a city of currently undeveloped.
- Subares A-7 was recommended for Airport-related or Airport-dependent uses. Currently the subarea contains a mix of business uses.

Columbus stomwater management facility.

to 1-670. Efforts should be made to preserve and enhance this tributary as a greenway as to this area. As previously indicated, a tributary or remnant of a tributary of Big Wahrest opportunity is enhanced through the current project that is providing senitary sewer service is planned to add to the existing residential uses on the east side of Stetzer Road. This recommendations. To the south of Agler, low density single family residential development working with the northeast community. The following text summerizes the plan Hartheast Area Plan (2007). The Northeast Area Plan, was updated by the city of Columbus, to preserve and enhance this tributary as a greenway as development occurs. McGutcheon Creek exists on the east side of Stelzer from McCutcheon to I-670. Efforts should be made

The area to the south of Georgia Road on the east side of Stelzer and the west side of Stelze the existing and future planned office/light industrial uses along Citygete Drive that takes to the south of Agler Road is planned for office and/er light industrial uses to complement advantage of the proximity to Port Columbus. Other nipport related uses may also be appropriate in this erea, perticularly on the east side of Stelzer to the south of Georgin

PORT COLUMBUS - Area Development Partnership



Existing Land Use, Planning and Zoning (continued)

Road. Standards for future development along Stelzer Road should be consistent with the development standards utilized in the Citygate development. The north side of Drake Road is also planned for offica/light industrial uses. This area falls within the Port Columbus 85 DLN noise contour and is therefore not recommended for future residential uses. The future of this area will likely be driven by the impact on property values of the area's proximity to Port Columbus and burgeoning airport related development at Citygate and to the south of Drako Road. Existing residential uses may very well continue for many years and, with adequate buffering, may rosist the negative impact office/warehouse uses can present to residential areas (primarily traffic). But provided development of the area continues, on office/warehouse use with tree preservation, significant lundecaping and buffering is the most appropriate transition to the existing residential area to the north. Future development must also consider and respect the property near the corner of Cassady and Drake Roads, which is a scenic site with an architecturally significant church.

The area to the south of Drake Road is planned for airport related services. This may include retail, office, warehouse and/or other airport related services that will take advantage of this area's proximity to Port Columbus. Development standards described in the Urban Design element will assist with making these services accessible to residents of the planning area.

- Restrict new residential development within the Port Columbus 65 DNL contour, as illustrated on the Existing Zoning map.
- Provide senitary, stormwater and water service infrastructure as new development occurs per existing city of Columbus policy.

 Consider the provision of centralized senitary sewer, water, and/or other services for all
- existing homes and businesses.

 Property with eignificant woodlots, creeks, wettends, slopes or other natural features should cluster houses as a means to preserves natural features. Site plans should be submitted that illustrate and commit to natural resource preservation. In areas

identified as having significant tree cover in the Natural Resources element, site plans

should include a tree inventory and tree preservation plan.

Provide a no-disturb zone along all creeks, waterways, and ravines. No-disturb zone width will vary depending on the creek, waterway, and/or ravine. For Alum Creek, the no-disturb zone should be the width of the floodway or 180 feet on each side of the high water mark of the Creek, whichever is greater. Efforts should be made to extend this buffer beyond the floodway/ 150 foot buffer whenever possible.

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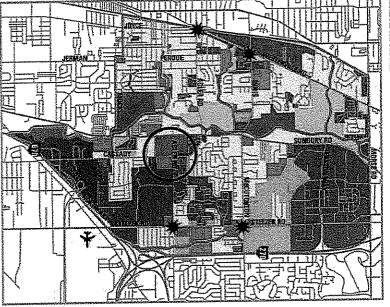
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Northeast Area Plan: Land Use



to ensure their preservation.

Planning Issues

Several of the development recommandations from the 1-876 Corridor Development

Plan have come to fruition, such as the office park and related services on Stelzer at

Acquire land along Alum Crook, its tributaries and other tributaries in the planning area

for preservation of open space, water quality and law impact recreational purposes. In

the case where land cannot be acquired, conservation easoments should be established

The other recommendations have either not seen significant change since the plan was adopted or have witnessed other development ectivity.

1670.

Gahanna

land Use Plan. The city of Cahanna's Land Use Plan was updated in 2002 with a revised plan in process. The 2002 plan identified four areas in transition, one of them being the area east of 1-270 and south of Taylor Road where it recommended office and industrial uses. The area south of Taylor Road has been the city's predominant economic growth area and contains several office and commercial developments. The industrial classification in the plan included manufacturing, research and development, wholesale uses as well as industrial industrial redevelopment shall not occur north of Taylor Road and east of Hehnbright Drive.

West of I-270 and east of Hamilton Road is the Airport Correnorce Center (Buckles Tract) where the plan recommended mixed use. Alixed Use Areas are recommended to contain a bland of commercial, office and more dense development options. However, the to the proximity of this parcol to the Columbus international Airport, residential development is not recommended. The city would encourage lodging to be included in futura development. The future extension of Tech Center Drive will provide a major secondary access to the industrial park as well as making this 122 acro tract of land more suitable for fature mixeduse the development.

Central Park. Of particular nota within the industrial area is the redevelopment project calked Central Park, a 191-acre business campus located at the crossroads of Technology and Science Boulevard. Central Park is designed to accommodate 1.2 million square feet of office. Central Park Colf Academy with a lighted nine-hole executive golf course and driving range, an open air meeting partition, walking trails, a conference center, and a complement of retail. Central Park has five planned areas for build-to-suits, corporate campuses, office condominiums and commercial.

8



and opportunities within specific sites. The plan will encourage job creation and a competitive ment Plan. Pizzuti Solutions will be responsible for identifying and attulying several key redevelopment Pizzai Solutions to update its EDS with a Strategic Comprehensive Land Use and Economic Develop-The city of Whitehall has made a strong commitment to economic re/development since inception of its environment for Whitehall that will enable it to capitalize on current and future market opportunities. Overall Economic Re/development Strategy (EDS) in 1997. The city recently announced the selection of ikes and partnering with the city administration, business community and residents to identify strengths

Existing Zoning

Franklin County (Mifflin Township). There are four separate zoning jurisdictions in the planning area: Columbus, Cahanna, Whitehalf, and

aggregating the zoning maps of all political jurisdictions. The table attempts to provide some The accompanying table and this analysis generalize zoning trends for the planning area by consistency, but there are redundancies given the nature of individual zoning codes.

A large portion of the planning area, 52%, is zoned Manufacturing, which includes Port Columbus Zoning specific to office uses accounts for 29 acres, less than one percent of the planning area. Land zoned for commercial and service purposes totals about 604 acres or 9% of the planning ares Franklin County for various non-residential uses and another 19% is zoned single-family residential with another 4,3% zoned Industrial. About 8,73% is zoned Exceptional Use in Whitehall as well as

Existing Zoning

Commercial	\$19	9,0%
Community Service	22.64	0.3%
Exceptional Use	565.73	8.7%
Floodplain	64,97	1.0%
Industrial	281.27	4.3%
Planned Industrial	3201	0.5%
Manufacturing	3,393.39	523%
Office "	28.78	0.4%
Paking	0.27	0.0%
Hult-family	313.46	4.8%
Residential	1,200.30	185%
Total	1999.4	

Source: Columbus, Calenna, Whitehall, Franklin County

Zoning

	witer	*****
S	95000000	Buefer
Airport Property	Study Area	

- Industrial Consmusity Service
- Planned Industrial Commercial
- Commercia Multitersity Exceptional Use

Flood Plain

- Manufacturing Multifermity Residential
- Office Congrecial Planned Industrial District
- Multifamily Residential





Existing Land Use, Planning and Zoning (continued)

Planning Issues

- As part of the recommendations an analysis must be undertaken to ensure that zoning is appropriate relative to future land use recommendations.
- Development standards should also be considered in detail to translated to the development character of individual sites. ensure that the physical "branding" of the planning area will be

Aliport Unvirons Overlay District

city of Columbus to regulate development and land use within the The Airport Environs (AE) Overlay District was adopted by the *Overlay District* in 1996, Land use compatibility standards apply and restrictions): Franklin County sclopted Section 660-Airport Environs Airport operations (Cahanna and Whitehall have not adopted similar ndicating DNL contours (05 DNL and higher). Review criteria viation easements are required. A development plan is submitted and the Otio State University Airport), ensuring compatibility with equire competibility with land use restrictions promulgated by the avirons and hazard areas of Port Columbus (along with Bolton-Field

The following basic land use restrictions apply:

- Single, Two-, Three-, Four-unit residential and apartments prohibited in the 70 and 75 DNL contours.
- Manufactured housing and mobile homes prohibited in the 65, 70, and 75 DNL contours.
- Hotels, motels, houses of worship, all other residential, personal facilities, public assembly, and industrialized units are prohibited services, offices, hospitals and nursing homes, education in the 70 DNL

Airport Environs (AE) Overlay

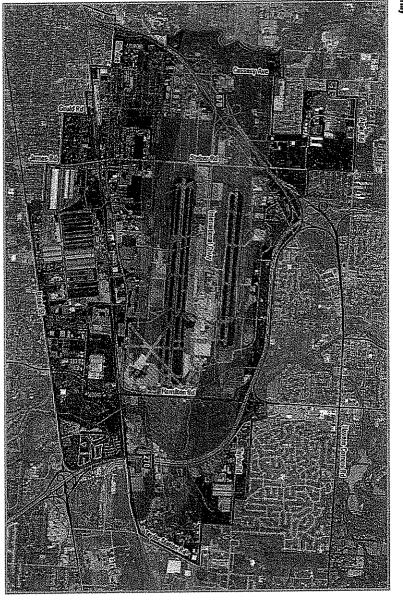
Airport Property Study Area

70 88

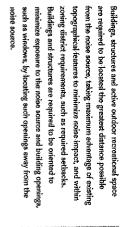
Day-Night Average Sound Level (DNL)

75 80

Source: City of Getunhus Zoning Goda



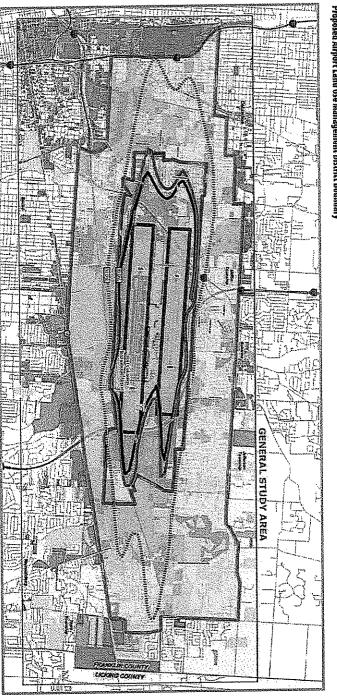
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individuals would be subject to noticeable or severs levels of Also, the amount of passive outdoor recreational space where noise is required to be minimized.

- taken into consideration when proposing future land uses. The land use implications under the AE district must be
- Neighboring jurisdictions should consider adopting operations are not constrained by inappropriate land use a similar zoning overlay to ensure that future Airport and development decisions.
- An Airport Land Use Management District with fixed a fixed boundary within which land use controls will be Fort Columbus Part 150. This measure would develop and jurisdictional boundaries, is recommended in the draft Compatibility Program noise contour, other geographic boundaries based on the 2023 Noise Exposure Map/Noise building codes, and formal fair disclosure policies. overlay zoning, updates to subdivision regulations and recommended. These land use controls will include noise

Proposed Airport Land Use Management District Boundary



pueffer

Manayemest District

Two-Family Residential Single-Family Residentia

Aliport Land Use

Boundary 'E'

Soundary 'A'

Airport Property

Mobile Home Park Agriculture/Open Space/Park

Multifamily Residential

2012 NEMNICP 65 DNA. Noise Exposure Contour

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2023 NEMNICP 65 DNA. Noise Exposure Contour

Commercial industrial htstitutional

Exempt Unclassifies

Sourte: FAR Pert 150 Sturly Port Columbus International Jurport, prepared by Landrum & Brown, 7/3/2007



Environmental Factors

There are two major factors that affected development in the planning area – floodplain and related drainage issues and tree

loodplain and Water Quality

appears to drain east into Big Walnut. In total there is about 464 acres of 100-year floodplain in the planning area. through the city of Whitehall. Extensive floodplain is found for several park facilities. The northern portion of Port Columbus loodplain along the water course impacting properties on the south of Broad Street. Along the Big Wahnut, there is extensive Jig Wahrut, Turkey Run, and Mason Bun. Both Turkey and natern boundary of the planning area. This is also the location deson Run drain a significant amount of the planning area rainage basin, but is divided into several separate sub basins: loodplain. The planning area is located in the Big Walnut

BOD, total suspended solids and nutrients. Also present in the tributory" that drains Port Columbus is impaired by pathogens, Watershed Action Plan (Draft, April 2006), the "Airport **Water Quality.** According to the Lower Big Walnut Creek results from OEPA). This tributery is further impacted from mpaets from industrial pollution and urban pollutants (study rater is acetone, PAHs, and metals in sediments indicating hennelization, removal of weedy riparian cover, and sediment

to discourage water fowl. The plan notes that these regulations runway drains to Mason and Turkey runs). These drainageways Airport property are not allowed to have tree canopies taller than have been altered to meet Federal Aviation Administration (FAA) Airport Tributary receives runoff from some runways (the south make rehabilitation of impacted streams difficult. detention ponds must be emptied within 48 hours and shielded 10 to 15 feet to avoid posing an obstruction to air traffic. Open niplanes and animals). Drainage ditches and streams located on requirements for aircraft safety (e.g. prevent accidents between

100-Year Floodplain and Tree Cover

100-Year Floodplain ZZZ Airport Property Study Area

Tree Cover

Floodway

(

Regarding plane de-icing. Port Columbus has installed a collection system designed to eliminate such material from reaching Big Welhut Creek, according to the plan. Instead de-icing materials are discharged to the city of Columbus sanitary sewer. Snow removal (including the use of potassium acetate, sodium formate and sand) is plowed into awales along runways to melt into atorm sewers (outfalls are nonitored per NPDES permits).

Airport Tributary is recommended to be designated a Warm Water Habitat in the plan. Its current status is non-attainment. The plan recommends using underground storage tanks for runway runoff at Port Columbus and to allow the effluent to flow through a bio-swale prior to reintroduction into the receiving waters.

Mason Run is impacted by pathogens, total suspended solids and ammonia, as well as elevated nutrient concentrations (study results from OEPA). This basin is highly urbanized with its headwaters originating in the industrial area west/southwest of Port Columbus. About 1.5 miles of the run is buried in an underground culvert.

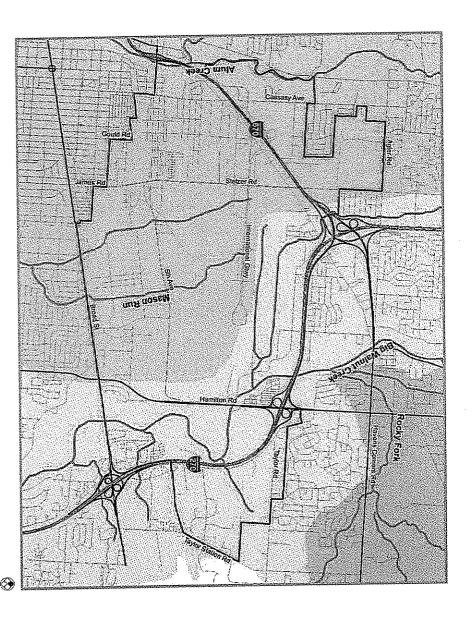
Biological communities in the run are considered "fair to poor" due to negative impacts from habitat alterations, flow alterations, and polluted nunoff from upstream urban areas. Resource quality has declined since a 1996 OEPA study that found the fish community meeting a Warm Water Habitat standard. Sacterial contamination is attributed to urban runoff and failing household sewer treatment systems.

Whitehall residents located within the Mason Run watershed often experience baselment back-ups and flooding, according to the plan. The upper one-third of the watershed consists of Port Columbus and DSCC, both of which produce significant amounts of ranoff due to impervious surfaces at each facility. According to the plan, DSCC has hired EMH&T to study the extent of flood capacity limitations and potential measures to reduce flooding.

Watersheds

-agend

- Alum Creek
- Sig Walnut Creek Mason Run
- Rocky Fork





Environmental Factors (continued)

Meson Run (thereby improving flow), adding stormwater runoff treatment requirements for The plan recommends community outreach to reduce debris and other material within focusing on conservation and rehabilitation of Meson Run. construction sites in Whitehall, and adoption of more stringent development regulations

to the planning area, as paraphrased below: The watershed plan establishes a number of goals for the entire watershed that are pertinent

- Protect the Big Walnut Creak 100-year floodplain for open space, habitat and natural minimum depth. stream functions; maintain a natural riparion corridor using ODNR equation as a
- Provide incentives for redeveloping existing development locations using appropriate development standards.
- Replace failing home sewer treatment systems with centralized sewer service; incresse

Reduce impervious cover, create pervious parking surfaces, and encourage green roofs

- County enforcement activity.
- Improve enforcement of construction sits management requirements
- Increasing residence time requirements for detention basins, promote rain barrels and rain gardens for residential development, promote bio-retention techniques to treat expand urban tree plantings. stormwater, enforce sediment and erosion Best Management Practices (BMPs), and

Planning Issues

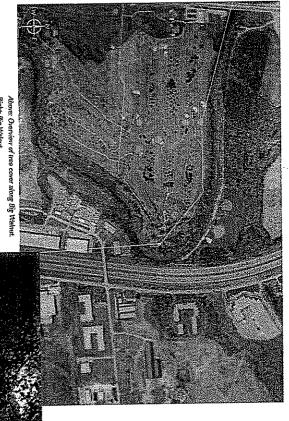
- Stormwater management facilities must be constructed to address developmentgenerated flooding in Whitehall.
- The 100-year floodplain should be preserved as open space and passive recreation
- Efforts should be undertaken to improve water quality in area streams and creeks through habitet enhancements, stormwater management techniques, and other massures - consistent with FAA requirements for Part Columbus.
- DSCC etomweter improvements should be supported.
- Columbus stormwater standards may limit future construction activity.
- All key stakeholders should work towards implementation of the Lower Big Walnut Creek Watershed Action Plan (April 2006).

Tree Cover

Walnut Creek within the 100-year floodplain. But there are also scattered Tree cover is typically found along Big pianning area. planning area. In total there are about woodlots in the western portion of the 500 scres of tree cover within the

Planning Issues

Where feasible existing tree cover should be preserved but not at the expense of Airport-related facilities.



Right Big Walnut



Infrastructure

fiber optic networks, fire and police facilities, and recreation facilities and parks. highway and road network, rail, sanitary sewers, water, stormwater management facilities, The infrastructure that supports the planning area is comprised of Port Columbus, the

Port Columbus International Airport

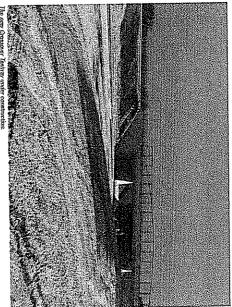
Background. Port Columbus International Airport is the major air facility serving metropolitan Columbus. The Columbus Regional Airport Authority oversees the operations of Port effective and coordinated aviation and logistics services for Central Olito. Columbus, Rickenbacker and the Ohio State University Airport to deliver high-quality, cost-

Port Columbus International Airport is a major regional asset and gateway to Central Ohio. service, corporate aviation activity, general aviation and air cargo Columbus. The airport provides a full range of aviation services, including passenger airline The Airport is located on a 2,190-acre site, approximately 6 miles northeast of downtown

grew at the airport, requiring a runway extension from 4,500 feet to 8,000 feet in 1952. A merged to form the new Columbus Regional Airport Authority. Authority. In 2003, the Columbus Airport Authority and the Rickenbacker Port Authority International Airport was transferred from the City of Columbus to the Columbus Airport the establishment of a U.S. Customs facility. In 1991, operation of the Port Columbus terminal was constructed in 1958. The airport earned its international liabel in 1965 with The airport opened in 1929, Foster Lane initiated flying services in 1935, Airline service

US Airways Express, United, and United Express operate out of Concourse B. Delta/Delta Continental/Continental Express, Southwest Airlines operate out of Concourse A. Air Canada capacity of 10 million, in 2004, 6.2 million total passengers passed through the terminal. A Connection, JetBlue and Southwest operate out of Concourse C. Construction of the terminal |1821, American/American Engle, Mithwast Connect, Northwest/Northwest Airline, Us Airways/ **Existing Facilities.** The sirport terminal building consists of three concourses, A, B, and C. variety of food and retail concessions operate in the terminal building. with the latest completed in 2002. The terminal has 37 gates and an onnual passenger building was completed in 1958. It has undergone a number of renovations and expansions,

walkway and also by walkways at various levels. Additional long-term parking is available with rental car facilities. The parking garage is connected to the terminal by an underground A six-level parking facility provides short- and long-term parking for travelers, as well as shuttle service to the terminal building.



2BR is equipped with a lighted, two-ber visual approach slope indicator. lighting system with runway alignment indicator lights and sequenced flashing lights. Runway runway lighting systems. Each runway end is equipped with a medium intensity approach other runway (10L/28R) is 8,000 feet in length. All runways are equipped with high intensity measuring equipment (DME). The longest runway (10R/28L) is 10,125 feet in length. The a Category I instrument landing system (ILS), non-directional beacon (NDB), and global approximately 2,800 feet apart, and associated taxivays and ramps. All runway ends have The airfield consists of two parallel 150-foot wide runways (101/28R and 10R/28L). positioning system (OPS) approaches. In addition the runways are equipped with distance

University Airport (OSU), Bolton-Field Airport (TZR) and Rickenbacker International Airport FAA's TRACON, also located in the tower facility, provides separation and traffic advisory The airport traffic control tower is staffed by the FAA and operates on a 24-hour basis. The airports and the three tower controlled airports in Port Columbus' air space: The Ohio State with the TRACON. The facility also controls traffic in and out of more than 20 non-towered services to aircraft within 55 nautical miles of Columbus below 11,000 feet. The airport is eurrounded by Class C airspace which requires aircraft in that space to be in radio contact

> began in July 2002, and through a series of planning activities and other studies, identified to validate the recently completed Moster Plan Update. This Program Definition effort changes and the importance of long-term planning by soliciting a Program Definition effort Program Management Airport Davelopment Plan. In November 2001, the Columbus Regional now operate. A panel of industry peers then evaluated three selected alternatives. This Poer Management Airport Development Plan (PMADP) was presented and accepted by the CRAA Review led to the recommendation to expand the area whore the potential new terminal a number of alternatives that addressed some of the new parameters under which airports Airport Authority (CRAA or the Authority) recognized the significance of anticipated industry Board of Directors in November 2004 would be located. After further alternative development and evaluation, the Program

The major recommendations of this planning effort include

- A replacement for the existing southern runway approximately 700 feet further south
- A new terminal west of the existing terminal that will evantually expand to replace the existing terminal.
- Enhancements to the existing terminal to accommodate a passenger activity level of 5 million annual euplanoments (NAEP).
- A Consolidated Rental Car Facility (CRCF) across I-670 west of the Airport to serve both the existing terminal and the new terminal

airport areas opened up by the phased relocation of all existing terminal operations were the determination and location of stormwater detention areas. In addition, potential uses for airport parking requirements; plunning and locating of a consolitated rental car facility; and this site plan include: The PMADP included the examination of the central terminal aren, determination of overall examined. The drawing on the next page shows the PMADP Site Plan. Significant features of

The demolition of the existing terminal in the PMADP's ultimate configuration opens airfield and to the rondway system. This would benefit the types of facilities that require up a substantial area for aviation-related development that has access to the forminal access to both the readway system and the terminal airside. Facilities for facing, in-fligh ਜਿਆ this location, without ⊔ਭੇing the Perimeter ਜਿਹੜੇਂਧੰ kitchen, ARFF, and snow removal equipment could access both terminal and airfield



Infrastructure (continued)

- The relocation of rental car facilities off-site to a new location across Interstate 670 including parking, hotel development and potential commercial development. opens up areas adjacent to the new terminal for revenue-generating development,
- The acquisition of land south of the Airport for stornwater mitigation will not only solve the problems of Airport stermwater runoff, but will also provide an improved stormwater management plan for the entire area around the Airport.

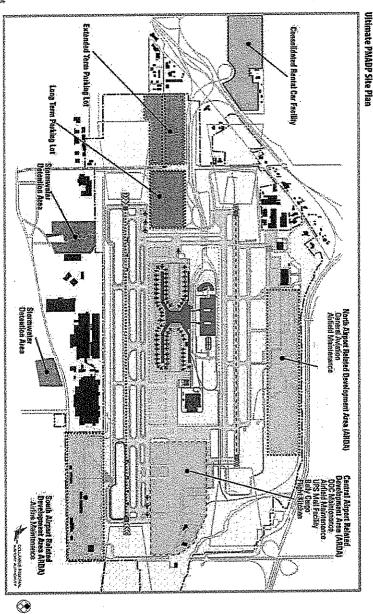
relocated International Cateway, with upper and lower terminal curbs between the terminal and a new four-level parking garage. Public surface parking facilities are to the west of the facility situated just west of the new Air Traffic Control Tower. Access to the facility is via a The preferred concept for the future terminal at CMH is an ultimate 75-gate three-level terminal, with rental car facilities across 1-670.

the site. To achieve these goals, the terminal will be configured with a three level landside wayfinding, allow the greatest flexibility for the airlines and Airport administration, and The primary objectives of the terminal design are to optimize passenger convenience and processor, a two level central core, and four two level airside concourses radiating from the provide the maximum potential for revenue-generating activities within the new facility and

Planning Issues

- The proposed expansion of the airport will facilitate improved air service for the (on- and off-site). region, but should also serve as an engine for additional economic development
- The construction of new stormwater facilities should mitigate flooding impacts south of the Airport facilities

as officiently as during less busy periods. As the market grows towards 600,000 aimual still be functional at that level, during peak hours on peak days the facility will not operate at least 20% and the congestion problems will become increasingly serious. transactions in approximately 2016, the demand for ready/return space will exceed supply by should be generating approximately 500,000 transactions annually. While the facility will become an issue until the 2010 to 2012 time frame. At that point, the CMH rental car market **consolidated Car Rantal Facility. (CCRF)** The overall capacity of the existing facilities will not



storage facilities and the ready/raturn facility is the Cassady Sits. Locating the CCRF away sites are adequate, the airport has determined that the optimal location for both the service/ Cuteway (Stelzer Site) and one across 1-670 west of the Airport (Cassady Site). While both tenninal area, both of which are positive impacts for the Airport. from the central terminal area reduces emissions and roadway traffic within the central Two sites were considered for a CCRF, one adjacent to Stelzer Road and International

Planning issues

- The location of the CCRF on Cassady Avanue provides an excellent access point to Port Columbus, as well as customer visibility along its 1-679 frontage.
- Citygate. Public road connectivity between Cassady Avenue and Stelzer Hoad - via Ole Country Planning Commission to provide for truck through movements between 1-670 and Lane or Drake Road — should be considered as part of a study by the Mid-Ohio Regiona



Highways and Roads

on its north and weet boundaries. Major interchanges that service the planning area are found at The planning area has excellent highway access via 1-670 and 1-270 that frame the planning area between sirport-related traffic and north-south flow on Stelzer Road. This project will be completed interchange (at the Steizer Houd intersection) will be reconstructed to provide grade separation International Cateway, Hamilton Road, and E. Broad Street. The 1-670 and International Cateway

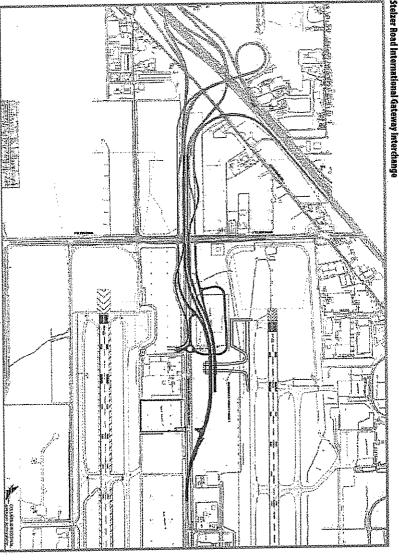
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	×	×	×	×	2007 2008 2
	×	×	×	×	2007 2008 20
	×	×	×	×	2007 2008 200
	Х	×	×	×	2007 2008 200
	×	×	×	×	2007 2008 2009
	×	×	×	×	2007 2008 2009
	X	×	X	×	2007 2008 2009
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	×	×	×	×	2007 2008 2009
	×	×	×	×	2007 2008 2009
	×	×	×	X	2007 2008 2009 7
	×	×	×	×	2007 2008 2009 20
	×	×	×	×	2007 2008 2009 20
X	×	×	×	×	2007 2008 2009 201
X	X	×	×	×	2007 2008 2009 2010
X	X	×	×	X	2007 2008 2009 2010
X	X	×	×	X	2007 2008 2009 2010
X	X	×	×	X	2007 2008 2009 2010
X	X	×	×	X	2007 2008 2009 2010
X	X	×	×	X	2007 2008 2009 2010
X	X	×	X	X	2007 2008 2009 2010

Source: Columbus Division of Transportation, MORIPC

The following is a summary of major road projects:

- Staker Road international Cateway interchange (CDOT/CRAA). This project was initiated in July 2007 Access Road will be built to provide access from the Terminal to the Red Lot without requiring a Road and I-670/International Gateway. The ramps from I-670 will cross over Stelzer Road. The light on International Cateway access to the Red Lot from 1-070 and access to and from Stelzer Road. Additional, the Red Lot built structure for the Crossover Taxiway. Various ramps from the mainline will provide direct roadway becomes International Cateway just east of Stalzor Road and will cross under the newly and involves the construction of a grade separated interchange at the intersection of Stelzer
- Steller Read Improvement (Franklin County). Franklin County completed a Stelzer Road reconstruction project in December of 2007. The road was widened from north of 1-670 to street lighting were installed and adjustitionts were made to water lines and fire hydrants. sewer lines, new curbing, new gutters, and new sidewalks. New traffic signals, signage and south of Foraker Road from two to five lenes. The project also featured new storm and senitary
- (assady Avenue Widening (Columbus). Cossody Avenue, from Bexley's northern corporate limits



- Roadway Serves Nen-Airport Traffic
- 🗱 Roadway Serves Airport Traffic Only Property Requested to be Deeded to State Cost \$10 Million
- Roadway Serves Airport Traffic Only Airport Property Cost \$10 Million
- Roadway Serves Red Lot
- commo Alipport Property Line

Infrastructure (continued)

study was funded and completed, however no design or construction funds have been to Agier Road was widened to standard lene widths with turn lanes. Only a traffic

- James/Staizer imprevements (Columbus). Plans to improve James Road and Steizer Road will be addressed first, with the entire corridor eventually seeing improvements to the (Phase I) The sorthern stretch of the corridor (from Fifth Avenue to Johnstown Road) from Allegheny Avenue to Johnstown Road are currently in the early planning stages. Transportation (ODOT) prediction for construction and cost estimation for FY 2012. No of which includes preliminary engineering (starting in fall of 2008), design, construction, streetscape, aesthetics, and infrastructure. The cost estimate for Phase t is \$305 million design or construction funds have been programmed for Phase I or II. inspection and contingency. The estimate is based on the Ohio Department of
- Potential Fifth Avenue improvements (Columbus). The streetscape, aesthetics and for construction cost inflation for FY 2012. No preliminary engineering design or is approximately \$47.5 million. This estimated cost is based on ODOT's prediction including preliminary engineering, design, construction, inspection and contingency Road are being examined for their financial impact. The cost estimate for this project infrastructure improvements of Fifth Avenue botween Stelzer Road end Hamilton construction funds have been programmed.
- Bread Street Resurfacing (Columbus). Broad Street is scheduled to be resurfaced from Godlic Road (Corp. Limit of Bexley) to east of Napoleon Avenue (Corp. Limit of Whitehall) in 2010. This is a ODOT Urban Paving Project.
- Techtenter Drive Extension. Plans are not yet finalized for west Techconter Drive but will be extended to Science Boulevard to the east in Cahanna.
- southbound Hamilton Road, widening of remps to accommodate a right turn lane and improvements at Hamilton Road, consolidating the two interchange ramps and Hamilton/Morrison signals, eliminating the free flow 1-270 exit ramps to northbound and Hamilton and F276 Ramps (ODOT/Gahanna). These improvements consist of modiur installing ramp meters.
- Sateway improvements at Hamilton and 1-270 (Gahanna). A medion planter is to be installed on Hamilton Road between the northbound 1-270 exit ramp and Morrison Road. throughout the year. This planter will consist of trees, landscaping and lighting, which will provide color

Also under study is a connector between Cassady Avenue and Stelcer Road that would provide more direct truck access from 1-670 to Citygate office and industrial park. This

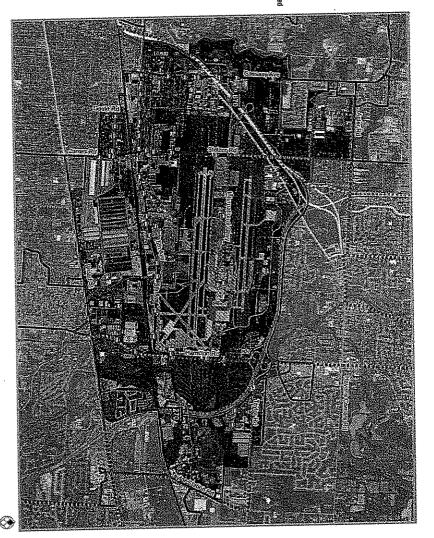
Ground Transportation

Crosstown [836] mm \$50HQ

- Express - Proposed -- Local - Proposed - Crosstown - Proposed

Airport Property COTA Bus Stops Study-Area

COTA Routes



connection would also redirect truck traffic away from residential neighborhoods along Cassady, MORPC is conducting the study. This connector would impact the proposed layout of Port Calumbus' Consolidated Car Rental Facility, the layout of which would have to be modified to accommodate this public street. Another option would be the widening of Drake fload and Ole Country Lane, which would have its own constraints (e.g. existing single-family residences).

Major arterials that serve the planning area include Cassady Avenue, Stelzer Avenue/James Road, E. Fifth Avenue, E. Broad Street, and Hamilton Road. The following table on page 23 summarizes traffic volumes.

Traffic Volumes

28,199	27,929	27,661	27,3%	27,134	(collina)
19,905	19/715	19,526	19,339	19 153	. Broad
919	915	911	907	903	film
26,259	26,167	26,074	25,982	25,890	anes 💮
30,365	29,974	29,588	29,207	28,830	Stelzer
1168	11,522	II,AU	11,306	11,200	assady
200	21112	2008	2007	2000	rterial

WHITE: MORP

Transportation (apital improvement Projects (Columbus). The City of Columbus has scheduled a number of transportation related capital improvement projects, both within the study area and in the area immediately adjacent. A traffic study of Cassady Avenue began in 2006, fooking at the stretch of road extending from Bexley Corporate limits to Agler Road. Traffic signals are being installed at the intersection of Filth Avenue and Rorig Avenue and intersection improvements are scheduled at Stelzer and Seventh. The Broughton Avenue Extension commenced work in 2005. Broad Street, along the southern edge of the study area, is scheduled for repaving in 2010 and is acheduled for intersection improvements in the next year at the Lucent Technologies facility. Sidewalk and curb improvements are currently being done in the area around East Columbus Elementary and are scheduled to be completed by 2008.

Hanning Issue

Target public investments in road infrastructure that facilitates economic development activities, consider branding opportunities when designing strentscape enhancements (unique street lighting fixtures, banners, landscaping, gataways, etc.).

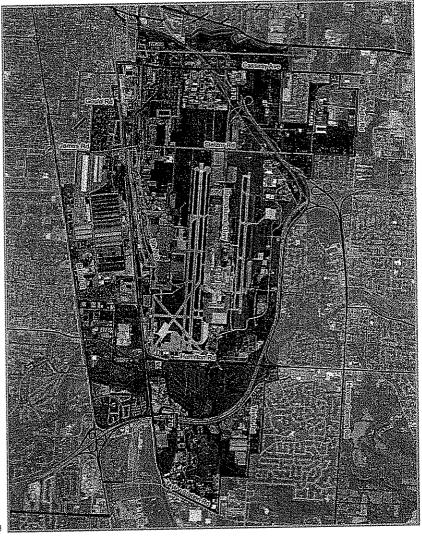
Columbus Capital Improvement Projects

Legend

Study Area

ZZZZ Airport Propert

Transportation
Stormwater
Sanitary
Water



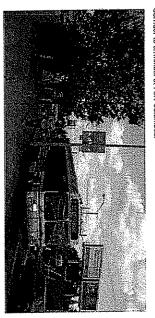




Infrastructure (continued)

OSX operates a rail line parallel to and south of E. Fifth Avenue which connects east to Cambridge and provides connections, through Columbus, to Cincinnati, Cleveland and other surrounding that airport. traffic in the region and has triven up the demend for industrial properties in the area an intermodal yard adjacent to Rickenbacker International Airport, this will increase freight amount of freight business in the study area and region. Norfolk Southern has completed intermodal facility with increased freight capacity in Columbus could potentially increase the their existing, overcrowded intermodal facility, Buckeye Yard, located on the west side. An at its Parsons Yard, just north of Obetz. The Parsons Yard development would supplement major Ohio cities. CSX is currently assessing the viability of developing an intermodal facility

Corridor to tenninate at Port Columbus. that runs through eastern Ohio. GOTA's plans included extending a branch off of the East Technologies site on Taylor Station Road and utilizing the existing railroad freight track Passenger Rail was planned to run parallel to East Broad Street, ending at the Lucent scheduled to heve a corridor running through the east of Columbus to Port Columbus The COTA Passenger Roll Transit plan has been tabled indefinitely. However, it was International Airport from a Multimodal Terminal in the downtown area. This East Corridor



to four peak direction trips), and the #43 East Broad Street Express is proposed to also see COTA Major Long-Range Transit Plan proposals encompass a variety of initiatives that expanded service (from one peak direction trip to two peak direction trips). Crosstown Cahanna Express route is proposed to have expanded service (from two peak direction trips will affect the Airport study area. Proposals for local routes include improved frequency (weekday and/or weekend) and extended service to the #6, #10, and #16 routes. The #41

> in the Cahanne area. (Intermodal station at Taylor Station Road.) Winchester area and the Hamilton Road/East Broad Street area, and a new circulator service and Port Columbus, new peak period service at 45-minute frequency between the Canal deviated routes. Proposed routes include new daily service between downtown hotels earlier and later service and improvements to 30-minute service during peak periods, and outes (including #87, #89, #92, and #96) are expected to see extended service, including

Sanitary Sewers, Water and Stormwater Management Facilities

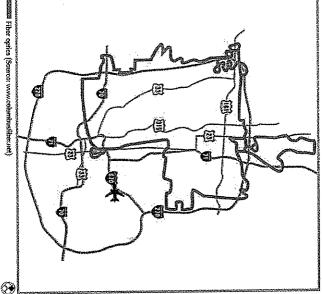
lined in the study area. Nelson Road Water Main sitd the East Corridor Transmission Main are being cleaned and water main is being improved along 2700 feet of Sunbury Road. Both the Taylor Avenue/ will receive various improvements on Leonard and Delbert Avenues. The Airport Drive 12" being widened on Woodland from 17th to Mock and on 17th from Jayce to Woodland and Water Line from south of Agler Road to Fifth Avenue. The East Columbus Water Main is Water Line from James Road to Whitehall Corporate Limits and the Sunbury Road Area improvements. Improvements are being made to the Hamilton Road/ East Broad Street Water. The water system in the area is also experiencing a wide variety of capital

line is in the design phase. A similar remediation project of the NW Alum Creek Basin sewer still in the planning and design phase. A server system remediation of the Livingston/James line is in the plenning phase. Sewer. The sewer system throughout the study area has capital improvement projects that are

the railroad and Allegheny Avonue) and the Krumin Avenue Detention Basin in the Rinig/ in the area. This includes the completion of both the Southern Detention Basin (between Stornwater, Several improvement projects were recently completed to the stornwater system Stormwater System. Storm System, the North Central Areawide Drainage System, and the Cassady Avenus Area Fifth Avenue area. Improvements were also made to the Fifth/Seventh Avenue Areavide

the City's stormwater staff in the development of the plan and in the determination of best conditions based on various phases of projected growth (including the relocation of the sout) meet the City of Columbus' new stormwater design criteria. The airport will be working with update in 2007. Its goal is to detain as much stormwater on site as possible, in an effort to runway and construction of a future new terminal). The airport completed this master plan stormwater master plan. This effort involves modeling existing conditions and future Port Columbus. The eirport authority has bired Crasham Smith Partners to update its management practices for both the reduction of runoff and the enhancement of water quality.

Wifi Service



Fiber Optic Networks and WiFi

County, but there are service gaps in portions of the planning area. The jurisdictions should work together to resolve service issues and expand geographic coverage as a means of facilitating economic development. Broadbond and WiFi scrvice is available or under development in the eastern half of Franklin

ways to extend or connect to this network. A study of the visibility of WIFI in Cultanna has been gap surrounding the study area (see ligure). Both Whitehall and Cahanna are working to find currently available within Port Columbus International Airport (White board) conducted by a technology consultant, Whiteboard Broadband Solutions. Wifi connections are Columbus FiberNet is a fiber-optic network that spans most of Franklin County, with a significan



Recreation Facilities and Park

facilities that are operated by either the city of Columbus or the city The planning area contains several public parks and recreational

designed championship course bordering Big Walnut Creek offers Airpart Golf Course (Columbus). Opened in 1986, this jeck Kidwellis owned by the Columbus Regional Airport Authority. and a unique parade of aircraft courtesy of the Port Columbus international Airport. It is an 18 hole, Par 70 course. The property nature tree-lined fairways, strategically placed water hazards

pienicking, playground, lit tennis court, and walking trail. Alton Avenue, it contains the following facilities: recreation center, athletic fields (soccer, football, rugby, cricket, etc.), basketball court, Krumm Park (Columbus). This is a 28-acre public park located on

is located on N. Hamilton Road south to Broad Street, and offers a company occupied the former Curtiss-Wright Aircraft building at and was built by the Lustren Corporation from 1847-50. The Home is an all-steel house known for its porcelain-ensmel exterior, and Garage in the south end of the park near Poth Road. A Lustron The Whitehall Historical Society is constructing a Lustron Home wide variety of recreational facilities (shelter, athletic fields, etc.), **community Park (Whitehall).** The 99-acre Whitehall Community Park

Whitehall. The location, right-of-way, funding, and construction by all three jurisdictions. Segments are found in Cahanna and Big Wainut Bike Path. This path is proposed along Big Wainut Creek phases should be finalized.

Parks and Bikeways

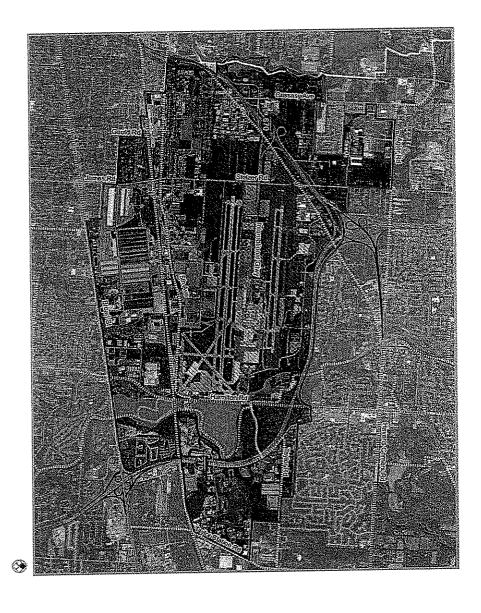
ZZZ Airport Property Study Area

Bikeways (Status)

Existing

en Proposed Committee

Parks





Economic Base

development opportunities offered by the communities located within the planning area. clusters, major employers and related economic activity, economic incentives and The economic base of the planning area is defined by the economic assets, economic

Economic Assets

Economic assets are physical, locational, or economic attributes that support business activity in the planning area. Examples are:

- Port Columbus International Airport and related facilities and support businesses
- Interstate highway access via I-670 and I-270.
- Arterial access via Cassady Avenue, Stelzer Rond, E. Fifth Avenue, Broad Street, Taylor Road, Johnstown Road and Hamilton Road.
- Rail access via CSX on the south side of Fifth Avenue.
- Lodging, restaurant, and retail facilities that support economic activity in the
- Rental car facilities at Port Columbus.
- Citygate, Columbus International Air Center and other office parks.
- Vacent or under developed proporties. Available land for desirable development

Economic Clusters

regarding all employers located within the planning area. The accompanying table is a sunnary of the analysis. The major findings are: Economic clusters have been defined using the NASIC coding system and current data

- There are 1,083 businesses within the planning area. They employ over 30,000 persons with an average employment of 30 persons per business.
- The major NASIC clusters represented in terms of number of businesses include Wholesale Trade, Construction, Manufacturing (Metal), and Accommodation/
- The major NASIC clusters represented in terms of number of employees include Professional/Scientific/Technical, Retail Trade.

Businesses · North American Industry Classification System (NAICS)

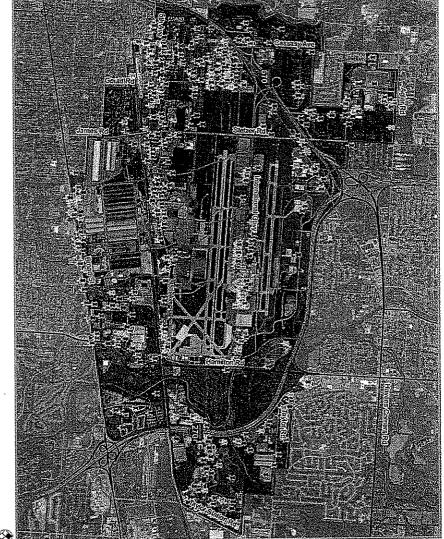
Study Area

Businesses Per Location

烹烹富宝宝宝宝宝宝宝宝宝宝宝宝宝宝宝宝宝宝

25 27 28 27 24

71 82 95 71 82 95





A map of businesses by employment shows a geographic pattern that surrounds Port Columbus, with major concentrations at Stelzer and 1-670. Broad Street corridor, along 1-270 and on Taylor Station Road (please see accompanying map).

Konomk Clusters

NATCS CLOSER	Businesses	Businesses
Unknown	- 25	23%
21-Mining, Quarrying, and Oil and Gas Extraction	1	0.1%
23- Construction	106	9,8%
3 i- Food, Beyerage, and Clothing Manufacturing	Ħ	13%
32- Wood, Petroleum, Chemical, Plastics, and Nonmetallic Manufacturing	29	2.7%
35-Metal, Hachivery, Electrical, and Miscellateous Product Manufacturing	- 75	6,9%
42-Włoksale Itade	132	12.3%
44-Retall Trade	110	10.2%
45-Retall liade	35	32%
48- Transportation Services	G.	5.7%
49-Transportation and Warehousing	•	0.494
51-information	16	1.5%
52-Finance and Insurance	39	3.6%
53- Real Estate and Rental and Leasing	60	5.5%
54- Professional, Scientific, and Technical Services	67	6.2%
55- Hanagement of Companies and Enterprises		0.1%
56- Administrative and Support and Wasse Management and Remediation		4,0%
61-Edicational Services		1
62-Health Care and Social Assistance	6	60%
71-Arts, Entertainment, and Recreation	ı,	1.19
T2- Accommodation and Food Services	- 49	438
81- Other Services (except Public Administration)	102	9,4%
92-Public Administration	21	15%
99- Non Classified		0.2%
Total	1,083	100.0%

Businesses - Employment

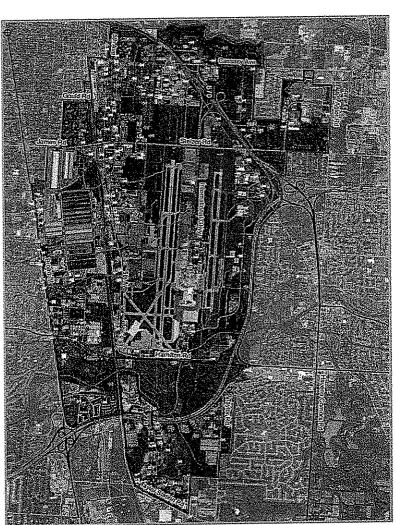
Study Area

Employees Per Business

平 Unknown 平 1 to 4 5 to 9 5 to 9 20 to 19 20 to 49 平 50 to 99 平 180 to 249 平 250 to 999 年 1,080 or neor

1,000 or more







Economic Base (continued)

Sules figures for these same businesses reflect the same geographic pattern, but further illustrate the extent of economic activity with several companies hitting the \$10 million to \$50 million range (please see accompanying map).

Major Employers and Related Economic Activity

The largest employers in the planning area are Port Columbus International Airport a major economic center for the region. Total employment is estimated to be 29,000 and Defense Supply Center Columbus. But there are numerous companies located persons (source: Reference USA Database). within the area that when combined represent the significance of the Airport Area as

these airlines, several charter and freight airlines operate at the airport. Airport, providing non-stop service to 50 sirports with 192 deliy flights. In addition to As of early 2006, sixteen passenger airlines operate at Port Columbus International

Authority following a proven, FAA-supported methodology that considered all on-An independent economic impact study was conducted in 2005 for the Airport Central Ohio and portions of West Virginia, Northern Kentucky, and Pennsylvania. In their ripple effects. The study noted that Port Columbus serves as a global gateway for airport aviation activities, capital improvement projects, visitor related expenditures and 2004, the eirpert transported 6.2 million passengers and 10,700 metric tens of freight

Columbus is \$2.2 billion (3.1 percent of MSA) with 23,500 jobs (2.1 percent of Study, 2005). The 5,828 on-sirport jobs at Port Columbus make the airport the 12th According to the study, the estimated annual economic activity generated by Port MSA) and an annual payroll of \$624.9 million (Regional Airports Economic Impact argost employer in the Columbus MSA. There are over 80 tenants at Port Columbus, ental and hotels, and concessions. ncluding airlines end aviation related businesses, sir transport tensuts, automobile

Businesses - Sales

pueller

💳 Study Area

耳 Less Than \$500,000 📮 Unknown

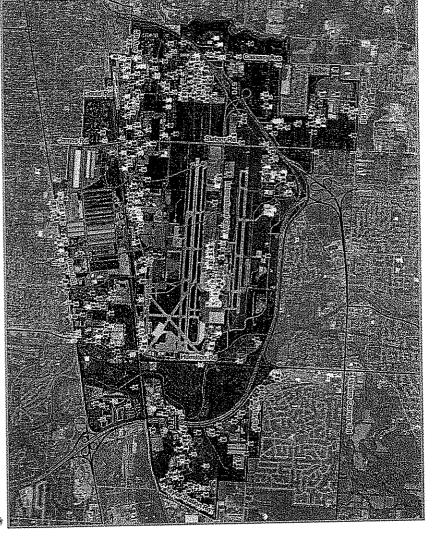
\$500,000 to \$1 Million

\$1 to \$2.5 Million

More Than \$500 Million \$100 to \$900 Million

Sales Per Business

草 \$2.5 to \$5 Million \$20 to \$50 Million \$5 to \$10 Million \$10 to \$20 Million \$50 to \$100 Million





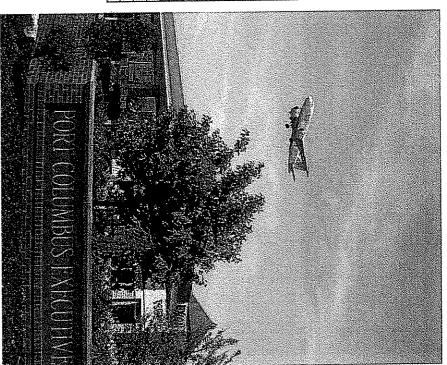
agencies, and nearly 1.1 million visitors to the Columbus region that arrive via Port Columbus, as well as a multiplier effect associated with this spending. The economic impact includes expenditures by 85 on-airport businesses and government

A survey of regional businesses in the economic study found that many depend on commercial air service and general aviation airports in the Columbus region. Without such access, these companies would reduce employment or possibly relocate outside of Central Ohio, according to the study. It estimated that at least 45,400 jobs in the region were "value added" that were in some way reliant on air transportation services.

Port Columbus Economic Impact (2005)

Plant Regard	5,828	tottim 8:6225	\$851.3 millon
Second Round	6,920	\$174.1 million	\$721.7 million
Subtota	12,748	\$403.9 million	\$1.6 billion
Commercial Service Visitor Industry	labs	Annual Payroll	Annual Economic Activity
First Round	7,125	5134.6 millon	\$368.2 million
Second Round	3,323	539.6 million	\$230.4 million
Subtotal	10,478	\$214.2 million	\$598.6 million
General Aviation Visitor Industry	lobs	Annual Payroll	Annual Konemic Activity
First Round	211	COURT LYS	\$9.7 miliion
укан дана	8	\$2.6 million	\$7.1 million
Subtotal	185	\$6.7 million	\$16.8 million
Proj.	23,520	4624.8 million	willing CTS

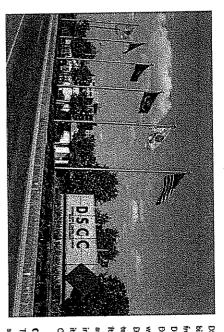
Source: Regional Airports Economic Impact Study, Calumbus Regional Airport Authority, Wiltur Smith Associates, Inc., 2005



PORT COLUMBUS Area Development Partnership



Economic Base (continued)



Defense Supply Center Columbus

of land, 281 acres, to construct a government military installation in April, 1918. Warehouse engagement since World War I. The U.S. Army Quartermaster Corps made the first purchase material for storage. Those warehouses are still in use today. construction began in May of that year, and by August, aix warehouses were receiving The Defense Supply Center Columbus (DSCC) has served in every major military

became the largest military supply installation in the world. In December 1942, an additional which had been needed earlier to ensure the nation's defense. During WWII the Center Between WWI and WWII Center operations focused on reconditioning and sale of stockpiles in the overall war effort. Some of the warehouses were turned into secured barracks to house 295 acros were purchased. With more than 19,000 civilian employees, it played a large part

Supply Center under what is presently known as the Defense Logistics Agency. In January than 24,000 military and civilian customers and 10,000 contractors, as one of the largest Maintenance Command in July 1962. The following year, it became the Defense Construction The installation's operational activities were assigned to the U.S. Army Supply and suppliers of weapon systems spero parts and end items. 996, DCSC was renamed the DSCC. Throughout the world, the DSCC is known to more

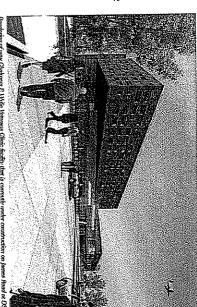
> DSCC manages more than 1.7 million different items and accounts for more than \$2.0 its economic impact on our community to be at least \$600 million (source: Calambus in our community \$373 million in wages, and the Chamber's staff economist calculates Dayton, Ohio. Decisions made during BRAC 95 further refined the transition toward total billion in annual sales. Officially named and reorganized in January 1996, DSCC was formed Chamber). and 60 percent of its contracts (\$107 million) go to small businesses. DSCC pays residents It is central Ohio's 11th largest employer, with a workforce drawn from 40 Ohio counties, tenent agencies jointly provide support to each service branch, including the Coast Guard DSCC serves all branches of the military - Army, Navy, Air Force, Marines - and 18 of its 22 weapons systems management. The DSCC facility is currently home to 6,160 personnel. Defense Construction Supply Center and the former Defense Electronics Supply Center in from the 1993 Base Realignment and Closuré Conunission ordered merger of the former

Chalmers P. Wylie Vaterans Clinic

nutrition, pulmonery, urology and surgery. The Clinic also supports a Veterans Readjustment psychology, radiology, rehabilitation medicine, social services, hemodialysis, audiology, gastroenterology, dental, laboratory medicine, ophthalmology, optometry, pharmocy, The Chalmers P. Wylie Veterans Clinic provides a full range of ambulatory healthcars podiatry, psychiatry (including a Day Treatment Center and Substance Abuse Treatment), services, including primary care, hematology/oncology, cardiology, endocrinology,

the Leonard Avenue interchange. VA leases the building from a private owner. Since then, the patient had has grown and a new larger replacement facility began construction in September. The clinic moved into a state-of-the-art building in February, 1995, which is located off F-670 at 2005 on James Road on the DSCC campus. It is expected to open in February, 2008.

for care provided to eligible veterans by private physicians and other healthcare providers. Colleges of Medicine, Dentistry, and Optometry. The clinic serves as a Clinic of Jurisdiction Supporting five resident positions, the clinic is affiliated with The Ohio State University technical, and administrative staff, supplemented by community and service organization veteran population base of over 250,000. This includes suthorizing and processing payments for Fee Basis Services for 58 counties in central Ohio and one county in Indiana, with a full and part-time employees and consultant physicians complete a team of professional Operationally, the clinic is experiencing more than 254,800 visits per year. Nearly 380



neus P. Vilyhio Vetoreus Climic fecility that is curron

Hetlets

in Columbus, consisting of a 200,000 square foot facility that opened in 2000. In 2008 provider of flight recurrency training, established a training facility et Port Columbus in 2004 growth of Netjets and the need for Citation V crew training, FlightSafety International, a NetJets was the 37th largest employer in Columbus with 1,533 employees. Because of the introduction of the fractional ownership concept. The company has its U.S. operations center NetJets (originally Executive Jet, Inc.) revolutionized business aviation in 1986 with the

and 60,000 square feet for a fitness center/corporate cafeteria. Netlets will construct an acres in the northern part of Port Columbus property. The proposed expansion consists of Netjets and FlightSafety will grow from a campus of shout 19 acres to potentially over 120 major expansion that will retain 2,022 positions, create at least 810 new jobs and more than In March 2008, Notlets and FlightSafety International chose Port Columbus as the site for a help initiate a growing aeronsulical cluster at Port Columbus. NetJets will embark on an over \$200 million world-class compas in order to draw the best and brightest talent and 250,00 square foot of new office space, a 100,000 square foot training facility for HightSafety double the size of FlightSafety, thereby creating the largest flight training facility in the world real world business problems and develop existing talent in Ohio. Netjets has also decided to unprecedented partnership with the Ohio State University to attract college graduates, solve take a leadership role in Ohio, including support for conmunity and citylrolimental initiatives.



and friends

Lane Aviation FBO provides aircraft fueling, hangars, aircraft sales, charter services, sircraft maintenance, and parts support for general aviation aircraft. Lane Aviation provides hangare for business aircraft ranging from single engines to Boeing airliners. The charter department operates risulti-engine Cossinas as well as turbine and business jet aircraft. Lane began operating at the airport in 1935, and was one of the first businesses at the airport. Its facilities are located southwest of the main terminal building and are accessible from laternational Cateway.

Columbus international Air Center

This is a three million equere-foot corporate office complex occupying a former military sircraft manufacturing and assembly plant. McDonnell-Douglas Corporation was the last occupant. Local investors jay Schottenstein, Marvin Katz, and Joff Ahrams won bidding in 1996 to acquire the facility. Aviation tenants include American Eagle Airlines, Ropublic Airways Holdings Inc., and Million Air. The Ohio Department of Jobs & Family Services rents space at 4324 Fifth Avenue and DSW Inc. occupies 147,000 square feet through an oxbanaton at the complex.

Hillion Air

Million Air provides services to general aviation including fueling and a 110,000 square foot heated, secure hangar, its facilities are located on the south side of the airport.

Corporate Hangars

hi addition to these businesses, numerous companies base their corporate sircraft at Port Columbus International Airport. For example, both Nationwide Mutual Insuranco Company and The Limited have corporate flight departments at the airport.

Development Opportunities

This section identifies potential development opportunities sites in the planning area, classifying them either as underutifized land, vacant land, or redevelopment sites.

derutilized Lane

The Development Strategy for Columbus Job Centers (Bey Area Economics (BAE), 2008) prosented an initial analysis of underutilized land (identified as commercial, industrial and office development) throughout the city to estimate the degree to which they were underdeveloped (Improvement-to-Land Ratio).

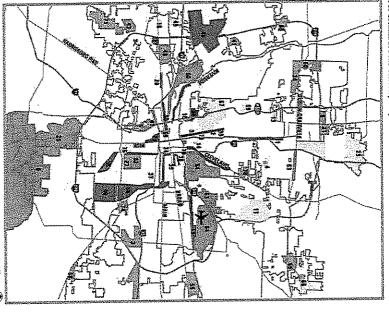
New Development Opportunities

Commercial District/Infill

Support

-- Columbus City Line

Jobs Centers by Type, Development Strategles For Columbus Jobs Centers, BAE, 2006



Using data from the Franklin County Auditor's Office, BAE compared the value of improvements to land. All parcels with Improvement-to-Land (I/L) ratios of less than 1:0 are summarized and shown as undorutilized within the respective job sites and corridors. For the planning area, there are three subareas identified: now development opportunity area: 63 and 64; and commorcial development/infill area: 12. The following summarizes those findings and the accompanying map indicates each area's location.

Opportunity Sites

Opportunity sites for future development are the vacant sites, underdeveloped sites, redevelopment sites and nre identified in this section.

About 498 acros are undeveloped, spriculture or otherwise vecant within the plenning eroo These are scattered throughout all jurisdictions, although there are several key sites that are addressed in detail below. For the purposes of this study vecant screage has been classified as appropriate for either commercial or industrial purposes based on existing zoning.

The majority of vacant parcels are classified as industrial, meaning that these parcels are zoned for those purposes. This totals 199 acres. Commercially-zoned vacant parcels total another 177 acres. The largest single tract of vacant ground, used for agricultural purposes (122 acres) but is zoned Select Commercial Planned District, is in Cahanna in the southeast quadrant of 1-270 and Hamilton Road.

At the same time it is important to identify and understand underdeveloped parcels, as well as to identify parcels with vacant buildings.

Key considerations in the identification of opportunity sites include the following:

- Reuso of brownfields, litcluding the cost implications recossitated by environmental mitigation requirements.
- 4 The smaller size of older percols may require land acquisition to ensure a suitable development site.
- Availability and condition of infrastructure.
- Requirements relative to stormwater menagement.
- Scattered residential pattern can be a constraint for the redevelopment of nonresidential parcela.



Economic Base (continued)

In terms of individual development sites (or clusters of vacent parcels), the following is a brief summany of key sites:

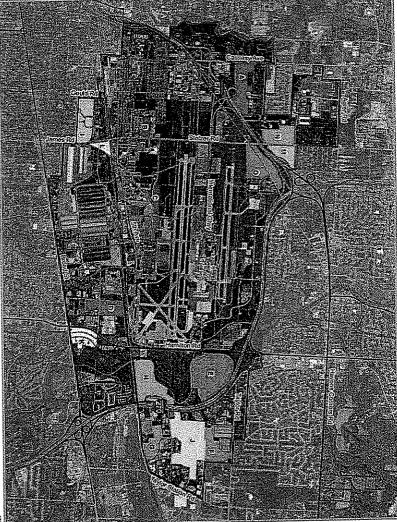
- Site A.- Future Consolidated Car Rental Facility (61 acres). These properties are under consideration by Port Columbus for the construction of an off-site Consolidated Car Rental Facility. See page 2.20:
- Situ B Woodland Plaza (13.3 acres). This site is located in the city of Columbus on the west side of Stelzer Road. Residential neighborhoods are located west and south, but tho site has 493 feet of road frontage and is zoned commercial (C4).
- Site C ~ Columbus Regional Airport Authority and Schottenstolic preparty to the south (18.5 acres). This site is located in the city of Columbus adjacent to the southside of Port Columbus and directly west of Columbus International Air Conter.
- Site B Properties on Poth Road (43.9 acres). This site is located in the city of Whitehall north and south of Poth Road. The area consists of two properties. The eastern 70 acres currently contains a well-maintained but antiquated 800,000 square foot manufacturing facility. Approximately 1/3 of it is currently leased by a major liquor distributor. The distribution portion of the building has inefficient docking and low ceiling heights. The western 54 acres contains a 500,000 square foot distribution facility and two accessory buildings. The distribution center currently has a portion of its office space rented out. The building is divided into smaller areas and the enclosed truck bay cannot support standard trector-trailer configurations.
- Site E-Budies property/132 acres). This site is focated in the city of Galhanna and has been targeted for development. Cahanna is interested in extending their Tech Center Drive west over 1-270 onto the Buckles tract. Issues include building height and noise constraints due to air traffic, and the 100-year floodplain of Big Walnut Creek.
- Site F Taylor Road properties (46.9 acres). This site is located in the city of Gahanna and within the Central Park development. Cahanna's intention is for development of a 191-acre corporate business park containing these parcels.
- Site G Clayeraft Road properties (34.5 acres). This site is located in the city of Gahanna and within the industrial park located south of Clayeraft Road. It is zoned manufacturing.

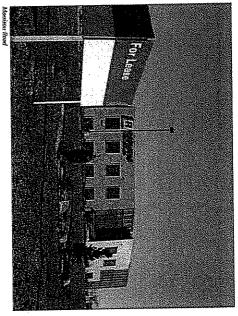
Opportunity Sites

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Study Area ZZZ Aliport Property

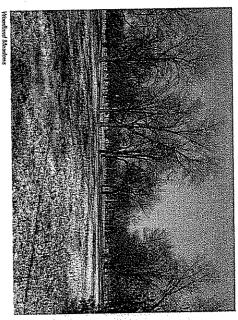
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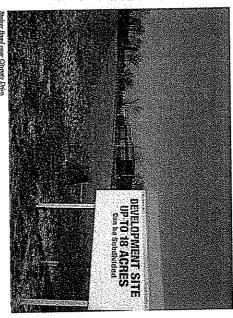




- Site H Morrison Road and Edwards Landfills (199.7 acres). These landfills, located north over Big Walnut Creek, widening of Claycraft bridge over 1-270), and there are noise and require some degree of mitigation prior to redevelopment, they are impacted by the development. Situs characteristics include that both closed landfills are brownfields and and south of the railroad and the west side of 1-270, offer the potential for economic height limitations and avigation casements on the property. 100-year floodplain and floodway, there may be significant infrastructure costs (bridge
- Site!- Woodland Meadows (\$1.2 acros). This is a 51.2-acre multi-family development that virtually vacent and demolished in 2007. It is now an ideal site for redevelopment given was determined to be a public nuisance by the city of Columbus. The development was its frontage on James Road, its size, and proximity to DSCC, Veterans Hospital, and Port
- Menufacturing to the Office Commerce and Technology District. It is intended as a high Site i. Central Park (120 acres). The site is currently undergoing rezoning in the city from end corporate office park, with a public golf course facility.



- Site K Broad/Hamilton (27.2 acres). This property is a primarily investor-owned is primorily constructed as two-family buildings, with a minimum number of four-family buildings. The complex was built around 1950 and is known to have units with leadexisting car dealership (8.61 acres). the area could include existing parking areas of the Community Park (6+ acres) and an Country Club and fronts upon E. Broad Street and Hamilton Road. The remainder of against it. The site sits immediately adjacent to the Community Park and Columbus 33% vacant and has numerous building code and property maintenence code citations based paint and shared server laterals. The development is currently estimated at condominium complex. It contains 310 dwelling units on approximately 27 acres and
- Site t YA Triangle (11.4 acres). This set of parcels located between Stelzer and James Roads lies across from the entrance to the new Veterans Administration Mospital.
- Site M Northeast Quadrant of Stelter and 1-670 (27.4 acres). This site is located within close proximity to the Port Columbus International Airport and situated along 1-676. There are This site is visible from 1-670 and adequate access from Stelzer Road ideal for light industrial, office flex space, commercial, retail, and light manufacturing uses several single family honves and several acres of adjacent developable land. This site is



- amounts of vacant green space at the corner of Chygate Drire and Stelzer Road. Site H - Northwest Quadrant of Steizer and 1-678 (49.3 acres). This site contains large interconnected development. site M and N are conveniently tocated adjacent to one another making it ideal for an light industrial, office flex space, commercial, retail, and light manufacturing uses. Both addition, there are an ample number of trees in the area. This site would be ideal for There are a limited number of single-family homes along Stelzer Road within site N. In
- Site 9 Johnstown Corridor (52.20 acres). The Johnstown Road corridor east of Steker in this critical corridor and northern entrance to the sirport development zone. Specific this plan. The land use pattern should support seronautical business activity, with the at the Johnstown/Stelzer intersection, and the consolidation of percela to permit necessary infrastructure and aesilietic investments to facilitate private sector investment Road is recommended to be a focus for redevelopment consistent with the goals of site issues include: traffic and streetscape improvements along johnstown. Road and redevelopment to higher aeronautical-related usos.



Economic Base (continued)

Incentives

employors. The following is a summary. The cities of Columbus, Onhama, and Whitehall offer a variety of incentives to

State incentives

the potential for redevelopment. Such redevelopment can be in the form of hazardous and unsightly properties and restoring them to productive use. Funding Brewnfield Redamation/Redevelopment. Brownfields are abandoned and/or commercial, industrial or residential uses that benefit the community by removing environmentally contaminated industrial sites which are under utilized and afford

- 4 Gean Ohio Fund. Up to \$3 million in State of Ohio grant funding, per site, may be made available for site acquisition, clean up, infrastructure, or engineering
- U.S. EPA Brownfields Cleanup Revolving Loan Fund. Up to \$500,000 in federal may not include also assessments or projects where contamination stems from Department of Development. Loans may be used for all cleanup activities, but foans are available for clean-up costs with application to the Columbus asbestos, lead paint, or petroleum.
- U.S. 2PA Brownfield Assessment Pilot. This program funds phase I and phase II actual cleanup coasts as these funds are used only to determine the extent and site assessments as well as cleanup design. The funds may not be applied to character or contamination along with estimating the cost of cleanup.

Enterprise Zone. Created in 2000, the Enterprise Zone allows for both personal and real property tax incentives guided by the Ohio Urban Jobs and Enterprise law.

Employee Jobs Tax Gredit. Companies expanding are eligible for the state's Employee

Enterprise Zone

Gentral Enterprise Zone

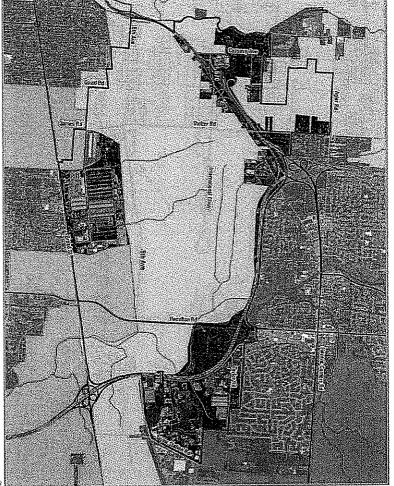
North Enterprise Zone

Wittehall Enterprise Zone

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to aid in the revitalization efforts in our consmunity. OFA provides technical economic development tools to help existing businesses grow and thrive and Loans and Grants. The Office of Financial Assistance (OFA) offers a variety of assistance in addition to financial incentives to accomplish these efforts.

City Loan Fund, Working Capital Loan Fund, the Neighborhood Commercial The OFA programs include: the Business Development Fund, the Central totaling over \$35,000,000 in City funding. The City loans and grants have obs. In addition, the City has invested over \$05,000,000 in public right-of-way leveraged over \$100,000,000 in private investment and created over 5,000 Improvement District Program. OFA has awarded over 800 toans and grants, Tevitalization Program, the Urban Infrastructure Recovery Fund, and the Special

- Susiness Development fund, Eligible activities for the Business Development apply. The City's participation is limited to \$200,000 with a maximum term of 20 years. Columbus businesses with project sites within the City limits are eligible to Fund include acquisition of land, building, machinery and equipment.
- inventory, defraying increased operating costs incurred in business expansion, Working Capital Loan Fund. Eligible uses of toon proceeds include purchase of the City limits are eligible to apply. Loans start at \$15,000 with a maximum of \$50,000 for up to five years. and acquisition of small equipment. Local businesses with project sites within

for future growth that will invest and create jobs in Columbus. of economic development tools to help businesses grow and thrive in our Tax Incentives. The Office of Business Assistance (OBA) offers a variety community. OBA is especially interested in sound businesses with strong potential

Hew Business Attraction. The OBA works closely with broader community the needs of industrial, office and commercial uses. The OBA also interfaces for any Columbus location under consideration. with electricity, gas and communication companies to provide utility capacity Columbus. The OBA makes referrals on available sites and buildings to meet partnerships and strategies to attract world class business operations to

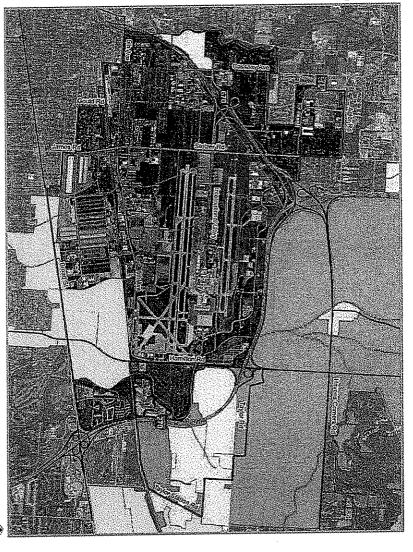
Incentive Districts

www. Study Area

Airport Property Tax Increment Financing (TIF)

Tech Industry Driven Expensions (TIDE)

Community Reinvestment Areas (CRA)





Economic Base (continued)

- conducts site visits to local businesses to Business Retention and Expansion. The OBA efforts could potentially have a helpful retention and/or expansion where City dentify specific opportunities for business
- Tax Incentives. Tex incentives are used business expansions or relocations. strategically to leverage significant sector or targeted geographic trea. whether the project involves a priority the creation and/or retention of jobs, and include the amount of investment and secure the project for Columbus, Criteria whether tax incentives are necessary to project represents for the community and ncentives are based on the benefits a
- Infrastructure Assistance. The OBA costets basinosaes in securing infrastructure enhancements and road improvements. sewers, water lines, streetscape improvements are storm and sanitary of their business. Typical infrastructure improvements critical to the success



requiring environmental cleanup. OBA can provide brownfield technical assistance and International Business Assistance. The OBA assists in the development of international help businesses with site acquisition and environmental remediation. through the Columbus Urban Growth Corporation and Clean Oltio program, OBA can

business opportunities resulting in local business growth and job creation. Types of



companies, and coordination of business visits to Columbus. assistence include the development of business-to-business linkeges with Columbus

plan, and awarded the Empowerment Zone designation to Columbus. Housing and Urban Development (FIUD) reviewed the 19-year, \$1.5 billion redevelopment a strategic plan for the redevelopment of central city Columbus. The U.S. Department of Empowerment Zone. In 1999, the City of Columbus and the Compact partnered to develop

offers real property tax abatement to new or expanding facilities. The term and percentage Community Reinvestment Area (CRA) Program. The city of Cohonne has several Community of tax abatement is based on project investment, the number of jobs created/retained, and Reinvestment Arees (CRAs) located in its Office and Industrial District. The CRA Program annual income tax for the city

Tax Increment Financing (TIF) Districts. The city created two Tiff Districts in 1999 in DRK infrastructure improvements. The TIF District is an economic development tool that allows the City to repay the debt for Station Roads and Eastgato Commerce and Industrial Technology Park on Taylor Road Inc.'s Crossroads Commerce and Tochaology Center at the corner of Taylor and Taylor

number of jobs created/retained for the city. and percentage of the robate is based on total annual salary, project investment, and the This credit can assist business by rebuting up to 50% of their income tax payments. The term pusinesses in its Office and Industrial District with a new annual payroll of over \$1 million. Office and industrial Rebate. The city has an incentive program for new and expanding





CRA's but the most pertinent to the planning area is located on Poth Road and a separate term - the larger the investment, the longer the term). Eligible projects include new building property tax abatement program is offered based upon the minimum project investment aren on E. Broad Street - the Town & Country Shopping District. For Path Road, a real Community Reinvestment Area (CRA) Program. The city of Whitehullihas established several construction and expansion of existing structures for industrial uses. Abatements are not (\$1 million, \$2 million, and \$3 million-plus) with a varying average abatement and varying available for commercial, retail, or residential uses.

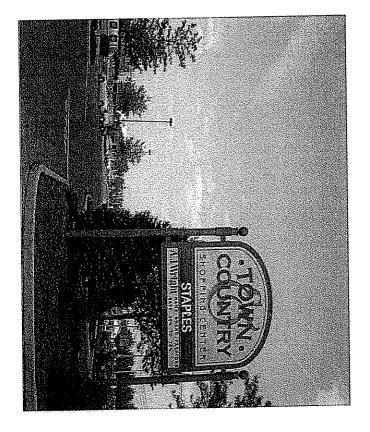
for five years, declining 20 percent per year to 20 percent in year 5, or a term average of 60 For E. Broad Street, 100 percent tax abatement is offered on real property improvements percent. Minimum project investment is \$1 million. Eligible projects include exterior building that create jobs with a wage level of 150 percent of the current federal minimum wage. No office, speculative office, and hotel/conference center uses. Priority is given to projects façade renovation/remodeling and new construction or building conversions for commercial abatement is provided for new retail construction, industrial and/or residential uses.



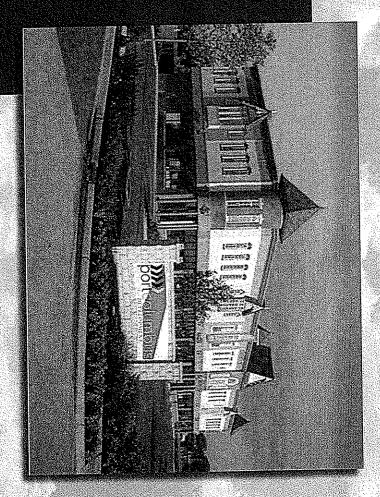
ewn and Country Shapping District in Whiteholl.

ments in commercial, industrial and office districts, which zone, Broad Street and Hamilton Boad commercial corridors. compass the Poth Road corridor, Whitehall's primary industrial Tax increment financing (TIF) Districts. The city created five TIF development or redevelopment in the most successful manner. The TIF District is an economic re/development tool that "incentive" districts in 2005 of which three TIF districts onincreases development capacity and will facilitate more intense allows the City to foster major public infrastructure improve-

facilities and land along the Poth Road corridor that have failed to develop, or be redeveloped to their potential. Moreover, Whitehall Enterprise Zone broadens and deepens community designated limited authority under ORC 5709.832(A)(2), the Enterprise Zone (EZ) Program. Established in 2000 as a County the area. Emphasis is placed on revitalizing vacant industrial revitalization efforts to ensure a more stable industrial bass for blight and maintaining a tax base. Projects considered as which is necessary for the economic health, elimination of transform underutilized assets into community resources, industrial projects that create jobs with a wage level of 150 and minimum job creation/retention is 50. Priority is given to eligible consist of minimum project investment is \$5,000;000 percent of the current federal minimum wage.



Overview 39 Policy Foundation 39 Goals and Strategies 40 Land Use and Development Recommendations 42



47



Overview

to guide future development that is consistent with the goals and policies of this planning include a Conceptual Development Plan and a parcel-based Land Use Plan. strategies to guide implementation, and land use and development recommendations that document. This chapter presents the policy foundation for the plan, goals, objectives and This third chapter of the Joint Economic Development Strategy presents recommendations

Policy Foundation

jurisdictions surrounding the sixport are important to our communities and the Central Ohio Columbus, Cahanna, and Whitehall understand that Port Columbus and the areas within our

improvements, redevelopment of the Bedford landfill, the new VA hospital, DSCC expansion. area including the Port Columbus Airport expansion, Stelzer Road/1-670 interchange and the headquartering of DSW. We want to build on the cooperation and momentum of many important projects in the

in strength and becomes a premier economic engine and jobs center for our communities By working together, our jurisdictions believe we can ensure that this area continues to grow and the region for decades to come.

our citizens henefit from job growth in the area. By doing so, we must also ensure that we all receive a fair return on our investment and that develop and adopt a joint economic development strategy to coordinate land use planning To optimize this partnership, we understand that it will require all of us to work together to infrastructure investment, service delivery, development incentives, and marketing efforts.

The accompanying Statement of Principles serves as the policy foundation for this plan

The Port Columbus Area Development Partnership Agreement:

Partnership is comprised of the cities of Columbus, Cahanna, and Whitehall. development, land use, urban design, and infrastructure improvements throughout the joint planning aren. The The Port Columbus Area Development Partnership has been established to jointly guide economic

companies from a pertnering jurisdiction to enother in the area. through new business growth and recruitment of companies from outside Central Olio, and 3) do not nortal citizens. As we pursue this mission we will assure that our efforts. It promote investment, cooperation, and mission of working in partnerallip to make this area a premier jobs contar and to create and retain jobs for our To this end, our jurisdictions agree to create the Port Columbus Area Development Partnership with the coordination for business development apportunities; 2) position the area to compate effectively for new Jobs

This Partnership will:

- Set the boundaries for a "joint economic development strategy" planning area in and around Port. Columbus and within parts of Columbus, Cohanna, Whitehall, and Franklin County,
- Develop and execute a work plen for the "joint economic development strategy" that coordinates land use planning and identifies and aligns public improvements and services, development incentives, and marketing efforts necessary to recruit and secure private investment in the planning area.
- Leverage planning and funding for the area by engaging other stakeholders, including the Columbus States Covernment, Chainsers P. Wylie Veterans Administration Hospital, and private sector interests to Regional Airport Authority, Franklin County, State of Olico, Veterants Administration, DSCG, United participate in the partnership, as appropriate:
- Establish procedures to ancourage the purchase of goods and services from businesses and firing of citizens from the participating jurisdictions in the development of this area; and
- Determine and execute the best type of agreements between the jurisdictions to assure that we adopt a and revenues from our respective investments and commitments. strategy to additive our mission and that the partnering jurisdictions all receive fair and appropriate benefits



Goals and Strategies

The goals and strategies that follow on the accompanying table serve as the heart of the plan's recommendations. They build upon the policy foundation that was presented earlier in this section.

Gozis and Strategles

	Strategies
trasa Sactor Prioritiss: Economic development ethelts thould occus on the Business sectors that are most appropriately located in and around Post Columbus united related.	1.1 First The Businesses Economic development Schmides build under Mees Postumess sections as personance reconstructions from the section of
- zcommodation flod/retall - lightulnight ean manufacturing	1.2 Second Ther Businessees. The Parmenship and each jurisdiction should combine to support economic development activities for non-first the businessee, that are complimented to commit development efforts.
- winderse cute. 1. Budiness Extention and Expression Strate(y). Intention, expansion, and attraction of businesses that are condition with these business section should be the principly focus of economic development efforts.	2.1 Eensomic Intentives. The Fartnesship and each justicities should adopt consistent economic Intentives. A. Entarpfile Zoner The CZ will be used as an incentive for extenting new Institues to the pleaning area, as well as supporting the retention and expansion of existing businesses. B. Caved Intentives The installations will consider equalizing intentives within the planning area.
3. Economic Assett. The Aconomic assess critical to further economic development in the Purtnership platning area should be protected and enhanced, including land, county teams, and a strong range, and gateways.	2.1 Opportunity Steat Opportunity sites solude be provines for future development consultent with the plan, including recognings, adoption of recommended development standards to create a high quality physical environment, and outreach to properly owners to provide the plans vision (or another secure for facilitating development).
	3.2 Land Assemblago. A land assemblage stratory is recommended to be adopted by each justication as appropriate to further the economic visibit. 3.3 Vacant Land and Buildings. The Partnership stocked support Land anderelopment opportunities to provide vacant land and buildings.
	pending the availability of handing. A. Improvements and widering of Sector Boad (Columbus).
	E Imporements DE FER Avenue (Columbus). C Imporements DE Train and connection to Stelzer (Columbus). DE Strainton of Interval of Stelzer and its object (Columbus). The Strainton of Interval of Stelzer and its object (Columbus). The Strainton of Interval of Stelzer and Interval of Stelzer (Columbus).
	3.5 COTA Service. Each jurisdiction and CEAA should work with COTA to consider any future service exhibitrenests that can simple; economic development. The flut introdup showed condition to what with COTA to determine whether a transit center is appropriate within the planning area and then to work towards its funding and construction. The options to connect condition to the control of the con
	the travelt conten with that friendly independent stroughts explored in promote alternative transportation. 1.6 Rail service. The Partnership should work with full service provident to consider any service enhancements that can pupper becoming development. Columbas about that the band,
	working with Willicolate and Galancian tree Orde Rull Hub plant). 3.7 Sidewalk and Bikeppath Commercially, Eart Justicition should undertake sidewalk and bikepath improvements becommended in this plan with the next five years pending the
	agalabelity of tunding. A. Each jurisdiction should undertrain this scarce year appropriate. The construction was the considerated tunder than the stocks in proprietate to a Sheiter Board.
	Fig. 1997 and and WIF. God introducion though with which possible on the providers in a tract and exceeds the providers continued and and providers are a second of the providers of the providers and the providers of the provide



Seats and sylvary (our meet)	liziedes
	3.9 Storpmeates. The Pertinestia, DXCC and legislators should work cooperatively to Improve stormwater inanagement strategies and solutions. A. Whitehalt configure to take the lead in addressing stormwater issues in their boundaries, working with properly owners to the north. B. CR IA configure to address charmwater leads in the first Columbia introducements.
	2.10 Gateweys: Dach jurisdiction makes gateway enhancements that provide a consistent and complimentary image for the area.
	A. CLOWA SHOULD CONTINUE OF HEAR CALLOSSE, DESCRIPTION OF CONTINUES AND CONTINUES OF CONTIN
	3.11 Infrastructure Elexanding. The Partnership should investigate the creation of Joint 116 districts, JEDOS, or other funding mediantims/strategies to third recommended capital
	Improvements in the Partieship area. Columbus should take the lead.
Vice earlies di mort fleanstoor. Feitre development, ischildige expansion of existing development, should be consistent with and not impede at Italiic operations	4.7 Davelopment Restrictions. Height, no
ned any follow among of Part Callington.	
	4.3 Columbia AEO. The day of Columbia Airport Environs Diverby Lext and Approximated Support and Support Environs Diverby Lext and Approximated Support Diverby Lext
	THE CHI JAMANA WATER OF THE FAMILIES AND THE PROPERTY OF THE P
and the restriction of the state of the stat	5.1 South Hunway, CRAA continues to purs
S. Arport Hiptopentians (Cox and the militare printed in processor of the substitution of section and section of section and section of section	
	5.3 Consolidated Car Rental Facility. CRAS should pursue construction of the consolidated car extral levilly.
s. John Wast with a The Parmership should develop point marketing took to implement the economic development vision of this plan including a land and building	6.1 Outreach Strategy. The Partnership sh
gyenday, websile, makeding invierial, and outraids trategy.	
	nuclei vax and Part (dumbles)
	6.3 Land and Building inventory. The Partneyship should create and maintain a web-based inventory of land and buildings suitable for economic development.
	6.4 Marheting. The Partnership should prepare joint marketing materials that can be used by each jurisdiction as pail of their own TAE artifules:
	6.5 Branding. The Partnership - working in coordination with Class - should develop a physical "branding" concept that can be applied to inflastratives, gazeways, software etc.
7. Environmental Enhancement. The Partnership worst jointly to address environmental constraints and opportunities, thereby impressing the environmental assets in	White oppositions and a state of the state o
the plantily area, a processing and a second control of the second	William to 100-year modulate of either filmst great or sig Walnut Great. Wilnever possible, widulia habitat should be restored or maintained along creats as well as a 120-base wide
	Regestative Buffer = provided that FAA guidelines regarding wildlife nutrances is followed:
	7.3 Starm Pords. The Partnership should support the use of day constructed points for showness management to reduce potential air terffic and whether conflicts per FFA quidelines.
1888년 - 1888년 1888년 - 1888년	T.4 LEED. The Parmewith should promise the ose of LEED standards in the design of new bindisings and structures.
	Columbia change commonly the Green Agenta, including the trip of LEED design standards, in projects within the planning area



Land Use and Development Recommendations

Conceptual Development Plan

appropriate sites. The following summarizes the key concepts within the development plan: surrounding Part Columbus while encouraging expansion and infill development on The Conceptual Development Plan seeks to bring organization to the development pattern

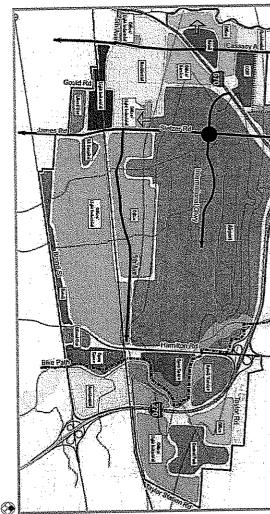
- Swangthan Existing Commardal Modes. The development plan recommends expanding towards Stelzer Road, expansion of office uses west of Airport Drive, and expansion of existing commercial nodes, particularly those that contain office and light industrial commercial uses in Cahanna at Central Park and the Buckles tract uses. Examples include supporting expansion of CityCate businesses to the east
- to the sirport and business travelers. These nodes would also be more sustainable Establish New Mixed-Use Nodes. The development plan recommends establishing in that they would include a variety of business types, lodging and restaurants. The mixed-use nodes that offer new development opportunities, building upon proximity primary example is on Stelzer Road north of 1-678.
- Strengthen light industrial and Office Uses. A significant corporate base is located of concentration include Taylor Station/Claycraft Road area and the Johnston Road and recruiting similar business types that support existing users. Additional areas along Fifth Avenue, as well as DSCC and its various operations. The development plan recommends strengthening these areas by supporting business expansion
- Rental Facility. Airport-related development should be stressed consistent with the plan supports continued expansion of airport operations, including relocation of the the business activity generated by and proximity to Port Columbus. The development Support Airpart Expansion. The economic strength of the planning area depends upon Port Columbus Program Management Airport Development Plan. south rusway, additional terminal capacity, and construction of the Consolidated Car
- contours generated by Port Columbus air traffic and supports land uses that are Sensitivity to Notes Contours. The development plan recognizes the impact of noise compatible per FAA guidelines.
- Connectivity. The development plan supports the reconstruction and potential widening of Stelzer Road, further improvements as necessary to Cassady Avenue, COTA and providing rail service to Downtown in the long term. transit service should be explored, beginning with a multi-modul transit center for reconstruction of Fifth Avenue, extension of Jetway to Stelzer and Alger and continued levelopment of the Big Walnut Creek bikeway and Tech Center Drive. Enhanced

Conceptual Development Plan

Multi-Medal-Options Abport Environs Overlay Day-Night Average Sound Level Floodway Fransit Center Options Shudy Area JNG 08 75 DML 65 DML 70 DAIL (00 Ī Hayons Curpe









Land Use Plan

The accompanying table quantifies recommended land use by acreage. As noted below, the majority of the pleaning area excluding land owned by the CRAA is The Land Use Plan translates the Concaptual Development Plan to the parcel level thereby providing detailed guidance for future development and redevelopment. recommended for employment-generating land uses.

Future Land Use (2006)

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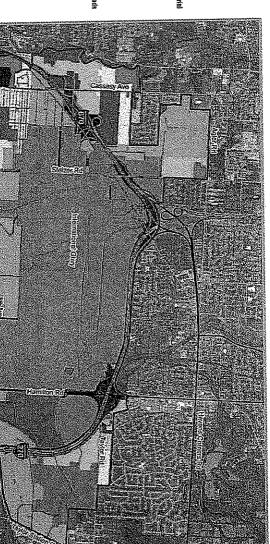
Source: Franklin Osuniy Audkor, Cohundus Planning livisien

- www. Study Area
- Commercial
- Open Space Residential
- Utilities and Railroads

Land Use Plan

- Airport
- Olice Office/'Light Industrial
- Institutional Mixed Use Industrial (Light)







Land Use and Development Recommendations (continued)

Future Land Use Employment Forecast

Future land uses that have potential to continue to produce or create income tax revenue are summarized below. These percels have minimal limitations, as outlined in the "Constraints" column below. A minimal portion of each site is located within a flood zone and commercial properties within the boundaries of the airport are within the 70 DNL contour, which limits the types of commercial fand uses allowed at those sites (see Existing Conditions, page 8).

Land Use Analysis

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The development potential is summarized in the table below. The Land Use Plan delineates the largest potential for light manufacturing/industrial development and office development in the planning area.

Development Yield Forecast

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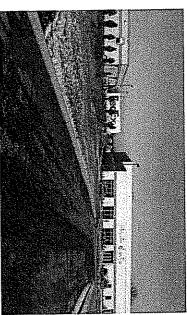
The employment forecast calculates the number of jobs that could be generated by the above development yield forecast. If development occurs as outlined in the Future Land Use Plan, properties in the sirport planning area have the potential to create over 56,000 jobs. The largest proportion of these jobs would come from office development.

Employment Ferecast

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The market should determine whether this development actually occurs. This forecast looks at the overall development potential of the grea, not at currently vacant sites. The actual net increase is 675 acres of new mixed use development, representing 5.9 million square feet of development and 23,061 jobs.



deschapment in City Cate Business Park

Development Standards

The following general development standards are recommended for the planning area.

Urban Design

- Cateways are defined by well mainteined infrastructure, enhanced landscaping, and appropriate signage.
- Gateways convey a positive image shout the city and the associated neighborhoods or business districts.
- Corridors are defined by well maintained infrastructure, enhanced landscaping, and banners systems as appropriate.
- Districts are defined based upon historic development patterns, geographic boundaries or political boundaries that are readily accepted by the community.
- repeating characteristic.

Districts are defined by a common architecture, land use, density, or other similarly

 Such identified characteristics are conserved to promote the positive image of the district.

Office Davelopment

- Office structures should have a recommended minimum FAR of 1.0.
- Buildings should axhibit contextual architectural design that onhances the surrounding environment by augmenting the highest quality builthing, design and material patterns.
- Buildings utilize natural building muterials, perficularly on front fecades.
- Front elevation should be oriented to address the street and entryweys facing the street frontage and clearly demarcated.
- Parking is recommended to be hidden to the greatest extent possible (located to the rear or side of a building).
- Buildings should be appropriately acaled relative to the existing or proposed street widths.





Light Industrial Development

- Light industrial structures should have a recommended minimum FAR of 0.50.
- Building should exhibit a "corporate" architectural character of high quality materials. design, and color.
- Building should utilize natural materials on front facades
- Buildings are recommended to be oriented so that loading, storage, and other external activities and building features that generate noise, etc., are not facing public rights-ofway or residential uses.
- Parking is recommended to be hidden to the greatest extent possible (located to the rear or side of a building).

Mixed Use Development

- Mixed uses occur vertically in a structure (first floor retail, second floor office, third and be integrated and not segregated). higher floors residential) or horizontally in a development (in these cases, the uses must
- Mixed use development includes a variety of building types and sizes, as well as unique architectural features such as towers, public plazas, fountains, public art, and other
- Mixed uses can be introduced into existing neighborhoods at key intersections to create include neighborhood-scale retail and other services, and optimally provides and/or a destination, sense of place, and a community gathering place (these nodes would retains space for locally-owned business).
- Mixed use development is oriented toward streams or other natural features and has strong visual and design connections to such features.
- Significant view corridors are maintained when considering building placement.
- Mixed uses should be a common building type in urban districts, urban corridors, and
- Interior noise level for mixed use developments with office and residential projects should be maintained to 45 DNL.

- Developments are recommended to focus exceptional architectural quality on buildings anchoring intersections and other high visibility locations.
- Vistas of 600 feet or more should be anchored with a building with exceptional
- Parking lots visible from public streets are recommended to be ecreened with a combination of fencing and/or masonry/stone walls and/or landscaping. Fences and fences are not supported for new development. decorative and constructed of ornamental metal tubes or solid metal bars. Chain link walls should not exceed four feet in height. Fences, with or without masonry piers, are

Landscaping and Screening

- Street trees are recommended on all public and private streets, as approved by each jurisdiction.
- Landscaping should follow the "Vegetation Recommendations for Airports" developed by USDA in March 2006.
- Landscaped buffers and screening are recommended between residential and commercial and/or industrial uses, as well as other sensitive land use transitions.
- New plant material is recommended to meet the following specifications: Single trunk time of installation; Single trunk deciduous trees are a minimum of two and one-half ornamental trees are a minimum of two-inch caliper (four inches from ground) at the inches in caliper (four inches from ground) at the time of installation.
- Dunpsters are recommended to be fully screened on three sides to a minimum height minimum 90% opacity with a material that is compatible with primary building material of six feet or a height equal to that of the dumpster, whichever is greater and maintain a nor facing a configuous residence. The open side includes a solid gate and is neither viewable from a public right-of-way
- Mechanicals are recommended to be screened from readway view by building architecture (preferred), roof parapet or with walls and plant material to their full height
- Loading docks and service areas are recommended to not be visible from major arterials decorative fences and walls. Loading docks and service areas are not located adjacent to (preferred) or are screened to their full height with earth mounting, vegetation, or regidential uses or residential zoning.

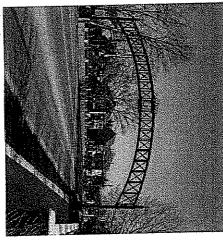
 Retention/ Detention basins should follow the guidelines developed by FAA for development near nirport.

- ← For local streets, proposed lighting is recommended to provide enough lighting to preserve safety, but without glare, hot spots, or spill light through residential windows.
- If area is historic, lighting is recommended to highlight special architectural or landscape features and/or prominent buildings and gateways.
- Mechanisms are recommended that will prevent the spillage of project lighting onto Residential streetlights are recommended to be post-top style decorative fixtures that do not exceed a height of 14 feet.
- neighborhood property, streets, or the night sky.
- All light sources are shielded or flush with fectures

Signage

- In commercial areas, signage is recommended to complement building and other streetscape elements, is designed of appropriate size, style, and materials, and is located to properly fit into the business district
- Roof signs, larger overhanging signs, LED and other such electronic or digital signs, or excessively large signs that interfere with the visual character are not supported.
- Signs are recommended to be placed and sized on buildings such that they are in general theme of the surrounding district and incorporated into the building architecture not to obscure or interfere with architectural lines and datails. Sign design relates to the keeping with the scale and sizo of the builting facades and general streetscape so as
- The development and location of permanent identification signs in prominent gateway locations is recommended provided that such signage includes landscaping or other types of additional amonities to highlight these gateways.
- Traffic control signs are recommended to be mounted in clusters on existing utility poles whenever possible
- Signage in larger scale commercial projects utilize building signs and on-site monument ground signs that are coordinated with the building architecture in terms of material and color is recommended.

Land Use and Development Recommendations (continued)



Road Improvement Projects

Study Area

See Existing Conditions, 2.12 for Project Summeries

- Hamilton:Road and 1-270 Ramps (ODOT) Improve Ramps
- Stelzer Road and Airport Drive Reconstruction (ODOT) New Bridges
- Jehway Extension (Columbus) Petential Connection to Agler Road
- Cassady Ave Widening (Colombus) -To Standard Lane Width with Turn Lones

Orako Road (Columbua) -

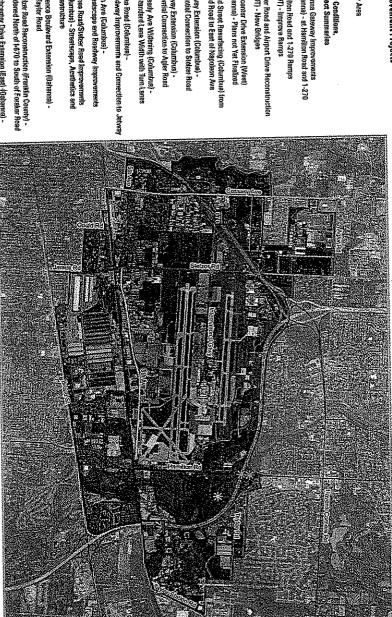
itth Ave (Golumbus) -

- altastructure Streatscape and Roadway Improvements lames Abaty Stater Abad Inspovements Columbus) - Stranscrape, Absthetics and
- to Taylor Hoad Science Boulevard Extension (Dahanra) -
- Stabler Read Reconstruction (Franklin County) Widened North of 1-670 to South of Foreiter Road
- Techcenter Drive Extension (East) (Gahanna) -Te Science Besieverd Extension









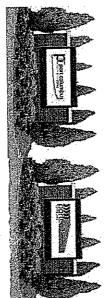


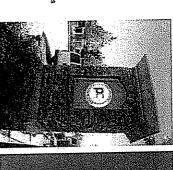
Implementation

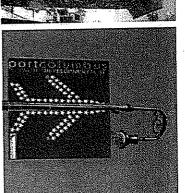
This planning document should be adopted by each jurisdiction's council, making the Joint Economic Development Strategy official municipal policy. Once that is completed, the following steps should be undertaken to guide implementation:

- Formalize Partuarship Working Group. The economic development staff of each jurisdiction and CRAA representatives should establish a permanent working group to coordinate implementation. The working group should moot as needed, but no less than quarterly, it should establish an annual work program that prioritizes implementation tasks.
- Establish Annual Work Program. The working group should review the recommendations of this plan and agree upon the priorities for the first year of implementation. Thereafter, the working group should update its work program on an annual basis.
- Establish a Brand and Marketing Strategy. The working group should propose a "brand" to be used in marketing the planning area to new businesses. This should be undertaken in consultation with the Groater Columbus Chamber of Commerce. The brand should be institutionalized on jurisdictions' websites and economic development marketing materials.
- Prioritize Opportunity Sites. Where feasible, the working group should prioritize the opportunity sites within each jurisdiction to begin a marketing campaign and outreach strategy to potential developers and businesses. Each jurisdiction should prioritize necessary public improvements to facilitate development of the opportunity sites.
- Facilitate Hajor Infrastructure Projects. The working group should work with the appropriato public service staff in each jurisdiction to facilitate major infrastructure projects that will benefit the entire planning area, such as the Stelzer Road improvements to E. Fifth Avenue.

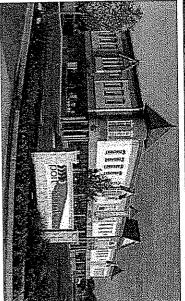
If a new legal structure is proposed to implement this strategy, then a more aggressive approach to redovelopment may be appropriate.











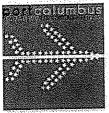




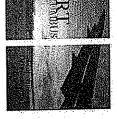












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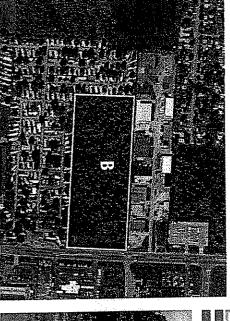
Existing Conditions

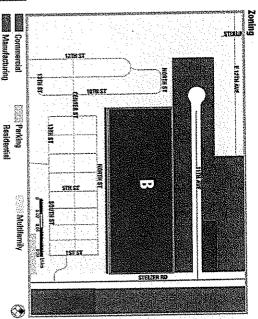
This site is located in the city of Columbus on the west side of Stelzer Hoad. The site has 493 feet of road frontage. Currently, the entire site is zoned commercial (C4) and it is currently residential, commercial and light industrial. Vacent, Currently there is a eignificant tree cover on the site. The surrounding land uses are

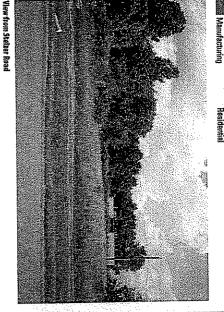
Expansion of the adjacent light industrial park into this site.

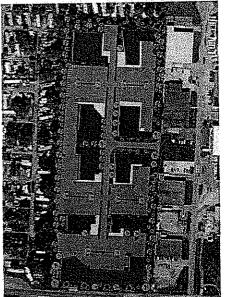
Recommendations

this site. The access is recommended from E. 11th Avenue (Concept 1). The buildings Significant landscoped buffer is recommended adjacent to the residential uses wast and with significant design elements should front on Stelzer Road to improve the streetscape. Light industrial uses compatible to the development to the north are recommended for should be designed to limit the traffic entering and exiting on the Stelzer Road. (Concept 2) ecuth of this development. A secondary access could be considered from Stelzer Road but

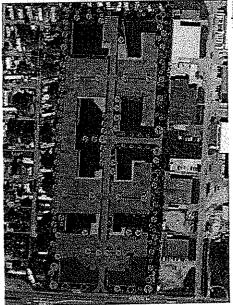












Consept 2



Opportunity Size L: VA Triangle (11.4 acres)

Existing Conditions

to the new Veterans Administration Hospital. The site is of irregular shape and currently This set of parcels located between Stelzer and James Roads lies across from the entrance from a drive off of Stelzer Road which needs significant improvements. The other land uses owned by the Columbus and Southern Ohio Electric Company (AEP). This site has access manufacturing (M) and commercial (C4). include a light industrial warehouse and trailer storage facility. This site is currently zoned

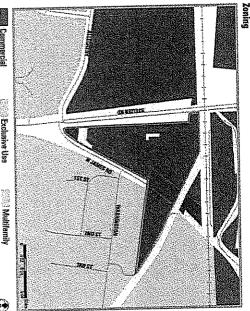
A mixed use corporate park with supporting retail and an enhanced streetscape and visual

Recommendations

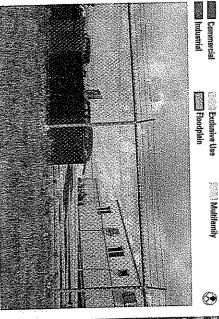
Other improvements along Stelzer Road should include street trees, sidewalks and significant using significant architectural details. The access to parking should be from James Road. intersection (Concept 1). The buildings should front on Steizer Road and address the corner Office, retail, and light industrial uses are recommended for the Stelzer and James Road

recommended. The buildings should front on Stelzer Road with parking accessed from James Light industrial, flex-office and small warehouse distribution facilities and office uses are The northern portion of the site should be well composed as a cohesive development. Road. Other improvements should include landscaping and street and parking lot trees.









Liew from James Road





Opportunity Site H: Morrison Road and Edwards Landfills (72.4 acres)

stina Conditions

These landfills, located north and south of the railroad and west of 1-276, offor the potential for economic development. Both closed landfills are brownfields and would require some degree of mitigation prior to redevelopment. They are impacted by the 100-year floodplain and floodway and there may be significent essociated infrestructure costs thru redevelopment (bridge over Big Walnut Creek, widening of Claycraft bridge over 1-270). There are also noise and height limitations and aviation easements on the property. This site is currently zoned manufacturing [M).

lision .

An office and light industrial park that is sensitive to environmental constraints, using those features as an amently.

Recommendations

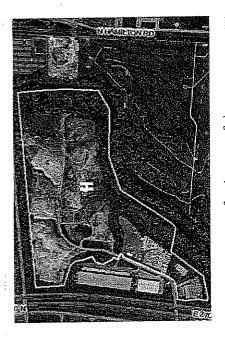
The uses recommended for this site include office, light industrial, and warehouse flex spaces (Concept 1). The floodway and 100-year floodplain should be protected by providing greater open space and parkland along the creek (Concept 2). The existing tree cover should be preserved and should be utilized for recreational purposes by providing a multipurpose trail along the creek side to provide access to recreation for the area employees. The buildings should from the roadway by providing parking in the rear. Other improvements should include intense landscaping and atreet and parking lot trees.

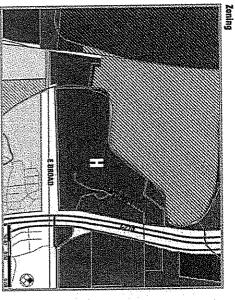
Exclusive Use ZZZZ Floodplain

Exclusive Use ZZZZ Floodplain

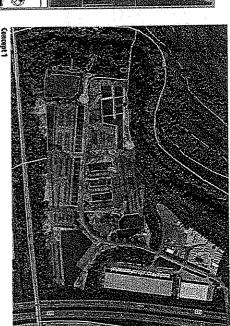
Exclusive Use ZZZZ Floodplain

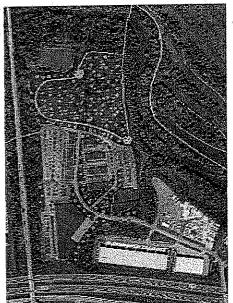
Single Family











(911

View from Claycraft Road



Opportunity Site M (21.7 acres) and N (41.6 acres)

Existing Conditions

Site M is located within close proximity to Port Columbus International Airport and situated along 1-870. There are several single family homes in the area as well as several ocres of visibility from 1-870 and adequate access from Stelzer Road. Site M is currently zoned Rural developable land located adjacent to the single-family homes in this area. This site has Residential (RR).

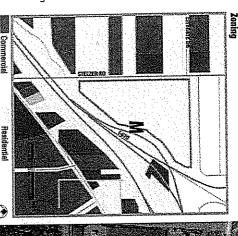
Stekker Road. There are a limited number of single-family homes along Stekker fload within Site N contains large amounts of vacant green space at the corner of Citygate Drive and are conveniently located adjacent to one another making it ideal for an interconnected site N. In addition, there are an ample number of trees in the area. Both site M and N(LM) and Commercial (CPD). development. This set of parcels is currently zoned Rural Residential (RR), Manufacturing

appropriate services. A mixed use high end corporate office development that supports the business travelers with

Recommendations

letway to Stelzer, and by providing access through each of the quadrants. The existing tree roadways with parking located to the rear. Connectivity should be increased by extending a pedestrian-friendly network of sidewalks. The streetscape improvements should include airport via Steizer Road. This mixed use development should encourage walkability with manufacturing, and other airport related uses because of their close proximity to the The recommended uses for these sites are office, retail, hotel, restaurants, light industrial recreational purposes by creating a walking trail. tover and the "creek" located on site N should be preserved where feasible and used for landscaped medians and street trees and landscaped buffers. The buildings should front

A transit center with COTA bus service is recommended for airport patrons with up-to-date other components like open space, plazas, a park, kioaks, fountains and gardens. information regerding airplane arrivals and departures. The sits composition should include



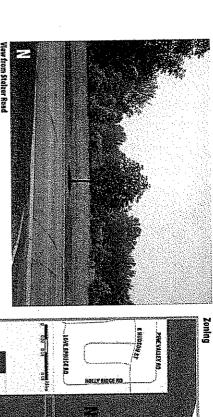


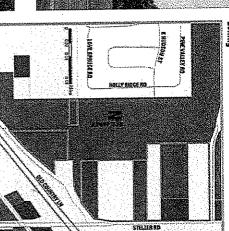
Planned industrial Manufacturing Community Service

> Muhihamily Office











Commercial
Community Service
Manufacturing
Planned Industrial

Residential
Multifamily
Office



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