



CORRIDOR CONCEPTS

Options for Focused Growth and Mobility

Implementation Toolkit

April 2019



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Introduction and Methodology

This document provides guidance for implementing desired land use patterns by developing a market-sensitive strategy and toolkit of options for consideration by local partners in developing codes, policies and incentives, consistent with the development options selected by stakeholders for the region and the five corridors (“Corridors”) examined as part of the insight2050 Corridor Concepts study.

Grouping Analysis & Recommendations

Our team looked at a variety of factors in determining how to best examine existing conditions and group and prioritize recommendations along the Corridors. This included grouping recommendations by demographics, political subdivision, neighborhood, development type and market strength, among others. Throughout this examination, there were a few overarching facts that ultimately determined the segmenting of recommendations.

- The Corridors consist of a variety of neighborhoods with vastly different demographics and needs.
- The Corridors consist of approximately 24 different political subdivisions with a variety of powers, codes, governing ordinances, and fiscal strengths.
- The large number of neighborhoods creates too much complexity in providing recommendations at a neighborhood level.
- Segmenting geographic areas sequentially along each Corridor allows consideration of adjacent neighborhoods; in particular, it contemplates optimizing the routes of commuters and connection of residents to corridor-specific assets and institutions.
- Recommendations should be made to create solutions through two lenses:
 - Land use and growth solutions that address “area” challenges and;
 - Enabling transportation solutions that optimize access and mobility resulting from increased densities.

As such, it was determined that the best approach would be to analyze existing conditions and provide recommendations addressing two types of geographies:

- Segments – portions of each Corridor that share certain assets and characteristics, these portions are similar to, but slightly larger than, a typical neighborhood. These were identified along each Corridor by the consulting team.
- Corridor-specific – recommendations that factor in solutions that apply to an entire Corridor.

Toolkit Organization

The toolkit is organized into three sections:

1. Options for Jurisdictional Collaboration
2. Corridor-Wide Policies
3. Segment-Specific Recommendations

Additional data and reports are found in the appendices to the toolkit, including:

- A. Corridor Conditions Data Summary
- B. Existing Zoning
- C. Prioritization of Corridors and Segments (Project Working Group Input)

Options for Jurisdictional Collaboration

It is recommended that a cooperative, multi-governmental agreement or entity be established, or that an existing entity be expanded, to have authority to carry out the recommendations of the Corridor Concepts study. This section describes various options for organizational structures to manage and govern implementation. Governance structures differ in terms of how numerous political subdivisions can work within their own home rule powers and varying policies to implement a multi-jurisdictional plan. Accordingly, the key components of potential governance structures were considered in terms of their ability to incorporate and measure progress toward the goals of the study.

Specifically, what would be the governing organization's ability to achieve the following?

- Create or organize zoning policies;
- Facilitate and enforce guidelines within a corridor development process;
- Create and manage policies related to affordable, workforce, and market-rate housing;
- Acquire dedicated right-of-way or appropriate public and private real estate for transportation purposes;
- Create, facilitate and manage standards for smart mobility investments;
- Capture or generate revenue and facilitate tools to finance projects;
- Borrow federal, state, and other funds;
- Have the flexibility to fund or facilitate the funding of projects along the corridors;
- Have an inclusive membership structure that allows for all impacted political subdivisions to participate;
- Enter into contracts;
- Issue tax-exempt debt; and
- Acquire property?

The matrix on the next page summarizes the powers of governing entities within Ohio law that could be considered in implementing the corridor development process and facilitating the development of high-capacity transit assets.

From the structures analyzed, higher priority was based on entities that were able to 1) obtain right-of-way through real estate appropriation or eminent domain; 2) include the highest number of the impacted political subdivisions in its governments; 3) have enough organizational capacity to create, facilitate and manage land use and development,

zoning, housing, incentives, and smart mobility policies; and 4) facilitate transit funding.

Of the structures analyzed, the options described in the following sections meet most or all of these criteria. Key implementation mechanisms are discussed in the context of these governance approaches.

Council of Governments Approach

A Council of Governments (COG) is a collection of governing bodies of any two or more counties, municipal corporations, townships, special districts, school districts, or other political subdivisions (including, for example, port authorities and regional transit authorities) that are authorized to enter into an agreements with each other.

Membership of COGs, if established by a formation agreement, may include counties, municipal corporations, townships, special districts, school districts, and other political subdivisions. If this is not established by the formation agreement, representation would consist of one representative from each county, municipal corporation, township, special district, school district, or other political subdivision entering into the agreement, or subsequently admitted to membership in the council. Representation and structure of the COG may be in the manner provided in the formation agreement (i.e., appointment of an Executive Director).

COG resources and funding can come from a number of sources. Governing bodies of the member governments may appropriate funds to meet the expenses of the COG. Financial support from such members may also include services of personnel, use of equipment and office space, and other necessary services. Additionally, the State of Ohio, its departments, agencies or any governmental unit may give the COG moneys, real property, personal property, or services. The council may also elect, via formation agreement or by-laws to establish schedules of dues to be paid by its voting members to aid the financing of the operations and programs of the COG. Lastly, the COG may accept funds, grants, gifts, and services from the government of the United States or its agencies, from this state or its departments, agencies, instrumentalities, or from political subdivisions or from any other governmental unit whether participating in the council or not, and from private and civic sources.

| Category | Council of Governments (COG) (O.R.C. ch. 167) | Regional Transit Authority (RTA) (O.R.C. ch. 306.30-306.73) | Transportation Improvement District (TID) (O.R.C. ch. 5540) | Port Authority (O.R.C. ch. 4582) | Development Corporation (O.R.C. ch. 1726) | Community Authority (O.R.C. ch. 349) | Community Improvement Corporation (O.R.C. ch. 1724) |
|--|---|--|--|--|---|---|---|
| Governance | YES – Agreement by Members: board of member representatives | YES – Agreement fixed by statute: Board of Trustees | Agreement fixed by statute: Board of Trustees | Agreement fixed by statute: Board of Directors | Articles of Incorporation / Bylaws | Agreement fixed by statute: Board of Trustees | Articles of Incorporation / Bylaws |
| Funding Source | YES – Membership dues, pursuant to organizational agreement | YES – Voter-funded activities: levy taxes, sales tax, property tax, ability to accept federal grants and loans | County appropriations | City and county appropriations; voted property tax | Contributions of members | Developer contributions / community development charges | Funded with contributions of organizing entity |
| Right-of-Way (Eminent Domain & Appropriation) | YES – Possesses real estate appropriation powers of local governments opted in; however do not hold title | YES – may appropriate any land, rights, rights-of-way, franchise, power lines, easements, etc. subject to certain approvals | YES | YES – with limitations | NO | YES – with limitations | NO |
| Zoning | YES - Facilitation | YES – May request zoning board to establish & enforce zoning regulations pertaining to any transit facility under its jurisdiction | NO | NO | NO | NO – the new community authority shall have no power or authority over zoning. | NO |
| Eligible Projects | YES – Indirect only – facilitates agreements among members to accomplish desired improvements | YES – Broad authority for all types of transportation or transportation-related projects, including smart mobility | Broad authority for all types of transportation or transportation-related projects, including smart mobility | Broad authority for any public or private capital improvement | Does not specify | Broad – public and private infrastructure improvements qualifying as "Community Facilities" | Does not specify |
| Borrowing | YES – indirectly through powers of its membership | YES | YES (Nothing in Code) | May borrow money in anticipation of the collection of current revenues | YES | Nothing in Code | YES |
| Revenue Capture or Taxing Authority | YES – indirectly through powers of its membership | YES | YES – can levy special assessments on property | YES | NO | Can levy special charges on property, sales and income | NO |
| Tax-exempt Bonding Authority | YES – indirectly through powers of its membership | YES | YES | YES | NO | YES | NO |
| Acquire Property? | YES | YES | YES | YES | YES | YES | YES |
| Contracting | YES | YES | YES | YES | YES | YES | YES |
| Development oversight | YES | Nothing in Code | Nothing in Code | YES | YES | YES | YES |

COGs may:

- (1) Study governmental problems common to two or more members of the council as it deems appropriate, including, for example, matters affecting health, safety, welfare, education, economic conditions, and regional development;
- (2) Promote cooperative arrangements and coordinate action among its members, and between its members and other agencies of local or state governments, whether or not within Ohio, and the federal government;
- (3) Make recommendations for review and action to the members and other public agencies that perform functions within the region.

A COG could serve as 1) an administrative body for the efforts of each Corridor, or all Corridors, and 2) a vehicle to govern the exercise powers on behalf of the participating subdivisions, including property appropriations for obtaining right-of-way. Additionally, the COG would serve as an operating entity or administering entity with respect to Economic Development Agreements with respect to the Corridor or Corridors for which it is responsible.

There is precedent in Ohio for this type of structure. In 2016, Ohio's autonomous vehicle testing corridor known as the "NW Innovation Corridor" or "Smart Mobility Corridor," created a COG that combined the needs of the City of Dublin, City of Marysville, Union County, and the Marysville-Union County Port Authority, with the following purpose:

"The NW 33 Innovation Corridor Council of Governments was established in November 2016 pursuant to Chapter 167 of the Ohio Revised Code to oversee and manage the development along the US-33 corridor (33 Smart Corridor). Its overall purpose is to review, evaluate, and make recommendations relative to the planning and programming, and the location, financing, and scheduling of public facility projects within the region that affects the development of the US-33 corridor area."¹

The 33 Smart Mobility Corridor is a 35-mile highway corridor just northwest of Columbus, Ohio. The Corridor crosses three counties (Franklin, Union, and Logan), and connects the cities of Marysville and Dublin to Honda's North America Campus and points beyond. The 33 Smart Mobility Corridor is home to one of the largest concentrations of manufacturers, R&D firms, and logistics companies in Ohio.

With the COG approach, it is recommended that a COG be formed for each Corridor. Each Corridor varies significantly in its assets, neighborhood mix, participating political subdivisions, development character, and challenges. Additionally, the timing, deployment, and borrowing of federal, state, and local funds may vary for each Corridor. A Corridor-specific COG allows for a focused mission and more agile approach to accomplishing goals.

Regional Transit Authority Approach

An alternative approach to a COG structure would be for COTA, the Regional Transit Authority (RTA) for Central Ohio, to expand its operational capacity as an RTA into a series of divisions operating each corridor, working closely with MORPC, Franklin County, the City of Columbus, and the Franklin County Transportation Improvement District to construct, acquire, equip and operate a transportation mode within each corridor. This approach would ensure that certain powers necessary to undertake such a project are centralized and concentrated, but deployed in a manner that fits each corridor's needs. This approach would also limit the number of stakeholders necessary to undertake the project.

The primary limitation to this approach is lack of capacity and readily available funding sources. Currently, COTA is not equipped from a capacity or funding perspective to undertake a project as robust as the corridor project. COTA would need to increase revenue (outside of fares, tolls, or user charges) to meet the additional capacity necessary to undertake the corridor project, which would require consent of the voters within the jurisdiction of COTA.

As detailed in the following section, COTA has the power to levy a property tax, levy sales and use taxes, and may levy property taxes to issue general obligation bonds; however, each of these funding sources must be approved by voters, whose approval has been historically difficult to obtain. A comprehensive funding plan would need to be studied and compiled, followed by an exhaustive election campaign to approve the funding plan would need to be coordinated among the stakeholders listed above and implemented throughout COTA's jurisdiction.

RTA Definition and Powers

An RTA is a political subdivision of the State of Ohio created pursuant to Chapter 306 of the Ohio Revised Code by any county, or any two or more counties, municipal corporations, or townships, or any combination of those entities, through

¹ <https://www.33smartcorridor.com/cog>

the adoption of a resolution or ordinance by the Board of each of those entities. The general purpose for creating an RTA is to acquire, construct, operate, maintain, replace, improve, and extend transit facilities; control and administer the public utilities franchise of such transit facilities; enter into and supervise franchise agreements; accept assignment of and then supervise an existing franchise agreement; and accept assignment of and exercise a right to purchase a transit system in accordance with the acquisition terms of an existing franchise agreement.

There are currently five RTAs that serve the largest metropolitan areas in the State of Ohio. These RTAs are listed below:

- Akron: METRO RTA
- Cincinnati: Southwest Ohio RTA
- Cleveland: Greater Cleveland RTA
- Columbus: Central Ohio Transit Authority (COTA)
- Dayton: Greater Dayton RTA
- Toledo: Toledo Area RTA

RTAs have a collection of powers, with the most pertinent being:

- Police Power
- Acquiring and Holding Property – May hold, encumber, control, acquire (by donation, purchase, installment, lease-purchase, lease, or borrow from any federal, state, or other governmental or private source), or by condemnation, and may construct, own, lease as lessee or lessor, use, and sell, real and personal property, or any interest or right in real and personal property, within or without its territorial boundaries.
 - Eminent Domain – May exercise eminent domain to appropriate any land, rights, rights-of-way, franchise, power lines, easements, or other property, within or without the territorial boundaries of the regional transit authority, necessary or proper for the construction or efficient operation of any transit facility or access thereto under its jurisdiction, subject to certain exceptions/procedural requirements.
 - May not appropriate real property outside its territorial boundaries, until it has served at the office of the county commissioners of the county in which it is proposed to appropriate real property, a notice describing the real property to be taken and the purpose for

which it is proposed to be taken, and such county commissioners have entered on their journal within thirty days after such service a resolution approving such appropriation.

- May not exercise eminent domain power for property owned by the State or a municipal corporation without consent.
- May not exercise the right of eminent domain to acquire any certificate of public convenience and necessity, or any part thereof, issued to a for-hire motor carrier by the public utilities commission of Ohio or by the federal motor carrier safety administration, or to take or disturb other property or facilities belonging to any political subdivision, public corporation, public utility, or common carrier, which property or facility is necessary and convenient in the operation of such political subdivision, public corporation, public utility, or common carrier, unless provision is made for the restoration, relocation, or duplication of such property or facility, or upon the election of such political subdivision, public corporation, public utility, or common carrier, for the payment of compensation, if any, at the sole cost of the regional transit authority.
- Levy and Collect Taxes [no authority to levy special assessments]:
 - Property tax (non-bond) – Annual levy; voted (simple majority); limited to \$5 million; voted authority up to 10 years.
 - Property tax (bond) – Unlimited tax general obligation (UTGO) bonds.
 - Sales and Use Tax (1.5 percent) – Voted.
- Contract with the Federal government and other government entities
- Lease, Exchange and Transfer Real and Personal Property
- Bonding Authority
 - Issue notes in anticipation of the collection of property tax (non-bond)
 - Notes in anticipation of UTGO bond issue

- UTGO Bonds – Voted (simple majority); levied in an amount and for a period of time sufficient to cover debt service on approved bond issue outside \$10 million limitation
- Statutory debt limit – Five percent of the total value of all property (includes voted debt)
- Revenue Bonds – Unvoted; does not count against five percent debt limit
- Apply for and accept grants or loans from the Federal government, the State, or any other public or any private source

Chapter 306.32 expressly states that no RTA shall be organized after January 1, 1975, to include any area already included in a RTA, thereby eliminating any opportunity to create a new RTA based on the existing footprint of COTA. This presents an excellent opportunity for COTA to fully realize its potential to provide reliable fixed route public transportation to the region.

Individual Approach Governed by Cooperative Economic Development Agreements

In order to cultivate a cohesive implementation strategy along each Corridor, the concept of cooperative economic development agreements (CEDAs) for each Corridor should be considered. While there are many ways for subdivisions to cooperate, a CEDA offers a clear path forward. The general concept allows townships, municipalities, and a County to enter into a framework that would create a uniform approach for governing development activities.

One recommended structure is for a CEDA to be established for each corridor and overseen by a COG. Another option to consider is to allow individual political subdivisions to collaborate mainly via CEDAs. The political subdivisions would then either govern or manage the process themselves, or through a facilitator such as the Mid-Ohio Regional Planning Commission (MORPC), Urban Land Institute, COTA, or a regional development organization such as Columbus2020.

The CEDA would allow the varying subdivisions to agree on a number of key policies, while placing the onus on them to implement changes consistent with the recommendations of the insight2050 Corridor Concepts Study.

The benefit to this approach is that it allows political subdivisions to make changes within the ease and familiarity of its current operational structure, without the input of a consortium of local partners. Further, all of the political subdivisions have experience in managing land use and development, zoning, housing, incentives, and smart mobility policies and its own methods for obtaining its portion of the overall project's public right-of-way.

However, it could prove difficult and add longer negotiation lags in allocating resources to multi-jurisdictional projects. Additionally, some political subdivisions may not have the resources to move at the pace of other subdivisions, creating a lack of timeline cohesion.

Further, without a formalized entity to carry out the effort, which could create issues in motivation, accountability, and organization, as entities with limited capacities and other priorities may be tasked to take time to prioritize this effort. It may not allow for a strategic change in direction or an ongoing framework to replicate to newly identified corridors.

If this recommendation were to be considered, it would be advised to put a major emphasis on the specifics of CEDA agreement, as well as consider the creation of a new job position, or a new position per corridor, within one of the facilitator organizations to ensure the long-term dedication to carry out this effort.

CEDA Structure and Use

Below are components of a conceptual CEDA structure. These components are further elaborated throughout this document as referenced in parentheses:

- Right-of-Way Approach (see "Corridor-Wide Policies")
- Zoning and Development Approach (see "Corridor-Wide Policies" and "Segment-Specific Recommendations")
- Housing Approach (see "Segment-Specific Recommendations")
- Incentives Policy (see "Segment-Specific Recommendations")
- Revenue Capture for Transit Finance (see "Corridor-Wide Policies")
- Large-Scale Transportation Finance (see "Corridor-Wide Policies")
- Smart Mobility Policy (see "Segment-Specific Recommendations")

Additionally, the table at right provides an overview of powers and additional benefits to each subdivision type who are subject to a CEDA (these benefits may vary given the legal type of CEDA).

In practice, the CEDA should be the memorialized policy document. This can serve as the uniform mechanism for a sound land use and development policy along the Corridors. It is worth noting that solutions specific to a political subdivision can still be spelled out in this document, in the instance that some policies must vary along the Corridor.

Further, it is recommended the geographic boundaries of CEDAs mimic the Corridor boundaries; however, in some cases the boundaries may need to be expanded to capture identified assets related to this project.

| Cooperative Economic Development Agreements (CEDAs) | | |
|--|---|---|
| Township Benefits | Municipality Benefits | County Benefits |
| Receives City services (i.e. water and utilities) | Provides uniform development approach | Can offload responsibility of utility services along the Corridor |
| Access to capital (City and County) | Allows for expansion of policies | Provides Property Tax Abatement Authority in the Township territory |
| Can utilize Community Reinvestment Area (CRA)/Municipal Tax Abatement powers | Provides flexible General Revenue Fund revenues | Potential sales tax revenue |
| | Provides control of development process | Provides more active role in the development process |

Transportation Improvement District Approach

In Ohio, a Transportation Improvement Districts (TIDs) is a political subdivisions that is formed by a county to achieve intergovernmental and public-private cooperation of transportation resources and investments. While TIDs do not have taxing authority, they are authorized to levy special assessments in support of their projects. The Ohio Department of Transportation competitively awards \$4.5 million annually in grants to support TID projects. A little under half of the counties in Ohio utilize a TID in some way, shape, or form.

One potential option for jurisdictional collaboration is to expand the purpose of the Franklin County TID. County commissioners recently created the county-wide TID and are establishing a board and process to oversee specified road, bridge and other improvements, with hopes of leveraging more funding for such projects. This approach relies on extending the role of the TID in order to:

1. Serve as a revenue capture tool for transit funding, via special assessments, tolls and user charges
2. Provide a mechanism for obtaining right-of-way for transit purposes
3. Serve as the borrower for federal transit funding, such as a TIFIA Loan
4. Create a process to facilitate the development needs of the political subdivisions within each corridor

This approach may come with limitations. The board of a TID by statute may not necessarily capture the specific need or voice of each political subdivision within the Corridor study area. Per state law there are two different board structures, with the largest being the instance where the TID board consists of 11 members:

- Two members appointed by the Board of County Commissioners
- Three members appointed by the legislative authority of the most populous municipal corporation
- Two members appointed by the legislative authority of the second most populous municipal corporation
- Two members appointed by the board of township trustees of the township in the county that is most populous in its unincorporated area
- One, the county engineer
- One member appointed by the legislative authority of any township or municipal corporation that cannot otherwise appoint a member to the board, but that is wholly or partially within the district.
- In addition, members of the general assembly within the District and one appointee from the regional planning commission can serve as non-voting, ex-officio members

Franklin County's current TID does not utilize the larger structure indicated above. As the TID matures, it should consider a board structure that is potentially even larger to ensure representation of all political subdivisions within the TID geography. A fully representative board structure would serve best to facilitate other development activities needed to take place within the individual subdivisions — such as zoning & development, economic incentives, and housing policies that facilitate corridor growth as envisioned.

TID Use for Revenue Capture

The TID may be better served as a complementary tool utilized by a separate organization governing each corridor, or all of the corridors, or potentially as a borrower for state and/or federal funds.

A revenue capture mechanism should be established with the intent to finance large-scale transportation infrastructure improvements. This would include serving as repayment source for federal loans in a public transit or related large-scale transportation investment along the Corridors. In Ohio, numerous revenue-capture mechanisms exist, including:

- TIDs
- Special Assessments and Special Improvement Districts
- Business Improvement Districts (BIDs)
- New Community Authorities
- Downtown Redevelopment Districts and Innovation Districts
- Tax Increment Financing (TIF) Districts
- Port Authorities

While many of these mechanisms may be utilized in financing transportation infrastructure or transportation projects, it is recommended that the utilization of a TID be considered as the first option, independent of whether a TID is also used as a primary entity for jurisdictional collaboration.

In this circumstance, a TID could be structured to provide technical, legal, and financial capability to link transportation investments that foster economic development, providing a strategic capital investment and management function and serving as “bank” for pooled revenues and joint funding to manage implementation. As mentioned, a TID may also be utilized as a potential repayment source in any funds borrowed to finance a mass transit solution.

One example of a TID is the Montgomery County Transportation Improvement District. This district is a special purpose local government, created by the Montgomery County Board of Commissioners in 2001 to finance and expedite high priority transportation improvement projects that support significant economic development in Montgomery County and its region.²

“The TID is engaged with projects at the request of other Montgomery County governments. Its role with individual projects ranges from planning and advising to full turn-key financing and delivery, depending on specific project requirements.

The TID is governed by a Board of Trustees composed of five voting members appointed by the Montgomery County Commissioners. Two non-voting members of the Board are appointed by the presiding officers of the Ohio House and Senate.”

Additionally, opportunities may exist to discuss potential State legislative changes to a TID for specific enhancements that align with the Corridor initiative. In deploying a TID for the Corridors, a County-level TID is recommended. While COGs and CEDAs may be established at the Corridor level, the uses of TID funds may be established on an as-needed basis, and revenue may be moved within Corridors. Additionally, a County-level TID would allow for circumstances where revenues captured from outside of the Corridor may be used to the benefit of the Corridor, in consideration of the regional implications and benefits of Corridor development.

From an administrative perspective, it is recommended that the TID work closely with MORPC, as its planning and financing activities will need to be carefully coordinated with all participants in order to ensure success of the Corridor approach.

² <http://mctid.org/>

Corridor-Wide Policies

Dedicated Right-of-Way

In order to enable a mass transit system to accommodate the potential growth scenarios modeled in this study, it is important to secure dedicated rights-of-way along each of the Corridors. The benefit of assertive growth along the Corridors brings the opportunity to create policies within the development process that can capture a desired public benefit, in this case, the dedication of right-of-way along the Corridor. In other cases, it is important to understand the powers of State and Local governments in obtaining right-of-way access for properties that are not being developed or redeveloped. Below is a summary of approaches to obtain or utilize rights-of-way:

- **Dedication** – Donation of land to a public agency
- **Easement** – A contractual agreement to gain temporary or permanent use and/or access through a property
- **Option/Reservation** – Condition or approval limiting development for a maximum number of years. During the period a public body may purchase the land fee simple.
- **Real Property Appropriation/Condemnation** – Circumstances in which a municipality or governing entity has rights to condemn/acquire parts of a property for a public purpose.

Recommended strategies include:

- **For public properties** – Through a CEDA, COG, or other entity, establish the dedication of public way/right-of-way as part of a potential transit solution.
- **For private properties with planned development and redevelopment** – Require the property owner to commit to dedication, an easement or option/reservation as part of the development review process.
- **For private properties with no planned development and redevelopment** – Use a multifaceted approach including but not limited to:
 - An in-depth property analysis conducted by a title company searching for existing easements.
 - Request the property owner dedicate a portion of its right-of-way, marketing the benefits of potential transit resulting from Corridor study.
 - Offer potential compensation or payment.
 - Appropriate real property for a public purpose.

Zoning Recommendations

Current Corridor zoning categories across Central Ohio do not allow, let alone encourage, the type of development prescribed by the Focused Corridor Concept. The report identifies key zoning recommendations for implementation to occur immediately (within a year), in the near-term (one to two years), and for the next-term (two to four years).

Immediate (under one year):

Expand existing zoning tools in place in cities, counties and townships to encourage compact development in the Corridors and buffer area. This might include overlays, design guidelines, or special planning areas. By adjusting the boundaries to which these apply, immediate impacts could be accomplished with development review for new projects.

Near-term (one to two years):

Consider changes to existing zoning districts as possible based on impacts throughout the cities/townships. Those changes could include:

- Overall development standards to create denser, compact development patterns
- Transitions to established neighborhoods along Corridors.
- Reduced parking ratios
- Housing to address all income levels

Next-term (two to four years):

Develop mixed-use zoning districts for all Corridors that allow compact development at the scale prescribed:

- **Urban Mixed Use (UMU) and Compact Mixed Use (CMU) districts.** Urban Mixed Use, modeled after Columbus' existing Downtown District, would apply in areas adjacent to existing urban districts. Compact Mixed Use districts would represent a step down in density and height from UMU, and apply in areas between nodes of higher density UMU zones, where lot depths may pose a development constraint, or where the transition from suburban zoning would be extreme. Both would include:
 - Less limitation on height and massing, and other issues of scale.
 - Standards to address the transition area where each Corridor abuts adjoining neighborhoods (Historically, this has been addressed in a largely

ad hoc manner through individual development site reviews).

- A completely new approach to parking requirements based on changes in mobility and access to high-capacity transit.

An Urban Mixed Use district in Columbus (which comprises the majority of the Corridor area) could be the model for other municipalities and townships along key development Corridors.

- **Sub-district types.** These could define standards for different intensities of nodes and neighborhoods along the Corridors, including:
 - *High-intensity nodes.* Areas that have very low current developed value, are large in size, and well served by the regional transportation network (e.g., Westland Mall area).
 - *Medium-intensity nodes.* Areas that have low to moderate current development value, potential for some land assembly, adequate size, and are well served by the regional transportation network (e.g., at the intersection of key roadways).
 - *Neighborhood corridors.* Areas along traditional neighborhood corridors, often delineated by area between the corridor and the parallel alley (e.g., Parsons Avenue).

Large-Scale Transportation Finance Strategy

There are numerous programs, structures and methodologies to finance larger-scale transportation projects. Our recommendation is to provide a familiar structure that combines federal, state and local incentives into the capital stack, which in this case would include a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan structure. This can be deployed in a few different methods as indicated below through two case studies. The first would be classified as a Public-Private Partnership structure utilizing availability payments, and the second would be classified as a tax revenue pledge. While these are two typical structures, it is worth noting that numerous revenue types can be pledged to TIFIA loans, indicated as follows.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Program Overview

The TIFIA program provides credit assistance for economically significant (\$50 million or more) qualified projects of regional and national significance. Many large-scale surface transportation projects — highway, transit, railroad, intermodal freight, and port access — are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities.

TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. No limitations are set by TIFIA on private use and both public and private entities may apply for funds. It is worth noting for projects that include “Intelligent Transportation Systems” components, the minimum project costs for eligibility reduces to \$15 million.

As TIFIA is a credit program, it provides credit enhancement for borrowings (up to 35 years) at a low rate of interest (equivalent to U.S. Treasury Rates). Two investment-grade credits are required as a source of dedicated repayment; these sources can be local or private. Since 2012, approximately 17 transit projects have utilized TIFIA loans. A typical TIFIA loan structure includes:

1. TIFIA Loan
2. Federal Grant
3. Bond Financing
4. State or Local Revenue Capture Pledge
5. State and Local Funds
6. Public-Private Partnership

Numerous types of revenue capture have been deployed in TIFIA Public Transit projects, and are available as options in the State of Ohio. Types of revenue to be pledged to TIFIA include:

- Tolls
- Sales Tax
- Availability Payments
- State or Local Appropriations
- Farebox Revenues or User Charges
- Project Revenues
- Fuel Tax Revenues
- Facility Rents
- Real Estate Tax Increment

Transportation Infrastructure Finance and Innovation Act (TIFIA) Case Studies

Public-Private Partnership Availability Payment Structure – Purple Line Project (Maryland)

The Purple Line Project is a 16-mile, 21-station light rail transit line that will connect several communities, from Bethesda in Montgomery County to New Carrollton in Prince George's County. The corridor is located along the Capital Beltway near Washington, D.C., in a densely populated area with continued commercial, institutional, mixed-use, and residential development. The Project will include five major activity center stations (Bethesda, Silver Spring, Takoma-Langley Park, College Park, and New Carrollton) and 16 smaller stations that serve residential communities, commercial districts, and institutional establishments. It will also provide direct connections to three branches of the existing Metrorail system, all three MARC commuter rail lines, and Amtrak's Northeast Corridor line. Although the Project will provide direct connections with Metrorail and MARC, it will remain physically and operationally separate.

MDOT and MTA entered into a public-private partnership (P3) agreement on April 7, 2016 with a special purpose company comprised of several leading design, construction, and maintenance firms to facilitate delivery and amplify performance of the asset. Under the terms of this agreement, the private partners will accept risk from MDOT and MTA in exchange for availability payments, and they will complete five third-party projects that will complement the completed Purple Line.



Financing Sources

| | |
|---|--|
| Borrower/Sponsor: | Maryland DOT; Maryland Transit Administration; Purple Line Transit Partners, LLC |
| TIFIA Loan: | \$874.6M |
| Progress Payments: | \$860M |
| Revenue Service | \$100M |
| Availability Payment: | |
| Final Completion Payment: | \$30M |
| Short-term Private Activity Bonds (PABs): | \$100M |
| Long-term PABs: | \$213M |
| PABS Premium: | \$54.3M |
| Equity: | \$138.5M |
| Interest Income: | \$6.8M |
| MTA Funds: | \$608.9M |
| Deal Closed: | 2016 |
| Expected Completion: | 2022 |

³ <https://www.transportation.gov/tifia/financed-projects/purple-line-project>

Sales Tax/Motor Vehicle Tax Revenues – Northgate Link Extension (Washington)

The Project expands the Borrower's existing transit system in the Seattle, Washington, area, by adding 4.3 miles of light rail, running mostly underground, and three stations at Northgate Transit Center, Roosevelt neighborhood, and the University District near the west side of the University of Washington Campus. The Project will be the first project to reach financial close under a Master Credit Agreement, providing a \$1.991 billion contingent commitment to the Borrower to fund, through individually approved loans, portions of four projects, including this Project. The other projects include: Operations and Maintenance Facility: East, Lynnwood Extension, and Federal Way Link Extension.⁴

This is the first of four projects included as part of a Master Credit Agreement (MCA) — a first-of-its-kind arrangement in which the local transit authority will be able to expedite multiple loan requests under a single agreement with the federal government.



Financing Sources

| | |
|--|--|
| Borrower: | Central Puget Sound Regional Transit Authority |
| TIFIA Loan: | \$615.3M |
| Sales Taxes, Rental Car and Motor Vehicle Taxes: | \$932.9M |
| Bond Proceeds: | \$244.4M |
| Grant Proceeds: | \$71.8M |
| Deal Closed: | 2017 |
| Expected Completion: | 2021 |

⁴ <https://www.transportation.gov/tifia/financed-projects/northgate-link-extension>

Segment-Specific Recommendations:

Existing Conditions

This section contains matrices that summarize conditions for each Corridor segment, including current development characteristics and applicable policies or programs in place, demographic characteristics, and assets. Additionally, a comprehensive matrix of existing zoning conditions is provided as Appendix B.

Data and Information Collected

Data collected came from American Community Survey 2012-2016 and Census Bureau Data. In instances where Segments were evaluated, census tract data were aggregated for tracts located in each segment and weighted with the population of all tracts. Infant Mortality data was provided by Columbus Public Health at the zip code level, based on zip codes included within the analyzed segments. Corridor-wide data is an aggregation of all segment data. Market Strength information was extracted from the Fiscal Impacts Analysis provided by Strategic Economics for the Corridor Concepts study. Local tax abatement, Tax Increment Financing (TIF), and Joint Economic Development District (JEDD) data were provided by MORPC. Area, building and land characteristics were provided through analysis by OHM Advisors and Calthorpe Analytics. Fiber and broadband-related analyses were conducted by Ice Miller. Lastly, the identification of anchor organizations was done through discussion with stakeholders and regional development professionals.

Incentives

In order to gain a full understanding of the economic incentive landscape, the consulting team looked at local tools typically offered to developers for new construction and renovation. This included looking at all existing Community Reinvestment Area (CRA) and Enterprise Zone (EZ) tax abatements and TIF districts, as well as federal eligibility of tools including New Markets Tax Credits (NMTCs) and Opportunity Zones (OZs), along the Corridor study area. In order to generalize the existence of CRAs and TIFs and the eligibility of EZs, each segment was scored on a scale of 0-3, per program according to the following criteria:

- 0 No existence or eligibility
- 1 At least one zone, agreement, or small amount of eligibility in the segment
- 2 At least half of the segment has existence or eligibility
- 3 The entire segment has existence or eligibility

NMTCs and OZs were quantified differently. Given that these programs are eligible by entire census tracts, they were measured by the number of eligible census tracts in the segment as a percent of total census tracts in the segment.

This provides an understanding of available property revenues to finance projects in each segment, and additionally, illustrates opportunities in which federal economic incentive eligibility can help in prioritizing Segments that may have unique financial benefits to the developer.

Additionally, data was compiled for each segment in a number of “distress” categories, including poverty, unemployment, median family income and income inequality. This creates an understanding of the need for public assistance within certain Segments that may be helpful in driving incentive policy and funding prioritization.

Smart Mobility

There is no single definition for a “smart” project, and the same is true for “smart mobility.” Regardless of the approach taken, further delineated as follows, the long-term success of a smart mobility initiative will be dependent upon the availability of robust, high-speed connectivity from both wired and wireless connections. The Smart Mobility sections of this report, therefore, analyze existing telecommunications infrastructure via the following categories. It is important that Smart Columbus serves as a key collaborator in such smart mobility efforts as laid out in this study.

Cellular infrastructure and coverage

Any future smart mobility initiative is likely to utilize vast amounts of mobile wireless/cellular connectivity, especially with the upcoming Fifth Generation (“5G”) mobile wireless revolution. The mobile wireless carriers in the United States currently include AT&T, Sprint, T-Mobile, and Verizon, all of which provide service in Central Ohio. The reported cellular network coverage for each of these carriers is, therefore, analyzed for each of the proposed Corridors.

Fiber network availability

Widespread availability of mobile wireless/cellular networks are predicated on the availability of fiber optic (“fiber”) networks. There are different types of fiber networks: “last-mile” fiber networks bring connectivity to residential/commercial/institutional end-users and connect into metro fiber networks. Metro fiber networks, or “middle-mile” networks, connect to last-mile fiber networks and to long-haul fiber networks and are provided in and around cities to

supplement area connectivity. Long-haul fiber networks serve a similar function to transportation freeways and connect distant cities in order to enable metro fiber networks.

The fiber networks referenced herein refer to metro fiber, although in certain instances long-haul networks in the vicinity of a proposed Corridor are mentioned. Privately owned, cooperatively owned, and municipally owned fiber networks are present throughout the Corridors from various entities. Privately owned networks will continue to be important for residential, commercial, and governmental use, especially considering that no municipal network in Central Ohio currently provides residential service. However, the municipal networks available in Central Ohio today are successful at providing commercial and/or governmental connectivity and helping to provide and/or supplement the connectivity that is available via the private providers. As noted in the Smart Mobility Recommendations section below, there are opportunities to continue the development and interconnection of municipal fiber networks in order to supplement regional connectivity, particularly for business and governmental users, and to support smart mobility projects. While private providers' participation in smart mobility initiatives should continue to be encouraged, interconnected municipal networks offer a greater degree of control over network expansion for smart mobility initiatives, while still providing capacity for private lessees/users of the network.

Data centers

Fiber connection to the wireless infrastructure that will be used in a smart mobility project can be provided individually to each wireless structure or utilizing a "daisy chain" approach in which multiple facilities are connected in a sequence. The former strategy will require significantly more area fiber than the latter, and that fiber ultimately needs to route to a data center, particularly if the network is not interconnected. Accordingly, the presence or lack of a data center along a Corridor is noted.

Connected businesses

One of the challenges of relying on private network build-out is the need for a return on investment (i.e., if the build-out costs are too expensive in relation to anticipated subscribership, a private company is unlikely to invest in significant network expansion in an area). As a result, a high-level examination of connected businesses is provided, when available, for consideration of the demand-side effects that may be impacting network build-out in segments along the proposed Corridors.

Existence of Small Cell Design Guidelines

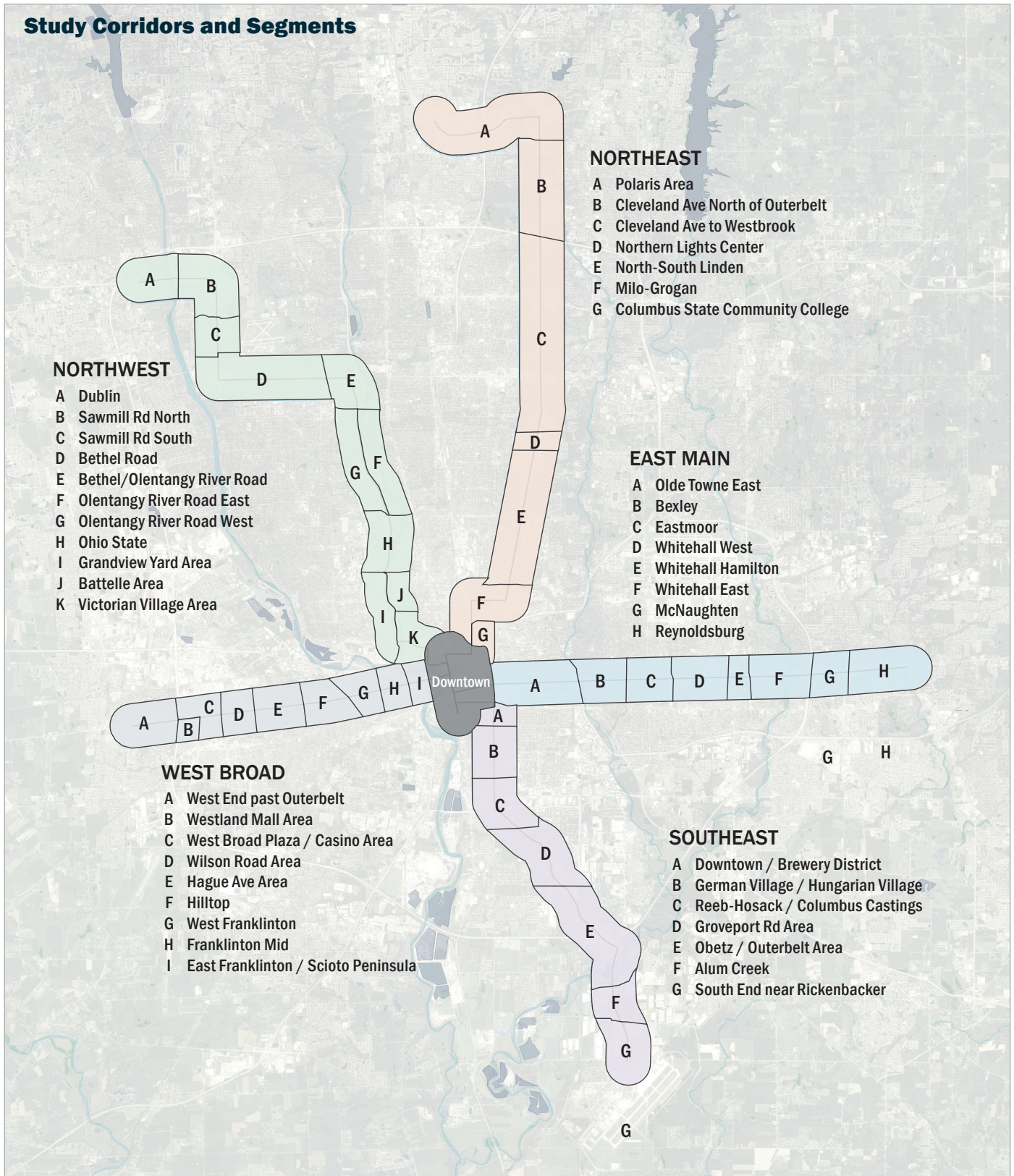
In spring 2018, the Ohio General Assembly enacted Ohio House Bill 478 ("H.B. 478"), which amended Ohio Revised Code chapter 4939, "Use of Municipal Public Way." Newly amended O.R.C. Chapter 4939 became effective on August 1, 2018 and governs the installation of small cell facilities and wireless support structures, infrastructure that can be used for Fifth Generation/5G wireless connectivity that is likely to be utilized in smart mobility projects, by private providers in municipal rights-of-way in Ohio. Cities throughout the state are currently evaluating and/or revising their rights-of-way and wireless communications ordinances; enacting such provisions where not accounted for in existing codes; and creating Design Guidelines for small cell facilities and wireless support structures. These guidelines, where enacted, provide insight into the priorities and restrictions that cities along the proposed Corridors may have regarding the installation of such infrastructure by private providers.

Note: since the passage of H.B. 478, the Federal Communications Commission ("FCC") issued a ruling restricting the timeline, fees, aesthetics, and other requirements that municipalities may seek to impose on small cell infrastructure expansion in the public way. This action is currently being challenged by several cities across the country. The results of this challenge will be heavily monitored to determine how it will impact wireless infrastructure deployment in Ohio.

The information provided herein is intended to provide a baseline snapshot of telecommunications infrastructure and potential opportunities/challenges in a smart mobility project along each of the proposed Corridors. Utilizing public and subscription-based datasets, the smart mobility portion provides information regarding fiber and wireless connectivity along the proposed Corridors and within the surrounding segments. Municipal fiber coverage was also determined through direct outreach to the surrounding municipalities. It should be noted that comprehensive data regarding certain private carriers' fiber network coverage is not currently available via a public or subscription-based forum; however, it is reasonable to assume that their infrastructure would supplement existing fiber in multiple segments along the proposed Corridors.

The map on the following page shows the Corridor Segment delineations.

Study Corridors and Segments



East Main Corridor Conditions

Table 1. East Main Corridor Area, Building, and Land Characteristics

| Segment | Description | Type | Character | Site Design | Parcel Size | Land Ownership |
|---------|--------------------|---|--|---|--|--|
| A | Olde Towne East | Urban Corridor | Urban commercial corridor; Small-scale suburban strip retail; Institutional; Traditional residential | Traditional commercial corridor; Auto-oriented strip commercial; Residential grid | Medium for institutional; Small for all other commercial | Consolidation by hospital; Little to no consolidation otherwise |
| B | Bexley | Urban Corridor | Urban commercial corridor; Small-scale suburban strip retail; Institutional; Traditional residential | Traditional commercial corridor; Auto-oriented strip commercial; Residential grid | Large for institutional; Small for all other commercial | Consolidated college campus; Little to no consolidation otherwise |
| C | Eastmoor | Suburban Corridor | Small-scale suburban strip retail; Traditional residential | Auto-oriented strip commercial; Residential grid | Small | Little to no consolidation |
| D | Whitehall West | Suburban Corridor | Suburban strip retail; Apartment complexes; Traditional residential | Auto-oriented strip commercial; Residential grid | Medium-to-large for big box retail; Small for all other commercial | Some consolidation for suburban retail nodes and apartments; individual ownership for residential subdivisions |
| E | Whitehall Hamilton | Suburban Corridor | Suburban strip retail; Apartment complexes; Traditional residential | Auto-oriented strip commercial; Residential grid | Medium-to-large for big box retail; Small for all other commercial | Some consolidation for suburban retail nodes and apartments; individual ownership for residential subdivisions |
| F | Whitehall East | Suburban Corridor | Suburban strip retail; Apartment complexes; Traditional residential; Riverside preservation areas | Auto-oriented strip commercial; Residential grid | Small-to-medium for retail | Little to no consolidation |
| G | McNaughten | Urban Corridor; Freeway Use Redevelopment | Large-scale suburban strip retail; Apartment complexes; Residential subdivisions | Auto-dominated – suburban commercial | Medium-to-large for retail | Significant consolidation for suburban retail nodes; individual ownership for residential subdivisions |
| H | Reynoldsburg | Suburban Corridor | Suburban strip retail; Residential subdivisions; Historic village core; Riverside parks and preservation areas | Auto-dominated – suburban commercial sites; Traditional town design in village core | Medium for some frontage commercial uses; Small otherwise | Little consolidation — some in retail nodes |

| Municipalities | Unincorporated Areas | Average Floor Area Ratio (FAR) | Development Standards | Additional Overview | Certified Ordinances for Smart Mobility | Small Cell Design Guidelines |
|------------------------|-----------------------------|---------------------------------------|--|---------------------------------------|--|-------------------------------------|
| Columbus | | 0.5 | Columbus Zoning Code; East Main Street UCO; Parsons Ave / Olde Towne Quarter UCO | Near East Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Bexley | | 0.3 | Bexley Zoning Code; Main Street Overlay District; Main Street Design Guidelines | | Bexley: Chapter 1028: Right-of-way Policy | No |
| Columbus | | 0.2 | Columbus Zoning Code; East Main Street CCO; Livingston East Area CCO | Mid-East Area Community Collaborative | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Whitehall | | 0.1 | Whitehall Zoning Code | | Whitehall: Chapter 902: Comprehensive Rights of Way | No |
| Whitehall | | 0.2 | Whitehall Zoning Code | | Whitehall: Chapter 902: Comprehensive Rights of Way; Chapter 1125.25: Antennas, telecom. towers and telecom. facilities | No |
| Whitehall; Columbus | | 0.2 | Columbus Zoning Code; Whitehall Zoning Code | Far East Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code; Whitehall: Chapter 902: Comprehensive Rights of Way; Chapter 1125.25: Antennas, telecom. towers and telecom. facilities | Columbus – Yes; Whitehall – No |
| Columbus | | 0.1 | Columbus Zoning Code | Far East Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Reynoldsburg; Columbus | Truro Township | 0.2 | Columbus Zoning Code; Reynoldsburg Zoning Code; Major Commercial Corridors Streetscape and Development Design Guidelines (Reyn); Historic Overlay District (Reyn); Franklin County Zoning Code | Far East Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code; Reynoldsburg: Chapter 907: Rights-of-Way Management Policy | Columbus – Yes; Reynoldsburg – No |

East Main Corridor Conditions (cont.)

Table 2. East Main Corridor Demographics

| Segment | Description | Poverty | Unemployment | Median Income | AFI/AMI % | Income Inequality % |
|---------|--------------------|---------|--------------|---------------|-----------|---------------------|
| A | Olde Towne East | 39.3% | 18.6% | \$32,527 | 46% | 49% |
| B | Bexley | 9.6% | 4.6% | \$124,940 | 177% | 43% |
| C | Eastmoor | 32.2% | 13.5% | \$36,053 | 51% | 42% |
| D | Whitehall West | 24.8% | 12.2% | \$40,619 | 58% | 40% |
| E | Whitehall Hamilton | 22.1% | 12.0% | \$41,157 | 58% | 39% |
| F | Whitehall East | 19.5% | 10.5% | \$46,771 | 66% | 39% |
| G | McNaughten | 18.7% | 9.3% | \$53,257 | 76% | 39% |
| H | Reynoldsburg | 14.9% | 8.5% | \$62,012 | 88% | 39% |

Table 3. East Main Corridor Assets

| Segment | Description | Market Strength | Anchor Organization | CRA Abatement | EZ Abatement | TIF |
|---------|--------------------|-----------------|--|--|-----------------------------------|--|
| A | Olde Towne East | Medium | Nationwide Children's Hospital; COTA Transit Center; Central Community House | CRA runs along Main and South of Main | Entire Segment | None |
| B | Bexley | High | Capital University | CRA runs along Main and South of Main | None | Runs along Main Street |
| C | Eastmoor | Low | Retail strip stores (including The Top and Donatos, Goodyear, Calendar Cleaners) | | Entire Segment | None |
| D | Whitehall West | Low | Franklin County Children's Services | Runs along Main Street, covers most of segment | None | Runs along Main Street, covers most of segment |
| E | Whitehall Hamilton | Low | Dealerships | West along Main, covers entire middle of segment | None | Runs along Main Street, covers most of segment |
| F | Whitehall East | Low | OhioHealth Eastside Health Center | North along Main & Country Club Road | South of Main, Northeast Corner | North along Main & Country Club Road, extends further down East Main |
| G | McNaughten | Medium | McNaughten Center; Main Centre | Very limited along east border | Entire Segment | None |
| H | Reynoldsburg | Medium | Columbus Metropolitan Library – Reynoldsburg | Area North of main on west side; most of JFK Park area | Small section of Northwest corner | Limited to parcel on far west side |

AFI/AMI. Average Family Income/Area Median Income. This gauge compares the income of local residents to the Franklin County average.

Income inequality. The Gini coefficient is used as a gauge of economic inequality, measuring income distribution (or, less commonly, wealth distribution) among a population. The coefficient ranges from 0 (or 0%) to 1 (or 100%), with 0 representing perfect equality and 1 representing perfect inequality. Values over 1 are theoretically possible due to negative income or wealth. Franklin County's score is 0.466 or 46.6%.

| Rent/Income % | Median Rent | Total Units | Total Jobs | Infant Mortality |
|---------------|-------------|-------------|------------|------------------|
| 35% | \$698 | 6,100 | 14,700 | 17.8% |
| 31% | \$917 | 2,600 | 1,700 | 6.1% |
| 33% | \$723 | 3,200 | 1,100 | 9.6% |
| 35% | \$858 | 2,400 | 2,000 | 8.6% |
| 33% | \$871 | 1,100 | 2,800 | 10.1% |
| 31% | \$866 | 3,200 | 1,700 | 9.1% |
| 27% | \$802 | 1,200 | 2,300 | 9.6% |
| 26% | \$905 | 3,900 | 3,700 | 12.1% |

| JEDD | % Opportunity Zone Tracts | % New Markets Tax Credit Tracts | Fiber Access along Corridor | Data Centers in Corridor | Cellular Coverage in Segment |
|------|------------------------------|---------------------------------------|--|-----------------------------|--------------------------------|
| None | 75% | 100% | Fiber unavailable until 18th St; complete path beginning at 18th St from 1 provider; partial path from 1 provider from 18th St to Seymour; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 0% | 0% | Fiber unavailable from Drexel to James; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 0% | 100% | Complete fiber path from 1 provider beginning at James Rd; partial path available through 1 provider | 0 | Service gaps around Astor Ave. |
| None | 0% | 100% | Complete fiber path from 1 provider beginning at James Rd; partial path available through 1 provider | 0 | Service gaps around Astor Ave. |
| None | 0% | 100% | Complete fiber path from 1 provider beginning at James Rd; partial path available through 1 provider | 0 | Service gaps around Astor Ave. |
| None | 0% | 80% | Complete fiber paths from 2 providers; 1 longhaul fiber path in vicinity | 0 | Service gaps around Astor Ave. |
| None | 0% | 67% | Complete fiber paths from 2 providers; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 17% | 17% | Complete fiber path available from 1 provider; partial fiber path available from 1 provider; 1 longhaul fiber path in vicinity | 0 | 100% |

Northeast Corridor Conditions

Table 4. Northeast Corridor Area, Building, and Land Characteristics

| Segment | Description | Type | Character | Site Design | Parcel Size | Land Ownership |
|---------|----------------------------------|--|--|--|---|--|
| A | Polaris Area | Suburban Corridor | Large-scale suburban retail, hotel and office; Large-scale apartment complexes; Residential subdivisions | Auto-dominated; Very large parking areas, Limited pedestrian accessibility | Medium to large for most commercial uses | Mid-to-large scale commercial and apartment sites; individual ownership for residential subdivisions |
| B | Cleveland North of Outerbelt | Suburban Corridor; Institutional area (re) development | Large-scale park and institutional; Suburban commercial frontage; Residential subdivisions | Auto-oriented; undeveloped / preservation areas | Large for parks and institutional; small to mid-sized for commercial frontage | Large-scale public / institutional ownership; individual ownership for commercial frontage and residential subdivisions |
| C | Cleveland to Westbrook | Suburban Corridor; Freeway use redevelopment | Large-scale suburban retail nodes; Suburban commercial frontage; Residential subdivisions | Auto-oriented, abundant curb-cuts and parking | Large for suburban retail nodes; small to mid-sized for commercial frontage | Moderate consolidation for suburban retail nodes; individual ownership for commercial frontage and residential subdivisions |
| D | Northern Lights | Suburban Corridor | Large-scale aging suburban retail node; Suburban commercial frontage; Apartment residential | Auto-oriented, abundant curb-cuts and parking | Large for suburban retail nodes; mid-sized for commercial frontage and apartments | Significant consolidation for suburban retail nodes; individual ownership for commercial frontage and residential subdivisions |
| E | North-South Linden | Urban Corridor | Small-scale traditional commercial corridor; Remnant single-family, duplex on corridor; Residential neighborhood grid; Some underutilized industrial | Traditional retail corridor sites; Auto-oriented sites | Small-scale for commercial and residential; Large-scale for limited industrial | Individual for commercial and residential; Consolidated for limited industrial |
| F | Milo-Grogan | Urban Corridor | Large-scale light manufacturing – new; Aging industrial; Small-scale traditional commercial corridor; Residential neighborhood grid | Infill urban light manufacturing – parking and loading; Traditional retail corridor sites; Auto-oriented sites | Small-scale for commercial and residential; Large-scale for light manufacturing/ industrial | Individual for commercial and residential; Consolidated for limited industrial |
| G | Columbus State Community College | Urban Corridor; Institutional area (re) development | Large-scale institutional; Edge of traditional street grid east of I-71 | Historic campus setting | Large-scale campus; small parcels east of I-71 | Large-scale consolidated campus |

| Municipalities | Unincorporated Areas | Average Floor Area Ratio (FAR) | Development Standards | Additional Overview | Certified Ordinances for Smart Mobility | Small Cell Design Guidelines |
|------------------------|--|---------------------------------------|--|--|--|-------------------------------------|
| Westerville; Columbus | Genoa Township; Orange Township | 0.2 | Columbus Zoning Code; Genoa Township Zoning Code; Orange Township Zoning Code | | Westerville: Chapter 901: Right-of-Way Use; Chapter 947: Data Center, Fiber Network and Conduit Network Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Westerville; Columbus | Genoa Township; Orange Township | 0.3 | Columbus Zoning Code; Genoa Township Zoning Code; Orange Township Zoning Code | Olde Westerville Special Overlay District; Northland Community Council | Westerville: Chapter 901: Right-of-Way Use; Chapter 947: Data Center, Fiber Network and Conduit Network | Yes |
| Columbus, Minerva Park | Clinton Township; Blendon Township; Mifflin Township | 0.2 | Columbus Zoning Code; Morse Road RCO; Minerva Park Zoning Code; Franklin County Zoning Code; Blendon Township Zoning Code | North Linden Area Commission; Northeast Area Commission; Northland Community Council | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | Clinton Township | 0.1 | Columbus Zoning Code; Franklin County Zoning Code | North Linden Area Commission; Northeast Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | Mifflin Township | 0.1 | Columbus Zoning Code; Cleveland Ave / North Linden Urban Commercial Overlay (UCO); Cleveland Ave / South Linden UCO; Franklin County Zoning Code | South Linden Area Commission; North Central Area Commission; North Linden Area Commission; Northeast Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.1 | Columbus Zoning Code; Milo-Grogan UCO; Italian Village UCO; I-670 Graphics Control (Cols) | Milo-Grogan Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Columbus – Yes |
| Columbus | | 0.1 | Columbus Zoning Code; Downtown District; Mt. Vernon UCO; I-670 Graphics Control (Cols) | Near East Area Commission; Downtown Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |

Northeast Corridor Conditions (cont.)

Table 5. Northeast Corridor Demographics

| Segment | Description | Poverty | Unemployment | Median Income | AFI/AMI % | Income Inequality % |
|---------|----------------------------------|---------|--------------|---------------|-----------|---------------------|
| A | Polaris Area | 4.0% | 2.9% | \$100,912 | 143% | 40% |
| B | Cleveland North of Outerbelt | 15.3% | 6.7% | \$70,005 | 99% | 39% |
| C | Cleveland to Westbrook | 24.9% | 7.9% | \$47,550 | 67% | 40% |
| D | Northern Lights | 38.6% | 11.7% | \$29,088 | 41% | 47% |
| E | North-South Linden | 39.3% | 19.3% | \$28,677 | 41% | 45% |
| F | Milo-Grogan | 34.1% | 14.8% | \$65,023 | 92% | 48% |
| G | Columbus State Community College | 26.4% | 7.7% | \$118,750 | 169% | 57% |

Table 6. Northeast Corridor Assets

| Segment | Description | Market Strength | Anchor Organization | CRA Abatement | EZ Abatement | TIF |
|---------|----------------------------------|-----------------|--|---|--|--|
| A | Polaris Area | High | JPMorgan Chase; Polaris Shopping Center | Entire Segment | None | Entire Segment |
| B | Cleveland North of Outerbelt | High | Mt. Carmel St. Ann's | East of Cleveland Ave, between Schrock Rd and Main St | South of Schrock Rd | Mt. Carmel St. Ann's property |
| C | Cleveland to Westbrook | Medium | Northern Lights Public Library; Wasserstrom Distribution; Northtown Center | East of Cleveland Ave, between Ferris Rd and Morse Rd | Full except Minerva park & West of Cleveland Ave, between Farris Rd and Lamont Ave | Belcher Dr to Bretton Woods Dr |
| D | Northern Lights | Low | North Lights Shopping Center; Calypso Logistics | None | Full Except on Northern Lights shopping center | None |
| E | North-South Linden | Low | CML Linden Branch; Linden-Mckinley High School; Bethel AME Church; New Salem | Loretta Ave to Woodward Ave | Full except NE Corner | None |
| F | Milo-Grogan | Low | Rogue Fitness | All East of Cleveland Ave | Entire Segment | Scattered everywhere throughout segment, majority on West side |
| G | Columbus State Community College | High | Columbus State Community College (Fort Hayes) | Entire Segment | Entire Segment | CSCC and downtown area |

| Rent/Income % | Median Rent | Total Units | Total Jobs | Infant Mortality |
|---------------|-------------|-------------|------------|------------------|
| 22% | \$1,148 | 2,300 | 34,000 | % |
| 29% | \$857 | 1,500 | 7,100 | 4.8% |
| 31% | \$801 | 2,300 | 11,800 | 9.1% |
| 35% | \$597 | 500 | 1,200 | 11.0% |
| 40% | \$721 | 7,400 | 2,700 | 13.7% |
| 32% | \$848 | 1,800 | 4,600 | 8.0% |
| 26% | \$887 | 200 | 100 | 0.0% |

| JEDD | % Opportunity Zone Tracts | % New Markets Tax Credit Tracts | Fiber Access along Corridor | Data Centers in Corridor | Cellular Coverage in Segment |
|---|---------------------------|---------------------------------|--|--------------------------|------------------------------|
| None | 0% | 0% | Fiber available via 8 partial paths from private providers; municipal fiber available via 1 partial path | 0 | 100% |
| None | 0% | 0% | 1 municipal fiber path available to north of 270; 4 partial paths from private providers/ co-ops; fiber unavailable across 270 overpass | 1 | 100% |
| JEDD between Clinton Township and Grandview Heights | 27% | 27% | Fiber available via 3 partial paths starting south of 270; unavailable across 270 overpass | 0 | 100% |
| JEDD between Clinton Township and Grandview Heights | 67% | 100% | Fiber available via complete path; additional partial path available beginning around Dunedin Rd. | 0 | 100% |
| JEDD between Clinton Township and Grandview Heights | 15% | 23% | Fiber available via 1 provider from Oakland Park to Weber and via another provider from Oakland Park to Hudson; 7 fiber paths cross the Corridor at Oakland Park and 2 additional paths cross the Corridor at 17th | 0 | 100% |
| None | 20% | 20% | 1 private provider fiber path in vicinity; 5 longhaul fiber paths in vicinity | 0 | 100% |
| None | 0% | 0% | Fiber unavailable on Cleveland Avenue, but 2 private providers in vicinity; longhaul networks in vicinity in segment F are also in segment G | 0 | 100% |

Northwest Corridor Conditions

Table 7. Northwest Corridor Area, Building, and Land Characteristics

| Segment | Description | Type | Character | Site Design | Parcel Size | Land Ownership |
|---------|----------------------------|--|---|--|---|---|
| A | Dublin | Bridge Park - New Mixed Use Urban Core; Suburban Corridor; Freeway Use Redevelopment | Large-scale suburban office and hotel; Suburban strip retail; Institutional/schools; Residential subdivisions; Historic village core | Auto-dominated – aging suburban commercial sites; Infill hotel – suburban with updated standards; Generally large parking areas; Limited pedestrian accessibility; Traditional town design in village core | Large-scale office and institutional sites; Medium for frontage commercial uses; Small in historic village core | Consolidated in larger office or institutional sites; individual ownership for residential subdivisions |
| B | Sawmill Road North | Suburban Corridor | Infill high-density mixed use site; Large-scale suburban retail; Suburban strip retail; Residential subdivisions | Dense infill with pedestrian-scale public realm; Auto-dominated retail; Very large parking areas, Limited pedestrian accessibility | Generally large-scale sites | Consolidated in larger office or retail sites; individual ownership for residential subdivisions |
| C | Sawmill Road South | Suburban Corridor | Vacant land; Farm land; Suburban apartment complexes; Residential subdivision; Adjacent to airport | Suburban residential buffering; Rural spaces/setbacks | Very large for farm and vacant; Mid-sized for apartments | Consolidated for farm and vacant; individual ownership for residential subdivisions |
| D | Bethel Road | Suburban Corridor | Suburban strip retail, some nodes; Many suburban apartment complexes; Residential subdivisions | Auto-dominated retail; Suburban residential buffering | Mid-to-large for retail and apartments | Consolidated for retail and apartments; individual ownership for residential subdivisions |
| E | Bethel/Olentangy River Rd. | Suburban Corridor | Suburban strip retail; Suburban medical office; Large-scale suburban apartment complexes; Traditional residential; Riverside parks and preservation areas | Auto-dominated retail; Suburban residential buffering; Open space | Mid-to-large for retail and apartments | Consolidated for retail and apartments; Parks; Individual ownership for residential subdivisions |
| F | Olentangy River Road East | Suburban Corridor | Suburban strip retail/hotel; Suburban medical office; Residential subdivisions; Riverside parks and preservation areas | Auto-dominated retail/office/hotel; Residential grid; Open space | Very large for parks/open space; Mid-sized for retail /hotel/ office | Consolidated for parks and open space; Individual ownership for residential grid |
| G | Olentangy River Road West | Suburban Corridor | Suburban hospital; Suburban strip retail/hotel; Suburban medical office; Residential subdivisions | Hospital campus; Auto-dominated retail/hotel; Residential subdivisions | Very large for institutional; Mid-sized for retail / hotel/office | Consolidated for institutional; Individual ownership for residential subdivisions |
| H | Ohio State | Suburban Corridor; Institutional area (re) development | Ohio State campus character; adjacent residential; Riverside parks and preservation areas | Auto-oriented west campus and sports complex; Residential grid; Open space | Almost all large institutional | Almost all part of Ohio State |
| I | Grandview Yard Area | Urban Corridor | Suburban strip retail; Infill urban office/retail/residential mixed-use; Commercial corridors; Small-scale light industrial; Traditional residential | Auto-oriented retail; Infill high-density mixed use site – pedestrian oriented; Redeveloping older retail corridors | Mid-to-large for some retail, mixed use, light industrial; Small otherwise | Consolidated for retail and mixed use (reuse of old industrial sites); Individual ownership for commercial corridors and residential grid |
| J | Battelle Area | Urban Corridor; Institutional area (re) development | Large-scale institutions; Urban residential | Campus design, decreasing parking; Urban residential street grid | Large institutional; Small residential | Most Ohio State or Battelle; Individual ownership for residential grid |
| K | Victorian Village Area | Urban Corridor | Urban residential neighborhood; Downtown sports and mixed use area | Traditional urban grid; Some larger aging apartment complexes | Typically small; Some larger apartment complexes | Generally unconsolidated |

| Municipalities | Unincorporated Areas | Average Floor Area Ratio (FAR) | Development Standards | Additional Overview | Certified Ordinances for Smart Mobility | Small Cell Design Guidelines |
|-----------------------------|---------------------------------|--|---|--|--|--|
| Dublin | | 0.2 (existing FAR not inclusive of Bridge Park) | Dublin Zoning Code; Bridge Street District Development Code; Historic Dublin Development Guidelines | Architectural Review Board; Administrative Review Team; Planning and Zoning Commission; City Council | Dublin: Chapter 98: Right-of-Way Management; Complete Streets Resolution; Chapter 99: Wireless Communications Regulations | Yes |
| Columbus; Dublin | | 0.2 | Dublin Zoning Code; Bridge Street Corridor Development Code; Columbus Zoning Code; Columbus Regional Commercial Overlay | Far Northwest Civic Association | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code; Dublin: Chapter 98: Right-of-Way Management; Chapter 99: Wireless Communications Regulations | Yes |
| Columbus | Perry Township | 0.2 | Columbus Zoning Code; Perry Township Zoning Code; Columbus Regional Commercial Overlay | Northwest Civic Association | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus; Upper Arlington | Perry Township | 0.3 | Columbus Zoning Code; Upper Arlington Zoning Code; Columbus Regional Commercial Overlay | Northwest Civic Association | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code; Upper Arlington: Chapter 933: Requirements for the Use or Occupation of Rights-of-Way and Public Property | Yes |
| Columbus | Perry Township; Sharon Township | 0.2 | Columbus Zoning Code; Perry Township Zoning Code; Franklin County Zoning Code; Columbus Regional Commercial Overlay | Clintonville Area Commission; Old Beechwood Historic District; Northwest Civic Association | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.4 | Columbus Zoning Code | Clintonville Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus; Upper Arlington | | 0.2 | Columbus Zoning Code; Upper Arlington Zoning Code | | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code; Upper Arlington: Chapter 933: Requirements for the Use or Occupation of Rights-of-Way and Public Property | Yes |
| Columbus | Clinton Township | 0.1 | Columbus Zoning Code; University Planning Overlay (Cols) | University Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus; Grandview Heights | Clinton Township | 0.3 | Columbus Zoning Code; Grandview Heights Zoning Code; Columbus Commercial Overlay | 5th by Northwest Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code; Grandview Heights: Chapter 905: Right-of-Way Regulations | Columbus – Yes; Grandview Heights – No |
| Columbus | | 0.2 | Columbus Zoning Code; University Planning Overlay (Cols) | University Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.4 | Columbus Zoning Code; I-670 Graphics Control (Cols); Columbus Historic District | Victorian Village Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |

Northwest Corridor Conditions (cont.)

Table 8. Northwest Corridor Demographics

| Segment | Description | Poverty | Unemployment | Median Income | AFI/AMI % | Income Inequality % |
|---------|----------------------------|---------|--------------|---------------|-----------|---------------------|
| A | Dublin | 3.6% | 5.4% | \$103,855 | 147% | 37% |
| B | Sawmill Road North | 10.9% | 4.8% | \$67,037 | 95% | 37% |
| C | Sawmill Road South | 14.3% | 4.9% | \$59,840 | 85% | 38% |
| D | Bethel Road | 12.3% | 3.7% | \$66,276 | 94% | 42% |
| E | Bethel/Olentangy River Rd. | 33.9% | 7.7% | \$51,482 | 73% | 45% |
| F | Olentangy River Road East | 28.1% | 6.0% | \$62,512 | 89% | 47% |
| G | Olentangy River Road West | 7.1% | 2.5% | \$83,107 | 118% | 40% |
| H | Ohio State | 71.0% | 15.5% | \$13,572 | 19% | 61% |
| I | Grandview Yard Area | 11.3% | 2.7% | \$89,524 | 127% | 41% |
| J | Battelle Area | 36.2% | 9.6% | \$51,588 | 73% | 55% |
| K | Victorian Village Area | 12.0% | 3.2% | \$105,109 | 149% | 42% |

Table 9. Northwest Corridor Assets

| Segment | Description | Market Strength | Anchor Organization | CRA Abatement | EZ Abatement | TIF |
|---------|----------------------------|-----------------|--|--|--|--|
| A | Dublin | High | Wendy's International HQ | Bridge Street District | None | None |
| B | Sawmill Road North | High | Sun Center | None | East of Sawmill Rd | North and south of Broad, West of Dublin Carter Rd |
| C | Sawmill Road South | High | Ohio State Aeronautical Research & Airport | None | East of Sawmill Rd | None |
| D | Bethel Road | Medium | Carriage Place Shopping Center | South of Bethel, West of sawmill | Full except small piece south of bethel, between sawmill and Northcrest park | None |
| E | Bethel/Olentangy River Rd. | High | Olentangy Plaza Shopping Center | None | South of Bethel, West of River | None |
| F | Olentangy River Road East | High | Riverside Hospital | None | Entire Segment | West of 315, between Ackerman and Highland Dr |
| G | Olentangy River Road West | High | OhioHealth Corp. HQ | None | Along Border of Olentangy River rd | West of Olentangy Rd to River, runs North-South from Ackerman to Highland Dr |
| H | Ohio State | High | The Ohio State University | None | North of Lane ave; South of Lane and west of 315 | None |
| I | Grandview Yard Area | High | Nationwide Insurance/Grandview Yard | Entire Segment | South of 8th | South of 8th Ave |
| J | Battelle Area | High | Battelle / Ohio State Medical Center | South of 5th Ave, West of Michigan Ave | Entire Segment | South of 5th |
| K | Victorian Village Area | High | Huntington Park; White Castle HQ | South of 670 | Entire Segment | West of Harrison Ave |

| Rent/Income % | Median Rent | Total Units | Total Jobs | Infant Mortality |
|---------------|-------------|-------------|------------|------------------|
| 25.1% | \$1,056 | 900 | 8,900 | 2.5% |
| 25.9% | \$1,002 | 2,400 | 7,900 | 2.5% |
| 26.5% | \$960 | 1,800 | 30 | 2.5% |
| 26.2% | \$932 | 9,300 | 6,900 | 4.4% |
| 31.5% | \$768 | 2,300 | 3,500 | 5.3% |
| 28.8% | \$953 | 2,900 | 10,200 | 7.7% |
| 23.1% | \$940 | 2,300 | 1,800 | 7.7% |
| 48.6% | \$709 | 1,700 | 4,000 | 6.1% |
| 23.7% | \$1,028 | 200 | 7,800 | 0.0% |
| 34.9% | \$760 | 1,000 | 1,900 | 8.9% |
| 22.1% | \$1,058 | 3,800 | 3,500 | 5.8% |

| JEDD | % Opportunity Zone Tracts | % New Markets Tax Credit Tracts | Fiber Access along Corridor | Data Centers in Corridor | Cellular Coverage in Segment |
|--|---------------------------|---------------------------------|--|--------------------------------|--|
| None | 0% | 0% | Fiber available via 3 paths until Mill Lane; unavailable from Mill Lane to 33/161 exchange; 2 paths veer off corridor at highway exchange, but remain continuous and re-align with corridor after exchange; additional path becomes available after exchange | 0 | 100% – 2 area cell towers noted as being located on rooftops |
| None | 0% | 0% | Continuous fiber path available via 1 provider; 5 private provider partial paths also available around Sawmill; 1 municipal fiber path around Sawmill | 0 | 100% |
| None | 0% | 33% | Continuous fiber path available via 2 private providers | 0 | 100% |
| None | 0% | 14% | Continuous fiber path via 1 provider; 1 additional partial path available until Bethel Rd.; municipal fiber available in segment, but not along proposed corridor | 1 in or in vicinity of segment | 100% |
| None | 20% | 80% | 1 continuous fiber path available | 0 | 100% |
| None | 100% | 100% | Continuous fiber path available until Riverview Drive; 1 path crosses Corridor at Ackerman; 5 longhaul networks in vicinity | 0 | Potential service coverage gaps around Turkey Run |
| None | 0% | 0% | Continuous fiber path available until Riverview Drive; 1 path crosses Corridor at Ackerman; 5 longhaul networks in vicinity | 0 | Potential service coverage gaps around Turkey Run |
| JEDD between Grandview Heights and Clinton Twp | 33% | 100% | Fiber unavailable on Corridor – 11 paths have began to run adjacent to Corridor; 5 longhaul networks in vicinity | 0 | 100% |
| JEDD between Grandview Heights and Clinton Twp | 0% | 33% | Fiber unavailable on Corridor – 11 paths run adjacent to Corridor; 3 paths cross Corridor in segment; 6 longhaul networks in vicinity | 6 in or in vicinity of segment | 100% |
| None | 50% | 100% | Fiber unavailable on Corridor – 11 paths run adjacent to Corridor; 3 paths cross Corridor in segment; 6 longhaul networks in vicinity | 6 in or in vicinity of segment | 100% |
| None | 0% | 0% | Fiber unavailable on Corridor – 11 paths run adjacent to Corridor; 3 paths cross Corridor in segment; 6 longhaul networks in vicinity | 6 in or in vicinity of segment | 100% |

Southeast Corridor Conditions

Table 10. Southeast Corridor Area, Building, and Land Characteristics

| Segment | Description | Type | Character | Site Design | Parcel Size | Land Ownership |
|---------|---|--|--|---|---|--|
| A | Livingston Avenue/ Nationwide Hospital | Urban Corridor | Urban commercial corridor; Small-scale suburban strip retail; Traditional residential | Traditional commercial corridor; Auto-oriented strip commercial; Residential grid | Small | Little to no consolidation |
| B | German Village/ Hungarian Village | Urban Corridor | Urban commercial corridor; Small-scale suburban strip retail; Traditional residential | Traditional commercial corridor; Auto-oriented strip commercial; Residential grid | Small | Little to no consolidation |
| C | Reeb-Hosack/ Columbus Castings | Urban Corridor; Industrial area (re) development | Legacy industrial; Urban commercial corridor; Traditional residential | Traditional commercial corridor; Urban industrial | Large for industrial; small for corridor commercial | Consolidated for urban industrial; Little to no consolidation otherwise |
| D | Groveport Road Area | Industrial area (re) development | Rural residential; Rural commercial frontage; Railyard; Industrial/warehousing; Residential subdivisions | Rural corridors; Railyard; Warehousing | Large for railyard and industrial; small to mid-sized for residential/commercial rural frontage | Consolidated for large-scale industrial/railyard; Individual ownership for residential subdivisions |
| E | Obetz/ Outerbelt Area | Industrial area (re) development | Rural residential; Rural commercial frontage; Rural village-scale housing; Large-scale warehousing/light industrial; Previously quarried lands | Rural corridors; Warehousing | Large for industrial/warehousing; small to mid-sized for residential/commercial rural frontage | Consolidated for large-scale industrial; Individual ownership for commercial frontage and residential village core |
| F | Alum Creek | Industrial area (re) development | Industrial/warehousing | Industrial/warehousing | Large | Highly consolidated |
| G | South End Near Rickenbacker | Industrial area (re) development | Industrial/warehousing | Industrial/warehousing | Large | Highly consolidated |

| Municipalities | Unincorporated Areas | Average Floor Area Ratio (FAR) | Development Standards | Additional Overview | Certified Ordinances for Smart Mobility | Small Cell Design Guidelines |
|----------------------------|-------------------------------------|---------------------------------------|---|--|---|--|
| Columbus | | 0.4 | Columbus Zoning Code; Parsons Avenue UCO | Columbus Southside Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.3 | Columbus Zoning Code; Parsons Avenue UCO | Columbus Southside Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.1 | Columbus Zoning Code; Parsons Avenue UCO | Columbus Southside Area Commission; Far South Columbus Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.1 | Columbus Zoning Code | Far South Columbus Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Obetz; Groveport; Columbus | Hamilton Township | 0.1 | Columbus Zoning Code; Obetz Zoning Code; Groveport Zoning Code; Franklin County Zoning Code | Far South Columbus Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code; Obetz: Chapter 1191: Wireless Communications | Columbus – Yes; Obetz – No; Groveport – No |
| Obetz; Groveport | Madison Township; Hamilton Township | 0.1 | Obetz Zoning Code; Groveport Zoning Code; Franklin County Zoning Code | | Obetz: Chapter 1191: Wireless Communications | No |
| Columbus; Obetz; Groveport | Madison Township; Hamilton Township | 0.1 | Columbus Zoning Code; Obetz Zoning Code; Groveport Zoning Code; Franklin County Zoning Code | Far South Columbus Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code; Obetz: Chapter 1191: Wireless Communications | Columbus – Yes; Obetz – No; Groveport – No |

Southeast Corridor Conditions (cont.)

Table 11. Southeast Corridor Demographics

| Segment | Description | Poverty | Unemployment | Median Income | AFI/AMI % | Income Inequality % |
|---------|----------------------------------|---------|--------------|---------------|-----------|---------------------|
| A | Downtown/Brewery District | 16% | 6% | \$97,859 | 139% | 47% |
| B | German Village/Hungarian Village | 26% | 9% | \$70,525 | 100% | 43% |
| C | Reeb-Hosack/Columbus Castings | 27% | 15% | \$40,471 | 57% | 45% |
| D | Groveport Road Area | 23% | 10% | \$47,699 | 68% | 36% |
| E | Obetz/Outerbelt Area | 16% | 11% | \$53,477 | 76% | 37% |
| F | Alum Creek | 15% | 11% | \$55,098 | 78% | 35% |
| G | South End Near Rickenbacker | 20% | 10% | \$41,856 | 59% | 36% |

Table 12. Southeast Corridor Assets

| Segment | Description | Market Strength | Anchor Organization | CRA Abatement | EZ Abatement | TIF |
|---------|----------------------------------|-----------------|---|---|-----------------------|-----------------------------------|
| A | Downtown/Brewery District | High | Nationwide Children's | East of Parsons | Entire Segment | None |
| B | German Village/Hungarian Village | High | South High School; Columbus Division of Police Property Room and Forensics Center | Covers segment except in NW corner | Entire Segment | None |
| C | Reeb-Hosack/Columbus Castings | Medium | Reeb Center; John Maloney Health Center; Former Buckeye/Columbus Castings Site | NW corner of segment, West of Parsons | Entire Segment | None |
| D | Groveport Road Area | Low | ODW Logistics | None | Entire Segment | None |
| E | Obetz/Outerbelt Area | Medium | Amazon Fulfillment Center | Entire Segment | Entire Segment | Parcel(s) in SE corner of segment |
| F | Alum Creek | Medium | Amazon Fulfillment Center | Almost full; small piece in center of segment not covered | West of Alum Creek Dr | Eastern Border of Segment |
| G | South End Near Rickenbacker | Medium | Rickenbacker International Airport | Entire Segment | Entire Segment | NE corner of segment |

| Rent/Income % | Median Rent | Total Units | Total Jobs | Infant Mortality |
|---------------|-------------|-------------|------------|------------------|
| 28% | \$1,095 | 2,100 | 1,000 | 14% |
| 27% | \$968 | 4,800 | 1,200 | 13% |
| 37% | \$772 | 1,400 | 3,400 | 13% |
| 28% | \$950 | 1,400 | 1,000 | 13% |
| 27% | \$869 | 1,600 | 3,300 | 13% |
| 24% | \$889 | - | 3,600 | 8% |
| 26% | \$871 | 600 | 5,100 | 8% |

| JEDD | % Opportunity Zone Tracts | % New Markets Tax Credit Tracts | Fiber Access along Corridor | Data Centers in Corridor | Cellular Coverage in Segment |
|------|---------------------------|---------------------------------|--|--------------------------|------------------------------|
| None | 33% | 33% | Complete fiber path via 1 private provider; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 40% | 60% | Complete fiber path via 1 private provider; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 60% | 80% | Complete fiber path via 1 private provider; partial fiber via 2 private providers; 1 longhaul fiber path in vicinity | 0 | 100%, |
| None | 33% | 100% | Complete fiber path via 1 private provider; partial fiber via 2 private providers; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 33% | 67% | Fiber unavailable from Lancaster Avenue to Buzick Drive; 2 partial fiber paths available along Corridor; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 50% | 50% | Partial fiber path from 1 provider | 0 | 100% |
| None | 100% | 100% | Fiber unavailable on Corridor in segment | 0 | 100% |

West Broad Corridor Conditions

Table 13. West Broad Corridor Area, Building, and Land Characteristics

| Segment | Description | Type | Character | Site Design | Parcel Size | Land Ownership |
|---------|------------------------------------|-------------------|---|--|--|--|
| A | West End Past Outerbelt | Suburban corridor | Suburban strip retail; Residential subdivisions; Historic village core; Riverside parks and preservation areas | Auto-dominated – suburban commercial | Small-to-medium for retail | Some consolidation for suburban retail nodes |
| B | Westland Mall Area | Suburban corridor | Large-scale suburban retail | Auto-dominated – suburban commercial | Large | General consolidation overall |
| C | West Broad Plaza/Casino Area | Suburban corridor | Large-scale suburban retail; Casino; Manufacturing / light industrial | Auto-dominated – suburban commercial; Industrial | Large | High consolidation over multiple use types |
| D | Wilson Road Area | Urban corridor | Large-scale suburban retail; Suburban strip malls; Traditional residential; Parkland | Auto-dominated – suburban commercial; Residential grid | Large for retail shopping center; Small for other commercial | Significant consolidation for suburban retail nodes; individual ownership for residential grid |
| E | Hague Avenue Area | Urban corridor | Urban commercial corridor; Small-scale suburban strip retail; Traditional residential | Traditional commercial corridor; Auto-oriented strip commercial; Residential grid | Small | Little to no consolidation |
| F | Hilltop | Urban corridor | Urban commercial corridor; Small-scale suburban strip retail; Large-scale suburban office; Traditional residential; Regional park | Traditional commercial corridor; Auto-oriented strip commercial; Suburban office parking; Residential grid | Very large for government facilities and parks; Small for other commercial | Consolidated government office campus, institutional uses and parks; Little to no consolidation otherwise |
| G | West Franklinton | Urban corridor | Urban commercial corridor; Small-scale suburban strip retail; Traditional residential | Traditional commercial corridor; Auto-oriented strip commercial; Residential grid | Very large for institutional facilities; Small for other commercial | Some consolidated institutional; Little to no consolidation otherwise |
| H | Franklinton Mid | Urban corridor | Urban commercial corridor; Hospital campus/ vacant auto dealership; Traditional residential | Traditional commercial corridor; Key vacant parcels; Residential grid | Large for hospital and abandoned auto dealership; Small for other commercial | Significant consolidation for hospital, abandoned auto dealership, and state offices; Little to no consolidation otherwise |
| I | East Franklinton/ Scioto Peninsula | Urban corridor | Urban commercial corridor; Infill multi-family residential; Traditional residential | Traditional commercial corridor; Residential grid | Small-to-mid north of Broad; Small for other commercial | Significant consolidation for hospital, abandoned auto dealership, and state offices; Little to no consolidation otherwise |

| Municipalities | Unincorporated Areas | Average Floor Area Ratio (FAR) | Development Standards | Additional Overview | Certified Ordinances for Smart Mobility | Small Cell Design Guidelines |
|-----------------------|-----------------------------|---------------------------------------|---|---|---|-------------------------------------|
| Columbus | Prairie Township | 0.2 | Prairie Township Zoning Code; West Broad Street Corridor Overlay District (Prairie) | | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | Franklin Township | 0.2 | Franklin County Zoning Code | Greater Hilltop Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | Franklin Township | 0.1 | Columbus Zoning Code; West Broad Street / Greater Hilltop RCO | Greater Hilltop Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | Franklin Township | 0.2 | Columbus Zoning Code; West Broad Street / Greater Hilltop RCO; West Broad Street / Greater Hilltop Community Commercial Overlay (CCO) | Greater Hilltop Area Commission; Westland Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.3 | Columbus Zoning Code; West Broad Street / Greater Hilltop UCO | Greater Hilltop Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.1 | Columbus Zoning Code | Greater Hilltop Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.2 | Columbus Zoning Code; West Broad Street / Franklinton UCO | Franklinton Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.4 | Columbus Zoning Code; West Broad Street / Franklinton UCO | Franklinton Area Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |
| Columbus | | 0.4 | Columbus Zoning Code; East Franklinton District; Downtown District | Franklinton Area Commission; East Franklinton Review Board; Downtown Commission | Columbus: Chapter 910: Comprehensive Rights-of-Way; Title 33: Zoning Code | Yes |

West Broad Corridor Conditions (cont.)

Table 14. West Broad Corridor Demographics

| Segment | Description | Poverty | Unemployment | Median Income | AFI/AMI % | Income Inequality % |
|---------|-----------------------------------|---------|--------------|---------------|-----------|---------------------|
| A | West End Past Outerbelt | 16% | 6.6% | \$60,661 | 86% | 41% |
| B | Westland Mall Area | 33% | 12.8% | \$26,544 | 38% | 43% |
| C | West Broad Plaza/Casino Area | 40% | 15.2% | \$23,804 | 34% | 40% |
| D | Wilson Road Area | 31% | 6.7% | \$42,116 | 60% | 45% |
| E | Hague Avenue Area | 37% | 9.3% | \$36,140 | 51% | 43% |
| F | Hilltop | 43% | 13.2% | \$30,145 | 43% | 46% |
| G | West Franklinton | 40% | 11.2% | \$33,213 | 47% | 48% |
| H | Franklinton Mid | 40% | 11.2% | \$33,213 | 47% | 48% |
| I | East Franklinton/Scioto Peninsula | 73% | 41.0% | \$10,962 | 16% | 57% |

Table 15. West Broad Corridor Assets

| Segment | Description | Market Strength | Anchor Organization | CRA Abatement | EZ Abatement | TIF |
|---------|-----------------------------------|-----------------|--|---|---|--|
| A | West End Past Outerbelt | Medium | OhioHealth Doctor's Hospital | Covers all East to West along Broad. North and South borders absent | South of Broad | None |
| B | Westland Mall Area | Low | Westland Mall Shopping Center; Hollywood Casino | None | Entire Segment | None |
| C | West Broad Plaza/Casino Area | Low | Hollywood Casino | None | Entire Segment | None |
| D | Wilson Road Area | Low | Great Western Shopping Center & Consumer Square Retail Centers | South of Broad, West of Demorest Rd | Full North of Broad; South of Broad and West of Demorest Rd | None |
| E | Hague Avenue Area | Low | West High School | North and South of Broad, West of Powell Avenue | North of Broad | None |
| F | Hilltop | Low | YMCA Hilltop/State of Ohio Complex; Friendship Baptist; Rhodes & Glenwood Parks; Columbus West Family Health & Wellness Center | South of Broad, North of Broad in NE and NW corners | Entire Segment | None |
| G | West Franklinton | Medium | West Central School; Starling Junior High; Worley Terrace | Entire Segment | Entire Segment | None |
| H | Franklinton Mid | Medium | Mount Carmel Health | Entire Segment | Entire Segment | None |
| I | East Franklinton/Scioto Peninsula | High | Gravity Mixed-Use | Entire Segment | Entire Segment | Limited only in North section of Segment |

| Rent/Income % | Median Rent | Total Units | Total Jobs | Infant Mortality |
|---------------|-------------|-------------|------------|------------------|
| 35% | \$812 | 4,100 | 3,500 | 9% |
| 32% | \$875 | 3,800 | 2,700 | 9% |
| 30% | \$602 | 14,200 | 15,100 | 9% |
| 29% | \$749 | 3,000 | 4,300 | 9% |
| 35% | \$796 | 2,300 | 200 | 9% |
| 40% | \$813 | 1,500 | 900 | 15% |
| 41% | \$920 | 2,400 | 3,700 | 12% |
| 41% | \$920 | 4,900 | 4,300 | 12% |
| 43% | \$431 | 5,200 | 5,400 | 0% |

| JEDD | % Opportunity Zone Tracts | % New Markets Tax Credit Tracts | Fiber Access along Corridor | Data Centers in Corridor | Cellular Coverage in Segment |
|---|---------------------------|---------------------------------|--|--------------------------|------------------------------|
| JEDD exists between the Village of Obetz and Prairie Township | 25% | 75% | Complete fiber paths along Corridor via 2 private providers; 1 partial path along Corridor via private provider; 1 partial path along proposed corridor via municipal fiber; additional municipal fiber available in segment | 0 | 100% |
| JEDD exists between the Village of Obetz and Prairie Township | 100% | 100% | Complete fiber paths along Corridor via 2 private providers; partial paths via 6 providers beginning at Georgesville Rd; longhaul fiber path in vicinity | 0 | 100% |
| None | 100% | 100% | Complete fiber paths along Corridor via 2 private providers; partial paths via 6 providers beginning at Georgesville Rd; longhaul fiber path in vicinity | 0 | 100% |
| None | 33% | 67% | Complete fiber paths along Corridor via 2 private providers; partial path via 6 providers beginning at Georgesville Rd; 1 partial path beginning at Lechner Rd; longhaul fiber path in vicinity | | 100% |
| None | 20% | 80% | Complete fiber paths along Corridor via 2 private providers; partial path via 6 providers beginning at Georgesville Rd; 1 partial path beginning at Lechner Rd; longhaul fiber path in vicinity | 0 | 100% |
| None | 33% | 100% | Complete fiber paths along Corridor via 2 private providers; partial path via 6 providers beginning at Georgesville Rd; 1 partial path beginning at Lechner Rd; longhaul fiber path in vicinity | 0 | 100% |
| None | 100% | 100% | 1 complete fiber path; 1 partial beginning at S. Souder Ave; 1 partial path until N. Souder Ave; 5 partial paths until Foss St; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 100% | 100% | 1 complete fiber path; 1 partial beginning at S. Souder Ave; 1 partial path until N. Souder Ave; 5 partial paths until Foss St; 1 longhaul fiber path in vicinity | 0 | 100% |
| None | 100% | 100% | 4 complete fiber paths along Corridor | 0 | 100% |

Segment-Specific Recommendations: Development & Land Use

This section describes current conditions and recommended zoning changes under immediate, near-term, and next-term phases by political subdivision. Note that Corridor jurisdictions may have already adopted land use plans and policies that may better reflect the goals of mixed use and higher development intensity than existing zoning.

New zoning standards can be guided by the development types and intensities as envisioned by the Corridor Concepts study for individual Corridor segments. For quick reference, Appendix A includes a summary of existing average floor area ratio (FAR) and new growth FAR for each segment.

COLUMBUS

Due to the mismatch between zoning standards and preferred development patterns along much of the corridors, the City has used a mixture of zoning tools to accommodate development. These can be generalized into four categories:

- Variances
- Limitation texts
- Overlays and Planned districts
- Negotiated development through design review

While this has resulted in effective outcomes in the majority of urban and compact corridor redevelopment projects, it is a time-consuming effort that requires enormous staff resources and lengthens the approval process for developers. In addition, the ultimate goals of the city with regard to development density, transit-oriented development types, and a reduced emphasis on parking and vehicular access are often not fully achieved, due to this constant re-negotiation on a project-by-project basis.

There have been effective zoning and development review tools put into place to mitigate these issues. Most notable are the use of corridor overlays, and the development of neighborhood-level design guidelines. While the use of zoning overlays and neighborhood-level design guidelines have had a positive impact, further steps are needed to realize the successful corridor redevelopment on a city scale.

Zoning Overlays

The corridor overlays include the Urban Commercial Overlay (UCO), the Community Commercial Corridor Overlay (CCO) and the Regional Commercial Overlay (RCO). This approach, particularly the UCO, has helped established a much-improved pattern for redevelopment on key corridors throughout the city. While the result is typically a better traditional-style site plan approach and improved street-facing architecture, the impact of these overlays is still quite limited with regard

to the larger recommendations of this study, namely, the significant increase in building mass and scale needed in order to accomplish the goal of compact development. Wider use of the UCO can be a helpful immediate step toward implementation of the corridor strategies, but a more wholesale change in zoning will be necessary going forward.

Neighborhood-Level Design Guidelines

The use of design guidelines has been an important tool, specifically in designated historic districts or special districts such as the University Planning District. Those areas have city-appointed commissions in place to apply design guidelines through a development plan review process.

A primary example of this is in the Short North area where the Short North Design Guidelines have been used to steer the evolution of this densifying district corridor. Administered by both the Italian and Victorian Village Commissions, the preferred development approach has largely been accomplished as outlined in the guidelines. However, in order to accommodate denser development, myriad variances are requested for most projects since the current zoning code districts do not accommodate this development approach. Having the commissions to review and recommend requested variances facilitates the ability of the Columbus Board of Zoning Appeals to evaluate requests in the neighborhood context. Yet, it presents another hurdle toward achieving the type of development clearly described in the guidelines and preferred for a key urban corridor in the city.

To help streamline processes and bolster the ability to deal with targeted issues, such as parking and mobility, specific policy approaches have been implemented such as fees-in-lieu for parking spaces. This is a forward-thinking and appropriate way to mitigate negative impacts while looking to the future. At the same time, it would be more effective in the context of an overall code revamp for these urban corridors to consider transportation issues within the overall development standards.

Recommendations

New zoning districts – Urban Mixed Use (UMU) and Compact Mixed Use (CMU). The creation of these new zoning districts will be needed to address the collection of implementation issues along these, and other, key corridors. Adoption of new districts will be more impactful and effective than updating current zoning districts for several primary reasons:

- The use of each commercial zoning district is widespread across the city of Columbus, throughout many different geographic areas. That means any changes to districts along the corridors would result in changes throughout the city. This might be positive in many cases but could also result in mis-matched standards for some areas.
- The new districts (UMU and CMU) could include:
 - Less limitation on height and massing, and other issues of scale.
 - Standards to address the transition area where each corridor abuts adjoining neighborhoods. (Historically, this has been addressed in a largely ad hoc manner through individual development site reviews).
 - A completely new approach to parking requirements based on changes in mobility and access to high-capacity transit.
- New zoning districts in Columbus could be the model for other municipalities and townships along key development corridors.
- Adding two zoning districts can address the difference in scale and development patterns along the length of the corridors
 - Current conditions range from urban to suburban development
- Urban Mixed Use (UMU) zoning district
 - Modeled after Columbus' current Downtown District, including corridor and transit-specific regulations and guidelines, low to eliminated parking standards, and neighborhood transition stipulations.
 - Use Urban Mixed Use in areas adjacent to existing urban districts (i.e. Downtown District) where urban development patterns are likely to spread (e.g., East Franklinton).
 - Use Urban Mixed Use in areas identified as transit hubs with high-intensity nodes of development along key corridors, similar to Transit-Oriented Development standards.
- Compact Mixed Use (CMU) zoning district
 - A step down in density and height from Urban Mixed Use.

- Use Compact Mixed Use in areas where changing from a suburban zoning district to an urban district may be too drastic.
- Use Compact Mixed Use in areas of existing neighborhood commercial, areas where shallow lot depths make UMU unrealistic, and the areas along key transit corridors connecting nodes of higher density UMU zones.

Recommended actions for the City of Columbus include:

| | |
|------------------------------|---|
| Immediate (under 1 year): | Continue to use such tools as land use plan guidance, overlays, and variances to encourage mixed use, compact development patterns envisioned in the Focused Corridor Concept. |
| Near-term (1-2 years): | Evaluate the need for external consultation for coming zoning code changes and, if necessary, prepare and post an RFP for the applicable work. |
| Next-term (2-4 years): | Create and adopt two new zoning districts: Urban and Compact Mixed-Use, which would be applied to the corridor nodes and throughout the "buffer zone" of the entire corridor, respectively. |

Supports Segments:

Olde Towne East (East Main A); Eastmoor (East Main C); Whitehall East (East Main F); McNaughten (East Main G).

Polaris Area (Northeast A); Cleveland Ave to Westbrook (Northeast C); Northern Lights Center (Northeast D); North-South Linden (Northeast E); Milo-Grogan (Northeast F); Columbus State Community College (Northeast G).

Sawmill Rd North (Northwest B); Sawmill Rd South (Northwest C); Bethel Road (Northwest D); Bethel/Olentangy River Road (Northwest E); Olentangy River Road East (Northwest F); Olentangy River Road West (Northwest G); Ohio State (Northwest H); Grandview Yard Area (Northwest I); Battelle Area (Northwest J); Victorian Village Area (Northwest K).

Downtown / Brewery District (Southeast A); German Village / Hungarian Village (Southeast B); Reeb-Hosack / Columbus Castings (Southeast C); Groveport Rd Area (Southeast D); Obetz / Outerbelt Area (Southeast E); South End near Rickenbacker (Southeast G).

Westland Mall Area (West Broad B); West Broad Plaza / Casino Area (West Broad C); Wilson Road Area (West Broad D); Hague Ave Area (West Broad E); Hilltop (West Broad F); West Franklinton (West Broad G); Franklinton Mid (West Broad H); East Franklinton / Scioto Peninsula (West Broad I).

BEXLEY

Bexley already has the basic tools in place to accomplish the goals of a denser urban corridor along Main Street. There is a designated Main Street District that serves as an overlay, combining the adopted code standards with an additional layer of design standards review. The standards and guidelines allow and encourage buildings at a greater density than elsewhere in the city. While currently limited by access and parking concerns, as mobility changes to shift those issues, the city could consider further evolving the current limits on height massing. Additions of high-capacity transit services along the corridor and overall reduction in parking demand due to changing mobility could be particularly influential in allowing this to occur.

| | |
|---------------------------|--|
| Immediate (under 1 year): | Review development standards in the MS Overlay District. |
| Near-term (1-2 years): | Update current zoning standards in the following districts, as possible based on impacts throughout the City of Bexley: <ul style="list-style-type: none">Mixed Use Commercial (MUC)Campus Planning (CS) Zone 2 |
| Next-term (2-4 years): | Look to potential Columbus Urban Mixed-Use zoning district to see what could be adapted to Bexley zoning districts. |

Supports Segments: *Bexley (East Main B).*

WHITEHALL

The City of Whitehall has a very low-density suburban development pattern along the length of the E. Main Street corridor. This study, in coordination with the current Comprehensive Plan process underway in Whitehall, presents an ideal time to reimagine the zoning categories along this corridor, particularly the General Commercial District that makes up much of the corridor designation.

| | |
|---------------------------|--|
| Immediate (under 1 year): | Complete code audit currently underway as part of Comprehensive Plan update process. |
| Near-term (1-2 years): | Update current zoning standards in the following districts, as possible based on impacts throughout the City of Whitehall: <ul style="list-style-type: none">General Commercial District (GCD) Create and adopt new corridor mixed use district to capture compact development approach, particularly for a density node such as at Hamilton Road and E. Main Street |
| Next-term (2-4 years): | Look to potential Columbus Urban Mixed-Use zoning district to see what could be adapted to Whitehall zoning districts. |

Supports Segments: *Whitehall West (East Main D); Whitehall Hamilton (East Main E); Whitehall East (East Main F).*

REYNOLDSBURG

The City of Reynoldsburg has a very low-density suburban development pattern along the length of the E. Main Street corridor. This study, in coordination with the current Comprehensive Plan update process underway in Reynoldsburg, presents an ideal time to reimagine the zoning categories along this corridor, particularly the Community Commerce (CC) and Community Services (CS) districts that makes up much of the corridor designation.

| | |
|---------------------------|---|
| Immediate (under 1 year): | Continue development of zoning changes currently being studied subsequent to the Comprehensive Plan update process. |
| Near-term (1-2 years): | <p>Update current zoning standards in the following districts, as possible based on impacts throughout the City of Reynoldsburg:</p> <ul style="list-style-type: none">• Community Commerce (CC)• Community Services (CS) <p>Create and adopt new corridor mixed use district to capture compact development approach.</p> |
| Next-term (2-4 years): | Look to potential Columbus Urban Mixed-Use zoning district to see what could be adapted to Reynoldsburg zoning districts. |

Supports Segments: *Whitehall West (East Main D); Whitehall Hamilton (East Main E); Whitehall East (East Main F).*

WESTERVILLE

Westerville employs planned districts extensively along this corridor, which is largely commercial in use and suburban-style commercial in character. This corridor has enormous potential development capacity if a compact development approach is applied and limited potential capacity if the existing development pattern is continued. Current development standards in planned districts, such as the Westerville portions of the Polaris area, could account for compact development as mobility options and parking demands change.

| | |
|------------------------|--|
| Near-term (1-2 years): | <p>Update current zoning standards in the following districts, as possible based on impacts throughout the City of Westerville:</p> <ul style="list-style-type: none">• Planned Office District (PO)• Planned Development District (PD) |
| Next-term (2-4 years): | Create and adopt Urban and/or Compact Mixed-Use zoning districts that would be applied to the entire corridor and throughout the “buffer zone.” |

Supports Segments: *Polaris Area (Northeast A); Cleveland Ave North of Outerbelt (Northeast B).*

MINERVA PARK

Minerva Park should review their commercial district development standards for both Cleveland Avenue and along the SR-161 area. Ratios of height-to-setbacks significantly limit the overall density of commercial districts.

| | |
|------------------------|--|
| Near-term (1-2 years): | <p>Update current zoning standards in the following districts, as possible based on impacts throughout the Village of Minerva Park:</p> <ul style="list-style-type: none">• All commercial districts |
| Next-term (2-4 years): | Look to potential Columbus Urban and Compact Mixed-Use zoning districts to see what could be adapted to Minerva Park zoning districts. |

Supports Segments: *Cleveland Ave to Westbrook (Northeast C).*

DUBLIN

Dublin has initiated a denser mixed use development with the creation of the Bridge Street District. Bridge Park is one of the first projects that showcases the Bridge Street District vision with higher-density mixed use development along both sides of the river. This approach should be considered throughout the Corridor as an opportunity to meet the recommendations of the Northwest Corridor. This can also be an approach for future development of legacy office areas to create successful, vibrant assets for job creation and retention. In addition, design review for new development and redevelopment within the historic core is also essential to maintaining the integrity of the Corridor.

| | |
|---------------------------|---|
| Immediate (under 1 year): | Continue development of zoning changes currently being studied for the Bridge Street District zoning code. |
| Near-term (1-2 years): | Implement zoning changes associated with the area in the Dublin Corporate Area Plan. Introduce mixed use standards with slightly higher densities for revitalization of areas that could be served by compact development. |
| Next-term (2-4 years): | Create and adopt a new zoning district hybrid between the Bridge Street District and the new Columbus Urban Mixed-Use zoning district that would be applied to key corridor areas. |

Supports Segments: *Dublin (Northwest A); Sawmill Rd North (Northwest B).*

UPPER ARLINGTON

Upper Arlington has utilized a Planned Mixed Use District (PMUD) effective in starting to reposition Lane Avenue with new densification patterns that have been established on the north side of the street with the development of new projects; based on recent development applications, this also shows signs of replication on the south side of the street. PMUD zoning is also in place along much of the south side of Henderson Road, which calls for similar densification as on Lane Avenue, and could be applied in other places throughout the city. Upper Arlington has implemented maximum parking ratios in commercial districts, an excellent approach to creating a more compact development pattern.

Supports Segments: *Bethel Road (Northwest D); Olentangy River Road West (Northwest G).*

GRANDVIEW HEIGHTS

Grandview Heights has already embraced the compact development approach with the redevelopment of the former Big Bear industrial site into Grandview Yard. This mixed-use area is significantly higher density than the rest of the city and is a mix of uses with organizing public open spaces. The continuation of this development approach is possible for portions of Goodale Boulevard heading to the west.

| | |
|------------------------|---|
| Near-term (1-2 years): | Update current zoning standards regarding parking minimums in mixed use developments. Consider implementing parking maximums instead. |
| Next-term (2-4 years): | Extend Grandview Commerce Mixed Use District (GCMXD) for portions of Goodale Boulevard heading west. |

Supports Segments: *Grandview Yard Area (Northwest I).*

OBETZ

Obetz has different aspects along the Corridor north and south of I-270. Most of the ground to the south is industrial and likely to remain in that use. To the north is the city core as well as high-potential areas surrounding the freeway (some of which is on the south side as well). This freeway frontage presents the best opportunity for compact, mixed use development.

| | |
|------------------------|---|
| Next-term (2-4 years): | Create and adopt a Urban and/or Compact Mixed-Use zoning districts that could be applied to areas north of I-270 surrounding the city core and throughout the freeway frontage. |
|------------------------|---|

Supports Segments: *Obetz / Outerbelt Area (Southeast E); Alum Creek (Southeast F); South End near Rickenbacker (Southeast G).*

GROVEPORT

Groveport's part of this Corridor is entirely Planned Industrial Park. No significant zoning changes are needed there, but other opportunities for mixed use compact development could be found in areas of the city beyond where this Corridor extends. Particularly in areas that are currently designated as Rural (unzoned), but are key development areas, a mixed use compact development district could be applied.

| | |
|------------------------|---|
| Next-term (2-4 years): | Create and adopt Urban and/or Compact Mixed-Use zoning districts that could be applied to key development areas that are currently designated as Rural (unzoned). |
|------------------------|---|

Supports Segments: *Obetz / Outerbelt Area (Southeast E); Alum Creek (Southeast F); South End near Rickenbacker (Southeast G).*

General Recommendations for Townships

Townships will have similar issues to cities in that there are individual standards and guidelines throughout. This is the case in seven of the seventeen townships in Franklin County (Blendon, Jackson, Jefferson, Perry, Plain, Prairie, and Washington) that administer their own zoning. Those in Delaware County that are impacted by these corridors (Orange, Genoa) also administer their own zoning.

Ten of the seventeen townships are under one zoning set of standards, the Franklin County Zoning Resolution (Brown, Clinton, Franklin, Hamilton, Madison, Mifflin, Norwich, Pleasant, Sharon, and Truro), which might allow a more streamlined approach for any updates.

Another unique factor of townships is the greatly varied size of the individual areas remaining as unincorporated areas. Because this can be fairly piecemeal as the result of local incorporation of parcels over time, some townships have very large areas impacted by the corridors while others may have only a few parcels.

General recommendations for townships:

- Each township should evaluate current districts, standards, and guidelines to determine if the proposed compact development would be allowed.
- Franklin County should evaluate current districts, standards, and guidelines to determine if the proposed compact development would be allowed.
- Existing zoning districts, overlays, or special districts elsewhere in the city/county that could be applied to these areas should be considered.
- New zoning districts created by Columbus should be seen as a potential model, based on the location of identified “nodes” in each municipality.

Create a Development Agreement for Unincorporated Areas

In an effort to create a consistent and uniform development approach, the County, City and Townships enter into a Development Agreement, potentially in the form of a Comprehensive Economic Development Agreement (CEDA). This CEDA would be the keeper of the implementation recommendations, and include zoning policy, incentives policy, smart mobility policy, affordable and workforce housing policy and Right-of-Way policy.

Supports Segments: *Cleveland Ave North of Outerbelt (Northeast B); Cleveland Ave to Westbrook (Northeast C); Northern Lights Center (Northeast D); North-South Linden (Northeast E); Sawmill Rd South (Northwest C); Bethel Road (Northwest D); Bethel/Olentangy River Road (Northwest E); Ohio State (Northwest H); Grandview Yard Area (Northwest I); Whitehall West (East Main D); Reynoldsburg (East Main H); Alum Creek (Southeast F); South End near Rickenbacker (Southeast G); West End Past Outerbelt (West Broad A); Westland Mall Area (West Broad B); West Broad Plaza / Casino Area (West Broad C); Wilson Road Area (West Broad D).*

Enhance Historic Districts and Historic Structures by creating “Innovation Districts”

The Corridors possess a number of historic buildings and historic structures. Two enabling requirements to establish an Innovation District (ID) include rehabilitating a historic structure and connecting into 100-gigabit broadband. Innovation Districts can act as both TIFs and Special Taxing Districts, with proceeds allowable to assist with historic building rehab, grants to research and development companies and assist with public infrastructure needs. This tool can be beneficial in preserving historic character, enhancing historic elements of the Corridor and providing high-speed broadband to residents and businesses.

Supports Segments: *Dublin (Northwest A); Ohio State (Northwest H); Grandview Yard Area (Northwest I); Battelle Area (Northwest J); Victorian Village Area (Northwest K); West Franklinton (West Broad G); Franklinton Mid (West Broad H); Downtown / Brewery District (Southeast A); German Village / Hungarian Village (Southeast B); Reeb-Hosack / Columbus Castings (Southeast C); Cleveland Ave North of Outerbelt (Northeast B); Columbus State Community College (Northeast G); Olde Towne East (East Main A); Bexley (East Main B).*

Segment-Specific Recommendations: Workforce and Market-Rate Housing

Align Actions with Regional Housing Strategy

Advance affordable housing along the corridors in line with the housing strategy and recommendations of the Regional Housing Study being initiated by MORPC and the City of Columbus this year. The study will involve assessing the state of the housing market and affordability in the region; reviewing and analyzing current availability of public and private dollars to support affordable housing development; identifying data gaps necessary to develop regional recommendations; and identifying structural impediments to housing developments. The housing strategy for the region will include investment and policy recommendations for communities to support mixed-income neighborhoods and regional growth.

Supports Segments: All.

Work with the Affordable Housing Trust to Create Scalable Policies for Funding

Work with the City of Columbus and the Affordable Housing Trust in prioritizing proceeds from the City's new tax abatement policy to drive affordability investments along the Corridor. These dollars should be enhanced and utilized in concert with other available economic incentives. While affordable housing is an objective throughout all areas of the Corridors, particular effort should be directed toward areas of identified need, including: a) where rent-to-income levels are above 30%; and b) to provide affordable options where gross median rents are high (above the Franklin County Median Average of \$903).

Supports Segments: *West Broad Plaza / Casino Area (West Broad C); Hague Ave Area (West Broad E); East Franklinton / Scioto Peninsula (West Broad I); West Franklinton (West Broad G); Franklinton Mid (West Broad H); Hilltop (West Broad F); **Polaris Area (Northeast A); Northern Lights Center (Northeast D); North-South Linden (Northeast E); Downtown / Brewery District (Southeast A); German Village / Hungarian Village (Southeast B); Reeb-Hosack / Columbus Castings (Southeast C); Groveport Road Area (Southeast D); Olde Towne East (East Main A); Bexley (East Main B); Reynoldsburg (East Main I); Dublin (Northwest A); Sawmill Road North (Northwest B); Sawmill Road South (Northwest C); Bethel Road (Northwest D); Olentangy River Road East (Northwest E) Olentangy River Road West (Northwest G); Grandview Yard Area (Northwest I); Victorian Village Area (Northwest K).***

Utilize Public Finance Tools to Control Rents for Affordability, Workforce and Market-Rate Housing

Use available public moneys as grants or loans to induce or enable the construction of workforce or affordable housing. Such an approach might include the provision of subordinated loans to developers that would enable them to construct projects with rents that are lower than would be possible if the projects were unsubsidized.

Under current law, the potential sources that could be deployed for such a program include, but are not limited to: payments in lieu of taxes; payments derived from private foundations; federal funding; bond financing; development charges; and amounts received from the State of Ohio. The viability of these sources depends in large measure on the locations of the projects and their overall purpose.

This method should prioritize affordability and workforce units and develop criteria in which certain public finance tools can be approved by a political subdivision if desired criteria are met.

Supports Segments: *West Broad Plaza / Casino Area (West Broad C); Hague Ave Area (West Broad E); Hilltop (West Broad F); West Franklinton (West Broad G); Franklinton Mid (West Broad H); East Franklinton / Scioto Peninsula (West Broad I); **Polaris Area (Northeast A); Northern Lights Center (Northeast D); North-South Linden (Northeast E); Reeb-Hosack / Columbus Castings (Southeast C); Olde Towne East (East Main A); Dublin (Northwest A); Sawmill Road North (Northwest B); Sawmill Road South (Northwest C); Bethel Road (Northwest D); Olentangy River Road East (Northwest E) Olentangy River Road West (Northwest G); Grandview Yard Area (Northwest I); Victorian Village Area (Northwest K).***

Segment-Specific Recommendations:

Smart Mobility

Complete Fiber Path/Interconnected Fiber Networks and Implementation of “Dig Once” Policies

Ensure that a complete fiber path is available along the proposed Corridors and seek to interconnect existing and planned municipal fiber networks along and throughout the Corridors in order to create a robust, redundant regional fiber network. Such a fiber network can then be utilized to provide backhaul connectivity to the wireless infrastructure that will help enable smart mobility initiatives. Further, in order to streamline construction, reduce costs, and enhance efficiencies, “dig once” or “smart streets” policies, in accordance with the Mid-Ohio Regional Planning Commission’s Smart Streets Policy, should be implemented to encourage the appropriate installation of digital infrastructure in any dedicated right-of-way along the Corridors.

Supports Segments: *Bexley (East Main B); Eastmoor (East Main C); Obetz / Outerbelt Area (Southeast E); Alum Creek (Southeast F); South End near Rickenbacker (Southeast G); Dublin (Northwest A); Bethel/Olentangy River Road (Northwest E); Olentangy River Road East (Northwest F); Olentangy River Road West (Northwest G); Ohio State (Northwest H); Grandview Yard Area (Northwest I); Victorian Village Area (Northwest K); Polaris Area (Northeast A); North-South Linden (Northeast E); Milo-Grogan (Northeast F); Columbus State Community College (Northeast G).*

Data Centers

The fiber connection to the wireless infrastructure that will be used in a smart mobility project can be provided individually to each structure or utilizing a “daisy chain” approach in which multiple facilities are connected in a sequence. The former strategy will require significantly more area fiber than the latter and that fiber ultimately needs to route to a data center, particularly if the network is not interconnected as recommended above. Should local fiber networks remain disjointed then certain Corridors should consider attracting a data center/mini data center within the Corridor.

Supports Corridor: *East Main Corridor, West Broad Corridor, Southeast Corridor.*

Vertical Real Estate

In addition to fiber access, it will be important to ensure that ample wireless connectivity is available along the Corridors in order to provide connectivity to the smart mobility project and the users/ ridership. Unlike fiber in which municipalities can and do provide and operate the infrastructure, 5G expansion will be dictated by private providers (although cities could explore installing wireless infrastructure for 5G and/or dedicated short-range communications systems (DSRCs) to lease to the providers). However, cities should take steps now to ensure that right-of-way ordinances and design guidelines are in place in order to guide the deployment of small cell facilities and wireless support structures locally.

Supports Segments: *Whitehall West (East Main D); Whitehall Hamilton (East Main E); Whitehall East (East Main F); McNaughten (East Main G); West End Past Outerbelt (West Broad A); Westland Mall Area (West Broad B); West Broad Plaza / Casino Area (West Broad C); Olentangy River Road East (Northwest F); Olentangy River Road West (Northwest G).*

Smart Technologies

Certain segments along the Corridors have been identified as “smart mobility investment-ready” due to the existing wired and wireless infrastructure. Partner with Smart Columbus in targeting these segments to reduce further infrastructure deployment costs for a smart mobility project and produce an expeditious “win.”

Supports Segments: *East Franklinton / Scioto Peninsula (West Broad I); Cleveland Ave North of Outerbelt (Northeast B); Cleveland Ave to Westbrook (Northeast C); Northern Lights Center (Northeast D); Sawmill Rd North (Northwest B); Sawmill Rd South (Northwest C); Bethel Road (Northwest D).*

Segment-Specific Recommendations: Budgets and Incentives

Consider the Replication or Expansion of existing Tax Abatement and Incentive Policies to Create Desired Housing Stock.

The City of Columbus recently adopted an abatement policy for application to neighborhoods in close proximity to Downtown. This policy was built around the concept that abatements awarded in areas determined to be “Market Ready” would be required to build or contribute to affordable housing, and areas of higher levels of distress were awarded more favorable tax abatement terms. It is recommended that this concept be expanded, to other areas of the City of Columbus and beyond, to drive growth toward the Corridors, and the following criteria be considered:

- Is this project on a Corridor?
- Is this a Census tract with high infant mortality?
- Is the project in an Opportunity Zone?
- Additional Census tract data
 - Population growth
 - Mortgage foreclosure rate
 - Poverty rate
 - Change in median household income
 - Vacancy rate

Supports Segments: ALL — prioritized based on distress criteria

Utilize a mixture of economic incentives to achieve growth strategies

The following table illustrates available incentives for some of the anticipated development activities associated with the Corridor growth scenarios.

Supports Segments: ALL — utilization of incentive depends on project type.

Table 16. Recommended Incentive Tools

| Development/ Activity | COTA Co-op | Affordable Housing Trust (AHT) Fund | Tax Increment Financing (TIF) | Downtown Redevelopment District (DRD)/ Innovation District (ID) |
|--------------------------------|------------|--|-------------------------------|---|
| Transit Stops | A | | RC | |
| Infrastructure | | | RC | RC/DC |
| Environmental | | | | |
| Office | | | | RC/DC |
| Speculative Office | | | | RC/DC |
| Mixed-Use | | | | RC/DC |
| Large-Scale Non-Residential | | | | RC/DC |
| Affordable Housing | | SF | RC | |
| Workforce Housing | | | | |
| Market Rate Housing | | | RC | |
| Commercial/Retail | | | RC | |
| Industrial | | | | |
| Historic Renovation | | | | RC/DC |
| Energy Efficiency | | | | |

| Property Assessed Clean Energy (PACE) Financing | New Community Authority (NCA) | Transportation Improvement Districts (TID) | Low Interest Loans | JobsOhio Revitalization Program | New Markets Tax Credit (NMTC) | Opportunity Zones (OZ) | Community Reinvestment Act (CRA) | Enterprise Zones (EZ) | Port Authority | Housing Tax Credit (HTC) | Low-Income Housing Tax Credit (LIHTC) | City Infrastructure | Local Grants | Federal Programs |
|---|-------------------------------|--|--------------------|---------------------------------|-------------------------------|------------------------|----------------------------------|-----------------------|----------------|--------------------------|---------------------------------------|---------------------|--------------|------------------|
| | | | | | | I | | | F | | | | | F/G |
| | DC/F | DC | | | | | | | TA/F | | | G | | F/G |
| | | | | F/G | | | | | | | | | | F/G |
| | | | | | | I | | TA | TA/F | | | | | |
| | | | | F/G | | I | | TA | TA/F | | | | | |
| | DC/F | | | | | I | TA | TA | TA/F | | | | | F/G |
| | | | | | F | I | TA | TA | TA/F | | | | | |
| | DC | | | | | TA/I | TA | | | | TA | | G | G |
| | DC | | F | | | TA/I | TA | | | | | | G | G |
| | DC | | | | | TA/I | TA | | | | | | | |
| | DC | | F | | | I | | TA | TA/F | | | | | |
| | DC | | F | | F | I | | TA | TA/F | | | | | |
| | | | | | | I | | | | TA/F | | | | G |
| DC/F | | | | | | I | | | | | | | | |

Incentive Category Key

| | |
|--|---|
| RC Revenue Capture | Capturing incremental tax revenues associated with growth |
| TA Tax Abatement/Exemption/Deferral | Abating, exempting or deferring taxes such as property, sales and capital gains |
| DC Development Charge | Capturing incremental tax revenues associated with growth |
| F Financing | Low-interest or fixed-rate loans; loan structures associated with tax credits |
| G Grant | Up-front cash, cash for reimbursement or equity (e.g. local/state/federal) |
| SF Special Fund | Funds dedicated for a specific community/economic development purpose |
| A Agreement | Cooperative agreement to utilize revenue sharing and special powers |
| I Investor Incentive | Incentives geared to attract investor capital to development projects |

Segment-Specific Recommendations: Summary

Table 17 represents a “master matrix” of recommended actions within all implementation categories (with the exception of zoning). Shaded items represent actions that must be made. Where items are not shaded, the investment or initiative need not be undertaken.

Segments are ordered from left to right toward Downtown Columbus. See page 15 for a map of the segments, or refer to the insight2050 Corridor Concepts Study Report for corridor-level maps.

Table 17. Segment-Specific Recommendation Summary

| EAST MAIN STREET CORRIDOR | EH Reynoldsburg | EG McNaughten | EF Whitehall East | EE Whitehall Hamilton |
|-------------------------------------|---------------------|--|----------------------------------|--------------------------|
| Council of Governments | | | | |
| Development Agreement | | | | |
| Transportation Improvement District | | | | |
| Build Complete Fiber Path | | | | |
| Supplement Cellular Infrastructure | | | | |
| Add Data Center | | | | |
| Consider Innovation Districts | | | | |
| Mutual Development Agreement | | | | |
| Housing TIF/Equivalent | | | | |
| Affordable Housing | | | | |
| Expand Housing Abatement Policy | | | | |
| NORTHEAST CORRIDOR | NEA Polaris Area | NEB Cleveland North of Outerbelt | NEC Cleveland to Westbrook | NED Northern Lights |
| Council of Governments | | | | |
| Development Agreement | | | | |
| Transportation Improvement District | | | | |
| Build Complete Fiber Path | | | | |
| Supplement Cellular Infrastructure | | | | |
| Add Data Center | | | | |
| Consider Innovation Districts | | | | |
| Mutual Development Agreement | | | | |
| Housing TIF/Equivalent | | | | |
| Affordable Housing | | | | |
| Expand Housing Abatement Policy | | | | |

[illegible]

Table 17. Segment-Specific Recommendation Summary (cont.)

| NORTHWEST CORRIDOR | NWA Dublin | NWB Sawmill Road North | NWC Sawmill Road South | NWD Bethel Road |
|-------------------------------------|---------------------------------------|------------------------------|--|-------------------------------|
| Council of Governments | | | | |
| Development Agreement | | | | |
| Transportation Improvement District | | | | |
| Build Complete Fiber Path | | | | |
| Supplement Cellular Infrastructure | | | | |
| Add Data Center | | | | |
| Consider Innovation Districts | | | | |
| Mutual Development Agreement | | | | |
| Housing TIF/Equivalent | | | | |
| Affordable Housing | | | | |
| Expand Housing Abatement Policy | | | | |
| SOUTHEAST CORRIDOR | SEG South End Near Rickenbacker | SEF Alum Creek | SEE Obetz/ Outerbelt Area | SED Groveport Road Area |
| Council of Governments | | | | |
| Development Agreement | | | | |
| Transportation Improvement District | | | | |
| Build Complete Fiber Path | | | | |
| Supplement Cellular Infrastructure | | | | |
| Add Data Center | | | | |
| Consider Innovation Districts | | | | |
| Mutual Development Agreement | | | | |
| Housing TIF/Equivalent | | | | |
| Affordable Housing | | | | |
| Expand Housing Abatement Policy | | | | |
| WEST BROAD STREET CORRIDOR | WA West End Past Outerbelt | WB Westland Mall Area | WC West Broad Plaza/ Casino Area | WD Wilson Road Area |
| Council of Governments | | | | |
| Development Agreement | | | | |
| Transportation Improvement District | | | | |
| Build Complete Fiber Path | | | | |
| Supplement Cellular Infrastructure | | | | |
| Add Data Center | | | | |
| Consider Innovation Districts | | | | |
| Mutual Development Agreement | | | | |
| Housing TIF/Equivalent | | | | |
| Affordable Housing | | | | |
| Expand Housing Abatement Policy | | | | |

References

1. American Community Survey 2012-2016 and Census Bureau Demographic and Income data
2. Infant mortality data – Data from Columbus Public Health
3. Market strength information and fiscal impacts – Data collected by Strategic Economics
4. Fiber and Broadband-related analysis conducted by Ice Miller
5. Local tax abatement, TIF, and JEDD data – Data collected by MORPC
6. Area, building and land characteristics – Analysis by OHM Advisors and Calthorpe Analytics
7. Anchor organizations – Data collected through discussion with stakeholders and regional development professionals
8. Novogradic & Company; Data from CDFI Fund and American Community Survey

Appendix A

Corridor Conditions Data Summary

This appendix summarizes census data, development characteristics, and incentive district eligibility for the Corridor areas. Taken together, this information provides a reference for assessing potential development priorities and implementation approaches.

Census tract-level data was weighted by population and aggregated from census tracts into Corridor Segments. Segments vary in geographic size, as do the number of census tracts corresponding to each segment. To approximately characterize the Corridors, the Segment-level data were aggregated to the Corridor level using a simple unweighted average of the component Segments, including data associated with Downtown Columbus (“Downtown”).

Federal Incentives — including Opportunity Zones (OZs) and New Markets Tax Credits (NMTC) — are eligible by census tract; as such a percentage score represents the number of eligible census tracts expressed as a percentage of total census tracts within each segment.

Similarly, local incentive districts — including Community Reinvestment Area Tax Abatements (CRA), Enterprise Zone Tax Abatements (EZ), Joint Economic Development Districts (JEDD), and Tax Increment Financing (TIF) districts — were assigned a score of 0–3 depending on how much of the geographic area existing districts occupied. In instances a score of 0 indicates no incentive districts existed for each incentive type and where the score of 3 indicates the incentive type covered the entire segment’s geography.

Lastly, the number of Low-Income Housing Tax Credit (LIHTC) projects financed in each census tract within the Segment is indicated.

Table A-3 contains rankings for the Corridor Segments according to each corridor condition, with “1” corresponding to the highest value. The Segments are ordered from highest to lowest according to the percentage of households in poverty as indicated by Census Bureau American Community Survey data.

Data Summary by Corridor

Table A-1. Data Summary by Corridor

| Corridor Area | Existing Homes | New Homes in Focused Corridor Concept | Existing Jobs | New Jobs in Focused Corridor Concept | Existing Acreage | Redeveloped Acreage | Existing FAR ¹ | New Growth FAR | Poverty | Unemployment |
|----------------------------|----------------|---------------------------------------|----------------|--------------------------------------|------------------|---------------------|---------------------------|----------------|--------------|--------------|
| DOWNTOWN | 7,700 | 31,600 | 92,500 | 60,100 | 1,130 | 330 | 1.2 | 3.0 | 19.2% | 5.7% |
| East Main | 23,600 | 44,300 | 29,900 | 43,300 | 5,530 | 900 | 0.23 | 1.6 | 22.6% | 11.1% |
| Northeast | 25,700 | 70,600 | 61,500 | 79,300 | 9,710 | 2,120 | 0.16 | 1.2 | 26.1% | 10.1% |
| Northwest | 30,300 | 50,500 | 56,500 | 93,900 | 8,120 | 1,830 | 0.23 | 1.1 | 21.9% | 6.0% |
| Southeast | 11,800 | 23,200 | 18,600 | 47,900 | 6,360 | 1,990 | 0.11 | 0.7 | 20.3% | 10.3% |
| West Broad | 15,100 | 38,800 | 22,600 | 46,200 | 4,040 | 1,200 | 0.21 | 1.1 | 39.1% | 14.1% |
| Corridor Area total | 114,200 | 259,000 | 281,600 | 370,700 | 34,900 | 8,370 | 0.22 | 1.1 | 26.0% | 10.0% |

¹ Floor area ratio (FAR) is the ratio of total building floor area to the area of the land that it occupies (i.e., the area of developed parcels).

² Assets for Independence (AFI)

³ Area Median Income (AMI)

| Infant Mortality | Median Family Income | AFI/AMI | LIHTC Units | Rent to Income | Median Gross Rent | % OZs | % NMTC | CRA Score | TIF Score | EZ Score | JEDD Score |
|-------------------------|-----------------------------|----------------|--------------------|-----------------------|--------------------------|--------------|---------------|------------------|------------------|-----------------|-------------------|
| 0.0% | \$123,708 | 176% | 1,052 | 24.1% | \$980 | 0.17 | 0.33 | 3.00 | 3.00 | 3.00 | 0.00 |
| 10.4% | \$54,667 | 77.6% | 798 | 31.6% | \$830 | 0.11 | 0.70 | 1.25 | 0.88 | 1.75 | 0.00 |
| 6.7% | \$65,715 | 93.3% | 1,395 | 30.9% | \$837 | 0.18 | 0.24 | 1.71 | 1.00 | 2.00 | 0.57 |
| 4.9% | \$70,141 | 99.5% | 195 | 28.8% | \$924 | 0.18 | 0.42 | 0.73 | 1.09 | 2.18 | 0.18 |
| 11.7% | \$58,141 | 82.5% | 258 | 28.0% | \$916 | 0.50 | 0.70 | 2.00 | 0.43 | 2.86 | 0.00 |
| 9.2% | \$32,978 | 46.8% | 547 | 36.2% | \$769 | 0.68 | 0.91 | 1.78 | 0.33 | 2.67 | 0.33 |
| 8.1% | \$58,056 | 82.4% | 4,245 | 31.0% | \$860 | 0.33 | 0.59 | 1.47 | 0.81 | 2.30 | 0.21 |

Criteria and Incentive Category Key

| | | |
|----------------|--|--|
| AFI/AMI | Average Family Income/Area Median Income | A gauge that compares the income of local residents to the county average. |
| OZ | Opportunity Zones | Number of eligible census tracts as a percentage of total census tracts within Segment |
| NMTC | New Markets Tax Credits | |
| CRA | Community Reinvestment Area Tax Abatements | 0–3 score; see Scoring Key below |
| EZ | Enterprise Zone Tax Abatements | |
| JEDD | Joint Economic Development Districts | |
| TIF | Tax Increment Financing | |
| LIHTC | Low-Income Housing Tax Credit | Number of projects financed in each census tract within the Segment |

Scoring Key

- 0** No existence or eligibility
- 1** At least one zone, agreement, or small amount of eligibility in the segment
- 2** At least half of the segment has existence or eligibility
- 3** The entire segment has existence or eligibility

Data Summary by Corridor Segment

Table A-2. Data by Corridor Segment

| Corridor Segment | Existing Homes | New Homes in Focused Corridor Concept | Existing Jobs | New Jobs in Focused Corridor Concept | Existing Acres Devel-oped | Acres Redevel-oped | Existing Floor Area Ratio (FAR) | New Growth FAR | Poverty | Unem-employment |
|-----------------------------------|----------------|---------------------------------------|---------------|--------------------------------------|---------------------------|--------------------|---------------------------------|----------------|---------|-----------------|
| Olde Towne East | 6,100 | 11,000 | 14,700 | 10,200 | 930 | 150 | 0.50 | 2.36 | 39.3% | 18.6% |
| Bexley | 2,600 | 2,000 | 1,700 | 700 | 540 | 30 | 0.26 | 1.60 | 9.6% | 4.6% |
| Eastmoor | 3,200 | 2,300 | 1,100 | 2,300 | 540 | 50 | 0.22 | 1.36 | 32.2% | 13.5% |
| Whitehall West | 2,400 | 6,500 | 2,000 | 8,700 | 710 | 140 | 0.13 | 1.67 | 24.8% | 12.2% |
| Whitehall Hamilton | 1,100 | 6,700 | 2,800 | 7,600 | 340 | 90 | 0.21 | 2.25 | 22.1% | 12.0% |
| Whitehall East | 3,200 | 3,600 | 1,700 | 3,300 | 780 | 60 | 0.17 | 1.90 | 19.5% | 10.5% |
| McNaughten | 1,200 | 4,400 | 2,300 | 5,200 | 670 | 150 | 0.12 | 1.06 | 18.7% | 9.3% |
| Reynoldsburg | 3,900 | 6,900 | 3,700 | 8,100 | 1,030 | 230 | 0.17 | 1.04 | 14.9% | 8.5% |
| Polaris Area | 2,300 | 28,100 | 34,000 | 36,000 | 2,440 | 800 | 0.20 | 1.19 | 4.0% | 2.9% |
| Cleveland North of Outerbelt | 1,500 | 4,600 | 7,100 | 6,900 | 1,480 | 190 | 0.10 | 0.97 | 15.3% | 6.7% |
| Cleveland to Westbrook | 12,000 | 15,800 | 11,800 | 15,400 | 2,760 | 500 | 0.19 | 1.07 | 24.9% | 7.9% |
| Northern Lights | 500 | 4,900 | 1,200 | 7,100 | 310 | 160 | 0.13 | 1.19 | 38.6% | 11.7% |
| North-South Linden | 7,400 | 8,000 | 2,700 | 4,600 | 1,710 | 300 | 0.14 | 0.98 | 39.3% | 19.3% |
| Milo-Grogan | 1,800 | 9,100 | 4,600 | 8,400 | 910 | 160 | 0.09 | 1.91 | 34.1% | 14.8% |
| Columbus State Community College | 200 | - | 100 | - | 120 | - | 0.07 | 1.15 | 26.4% | 7.7% |
| Dublin | 900 | 5,100 | 8,900 | 5,300 | 860 | 100 | 0.19 | 1.63 | 3.6% | 5.4% |
| Sawmill Road North | 2,400 | 16,500 | 7,900 | 18,100 | 1,060 | 590 | 0.21 | 0.90 | 10.9% | 4.8% |
| Sawmill Road South | 1,800 | 1,400 | - | 1,400 | 360 | 120 | 0.17 | 0.44 | 14.3% | 4.9% |
| Bethel Road | 9,300 | 9,400 | 6,900 | 6,900 | 1,440 | 210 | 0.28 | 1.46 | 12.3% | 3.7% |
| Bethel/Olentangy River Rd. | 2,300 | 3,900 | 3,500 | 5,600 | 630 | 130 | 0.21 | 1.10 | 33.9% | 7.7% |
| Olentangy River Road East | 2,900 | 1,100 | 10,200 | 2,200 | 680 | 40 | 0.41 | 1.02 | 28.1% | 6.0% |
| Olentangy River Road West | 2,300 | 1,400 | 1,800 | 2,400 | 690 | 50 | 0.15 | 0.79 | 7.1% | 2.5% |
| Ohio State | 1,700 | 5,400 | 4,000 | 28,900 | 1,220 | 400 | 0.09 | 0.94 | 71.0% | 15.5% |
| Grandview Yard Area | 2,000 | 4,600 | 7,800 | 23,000 | 650 | 130 | 0.27 | 1.89 | 11.3% | 2.7% |
| Batelle Area | 1,000 | 500 | 1,900 | 600 | 210 | 20 | 0.21 | 1.14 | 36.2% | 9.6% |
| Victorian Village Area | 3,800 | 1,200 | 3,500 | - | 320 | 40 | 0.45 | 0.48 | 12.0% | 3.2% |
| Downtown/Brewery District | 2,000 | 2,900 | 1,000 | 2,300 | 180 | 20 | 0.36 | 3.73 | 15.6% | 6.3% |
| German Village/Hungarian Village | 4,800 | 3,400 | 1,200 | 2,500 | 570 | 70 | 0.28 | 1.44 | 25.8% | 9.0% |
| Reeb-Hosack/Columbus Castings | 1,400 | 15,000 | 3,400 | 23,700 | 1,050 | 450 | 0.06 | 1.37 | 26.6% | 15.1% |
| Groveport Road Area | 1,400 | 1,800 | 1,000 | 3,900 | 960 | 340 | 0.06 | 0.39 | 23.0% | 9.9% |
| Obetz/Outerbelt Area | 1,600 | 3,100 | 3,300 | 7,800 | 1,840 | 500 | 0.07 | 0.50 | 15.7% | 11.0% |
| Alum Creek | - | 500 | 3,600 | 3,000 | 580 | 280 | 0.13 | 0.40 | 15.2% | 10.8% |
| South End Near Rickenbacker | 600 | - | 5,100 | 4,700 | 1,170 | 330 | 0.13 | 0.38 | 20.3% | 10.0% |
| West End Past Outerbelt | 3,400 | 5,100 | 3,700 | 3,800 | 780 | 130 | 0.23 | 1.17 | 16.0% | 6.6% |
| Westland Mall Area | 700 | 3,800 | 200 | 2,700 | 150 | 110 | 0.16 | 1.22 | 32.9% | 12.8% |
| West Broad Plaza/Casino Area | 200 | 7,700 | 3,900 | 14,800 | 640 | 420 | 0.12 | 0.86 | 40.0% | 15.2% |
| Wilson Road Area | 1,700 | 1,800 | 2,700 | 4,300 | 410 | 100 | 0.23 | 0.70 | 31.0% | 6.7% |
| Hague Avenue Area | 3,800 | 2,000 | 1,800 | 355 | 550 | 20 | 0.26 | 1.62 | 36.8% | 9.3% |
| Hilltop | 1,900 | 3,600 | 400 | 4,700 | 590 | 230 | 0.10 | 0.59 | 42.6% | 13.2% |
| West Franklinton | 1,700 | 2,400 | 2,900 | 3,611 | 440 | 50 | 0.25 | 1.23 | 39.6% | 11.2% |
| Franklinton Mid | 1,300 | 5,700 | 4,600 | 6,100 | 270 | 70 | 0.38 | 2.75 | 39.6% | 11.2% |
| East Franklinton/Scioto Peninsula | 500 | 6,600 | 2,500 | 5,600 | 210 | 60 | 0.23 | 2.75 | 73.4% | 41.0% |

| Income Inequality | Infant Mortality | Median Family Income | AFI/AMI | LIHTC Units | Rent to Income | Median Gross Rent | % OZs | % NMTC | CRA Score | TIF Score | EZ Score | JEDD Score |
|-------------------|------------------|----------------------|---------|-------------|----------------|-------------------|-------|--------|-----------|-----------|----------|------------|
| 49.5% | 17.8% | \$32,527 | 46.2% | 191 | 35.4% | \$698 | 75% | 100% | 2 | 0 | 3 | 0 |
| 43.4% | 6.1% | \$124,940 | 177% | 6 | 31.4% | \$917 | 0% | 0% | 1 | 1 | 0 | 0 |
| 42.5% | 9.6% | \$36,053 | 51.2% | 15 | 33.2% | \$723 | 0% | 100% | 1 | 0 | 3 | 0 |
| 40.3% | 8.6% | \$40,619 | 57.6% | 0 | 35.0% | \$858 | 0% | 100% | 2 | 2 | 1 | 0 |
| 39.0% | 10.1% | \$41,157 | 58.4% | 40 | 33.5% | \$871 | 0% | 100% | 2 | 2 | 1 | 0 |
| 39.0% | 9.1% | \$46,771 | 66.4% | 80 | 30.7% | \$866 | 0% | 80% | 1 | 1 | 2 | 0 |
| 38.9% | 9.6% | \$53,257 | 75.6% | 0 | 27.2% | \$802 | 0% | 67% | 0 | 0 | 3 | 0 |
| 38.7% | 12.1% | \$62,012 | 88.0% | 466 | 26.3% | \$905 | 17% | 17% | 1 | 1 | 1 | 0 |
| 40.0% | 0.0% | \$100,912 | 143% | 0 | 22.5% | \$1,148 | 0% | 0% | 3 | 3 | 0 | 0 |
| 39.5% | 4.8% | \$70,005 | 99.4% | 70 | 29.4% | \$857 | 0% | 0% | 1 | 1 | 1 | 0 |
| 40.4% | 9.1% | \$47,550 | 67.5% | 312 | 31.3% | \$801 | 27% | 27% | 1 | 1 | 2 | 1 |
| 47.5% | 11.0% | \$29,088 | 41.3% | 0 | 34.6% | \$597 | 67% | 100% | 0 | 0 | 2 | 2 |
| 45.0% | 13.7% | \$28,677 | 40.7% | 649 | 39.8% | \$721 | 15% | 23% | 2 | 0 | 3 | 1 |
| 48.1% | 8.0% | \$65,023 | 92.3% | 310 | 32.2% | \$848 | 20% | 20% | 2 | 2 | 3 | 0 |
| 57.3% | 0.0% | \$118,750 | 169% | 54 | 26.3% | \$887 | 0% | 0% | 3 | 0 | 3 | 0 |
| 37.2% | 2.5% | \$103,855 | 147% | 0 | 25.1% | \$1,056 | 0% | 0% | 0 | 1 | 0 | 0 |
| 37.5% | 2.5% | \$67,037 | 95.1% | 0 | 25.9% | \$1,002 | 0% | 0% | 0 | 1 | 2 | 0 |
| 38.5% | 2.5% | \$59,840 | 84.9% | 0 | 26.5% | \$960 | 0% | 33% | 0 | 0 | 3 | 0 |
| 42.4% | 4.4% | \$66,276 | 94.1% | 160 | 26.2% | \$932 | 0% | 14% | 1 | 1 | 3 | 0 |
| 44.5% | 5.3% | \$51,482 | 73.1% | 0 | 31.5% | \$768 | 20% | 80% | 0 | 0 | 2 | 0 |
| 47.5% | 7.7% | \$62,512 | 88.7% | 0 | 28.8% | \$953 | 100% | 100% | 0 | 1 | 3 | 0 |
| 40.1% | 7.7% | \$100,760 | 143% | 0 | 23.1% | \$940 | 0% | 0% | 0 | 1 | 1 | 0 |
| 61.4% | 6.1% | \$13,572 | 19.3% | 0 | 48.6% | \$709 | 33% | 100% | 0 | 0 | 2 | 1 |
| 41.3% | 0.0% | \$89,524 | 127% | 0 | 23.7% | \$1,028 | 0% | 33% | 3 | 2 | 2 | 1 |
| 55.3% | 8.9% | \$51,588 | 73.2% | 0 | 34.9% | \$760 | 50% | 100% | 1 | 2 | 3 | 0 |
| 42.5% | 5.8% | \$105,109 | 149% | 35 | 22.1% | \$1,058 | 0% | 0% | 3 | 3 | 3 | 0 |
| 46.7% | 14.2% | \$97,859 | 139% | 2 | 27.7% | \$1,095 | 33% | 33% | 2 | 0 | 3 | 0 |
| 42.5% | 13.0% | \$70,525 | 100% | 24 | 26.8% | \$968 | 40% | 60% | 2 | 0 | 3 | 0 |
| 45.4% | 13.0% | \$40,471 | 57.4% | 57 | 36.7% | \$772 | 60% | 80% | 1 | 0 | 3 | 0 |
| 36.4% | 13.0% | \$47,699 | 67.7% | 13 | 27.9% | \$950 | 33% | 100% | 0 | 0 | 3 | 0 |
| 37.1% | 13.0% | \$53,477 | 75.9% | 162 | 26.5% | \$869 | 33% | 67% | 3 | 1 | 3 | 0 |
| 34.9% | 8.0% | \$55,098 | 78.2% | 0 | 24.3% | \$889 | 50% | 50% | 3 | 1 | 2 | 0 |
| 35.9% | 8.0% | \$41,856 | 59.4% | 0 | 26.4% | \$871 | 100% | 100% | 3 | 1 | 3 | 0 |
| 41.1% | 9.0% | \$60,661 | 86.1% | 144 | 34.8% | \$812 | 25% | 75% | 2 | 0 | 2 | 2 |
| 42.9% | 9.0% | \$26,544 | 37.7% | 0 | 31.6% | \$875 | 100% | 100% | 0 | 0 | 3 | 1 |
| 40.3% | 9.0% | \$23,804 | 33.8% | 0 | 29.6% | \$602 | 100% | 100% | 0 | 0 | 3 | 0 |
| 45.4% | 8.9% | \$42,116 | 59.8% | 400 | 29.2% | \$749 | 33% | 67% | 1 | 0 | 2 | 0 |
| 43.1% | 8.8% | \$36,140 | 51.3% | 0 | 35.5% | \$796 | 20% | 80% | 2 | 0 | 2 | 0 |
| 46.0% | 14.6% | \$30,145 | 42.8% | 1 | 40.4% | \$813 | 33% | 100% | 2 | 0 | 3 | 0 |
| 48.1% | 12.0% | \$33,213 | 47.1% | 2 | 40.6% | \$920 | 100% | 100% | 3 | 0 | 3 | 0 |
| 48.1% | 12.0% | \$33,213 | 47.1% | 0 | 40.6% | \$920 | 100% | 100% | 3 | 0 | 3 | 0 |
| 57.5% | 0.0% | \$10,962 | 15.6% | 0 | 43.2% | \$431 | 100% | 100% | 3 | 3 | 3 | 0 |

Data Ranking by Corridor Segment

Table A-3. Data Ranking by Corridor Segment

| Corridor Segments <i>(ranked by % of households in poverty)</i> | Existing Homes | New Homes in Focused Corridor Concept | Existing Jobs | New Jobs in Focused Corridor Concept | Existing Acres Developed | Acres Redeveloped | Existing Floor Area Ratio (FAR) | New Growth FAR | Poverty | Unemployment |
|--|----------------|---------------------------------------|---------------|--------------------------------------|--------------------------|-------------------|---------------------------------|----------------|---------|--------------|
| East Franklinton/Scioto Peninsula | 37 | 26 | 38 | 2 | 13 | 19 | 30 | 4 | 1 | 1 |
| Ohio State | 23 | 13 | 8 | 29 | 19 | 13 | 14 | 33 | 2 | 4 |
| Hilltop | 20 | 39 | 26 | 29 | 36 | 38 | 37 | 9 | 3 | 9 |
| West Broad Plaza/Casino Area | 39 | 14 | 24 | 29 | 5 | 7 | 6 | 18 | 4 | 5 |
| Franklinton Mid | 30 | 11 | 37 | 2 | 16 | 25 | 35 | 2 | 5 | 14 |
| West Franklinton | 23 | 22 | 31 | 13 | 30 | 28 | 33 | 18 | 5 | 14 |
| Olde Towne East | 3 | 2 | 14 | 1 | 8 | 10 | 18 | 3 | 7 | 3 |
| North-South Linden | 2 | 24 | 5 | 29 | 9 | 15 | 8 | 42 | 8 | 2 |
| Northern Lights | 37 | 34 | 36 | 29 | 14 | 14 | 15 | 18 | 9 | 13 |
| Hague Avenue Area | 6 | 30 | 2 | 7 | 31 | 41 | 39 | 8 | 10 | 22 |
| Batelle Area | 33 | 29 | 38 | 13 | 40 | 40 | 41 | 24 | 11 | 21 |
| Milo-Grogan | 21 | 11 | 15 | 29 | 6 | 6 | 13 | 6 | 12 | 7 |
| Bethel/Olentangy River Rd. | 15 | 18 | 25 | 13 | 24 | 18 | 19 | 30 | 13 | 27 |
| Westland Mall Area | 35 | 40 | 41 | 13 | 22 | 32 | 22 | 18 | 14 | 10 |
| Eastmoor | 9 | 36 | 29 | 13 | 32 | 35 | 34 | 16 | 15 | 8 |
| Wilson Road Area | 23 | 24 | 32 | 13 | 28 | 25 | 27 | 24 | 16 | 29 |
| Olentangy River Road East | 11 | 4 | 21 | 2 | 38 | 34 | 36 | 16 | 17 | 33 |
| Reeb-Hosack/Columbus Castings | 28 | 20 | 11 | 29 | 4 | 2 | 5 | 13 | 18 | 6 |
| Columbus State Community College | 39 | 41 | 42 | 29 | 42 | 42 | 42 | 24 | 19 | 28 |
| German Village/Hungarian Village | 4 | 34 | 28 | 7 | 26 | 33 | 28 | 9 | 20 | 24 |
| Cleveland to Westbrook | 15 | 3 | 1 | 13 | 3 | 4 | 4 | 38 | 21 | 26 |
| Whitehall West | 13 | 28 | 19 | 29 | 24 | 21 | 20 | 24 | 22 | 11 |
| Groveport Road Area | 28 | 37 | 13 | 29 | 32 | 29 | 7 | 38 | 23 | 20 |
| Whitehall Hamilton | 32 | 23 | 34 | 13 | 17 | 27 | 26 | 13 | 24 | 12 |
| South End Near Rickenbacker | 36 | 10 | 9 | 29 | 39 | 23 | 9 | 38 | 25 | 19 |
| Whitehall East | 9 | 32 | 17 | 13 | 23 | 31 | 31 | 7 | 26 | 18 |
| McNaughten | 31 | 27 | 22 | 29 | 20 | 20 | 17 | 30 | 27 | 23 |
| West End Past Outerbelt | 8 | 15 | 17 | 13 | 20 | 29 | 25 | 18 | 28 | 31 |
| Obetz/Outerbelt Area | 26 | 21 | 4 | 29 | 11 | 8 | 3 | 35 | 29 | 16 |
| Downtown/Brewery District | 19 | 37 | 40 | 2 | 29 | 35 | 40 | 1 | 30 | 32 |
| Cleveland North of Outerbelt | 27 | 8 | 6 | 7 | 12 | 9 | 11 | 33 | 31 | 30 |
| Alum Creek | 42 | 17 | 27 | 29 | 40 | 23 | 10 | 38 | 32 | 17 |
| Reynoldsburg | 5 | 15 | 12 | 13 | 10 | 11 | 12 | 30 | 33 | 25 |
| Sawmill Road South | 21 | 42 | 33 | 13 | 27 | 12 | 21 | 18 | 34 | 35 |
| Bethel Road | 1 | 9 | 7 | 7 | 7 | 16 | 15 | 4 | 35 | 38 |
| Victorian Village Area | 6 | 18 | 35 | 2 | 37 | 37 | 32 | 35 | 36 | 39 |
| Grandview Yard Area | 39 | 7 | 23 | 7 | 18 | 5 | 23 | 9 | 37 | 41 |
| Sawmill Road North | 13 | 6 | 10 | 13 | 2 | 3 | 2 | 35 | 38 | 36 |
| Bexley | 12 | 32 | 29 | 7 | 35 | 39 | 38 | 9 | 39 | 37 |
| Olentangy River Road West | 15 | 30 | 20 | 13 | 34 | 21 | 29 | 24 | 40 | 42 |

| Income Inequality | Infant Mortality | Median Family Income | AFI/AMI | LIHTC Units | Rent to Income | Median Gross Rent | % OZs | % NMTC | CRA | TIF | EZ | JEDD |
|-------------------|------------------|----------------------|---------|-------------|----------------|-------------------|-------|--------|-----|-----|----|------|
| 2 | 39 | 1 | 1 | 23 | 2 | 42 | 1 | 1 | 1 | 1 | 1 | 8 |
| 1 | 31 | 2 | 2 | 23 | 1 | 38 | 14 | 1 | 31 | 22 | 24 | 3 |
| 12 | 2 | 7 | 7 | 22 | 5 | 27 | 14 | 1 | 11 | 22 | 1 | 8 |
| 27 | 18 | 3 | 3 | 23 | 22 | 40 | 1 | 1 | 31 | 22 | 1 | 8 |
| 6 | 10 | 9 | 9 | 23 | 3 | 13 | 1 | 1 | 1 | 22 | 1 | 8 |
| 6 | 10 | 9 | 9 | 20 | 3 | 13 | 1 | 1 | 1 | 22 | 1 | 8 |
| 5 | 1 | 8 | 8 | 6 | 9 | 39 | 8 | 1 | 11 | 22 | 1 | 8 |
| 15 | 4 | 5 | 5 | 1 | 6 | 37 | 26 | 31 | 11 | 22 | 1 | 3 |
| 9 | 12 | 6 | 6 | 23 | 13 | 41 | 9 | 1 | 31 | 22 | 24 | 1 |
| 18 | 23 | 12 | 12 | 23 | 8 | 31 | 22 | 17 | 11 | 22 | 24 | 8 |
| 4 | 21 | 22 | 22 | 23 | 11 | 34 | 11 | 1 | 21 | 4 | 1 | 8 |
| 8 | 25 | 30 | 30 | 5 | 16 | 26 | 22 | 32 | 11 | 4 | 1 | 8 |
| 16 | 33 | 21 | 21 | 23 | 18 | 33 | 22 | 17 | 31 | 22 | 24 | 8 |
| 19 | 18 | 4 | 4 | 23 | 17 | 19 | 1 | 1 | 31 | 22 | 1 | 3 |
| 22 | 14 | 11 | 11 | 17 | 15 | 36 | 27 | 1 | 21 | 22 | 1 | 8 |
| 13 | 22 | 17 | 17 | 3 | 24 | 35 | 14 | 22 | 21 | 22 | 24 | 8 |
| 10 | 28 | 29 | 29 | 23 | 25 | 9 | 1 | 1 | 31 | 9 | 1 | 8 |
| 14 | 8 | 13 | 13 | 12 | 7 | 32 | 10 | 17 | 21 | 22 | 1 | 8 |
| 3 | 39 | 41 | 41 | 13 | 33 | 18 | 27 | 35 | 1 | 22 | 1 | 8 |
| 20 | 5 | 34 | 34 | 16 | 29 | 7 | 13 | 25 | 11 | 22 | 1 | 8 |
| 26 | 17 | 19 | 19 | 4 | 20 | 30 | 20 | 30 | 21 | 9 | 24 | 3 |
| 28 | 24 | 14 | 14 | 23 | 10 | 24 | 27 | 1 | 11 | 4 | 35 | 8 |
| 40 | 5 | 20 | 20 | 18 | 26 | 10 | 14 | 1 | 31 | 22 | 1 | 8 |
| 32 | 13 | 15 | 15 | 14 | 14 | 21 | 27 | 1 | 11 | 4 | 35 | 8 |
| 41 | 26 | 16 | 16 | 23 | 32 | 20 | 1 | 1 | 1 | 9 | 1 | 8 |
| 33 | 16 | 18 | 18 | 10 | 21 | 23 | 27 | 17 | 21 | 9 | 24 | 8 |
| 34 | 15 | 23 | 23 | 23 | 28 | 29 | 27 | 22 | 31 | 22 | 1 | 8 |
| 25 | 18 | 27 | 27 | 9 | 12 | 28 | 21 | 21 | 11 | 22 | 24 | 1 |
| 39 | 5 | 24 | 24 | 7 | 30 | 22 | 14 | 22 | 1 | 9 | 1 | 8 |
| 11 | 3 | 36 | 36 | 20 | 27 | 2 | 14 | 27 | 11 | 22 | 1 | 8 |
| 31 | 34 | 33 | 33 | 11 | 23 | 25 | 27 | 35 | 21 | 9 | 35 | 8 |
| 42 | 26 | 25 | 25 | 23 | 38 | 17 | 11 | 26 | 1 | 9 | 24 | 8 |
| 35 | 9 | 28 | 28 | 2 | 34 | 16 | 25 | 33 | 21 | 9 | 35 | 8 |
| 36 | 36 | 26 | 26 | 23 | 31 | 8 | 27 | 27 | 31 | 22 | 1 | 8 |
| 23 | 35 | 31 | 31 | 8 | 35 | 12 | 27 | 34 | 21 | 9 | 1 | 8 |
| 21 | 32 | 40 | 40 | 15 | 42 | 3 | 27 | 35 | 1 | 1 | 1 | 8 |
| 24 | 39 | 35 | 35 | 23 | 39 | 5 | 27 | 27 | 1 | 4 | 24 | 3 |
| 37 | 36 | 32 | 32 | 23 | 36 | 6 | 27 | 35 | 31 | 9 | 24 | 8 |
| 17 | 30 | 42 | 42 | 19 | 19 | 15 | 27 | 35 | 21 | 9 | 40 | 8 |
| 29 | 28 | 37 | 37 | 23 | 40 | 11 | 27 | 35 | 31 | 9 | 35 | 8 |

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Appendix B


Existing Zoning

Existing Zoning Reference:

East Main Corridor

Table B-1. East Main Corridor Zoning

| Municipality | Zoning District | DOWN-TOWN | E Main A | E Main B | E Main C | E Main D | E Main E | E Main F | E Main G | E Main H |
|--------------|-----------------|-----------|----------|----------|----------------------------|----------|----------|----------|----------|----------|
| Columbus | AR1 | X | X | X | X | X | | X | X | |
| | AR2 | X | | | X | | | | | |
| | AR3 | X | | X | X | X | | | | |
| | AR4 | | | | | | | | | |
| | AR12 | | | | X | X | | X | X | |
| | ARLD | | X | | | | | X | X | |
| | AR0 | X | X | | X | | | | | |
| | C1 | | X | | | | | | | |
| | C2 | X | X | | X | | | X | X | |
| | C3 | | X | | | | | X | X | |
| | C4 | X | X | | X | X | X | X | X | |
| | C5 | X | X | | | | | | | |
| | CC | | | | | | | | | |
| | CPD | X | X | X | X | | | X | X | |
| | CS | | | | *shallow lots*SHALLOW LOTS | | | | | |
| | DD | X | X | | | | | | | |
| | EFD | X | | | | | | | | |
| | I | X | X | | X | | | | X | |
| | LAR1 | | X | | | | | | | |
| | LAR12 | | | | | | | X | X | |
| | LAR3 | | | | | | | | | |
| | LARLD | | | | | | | | | |
| | LAR0 | | | | | | | | | |
| | LC1 | | X | | | | | | | |
| | LC2 | | | | | | | | X | |
| | LC3 | | X | | | | | | | |
| | LC4 | | X | X | | | | X | X | |
| | LC5 | | | | | | | X | X | |
| | LI | | | | | | | | | |
| | LM | | X | X | | | | X | | |
| | LM2 | | | | | | | | | |
| | LP1 | | X | | | | | | | |
| | LP2 | | | | | | | | | |
| | LR1 | | | | | | | | | |
| | LR2 | | | | | | | | | |
| | LR2F | | | | | | | | | |
| | LR4 | | | | | | | | | |
| | M | X | X | X | X | X | | | | |
| | M1 | | | | | | | | | |
| | M2 | | X | | | | | | | |
| | NG | | | | | | | | | |
| | P1 | X | X | X | X | | | | X | |
| | P2 | | X | | | | | | | |
| | PUD4 | | | | | | | | | |

 = on Corridor


| Municipality | Zoning District | DOWN-TOWN | E Main A | E Main B | E Main C | E Main D | E Main E | E Main F | E Main G | E Main H |
|------------------|-----------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Columbus (cont.) | PUD6 | | | | | | | | | |
| | PUD8 | | | | | | | X | X | |
| | R | | X | X | | | | | | |
| | R1 | | | | X | | | | X | X |
| | R2 | | X | X | | X | X | | | |
| | R2F | X | X | | X | X | | | X | |
| | R3 | X | X | X | X | X | | | | |
| | R4 | X | | | X | X | X | | | |
| | RR | | | | | | | X | X | |
| | RRR | | | X | | | | | X | |
| | SR | | | | X | X | X | X | X | X |
| Bexley | MUC | | | X | | | | | | |
| | CP1 | | | X | | | | | | |
| | CP2 | | | X | | | | | | |
| | OS | | | X | | | | | | |
| | PUR | | | X | | | | | | |
| | R-3 | | | X | | | | | | |
| | R-6 | | | X | | | | | | |
| | R-12 | | | X | | | | | | |
| Whitehall | A1 | | | | | X | X | X | | |
| | A2 | | | | | X | X | X | | |
| | EU | | | | | X | X | X | | |
| | FP | | | | | | | X | | |
| | GCD | | | | | X | X | X | | |
| | I1 | | | | | X | | | | |
| | LCD | | | | | X | | | | |
| | OD | | | | | | X | | | |
| | R0 | | | | | | | X | | |
| | R1 | | | | | | | X | | |
| | R3 | | | | | X | X | X | | |
| | R4 | | | | | X | X | X | | |
| | | | | | | | | | | |
| Reynoldsburg | AR-1 | | | | | | | | X | X |
| | AR-2 | | | | | | | | | X |
| | AR-3 | | | | | | | | | X |
| | CC | | | | | | | | X | X |
| | CO | | | | | | | | X | X |
| | CS | | | | | | | | X | X |
| | MH | | | | | | | | | X |
| | NC | | | | | | | | | X |
| | R-1 | | | | | | | | | X |
| | R-2 | | | | | | | | | X |
| | R-3 | | | | | | | | | X |
| | RI | | | | | | | | X | X |
| | S-1 | | | | | | | | | X |
| | | | | | | | | | | |

Existing Zoning Reference:

Northeast Corridor

Table B-2. Northeast Corridor Zoning

| Municipality | Zoning District | Northeast A | Northeast B | Northeast C | Northeast D | Northeast E | Northeast F | Northeast G | DOWNTOWN |
|--------------|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------|
| Columbus | AR1 | | | X | X | X | X | X | X |
| | AR2 | | | | | X | X | | X |
| | AR3 | | | | | X | X | | X |
| | AR4 | | | | | | | | |
| | AR12 | | X | X | X | X | | | |
| | ARLD | | X | X | X | X | | | |
| | ARO | | | X | | X | | X | X |
| | C1 | | | X | | X | X | | |
| | C2 | X | X | X | X | X | X | | X |
| | C3 | | X | X | | X | X | | |
| | C4 | | X | X | X | X | X | X | X |
| | C5 | | | X | | X | X | | X |
| | CC | | | | | | | | |
| | CPD | X | X | X | X | X | X | X | X |
| | CS | | | | | | | | |
| | DD | | | | | | | | X |
| | EFD | | | | | | | | X |
| | I | | | X | | X | | | X |
| | LAR1 | | | | | | | | |
| | LAR12 | X | | X | | X | | | |
| | LAR2 | | | | | | X | | |
| | LAR3 | X | | X | | | | | |
| | LARLD | X | | X | | | | | |
| | LARO | | | X | | | | X | |
| | LC1 | | | | | | | | |
| | LC2 | X | | X | | X | | X | |
| | LC3 | X | | X | | | | | |
| | LC4 | X | X | X | X | X | | | |
| | LC5 | | | | | | | | |
| | LI | | | | | | | | |
| | LM | X | X | X | X | X | X | | |
| | LM2 | | | X | X | | | | |
| | LP1 | | | X | | X | X | X | |
| | LP2 | | | | | | | | |
| | LR1 | | | X | | | | | |
| | LR2 | | | X | | | | | |
| | LR2F | | | X | | | | | |
| | LR4 | | | X | | | | | |
| | LSR | X | | | | | | | |
| | M | | | | | X | X | X | X |
| | M1 | | | | | | | | |
| | M2 | | | X | X | X | X | | |
| | NG | | | | | | | | |
| | P1 | | | X | X | X | X | X | X |

 = on Corridor


| Municipality | Zoning District | Northeast A | Northeast B | Northeast C | Northeast D | Northeast E | Northeast F | Northeast G | DOWNTOWN |
|------------------|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------|
| Columbus (cont.) | P2 | | | | | | | | |
| | PUD4 | | | X | | | | | |
| | PUD6 | | | X | | | | | |
| | PUD8 | X | | X | X | | | | |
| | R | X | X | X | | X | | | |
| | R1 | | | X | X | X | | | |
| | R2 | X | | X | X | X | X | X | |
| | R2F | | X | X | X | X | X | X | X |
| | R3 | | | | | X | X | | X |
| | R4 | | | X | X | X | X | X | X |
| | RR | | | X | | | | | |
| | RRR | | | | | | | | |
| | SR | X | X | X | | | | | |
| Franklin County | SG0 | | | X | X | | | | |
| Westerville | CC | | X | | | | | | |
| | OI | | X | | | | | | |
| | OS | X | X | | | | | | |
| | PCC | | X | | | | | | |
| | PID | | X | | | | | | |
| | PND | | X | | | | | | |
| | PO | X | X | | | | | | |
| | PD | X | X | | | | | | |
| | RR | X | X | | | | | | |
| | R-1 | X | X | | | | | | |
| | R-2 | X | X | | | | | | |
| | R-3 | | X | | | | | | |
| | R-4 | | X | | | | | | |

Existing Zoning Reference:

Northwest Corridor

Table B-3. Northwest Corridor Zoning

| Municipality | Zoning District | North-west A | North-west B | North-west C | North-west D | North-west E | North-west F | North-west G | North-west H | North-west I | North-west J | North-west K | DOWN-TOWN |
|--------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------|
| Columbus | AR1 | | | | X | | X | X | X | X | X | X | X |
| | AR2 | | | | | | X | X | X | X | | X | X |
| | AR3 | | | | | | X | | X | X | | X | X |
| | AR4 | | | | | | | | X | | X | | |
| | AR12 | | X | X | X | X | | | | | | | |
| | ARLD | | | | X | X | X | | | | X | X | |
| | ARO | | | | X | | X | X | X | | | X | X |
| | C1 | | | | | | | | | X | | | |
| | C2 | | | | X | X | X | X | X | X | X | X | X |
| | C3 | | X | | X | X | X | X | X | X | | X | |
| | C4 | | X | | X | X | X | X | X | X | X | X | X |
| | C5 | | | | X | | | | | X | | | X |
| | CC | | | | | | | | | | | | |
| | CPD | X | X | X | X | X | X | X | X | X | X | X | X |
| | CS | | | | | | | | | | | | |
| | DD | | | | | | | | | | | X | X |
| | EFD | | | | | | | | | | | | |
| | I | | | | X | X | X | X | | | | | X |
| | LAR12 | | | | X | X | X | X | | | | | |
| | LAR1 | | X | X | X | X | | | | | | | |
| | LAR2 | | X | | | | | | | | | | |
| | LAR3 | | | | | | | | | | | | |
| | LARLD | | | | X | | X | X | | | | | |
| | LARO | | | | | | | | | X | | | |
| | LC1 | | | | | | | | | | | | |
| | LC2 | X | | | X | X | | | | | | | |
| | LC3 | | | | X | | | | | | | | |
| | LC4 | | X | | X | X | X | | | | | | |
| | LC5 | | | | | | | | | X | | | |
| | LI | | | | X | | X | | | | | | |
| | LM | | X | X | X | | | | X | X | | | |
| | LM2 | | | | | X | X | X | | | | X | |
| | LP1 | | | | | | | | | | X | | |
| | LP2 | | | | | | | | | | | | |
| | LR1 | | | | | | | | | | | | |
| | LR2 | | X | | X | | | | | | | | |
| | LR2F | | | | X | X | | | | | | | |
| | LR4 | | | | | | | | | | | | |
| | LSR | | | | | | | | | | | | |
| | LUCRP | | | | | | X | | | | | | |
| | LUCRPD | | | | | | | | X | | X | | |
| | M | | | | | | | | X | X | X | X | X |
| | M1 | | | | X | X | X | | | | | | |
| | M2 | | X | X | X | | X | | | | | | |
| | NG | | | | | | | | | | | | |

 = on Corridor


| Municipality | Zoning District | North-west A | North-west B | North-west C | North-west D | North-west E | North-west F | North-west G | North-west H | North-west I | North-west J | North-west K | DOWN-TOWN |
|-------------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------|
| Columbus (cont.) | P1 | | X | | X | | | | | X | X | | X |
| | P2 | | | | | | | | | | | | |
| | PUD4 | | | | X | | | | | | | | |
| | PUD6 | | | | | X | | | | | | | |
| | PUD8 | X | X | X | X | X | | | | | | | |
| | R | X | X | X | X | X | | | X | X | | | X |
| | R1 | | | | X | X | X | X | X | X | | X | |
| | R2 | | | | | X | X | X | | | | | |
| | R2F | | | X | X | X | X | X | X | | X | X | X |
| | R3 | | | | | X | X | X | | | | | |
| | R4 | | | | X | | X | X | X | X | X | X | X |
| | RR | | X | X | X | X | X | X | | | | | |
| | RRR | | | | | | X | X | X | | | | |
| | SR | | X | X | X | X | X | X | | | | | |
| | UCRPD | | | | | | | | X | | | | |
| Dublin | BSD-C | X | X | | | | | | | | | | |
| | BSD-HC | X | | | | | | | | | | | |
| | BSD-HR | X | | | | | | | | | | | |
| | BSD-HS | X | | | | | | | | | | | |
| | BSD-HTN | X | | | | | | | | | | | |
| | BSD-IRN | X | | | | | | | | | | | |
| | BSD-O | | X | | | | | | | | | | |
| | BSD-OR | X | | | | | | | | | | | |
| | BSD-P | X | X | | | | | | | | | | |
| | BSD-R | X | X | | | | | | | | | | |
| | BSD-SCN | | X | | | | | | | | | | |
| | BSD-SRN | X | X | | | | | | | | | | |
| | CC | X | X | | | | | | | | | | |
| | PLR | X | | | | | | | | | | | |
| | PCD | | X | | | | | | | | | | |
| | PUD | X | X | | | | | | | | | | |
| | R | X | | | | | | | | | | | |
| | R-1 | X | X | | | | | | | | | | |
| | R-12 | X | | | | | | | | | | | |
| | R-2 | X | X | | | | | | | | | | |
| | R-4 | X | X | | | | | | | | | | |
| | SO | X | | | | | | | | | | | |
| Upper Arlington | ORC | | | | X | | | | | | | | |
| | PMUD | | | | X | | | | | | | | |
| | R-SC | | | | X | | | | | | | | |
| | R-SD | | | | X | | | | | | | | |
| Grandview Heights | C-2 | | | | | | | | | X | | | |
| | GCMXD | | | | | | | | | X | | | |
| | M-1 | | | | | | | | | X | | | |
| | RA | | | | | | | | | X | | | |
| | RS-2 | | | | | | | | | X | | | |

Existing Zoning Reference:

Southeast Corridor

Table B-4. Southeast Corridor Zoning

| Municipality | Zoning District | DOWN-TOWN | Southeast A | Southeast B | Southeast C | Southeast D | Southeast E | Southeast F | Southeast G |
|--------------|-----------------|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Columbus | AR1 | X | X | X | | | | | |
| | AR2 | X | | | | | | | |
| | AR3 | X | X | | | | | | |
| | AR4 | | | | | | | | |
| | AR12 | | | | | | | | |
| | ARLD | | | | | | | | |
| | ARO | X | | | | | | | |
| | C1 | | | X | | X | | | |
| | C2 | X | | | X | X | | | |
| | C3 | | | | | X | | | X |
| | C4 | X | X | X | X | X | | | |
| | C5 | X | X | X | X | | | | |
| | CC | | | | | | | | |
| | CPD | X | X | X | X | | | | X |
| | CS | | | | | | | | |
| | DD | X | | | | | | | |
| | EFD | X | | | | | | | |
| | I | X | X | | | X | | | |
| | LAR1 | | X | X | | | | | |
| | LAR12 | | | | | | | | |
| | LAR2 | | | | | | | | |
| | LAR3 | | | X | | | | | |
| | LARLD | | | | | | | | |
| | LARO | | | | X | | | | |
| | LC1 | | | | | | | | |
| | LC2 | | | | | | | | |
| | LC3 | | | | X | X | | | |
| | LC4 | | X | | | | | | |
| | LC5 | | | | | | | | |
| | LI | | | | | | | | |
| | LM | | | X | X | X | X | | X |
| | LM2 | | | | X | X | | | |
| | LP1 | | X | X | X | | | | |
| | LP2 | | | | | | | | |
| | LR1 | | | | | | | | |
| | LR2 | | | | | | | | |
| | LR2F | | | | | | | | |
| | LR4 | | | | | | | | |
| | LSR | | | | | | | | |
| | M | X | | X | X | X | | | X |
| | M1 | | | | X | X | X | | X |
| | M2 | | | | X | | | | |
| | NG | | | | | | | | |
| | P1 | X | X | X | X | | | | |

 = on Corridor


| Municipality | Zoning District | DOWN-TOWN | Southeast A | Southeast B | Southeast C | Southeast D | Southeast E | Southeast F | Southeast G |
|------------------|-----------------|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Columbus (cont.) | P2 | | | | | | | | |
| | PUD4 | | | | | | | | |
| | PUD6 | | | | | | | | |
| | PUD8 | | | | | | | | |
| | R | | | | | | | | X |
| | R1 | | | | | | | | |
| | R2 | | | | X | X | | | |
| | R2F | X | X | X | X | | | | |
| | R3 | X | X | X | X | | | | |
| | R4 | X | X | X | X | | | | |
| | RR | | | | | | | | |
| | RRR | | | | | | | | |
| | SR | | | | | | | | |
| Obetz | CF | | | | | | X | X | |
| | EU | | | | | | X | | |
| | GC | | | | | | X | | |
| | NC | | | | | | X | | |
| | SOI | | | | | | X | | |
| | LI | | | | | | X | | |
| | RI | | | | | | X | | |
| | LDR | | | | | | X | | |
| | MDR | | | | | | X | X | |
| | MFR | | | | | | X | | |
| | OTR | | | | | | X | | |
| | PCD | | | | | | X | | |
| | PID | | | | | | X | X | |

Existing Zoning Reference:

West Broad Corridor

Table B-5. West Broad Corridor Zoning

| Municipality | Zoning District | W Broad A | W Broad B | W Broad C | W Broad D | W Broad E | W Broad F | W Broad G | W Broad H | W Broad I | DOWN-TOWN |
|--------------|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Columbus | AR1 | | | | X | | X | X | X | | X |
| | AR2 | | | | | | | X | | | X |
| | AR3 | | | | X | X | | X | | | X |
| | AR4 | | | | | | | | | | |
| | AR12 | X | | | | | | | | | |
| | ARLD | X | | | X | | | | | | |
| | AR0 | | | | X | | | | X | | X |
| | C1 | | | | | | | X | | | |
| | C2 | | | | | X | | X | X | | X |
| | C3 | | | | X | X | | X | X | | |
| | C4 | X | | X | X | X | X | X | X | | X |
| | C5 | | | | X | X | | X | | | X |
| | CC | | | | | | | | | | |
| | CPD | X | | X | X | X | X | X | X | | X |
| | CS | | | | | | | | | | |
| | DD | | | | | | | | | X | X |
| | EFD | | | | | | | | | X | X |
| | I | | | | | | | | X | | X |
| | LAR12 | | | | | | | | | | |
| | LAR3 | | | | | | | | | | |
| | LARLD | | | | | | X | | | | |
| | LAR0 | | | | | | | | | | |
| | LC1 | X | | | | | | | | | |
| | LC2 | | | | | | X | | | | |
| | LC3 | | | | | | | | | | |
| | LC4 | X | | X | X | | | X | X | | |
| | LC5 | X | | | | | | | | | |
| | LI | | | X | X | | | | | | |
| | LM | | | | | | | X | | | |
| | LM2 | | | | | | | | | | |
| | LP1 | | | | | X | X | | X | | |
| | LP2 | | | | | | | | | | |
| | LR1 | | | | | | | | | | |
| | LR2 | X | | | | | | | | | |
| | LR2F | | | | | | | | | | |
| | LR4 | | | | | | | | | | |
| | M | | | X | X | X | | X | X | | X |
| | M1 | | | | | | | | | | |

 = on Corridor

| Municipality | Zoning District | W Broad A | W Broad B | W Broad C | W Broad D | W Broad E | W Broad F | W Broad G | W Broad H | W Broad I | DOWN-TOWN |
|------------------|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Columbus (cont.) | M2 | | | | | | | | | | |
| | NG | | | | | | X | | | | |
| | P1 | | | | | X | X | X | | | X |
| | P2 | | | | | | X | | X | | |
| | PUD4 | | | | | | | | | | |
| | PUD6 | | | | | | | | | | |
| | PUD8 | | | | | | X | | | | |
| | R | X | | | | | X | X | | | |
| | R1 | | | | | | | | | | |
| | R2 | X | | X | X | X | | X | | | |
| | R2F | | | | X | X | | | X | | X |
| | R3 | | | | X | X | X | | | | X |
| | R4 | | | | X | X | X | X | X | | X |
| | SR | | | | X | | | | | | |
| Franklin County | SG0 | | X | X | X | | | | | | |

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Appendix C

Prioritization of Corridors and Segments: Project Working Group Input

Prioritization of Corridors and Segments

In prioritizing the undertaking of recommendations, it is important to address the challenges of the individual corridor segments through land use policies, while placing a high priority on the investment preferences of an entire corridor.

To create a better understanding of the regional preferences of these investment priorities, the project working group (PWG), consisting of regional development and transportation professionals and key stakeholders, participated in a survey to identify priorities. Using response cards, working group members chose their key investment priorities and top priority segments, along with the reasons for their selections. While the PWG input cannot constitute a fully objective or representative assessment, the participants’ considered input provides useful insight.

The investment priority options included:

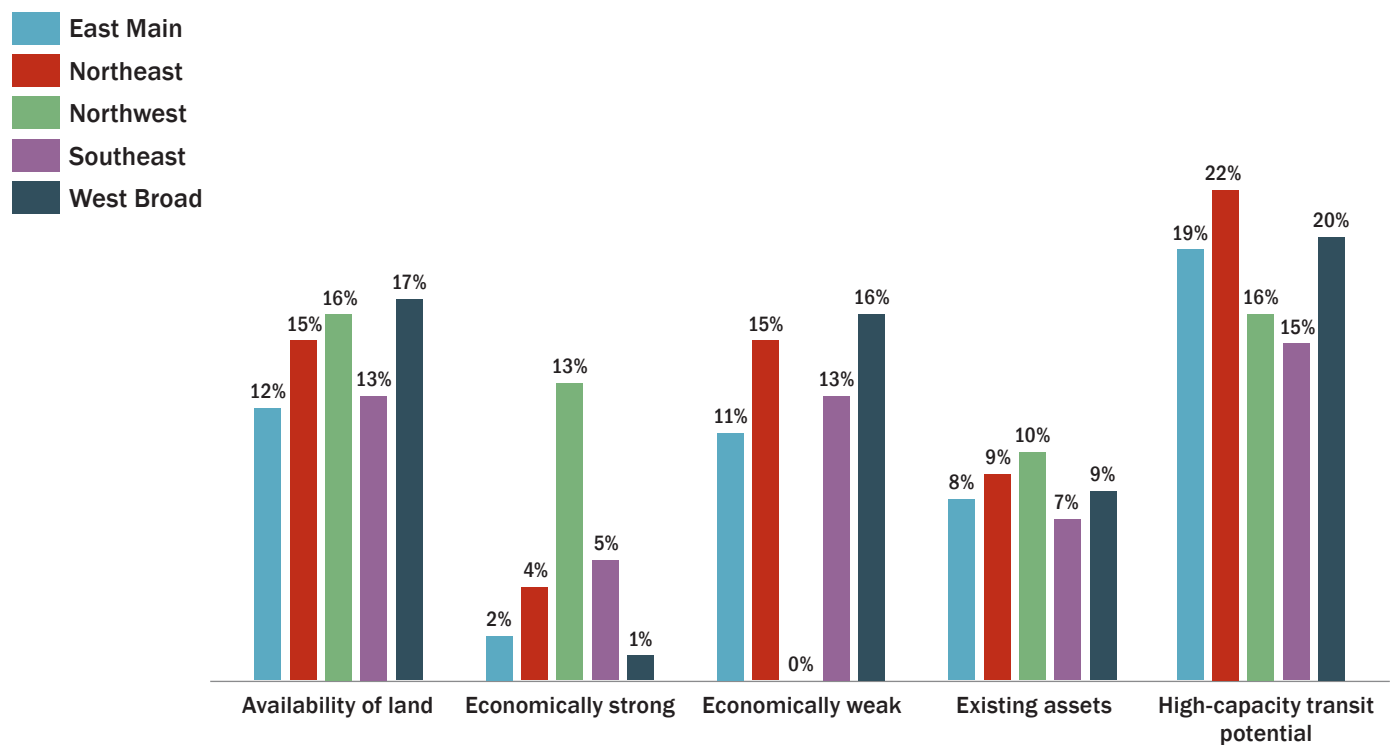
- Availability of land
- Economically strong

- Economically weak
- Existing assets
- High-capacity transit potential
- Housing need
- Job creation
- Large institutional investment
- Political ease
- “I live here”

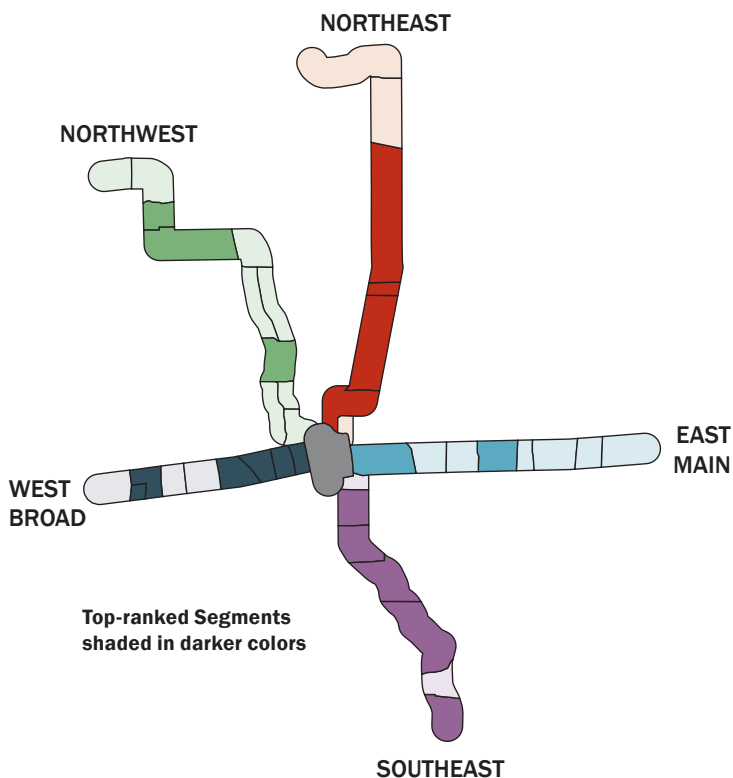
Approximately 173 response cards were turned in. Of the responses, “High-Capacity Transit Potential” was the highest ranked preference, representing 18% of the total share. It was also the highest ranked prioritized investment preference for each corridor, with the exception of the Southeast Corridor, for which “Job Creation” was ranked highest.

The investment preference survey results are summarized by corridor in the chart below, while the top-scoring Segments for development priority are shown at right.

Investment Preferences by Corridor



(ranked by preference count)



The reasoning behind the selection of top segments was varied. While high-capacity transit potential was ranked high overall, PWG members prioritized individual segments for reasons including availability of land, economic weakness, job creation, and housing needs. This illustrates that while transit enablement and implementation should be a point of emphasis, specific segments with other challenges should be targeted in lockstep. In consideration of these outcomes, recommendations are to:

- Pilot recommendations in a singular corridor that possesses the following characteristics:
 - Includes segments of economic distress
 - Includes high job access potential
 - Has existing land availability and limited property ownership, creating opportunities to acquire a dedicated right-of-way

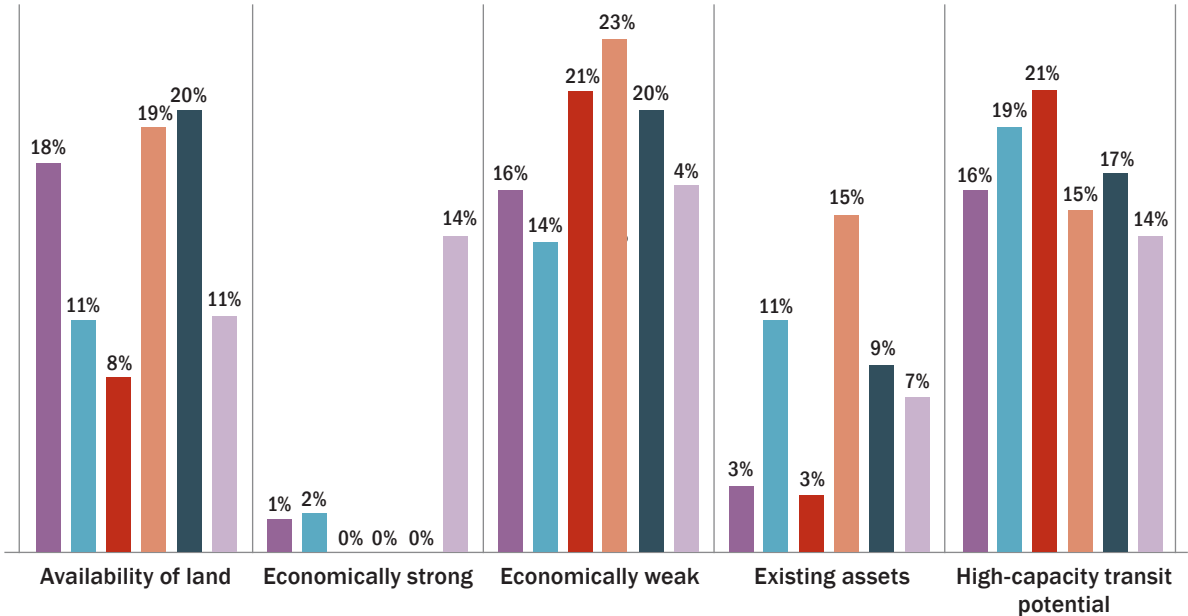
- Prioritize segments that are economically weak, and have high job creation potential, housing needs, and availability of land.
- In the near and immediate terms, foster collaboration among political subdivisions to enable a cohesive development and regulatory approach to allow for speed and certainty of development along the corridors.

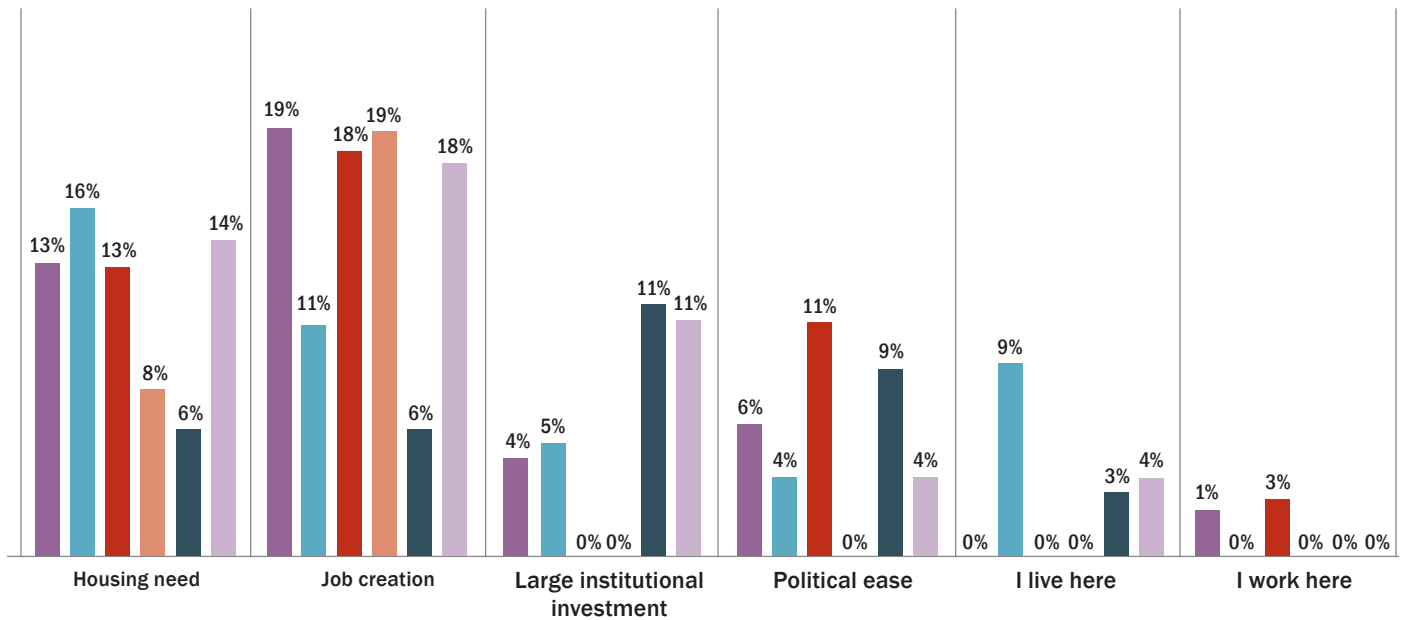
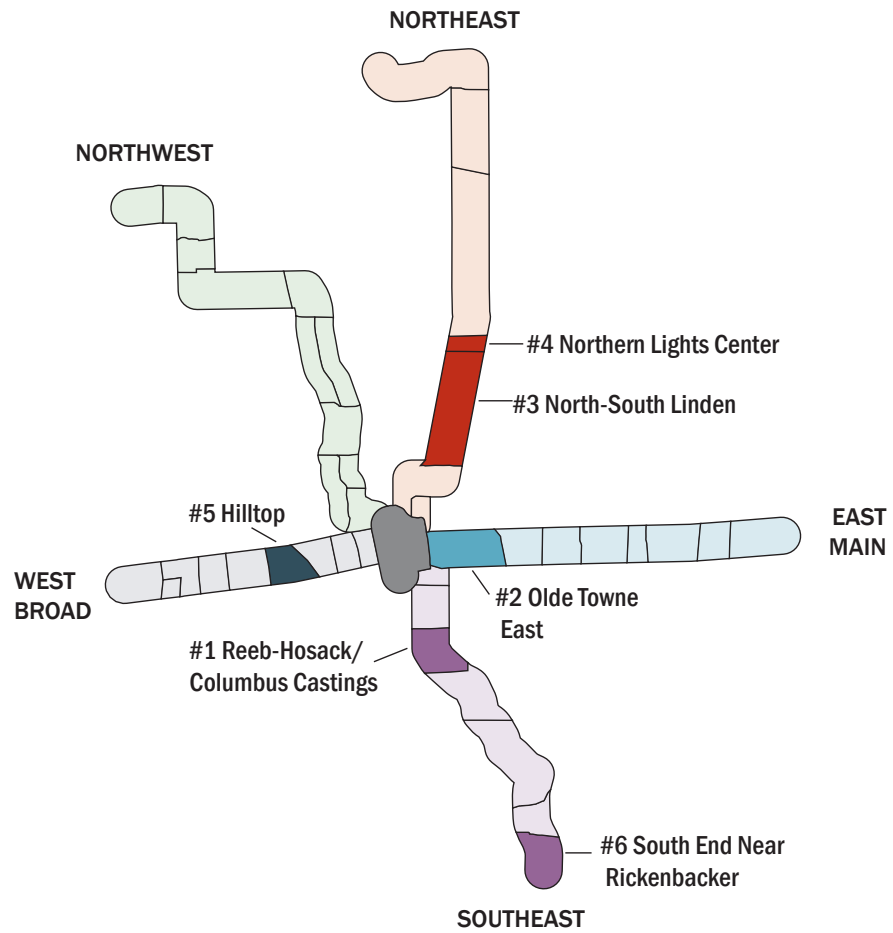
The investment preference survey results for the top-ranked Segments are summarized in the chart below. The results are based on participants’ reported criteria for choosing each of their preferred Segments. For example, of participants who chose the Reeb-Hosack/Columbus Castings area, “job creation” was the most cited reason, followed by “availability of land.”

Full results of the prioritization survey, including indicated prioritization criteria for the top twenty segments, are included in the following pages.

Prioritization Criteria for Top Six Segments

- 1. Reeb-Hosack/Columbus Castings (Southeast)
- 2. Olde Towne East (East Main)
- 3. North-South Linden (Northeast)
- 4. Northern Lights (Northeast)
- 5. Hilltop (West Broad)
- 6. South End near Rickenbacker (Southeast)





Corridor Prioritization

Table C-1. Corridor Priorities

| Rank | Description | Availability of Land | Economically Strong | Economically Weak | Existing Assets | High-capacity transit potential |
|------|-------------|----------------------|---------------------|-------------------|-----------------|---------------------------------|
| 1 | West Broad | 16.9% | 1.1% | 16.4% | 8.5% | 19.8% |
| 2 | Southeast | 12.7% | 5.4% | 12.7% | 7.2% | 15.1% |
| 3 | Northeast | 15.1% | 4.2% | 15.1% | 9.2% | 21.8% |
| 4 | East Main | 12.1% | 2.0% | 11.1% | 8.1% | 19.2% |
| 5 | Northwest | 16.3% | 13.3% | 0.0% | 10.2% | 16.3% |

Table C-2. Top 20 Corridor Segments by Vote

| Rank | Description | Availability of Land | Economically Strong | Economically Weak | Existing Assets | High-capacity transit potential |
|------|-----------------------------------|----------------------|---------------------|-------------------|-----------------|---------------------------------|
| 1 | Reeb-Hosack/Columbus Castings | 18% | 1% | 16% | 3% | 16% |
| 2 | Olde Towne East | 11% | 2% | 14% | 11% | 19% |
| 3 | North-South Linden | 8% | 0% | 21% | 3% | 21% |
| 4 | Northern Lights | 19% | 0% | 23% | 15% | 15% |
| 5 | Hilltop | 20% | 0% | 20% | 9% | 17% |
| 6 | South End Near Rickenbacker | 11% | 14% | 4% | 7% | 14% |
| 7 | Westland Mall Area | 21% | 0% | 17% | 3% | 24% |
| 8 | West Broad Plaza/Casino Area | 23% | 0% | 17% | 7% | 17% |
| 9 | Cleveland to Westbrook | 25% | 0% | 13% | 13% | 38% |
| 10 | Milo-Grogan | 14% | 10% | 7% | 7% | 21% |
| 11 | Bethel Road | 20% | 10% | 0% | 15% | 25% |
| 12 | Ohio State | 8% | 16% | 0% | 8% | 12% |
| 13 | Obetz/Outerbelt Area | 22% | 0% | 11% | 11% | 6% |
| 14 | Franklinton Mid | 12% | 4% | 15% | 8% | 19% |
| 15 | West Franklinton | 14% | 0% | 23% | 9% | 23% |
| 16 | East Franklinton/Scioto Peninsula | 6% | 6% | 6% | 12% | 18% |
| 17 | Sawmill Road South | 33% | 17% | 0% | 17% | 8% |
| 18 | German Village/Hungarian Village | 0% | 12% | 18% | 12% | 18% |
| 19 | Groveport Road Area | 8% | 8% | 17% | 8% | 17% |
| 20 | Whitehall West | 9% | 0% | 18% | 9% | 27% |

| Housing need | Job creation | Large institutional investment | Political ease | I live here | I work here |
|--------------|--------------|--------------------------------|----------------|-------------|-------------|
| 11.3% | 12.4% | 4.5% | 5.1% | 2.3% | 0.6% |
| 13.3% | 17.5% | 7.8% | 4.2% | 1.8% | 1.8% |
| 10.9% | 13.4% | 1.7% | 6.7% | 0.0% | 0.8% |
| 13.1% | 14.1% | 5.1% | 3.0% | 7.1% | 2.0% |
| 11.2% | 14.3% | 8.2% | 3.1% | 3.1% | 3.1% |

| Housing need | Job creation | Large institutional investment | Political ease | I live here | I work here |
|--------------|--------------|--------------------------------|----------------|-------------|-------------|
| 13% | 19% | 4% | 6% | 0% | 1% |
| 16% | 11% | 5% | 4% | 9% | 0% |
| 13% | 18% | 0% | 11% | 0% | 3% |
| 8% | 19% | 0% | 0% | 0% | 0% |
| 6% | 6% | 11% | 9% | 3% | 0% |
| 14% | 18% | 11% | 4% | 4% | 0% |
| 10% | 10% | 0% | 10% | 3% | 0% |
| 13% | 20% | 0% | 3% | 0% | 0% |
| 6% | 0% | 0% | 6% | 0% | 0% |
| 10% | 14% | 7% | 10% | 0% | 0% |
| 10% | 15% | 0% | 5% | 0% | 0% |
| 12% | 16% | 16% | 4% | 0% | 4% |
| 6% | 17% | 17% | 11% | 0% | 0% |
| 15% | 15% | 8% | 0% | 0% | 0% |
| 14% | 9% | 0% | 5% | 0% | 0% |
| 18% | 12% | 12% | 6% | 6% | 0% |
| 17% | 0% | 0% | 0% | 8% | 0% |
| 12% | 18% | 0% | 0% | 6% | 0% |
| 17% | 8% | 8% | 0% | 8% | 0% |
| 0% | 27% | 9% | 0% | 0% | 0% |

Table C-3. Corridor Priorities – Project Working Group Responses

| Corridor | Segment | Availability of Land | Economically Strong | Economically Weak | Existing Assets | High-capacity transit potential | Housing need | Job creation | Large institutional investment | Political ease | I live here | I work here | Other reason | Other reason |
|-----------|---------|----------------------|---------------------|-------------------|-----------------|---------------------------------|--------------|--------------|--------------------------------|----------------|-------------|-------------|--------------|------------------------------|
| Downtown | D | | | | 1 | 1 | 1 | 1 | | | | 1 | | |
| Downtown | D | | 1 | | | 1 | | 1 | 1 | | 1 | | | |
| Downtown | D | | 1 | | | 1 | | 1 | | 1 | | | | |
| Downtown | D | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | | | | |
| Downtown | D | 1 | | | 1 | 1 | 1 | | | 1 | | | | |
| East Main | EA | 1 | | | | 1 | 1 | 1 | | | | | | |
| East Main | EA | 1 | | 1 | | 1 | | 1 | | | | | 1 | Beautiful Housing Structures |
| East Main | EA | | | | 1 | 1 | 1 | | | | | | | |
| East Main | EA | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | |
| East Main | EA | | | | | 1 | | | | | | | | |
| East Main | EA | 1 | | 1 | | | | | | | | | | |
| East Main | EA | | | | 1 | 1 | 1 | | | | | | | |
| East Main | EA | 1 | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | | | |
| East Main | EA | 1 | | 1 | | 1 | 1 | 1 | | | | | 1 | Work nearby |
| East Main | EA | | | | 1 | 1 | | | | | | | | |
| East Main | EA | | | | 1 | 1 | | | | | 1 | | | |
| East Main | EA | | | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | | |
| East Main | EA | 1 | | 1 | | | | | | | | | 1 | Proximity to core of Region |
| East Main | EA | | | | | 1 | 1 | | 1 | | 1 | | | |
| East Main | EA | | | | | | 1 | | | | 1 | | | |
| East Main | EA | | | 1 | | | 1 | 1 | | | | | | |
| East Main | EB | | 1 | | 1 | | 1 | | 1 | | 1 | 1 | | |
| East Main | ED | | | 1 | | 1 | | 1 | | | | | | |
| East Main | ED | | | | 1 | 1 | | 1 | 1 | | | | | |
| East Main | ED | 1 | | 1 | | 1 | | 1 | | | | | | |
| East Main | EE | 1 | | 1 | | | | | | | | | | |
| East Main | EE | 1 | | | | 1 | 1 | 1 | | | | 1 | | |
| East Main | EF | | | | | 1 | | 1 | | 1 | | | | |
| East Main | EH | 1 | | | | 1 | | 1 | | | 1 | | | |
| East Main | EH | 1 | | | | 1 | 1 | 1 | | | | | | |

| Segment | Comment 1 | Comment 2 | Comment 3 |
|---------|---|---|--|
| D | A strong downtown is critical to the vitality of any region! | Need for true mixed-income housing | Need for mixed-use and make an evening destination |
| D | Must have strong/vibrant downtown | Continue to build on current momentum | |
| D | Heart of Region | Central | Existing investment |
| D | Need ongoing infrastructure investment | Primary attractions for visitors of Region | Thriving, easy access to Downtown is critical |
| D | Political ease of redevelopment | Need for diversity of housing | Density/transit high potential for much more |
| EA | Focused effort yielding the most jobs and housing | | |
| EA | Olde Towne East has gorgeous existing housing structures | Large corridor with enough ROW for transit | Needs investment |
| EA | Existing housing stock | Proximity to downtown | |
| EA | Children's is anchor in area | Great location – close to Downtown | Mix of Housing – potential to create diverse housing |
| EA | Demographics | Redevelopment opportunities | |
| EA | Great location | Underserved | |
| EA | Proximity to downtown | | |
| EA | Making this area more economically viable will fill the "gap" between downtown and Bexley | This area is becoming a place where people want to move | Adjacent to growing Children's Hospital |
| EA | Infill | Needs economic stimulus | Great proximity to Downtown |
| EA | Can be extension of downtown | Connects Bexley with area | Beautification projects |
| EA | Transit need | Economic need | Great area! |
| EA | Main Street has capacity for transit | Proximity to Downtown | Existing growth occurring in neighborhood |
| EA | Continue growth from core | Economic need | |
| EA | | | |
| EA | Economic disparity | Rising rents | Lack of employment |
| EA | Connect close to Downtown | | |
| EB | Existing asset | Opportunity | |
| ED | Inside the City | Is revitalizing to the east of the area | |
| ED | DSCC + Airport are drivers for economy | Main access to Downtown | Retail in need of upgrade |
| ED | | | |
| EE | Hamilton/Main intersection poised for change | Area needs an overhaul | Big box failing |
| EE | Housing opportunity | Key intersection | Transit center opportunity |
| EF | Population needs job opportunities | Several major transportation routes w/ good transit | Whitehall – forward-thinking government |
| EH | Comprehensive plan underway + create more incentivization for implementation | Already part of many Nr. 2 bus corridor | Reynoldsburg needs to catch up with rest of Region |
| EH | Potential for transit | Lots of possible dense infill | Opportunity for housing |

Table C-3. Corridor Priorities – Project Working Group Responses (cont.)

| Corridor | Segment | Availability of Land | Economically Strong | Economically Weak | Existing Assets | High-capacity transit potential | Housing need | Job creation | Large institutional investment | Political ease | I live here | I work here | Other reason | Other reason |
|-----------|---------|----------------------|---------------------|-------------------|-----------------|---------------------------------|--------------|--------------|--------------------------------|----------------|-------------|-------------|--------------|------------------|
| Northeast | NEA | 1 | 1 | | 1 | 1 | 1 | | | | | | | |
| Northeast | NEA | 1 | 1 | | 1 | 1 | 1 | | | | | | | |
| Northeast | NEC | 1 | | | | 1 | 1 | | | | | | | |
| Northeast | NEC | | | | | 1 | | | | | | | | |
| Northeast | NEC | 1 | | 1 | | 1 | | | | 1 | | | | |
| Northeast | NEC | | | | 1 | 1 | | | | | | | | |
| Northeast | NEC | 1 | | | | 1 | | | | | | | | |
| Northeast | NEC | 1 | | 1 | 1 | 1 | | | | | | | | |
| Northeast | NED | 1 | | 1 | | 1 | | | | | | | | |
| Northeast | NED | | | 1 | 1 | | | 1 | | | | | | |
| Northeast | NED | | | | 1 | 1 | 1 | 1 | | | | | | |
| Northeast | NED | 1 | | 1 | | | | 1 | | | | | | |
| Northeast | NED | | | | 1 | 1 | 1 | 1 | | | | | | |
| Northeast | NED | 1 | | 1 | | 1 | | 1 | | | | | | |
| Northeast | NED | 1 | | 1 | | | | | | | | | | |
| Northeast | NED | 1 | | 1 | 1 | | | | | | | | | |
| Northeast | NEE | 1 | | 1 | | 1 | | 1 | | 1 | | | | |
| Northeast | NEE | 1 | | 1 | | 1 | 1 | 1 | | 1 | | | | |
| Northeast | NEE | | | | | 1 | 1 | | | | | | | |
| Northeast | NEE | | | 1 | | | | 1 | | | | 1 | 1 | Smart City Focus |
| Northeast | NEE | | | 1 | | 1 | | 1 | | | | | | |
| Northeast | NEE | | | 1 | | 1 | 1 | | | 1 | | | | |
| Northeast | NEE | | | 1 | | 1 | | 1 | | | | | | |
| Northeast | NEE | 1 | | 1 | 1 | 1 | 1 | 1 | | 1 | | | | |
| Northeast | NEE | | | 1 | | 1 | 1 | 1 | | | | | | |
| Northeast | NEF | | | | | 1 | | 1 | | 1 | | | | |
| Northeast | NEF | | 1 | | 1 | 1 | | | 1 | 1 | | | | |
| Northeast | NEF | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | |
| Northeast | NEF | 1 | 1 | | | 1 | 1 | 1 | | | | | | |
| Northeast | NEF | 1 | | | | 1 | | | | | | | | |
| Northeast | NEF | 1 | | 1 | | 1 | 1 | 1 | | 1 | | | | |

| Segment | Comment 1 | Comment 2 | Comment 3 |
|---------|--|--|--|
| NEA | Affordable housing is needed as part of development and to house workforce | Needs transit access to connect workers with jobs | |
| NEA | More density | More transit | Lots of parking to redevelop/densify |
| NEC | Focused effort yielding the most jobs and housing | | |
| NEC | Connect to Easton area | Morse Rd. Corridor | |
| NEC | Proximity to 161/Easton | Use old City Golf Course as core | |
| NEC | Once thriving area with great public transit potential | Many development assets already in place | Excellent location between Polaris & Downtown |
| NEC | | | |
| NEC | | | |
| NED | Corridor development can spur investment in Linden Area | Area lacks quality shopping, grocery, etc. | |
| NED | Central to several key areas that are doing well | Blighted area in need of improvement | Along access route to Downtown & Northern suburbs |
| NED | Possible transit node | Connects low income areas with jobs | |
| NED | | | |
| NED | Redevelopment potential of underutilized land | Significant new American, Immigrant population | |
| NED | Key Corridor | Housing opportunity – workforce | Job center potential on existing BRT |
| NED | Needs job creation | | |
| NED | Commercial corridor infill opportunities | Needs economic stimulus | Housing development opportunities |
| NEE | Already focus area for the Mayor | Proximity to Clintonville + Downtown | Already along BRT + needs a bit more investment to make it dedicated BRT |
| NEE | Been down long enough | Close to Downtown | |
| NEE | Larger development potential based on location | City likely to provide resources | Proximity to major transportation routes |
| NEE | Corridor is in need of economic + educational development | Central to bordering high-income + thriving areas (Easton, Kipp School, Airport) | Primary route to Downtown |
| NEE | Inside the City | High residential with needs | |
| NEE | Mayor's focus | | |
| NEE | Need to create safer community | Give residents job training for higher paying jobs | |
| NEE | Commercial corridor infill opportunities | Needs economic stimulus | Housing development opportunities |
| NEE | | | |
| NEF | Proximity to Downtown | Proximity to job center (Downtown) | |
| NEF | | | |
| NEF | Proximity to Downtown makes it ripe for redevelopment | Rogue Fitness already there – build off it | Much potential of underdeveloped land |
| NEF | Good transportation access | Adjacent to strong, economically viable area | Will provide for transition of economic change into Linden |
| NEF | Proximity to Downtown | Proximity to existing areas of investment | |
| NEF | Proximity to Downtown/Italian Village | Investment needed | Proximity to airport |

Table C-3. Corridor Priorities – Project Working Group Responses (cont.)

| Corridor | Segment | Availability of Land | Economically Strong | Economically Weak | Existing Assets | High-capacity transit potential | Housing need | Job creation | Large institutional investment | Political ease | I live here | I work here | Other reason | Other reason |
|-----------|---------|----------------------|---------------------|-------------------|-----------------|---------------------------------|--------------|--------------|--------------------------------|----------------|-------------|-------------|--------------|--------------|
| Northwest | NWA | 1 | 1 | | | | 1 | 1 | | | | | | |
| Northwest | NWB | 1 | 1 | | | 1 | | | | | | | | |
| Northwest | NWB | | 1 | | | | | | | | | | | |
| Northwest | NWB | 1 | 1 | | | 1 | | 1 | | | | | | |
| Northwest | NWC | 1 | | | | | 1 | | | | | | | |
| Northwest | NWC | 1 | 1 | | 1 | | | | | | 1 | | | |
| Northwest | NWC | 1 | 1 | | 1 | 1 | | | | | | | | |
| Northwest | NWC | 1 | | | | | 1 | | | | | | | |
| Northwest | NWD | 1 | | | | 1 | | | | 1 | | | | |
| Northwest | NWD | 1 | | | 1 | 1 | 1 | | | | | | | |
| Northwest | NWD | 1 | | | | 1 | 1 | 1 | | | | | | |
| Northwest | NWD | | 1 | | 1 | 1 | | 1 | | | | | | |
| Northwest | NWD | | | | | | | 1 | | | | | | |
| Northwest | NWE | | | | | 1 | 1 | | | 1 | | | | |
| Northwest | NWF | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | | | | | |
| Northwest | NWF | | | | 1 | | | 1 | 1 | | 1 | 1 | | |
| Northwest | NWF | | | | | 1 | | 1 | | | | | | |
| Northwest | NWG | | | | 1 | | | 1 | 1 | | 1 | 1 | | |
| Northwest | NWG | 1 | | | | 1 | | 1 | | | | | | |
| Northwest | NWH | 1 | | | | 1 | 1 | 1 | | | | | | |
| Northwest | NWH | | 1 | | | 1 | | | 1 | | | | | |
| Northwest | NWH | | 1 | | 1 | | 1 | 1 | 1 | | | | | |
| Northwest | NWH | 1 | | | | | | | | | | | 1 | Location |
| Northwest | NWH | | 1 | | | | | 1 | 1 | | | 1 | | |
| Northwest | NWI | 1 | | | | 1 | 1 | | 1 | | | | | |
| Southeast | SEA | | | 1 | | 1 | 1 | 1 | 1 | | | | | |
| Southeast | SEA | | 1 | 1 | 1 | 1 | | 1 | 1 | | | 1 | | |
| Southeast | SEB | | | | 1 | | | 1 | | | | | | |
| Southeast | SEB | | 1 | 1 | 1 | 1 | 1 | 1 | | | 1 | | | |

| Seg- ment | Comment 1 | Comment 2 | Comment 3 |
|--------------|---|---|--|
| NWA | Affordable housing is needed as part of development and to house workforce | Needs transit access to link workers with jobs | |
| NWB | There is a lot of opportunity to reconfigure this area to make it an anchor to the Corridor | It will attract investment rapidly & be an early success | |
| NWB | Tie into Dublin Bridge Park | New Core/Dual Core with Bridge Park | Aging Retail = Opportunity |
| NWB | Affordable housing is needed as part of development and to house workforce | Needs transit access to link workers with jobs | |
| NWC | There is a great opportunity to build high-density housing around the area that will soon become parkland | This is a great location for affordable housing | |
| NWC | | | |
| NWC | Connect and revitalize along with Bridge Street project | Land coming available from OSU for park | |
| NWC | Unusual opportunity of undeveloped land | Adding density good for busy corridor | Area needs retrofitted for walkability |
| | Ripe for redevelopment | Already a strong transit corridor with high ridership | Strong housing for rental market |
| | | | |
| | Transit potential | Increased housing density | Job creation |
| | | | |
| | Transit opportunities | | |
| | | | |
| NWE | This is a great area to convert to high density housing | I believe converting all of the strip malls in this area will be well received by residents | |
| NWF | | | |
| NWF | Connect surrounding communities | | |
| NWF | | | |
| | Connect surrounding communities | | |
| | | | |
| | Focused effort yielding the most jobs and housing | OSU is a great partner to cooperate with | |
| | Job center | Population | |
| | Housing demand | Anchor institution | Population density existing |
| | High density of jobs/housing | Institutional investment | |
| | Underdeveloped, low-density | Close to OSU and Downtown | Focus on areas with viable development opportunities |
| | | | |
| NWI | Great potential for density | Great potential for transit | Need for workforce housing |
| SEA | Extend/support resources in area | | |
| SEA | Nationwide Children's | Existing Assets | Transit Potential |
| SEB | Connect close to Downtown | | |
| SEB | Diversity of income | Assets to preserve/redevelop | Good housing stock |

Table C-3. Corridor Priorities – Project Working Group Responses (cont.)

| Corridor | Segment | Availability of Land | Economically Strong | Economically Weak | Existing Assets | High-capacity transit potential | Housing need | Job creation | Large institutional investment | Political ease | I live here | I work here | Other reason | Other reason |
|-----------|---------|----------------------|---------------------|-------------------|-----------------|---------------------------------|--------------|--------------|--------------------------------|----------------|-------------|-------------|--------------|-------------------|
| Southeast | SEB | | 1 | 1 | | 1 | 1 | 1 | | | | | | |
| Southeast | SEB | | | 1 | | 1 | | | | | | | 1 | Proximity to Core |
| Southeast | SEC | 1 | | | | 1 | 1 | 1 | | | | | | |
| Southeast | SEC | 1 | | | | 1 | | | 1 | | | | | |
| Southeast | SEC | 1 | | 1 | | 1 | 1 | 1 | | | | | | |
| Southeast | SEC | 1 | | 1 | | 1 | 1 | 1 | | 1 | | | | |
| Southeast | SEC | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | |
| Southeast | SEC | | | 1 | | | 1 | 1 | | | | | | |
| Southeast | SEC | | | 1 | | | 1 | 1 | 1 | | | | | |
| Southeast | SEC | 1 | | 1 | | | 1 | 1 | | | | | | |
| Southeast | SEC | | | 1 | | | | 1 | | | | | | |
| Southeast | SEC | 1 | | | | 1 | 1 | 1 | | | | | | |
| Southeast | SEC | | | 1 | | 1 | | | | | | | | |
| Southeast | SEC | 1 | | | | 1 | | 1 | | | | | | |
| Southeast | SEC | 1 | 1 | | | 1 | | 1 | | 1 | | | | |
| Southeast | SEC | 1 | | 1 | | 1 | | | | | | | | |
| Southeast | SEC | | | 1 | | | | 1 | | | | | | |
| Southeast | SEC | 1 | | 1 | | 1 | | 1 | | | | | | |
| Southeast | SED | | | | | 1 | | 1 | | | | | | |
| Southeast | SED | 1 | | 1 | | | 1 | | 1 | | | | | |
| Southeast | SED | | 1 | | | 1 | | | | | 1 | | | |
| Southeast | SED | | | 1 | 1 | | 1 | | | | | | | |
| Southeast | SEE | | | 1 | | | | 1 | 1 | | | | | |
| Southeast | SEE | 1 | | | | | | 1 | | | | | | |
| Southeast | SEE | 1 | | | | 1 | | | 1 | | | | | |
| Southeast | SEE | | | | 1 | | 1 | | 1 | | | | | |
| Southeast | SEE | 1 | | | 1 | | | 1 | | 1 | | | | |
| Southeast | SEE | 1 | | 1 | | | | | | 1 | | | | |
| Southeast | SEF | 1 | | | | | 1 | 1 | | | | | | |
| Southeast | SEF | | | | 1 | 1 | 1 | | | | | | | |

| Segment | Comment 1 | Comment 2 | Comment 3 |
|---------|---|--|---|
| SEB | Proximity to housing via short walk | Strength of housing market | Proximity to Downtown |
| SEB | Next emerging area on corridor South of Nationwide Children's Hospital | Economic need in area | |
| SEC | Focused area yielding most jobs & housing | Anchors south end of transit | |
| SEC | Large block land available | Parsons Avenue link | History |
| SEC | Large land redevelopment opportunity – Columbus Castings | Well located for job growth and housing | Brownfield cleanup – cleaning up helps surrounding properties |
| SEC | Columbus Castings opportunities | Transit potential | |
| SEC | Land needs to be reused in productive/creative way | Heavily involved here today | This area will have great impact north to south |
| SEC | Need jobs | Need economical transportation | Addressed skilled labor/training |
| SEC | Access to transportation is good | Updated housing | Skilled labor |
| SEC | Available land adjacent to strong transportation corridors (SR 104 and Parsons) | Housing need and ability to provide affordable housing | The need for revitalization |
| SEC | Underutilized area | Dead factory space | Close to Downtown |
| SEC | Housing density | Job center | Transit connection |
| SEC | Need to reinvest in area | | |
| SEC | Recreate a focus of jobs in the area | | |
| SEC | Castings site | Infill open along Parsons | Challenged economically – stimulus |
| SEC | | | |
| SEC | Redevelopment opportunity – most is coming from Nationwide Children's. This could serve as Southern anchor to redevelopment | Transit hub potential | Distressed Neighborhood |
| SEC | Large acreage | Prime for redevelopment (infill) | Access to major corridor |
| SED | Transition area between north and far south | Thoughtful redevelopment will transform southside | |
| SED | Need jobs | Updated housing options | Pure land – developers/multi-use |
| SED | I live here | Economically strong | High-capacity transit potential |
| SED | Housing need | Economically weak | Existing assets |
| SEE | Jobs | Jobs | Jobs |
| SEE | Lot of potential | | |
| SEE | High-capacity transit | Availability of land | Large institutional investment |
| SEE | Housing need near industrial areas | Need increased transit access | Need increased commercial opportunities + food & retail |
| SEE | | | |
| SEE | Lots of land available at low per-acre costs | Proximity to interstate | Government open to development |
| SEF | Jobs – affect a larger area Southfield/ Marion area | Updated Housing needs/condos | Pure land |
| SEF | High-capacity transit | Housing need | Existing assets |

Table C-3. Corridor Priorities – Project Working Group Responses (cont.)

| Corridor | Segment | Availability of Land | Economically Strong | Economically Weak | Existing Assets | High-capacity transit potential | Housing need | Job creation | Large institutional investment | Political ease | I live here | I work here | Other reason | Other reason |
|------------|---------|----------------------|---------------------|-------------------|-----------------|---------------------------------|--------------|--------------|--------------------------------|----------------|-------------|-------------|--------------|--------------|
| Southeast | SEF | | | | 1 | 1 | 1 | 1 | 1 | | | 1 | | |
| Southeast | SEG | 1 | 1 | | | | | 1 | 1 | | | | | |
| Southeast | SEG | | 1 | | | 1 | 1 | 1 | | | | | | |
| Southeast | SEG | | | | 1 | | | 1 | 1 | | | | | |
| Southeast | SEG | | 1 | | | 1 | 1 | | | | | | | |
| Southeast | SEG | 1 | | | | 1 | 1 | 1 | | | | | | |
| Southeast | SEG | 1 | | 1 | | | 1 | | | 1 | 1 | | | |
| Southeast | SEG | | 1 | | 1 | 1 | | 1 | 1 | | | | | |
| West Broad | WA | 1 | | 1 | 1 | 1 | 1 | | | | 1 | 1 | | |
| West Broad | WA | | | | 1 | 1 | | 1 | | | | | | |
| West Broad | WB | 1 | | 1 | | 1 | | | | 1 | 1 | | | |
| West Broad | WB | 1 | | 1 | | 1 | 1 | 1 | | | | | | |
| West Broad | WB | 1 | | 1 | | 1 | | | | | | | | |
| West Broad | WB | | | | | 1 | 1 | 1 | | | | | | |
| West Broad | WB | 1 | | 1 | | 1 | | | | 1 | | | | |
| West Broad | WB | 1 | | 1 | | 1 | 1 | 1 | | 1 | | | | |
| West Broad | WB | 1 | | | 1 | 1 | | | | | | | | |
| West Broad | WC | 1 | | 1 | | | 1 | 1 | | | | | | |
| West Broad | WC | 1 | | 1 | 1 | 1 | | 1 | | | | | | |
| West Broad | WC | 1 | | 1 | 1 | | | 1 | | | | | | |
| West Broad | WC | 1 | | | | 1 | | | | | | | | |
| West Broad | WC | 1 | | 1 | | 1 | 1 | 1 | | | | | | |
| West Broad | WC | 1 | | | | 1 | 1 | 1 | | | | | | |
| West Broad | WC | 1 | | 1 | | 1 | 1 | 1 | | 1 | | | | |
| West Broad | WD | 1 | | | | 1 | | 1 | | | | | | |
| West Broad | WD | 1 | | 1 | 1 | 1 | | 1 | | | | | | |
| West Broad | WF | 1 | | 1 | | 1 | | 1 | | | 1 | | | |
| West Broad | WF | 1 | | | | | | 1 | | | | | | |
| West Broad | WF | 1 | | 1 | | 1 | | | 1 | | | | | |
| West Broad | WF | | | 1 | | | | | | 1 | | | | |
| West Broad | WF | 1 | | 1 | | 1 | | | | 1 | | | | |

| Seg- ment | Comment 1 | Comment 2 | Comment 3 |
|--------------|--|--|--|
| SEF | Need affordable housing near warehouse base | Need increased transit access for workers | Need increased food + retail |
| SEG | Logistics industry is growing | Major transportation + supply chain growth | Ample land to grow |
| SEG | Good-paying job potential | Housing/retail opportunity | Transportation |
| SEG | Multi-modal logistics hub | | |
| SEG | Economically strong | High-capacity transit | Housing need |
| SEG | Need affordable housing near jobs | Need transit access to link workers with jobs | |
| SEG | Historical assets | Green space & water | Ease of access to highways & state roads |
| SEG | Need for transit supportive development | | |
| WA | Potential west side node with 270 | Strong local fabric | Investment |
| WA | Significant public investment in streetscape | | |
| WB | Opportunity for creative adaptive re-use (or maybe complete teardown?) | | |
| WB | Potential land availability | Blight reduction | West side node |
| WB | Vast land availability @ Westland Mall | Plenty of room for high-capacity transit | Big need in area |
| WB | Redevelopment potential of under utilized/vacant land | | |
| WB | Great ROW available for high-capacity transit | Area in need of improvement (distressed) | Anchor areas exist in corridor (Casino, Westland Mall, etc.) |
| WB | Redevelopment opportunity | Housing/retail opportunity | Need to uplift west side |
| WB | Existing corridor is Broad Street | Fill in gap | I-270 |
| WC | | | |
| WC | Available sites | Location – West side node | |
| WC | Development around casino | Old Westland Mall site | |
| WC | Development corridor to Prairie Township | | |
| WC | | | |
| WC | Single focused effort yielding most jobs and housing | Will anchor transit/mobility corridor – Westward | |
| WC | Growth potential for both housing and jobs | Potential for federal funding to support high-capacity transit | Likely minimal pushback |
| WD | Park & ride | Industrial job potential | |
| WD | | | |
| WF | Seriously needs some love (economic activity) | State controls too much/underutilized | |
| WF | ODOT site is underutilized | I-70 frontage | Positive jolt to west side! |
| WF | ODOT site | City Hall loves it | Excellent buildings along corridor |
| WF | Low-density-impoverished | Redevelopment ODOT to park + ride | Stadium? |
| WF | Location provides ease of access to downtown & freeway | Historically poor area that politically can be supported for redevelopment | Cheap land costs |
| WF | | | |

Table C-3. Corridor Priorities – Project Working Group Responses (cont.)

| Corridor | Segment | Availability of Land | Economically Strong | Economically Weak | Existing Assets | High-capacity transit potential | Housing need | Job creation | Large institutional investment | Political ease | I live here | I work here | Other reason | Other reason |
|------------|---------|----------------------|---------------------|-------------------|-----------------|---------------------------------|--------------|--------------|--------------------------------|----------------|-------------|-------------|--------------|-----------------------------|
| West Broad | WF | 1 | | 1 | 1 | 1 | | | 1 | | | | | |
| West Broad | WF | 1 | | 1 | 1 | 1 | 1 | | 1 | | | | | |
| West Broad | WG | 1 | | 1 | 1 | 1 | 1 | 1 | | | | | | |
| West Broad | WG | | | 1 | | 1 | 1 | | | | | | | |
| West Broad | WG | | | 1 | 1 | 1 | 1 | 1 | | | | | | |
| West Broad | WG | 1 | | 1 | | 1 | | | | | | | 1 | Proximity to core |
| West Broad | WG | 1 | | 1 | | 1 | | | | 1 | | | | |
| West Broad | WH | 1 | | | | 1 | | | | | | | 1 | Proximity to Core of Region |
| West Broad | WH | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | |
| West Broad | WH | | | 1 | 1 | 1 | 1 | 1 | 1 | | | | | |
| West Broad | WH | | | 1 | | | 1 | | | | | | | |
| West Broad | WH | | | 1 | | 1 | 1 | 1 | | | | | | |
| West Broad | WH | 1 | | | | 1 | | 1 | | | | | | |
| West Broad | WI | | | 1 | 1 | 1 | 1 | 1 | 1 | | | | | |
| West Broad | WI | 1 | 1 | | 1 | | | | 1 | | | | | |
| West Broad | WI | | | | | 1 | 1 | | | 1 | 1 | | | |
| West Broad | WI | | | | | 1 | 1 | 1 | | | | | | |
| West Broad | WI | | | | | | | | | | | | | |

| Segment | Comment 1 | Comment 2 | Comment 3 |
|---------|---|--|--|
| WF | Big redevelopment opportunity | Transit potential | Need for new development/jobs |
| WF | Needs investment | Good transit corridor potential | |
| WG | Investment coming to Broad Street, need to encourage Development now to ensure progress to West from East | Proximity to Downtown | Good potential of existing commercial buildings |
| WG | Highly residential with 15.9% vacancy – opportunity for mixed-income housing growth | Close proximity for jobs along west broad development | |
| WG | | | |
| WG | Most room for high-capacity transit (all of corridor) | Economic need in area | Node also with freeway |
| WG | Great future potential | | |
| WH | Most room for high-capacity transit | Mount Carmel Site redevelopment | |
| WH | Recent announcement of large job centers – CoverMyMeds | On edge of investment in East Franklinton – can attract developers | People in neighborhood need to participate in coming investments need time and tools to preserve their opportunities |
| WH | Mount Carmel Retooling | Proximity to Downtown and East Franklinton | Transit need for existing population |
| WH | | | |
| WH | Proximity to planned investment (East Franklinton) | Transit opportunity | Increased housing density |
| WH | | | |
| WI | Already much focus + investment going on, continue to build off of it; avoid gentrification | Enough ROW for dedicated transit levels | Proximity to downtown |
| WI | Poised/ready | Politics | Framework in place |
| WI | | | |
| WI | Few affordable housing opportunities vs. new market rate | Industrial areas can be rehabbed for mixed use | Transit hub – available land, close proximity to Downtown |
| WI | This is an area that will be easy to attract investment | | |