



PLACEHOLDER PHOTO

Opportunity Areas

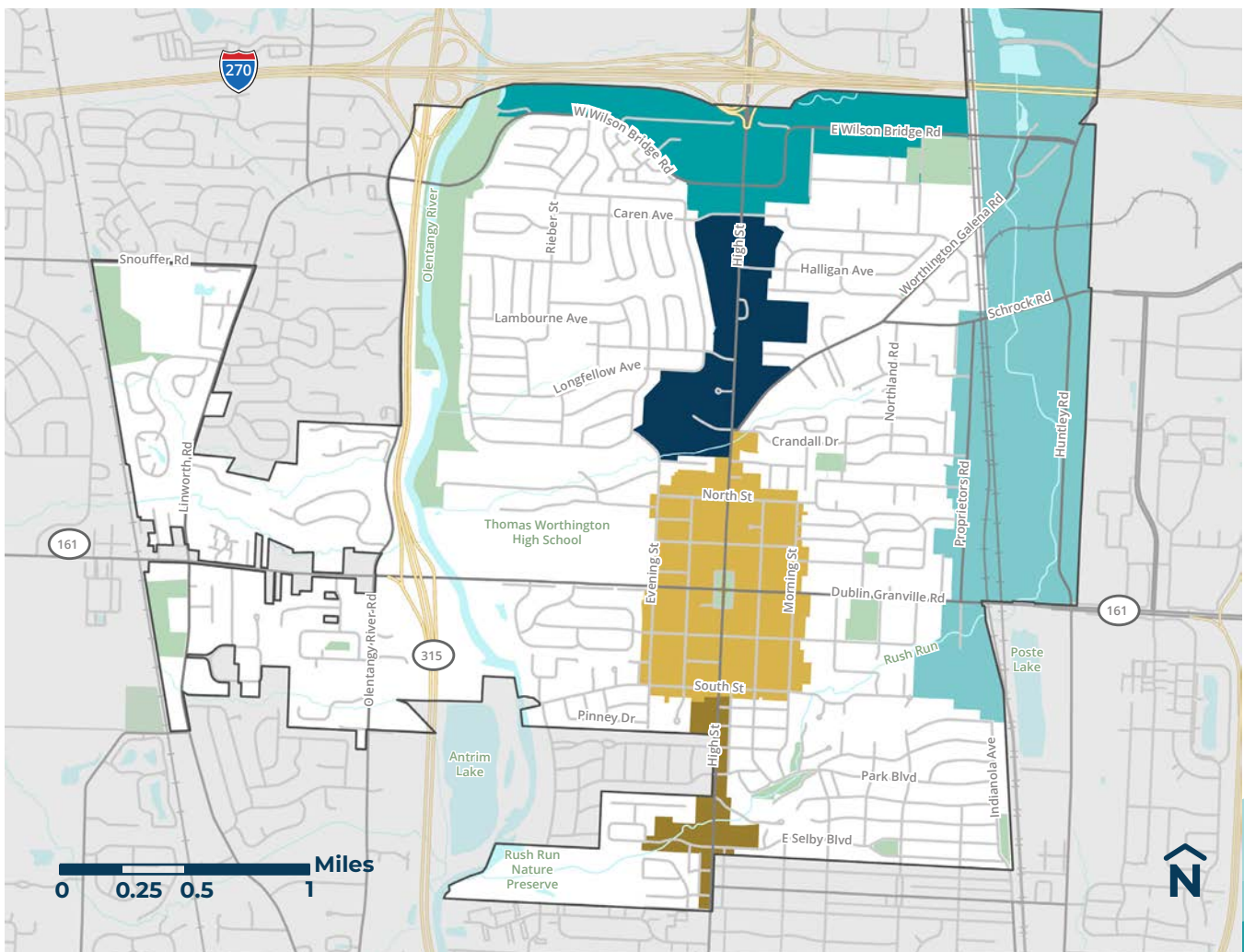
This chapter provides geographic guidance for areas where change is anticipated, encouraged, or should be strategically managed. These areas build upon the Citywide Strategic Priorities and translate them into place-specific direction.

Each Opportunity Area includes:

- Strategic Role
- The Area Today
- Strategic Direction
- Public Space, Land Use and Character
- Mobility and Connectivity

The Opportunity Areas are:

- WILSON BRIDGE**
- NORTH HIGH**
- OLD WORTHINGTON**
- SOUTH HIGH**
- FORGE FIELDS / NORTHEAST**



Wilson Bridge Opportunity Area

STRATEGIC ROLE

The Wilson Bridge area is Worthington's primary economic engine and one of its most significant reinvestment corridors. It serves as the City's front door from I-270 and is positioned to evolve into a walkable, employment-focused mixed-use district that strengthens the tax base while signaling arrival into Worthington.

This corridor can accommodate greater intensity than most other areas of the City, provided development transitions carefully to adjacent neighborhoods and infrastructure capacity is aligned with redevelopment timing.

THE AREA TODAY

Wilson Bridge corridor features a concentration of office, retail, medical, and commercial uses that generate a substantial portion of the City's income tax revenue.

The corridor remains auto-oriented in form, with wide roadway sections, large surface parking lots, and limited pedestrian comfort in many segments. While regional visibility and access are strong, walkability and cohesive placemaking are inconsistent.

The Shops at Worthington Place (Mall) property represents the largest single redevelopment opportunity in the corridor. A redevelopment plan was previously approved; however, market conditions have delayed implementation. The site remains a long-term reinvestment opportunity whose timing will depend on financing, tenant demand, infrastructure coordination, and broader economic trends.

In addition, a regional developer has recently acquired multiple aging office properties along the corridor, signaling incremental reinvestment potential. Over time, change may occur through a combination of catalytic redevelopment at major sites and repositioning of underperforming office properties.

Aerial view of W Wilson Bridge area from the Olentangy Parklands



STRATEGIC DIRECTION

1. **Advance coordinated reinvestment in major redevelopment sites.** Work proactively with property owners and development partners to align proposals with corridor design expectations, multimodal improvements, fiscal goals, and infrastructure capacity.
2. **Support higher-intensity employment and vertical mixed-use development in appropriate locations.** Encourage buildings that bring activity to the street while strengthening income tax performance and long-term fiscal sustainability.
3. **Integrate shared parking, structured parking, and coordinated stormwater strategies.** Reduce excessive surface parking over time and promote shared facilities that support more efficient land use.
4. **Implement corridor design improvements incrementally.** As redevelopment occurs, streetscape enhancements should be incorporated to improve connectivity over time.
5. **Align redevelopment sequencing with fiscal capacity.** Prioritize improvements and partnerships that deliver clear public benefit and ensure that redevelopment supports maintenance costs long-term.



The Shops at Worthington Place



Existing office



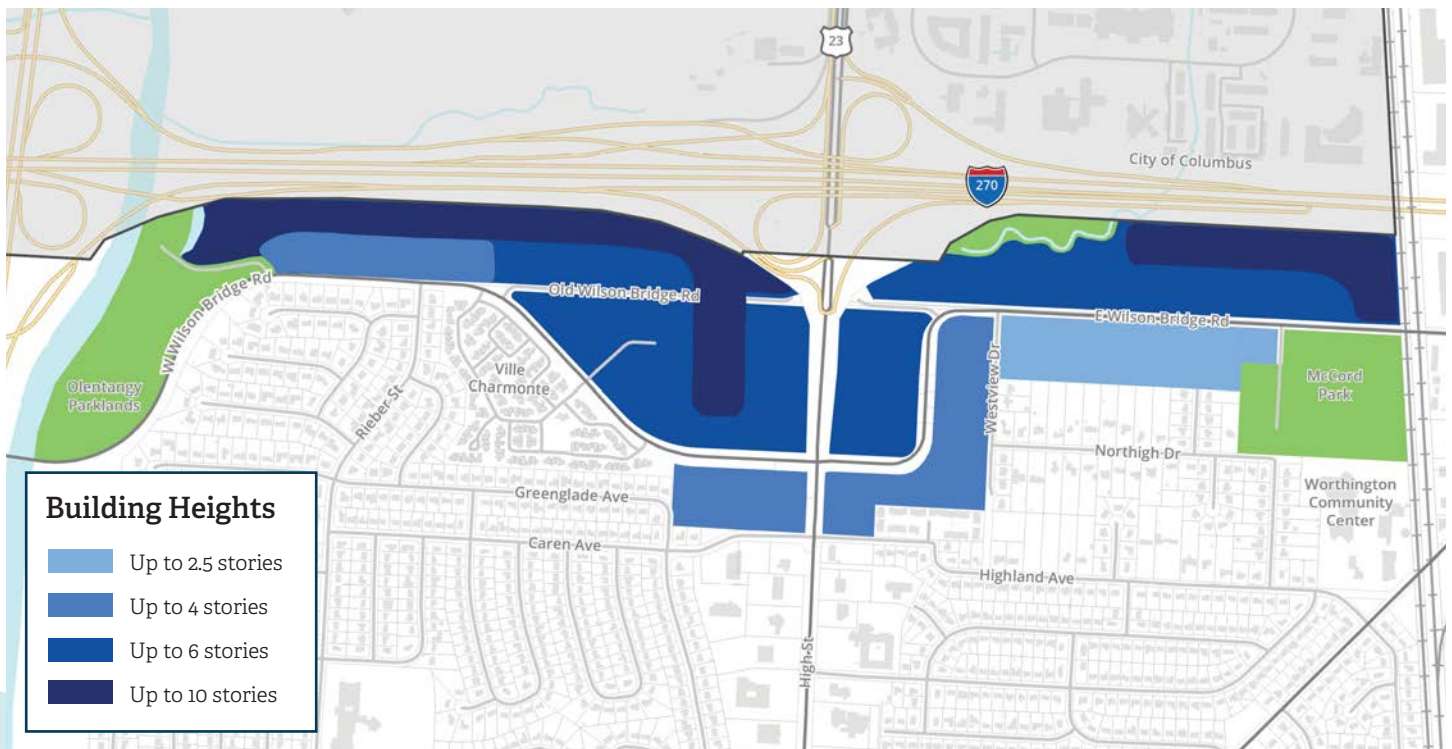
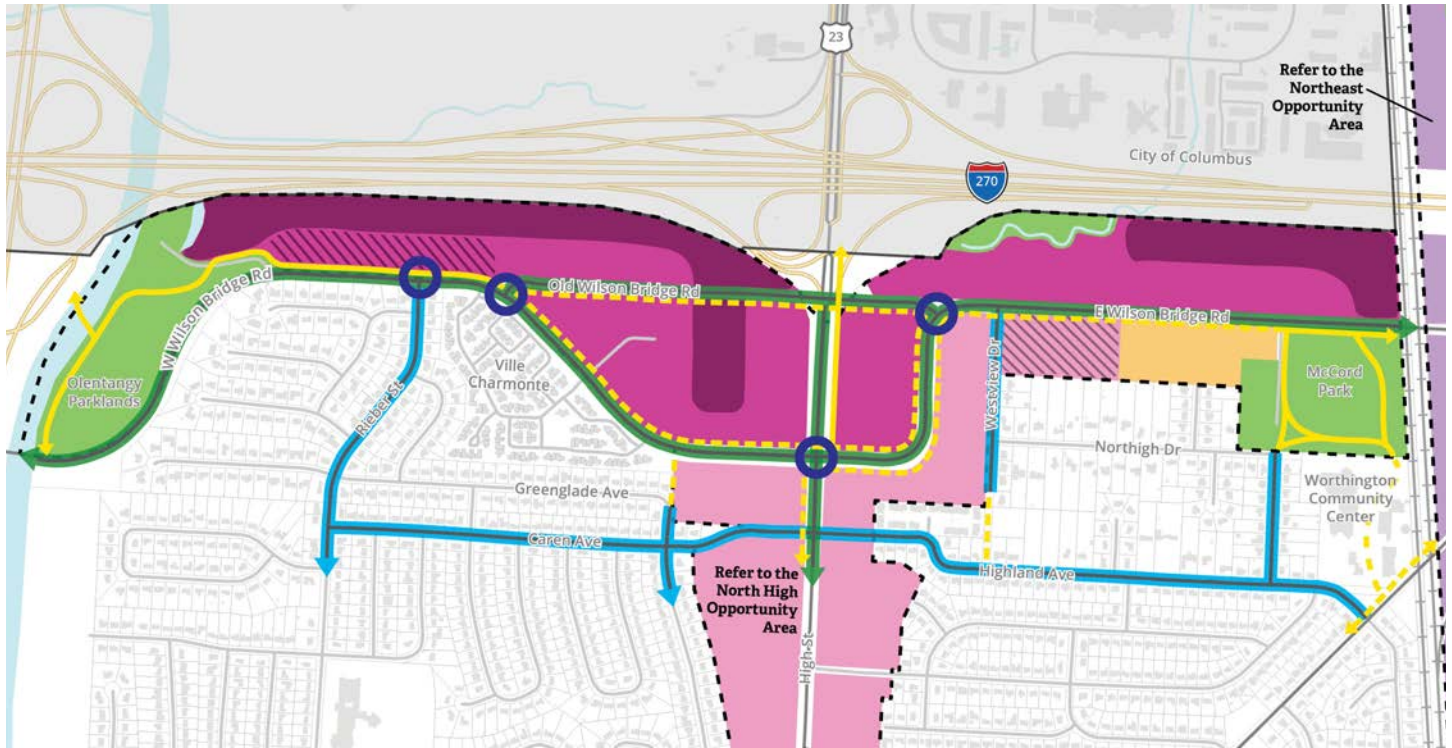
Olentangy Trailhead at W Wilson Bridge Rd



Worthington Gateway

Future Land Use

- Wilson Bridge Mixed Use General
- Wilson Bridge Mixed Use Core
- Wilson Bridge Mixed Use Edge
- Corridor Mixed Use General
- Corridor Neighborhood Office
- Residential, Attached
- Parks and Green Space
- Potential Intersection Improvements
- Potential Streetscape Improvements
- Active Transportation Routes
- Existing Multi-use Paths
- Potential Multi-use Paths



Public Space & Placemaking Vision

As redevelopment occurs, new investment should create a network of publicly accessible spaces (owned publicly and privately) that support gathering, events, and daily activity. These elements include:

- Plazas, small greens, and social spaces
- Outdoor dining opportunities
- High-quality materials, particularly in the public realm
- Native landscaping and large canopy trees
- Multi-use paths through the developments connecting east-west and to existing neighborhoods



Social plaza space



Small social green



Outdoor dining



Space for community events



Multi-use paths through developments



Canopy trees

Land Use & Character Guidance

The areas shown on the concept map apply the Citywide future land use types. Within the area, additional direction is provided to clarify how building scale, site design, and the public realm should reinforce the area's role as a gateway, employment center, and destination. Each future land use type depicted on the map is called out below with the corresponding map color.

WILSON BRIDGE MIXED USE GENERAL

- A broad mix of employment, hospitality, supporting residential and retail is appropriate.
- Development intensity should support structured parking. Building heights range from 3 to 6 stories.
- Office and job-generating uses should be a primary component of the area. Uses may be mixed vertically within buildings with office or residential above ground-floor commercial, or mixed horizontally across a connected campus-like site.



4-story office



4-story mixed use

WILSON BRIDGE MIXED USE CORE

- The most intense portion of the corridor centered on the Worthington Mall and including highly visible sites along I-270.
- Employment-focused including office, mixed-use with an office emphasis, or hotel.
- Greatest height and density in the corridor are appropriate here. Generally, 6 to 10 stories, depending on site configuration, access, and transitions.



High North (Worthington Mall Redevelopment)



6-story mixed use office

WILSON BRIDGE MIXED USE EDGE

- Areas fronting on West Wilson Bridge Road across from established residential areas.
- Uses should focus on smaller office, attached residential, live-work, or neighborhood-scale commercial.
- Development here should provide a transition in scale to nearby neighborhoods, with building heights typically 3 stories with flexibility based on building and site design and location.



3-story mixed use



3-story townhome

CORRIDOR MIXED USE GENERAL

- A mix of employment uses with supporting retail and limited residential is appropriate.
- Redevelopment should orient buildings to the street to frame a safe and appealing pedestrian experience, with building heights ranging from 2 to 4 stories.
- Due to smaller parcels and lower building heights, structured parking is unlikely to be feasible. Shared parking should be located behind buildings.



Appealing pedestrian experience: buildings oriented to the street, wide sidewalks, incorporated green space, and parking behind buildings

CORRIDOR NEIGHBORHOOD OFFICE

- In this area of E Wilson Bridge Road, building scale should be reduced as a transition to nearby neighborhoods.
- Small office buildings up to 2.5 stories are appropriate for this area.
- Parking should be located behind buildings and shared when possible.



2-story office

RESIDENTIAL, ATTACHED

- While this character type includes building heights up to 3 stories, appropriate heights for this area are 2 to 2.5 stories.
- Recent developments like Granby Place (shown here) illustrate an appropriate future character for this area.



Granby Place 2-story stacked townhomes

Mobility & Connectivity

CORRIDORS

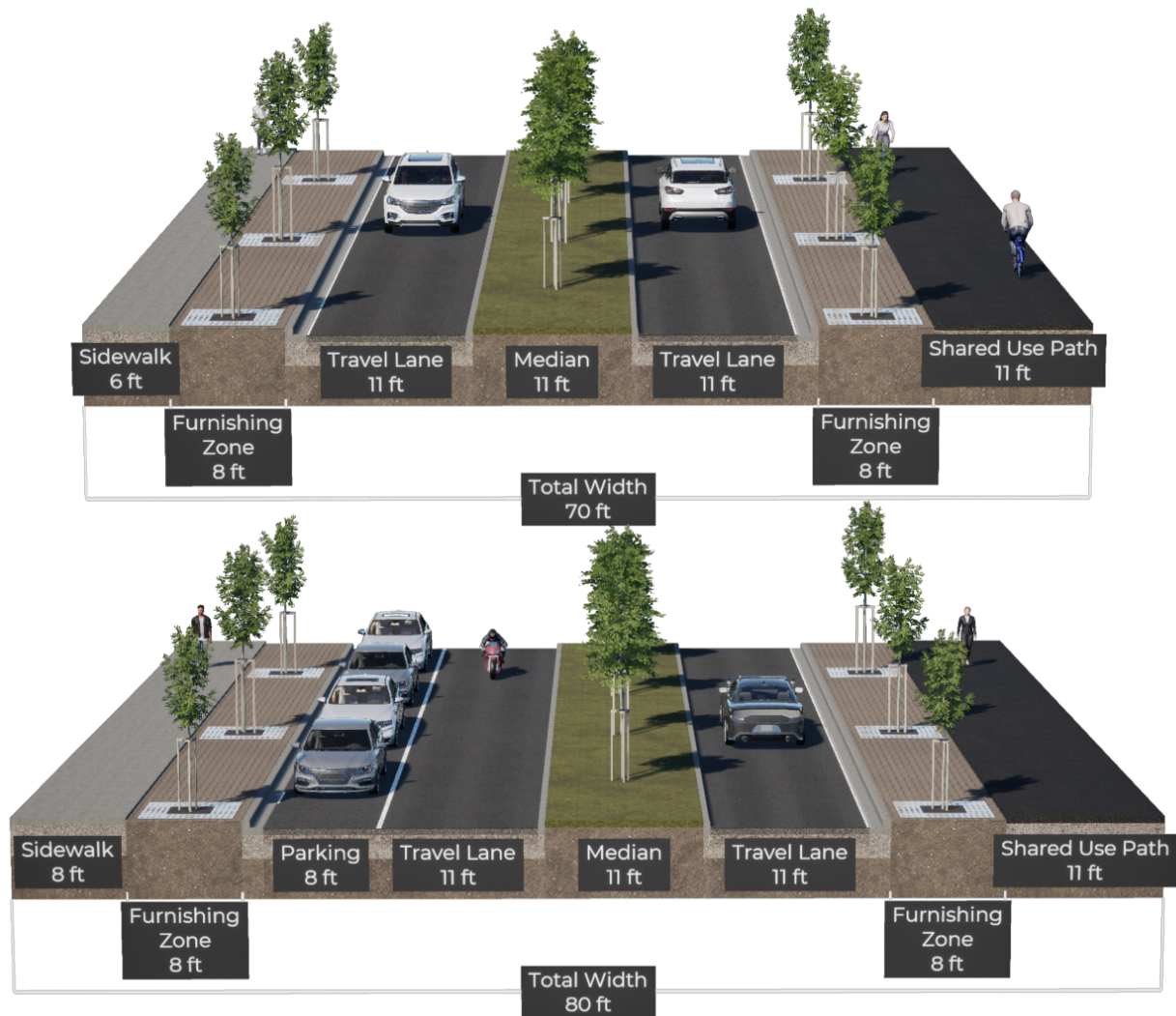
Wilson Bridge Road

Wilson Bridge Road is a critical corridor for the City as it is one of two east-west connections along with SR161. Wilson Bridge Rd is expected to see significant redevelopment to a more mixed use and walkable development pattern which requires changes in design of the roadway to support an active, pedestrian-focused area.

Wilson Bridge Road is designated as a Mixed Use Avenue typology in the Thoroughfare Plan.

Key Roadway Elements

- 70' min. and 80' max. right-of-way
- 10' to 11' travel lanes
- Street parking where possible
- Enhanced streetscape: street trees, medians, pavers
- Active transportation: sidewalks, wide furnishing zones, shared use paths



Wilson Bridge Rd typical roadway section for 70' and 80' of Right-of-Way

INTERSECTIONS

High St & Wilson Bridge Rd

This intersection was identified in the Mobility & Connectivity chapter as a high-risk intersection for crash safety. Additionally, this intersection is the primary entry point to the Wilson Bridge Opportunity Area and a gateway to the City of Worthington. As of 2026, a feasibility study for this intersection is currently underway.

Intersection Enhancements

- Dedicated turn lanes
- Curb extensions
- Protected intersections
- Refuge islands
- Leading pedestrian intervals
- Pedestrian scramble phase
- Bicycle and pedestrian passive detection
- Longitudinal bar or ladder-style crosswalk markings



Curb extension or bumpout



Protected intersection for bike and pedestrian crossings

Wilson Bridge Rd & Rieber St

This intersection was also identified as a high-risk intersection, though with fewer crashes and traffic volumes. This intersection provides access to proposed mixed use redevelopment, existing residential neighborhoods, and the Olentangy Trail via the shared use path along Wilson Bridge Rd.

Intersection Enhancements

- Dedicated turn lanes
- Curb extensions
- Raised crosswalks or intersection
- Refuge islands
- No turn on red
- Leading pedestrian intervals or dedicated crossing phase
- Longitudinal bar or ladder-style crosswalk markings



Pedestrian refuge islands



Raised crosswalk

North High Street Opportunity Area

STRATEGIC ROLE

North High serves as a transitional corridor between Old Worthington and larger-format commercial areas to the north. Two major reinvestment sites anchor the long-term evolution of North High, while incremental redevelopment along smaller parcels should improve walkability and reinforce a cohesive mixed-use character.

THE AREA TODAY

North High reflects suburban development patterns, including deeper building setbacks, front-loaded parking, and fragmented parcel ownership. While the corridor includes important civic and institutional anchors, its physical form does not consistently support walkability or cohesive placemaking.

Two major reinvestment sites anchor the long-term evolution of North High:

1033 High Street.

This more than 40-acre property represents one of the largest remaining undeveloped tracts in Worthington and has long held symbolic and strategic importance. Historically part of a larger orchard property that was sold to support

the United Methodist Children's Home mission, the site has been the focus of sustained public attention for more than a decade.

In 2012, a proposed grocery-anchored development generated significant community dialogue and ultimately led to a Comprehensive Plan amendment emphasizing holistic master planning, preservation of Tucker Creek, meaningful and connected green space, and clear transitions to surrounding neighborhoods. Subsequent updates in 2014 and 2022 reaffirmed guiding principles including environmental protection, context-sensitive housing, coordinated internal street networks, and long-term fiscal sustainability.

More recently, a mixed-use rezoning proposal was denied by City Council and remains subject to ongoing litigation. As a result, the site's ultimate redevelopment form and timing remain uncertain. However, its size, location, and visibility along High Street ensure that any future proposal will have substantial influence on the character, housing mix, environmental outcomes, and fiscal performance of North High.



City Hall



The Bickford of Worthington

6700 North High Street.

This former corporate campus represents a significant reinvestment opportunity. As market conditions shift for traditional office space, the site may transition to a more flexible mix of employment, residential, or supporting uses over time. Its visibility and scale position it as an important contributor to corridor identity and fiscal performance.

Outside of these two sites, most parcels are smaller and independently owned. Fragmented ownership suggests that change will occur incrementally rather than through comprehensive assembly, reinforcing the need for coordinated access management and shared parking strategies.

STRATEGIC DIRECTION

The following statements of intent apply to the entire opportunity area.

1. **Support a mix of office, retail, residential, and supporting uses.**
Encourage employment-generating uses as the primary driver of fiscal performance while allowing complementary retail, service, and residential uses. Residential development, supports housing choice

and activates the corridor while remaining compatible with long-term fiscal goals.

2. **Support gradual redevelopment that brings buildings closer to the street.**
Shift over time from deep setbacks and front-loaded parking toward buildings that frame High Street, with parking located to the side or rear.
3. **Punctuate High Street with visible plazas and green spaces through varied setbacks.**
Avoid a continuous street wall; instead, frame visible and usable green spaces that enhance character and pedestrian comfort.
4. **Strengthen pedestrian and bicycle connections to Old Worthington.**
Improve sidewalks, crossings, lighting, and landscaping, and add new multi-use paths, to create a cohesive link between North High and the historic core.
5. **Encourage shared access and strategic parcel consolidation where feasible.**
Promote coordinated driveways, shared parking, and voluntary parcel assembly to create conditions that support redevelopment over time.

High St near the office building at 6700 North High St



Major Reinvestment Sites – Site-Specific Direction (1033 High and 6700 North High)

The following principles apply to both major reinvestment sites and should guide any future redevelopment proposals:

1. **Concentrate mixed-use development along High Street.**
 - Focus higher-intensity and non-residential uses along the High Street frontage.
 - Frame High Street with buildings that create a defined and walkable edge.
 - Incorporate shared parking strategies or structured parking where appropriate to support vertical mixed-use development.

CORRIDOR MIXED USE

The High Street corridor includes many different site conditions, owners, and ages/conditions of existing buildings. Transforming the corridor will occur incrementally and involve a mix of complete redevelopment on some sites and retrofit and infill development in other sites.



Complete redevelopment.

Large sites under a single owner where existing buildings are not feasible for reuse could be completely redeveloped. Such redevelopment would include a mix of uses with buildings addressing High Street and creating usable public space.



Retrofit.

In other areas, existing buildings may be retrofitted while underutilized portions of sites including surface parking areas see new development. New mixed use development could address High Street, while existing buildings set back behind large green areas could create intentionally designed green spaces.

2. **Emphasize meaningful and connected green space.**

- Prioritize usability and amenity value over raw acreage.
- Protect environmental features, including the creek corridor, and clearly establish permanent no-build areas.
- Ensure green spaces are visible from public streets and integrated into the overall site design.
- Create internal trail or pedestrian systems that connect to surrounding neighborhoods where appropriate.



Tucker Creek Park and Preserve. Green space could take various forms but should include both a preserved natural area and a usable public park space. This illustration shows approximately five acres of passive preserve around Tucker Creek and another six acres of active park space.



Connected Greenways. Public trails and landscaped linear green spaces should connect through the area and between existing neighborhoods and High Street.



Civic Green/Plaza. Mixed use development along the west side of High Street creates an opportunity for a park/plaza for community gathering across from City Hall.

3. Include a mix of housing types that respect context.

- Provide housing options that serve a range of community needs.
- Use lower-intensity housing types, such as townhomes or duplexes, as transitions near existing neighborhoods.
- Locate higher-intensity residential uses closer to High Street and internal mixed-use areas.

4. Require clear transitions to surrounding neighborhoods.

- Step down building height and mass toward residential edges.
- Use green space, local streets, landscape buffers, and lower-intensity building forms to create compatible edges.
- Ensure buildings along neighborhood boundaries reflect residential scale and orientation.



Residential Transition and Connection. New residential areas should transition in scale to be compatible with existing neighborhoods. Multi-use paths can connect existing neighborhoods to the green spaces and mixed use areas found in new development.

Appropriate Housing Types

RESIDENTIAL, SUBURBAN



Cottage courts

RESIDENTIAL, ATTACHED



Duplex or Multiplex

CORRIDOR MIXED USE



Multi-family buildings



Small-lot single family homes



Townhomes



Multi-family within mixed use

5. Improve connectivity while minimizing cut-through impacts.

- Provide pedestrian and bicycle connections to surrounding neighborhoods and destinations.
- Limit vehicular access points that could increase regional through-traffic.
- Design internal connections to feel local and context-sensitive rather than functioning as regional shortcuts.

6. Provide public benefit with long-term fiscal responsibility.

- Ensure new development contributes proportionately to infrastructure, public amenities, and ongoing maintenance costs.
- Recognize each site’s role in providing citywide public benefits, including housing choice, environmental protection, and economic vitality.
- Seek development outcomes that demonstrate a net-positive fiscal impact over time.

Development program and fiscal impact (1033 High Street)

Below is an illustrative development program providing a low and high estimate for the net annual fiscal impact of a development at 1033 High Street on the City's finances. This site is bounded to the east by High Street, west by the existing homes on Evening Street, south by Tucker Creek, and north by Longfellow Avenue/Larrimer Avenue. This illustration assumes that the existing United Methodist Center West Ohio Conference building and the Bickford of Worthington would remain, excluding them from the calculation.

The intent of this illustration is to show one development program that would yield a consistent fiscal benefit for the City. More office space (more jobs or higher paying jobs) would lead to a larger annual benefit, while more residential units or retail space will reduce the net benefit.

Land Use Prototype	Yield Estimate	Net Annual Fiscal Impact	
		Low Estimate	High Estimate
Mixed Use (Office with 25% or less Retail)	200k - 300k sq. ft.	\$861k	\$1,292k
Multi-Family Residential (within Mixed Use)	150 - 200 units	-\$316k	-\$421k
Attached Residential (like Townhomes)	100 - 150 units	-\$305k	-\$457k
Single-Family Residential	20 - 30 units	-\$64k	-\$96k
Active Park Space	2 - 6 acres	*	*
Trails, Greenways, and Civic Plaza	4 - 5 acres	*	*
Tucker Creek Nature Preserve Area	5 acres	*	*
	Overall	\$176k	\$318k

*Net annual fiscal impact estimates are not shown for parks and green space areas because the impact of those areas is highly dependent on what amenities are included and who owns and maintains them.

7. Reflect Worthington's character in architecture and landscape.

- Use high-quality, durable materials and authentic design approaches.
- Organize building form, placement, and massing to reinforce a coherent and pedestrian-scaled environment.
- Incorporate generous tree canopy and coordinated landscaping throughout the site.

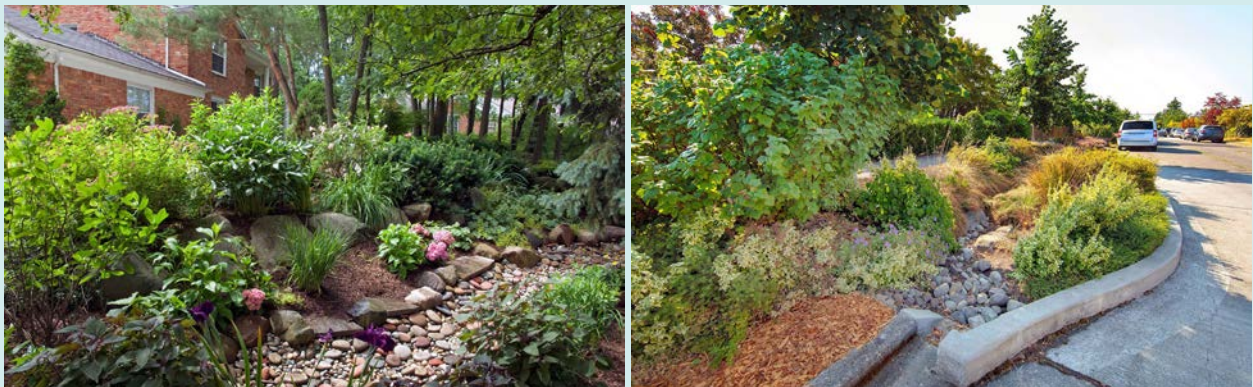
8. Integrate visible, low-impact environmental features.

- Use low-impact development techniques to manage stormwater on site and protect downstream systems.
- Incorporate rain gardens, bioswales, permeable pavements, native plantings, and tree canopy as visible and functional components of the public realm.

Visible environmental features and quality materials



Pedestrian-scale environments with ideal building form, placement, massing, and high-quality materials



Low-impact stormwater management techniques like rain gardens (left) and bioswales (right)

Mobility & Connectivity

CORRIDORS

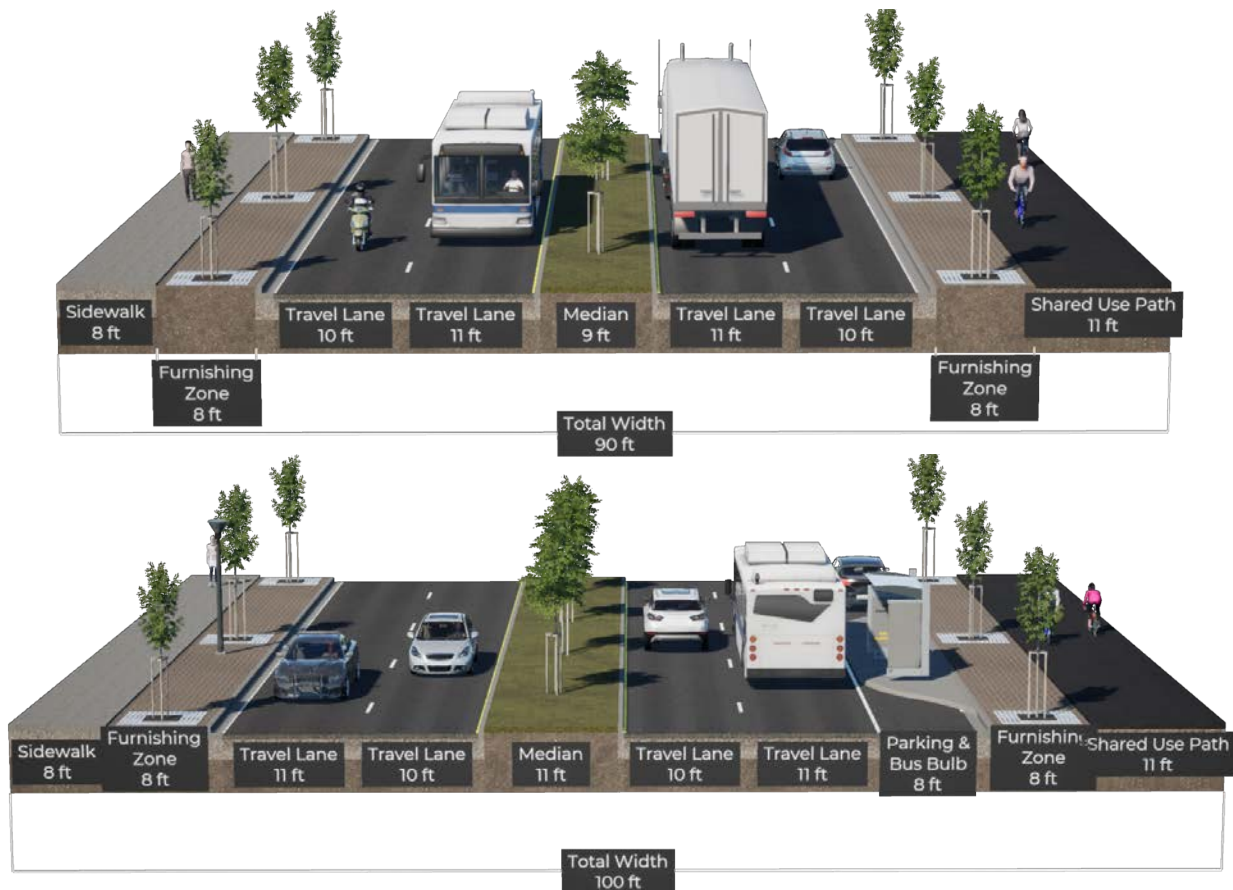
North High St

North High St's current roadway design does not support a walkable, mixed use environment as defined in the Strategic Direction. Sidewalks are narrow and close to moving traffic, marked crossings are far apart, transit stops lack shelters, and there are no dedicated bike facilities. Initiatives such as the Worthington Mile have proposed adding medians and a shared use path to support a more safe and comfortable environment for pedestrians and bicyclists. The below typical sections reflect these elements in their design.

High St is designated as a Mixed Use Boulevard typology in the Thoroughfare Plan.

Key Roadway Elements

- 90' min. and 100' max. right-of-way
- 10' to 11' travel lanes
- Street parking where possible
- Enhanced streetscape: street trees, medians, pavers
- Active transportation: sidewalks, wide furnishing zones, shared use paths
- Transit: bus shelters, bus bulbs



High St typical roadway sections for 90' and 100' of Right-of-Way

INTERSECTIONS

High St and Worthington Galena Rd

This intersection was identified in the Mobility & Connectivity chapter as a high-risk intersection for crash safety. This intersection is complex due to the sharp angle of Worthington Galena and the proximity of Crandall Drive to the intersection. Additionally, this intersection provides access to a large undeveloped parcel that is the focus of reinvestment.

The intersection's current alignment can be improved using the methods listed below, however, the current alignment causes several operational and safety issues that can only be solved by larger changes. Since the properties northeast of the intersection are owned by the City, there may be opportunities to realign Worthington Galena Rd so that it meets High St at a perpendicular angle without the need to acquire private property. However, these changes require significant study of the feasibility of shifting the roadway as well as the implications on City properties and services.

While more significant changes are being studied, temporary improvements can be made using inexpensive materials such as paint, parking curbs, and flex-posts. This is also an opportunity to evaluate the effectiveness of these countermeasures to inform the planning process.



Temporary curb extensions at an intersection using paint (left), and same intersection after permanent infrastructure was installed (right)

Intersection Enhancements

- Dedicated turn lanes
- Curb extensions
- Protected intersections
- Refuge islands
- Leading pedestrian intervals
- Bicycle and pedestrian passive detection
- Quick-build or temporary safety enhancements



Passive bicycle detection and signage. Passive detection is most often accomplished through video cameras or induction loops.



Old Worthington Opportunity Area

STRATEGIC ROLE

Old Worthington is the historic and symbolic heart of the community. Anchored by the Village Green and defined by a traditional grid street pattern, it functions as Worthington's Main Street district and primary civic gathering space.

THE AREA TODAY

North Old Worthington contains a mix of small-scale retail, restaurants, professional offices, institutional uses, upper-story residential, and historic homes within and adjacent to the commercial core. Building stock is generally one to three stories, with many contributing historic structures governed by Architectural Review District standards. The district's traditional grid street network and relatively shallow building depths reinforce its pedestrian-oriented scale.

Anchored by the Village Green, Old Worthington functions as the symbolic and civic center of the community. The Green hosts community events, seasonal markets, and civic gatherings that draw

residents and visitors from across the region. Public buildings, churches, and long-standing local businesses contribute to a strong sense of continuity and place.

Economically, Old Worthington serves as a niche Main Street district rather than a regional retail center. Many businesses are locally owned and destination-oriented, relying on foot traffic, events, and the area's historic identity. Upper-story offices and residential units contribute to daytime activity, though vacancies can fluctuate with broader market conditions.

The district benefits from strong identity and walkability that distinguish it from other commercial areas in the City. At the same time, it faces ongoing pressures typical of historic downtowns, including aging building systems, evolving retail patterns, accessibility expectations, and the need to balance reinvestment with preservation standards.

Aerial of Old Worthington



High Street functions as both a historic Main Street and a regional north–south corridor. Traffic volumes, pedestrian crossings, and event-related congestion require ongoing management to maintain safety and comfort for all users while preserving the intimate character of the district.

A recent parking study found that overall utilization is moderate under typical conditions, with peak demand concentrated in specific lots and during special events. This reinforces the importance of management strategies, shared parking coordination, and wayfinding improvements before expansion of supply.



The Village Green



High St crossing south of the Village Green

Strategic Direction

1. **Support development and adaptive reuse that respect and celebrate Old Worthington's historic character.** Encourage sensitive infill, upper-story residential, accessory dwelling units (ADUs), small multi-family homes, and compatible commercial or hospitality uses in line with Architectural Review District standards.
2. **Establish a clear rehabilitation preference for contributing structures.** Properties within or adjacent to the Architectural Review District that contain contributing historic structures should be evaluated for rehabilitation and adaptive reuse potential before demolition is considered.
3. **Protect the Village Green as the civic and symbolic heart of the community.** Ensure adjacent development and public realm decisions reinforce its historic scale, openness, and role as a gathering space.
4. **Encourage active ground-floor uses along High Street.** Prioritize storefront retail, dining, and other pedestrian-oriented uses at street level.
5. **Maintain the prevailing one- to three-story scale along High Street.** Ensure infill and additions respect established building heights and view corridors.
6. **Strengthen pedestrian and bicycle connections to surrounding neighborhoods.** Improve sidewalks, crossings, and traffic calming measures to reinforce Old Worthington as a walkable destination.
7. **Manage parking strategically and expand supply only if clearly justified.** Implement shared parking agreements, time management, enforcement, and wayfinding before pursuing new supply. Consider structured parking only if demand projections and fiscal analysis demonstrate clear need and long-term feasibility.

Future Land Use

- Old Worthington Core
- Corridor Transition
- Residential, Old Worthington
- Parks and Green Space
- Potential Intersection Improvements
- Potential Streetscape Improvements
- Active Transportation Routes
- Existing Multi-use Paths
- Potential Multi-use Paths



Public Space & Placemaking Vision

As this area already exemplifies high-quality public space and placemaking, new investment should maintain and enhance the existing network of public and publicly accessible spaces that support gathering, events, and daily activity. These elements include:

- Preservation and expansion of the tree canopy
- Continued protection of the Village Green
- Comfortable pedestrian zones with seating and lighting
- High-quality, durable materials consistent with the historic character
- Public art
- Year-round programming



Existing tree canopy in the Village Green



Wide sidewalks with seating and lighting

Land Use & Character Guidance

The areas shown on the concept map apply the Citywide future land use types. Within the area, additional direction is provided to clarify how building scale, site design, and the public realm should reinforce the area's role as the historic and cultural center of Worthington. Each future land use type depicted on the map is called out below with the corresponding map color.

OLD WORTHINGTON CORE

- Worthington's cherished historic center, primarily made up of retail and office spaces with some residential mixed in.
- Priority should be placed on maintaining the desirable existing conditions of much of this area with strategic redevelopment where appropriate.
- When redevelopment and infill occur in this area, it should have the same scale and aesthetics as the area today. Examples of appropriate redevelopment in the past 20 years include Dewey's Pizza and the commercial buildings near the intersection of North Street and High Street.



Dewey's Pizza near New England Ave and High St



2-story commercial building near North St and High St

CORRIDOR TRANSITION

- This transition area north of the Old Worthington Historic District should evolve through gradual redevelopment to echo desirable characteristics of the Old Worthington Core.
- Redevelopment should create wide pedestrian spaces with active ground floors that have real street access, avoiding inoperable entrances or long building frontages without activity.



2-story mixed use

RESIDENTIAL, OLD WORTHINGTON

- The neighborhood areas of the City's original plat could expand housing availability through appropriate, historically-scaled housing, such as accessory dwelling units (ADUs), two-family homes, and four-family homes.
- ADUs add an additional housing unit to an existing home's lot and can look like a small cottage or a carriage house above a garage.
- The Hartford at Stafford Village represents a high-quality, context-sensitive redevelopment project that gently increased the density to provide needed expanded senior housing options.



The Hartford at Stafford Village



Existing carriage house



Existing four-family home

Mobility & Connectivity

CORRIDORS

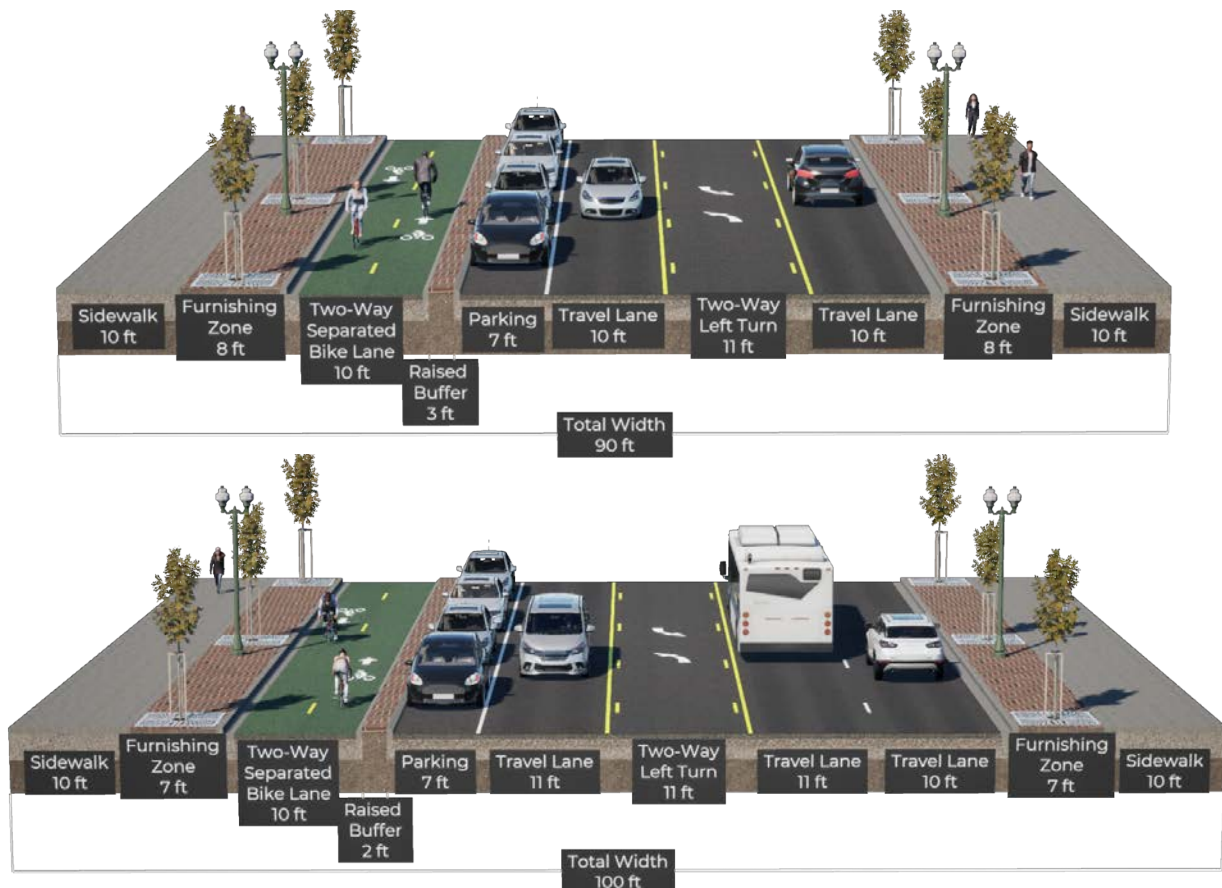
High St

High St serves as the historic Main Street for Old Worthington. It serves not only a transportation function but as a critical public space for the community. The typical sections for this roadway typology emphasize wide sidewalks, historic materials, street parking, dedicated bike infrastructure, and traffic calming.

High St is designated as an Old Worthington Boulevard typology in the Thoroughfare Plan.

Key Roadway Elements

- 90' min. and 100' max. right-of-way
- 10' to 11' travel lanes
- Street parking where possible
- Enhanced streetscape: street trees, brick pavers
- Active transportation: wide sidewalks, separated bike lanes



High St typical roadway sections for 90' and 100' of Right-of-Way

INTERSECTIONS

High St & Dublin-Granville Rd

High St & Dublin-Granville Rd is a major intersection for the City of Worthington. High St and Dublin-Granville Rd are the primary north-south and east-west corridors, respectively, through the City. They are also the primary connections to the region. This intersection is also the heart of Old Worthington and the location of the Village Green, which serves as Worthington's town square.

Intersection Enhancements

- Dedicated turn lanes
- Curb extensions
- Protected intersections
- Raised crosswalks or intersections
- Refuge islands
- Bike boxes
- Leading pedestrian intervals
- Pedestrian scramble or all-walk phase
- Bicycle and pedestrian passive detection

High St & South St

High St & New England Ave

W Dublin-Granville Rd & Evening St

E Dublin-Granville Rd & Hartford St

These minor intersections with High St and Dublin-Granville Rd were also identified as high-risk intersections. As these are neighborhood streets crossing major roadways, they are strong candidates for additional pedestrian safety elements such as raised crosswalks, curb extensions, and refuge islands.

Intersection Enhancements

- Curb extensions
- Raised crosswalks or intersections
- Refuge islands
- Bike boxes
- Leading pedestrian intervals
- Bicycle and pedestrian passive detection



Pedestrian refuge island



Raised crosswalk



Curb extension or bumpout

South High Opportunity Area

STRATEGIC ROLE

South High functions as a transitional mixed-use corridor between Old Worthington and higher-intensity development in Columbus. Over time, it should evolve into a more walkable, vertically mixed-use environment that strengthens Worthington's southern gateway while carefully managing scale transitions and jurisdictional differences.

THE AREA TODAY

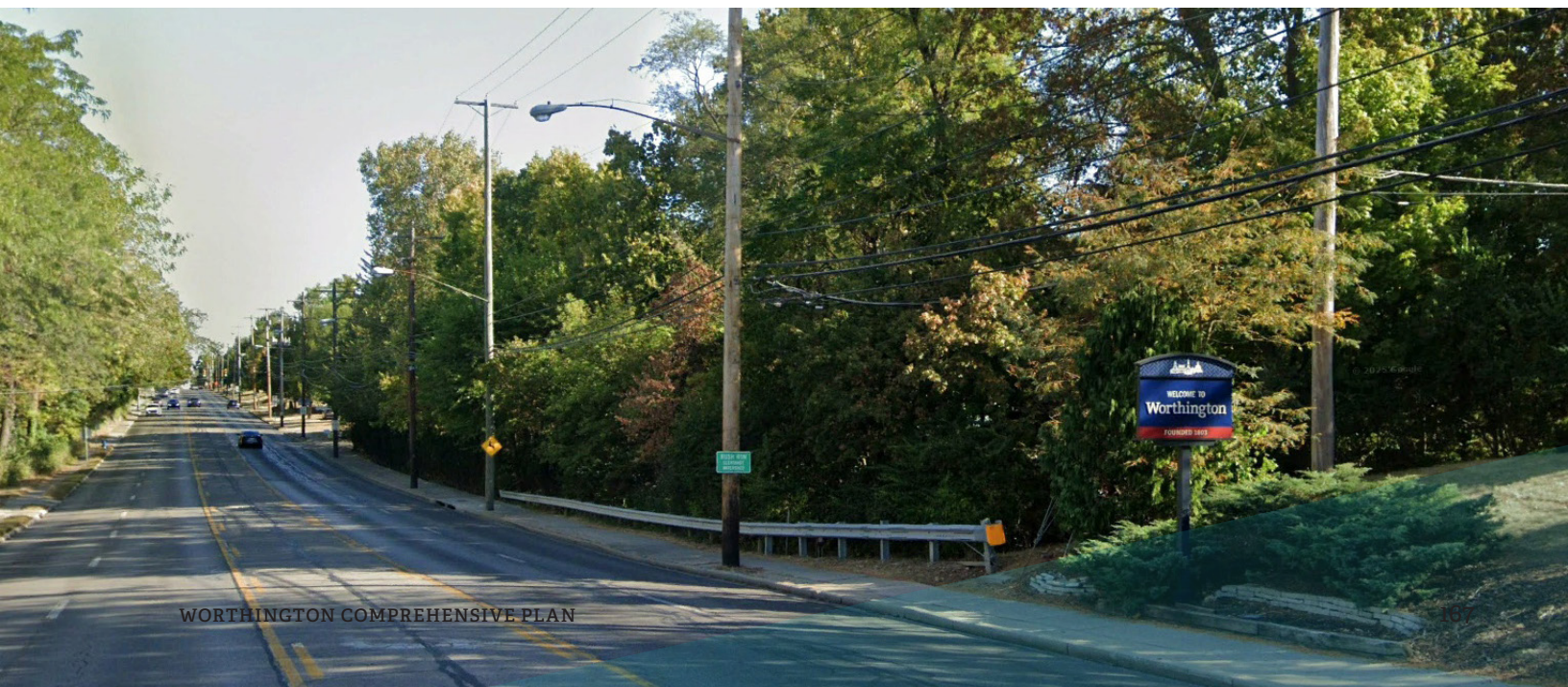
South High Street today reflects an auto-oriented suburban development pattern characterized by shallow parcels, multiple curb cuts, front-loaded parking, and buildings set back from the street. While several properties are underutilized, fragmented ownership and lot configuration make large-scale redevelopment unlikely without coordinated reinvestment.

The Village of Riverlea touches the western edge of the corridor mid-way along South High, introducing additional coordination considerations and sensitivity to adjacent residential neighborhoods.

In the southernmost portion of the corridor, south of Selby Boulevard, the west side of High Street lies within Worthington while much of the east side lies within the City of Columbus. Columbus recently adopted updated zoning through its Zone In initiative, permitting four-story mixed-use development with no required on-site parking in adjacent areas. This regulatory context creates both opportunity and development pressure, requiring Worthington to thoughtfully manage building scale, frontage character, and pedestrian conditions along its portion of the corridor.

Despite its auto-oriented form, South High benefits from proximity to Old Worthington and existing transit service. Its location positions it to absorb moderate redevelopment that introduces vertical mixed-use buildings, improved pedestrian environments, and stronger visual identity as a southern gateway into the community.

High St view facing north towards Old Worthington



STRATEGIC DIRECTION

- 1. Establish a clear southern gateway identity at High Street and Selby Boulevard.** Use building placement, architecture, landscaping, lighting, and public realm elements to signal arrival into Worthington and create a distinct sense of place.
- 2. Support true vertical mixed-use redevelopment over time.** Encourage buildings with active ground floors and residential or office uses above along High Street, while locating parking to the side or rear.
- 3. Transition building scale thoughtfully between districts.** Step building heights and massing between the historic scale of Old Worthington to the north and the four-story context permitted in Columbus to the south, ensuring compatibility with the scale and function of adjacent neighborhoods and Riverlea.
- 4. Expand and rebalance the public realm toward pedestrian comfort.** Where feasible, pursue wider sidewalks, street trees, enhanced lighting, and buffering from traffic to create a more walkable corridor environment.
- 5. Improve access management and frontage cohesion.** Reduce curb cuts, encourage shared driveways, and coordinate signage and landscaping to reduce visual clutter and improve safety.
- 6. Encourage incremental reinvestment that strengthens the tax base.** Support phased redevelopment and property improvements that sustain or increase the amount of employment space to yield a net fiscal benefit across the corridor.



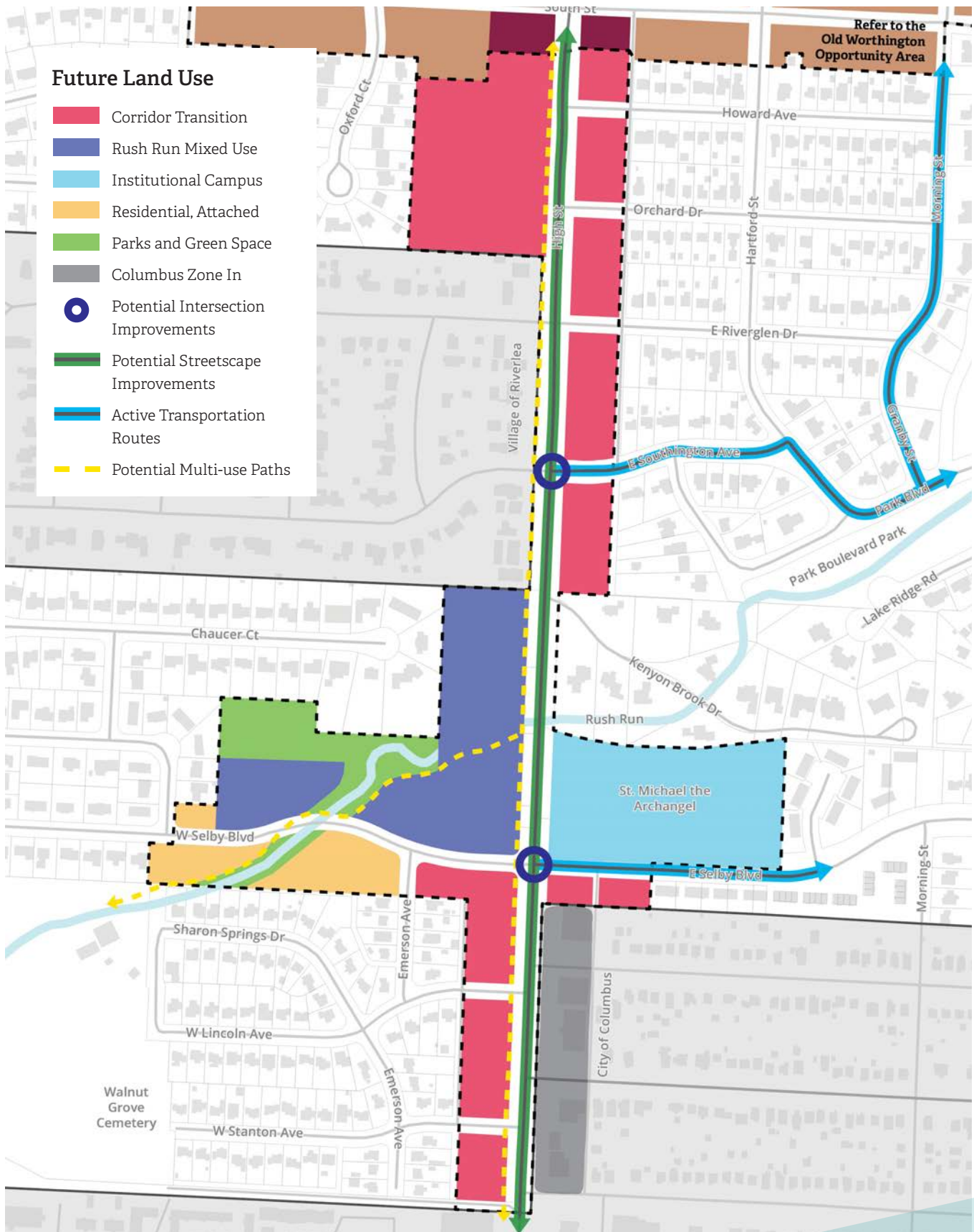
St. Michael the Archangel Catholic Church



Residences of Worthington Condo Complex



W Selby Ave near Rush Run



Public Space & Placemaking Vision

High Street is Worthington's civic spine. Along South High Street, the public realm should reinforce that identity by maintaining a comfortable pedestrian environment with generous sidewalks, street trees, and opportunities for seating and gathering.

Building Placement & Pedestrian Zone

New development should be oriented toward High Street and help define the corridor, but it need not create a continuous urban street wall.

Building placement may include:

- Modest setbacks that allow for expanded pedestrian zones
- Space for seating walls, landscaping, and outdoor dining
- A consistent building edge that reinforces enclosure while preserving openness

The goal is a street that feels walkable and well-defined, but not overly dense



Expanded pedestrian zone



Consistent building edge with modest setback

Mobility & Connectivity

CORRIDORS

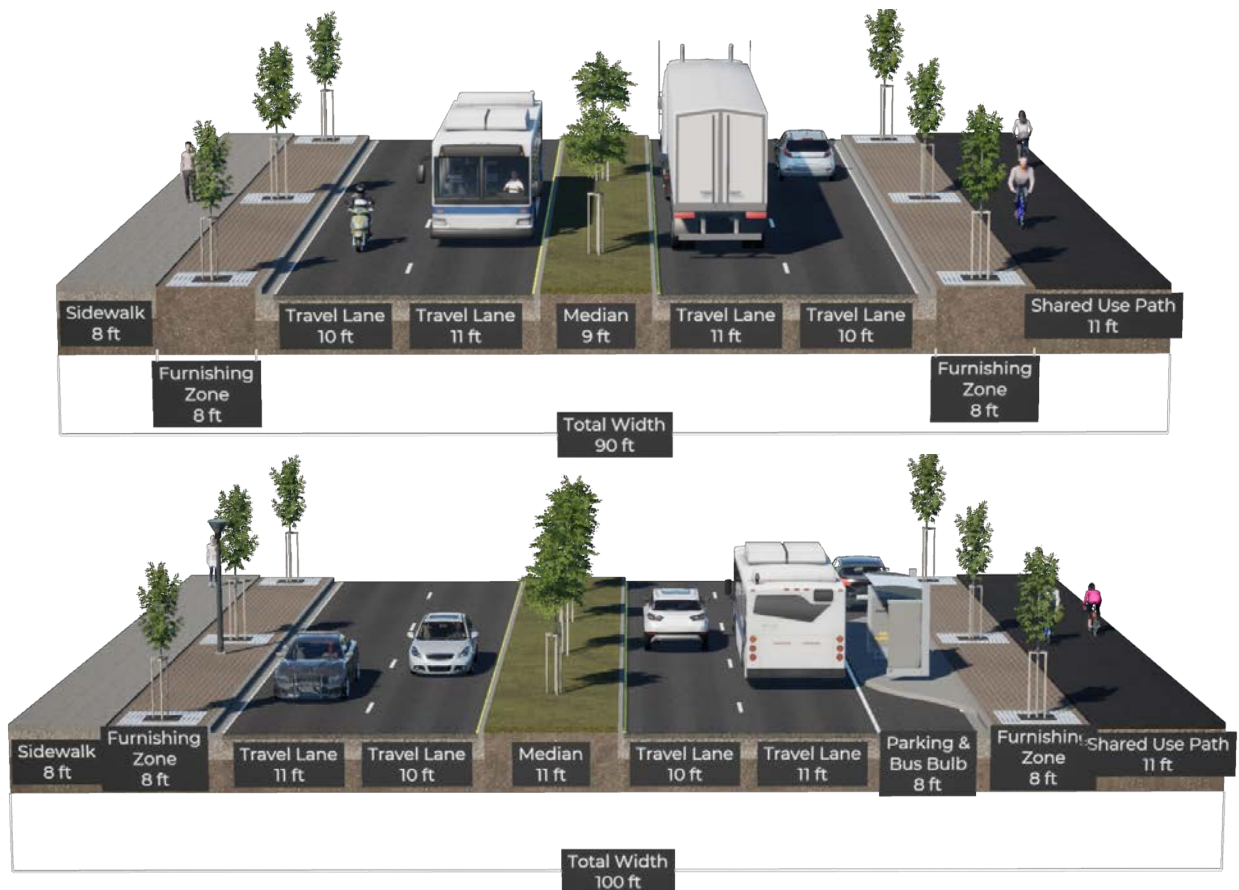
South High St

South of Old Worthington High St returns to a less walkable roadway design similar to High St north of Old Worthington. Development along this segment of High St transitions from historic residential and commercial structures to more traditional suburban strip development as it nears the border with Columbus. As traffic volumes are lower on this segment of High St, this may be an opportunity for lane reductions to allow for the reallocation of that space for parking, pedestrian, bicycle, or transit infrastructure.

South High St is designated as a Mixed Use Boulevard typology in the Thoroughfare Plan.

Key Roadway Elements

- 90' min. and 100' max. right-of-way
- 10' to 11' travel lanes
- Street parking where possible
- Enhanced streetscape: street trees, medians, pavers
- Active transportation: sidewalks, wide furnishing zones, shared use paths
- Transit: bus shelters, bus bulbs



High St typical roadway sections for 90' and 100' of Right-of-Way

INTERSECTIONS

High St & Selby Blvd

High St & E Lincoln Ave

These minor intersections with High St and were identified as high-risk intersections. Selby Blvd and Lincoln Ave distribute more traffic than other local streets and have higher rates of crashes. These intersections would benefit more than others from additional pedestrian safety elements such as raised crosswalks, curb extensions, and refuge islands. These are also key opportunities to enhance the streetscape in this area. High St & E Lincoln Ave would require additional coordination with the City of Columbus as E Lincoln Ave is part of Columbus.

Intersection Enhancements

- Dedicated turn lanes
- Raised crosswalks
- Curb extensions
- Protected intersections
- Refuge islands
- Leading pedestrian intervals
- Bicycle and pedestrian passive detection
- Quick-build or temporary safety enhancements



Protected intersection for safer bike and pedestrian crossings



Raised crosswalk



Quick-build or temporary curb extensions



Passive bicycle detection and signage. Passive detection is most often accomplished through video cameras or induction loops.

Land Use & Character Guidance

The areas shown on the concept map apply the Citywide future land use types. Within the area, additional direction is provided to clarify how building scale, site design, and the public realm should reinforce the area's role as a gateway and connection to Columbus. Each future land use type depicted on the map is called out below with the corresponding map color.

CORRIDOR TRANSITION GENERAL

- Primarily office and retail, with secondary residential. Typical building heights of 1 to 3 stories, with transitions to respect adjacent neighborhood areas.
- The existing short, walkable blocks and alley access should be utilized during redevelopment to minimize curb cuts and maximize the pedestrian space along High Street.
- Buildings should be oriented to the street with shared parking located behind.



Walkable commercial

RUSH RUN MIXED USE

- Mixed use and multi-family buildings of 2 to 4 stories are appropriate in this area, with opportunity for a coordinated redevelopment.
- Areas east of Rush Run along High Street should be mixed use and embrace the stream as a linear green space with outdoor dining and multi-use paths along the stream.
- Areas west of Rush Run along W Selby Boulevard should be residential and transition with respect to the existing adjacent neighborhoods.
- Active transportation (walking, biking) should be prioritized throughout the area.



Stream-oriented mixed use with multi-use path



3.5-story multi-family

RESIDENTIAL, ATTACHED

- Redevelopment in this area should create a mixed residential neighborhood, with buildings up to 3 stories.
- Duplexes, fourplexes, and townhomes are appropriate as a transition to the existing neighborhood to the west.
- Areas along Rush Run should become a passive green space to protect the stream and steep slope areas.
- Multi-use paths could run along the stream corridor to connect to the mixed-use development along High Street.



Townhome



Duplex

COLUMBUS ZONE IN

- Through the City of Columbus's Zone-In initiative, this area directly adjacent to Worthington has been upzoned to the Urban General 1 district, allowing buildings up to 4 stories with limited to no setbacks.
- The intent of this district is to create "...a predominantly walkable district comprised of attached and detached buildings, accommodating low and medium-rise buildings on smaller blocks and parcels."



Zone In descriptive illustration from Columbus's updated zoning code

Northeast Opportunity Area

STRATEGIC ROLE

The Northeast Opportunity Area is a strategic employment district positioned to support advanced industries and long-term economic diversification. Building on the adopted 2024 Northeast Area Plan, this area is intended to accommodate higher-value job growth in sectors aligned with the City's Target Industries while reinforcing Worthington's role within the broader regional economy.

This district is not envisioned as a residential-led mixed-use area. Its primary function is to preserve and strengthen employment capacity, modernize aging building stock, and ensure infrastructure readiness for innovation-oriented and supply-chain industries.

THE AREA TODAY

The Northeast Area contains a mix of light industrial, flex, office, and limited commercial uses with strong visibility and direct access to I-270 and regional freight corridors. Its location provides a competitive advantage for logistics-dependent industries, research and development activities, and advanced manufacturing uses.

Development patterns vary across the district. Some sites function as larger campus-style properties, while many others are divided into smaller, independently owned parcels. The 2024 Northeast Area Plan identified fragmented ownership and limited coordinated access as constraints to significant reinvestment in certain subareas. As a result, redevelopment potential varies significantly across the district and may require strategic consolidation in targeted locations.

The Northeast Plan identified several key opportunity subareas, including:

- **The Boundless Campus and Adjacent Properties.** A significant institutional and landholding presence that could evolve over time through coordinated master planning, modernization of facilities, and potential redevelopment of surplus or repositioned properties.
- **Aging Flex and Office Clusters.** Properties with repositioning potential to accommodate research and development, life science supply chain, light manufacturing, and related target industries.
- **Underutilized Industrial Parcels.** Sites capable of supporting higher employment intensity if infrastructure and access improvements are coordinated.

While regional access is strong, internal circulation, pedestrian connectivity between properties, stormwater systems, and coordinated streetscape character are uneven. In some locations, aging infrastructure and site design limit the district's ability to attract higher-value employment uses without reinvestment.



Ohio Railway Museum

STRATEGIC DIRECTION

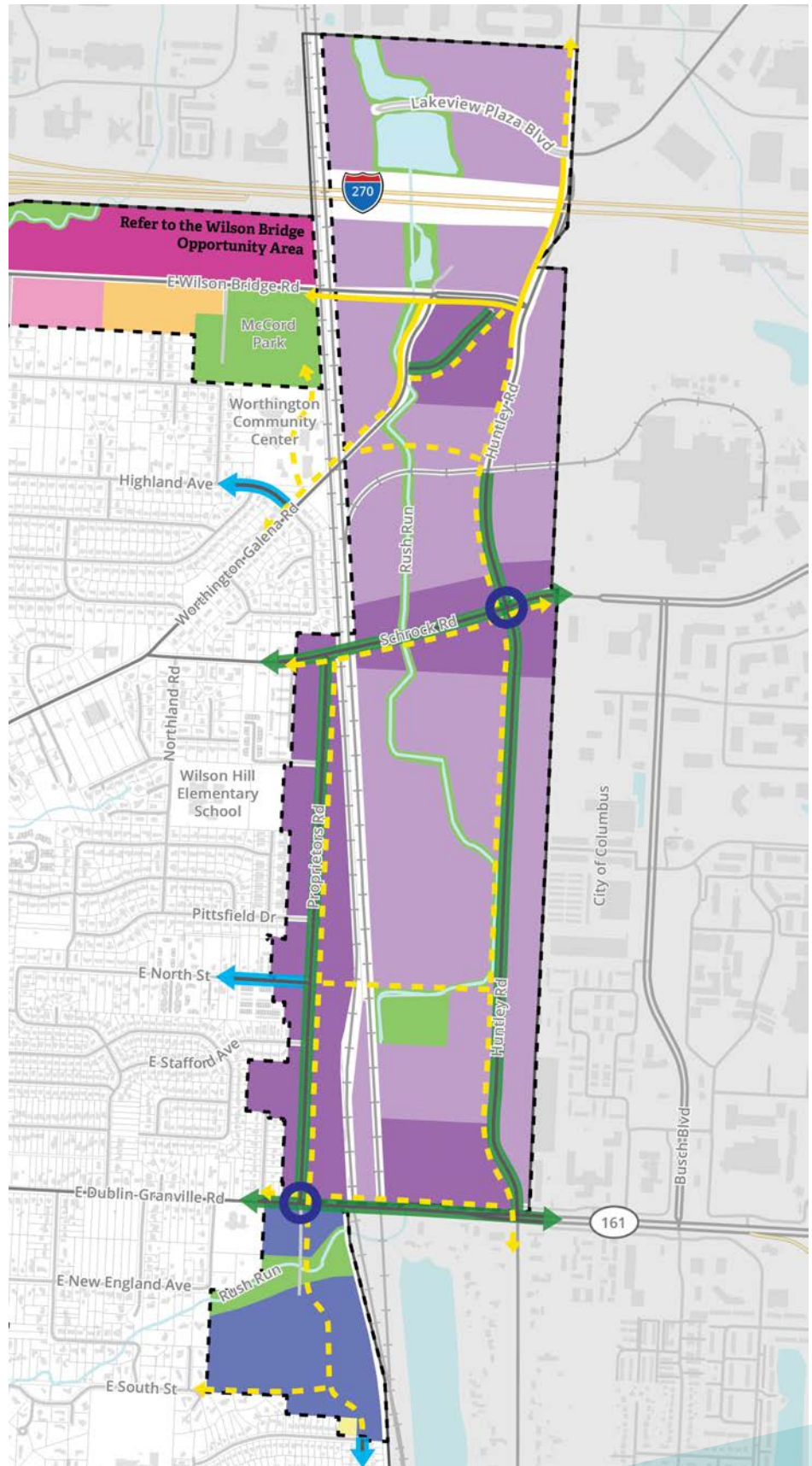
- 1. Reinforce employment preservation through zoning and land use policy.** Maintain a clear policy framework that prioritizes job-generating uses and limits encroachment of non-employment uses into core industrial and flex areas.
- 2. Implement the adopted subarea framework from the 2024 Northeast Area Plan.** Direct higher-intensity employment uses to identified opportunity subareas, particularly where coordinated reinvestment can increase job density and fiscal productivity.
- 3. Facilitate strategic parcel consolidation where substantial reinvestment is desired.** Support voluntary assembly, coordinated site planning, and shared access agreements in targeted locations to overcome fragmentation constraints identified in the Northeast Plan.
- 4. Modernize building inventory to support target industries.** Encourage adaptive reuse, expansion, or redevelopment of aging flex and office properties to accommodate advanced manufacturing, life science supply chain, electric systems support, and professional/technical services identified in the Economic Vitality section.
- 5. Align infrastructure investment with employment growth objectives.** Prioritize water, sewer, stormwater, roadway, and utility upgrades in subareas where capacity constraints limit higher-value employment development.
- 6. Strengthen internal connectivity and coordinated site design.** Improve shared access, internal street networks, and pedestrian connections between properties to create a more cohesive employment district environment.
- 7. Enhance environmental performance and compatibility at edges.** Integrate stormwater management standards, landscape buffering, and building orientation strategies to minimize impacts on adjacent neighborhoods and natural systems.

Aerial of Huntley Rd looking south towards Columbus



Future Land Use

- Forge Fields Mixed Use
- Forge Fields Flex
- Rush Run Mixed Use
- Residential, Suburban
- Parks and Green Space
- Potential Intersection Improvements
- Potential Streetscape Improvements
- Active Transportation Routes
- Existing Multi-use Paths
- Potential Multi-use Paths



Public Space Vision

Public space in the Northeast Area should support its evolution into a modern employment district that integrates green infrastructure, connectivity, and everyday amenities for workers and residents.

ECOLOGICAL FRAMEWORK

Rush Run is the defining natural feature of the district and should be preserved and enhanced as both an ecological corridor and a green space amenity. Improvements should emphasize native plantings, expanded tree canopy, and sustainable stormwater management practices. These enhancements should strengthen environmental performance while improving the overall setting of the district.



Rush Run rendering from the Northeast Area Plan

CONNECTED DISTRICT

Streetscape and infrastructure improvements along Huntley Road, Proprietors Road, and Schrock Road should introduce sidewalks, shared-use paths, and safer crossings. The goal is to create a more walkable and bikeable employment area that connects businesses, mixed-use hubs, and surrounding neighborhoods.



Multi-use path with landscaping

PLACEMAKING IN MIXED-USE AREAS

Mixed-use hubs should incorporate small plazas, greens, and outdoor gathering spaces that serve employees, residents, and visitors. These spaces may be publicly accessible but privately maintained and should be integrated into redevelopment projects rather than developed as standalone civic parks.

Public space in the Northeast Area should feel contemporary, landscape-oriented, and campus-scaled. The intent is to create an attractive and environmentally responsible setting that supports long-term economic growth.



Mixed-use hub plaza rendering from the Northeast Area Plan

Mobility & Connectivity

CORRIDORS

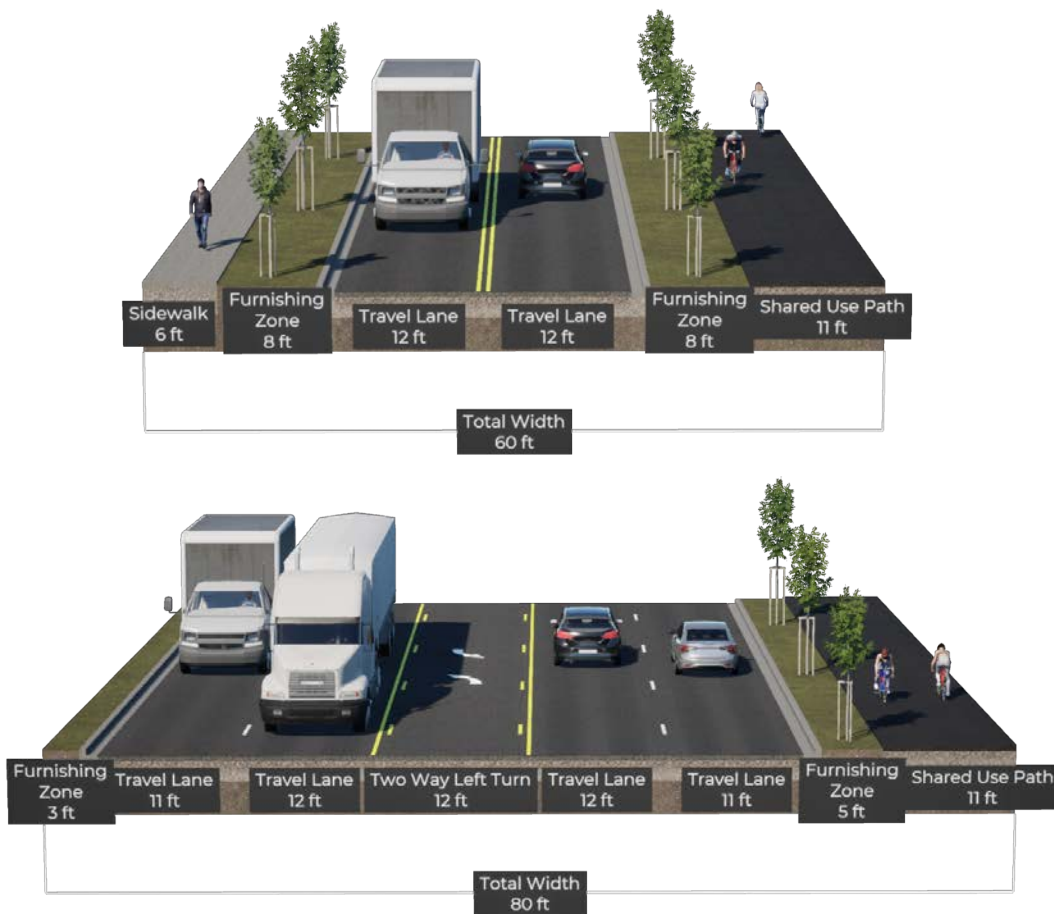
Huntley Rd

Huntley Rd is the primary north-south corridor through the Northeast Opportunity Area. This corridor supports advanced industries and flexible mixed use development. The roadway design focuses provides adequate space to allow for large commercial vehicles and for wide turns. However, it also enhances the active transportation connectivity of the area by including shared use paths and sidewalks.

Huntley Rd is designated as an Innovation Boulevard typology in the Thoroughfare Plan.

Key Roadway Elements

- 60' min. and 80' max. right-of-way
- 11' to 12' travel lanes: allows adequate space for trucks
- Two-way left turn lanes
- Active transportation: sidewalks, shared use paths



Huntley Rd typical roadway sections for 60' and 80' of Right-of-Way

CORRIDORS

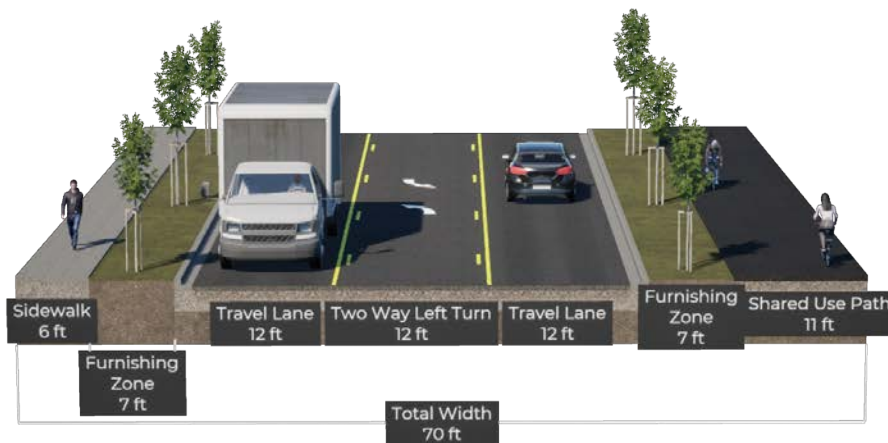
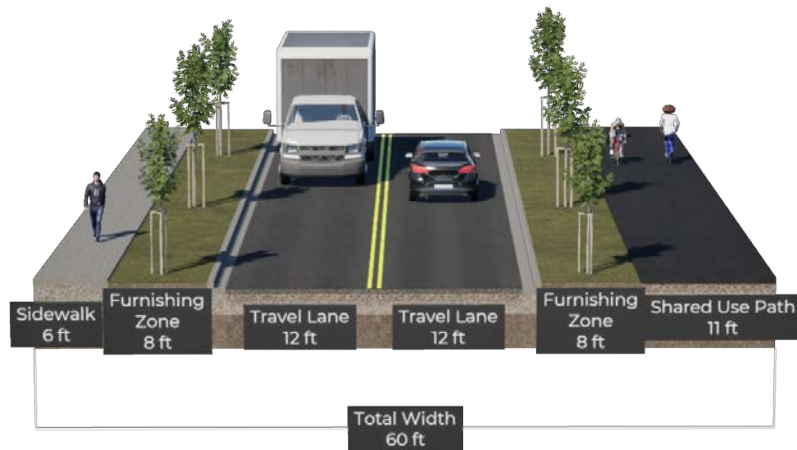
Proprietors Rd

Proprietors Rd provides is a secondary north-south corridor and provides access to several commercial and light industrial properties. This corridor borders residential neighborhoods which makes it a transitional corridor between the residential and flex industrial areas. This corridor's design maintains space for truck movements while providing additional space for active transportation to allow for vulnerable road users to safely access these places of employment.

Proprietors Rd is designated as an Innovation Avenue typology in the Thoroughfare Plan.

Key Roadway Elements

- 60' min. and 70' max. right-of-way
- 11' to 12' travel lanes: allows adequate space for trucks
- Two-way left turn lanes
- Active transportation: sidewalks, shared use paths



Proprietors Rd typical roadway sections for 60' and 70' of Right-of-Way

INTERSECTIONS

Huntley Rd & Schrock Rd

This is a major intersection in the center of the Northeast Opportunity Area. This intersection has to balance maintaining traffic flow, permitting truck turning movements, and improving safety for vulnerable road users. Minor improvements to this intersection were made when the City of Columbus added a protected bike lane to Schrock Rd. However, there is still a need to provide safe crossings for this additional bicycle traffic at this intersection.

Intersection Enhancements

- Dedicated turn lanes
- Curb extensions
- Protected intersections
- Refuge islands
- Leading pedestrian intervals
- Bicycle and pedestrian passive detection
- Bike boxes



Bike boxes to permit two-stage left turns



Passive bicycle detection and signage. Passive detection is most often accomplished through video cameras or induction loops.



Protected intersection for safer bike and pedestrian crossings

Boundless Mixed-Use Zone

The Boundless Mixed-Use Zone represents a unique redevelopment opportunity within the Northeast Area due to its frontage along Route 161, its relationship to Rush Run, and its adjacency to established neighborhoods. This area should function as a mixed-use campus environment that integrates employment, residential, and institutional uses in a coordinated live-work setting.

This subarea is intended to:

- Support a coordinated mixed-use campus that includes office along Route 161, office / institutional uses, and residential integrated into a live-work environment.
- Allow moderate-density residential within the interior of the campus, while providing lower-density residential forms along edges adjacent to existing single-family neighborhoods.
- Preserve and enhance Rush Run as a central ecological corridor and green space amenity integrated into redevelopment.
- Concentrate vehicular access at the Route 161 and Proprietors Road intersection, while improving pedestrian and bicycle connections within the district and to surrounding areas. No new vehicular connections to Indianola Avenue.



Future Land Use

- Rush Run Mixed Use
- Residential, Suburban
- Parks and Green Space
- Potential Intersection Improvements
- Potential Streetscape Improvements
- Active Transportation Routes
- Potential Multi-use Paths

Land Use & Character Guidance

The areas shown on the concept map apply the Citywide future land use types. Within the area, additional direction is provided to clarify how building scale, site design, and the public realm should reinforce the area's role as a major economic engine for the City. Each future land use type depicted on the map is called out below with the corresponding map color.

FORGE FIELDS MIXED USE

- As redevelopment occurs, the larger parcels in this area create an opportunity for a larger-scale development of up to 6 stories.
- While employment uses are the focus of this area, some residential would be permitted within these mixed use areas to support a live-work environment.
- This development could define Worthington's western entrance, a key identifier that you have entered the City.
- The presence of Rush Run in this area could be embraced to create a stream-oriented green space with outdoor dining and multi-use paths along the stream.



4-story mixed use residential



4-story mixed use office

FORGE FIELDS FLEX

- These areas were identified as the eco industrial zone of the district in the Northeast Area Plan.
- Redevelopment should embrace innovation and ecology to create an environmentally and fiscally sustainable economic engine for the City.



3-story office

RUSH RUN MIXED USE

- A campus-style redevelopment approach that mixes office, residential, institutional, and limited commercial is appropriate in this area, up to 4 stories.
- Along Route 161, buildings should be located near the street with wide pedestrian areas.
- Off the corridor, nearer to Rush Run, building placement and site design should respect and reveal the stream corridor, with setbacks used to create connected green space and active transportation infrastructure.



4-story office



2-story mixed use



3-story multi-family

RESIDENTIAL, SUBURBAN

- The parcel frontage area on Park Overlook Drive near the end of Indianola Avenue should remain in the existing character of the surrounding neighborhood.
- A small scale infill development could be appropriate, creating a few new homes at the same scale as the Colonial Hills neighborhood.



Existing single-family homes