



Northland Standards

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City of Columbus

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Northland Development Standards

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Preface

The original Northland Development Standards were prepared by members of the Northland Community Council in January 1987. These standards were modeled after the Sawmill Corridor and Bethel Road Development Standards. They were a statement on the part of the Northland Community Council for quality development in the Northland area.

The need for development standards was also recognized by the Northland Plan, adopted by Columbus City Council in 1989. According to the plan, standards are necessary to help implement the Northland Plan's recommendations and to further guide development in the area.

In the fall of 1989, the Northland Community Council and the City of Columbus formed a committee to address a second draft of the Northland Development Standards. The committee completed its work and published an expanded version. The last draft was reviewed and finalized in the summer of 1991 by a committee of approximately fifty individuals representing a broad range of interests and organizations.

The Northland Development Standards are to be used as guidelines by developers, the Northland Community Council, and other neighborhood organizations during their discussions and negotiations of individual development proposals. Those involved in development within the boundaries of the Northland area should contact the Northland Community Council and/or any other appropriate neighborhood organization early in the process. The names and telephone numbers of the current officers of the Northland Community Council are available from the Zoning Information Office, Regulations Division.

Additional copies of the Northland Development Standards may be obtained from:

Regulations Division	or	Northland Community Council
City of Columbus		PO. Box 297836
1250 Fairwood Avenue		Columbus, Ohio 43229
Columbus, Ohio 43206		
614/645-8637		

Introduction

The Northland Plan, adopted by City Council on June 5, 1989, recommends development standards for the Northland area. These standards are intended to aid in improving the quality of the built environment. They express the desire of the community for quality design.

The Northland Development Standards strive to ensure that development and redevelopment in the Northland area will be:

- attractive
- functional for both vehicles and pedestrians
- safe
- compatible to adjacent residences or other land uses
- environmentally sound
- accessible, particularly to public transit users and the handicapped.

Objectives

The objectives of the standards are to:

- supplement existing land use regulations and policies with City Council adopted standards for development and redevelopment in the Northland area.
- protect existing and future residential development from the negative impacts of non-residential uses.
- simplify and formalize the review process between the developer and representatives of the community.
- improve the quality and consistency of development and redevelopment in the Northland area.

Implementation

The standards are designed to apply to future development and redevelopment in the Northland area. The standards shall be used in the development process, including zoning applications, area variances, special permits, graphic variances and Council variances. The standards shall be used as guidelines by developers and community representatives during their discussion and negotiation of individual development and redevelopment proposals. Zoning texts shall contain those specific standards applicable to the proposal. Properties with existing zonings are encouraged to follow these development standards as much as possible. These development standards must be applied uniformly and without discrimination to all applications.

Amendments

These standards will be reviewed periodically to determine their effectiveness, clarity, and appropriateness. Additions and deletions will be made accordingly.

Zoning Districts

All zoning applications within the Northland area are encouraged to utilize the planned district approach or to incorporate the development standards in a limitation text.

Area of Applicability

The development standards apply generally to all properties located in the following area: specifically, the area bounded and changing courses on the north by Interstate 270, Schrock Road, Alum Creek, Interstate 270 and State Route 161; on the east by Big Walnut Creek; on the south by the south property line of lots on the south side of Morse Road, the Conrail tracks, Ferris Road, Karl Road and Cooke Road; and on the west by the Conrail tracks and Worthington city limits.

Streets

Many streets originated as country roads that were widened as expeditiously as possible into thoroughfares. Unfortunately, many aesthetic, functional, and environmental improvements were not included.

The density of development, particularly along commercial corridors, warrants reconsideration of design including sidewalks, bikeways, landscaping, curbs and gutters, and the burying of overhead utility lines.

Streets are normally beyond the realm of private development standards. Nevertheless, the two are integrally related. Some streets in the Northland area need to evolve to meet urban standards. These improvements should be done on a priority basis, in conjunction with planned major capital improvements.

Street Standards

1. Deceleration and turning lanes should be constructed for high traffic volume streets when needed. In more extreme situations, additional intersection improvements such as the installation of traffic signals may be warranted. Various factors determine what improvements are appropriate; the Division of Traffic Engineering and Parking should be consulted.
2. In residential areas of 12 units per acre or more, local streets and collectors should be of sufficient width to allow for two moving lanes of traffic and parallel parking to accommodate occasional excess parking. In addition, the Division of Traffic Engineering and Parking should be consulted regarding the applicable factors of individual proposals.
3. An adequate through street network should be provided. Numerous and lengthy cur-de-sacs, dead end streets, and other poor circulation designs that increase impacts on congested arterials and collectors should be avoided.

Accessibility

All property must be accessible. Development standards should insure that property is accessible by vehicle, public transit, wheelchair, and pedestrian.

Vehicular Accessibility

Vehicular accessibility refers to points of entry and connection from public streets to properties. Standards should help avoid undue congestion and unsafe situations.

High traffic volumes, fast speeds and multiple lanes warrant fewer, better marked access points. In a residential subdivision, on streets with 25 mile per hour speed limits, driveways can be located every 50 to 100 feet. On freeways, with 55 mile per hour speed limits, access is provided only via ramps from other public streets (no immediate private access), and then infrequently (thousands of feet).

Problems often occur on commercial streets with speed limits falling between the above examples. Street and access characteristics designed for certain land use and traffic volumes can become inadequate or dangerous when use and volumes change.

Larger traffic generators also require more stacking room for cars, both on-street and on-site. The confluence of on-site drives and aisles too near entrances creates significant problems.

Innovations of an earlier era, such as service roads (with frequent curb cuts) immediately adjacent to faster moving arterials, create congestion and confusion. Further separation between service roads and arterials is now the norm.

Vehicular accessibility cannot be prescribed with finality. **The following design factors should be taken into consideration when determining appropriate access design:**

- Division of Traffic Engineering and Parking driveway rules and regulations
- Traffic speed
- Traffic volume
- Number of lanes
- Land Use
- Proximity to traffic lights
- Presence of street median
- Master Plans ("Ultimate Design")
 - Land use
 - Streets (Thoroughfare Plan)
- Traffic generation of site
- Surrounding uses - generation
- Frontage width of property
- Alternative exits, means of access
- Presence of bus routes and stops
- Physical features; i.e. hills, curves, landscaping
- Frequency and proximity of intersecting streets
- Traffic volume of intersecting streets
- Visual obstructions such as on-street parking

Vehicular Accessibility Standards

1. Along arterials with higher traffic generating uses (commercial, institutional and apartment complexes), access should be limited. Distances between access points depend upon various factors - the Division of Traffic Engineering and Parking shall be consulted. The Northland community supports Traffic Engineering guidelines that access be limited to one point every 400 feet.
2. When adjacent land uses are compatible and where both properties are being developed simultaneously or otherwise by agreement of the property owners, the property owners are encouraged to consider sharing a single access point. This is particularly desirable on narrow properties along arterials. Limited access points such as right-turn in and right-turn out driveways may also be incorporated. It is not the intent of this paragraph to limit the rights of the property owner of access to the property.
3. Frequent curb cuts along arterials, especially with speed limits of 45 miles per hour or more, are discouraged. In single family areas, access from a local street or alley is preferred.

Pedestrian Handicapped Accessibility

Sidewalks enable citizens to walk safely within the community.

There seems to be a tacit assumption that there is no need to take pedestrians, bicyclists and the handicapped into account in some suburban areas. "Everyone drives everywhere". "No one would walk anyway". The lack of sidewalks and bike paths, particularly along major commercial arterials, creates a self-fulfilling prophecy. People hesitate to walk or bike because the environment is hostile.

In subdivisions and apartment complexes, the problems are similar—although the traffic volumes on these streets and parking courts are usually much less threatening.

Major arterials often are seams between residential areas. Retail uses serving nearby residences are usually located on these arterials. They are within biking and walking distance. Some related commercial uses are clustered so that it might be possible to park once and walk to various stores. Without sidewalks, however, pedestrian use is discouraged, thus increasing traffic on the roads.

In order to be effective, sidewalks must be continuous, providing linkage between adjacent uses. Connections should not necessarily be restricted to the fronts of properties. Commercial developments should be particularly attentive towards providing pedestrian connections to adjacent residential properties. These may occur towards the rear of commercial developments. Resident preferences should be taken into consideration.

Sidewalks parallel and adjacent to roadways should generally be in the public right-of-way. However, landscaped setback areas can also be used. The Division of Engineering and Construction should be consulted.

Typically, in a suburban commercial setting, sidewalks are constructed along the fronts of buildings that are setback from the public street. These building walks are usually discontinuous; that is, pedestrians cannot walk from one to another without hindrance. Consideration should be given to their linkage.

Sidewalk and walkway design involves width determination, separation from roadway, and materials selection. The following design factors should be taken into consideration when determining appropriate sidewalk design:

- speed and volume of traffic
- pedestrian volume
- Thoroughfare Plan (Ultimate design)
- roadway width
- existing vegetation
- space available in the right-of-way
- space available in the setback
- profile of road (i.e., open ditch versus piped storm sewer)
- density of development
- land use

- characteristics of pedestrians (i.e., school age children, elderly)
- adjacent land uses and distance
- separating them (i.e., school connecting to nearby park, shopping, library, apartment complex, etc.)

Pedestrian and Handicapped Accessibility Standards

1. Sidewalks shall be provided on all streets to enable residents to walk safely within the community. Design, placement, and applicability may vary with road type. Along arterial and collector streets, sidewalks on both sides of the street are required. Exceptions may be considered where potential for foot traffic is unlikely, or would create a safety hazard, as determined by the Planning Division, Department of Development.
2. All sidewalks shall have wheelchair ramps installed where such walks intersect public streets at marked crossings.
3. All commercial, institutional, and governmental developments JO shall provide a pedestrian sidewalk from the facility to the frontage sidewalk that is safe and convenient. This path should optimally be located adjacent to landscaping, such as a row of trees.
4. Minimum sidewalk width must be four (4) feet, allowing the passage of wheelchairs. On unimproved streets, without curbs, a three (3) foot wide asphalt walkway on the non-street side of the swale is appropriate. This asphalt walkway must be constructed with proper base, provided and maintained by the property owner.
5. In the case of a sidewalk immediately adjacent to pull-in parking JO bays, either the sidewalk should be widened to six (6) feet to allow for the overhang of parked cars, or wheel stops two and a half (2.5) feet from the sidewalk should be added.
6. When streets are improved with curbs and gutters, asphalt V walkways shall be replaced with permanent sidewalks.

Public Transit Accessibility

Community benefits from mass transit include improvements in personal mobility, air quality, and energy conservation. Unfortunately, most new development, particularly in outlying areas, is usually not serviced by public transit.

In order to insure that public transportation can better serve new development, the Central Ohio Transit Authority (COTA) shall review site plans if a proposed development size exceeds the following:

- (A.) Residential: Fifty (50) or more dwelling units at an average density of four (4) or more units per acre.
- (B.) Commercial: 20,000 square feet or more floor space or more than one (1) acre in size.
- (C.) Office and Industrial Buildings or Complexes: Employment of fifty (50) persons or more.
- (D.) Public and Institutional: Employment of fifty (50) or more persons or fifty (50) or more visitors per day.

This advisory review by COTA can provide technical information to developers for design characteristics that support mass transit. It is understood that COTA shall respond within a timely manner so that plan approvals shall not be delayed unnecessarily.

Public Transit Accessibility Standards

Large or dense developments shall be serviced by public mass transportation and shall incorporate the following design features to facilitate transit service:

1. For passengers: The sidewalk to the bus stop shall be safe, direct, and convenient. A sidewalk shall extend from the street edge to shelter or passenger waiting area. The passenger waiting area shall be well lit.
2. For transit vehicles: The bus should be able to reach the maximum number of potential patrons with the minimum amount of travel; and that travel should be safe, direct, and as free of impediments as possible.
3. When feasible, particularly on higher volume roads, there should be concrete pull-off bays for buses at bus stops.

Graphics

On-Premise Graphics

The function of signage is to identify a business or other establishment, to aid in traveler orientation, and to identify activities such as advertising or promoting professions, services and products; conveying an image; and expressing local history and character. Appropriate signage also helps to create a favorable impression of a community.

Signs should be readable; appropriate to zoning districts and roadway characteristics; compatible with surroundings; and properly constructed, installed, and maintained.

Objectives of these development standards include: reduced competition between public and private signage; reduced clutter; and reduced interference and obstruction of driver vision.

As vehicle speed and roadway width increase, it becomes necessary to increase setbacks and sizes of signs. At faster speeds, it is more imperative to reduce clutter and distractions.

Conventional suburban commercial development has pushed buildings further and further away from streets. As buildings have receded from the street, freestanding signs have become an increasingly dominant element of the visual environment.

Signs in a typical strip commercial setting may be too numerous, compete with and overlap one another, and be inconsistent in terms of placement from one sign to the next. Pole signs are often too high and too large.

Landscaping and signage should be coordinated. Landscaping can bracket and provide a backdrop for signage.

When a property is redeveloped, the Northland community encourages that non-conforming graphics comply with these standards and the City's Graphics Code.

Selection and design of appropriate signage shall take the following into consideration:

- Land use classification
- Road characteristics (Comprehensive Plan or Thoroughfare Plan)
 - speed of travel
 - width of road
- Amount of frontage and number of access points
- Building height and width (regarding wall signs)
- Building setback
- Architecture and landscape
- Message and image

On-Premise Graphics Standards

1. The design of ground supported signage shall be integrated with the design of the development of the subject site. Use of materials and color shall be consistent with the development.
2. Sign illumination shall not interfere with drivers. It is advised that signage be internally illuminated or silhouette lighted. There shall be no floodlighting of elevated signs. High intensity searchlights used for advertising purposes shall also be excluded.
3. Ground mounted illumination shall be concealed from view of JO the public right-of-way and adjacent properties by a landscape screen of low shrubs or equivalent.
4. Prohibited signs include: signs with flashing lights, co-op signs, rotating signs, trailer type signs, tethered balloons, roof signs, banners, and pennants.
5. In general, commercial centers shall have only one (1) JO free-standing identification graphic along each arterial. Such signs shall be oriented to and located at primary entrance point(s), unless specifically prohibited by the Graphics Code.
6. Newly constructed free-standing signs shall be located between fifteen (15) feet and thirty (30) feet of the right-of-way.

7. Individual store graphics within a commercial center shall reflect / a uniform design. An exception may be granted for a bonafide logo-type sign that conforms to the Columbus Graphics Code.
8. Street addresses shall be incorporated into a free-standing sign or prominently displayed on the building. Addresses shall be in arable numerals and be readable from the street.
9. Except as provided in these standards, all other graphic requirements shall conform to the Columbus Graphics Code.
10. All signs shall have the required city permit sticker on the rear of IV the sign.

Off-Premise Graphics/Billboards

The Northland community has identified off-premise graphics as a primary concern in improving the visual quality of the area.

In commercial areas, many visual elements compete for attention: private and public signs, traffic signals, directional devices, buildings and changing traffic conditions. Off-premise graphics are a significant element in the visual clutter.

Off-premise graphics that are too large and too tall dominate a roadway's visual environment' particularly in suburban commercial areas of horizontal auto orientation with surface lots and one story buildings.

Factors affecting the placement, height, and selection of off-premise graphics include:

- Obstructions
- Backdrop
- Proximity to residences
- Lighting options
- View to and from residences
- Frequency of billboards
- Competition with other visual elements
- Traffic counts
- Proximity of traffic lights
- Roadway characteristics
 - ♦ Speed limit
 - ♦ Number of lanes
 - ♦ Right-of-way width
 - ♦ Building setbacks
 - ♦ Median or no median
 - ♦ Presence of service lanes

Off-Premise Graphics/Billboards Standards

1. Off-premise graphics should be addressed on a comprehensive, city-wide basis as part of the ongoing graphics code revision or as an outgrowth of the Columbus Comprehensive Plan.
2. Community negotiation and limitation texts to discourage inappropriate off-premise graphics on an individual site-by-site basis should be utilized.
3. 14 x 48 size and double 12 x 25 size off-premise graphics shall be prohibited in the Northland area because they are too large.
4. Single 12 x 25 size off-premise graphics shall be limited to roadways with at least four moving lanes and speed limits of 45 MPH or greater.
5. Off-premise graphics shall not visually impact any residential

Adjacencies

A property's effect on neighboring properties or streets is generally referred to as adjacencies. When this effect is positive or neutral, the uses are considered compatible.

Compatibility Standards

1. Land use in the Northland area shall be guided by The Northland Plan.
2. All structural development shall be thirty-five (35) feet in height C or less, unless otherwise permitted as part of an approved zoning map amendment application.
3. Related to noise:
 - (a) Outside speakers are discouraged within one thousand (1000) feet of residential property. Hours of speaker operation shall not extend beyond 10:00 p.m. or occur before 6:00 a.m. In no case shall speakers produce a sound level exceeding 60 decibels (normal conversational voice level) on the exterior of any residential property.
 - (b) Outside speakers for drive-thru commercial uses such as restaurants shall be oriented away from residences if possible; i.e., located on the arterial side of the building.
 - (c) Outside paging systems are prohibited.
4. Related to storm drainage:
 - (a) Development shall not unduly affect stormwater drainage on adjacent and down stream properties, streets, and the storm drainage system. All proposed development shall be evaluated for both on-site and off-site drainage. Plans should reflect good site engineering and design through the use of retention and detention systems and other techniques. Existing drainage systems (swales, ditches, drains, creeks, etc.) should be utilized and enhanced whenever possible.
 - (b) When on-site retention basins are required by the Division of Sewerage and Drainage in excess of any on-site parking lot retention, the design shall be adequate to accommodate a 100 year frequency storm, as per sewerage and drainage requirements.
 - (c) Landscaped berms shall not negatively impact drainage onto or from neighboring properties.

Buffering and Setback

Buffering provides: visual privacy, the screening and separation of parking areas from roadways; location for trees and other landscaping, sidewalks, and bikepaths; property definition; preservation of existing vegetation; and separation that can help alleviate smells, sound and light.

The design of appropriate buffering shall take the following into consideration:

- The proportional size of neighboring parcels, and the existing scale of development.
- The future land use
- Site planning characteristics: the placement of dumpsters, truck freight area; location, height, fenestration, and material of walls; location and size of parking.
- Preferences of adjacent property owners
- Topography
- Existing vegetation

Buffering and Setback Standards

1. Along and adjacent to arterial streets, a minimum landscaped setback (buildings and parking) of thirty (30) feet shall be established.

In some circumstances, the lessening of this setback may be appropriate. The intent of these standards shall still be met: including defining the edge of property; the screening of headlights and parking; etc.

To compensate for a reduced setback, there shall be denser plantings of trees and shrubs or a low wall, provided such plantings shall not materially obscure the visibility of the proposed building and its identity signage.

2. Headlights of cars shall be screened from adjacent property and streets. Such screening may be accomplished by the use of shrubs, landscaped mounding, low brick or stone walls, topographical

differences or combination thereof. The height of screening shall be 30 inches. Such screening shall not obstruct the vision of cars entering or exiting the site.

3. When larger tracts of land are developed, a minimum fifty (50) JO foot landscape buffer shall be provided between commercial or manufacturing uses and abutting existing or planned residential property. This landscape buffer shall contain any combination of earth mounding or planting. It shall be installed, repaired, replaced, and maintained to an average height of six (6) feet, minimum height five (5) feet, and have an opacity of not less than seventy-five percent (75%).

If a site is less than 300 feet in length or width, a landscape buffer of no less than fifteen percent (15%) of the property width or length shall be provided along each property line that is adjacent to residential property.

- (a) Screening shall be installed and maintained in a neat and orderly manner.
- (b) Screening shall be reasonably uniform in height and opacity along its entire length.
- (c) When screening with live plants, species that have year-round dense foliage to adequately protect residences shall be selected.
- (d) When screening with mounds, the mound shall undulate and vary in height from five (5) feet to six (6) feet six (6) inches above the grade.
- (e) Mounding shall have a slope no steeper than 3:1.
- (f) Mounding shall not create a drainage problem or increase water flow onto an adjacent property.

In some circumstances, such as tight site constraints, the width of a buffer may be reduced. In such situations, the intent of these standards must still be met. To compensate for a smaller buffer, there shall be denser plantings of trees and shrubs. An attractive, landscaped fence or wall acceptable to residents may be permitted.

4. Minimum landscaped buffers five (5) feet wide are required between non-residential uses. This is not intended to prohibit point connection to adjacent parking areas.
5. Attractive screening shall be provided between residential back JO and side yards and adjacent arterials. Treatment should be coordinated on a subdivision by subdivision basis. Screening can be accomplished by the use of trees, shrubbery and other landscaping, landscaped walls, fences and berms or combinations of the above.

Internal Site Design

Lot Coverage

The lot coverage recommendation is intended to encourage adequate setbacks, landscaping, green space, and permeable surfaces.

Landscaping

Open space becomes more predominant in the suburban environment than in urban areas. Landscaping plays an important part in giving open areas definition and beauty.

In residential subdivisions, open areas take the form of front and back yards that are usually adequately landscaped. In a commercial setting, however, open areas are frequently covered by large paved parking lots.

The function of landscaping goes much further than aesthetics, particularly with major shade trees. Landscaping provides shade and lowers ambient heat in summer. It also breaks up the monotony of large expanses of asphalt or concrete; helps give definition and orientation to streets and driveways; screens headlights, trash receptacles, etc.; and "brackets" ground signs and buildings.

Lot Coverage Standard

1. For structures and paved areas, lot coverage shall not exceed eighty percent (80%). In cases where a CPD text is incorporated detailing structure, paved areas and landscaping, the lot coverage shall not exceed eighty-five percent (85%). Internal sidewalks and bikeways shall not be considered as part of lot coverage. In situations where the cumulative landscaping requirements of these standards exceed twenty percent (20%) of the lot size, consideration shall be given to moderating the setback and landscaping requirements.

Landscaping Standards

Trees shall be planted under the following program:

1. *General:* The cumulative trunk diameter of trees required is based upon the ground coverage area of buildings and parking. A minimum of five (5) inches of trunk size is required for all development. In addition, one inch of trunk size is required for each 4000 square feet of ground coverage, up to 100,000 square feet. Over 100,000 square feet, one inch of trunk size is required for each additional 6000 square feet of ground coverage.

This tree planting program may be used within parking areas, as part of frontage treatment, and to accent buildings. Commercial sites shall have at least fifty percent (50%) of the landscaping requirements located within parking and service areas. Existing trees three (3) inches in trunk diameter or greater retained on site may be used to offset two-thirds (2/3) of these requirements as long as such trees are not located in the service areas.

These general requirements can be met partially or entirely by the subsequent specific requirements.

2. *Frontage requirements:* One (1) tree shall be planted for every forty (40) feet of frontage. Trees may be grouped or spaced and shall be at least ten (10) feet from the right-of-way.
3. *Parking lot requirements:* One (1) tree shall be provided for every ten (10) parking spaces. Trees will also be planted in islands at the end of every parking aisle. At no less than every fourth (4th) parking aisle, a row of trees spaced one (1) tree per forty (40) linear feet shall be planted in a median at least five feet (5) wide. In smaller lots, not exceeding two (2) parking aisles, trees may be on the periphery of the lot. Tree species shall be selected and planted in a manner that does not obstruct motorist vision. Where details of structures, paved areas, and landscaping are incorporated within a CPD text, greater flexibility shall be permitted. In any event, trees shall be planted in quantities as defined in section 1. Within parking areas, trees should be placed in islands or medians at least five (5) feet wide. Planted islands and medians should be located in a manner which helps promote an orderly flow of traffic and placed in a uniform manner throughout the parking area.

4. *Size of trees:* Minimum deciduous tree diameter shall be two (2) inches. Tree trunk diameters shall be measured at four (4) feet from grade. Evergreen trees shall be at least five (5) feet high and shall equate to the minimum deciduous tree size. Frontage trees shall be at least three (3) inches in diameter.
5. *Maintenance:* All shrubs, trees, grass, ground covers, and other JO plantings shall be well-maintained, properly weeded, mulched, and kept free of trash and other unsightly material and debris. Plant material which does not survive shall be replaced within six (6) months.

Screening

Loading and service areas should be functional and aesthetically pleasing.

Parking

In a developed commercial suburban setting, parking can often comprise up to forty percent of a site. However, there are serious aesthetic, environmental, and functional consequences of poor parking design.

Screening Standards

1. Loading areas shall be fully screened by structures and/or landscaping to a minimum height of six (6) feet, except when such loading areas shall not be visible to the public.
2. All propane tanks, recycling stations, and outdoor trash containers shall be screened by a combination of structures and landscaping and shall meet-all fire and safety design standards. Dumpster screening shall be at least as high as the dumpster.

Parking Standards

1. All parking areas shall be designed and constructed to promote safe and efficient circulation. Designs shall consider public streets, service roads, adjacent uses, loading areas, and parcel pickup lanes.
2. Parking areas shall be surfaced with either concrete or blacktop, with drainage provided according to applicable standards. At crosswalks within parking lots, alternative surfaces such as brick or stone pavers are encouraged.
3. Major driving aisles and curb lanes within parking areas shall be defined with raised-curb islands, dividers, or medians. The exclusive use of painted lines for this purpose is not permitted. Raised areas shall be planted and maintained with trees and other landscaping to increase visibility of the island, divider, or median.
4. Refer to the Landscaping Section on page 21 for parking lot landscaping.

Lighting

Lighting offers security, safety, direction, and definition.

Lighting should be provided that is sufficient to do the task for which it is intended. Higher and brighter lights are not necessarily better, and should be avoided in or near residential areas.

When designing lighting, the following should be taken into consideration:

- Purpose
 - ♦ street
 - ♦ entrance
 - ♦ parking lot
 - ♦ building
- Orientation/scale
 - ♦ vehicular
 - ♦ pedestrian
- Parking lot size and configuration

Lighting Standards

1. For general lighting areas including parking lots, down lighting is required. However, for less intense pedestrian level lighting, not more than 4,000 lumens, globe lighting may be appropriate.
2. All external outdoor lighting fixtures within a given development shall be from the same or similar manufacturer's type to insure aesthetic compatibility.

3. Parking lot lighting standards shall not exceed twenty-eight (28) feet in height.
4. In parking lots, lights shall be placed in raised islands or medians to protect both lights and vehicles from possible damage.
5. Wiring within a development shall be underground. Local JO power companies are encouraged to relocate overhead wires underground.
6. Within one thousand (1,000) feet of residential uses, all lighting in conjunction with public, private, or commercial recreational facilities shall conform to these standards.

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Marcus Molea	<i>Columbus Area Chamber of Commerce</i>
John W. Myers	<i>Myers Real Estate and Columbus Board of Realtors</i>
Gary Palatas	<i>Division of Engineering and Construction, City of Columbus</i>
William H. Palmer	<i>Kobr, Royer and Griffith, Inc. and Columbus Board of Realtors</i>
Elton Pierce	
Donald T. Plank	<i>Attorney</i>
Wilford Preston	<i>Neighborhood Services Division, City of Columbus</i>
Walter Reiner	<i>Reiner Realty and Consultants, Inc.</i>
Steve Salay	<i>Department of Utilities and Aviation, City of Columbus</i>
Sally Unetic	<i>Neighborhood Services Division, City of Columbus</i>
Barry A. Wiegand	<i>Northland Community Council</i>
Loy Wilson	<i>Columbus Sign Contractors Association</i>
David A. Younger	<i>Division of Traffic Engineering and Parking, City of Columbus</i>