

WEST FRANKLINTON - 315 GATEWAY DISTRICT
STREETSCAPE STANDARDS



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ACKNOWLEDGEMENTS



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PUBLIC SERVICE

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1.0 INTRODUCTION

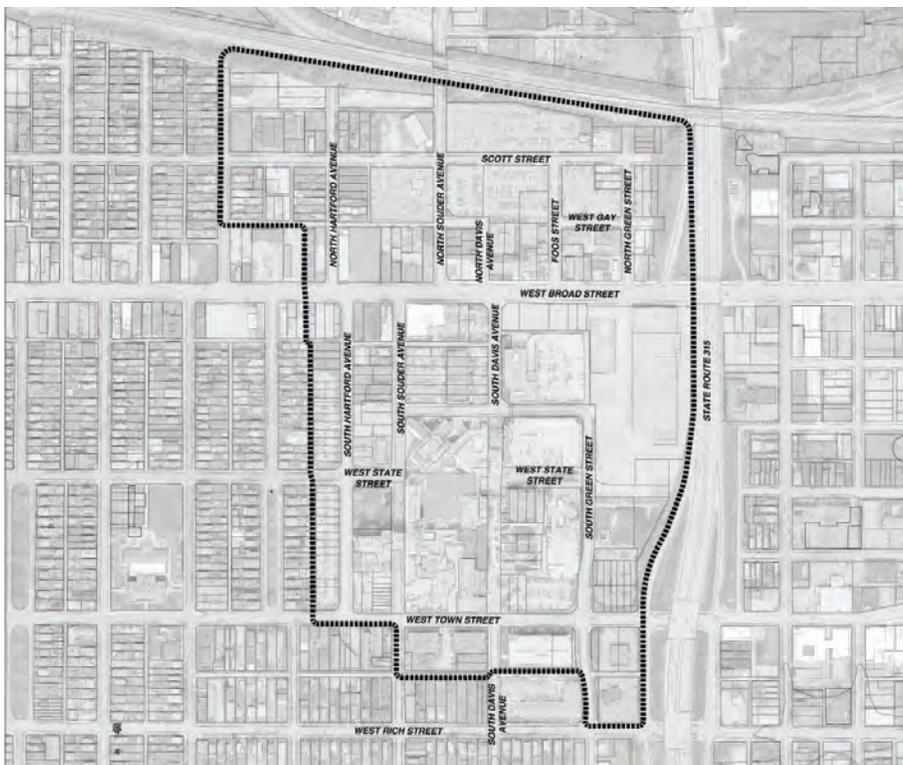
1.1 PURPOSE OF THE PLAN

The West Franklinton - 315 Gateway District represents a unique opportunity for high quality redevelopment in the center of historic Franklinton. Recent announcements regarding new corporate offices and new housing projects in the neighborhood have created the need to establish a vision and standards to guide the long-term enhancement of the public realm within this district.

The 315 Gateway District Streetscape Standards provide the Department of Public Service with a comprehensive set of standards that will address improvements within the right-of-way, including sidewalks, curbs, crosswalks, street lighting, traffic signals, street furniture, landscaping, green infrastructure, public art, medians, and outdoor dining.

1.2 STREETScape BOUNDARIES

The limits of the study area are generally bounded by the railroad tracks to the north, State Route 315 to the east, West Town Street to the south and a combination of Hartford Avenue and Jones Avenue to the west. These standards have been created specifically for this district, but they may also be used to inform public realm improvements beyond these boundaries.



1.3 PROJECT INFLUENCES

This district is centrally located within the historic neighborhood of Franklinton. Convenient access to State Route 315 and the major east/west commercial corridor of Broad Street establishes this district as a “Gateway” location. Recent development activity has spread west from the Central Business District of Columbus into East Franklinton. Additionally, a large employer is relocating to a corporate campus just north of this district. The transformation of the Mount Carmel West Campus is providing additional redevelopment opportunities in the neighborhood along with several other highly visible parcels along West Broad Street.

1.4 STAKEHOLDER INPUT

In order to best understand the issues and opportunities associated with a new set of streetscape standards, stakeholders were engaged in various ways to formulate this plan. A Staff Working Group of City of Columbus Departments provided regular review and direction to the consultant team throughout the development of these standards. In addition, members of the Franklinton Area Commission and representatives of the private development community provided critical review and comment on the standards as they were being developed.



2.0

GOALS AND OBJECTIVES

2.1 THE VISION

The streetscape standards for the 315 Gateway District will create a safe and maintainable public realm that promotes economic success, encourages social interaction for all people, and enhances the urban environment. The streetscape standards are intended to support the implementation of the 315 Gateway District identified in the *West Franklinton Plan* and to supplement the *Columbus Citywide Planning Policies* and the *Multimodal Thoroughfare Plan*.

2.2 GOALS & OBJECTIVES

The following goals and objectives were developed in support of The Vision Statement. They are arranged around the basic themes of:

1. Safety and accessibility
2. Sense of place
3. Enhanced ecology
4. Effective maintenance

GOAL 1

The streetscapes of the 315 Gateway District will provide safe and accessible connections for all people, promoting the economic success of businesses while providing social opportunities for residents, workers, and visitors.

Objective 1.1: Establish typical relationships, dimensions, and clearances for streetscape elements based on street typologies and anticipated pedestrian volumes and activities.

Objective 1.2: Establish the relationship of the streetscape elements associated with multiple forms of transportation including transit, biking, new mobility, curb management, multi-modal or “slow” lanes, and emerging technologies .

Objective 1.3: Identify appropriate paving materials that reinforce pedestrian movements, streetscape zones, street crossings, and areas for safe refuge and comfort.

Objective 1.4: Establish typical utility placement, including lighting and signal standards, to ensure safety and minimize conflicts with other streetscape elements.

GOAL 2

The streetscapes of the 315 Gateway District will provide an image of quality and sense of place through a consistent pattern and rhythm of elements.

Objective 2.1: Identify the range of style, color, and/or pattern of elements that will be used to create a sense of unified design throughout West Franklinton.

Objective 2.2: Identify the streetscape elements that are candidates to be upgraded or customized.

Objective 2.3: Identify the context by which deviation from the standards or customization will be encouraged.

GOAL 3

The streetscapes of the 315 Gateway District will enhance the ecology of the area through the proper management of stormwater and the creation of a healthy urban forest.

Objective 3.1: Identify the range of green infrastructure solutions for stormwater management that can be incorporated into the West Franklinton street typologies.

Objective 3.2: Identify the appropriate standards for healthy street tree establishment to reduce heat island impacts, allow for passive heating and cooling of the 315 Gateway District and buildings, and provide shade and amenity to the pedestrian realm.

GOAL 4

The streetscapes of the 315 Gateway District will consist of materials and details that can be effectively maintained.

Objective 4.1: Establish standard materials that are durable to minimize replacement costs.

Objective 4.2: Locate elements to allow reasonable access for maintenance and repair.

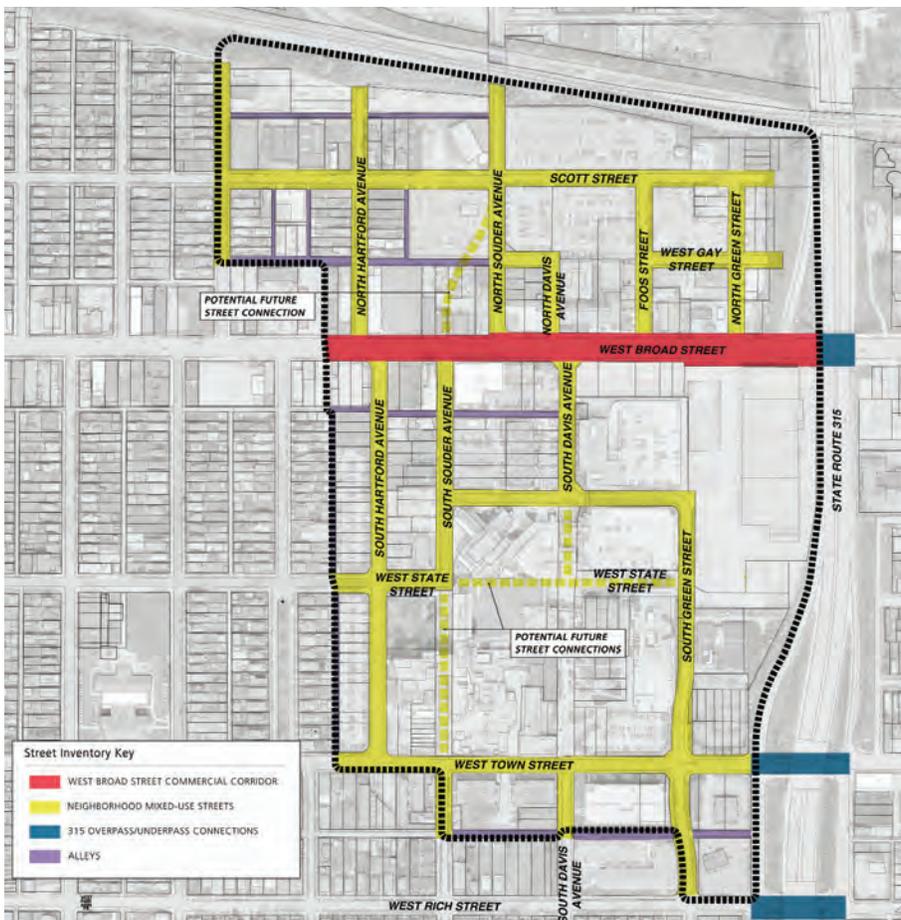
Objective 4.3: Delineate procedures and protocols for determining construction and maintenance responsibilities.

3.0

INVENTORY AND CONTEXT

3.1 IDENTIFYING THE STREETScape CONTEXT

Those involved in the design of a new segment of streetscape in the 315 Gateway District or the renovation/enhancement of an existing segment should begin the process by taking an inventory of the specific location. First, identify if the segment of streetscape is located within the West Broad Street Corridor. If so, then the streetscape will need to be designed to accommodate commercial and retail functions at the ground level of buildings that will often exist at the back of the sidewalk. If not, then the streetscape will need to be designed to accommodate a larger mix of uses at the ground level of buildings including various residential building types. Specific recommendations for these two distinct types of environments are found in Chapters 4 and 5 of these standards. Regardless of streetscape type, many other factors could influence the dimensions of various use zones, the functional placement of elements, and the specifications of individual elements. The following Streetscape Program Checklist should be used as a guide to establish the design program for the streetscape.



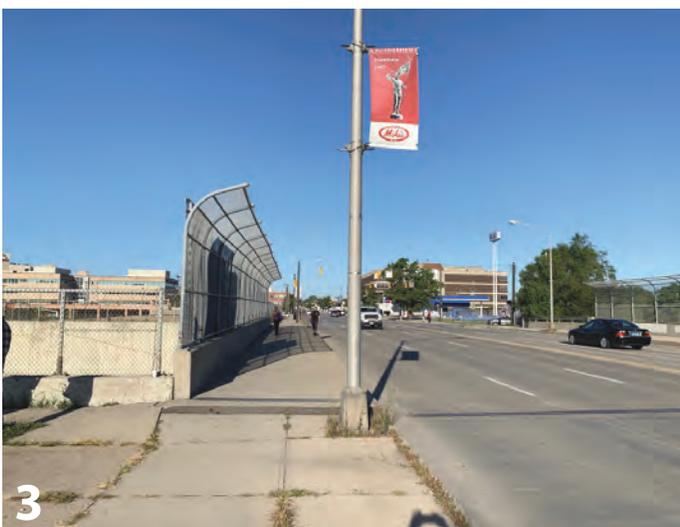
3.2 Streetscape Program Checklist

| CONTEXTUAL ISSUE | QUESTIONS TO CONSIDER |
|----------------------------|---|
| Corridor Type | <p>What is the existing and planned future use for the street corridor? What is the minimum typical right-of-way designated in the Multimodal Thoroughfare Plan? Is additional right-of-way necessary?</p> <p><i>Reference/Resource: COC Department of Public Service, Columbus Multimodal Thoroughfare Plan</i></p> |
| Land Uses | <p>What land use exists along the street? Are there potential restaurant uses that may desire outdoor dining? Are there major building entries where larger concentrations of people are anticipated?</p> <p><i>Reference/Resource: COC Department of Development, COC Department of Building and Zoning Services</i></p> |
| Bike Facilities | <p>Are there existing or planned bike facilities for the corridor? Are there desired locations for bike racks based on destinations and existing facilities?</p> <p><i>Reference/Resource: COC Department of Public Service</i></p> |
| Mass Transit | <p>Is there an existing or planned COTA stop within the street corridor? Is there a plan for enhanced or premium transit facilities in the corridor?</p> <p><i>Reference/Resource: COC Department of Public Service and COTA</i></p> |
| Accessibility | <p>Are designated accessible parallel parking spaces provided along the street? If so, is proper access provided to the sidewalk?</p> <p><i>Reference/Resource: COC Department of Public Service</i></p> |
| Curb to Building Dimension | <p>What is the dimension from the face of the street curb to the building face? See Chapter 4 for desired dimensions for sidewalk zones.</p> |
| Utility Locations | <p>What are the locations of the utility lines within the corridor? Confirm location of all utilities including sanitary sewer, storm sewer, water, electricity, gas, fiber, etc.</p> <p><i>Reference/Resource: General information can be obtained from the Department of Utilities and private utility owners, but all lines should be field surveyed. Ohio Utility Protection Service (call 8-1-1 or 1-800-362-2764)</i></p> |
| Planning Studies | <p>Are there current studies or efforts that may influence or change the function of the street (e.g. roadway diets, bike lanes, new transit stops)?</p> <p><i>Reference/Resource: Department of Public Service, Department of Development, Recreation & Parks Department, and COTA</i></p> |

4.0 COMPOSITION

Designing the streetscape begins by understanding the basic composition of the pedestrian realm. The functional zones of a streetscape vary based on whether the corridor is oriented to commercial/retail development or to predominantly residential uses. The following framework establishes the zones, rhythm and relationships that should guide the design of all streetscapes. These recommendations are organized into three categories:

1. West Broad Street Commercial Streetscapes
2. Neighborhood Mixed-use Streetscapes
3. State Route 315 Overpass/Underpass Streetscapes



4.1 WEST BROAD STREET COMMERCIAL STREETSCAPES

West Broad Street represents a unique corridor within the 315 Gateway District. This corridor will likely include a diverse mix of uses, including retail uses at the street level. In addition, the street will likely become a major corridor for multiple modes of traffic, including rapid transit. Current plans for the street include 5 lanes of automobile traffic with dedicated bike lanes along the north and south curb line. Long-term factors could modify the final West Broad Street cross-section, so these standards have been established to address a variety of conditions within the street. The following Sidewalk Zones are appropriate if the area adjacent to the curb is a dedicated bike lane, a parking lane, or a loading area.

4.1.1 GENERAL SIDEWALK ZONES

The West Broad Street Commercial Streetscape should consist of zones between the street curb and the building facades. Each zone serves a functional purpose and requires minimum dimensions.

The Curb Zone

This zone is a 30" wide zone from the face of the vehicular curb to the nearest vertical element. The 30" dimension allows for parked vehicles to open passenger side doors without hitting a vertical element. It also allows those passengers to exit their vehicles and step onto a paved walking surface. The only permitted elements within the Curb Zone are parking meters and regulatory signs. Note: parking meters do not currently exist along this section of West Broad Street.

The Amenity Zone

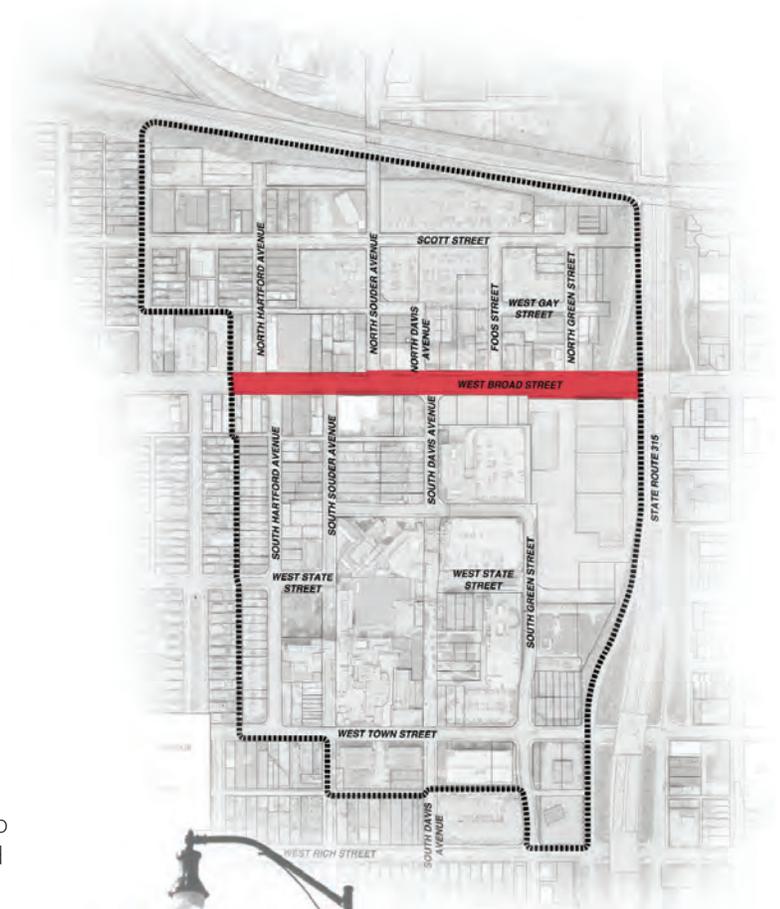
This zone contains most of the elements that define the character of the street. It contains streetlights and street trees, which are critical to pedestrian safety and comfort in the urban environment. In addition, this zone may include tree grates, street furniture, and designated zones for parked bicycles and scooters. Curbed tree planters may also be found in this zone in lieu of tree grates. When curbed tree planters are used, maintenance would be provided by the private property owner through a maintenance agreement with the City or through another maintenance entity.

The Walk Zone

This zone is critical to pedestrian movements and must meet minimum dimensions for accessibility. In areas of higher pedestrian traffic, consideration should be given to wider Walk Zone widths.

The Building Zone

When the overall sidewalk width is sufficient, a Building Zone should be established against the building face. This zone allows for storefront door openings and potted plants to occur without impeding pedestrian flows in the Walk Zone.



MINIMUM DIMENSIONS WITH TREE GRATES



4.1.2 STREETScape SECTIONS

Within the 315 Gateway District, the West Broad Street right-of-way and sidewalk dimensions vary greatly. Any newly constructed streetscapes should strive to achieve the recommended dimensions outlined below through a combination of building setbacks and curb relocations. Creation of the appropriate design solution will require collaboration between all stakeholders, including the City of Columbus, the Franklinton Area Commission, and the development community. Note: In the event that any of the following dimensions are in conflict with current citywide standards, then the current citywide standards will take precedent.

Minimum Dimensions

The minimum width for newly constructed streetscapes should be 12'-0". This dimension allows for a 4'-0" Amenity Zone which will accommodate a 2-1/2" caliper tree with a 2'-6" root ball in a tree pit/tree grate. The Curb Zone should be 30", and the Walk Zone should be 5'-6".

If a curbed tree planter is desired, then the minimum dimension of the Amenity Zone should be 5'-0". This will increase the overall minimum dimension from the building to the face of curb to 13'-0". When curbed tree planters are used, maintenance would be provided by the private property owner through a maintenance agreement with the City or through another maintenance entity.

MINIMUM DIMENSIONS WITH CURBED PLANTER



Recommended Dimensions

A dimension of 15'-0" allows for more flexibility in the size of the sidewalk zones. Larger-caliper trees may be considered in the Amenity Zone. Larger trees will be more vandal resistant and will have a higher canopy height at the time of installation, allowing for better visibility to storefronts. In addition, this overall dimension allows for a Building Zone to exist which complements the Walk Zone to create more comfortable pedestrian flows. This is also the minimum sidewalk width to accommodate a bus shelter.



Dimensions Greater Than 15-feet

Dimensions that exceed 15'-0" allow for greater flexibility in the width of the Walk Zone, Amenity Zone, and the Building Zone. If Walk Zone dimensions are sufficient for anticipated pedestrian flows, then Building Zones may be increased to accommodate larger outdoor dining areas.



Constrained Dimensions

When the curb to building dimension is less than 12'-0", trees will typically not be able to be included in the streetscape. In cases where dimensions are constrained, inquire with the Department of Public Service regarding any opportunities to relocate the curb to create a larger streetscape zone.



Sidewalk Width Matrix

The following matrix should be utilized to determine sidewalk zones based on the width from the face of the vehicular curb to the building face. For sidewalk sections that exceed 15'-0", Amenity Zone, Walk Zone, and Building Zone dimensions may vary based on anticipated pedestrian traffic volumes, but grated tree pits should not be less than 4'-0", and curbed tree planters should not be less than 5'-0" in width. When curbed tree planters are used, maintenance will be provided by the private property owner through a maintenance agreement with the City or through another maintenance entity. Bus shelters can be accommodated in an Amenity Zone of 5'-0" or larger. All design solutions must meet the current City of Columbus ADA Rules and Regulations.

| SIDEWALK WIDTH | 8' | 9' | 10' | 11' | 12' | 13' | 14' | 15' | 16' | 17' | 18' | 19' | 20' | >20' |
|----------------|---|-------|-------|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|-----------|
| Curb Zone | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" | 2'-6" |
| Amenity Zone | 0" | 0" | 2'-0" | 3'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-6" | 4'-6" | 4'-6" | 5'-6" | 6'-0" | 6'-0" | 6'-0" min |
| Walk Zone | 5'-6" | 6'-6" | 5'-6" | 5'-6" | 5'-6" | 5'-6" | 5'-6" | 6'-0" | 6'-0" | 6'-0" | 6'-0" | 6'-0" | 6'-0" | 6'-0" min |
| Building Zone | 0" | 0" | 0" | 0" | 0" | 1'-0" | 2'-0" | 2'-6" | 3'-0" | 4'-0" | 4'-0" | 4'-6" | 5'-6" | 8'-0" min |
| | No Trees when total dimension is less than 12'. | | | | Anticipated pedestrian volumes may increase walk zone width. Bus shelters can be accommodated in amenity zones 5'-0" and greater. Building zone widths may be reduced to accommodate larger walk zones or larger amenity zones. | | | | | | | | | |

4.1.3 TYPICAL STREETScape COMPOSITION

The rhythm of streetscape elements along the West Broad Street Commercial Streetscape begins with the spacing of streetlights. Street lighting should be placed at the locations necessary to achieve the required illumination for vehicular traffic. Street trees should be spaced in between light fixtures at a regular spacing of 25' to 35' based on tree size and form. Street furniture, including litter/recycling receptacles and bike racks, should be concentrated near intersections. Painted "mobility boxes" should be located at regular intervals for scooter and bike pick-up and drop-off. Based on the rapidly evolving technology of small mobility devices, contact the Department of Public Service - Division of Infrastructure Management for current standards regarding placement and materials.

While pedestrian bump outs should not be used along West Broad Street in order to maintain long-term flexibility for various mobility options, consideration should be given to incorporating bump outs into the side street rights-of-way where possible. This will minimize pedestrian crossing distances and create additional areas for pedestrian amenities within the streetscape. These areas can be used for a variety of elements including bike racks, green infrastructure, utility infrastructure with screening, and public art. Elements located in the bump out areas shall not interfere with safe vehicular sight lines.

The compositional framework described in this chapter illustrates the desired function and general spatial relationships of the West Broad Street Commercial Streetscape. The following chapter provides more detailed guidance for the specific placement and material specifications for all streetscape elements.



4.2 NEIGHBORHOOD MIXED-USE STREETSCAPES

4.2.1 GENERAL SIDEWALK ZONES

It is anticipated that the remaining streets of the 315 Gateway District will consist of a variety of land uses including office, educational, civic, and a variety of residential housing types. While some retail uses may exist along these streets in key locations, it is not expected that other corridors will have the amount of retail uses found along West Broad Street. Therefore, these streetscapes can establish tree lawns that prioritize walkability and maintainability. These streets also consist of zones between the street curb and the building facades. Each zone serves a functional purpose and requires minimum dimensions. Note: Corridors for separated bike facilities are anticipated within the neighborhood. A north/south corridor will likely occur along Souder Avenue (and could include portions of Hartford Avenue). An east/west corridor will likely occur along Town Street. These improvements may impact some of the following recommendations.

The Tree Lawn Zone

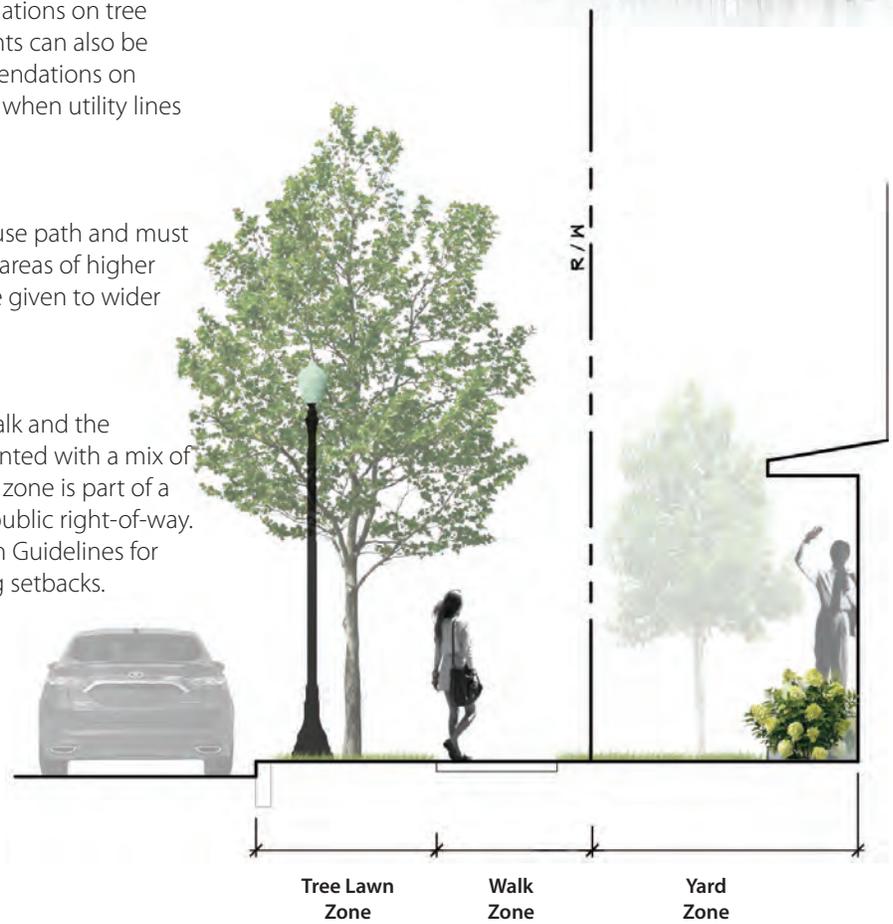
This zone is the area between the back of the vehicular street curb and the pedestrian sidewalk. In most cases this area is planted with turf grass or an approved ground cover. Deciduous shade trees can be planted at regular spacing within the tree lawn to provide comfort and reinforce the separation of vehicles and pedestrians. See Chapter 5 for recommendations on tree plantings under existing power lines. Street lights can also be located in this zone. See Chapter 5 for recommendations on street lighting types and placement guidelines when utility lines are below grade or overhead.

The Walk Zone

This zone is the pedestrian sidewalk or shared use path and must meet minimum dimensions for accessibility. In areas of higher pedestrian/bike traffic, consideration should be given to wider Walk Zone widths.

The Yard Zone

This is the zone between the pedestrian sidewalk and the building façade. This zone is predominantly planted with a mix of turf grass, shrubs, and small trees. Typically, this zone is part of a privately-owned property and not part of the public right-of-way. See the West Franklinton – 315 Gateway Design Guidelines for recommendations on private property building setbacks.

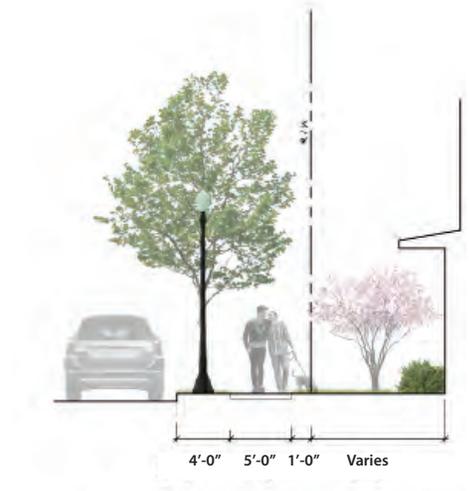


4.2.2 STREETSCAPE SECTIONS

Within the 315 Gateway District, rights-of-way, streets, and sidewalk dimensions vary greatly. Most existing street rights-of-way vary between 50-feet and 60-feet in width. In the future, many factors could impact these street cross sections, including new traffic demands, on-street parking, and bike lane accommodations. Any newly constructed streetscapes should strive to achieve the recommended dimensions outlined below through a combination of building setbacks and curb relocations. Creation of the appropriate design solution will require collaboration between all stakeholders, including the City of Columbus, the Franklinton Area Commission, and the development community.

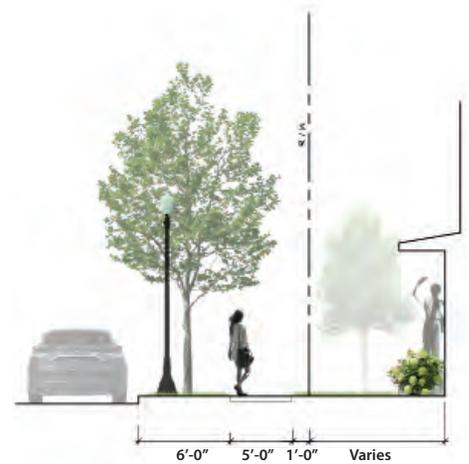
Minimum Dimensions

The minimum width for newly constructed tree lawns should be 4'-0". This allows for a typical 2-1/2" caliper tree with a 2'-6" diameter root ball to be planted. The sidewalk should be 5'-0" in width (or 10'-0" for shared use paths) and offset 1'-0" from the right-of-way line. Streetlights should be placed in the tree lawn and set back a minimum of 3'-0" from back of curb to center of pole. Post top lights can be used when utilities are underground. See Chapter 5 for recommendations on street lighting types when utility lines are overhead.



Recommended Dimensions

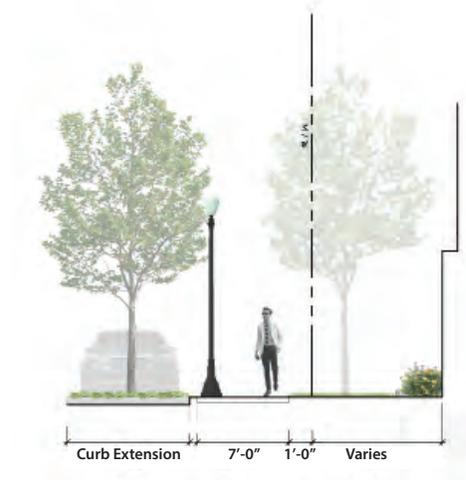
A tree lawn dimension of 6'-0" allows for expanded tree root zones and improved overall tree health. The sidewalk should be 5'-0" in width (or 10'-0" for shared use paths) and offset 1'-0" from the right-of-way line. Streetlights should be placed in the tree lawn and setback a minimum of 3'-0" from back of curb to center of pole.



Constrained Dimensions

When the allowable space for a tree lawn and sidewalk is less than 9'-0", then the sidewalk should be located at the back of the curb. The sidewalk should be 7'-0" in width. Streetlights should be placed at a minimum setback of 3'-0" from back of curb to center of pole. In these cases, private property owners should be encouraged to plant shade trees in the Yard Zone (or building setback area). In addition, curb extensions (or bump outs) may be considered in the parking lane in order to create opportunities for trees. In all cases where dimensions are constrained, inquire with the Department of Public Service regarding any opportunities to relocate the curb (i.e. narrow the parking lanes or vehicular travel lanes) to create a larger streetscape zone.

Several locations currently exist within the district where healthy trees are located behind an existing curb and integrated sidewalk. In these locations, the developer and the City should consider alternatives to preserve these existing trees. This may include maintaining the current sidewalk location and placing streetlights behind the sidewalk.



4.2.3 TYPICAL STREETScape COMPOSITION

The rhythm of streetscape elements along a Neighborhood Mixed-Use street begins with the spacing of streetlights. The lights should be placed at the locations necessary to achieve the required illumination for vehicular traffic. Street trees should then be located at regular spacing between the lighting to achieve the desired level of shade and comfort while not creating conflicts with street lighting or regulatory signage. Streetlights should typically be centered between the street trees. See Chapter 5 for more on spacing and maintenance of trees and lights.

When parallel parking exists, and is not limited by restricted hours, pedestrian bump outs should be utilized to minimize pedestrian crossing distances and to create additional areas for amenities within the streetscape. These areas can be used for a variety of elements including bike racks, transit stops, green infrastructure, utility infrastructure with screening, and public art. Elements located in the bump out areas shall not interfere with safe vehicular sight lines. Note: on-street bicycle lanes and/or an urban shared use path may limit or eliminate the ability to integrate bump outs on some streets.

Based on the potential for a mix of uses within the district, certain intersections or nodes may become gathering areas based on a retail use or a major building entry. In these scenarios, the standard tree lawn may be interrupted with additional pavement in order to accommodate more pedestrian activity.

The compositional framework described in this chapter illustrates the desired function and general spatial relationships of a neighborhood mixed-use streetscape. The following chapter provides more detailed guidance for the specific placement and material specifications for all streetscape elements.



4.3 STATE ROUTE 315 OVERPASS/UNDERPASS STREETSCAPES

State Route 315 is a physical and psychological barrier separating West Franklinton from East Franklinton. At the north end of the 315 Gateway District, West Broad Street crosses over the highway. At the south end of the district, Rich Street and Town Street cross under the highway. For pedestrians, all three crossing locations are intimidating because of the volume and speed of traffic as well as the condition of the pedestrian environment.

Fortunately, examples exist within the City where similar conditions have been mitigated. These benchmark examples should serve as guidance for the future improvements of these important pedestrian connections.

Note:

The examples shown require maintenance above and beyond what is typically required for a public streetscape. Careful consideration should be given to the final design solutions and the responsible party for maintenance.



WEST BROAD STREET OVERPASS



**EXISTING CONDITIONS:
WEST BROAD STREET OVERPASS**



**BENCHMARK:
SPRING STREET/LONG STREET OVERPASS**

Design Features:

- Comfortable walk zones for pedestrians (minimum width = 10').
- Provide barrier to moving vehicular lanes with planters, bollards, or decorative wall.
- Incorporate other plant materials such as lawn, shrubs and trees. Note: soil specifications and irrigation are important factors in establishing healthy plant materials. Trees should be small to medium in size based on limited soil volumes.
- Consider opportunities to incorporate public art and/or interpretive/historical elements into the bridge cap.

RICH STREET & TOWN STREET UNDERPASS



**EXISTING CONDITIONS:
RICH STREET & TOWN STREET UNDERPASS**



**BENCHMARK:
NATIONWIDE BOULEVARD UNDER NORTH 3RD STREET**

Design Features:

- Maximize walk zones for pedestrians based on roadway column spacing. Consider specialty paving to complement concrete sidewalks and enhance the pedestrian experience.
- Minimize maintenance under the roadway structure by eliminating any plant beds or exposed soil/subgrade.
- Provide lighting to improve security/safety and improve the link between East and West Franklinton.
- Establish lawn areas or maintainable ground cover plant beds along the approaches to the underpass.
- Consider opportunities to incorporate public art and/or interpretive/historical elements.



5.0

ELEMENTS AND MATERIALS

The final step in designing a streetscape is the selection of specific elements and materials. The following sections provide detailed information on the standard elements and materials that make up the streetscapes of the 315 Gateway District. In each section, important cross reference information is provided that will help direct the designer/engineer to the very latest standard details, drawings, or references that will further help them complete the design process. Many of these references can be accessed via the following City of Columbus (COC) links:

Standard Drawings:

<https://columbus.gov/StandardDrawings/>

Construction Materials Specifications:

<http://columbus.gov/Templates/Detail.aspx?id=65097>

Supplemental Specifications:

<http://columbus.gov/Templates/Detail.aspx?id=65099>

Specific materials that are listed represent the standard for aesthetics and performance. Other materials may be substituted, but they will be required to meet the performance standards of the products listed herein. The Department of Public Service maintains a list of approved products for urban streetscapes. New products may be approved through the New Product Review Committee. This approval process and application can be found at <http://columbus.gov/publicservice/design-and-construction/document-library>.

5.1 SIDEWALK & CROSSWALKS

Standard Sidewalks

Sidewalks shall be gray concrete with a light to medium broom finish. Detectable warning surfaces and crosswalk markings shall meet all City of Columbus standards.

Placement Guidelines

- Install concrete per COC Standards.
- Meet all ADA and COC Standards for cross slopes and curb ramps.
- Install ADA detectable warning surface per COC Standards.
- Crosswalks to be installed at all signalized intersections. All other locations subject to approval by Division of Traffic Management.

Material Standard

Sidewalk

- Concrete, light to medium broom finish, perpendicular to traffic flow, 5'-0" x 5'-0" minimum joint pattern, generally square, with 1/4" wide saw cut joints.

Detectable Warning Surface

- Material in accordance with *City of Columbus Approved Producers/Products* list.

Crosswalk Treatment (for West Broad Street intersections only)

- Crosswalk pavement markings per COC CMS 641.
- Preformed thermoplastic decorative crosswalks. Manufacturer and pattern to be approved by the City of Columbus.



Cross Reference

- COC CMS 608 and COC Std. Dwg. 2300 (Concrete Sidewalk)
- COC CMS 641 (Pavement Marking)
- COC Std. Dwg. 2319 (Detectable Warning Surface)
- Ohio Manual of Uniform Traffic Control Devices, Section 3B.18 (Crosswalk Markings)

5.2 STREET CURBS

Standard Sidewalks

Street curbs shall be cast-in-place concrete along all 315 Gateway District streets.

Placement Guidelines

- Install 18" straight concrete curb per City of Columbus Standards.

Material Standard

- Concrete. See COC CMS 609 & COC Std. Dwg. 2000



Cross Reference

- COC CMS 609 (Curbing)
- COC Std. Dwg. 2000

5.3 ALLEYS

Alleys shall be paved per City of Columbus (COC) standards and policies including the COC Residential Street Pavement Design Policy.

PLACEMENT GUIDELINES

- If alley is predominately used for service, pave alley with either asphalt or concrete.
- When the primary purpose of the alley is for a pedestrian way, consider the use of concrete curbs to provide separation between vehicles and pedestrians and/or consider the use of clay brick pavers as the predominant paving material to slow vehicular traffic.

MATERIAL STANDARD

Clay Brick

- Pine Hall “English Edge Ironspot”, with lugs, 2-3/4” minimum thickness, or approved equal, installed in running bond pattern perpendicular to traffic flow. Install on bituminous setting bed on concrete base per COC Standards.

Concrete Pavement

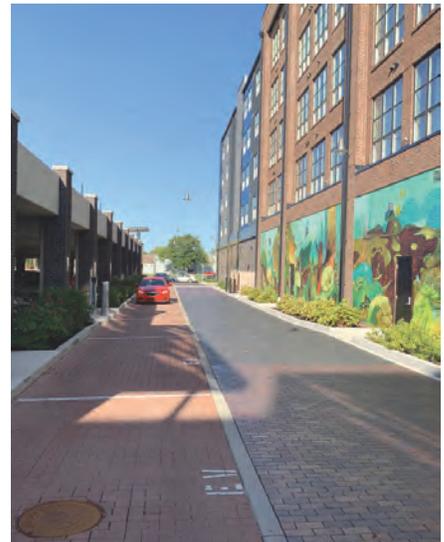
- Medium broom finish with sawcut joints per COC Standards.

Asphalt Pavement

- Per COC Standards.

Concrete Curbs

- Per COC Standards



Cross Reference

- COC CMS 448 (Asphalt Pavement)
- COC CMS 452 (Concrete – Vehicular)
- COC SS-1524 (Brick - Vehicular)
- COC Std. Dwg. 2151 (Alleys)
- COC Std. Dwg. 2000 (Concrete Curb)
- COC Residential Street Pavement Design Policy

5.5 TRAFFIC SIGNALS

Consistent use of traffic signals is essential for safe travel through critical intersections within the 315 Gateway District. Standards and guidelines for signal poles and mast arms can be found in the City of Columbus Traffic Signal Design Manual. The Department of Public Service and Division of Traffic Management will provide final direction regarding the limits of mast arm installations, including type and specifications.

PLACEMENT GUIDELINES

- Utilize mast arms only at Broad Street intersections. Utilize span-wire at all other signalized intersections within the 315 Gateway District.
- Place all signals and pedestrian push button controls per City of Columbus Standards.
- Avoid installing regulatory signage on mast arm pole.
- Consider pedestrian hybrid beacon or rectangular rapid flashing beacon if warranted by pedestrian traffic and safety needs.
- See Traffic Signal Design Manual for six factors to consider for traffic signal control cabinet placement.

MATERIAL STANDARD

- See City of Columbus Traffic Signal Design Manual for all material and product specifications.



Cross Reference

- COC Traffic Signal Design Manual

5.6 TREES, PLANTERS, & TREE LAWNS

Street trees are required along all public streets in the 315 Gateway District. The creation of a healthy urban forest is critical to the long-term livability of the neighborhood. In addition to ecological benefits, a canopy of trees contributes to the comfort and walkability of the urban environment and consequently yields tangible social and economic benefits.

Benefits

Environmental: reduced air pollution, reduced urban heat islanding impacts and improved hydrologic conditions.

Economic: increased property values and increased retail spending.

Social: increased opportunities for interaction resulting from the creation of comfortable urban spaces. These opportunities include one-on-one interaction, outdoor dining, and small group gatherings.

Planting Environment

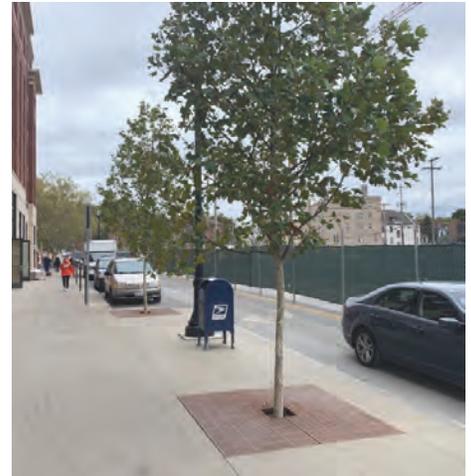
Urban conditions such as heat, drought, vandalism, and salt application for de-icing create a very difficult environment for the growth of healthy trees. Considerable research and experimentation has been done to create better soil conditions, better tree cultivars, and better maintenance procedures. This plan recognizes that the best approach to improving tree health is to maximize the surface area and soil volume for each specimen. This is most easily accomplished with a tree lawn, which will be the most common solution throughout the district. Along the West Broad Street Commercial Corridor, this will be accomplished by grated tree pits or curbed planters. When curbed planters are used, maintenance will be provided by the private property owner through a maintenance agreement with the City or through another maintenance entity.

PLACEMENT GUIDELINES FOR THE WEST BROAD STREET COMMERCIAL STREETSCAPE

- Street trees should be spaced in between light fixtures at a regular spacing of 25' to 35' based on tree size and species.
- A minimum distance of 10'-0" should be maintained between the tree trunk and the light pole.
- Trees should not conflict with intersection sight distances.
- Monocultures of trees should be used to unify a block or small district. In order to prevent large scale loss of tree canopy due to unforeseen disease, monocultures of trees should not exceed one city block.

PLACEMENT GUIDELINES FOR MIXED-USE NEIGHBORHOOD STREETSCAPES

- Place street trees in the center of the tree lawn. Trees should be spaced at 25' to 45' with 25' spacing for small class trees, 35' spacing for medium class trees, and 45' spacing for large class trees.
- A minimum distance of 10'-0" should be maintained between the tree trunk and the light pole.
- Trees should not conflict with intersection sight distances.
- Monocultures of trees should be used to unify a block or small district. In order to prevent large scale loss of tree canopy due to unforeseen disease, monocultures of trees should not exceed one city block.



TREE PRUNING STANDARDS

The care and maintenance of the tree canopy is critical to sustaining a safe and vibrant neighborhood. The following guidelines and exhibits illustrate the anticipated growth of trees and the desired canopy height and clearances required to minimize conflicts with street lights, regulatory signs, and storefront identification signs. All tree pruning should be performed by a certified arborist.

Clearance to light poles:

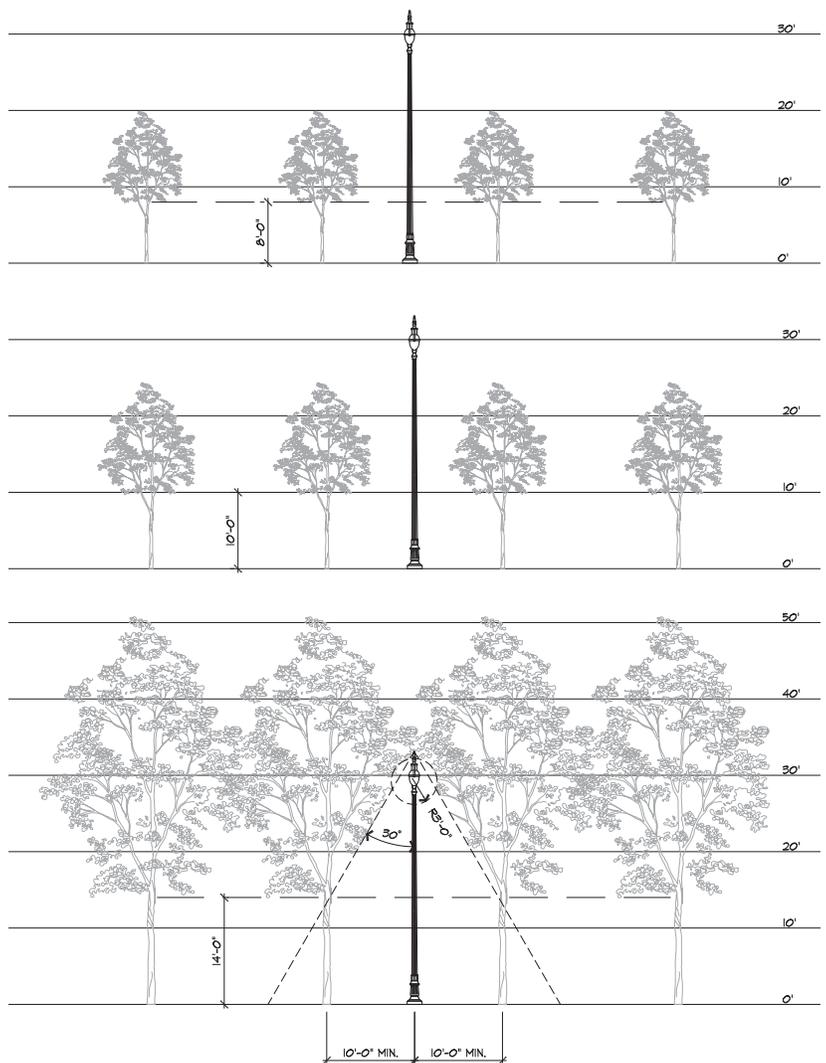
Prune limbs away from below light source as necessary to allow light to fall on the street. Adhere to industry accepted pruning techniques and ANSI A300.

Clearance to regulatory signs:

Prune limbs away from face of sign as necessary to allow full view of sign from the street.

Canopy Height Guidelines:

In order to maintain visibility below the tree canopies, the following guidelines should be followed as a tree matures. At time of installation, a 3" caliper tree will typically be about 15'-0" in height, and the bottom of the canopy should be maintained at 8'-0" above the sidewalk surface. As the tree grows, the canopy can be maintained at a height of 10'-0" to 12'-0". After 15 to 20 years, the canopy height should be maintained at 14'-0" from the sidewalk surface.



MATERIAL STANDARD

The City of Columbus Department of Recreation and Parks - Division of Forestry maintains a list of suitable trees based on the available area for tree planting. See <http://columbus.gov/recreationandparks/Urban-Forestry>

Tree Size

- Minimum 2.5" caliper, balled and burlapped.
- Maximum 3" caliper, balled and burlapped.

The following is a partial list of trees that may be used when conflicts exist with overhead utilities. The City of Columbus Department of Recreation and Parks - Division of Forestry can provide additional guidance upon request.

1. Japanese Tree Lilac
2. Trident Maple
3. Eastern Redbud (Single-stem)
4. Serviceberry (Single-stem)
5. Northern Flame Hornbeam
6. Pacific Sunset Maple

Tree Grates

- Contact The City of Columbus Department of Recreation and Parks for current tree grate standards and specifications.



Cross Reference

- National Association of Arborists – Tree Pruning
- American Association of Nurserymen’s American Standard for Nursery Stock
- COC CMS 661 (Trees, shrubs, and vines)

MATERIAL STANDARD (continued)

Curbed Planters (when approved for West Broad Street Commercial Streetscapes)

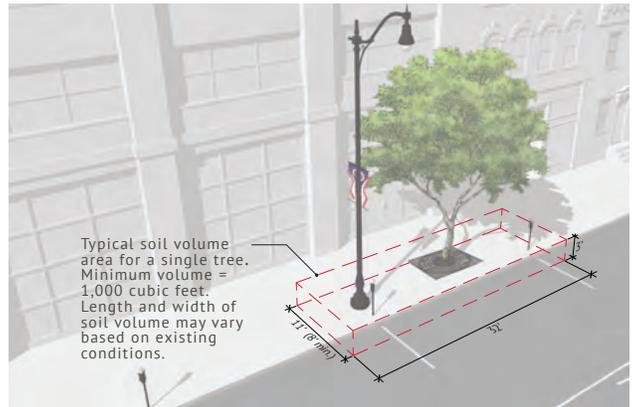
- Planter bed set back 30" from face of street curb to face of planter curb.
- Planter curb type: concrete, match street curb.
- Plants may include English Ivy, Liriope, Vinca.
- Plant size and spacing: 1 gallon container, 12" on center.
- Provide underdrains and connect into curb underdrain.

Soil

- A large root zone for trees is critical to creating a healthy tree canopy. In all streetscape projects, maximizing the size of continuous soil volume should be a priority.
- Planting Soil: Loamy soil free of debris with pH 6.5-7.5 and 4%-6% organic material amended with Comtil produced by the City of Columbus.
- Engineered Soil for West Broad Street Commercial Streetscape: Utilize current City of Columbus engineered soil specifications.
- Soil depth shall be 36".
- For two or more trees, provide a minimum soil volume of 750 cubic feet per tree. Connect tree plantings together with engineered soil within the West Broad Streetscape. Suspended pavement systems may be considered with Department of Public Service approval.
- For a single tree, provide a minimum soil volume of 1,000 cubic feet.
- Soil volume in the West Broad Street Commercial Streetscape is comprised of a combination of planting soil and engineered soil or suspended pavement. Utilize the standard planting soil in all other tree lawn applications.

Irrigation

- Irrigation is not required for plant beds or trees.
- When irrigation is used the following standards apply.
 1. A drip system is required.
 2. A maintenance agreement between the property owner and the City is required.
 3. A backflow preventer and meter are required in an above-ground hot box. Paint hot box green.



5.7 UTILITIES

The streets of the 315 Gateway District contain a variety of above and below-ground utilities. Since this district is not designated as an Underground District by the City of Columbus, overhead utilities are likely to remain as redevelopment occurs. Consideration should be given to relocating overhead utilities to alleys where feasible. Buried public utilities such as water mains and sewer mains should be located in primary road right-of-ways and not in alleys. Minimize the future impact to trees and hardscape in the location of future buried utilities.

PLACEMENT GUIDELINES

- When possible, place above-ground utility cabinets and/or boxes away from pedestrian circulation. For traffic signal controller cabinet locations, refer to Section 5.5.
- Maintain ADA pedestrian access.
- Provide direct street access to fire hydrants for annual hydrant flushing.

MATERIAL STANDARD

- Provide ADA compliant grates for vaults.



Cross Reference

- COC Department of Public Utilities Standards
- COC Traffic Signal Design Manual

5.8 GREEN INFRASTRUCTURE

Stormwater facilities shall be designed in accordance with the Columbus Stormwater Drainage Manual which may involve the use of green infrastructure (GI). When GI strategies are used, GI design should follow current citywide guidelines and the following additional recommendations.

PLACEMENT GUIDELINES

- The rhythm of trees should be maintained with the implementation of GI structures.
- Plants in GI structures need to be replaced when GI structure soil is replaced or more frequently if necessary.
- Investigate if porous pavement in the parking lane is viable for stormwater storage to eliminate the need for stormwater basins in the sidewalk. Refer to Supplemental Specification 1525 - Permeable Pavement.
- GI solutions should be located to avoid conflicts with water mains, taps, and service lines.

MATERIAL STANDARD

Bio-retention Basin

- Refer to Stormwater Drainage Manual.

Trees

- Do not plant trees in bio-retention basins.

Plants

- Refer to planting palette options in the Stormwater Drainage Manual.

Other Materials

- See Stormwater Drainage Manual for detail information regarding bio-retention soil media, permeable pavement and porous pavement, and aggregate drainage layer.



Cross Reference

- COC Stormwater Drainage Manual
- COC Sanitary Sewer Design Manual
- ODNR Rainwater and Land Development Manual
- Ten States Standards for Wastewater Facilities
- COC Supplemental Specification 1525 - Permeable Pavement

5.9 MEDIANS

Medians may be implemented to calm traffic, provide pedestrian protection or to aesthetically enhance a corridor. Medians can be either raised or flush.

PLACEMENT GUIDELINES

- Medians should be located to avoid conflicts with existing water mains or future maintenance of water mains.
- If raised medians are proposed, meet all City of Columbus (COC) clearance requirements.
- Raised medians will require a maintenance agreement for the long-term care of plantings, irrigation, and specialty materials, or this maintenance will be provided through another maintenance entity.
- Consider flush medians as alternatives to raised medians for traffic calming and aesthetics.

MATERIAL STANDARD

Clay Brick for Flush Medians

- Pine Hall "English Edge Ironspot", with lugs, 2-3/4" minimum thickness or approved equal, installed in running bond pattern perpendicular to traffic flow. Install on bituminous setting bed on concrete base per COC Standards.

Concrete Pavement

- Medium broom finish with sawcut joints per COC Standards.

Asphalt Pavement

- Per COC Standards.



Cross Reference

- COC CMS 452 (Concrete – Vehicular)
- COC SS-1524 (Brick - Vehicular)
- COC Standard Drawings

5.10 PUBLIC ART

Public art is encouraged throughout the 315 Gateway District, provided selection and placement of art within the right-of-way adheres to the Columbus Art Commission policies and procedures.

GUIDELINES

- Design and placement of art in the public right-of-way, temporary or long term, must be approved by the Columbus Art Commission. The proposed art must also be presented to the Franklinton Area Commission for review and comment. The Columbus Art Commission will take this comment under consideration when reviewing artwork for approval.
- Location of art must not interfere with the free movement of vehicular and pedestrian traffic. Art must meet intersection clearance standards and all ADA pedestrian clearance standards.
- Should art require utility access, there must be an agreement for water or power provided by the City or an agreement to allow private utility connections (water, power, data, etc.) through the right-of-way.



Cross Reference

- Columbus Art Commission (City Code Section 3315)

5.11 OUTDOOR DINING

Outdoor dining opportunities enliven the street and provide additional opportunities for economic success in the district. Every effort should be made to accommodate this use without sacrificing the basic function of the adjacent streetscape.

PLACEMENT GUIDELINES

- Dining may occur where sidewalk dimension is greater than 16'-0". Throughout the district, this dimension may be difficult to achieve without modifications to the existing curb line and/or new buildings being set back from the right-of-way line.
- Dining areas shall not alter the established grade of the sidewalk.
- Dining areas shall comply with all applicable building and fire codes and ADA rules and regulations.

MATERIAL STANDARD

Placement of fence is subject to all State of Ohio requirements based on use. When fences are used, then the following standards apply:

- Minimum 36" height, maximum 42" height.
- Steel or aluminum fence, commercial grade. Steel fence shall resist rust (powder coated and/or galvanized).
- Creativity in fence design is encouraged and may include custom railings, planters, pots, etc.



Cross Reference

- The West Franklinton -315 Gateway District Design Guidelines
- Sidewalk Zone Dimension Matrix
- Ohio Division of Liquor Control guidelines for fencing, if applicable
- COC 910 Permit for Sidewalk Dining

5.12 FURNITURE

Streetscape furnishings can visually unify the streetscapes of the 315 Gateway District. Furnishings will generally be concentrated in the West Broad Street Commercial area, but certain elements may be considered at other intersections in the district or near the entrances to major employers or institutions. Furnishings shall be located within the Amenity Zone or, if space allows, within the Building Zone. Street furnishings shall not interfere with access to parking meters, ADA curb ramps, or transit boarding/alighting locations. Customized solutions that deviate from the material standards listed below may be permitted if maintenance and ownership is provided by the abutting property owner or another private entity and if approved by the City of Columbus.

PLACEMENT GUIDELINES

- Locate benches in curb bump outs near street and/or alley intersections. Benches may be placed in a midblock location within the Building Zone if space allows. Benches should generally face the sidewalk, although existing site conditions may dictate bench orientation. Benches are optional elements that may be approved if provided by a private property owner and maintained through a maintenance agreement with the City or through another maintenance entity.
- Place litter receptacles adjacent to recycling receptacles. Department of Public Service (Division of Design and Construction and Division of Refuse Collection) approves litter receptacle locations. Note: Receptacles are more likely to be approved in retail districts as opposed to areas where the predominant land use is residential.
- Locate bicycle racks in curb bump outs near street and/or alley intersections. Bicycle racks may be placed in a midblock location within the Amenity Zone if space allows. Special consideration should be given to locating bicycle racks near building entries. Department of Public Service to confirm final bike rack locations.

MATERIAL STANDARD

Bench

- There is no material standard. Benches may be selected by private property owners and maintained through a maintenance agreement or other approved process with the City. The Department of Public Service will review and approve all benches located within the public right-of-way.

Litter/Recycling Receptacle

- Refer to COC Standard Drawing 2400.

Bike Rack

- Huntco Model BR3, DuMor Model Bike Rack 83, or approved equal. Permanently install bicycle rack on pavement. Department of Public Service to confirm installation specifications.



Cross Reference

- COC CMS 608 for concrete sidewalks
- COC Std. Dwg. 2400 (Litter Receptacle)

5.13 VAULTS

Along the West Broad Street Commercial Streetscape, underground vaults may be found that project into the public right-of-way. See the following link to access the Policy and Procedure for Basement Vaults in the right-of-way. <http://columbus.gov/publicservice/Design-and-Construction/Document-Library/>. When vaults are determined to remain, decorative pots with small trees should be used to continue the rhythm of street trees. The abutting property owner or other private entity will be required to maintain these pots. The following aesthetic guidelines and standards apply.

PLACEMENT GUIDELINES

- The rhythm of trees should be maintained through the use of decorative pots.
- Trees in pots shall align with planted trees along the same block.
- Trees in pots typically have a shorter life span and may need to be replaced after several years.

MATERIAL STANDARD

Pots

- Appropriate for Columbus weather and can withstand the effects of salt.
- Minimum size: 4'-0" x 4'-0" square by 3'-0" tall.
- Include stainless steel mesh on bottom of pot or other approved material by the City of Columbus.

Trees

- Smaller shade trees or fruitless ornamental trees such as Ivory Silk Tree or Trident Maple.



Cross Reference

- COC Basement Vaults in the Right-of-Way Policy and Procedure
- Columbus Recreation and Parks Street Tree List (small trees)

5.14 TRANSIT FACILITIES

Streetscapes within the 315 Gateway District should accommodate transit stops. Special consideration should be given to accessibility and small gatherings of riders at these locations.

PLACEMENT GUIDELINES

- Trees in the immediate vicinity of transit stops should be placed in tree pits and protected with standard tree grates. Trees shall be planted in structural soil and tree pits shall be connected with structural soil to form continuous tree pits.
- Tree species shall be upright in habit to minimize conflicts between transit vehicles and tree branches. Align trees with all trees on the block.
- Trees and other streetscape amenities should be arranged to allow access to all transit vehicle doors.
- When locating transit facilities within the streetscape, reference COTA's Bus Stop Guidelines. All associated ADA transit guidelines shall be followed.
- Transit shelters should comply with COTA's placement guidelines.

MATERIAL STANDARD

Tree Grate

- Contact The City of Columbus Department of Recreation and Parks for current tree grate standards and specifications.



Cross Reference

- Central Ohio Transit Authority (COTA) Bus Stop Design Guide <https://www.cota.com/bus-stop-design-guide/>
- COTA NextGen Plan <https://www.cota.com/initiatives/nextgen/>



6.0

PROCESS AND PROTOCOLS

6.1 APPLICATION OF STANDARDS & GUIDELINES

The standards and guidelines of this document establish a clear vision for how streetscapes should look and function over time. This vision will be realized through numerous streetscape improvement projects. Some of these improvement projects will be associated with new private development projects while others will be initiated by the City of Columbus (COC) as capital improvement projects.

What Triggers a Streetscape Improvement Project?

Not every new project will be required to implement streetscape improvements. Infill development projects that impact a small portion of a block may not be required to implement all streetscape improvements. Other projects may not need to improve certain streetscapes if a larger public realm improvement project is already being planned for the corridor. Replacement and repair of small segments of curb and sidewalks will also not require a full renovation of the streetscape. The following is a list of typical conditions that would likely require streetscape improvements. Refer to City of Columbus 905 Permit for Sidewalk Replacement.

1. A new infill development project that occupies 150 lineal feet of public street frontage or 50% or more of a block. A block is defined as the distance between two public streets, excluding alleys.
2. A new infill development project where replacement of the adjacent sidewalk is required based on poor existing condition or expected damage from construction. The need for sidewalk replacement shall be determined by the Department of Public Service.
3. Significant building renovation projects where 150 lineal feet of public street frontage or 50% or more of the building facades of a block are being renovated.
4. Capital improvement projects where 150 lineal feet or more of a public street is being rebuilt and/or curbs are being replaced or relocated.
5. Capital improvement projects where 150 lineal feet or more of a public sidewalk is being replaced.
6. Private improvement projects where 150 lineal feet or more of a public sidewalk is being replaced or upgraded.

Exceptions from implementing some or all of the streetscape standards should be considered if a project exceeds the above impact thresholds but has a relatively low overall construction budget. Such projects may include small new build construction, modest building renovations, or open space improvements.

6.2 MAINTENANCE PROTOCOLS

Who Maintains the Streetscape Improvements?

The property owner is responsible for any needed repairs and other maintenance to sidewalks, including snow and ice removal. Columbus City Code Chapter 905 establishes the maintenance responsibility and specifications for sidewalk construction and repair.

Street trees within the public right of way are pruned and maintained by the City's Recreation and Parks Department - Urban Forestry Division. The property owner fronting the tree lawn is responsible for keeping these lawn or landscaped areas in good condition.

Maintenance of streetlights, traffic signals, stormwater management facilities, and all other City-owned utilities within the public right-of-way is provided by the responsible City of Columbus Department.

Standard bike racks are maintained by the City through the Department of Public Service - Division of Infrastructure Management. Standard litter receptacles are maintained by the City through the Department of Public Service - Division of Refuse Collection. Some specialty streetscape elements (such as benches, non-standard litter receptacles, non-standard bike racks, and decorative pots) may be approved within the public right-of-way but will be maintained by a private property owner through a maintenance agreement with the City. A maintenance entity, such as a special improvement district, may also be the responsible maintenance party for specialty elements of the streetscape.