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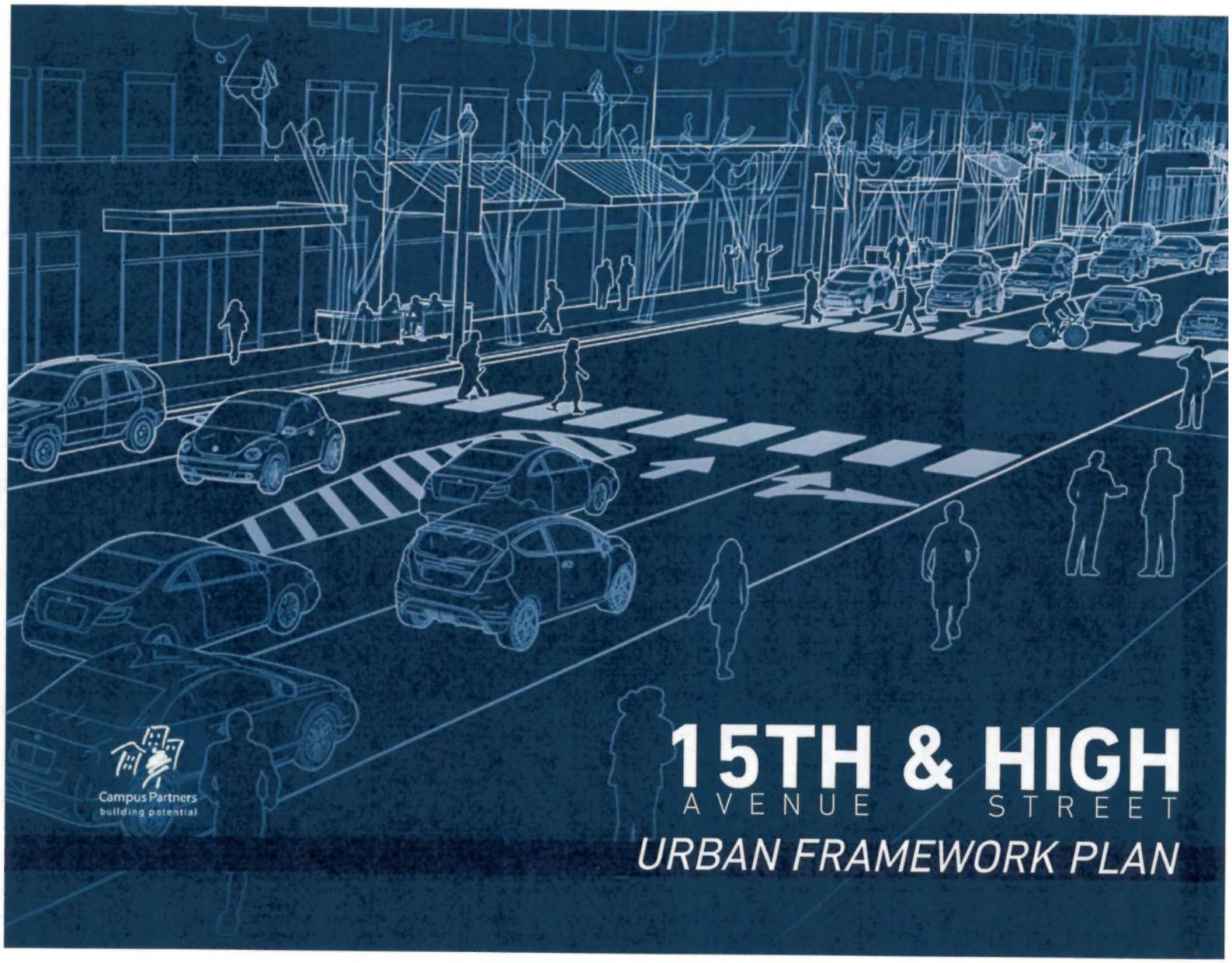

15TH & HIGH
AVENUE STREET

URBAN FRAMEWORK PLAN

for the
arts

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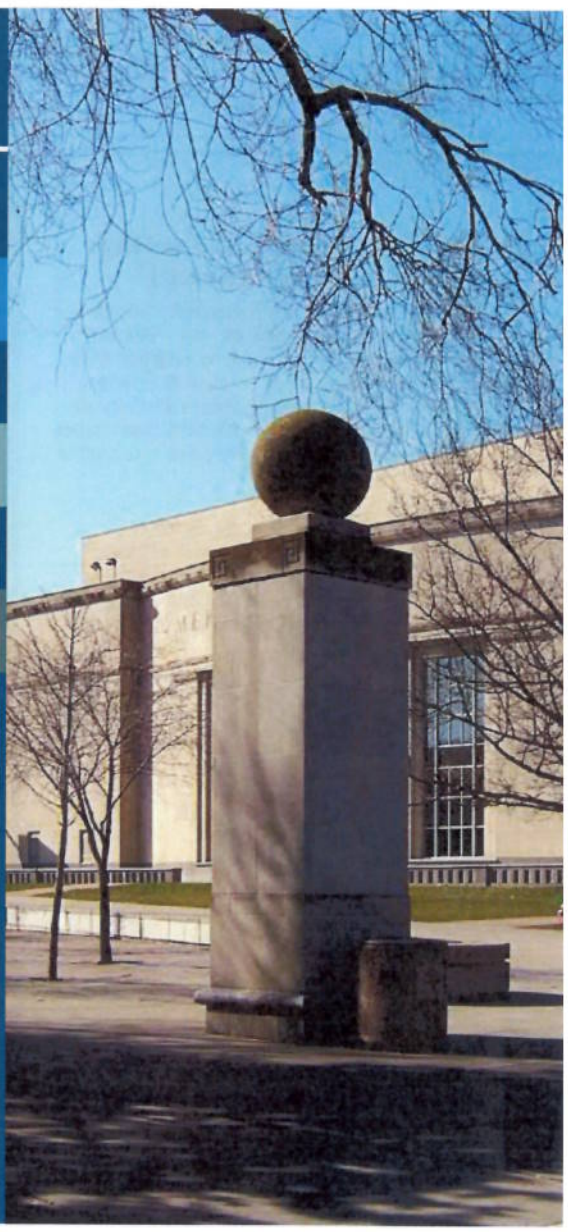


A New Vision for the 15th and High District ("15th/High District")

The 15th and High Urban Framework Plan (the "Plan") creates a new vision for this "Gateway" to the University and surrounding neighborhood. The purpose of this Urban Framework Plan is to highlight the commitments Campus Partners will make to the improvement of the 15th/High District and well-being of the community as a result of the proposed rezoning.

Building upon past planning efforts by the University, City and neighborhood, this Urban Framework Plan seeks to create a vibrant, walkable District. Successfully realized, the Plan will accomplish the Five Goals stated in the column to the right.

FIVE GOALS

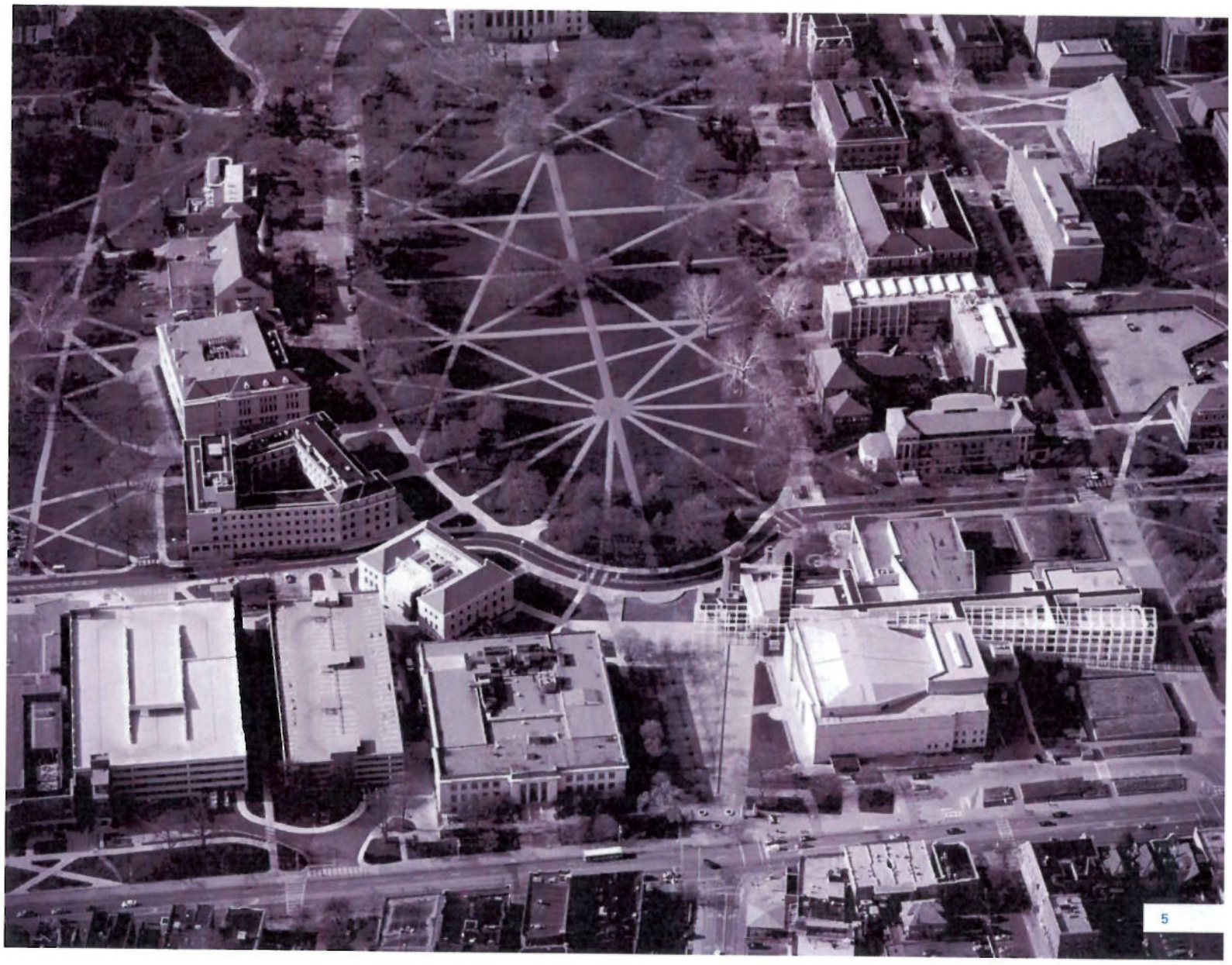
1 **PROMOTE A VIBRANT, MIXED USE ENVIRONMENT** within a multi-block district centered at 15th Avenue and High Street.

2 **CREATE A NEW COMMUNITY GATHERING SPACE** at 15th Avenue and High Street to serve as the physical and visual link between the University District east of High Street and the entry to the University's campus west of High Street.

3 **PRIORITIZE PEDESTRIANS** by designing all streets to be walkable, comfortable and safe environments that allow for street level activity and vibrancy.

4 **RECONNECT NEIGHBORHOOD STREETS** to High Street and, where possible, convert to two-way traffic to allow for easy vehicular access and wayfinding .

5 **ADDRESS PARKING** requirements and reduce traffic circulating on neighborhood streets seeking on-street parking by providing a new garage strategically located to serve the new development and existing neighborhood needs.



INTRODUCTION
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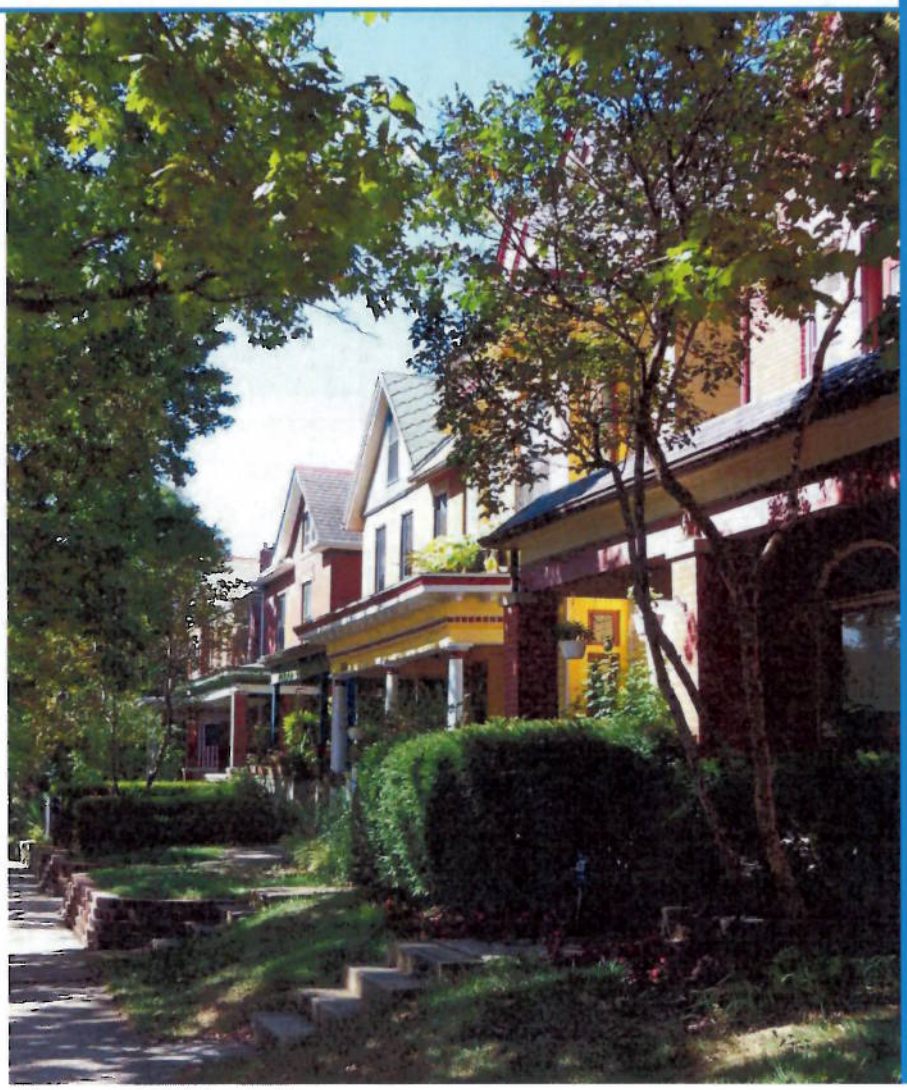
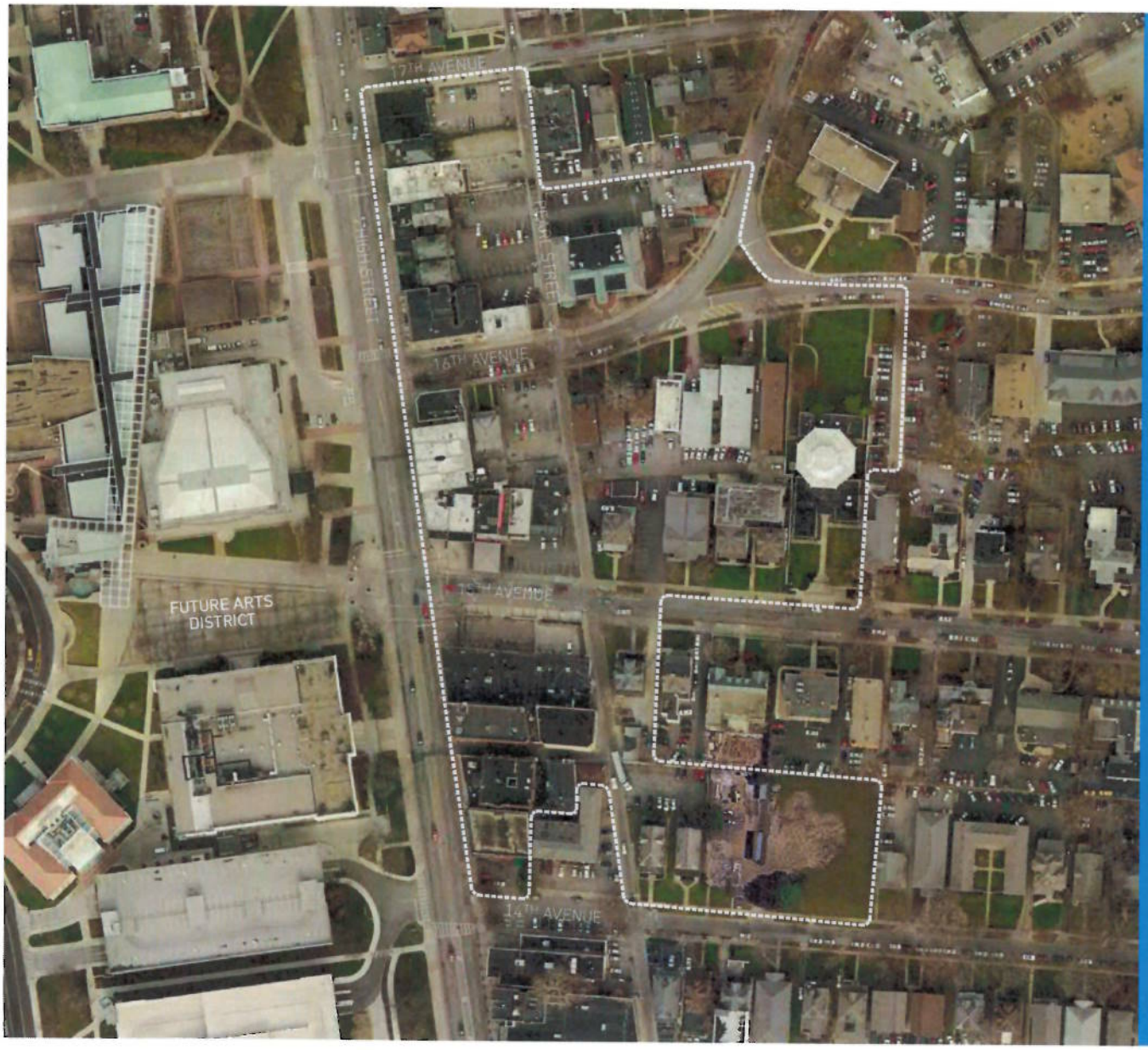
Community Connections

The intersection of 15th Avenue and High Street is the historic, crossroads between The Ohio State University and the University District. Continued investment along the northern and southern ends of the High Street Corridor has begun to transform the Corridor. However, this transformation will not be complete until the "front door" to the University at 15th Avenue and High Street has been addressed. This Urban Framework Plan builds on the recent investments made by the University, the City of Columbus, neighborhood leaders, and the private sector to enhance the surrounding neighborhood and promote positive change.

The Plan seeks to better connect the campus to the urban fabric that surrounds it. It focuses on creating a strong visual connection between the University District and Ohio State's Arts District. It leverages on-campus investments in academic resources and programs in the arts with mixed-use development within the District for the benefit of students and other neighborhood residents.





URBAN FRAMEWORK PLAN STUDY AREA

The Urban Framework Plan focuses upon the land area bordered by High Street on the west, 17th Avenue on the north, 14th Avenue on the south and the 14th, 15th, and 16th Avenue corridors east of High Street. This area is referred to in this document as the "15th/High District" or the "District".

INTRODUCTION
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Neighborhood, City and University Priorities

The 15th/High District has been an area of focus for numerous City, University and neighborhood planning efforts over the past two decades. These efforts have provided important urban design principles which have informed this Plan.

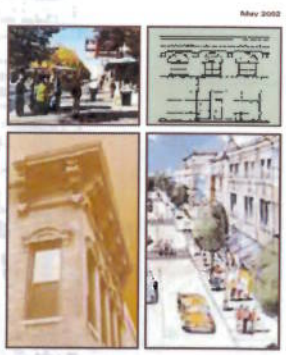
The most recent planning effort by the neighborhood, City and University is the University District Plan (2014). It calls for higher density, mixed-use buildings along High Street to enable walkability and transit, and transitions to a more neighborhood scale and lower density further east along the established residential streets. Land uses on High Street include multifamily residential, retail, office and institutional uses. Larger scale commercial buildings, such as hotels, theaters and performance spaces, are also appropriate. Like prior plans, it also addressed parking. According to the plan, parking "should not dominate the built environment" and parking needs "should be balanced with the need to preserve and enhance the walkable nature of the area."

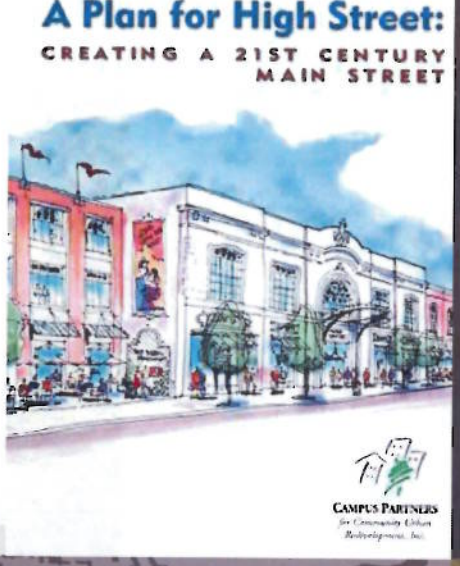
While the University District Plan superseded previous plans, it is important to examine prior efforts because they demonstrate the commitment and attention that the community has paid to this area over the past 20 years.

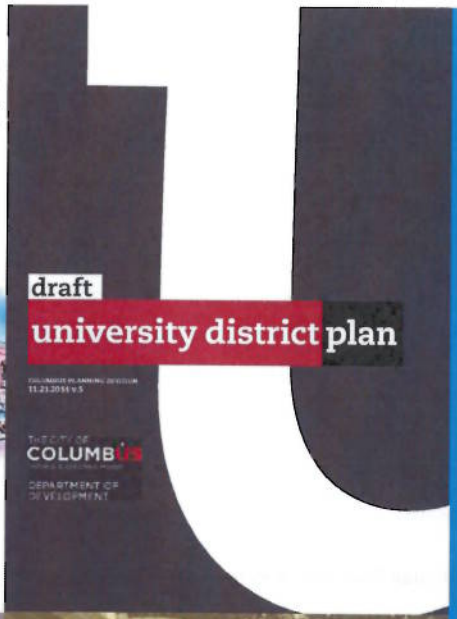
University/High Street Development and Design Guidelines (2002) considered the specific components necessary to create this pedestrian-oriented district. It called for a "public square" at 15th and High to provide a "focal point" for the district and to "reinforce the traditional entrance to OSU." It also addressed the critical topic of parking and the walkability of the district. Parking requirements, according to the plan, "should reflect the urban and pedestrian nature of High Street and recognize the overlapping use of parking or multiple destinations of each user of a parking space."

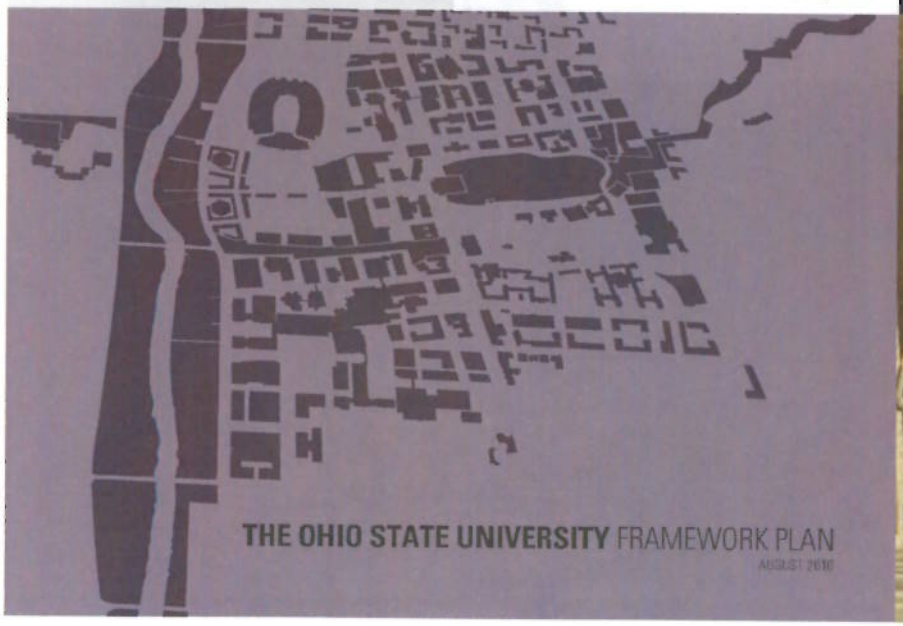
A Plan for High Street (2000) envisioned "a place of celebration and community ... that invites students, residents, university faculty and staff, visitors and others to enjoy the district's public life." Pedestrian-oriented uses, lively public spaces, and an enriched streetscape were fundamental to this vision.

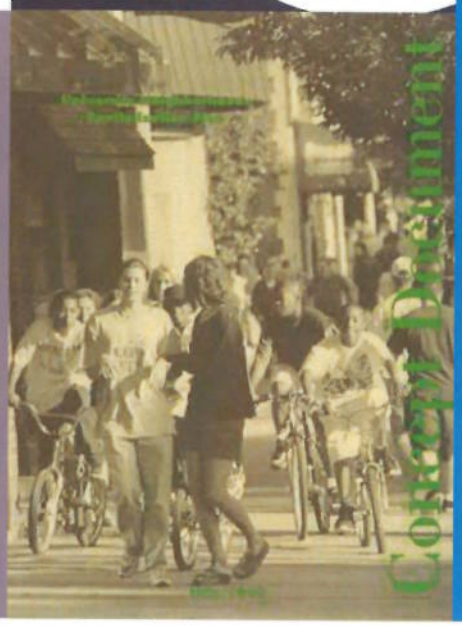
The **University Neighborhoods Revitalization Plan** (1996) recognized that development along High Street needed to accommodate a "variety of community-oriented commercial enterprises as well as facilities for offices, research and development, arts and entertainment and university facilities." While planning for a vibrant High Street, the plan also emphasized the need to make transitions between the commercial activity and the nearby residential areas.











PLAN PRIORITIES

Since 1996, there have been numerous plans that have called for the **revitalization of the 15th/High District**.

This Urban Framework Plan effort consulted the prior studies and brought forward many of the **ideas and design principles that have long been desired by the neighborhood, City and University**.

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The One University Framework Plan

The One University Framework Plan built on these City and neighborhood planning efforts, recognizing 15th Avenue and High Street as the historic gateway for the University and as a connector to the neighborhoods east of High Street. The Framework Plan envisioned an Arts District at 15th Avenue and High Street. The Arts District will create a vibrant home for Ohio State's many excellent academic programs as well as serve as a link between the University and the surrounding community.

The15th & High Urban Framework Plan includes:

+ A more rational District street grid to improve traffic movement and provide clearer sightlines from east of High Street to the University's Oval and beyond to the west
+ A "Signature Building" anchoring the easterly terminus of a 15th Avenue axis bisecting the Oval with the William Oxley Thompson Library as its westerly terminus
+ Mixed-use buildings with active ground floor uses
+ A high quality, walkable, pedestrian-oriented environment
+ A parking garage designed to enrich the pedestrian environment

This Urban Framework Plan provides the context and guidelines for vehicular and pedestrian circulation, streetscape improvements, public spaces, building program, and parking within the District. Design guidelines from the University District Plan (2014) are incorporated to guide redevelopment as it occurs.

URBAN FRAMEWORK PLAN

The Urban Framework Plan highlights the importance of **mixed-use buildings**, including a **Signature Building** fronting a new **15th/High Square** for the benefit of University students and faculty and neighborhood residents.

A new **Parking Garage**, lined by mixed-use buildings, is central to providing necessary parking and removing vehicles from the neighborhood streets and, in so doing, fostering a walkable environment.

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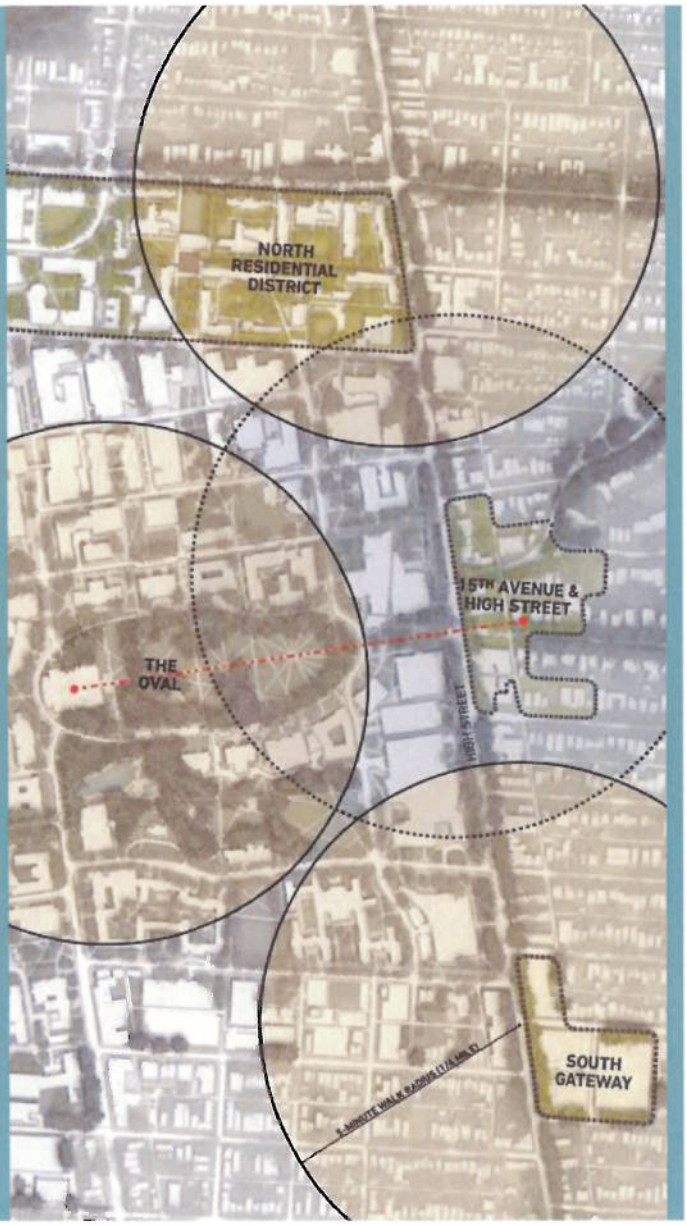
Bridging the Gap

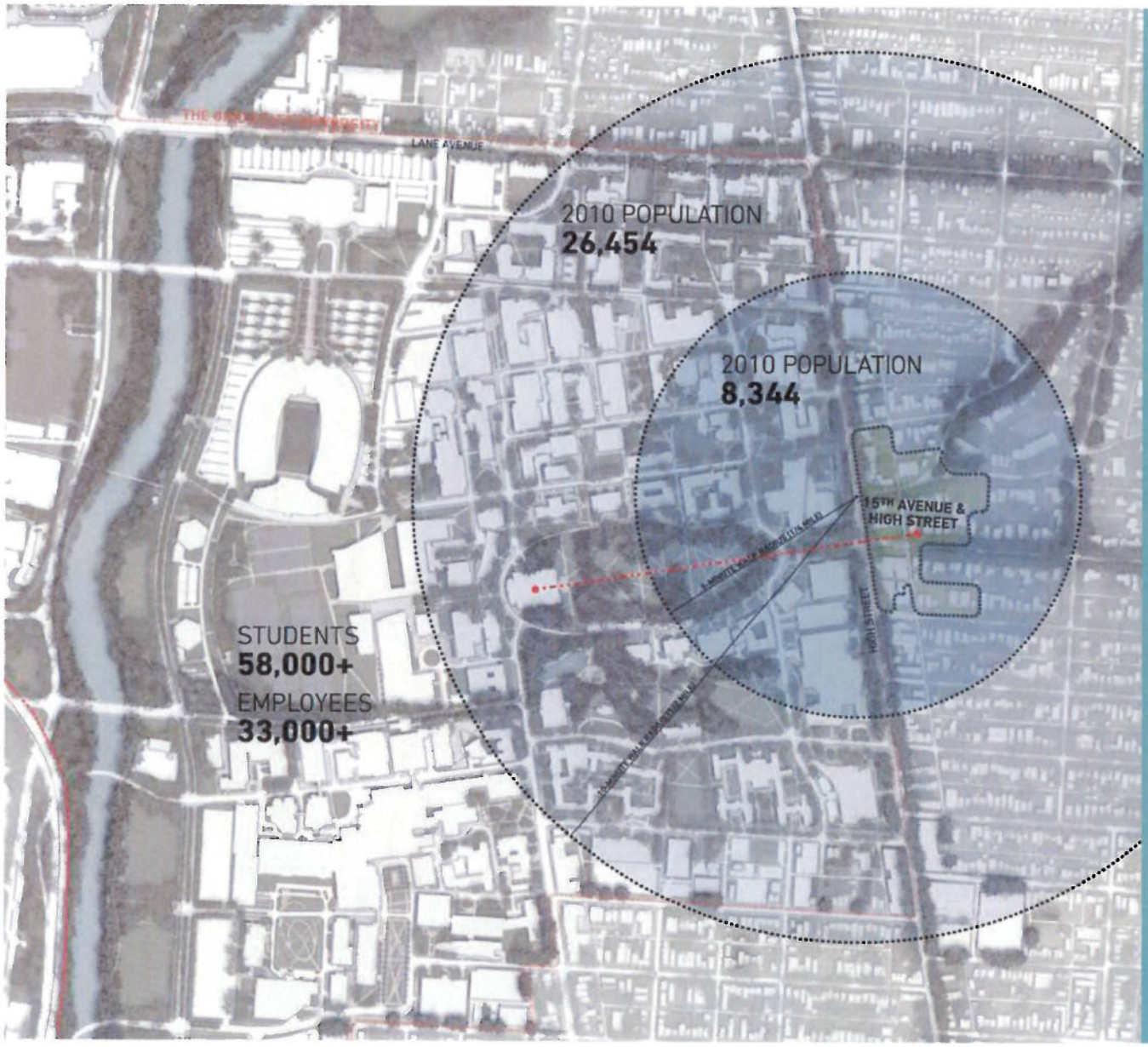
The importance of the 15th/High District to the immediate neighborhood, the University and the City requires urban planning and architecture of the highest quality. The Oval, North Residential District and South Campus Gateway are all within a five minute walk of 15th Avenue and High Street. Connecting the development from the North Residential District to South Campus Gateway will complete reinvestment in the High Street corridor, while creating a unique, vibrant district that benefits the University and the City.

15th Avenue and High Street is where the University and the residential neighborhoods surrounding the campus can come together. This Plan seeks to create a dynamic, urban environment. Considering that the University District is one of the densest areas of the City of Columbus, the Urban Framework Plan focuses on creating a walkable neighborhood. Development here will be a mix of uses, but all will work together to form a pedestrian-oriented district that improves connectivity and walkability, humanizes streets, and transitions to the existing residential neighborhoods. As demonstrated by the redevelopment and revitalization of High Street in the Short North, investment along main corridors has proven to drive further reinvestment in the surrounding neighborhoods and introduce new opportunities for infill and reuse that strengthen the district.

BRIDGING THE GAP

The Urban Framework Plan for 15th Avenue and High Street creates a new "Gateway" linking the University District and the University campus as well as "bridging" the gap between South Campus Gateway and North Residential District along High Street.





PEDESTRIAN-ORIENTED DISTRICT

There are more than 58,000 students and more than 33,000 faculty and staff located adjacent to the 15th/High District. 8,344 residents are located within a five-minute walk; 26,454 residents within a ten-minute walk of the 15th/High intersection.

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Vehicular Circulation

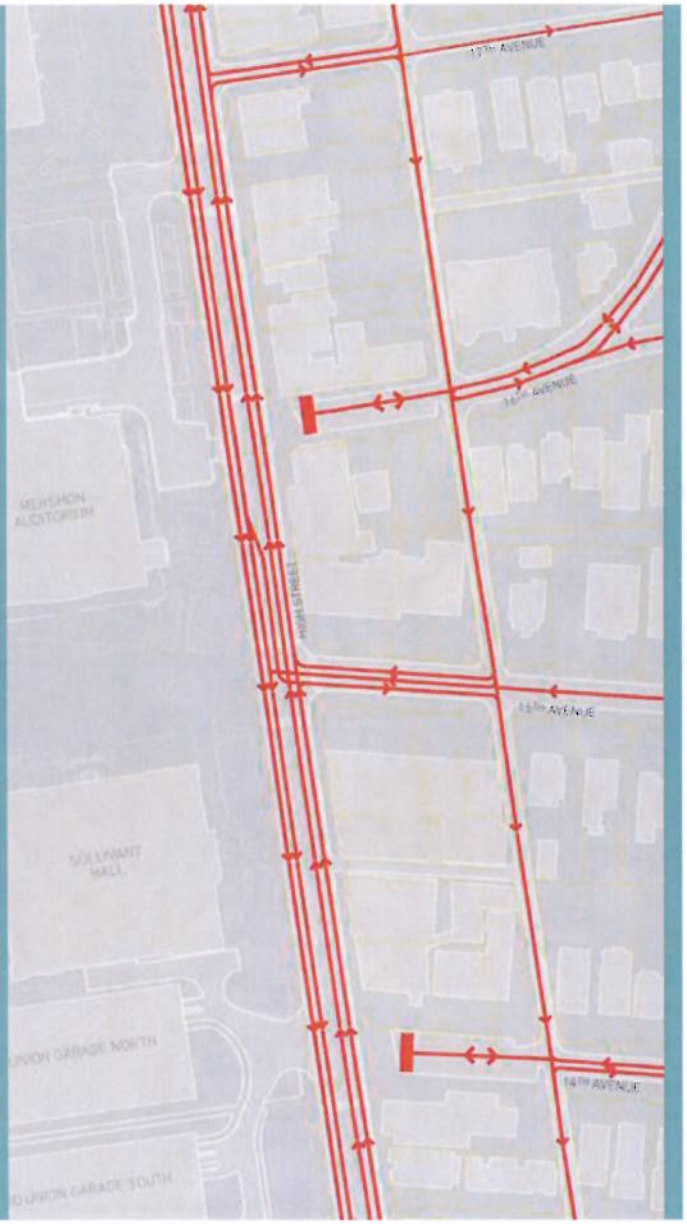
Adequate vehicular circulation between 14th Avenue and 17th Avenue is presently compromised by one-way streets and streets that do not connect to High Street. These conditions hamper wayfinding, don't allow for around-the-block circulation, and result in traffic patterns that make accessing the 15th Avenue and High Street area difficult as well as having an adverse impact on the surrounding neighborhoods.

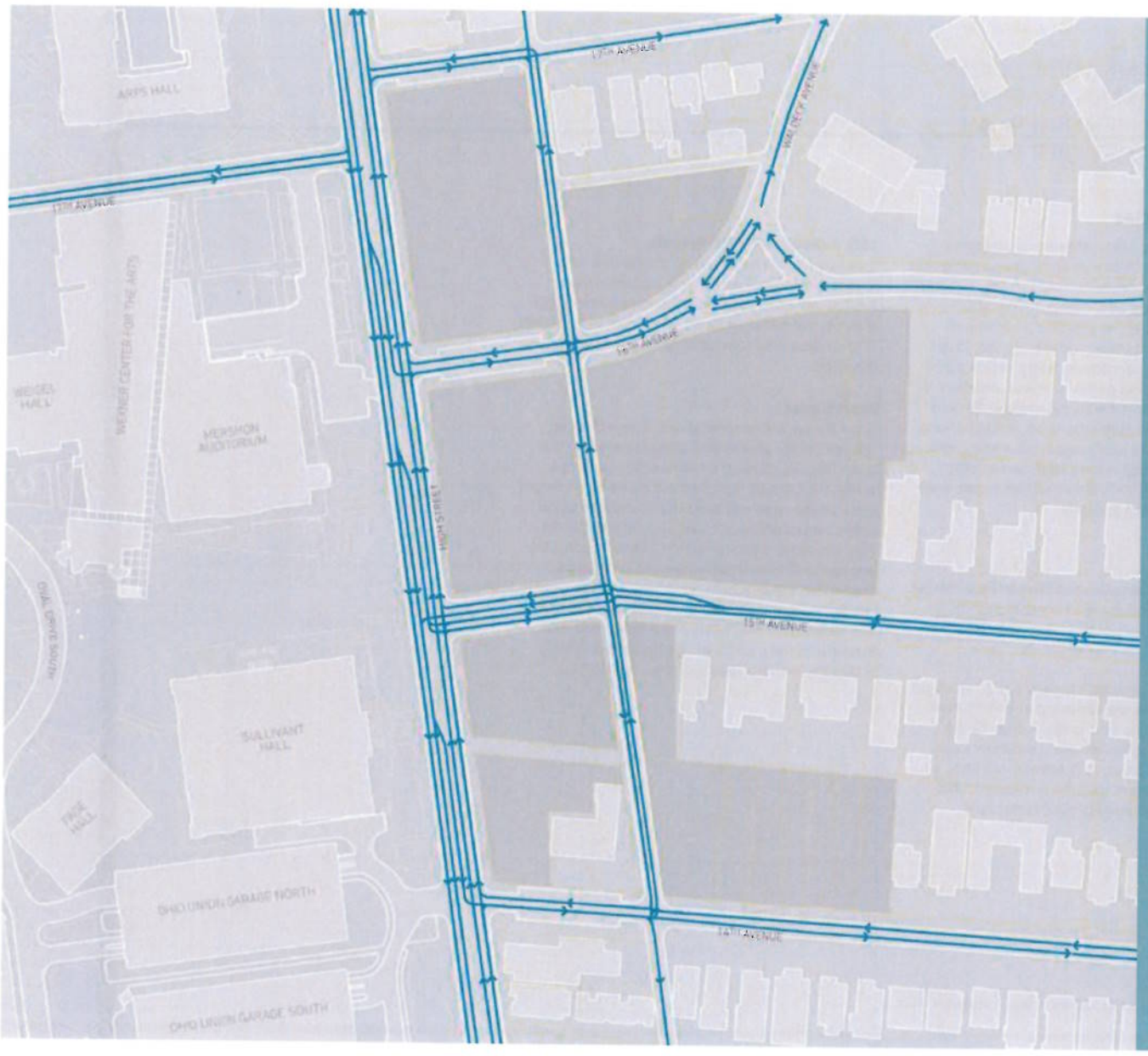
The Urban Framework Plan proposes to reconnect 14th Avenue and 16th Avenue to High Street and return two-way traffic to sides streets and Pearl Street. Reinserting a functioning street grid has been called for in many previous planning efforts.

Reinserting the street grid will improve access and wayfinding and allow for uses at 15th Avenue and High Street to be accessed by more than one street. Consistent with the University District Plan recommendation that density and mixed use development be focused on the High Street corridor, this new street network is planned to minimize the traffic impact on the surrounding neighborhood by allowing around-the-block access on High Street and Pearl Street. Today, this lack of around-the-block circulation often forces traffic to drive all the way to Indianola Avenue, resulting in unnecessary neighborhood traffic. This more intuitive street pattern will reduce traffic within the neighborhood to the east by providing options for circulation between Pearl Street and High Street that do not force traffic to use interior streets to get to High Street destinations or to circulate back to High Street.

EXISTING VEHICULAR CIRCULATION

Current vehicular circulation is **challenged by one-way and disconnected streets**, leading to a traffic pattern that hampers wayfinding and **leads to unnecessary traffic on neighborhood streets**.





PROPOSED *VEHICULAR CIRCULATION*

The new vehicular circulation pattern will:

- **Reconnect 14th Avenue and 16th Avenue** to High Street.
- **Two-way traffic** will be restored on **15th Avenue** between High Street and Indianola Avenue.
- **Pearl Street will become two-way** between 14th Avenue and 17th Avenue.
- **16th Avenue will be two-way** between Pearl Street and Waldeck Avenue; east of this point Waldeck Avenue will be one-way northeast and 16th Avenue will be one-way westbound.

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Street Character

Reestablishing the urban street grid and block pattern within the 15th/High District and designing a new garage to alleviate vehicular traffic circling within the District is about more than traffic management. It is about creating great streets for people that encourage walkability and street level activity. While accommodating vehicles and necessary circulation patterns, these streets will be pedestrian oriented with wide sidewalks and street trees. On the side streets on-street parking with bump outs will be included, where possible. Pedestrian crossings across High Street, side streets and along Pearl Street will be ample, well-signed, well-marked and safe.

14th Avenue
14th Avenue will be two-way between Pearl Street and High Street and have a two-lane section.

15th Avenue
15th Avenue will become two-way along its length from Indianola Avenue, widening at Pearl Street to three lanes and to four lanes at High Street to allow for turning movements. Between Pearl Street and High Street, 15th Avenue will have a specialized pavement treatment to calm traffic and tie into surrounding pedestrian spaces.

16th Avenue and 17th Avenue
Both streets will be two-way streets and will maintain the current two-lane section. 16th Avenue will offer on-street parking on both sides of the street between Pearl Street and High Street. 17th Avenue will have parking on the south side in this zone.

Pearl Street
Pearl Street will become a two-lane street to accommodate access and allow for around-the-block circulation for the commercial buildings within the District. Doing so will make Pearl Street more active, and will keep High Street-oriented traffic more confined to this edge of the district. This will require widening Pearl Street from 14th Avenue to 17th Avenue; sidewalks and defined pedestrian areas, which do not exist today, will be integrated into the alley, enhancing walkability and safety. The Plan envisions a renewed Pearl Street with the new buildings fronting on Pearl Street becoming a focal point for the District.

PROPOSED *STREET CHARACTER*

Pearl Street will be transformed into a walkable pedestrian and vehicular corridor connecting new and existing buildings and providing opportunities for active storefronts along Pearl Street.

The **side streets** off High Street will feature **wide sidewalks, street trees, and where possible, on-street parking to enhance walkability** and create a more dynamic streetscape environment.

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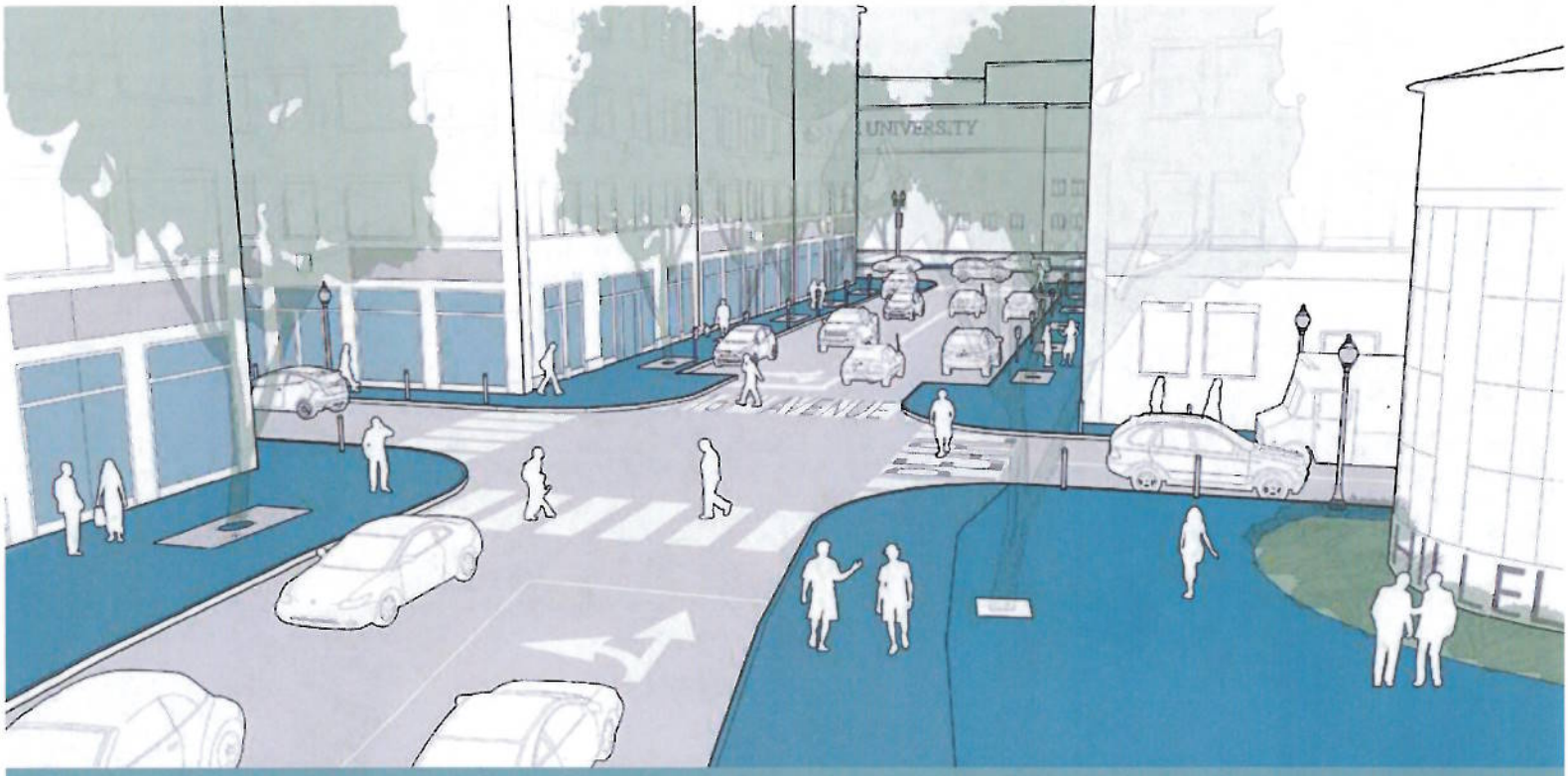
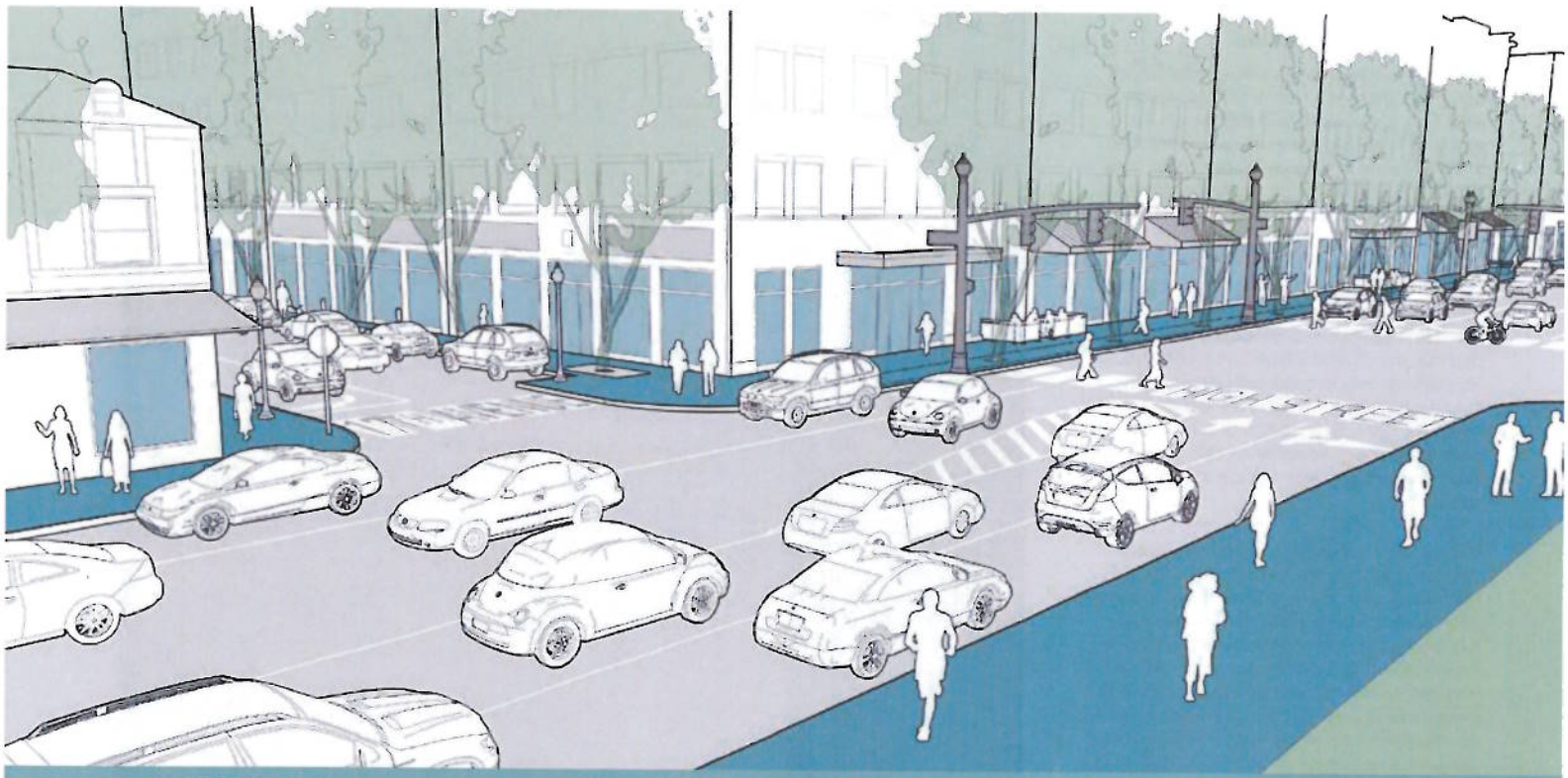


PROPOSED
16TH AVENUE

16th Avenue at Pearl Street will be a dynamic urban environment. Wide sidewalks and safe, visible crosswalks will make this a street system that prioritizes people over automobiles. Street trees and on-street parking with bump outs will shorten crossing distances and further buffer pedestrians from automobile traffic.



PROPOSED
17TH AVENUE + HIGH STREET

17th Avenue and High Street will feature a traffic light and crosswalks that enable safe access across High Street. On 17th Avenue, on-street parking and bump outs will shorten the crossing and calm traffic. Wide sidewalks on High Street and 17th Avenue will enhance the walkability of the district.

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Pedestrian Circulation

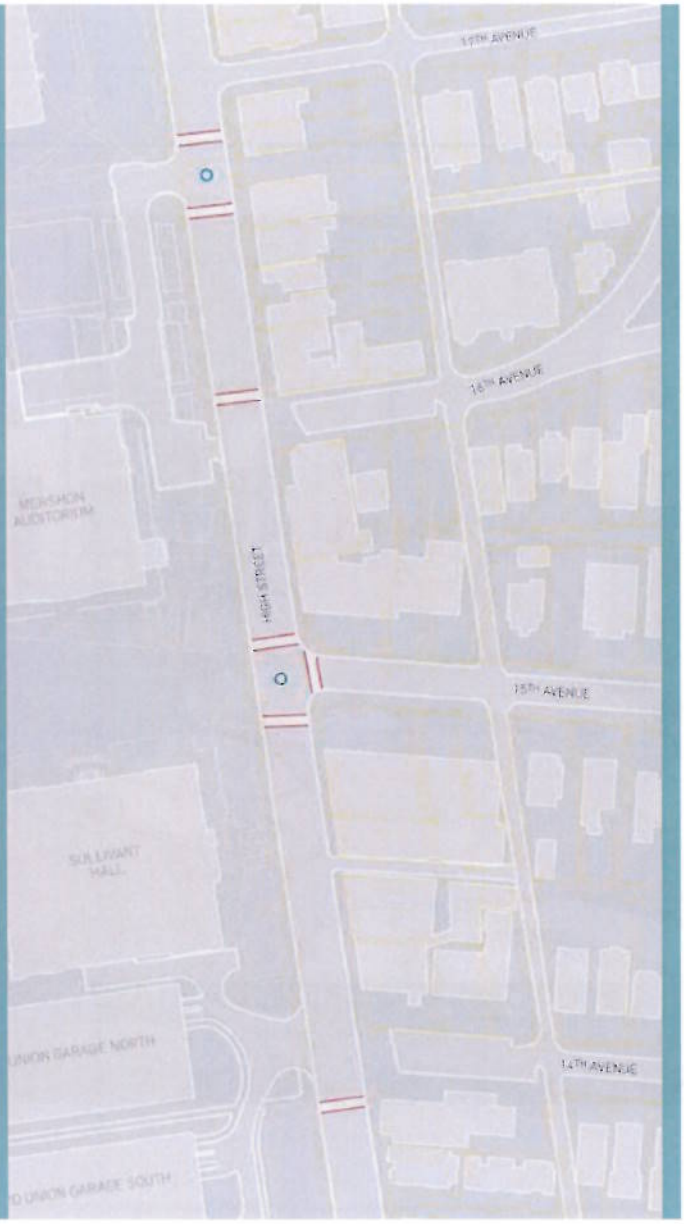
As one of the most dense areas of the City of Columbus, there is a high degree of pedestrian activity at 15th Avenue and High Street. For example, 1,000 pedestrians cross High Street at 15th Avenue in the evening peak hour. This outpaces the Short North, where evening peak pedestrian crossings at High Street and Hubbard Avenue is 224.

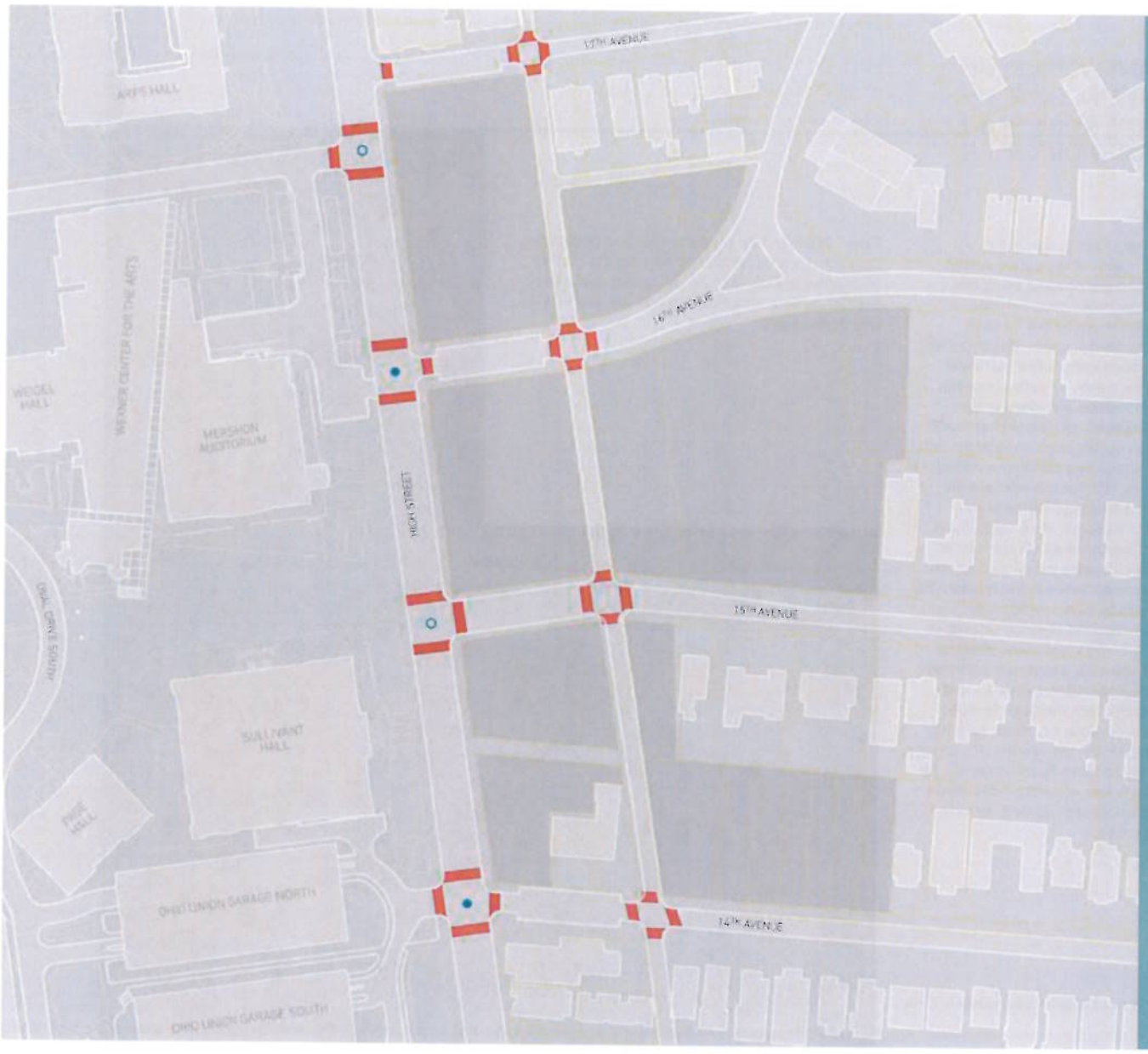
While it is generally well marked and signed, there is a need for more, well-defined crossings to accommodate the large volume of pedestrians that use and cross the High Street corridor. This will not only improve pedestrian safety, but also make the District more walkable. With the University's planned Arts District, this corridor will become active on both sides of High Street, requiring greater access and safety for pedestrians.

Two major enhancements to the pedestrian circulation system are part of the Urban Framework Plan. On High Street itself, signalized intersections will be added at 14th and 16th Avenues to allow for more defined pedestrian crossings. Along side streets, crosswalks will be installed. These intersection improvements will enhance pedestrian safety, access and visibility across High Street and maintain safe crossings along the side streets. In addition to the inclusion of sidewalks on Pearl Street and two-way vehicular operation, full intersection crosswalks will be added where side streets cross to enable pedestrian access, calm traffic and create a more walkable environment throughout the District.

EXISTING *PEDESTRIAN CIRCULATION*

Pedestrian circulation along High Street today is limited and not located at standard intersections.





PROPOSED *PEDESTRIAN CIRCULATION*

Pedestrian safety and walkability will be improved by installing:

- New signalized intersections at 14th Avenue and 16th Avenue and High Street
- New pedestrian crosswalks along High Street
- New pedestrian crosswalks at all Pearl Street intersections

Existing Pedestrian Crosswalk

Potential Pedestrian Crosswalk

Existing Signalized Intersection

Proposed Signalized Intersection

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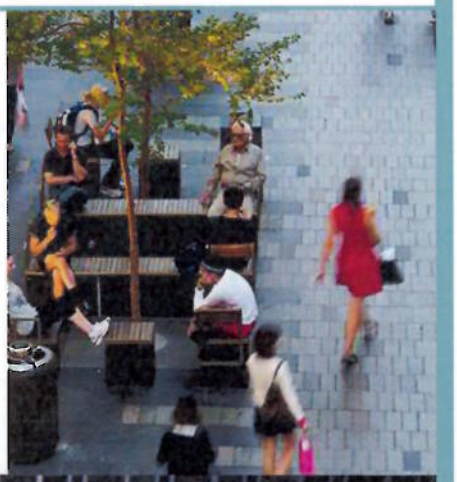
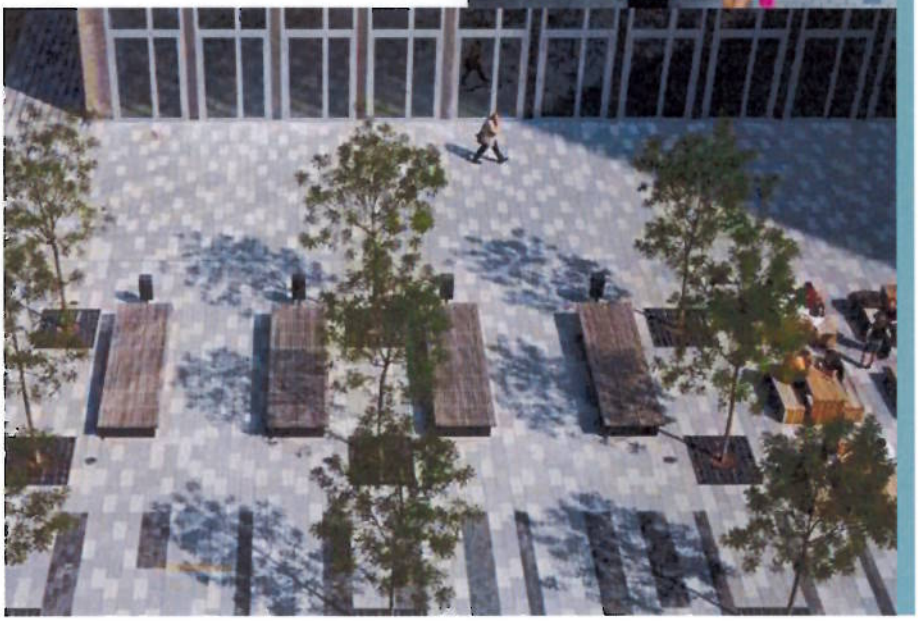
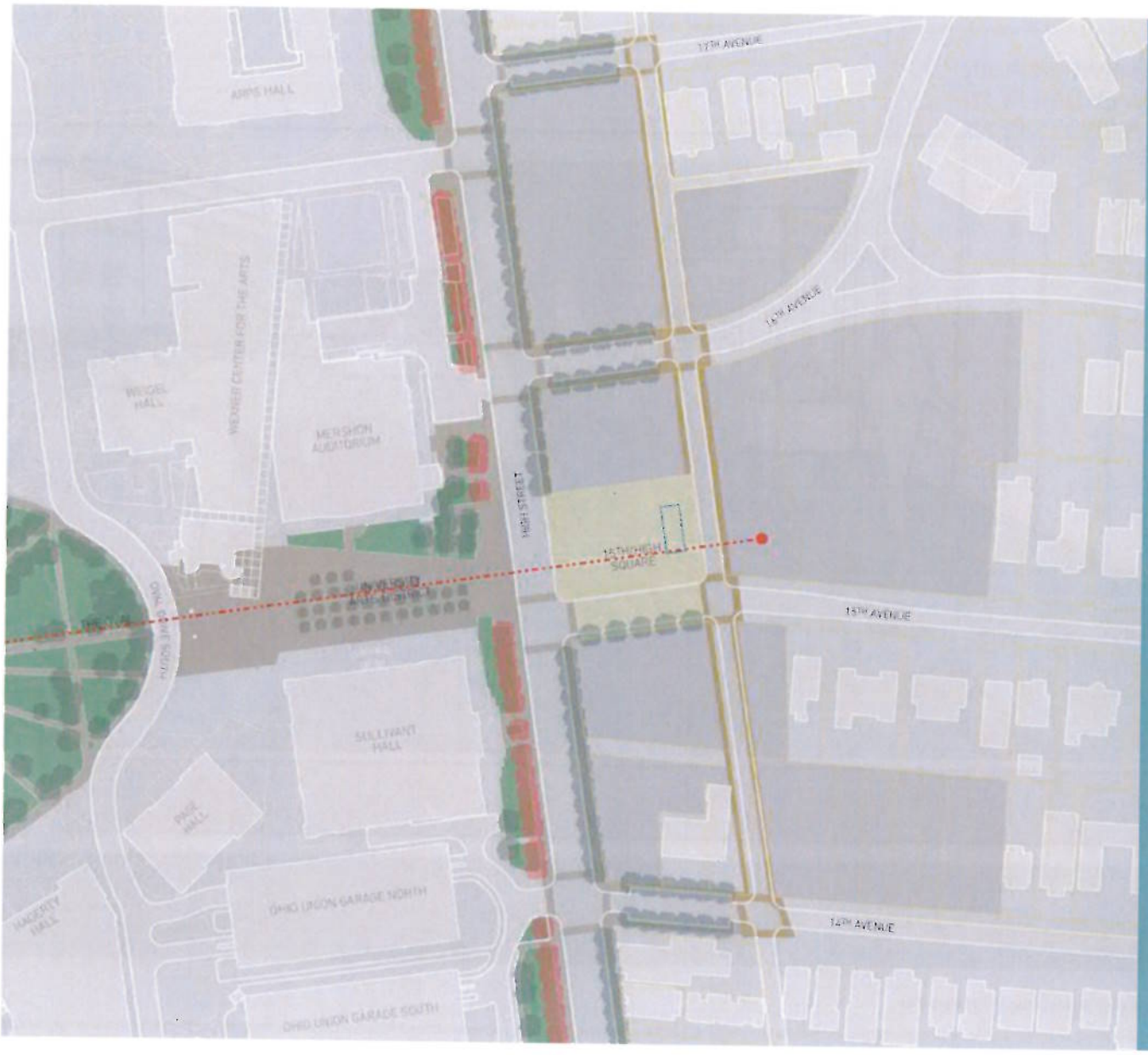
Public Spaces

The Urban Framework Plan places great importance on the quality of the public spaces around and between buildings and along the streetscape. The new public space at 15th Avenue and High Street will be the focus of activity. Designed as flexible space, this plaza will allow for neighborhood events. The plaza will provide a location for a popular eatery, seating, shade and gathering space activated by the surrounding building uses, retail storefronts and outdoor dining. High quality, simple materials will complement the surrounding building architecture and be pulled across 15th Avenue to make the sidewalks and street surrounding the plaza read as one pedestrian space. In doing so, it will visually connect to the University Plaza west of High Street. The open spaces envisioned by the Plan are of primary importance to the relationship of the public realm to buildings, and to the walkability and activity of the District. Sidewalks along High Street are +/-14 feet wide, allowing for outdoor dining and other storefront activities, in addition to ample pedestrian walkways and streetscape amenities. 16th and 17th Avenues provide +/-12-foot sidewalks, on-street parking and streetscape amenities, making the side streets more active and comfortable. Pearl Street will be pedestrian friendly, with a +/-6-foot sidewalk on the west side of the alley with bollards provided for additional protection.

Taken together, new public spaces and pedestrian connections are provided throughout the District to improve walkability and safety and make the District a more attractive place to live, work, visit and do business.







PROPOSED *PUBLIC SPACES*

The spaces between existing and new buildings are important to the experience of 15th Avenue and High Street. Strong connections to the neighborhood and the campus will create a **walkable, vibrant district**.

These spaces include:

- **15th/High Square** is a new public plaza at 15th and High, perhaps activated by a retail/restaurant building, signifying the importance of this intersection as the historic gateway to both the University and the residential neighborhood to the east.
- **New pedestrian-oriented streetscapes** that accommodate people, amenities, and activity.

Public Plaza

Primary Pedestrian Space

Secondary Pedestrian Space

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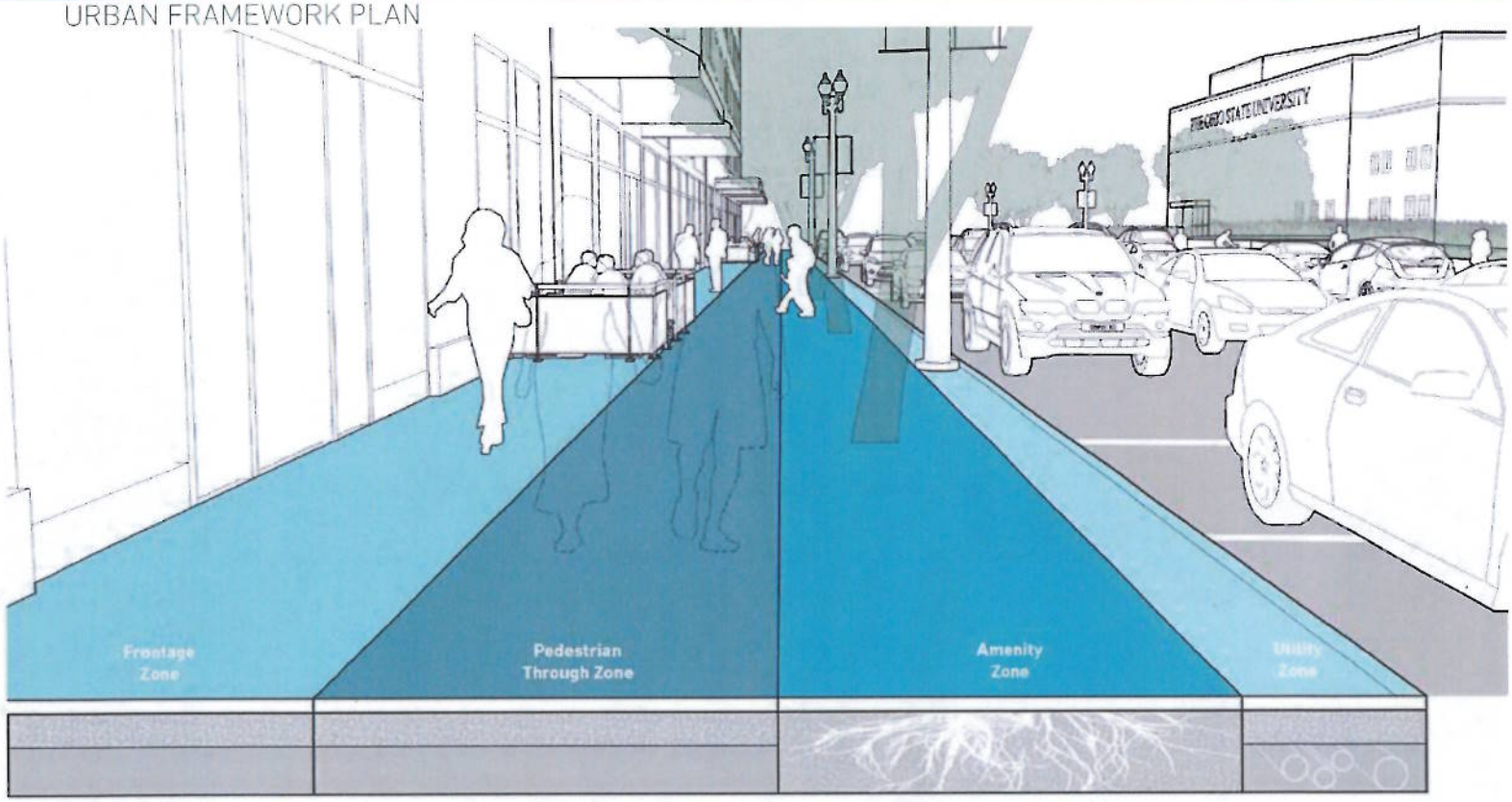
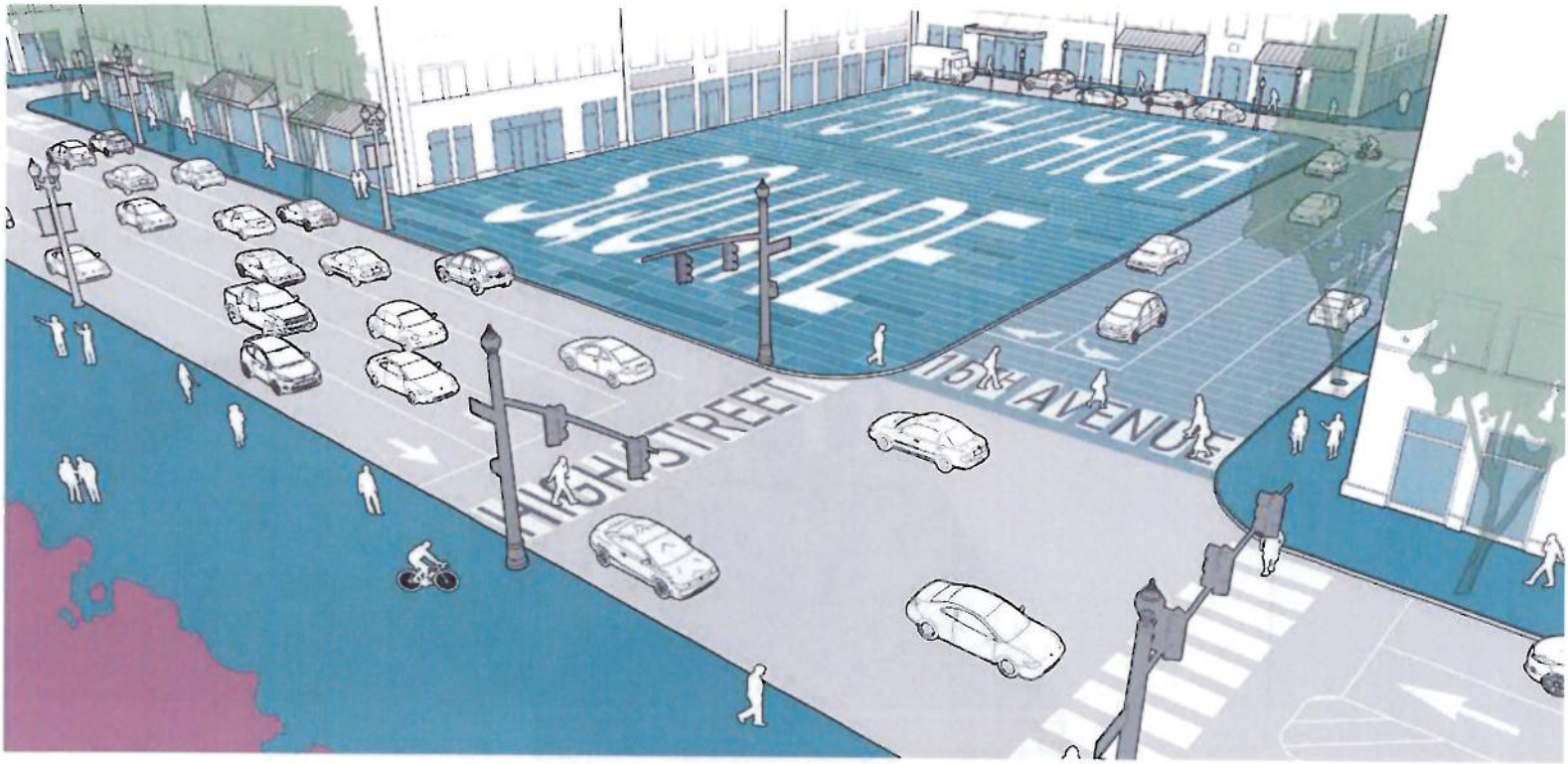


PROPOSED
HIGH STREET

As the primary commercial corridor of the City of Columbus and an important retail node at 15th Avenue and High Street, the streetscape needs to accommodate a number of activities. Where possible, the sidewalk should allow for outdoor dining and active storefronts, as well as pedestrian movements and streetscape amenities such as street trees and benches.



PROPOSED
PUBLIC PLAZA

The new public plaza will transform the intersection of 15th Avenue and High Street. This plaza will provide a community gathering space that will engage the University and the neighborhood. It will also physically connect both sides of 15th Avenue and link Wexner Center Plaza to the east side of High Street.

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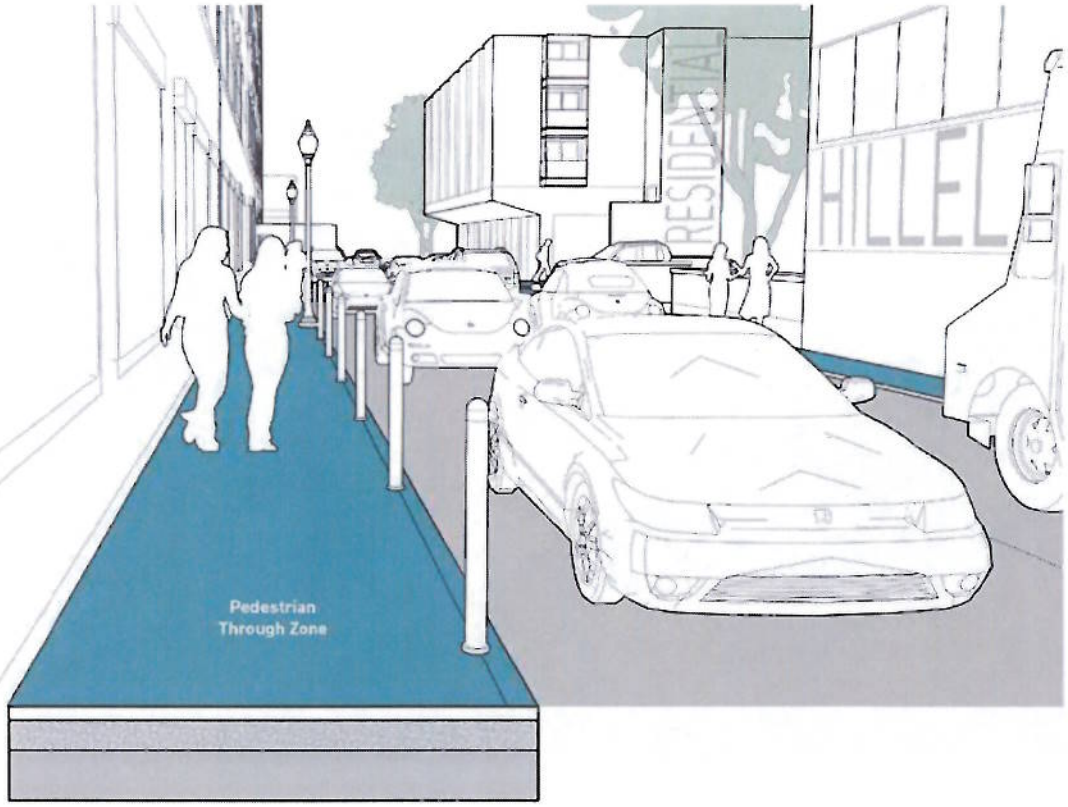
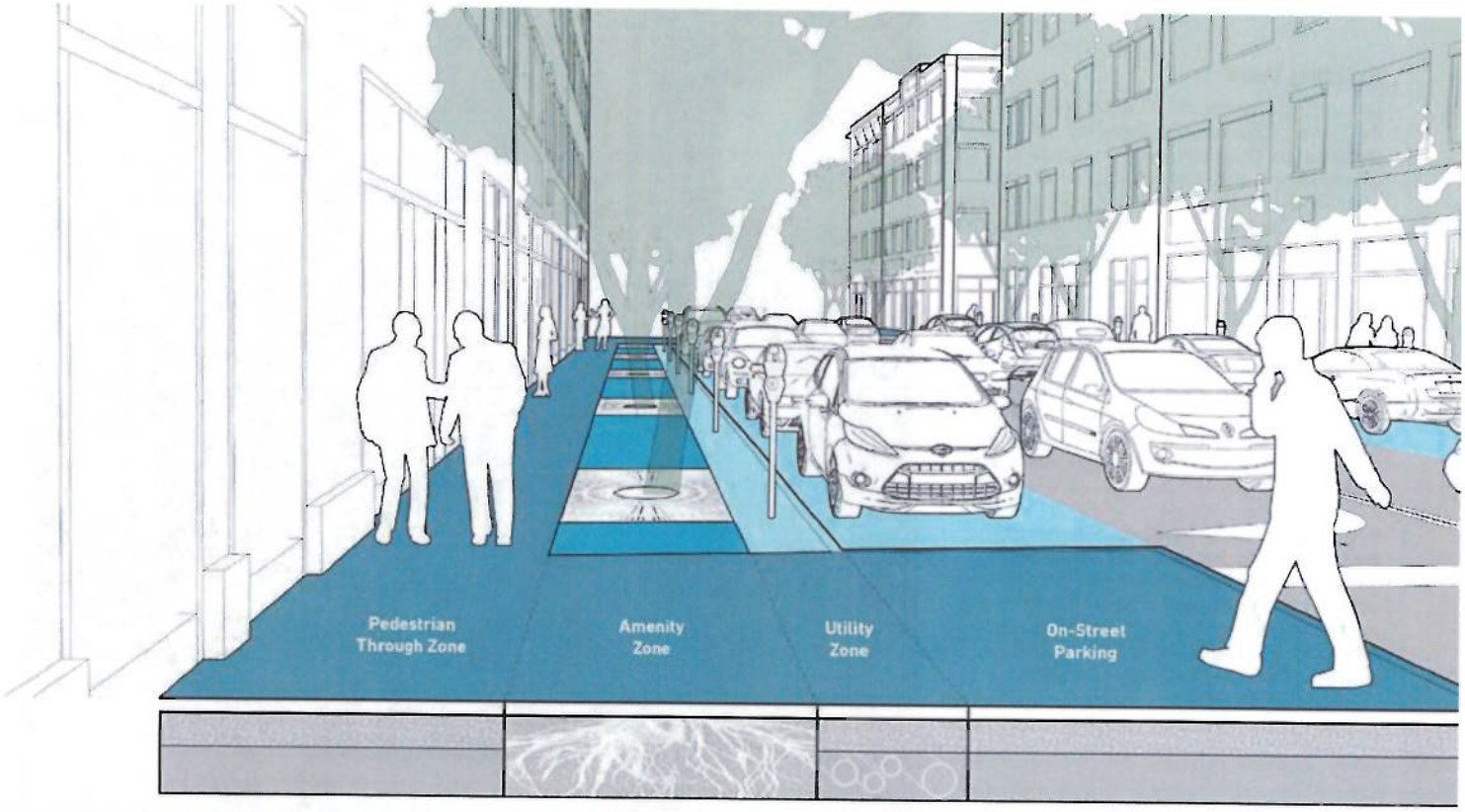


PROPOSED
PEARL STREET

In addition to being a two-way street between 14th Avenue and 17th Avenue, Pearl Street will feature new infrastructure to define pedestrian spaces. New sidewalks on the west side of Pearl Street and bollards will not only make the alley safer for pedestrians, but will enhance walkability and make the new Pearl Street an attractive destination within the District.



PROPOSED
14TH, 16TH, & 17TH AVENUES

14th, 16th, and 17th Avenues will feature comfortable sidewalks that accommodate pedestrians and streetscape amenities. On-street parking will be available between High Street and Pearl Street further buffering pedestrians from traffic and shortening crossing distances. Having this urban character turn the corner off High Street will enable retail uses to occupy these storefronts, further activating the District.

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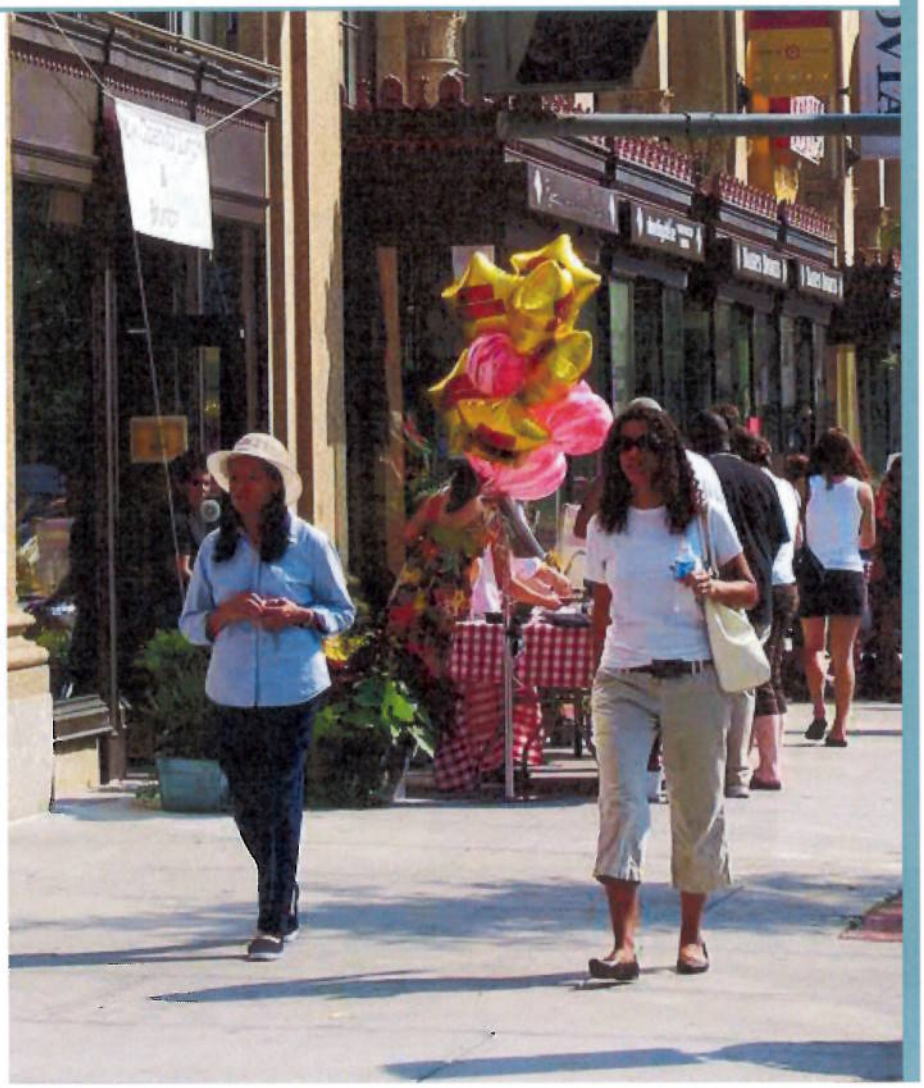
Building Uses

Given the importance of 15th and High as the primary gateway to the University and the University District, the quality of the built environment is of utmost importance. The Urban Framework Plan calls for a mix of retail, office, and residential uses, with greater density concentrated at the District's core. The buildings fronting High Street will respond to and activate the corridor, as well as frame and engage the public plaza. It is important for buildings surrounding the 15th/High open space to activate this gathering area. For this reason, ground floor uses will need to be transparent and spill out onto the plaza with activity. As these buildings turn the corner onto the side streets and along Pearl Street, the same energy will be present, with retail and other active, first floor uses.

Initial capacity analysis indicates that various residential and commercial uses should be integrated to assure a complementary mix of activities. Shared district parking through new and existing garages will ensure that building uses and needs are accommodated while fostering a dynamic, walkable, mixed-use environment.

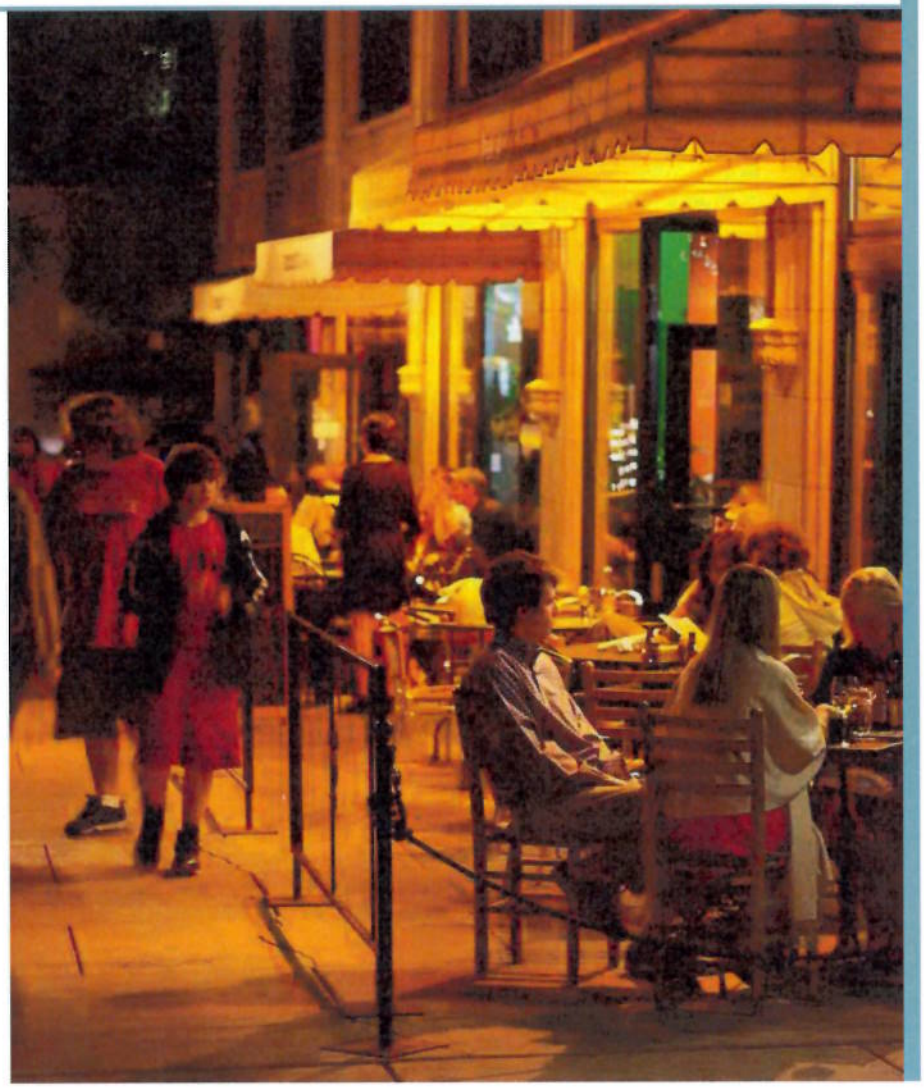


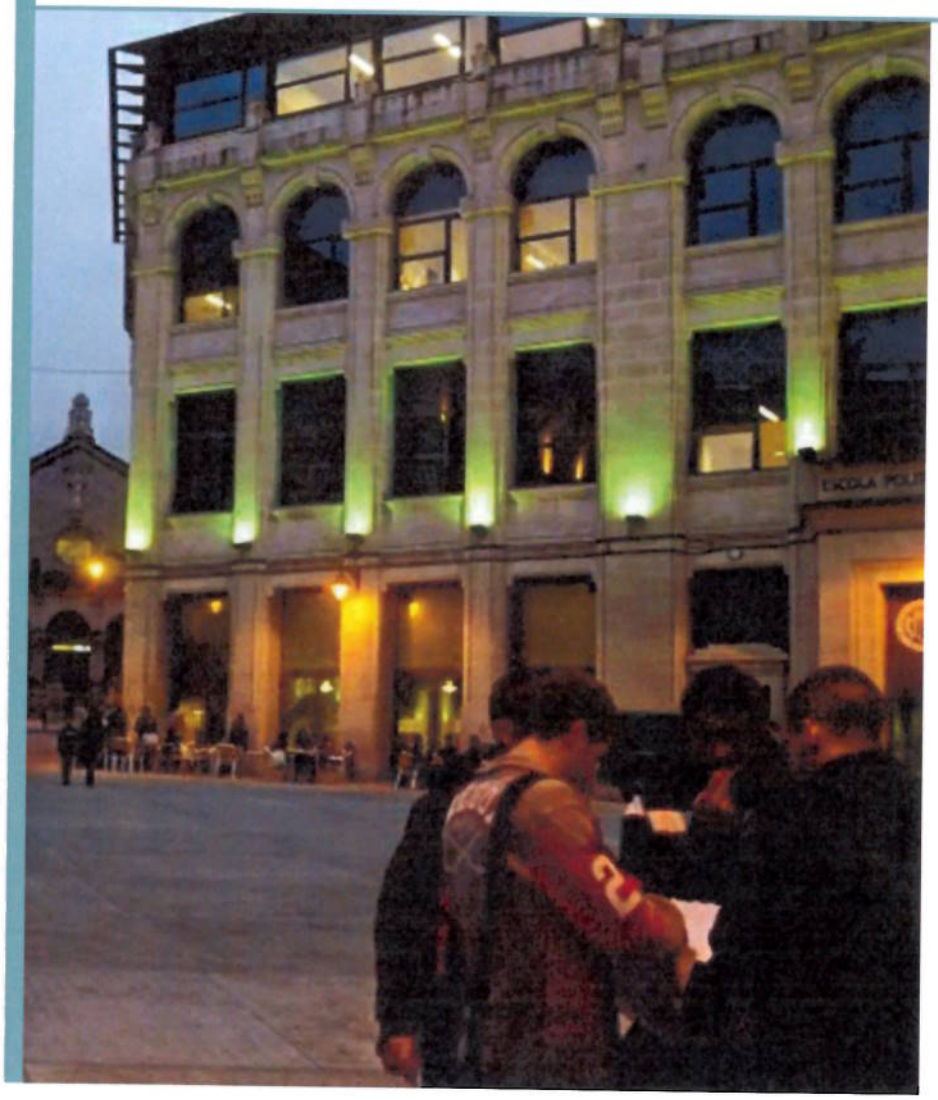
PROPOSED *BUILDING USES*

- Mixed Use Development
- Signature Building
- Garage and Mixed Use Liner

URBAN FRAMEWORK PLAN
URBAN FRAMEWORK PLAN
URBAN FRAMEWORK PLAN

Mixed-Use Buildings
From 14th Avenue to 17th Avenue, buildings will provide active first floor uses that contain a mix of retail, residential and office space. The buildings will engage both High Street and the public plaza with appropriately-scaled buildings -- creating a visually appealing "town center" for the 15th/High District.





Signature Building
Between 15th Avenue and 16th Avenue on Pearl Street, a new Signature Building, presently conceived as a hotel serving visitors to the University or an office building, will frame the new public space and provide a terminating vista on axis with the campus spine that connects 15th Avenue and High Street to the William Oxley Thompson Library. While the majority of this building will be lower, there is a potential for a taller, iconic portion of the building at the corner of 15th Avenue and Pearl Street. This building will create a sense of place and provide a District icon that draws students, faculty, staff, residents and visitors to 15th and High.

District Garage
Located between 15th and 16th Avenues, adjacent to the Signature Building site, is a garage that will provide needed parking for the District in both shared and dedicated spaces. This garage will be lined on three sides with four story mixed-use buildings (60 feet in height maximum) to both screen the structure and provide a transition to the surrounding residential neighborhoods. The garage is of utmost importance to serve the parking requirements of new uses and to remove vehicles from circulating within the neighborhood seeking on-street parking.

URBAN FRAMEWORK PLAN
URBAN FRAMEWORK PLAN
URBAN FRAMEWORK PLAN

Shared Parking Strategy

The Urban Framework Plan has developed a three part, shared district parking strategy to serve the needs of existing and potential new uses within the vicinity of 15th Avenue and High Street. In addition to the new garage, this strategy seeks to provide additional parking as part of new buildings, as well as make use of existing capacity within other proximate campus garages.

1. Create a Walkable District

Since the University District is one of the densest neighborhoods in the City, many of the users of the amenities, retail and other destinations in this area will be generated by pedestrian trips. 300 pedestrians cross at 15th Avenue and High Street during the morning peak hour and 1,000 pedestrians cross during the evening peak hour. According to the 2010 U.S. Census, more than 8,000 residents live within a five-minute walk of 15th Avenue and High Street and more than 26,000 residents live within a ten minute walk. With this in mind, it is important to balance the walkability of the District while accommodating needed parking.

2. Add Parking Supply Strategically

A new parking garage will be required to satisfy existing and new demand. It is important that this facility is designed to shield the garage from the street and enhances the walkability of the neighborhood. To this end, the parking garage will be situated between 15th and 16th Avenues east of Pearl Street to service the District's new buildings. This garage will be fronted by mixed-use buildings to allow it to fit into the surrounding neighborhood context. Depending on use, other new buildings will provide on-site parking as well.

3. Use of Existing Garage Capacity

Finally, parking capacity is also available in existing campus garages. The Arps garage to the north of 15th Avenue and High Street has approximately 300 available spaces, while the Union North garage just south of 15th Avenue and High Street has approximately 100 spaces available. The spaces in the Arps and Union North garages would be used by new University Uses. The Union South Garage has approximately 300-400 available spaces open to all District employees and visitors.

By enhancing walkability, providing a new parking facility, embedding parking within new buildings and making use of existing parking infrastructure, parking resources will be shared effectively and efficiently, serving both University, District and community needs.

PROPOSED *PARKING STRATEGY*

The Urban Framework Plan calls for a Shared Parking Strategy that has three components:

- Create a Walkable District
- Add Parking Supply Strategically
- Use Existing Garage Capacity

Existing Parking Garage

Potential Parking Garage

DESIGN GUIDELINES
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DESIGN GUIDELINES

Introduction

The recently completed University District Plan outlines a set of guidelines that direct future growth and development within the University District. This planning effort by the City and the community has directly informed the 15th Avenue and High Street Urban Framework Plan. Many of these guidelines have been incorporated into the Urban Framework Plan. The guidelines below should be considered in addition to the text, recommendations, diagrams and illustrations found within the plan.

Design Principles

The following design principles serve as a foundation for the University District Plan Design Guidelines:

1. Preserve and enhance the unique design characteristics of the district;

2. Promote the creative design of high quality, sustainable development that fits within the design context of individual neighborhoods and sub-districts;

3. Encourage a mix of uses, attract business investment and promote the economic vitality of commercial areas, while minimizing adverse impacts to adjacent residential neighborhoods;

4. Ensure that High Street continues as mixed use corridors with the densest development, served by a variety of parking solutions, fulfilling the retail needs of the district, and creating enjoyable public spaces;

5. Enhance the district's pedestrian orientation by reducing reliance on the automobile while enhancing pedestrian and bicycle connectivity and access to transit;

6. Support a wide variety of housing opportunities;

7. Promote preservation and rehabilitation of existing buildings that contribute to the district's diverse character;

8. Create opportunities for gathering places, public art installations, and civic uses that engage the community; and

9. Continue to encourage demographic and ethnic diversity through design

Commercial and Mixed-Use Development

This section addresses commercial and mixed-use development, but these guidelines are also applicable to all other development that is not purely residential, including institutional, civic and other such uses.

1. BUILDING SETBACKS AND HEIGHT

a. Building setbacks and heights are defined as proposed within the zoning text for the Urban Framework Plan study area.

b. Consideration of larger setbacks should be based on the incorporation of public spaces, placement of adjacent buildings, and/or unique site geometry.

c. The placement of vehicle off-street parking and/or maneuvering areas within the setback area is not appropriate.

d. Buildings, parking structures and other structures taller than four stories should provide additional space for pedestrians adjacent to the public sidewalk if the existing sidewalk is five feet or less in width.

e. Pedestrian access and connection to the public sidewalk system should be encouraged.

f. Plazas, courtyards, seating and other pedestrian amenities are encouraged, particularly where larger building setbacks are in place.

g. Drive-through pickup windows and coverings should not be located on building frontages and may be located to the rear and sides of the principal building only when adjacent property is not residentially used or zoned.

2. BUILDING ORIENTATION

a. Buildings should be oriented to the street on which they front.

b. Primary entrances should be oriented to the

primary public street with at least one operable door on the primary public street.

c. Buildings on corner lots should be oriented to the corner, addressing both streets. Primary entrances of such buildings may be placed at the corner.

3. BUILDING DESIGN

GENERAL

a. The design of new construction, including additions, should be compatible with nearby contributing buildings and surrounding streetscape. When opportunities arise, inappropriate additions to existing buildings (e.g. false mansard roofs, false dormers, boxed over parapets and cornices, boxed entrances and covered windows) should be removed to reveal original building lines, openings, facing materials, architectural features and trim.

b. Conversions of or additions to residential buildings for commercial purposes are not supported, unless zoned commercial.

c. When opportunities arise that are supported by the Review Board, removal of non-contributing commercial additions and building elements should be considered, particularly when such removal would facilitate renovation of a residential building.

d. Building materials should be of high quality and durability, such as traditional masonry.

e. The choice of materials, texture, and color for new buildings should be influenced by the predominant pattern of the area.

f. Stucco and stucco like materials, vinyl, wood (as primary surface), and standard concrete block are generally not appropriate building materials.

g. Buildings may be articulated by such means as: expressed structure, piers and columns, recessed and projecting bays, building setback above cornice line, and three-dimensional architectural details, signs, and awnings.

h. Balconies or other occupiable extensions fronting on the outward-facing facades of residential or commercial buildings are not appropriate and should not be utilized for District buildings.

i. The mixed-use nature of a building should be expressed where applicable. Follow the commercial guidelines for retail facades and residential guidelines for residential facades.

j. Blank walls should not be presented to primary streets, side streets or adjacent residential.

ELEVATIONS

a. If possible, provide transparent windows and glass doors to open the store to customers; a minimum of 25 percent transparent glass at ground level is recommended.

b. When rear elevations include an important business entry, awnings or canopies should be provided.

COMMERCIAL FACADES AND STOREFRONTS

a. The design of new construction, including additions, should be compatible with nearby contributing buildings and surrounding streetscape.

b. Street level facades should incorporate a high level of design and material quality.

c. Durable, smooth materials such as aluminum, exterior-grade woods such as oak, redwood, poplar, and medium density overlay (MDO) board should be used for finish surfaces of wood storefronts. Rough cedar, pine, or pressure-treated lumber should not be used as finish surfaces.

d. Storefronts and other street level facades should be contained within the frame of the building, expressed by piers, and subdivided into smaller bays in keeping with typical bay widths.

e. Contemporary design and materials are appropriate, but should be compatible with nearby buildings and streetscape.

f. Recessed entryways for primary facades are encouraged.

DESIGN GUIDELINES
DESIGN GUIDELINES
DESIGN GUIDELINES

g. Primary entrances should be prominently placed and clearly distinguished from secondary entrances.

h. The floor-to-ceiling height of the street-level story should be at least 12 feet for commercial uses.

i. Pickup units/drive-through windows and associated maneuvering are not appropriate on or in front of building facades and should not be utilized for District buildings. They should be located in a manner consistent with UCO guidelines.

j. The conversion of commercial buildings, especially ground floor retail spaces, to residential uses is not supported except to satisfy ADA requirements.

OPENINGS (WINDOWS AND DOORS)

a. Large display windows should be provided along the ground floor to establish visual connection between interior and exterior.

b. Sixty percent of the ground floor facades of retail stores, including storefronts, should be transparent, comprised of windows and doors.

c. Clear glass should be used for display windows; opaque, smoked or reflective glass may be used for accent elements such as borders, transoms and bulkheads.

d. Storefront windowsills, or the top of bulkheads, should be located no higher than 30 inches above the sidewalk; for non-retail ground floor facades, locate windowsills no higher than 42 inches above the sidewalk.

e. Original doors and windows should be preserved.

f. When replacement is necessary, the original design and proportion should be maintained.

g. The proportion of openings (windows, doors) to solid facade areas in new construction should be designed in consideration of the predominant pattern of nearby contributing buildings.

h. A high degree of transparency should be incorporated into ground floor spaces (see UCO provisions).

i. Design elements should be used to distinguish between street level and upper story windows.

j. The design, spacing and dimensions of upper story windows should accentuate vertical proportion.

k. Windows should not be blocked or boarded up; but if it is necessary to close an original window to accommodate interior changes for the building's adaptive reuse, the original shape and details of the window opening should be maintained.

AWNINGS

a. Awnings, where appropriate, should be used to frame storefront display windows, provide a transition between the storefront and upper facade and enhance the pedestrian experience along the street.

b. Awnings and framing systems should be compatible with building design and installed without damaging or visually impairing distinctive architectural features.

c. Darker colors are preferred. Structural systems should be finished in low contrast colors.

d. Awnings should be mounted below the cornice for one-story buildings or second-story windowsills for taller buildings.

e. Awnings should be designed to reflect primary entrances and the vertical planes or bays of the facade.

f. Awnings may be made of soft canvas or matte-finish vinyl material.

g. Traditional awnings without side panels are preferred over bull-nosed or molded type awnings.

h. Internal illumination is not appropriate.

LIGHTING

a. Lighting should be used to animate the streetscape, prolong street life after business

hours, and address pedestrian activity.

b. Lighting should be designed to complement and enhance architectural features.

c. Lighting fixtures should be of commercial quality, materials and construction.

d. Use of cut-off fixtures and similar techniques to minimize up-lighting and light spill is encouraged.

e. Surface mounted conduit placement should be avoided.

f. Indiscriminate, non-directional area lighting should be avoided, such as wall packs and high-intensity floods (see code).

ROOFTOP STRUCTURES AND USES

a. Rooftop structures and spaces should be complementary to the principal building in terms of design and materials with minimal visual impact on the streetscape.

b. Rooftop uses are not recommended for residential and mixed-use projects within the district.

c. Rooftop uses for commercial and mixed use buildings that support restaurant, bar or similar uses are not generally supported. In order to support such uses, proposals must meet the design guidelines provided herein, limit visual, light and sound impacts, and ensure safety and building code considerations are fully met.

d. Commercial rooftop uses are more appropriate on new buildings that incorporate such uses into the design of the buildings. Retrofitting existing buildings is generally inappropriate.

e. Rooftop structures and spaces should be installed without damaging or visually impairing distinctive architectural features and should be proportional to the building and its architectural features.

f. Rooftop structures, canopies and awnings should be designed in a manner to minimize negative offsite impacts of light and noise.

g. Commercial advertising and graphics, televisions, LED displays and amplified sound are not appropriate for rooftop spaces.

h. The use of green rooftops is encouraged to mitigate storm water runoff and reduce the heat island effect.

i. Note that, as with all development, building code provisions apply to rooftop structures and uses. This will impact placement and design of such spaces.

5. LANDSCAPING, BUFFERING AND SCREENING

a. Live, natural landscape materials and landscape design should be considered as part of projects to enhance structures, create shade, and provide environmental benefits.

b. Public, semi-public/private, and private spaces should be demarcated clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers.

c. Service and loading zones should be screened from public rights-of-way (other than alleys). Trash and recycling containers, dumpsters and service areas should be centralized and screened in a manner that allows ease of access and is complementary to the building in material and color. Views from neighboring buildings and properties should be minimized or screened to their full height.

d. Mechanical systems (HVAC, etc.) should be placed on the roof or behind buildings and screened as necessary in a manner that is complementary to the building in material and color.

e. Small cell communication antenna/devices should be sited in a manner that minimizes their visual impact and does not damage or cover distinctive architectural features. Roof top placement in conjunction with chimneys or other structures is preferred, with screening as necessary. Mechanical equipment and devices associated with wireless facilities should be placed in underground vaults or unobtrusive structures.

f. Chain link fencing is not appropriate for screening.

DESIGN GUIDELINES
DESIGN GUIDELINES
DESIGN GUIDELINES

g. Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens, consistent with the requirements and approvals of Department of Public Utilities.

h. Landscaping should be used to provide a transition between development and natural settings, such as parks and ravines.

i. Plant species used in landscaping should be adapted to urban conditions. Invasive species should be avoided.

j. Street trees should be provided as part of new development, per the City Forester's recommendation.

6. OUTDOOR SPACES

a. Outdoor spaces should complement indoor dining, drinking and entertainment uses rather than be the primary focus, thereby serving as a seasonal extension.

b. Outdoor spaces should not create visual or physical obstacles or hazards to adjacent buildings, streetscape elements, pedestrian travel or thoroughfares. Elevated decks and building balconies on exterior-facing facades of buildings are not appropriate and should not be utilized.

c. Railing and fences used in conjunction with outdoor dining must meet the requirements of the Department of Public Service (DPS) and Ohio Division of Liquor Control.

d. Patio design and border delineation materials should be compatible with the primary structure in terms of architectural character, materials and color. Use of landscaping timbers, railroad ties, carpets, pressure treated wood or similar material to demarcate patios and outdoor dining areas is not appropriate.

e. Masonry walls or other permanent structures proposed to delineate outdoor spaces in public rights-of-way are not appropriate along major mixed use corridors.

f. Plants used in association with outdoor spaces, such as in planter boxes, should be well-maintained and healthy, being replaced as needed.

g. Outdoor spaces should be designed in a manner to minimize negative offsite impacts of light and noise.

h. Banners and other graphics should not to be attached to railings, fences or other materials used to delineate the space.

i. Televisions, LED displays and amplified sound are not appropriate.

7. GROUND FLOOR USES

a. Ground floor uses should contribute to a lively, pedestrian-scaled environment at the street level. Retail, restaurants, personal services, cultural facilities, and similar uses are appropriate.

b. Some alleys and side streets have good potential for active ground floor uses. Depending on the context of the location, uses such as retail stores, restaurants, and offices may be appropriate.

c. Vertically mixed-use buildings are encouraged.

d. Residential buildings located on major streets should incorporate retail or similar uses (including live/work space) on the ground floor when possible.

8. MIXED USES

a. Mixed uses can occur vertically in a building (i.e., first-floor retail, second-floor office, third and higher floors residential) or horizontally in a development among various buildings (in these cases, the uses should be integrated and not segregated).

b. Ground-floor uses in mixed-use buildings may include retail, restaurants, services, cultural facilities and amenities, personal services and offices.

c. A variety of housing unit types and sizes should be provided in the residential portions of mixed-use developments.

Parking and Garages

1. GENERAL

a. Parking should be provided for non-residential uses consistent with code standards. Parking variances should be reviewed with consideration of the presence of on-street parking, extent of variance requested, size and nature of use, and potential impact on adjacent residential uses.

b. Reduction and/or elimination of existing private curb cuts is encouraged as sites are redeveloped.

(DPS has authority over access to public right-of-way).

c. Shared parking areas that serve uses with offsetting demands, such as business and residential, is encouraged.

d. Structured parking is preferred within the regional mixed-use corridors of the district and encouraged for higher-density projects in other areas.

e. Bicycle parking should be incorporated into development projects as required by code. Additional consideration should also be given to including supporting facilities in multifamily, higher density, office and mixed use developments (e.g. bike lockers).

2. SURFACE PARKING

a. Parking lots, vehicle circulation/maneuvering areas and accessory buildings should be located at the rear of the principal building. Where access to the rear of the property is not possible from a public alley or street, up to 50 percent of the parking may be located at the side of the principal building, provided applicable UCO requirements are addressed.

b. The use of green technologies to manage storm water runoff in parking lots consistent with Department of Public Utilities requirements and approval is strongly encouraged. Examples include rain gardens, drainage swales and pervious pavement.

c. Parking adjacent to public rights-of-way should be screened as required by code. Appropriate screening includes masonry walls, decorative metal fencing, and landscaping in a combination that provides necessary opacity. Alternative materials may be considered; however railroad ties, plastic fencing and chain link are not supported as screening elements.

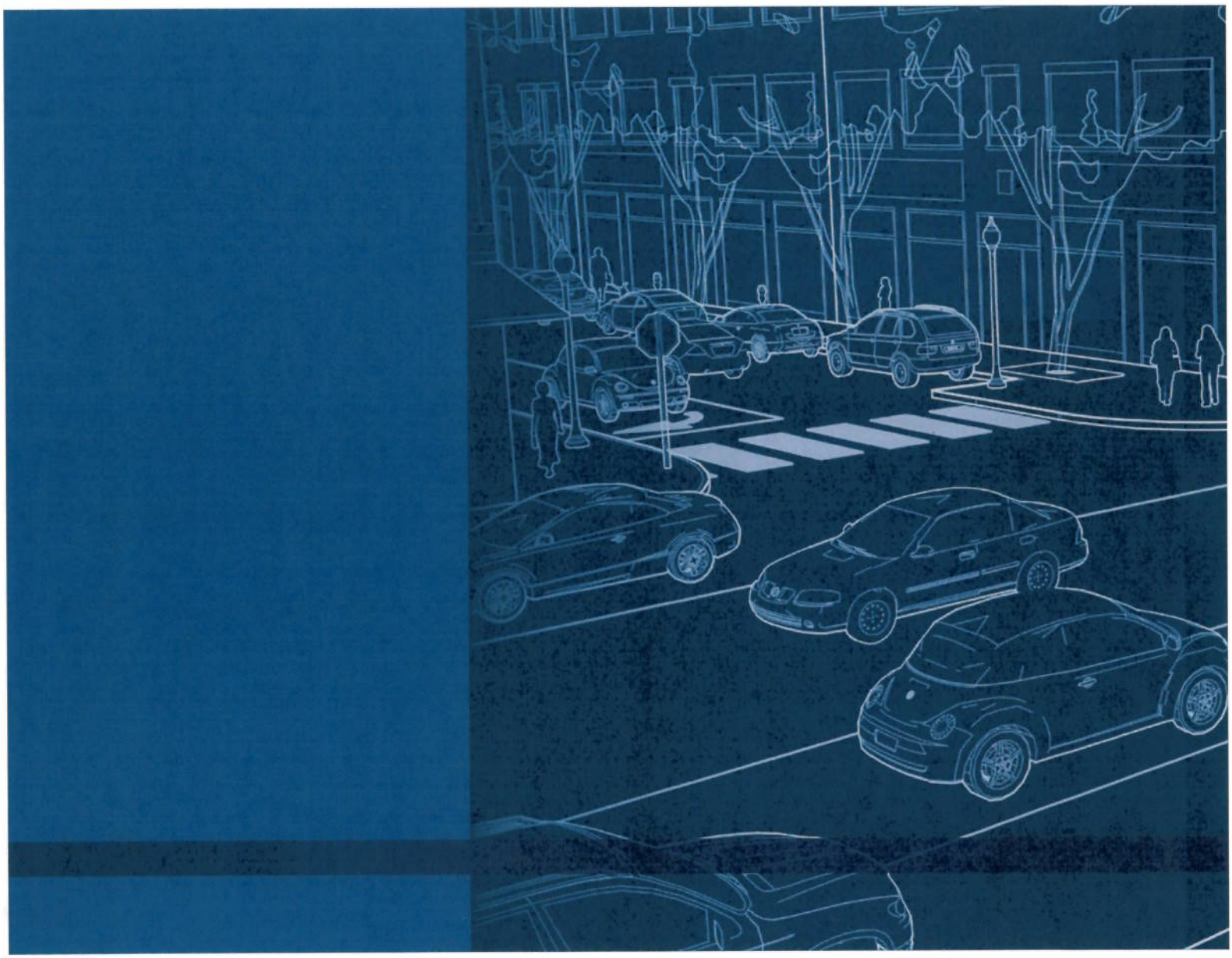
3. STRUCTURED PARKING

a. Parking structures should not front primary corridors, such as High Street, but should instead be placed at the rear of development, accessed by alleys or side streets.

b. The size and massing of parking structures should be guided by the same principles that apply to other buildings, with the added consideration that they are secondary uses.

c. The exterior design of parking structures should minimize the monotony of the underlying structure through such means as building articulation, window openings, variations in color, material and/or texture. Structures should not include blank walls adjacent to streets or residential uses.

d. The integration of residential and/or ground floor retail/office uses with parking structures as a means of screening is encouraged. (e.g., Campus Gateway apartments).

e. Parking structures with blank walls or lacking ornamentation along public streets or parks are not supported.

f. Landscaping and setbacks should be used to buffer parking structures from adjacent residential that are not part of the project.