

APPENDIX F

**DEVELOPMENT
STANDARDS**



Development Standards

Excerpts for the East Franklinton Creative Community District Plan

These development standards are intended to be used in the review of development applications and will be applied in tandem with the regulatory approach selected for implementing this plan in the form of adopted design guidelines.

Land Use and Design

LAND USE COMPATIBILITY

- When a proposed use is compatible with adjacent uses, it should be supported.
- When a proposed use may have potential conflicts with adjacent uses, such conflicts should be remedied or minimized through project redesign.

DENSITY

- Density of infill development should be consistent with the recommendations of the East Franklinton plan.
- Infill development proposed at densities higher than the plan recommendations should utilize an extraordinary high level of design and materials to provide compatibility with nearby architecture and design (appropriate setbacks, roof pitch and shape, building materials, windows and doors, height, width, massing, porches, etc.), as well as design solutions to mitigate impacts (stepping down the height of structures, screening, etc.).
- Building heights should be consistent with the urban design standards recommended in the plan and height map on page 4.18. Buildings between three and five stories should provide an additional building setback above the third floor. Buildings that exceed five stories should provide at least one additional setback above the fifth floor and employ design solutions that protect views.

ARCHITECTURE – MIXED-USE, COMMERCIAL, MULTIFAMILY AND INSTITUTIONAL BUILDINGS

- Architectural should be provided that establishes and defines a building's appeal and enhances the industrial character of East Franklinton.
- Historic and other contributing buildings should be preserved to the extent possible and if necessary, incorporated into new development.
- New construction should be integrated with the existing fabric and scale of development in surrounding neighborhoods.
- A wide range of architectural styles are appropriate for East Franklinton, with preference for contemporary building design and materials.
- In cases where a traditional style is proposed, new buildings should never be literal duplications of historic styles. Instead, new designs should be contemporary interpretations of traditional buildings, especially styles found throughout the city. These interpretations should be similar in scale and overall character to historical precedents, but should differ in terms of detailing.
- All sides of a building should be coherently designed and treated. A consistent level of detailing and finish should be provided for all sides of a building (“four-sided” architecture).
- Building frontages that exceed 50 feet in width should consider using vertical piers or other vertical elements, spaced at intervals of 15 feet to 30 feet along the entire building elevation.
- New buildings should be consistent in mass and scale to recommendations in the East Franklinton plan. Larger buildings should be divided into smaller modules or bays. Floor-to-floor heights should appear to be similar to those in nearby traditional buildings, especially first floor windows.
- Street-level facades are recommended to be as transparent as possible to create an attractive pedestrian environment, except for residential spaces on ground floors. For a primary façade, at least 60 percent of the first-floor wall area (between two feet and ten feet) should be clear/non-tinted window glass, which permits a view of the building's interior to a minimum depth of four feet. At least 25 percent of upper-floor wall areas should be clear/non-tinted window glass.
- Buildings with ground-floor residential spaces should have direct access to the public sidewalk and incorporate front stoops or small plazas to contribute to street activity. Multi-story buildings with residential units should incorporate balconies for the same reason.

RETAIL USES

- Retail uses are appropriate throughout the neighborhood, consistent with the East Franklinton plan, provided applicable code requirements are met.
- Corner stores and offices are an appropriate use, particularly at intersections. Any potential negative impacts should be mitigated.
- Sidewalk dining should be supported that enhances restaurant, dining and entertainment businesses, provided ADA requirements are accommodated, per DPS approvals.
- 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.

SERVICE, LIGHT INDUSTRIAL AND LIGHT MANUFACTURING USES

- The development character of East Franklinton includes a variety of businesses, including services, light industrial and light manufacturing. Unless otherwise noted in the plan's zoning recommendations, such uses are expected to continue in the neighborhood. It should be noted that certain artistic methods are industrial in nature, such as metal work and fabrication, and stone cutting.
- New buildings constructed for these uses should exhibit an architectural character in keeping with the neighborhood, relative to materials, design, and color. Loading, storage, and other external activities that generate noise, etc., should not face public sidewalks or residential or institutional uses. Screening of loading and outdoor storage and activities should comply with applicable city code.

MIXED USES

- 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).
- Ground-floor uses in mixed-use buildings should include retail, restaurants, services, cultural facilities and amenities, personal services and offices.
- A variety of housing unit types and sizes should be provided in the residential portions of mixed-use developments.

SINGLE- AND TWO-FAMILY USES

- New single- and two-family housing is especially appropriate in the southwest quadrant of East Franklinton, where such uses already are dominant.
- The minimum setback for a principal single- and two-family building should be zero feet and the maximum setback for a principal building should be ten feet from the public sidewalk.
- Accessory buildings (including, but not limited to, detached garages) should be located at the rear of the principal building (garages should not access directly onto public streets). A curb cut and driveway from a public street is only supportable where no alley exists.
- The primary façade for single- and two-family buildings must abut a city street (i.e., be a building frontage).
- New housing should be compatible with nearby housing in terms of building height and width, building materials, porches, roof pitch, setbacks, and windows and door size, width, and spacing.
- Single-family and two-family structures should include covered front porches that are at least eight feet deep.

ACCESSIBILITY

- Promote accessibility and “visitability” in all new construction and in rehabilitation and redevelopment of existing buildings.

Parking

- Surface parking should be located to the rear or side of street-oriented buildings, with preference for the rear of buildings and screened per code. The use of pervious surfaces for surface parking is encouraged to minimize storm water runoff and increase infiltration.

- The minimum setback for parking lots is five feet; parking located adjacent to a public sidewalk, however, can be located closer than five feet, provided that it fully meets all screening requirements. Parking lots 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.
- Structured parking should be considered for higher-density projects, as appropriate, and designed to minimize visual impacts. Building materials, detailing and landscape should be used that complement the surrounding area. Primary elevations should include ground floor uses (e.g., commercial space) or be screened with residential uses. Parking structures should be set back no more than 10 feet.
- Parking reductions may be appropriate for higher-density, mixed use projects. Shared parking arrangements may be appropriate.

Signage

Note: It is assumed that if a new zoning district or overlay is created for East Franklinton, that more definitive signage standards will be prepared.

- In general, signage should be pedestrian in orientation and scale. Walls and blade signs are preferred. Pole signs are generally discouraged. The dimensional standards of the city graphics code should be used unless new standards are developed specific to East Franklinton.
- Signs are recommended to be placed and sized on buildings such that they area in keeping with the scale

and size of the building facades and general streetscape so as not to obscure or interfere with architectural lines and details.

- Sign design and materials should relate to the general theme of the surrounding district and incorporate the building architecture. Examples include hand-crafted, artisan design and materials.
- Freeway-oriented signs, pole signs, sign benches, billboards and other off-premises signs should not be supported.

Site Design and Landscaping

BUILDING ORIENTATION AND SETBACKS

- Buildings should be located parallel to the street on which they front. The primary façade should be located on the major street abutting the building and the secondary façades should be located adjacent to secondary streets, service drives, and alleys. Buildings on corner lots should be oriented to the corner and to the street fronts, and should make a strong tie to the building lines of each street.
- The minimum setback for a principal building is zero feet and the maximum setback for a principal building is ten feet, except where a Public-Private Setback Zone is provided. Where a Public-Private Setback Zone is provided, a maximum setback of 15 feet is permitted for up to 50 percent of the building frontage.
- 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.
- The minimum setback for fences and masonry or stone walls is three feet. Fences or walls along a Public-Private Setback Zone may be located zero feet from the sidewalk.

- Primary entrances to buildings should be oriented to the primary public street with at least one operable door on the primary public street. Buildings located at a corner should orient the main entrance to the corner instead of to one of the two abutting streets (only one operable door is necessary).
- Secondary entrances can be located on side and rear elevations to meet fire code and to service adjacent parking.

BUFFERING AND SCREENING

- Between non-residential and residential uses, screening should be a six-foot board-on-board fence or other comparable material; chain link is not acceptable.
- Service and loading zones should be located to the rear, side or in an internal location where visibility from public rights-of-way and views from neighboring buildings and properties will be minimized or screened to their full height.
- Roof-mounted mechanical units should be screened to their full height should complement the building in terms of color and materials.
- Ground-mounted mechanical units and dumpsters should be located to the rear of buildings and screened to their full height on all sides by screening that is complementary to the building in terms of color and materials, or by evergreen plant material.

PUBLIC SPACES

- Developments over 1.5 acres in size in urban settings should include public spaces, such as plazas and courtyards.

LANDSCAPING

- Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.
- Paved areas should be shaded, especially parking lots.
- 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.
- Barriers to views or light should be reduced by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.
- Landscape adjacent to natural features should be used to soften the visual appearance of a development and provide a natural transition between the development and open space areas.

STREET TREES AND STREETScape

- Street trees are recommended on all public and private streets, with species and spacing approved by the City of Columbus forester.
- Tree-lined residential and commercial streets should be either established or maintained.
- Landscaping on private property bordering sidewalks should be designed with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience.

LANDSCAPE MATERIALS

- All trees (including street trees) should meet the following minimum size at the time of planting: shade trees 2 inches caliper; ornamental trees 1 1/2 inches caliper; and evergreen trees five feet in height. Tree caliper is measured six inches from the ground.
- All trees and landscaping should be well maintained. Dead items should be replaced within six months or the next planting season, whichever occurs first. The size of the new material should equal the size of the original material when it was installed.

SECURITY

- Crime Prevention through Environmental Design (CPTED) measures should be incorporated, as necessary to reduce incidences of fear and crime, and design safer environments.
- Development should be designed to encourage visible space that will serve as a means to discourage and to deter crime through the location of physical features, activities and people to maximize visibility.
- Landscaping and screening along property and parking lot perimeters should provide for visual openings into the site between three and eight feet above the sidewalk. This can be accomplished by staggering plantings and using walls and fences with openings.
- Clear boundaries between public, semipublic/private, and private spaces should be defined.
- On-site lighting for security purposes should illuminate buildings and surfaces only, such as sidewalks and parking lots. Lighting should not be designed to illuminate the entire site, including adjacent property and rights-of-way, or the sky above the site.

WIRELESS FACILITIES

- The visual impact of wireless facilities should be minimized.
- Wireless facilities should be concealed in existing structures when possible; otherwise, use appropriate camouflage and screening techniques to hide or blend them into the surrounding area.
- Facilities should be designed to be aesthetically pleasing and respectful of the neighborhood context.
- Mechanical equipment and devices associated with wireless facilities should be placed in underground vaults or unobtrusive structures.

LIGHTING

- Lighting should be appropriate to its location and utilized to enhance security and highlight distinguishing characteristics of buildings.
- Lights should have fully shielded, recessed lamps directed downward to prevent glare and shine above the horizontal plane.
- Light standards (poles) should not exceed 18 feet in height.
- For aesthetic compatibility, light standards should be of the same or similar type and color.
- Lighting levels should provide sufficient illumination to ensure security, but without glare, hot spots, or light spillage through residential windows.
- Where appropriate, lighting should highlight special architectural or landscape features and/or prominent buildings and gateways.
- Wall-mounted lights should be directed downward. Soffit-mounted light fixtures should be recessed in the soffit or otherwise fully shielded from view from any property line.

- Ground-mounted or other upward directional lighting should be permissible only where some form of shield or light baffling is provided to create a soft, uniform light quality and minimize light spillage beyond trees, landscaping, walls or signs being illuminated.

Transportation Network

- Off-street parking for bicycles should be provided per code. Major development should consider facilities beyond that required by code, such as bike lockers and water facilities.
- Bike lanes and sharrows provided by DPS in its implementation of the Bicentennial Bikeways Plan must be balanced with the need for on-street parking in East Franklinton.
- Existing street and alley grids should be maintained or reestablished.
- Developments should maintain any existing brick streets, existing street widths and intersection/turn radii, and minimize the number of curb cuts.
- Crosswalks should be provided at all signalized intersections where appropriate, per DPS.
- Traffic-calming devices should be proposed for new streets adjacent to schools, parks, libraries, and other community facilities, per DPS.
- The use of walls, gates and other barriers that separate residential neighborhoods from the surrounding community and commercial areas should be discouraged.
- Public sidewalk system should be maintained per code. 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.
- Pedestrian connections should be made to the emerging regional trail system.
- Accessibility should be provided per ADA guidelines and design standards.
- Bus stops and shelters should be provided per COTA standards.
- Development should provide pedestrian access to transit stops.
- Average gross residential densities that support transit are at least 12 dwelling units per acre.