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BETHEL ROAD DEVELOPMENT STANDARDS

THE NORTHWEST CIVIC ASSOCIATION

January 24, 1980

BETHEL ROAD DEVELOPMENT STANDARDS

INTRODUCTION

Enclosed are the Bethel Road Development Standards prepared by the Northwest Civic Association in cooperation with area residents, property owners, and several city departments. These standards are intended to supplement existing land use plans and policies by serving as a guide to property owners and developers. These standards do not prescribe specific land uses for Bethel Road and compliance with them should not be seen as enabling the establishment of inappropriate land uses in specific locations. The Department of Development does encourage developers to follow these standards as further development along Bethel Road continues. Furthermore, the Department of Development recognizes the effort and involvement of the Northwest Civic Association and supports the objectives inherent in the development guidelines.



northwest
 COMMUNITY ENRICHMENT THROUGH PARTICIPATION

CIVIC ASSOCIATION • BOX 20134 • COLUMBUS • OHIO 43220

BETHEL ROAD DESIGN GUIDELINES

The product of a 7 month (weekly) schedule of meetings
 Presentation of guidelines at open meeting for area residents, Tuesday,
 November 27, 1979

 Ben Hale of Smith and Hale - Advisor

COMMITTEE

- | | |
|-----------------------------------|----------------------------|
| Chairman - Anna Mildred Henderson | - Trustee/Past President |
| Ex-Officer-Lloyd Horrocks | - President |
| James Flinn | - Past President |
| Mike Keller | - Trustee/Zoning Chairman |
| Helen Lias | - Trustee |
| Nancy D. Nutt | - Past President |
| Don Ziliak | - Former Trustee/Rec. Sec. |

In Attendance - Offering Input

- | | |
|---------------------------|---------------------------|
| Ross Carlson | - Area Resident |
| Bill Popp/Mark Jones | - McKitrick Estates |
| Phil Fankhouser/Bill Riat | - Newtowne Realty |
| Max Holzer | - Holzer-Wollam |
| Bob Cochran | - Linclay Corp. |
| Maxine Olson | - Gables Apartments |
| Don Borrer | - Catholic Diocese |
| Stella Scharf | - N.W. Edition - The News |

City and County Officials

- | | |
|----------------------------|--------------------------------|
| David Younger/Gary Palatis | - Traffic |
| Ken Noteman | - Graphics |
| Mel Dodge | - Parks & Recreation |
| Ted Wallace | - City Engineer |
| Ralph Smithers | - Deputy Dir. Dept. of Dev. |
| Ron Ryback | - Dev. Planner - N.W. Quadrant |
| Rick Warthen/Brad Jones | - City Planning |
| Jean Hansford | - Campus Planning - Don Scott |
| Jack Foulk | - County Commissioner |
| Paul Ryan | - Mid-Ohio Regional Planning |
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I. Overall concept:

The quality of an environment depends both on the selection and allocation of land use and on the manner in which the land uses are carried out. The environment should be functional, aesthetic, and should serve human needs without annoyance. The purpose of these development standards is to achieve a unity and continuity of functional and aesthetic characteristics that will be advantageous to all property owners and to the community.

II. Study Area:

These development standards are designed for all properties fronting on Bethel Road that are not already included in the Sawmill Corridor Development Standards. All of Bethel Road from the Olentangy River to the Scioto River is included, regardless of location in unincorporated or incorporated areas.

III. Implementation:

These development standards are guidelines for application to future development. Utilization of CPD zoning for commercial use and PUD zoning for multi-family use is strongly encouraged where the land uses are appropriate. These CPD and PUD rezonings should contain a specific reference to these standards. Properties with existing commercial, institutional, or multi-family residential zoning are encouraged to follow these development standards as much as possible.

IV. Design guidelines:

Detailed guidelines are included for lighting, signage and graphics, environmental treatment, and traffic in order to achieve the purpose of these standards as stated in Section 1.

A. Lighting:

1. All lighting in the area shall be cut-off type fixtures (down lighting) and shall not project onto nor interfere with the operations of Don Scott Field, the Ohio State University airport.
2. All external outdoor lighting fixtures to be used within a given development shall be from the same family or similar manufacturer's type to insure aesthetic compatibility. All light poles and standards shall be dark in color and shall either be constructed of dark wood or dark metal.
3. All lighting in conjunction with public, private or commercial recreational facilities shall likewise conform to these standards.
4. All wiring shall be underground. Exception: where above-ground wires are presently permitted by legal easements to Columbus & Southern Ohio Electric Co. including the primary service lines from the above ground wires; all other wiring within a development shall be underground. However, Columbus & Southern Ohio is encouraged to relocate to underground service in all areas.

B. Signage and Graphics:

1. All sign frames, poles and supports shall be dark in color. Within a given development, they shall have a standard shape and frame.
2. Internally illuminated graphics shall be permitted as well as externally lighted signs that do not interfere with safe vehicular movement.
3. Types of signs prohibited include signs with flashing lights or changeable copy, projecting signs, roof signs, billboards, co-op

signs, rotating signs, and trailer type signs. Any directory signs shall be more than 25 feet from the right-of-way so as not to impede vehicular traffic.

4. For neighborhood commercial centers, other than a single identification/logo sign for said center, no other free-standing individual store graphic shall be located along Bethel Road. Individual store graphics shall be of the same family with the exception of a bonafide logo-type sign which is in conformity with the Columbus Graphics Code.
5. Excepting the above requirements, all other graphics characteristics shall conform to the Columbus Graphics Code.

C. Environmental Treatment

1. Setbacks:

For all of the frontage along Bethel Road, a minimum setback of 25 feet shall be enforced excepting that where public roadways intersect with Bethel Road, then, a 50 foot "corner" set back line for all structures above grade shall apply. This corner setback line shall be measured diagonally at 45° from a corner point caused by the extension of the property lines to their point of intersection. Then measuring along the 45° line from this point 50 feet, a perpendicular line shall be drawn which shall be the "corner setback line".

2. Corner features:

Special entrance feature elements are encouraged at intersections of public roads with Bethel Road. They should be similar or equal to the character presently seen at the entrances to Riverside Green

and Riverside Hills from Sawmill and Route 33. Such corner features shall be located within the "corner setbacks" mentioned previously.

Each corner setback shall include a 3" or greater caliper tree.

3. Landscaping/Design standards:

Landscaping shall be uniform in design and type of materials. It may vary in density, spacing and other treatments to reflect variations in topography, existing landscape or land uses. The following elements are applicable and encouraged:

- a. A "Bethel fence" which shall be a rail fence similar or equal in character to that seen along Route 33 and Sawmill Road.
- b. A "Bethel hedge" which at full height shall be equal to the height of the rail fence, both such elements to be used inter-mixed along the frontage in addition to the placement of other landscaping material for further accent.
- c. Brick or stone walls.
- d. Other landscaping variations may be approved if they meet good design standards.

Such fencing, hedge, and landscape material shall be set back at least 75 feet from the Bethel Road centerline. In addition to the above, trees (for example, Norway maple, spruce, evergreens or similar hardy species 3" or greater caliper at planting), are required and shall be planted one for each 40 feet of frontage (grouped or spaced), being a minimum distance of 70 feet to a maximum of 85 feet from the Bethel Road

centerline. These trees are included in the formula of paragraph f below. The following elements are also applicable:

- a. A height limitation of 35 feet shall apply to all subject property, unless otherwise specified as part of a rezoning code.
- b. For all parking areas along Bethel Road, a minimum screening height of 30 inches (60 inches maximum) shall be maintained along this frontage for the shielding of auto headlights as measured from the elevation of the nearest section of an adjacent parking area. Such screening can be accomplished by the use of mounding, brick or stone structures, the "Bethel hedge", or other landscaping material.
- c. For multi-family residential frontage, landscaping shall be required parallel and adjacent to Bethel Road for at least 50% of the frontage.
- d. For all non-residential areas, lot coverage to include buildings, parking and service areas shall not exceed 85% of the designated lot (credit shall be given for setback areas if not paved). Higher percentages might be acceptable with appropriate good design features.
- e. For all loading areas, screening of opaque wood or brick or planting shall be a minimum of seven (7) feet in height and be

so designed as to interrupt vision into such areas from adjacent streets and properties. All propane tanks and outdoor storage trash containers shall be fully screened as provided in fire and safety design standards.

f. Trees shall be provided for all non-residential areas according to the following formulas.

- 1) 0 to 20,000 square feet - 6" of trunk size plus 1" for every 4,000 square feet of ground coverage.
- 2) 20,000 to 100,000 - 10" of trunk size plus 1" for every 4,000 square feet of ground coverage over 20,000.
- 3) Over 100,000 square feet - 30" of trunk size plus 1" for every 6,500 square feet of ground coverage over 100,000.

Such tree planting material shall be used to provide plantings within parking areas, as part of frontage treatment, and to accent buildings. Commercial sites shall have at least 50% of the tree requirements provided within parking and service areas. Existing trees of 3" caliper or greater which are retained on a site may be used to offset 2/3 of the above requirements as long as such trees are not located in service areas. It is strongly recommended that landscaping materials be utilized to define major traffic aisles or travel lanes within parking areas. Minimum tree trunk size shall be not less than 2" caliper.

D. Parking:

1. Goals:

It is recommended that all parking areas for non-residential uses be designed and constructed to promote safety of circulation within single parking areas, and among adjacent parking areas. It is further recommended that such design provide for efficient circulation with respect to public streets and service roads, adjacent uses, loading areas, and parcel pick-up lanes.

2. Surfacing:

It is recommended that all parking areas serving non-residential uses be surfaced with concrete or black-top.

3. Islands and Dividers:

It is recommended that all major driving aisles and lanes within non-residential parking areas be defined with raised-curbing islands, dividers or medians instead of painted lines. Any such raised definition to traffic circulation shall be planted with trees and/or evergreen plant materials of the low, spreading variety to increase visibility of the island, divider or median. An extension of less than 20' of a building pad or adjacent sidewalk shall be exempted.

E. Traffic:

1. Goals:

It is recommended that Bethel Road as an arterial roadway, should be

planned as a four-lane curb-divided roadway with controlled access within a 120 feet right-of-way. It is also important to the Northwest community that Bethel Road continue to serve as a community distributor serving as a safe access to community institutions such as schools, recreation facilities, and churches, as well as neighborhood commercial sites. Thus Bethel Road must serve in a unique, perhaps imaginative way, as a neighborhood collector street and as an arterial street.

2. Vehicular access:

It is recommended that frontages of less than 400 feet combine with adjacent properties to achieve a single access point (drive way). Traffic flow should be limited to right turns only, except at certain spaced public street intersections and major private drives.

3. Major access points:

Present major intersections on Bethel Road are defined as Olentangy River Road, Kenny Road, Godown Road, Reed Road, Sawmill Road, and Riverside Drive. In the future Jasonway Avenue, McKittrick Boulevard, and Dierker Road will likely be added to this list of major intersections. The possibility of other major access points along Bethel Road exists, but will depend on the type and location of the development that takes place.

4. Bikeway:

A Bethel Road bikeway is included in the Mid-Ohio Regional Bikeway Plan. It is to be a major east-west connector to the major north-south bike route that will run from Antrim Park to Greenlawn Avenue.

It is recommended that a bikeway be included in the Bethel Road improvement and be separated from motor vehicle traffic. All non-residential uses are encouraged to provide bicycle storage in conjunction with the front entrances to each use.

5. Pedestrian Walkways:

Another necessary alternative to our motorized transportation habit is pedestrian walkways. Sidewalks should be included in the Bethel Road improvement to enable citizens to walk safely to community institutions if they wish to do so. Sidewalks should be provided for all non-residential frontages on public streets as provided for in existing subdivision regulations.