

Z90-166E L-C-4 TEXT FOR SUBAREA 14A
January 15, 2019

Amendment to Subarea 14A for only 5150 and 5160 N. HAMILTON ROAD (Parcel Numbers 545254328 and 545125868) due to right-of-way improvements along North Hamilton Road.

A. BACKGROUND AND INTRODUCTION

The advent of the 1-670/1-270 linkage to northeast Franklin County is the single major event which determined that the northeast area would become the next major growth area in Central Ohio. The region experienced a similar event to the northwest where, even though sewer and water service were already in place, real growth began only with the completion of S.R. 315. What we know is that, while basic services are essential to growth, the market place signal for residential development is the single fact of access to the central city and that access is measured in time, not miles. S.R. 315 meant that Hard Road was twenty minutes from downtown, not forty. And the completion of 1-670 means that the Hamilton Road/S.R. 161 intersection is fifteen minutes from downtown, not forty.

The ownership pattern and the development status in the northeast area provides a unique planning opportunity. The area is sparsely developed at best and the concentration of ownership enables planning determinations to be more consistently implemented. The entry points are clearly Morse Road and S.R. 161 which are linked directly into the total outerbelt system and with the completion of 1-670 to the central core. Equally important is the fact that the total growth area involved in the northeast expansion will be, at least for the foreseeable future, smaller and more finite than the experience of the northwest. The southern boundary is the virtually developed City of Gahanna, and the presumably permanent estate lot pattern of eastern Jefferson Township. The eastern boundary of Kitzmiller Road is not readily expandable since it depends on the Blacklick Trunk Sewer for sanitary sewer service. To the north there is no immediate likelihood of expansion into northern Plain Township and no likelihood at all that the Delaware County growth east of Hoover Reservoir will remotely resemble growth in that county to the north and northwest. Finally, New Albany itself, if compared to Dublin, is a geographically small place with special rural ambitions.

B. PLANNING AND ZONING OBJECTIVES

The major planning objective is a text book exercise based upon a simple and fundamental planning principle: from the point of entry, intensity shall decrease with the distance from the point of entry. Practically what this means is that, since the area orients from a highway standpoint strongly east-west, the major intensity should be from one entry point to the other (from S.R. 161 to Morse Road) along Hamilton Road (the first development area east of 1-270) and, as we proceed east, that intensity should be reduced. The principle is totally sound and graphically means that all indices of intensity, traffic, density, population, building mass, etc. should be reduced as we move east across the area.

The effect of consistently and emphatically employing this simplistic planning principle in producing the developmental goal for the northeast is to produce virtually all of the nonresidential activity along the Hamilton Road - relocated Hamilton Road - S.R. 161 corridor. This principle will produce predictable densities which will be greatest just east of Hamilton Road and consistently decrease as we move to the east.

The overall zoning effort, parts of which occur in Gahanna, New Albany, Plain Township and Columbus, is to effect the planning principle while producing land uses which meet the needs of the total northeast area and its predictable population. At the same time, the zoning and developmental effort must insure a

level of quality from both functional and design standpoints, consistent throughout the area, regardless of political jurisdiction, and which is produced as a part of the aesthetic and functional fabric no matter what the land use, size, type or price of the residential accommodation. Finally, and of equal importance, the total zoning effect must assure coordinated and adequate traffic and infrastructure systems regardless of political jurisdiction.

This application contains 3 owners and over 1,700 acres so located that the imposition of a street pattern and sufficient standards on the subject land should provide the maximum precedent to insure that those patterns and standards will be the rule for the entire planning area.

The plan and text address most of the above but some additional comments are in order.

C. THE TRAFFIC NETWORK

Major freeway access to the study area is provided by State Route 161 and Morse Road. Major points of access into the study area also include Hamilton Road as a north-south arterial and Route 62 as a southwest-northeast diagonal arterial across the frame of the planning area. Hamilton Road will be realigned north of 161 from its present terminus to continue expansion of the regional arterial network into northern Plain Township.

D. PROPOSED TRAFFIC PLAN

Proposed traffic plan, Exhibit P8, indicates present average daily traffic (ADT) within the planning area and also indicates the points where improvements will be required. In overview, the following traffic movements need to be accommodated:

a. Regional and through movements: At present considerable regional movements occur utilizing Route 161 through the small Village of New Albany, creating significant congestion. In addition, the present lane capacity of 161 is wholly insufficient for the existing traffic volume.

As a result of this proposal, Route 161 freeway bypass is presently being jointly planned between the applicants, the City of Columbus, Village of New Albany, MORPC and the Ohio Department of Transportation in order to initiate this improvement at the earliest possible stage.

Right-of-way acquisition along the proposed alignment is nearly complete and various shared funding proposals are presently being discussed and reviewed. This facility (Exhibit P8) is to provide controlled, defined points of access from 1-270 on the west along its realignment north of the Village of New Albany to its realignment with present Route 161 at the Franklin/Licking County line.

b. Commuting movements: Given the present relative undeveloped nature of the area, no present significant commuter movements are noted.

It is anticipated that Route 161, Morse Road, and Route 62 will be major routes for commuter traffic in and out of the study area. A Morse Road boulevard improvement is anticipated with controlled median breaks between 1-270 at the west to the Hamilton Road intersection on the east. It is anticipated that selective widening and intersection improvement will be undertaken as part of any substantial retail development adjacent to Morse Road and/or Hamilton Road. In the longer term, public funding from the City and/or the State will be required for both Hamilton Road, Morse Road and Morse Road boulevard sections. In addition, for Morse Road, cooperation will be required with the City of Gahanna. Beyond Hamilton Road to the east, Morse Road is anticipated to retain a more rural collector.

c. Movements to and from the planning area to utilize retail facilities:

Hamilton Road will require upgrading to a five lane boulevard status with controlled points of access and a divided median (see Exhibit P8). Hamilton Road is also to be realigned to the west and north of 161 and can be further extended as development warrants in servicing northern portions of Plain Township.

The Hamilton Road boulevard improvement will occur in stages over time with selective widening and intersection improvements, again, as part of any substantial retail development within the Hamilton Road corridor. Longer term improvements will require funding from the City and/or the State.

Morse Road, State Route 161, and freeway S.R. 161 along with the loop systems east of Hamilton Road provide more than adequate access to what is, in fact, the single major intensity and retail area. The ideal density curve, reducing as it does, as one moves to the east, means that most of the people travel the least distance and the fewest the longest distance. This singular fact enables alternative systems to be reduced in the easterly part of the total area.

d. Local and internal movements servicing neighborhoods, schools, and recreation facilities: At present, with the exception of Thompson Road, no internal streets have evolved in anticipation of future development.

As part of the phased development of neighborhoods, an internal east-west / north-south street network has been planned and will be built allowing internal movement between 161. to the north, Morse Road to the south, Hamilton Road to the west and Route 62 to the east, Exhibit P8.

e. Non-vehicular circulation: At present, given the agricultural nature of the area, no pedestrian system or trails of any kind are in place.

As part of the development of neighborhoods and for any development in association with Rocky Fork Creek, a series of pedestrian paths, trails and bikeways will be built, interconnecting points of service, neighborhood recreation centers, and concentrations of housing to provide an alternative to vehicular movement.

f. Arterial "intercept" system: At present, existing arterials meet with other arterials and form traditional intersections that will be required to be improved in the future. To move within the system, there are no present alternatives to using this existing network of "spokes" and "intersections".

As part of the development of retail concentrations, a series of minor arterial loop or service roads are planned to encapsulate such retail nodes that will also provide:

1. Interior vehicular service to the major developments.
2. Traffic intercepts to utilizing the spoke and intersection system to move around retail concentrations.
3. Providing points of access for neighborhood collectors into the interior of the major developments, providing residential movements with two vs. one point of entry/exit out of the planning area. (See Exhibit P8).

E. ENVIRONMENTAL CHARACTERISTICS

The area is generally denoted by a mix of open agricultural fields framed by major wood lots and is gently sloping to Rocky Fork Creek. There is also a mix of roadway frontage characteristics. For example, Hamilton Road has been a corridor for electric transmission lines and single family strip

development while Route 161 east of Hamilton Road remains totally undeveloped and has open road frontage. A major characteristic of the area is the north-south floodplain/creek corridor along Rocky Fork Creek; the alignment of the creek provides a natural open space and environmental spine to the area.

Environmental focus of the plan will include:

- a. Focus on pedestrian/bikeway circulation network planned along the north-south alignment of Rocky Fork Creek.
- b. Utilizing east-west links from the creek spine to interconnect neighborhood level recreation facilities.
- c. Consistent imagery through strategic placement of open space as perceived from major and minor roadways.
- d. Maintaining a perception of spaciousness by preserving longer views into the floodplain, the golf course and providing gracious setbacks along major gateways.
- e. Placement of neighborhoods within the frame of the area as defined by major woodlots, e.g. treating wooded areas as an edge to be maintained.

F. ADDITIONAL AREA PLANNING NEEDS

The area proposed for zoning and development is within both the Plain Local and the City of Columbus school districts. No additional school sites are being requested as part of this development; the Plain Township Local school system is a consolidated campus setting having elementary/junior/senior high facilities on one campus and with the desire to remain as such. Within the City of Columbus school district, sufficient facilities are available to the west within the City of Columbus to provide school services to this area.

The planning area is immediately east of a major regional park, Blendon Woods, to which it has immediate access via State Route 161. The total planning area has both the appearance and fact of large open spaces, three golf courses, and the pasture sense created by the fencing along major roads and to be created along new ones, and an overall low density. From a usership standpoint, any additional park lands would seem to be unwarranted.

G. TIMING AND PHASING OF DEVELOPMENT

The Jack Nicklaus golf course presently under construction is anticipated to be completed in 1991. The utility extensions, both the interceptor and initial service trunks, are scheduled to be completed in 1991. Neighborhood developments in association with the golf course are presently being planned and will be tied into the extension of utilities to the area. Initial retail development along the Hamilton Road corridor is anticipated as the number of residents in the area increases. Additional neighborhood developments will also occur on the west side of Rocky Fork as demand occurs.

H. FUTURE ZONING APPLICATION

The subject area is being divided into subareas to reflect zoning classifications and standards which are thought to be appropriate for each subarea. The development will occur over an extended period of time and it will be necessary from time to time to augment the development standards and to provide for additional uses which cannot be foreseen but are compatible with the uses allowed in each subarea. Each subarea may be the subject of a zoning application filed with the City of Columbus and nothing contained

herein shall prevent the current or future owners of the property the subject of these standards from filing and processing a zoning application on any subarea.

* All Subarea acreages are preliminary and are subject to change with final Engineering Drawings.

I. TRAFFIC NOTES WHICH APPLY TO ALL SUBAREAS

All curb cut measurements are from centerline to centerline. Where the word restricted is used, the types of movements shall be approved by the Division of Traffic Engineering. The traffic limitations contained within this text may be modified with the approval of the Division of Traffic Engineering. See additional notes on Preliminary Development Plan.

SUBAREAS 14A, 14B AND 14C: L-C-4 & L-C-5 ZONING DISTRICTS

14.01 Description and Acreage:

Subarea 14A, 14B and 14C shall contain 40.8, 8.1 and 2.5 gross acres, respectively, totaling 51.4 acres. They are located on the east side of North Hamilton Road. Subarea 14A and 14B are adjacent to ~~Road J~~ **Chestnut Hill Drive**. Uses within Subarea 14 shall be characterized as retail in nature.

14.02 Permitted Uses / Development Standards:

Permitted uses and applicable development standards for Subareas 14A and 14B are contained in Section ~~3355.02~~ **3356.03** (C4) and Chapter ~~3355~~ **3356** (C4), respectively, of the Columbus Zoning Code unless otherwise indicated within this limitation text.

1. The following uses are excluded from the subarea:

- a. Adult bookstore
- b. Adult only motion picture
- c. Adult only entertainment
- d. Book bindery
- e. Bus or truck terminal
- f. Ice house
- g. Poultry killing
- h. Stables
- i. Tinsmith

B. Permitted uses and applicable development standards for Subarea 14C are contained in Section 3357.01 (C5) and Chapter 3357 (C5), respectively, of the Columbus Zoning Code unless otherwise indicated within this limitation text.

C. The development standards shall apply to all three Subareas unless otherwise indicated.

14.03 Permitted Density:

A. The permitted maximum site density of Subareas 14A, 14B and 14C shall not exceed a ratio of 12,000 gross square feet of building per net acre of site.

14.04 Traffic and Circulation:

- A. Hamilton Road shall contain a right-of-way of 120 feet.
- B. ~~Road J~~ **Chestnut Hill Drive** shall be a collector and have a minimum right-of-way of 60 feet.
- C. Major points of entry shall be generally spaced at 650 feet apart taken centerline to centerline.
- D. All major vehicular entries to the retail centers may be a landscaped boulevard.
- E. Right-in and right-out curbcuts are permitted, however, such curbcuts shall have a minimum spacing and separation of 200 feet taken centerline to centerline.
- F. Curb cuts located on ~~Road J~~ **Chestnut Hill Drive** shall be spaced at a minimum of 200 feet apart taken centerline to centerline.
- G. Any development having full access to Hamilton Road shall construct an additional lane on Hamilton Road if required by City of Columbus Division of Traffic. The additional lane shall run for the length of the frontage to facilitate turning traffic on to and off of Hamilton Road. Construction shall be done at time of development and to specifications of City of Columbus.

14.05 Parking and Loading:

- A. Size, ratio and type of parking and loading facilities shall be regulated by Columbus Zoning Code under Chapter ~~3342~~ **3312**.
- B. The view of all loading docks shall be fully screened on all sides from any adjacent roadway, building or parking lot achieving 90% opacity to a minimum height of seven (7) feet from finished grade.

14.06 Height and Setback Requirements:

- A. The setback along Hamilton Road shall be ~~40~~ **23** feet for parking and maneuvering areas and 75 feet for building.
- B. The setback along ~~Road J~~ **Chestnut Hill Drive** shall be 25 feet for parking and maneuvering and 50 feet for building.
- C. Height district within Subarea 14 shall be 60 feet as measured per Columbus Zoning Code.

14.07 Landscaping / Environmental Treatment for Subareas 14A and 14B:

- A. Within the required ~~40~~ **23** foot green space corridor, fencing and landscaping shall be required for a minimum of 65% of the frontage along Hamilton Road within each parcel. Such fencing and landscaping shall be uniformly placed within the last 10 feet of the required ~~40~~ **23** foot green space corridor at a minimum distance of ~~30~~ **13** feet from right-of-way. The fencing shall consist of a 3-board fence that is painted or stained white and is 54 inches in height. It shall be constructed of 1-1/8 inches x 6 inches x 16 foot treated wood boards attached to 6 to 7 inch treated posts, with face boards, located 8 feet on center. The landscaping shall consist of deciduous shade trees (minimum 2 inch caliper upon installation), ornamental trees (minimum 1 inch caliper upon installation). Evergreen and/or deciduous shrubs and mounding may be used. To insure the utilization of a variety of plant material, 3 evergreen trees, 3 ornamental trees, and 2 shade trees and at least 5 shrubs shall be used for every 100 feet of frontage.
- B. Street tree planting shall be required within the green space corridor. Such trees shall be those specified in the Columbus Street Tree Program guidelines from the City Forester and have a minimum

caliper upon planting of 2 inches and a minimum spacing of 35 feet on center and located 1 foot from edge of right-of-way.

C. All parking areas adjacent to Hamilton Road shall have headlight screening parallel to the frontage with a minimum height of 30 inches measured from the elevation of the nearest section of the adjacent parking area. Headlight screening shall be in the form of an evergreen hedge, earth mounding, or walls.

D. All major entries shall be demarked by utilizing the fence and landscape material noted in 14.07A.

E. Tree plantings shall be required within site parking and service areas. The number of trees required shall be determined by the following applicable ratios of total inches of tree caliper (minimum of 2 inch caliper per tree) to total site coverage by buildings and pavement.

1. 0 to 20,000 square feet: 6 inches of trunk size plus 1 inch additional for every 4,000 square feet of total site coverage by buildings and pavement.

2. 20,001 to 100,000 square feet: 10 inches of trunk size plus 1 inch additional for every 4,000 square feet of total site coverage by buildings and pavement over 20,001 square feet.

3. Over 100,000 square feet: 20 inches of trunk size plus 1 inch additional for every 6,500 square feet of total site coverage by buildings and pavement over 100,000 square feet.

F. At least 50% of required tree planting shall be integrated within parking of service areas. Existing trees of 3 inch caliper or greater may offset 2/3 of this requirement. Maximum possible green space shall be provided to minimize extensive unbroken hard surface areas.

G. Landscape islands are required within parking lots and shall be provided at a rate of 5 square feet of landscaped area per 100 square feet of vehicular use area in such a manner as to visually break up large expanses or pavement.

H. The landscaping required in items E, F and G may be used to offset the parking lot landscaping requirements contained in Chapter ~~3342~~ **3312** of the Columbus Zoning Code.

I. Minimum tree size shall be no less than 2 inch caliper for street and/or shade trees, 4 feet to 6 feet in height for evergreen trees and 1 inch caliper for ornamental trees.

J. If landscaping is used to screen service area containing dumpsters, 90% opacity is required for all non-servicing sides and must be protected from service vehicles. Screening shall be 1 foot above height of structure to be screened but not less than seven (7) feet above finish grade.

14.08 Landscaping / Environmental Treatment for Subarea 14C:

A. Within the required 40 foot green space corridor along Hamilton Road, fencing and landscaping shall be required for a minimum of 65% of the frontage within Subarea 14C, such fencing and landscaping shall be uniformly placed within the last 10 feet from right-of-way of the required 40 foot green space corridor at a minimum distance of 30 feet from right-of-way. The fencing shall consist of 3-board fence that is painted or stained white and is 54 inches in height. It shall be constructed of 1-1/8 inches x 6 inches x 16 foot treated wood boards attached to 6 to 7 inch treated posts, with face boards, located 8 foot on center. The landscaping shall consist of deciduous shade trees (minimum 2 inch caliper upon installation), ornamental trees (minimum 1 inch caliper upon installation), and/or evergreen trees (height 4 feet to 6 feet upon installation). Evergreen and/or deciduous shrubs and mounding may be used. To

insure the utilization of a variety of plant material, 3 evergreen trees, 3 ornamental trees, and 2 shade trees and at least 5 shrubs shall be used for every 100 feet of frontage.

B. Street tree planting shall be required within the green space corridor, such trees shall be those specified in the Columbus Street Program guidelines from the City Forester and have a minimum caliper upon planting of 2 inches and a minimum spacing of 35 feet on center and located 1 foot from edge of right-of-way.

C. All parking areas adjacent to Hamilton Road shall have headlight screening parallel to frontage with a minimum height of 30 inches measured from the elevation of the nearest section of adjacent parking areas. Parking lot screening shall be in the form of evergreen hedge, earth mounding, or walls.

D. Major entries shall be demarked by utilizing the fencing and landscape material noted in 14.08A.

E. Tree plantings shall be required within site parking and service areas. The number of trees required shall be determined by the following applicable ratios of total inches of tree caliper (minimum of 2 inch caliper per tree) to total site coverage by buildings and pavement.

1. 0 to 20,000 square feet: 6 inches of trunk size plus 1 inch additional for every 4,000 square feet of total site coverage by buildings and pavement.

2. 20,001 to 100,000 square feet: 10 inches of trunk size plus 1 inch additional for every 4,000 square feet of total site coverage by buildings and pavement over 20,001 square feet.

3. Over 100,000 square feet: 20 inches of trunk size plus 1 inch additional for every 6,500 square feet of total site coverage by buildings and pavement over 100,000 square feet.

F. Minimum tree size shall be 2 inch caliper for street trees and shade trees, 4 feet to 6 feet height for evergreen trees and 1 inch caliper for ornamental trees.

G. If landscaping is used to screen service area containing dumpsters, 90% opacity is required for all non-servicing sides and must be protected from service vehicles. Screening shall be 1 foot above height of structure to be screened but not less than seven (7) feet above finish grade.

14.09 Lighting:

A. All external outdoor lighting fixtures to be used shall be from the same or similar manufacturer type or family to ensure aesthetic compatibility. All light poles and standards shall be in dark brown, bronze or black.

B. Parking lot lighting shall be no higher than 28 feet.

C. Building mounted lighting within service areas shall be designed in such a way that no light spillage offsite occurs.

D. Landscaping at entries to parking lots and buildings shall be uplighted by ground mounted concealed fixtures.

14.10 Signage:

- A. All signage and graphics shall conform to Article 15 of the Columbus City Graphics Code as it applies to the appropriate zoning district. Any variance to the sign requirements other than those sign requirements listed below shall be submitted to the Columbus Graphics Commission.
- B. The height of ground supported signage shall not exceed 20 feet for all retail centers. A retail center shall be defined as a building that contains 2 or more stores dedicated to retail sales.
- C. Outparcel ground supported signage shall be limited to a maximum height of 6 feet and a maximum area of 50 square feet and may be placed within the setback area at a minimum of fifteen (15) feet from street right-of-way.
- D. All other signage shall be behind the required ~~40-foot~~ setback with the exception of one directional entry and exit sign located at each entrance which shall be ground type only and limited to 4 square feet in area per face and located at a minimum of five (5) feet from street right-of-way. In no case shall such signage interfere with maintaining safe clear sight distances at driveway entries and exits. Identification logo or name shall not be displayed on directional signage.
- E. No signs shall be painted directly on the surface of any building, wall or fence. No wall murals shall be allowed.
- F. No roof signs shall be permitted nor should a sign extend higher than the building.
- G. No flashing, traveling, animated or intermittently illuminated signs shall be used.

14.11 Architectural Requirements:

The following additional architectural requirements shall be applied to those uses located within 300 feet of the right-of-way line of Hamilton Road. However, the requirements do not apply to buildings in which at least 80% of their ground floor footprint lies outside designated zone.

- A. A maximum of three building material types shall be utilized for the exterior of any building including roof material. No roofs of metal only, mansard roof can be metal but all other roofs shall be constructed of shingles of asphalt or wood shakes. Minor accenting of structures through the use of a fourth building material shall be permitted. At least 30% of each structure, located on an outparcel developed in conjunction with or as part of a single identified shopping center, shall be constructed of materials common to other such outparcel structures. This will achieve overall architectural uniformity.
- B. No materials, supplies, equipment or products shall be stored or permitted to remain on any portion of the parcel outside the permitted structure.
- C. Mechanical equipment or other utility hardware on the roof of a building shall be screened from view by same materials utilized on building roof or exterior. Color shall also match building exterior or roof. Mechanical and all other equipment on the ground shall be fully screened from view by wall, fence or landscape material utilizing the same material or character of the building.
- D. Building illumination shall be permitted provided such light source is concealed. No colored light shall be used to light the exterior of any building.
- E. Blank facades on rear of buildings will not be permitted, therefore, articulating such facades with recesses, fenestrations, fences or pilasters is required. Such articulation shall be evenly spaced along the building elevation at a distance no greater than 20 foot-0 inches.

F. All buildings shall be finished utilizing the same materials on all sides of the exterior.

G. It is recommended that in addition to using building elements to articulate building mass, individual elevations must be articulated with fenestrations, patter or structural expressions equally on all sides of the structure. Through the use of articulated building elements such as porticoes, dormers, recesses and other such elements, the overall building mass with appear to be reduced and will reflect a residential character.