



## CAMPUS GATEWAY PHASE II URBAN FRAMEWORK PLAN

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VIEW OF EXISTING SOUTH CAMPUS GATEWAY PEDESTRIAN ALLEY

Source: [www.yelp.com](http://www.yelp.com)

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## 01 INTRODUCTION

### EXECUTIVE SUMMARY

The Campus Gateway Phase II Urban Framework Plan outlines a blueprint to guide the development area. The Plan weaves together the existing and proposed conditions for the study such as land use, transportation, public spaces, building massing and form, and signage and wayfinding.

This Plan was developed by focusing on existing scale of the district and surrounding neighborhoods as well as the significance of High Street as a main arterial and organizing element of the public realm. With this in mind the plan grew from the scale of the building, street, and the block, resulting in a set development principles and a framework plan to guide the physical transformation of the study area, and embody the spirit of Campus Gateway area and the greater University District. The invisible ultimately becomes visible as developed over time, the area is transformed as the new land uses, buildings, and public spaces are layered, resulting in the campus and university lifestyles mingling with city activities. Specifically the plan outlines the following:

- Expansion of the District based on the proposed Framework to encompass approximately 7.2 acres and facilitate up to 500 units, upwards of 35,000 square feet of mixed-use space (retail, office, restaurant), and approximately 800 new parking spaces
- Block by block integration of the development area with High Street and the surrounding neighborhood, as well as existing neighborhood/City elements
- Maximum flexibility with strong guidelines to ensure imaginative and appropriately-scaled massing of the project study area.
- Acknowledgement and integration of the University Area District Plan recommendations;
- Integrated sustainable development principles and features made visible throughout the area through enhanced streetscape, diverse street-level active uses, and maximum leveraging of transportation infrastructure, etc.;
- Continued enhancement and growth of the urban character in the district
- Planning of the area through comprehensive mixed-use development with a focus on neighborhood revitalization with physical integration of businesses and the University
- Offering a supportive environment for traditional and non-traditional students



## 01 INTRODUCTION

### 1.1 PURPOSE OF THE PLAN

This Plan was developed to guide the future development of the project study area (see Figure 1.1). The plan considers the existing conditions of the surrounding neighborhood and greater University District, and carefully outlines a framework that complements and enhances these existing conditions and elements. Specifically the plan acknowledges and outlines the following points.

- The Plan is a continuation of Campus Partners' work to revitalize the High Street commercial corridor. This development is an extension of the projects identified by the planning efforts initiated by Campus Partners.
- The Plan should guide and inform future land use, development and zoning initiatives for both private and public sector leaders and stakeholders.
- Outlines the development capacity of the project study area and provides guidance on how to integrate the development into the existing context
- Provides residential product not available elsewhere in the University District for young professionals. Filling this void in the market would provide high-quality housing for faculty, staff and students near OSU.
- The proposed plan responds to the rental product being developed around the city for young professionals and brings that product to the neighborhood.
- The current site design complements the existing fabric including South Campus Gateway and meets the standards of good urban design along a commercial corridor.
- Supports existing development and would leverage additional private investment closing the gap between the University and the Short North.
- Outlines development principles that support and add to the vitality of South Campus Gateway.

### 1.2 STRUCTURE OF THE PLAN

The Framework Plan includes two major sections, the Existing Conditions and the Urban Framework Plan.

#### EXISTING CONDITIONS

This section provides an overview of the existing conditions of the project study area and its relationship to the surrounding neighborhood and the larger University District. The following elements were studied to inform the development of the Urban Framework Plan.

- How the study area relates to the university district
- Neighborhood context and assets
- Existing zoning
- Land Use
- Street framework and connections
- Mobility features and amenities
- Pedestrian facilities and connection
- Existing and planned bicycle facilities
- Transit circulation
- Parking

#### URBAN FRAMEWORK PLAN

This section outlines the development principles and plan elements that should be considered when future development occurs in the project study area. The Plan is intended to be a flexible guide that generally guides the intent of future development. Specifically it includes the following elements.

- Urban design principles
- Urban design framework plan
- Street framework and connections
- Mobility features and amenities
- Pedestrian facilities and connections
- Planned bicycle facilities
- Transit circulation and Parking
- Wayfinding
- Building Form and Character
- Public spaces

### 1.3 PROJECT STUDY AREA

Located directly south of the recently constructed South Campus Gateway, the project study area bridges the gap between The Ohio State University and the Short North. The project study area totals 7.26 acres and is generally bound by High Street to the west, E. 9th Ave. north, Section Alley east, and Euclid Ave. to the south. This area excludes the parcels highlighted in Figure 1.1.

FIGURE 1.1: STUDY AREA

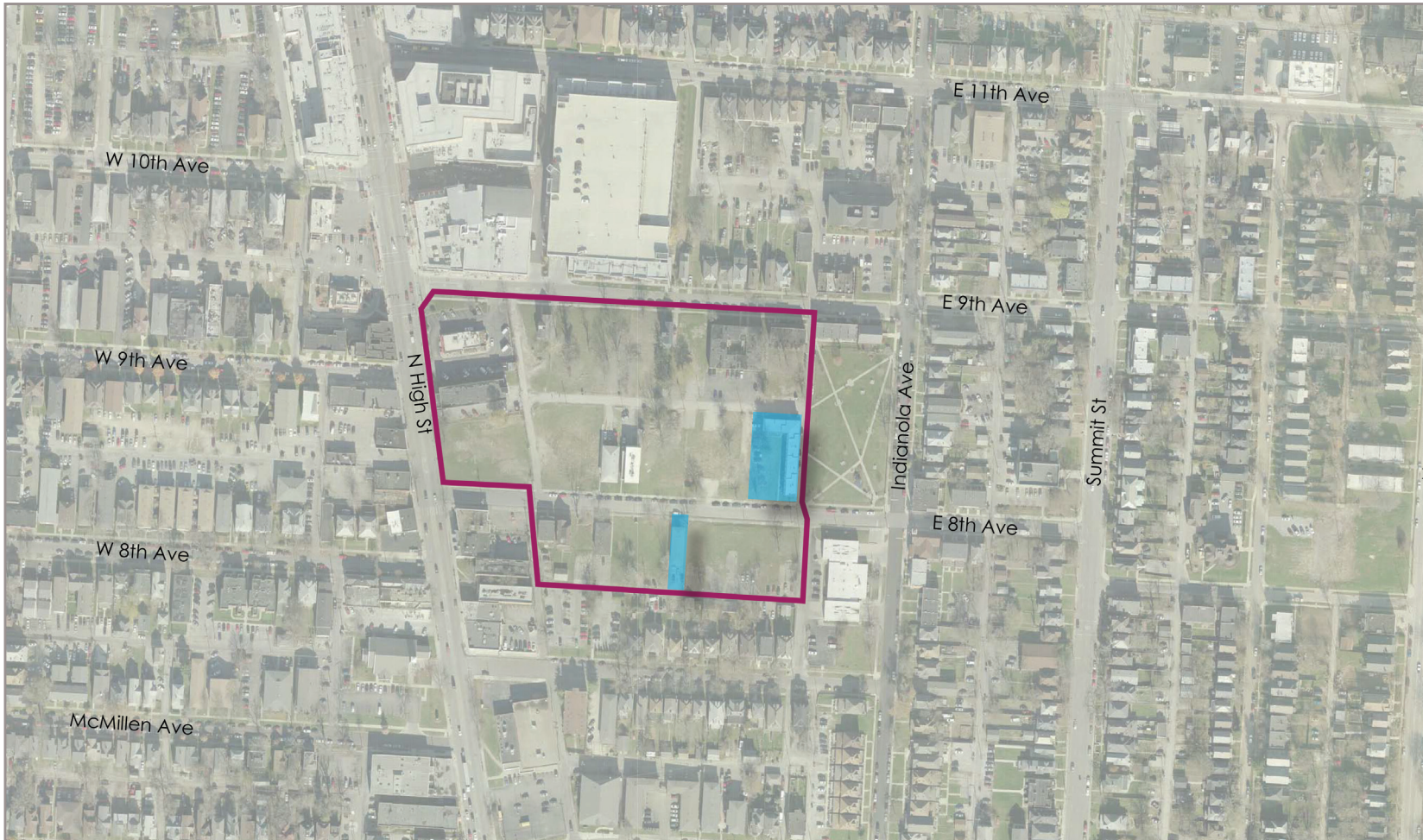




FIGURE 2.1: CONTEXT MAP -



## 02 URBAN DESIGN ANALYSIS - EXISTING CONDITION + CONTEXT

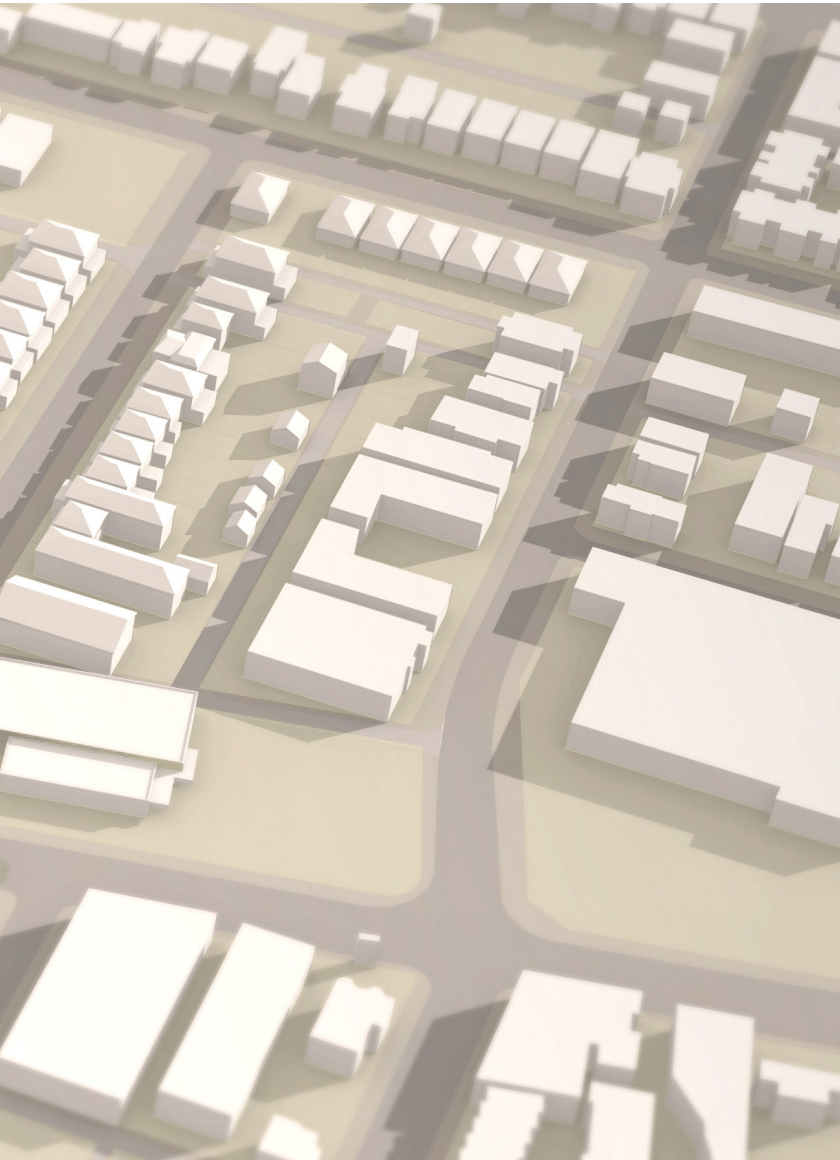
### INTRODUCTION

In looking forward to how to develop the study area, it is critical to assess the existing conditions and context of the site. The Urban Design Analysis clearly outlines the existing area elements including land use, street framework and connections, and mobility features. The purpose of this section is to examine the current area elements and features in and around the study area to inform the development of the Proposed Framework Plan (Section 03). By doing this the Framework Plan includes informed guidelines that respond to and build upon the neighborhood and urban framework.

#### SECTION ELEMENTS

This section includes an in-depth analysis of the existing conditions that shape the study area. The following elements were analyzed and are outlined in the subsections listed below.

- Neighborhood Context
- How the Study Area Relates to the University District
- Existing Assets
- Existing Zoning
- Land Use
- Street Framework and Connections
  - » Pedestrian Facilities and Connections
  - » Existing and Planned Bicycle Facilities
  - » Transit Circulation
  - » Parking



## 02 URBAN DESIGN ANALYSIS - EXISTING CONDITIONS + CONTEXT

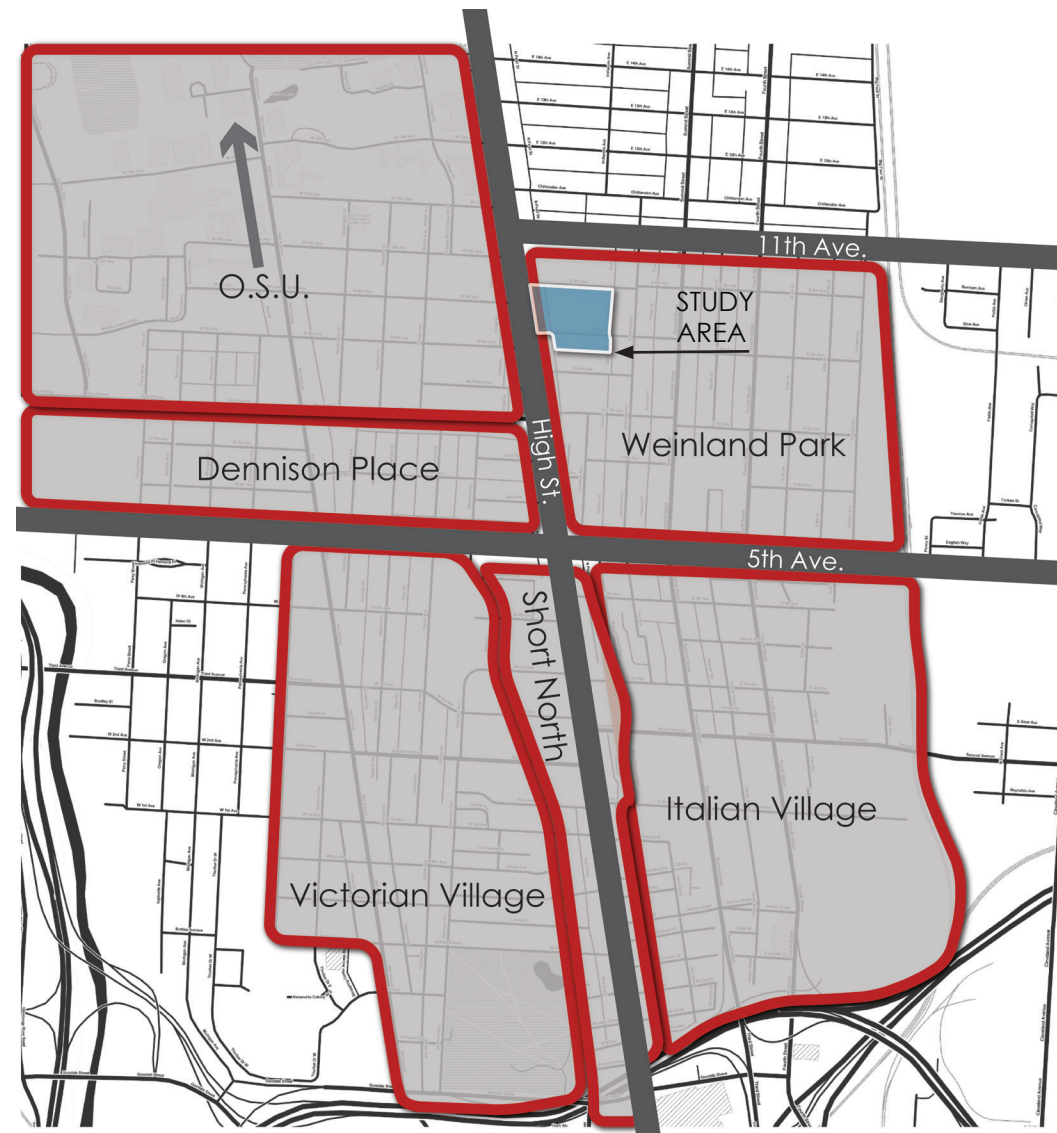
### 2.1 NEIGHBORHOOD CONTEXT

The study area is located between The Ohio State campus to the north and the Short North to the south, offers ample neighborhood amenities. Nearby Weinland Park provides green public space for residents and visitors in the area.

The Short North, three blocks south of the study area, has been one of the most popular neighborhoods in Columbus for the last decade. Its ever growing arts community continually attracts new businesses and the creative class. As the neighborhood continues to grow, its achievements are beginning to spread to the surrounding neighborhoods. As this success keeps spreading, the gap between The Ohio State University and the Short North begins to shrink and this Plan highlights the redevelopment of one of the last pieces of this gap.

The accomplishments of The Ohio State University and the Short North are known on both a regional and national scale, but it's the recent success and momentum of the Weinland Park neighborhood that makes this area unique. Weinland Park has seen a lot of attention in recent years that has resulted in new investment and, more importantly, community pride. Through the effort of the City as well as The Columbus Foundation, this neighborhood has gone through a process of improving the quality of life, safety, education, and health of the neighborhood.

FIGURE 2.1: CONTEXT MAP



THE OHIO STATE UNIVERSITY CAMPUS



## 2.2 HOW THE STUDY AREA RELATES TO THE UNIVERSITY

The Ohio State University, two blocks north of the study area, is consistently ranked in the top three universities in total population, with over to 60,000 students, faculty, and staff. The University is home to some of the most prestigious academic programs in the country as well as one of the highest funded medical research departments in the world. Beyond academics, OSU attracts millions of visitors a year during various sporting events and programs.

The study area's location in relation to The University provides a great opportunity to capture some of the residential market as well as the retail opportunities made available by the growing student population.

### DISTANCE TO AREA AMENITIES

- CAMPUS - 0.25 MILES
- SHORT NORTH - 0.3 MILES
- DOWNTOWN - 1.25 MILES
- ARENA DISTRICT - 1.6 MILES
- GRANDVIEW - 2 MILES
- CLINTONVILLE - 3.5 MILES
- EASTON - 6 MILES

SOUTH CAMPUS GATEWAY



The proximity of the medical campus of the University also provides a unique opportunity to supply housing options for medical students and staff, with a target of young professionals. Located a few blocks west of the site, the Wexner Medical Center includes over 7,000 hospital staff and 1,256 medical staff.

## 02 URBAN DESIGN ANALYSIS - EXISTING CONDITIONS + CONTEXT

### 2.3 EXISTING ASSETS

Accessibility of products and services is an important element in any development. The site features immediate access to an abundance of neighborhood amenities including The Ohio State University, Columbus Metropolitan Library's Northside Branch, Weinland Park, and an array of retail, entertainment, and dining establishments including the South Campus Gateway.

The close proximity of this site to surrounding amenities make it a viable site for continued development and housing expansion.

SOUTH CAMPUS GATEWAY



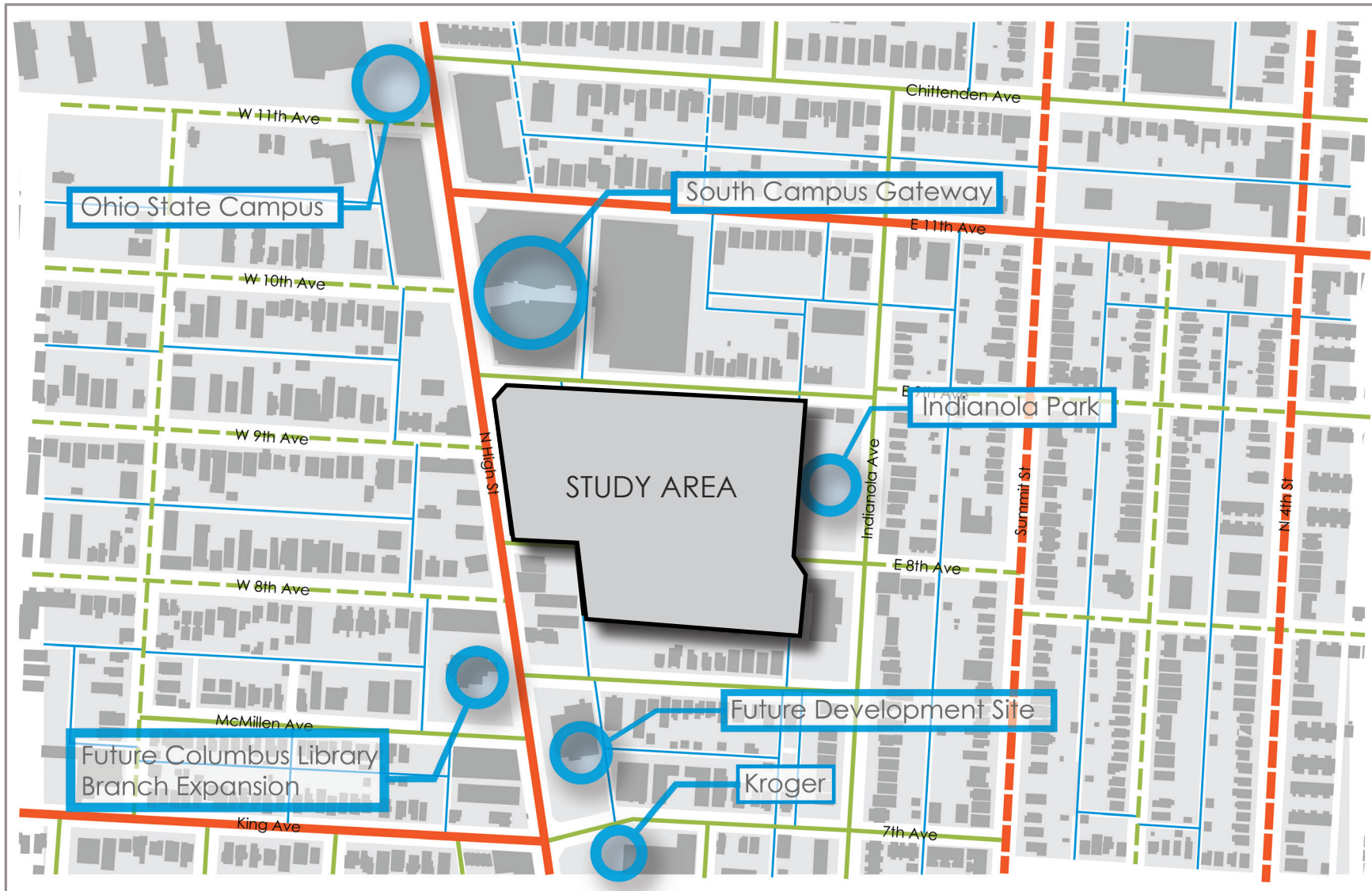
NORTHSIDE LIBRARY



KROGER



FIGURE 2.2: NEIGHBORHOOD AMENITIES



## 02 URBAN DESIGN ANALYSIS - EXISTING CONDITIONS + CONTEXT

### 2.4 EXISTING ZONING

The study area is currently zoned for a variety of uses including mixed use, office, retail, and residential. Parcels in the study area are all zoned either R-4 residential, ARO multi-family, or C-4 commercial. All of the parcels within the site are zoned H-53, which limits their building height to 35 feet. Below is an overview of each zoning classification on site.

#### **R-4 RESIDENTIAL DISTRICTS**

The R-4 zoning classification allows for housing of many types, including single family and multi-family. It is also allows for religious facilities, parks, and institutional uses such as schools and libraries.

#### **AR-O - APARTMENT OFFICE DISTRICTS**

In an AR-O apartment office district, apartment facilities may be provided in a building containing one or more other uses authorized in such district by this chapter except in a building with an existing garage, stable or carriage house, provided that each apartment shall comply with the Building Code as to a complete apartment.

#### **C-4 - REGIONAL SCALE COMMERCIAL DISTRICT**

This zoning classification allows for a wide range of commercial uses with residential above including retail, office, restaurants, and bars.

### 2.5 LAND USE

The existing mix of land uses in the study area is primarily vacant and multi-family residential. The area also includes some commercial and civic institutions.

The study area is surrounded by a wide mix of uses including restaurants, retail, and park space. South Campus Gateway, bordering the study area to the north, is a mix of office, retail, bars, and restaurants. The Gateway is also complimented by university-owned student housing.

The land uses in Weinland Park to the east of the site are primarily residential, and includes an elementary school, a large park, and various neighborhood uses. The area directly to the south is a mix of residential and commercial uses including a grocery store and various other amenities.

To the west of the site is a commercial strip that runs along High Street and is backed by off-campus housing units, mostly occupied by students. These residential units are a mix of single family rentals and multi-family rentals. The commercial uses along High Street consist of bars, retail shops, a library, and some vacant structures.

FIGURE 2.3: EXISTING LAND USE

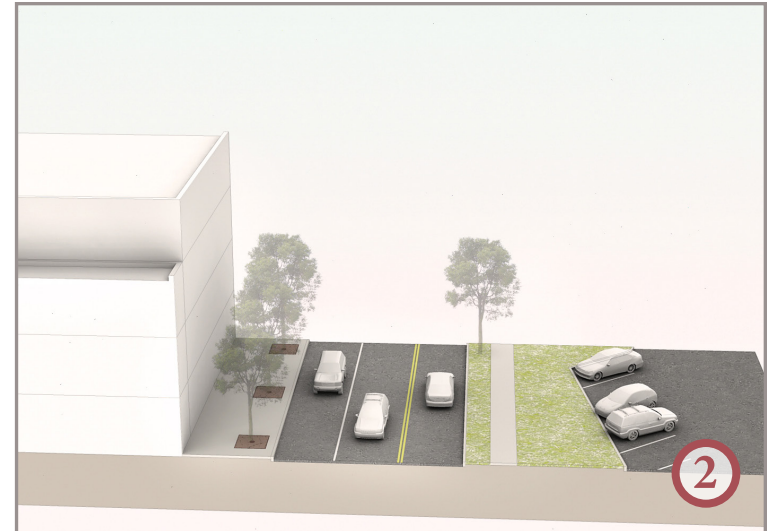


# 02 URBAN DESIGN ANALYSIS - EXISTING CONDITIONS + CONTEXT

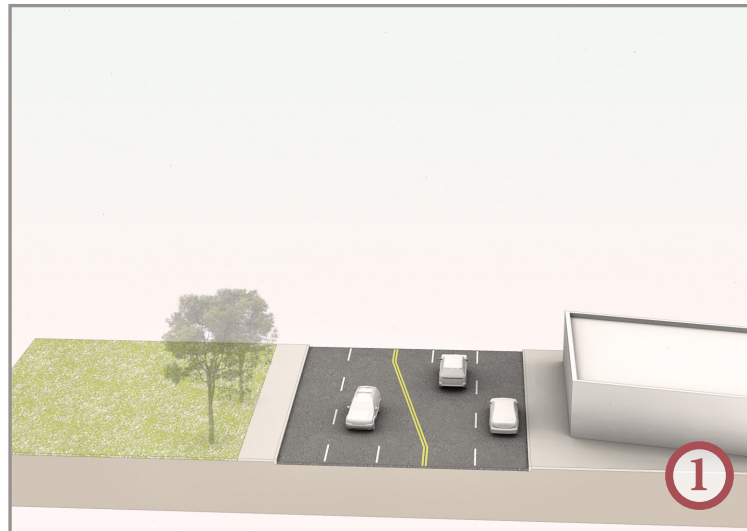
## 2.6 STREET FRAMEWORK & CONNECTIONS

The street circulation pattern in the study area consists of one major north-south arterial to the west (High Street) and is bounded by two main east-west streets (11th Avenue to the north and King Avenue to the south). High Street provides the primary access to The Ohio State University's Campus to the north and the Short North and Downtown Columbus to the south. Additional arteries that carry traffic northbound and southbound from the study area include Summit Street and North 4th Street to the east. Several one-way streets border the study area providing alternative access and routes to local destinations. These smaller, one way streets help reduce through traffic in the study area and adjacent neighborhoods. This traffic pattern is illustrated to the right (Figure 2.4).

SECONDARY STREET SECTION - EXISTING CONDITION



PRIMARY STREET SECTION - EXISTING CONDITION



ALLEY STREET SECTION - EXISTING CONDITION

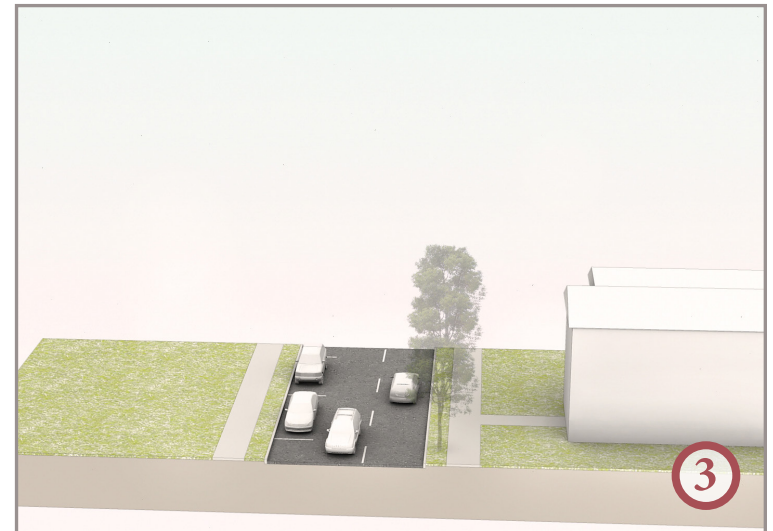
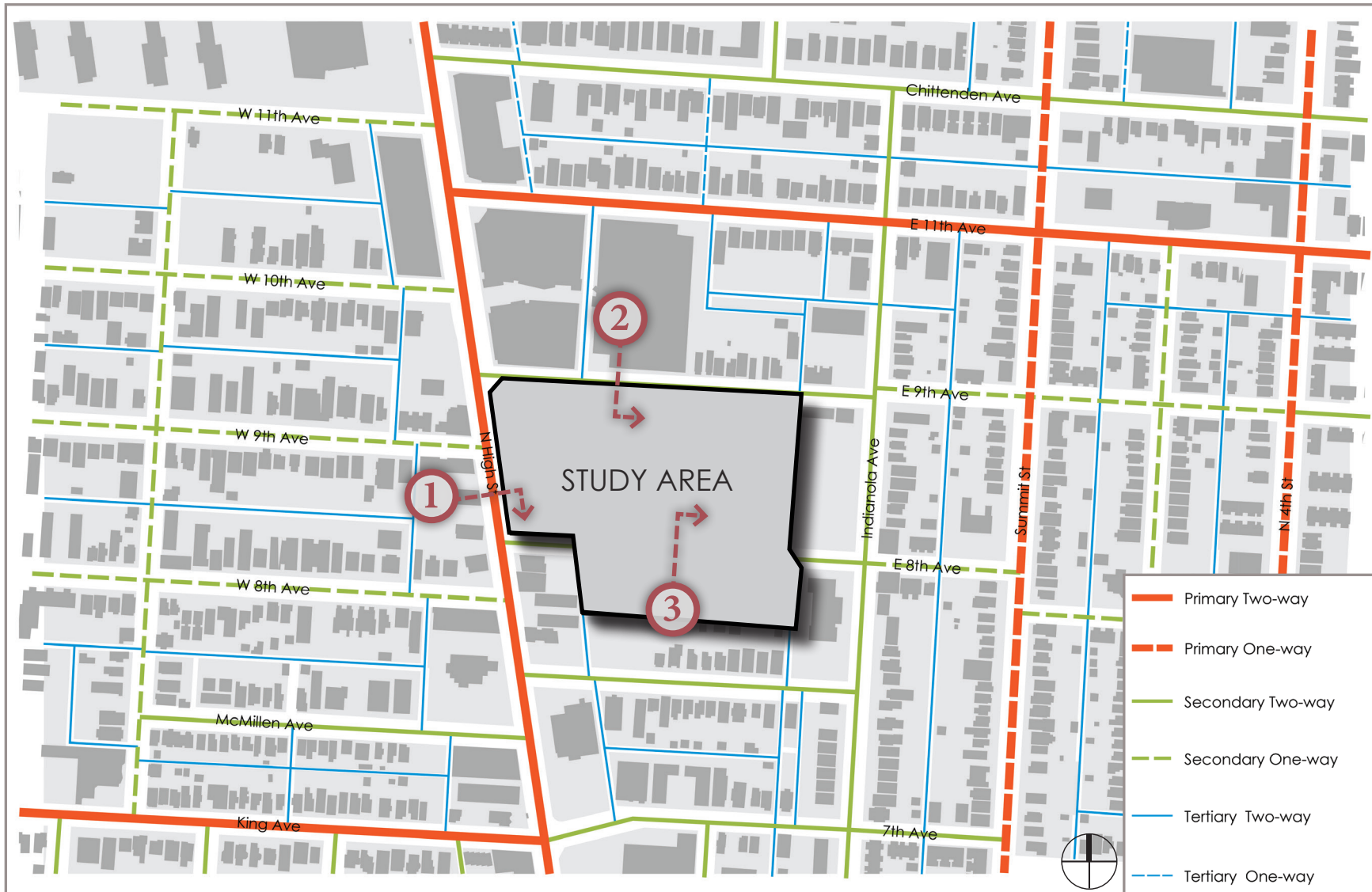




FIGURE 2.4: EXISTING STREET FRAMEWORK AND CONNECTIONS PLAN DIAGRAM



## 02 URBAN DESIGN ANALYSIS - EXISTING CONDITIONS + CONTEXT

### 2.7 MOBILITY FEATURES AND AMENITIES

Mobility features and amenities in the study area include pedestrian facilities and connections, bicycle facilities, transit circulation, and parking.

#### EXISTING PEDESTRIAN FACILITIES AND CONNECTIONS

There are a number of pedestrian connections in and around the project study area. Of most significance are a variety of signalized crosswalks along High Street which allow for the safe movement of pedestrians to and from Campus. Figure 2.5 illustrates the existing signalized crosswalks and area destinations, and highlights pedestrian patterns with heavy travel. There are currently five crosswalks that bisect High Street between the project study area and Campus.

Adjacent to the site is a non-signalized intersection crosswalk that traverses High Street just south of 8th Avenue. This crossing is marked only by a striped crosswalk and small sign on the road. The arrangement and markings of this intersection cause an unsafe interaction between cars and pedestrians and make for crossing High Street at this area dangerous.

The pedestrian environment of the study area is generally complete as local neighborhood streets offer sidewalks for safe travel. While the network is in tact, much of the existing network is in disrepair and in need of improvement.



*Existing curb ramps offer room for improvements to be ADA compliant.*



*Existing walkways can be improved for ADA accessibility.*

FIGURE 2.5: EXISTING PEDESTRIAN FACILITIES AND CONNECTIONS



## 02 URBAN DESIGN ANALYSIS - EXISTING CONDITIONS + CONTEXT

### EXISTING AND PLANNED BICYCLE FACILITIES AND CONNECTIONS

Bicycle connections in the study area include primarily on-street bike sharrows. Sharrows are currently located on the major north south arterial (High Street) and several east-west arterials (Chittenden Avenue and King Avenue), as shown in Figure 2.11.

Most cyclist in the area traveling to and from The Ohio State University Campus, the Short North, Downtown Columbus, and various other off-campus student housing areas. Many destinations along these routes supply bike storage facilities in the form of bike racks.

While sharrows are abundant in the area, additional bicycle infrastructure is needed to support the expanding campus population. Current transportation plans as outlined by MORPC include planned bike lanes along many arterials nearby the site, including 11th Ave., Summit St., and 4th St. Figure 2.6 displays the locations of the proposed bike lanes.

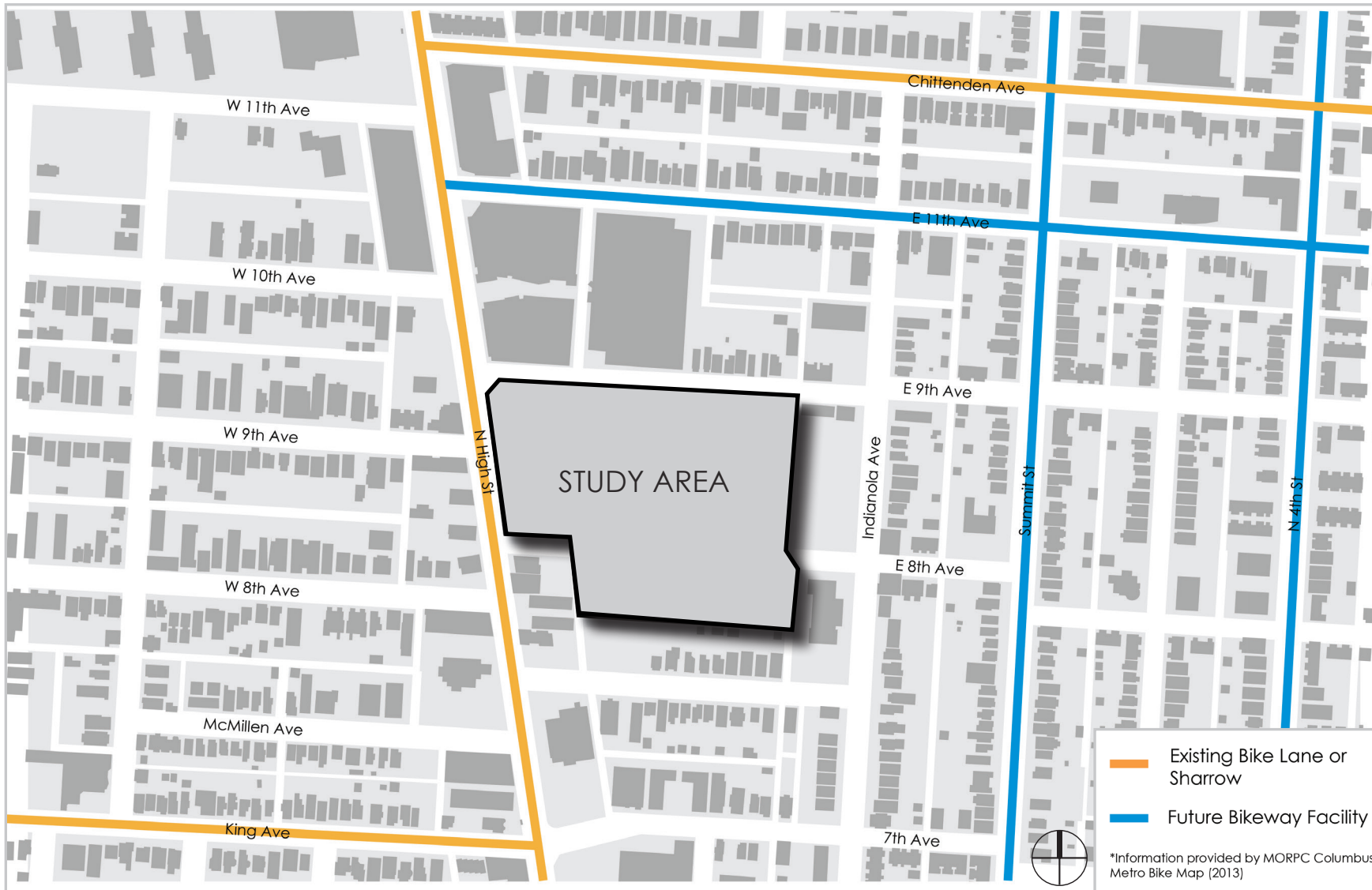


*Establishments along High Street offer ample bicycle parking.*



*Cyclists utilize bike lanes for travel in and around the study area.*

FIGURE 2.6: EXISTING AND PLANNED BICYCLE FACILITIES



## 02 URBAN DESIGN ANALYSIS - EXISTING CONDITIONS + CONTEXT

### EXISTING TRANSIT

Local and regional transit options are available near the study area and provide convenient travel options to and from the area. The area currently has immediate access to Central Ohio Transit Authority (COTA) Local Bus Lines 2, 8, and 21 and nearby access to COTA's Crosstown Bus Line 82 and Express Bus Lines 31 and 52 as well as OSU Campus Area Bus Service (CABS) East Residential (ER) Line.

These transit options provide convenient travel to local and regional amenities. Figure 2.7 displays the existing bus stops and transit circulation of both City and University transit options in and around the study area. Because of the free COTA ridership included in Ohio State's tuition, locations of COTA routes is an important feature of the site.

COTA also has a newly introduced Downtown Circulator, C-Bus, that connects five blocks south of the site at 3rd Avenue and circles around through Downtown.

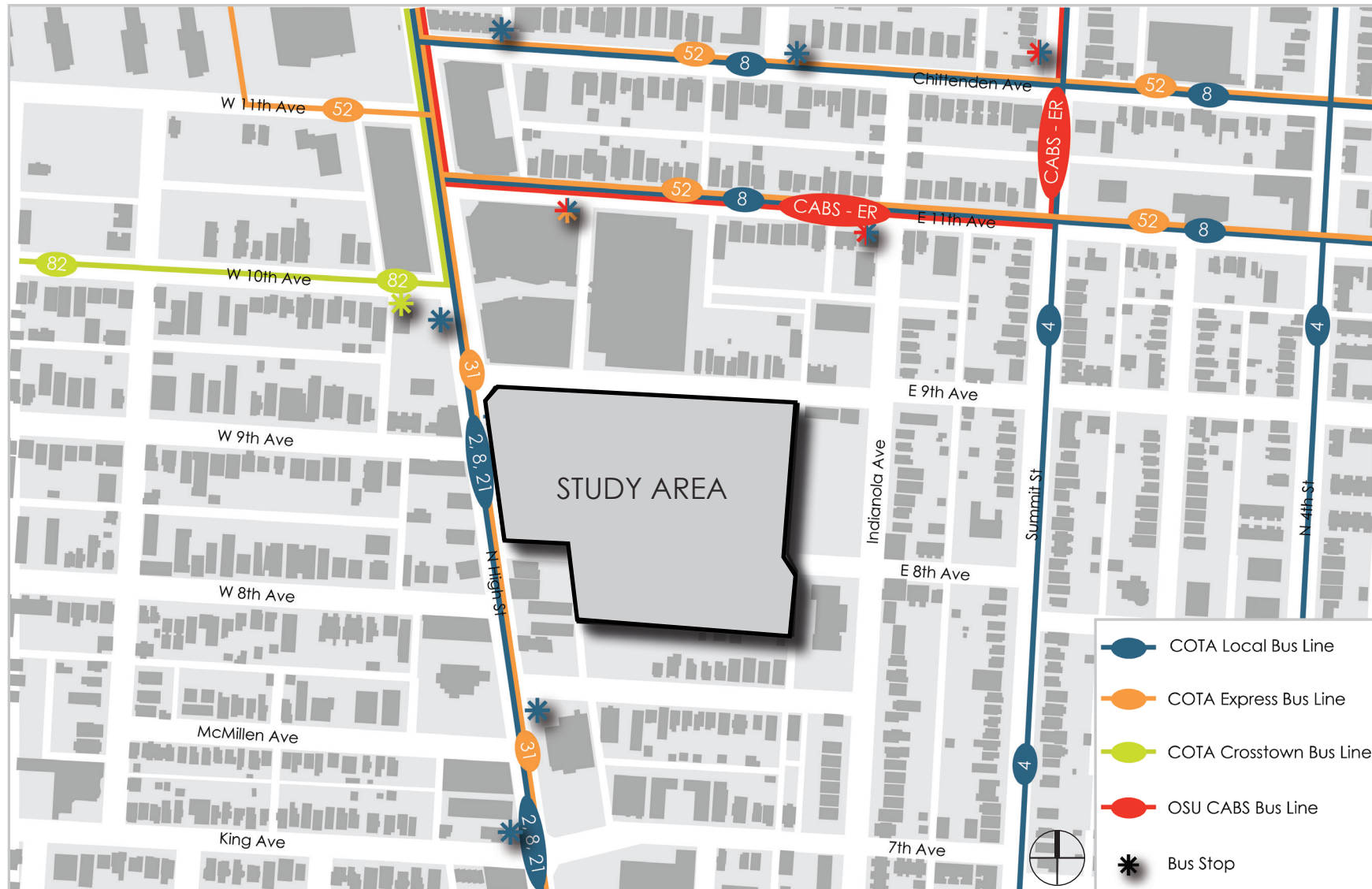


*Existing bus stop just north of the study area, on 11th Avenue.*



*COTA stops along High Street south of the site near the new Kroger.*

FIGURE 2.7: EXISTING TRANSIT CIRCULATION



## 02 URBAN DESIGN ANALYSIS - EXISTING CONDITIONS + CONTEXT

### PARKING

Existing parking in and around the study area consists of on-street parking, private surface parking, and OSU visitor parking. Private surface parking lots are clustered around the study area. Neighborhood streets offer on-street parking, however much of this parking is restricted permit parking and requires the purchase of City permits. In areas where on-street parking is not restricted there are metered spaces available for visitors and residents.

OSU Visitor Parking is available on campus nearby the project study area. Additional visitor and neighborhood parking is available via an existing public parking garage located behind the South Campus Gateway. This garage offers hourly parking for visitors and guests. Figure 2.8 shows the existing parking available in and around the study area.



*Existing parking meters along 8th Avenue.*



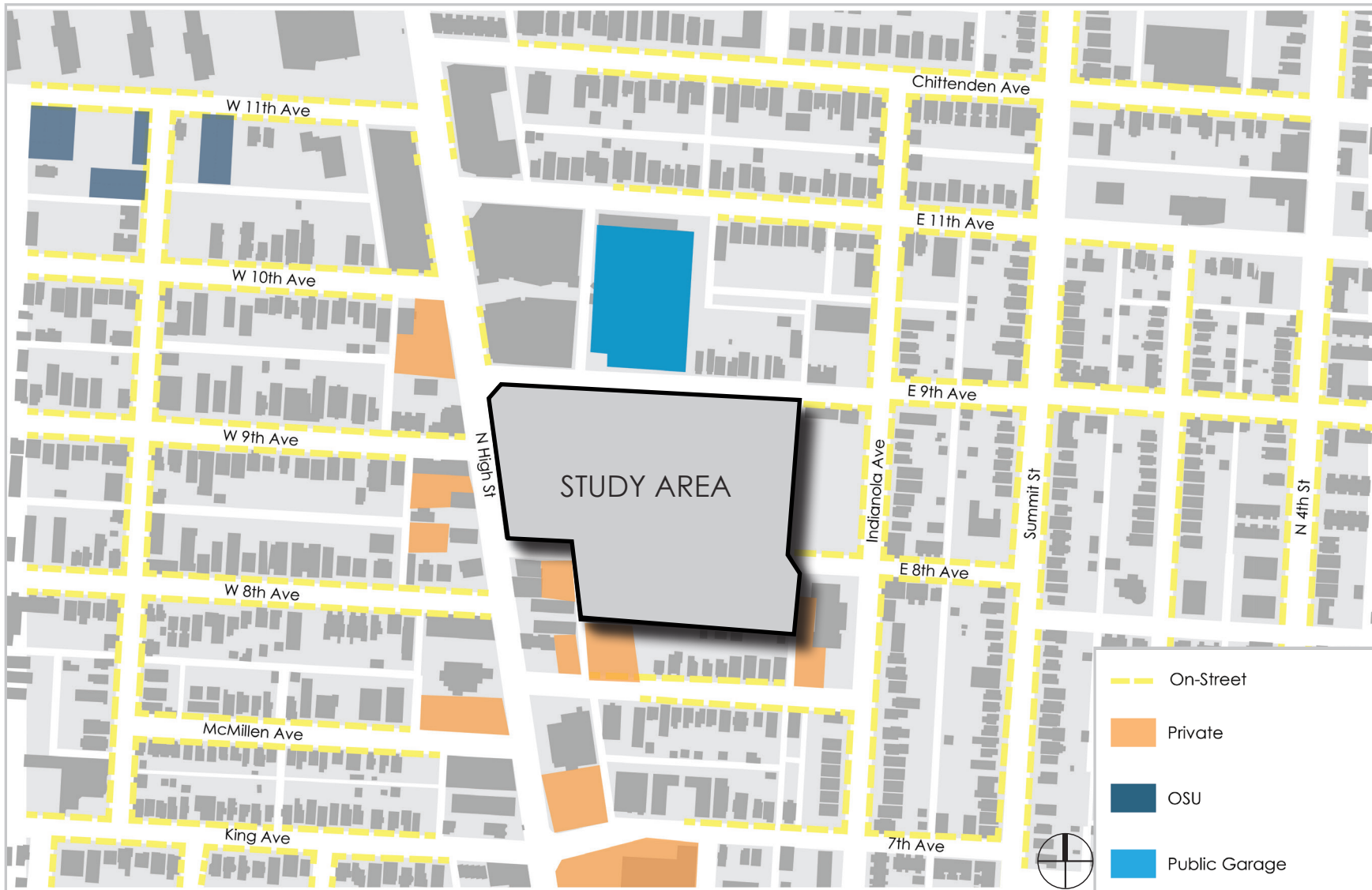
*South Campus Garage from 11th Avenue.*

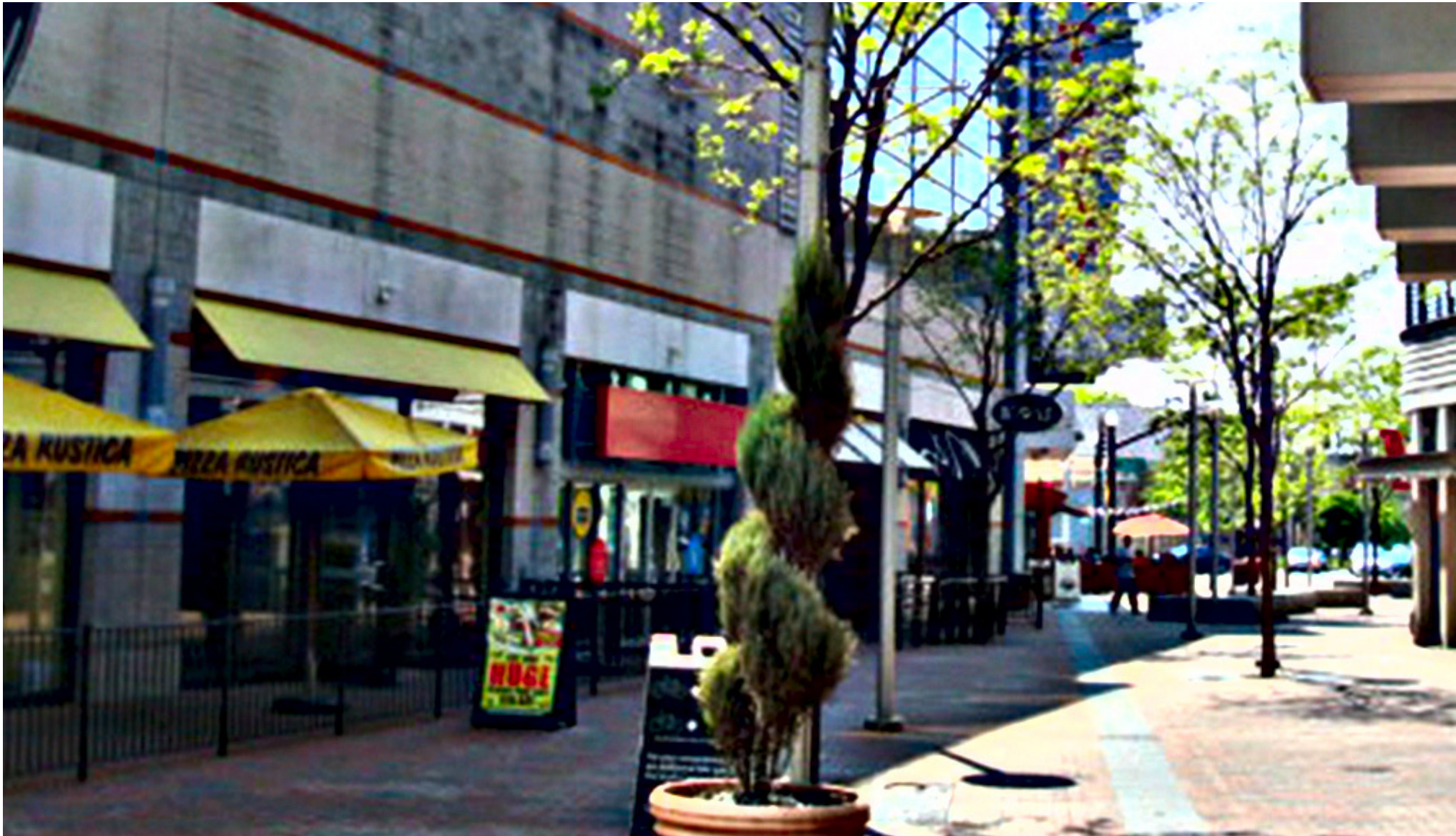


*View of South Campus Garage from E. 9th Avenue.*



FIGURE 2.8: EXISTING PARKING





## 03 URBAN DESIGN FRAMEWORK PLAN

### INTRODUCTION

This Plan establishes a physical framework for growth, rooted in a commitment to supporting the careful planning of the University District, and supporting the growth and development of The Ohio State University and the Weinland Park neighborhood.

The Framework Plan outlines a flexible approach to future development, expanding the University District to accommodate new mixed-use and residential growth, developing connections between the High Street corridor, the University District and surrounding neighborhoods. In short the Plan outlines a framework for a future development plan in the area that creates new opportunities to live, work, play and learn in a dynamic and expanding area.

At the core of the Plan are a series of principles that should guide future development within the site. The intent is to activate streets and enhance the public realm to create places for gathering and socialization, while continuing to expand the built environment in a coordinated manner. This development should complement the existing high-quality architecture and public spaces that continue to define this area of the University District. Through these and other principles, the Plan blends public and private uses, transparency on the street level, integrated indoor and outdoor spaces and exemplary mixed-use development that defines the public realm and expresses innovation and embodies the spirit of the University District.

The Plan is defined by a set of six development principles. These principles express the desired outcome of future development in simple terms. The principles informed the development of the concept and guidelines.



## 3.1 PRINCIPLES

The revitalization of the South Campus Gateway District has been successful in large part due to the initiative of The Ohio State University and the City of Columbus, combined with the commitment of civic and business leaders to create a redevelopment strategy that would enhance the University District and surrounding neighborhoods while ensuring the High Street corridor remains economically competitive in the regional marketplace. This has included both broad policy decisions and an intense focus on the physical design and quality of individual projects that have been developed.

The design principles developed for this Plan build on the principles of the South Campus Gateway Plan, and integrate the goals and principles of other important University and City plans and studies. These principles were used to guide the development of the concepts and guidelines outlined in the Framework Plan.



### 1. PROMOTE ACTIVE USES ON THE LOWER FLOORS OF PRIMARY STREETS

The first and second floors of most structures, including parking structures, should have a mix of commercial, office, and residential uses. They should include a number of doors for people to enter the street space and many windows to provide a sense of security by indicating the presence of people looking out on the street.



### 2. CONTINUE TO BUILD ON A RANGE OF ACTIVITIES AND USES

Over time there has been a coordinated strategy to attract a wide range of uses that contribute to the dynamic activity on High Street. Through the past decade there have been new offices, shops, restaurants, entertainment venues, civic buildings, institutional uses, and a major grocery store developed in the area.



### **3. INTEGRATE RESIDENTIAL INTO THE UNIVERSITY DISTRICT, WEINLAND PARK NEIGHBORHOOD, AND HIGH STREET FABRIC**

As outlined in a number of City plans and documents (University Neighborhood Plan, Weinland Park Neighborhood Plan), a variety of residential uses and densities have been proposed in this area. At the foundation of these proposal stems and underlying them, residential was and continues to be an essential ingredient in creating a sustainable, safe, and accessible framework for the area.



### **4. CREATE A CONTINUOUS SYSTEM OF PEDESTRIAN ORIENTED ENVIRONMENTS**

Creating both physical and social connections is important when master planning a site within an existing neighborhood and district. This principle is about enhancing existing connections, and creating new ones that connect individual projects and areas with existing strengths to create a continuous district environment. This requires careful attention to how the site relates to the streets and public spaces, as well as the coordinated design of future public spaces.



### **5. PROMOTE A QUALITY ARCHITECTURAL CHARACTER WITH BUILDINGS AND FEATURES SCALED TO THE PEDESTRIAN**

One common characteristic of the District is the acknowledgement of the public realm along the street. The building orientation of the building should be one of the core design principles for this area. Pocket parks, plazas, stoops, and views from the building to the street should be considered as part of the architectural character of the District.



### **6. COORDINATION AMONG ARCHITECTURAL VOCABULARIES**

Future development in this area should incorporate quality building forms and materials that are lasting. It is recognized that the architectural character of the existing area is eclectic and ever transforming. Due to the varying architectural styles in the District is important any development in this area is complementary, but not necessarily repetitive of particular style.

## 3.2 URBAN DESIGN CONCEPT

The Framework Plan outlines a plan to guide the future of the built environment in the project study area.

Working at the scale of the street, the block, and the building, the Framework Plan provides a tool box for the physical transformation of the area into a dynamic area along the High Street corridor. In the concepts and guidelines presented in this Plan land uses are layered, campus and city activities mingle, public spaces flow through buildings, and the areas image is transformed into a healthy neighborhood area. The public realm foster places for gathering and the exchange of ideas, and new development provides opportunities for public and private partnerships to guide new economic growth.

### LAND USE

The Framework Plan establishes multiple land use layers that collectively make up the Plan. Holistically the Plan blends public and private uses; transparency through the project via carefully integrated indoor and outdoor spaces and access drives; and consideration for connecting the larger mix of uses to neighborhood and greater transportation network. At the core of the land use mix is the careful consideration for how the new development is integrated and complements surrounding land uses in terms of the type of uses and the scale of the proposed development, with the goal of elevating the quality of the built environment at the neighborhood and district level (see Figure 3.1).

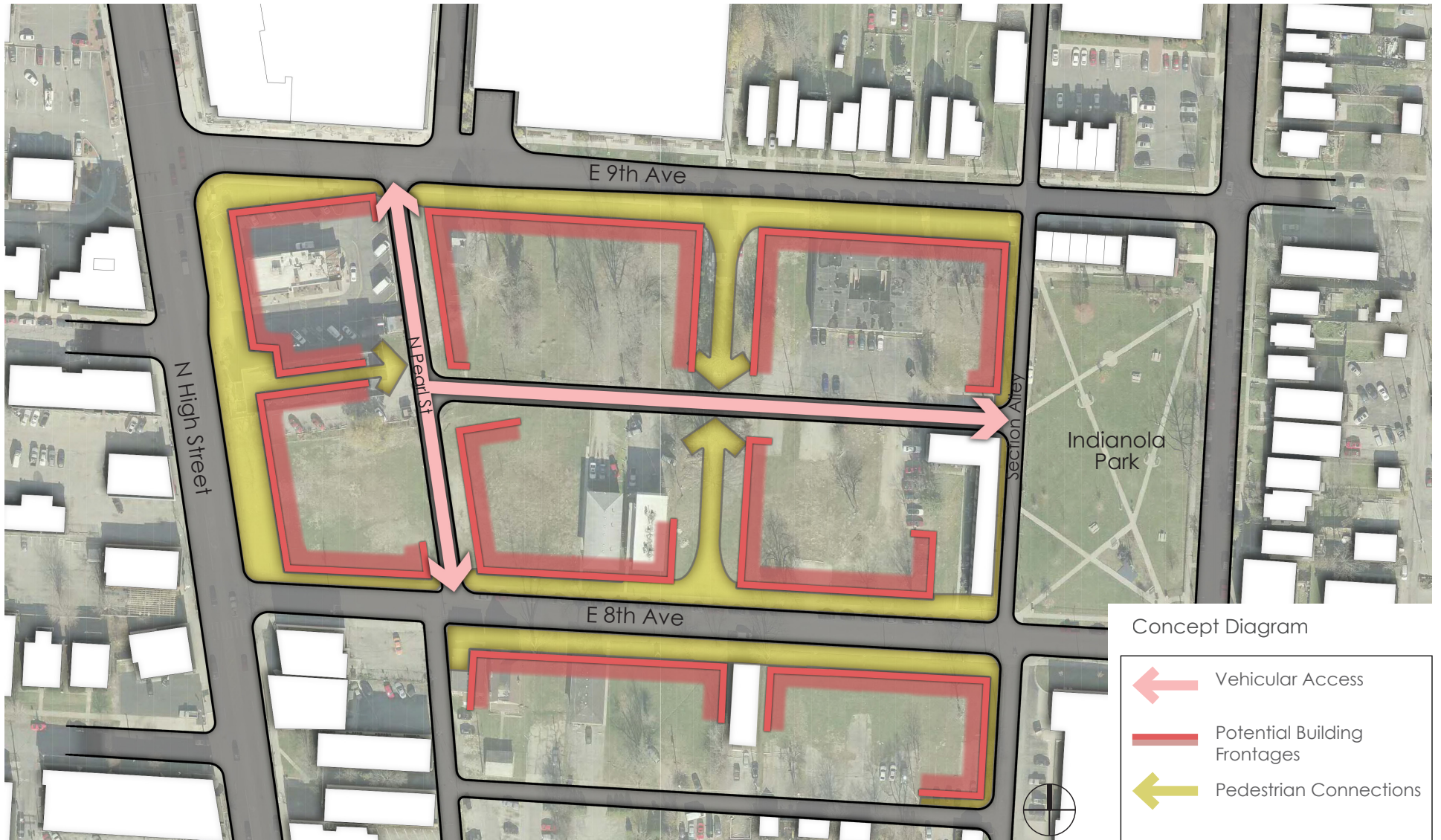


*An example of urban housing that integrates high-quality architecture.*



*An example of mixed-use development in an urban setting.*

FIGURE 3.1: CONCEPT PLAN



### 3.3 PEDESTRIAN MOBILITY

Pedestrian mobility is an important element of the Framework Plan. As part of future development in the area pedestrian connections to the internal and external nodes/destinations should be integrated into the framework of the development. These connections should complement the overall image and brand of the district and integrate public spaces and wayfinding signage (see Figure 3.2).

#### *Pedestrian Facilities and Connections*

These connections may be on-street sidewalks and paths, alleyways, or internal pathways.

#### *Planned Bicycle Facilities*

Bicycle facilities should be integrated and planned for both on primary and secondary streets, as well as internal areas within the development.

#### *Transit Circulation*

Transit stops and wayfinding to the existing transit network should be considered as the area is developed.



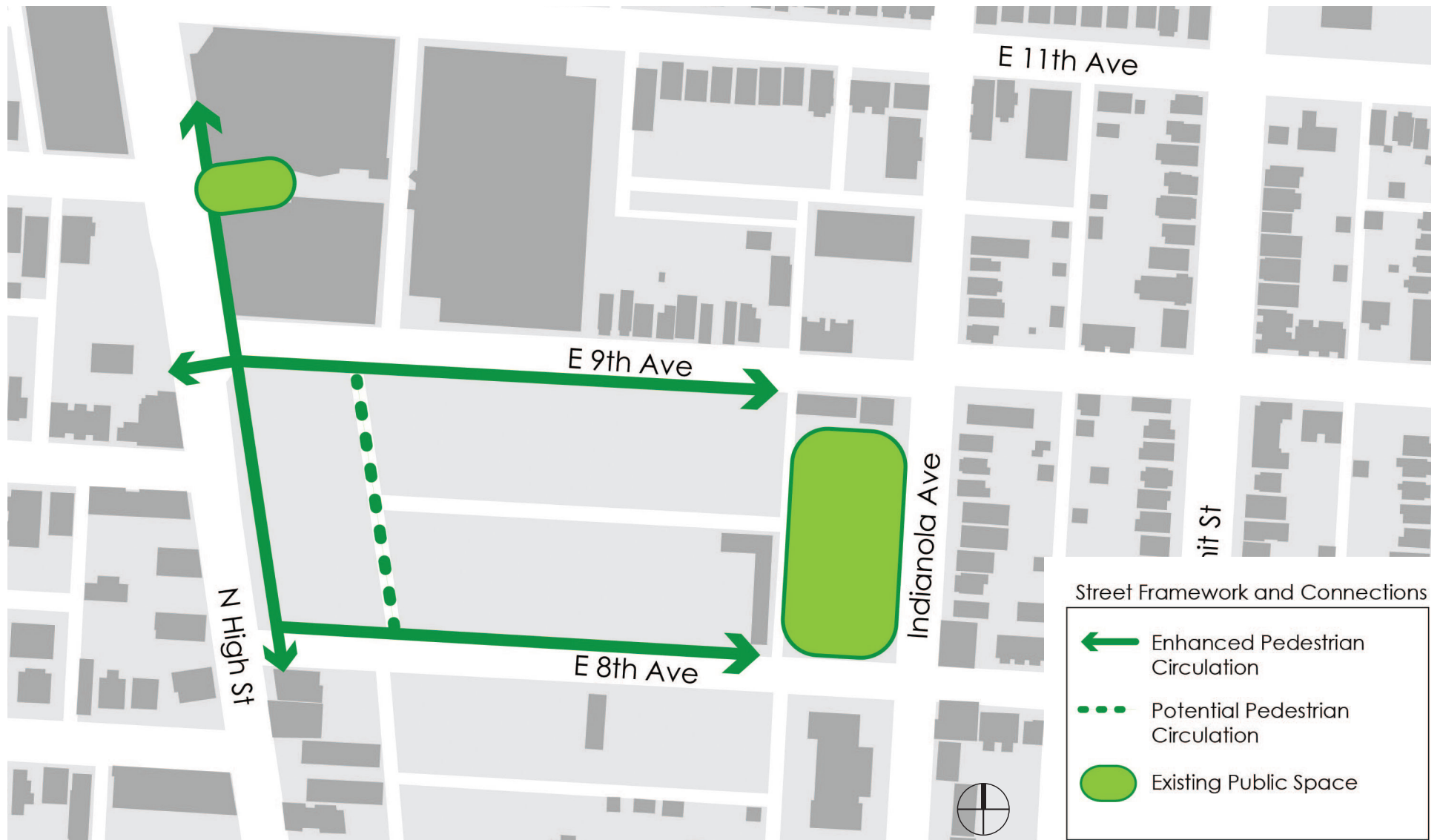
*This corridor example unites pedestrian travel with public spaces.*



*An example of a space that considers multiple modes of transportation.*



FIGURE 3.2: CONCEPTUAL PEDESTRIAN AND PUBLIC SPACE CONNECTIONS



### 3.4 PUBLIC REALM

The public realm should be considered a high priority as part of the development in the project study area. With close proximity to both the University and the Short North, this area is at the crossroads of two creative and social nodes. This lends an opportunity to create a dynamic development that embraces creativity and the exchange of ideas. The public realm should be carefully planned in the area and take a variety of forms. This includes active plazas and streetscape amenities along the High Street corridor, large social gathering areas internal to the development, and small quiet spaces that serve as areas to rest and reflect. These areas should be carefully sited to complement the overall design of the project and be connected via a vehicular and pedestrian network (see Figures 3.2 and 3.3).



*An example of a small-scale courtyard.*



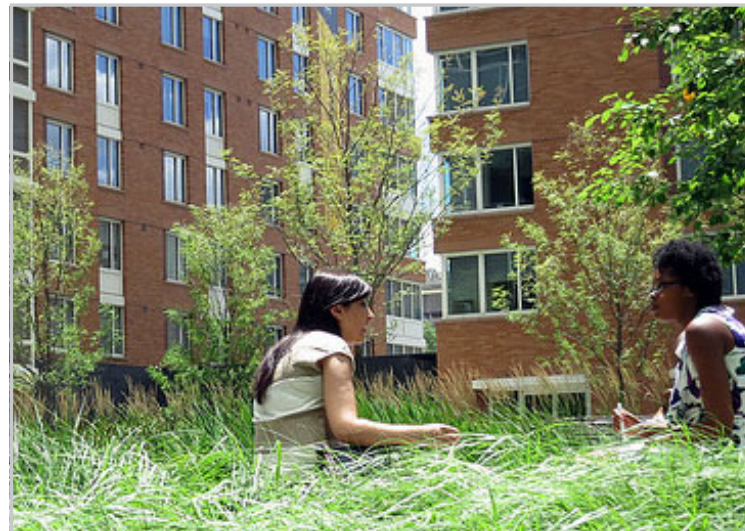
*Appropriate pedestrian realm along residential structures.*



*An example of an active public realm.*

Buildings should be arranged to provide courtyards and gathering spaces, creating a variety of urban open space and green space areas. These spaces are important to add places of both social and natural sanctuary within the development area and break up the massing of future development.

Attention should be given to creating spaces that are both formal and informal. Informal spaces that are not fully developed will offer future residents and community members the opportunity to create spaces through organic transformation of the urban environment.



### 3.5 STREETS AND STREETSCAPE

The street network and streetscape should be a defining element of future development in the area. The street network should provide multiple points of cross access through the site to create a system that complements the surrounding street network. The streetscape should be enhanced as part of future development in the area. These cross sections illustrate an ideal relationship of the buildings to each other and to the scale of the street. The sidewalk includes tree planting areas and extends to the building facade. Sidewalks should be improved and expanded in width as appropriate to support an increased level of pedestrian travel in the area. To avoid conflicts service area and parking areas should not generally be accessed from the commercial street, but provided from a service alley or side street. This will limit any interruption to the frontage and pedestrian walkways.

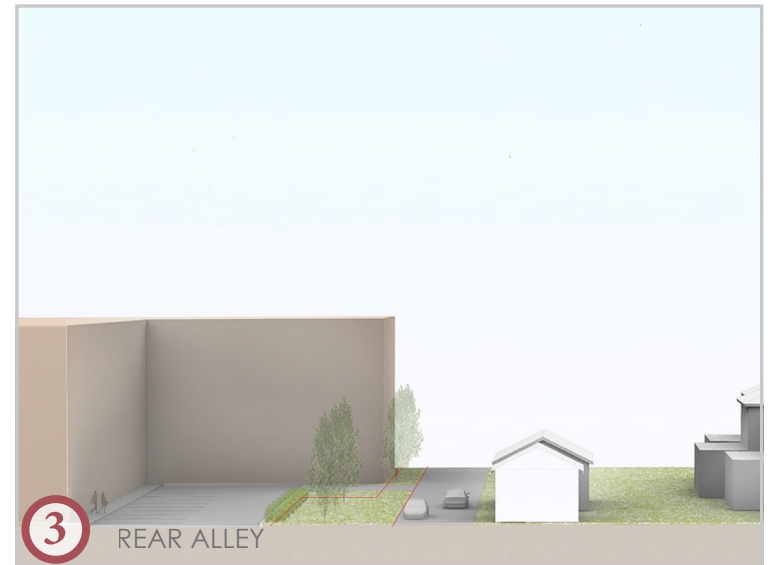
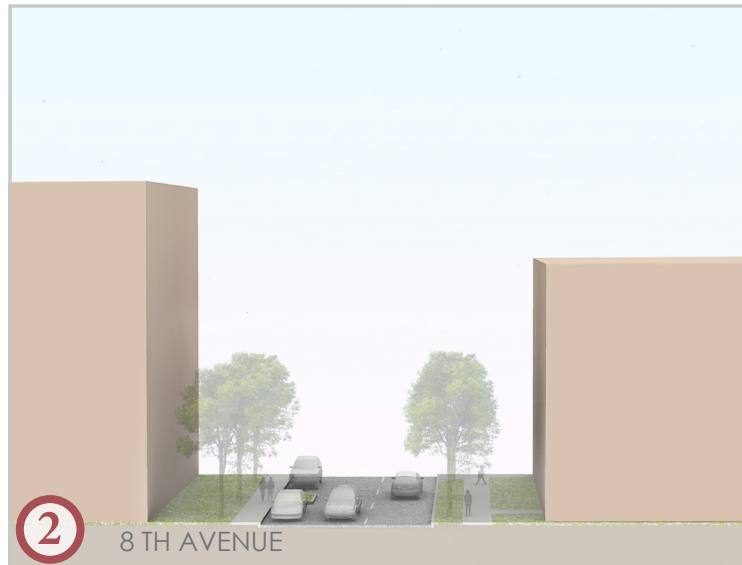
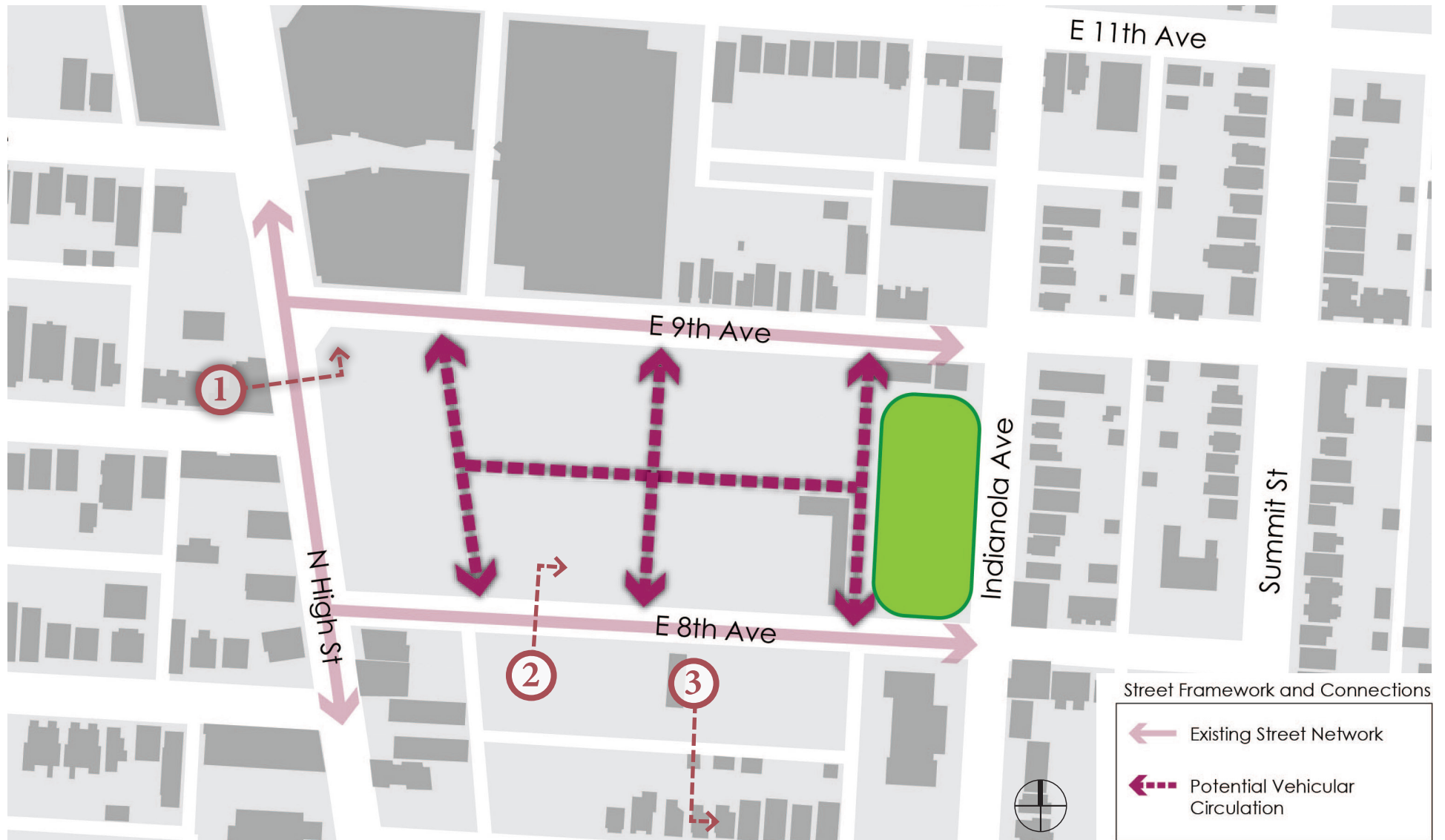


FIGURE 3.3: STREET FRAMEWORK AND STREETScape CONCEPTS



### LANDSCAPING AND SCREENING

Landscaping and screening should be an integral part of future development within the study area. Care should be taken to screen both internal and external structures and spaces, softening the development, adding visual interest, and providing elements and features that will enhance privacy and define urban environment. The following guiding principles from the University Neighborhood Plan should be considered to achieve this objective.

1. Landscape materials and design should be considered as part of projects to enhance structures, create shade, and provide environmental benefits.
2. 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.
3. Service and loading zones should be screened from public rights-of-way (other than alleys). Trash and recycling
4. Containers, dumpsters and service areas should be centralized and screened in a manner that allows ease of access and is complimentary to the building in material and color. Views from neighboring buildings and properties should be minimized or screened to their full height.
5. Mechanical systems (HVAC, etc.) should be placed on the roof or behind buildings and screened as necessary in a manner that is complimentary to the building in material and color.
6. 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.
7. Chain link fencing is not appropriate for screening.
8. 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.
9. Landscaping should be used to provide a transition between development and natural settings, such as parks and ravines.
10. Plant species used in landscaping should be adapted to urban conditions. Invasive species should be avoided.



## SHARED STREETS

The development area should accommodate a variety of mobility options. One important element that will add to the diversity of mobility options in the area are shared streets.

Specifically Pearl Alley should be planned and enhanced as a shared street. This alley should be planned and programmed to accommodate a multiple users including pedestrians, cyclist, and motorists in a safe and balanced environment. The alley should also include features and spaces that support a variety of special events and activities that contribute to the vibrancy of the development area and surrounding district.



*An example of a streetscape that provides pedestrian and auto access.*



*The sidewalk and street are level to allow for varying transit modes.*



*Pedestrian amenities create a unique distinction from auto traffic.*

### 3.6 PARKING

Parking in the project study should take on many forms to accommodate a variety of residents and visitors. This should include structured parking in the form of parking decks, parking garages, and plinth parking. In addition, on-street parking should complement structured parking and act as a barrier between vehicular traffic and pedestrians. Parking areas should be carefully screened and integrated into the overall development plan so as not to create these site features as a dominant element in the overall development. Pedestrian access both internal and external to these areas should be considered to promote and complement other pedestrian amenities in the area.



*Example of housing that incorporates parking in an attractive manner.*



*Parking example screened by landscaping and architectural features.*



*An example of a parking garage that was landscaped to add appeal.*

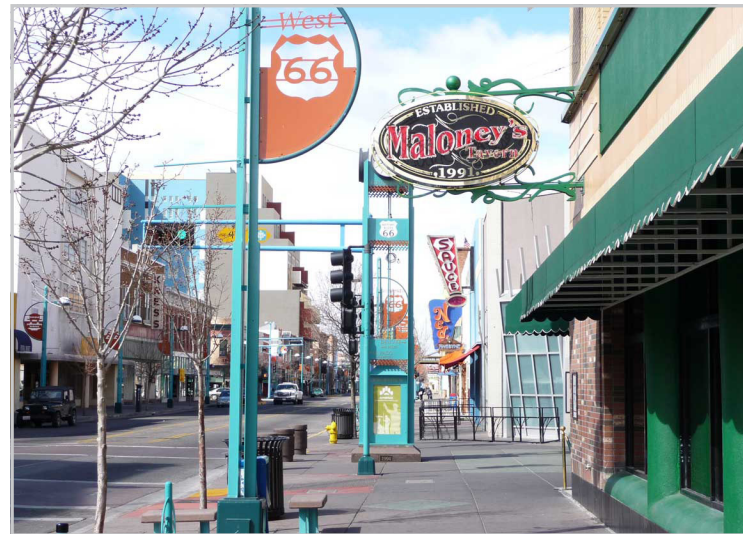


### 3.7 SIGNAGE

Signage is an important element that will shape the character of the development area and surrounding district. Signage in this area should be unique and eclectic and complement signage in the South Campus Gateway.

A diversity of signs types should be considered that create a unique and dynamic environment, and help to create a visual transition from the University District to the Short North.

No one sign type should be preferred over another. The primary consideration when new signage is proposed and considered by the City and area boards and commissions should be how the signage adds visual interest to the public realm, and defines the image and brand of the area.



*A variety of signage along a street creates a vibrant, urban transition.*



*Unique signage can establish destinations and support a city's identity.*



*An example of signage that incorporates color and structural design.*

### 3.8 BUILDING FORM AND CHARACTER

#### MIXED USE - COMMERCIAL

Buildings fronting High Street should include commercial on the ground floor and a mixture of uses, including residential, on the floors above. Building mass, form and articulation should be scaled to the pedestrian and should complement the surrounding context of Campus and the Short North. The facade should employ a change of plane, material, architectural style, window pattern or height at intervals of 45 to 100 feet to maintain the rhythm of traditional development. Ground floor facades should include large areas of window glazing and allow views to the spaces within to promote pedestrian activity and enhance the public realm at street level.



*An example of a mixed-use development with distinct architecture.*



*An example of commercial development with housing above.*



*This example presents a variety of structural shapes and materials.*

**RESIDENTIAL**

The buildings along 8th and 9th Avenues are mixed use residential structures that should include structured parking to serve residents. Parking can be a centralized parking structure or a “podium” style located on the ground floor and incorporated into the overall design of the building.

The scale of the residential buildings should be four to five stories. Ground floor uses may consist of office spaces, common lobby spaces, windows, or residential units. Residential facades should consist of appropriate articulation and architectural style to promote pedestrian activity with pedestrian-scaled glazing and openings.



*This residential development provides pedestrian-friendly amenities.*



*An example of a structure that places housing over podium parking.*



*An example mixed-use residential development with urban presence.*

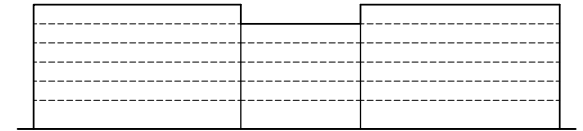
## 03 PROPOSED FRAMEWORK PLAN

### BASIC STRUCTURE AND ARTICULATION

The following steps are a guide for the development of buildings and facades that are intended to create a pedestrian friendly environment, while maintaining the urban fabric present in and around High Street. Development can take many shapes and forms, and the intent is to show an example of how building planes, mass, heights, and openings can all work to create a visually interesting and engaging building.

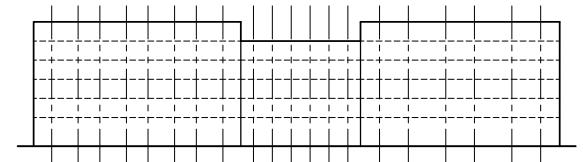
#### STEP 1: MASSING / HEIGHT

Buildings along High street should be at least 5 to 6 floors in height, while buildings fronting 8th and 9th avenues should be from 4 to 5 stories. Large expanses of façade should be avoided. Façades can be broken up by changes in plane, architectural character, materials, and height.



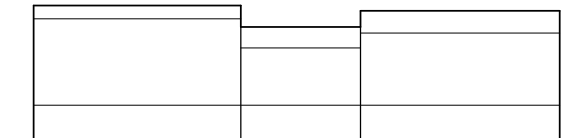
#### STEP 2: VERTICAL ARTICULATION

The building façade should be subdivided into vertical strips to create a pattern and rhythm along High Street. These do not necessarily need to be consistent from building to building.



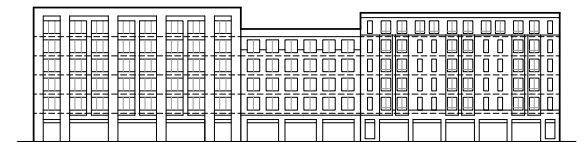
#### STEP 3: HORIZONTAL ARTICULATION

Buildings should be composed with a base, middle, and a top. Changes in plane, materials and styles will all work to distinguish between these horizontal elements.



#### STEP 4: WINDOWS AND ENTRANCES

Ground floor spaces should have commercial storefront entrances with large amounts of glazing. Window openings should fit into the overall pattern of the horizontal and vertical articulation.



## MATERIALS

Building materials should be of high quality and durable and consist primarily of brick, hardy plank (wood or fiber cement), stucco or EIFS (as an accent material), natural or engineered stone as traditional masonry. The choice of materials, texture, and color for new buildings should be influenced by the predominant pattern of the area.

Vinyl (as primary surface), and concrete block are generally not appropriate building materials.



## 03 PROPOSED FRAMEWORK PLAN

### 3.9 GENERAL DESIGN GUIDELINES (UNIVERSITY NEIGHBORHOOD PLAN)

The University Neighborhood Plan is one of the guiding documents that outlines a set of guidelines that direct future growth and development in the University District. The Plan has informed the development of this Framework Plan. Some specific guidelines are integrate into the body of this Plan. Other general guidelines as listed below should be considered in addition to the text, illustrations and recommendations found within this Plan.

#### PRINCIPLES

The following design principles serve as a foundation for the University Neighborhood Plan

#### *Design Guidelines:*

- A. Preserve and enhance the unique design characteristics of the district;
- B. Promote the creative design of high quality, sustainable development that fits within the design context of individual neighborhoods and sub-districts;
- C. Encourage a mix of uses, attract business investment and promote the economic vitality of commercial areas, while minimizing adverse impacts to adjacent residential neighborhoods;
- D. Ensure that High Street and Lane Avenue continue 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
- E. Enhance the district's pedestrian orientation by reducing reliance on the automobile while ensuring for safe pedestrian and bicycle

connectivity, and supporting transit;

- F. Support a wide variety of housing opportunities;
- G. Promote preservation and rehabilitation of existing buildings that contribute to the district's diverse character;
- H. Create opportunities for gathering places, public art installations, and civic uses that engage the community; and
- I. Continue to encourage demographic.

#### SITE PLANNING

##### *Building Setbacks*

- A. Building setbacks are defined as proposed within the zoning text for the project study area.
- B. The UCO setback should be applied to commercial development in locations where the overlay is not in place (variances may be necessary).
- C. Consideration of larger setbacks should be based on the incorporation of public spaces, placement of adjacent buildings, and/or unique site geometry.
- D. The placement of vehicle off-street parking and/or maneuvering areas within the setback area is not appropriate.
- E. 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.
- F. Pedestrian access and connection to the public sidewalk system should be encouraged.
- G. Plazas, courtyards, seating and other pedestrian amenities are encouraged, particularly where larger building setbacks are in place.

##### *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.

#### USES

##### *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.

##### *Retail*

- A. Neighborhood style retail uses are appropriate in locations consistent with the Land Use Map of the University Neighborhoods Plan.
- B. Retail along High Street should consist of number of storefronts to create interest and diversity in tenants.
- C. Neighborhood style retail uses are appropriate

- provided applicable code requirements are met.
- D. Corner stores and offices are an appropriate use within the areas designated for Neighborhood Mixed Use on the Land Use Plan. Any potential negative impacts should be mitigated.
  - E. Sidewalk dining should be supported that enhances restaurant, dining and entertainment businesses, provided ADA requirements are accommodated, per Department of Public Service approvals.
  - F. 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 (see UCO requirements).

#### *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 should 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.

#### *Rooftop Uses*

- A. Rooftop uses are supported for residential and mixed use projects that provide outdoor usable space for residents, including patios, decks

and pools, provided building code and safety considerations are met.

- B. 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.
- C. 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.

### **PARKING LOTS AND GARAGES**

#### *General*

- A. Development within the University area should benefit from the reduced parking requirements associated with the Urban Commercial Overlay. Further reductions may be appropriate for higher density, mixed-use projects close to activity centers and transit service. Shared parking areas that serve uses with offsetting demands, such as business and residential, is encouraged.
- B. Reduction and/or elimination of existing private curb cuts is encouraged as sites are redeveloped. (Department of Public Service has authority over access to public right-of-way).
- C. Structured parking is preferred within the regional mixed use corridors of the district and encouraged for higher density projects in other areas.
- D. Projects are expected to meet or exceed city requirements for bicycle parking.

#### *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 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.

#### *Structured Parking*

- A. Parking structures should not front primary corridors, such as High Street and Lane Avenue, 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

## 03 PROPOSED FRAMEWORK PLAN

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

### BUILDING AND FAÇADE DESIGN

#### *Openings (Windows and Doors)*

- A. 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.
- B. A high degree of transparency should be incorporated into ground floor spaces (see UCO provisions).
- C. Design elements should be used to distinguish between street level and upper story windows.
- D. The design, spacing and dimensions of upper story windows should accentuate vertical proportion.

#### *Awnings*

- A. Awnings should be used to frame storefront display windows, provide a transition between

the storefront and upper façade 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 should be made of soft canvas or 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 and “up-lighting” and light “spill” is encouraged.
- E. Surface mounted conduit placement should be voided.
- F. Indiscriminate, non-directional area lighting

should be avoided, such as wall packs and high-intensity floods (see code).

#### *Rear Elevations*

- A. If possible, provide transparent windows and glass doors to open the store to customers arriving from the back; a minimum of 25 percent transparent glass at ground level is recommended.
- B. When rear facades include an important business entry, awnings and canopies should be provided.

### OUTDOOR DINING

- 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 are not appropriate.
- C. Railing and fences used in conjunction with outdoor dining must meet the requirements of the Department of Public Service 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. Masonry walls or other permanent structures proposed to delineate



outdoor spaces in public rights-of-way are not appropriate along major mixed use corridors.

- E. Plants used in association with outdoor spaces, such as in planter boxes, should be well-maintained and healthy, being replaced as needed.
- F. Outdoor spaces should be designed in a manner to minimize negative impacts of light and noise.
- G. Banners and other graphics should not be attached to railings, fences or other materials used to delineate the space. Televisions, LED displays and amplified sound are not appropriate.

**ROOFTOP STRUCTURES**

- 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 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.
- C. Rooftop structures, canopies and awnings should be designed in a manner to minimize negative offsite impacts of light and noise.
- D. Commercial advertising and graphics, televisions, LED displays and amplified sound are not appropriate for rooftop spaces.
- E. The use of green rooftops is encouraged to mitigate storm water runoff and reduce the heat island effect.
- F. Note that, as with all development, building code provisions apply to rooftop structures and

uses. This will impact placement and design of such spaces.

**BUILDING AND FAÇADE DESIGN**

*New Construction, Including Additions*

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

*Facades*

The following general guidelines apply:

- 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 façade, including storefronts, should be transparent, comprised of windows and doors, see UCO provisions.
- 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. All ground floor window tops should be located no lower than nine feet above the sidewalk.
- F. Durable, smooth materials such as aluminum, exterior-grade woods such as oak, redwood, poplar, and medium density overlay (MOO) board should be used for finish surfaces of wood storefronts. Do not use rough cedar, pine, or

pressure-treated lumber as finish surfaces.

- G. Artificial materials, such as vinyl siding, should be avoided on all street-level facades.
- H. Buildings should be articulated by with 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.

For new commercial facades and storefronts:

- A. Street level facades should incorporate a high level of design and material quality.
- B. 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 of High Street and adjacent streets.
- C. Contemporary design and materials are appropriate, but should be compatible with the scale and proportions of the building and nearby streetscape.
- D. Recessed entryways are encouraged.
- E. Primary entrances should be prominently placed and clearly distinguished from secondary entrances.
- F. The floor-to-ceiling height of the street level story should be at least 12 feet.
- G. Pickup units/drive-through windows and associated maneuvering are not appropriate on or in front of building facades. They should be located in a manner consistent with UCO guidelines.

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