

Bexley City Council Meeting | 06.14.2022

The Bexley and Columbus Joint Livingston Avenue Plan

Planning Process

Working Group

- Elena Andrews, *Staff Planner/PM, Bexley*
- Andy Bashore, *Service Director, Bexley*
- Mark Dravillas, *Planning Administrator, Columbus*
- David Hooie, *Neighborhood Liason, Columbus*
- Ben Kessler, *Mayor, Bexley*
- Ariane May, *Traffic Engineer/Deputy PM, Columbus*
- John Ryan, *Traffic Engineer/PM, Columbus*
- Kelly Scocco, *Deputy Director -Public Service, Columbus*
- Reynaldo Stargell, *Traffic Management, Columbus*

Southwest Bexley Steering Committee

VOTING MEMBERS

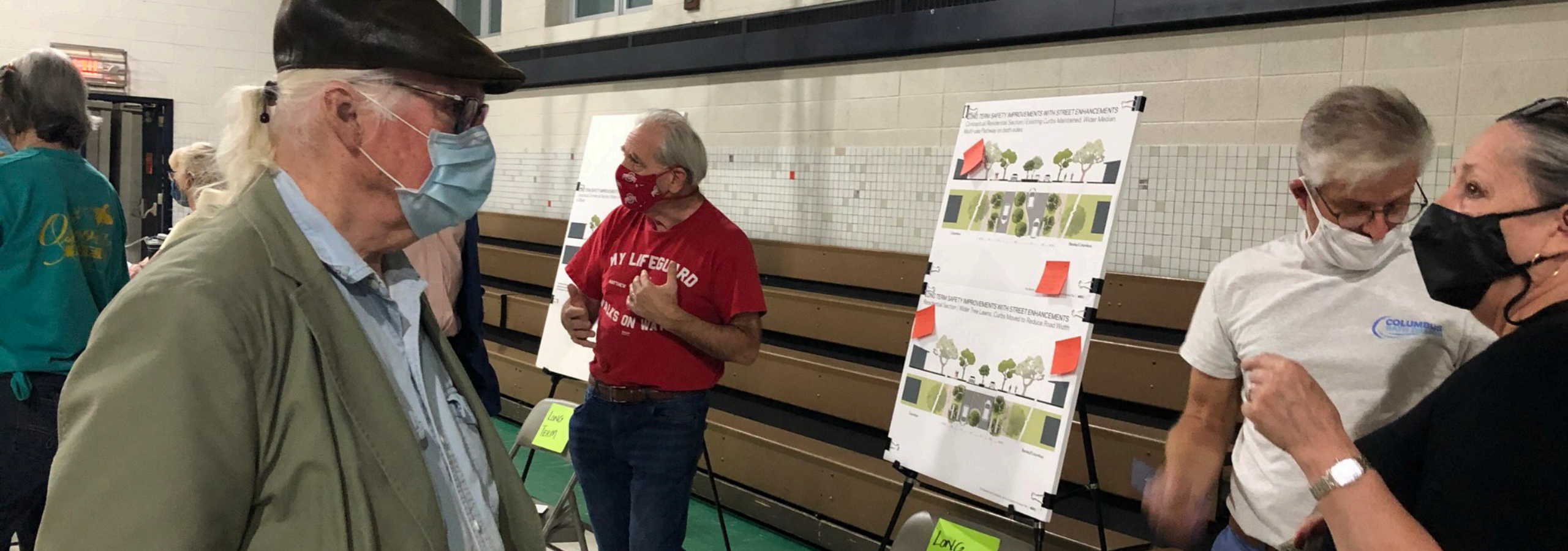
- Joe Armstrong, *Bexley Area Chamber of Commerce*
- Quay Barnes, *Mideast Area Commission*
- Gregory Lee, *Berwick Civic Association, Mideast Area Comm.*
- David Gray, *Livingston Avenue Area Commission*
- Larry Helman, *Bexley Board Commission*
- Mike Klapper, *Jewish Community Center*
- Liz Leach, *South Eastmoor Civic Association*
- Tim Madison, *South Bexley Neighborhood Association*
- Joel Marcovitch, *Jewish Columbus*
- Cyntia Marshall, *Livingston Ave. Columbus Ohio Safety Group*
- Alisha Mitchell, *Bexley City School District*
- Maurice Oldham, *Columbus City School District*
- Deanna Wagner, *Capital University*
- Jeff Walker, *Bexley Community Improvement Corporation*
- Ralph Walker, *Livingston Avenue Columbus Ohio Safety Group*

EX-OFFICIO (NON VOTING) MEMBERS

- Ben Kessler, *Mayor, City of Bexley*
- Monique Lampke, *Bexley City Council*
- Jen Robinson, *Bexley City Council*

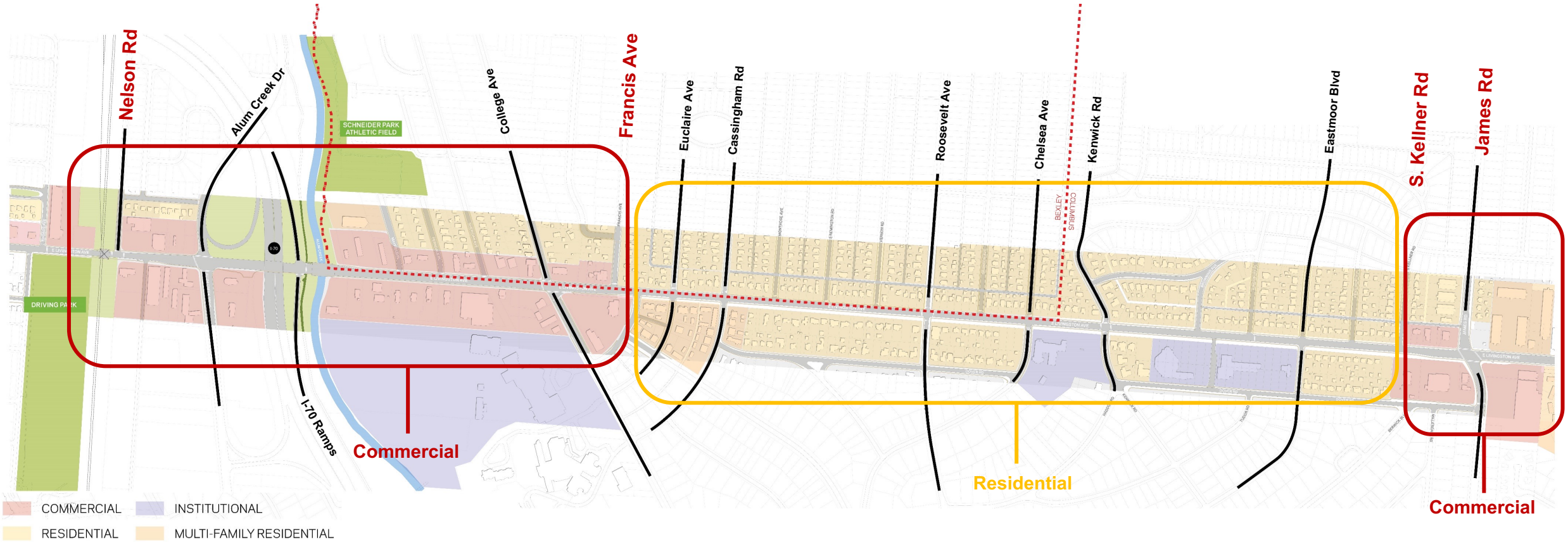


THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR



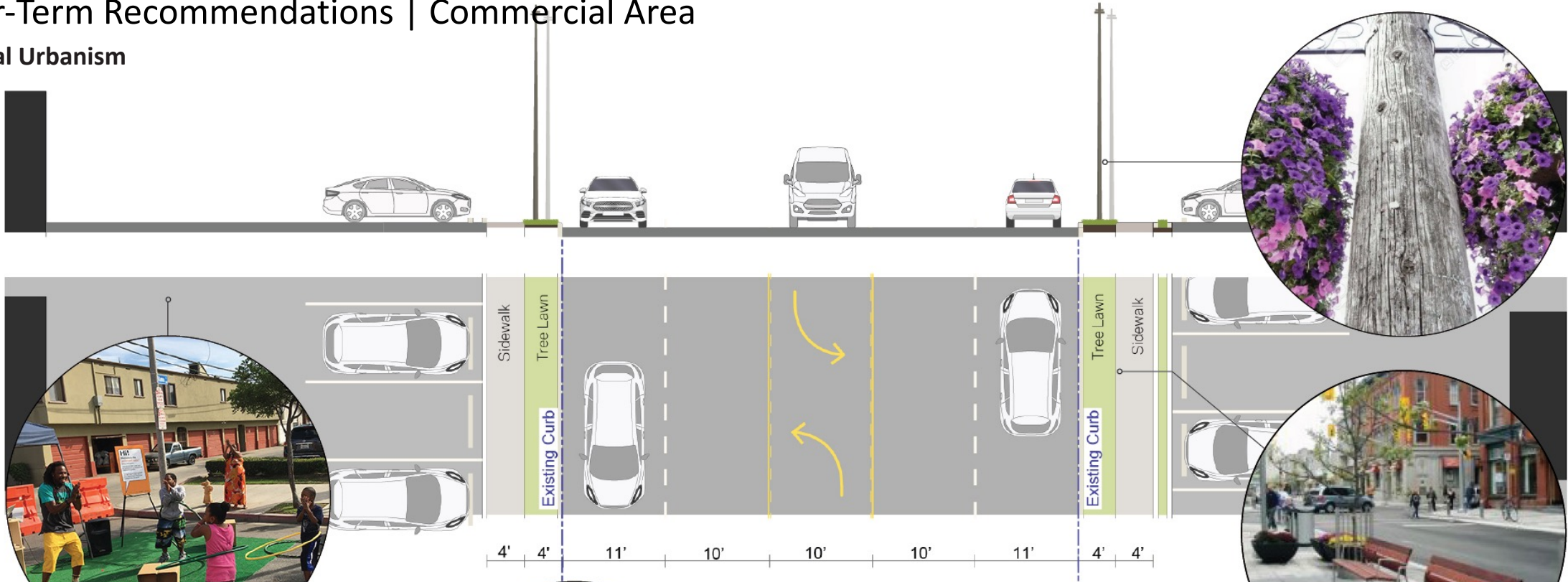
Recommendations & Next Steps

Study Area



Near-Term Recommendations | Commercial Area

Tactical Urbanism



Near-Term Commercial Area Recommendations

Flexible use of Surface Parking Lots

Enhancing street infrastructure with landscape

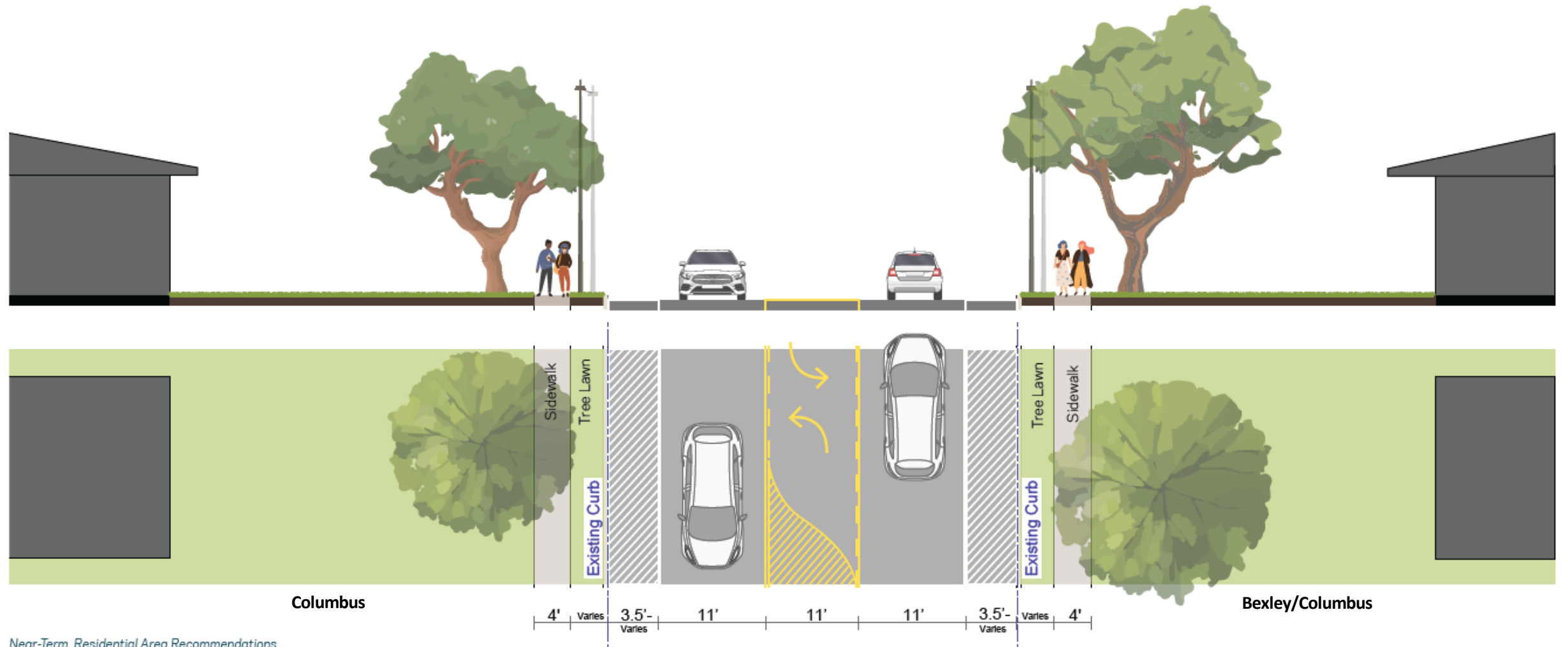
Temporary Streetscape Improvements

While near-term road diet improvements are not possible, there is the opportunity to invest in the aesthetics of the corridor through enhanced landscaping, public art and street furniture.

These recommendations are aspirational and will require further exploration and coordination prior to implementation.

Near-Term Recommendations | Residential Area

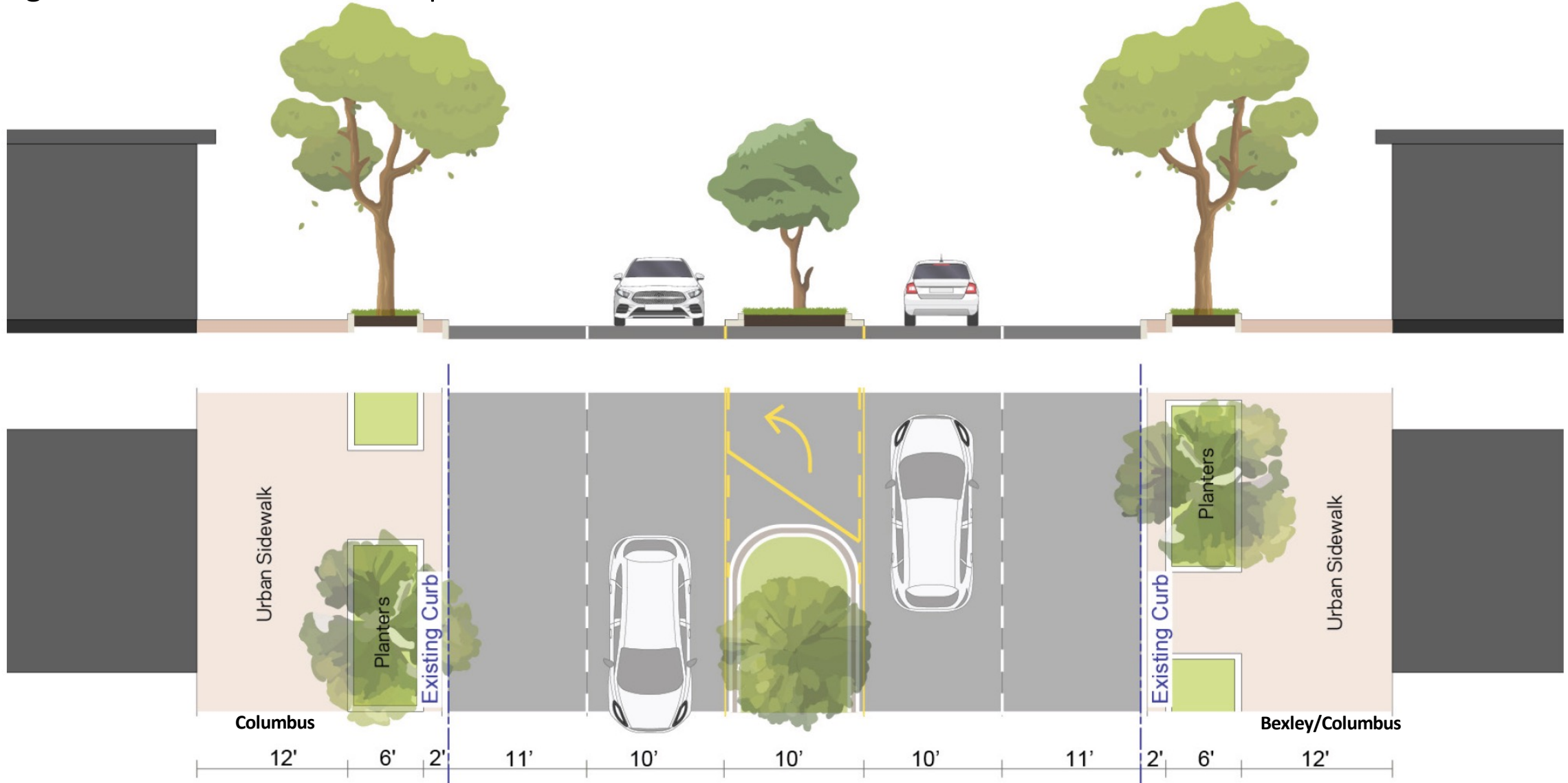
Street Striping



Near-Term Residential Area Recommendations

*pavement marking is conceptual and will be finalized by the City of Columbus

Long-Term Recommendations | Commercial Area



Typical Plan and Section for the Long-Term Commercial Recommendations

The indicated lane widths are subject to change with any future project. The lane width requirements in the ODOT Location and Design Manual will need to be investigated as the commercial section is designated as the Federal Aid Primary (FAP), which is part of the National Truck Network.

Long-Term Vision | Commercial Area (Representational Image)



Multi-use Pathway

Large Shade Trees In Planters

Enhanced Crosswalks

Median with Left Turn Lanes

Multi-use Pathway

Ground Level Activating Uses

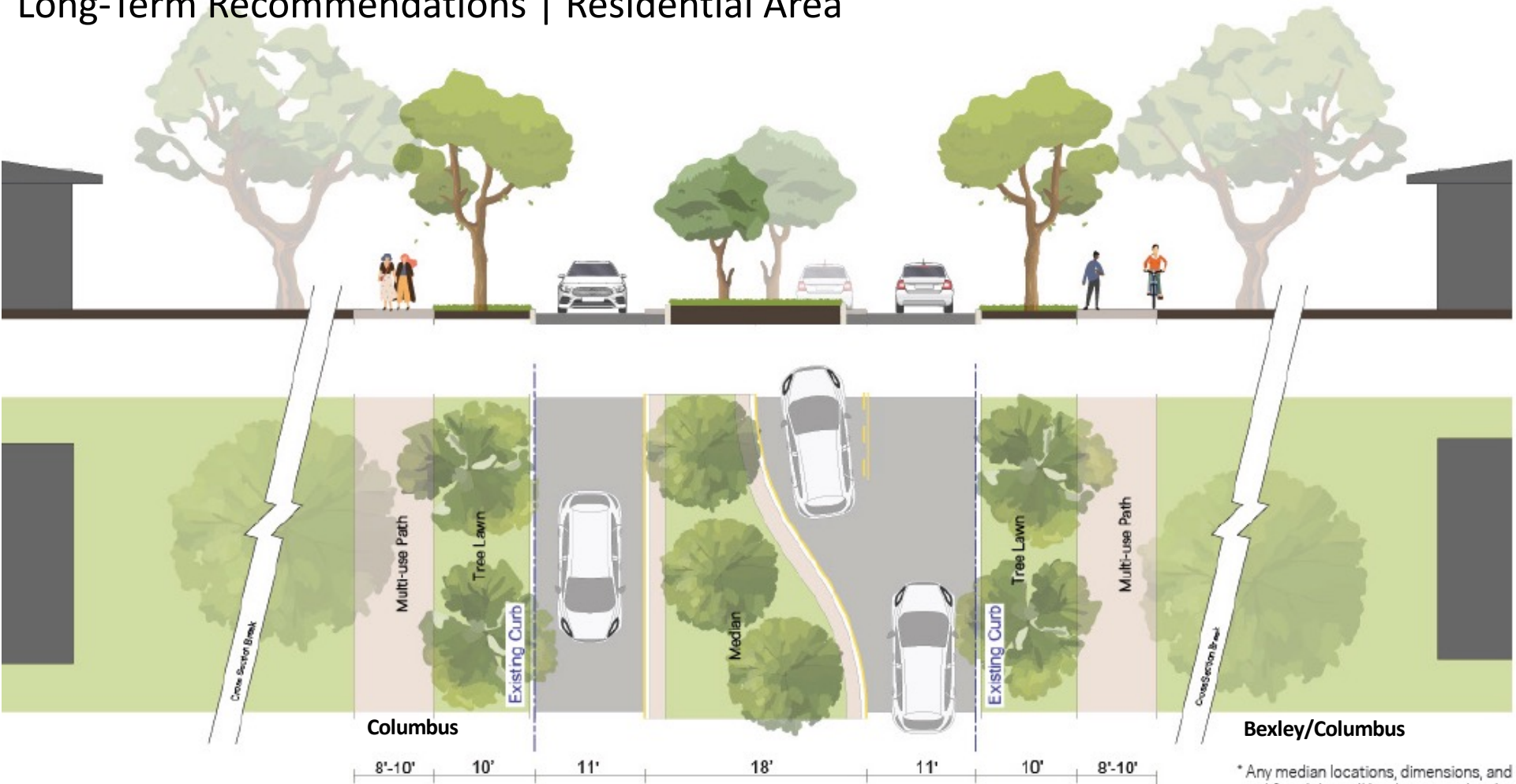
Large Shade Trees In Planters

Street Lighting

Access Road and Parking Behind New Development

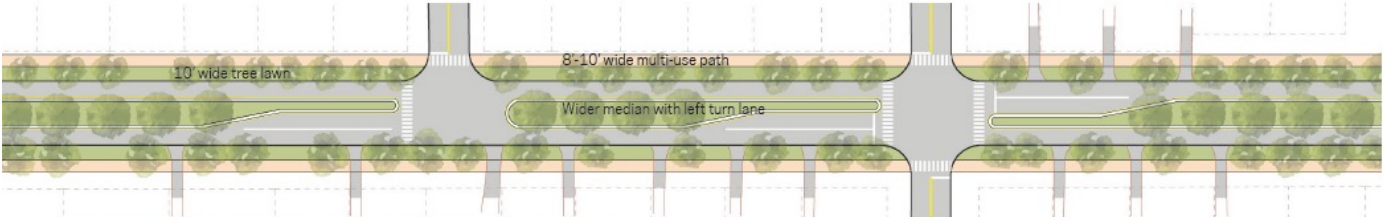
* Any median locations, lengths and actual feasibility will be determined in the next phase of the project. Follow City of Columbus Traffic Design Manual for mast arm traffic signals design guidance.

Long-Term Recommendations | Residential Area



Typical Plan and Section for the Long-Term Residential Recommendations

* Any median locations, dimensions, and actual feasibility will be determined in the next phase of the project.



Generalized Plan For Two Moving Lanes With Median/Turn lane In The Residential Area

Long-Term Vision | Residential Area with Painted Median (Representational Image)



Mature Existing
Trees Maintained
Where Feasible

Multi-use Pathway

Street Lighting

Enhanced Crosswalks

Painted Median with
Left Turn Lane

Large Shade Trees

* Any median locations, lengths and actual feasibility will be determined in the next phase of the project. Follow City of Columbus Traffic Design Manual for mast arm traffic signals design guidance.

Long-Term Vision | Residential Area with Planted Median (Representational Image)



Mature Existing Trees Maintained

Multi-use Pathway

Street Lighting

Enhanced Crosswalks

Large Shade Trees

Planted Median with Left Turn Lane

* Any median locations, lengths and actual feasibility will be determined in the next phase of the project. Follow City of Columbus Traffic Design Manual for mast arm traffic signals design guidance.

Other Livingston Avenue Recommendations



Other Livingston Avenue Recommendations

Summary of Recommendations

Near-Term Recommendations

- Explore tactical urbanism (temporary strategies) in the commercial area to enhance street character through elements such as public art, flower baskets, etc.
- Implement a road diet to reduce four driving lanes to two driving lanes with a painted median in the residential area and striping along the curb to reduce road width.

Long-Term Recommendations

- Enhance pedestrian and bikeway infrastructure.
- Reconfigure the street to implement a road diet (lane reduction) with medians where feasible.
- Implement traffic calming measures and street beautification strategies.

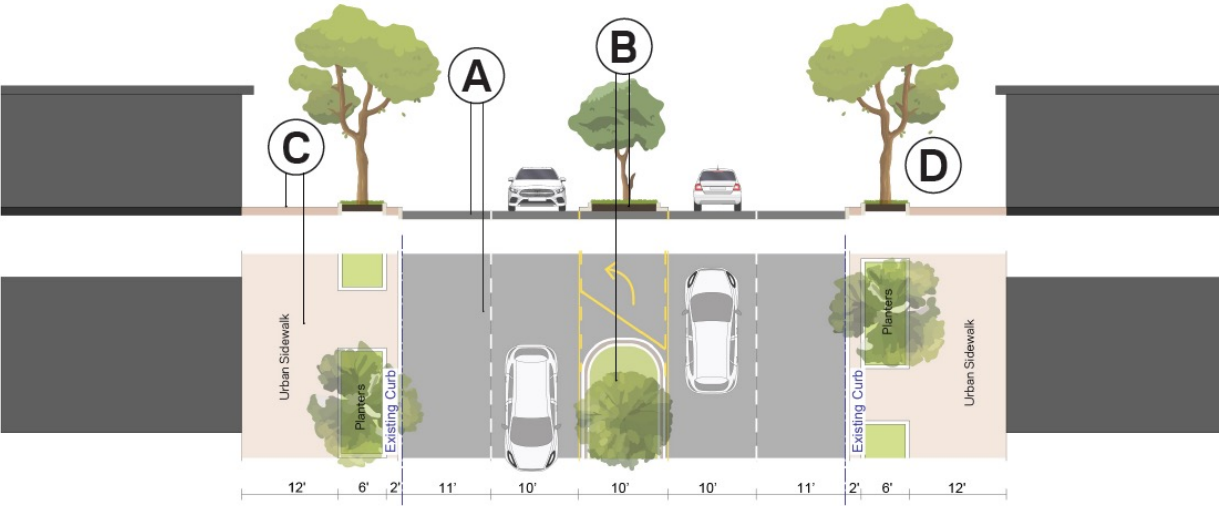
Urban Design Principles and Streetscape Design Guidelines

- Follow the urban design principles and streetscape design guidelines to guide implementation of the Joint Livingston Avenue Plan recommendations.

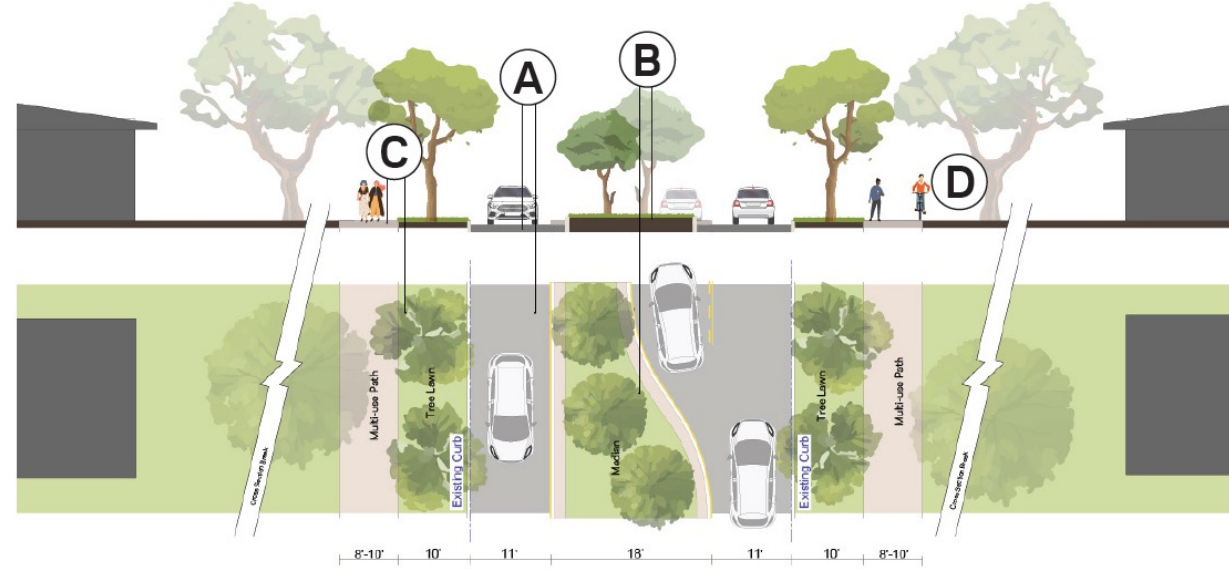
Implementation

- The Cities of Columbus and Bexley should work collaboratively to implement these recommendations.
- The recommendations contained in this report are aspirational and will require further design studies and exploration prior to implementation.

Streetscape Design Guidelines



A Prototypical Livingston Ave Plan and Section in the Recommended Commercial Area



A Prototypical Livingston Ave Plan and Section in the Recommended Residential Area

A. Moving Lanes



B. Medians



C. Sidewalks



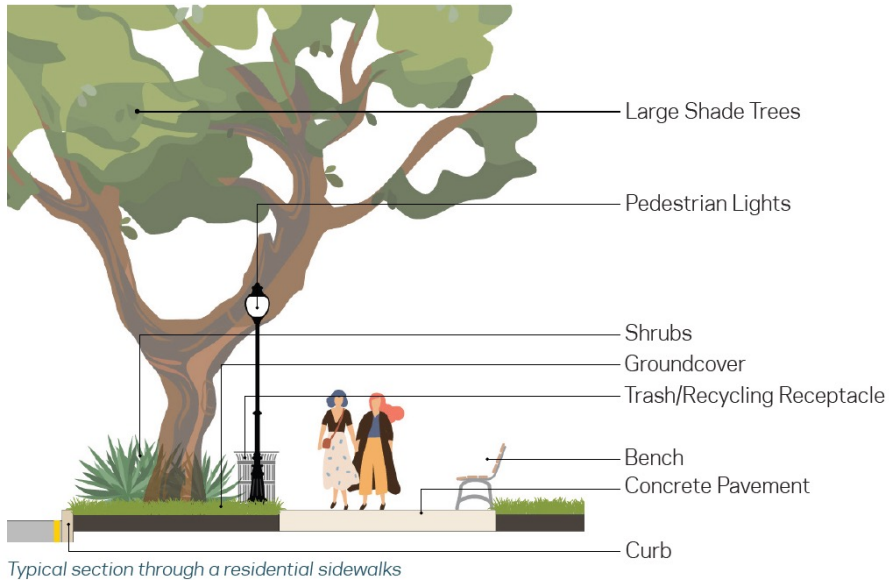
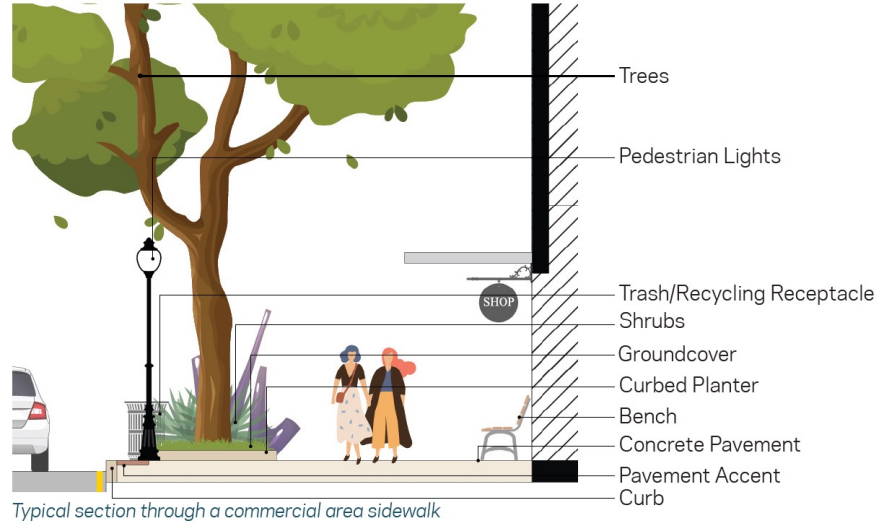
D. Pedestrian Realm



Streetscape Design Guidelines | Sample – Sidewalks/Multi-use Pathways

Commercial Residential

C. Sidewalks/Multi-use Paths



C8. Furniture -

Trash/Recycling Receptacles

All trash and recycling receptacles will have a black finish and will be installed per City standards. The receptacles may be the Dumor (Model 107 or 157) or any other receptacle with a similar design.

- All receptacles will have the appropriate signs on it.
- COC CMS 608 for concrete sidewalks
- COC Std. Dwg. 2400 (Litter Receptacle)



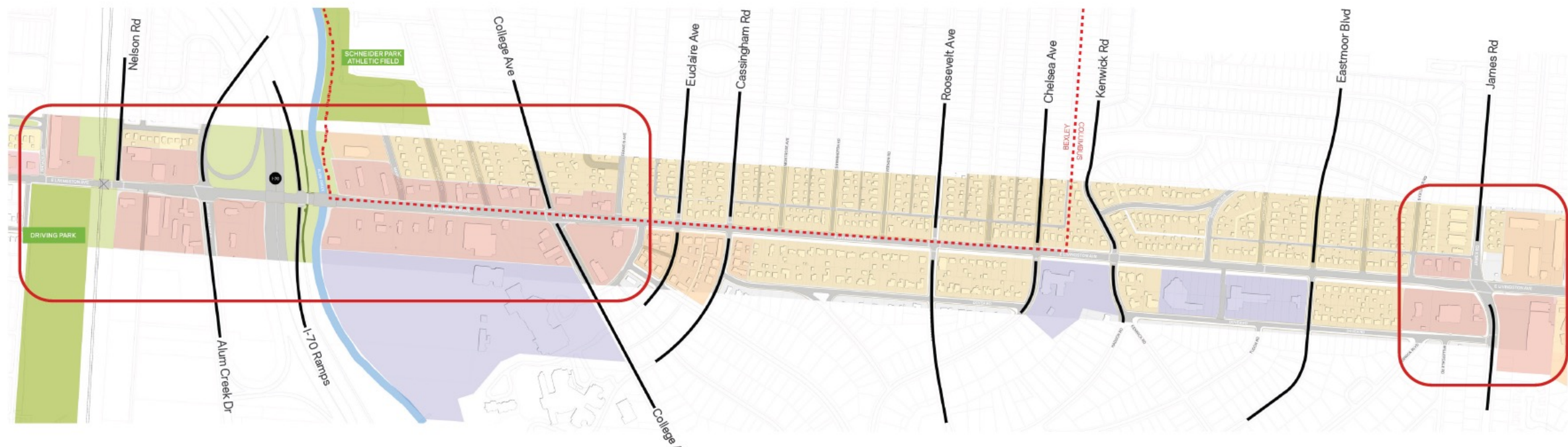
Bike Racks

All bike racks will be permanently installed in pavement and will have a black finish.

Bike racks may be Huntco (Model BR3), DuMor (Model Bike Rack 83), Dero Bike Hitch or any decorative bike racks with a similar design.

- COC CMS 608 for concrete sidewalks

Commercial Area Urban Development Principles | For New Development & Redevelopment



The purpose of these guiding principles is to advance and support community oriented urban (re)development through

- Improved pedestrian access and safety
- Streamlined vehicular circulation and parking
- A cohesive and visually enhanced built environment

The Joint Livingston Ave Commercial Area Urban Development Principles will inform future zoning code updates and development for the cities of Columbus and Bexley.

Commercial Area Urban Development Principles | For New Development & Redevelopment

- *New buildings should front Livingston Avenue and be located with limited or zero setback along Livingston Avenue right-of-way, but modulation in this setback is encouraged to add architectural interest.*
- *New buildings should be multi-story with a mix of uses. Commercial uses on the ground floor to create street level activity with residential above, which includes affordable and market rate housing, is recommended.*
- *Parking should be located at the rear of new development.*
- *Preserve existing rear access roads as primary vehicular access to the Livingston Avenue frontage properties.*
- *Include rear access roads and alleys as the primary access for properties that front Livingston Avenue in proposed site plans. Rear parking should be designed for vehicular access and circulation to adjacent properties if space is not available for an access road or alley.*
- *Existing parking lots along Livingston Avenue should be screened using the Livingston Ave Streetscape Design Guidelines. This screening should occur where parcel redevelopment is not occurring in the short-term.*
- *To allow for adequate access, vehicular circulation, and recommended lot development, re-zoning of adjacent residential property on the north side of Livingston Avenue between College Avenue and Alum Creek may need to occur due to a shortage of adequate lot depth in that area.*

Implementation

Implementation

- The Cities of Columbus and Bexley should work collaboratively to implement these recommendations.
- The recommendations contained in this report are aspirational and will require further design studies and exploration prior to implementation.

