

Ordinance 20 - 22

By: Jen Robinson

An ordinance adopting the 2022 Joint Livingston Avenue Plan, and amending Section 1254.12, Commercial Service District (CS) Design Standards to incorporate the design standards provided for in the Joint Livingston Avenue Plan.

WHEREAS, The Livingston area bordering Berwick and Bexley is split between the jurisdictions of Bexley and Columbus; and

WHEREAS, The commercial section of the corridor is primarily located between Alum Creek and College Avenue, with current use in this area including service and convenience oriented retail along Livingston Avenue, institutional uses, multifamily residential, and parkland; and

WHEREAS, A variety of challenges exist that make it difficult for substantial redevelopment and improvement to occur within the East Livingston Area of Bexley and Berwick. On the other hand, this area presents a tremendous opportunity for two neighboring communities to unite behind a common vision for improvements to the corridor, bringing renewed value to the area that provides meaningful physical and cultural connectivity, and enhancements to pedestrian, cyclist, motorist, and public safety; and

WHEREAS, In 2021, the cities of Columbus and Bexley entered into a joint planning process to create the "Joint Livingston Avenue Plan", involving a series of public workshops and public surveys facilitated through a steering committee that included representative stakeholders from a variety of community groups, institutions, and interests that intersected with the Livingston Avenue corridor; and

WHEREAS, The Joint Livingston Avenue Plan is the result of over a year-long partnership effort between the City of Columbus and City of Bexley with the mission of providing a safe, accessible, and attractive roadway corridor. To realize this mission, the Cities cooperatively developed a plan that would re-imagine the street corridor and revitalize its surrounding neighborhoods. Established jointly by both cities, the following objectives guided the planning process:

- Infrastructure improvements designed to enhance pedestrian, bicyclist, and motorist safety;
- A streetscape plan designed to beautify the corridor;
- Road diet and safety strategies in support of Vision Zero Columbus goals;
- Recommendations to guide future development and land use policies;
- Engage multiple stakeholders through the process to build support and consensus for future of the corridor.; and

WHEREAS, The recommendations within the plan build on the past planning efforts undertaken by both the cities including the 2017 Southwest Bexley Strategic Framework, Vision Zero Columbus, the 2019 Columbus Thoroughfare Plan, Blueprint Columbus, and streetscape standards for Columbus and Bexley. In turn, the recommendations within the Joint Livingston Avenue Plan will inform future zoning code updates for both the cities as well as future developments along the corridor; and

WHEREAS, Extensive dialogue with the Steering Committee and broad-based community input resulted in a plan that provides a framework for achieving:

- Pedestrian and bike safety
- Vehicular traffic safety
- Streetscape beautification
- Neighborhood serving uses
- Access to parks and amenities; and

WHEREAS, The Joint Livingston Avenue Plan provides a variety of near-term recommendations, long-term recommendations, urban design principles and streetscape design guidelines and implementation recommendations; and

WHEREAS, the cities of Bexley and Columbus have already begun the process of working collaboratively on elements of the plan; and

WHEREAS, in April of 2022 the Joint Livingston Avenue Plan steering committee voted overwhelmingly to approve and recommend the plan to both cities for adoption;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF BEXLEY:

Section 1.

That this Council hereby adopts the Joint Livingston Avenue Plan, and its vision for improvements and collaboration in and along the Livingston Avenue corridor as expressed via the series of recommendations with which future planning, development, and policy decisions can be made.

Section 2.

That Section 1254.12, Commercial Service District (CS) Design Standards shall be amended as follows:

1254.12 COMMERCIAL SERVICE DISTRICT (CS) DESIGN STANDARDS.

The purpose of the Commercial Service District (CS) Design Standards is to apply standards designed for corridors that typically include a mix of pedestrian and vehicle oriented development patterns. The design standards are intended to establish, reinforce and enhance the character and pedestrian-oriented development patterns of quasi-urban commercial corridors; implement appropriate building and parking setback standards that accommodate redevelopment and establish continuity and consistency along the corridors; and promote development that features landscaping, façade transparency, rear parking lots, user-friendly access, and appropriately scaled lighting.

CATEGORY DESIGN STANDARDS

Applicability

- a. The placement, construction, or reconstruction of a principal building is subject to all standards and requirements of the Commercial Services (CS) Design Standards **and the standards enumerated in the 2022 Joint Livingston Avenue Plan**, except as applied to routine maintenance and in-kind replacement of materials. Facade renovations or exterior renovations are not considered reconstruction of a principal building.

- b. The expansion of a building's gross floor area by more than 50 percent is subject to all the provisions herein.
- c. The extension or expansion of a building towards a public street is subject to all the applicable provisions herein.
- d. Exterior alteration of a primary building frontage is subject to applicable provisions of Section 1254.12 below. For purposes of this requirement, the placement of window shutters, fabric canopies and awnings and/or building-mounted signage is not considered to be exterior alteration.
- e. The construction or installation of a new parking lot, graphic, exterior lighting, fence, or other accessory structure is subject to all the applicable provisions herein. Design standards do not apply to the re-stripping or reconfiguration of existing parking lots.

Buildings

- f. A principal building shall be oriented to address and be nearly parallel to a primary street. Nearly parallel means within 15 degrees of being parallel.
- g. The width of a principal building along a primary building frontage shall be a minimum of sixty (60) percent of the lot width.
- h. A primary building frontage shall incorporate a primary entrance door
- i. A building frontage that exceeds a width of 50 feet shall include vertical piers or other vertical visual elements to break the plane of the building frontage. The vertical piers or vertical elements shall be spaced at intervals of 15 feet to 35 feet along the entire building frontage
- j. For a primary building frontage of a commercial use, a minimum of 40 percent of the area between the height of two feet and ten feet above grade shall be in clear window glass that permits a full, unobstructed view of the interior to a depth of at least four feet. For the secondary building frontage, the pattern of window glass shall continue from the primary building frontage a minimum distance of ten feet.
- k. Any drive-thru, pickup window, or canopy shall be attached to the principal building and be located behind or to the side of the building.
- l. All roof-mounted mechanical equipment shall be screened from public view to the height of the equipment. The design, colors and materials used in screening shall be architecturally compatible with the rooftop and the aesthetic character of the building.

Landscaping and screening

- m. A minimum 8-foot front yard landscape area shall be established, as measured from the north right-of-way line of Livingston Avenue. The front yard shall be planted with live vegetation and a shade tree(s) (in addition to any street tree requirements), except for paved areas expressly designed for vehicular and pedestrian use. The minimum number of shade trees required is determined by the formula of one tree per 30 lineal feet, or fraction thereof, of frontage.

- n. At the time of planting a new shade tree shall have a minimum two-inch caliper trunk and new shrubs for screening shall have a minimum height of 24-inches , and be maintained at that height or greater.
- o. All such landscape plantings and features shall be properly maintained, weeded, and watered, and any loss of plant materials shall be replaced in keeping with the approved landscape plan, or within minor modification to the landscape plan according to City Staff approval. The installation and operation of an irrigation system may be required for any planting area. In such cases, the irrigation system must remain operable.
- p. The use of landscape features such as pedestrian furniture, decorative railings, tree guards, trash receptacles, bollards and similar such accessories shall reference the ~~Main Street Design Guidelines~~ **Joint Livingston Avenue Plan**.
- q. A fence shall be provided along a lot line that borders a residentially zoned or used property at a height of 8 feet, as per the requirements in Section 1264.05.
- r. A surface parking lot or vehicular circulation area shall be screened from all abutting public streets with a wall or fence (excluding chain link, wire mesh or other similar material), or a continuous row of shrubs to a minimum height of 36 inches (24 inches at time of planting) and a maximum height of five feet. Screening shall be maintained to provide opacity of not less than 75 percent when in leaf.
- s. Dumpsters shall be located behind the principal building and be screened from public view on all 4 sides, to the height of the dumpster.
- t. Ground-mounted mechanical equipment shall be located behind the principal building and be screened from public view to the height of the equipment.

Lighting

- u. The height of any parking lot light pole/fixture shall not exceed 18 feet above grade.
- v. When located within 25 feet of a residential district the height of a light fixture shall not exceed 14 feet above grade.

Parking and circulation

- w. Parking, stacking and circulation aisles are not permitted between the principal building and a street right-of-way line. This standard does not apply to existing buildings unless they are expanded by fifty (50) percent or more in gross floor area.

Section 3.

That this Ordinance shall go into effect and be in force from and after the earliest period allowed by law.

Passed: Jun 14, 2022




Troy Markham, President of Council

Attest: 

Matt McPeek, Clerk of Council

Approved: Jun 14, 2022



Ben Kessler, Mayor

First Reading: May 10, 2022

Second Reading: May 24, 2022

Third Reading: June 14, 2022

