



**PROPOSED NORTHWEST COMMERCIAL OVERLAYS**

**What is a Zoning Overlay?**

- A tool to regulate design standards for development.
- Overlays work in conjunction with underlying zoning districts to provide additional standards for such things as building setback, screening, lighting and signage.
- A zoning overlay does not change the current zoning or use of your property.
- A zoning overlay doesn't require any action by a property owner.

## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Types of Zoning Overlays in Columbus

#### Urban Commercial Overlay (UCO)

**Intent** - protect and re establish the unique architectural and aesthetic character of older, urban commercial corridors.

*Examples – North High Street in Clintonville and Parsons Avenue*

#### Community Commercial Overlay (CCO)

**Intent** - establish, reinforce and enhance the character and pedestrian oriented development patterns of quasi urban commercial corridors.

*Examples – High Street, north of Morse Road*

#### Regional Commercial Overlay (RCO)

**Intent** - create a safe, aesthetically pleasing, economically viable, and pedestrian-friendly atmosphere along the Northwest Area's commercial corridors.

*Examples – Morse Road and Olentangy River Road*

## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Why is an Overlay Proposed Here?

- As a way to implement key policy recommendations of the Northwest Plan.

#### Purpose of Northwest Plan:

In 1991, Columbus City Council adopted a plan for the northwest area of the city. Since that time, the area has changed a great deal. In 1991 the area was growing rapidly and there were many tracts of land yet to be developed. In 2005, however, the area is almost entirely developed. The main goal of this plan is to provide recommendations and direction to improve the quality of life for residents, businesses, and visitors of the area.



#### Recommendations

##### FORM A WORKING GROUP.

Evaluate applying the RCO to sawmill Road from Cranston/Reflections Drive to Saltergate Road and SR 161 from Sawmill Road to Federated Boulevard.

This area is currently developed with auto-oriented retail and services. The average building setback is one hundred (100) feet.

##### EVALUATE APPLYING THE RCO TO BETHEL ROAD FROM SAWMILL TO OLENTANGY RIVER ROAD.

This corridor is developed with a mix of auto-oriented retail and services, and mainly multi-family residential uses.

The overlay would apply only to the commercial areas. The average building setback along Bethel Road is sixty-five (65) feet.

Northwest Plan was developed in conjunction with the community and adopted by City Council in October 2007

## Northwest Area Plan

### Proposed Commercial Overlays

#### Legend

##### Commercial Overlays

###### Name

-  RCO- 161
-  RCO- Bethel
-  RCO- Sawmill

 City of Columbus  
Department of Development  
Planning Division

July 2008



0 0.25 0.5 Miles



## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### When Does the Overlay Apply?

Residentially-zoned properties and properties that are used exclusively as residences are exempt.

For other properties-

Expansion by more than 50% are subject to overlay provisions.

The extension or expansion of a principal building towards a public street.

Exterior alteration of a primary building frontage is subject to some building design standards.

Parking standards apply to existing buildings/alterations/new construction.

Construction of a new parking lot, graphic, exterior lighting, fence or other accessory structure is subject to applicable provisions.

Routine maintenance does not trigger standards.

## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Steps in Overlay Adoption Process:

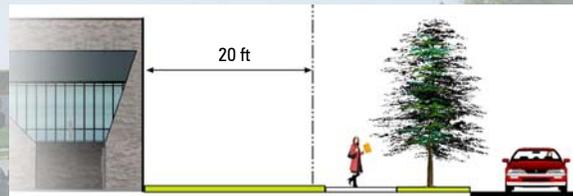
Action	Date
Discussion with Civic Association	September 2008
Public open house	November 2008
Summarize public comments	November 2008
Civic association action	December 2008
Notification of Development Commission meeting	December 2008
Development Commission	January 2009
City Council	February/March 2009
Update zoning map and other records	March/April 2009

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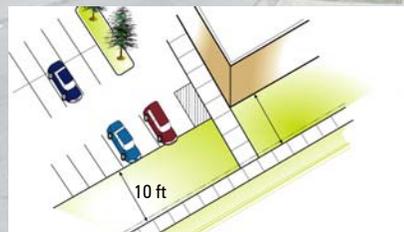
### Standards - Setbacks

Goal - establish consistent and appropriate setbacks to improve the traffic safety and aesthetics of the corridor

**Minimum building setback - 20 feet**  
(provided a parking lot is not located in front of the building).



**Minimum parking setback – 10 feet**  
(when along a primary street).



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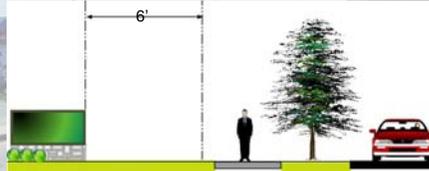
### Standards - Graphics

**Goal** - create a corridor with signs that are compatible, as to type, size, and location, and consistent in style and design

**Sign types** – prohibits certain types of signs

**Minimum setback** – 6 feet (when along a primary street)

**Maximum height** - 6 feet (if sign is setback at least 10 feet then sign height can be up to eight feet)



## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards - Graphics

**Maximum sign area** - 60 square feet; with the graphic area not to exceed forty (40). (if a sign qualifies to be eight feet in height, the overall sign area must not exceed eighty (80) square feet; with the graphic area not to exceed fifty (50) square feet)

**Monument sign standards** – must have 18"-36" base that runs entire length and width of sign, landscaping must surround base and sign base must be constructed of limestone or limestone veneer



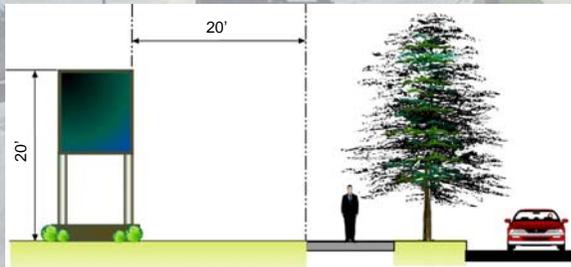
## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards - Graphics

Ground signs on commercially-zoned lots greater than 5 acres

#### Single tenant buildings

- Minimum sign setback – 20 feet
- Maximum sign height – 20 feet
- Maximum sign area – 160 square feet with graphic area not to exceed 80 square feet



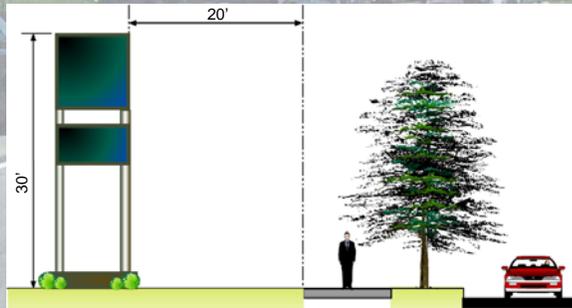
## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards - Graphics

Ground signs on commercially-zoned lots greater than 5 acres

#### Multi-tenant buildings –

- Minimum sign setback – 20 feet
- Maximum sign height – 30 feet
- Maximum sign area – 320 square feet with graphic area not to exceed 160 square feet



## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards – Landscaping and Screening

**Goal** - create a defined “edge” along public right-of-ways through consistent screening of adjacent surface parking lots and to provide landscaping in the interior of surface parking lots.



**Surface parking lot screening** - a minimum three (3)-foot high continuous row of planted shrubs with an overall opacity of seventy-five (75) percent when in leaf.

Different treatments are required when shrub row exceeds 200' linear feet.

## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards – Landscaping and Screening

**Interior parking lot screening** – when more than 10 parking spaces are required, 1 landscaped island or peninsula is required for every 10 spaces.

Types and sizes of trees are specified in city code.

**Motor vehicle sales and boat dealerships** - automobile display and inventory areas are exempt from some landscaping and screening standards

**Miscellaneous standards** – loading areas and dumpsters must be screened from view



## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards – Lighting

Goal - provide non-hazardous lighting of lots



**Illumination** – average horizontal illumination level on the ground shall not exceed two foot candles.

**Spill-over lighting** - along a property line shared with residential property average intensity shall not exceed one-half foot candle.

**Exterior illumination** – fully shielded

**Canopy lighting** – recessed

**External outdoor fixtures** – aesthetically compatible and fully shielded if > 14 feet in height

## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards – Lighting

Parking lot light pole/fixtures

**Height**

- 20 feet when located on lot of 2 acres or less
- 28 feet when on lot of > 2 acres
- 14 feet when within 25 feet of residential

**Location** – within parking lot islands or must have solid base

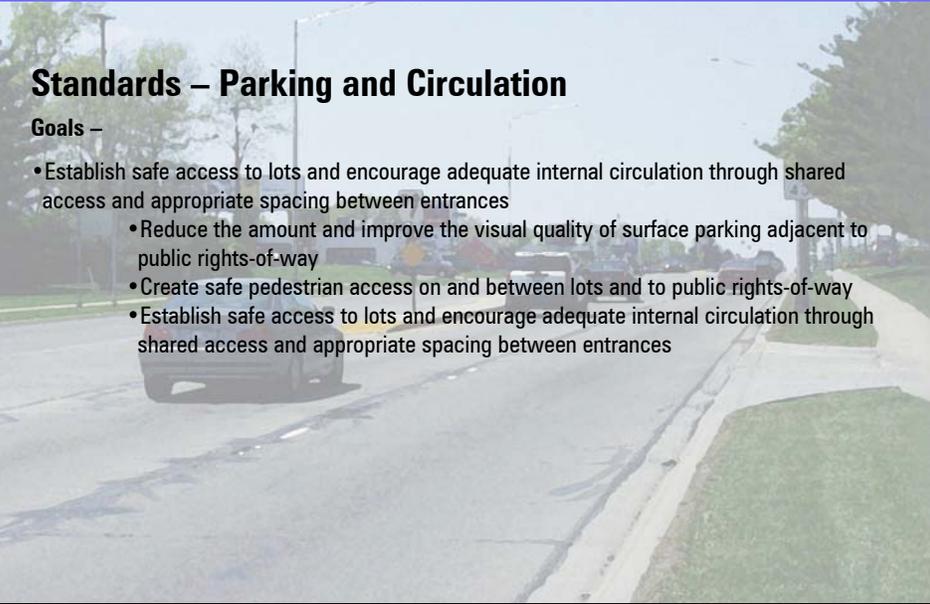


## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards – Parking and Circulation

#### Goals –

- Establish safe access to lots and encourage adequate internal circulation through shared access and appropriate spacing between entrances
  - Reduce the amount and improve the visual quality of surface parking adjacent to public rights-of-way
  - Create safe pedestrian access on and between lots and to public rights-of-way
  - Establish safe access to lots and encourage adequate internal circulation through shared access and appropriate spacing between entrances



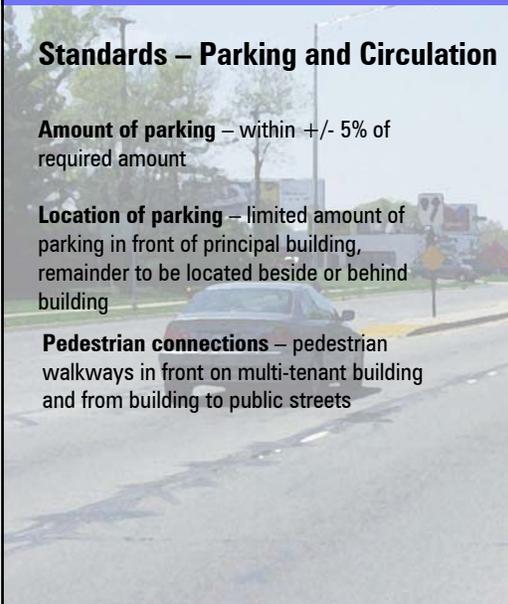
## PROPOSED NORTHWEST COMMERCIAL OVERLAYS

### Standards – Parking and Circulation

**Amount of parking** – within +/- 5% of required amount

**Location of parking** – limited amount of parking in front of principal building, remainder to be located beside or behind building

**Pedestrian connections** – pedestrian walkways in front on multi-tenant building and from building to public streets



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**Questions/ Comments**

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