- Intersection development nodes: Building upon this defined sense of community entry, the theme of brick piers and ornamental iron fencing at a 45 degree angle with complementary landscaping is repeated at major intersections along the corridor including:

- The south sides of the Heatherdown Drive/Huber Village Boulevard intersections. The two (2) southern nodes shall involve a minor amount of additional right-of-way and/or a construction easement. The southwest node shall entail the relocation of the U.S. Bank sign.

- Pedestrian nodes: To complement the gateway development and help establish the pedestrian systems/walkable community theme, the brick piers and ornamental iron fencing at a 45 degree angle are complemented with brick paving nodes proposed at the following locations. It is proposed these nodes shall include benches, landscaping, waste receptacles/recycling cans and/or public art per the suggested illustrative pedestrian node standards. The creation of the pedestrian nodes shall entail some additional right-of-way and/or a construction easement. Proposed locations include:

  - Northwest and northeast corners of Heatherdown Drive/Huber Village Boulevard.
  - Southwest and southeast, northwest and northeast corners of Schrock Road.
  - The southwest corner of Charrington Road/Cheri Park Square signalized intersection adjacent to the bikeway/leisure path.
  - The existing pedestrian node north of Electric Avenue may be expanded to better accommodate more seating related to the bikeway.

- Brick/ornamental fencing standards: The following material standards are proposed for brick signage, brick piers and ornamental iron fencing proposed for the corridor redevelopment at I-270 to Heatherdown Drive/Huber Village Boulevard and at the intersection development nodes.
- Brick: It is proposed the brick for the gateway signage and brick piers be the same as that used on the Westerville City Hall consisting of the following molded brick blend by the Artisan Brick Company:
  - 1.5% Patriot
  - 48.5% Mohican
  - 49.5% Jefferson
  - 1.5% English Rose
  - Note: Blended by manufacturer

- Ornamental fencing: All fencing used related to the gateway development and intersection and pedestrian nodes shall be powder coated black, three (3) rail steel picket Montage Plus Genesis style by Ameristar Fence Products. All fencing used to replace the right-of-way fencing shall be six (6') feet in height including the fencing at Pioneer Cemetery running parallel to South State Street. Fencing at the intersection development nodes shall be arched as illustrated.

- Streetscape Development: Due to the numerous and oftentimes piece meal development, it is essential to establish a theme for the corridor to complement but not copy the already established Uptown Westerville character. It is recommended that due to the disjointed development patterns that evolved over the years, emphasis on the creation of the streetscape urban design principles create a consistent theme for the corridor rather than a series of two (2) to three (3) themes. This may be done through the following guiding principles for the streetscape.

- Tree Lawn: The narrow, dysfunctional tree lawn shall be eliminated and replaced with new walks.

- ADA Ramps: All street intersections shall have ramps in compliance with the latest requirements of the ADA Laws. All ramps shall have detectable warning tiles in brick red. Suggested manufacturer is Engineered Plastics Inc.'s product Armor Tile Tactile Systems.

- ADA Requirements: It is recommended sidewalks at drive crossings shall be extended across all drives and curb cuts in the same material as the sidewalk versus driveway materials. The grade of the sidewalks at these crossings should meet the drive grade without a curb. The pattern of the sidewalk should be maintained in drive crossings.

- Brick Sidewalk Panels: The brick walk panels proposed repeat the brick specified for the median in South State Street at 1-270. Brick pavers shall be 4" x 8" x 2 1/4" tumbled Whitacre Greer Pavers. Color shall be 2/3 shade #34: Mulberry and 1/3 shade #36: Red Sunset, square edge clay pavers with no frogs, cores or laminations with a maximum compressive strength of 8,000 psi. All pavers to be pre-blended by manufacturer prior to shipment and installation.

- Street Furniture Standards: It is recommended all benches and trash receptacles designated and utilized within the corridor shall be factory finished steel, powder coated black gloss by DuMor, Inc. Suggested bench standard is Model #93. Trash receptacles shall be a custom fabrication with side opening, drawing number 85-059-32-FTC.

  - Benches per the corridor standard may be added at bus stops to better accommodate pedestrians and transit users.
  - Private development is encouraged to incorporate the bench and waste receptacles into their site redevelopment.

- Bus Shelters: To date, Central Ohio Transit Authority (COTA) has approved just one (1) bus shelter on the west side of South State Street at 589 South State Street near Wendy's. The standard proposed for bus shelters for the corridor is a classic design with a standing seam metal hip roof as manufactured by Brasco International, Inc. All bus shelters shall be factory finished in black. All shelters shall include solar lighting and incorporate the bench standard for the corridor with back and arm rest. At the City's option, additional shelters may be installed at bus stops.
The location of bus shelters shall not impede pedestrian movements and shall be located within the right-of-way.

- **Sidewalk Widths:** To better accommodate safe pedestrian access and improve ADA access along South State Street, all existing sidewalks and tree lawn areas shall be replaced with a twelve (12'), eight (8') or six (6') foot wide walk from the face of the curb. Sidewalk surfaces shall include concrete at street intersections with rhythmic fields of brick panels running east to west from the edge of the street curb.
  - Where the existing right-of-way permits, walks shall be twelve (12') feet wide.
  - At 600 South State Street where the right-of-way does not permit the twelve (12') foot walk, the walk shall be six (6') feet wide.
  - At 212 South State Street where the right-of-way does not permit the twelve (12') foot walk, the walk shall be eight (8') feet wide.
  - From Parkview Avenue to Central Avenue on the west side of South State Street, the walk width shall be six (6') feet wide due to existing right-of-way limitations.

- **Parking Area Development:** Currently parking areas overly dominate the visual appearance of the corridor. The following are suggestions to reduce the visual appearance of these areas and improve vehicular and pedestrian safety.
  - **Shared Parking:** Where feasible, shared parking should be permitted and encouraged.
  - **Internal Vehicular Circulation:** Internal vehicular circulation shall be encouraged within each site and between adjoining sites.
  - **Location:** It is preferred that parking areas be located to the side or rear of buildings, not in the front or street side of buildings.
  - **Cross Routes:** Where grades and land uses permit, cross routes shall be encouraged to reduce on-street maneuvers and vehicular and pedestrian conflicts on South State Street.

- **Storm Water Management:** Encourage bio-retention areas and filter strips and rain gardens within proposed landscape areas to reduce the use of curb and gutter and/or piped storm water.

- **Appearance:** Parking areas and interior commercial service drives shall not dominate the visual character of the corridor or interrupt pedestrian systems. At the same time, parking areas shall be convenient to business customers.

- **Parking Lot Screening:** All landscaping used to screen drives and parking areas shall be evergreen or 100% opacity and shall be a minimum size of twenty-four (24") inches in height at the time of planting with a mature height of no more than four (4") feet in height. Flowering shrubs, annuals and/or perennials may be incorporated with evergreen plantings as long as parking areas are screened with a single row minimum of evergreen shrubs. Allow a six (6") foot wide planting bed outside of the right-of-way for landscaping used to screen automobiles and drives.

- **Brick Wall Requirements:** Where parking is located between the street right-of-way and the building and the parking of automobiles faces or is perpendicular to State Street, parking shall be screened by low brick walls 24"-36" in height with a five (5") inch limestone cap or landscaping of 100% opacity. As depicted on the master plan, brick walls are preferred especially where parked cars or vehicular drives are immediately adjacent to the public right-of-way. It is intended the walls shall screen headlight glare onto State Street. The height of the wall shall depend on the grade of the drive or parking area on the property owner's side of the wall.
  - All brick walls shall be constructed with standard 4" x 8" brick.
  - All walls shall be set at a uniform and consistent grade on the street side of the wall.
  - The maintenance of all walls and/or landscaping shall be by the individual property owner/developer.
  - Brick walls are also required where vehicular service drives run parallel to are immediately adjacent or very close to the right-of-way/public...
sidewalk and where space for landscaping is not available.

- The blend for the brick walls is preferred to match the blend as proposed for the gateway development signage and brick pavers. Alternative manufacturers and blends shall be considered if proposed alternatives are compatible with the preferred blend.

- As sites are redeveloped, it is preferred walls be developed behind the right-of-way. The walls related to the Intersection Development Nodes at the southeast and northeast corners of Huber Village Boulevard are within the right-of-way. It is preferred the area between the back side of the walk within the public right-of-way and the brick wall be landscaped with low-growing shrubs and/or perennials.

- **Access Management Plan:** The proliferation of curb cuts/access drives along South State Street on both the east and west sides of the corridor creates numerous vehicular and pedestrian conflicts. In addition, excessively wide continuous curb cuts add to motorists' confusion and impacts pedestrian safety. Numerous curb cuts are very close to busy street intersections such as at Schrock Road. Other areas have curb cuts nearly side by side, adding to confusion as well as pedestrian safety. The objective of the access management plan is to reduce the number of curb cuts and improve vehicular traffic flows. As curb cuts are consolidated, hydrant locations and fire truck access will need to be reviewed. The following are guiding principles to improve traffic flows and vehicular and pedestrian safety within the study area.

- **Internal Queuing:** Property owners should be encouraged to provide sufficient space internally on each site for the queuing of automobiles.

- **Curb Cut Alignments:** It is recommended the alignment of all drives and curb cuts shall be perpendicular to the intersection with South State Street.

- **Minimum Curb Cut Separation:** It is recommended there be a minimum separation distance of sixty (60') feet between drives/curb cuts. Eighty (80') feet to one hundred (100') feet is preferred.

- **Reduce Number of Curb Cuts/Shared Curb Cuts:** As redevelopment occurs, numerous curb cuts close to one another should be consolidated. Shared curb cuts shall be encouraged to reduce the number of vehicular/pedestrian conflicts. Other than curb cuts close to street intersections, the remaining curb cuts proposed to be eliminated represent conflicts with curb cuts close together.

- **Relationship to Street Intersections:** All curb cuts shall be a minimum of eighty (80') feet to one hundred (100') feet from a street intersection. Curb cuts should be adjusted at:
  - 363 South State Street
  - 607 South State Street
  - 635 South State Street
  - 785-791 South State Street

- **Standardize Curb Cut Widths:** The width of curb cuts shall be standardized per the following more universal standards to better define vehicular access points and reduce vehicular and pedestrian conflicts.
  - Single drive entrance/exit: 10' wide
  - One (1) lane in/one (1) lane out: 26' wide
  - One (1) lane in with median/two (2) lane exit: three (3) 12' lanes with a 10' wide median: 46' wide

- **Crosswalk Definition:** Better define crosswalks with minimum, high contrasting two (2') foot wide by ten (10') foot wide banding. Well-defined crosswalks are proposed at the following locations:
  - South State Street at Walnut Street
  - Intersection of South State Street/Schrock Road
  - South State Street at Bishop Drive/entrance to the Post Office
  - South State Street at light at McDonald's/Westerville Plaza
  - South State Street at light at Westerville Center/Westerville Square
  - South State Street at light at Cherrington Road/entrance to Cherri Park Square
  - Intersection of South State Street/Heatherdown Drive/Huber Village Boulevard