

*Noe-Bixby Road Urban Scenic Byway Guidelines*



*The First Urban Scenic Byway in the City of Columbus*

October 8, 2003



# Noe-Bixby Road Urban Scenic Byway Guidelines

*The First Urban Scenic Byway in the City of Columbus*

Sponsored by:

**Noe-Bixby Scenic Preservation Association**  
**5723 Willow Creek Circle**  
**Columbus, Ohio 43213**

Prepared by:

**MSI in conjunction with The Noe-Bixby Scenic Byway Committee**



**October 8, 2003**



The following are those who volunteered their time and served in an official capacity for this process. A special thank you to all neighbors and city of Columbus staff for their support and participation over the past few years.

### **Scenic Byway Committee**

Mary Austin-Palmer, President  
Anthony Celebreeze (deceased)  
Dean Coffman  
Joan Coffman  
Stanley Johnson  
Linda Johnson  
Tom Pace  
Linda Pace  
Irene Probasco  
Fred Rea  
Alfred Tibor  
Marvin Whitman  
Betty Williams  
Aaron Yablok

### **MSI Project Team**

Keith A. Myers, Principal, ASLA  
Kathryn S. Meyer, Planner  
Aron A. Fraizer, Planner  
Kyle D. Albert, Design Staff  
Darren J. Meyer, Landscape Architect, RLA  
Chris S. Hermann, Planner, AICP  
Jason S. Sudy, Planner  
Jeffrey D. Kirby, Design Staff Intern

MSI  
462 S. Ludlow Alley  
Columbus, OH 43215  
614.621.2796  
www.msidesign.com

© COPYRIGHT 2003

I.	INTRODUCTION.....	1
A.	Noe-Bixby Scenic Byway Preservation Association .....	1
B.	Area History .....	1
	<i>Figure 1 - Noe-Bixby Road Scenic Byway General Location Map .....</i>	<i>1</i>
	<i>Figure 2 - Green-Phalor House, 1080 Noe-Bixby Road.....</i>	<i>2</i>
	<i>Figure 3 - Noe-Bixby Road Scenic Byway Boundary Map .....</i>	<i>3</i>
II.	QUALITIES & CONDITIONS .....	1
A.	Existing Conditions .....	5
	<i>Figure 4 - Early Summer Photo of the middle section of Noe-Bixby Road .....</i>	<i>5</i>
	<i>Figure 5 - Topography and Building Footprint Map.....</i>	<i>5</i>
B.	Corridor Character .....	6
	<i>Figure 6 - Early Summer Photo of the 'centerpiece' of Noe-Bixby Road .....</i>	<i>6</i>
	<i>Figure 7 - Corridor Analysis Diagram .....</i>	<i>6</i>
C.	Resources Inventory.....	7
	<i>Figure 8 - Open space photograph.....</i>	<i>7</i>
	<i>Figure 9 - Hillside screening vegetation photograph .....</i>	<i>7</i>
	<i>Figure 10 - Existing Big Walnut Creek and creek side vegetation photograph .....</i>	<i>8</i>
	<i>Figure 11 - Existing Big Walnut Creek photograph.....</i>	<i>8</i>
III.	GUIDELINES .....	9
A.	General Corridor Guidelines.....	9
	<i>Figure 12 - Cross-section sketch .....</i>	<i>9</i>
	<i>Figure 13 - Existing Noe-Bixby Road winter character photograph .....</i>	<i>9</i>
	<i>Figure 14 - Corridor Concept Diagram .....</i>	<i>10</i>
	<i>Figure 15 - Existing guardrail and bridge photograph.....</i>	<i>11</i>
	<i>Figure 16 - Example of a painted guardrail.....</i>	<i>11</i>
	<i>Figure 17 - Existing vegetation photograph.....</i>	<i>12</i>
	<i>Figure 18 - Steep grades near culvert photograph.....</i>	<i>12</i>
	<i>Figure 19 - Stream photograph .....</i>	<i>12</i>
	<i>Figure 20 - Existing inappropriate parking lot photograph .....</i>	<i>12</i>
B.	Corridor Edge Elements .....	13
	<i>Figure 21 - Existing streetscape near Main Street photograph.....</i>	<i>13</i>
	<i>Figure 22 - Corridor Concept Diagram.....</i>	<i>14</i>

C. Design Consideration and Evaluation .....	15
Figure 23 - Screening and Buffering Diagram.....	15
Figure 24 - Existing unscreened parking lot photograph.....	15
Figure 25 - Screening and Buffering sketch of photo.....	15
Figure 26 - Planting formation recommendation.....	16
Figure 27 - Typical Noe-Bixby crossbuck fence photograph.....	16
Figure 28 - Examples of fences and walls sketch.....	16
D. Gateways.....	17
Figure 29 - Sketch of a gateway concept.....	17
Figure 30 - Existing Broad and Noe-Bixby Gateway photograph .....	17
Figure 31 - Broad and Noe-Bixby Gateway Concept Plan .....	17
Figure 32 - Existing Main and Noe-Bixby Gateway photograph .....	18
Figure 33 - Existing Broad and Noe-Bixby Streetscape photograph.....	18
Figure 34 - Sketch of a Potential Gateway Concept for figure 32 .....	18
Figure 35 - Sketch of a Potential Streetscape Concept for figure 33 .....	18
Figure 36 - Broad and Noe-Bixby Gateway Concept Plan .....	18
Figure 37 - Planting zone diagram .....	19
Figure 38 - 5-year tree growth diagram.....	19
Figure 39 - 30-year tree growth diagram.....	19
E. Implementation.....	20
F. Recommended Byway Vegetation.....	22
Canopy Trees .....	22
Understory Trees .....	25
Ground Cover.....	26
Shrubs.....	27
G. Development Review Checklist.....	29
IV. REFERENCES & RESOURCES .....	30





Noe-Bixby Road is located on the east side of Columbus, Ohio. Situated on the far east side of the city, running north-south and adjacent to I-270, Noe-Bixby Road and the surrounding neighborhood are blessed with a scenic road amidst an urban area. The neighborhood has become very active in protecting this beautiful corridor. In response to this activism, the city has adopted its first urban scenic byway overlay zoning code to help protect the Noe-Bixby corridor. The efforts taken by the neighborhood residents to accomplish this most important task are testament to their commitment to preserving the corridor. These residents have explored, researched, and investigated the corridor to document the history and the existing conditions of the area. The majority of the historical and existing conditions information included in this report is the work of these dedicated residents.

### A. Noe-Bixby Scenic Byway Preservation Association

The Noe-Bixby Scenic Preservation Association (NBSPA) was formed to develop and submit an application to the city of Columbus for the

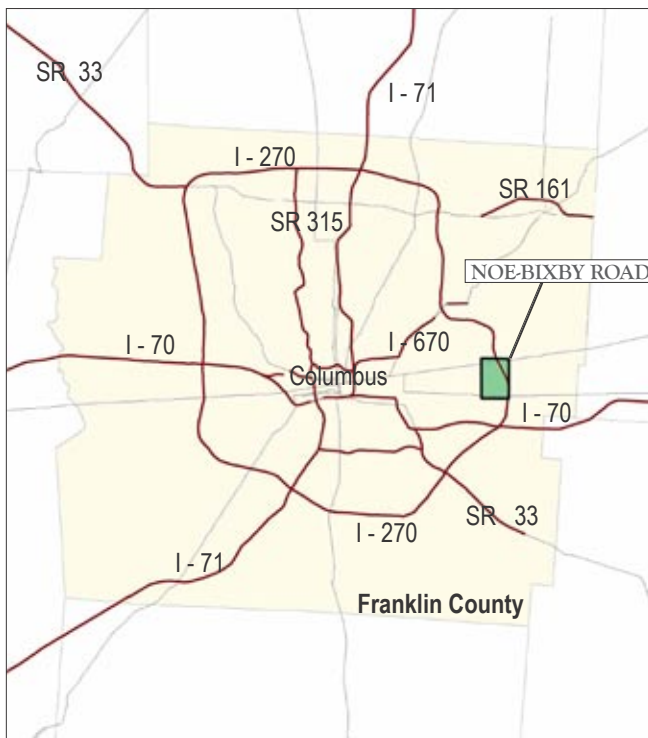


Figure 1 - Noe-Bixby Road Byway General Location Map

designation of Noe-Bixby Road as an Urban Scenic Byway. NBSPA represents the community south of East Broad Street; north of East Main Street; west of Interstate 270; and east of Big Walnut Creek. NBSPA feels that the natural environment, within the boundaries of the proposed Noe-Bixby Road Scenic Byway, contributes to the health, safety, and general welfare of the residents of the community. If unrestrained, development would threaten, and even destroy this natural environment, which could potentially lead to the degradation of the quality of life and the character of the community. Therefore, like the Noe-Bixby Road Urban Scenic Byway zoning overlay (adopted by the city of Columbus), the purpose of the **Noe-Bixby Urban Scenic Byway Guidelines** is to safeguard this historic and natural resource through the use of reasonable and practical development standards in the district boundaries of the Noe-Bixby Road Urban Scenic Byway.

### B. Area History

Noe-Bixby Road between East Main and East Broad Streets can boast of a history that includes Adena Indian mounds, which are estimated to be 3000 years old. In 1959, the area was excavated by an Ohio Historical Society archeologist before it developed into family homes. The Greenbrier Mound, located within the proposed development, was staked out into squares for careful analysis, then built back up after cultural material was removed. This location is now called Indian Mound Road. Two homes are now located atop the mound at Indian Mound Road.

Adena Indians lived in this area from 700 B.C. until 800 A.D. and used the site for burial. Archaic Period Indian Bones were also found, and their activity dates from 6000 B.C. to 1500 B.C. Members of five Indian tribes were living in the area in 1807, including Wyandot, Shawnee, Seneca, Delaware, and Ottawa. According to pioneer records of the area, in 1805 wild turkeys were a pest to crops of the pioneers. Farmers would have to club back huge turkey flocks, numbering nearly 500. By 1820 the Indians left because they believed the game was disappearing.

---

President Thomas Jefferson first granted the land to Martha Walker on February 18, 1801. As the widow of Thomas Walker, probably a Revolutionary War soldier, she received 2,240 acres. A lawyer in Philadelphia, on behalf of the widow Walker, sold the property to a land speculator named Tagert. Jonathan G. Noe (pronounced no-EE), a farmer, purchased 318 acres in 1833. Mr. Noe was from an old Huguenot family from France.

In 1835, Gilbert Green bought 118 acres of the property. Thus begins the legacy of the Greens and their descendants' stories of these two families' dealings, both positive and negative, with their neighbors. The house at 1080 Noe-Bixby Road was built in 1838 by Gilbert and Susannah Taylor Green, who had seven children. At that time the area was still considered part of the frontier. The Green Homestead overlooked one of the few established routes (the National Road) leading from the East into frontier Ohio.

Now known as the Green-Phalor House, it is a Greek-Revival inspired house had a five-bay front facade and a one-story rear addition, giving it an L-shape. The rear addition was a kitchen and was probably added in the late 1800s.



Figure 2 - Green-Phalor House, 1080 Noe-Bixby Road

### *Hibernia*

A village or town that was never officially dedicated, called Hibernia, was established in 1836 by an Irish immigrant, Thomas Armstrong, at the intersection of what is now Noe-Bixby Road and Main Street (National Road). Near the intersection in the early years was a blacksmith shop, three houses, the Hibernia township house, a dulcimer factory, a scale house, a store, the Hibernia Inn and stables to change horses when the stagecoach came through town. A pioneer cemetery still exists at Hibernia, which is now an apartment community located on the original village site.

### *Underground Railroad*

The National Road and its environs were directly involved in the "railroad" to freedom, carrying slaves toward their final destination in Canada. In the *History of Reynoldsburg, Ohio*, Wilbur H. Siebert, author of *The Underground Railroad* is quoted: "One of the popular routes went out East Friend Street (now Main Street) in Columbus, toward Reynoldsburg, then 20 miles northeast to Granville." According to Siebert and *History of Reynoldsburg, Ohio*, Hibernia was an active area. The Green-Phalor house and the home of William Noe, north of the Green-Phalor house on Noe-Bixby road, were both possibly stops on the Underground Railroad. The family who lived in the Green-Phalor house prior to the Civil War belonged to the Reynoldsburg Presbyterian church, which was very active in the abolitionist movement. A trapdoor near the rear entrance leads to the cellar, and there is another opening on the second level that provides access to a small attic niche. William Noe was one of the area's staunch abolitionists. Also, the section of Noe-Bixby between Main and Broad streets follows Big Walnut Creek, providing another secluded area through which to travel.

*Today*

Noe-Bixby's scenic character is derived from the road character itself. These characteristics include the road width, the winding course, the naturalized edges, and tree canopy. Second, the natural landscape filled with deciduous trees is characteristic of what once predominated in this area. The experience of driving along this roadway provides a sense of relaxation that is sought by residents from the busy, modern world that has developed around us. This scenic byway is a special neighborhood in a busy urban city.

The Noe-Bixby Urban Scenic Byway is shown on the accompanying map. The guidelines provide a basic tool to preserve and enhance the corridor in the short-term and long-term. It is to be used to help guide development in a way that continues to maintain the corridor's scenic character.

**Noe-Bixby Road Urban Scenic Byway Objectives**

- Preserve, conserve, and maintain the historic, natural, and scenic resources and landscape that exist along or adjacent to Noe-Bixby Road.
- Encourage development that is compatible with and enhances such natural beauty and the historically significant structures along Noe-Bixby Road.
- Encourage uses that are compatible with Noe-Bixby Road that do not impede scenic views or result in visual blight.
- Reduce the impact of new development and redevelopment in the area upon the historic, natural, and scenic character of the area.

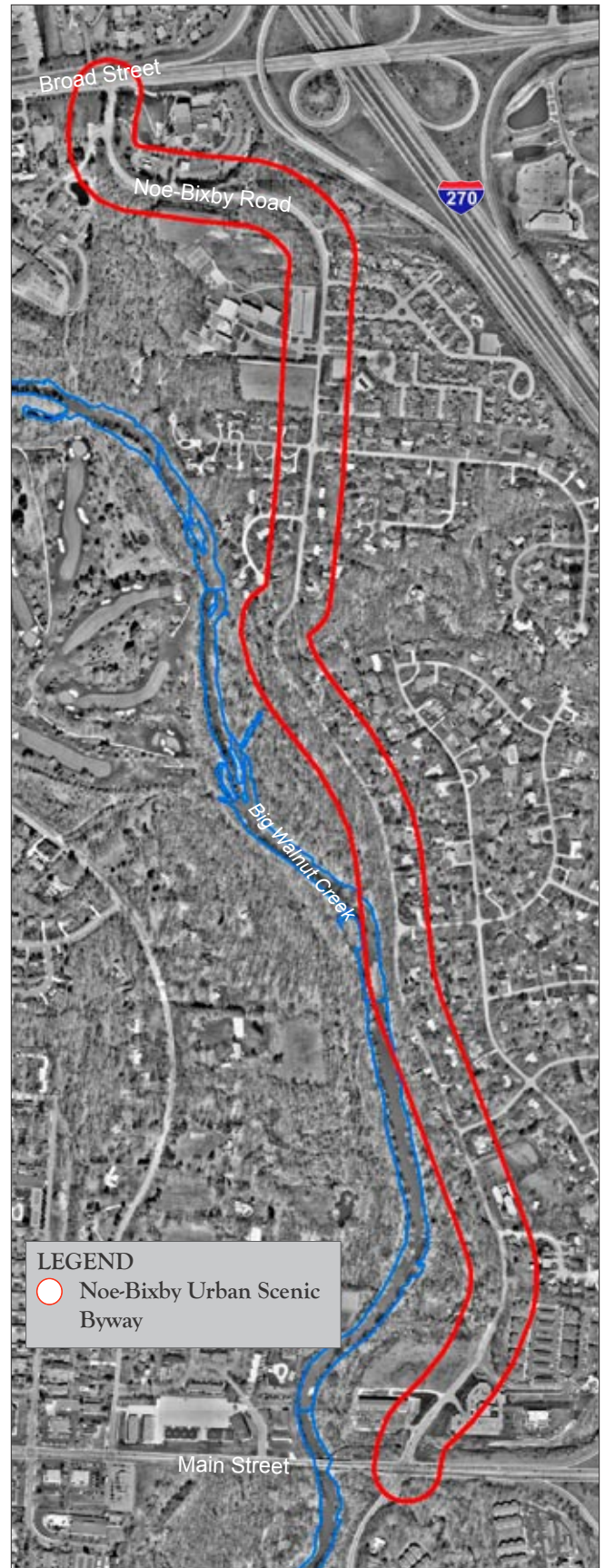


Figure 3 - Noe-Bixby Road Scenic Byway Boundary Map



**A. Existing Conditions**

Noe-Bixby Scenic Byway is a short stretch of Noe-Bixby Road that runs primarily north-south, following the Big Walnut Creek. Much of the development along the road is residential in character and use. Several subdivisions, a restaurant area, an assisted care facility, a few religious facilities and related schools are accessed off the road as well. The road serves as the collector to Broad and Main streets because it is the only way in and out of these areas. As such, quite a bit of local traffic travels the road each day. Residents of the area have indicated that the road also receives "cut-through" traffic or traffic attempting to enter the freeway (I-270), but turning too early and ending up on Noe-Bixby Road.

The topography along the road varies, but as it gets closer to the creek, the land tends to slope steeply down to the creek. This condition has left some of the land on the west side of the road very difficult to build on and has remained unbuilt today. Many of the homes sit about 70-90 feet off the road, leaving a nice buffer of trees that have created a beautiful canopy over the road. The most beautiful stretch of the road, the "centerpiece" as it was called when this project began, was near the middle, where the road bends with



Figure 4 - Early Summer Photo of the middle section of Noe-Bixby Road looking toward Main Street. This area now typifies the scenic character of the corridor.

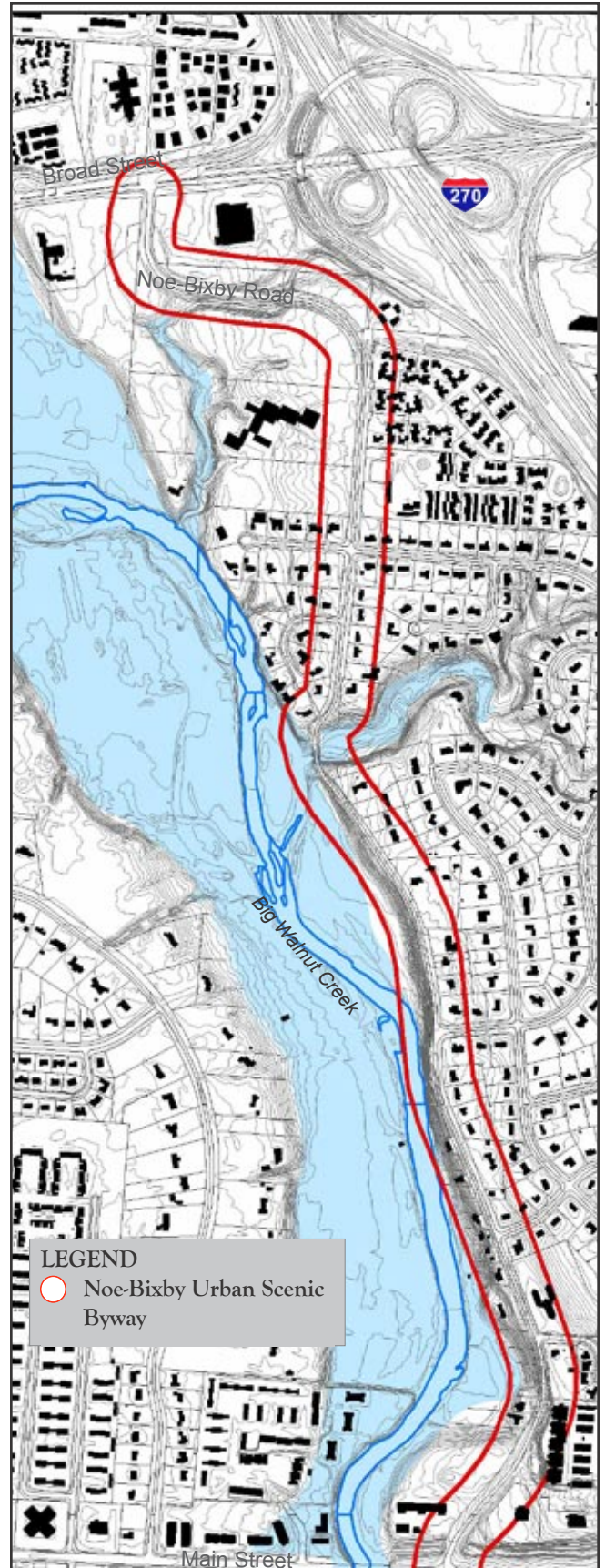


Figure 5 - Topography and Building Footprint Map

the curve of the creek and trees create a natural edge to the road and frame the road with an overhead canopy. This area no longer looks the same after some desperately needed culvert improvements were made during the Fall of 2003 (at the same time as the production of this document). Many trees, several of which were significantly sized were removed during this construction work. With replanting, this spot may someday be the "centerpiece" of the corridor again. The area through the rest of the core of the corridor is still the most scenic area of the road and will continue to be highly valued for its beauty by residents and visitors alike. Throughout the rest of this document, this area will be referred to as the centerpiece. When the residents think of the scenic quality of Noe-Bixby Road, this image is probably what is painted in their minds. Figure 6 depicts the corridor at its summer splendor.

### B. Corridor Character

The corridor has two distinct landscapes that define it - the centerpiece and the gateways. The centerpiece and Area B, as already indicated, is the jewel of the corridor and the best of the scenic character of the corridor. After the culvert work in the centerpiece area, the character will change, but it is important to note that this was the most scenic portion of the road when this study began. The area on either side of the culvert, and especially to the south of it is very pretty and is the character that the rest of the corridor should try to emulate. Characteristics of the centerpiece and Area B include: a substantial



Figure 6 - Early Summer Photo of the southern end of Area A, near the 'centerpiece'.

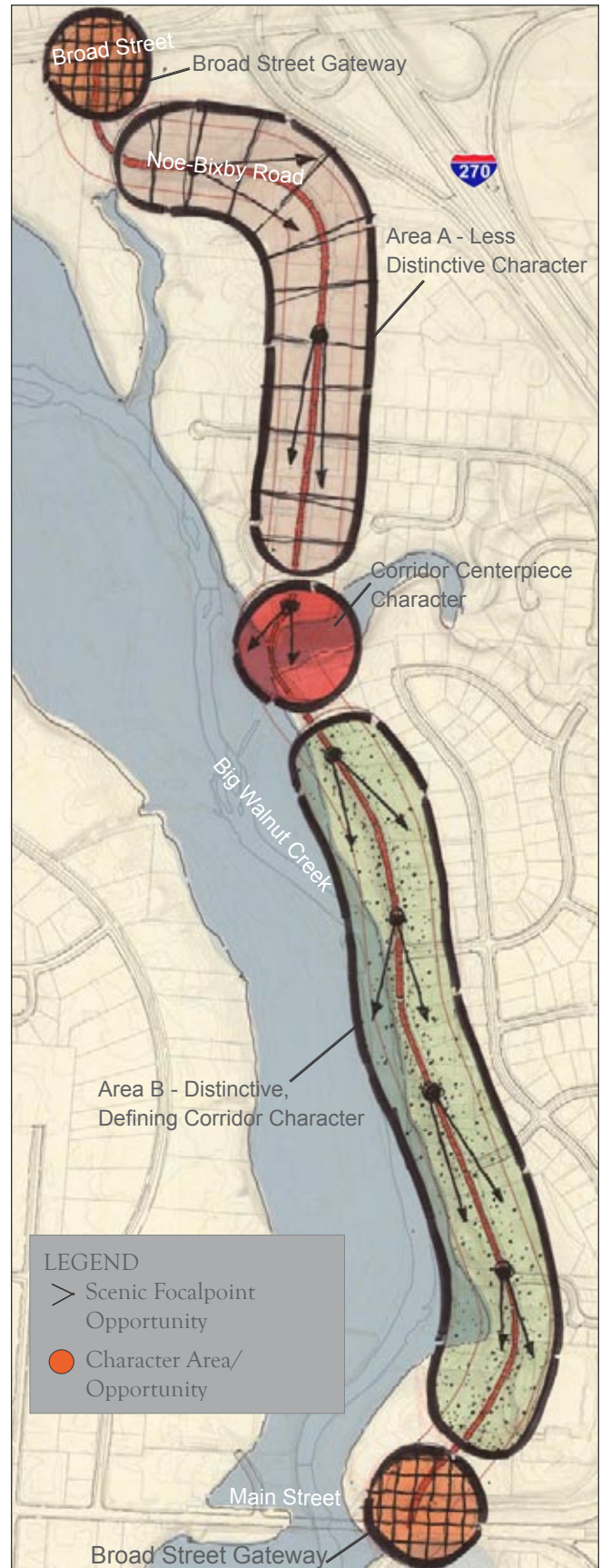


Figure 7 - Corridor Analysis Diagram

tree canopy, great depth of trees and vegetation on both sides of the road, colorful vegetation during spring, summer, and autumn, and a narrow roadway with smaller gravel shoulders. Area B on Figure 7 also shares these characteristics that define the corridor character. This area was originally covered with deciduous forest, and many of the trees in this area today are remnants of that time. The gateways on the other hand are not exceptionally beautiful and can be improved. The Broad Street gateway and Area A as indicated on the analysis diagram (Figure 7) has characteristics of any street.

This diagram on the facing page (Figure 7) indicates focal points or accent locations (with the arrows) along the road that provide good opportunities for visual impact with the use of vegetation. In the Recommendations section of this document, a signature tree is indicated for use in these areas. Area B already has pleasing sites in these areas, but could be enhanced with the use of a signature planting. Area A needs to match the character of Area B so that the entire corridor has a unified character.

### C. Resources Inventory

In 1997 through 2000 the natural and scenic resources in this area were inventoried and included:

- Indigenous and somewhat rare Grey Fox with dens.
- Beaver that migrate up and down Big Walnut Creek.
- Deer, raccoon, rabbit, mice, and squirrel.
- Screech Owl, Great Horn Owl, Red Tail Hawk, Cooper's Hawk, Spotted Sandpiper, Belted Kingfisher, and Catbird.
- Carolina Wren, House Wren, Winter Wren, and Cedar Wax Wing.
- Warbler (26 varieties), thrush (5 varieties), Black and Yellow Billed Cuckoo, Blue Bird, woodpecker (5 varieties – Flicker, Downy, Hairy, Pileated, Red Bellied) Yellow-bellied Sap Sucker, Orchard Oriole, Baltimore Oriole, Common Thrasher, Carolina Chickadee, Rufous Sided Towhee, Blue Heron, and Ruby Throated Humming Bird.
- Fish: Large Mouth Bass, Small Mouth Bass, Rock, White Channel Cat Fish, Sauger, Crappie, Pumpkin See Sun Fish, Green Sun



Figure 8 - Many home owners have incorporated some open space with clusters of a mixture of trees



Figure 9 - A cluster of trees along the hillside, screening the apartment community beyond and helping preserve the scenic roadway character.

---

Fish, Blue Gil, Carp, and Sucker Fish.

- Frogs: Bull, Green Spring Peeper, and Grey Tree.
- Snakes: Northern Water, Black Rat, and common garter.
- Ducks: Mallard, Green Winged Teal, Wood and Canada Geese
- Flowers: Trillium, Trout Lily, Spring Beauty, Sweet White and Blue Violet, Skunk Cabbage, Phlox, Wild Columbine, Wild Ginger, Blood Root, Solomon's Seal, Jack-in-the-Pulpit, Marsh Marigold, Virginia Blue Bells, and May Apple.

- Trees: Black Walnut, American Sycamore, Eastern cottonwood (typically 80-100 years old), American Elm, Paw Paw, Ohio Buckeye, Pignut Hickory, Honey Locust, American Beech, Slippery Elm, Boxelder, maple (4 varieties – Red, Black, Sugar, Silver), birch (3 varieties – River, White, Yellow), oak (3 varieties – Pin, White, Red), and hornbeam (2 varieties – Eastern Hop, American).



Figure 10 - Existing Big Walnut Creek and creekside vegetation



Figure 11 - Existing Big Walnut Creek (after a heavy rain)



### A. General Corridor Guidelines

The following are general recommendations for the entire Noe-Bixby Scenic Byway. These recommendations establish a framework to enhance and preserve the desired natural, historic, and scenic character of this distinctive roadway for the community. Several illustrations and photographs depict most of the following recommendations and conditions. As Noe-Bixby Road continues to evolve and develop, the defining character of Area B must be preserved, and the entire corridor unified with these characteristics.

#### 1. Maintain Minimum Road Width

One significant characteristic of rural roadways is their narrow width. A wider road widths promote faster traffic. While roads continue to be made wider in many communities, the Noe-Bixby Road Scenic Byway corridor wishes to maintain a rural character that is often lost with wider roadways. Not only does this widening destroy the rural character, it often requires widening the berm, swales, and disturbing the natural vegetation. Efforts should be made for the scenic byway to maintain the minimum road width necessary for safe travel, adding turn lanes only when necessary. Where existing traffic volumes require road widening, it should be performed to the minimum width and length necessary.

#### 2. Natural Road Edges

The road edges within the scenic byway corridors should remain natural. The use of curbs and gutters is strictly an urban and suburban condition that is not reflective of the character of this roadway. The edges of the scenic byway may have shoulders of pavement or gravel, as well as swales and guard rails where necessary. The size and length of culverts and swales should be kept to the minimum required and planted with natural vegetation.

#### 3. Reduced Speed Limits

Lower speed limits should be the rule, rather than the exception, for the scenic byway. Recommendations for future speed limits along the scenic byway, subject to traffic volumes and other safety criteria, are as follows:

In general, slower speeds are safer for motorists, pedestrians, and other users of the road. This is particularly true for the scenic byway due to its curving, winding nature. This is not a limited access road, and it contains residential curb cuts. This corridor is used by walkers, joggers, and bicyclists in addition to the automobiles. Slower vehicular speeds will increase the safety for all the users. The NBSPA should actively pursue with the city of Columbus to have the speed limit lowered if possible.

#### 4. Preserved Road Course

Preserve the existing scenic roadway course. The curves and turns is a defining characteristic of this roadway. Noe-Bixby Road follows the Big Walnut Creek, other natural features, and former farm field boundaries. The irregular course of this road is part of its charm and character.



Figure 12 - Cross-section sketch of centerpiece. Signature understory trees should be placed on hillsides for spectacular seasonal color. Recommended roadside edge treatment.

#### 5. Roadside Naturalization

Limit the maintenance and native vegetation clearing and cutting of the corridors to the immediate roadside. Part of the intent of these guidelines is to establish compatible vegetation (grasses and wildflowers) in the swales and at the right-of-way edges (ornamental trees). Careful pruning techniques should be followed to preserve the road edge tree coverage and canopy. A grass lawn should be minimized and replaced with a more natural creekside edge of native vegetation (see Figures 12 and 26).



Figure 13 - Existing winter character of Noe-Bixby Road. Natural road edges and the curving road are visible in this photo.

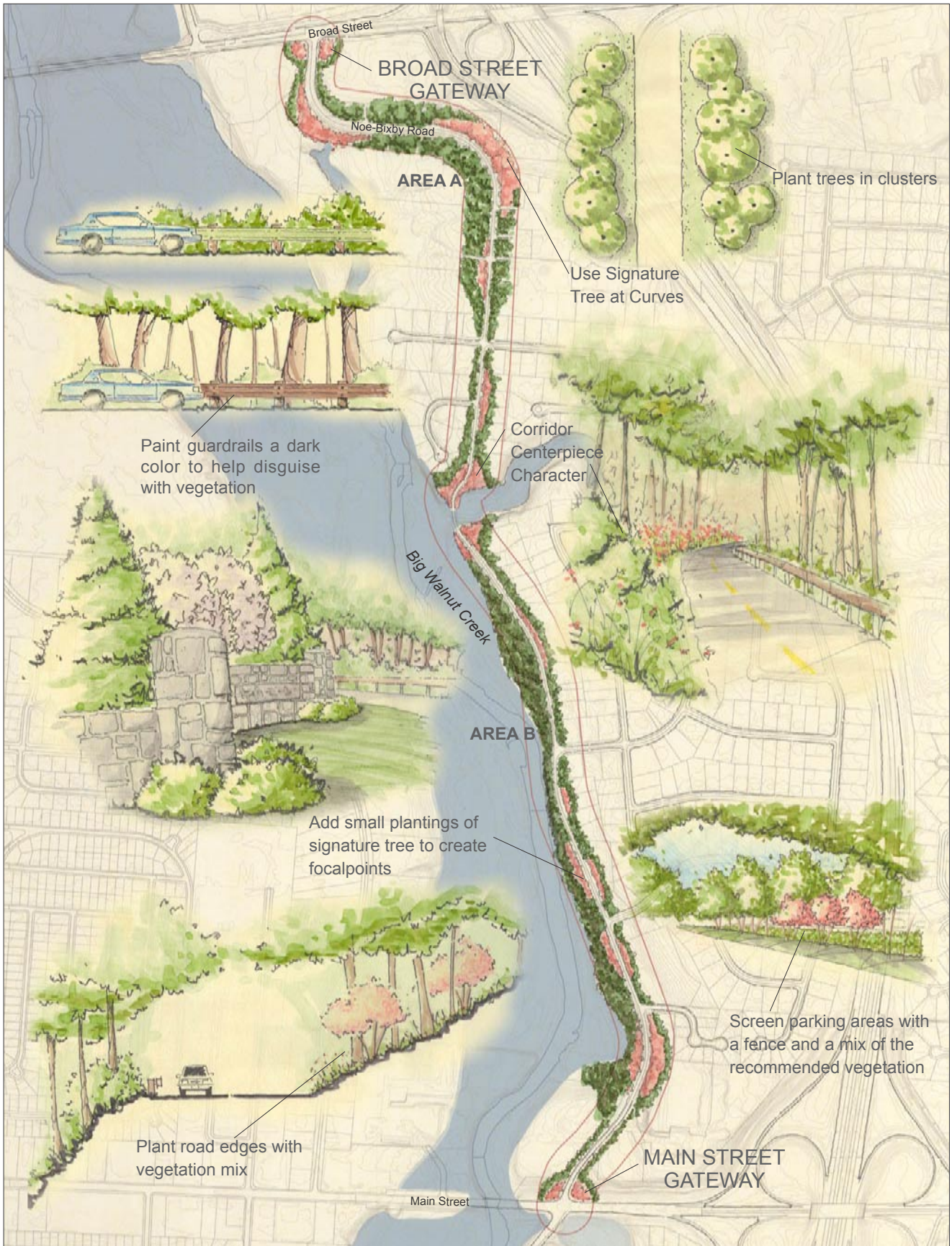


Figure 14 - Corridor Concept Diagram



Figure 15 - Existing guardrail and bridge condition



Figure 16 - Example of a painted guardrail

## 6. Distinctive Road Signs

The scenic byway corridor should have distinct signage. The goal is to create a sign package that meets road and safety marker requirements but is significant in identifying the byway. A consistent corridor image should be used at every opportunity. The logo used with this document is the image chosen by NBSPA and should be used as the consistent corridor image in signs, letterhead, etc. Signage along the corridor should also be simplified with the purpose of reducing the sign clutter along the roads to enhance scenic qualities. Including scenic byway entrance signage is important to signify the byway entrance (see cover for byway image - logo). A simple name plate or carved stone incorporated into the gateway design would be an excellent location and opportunity for the byway signage. This distinctive sign would be used at the entrances and potentially could be incorporated into the subdivision signs along the corridor.

## 7. Naturalized Guard Rails

Guard rails should be the same throughout the corridor. At a minimum, the existing typical steel rail should be painted a dark color, such as dark green or black to cover the shiny silver color to help blend with the forested backdrop of the corridor.

## 8. Limited Street Lights

Street lights along the scenic byways should be kept to a minimum. These corridors were historically unlighted. Light pollution will be minimized with as few lights as possible. Reflective tiles installed in the roadbed median line are the preferred night safety feature, where necessary. Where lights are used on private property, cutoff mechanisms should be used to minimize light bleeding onto neighboring properties.

## 9. Minimize Utilities

Utilities should be coordinated so as to minimize poles and lines as well as conflict points between utilities and vegetation. Strong efforts should be made to use roadside maintenance standards which are less destructive to the natural landscape. Whenever possible, burying utility wires underground is the preferred condition, provided the impact to established vegetation can be minimized.

## 10. Compatible Culvert and Bridge Design

Collaborate with the city of Columbus to develop new design standards for culverts and bridges along the scenic byway. Though culverts and bridges must meet modern structural engineering requirements, effort should be made to keep their appearance true to the forested creekside corridor character.

## 11. Shared Driveways

Shared driveways and curb cuts should be encouraged to minimize the negative impacts on vegetated areas and preserve the rural character of the corridors. Shared driveway widths should be no greater than twenty (20) feet and preferably ten to eighteen (10 - 18) feet wide at the street.



Figure 17 - Many homes are hidden behind a natural mixture of vegetation



Figure 18 - Steep grades lead down toward the creek and its streams



Figure 19 - A stream flowing under Noe-Bixby Road, leading to Big Walnut Creek

## 12. Review Process

Projects proposed along the scenic byway should be reviewed by the Noe-Bixby Scenic Preservation Association (NBSPA) or a similar group to ensure conformance to these guidelines. Establish a Noe-Bixby Scenic Byway review process for private development and public projects along the byway.

## 13. New Development Compliance

Integrate new uses within the context of the character and preservation of open space efforts of the corridor. Proposed developments along the byway should match the traditional rural setbacks and prevent the massing of structures close to the roadway. Through Area B, the distinctive character of the corridor, the houses are setback from the pavement approximately 70-90 feet. Where the grade is particularly steep on the west side of the road, the houses are approximately 40 feet from the pavement. When the side or back of an unsightly structure is placed in a manner that would be visible from the road, it should be heavily screened by vegetation. It is extremely important that nonresidential development follow these guidelines. It is recommended that nonresidential buildings appear residential in character and as such may be placed closer to the road as consistent with the other residential structures along the corridor. Non-residential structures should be, at a minimum, residential in scale and aesthetically appropriate for the corridor and well-designed. Retail strip-style commercial development is prohibited.

## 14. Road Frontage Treatment & Neighboring Property

The NBSPA should encourage private property owners interested in landscaping, fencing, or otherwise treating their scenic byway street frontage to follow these guidelines. Property owners not along Noe-Bixby Road are also encouraged to follow the guidelines, especially when considering new streetside or creekside plantings.



Figure 20 - Existing inappropriate parking lot location, building placement and architecture. Not Recommended overall use of site and architecture style

---

## B. Corridor Edge Elements

The landscape is a critical component to the character of the Noe-Bixby Scenic Byway. Protection of the existing forested and creekside landscape along the corridor is a fundamental theme of this plan. The following section outlines roadside landscape-related elements in detail and provides specific recommendations for the various conditions that occur along the scenic byway corridor edges. The drawings and photographs depict some of the following recommendations and conditions.

### 1. Wooded Edges and Hillsides

- Protect trees on hillsides and close to the roads from clearing or damage from erosion.
- Encourage planting of native understory trees like the corridor signature ornamental tree, Serviceberry.

### 2. Roadside Embankments

- Preserve natural growth of native grasses and shrubs.
- Encourage planting of recommended (or disease resistant native) understory trees such as the signature tree, Downy Serviceberry or other trees including Redbud, and Dogwood.
- Work with city road crews to develop less aggressive maintenance procedures and schedule, as well as mark areas to be left natural annually, seasonally, or continuously.

### 3. Ditches and Swales

- Plant native grasses along the bottom and sides of swales to improve filtration and maintain a natural edge.
- Work with city road crews to develop less aggressive maintenance procedures and a schedule for seasonal maintenance.

### 4. Focalpoints and Character Opportunities

- At strategic locations or where focalpoints exist, plant signature tree masses to create special swatches of seasonal color. (See Figure 22, Corridor Concepts Diagram, indicating areas with focalpoints along the scenic byway.)
- Encourage setback of development from the road edge to preserve the natural landscape along the roadside.
- Where fencing is desired, use crossbuck styles, no higher than 48 inches (4 feet) in height. Stone fences are also encouraged. Chain link and plastic fences are not appropriate.
- Encourage the preservation of fence rows, tree stands, and wooded lots. These are defining and form-giving features of the corridor.
- For new homes and developments, encourage landscape that blends in with the indigenous landscape image by using native plants and naturalistic planting schemes as opposed to ornamental planting designs in highly manicured settings. Existing residences and commercial developments should

also be encouraged to employ this approach to landscaping, especially along the road edge.

- Discourage developments that will obscure views of riparian corridors with evergreen trees and shrubs. The corridor is historically a deciduous forest with creekside vegetation and should be preserved and replanted where possible.
- Encourage protection of views of historic structures such as farmsteads, barns, and unique outbuildings.
- Protect and enhance views of natural and significant features such as rock outcrops, streams, and tree stands.

### 5. Riparian Corridors

- Plant edges of creeks with native wildflowers, and trees.
- Encourage correction of erosion problems along the creek and on steep slopes with the use of native vegetation.



Figure 21 - Existing manicured lawn near Main Street. Use more natural plantings as indicated in this document.

**6. Landscape Screening and Buffering**

- Plant vegetation used for screening in clusters to accomplish screening the visual (or other) nuisance.
- Employ native species for screening where possible, with conifers the last resort when heavy or complete screening is required.
- Plant landscape screening in natural patterns, avoiding the use of long rows of plant material.
- Reserve screening walls for only the most severe situations. Such walls or fencing should consist of an appropriate material, design and character for the corridor.
- Avoid the use of earthen mounds as screening.
- Consider the use of low landscaping and smaller trees to distract the eye from tall nuisance elements such as electric power transmission lines.
- Open fields can be kept or created if the tree canopy along the road's edge is planted. Use deciduous trees in combination with other recommended plants to create a canopy over the road.

**7. Parks**

- Design parks so that active recreational activities are located well off the scenic byway.
- Keep planting schemes in parks naturalistic and with low maintenance requirements.
- Include trails in parks wherever possible.

**8. New Construction**

- Require careful protective procedures prior to and during construction that will prevent damage to existing vegetation and natural features. Protective construction standards should be used to prevent runoff.



Figure 22. Corridor Concept Diagram - Use signature plantings to emphasize focalpoints along the corridor.

## C. DESIGN CONSIDERATION AND EVALUATION

It is worth noting that much of this valued landscape is located outside of the public right-of-way on private property. Indeed, some of the recommendations in the previous sections apply to private landholdings. It is critical that the property owners and developers coordinate efforts and use these guidelines to provide guidance when and if considering wholesale or incremental changes to the built and/or natural landscape along the entire corridor. One of the goals of these guidelines is to help guide the changes and development so that the scenic corridor has a unified character, based on the existing scenic character. Consistency with this character is important to accomplish this goal.

This section outlines the major objectives to consider when contemplating new development and evaluating site plans for projects located along the scenic byway corridor. Some of these points purposely restate previous recommendations for emphasis. A site plan, development plan, or planting plan should do the following:

### 1. Inventory Existing Elements

The site plan should carefully assess and evaluate the impact development will have on the existing environmental features. These features include, but are not limited to, slopes, vegetative cover (particularly mature trees and wooded areas), wetlands, streams, floodplain, ponds, aesthetic views, and unique habitats. Development should be required to make every effort to protect unique features and enhance the site by being in context with its surroundings.

### 2. Avoid Dramatic Regrading

New development should complement and adhere to the natural topography of the site. Dramatic alterations to the existing topography should be avoided. Artificial changes to topography can be very apparent as well as visually and environmentally disrupting. Avoid the use of mounds.

### 3. Preserve Trees

Preserve woodlots and existing groves of trees. These areas soften the impact of development, provide valuable habitat for many animals, and protect the stream from extreme erosion. In some areas around a development it may be appropriate to clear the underbrush and partially thin the trees, but it is important to leave this vegetation full at the edges of the lot and near the road. The Noe-Bixby Scenic Byway character is defined by mature trees that create a canopy over the roadway. The trees along the byway must be protected and



Figure 23 - Screening and Buffering Diagram



Figure 24 - Existing Unscreened Parking Lot photo



Figure 25 - Screening and Buffering Sketch of figure 24

their health monitored. They should receive professional pruning and maintenance as necessary. Development should be designed in such a way as to maximize the preservation of existing natural tree stands and severe grades.

**4. Provide Natural Plantings**

Large, long-lived shade trees should be the backbone of the landscape. Restoring lost tree canopy is important. Open spaces can be maintained behind a planting edge. These guidelines suggest appropriate native plants which are most desirable to maintain a unified, aesthetically pleasing corridor. When natural landscapes are removed, natural plantings should be replanted. This natural application applies to the form and planting pattern as well. Avoid formal landscape patterns such as regularly spaced and uniform plantings. Natural planting formations should be clustered and informal. (See figure 26).

**5. Streetscape and Traditional Fence Design**

Show a streetscape plan that is appropriate for the corridor, building upon and blending with the character of the scenic byway. Where fencing is desired to mark property edges, the existing designs of the corridor as indicated in figure 28 should be used. In front of buildings, use low fences or walls. Natural materials are preferred. Chain link fences, synthetic stone, precast concrete, modular, or railroad tie walls and planters are not appropriate.

**6. Naturalize Retention Ponds**

Retention ponds required for storm water drainage control should be designed as natural amenities. They should hold water at all times, have a natural shape, and have native vegetation planted at the edges that provide wildlife food and cover. Maintenance procedures should avoid mowing the edges of ponds. Ponds should be located to the rear of the site, away from the edge of roadway in order to maintain the naturalized character already established along the road corridor.

**7. Create an Appropriate Building Design**

The structures should be residential in proportion and scale so that they are appropriate for the corridor. Typically, buildings are no taller than two full stories. Accessory structures and buildings are acceptable provided they are in keeping with the those that existed along the corridor prior to the 1950s.

**9. Use High Quality Architecture and Materials**

Wherever possible, buildings should be architecturally detailed and constructed of high-quality, natural-style materials. Exterior colors should be appropriate to the corridor. Buildings visible from the byway should have their front door facing and addressing the road.

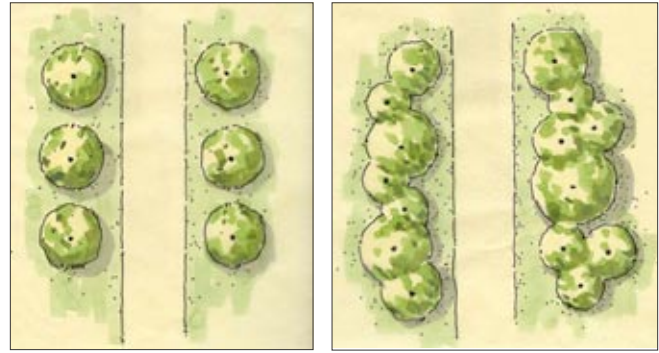


Figure 26

Not Recommended  
Tree Planting

Recommended Natural  
Planting Formation



Figure 27- Typical Noe-Bixby Cross-buck Fence

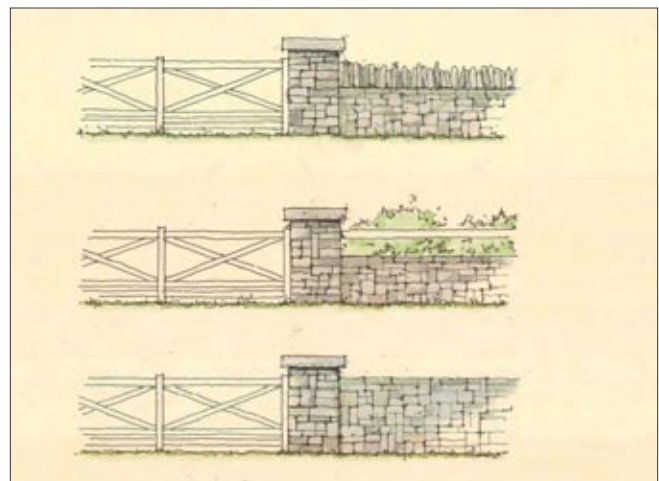


Figure 28 - Examples of Fences or Walls  
Using a Cross-buck Fence



## D. Gateways

The Main Street and Broad Street Gateway concepts suggest additional plantings and a sign (at each entrance) indicating the Noe-Bixby Scenic Byway. The sketch and concept plan show an idea of what the gateway could look like. The same elements discussed for the rest of the corridor apply here. The same signature ornamental tree should be used along with an assortment of deciduous canopy trees to create a unifying character with the rest of the corridor. A wall or fence (or combination of) could be used along the roadway to help define the corridor as well.



Figure 29 - Existing Broad and Noe-Bixby Gateway



Figure 30 - Sketch of a Potential Gateway Concept



Figure 31 - Broad and Noe-Bixby Gateway Concept Plan



Figure 32 - Existing Main and Noe-Bixby Gateway



Figure 34 - Sketch of a Gateway Concept for the Noe-Bixby Byway



Figure 33 - Existing Main and Noe-Bixby Streetscape



Figure 35 - Sketch of a Streetscape Concept for figure 33



Figure 36 - Main and Noe-Bixby Gateway Concept Plan

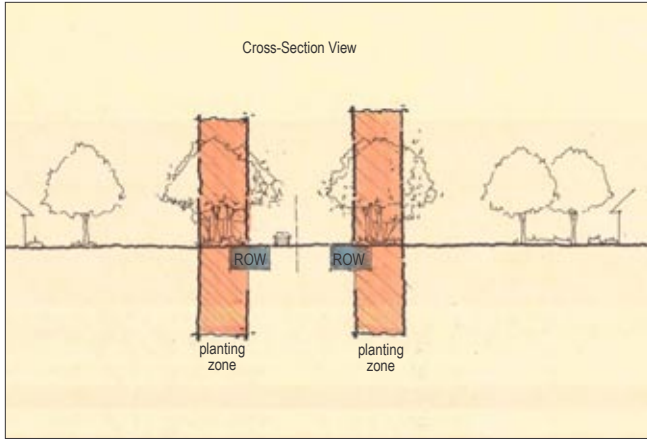


Figure 37 - Minimum planting zone diagram. This is the planting area that is good for creating a tree canopy and scenic streetscape. Plantings in this zone also create a buffer between the building and the street.

The formation of the plantings is important in establishing and creating the scenic character of the byway. The byway character has not been created overnight. The growth and plant establishment takes time. Figures 38 and 39 show in diagram form the time progression for the tree canopy to form. Patience is important in preserving, improving and creating the Noe-Bixby byway character. The planting zone diagram to the left is illustrative in demonstrating the area that could be planted, at a minimum, to help fill-in the areas along the byway that are not consistent with the good byway character identified here. The natural appearance of plantings is most important anywhere along the byway. See also the diagram showing 'natural planting formation', figure 26.

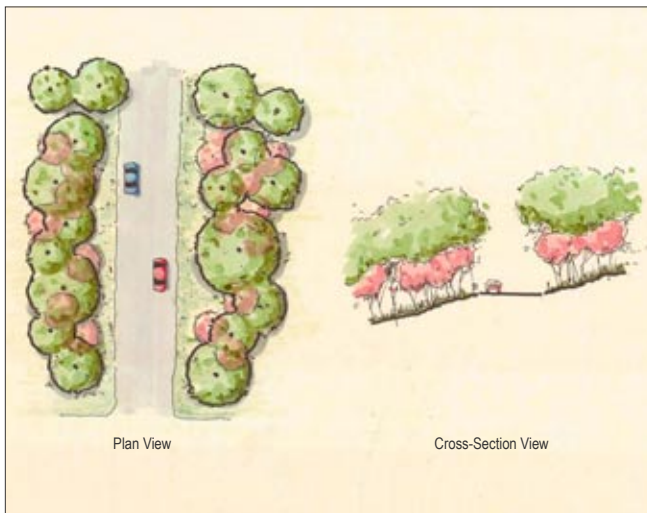


Figure 38 - 5-year tree growth diagram.

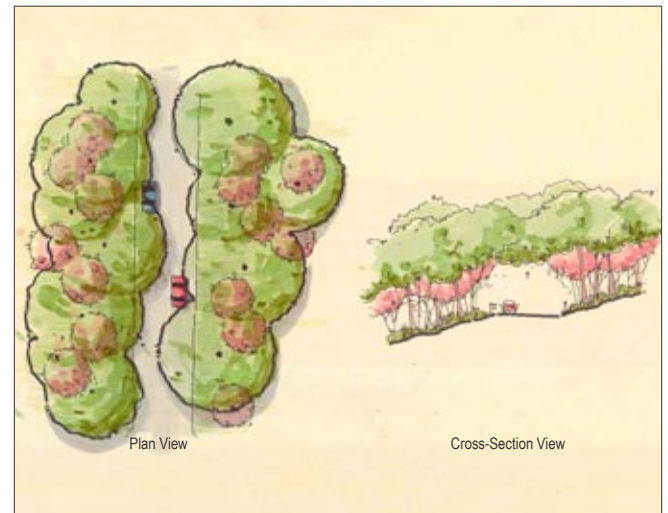


Figure 39 - 30-year tree growth diagram

---

## E. Implementation

This section highlights the major implementation steps for the Noe-Bixby Urban Scenic Byway Guidelines.

### 1. ADOPTION

While the city has legislation in place that provides basic development standards and recognizes this corridor as a scenic byway, this document should also be endorsed and/or adopted by the city of Columbus. As an adopted plan, this document becomes an implementation tool for guiding the review and administration of public and private projects initiated along the Noe-Bixby Scenic Byway Corridor. An endorsement is a commitment by the city to help to advance these guidelines. Either way, this document can still be effective as a guiding tool for preserving and unifying the corridor. A number of recommendations contained within this document necessitate cooperation and agreement as to how the road corridor and its components will be maintained and repaired over time. This covers operational issues such as speed limits and mowing procedures as well as design issues such as road width and guard rails. This also captures and guides the development review process for projects along the scenic byway. Adoption indicates a public commitment to the neighborhood and the city as a whole to protect and enhance this valuable resource that is a scenic byway corridor.

### 2. MARKETING

A number of marketing related steps are necessary and helpful to advance the Noe-Bixby Urban Scenic Byway. A critical first step is to inform the residents and property owners of the effort to protect the township's scenic byways and how the plan applies to them. A public meeting was held to gain public input. The document should be shared with business owners and encouraged to meet and discuss plans for landscape or building changes on their properties. Thus, the information contained within this document must be effectively disseminated and made available. The city of Columbus should be asked to share and inform development applicants of the guidelines. This could be incorporated with the dissemination of the zoning overlay information.

It is important to note that the Noe-Bixby byway was created with the intent to preserve and enhance the roadway, encourage development that reflects the wooded streamside character, and provide enjoyment and safe use of the corridor by the community.

Specific marketing recommendations include:

#### *Signs*

- Create a distinctive and identifying sign package for the Noe-Bixby byway. This could include road markers and way-finding signs. Colors, graphics, fonts, materials, and structural sign design should be considered. In addition, a unique and distinguishing image incorporating a byway logo

should be used. This document includes the Noe-Bixby Urban Scenic Byway logo. This logo provides the basis for a comprehensive sign package, community stationary, and distinguishing byway image.

- Entrance signs at Main Street and Broad Street should be installed as opportunities arise or funding is obtained.
- Promote community awareness of the historical and natural importance of the corridor by providing historical markers at significant historical locations along the corridor.

#### *Web Site / Listserve*

- Post the Guidelines on the city of Columbus web site to promote sharing and provide public access to the document.
- Utilize an email listserv to update residents and interested parties on events, upcoming projects and plans for the byway.

### 3. MAINTENANCE AND MONITORING

A monitoring and maintenance program for the byway should be established. This program will use these guidelines to guide byway enhancement and protection. As development is planned or occurs, the program and these guidelines should be consulted to educate any decisions made within the byway corridor. Some recommendations related to ongoing maintenance, monitoring, and enforcement include:

- Schedule community events for cleanup of the roadside. This could take the form of a program like the Adopt-a-Highway program to encourage various parts of the community such as businesses, churches, civic groups, etc. to take an active role in caring for the corridor by cleaning up the litter along the byway. Signs are not recommended to identify these parties since more signs will clutter the scenic character of the roadway. Recognition should take another form, perhaps through a newsletter, listserv, or through Columbus City Hall.
- An annual meeting of the NBSPA should occur to followup on developments and changes in the byway and neighborhood. The guidelines should also be evaluated regularly to insure their success and implementation.

---

#### 4. FUNDING

The implementation of this plan can be greatly assisted by outside funding sources. There are a number of grants and funds that can assist with components and strategies discussed herein. Included is a partial list of related assistance. Remember that often the neighborhood itself is a great resource not just for fund-raising, but also for efforts and services in-kind. Dedication, involvement, and sweat equity are truly the keys to successful implementation.

The following is a list of potential funding mechanisms for projects related to the scenic byway:

##### **Greenworks**

Through the Ohio Department of Natural Resources (ODNR), Division of Forestry, the Greenworks grant is a useful funding source. The money must be used for a community action involving youth or young adults. Check with ODNR for applications and deadlines.

##### **Clean Ohio Fund**

There are a number of programs under the Clean Ohio Fund, including the Clean Ohio Conservation Fund and the Clean Ohio Easement Purchase Program. The Clean Ohio Fund provides monies for greenspace acquisition and improvements and development costs. Up to 75% of project costs are eligible through this program. The Mid-Ohio Regional Planning Commission (MORPC) administers the program. On an annual basis, the deadline dates change and should be checked through MORPC.

##### **Land & Water Conservation Fund (LWCF)**

Through ODNR, Division of Real Estate & Land Management, the Land & Water Conservation Fund (LWCF) finances outdoor recreation projects. The federal money is administered by the state in cooperation with the National Park Service. This fund provides 50% reimbursement with a proposal deadline on July 1<sup>st</sup> every year.

##### **NatureWorks**

Through ODNR, Division of Real Estate & Land Management, the NatureWorks Parks & Recreation fund provides 75% reimbursement for acquisition, development, or rehabilitation of public park and recreation areas. The project must be completed within two years. Applications are due on July 1<sup>st</sup> every year.

##### **Watershed Coordinators**

Through ODNR, Division of Soil & Water Conservation, the Watershed Coordinators program awards a six-year declining grant to employ a watershed coordinator to work on watershed planning and implementation to control non-point source pollution. The application for a coordinator is June 15<sup>th</sup> every year.

##### **Urban Streams Program**

Through ODNR, Division of Soil & Water Conservation, the Urban Streams Program is available to Soil & Water Conservation Districts or partners in association with a SWCD. The initiation of corridor/floodplain protection, techniques to improve stream function, training for staff for urban personnel or storm water design and programs, updating and revising storm water management requirements and programs for broader stream system protection are allowable uses for the program.

##### **Wetland Restoration**

Through ODNR, Division of Wildlife, the Wetland Restoration fund provides funding for costs associated with wetland restoration projects on private land in Ohio.

##### **Smart Tree Program**

American Electric Power (AEP) provides trees for planting in their power transmission line easements. These trees are grown by AEP and Ohio State University. The selected species grow to a limited height so they are suitable for location under power lines. Request native (or hearty native cultivars) Central Ohio trees when using this program.

#### 5. EXTENDING THE BYWAY

As the Noe-Bixby Urban Scenic Byway is established, the neighborhood should share its efforts with the rest of Noe-Bixby Road in an effort to help them extend the byway. At a minimum, this will assist the neighborhood in educating the surrounding communities about the its efforts, the motivation and goals behind it, and hopefully create an understanding of the importance of the byway. The extension of the byway into adjacent neighborhoods is an ideal way to build support and ensure the long term viability of the corridor, as well as to maintain the scenic character of the corridor and surrounding area.

---

## F. Recommended Byway Vegetation

Byway vegetation can significantly enhance the overall natural appearance of the corridor. These guidelines recommend the addition of plant material for a number of purposes such as: creating additional understory planting, establishing screening buffers, replacing dying or diseased plants, and as a way of adding color and creating a signature tree that identifies the corridor. This is a list of appropriate vegetation recommended for use as part of any landscape or planting effort along the scenic byway. This list is not exhaustive, but provides a strong foundation. The selected plants are intended to build upon the existing natural and streamside character of the byway while creating a strong aesthetic edge to the roadway. These plants should be used as indicated in order to maximize their ideal growth conditions and impacts on the byway.

### Canopy Trees

Tree clusters and the tree canopy over the road is a distinguishing characteristic of the byway. Trees should continue to be planted to maintain this feature. Where tree infill is needed, some common trees in the area in addition to the primary trees listed below, Pin Oak, Sycamore, and Locust can add substance.

#### Primary Canopy Trees

##### American Beech

*Fagus grandifolia*

Described as a noble tree, this sturdy Beech has a wide spreading crown of shimmering green leaves. With orange fall color, the Beech has year-round appeal.

American Beech, easily recognized from a distance by its smooth, steel-gray bark and tapering surface roots at the base of its trunk, is present throughout all of Ohio. Many beech trees are partially hollow and provide excellent den sites for various wildlife, including squirrels, raccoons, and opossums. Its small, triangular nuts are relished by both mammals and birds in autumn.

A native of the eastern United States and southeastern Canada, the slow-growing American Beech reaches 80 feet tall and 70 feet wide when found in the open, with a short trunk and a rounded to spreading shape. It is a climax tree in mature forests, along with Sugar Maple, Oaks, Hickories, and sometimes Canadian Hemlock.

*Potential Problems* - American Beech is usually disease and pest-free, but its tendency to have hollow trunks often leads to massive limbs being ripped out by strong winds. In urban areas, its shallow root system and dense shade make turfgrass establishment a challenge, especially under the canopy of large, mature trees. In addition, it is sparsely branched when young, giving it a thin appearance until it reaches about four inches in trunk diameter.



*American Beech*



American Sycamore

## American Sycamore

*Platanus occidentalis*

American Sycamore is a great and noble tree. This species is one of the tallest of the native eastern North American deciduous trees. American Sycamore was a common fixture in Ohio along many streams and rivers. In most respects, the habit is similar to that of London Planetree, except the bark is more creamy and the 1 1/2 inch diameter, rounded fruit occur singly. This tree prefers deep, moist soils and requires abundant space. Use for naturalized plantings along streams, in groves, or as a single specimen. Grows 75 to 100 feet high with a similar spread.



River Birch

## River Birch

*Betula nigra*

River Birch is a large, multi-stemmed tree with exfoliating cinnamon-brown bark. This tree is a spectacular winter accent and one of the most heat resistant species of all North American Birches. It is often found in moist soils along watercourses throughout its native range. Grows 40-70 feet high and 40-60 feet wide.

*Problems:* In extremely rainy seasons, the leaves may develop significant leaf spot, and under drought conditions the leaves may drop prematurely; however, neither problem is significant enough to discourage use in the landscape. Most importantly, River Birch is not afflicted by the bronze birch borer.

Specific cultivar recommended: 'Heritage'

It has superior vigor, larger leaves, and greater resistance to leaf spot. Its bark is salmon white especially in early years of growth.

---

## Additional Canopy Trees

### Secondary Canopy Trees

#### Sugar Maple

*Acer saccharum*

Known for its unrivaled fall color, this maple also has soft yellow spring flowers, thus creating color for every season.

#### Red Oak

*Quercus rubra*

The Red Oak is unique due to its round shape. The new spring growth can rival flowering trees while its bright fall color is beyond comparison.

#### Chinkapin Oak

*Quercus muehlenbergii*

A large tree with an open form at maturity, the Chinkapin Oak has magnificent, dark leaves that turn bright yellowish-orange in the fall.

#### Hickory (Bitternut)

*Carya cordiformis*

Hickory is a tall slender tree that is often widest near the top. Its leaves are 2-6 inches long that turn yellow in the fall.

#### Green Ash

*Fraxinus pennsylvanica*

The irregular shape and extreme tolerance of the Green Ash makes it a great tree. The coarse, twiggly branches and its bright yellow leaves in the fall make the Green Ash stand out.

#### Box Elder

*Aceraceae*

Box Elder, a tree found throughout all of Ohio, frequents rural bottomlands and neglected urban areas. It is the only maple tree native to Ohio that has compound leaves.

#### Pin Oak

*Quercus palustris*

Pin Oak is one of the easiest oaks to grow and transplant, which makes it very well known. The lustrous dark green leaves turn red in the fall. For maximum foliage appeal, acidic soils are a necessity, Lower branches hang down, and require maintenance when planted near vehicular/pedestrian traffic. Grows 60-70 ft high.

#### Black Locust

*Robina pseudoacacia*

Growth varies from suckering shrub to an upright tree. The blueish green leaves seldom change color in the fall and die off yellowish brown at best. White fragrant flowers in May - June. Any soil is suitable and requires full sun for best growth. A great choice for sandy soils and shows respectable salt tolerance. Grows 30 to 50 ft.



Sugar Maple



Red Oak



Hickory



Box Elder





Serviceberry



Eastern Redbud



Dogwood

## Understory Trees

Clusters and groupings of flowering trees should be added to the existing understory edge at key viewshed locations along the road. The signature corridor tree is the Serviceberry, which should be used at these locations or where appropriate throughout the neighborhood. In addition, Dogwood, and Redbud will add spectacular Spring color that can become another gorgeous component of the corridor.

### Downy Serviceberry

*Amelanchier arborea 'Ballerina'*

One of the finest native North American species for naturalized areas. In the wild it occurs along steams and on rocky slopes as a small tree or a large multi-stemmed shrub of a rounded outline. Large white flowers appear before leaves in April, followed by red to dark purple fruit, which are usually quickly eaten by birds. Leaves turn yellow-orange to deep red in October, the smooth gray bark also makes a bold statement throughout the winter months. Downy Serviceberry is adaptable to acid/high pH soils and dry conditions. Grows 15-25 high on average.

### Eastern Redbud

*Cercis canadensis*

The Eastern Redbud's bright magenta and pink buds create an outstanding contrast in the April landscape. The unique heart-shaped leaves and spreading branch patterns make this a great addition to a woodland edge.

### Dogwood

*Cornus florida*

(or other options: *Cornus alternifolia* or *drummondii*)

The bark of the Dogwood has a mosaic jigsaw puzzle appearance in the winter. In the spring and summer, the shelves of flowers look great along the borders of woodlands. Dogwoods do well in extreme soils, growing to 20-30 feet in height.

---

## Ground Cover

Low lying plants add beauty and depth to the byway and provide interesting complement to the overhead vegetation. Perennials provide bursts of attractive, seasonal color along the byway. They are very effective ground cover along swales and road edges.

### Day Lily

*Hemerocallis (check variety for hardiness)*

These colorful flowers can withstand the harsh environment of the roadside swales while maintaining a brilliant flower through out the summer. The long green leaves will create a clean edge even when the flowers are not in bloom. Although this plant is listed as invasive, it will maintain its location in swales.



Day Lily

### Black-Eyed Susan

*Rudbeckia*

These jaunty golden-yellow daisies are very hardy flowers. Requiring only full sun and ordinary soil, the Black-eyed Susan provide abundant, sunny color to the landscape.



Black-Eyed Susan

### Daisy (Hardy)

*Chrysanthemum coccineum*

Daisies are a showy, reliable, and hardy plant that grows well in natural areas. They prefer fertile soil.



Daisy

### Iris

*Iris (versicolor or shrevei)*

This Iris is a summer flower that comes in shades of blue and white. It is useful at the edge of woodland and in boggy conditions with shade.



Iris

---

## Shrubs

Often used with perennials, shrubs can soften the road edges. Shrubs are also effective and appropriate plant material for screening undesirable areas close to the road. Where intensive screening is required, shrubs can be combined with dense tree groups. Overuse of some shrubs will often create a manicured appearance which is not consistent with this corridor. Therefore, shrubs are not recommended, but if shrubs are necessary for use, the following types are preferred and should be planted in clusters versus rows or hedges.



*Black Chokeberry*

### **Black Chokeberry**

*Aronia melanocarpa*

This shrub offers several worthwhile ornamental attributes, including large, long persistent, black fruit and wine red fall color. Chokeberry is adaptable to many soils, in sun or partial shade. Use in borders, masses, or large groupings. Grows 3 to 5 feet high and wide.



*Redosier Dogwood*

### **Redosier Dogwood**

*Cornus sericea*

The Redosier Dogwood is a large deciduous shrub that adds winter appeal to the naturalized landscape. This species shows greater tolerance to wet soils, and grows 7-9 feet high and wide. This species will colonize small areas.

---

## Shrubs

### Common Witchhazel

*Hamamelis virginiana*

This native species shows excellent climatic and cultural adaptability. Witchhazel is large shrub/small understory tree with multi-stemmed branching structure. Yellow fragrant flowers emerge simultaneously with yellow fall foliage. Witchhazel grows 15-20 feet high and wide.



*Common Witchhazel*

### Common Ninebark

*Physocarpus opulifolius*

Common Ninebark is a tough, durable shrub that becomes dense and rounded with age. Exfoliating bark and yellow/bronze fall color offers multi-season appeal. White to slightly pink flowers emerge in May and June. This species is adaptable to all conditions. Grows 5-10 feet high and 6-10 feet wide.



*Common Ninebark*

### Fragrant Sumac

*Rhus aromatica*

Fragrant Sumac is a useful shrub for groundcover and massing situations, and is tolerant to the hottest and driest situations. Habit varies from low groundcover to irregular, spreading shrub. Develops orange to red to reddish-purple fall color. A great plant for naturalized areas grows 2-6 feet high and 6-10 feet wide.



*Fragrant Sumac*

---

## DEVELOPMENT REVIEW CHECKLIST

### **Noe-Bixby Urban Scenic Byway Issues for Reviewing Development Proposed in the Byway.**

The following is a checklist of issues for consideration by the Scenic Byway Preservation Association or reviewing body thereof who is reviewing development along the byway corridor. These issues are not presented in a particular order of importance.

- 1. Is the project within the byway corridor (200 feet from the edge of right-of-way) of the Noe-Bixby Scenic Byway?
- 2. Does the project site include historic or significant structures, tree stands, significant grade changes, or landscape features? If yes, what measures are being taken to preserve and enhance the historic/significant integrity of the structure or feature? Are additional measures warranted?
- 3. What is the quality of the existing landscape on the site and does the proposed project take adequate measures to preserve and protect portions of existing trees, tree rows, shrubs, and native vegetation?
- 4. Does the proposed landscaping for the project fit with the existing signature landscape character of the scenic byway and does it follow recommendations of the Guidelines? There should be a follow up check for compliance with approved plans, once the project is under construction. (Some areas may need to be enhanced to complete the landscape theme along the entire length of the byway).
- 5. Are there special landscape features (wetland, rock outcroppings, riparian corridor, wooded area, landmark trees, etc.) on the project site? Will these features be protected as part of the proposed plan?
- 6. Are grading changes proposed as part of the project? If yes, does the grading fit the corridor landscape character?
- 7. Is stormwater detention/retention part of the project? If yes, will the proposed landscaping enhance the detention/retention area as a natural feature?
- 8. Is fencing proposed as part of the project? If yes, is the fence design appropriate for the corridor?
- 9. Is lighting proposed as part of the project? If yes, what will be the impact of the light on adjacent properties and is the proposed intensity of the light appropriate for the Scenic Byway corridor?
- 10. Are proposed parking, service, and storage areas appropriately screened?
- 11. Are signs proposed as part of the project? If yes, is the sign(s) design appropriate in scale, location, colors, materials, and lighting?
- 12. Does the plan meet the city of Columbus Scenic Byway Zoning Overlay standards?

## IV. REFERENCES AND RESOURCES

---

- Community Guide to Planning and Managing a Scenic Byway, US Department of Transportation, Federal Highway Administration; available through The National Scenic Byways Clearinghouse, 1440 New York Ave., NW, Suite 202, Washington D.C. 2005.
- Byway Beginnings: Understanding, Inventorying, and Evaluating A Byway's Intrinsic Qualities, Federal Highway Administration, National Scenic Byways Program, 1999; available through National Scenic Byways, 400 7<sup>th</sup> Street, SW, Washington D.C. 20590.
- The Road Beckons: Best Practices for Byways, American Association of State Highway & Transportation Officials, 444 North Capitol Street, NW, Suite 249, Washington D.C. 2001.
- Flexibility in Highway Design, US Department of Transportation, Federal Highway Administration.
- Durr's Hardy Trees and Shrubs: An Illustrated Encyclopedia, Michael A. Durr, 1997, Timber Press, Inc., 133 S.W. Second Avenue, Suite 450, Portland, Oregon 97204.
- Ohio Department of Natural Resources. [www.ohiodnr.com](http://www.ohiodnr.com) (some plant identification photos)
- [www.byways.org](http://www.byways.org)