

Existing Conditions

The City of Hilliard has grown from a John Hilliard's 10 acre plat into one of Columbus' larger suburbs, with more than 28,000 residents and over 13 square miles of incorporated area.

2010 Census



Chapter 3:

Existing Conditions

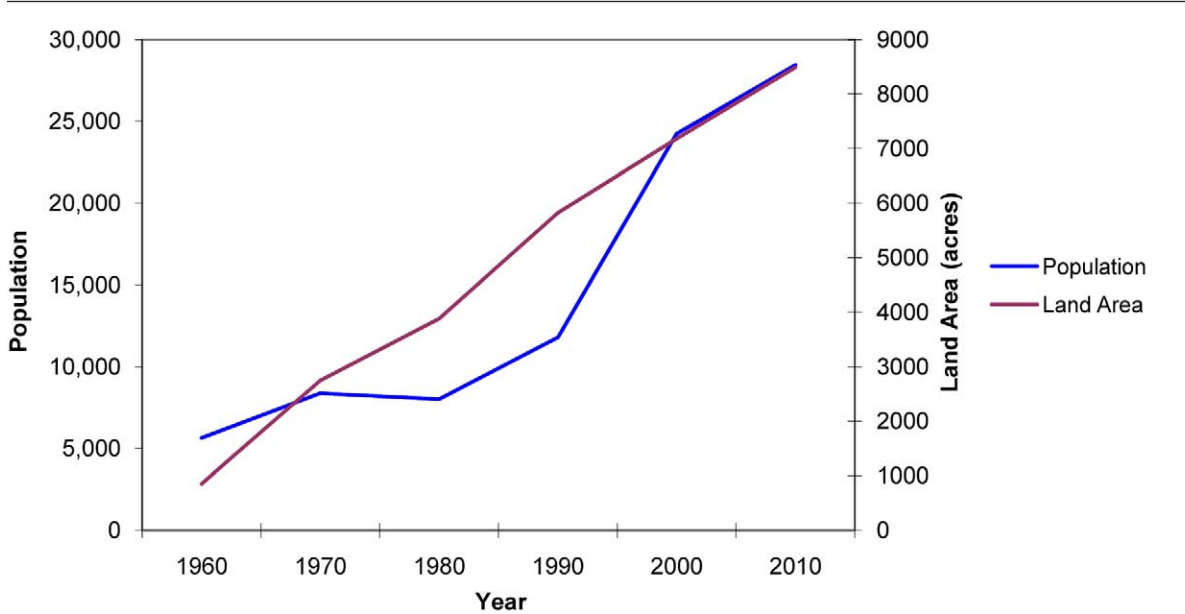
In looking forward to the future of Hilliard, it is important to first take stock of the current conditions in the City. Just as different components of the City are interrelated, so too are the different sections of this plan. Taking a holistic view of the existing conditions in Hilliard provided the planning team with a strong understanding of how different factors influence one another, allowing for a better integration of the plan components and a better plan overall.

This analysis of past trends and existing conditions helps ensure that the recommendations made later in the plan are feasible and will address the needs of the community. In conjunction with the public input, the information summarized in this chapter influenced the planning process, and served as a baseline by which potential programs, policies, and projects were developed and evaluated.

Population and Land Area Growth

Hilliard’s **population growth has slowed in recent years** following nearly three decades of heavy growth. In spite of lower population growth rate, annexations have continued to **increase the geographic size of the City**, mainly in the Big Darby area. This presents new opportunities to accommodate additional development, which will likely lead to further population growth. Hilliard **must carefully plan** for future development so that over time it does not occur in a scattered, piecemeal way that will not meet the overall goals of the City.

Table 3.1 – Historic Growth in Population, Land Area



Growth Profile

At the start:

- Founded in 1853 when John Hilliard platted 200 parcels from 10 acres along what would become the Columbus, Piqua and Indiana Railroad.
- Incorporated in 1960 with a population of 5,633 (Northwest History Express)

Population:

- 11,796 in 1990 (1990 Census)
- 24,230 in 2000 (2000 Census)
- 28,435 in 2010 (2010 Census)
- Approximately 30,500* by 2015 (projected growth trend).

*Actual growth will greatly depend on central Ohio economy, and its job and housing markets.

Physical growth:

- Originally 79 acres in 1853; 8,448 acres or 13.2 square miles in 2011
- Hilliard’s sewer and water service area (potential area for annexations) about 11,500 acres
- About 1,000 acres of land annexed between October 2008 and January 2011

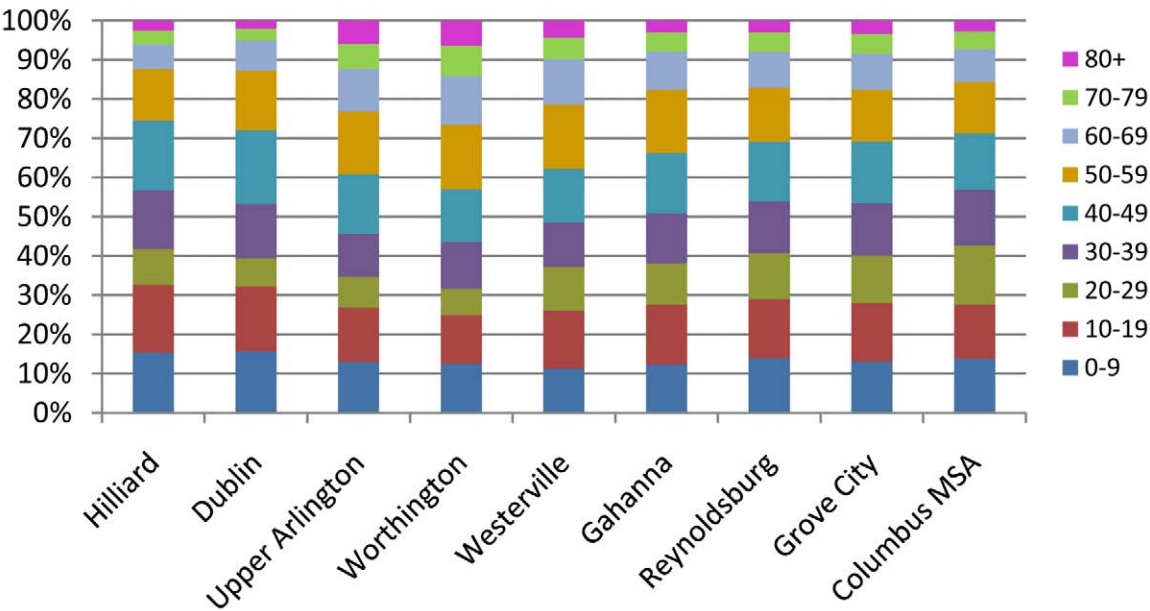
Population Growth trends:

- Grew 105% from 1990-2000; 17% from 2000-2010 (U.S. Census); projected annual growth rate through 2015 = 1.28%

Population Demographics

Income and education levels in Hilliard have increased year after year. Diversity continues to increase as well, although this is happening in communities across the country. Throughout these demographic changes, Hilliard has maintained its position as a family-oriented community with its lower than average median age, and will likely maintain that position in future years. However, this family-oriented community will be of higher education and income levels than it was previously known for.

Table 3.2 – Age Distribution of Comparable Central Ohio Communities



Demographic profile

Age:

- 2010 median age = 35.9 (2010 Census).
 - Hilliard is the “youngest” of the comparable Central Ohio cities, with Reynoldsburg (37.3) as the next “youngest.”
 - Hilliard is significantly “younger” than Worthington (44.9), Upper Arlington (42.8), and Westerville (41.2).
 - Hilliard is slightly older than the Columbus MSA average (35.1).
- Nearly 1 in 3 residents (32.6%) are 19 or younger (2010 Census).
- Those 65 and older comprise 8.5% of Hilliard’s residents. As those 45 to 65 years old (26.2%) “age in place” over the next 20 years, this percent is likely to significantly increase.

Ethnicity:

- 88.5% white, 5.6% Asian, 2.3% Hispanic, 3.0% Black or African American, 1.9% Two or more races (2010 Census)
- Diversity index of approximately 27% (calculated from census tracts, some of which extend beyond the city limits), compared to averages of 49.4% in Franklin County, and 32.9% for the State.

Income:

- Median household income of \$81,318 in 2009 (2005-2009 ACS Estimate, 2009 inflation-adjusted dollars), up from \$69,015 in 2000

- Per capita income of \$33,571 (2005-2009 ACS Estimate, 2009 inflation-adjusted dollars), up from \$28,496 in 2000
- Currently incomes in Hilliard are comparable to those in Westerville, Worthington, and Gahanna

Education:

- 48.8% (±2.8%) of the population age 25+ has received a bachelor’s degree or higher, up from 21.4% in 2000 (ACS 2005-2009, 1900 Census)
- Comparable to Westerville; less than Dublin, Upper Arlington and Worthington (ACS 2005-2009)

Land Use

Hilliard began as a railroad town and has grown into a large suburb. As the city grew, the development pattern shifted from traditional neighborhood development to a low density suburban development pattern with a strong focus on residential growth.


















Hilliard's expansion areas are largely agricultural, meaning that conversion to residential, commercial, and mixed uses can occur in future years. Industrial and office uses will, for the most part, remain close to I-270. To meet its goals of environmental and fiscal sustainability, the city's development patterns will need to transition from suburban sprawl to a more interconnected system with a mix of uses and higher density development areas. To support this new pattern of growth more attention will need to be paid to the historic downtown as a priority area for redevelopment.

Land Use profile

Historic development pattern:

- 1850's - 1950's - Developed as a traditional Midwest farm town around the railroad (grid street network, dense development pattern, traditional Main Street).
- 1960's - present - Suburban sprawl development pattern (auto-centric development, low to medium density housing dispersed throughout the city).

Table 3.3 – Existing Land Use within the City of Hilliard and Planning Study Area

Land Use Class	Existing City Limits		Planning Area	
	Acreage	% of Land	Acreage	% of Land
 Agriculture	793	9%	2,050	18%
 Low Density Residential	2,076	24%	3,479	30%
 Medium Density Residential	517	6%	554	5%
 High Density Residential	130	2%	130	1%
 Senior Housing	43	1%	43	< 1%
 Neighborhood Commercial	110	1%	110	1%
 Community Commercial	153	2%	153	1%
 Professional Office	100	1%	100	1%
 Corporate Office	129	2%	129	1%
 Mixed Use	1	< 1%	1	< 1%
 Industrial	436	5%	436	4%
 Public/Civic	658	8%	665	6%
 Non-Profit (Private)	83	1%	113	1%
 Park/Open Space	508	6%	556	5%
 Golf Course	172	2%	172	1%
 Vacant	1,546	18%	1,648	14%
 ROW & Utility	1,030	12%	1,170	10%
Total	8,487	100%	11,511	100%

Current development pattern:

- New development continues to occur predominantly on the fringe of the City – primarily to the north and west.
- Some development has been occurring in undeveloped areas within the city such as in the Ansmil area along Britton Parkway.

Density

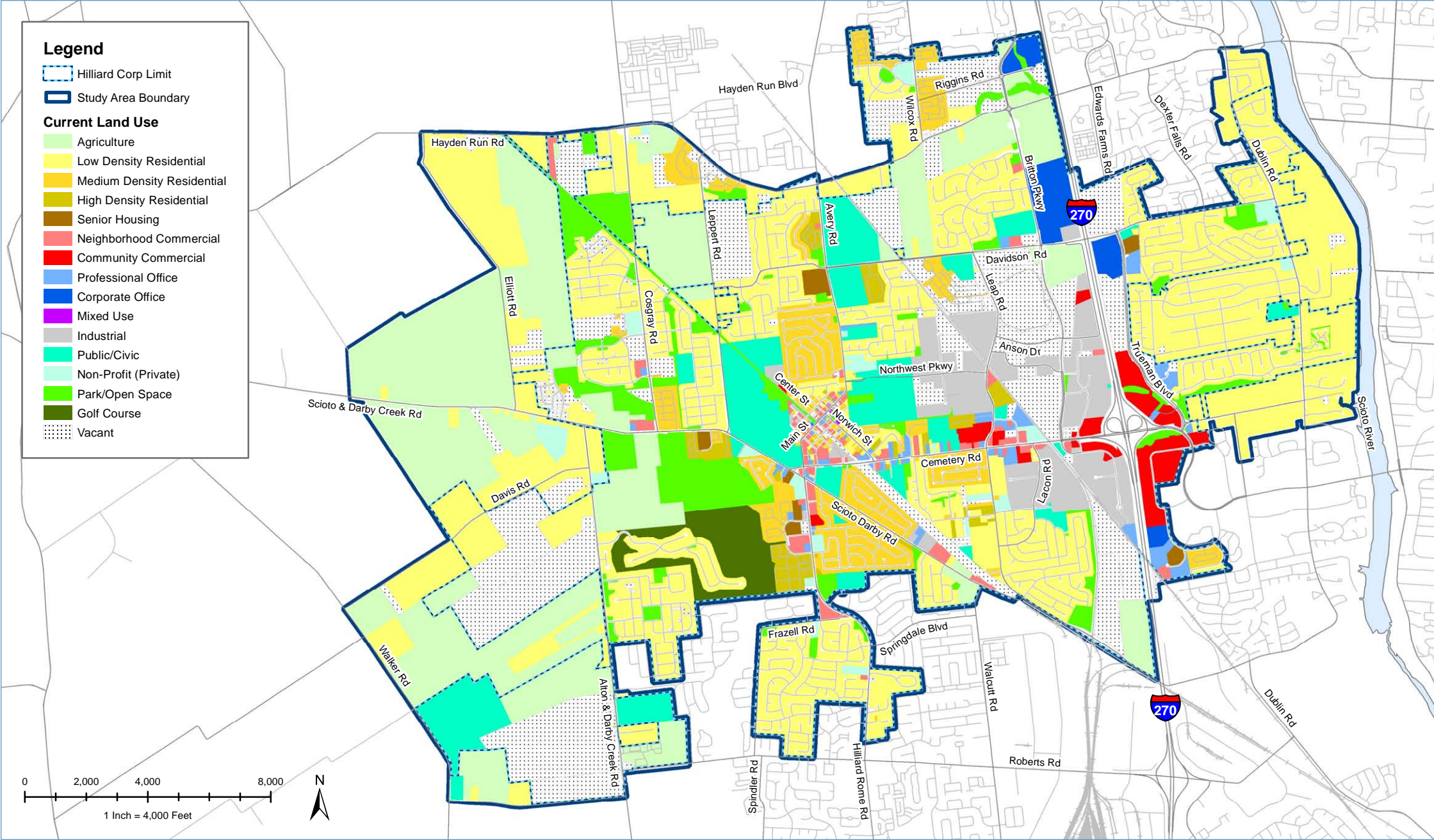
- The current gross density level in Hilliard is 0.3 acres per person.

- The net density of housing units per acre of land zoned for residential use is 0.38 acres per housing unit (*includes agriculture, and senior housing land use classifications*).

Developable Land

- Currently there are approximately 2,656 acres of developable land within the city and 4,702 acres within the Comprehensive Plan Study Area.
(*Developable land includes vacant or underutilized land that has potential for infill or redevelopment*).

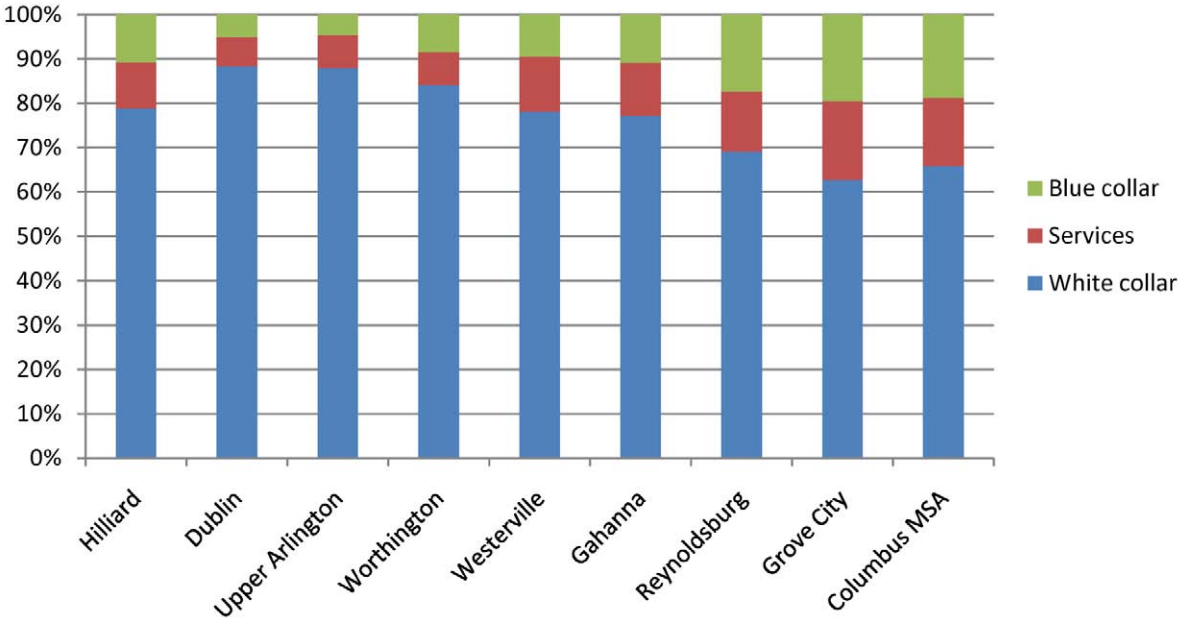
Map 3.1 – Existing Land Use Map



Economy

Hilliard is well positioned to be economically strong in the future. The City’s economic development incentive programs are straightforward and simple, further encouraging business development in the city. In spite of these efforts, many Hilliard residents are traveling outside the city to work. This results in a loss of income tax revenue and an increase in traffic congestion. By providing a wider range of employment opportunities, Hilliard may be able to retain the local workforce and keep them in the city. Similarly, Hilliard residents are spending money but not necessarily in the city. By providing more entertainment and shopping opportunities in the city, both local businesses and City revenue will benefit.

Table 3.4 – Distribution of Resident Employment Classification of Comparable Central Ohio Communities



Economy profile

Occupational breakdown:

- 78.7% of Hilliard residents are white collar workers, 10.4% are service workers, 10.4% are blue collar workers (ACS 2005-2009)
- Labor force is 14,570 (ACS 2005-2009)

Unemployment:

- 6.0% in April 2011 vs. 9.0% for the nation (OJFS, BLS)
- Peaked in April 2010 with 7.3% (OJFS)

Commutes:

- 40% of Hilliard residents travel 20-34 minutes; 30% travel 10-19 minutes

Revenue:

- Municipal income tax is largest source
- Available revenue in 2010: \$40,048,132
- Total expenditures in 2010: \$38,874,627

Incentives:

- Community Reinvestment Areas (most commercial areas in the city)
- Tax Increment Financing

- Determined on a case-by-case basis for each business

Consumer spending (2008 snapshot):

- Above national average in all categories of consumer spending
- Highest expenditure was ‘retail goods’ (\$388,355,780) followed by ‘shelter’ (\$238,523,344)
- ‘Investments’ had highest spending potential index over national average (167 vs. 100); however, this doesn’t mean the money is being spent in Hilliard

Housing and Neighborhoods

Most dwellings in Hilliard are traditional, single-family detached homes. Though the number of building permits issued has continued to increase over the past six years; this growth continues at a slower rate than during Hilliard’s most recent housing boom during the 1990s. About half of Hilliard’s housing units were built since 1990.

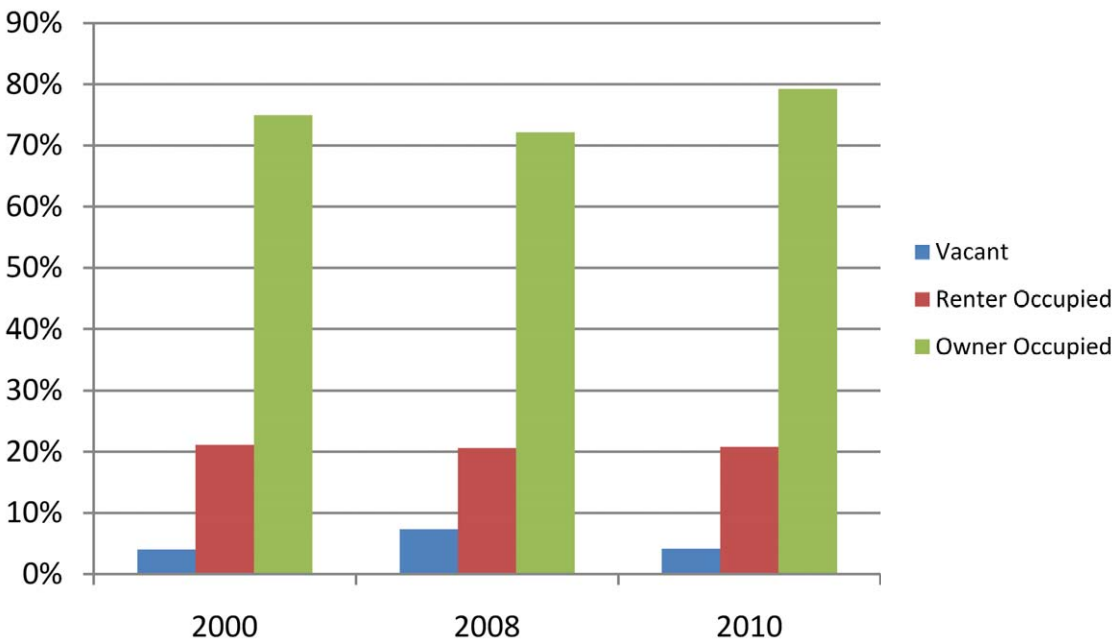
Hilliard must continue to evolve with the changing trends in housing. Demand for renter-occupied residences is projected to increase and the demand for owner-occupied residences is projected to decrease. This will mean a change in housing product demand from traditional single-family homes. As both downsizing empty-nester baby boomers and Generation X and Y first-time home buyers enter the market, demand is expected to be heavy for smaller, detached and attached maintenance-free housing units that are close to a variety of amenities.

Housing profile

Units:

- Total units = 10,198 (2010 Census), up from 8,957 in 2000 (2000 Census).
- Owner occupied = 79.2% (2010 Census), an increase of 13% from 2000.
- Renter occupied = 20.8% (2010 Census), a decrease of 13% from 2000.
- Vacant = 4.1% (2010 Census), a decrease of 0.1% from 2000. 2.9% of vacant units are either listed for sale or for rent.
- 73.5% are single-family, detached (ACS 2005-2009).
- Nearly 60% of all units have been built since 1990 (ACS 2005-2009).

Table 3.5 – Residential Unit Occupancy and Vacancy in 2000, 2008, and 2010



Value:

- Median home value = \$210,500 (ACS 2005-2009), an increase from \$151,964 in 2000.
- Median rent \$875 (ACS 2005-2009), an increase from \$646 in 2000 (2000 Census).

Household size:

- 2.77 average household size (all people occupying a residence, 2010 Census).
- 3.26 average family size (related people occupying a residence, 2010 Census).
- 29.9% are 2-person households, 21.1% are 4-person households.

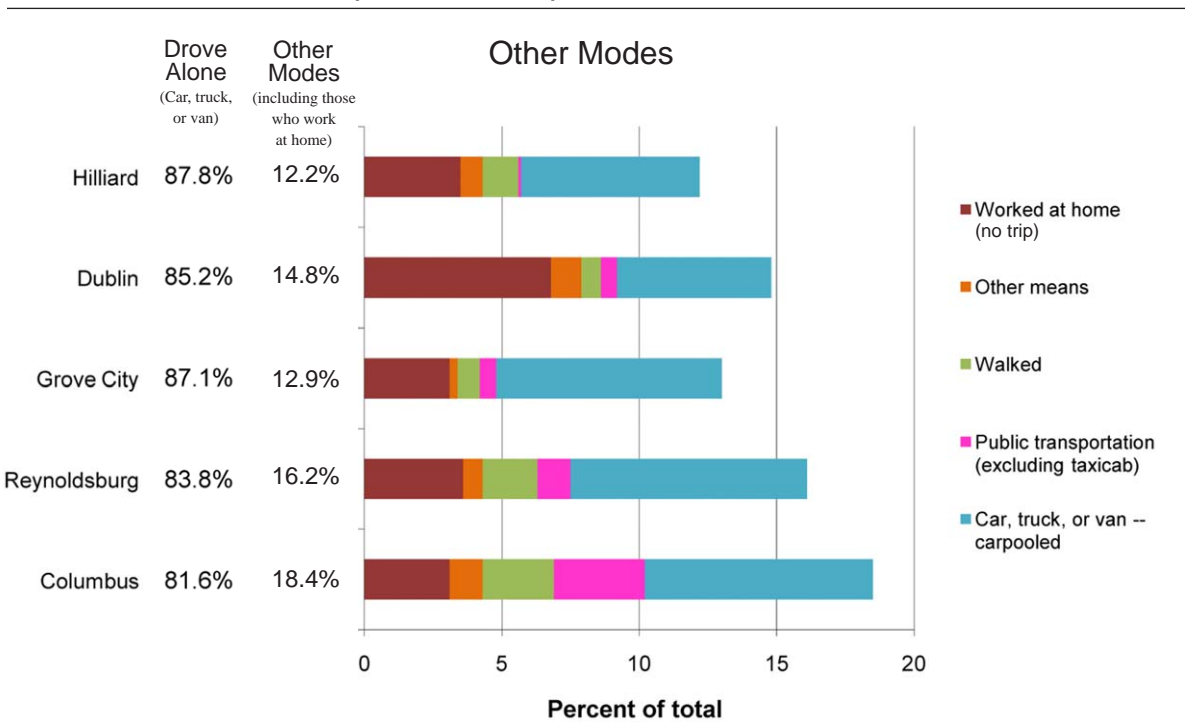
- 74.6% family households; 25.4% non-family households (2010 Census).
- 12.3% of households have one or more residents who are 65 year of age or older. (2010 Census).
- 44.5% of households have one or more residents who are under 18 years of age. (2010 Census).

Note: A household includes all the persons who occupy a housing unit. A family consists of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption. Not all households contain families since a household may comprise a group of unrelated persons or one person living alone.

Transportation

Sustained growth over the past several decades has created substantial travel demand on Hilliard’s roadway network. At the same time as demand has grown, **sprawling growth patterns have reduced connectivity between adjacent land uses**. While several projects in recent years have helped to alleviate some of this pressure, continued growth is straining the capacity of the existing roadway network. A lack of continuous arterial corridors, and the presence of barriers such as I-270 and the Scioto River, result in **traffic congestion at several pinch points**. As areas to the west of the City become developed, and redevelopment occurs within the City, the **need for a safer, more efficient, and better connected network will become more important**, as will access management and other travel demand strategies.

Table 3.6 – Distribution of Trips Taken to Work by Mode Amongst Comparable Central Ohio Communities (ACS 2005-2009)



Automobile travel profile

Thoroughfare network:

- Key north-south corridors: Dublin Road, Britton Parkway, Avery Road/Main Street/Hilliard Rome Road, Cosgray Road/Alton & Darby Creek Road.
- Key east-west corridors: Hayden Run Road, Cemetery Road, Scioto Darby Road, Roberts Road.

Regional connections:

- I-270 corridor provides regional connectivity – access concentrated at Cemetery Road & Roberts Road interchanges.

- Scioto River borders Hilliard on the east - only crossings at Hayden Run Road and Fishinger Road.

Performance:

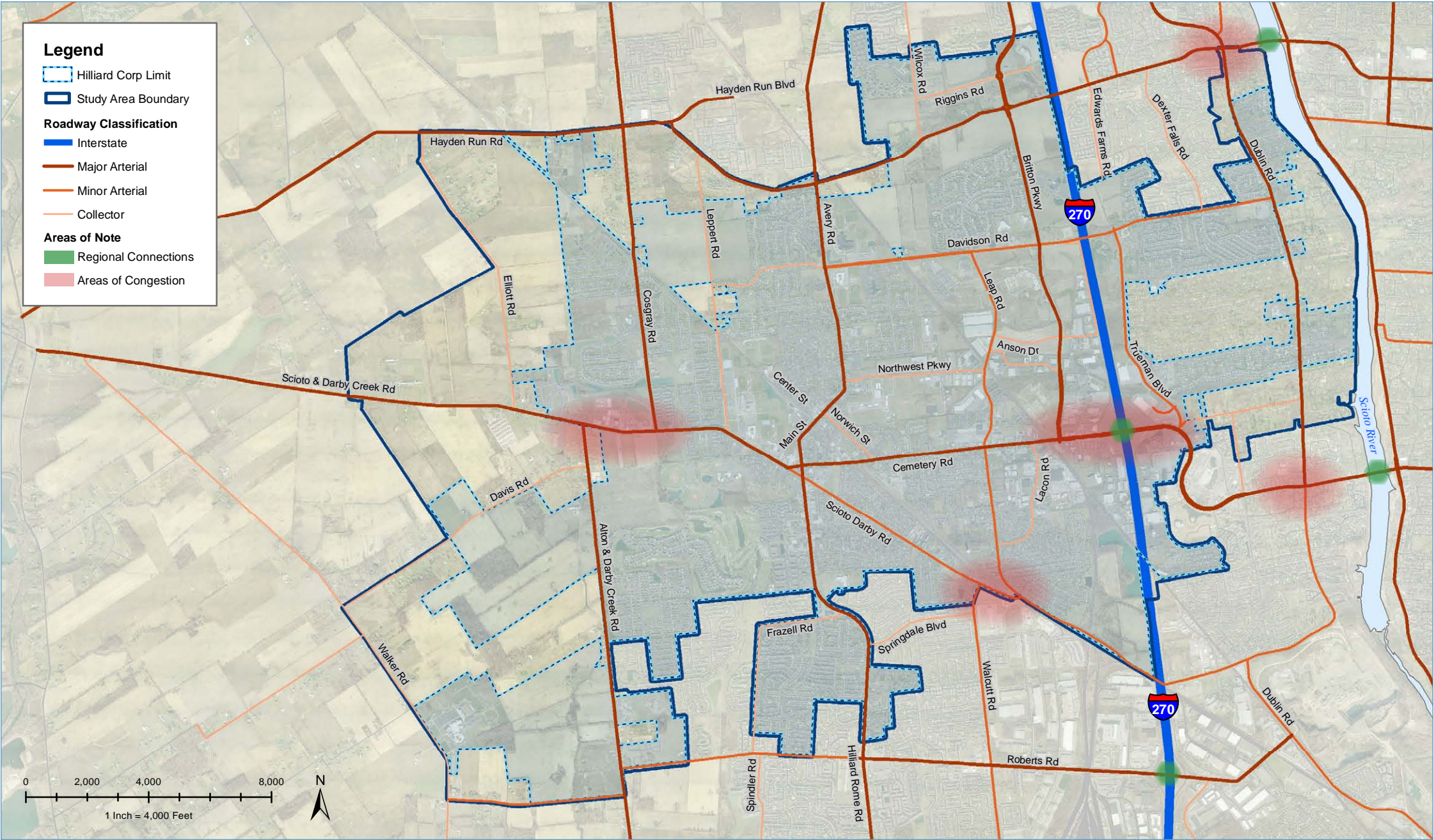
- Corresponding to high traffic volumes, the five intersections within Hilliard with the highest number of crashes (2006-2008) are along the Cemetery Road corridor.
- Several intersections operate at a level of service of D or worse during the AM and PM peak hours.

- Some roadways are carrying traffic close to or beyond capacity during peak hours leading to congestion and delays.

Transit:

- Two park-and-ride facilities (Cemetery Road at Parkway Lane and Hilliard United Methodist Church)
- There are four express bus routes, three servicing downtown Columbus and one to The Ohio State University campus

Map 3.2 – Existing Thoroughfare Network



Transportation

Pedestrian and bicycle routes play a vital role **in connecting people and places** in and around Hilliard. In the past, a focus on auto-centered rather than people-centered development has resulted in fewer transportation options, unsafe pedestrian and bicycle conditions, and increased congestion. Hilliard recognizes that **an interconnected network is critical** for promoting healthy, active, and sustainable transportation options. Much of the city is now well connected with sidewalks. The primary bicycle corridors that currently exist create a good base for a continuous bicycle network; however, **there is poor overall connectivity between existing bike routes** and residential and commercial developments.



Figure 3.1 – A group of bicyclists ride west on Scioto Darby Road approaching Alton and Darby Creek Road. Though this section of roadway has a paved shoulder suitable for some riders, accomodating larger groups, less confident riders, and children may require separated facilities. Though Hilliard has made progress in adding facilites, many are not connected together and therefore do not constitute a complete network.

Pedestrian and bicycle travel profile

Facilities:

- 24.65 miles of bicycle/multi-use facilities
- 3.52 miles of shared lane markings (sharrows)
- 21.13 miles of multi-use paths
- 162.20 miles of sidewalk – sections missing in Old Hilliard and some older subdivisions
- Primary bicycle corridors: Heritage Trail, Britton Parkway, Trueman Boulevard, Main

Street south of Old Hilliard, and Davidson Road

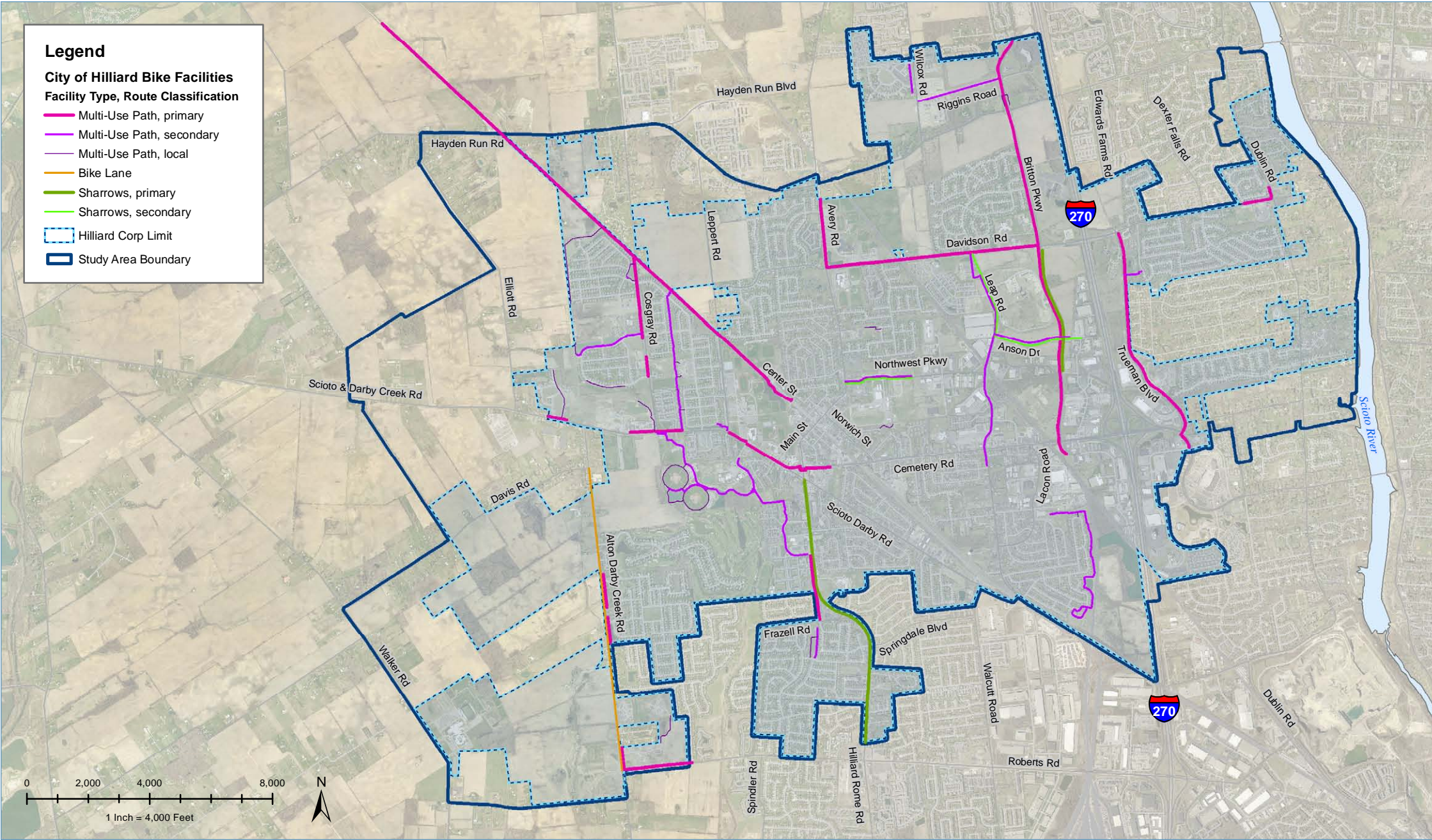
- Bicycle parking: over 550 spaces - primarily concentrated at local schools and parks

Safety:

- Ped/bike crash rate per 1,000 residents = 2.04 (2003-2007, MORPC); comparable to other central Ohio cities (0.51-3.94)

- 17 crashes involving cyclists (16 resulted in injury) from 2006-2008
- 13 crashes involving pedestrians (12 injuries & 1 fatality) from 2006-2008
- One pedestrian fatality, and one cyclist fatality occurred in 2009

Map 3.3 – City of Hilliard Bike Facilities



Parks and Public Spaces

Currently, Hilliard is adequately served by park space, providing 11.5 acres of parkland per 1,000 residents. This exceeds a national standard of providing 10 acres per 1,000 residents. As the Big Darby develops, Hilliard will likely see a significant expansion in park space and open space offerings.

Department funding will need to increase as programming, staffing, and space needs grow. This is especially true if the ‘signature event’ Hilliard residents and staff members desire is to come to fruition. Other needs expressed that will necessitate increased staffing and funding include an updated or new community center, additional soccer fields and facilities, indoor swimming and expanded walking/biking facilities.



Figure 3.2 – First Responders Park is the most recent park to be constructed in Hilliard; and at about a half-acre in size, it is Hilliard’s smallest park. This successful project is a great example of how small, well-designed pocket parks can positively contribute to local neighborhoods and the city as a whole.

City Parks profile

Facilities:

- 23 parks, 2 pools, community center, senior center
- Currently 331 acres of public parks, about 11.5 acres per 1,000 residents

Staff:

- 10 full-time staff, 24 part-time staff, 135 seasonal staff

Budget:

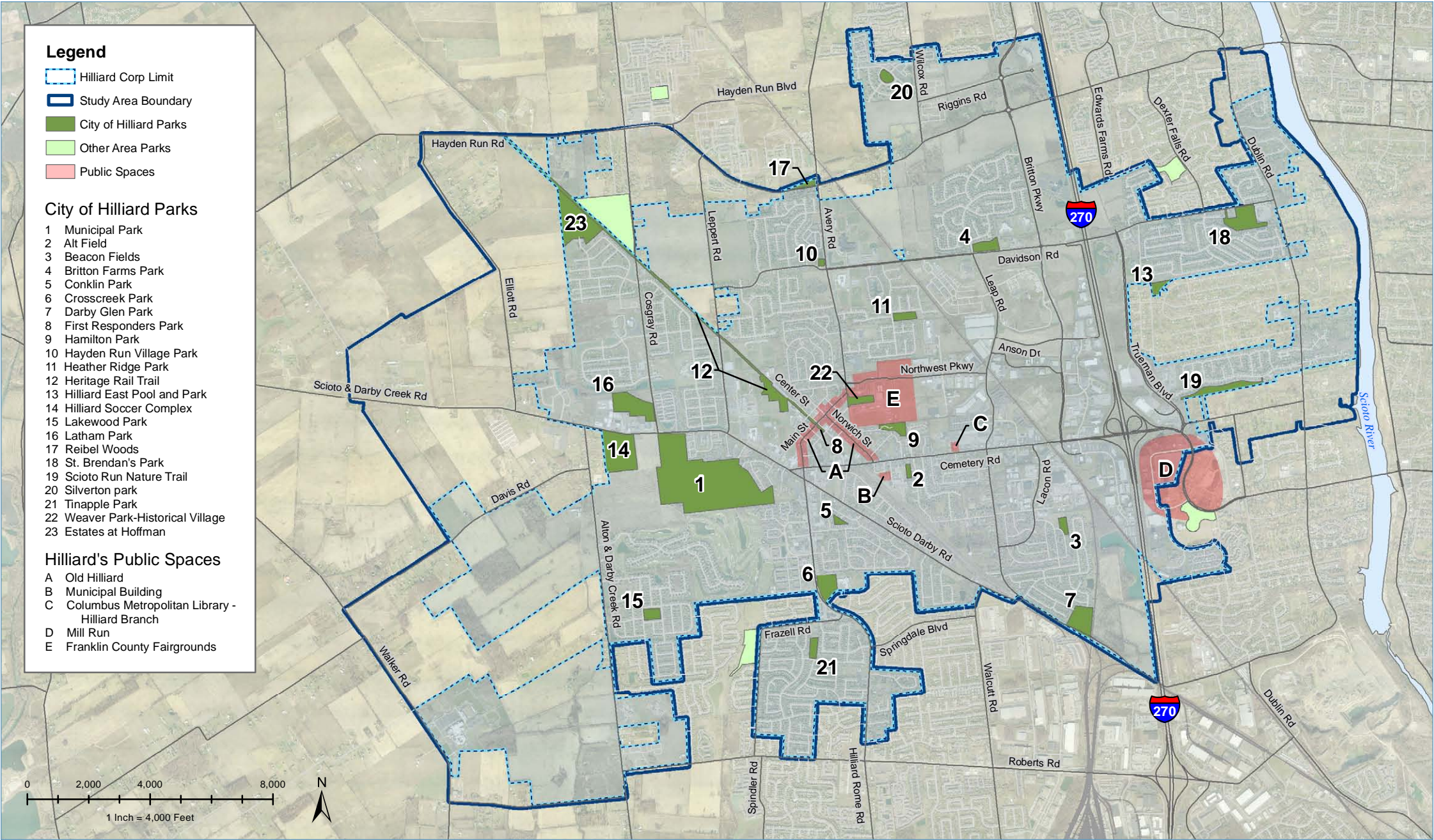
- 2011 operating budget = \$2.79M with the vast majority generated from program fees
- \$1.97M of that goes toward salaries/benefits/wages
- The City recently constructed new parks, and several improvement projects in the CIP

Zoning requirements:

- The City has a goal of providing 10 acres of parkland per 1,000 residents.

- Developers of new housing are required to dedicate parkland, or pay a fee in lieu of, at the same ratio.
- New developments are required to preserve a minimum of 10% of their site as open space.
- A \$1,500 impact fee per residential unit is required in addition to the parkland dedication and open space requirements. A higher fee of \$2,500 applies to units constructed in the area covered by the Big Darby Watershed Accord.

Map 3.4 – City of Hilliard Parks and area Public Spaces



Natural Resources and Environment

While recent growth has replaced many of the natural features in the planning area, a few high quality areas remain – namely the Big Darby Watershed and the Scioto River Corridor. As new development occurs, the protection of these resources should be given high priority. The opportunity exists to identify innovative transportation and development options that respect the sensitivity and enhance the quality of these unique areas.



Figure 3.3 – Hilliard and the Comprehensive Plan study area are rich with natural beauty including large tree stands, stream corridors, and freshwater emergent and forested wetlands; as well as rural character as seen above on Hayden Run Road. Though development has tamed many of these features, the City is more sensitive to these issues and acting more proactively to save what remains.

Natural Resources Profile

Waterways:

- Tudor Ditch
- Hamilton Run
- Holcomb Ditch
- Clover Groff Ditch
- Hayden Run

The Big Darby Watershed:

- One of the healthiest and most biologically diverse aquatic systems in the Midwest, and one of the top five warm freshwater habitats in the country.
- Home to over 80 species of fish, 40 species of mollusks, and nearly 100 species of birds.

- Encompasses numerous historic sites and parks including Hilliard Municipal Park and Prairie Oaks Metro Park. Popular for a wide variety of outdoor activities.

Wetlands:

- Over 100 acres of wetlands in the study area - most in the Big Darby area.

Tree Stands:

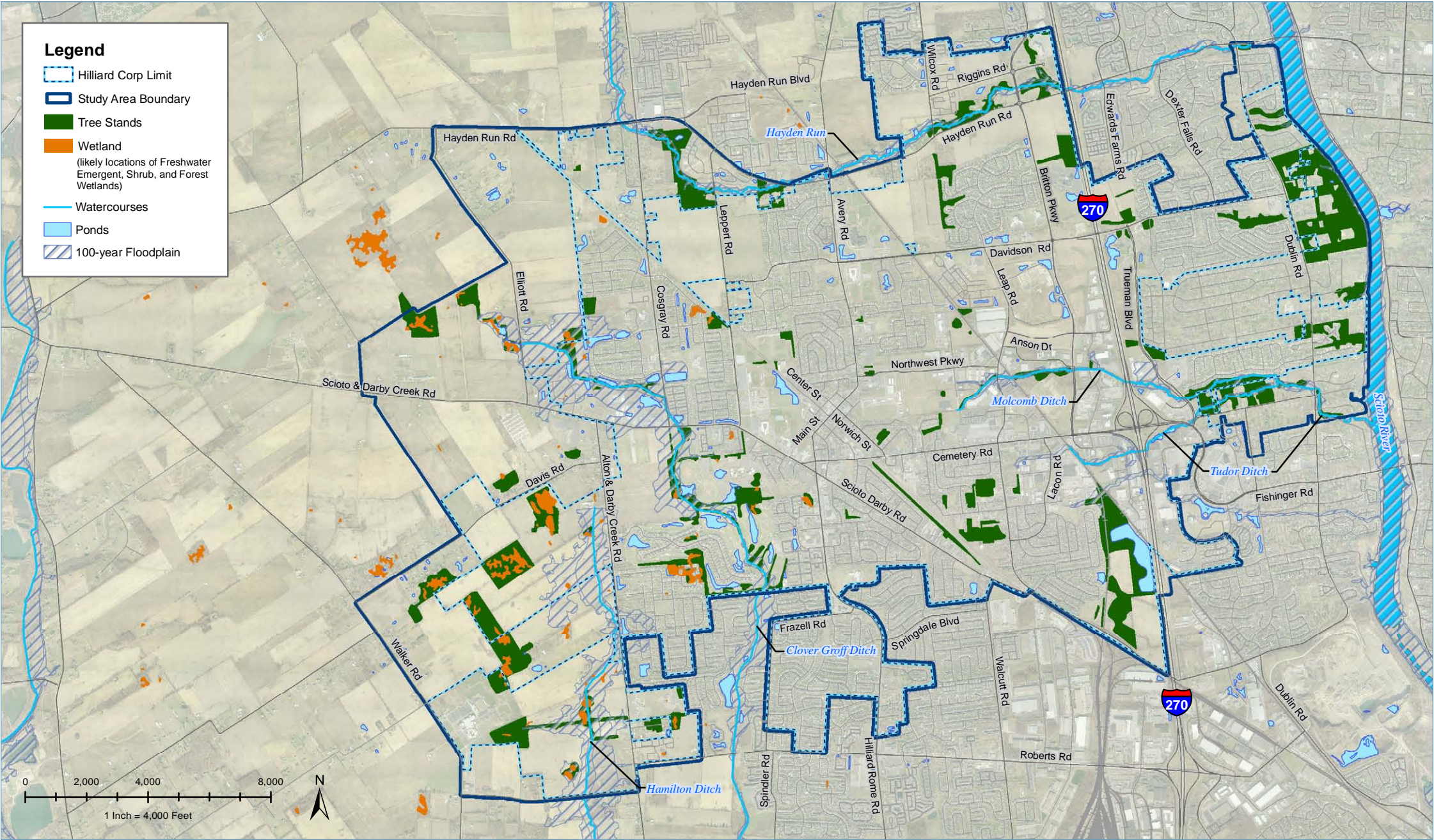
- Nearly 800 acres of wooded areas are within the study area (only 7% of the total area).

- Over 25% (230 acres) is within the Big Darby Watershed.
- Sparse tree cover remains in the developed areas of the City, except along Scioto River and Hayden Run.

Soils:

- Two main soil types, Crosby and Kokomo, cover two-thirds of study area.
- Most area soils have high potential for farming, but some limitations for development due to wetness, slow permeability, ponding, and low strength.

Map 3.5 – Natural Resources within, near the Study Area



Utilities

Complementing several private utilities, the City of Hilliard provides three public utilities: water, sanitary sewer, and stormwater management services. These utilities are **critical to maintaining a high quality of life** for those who live and work in Hilliard. Per a utility service agreement, Columbus provides clean drinking water and removes wastewater from local water and sanitary sewer

networks owned and maintained by the City of Hilliard. **Maintaining adequate capacity within these networks will be necessary to support future growth** in the City. The newest of the three utilities, stormwater management, will play a key role toward reducing water pollution and flooding after large rain events.

Private Utilities Profile

- Electric and gas service provided by AEP Ohio and Columbia Gas of Ohio respectively
- Solid waste and recycling collection services provided by a contracted hauler.
- Telecommunication (wired) utilities provided by AT&T, Time Warner Cable, and WOW Internet and Cable.

City-owned Utility Profile

Water Service:

- Through a service agreement with Columbus, drinking water is treated and piped to the City of Hilliard.
- Hilliard owns, operates, and maintains the water distribution network of pipes, water tanks, and booster stations within a negotiated service area.
- Hilliard's current network meets present needs but will need to be upgraded and expanded to accommodate significant growth.

Sanitary Sewer Service:

- Hilliard has a service agreement through 2050 for the City of Columbus to receive and dispose of sanitary sewer waste.
- Like the water service network, Hilliard owns, operates, and maintains the sanitary sewer network, generally comprised of sewer mains and lift stations.
- The sewer main network is divided into sewersheds, areas where wastewater is able to flow downhill toward collection points in Columbus.
- Hilliard's current network meets present needs in most sewersheds.
- Stormwater infiltration, common to all sanitary sewer systems, may exceed design capacities in a few areas, including Old Hilliard. This puts areas of the city at risk for sewer overflows.
- Capacity enhancements and other improvements may be needed to reduce infiltration and

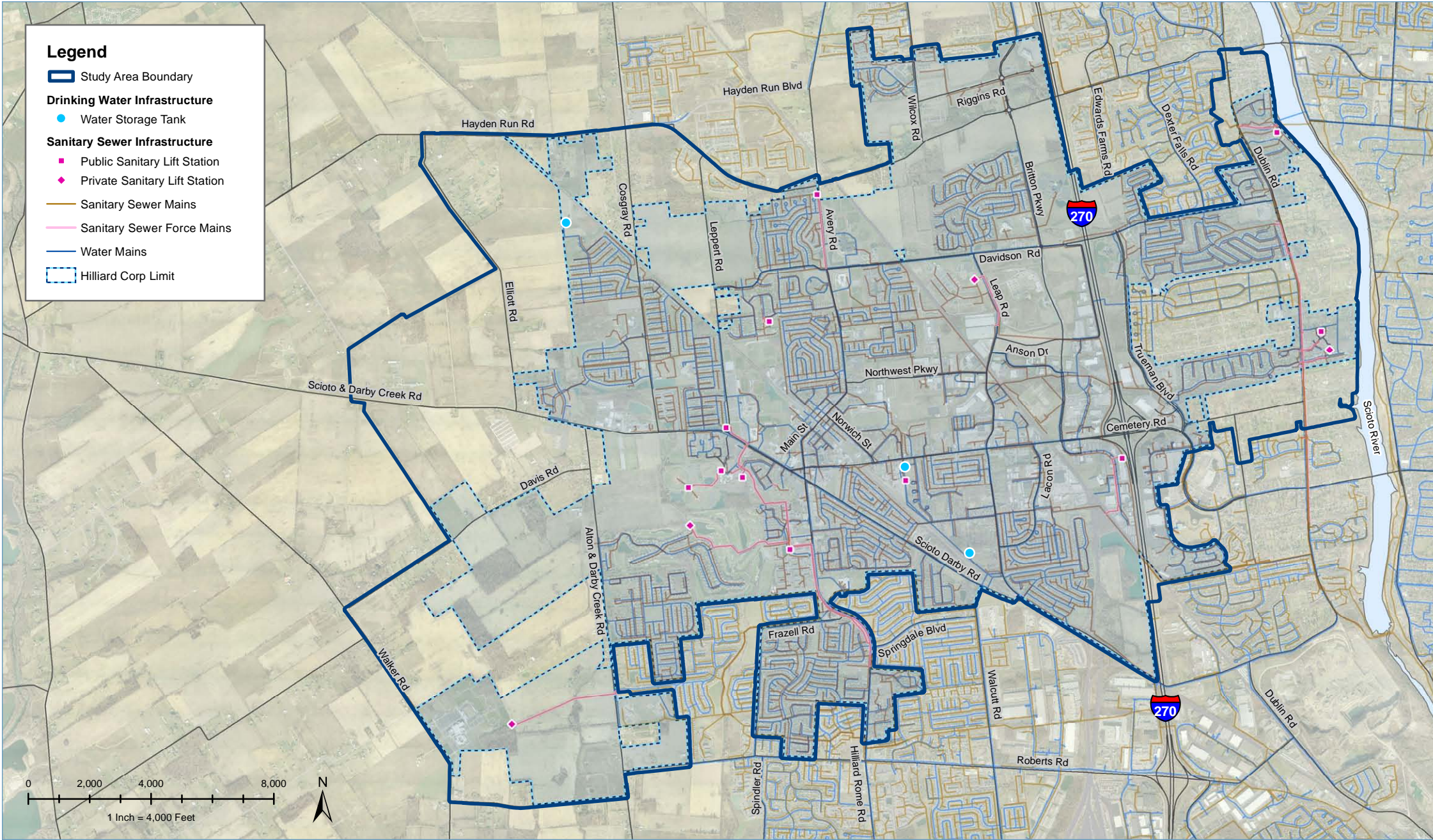
ensure capacity to accommodate additional users in some areas of the city.

Stormwater Management Service:

- Stormwater management is Hilliard's newest public utility, created by City Council in 2009.
- This utility ensures Hilliard's public stormwater management system is maintained and upgraded as needed, and that feasible efforts to reduce water pollution can be implemented to improve the health of area waterways and their ecosystems.
- Hilliard's efforts to maintain and improve its stormwater management system will allow it to comply with Federal and State water pollution regulations.



Map 3.6 – Overview Map of Sewer and Water Access within the Study Area



Facilities and Services

Survey respondents were generally pleased with most City services, especially public safety. Funding for Hilliard's Police Department and Norwich Township's Fire and Emergency Medical Services should continue to be priorities to maintain high levels of service and satisfaction. Facility needs are generally set for the Franklin County Fairgrounds, Columbus Metropolitan Library branch, and fire department. Interest has been expressed in expanding and possibly relocating the existing Municipal Complex.

The Hilliard City School District, a entity separate from the City of Hilliard, covers a jurisdiction three times the size of the City. The District continues to grow in terms of the number of students it serves, and the number of school facilities it operates. Despite the fact that its per-pupil expenses are less than the county average, the District faces a looming budget deficit due to the high number of students it serves.

City of Hilliard profile

- Personnel:
 - 136 full-time, 27 part-time, and 135 seasonal City employees (as of June 2011).
- Main facilities:
 - Municipal Complex
 - Joint Safety Services Building
- Police Department:
 - 51 sworn officers, 18 civilian employees
 - Theft is the most prevalent crime.
 - Public safety budget was \$8,122,511 for 2010 (41.6% of General Fund total).



Figure 3.4 – Located just northeast of Old Hilliard, the Joint Safety Service Building is the home of the City of Hilliard's Police Department, Mayor's Court, and Clerk of Courts. The facilities is also home to one of Norwich Township's three Fire and EMS Stations.

Norwich Township profile

- Provide Fire and EMS Service to the City:
 - 3 stations, 86 full-time firefighters.
 - **Service area is more than 20 square miles; Response time less than 6 minutes.**
 - Facility needs are set for the next 10 years.

Hilliard City School District Profile

- 22 school buildings, 15,634 students enrolled (as of February 2011).
- **8th largest school district in the state.**
- \$11,475 (FY2010) average spent per pupil, higher than the state average (\$10,254 in fiscal year 2009) and lower than the county average \$12,447 in fiscal year 2010.

- **City of Hilliard residents make up only one-third of the school district's population.**
- Rated "Excellent with Distinction" in 2010 by the Ohio Department of Education.

Other facilities and services Profile

- Columbus Metropolitan Library – Hilliard branch; largest branch in the system with over 170,000 volumes.
- 2 private schools - St. Brendan's (488 students, 2009-2010) and Sunrise Academy (320 students, 2008-2009).
- Franklin County Fairgrounds.

Guiding Plans and Documents

A broad array of previous and ongoing efforts have contributed to and continue to guide development in the City of Hilliard, northwest Franklin County, and the Central Ohio region as a whole. These plans and studies, which range from analyses of specific facilities to broad regional plans, **represent many different considerations and**

sometimes competing interests. While working to ensure positive development for Hilliard, it is also important to consider the City’s relationship with its neighbors and its place in the larger region. This Plan must **build upon the foundation** created by these previous planning efforts.

City of Hilliard Plans

- Hilliard Transportation Plan (2001):
 - Assesses existing and future transportation network needs
 - Contains current Hilliard Thoroughfare Plan with recommended right-of-way requirements
 - Provides access management and transportation impact study guidelines
- Sanitary Sewer and Water Master Plans (2001):
 - Examines current and projected system demands following a period of considerable growth
 - Recommends projects necessary to support future development
- Old Hilliard Master Plan (2002):
 - Evaluates the existing conditions of Old Hilliard
 - Studies the potential for redevelopment
 - Examines methods to encourage the revitalization of Old Hilliard
- Hilliard Comprehensive Economic Development Master Plan (2003):
 - Hilliard’s most recent comprehensive plan

- Evaluates ways to ensure the necessary fiscal capacity to maintain and enhance the quality of life of Hilliard residents
- Contains the City’s current land use plan
- Building Hilliard Around Places - Project for Public Spaces (2007):
 - A plan to guide the revitalization of Hilliard through an emphasis on public spaces and the importance of placemaking
 - Focuses on improving public spaces (streets, sidewalks, parks, buildings, etc.) to make them more active, usable, and attractive destinations
- Hilliard Carbon Footprint Assessment (2008)
- Hilliard Subdivision Regulations, Building, and Zoning Codes

Neighboring Community Plans

- Brown Township Comprehensive Plan
- Columbus Bicentennial Bikeways Plan
- Columbus Comprehensive Plan
- Columbus Hayden Run Corridor Plan
- Columbus Thoroughfare Plan
- Dublin Community Plan

- Dublin Thoroughfare Plan
- Washington Township Comprehensive Plan

Regional Plans

- Big Darby Accord
- Central Ohio Greenway Trails
- Central Ohio Green Pact
- COTA Short and Long Range Transit Plans
- Franklin County 2020 Thoroughfare Plan
- MORPC Capital Ways Regional Thoroughfare Plan
- MORPC Complete Streets Policy
- MORPC Regional Connections
- Northwest Franklin County Traffic Study
- Ohio Hub Study