

Focus Areas

“Optimizing key development and re-development areas can improve Hilliard’s finances and the perceived image of the community. Areas include: Old Hilliard, I-270 Corridor, Hilliard’s rail corridor, and the Big Darby.”

Goal 5, Hilliard Comprehensive Plan



Chapter 5:

Focus Areas

Focus Areas Goal

Develop Focus Areas that improve the image and character of the City of Hilliard and tap the economic development potential of desirable, mixed-use developments that encourage a vibrant blend of office, retail, residential, and amenities improving the lives of all who live and do business in the city.

Focus Areas are regions within the city where there are opportunities to guide new growth in a way that will most effectively improve the image of the community, create new multi-modal connections, and promote new economic development. Though some of these areas are largely vacant and others are developed, redevelopment and site improvements are recommended in order to strengthen the image of the community and create new economically competitive places.

The Focus Areas are priority growth areas and future decisions regarding capital improvements, development incentives, and new land use policies should encourage investment and development in these areas. The City should work to encourage new development in these areas prior to developing on the edge of the city whenever possible.

Overview

Selecting the Focus Areas

The Focus Areas were identified by the planning Task Force. These areas were selected based on a number of criteria, including their (re)development potential. The areas included some or all of the following characteristics:

- Under-utilized land and/or buildings;
- Potential to improve the existing transportation network (streets and paths) to create new connections;
- New opportunities to serve existing neighborhoods and districts;
- New opportunities to improve community identity;
- Significant economic development potential; and
- Opportunities to create a variety of housing choices and styles.

After careful consideration, four focus areas were selected by the Task Force. The Focus Areas are briefly described to the right. A more detailed description of each Focus Area including development concepts and proposed character are described in the sections contained in this chapter.

As the City plans for the future, the focus areas should be considered a priority for City- and Developer-Led infrastructure projects, as well as development incentives. Presented in the order of

their priority, the redevelopment of Old Hilliard is the chief priority of the City, followed by the I-270 Corridor, Retired Railroad Corridor, and the Big Darby. City infrastructure investments, incentives, and policies should follow this prioritization.

Old Hilliard

The Old Hilliard Focus Area is primarily the community core defined by the original street grid as well as the Franklin County Fairgrounds. Continuing to develop and promote Old Hilliard as a destination will help to develop a stronger sense of community, enhance the local identity, offer new housing options, and create a more vibrant economic environment by creating a mix of uses and public spaces that attract a variety of residents and visitors.

I-270 Corridor

The I-270 Corridor consists of the area surrounding the Cemetery Road interchange, including Hilliard’s portions of the Mill Run development, as well as extending south of Cemetery to Scioto Darby Road, and north along Britton Parkway toward Davidson Road. Significant redevelopment opportunities exist among properties with free-way exposure and access. Redeveloping this area provides excellent opportunities to develop a more attractive entry into the city and increase the city’s tax base.

Retired Railroad Corridor

The Retired Railroad Corridor extends along the rail line from Columbia Street southeast to Leap Road, and includes some adjoining parcels along the corridor. Embracing and building upon the

history of the railroad provides an opportunity to increase transportation options and connectivity, and offers new residential and commercial choices.

Big Darby

This area includes land that falls within the Big Darby Accord Watershed Master Plan. The area extends from Roberts Road on the south, to the Heritage Rail Trail on the north, and from Alton & Darby Creek Road on the east and extends to the western edge of the study area. Leveraging the unique nature of the Big Darby Watershed presents an opportunity to create an area that adds to the community character, creates new

Developing the Focus Area

When considering future development the city should...

- Promote infill and redevelopment in Focus Areas prior to other undeveloped areas.

When making future policy decisions the city should...

- Promote development incentives to attract new development to the focus areas before promoting growth elsewhere.
- Allow for flexibility while staying true to the intent of the Focus Area plans.

When planning capital improvements the city should...

- Focus future investments in and around the Focus Areas with the goal of accommodating future growth as prescribed in the Focus Area concept plans.

recreation options, and offers new housing choices that integrate the unique natural characteristics of this undeveloped area through a careful balance of development and conservation.

Accommodating Future Growth

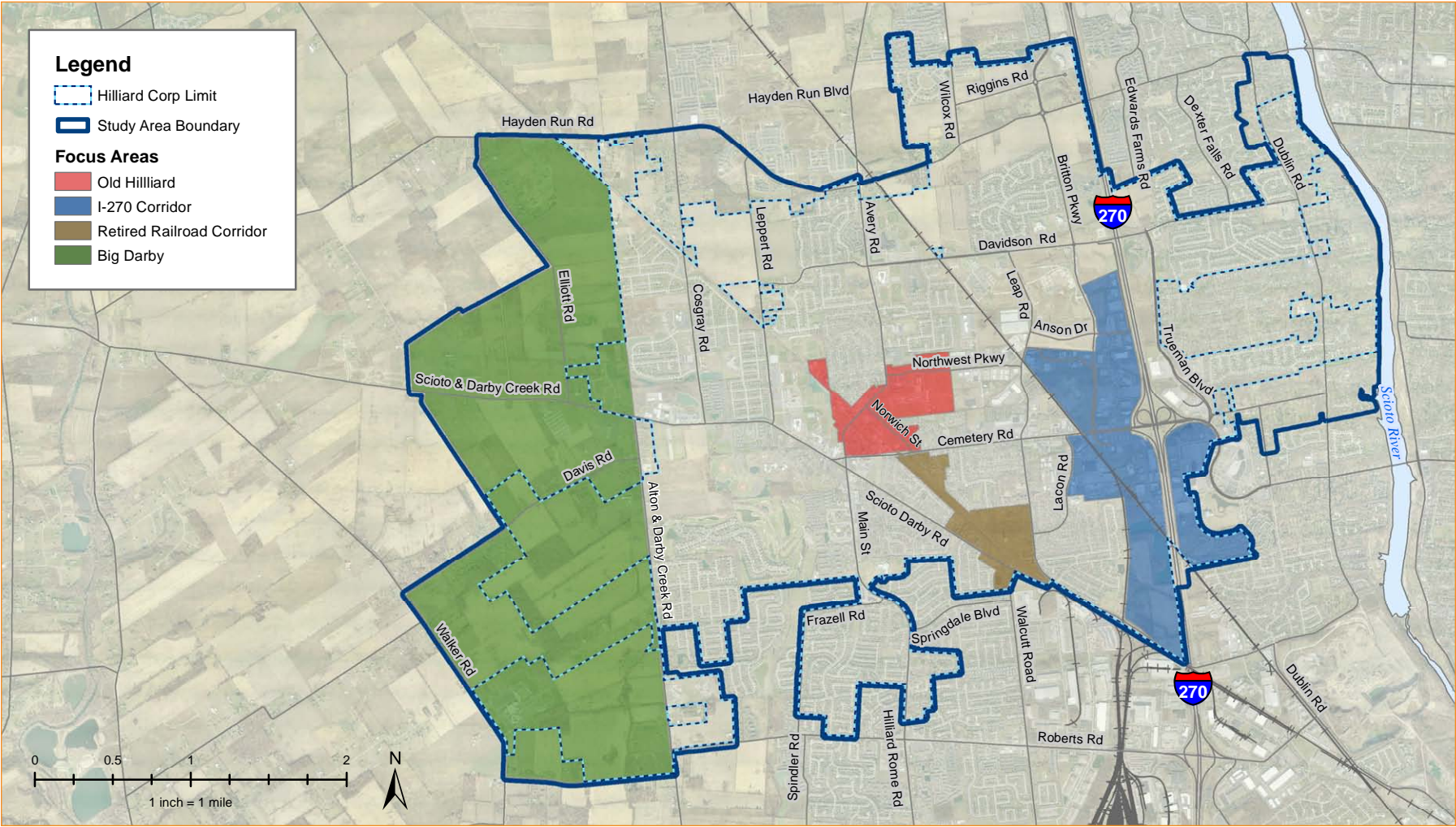
The four identified Focus Areas can accommodate a significant amount of new growth. As noted in

the Land Use Chapter, the proposed concept plans for the Focus Areas have the potential at “build out” to accommodate the projected growth of the city through the year 2028.

The Focus Areas have the ability to accommodate this level of projected growth by emphasizing compact development in the Big Darby Focus

Area, and medium- to high-density mixed-use development in the other focus areas. This chapter includes recommendations for each area, supporting the recommended compact development pattern by improving connections, integrating well planned public spaces, and neighborhood services within walking distance.

Map 5.1 – Focus Areas

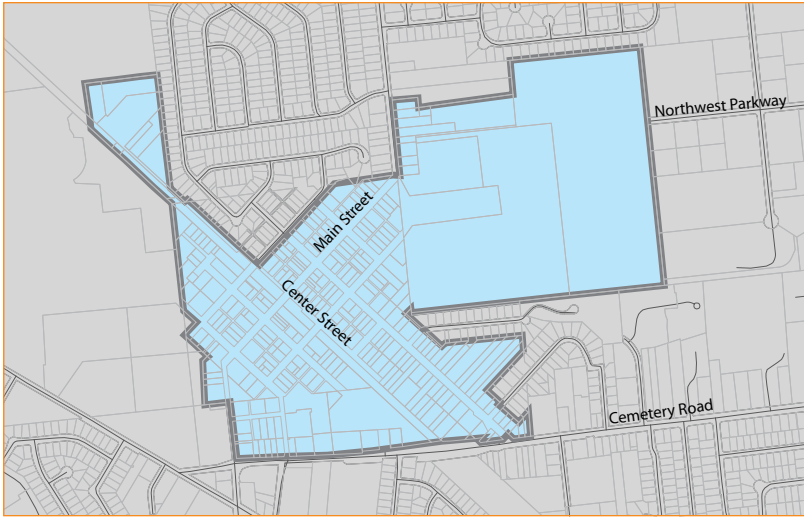


Old Hilliard

Why Old Hilliard?

The ‘why’ of Old Hilliard is simple – Old Hilliard is the historic center of the city as well as its downtown. Though some of its historic character and links to the past are intact, suburban architecture and development styles have worked to weaken the district’s sense of place. A number of vacant structures as well as general state of disinvestment

Map 5.2 – Old Hilliard Focus Area



in the area will both prove to be challenges for the City to overcome. Despite these, the successful implementation of a new streetscape, gateway elements, and First Responder’s Park are positive signs. With Hilliard’s Station Park and Heritage Rail Trail extension in development, further progress is occurring.

Future opportunities for private investment include new, mixed-use retail and commercial establishments along Main Street, and residential

and commercial development along Norwich Street. The elements for a successful main street are coming together, but more has yet to be done to help Old Hilliard thrive as a downtown. Streetscape improvements and further private investment along side streets will help encourage more diverse options for potential residents, as well as enhanced opportunities to enjoy recreational, entertainment, and public space amenities.

Development in Old Hilliard is regulated by the Old Hilliard Design Guidelines which provide standards for the rehabilitation and construction of buildings as well as streetscape, parking, landscaping and other site development requirements. A master plan for Old Hilliard was created in 2002 outlining recommendations for the downtown to make it an energetic and economically successful space desired by the community.

The recommendations outlined in this section build on those of the 2002 Old Hilliard Master Plan, and integrate the development of current initiatives including new parks, public spaces, and streetscape investments in the downtown.

Development Principles

1. Increase **residential density** in Old Hilliard.
2. **Redevelop under-utilized properties** in an attractive way that is respectful of the existing character of the area.
3. Create an appropriately-scaled, **pedestrian-friendly** environment.

4. Encourage **civic spaces, buildings, and events** in the Focus Area.

5. Increase the number of **connections for vehicles and pedestrians** to adjacent development.

6. Construct the Old Hilliard Relief Sewer to **provide needed sanitary sewer access** to support development.

7. Create a concentrated yet **diverse commercial core** along Main Street.

8. Enhance the **image** of Old Hilliard.

Development Intent

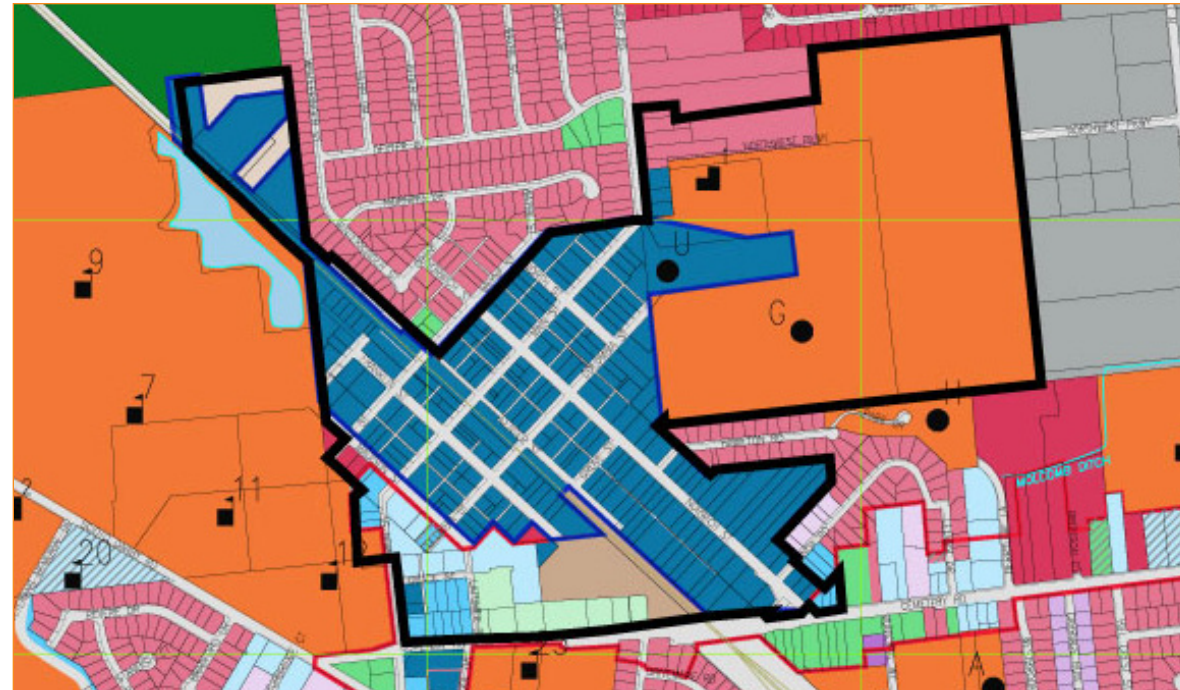
- **A mix of uses** is encouraged with residential throughout the district, and retail, commercial, and institutional uses focused along Main Street. First floor facades for buildings on Main Street should include retail or commercial uses and, where possible, screened first floor parking lots or garages. Residential uses, where present, should be located on higher floors, or within stand-alone buildings such as single family homes, townhouses, or small apartment buildings.
- **Architectural styles** should be mixed and eclectic while staying true to the traditional character of Old Hilliard. Building design should complement surrounding uses and densities. Building massing and color should vary between buildings to break up the facade

and provide visual interest. Windows at the street level should be large and transparent to a reasonable depth.

- **Buildings** should contain a vertical mix of uses and be pedestrian in scale (2-4 stories, with taller buildings at corners). Buildings on Main Street should be a minimum of two stories.
- **Scale of buildings** should complement the pedestrian experience with building setbacks from 0-10 feet. Unoccupied setbacks should include patio seating, public plaza space, or other features that engage pedestrians.
- **Parking** should be provided by the contribution of both private and public parking. Private (on-site) parking shall be internal to each site, screened from the public right-of-way and may be identified with signage at the discretion of City staff. If parking must be located on the side of a building, the narrowest side of the parking lot should face the street and parking lot screening elements such as shrubs and decorative fencing shall be maintained by the property owner. The impacts of on-site parking should be minimized through segmented parking areas, shared parking, pervious pavement, and landscaping. In no situation shall a building be surrounded by a parking lot.

The public parking contribution should initially consist of providing on-street parking spots, followed by a contribution of spots within a public parking lot. These spaces may be provided within a public lot on the site of a development, or developers may choose to pay a fee in lieu of providing the spaces – helping the

Map 5.3 – Old Hilliard Focus Area Base Zoning



- Old Hilliard
- Special Parks
- Suburban Residential
- Shopping Center
- Institutions and Offices

city to pay for spaces in public lots in the area. A maintenance agreement/fee may be required. Additional private on-site parking spaces may be approved if City staff concur that there is a need for additional spaces.

- **Signage** should be small and pedestrian-oriented in nature with exterior illumination. Wayfinding signage should be provided to public spaces, and to public parking for motorists.
- **Public spaces** should be highly visible to pedestrian and vehicular traffic. Amenities such as seating, pedestrian-scale lighting, trees, bike racks and outdoor dining should be provided throughout the Old Hilliard Focus Area

District and included in new public spaces. Individual developments should include reasonable amenities of which may include outdoor dining, recreation spaces or paths, plaza areas with tables, benches, public art and/or a fountain, etc.

- **Roadway** design/improvements should be narrow and designed to maximize the safety and comfort of pedestrians. The existing street grid (of local streets and alleyways) shall be maintained and continued as redevelopment occurs, including pedestrian connections where they do not connect. Cul-de-sacs and dead end streets should be prohibited.



Mixed-Use

These areas should incorporate a mix of small and medium sized commercial and office uses, residential units, and retail uses (including shopping/dining) within a short walking distance of each other. Developments contribute public spaces such as plazas, pocket parks, streetscape improvements, etc., and their structures should help define a street well. First floor uses (retail or commercial) should engage the sidewalk with primary access and windows facing it. Residential and commercial uses are encouraged above the first floor. Parking garages (on any floor) must be screened from the street, preferably by residential, retail, or commercial uses. The primary target for a mix of uses should be approximately 25% office/commercial, 15% retail, and 60% residential.

Density	Building Coverage	Setback	Height	Parking
20,000 - 40,000 square feet per acre. Dwelling units may be substituted at one per 1,000 square feet per acre.	30%-50% (min-max)	0-10 foot build-to line	2-4 stories (min-max)	1.5 auto spaces and 1.5 sheltered bike spaces per dwelling. One auto space per 350 square feet (retail and commercial) with at least 50% provided as public parking; two bike spaces, plus one bike space per 500 square feet for non-residential uses.

Mixed-Use Residential

This area is planned to include a mix of commercial, office, and residential uses integrated horizontally, and in some places vertically. Retail and commercial uses should be located along Cemetery Road, and where practical along the retired railroad, sited to have a strong street presence. Residential uses should be encouraged above these uses as well as throughout the development. The primary target for a mix of uses should be approximately 15% office, 5% retail, and 80% residential.

Density	Building Coverage	Setback	Height	Parking
4,000 square feet per acre, and 15-20 units/acre	30%-50% (min-max)	0-15 foot build-to line	2-5 stories (min-max)	1.5 auto spaces and 1.5 sheltered bike spaces per dwelling. One auto space per 350 square feet (retail and commercial) with at least 50% provided as public parking; two bike spaces, plus one bike space per 500 square feet for non-residential uses.

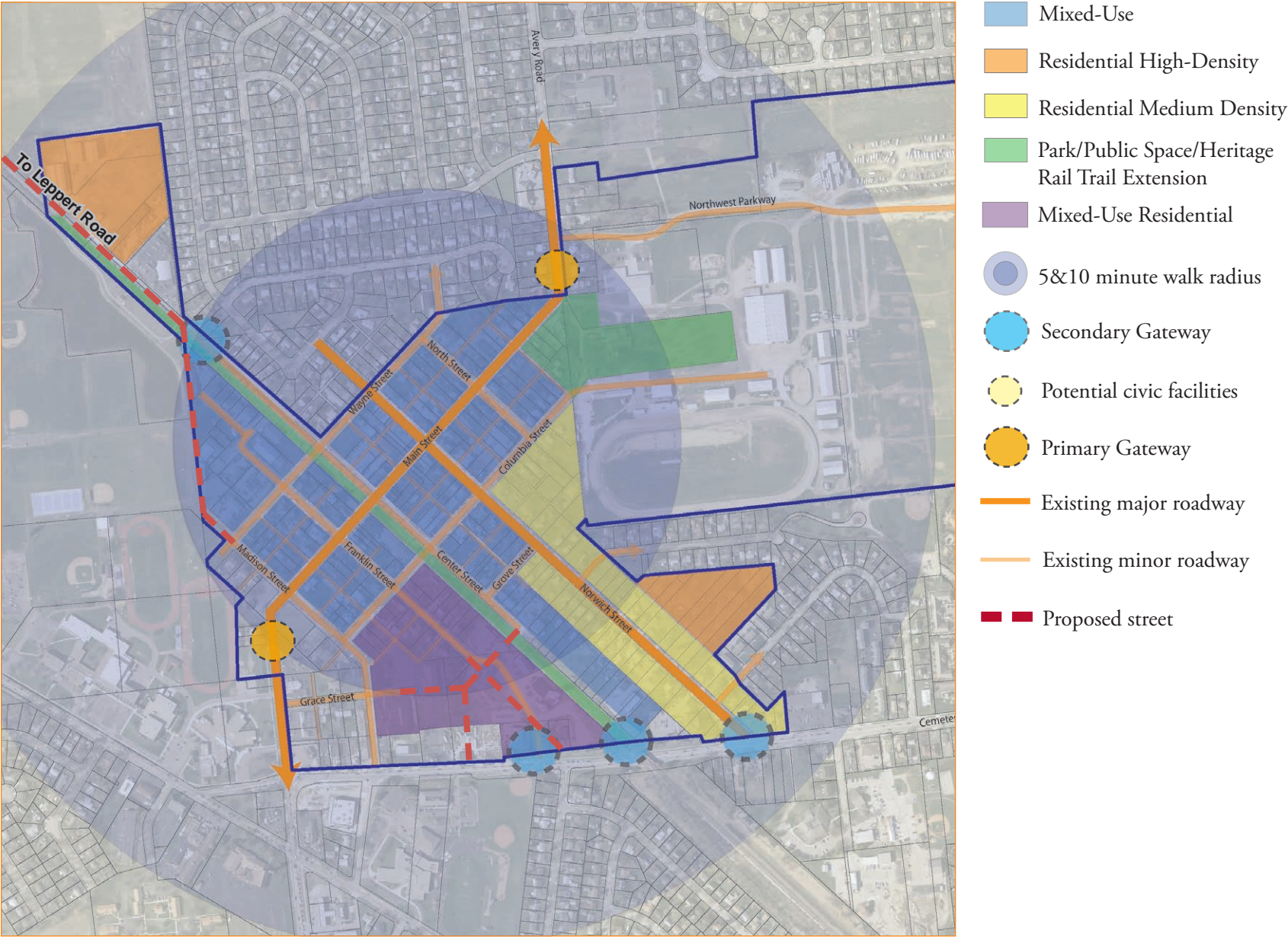




Residential High-Density				
This area is intended for high-density residential development. A variety of housing types are permitted from single-family, to townhomes and condominiums (diversity in housing types and pricing is strongly encouraged). Whenever possible access to individual units should be provided from the street. Parking in this area should be both on-street, and off-street, as well as served by parking structures when feasible. Outdoor patios and public spaces should be integrated into the overall design of this area.				
Density	Building Coverage	Setback	Height	Parking
10 to 20 units per acre	30%-40% (min-max)	0-15 foot build-to line	2-3 stories (min-max)	1.5 auto spaces and 1.5 sheltered bike spaces per dwelling.

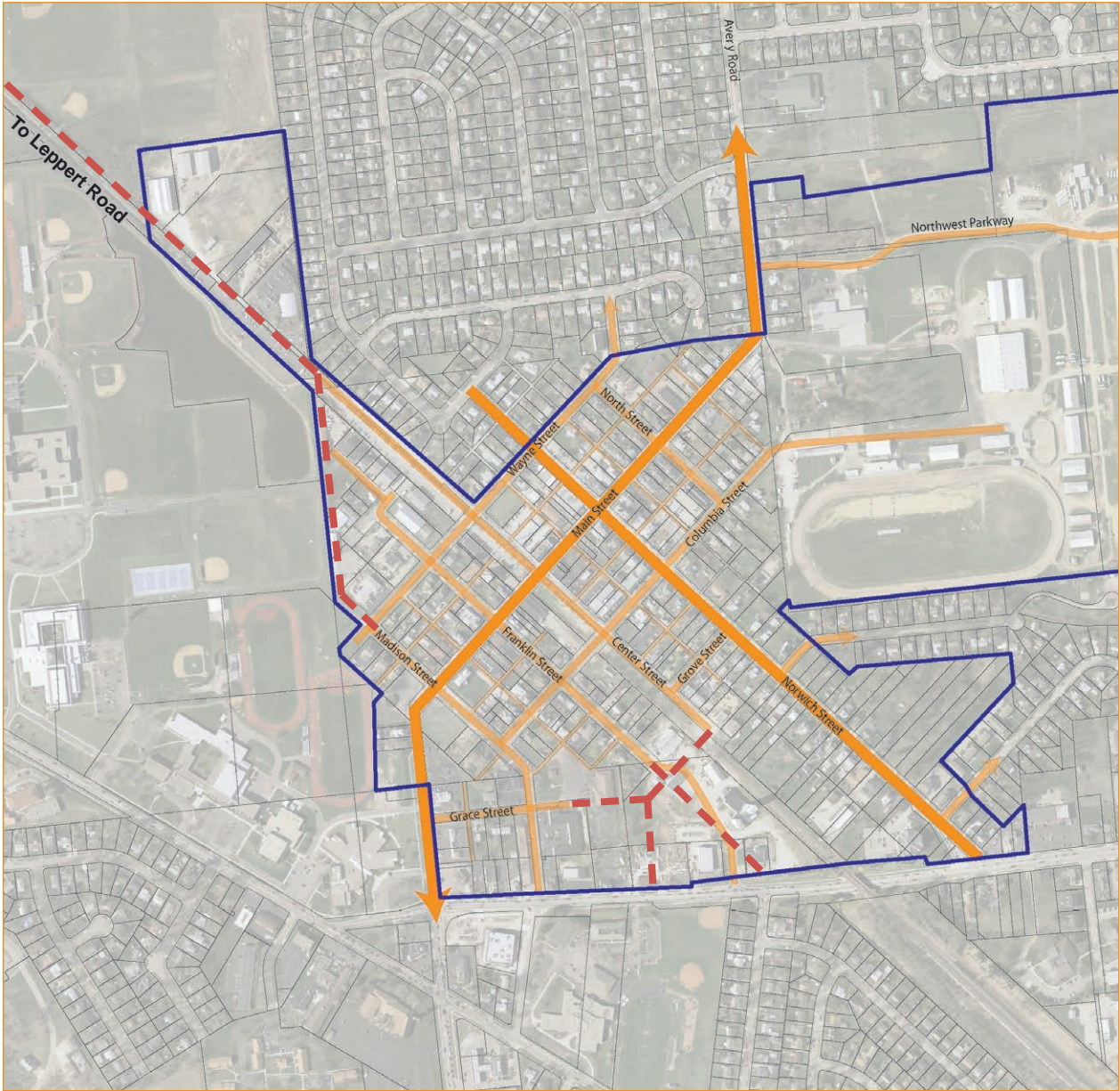
Residential Medium-Density				
This area is intended for medium-density residential housing developed around the original street network. New infill housing should follow the residential and architectural pattern that exists. Parking should be located as to not dominate the front of the structure; side loaded or detached garages are preferred. Front porches and patios are strongly encouraged in this area.				
Density	Building Coverage	Setback	Height	Parking
4 to 10 units per acre	30%	0-15 foot build-to line	2-3 stories (min-max)	2 auto spaces and 1.5 sheltered bike spaces per dwelling.

Map 5.4 – Old Hilliard Focus Area Concept Plan



Note the Old Hilliard Focus Area includes three park/public spaces. The plan concepts for these areas are described in more detail in Chapter 7 - Parks and Public Spaces.

Map 5.5 – Existing and Proposed Roadway Connections



- Existing major roadway
- Existing minor roadway
- Proposed street

Recommendations

Objective FA-1: Institute regulatory controls to guide development in Old Hilliard.

- **Action FA-1.1:** *Create a zoning overlay district that enforces the recommendations of this Focus Area plan for Old Hilliard.*
Specific architectural and site design standards should be established for Main Street and Norwich Street, encouraging a horizontal and vertical mix of uses, including residential. Beyond the Main Street and Norwich Street corridors, encourage a variety of housing types including small lot single-family, multi-family buildings, condominiums, and townhomes.
- **Action FA-1.2:** *Revise the Old Hilliard Design Guidelines and Zoning Code.*
This should be done to ensure the guidelines and code meet the development concept and intent for Old Hilliard as outlined in this Focus Area chapter and the 2002 Old Hilliard Master Plan.

Objective FA-2: Encourage new residential uses, and redevelop under-utilized properties in Old Hilliard.

- **Action FA-2.1:** *Establish an Old Hilliard Redevelopment Corporation.*
This organization could guide redevelopment efforts and administer a land bank, accelerating the redevelopment of Old Hilliard.
- **Action FA-2.2:** *Develop marketing strategies to market Old Hilliard as a desirable location for new residential and mixed-use development.*

- **Action FA-2.3:** *Create development incentives to promote development in Old Hilliard.*
Possible incentives include tax abatements, density bonuses, and façade improvement program or revolving loan fund.

Objective FA-3: Create an appropriately-scaled, pedestrian-friendly environment.

- **Action FA-3.1:** *Reconstruct side streets throughout the district to be pedestrian friendly.*
Desired elements include sidewalks, street trees, curb and gutter, on-street parking, and curb extensions (where appropriate). Parallel parking and tree lawns as a part of new streetscape improvements throughout Old Hilliard to create a barrier between pedestrians and vehicles. Improvement priorities include both Franklin and Center streets.
- **Action FA-3.2:** *Require all new structures built along Main Street to be at least two stories in height at the build-to line, creating a defined 'street wall.'*
- **Action FA-3.3:** *Construct clearly marked crosswalks that add to the character of Old Hilliard.*

Objective FA-4: Encourage the location of civic building, public spaces, and community events in Old Hilliard.

- **Action FA-4.1:** *Locate civic facilities in prominent places in Old Hilliard*
Examples may include a new Municipal Building, as well as a performing arts center, meeting space, etc.

- **Action FA-4.2:** *Change/create relevant zoning codes and design guidelines to encourage privately provided public spaces in Old Hilliard.*
Require new developments to provide public spaces such as outdoor plazas, sidewalk/outside dining, pocket parks, and shared green spaces.

- **Action FA-4.3:** *Enhance the visibility of and access to Weaver Park from Main Street.*

Objective FA-5: Address infrastructure and financing needs to facilitate the development of Old Hilliard.

- **Action FA-5.1:** *Secure grants and implement financing tools to fund infrastructure improvements in and around Old Hilliard.*
Tools may include Tax Increment Financing districts (TIFs) or Special Improvement Districts (SIDs).
- **Action FA-5.2:** *Construct capacity enhancements to the Hilliard Outfall Sewershed to accommodate additional development.*
Capacity enhancements will likely include the construction of a multi-million dollar relief sewer of which may support development in Old Hilliard and in the Retired Railroad Corridor.
- **Action FA-5.3:** *Extend Center Street to the northwest and southeast.*
Center Street should be extended to form better pedestrian and vehicular connections to adjacent development and reduce congestion in the Old Hilliard Area. The street should eventually connect Leppert Road with Cemetery Road (via Franklin Street).

- **Action FA-5.4:** *Extend Franklin Street south to connect with Cemetery Road.*
- **Action FA-5.5:** *Extend Madison Street north to connect to Center Street.*
- **Action FA-5.6:** *Extend the Heritage Rail Trail from its current terminus to Main Street, better connecting the trail with Old Hilliard.*
- **Action FA-5.7:** *Extend the Heritage Rail Trail from Main Street to beyond Cemetery Road*
The trail should connect to the development called for in the Retired Railroad Corridor Focus Area.

Objective FA-6: Create a concentrated yet diverse commercial core along Main Street.

- **Action FA-6.1:** *Revise permitted and conditional uses in the B-6 District to better meet the character and development intent for Old Hilliard.*
This may be achieved by creating an overlay district, modifying the existing classification, or through the process of a zoning code update.
- **Action FA-6.2:** *Conduct a parking study to determine current and project future parking usage and demand, and identify areas where public parking spaces (on-street, lots, and/or parking garages) are needed.*
This study should consider where the City believes development would occur and where public parking lots may be most beneficial to those coming to Old Hilliard to shop or do business.

- **Action FA-6.3:** *Purchase parcels to be used for future public parking lots.*
These parcels should not front Main Street. Even if these lots are not developed, the land may eventually be utilized for some other purpose or sold at a later date.
- **Action FA-6.4:** *Develop a signage system to better identify public parking and shared-use parking areas.*
- **Action FA-6.5:** *Revise parking requirements in Old Hilliard to promote new development.*
These revised requirements should reduce the parking requirement and encourage shared and on-street parking. An appropriate standard may be the suggested standard of a minimum of 50% of the required parking spaces being provided as public parking spaces in the form of on-street parking, a public parking lot maintained by the building owner (on site), and/or a fee-in-lieu (and yearly maintenance fee) of providing the spaces.

Objective FA-7: Enhance the image and brand of Old Hilliard.

- **Action FA-7.1:** *Enhance secondary gateways at key locations in Old Hilliard.*
See Map 5.4 on page 76.
- **Action FA-7.2:** *Create a branding and marketing campaign for Old Hilliard.*
- **Action FA-7.3:** *Work with local, regional, and state agencies to promote “Main Street” Hilliard.*

- **Action FA-7.4:** *Partner to help support a full-time director of programming and marketing of Old Hilliard.*
This role may be satisfied by the City, current organizations, and/or a new Main Street organization supported by the community.
- **Action FA-7.5:** *Support the development of new projects and public spaces that accentuate the differences in character between Hilliard and other central Ohio suburbs.*
- **Action FA-7.6:** *Create enjoyable experiences that feel genuine, attractive, and “cool” to a wide audience group.*

I-270 Corridor

Why the I-270 Area?

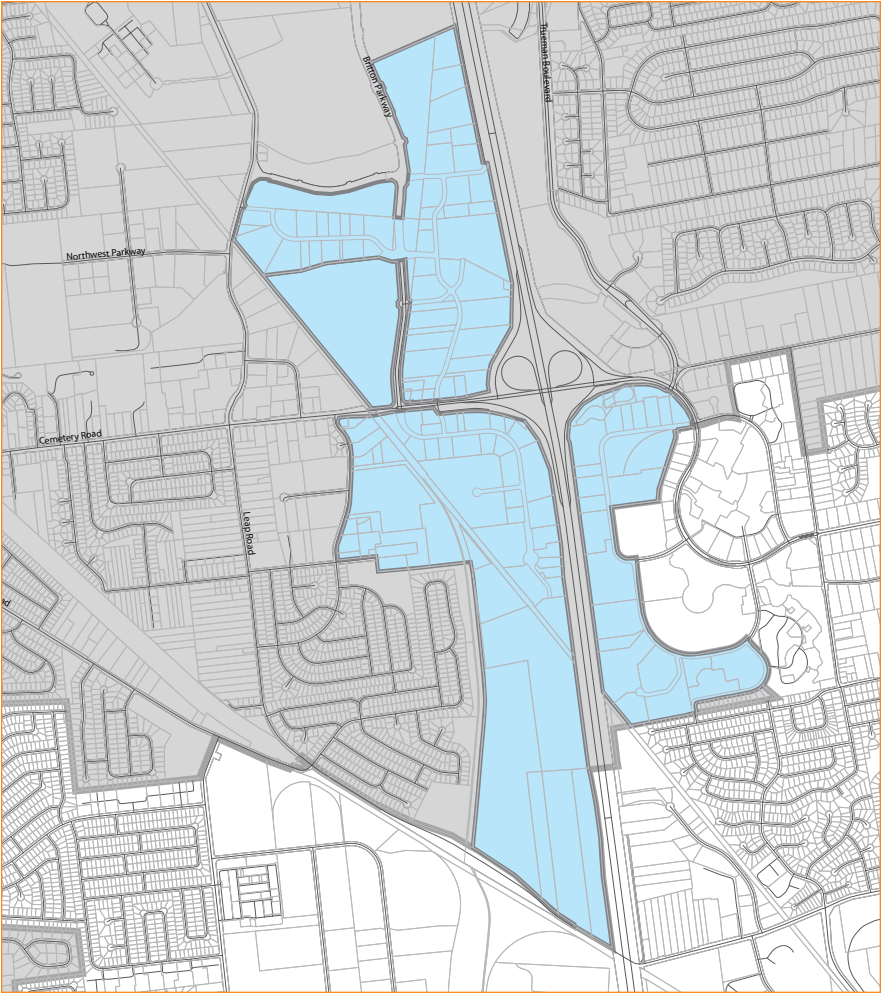
The I-270 Corridor Focus Area is comprised of three distinct areas, each with different development opportunities. Given the Focus Area’s frontage along the highway and Cemetery Road’s status of having the primary interchange by which

drivers enter or exit the highway, this Focus Area is the front-door of the city.

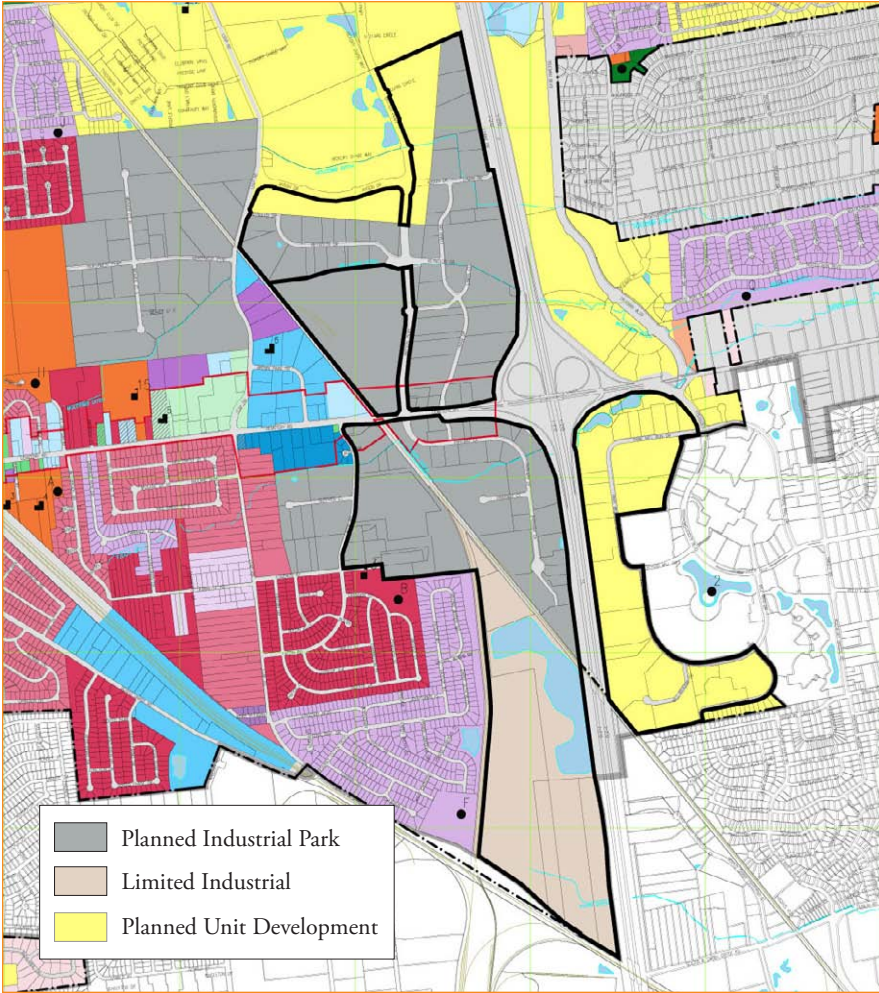
This area is a prime location for large office or retail uses, and some retail development has occurred in recent years. On the northeast side of the Cemetery

Road interchange, a Target, Home Depot, and shopping center project were constructed along Trueman Boulevard of which is near but not in the I-270 Corridor Focus Area. There are many vacant or underutilized properties, primarily north of Cemetery Road and west of I-270.

Map 5.6 – I-270 Corridor Focus Area



Map 5.7 – I-270 Corridor Focus Area Base Zoning



Despite the presence of an interchange and developable land, a lack of visibility and sufficient access are hindrances affecting the development potential of the Focus Area. Constructing a grid of streets in the Focus Area, particularly north of Cemetery Road, will improve access and visibility of new uses in the area. Moreover, a defined character and a landmark feature or development would further improve recognition of the district.

In regard to land uses, a transition from light industrial and warehouse/logistics uses to a higher-density office, retail, and residential mixed use development will help to enhance the City’s image and increase its tax base. The long-term potential for an inter-city and/or a commuter rail station in this Focus Area could help encourage development that will foster a vibrant, walkable, mixed-use district for residents, employees, and visitors.

Development Principles

- 1. Promote this area as a location for **higher-density transit-oriented development**.
- 2. Increase the number of **connections and accessibility** to and from adjacent development.
- 3. Support the development of new **income generating land uses**.
- 4. Create an **attractive streetscape and gateway** along Cemetery Road, Britton Parkway, and local roads throughout the district.
- 5. Increase the quality of development through the adoption of **new development standards**.

Development Intent

- **Mix of Use** should be integrated both vertically and horizontally (see Figure 5.1) in areas where a mix of use is called for in the I-270 Corridor Focus Area. All building sizes shall be pedestrian in scale, range from 2 to 6 stories, and encourage taller buildings to be located on corners.
- **Architecture** should be of high-quality, preferably integrating green building and sustainable site design techniques. Building design should complement surrounding uses and densities. Building massing and color should vary between structures to break up the facade and provide visual interest. Windows at the street level should be large and transparent.
- **Building Siting** should be constructed on a build-to line and orient any adjacent streets, creating a defined street wall and include uses that activate adjacent sidewalks and public

spaces. All buildings are to include four-sided architecture, shall be pedestrian in scale, and encourage loading from side streets and/or very small, screened service courts. Parking shall be provided to the rear or side of all principal structures.

- **Parking** should be provided by the contribution of both private and public parking. Private (on-site) parking shall be internal to each site, screened from the public right-of-way and may be identified with signage at the discretion of City staff. If parking must be located on the side of a building, the narrowest side of the parking lot should face the street and parking lot screening elements such as shrubs and decorative fencing shall be maintained by the property owner. The impacts of on-site parking should be minimized through segmented parking areas, shared parking, pervious pavement, and landscaping. In no situation shall a building be surrounded by a parking lot. The public parking contribution should initially consist of

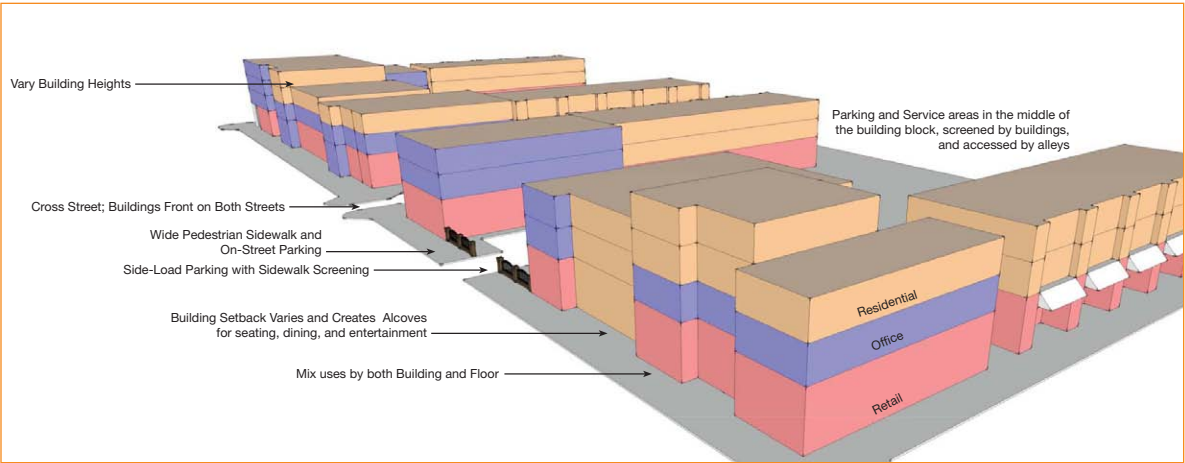


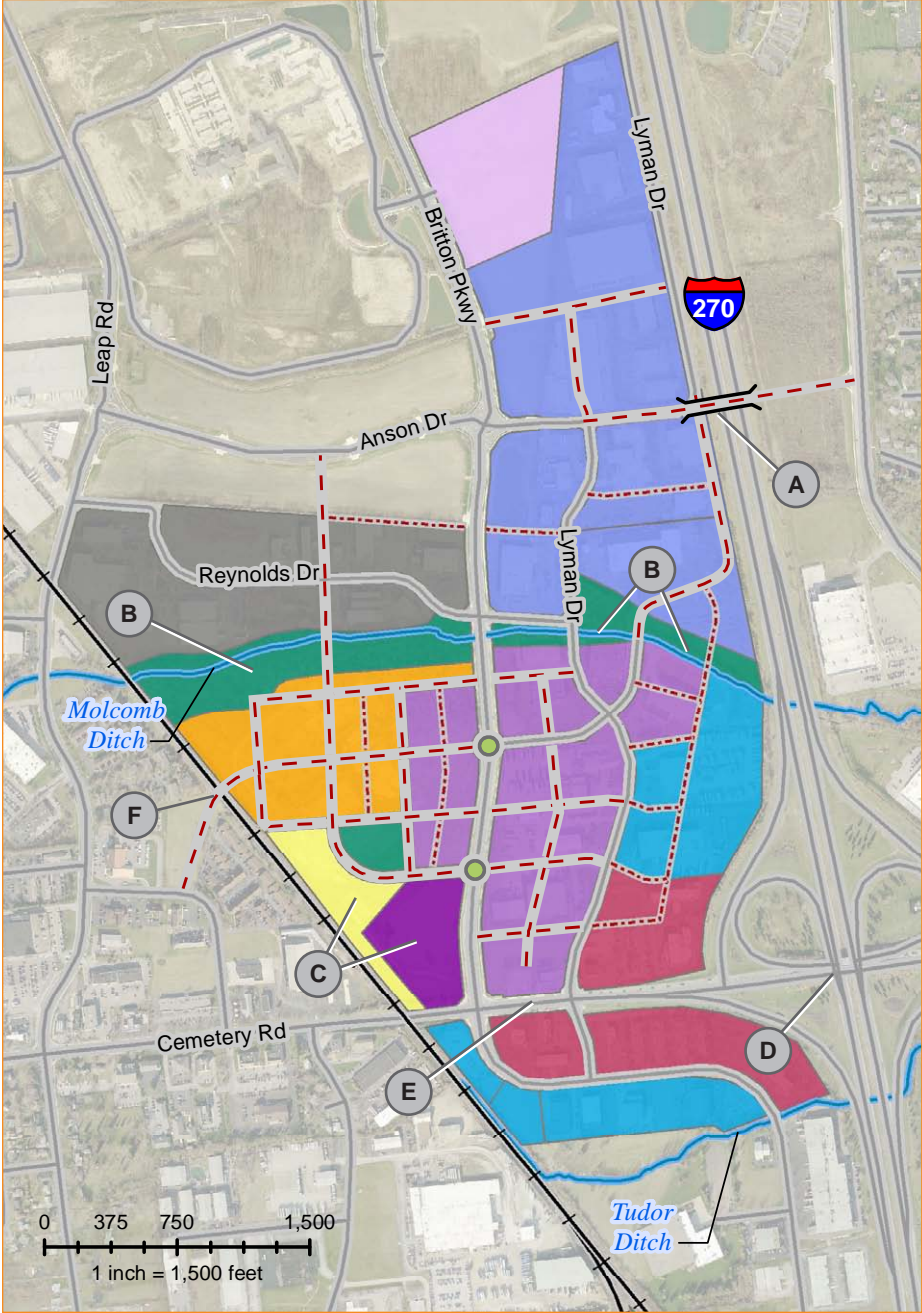
Figure 5.1 – Elements of an urban, mixed-use development.

Map 5.8 – I-270 Corridor (North) - Illustrative Plan



Note: The above illustrative plan demonstrates how structures are to relate to streets throughout the district and how this will enhance the character of the northwestern section of the I-270 Focus Area. Building footprints and specific uses are not intended to be definitive. The Concept Plan (Map 5.9, right) should be used as the reference for which all land use and transportation network decisions are made for this portion of the I-270 Corridor Focus Area.

Map 5.9 – I-270 Corridor (North) - Concept Plan



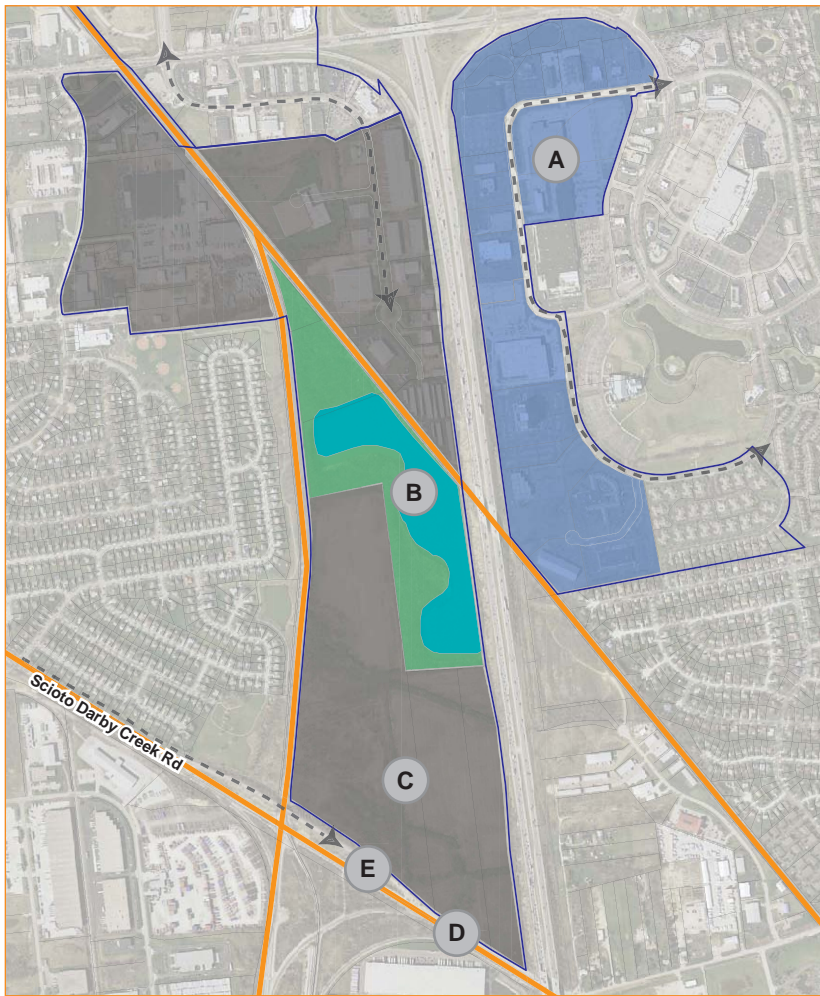
- Existing roadway
- Proposed roadway
- Proposed rear service drives
- Potential roundabout location
- Professional Office
- Mixed-use Commercial
- Light Industrial
- Mixed-use General
- Community Retail
- Neighborhood Retail
- Transit Station
- Hotel/Conference Center
- High Density Residential
- Park/Civic
- A Pedestrian and vehicular connection over I-270
- B Preservation of existing riparian corridor
- C Bus Park and Ride and Future Transit Station
- D Pedestrian connection across I-270
- E Streetscape improvements
- F Optional grade-separated crossing and connection to Brown Park Drive

providing on-street parking spots, followed by a contribution of spots within a public parking lot. These spaces may be provided within a public lot on the site of a development, or developers may choose to pay a fee in lieu of providing the spaces – helping the city to pay for spaces in public lots in the area. A maintenance agreement/fee may be required. Additional private on-site parking spaces may be approved if City staff concur that there is a need for additional spaces.

Off-site public parking requirements, above and beyond on-site requirements, should include the creation of on-street parking on all adjoining frontages, as well as a provision of public, shared use parking spots. Where a development parcel is small, a fee in lieu may substitute for this requirement at the discretion of City staff. This fee will be used to assemble land for public parking lots and/or additional on-street parking throughout the district.

- **Public Space** amenities such as street furniture (benches, pedestrian-scale lighting, bike racks, trees, and trash receptacles, etc.) should be provided throughout the district and in common, public spaces. Individual developments should be designed to interact with the surrounding streetscape and adjacent structures, with primary building access off of public spaces and adjacent streetscapes. Features such as outdoor dining, plazas, and recreation spaces shall be made available for employee and/or public use.
- **Streets** should be appropriately scaled with the pedestrian as the priority. Though private roadways are discouraged, if required, they shall

Map 5.10 – I-270 Corridor: South Concept Plan



- Professional Office
- Light Industrial/Flex Office
- Park/Civic
- A Replace obsolete retail spaces with new office
- B Maintain pond and trees
- C Potential relocation area for industrial businesses north of Cemetery Rd.
- D Access from Scioto Darby Road only
- E Extend Heritage Rail Trail South along Scioto Darby Creek Rd.
- Existing Roads/Circulation

include spacious sidewalks to provide a seamless pedestrian connection between the public and private realm. All streets, public or private, should be designed in a grid-like fashion with small block sizes (preferably 4-5 acres with maximum perimeter of 1,800 feet). Sidewalks, pedestrian connections, crosswalks, curb extensions, and pedestrian signals should be used throughout the district.

With the intent of connecting this new development to existing uses, a bridge is suggested across I-270 between Davidson and Cemetery roads. This bridge would provide convenient pedestrian and bicyclist connectivity, as well as vehicular access, reducing congestion on Davidson and Cemetery roads.



Professional Office

This area should incorporate a mix of small to medium sized office spaces designed to serve the local and regional markets. While development in this area is encouraged primarily for economic reasons, it is expected these areas will also incorporate sustainable development practices and contribute to the streetscape through trees, mounding, and a variety of landscape treatments. These structures should be built along the roadway and encourage rear and side parking.

Density	Building Coverage	Setback	Height	Parking
15,000 - 20,000 square feet per acre	30%-50% (min-max)	0-20 foot build-to line	2-6 stories (min-max)	One auto space per 350 square feet; two bike spaces, plus one bike space per 2,000 square feet.

Mixed-Use Commercial

This area is intended to incorporate a mix of small to medium sized commercial and office uses with a well-defined streetscape and planned public spaces. Residential uses may be integrated, however, residential is not intended to be a primary component of the district and should generally not be located on the first floor. Supportive retail uses such as coffee shops, dry cleaner pick-up and drop-off, banking centers, fast/casual dining, small fitness center, and the like are encouraged and should provide an amenity to office and residential uses within walking distances. The primary target for a mix of uses should be 60% office, 5% retail (focused on Britton Parkway), and 35% residential.

Density	Building Coverage	Setback	Height	Parking
15,000 - 20,000 square feet per acre, and 5 to 10 dwelling units per acre	30%-40% (min-max)	0-15 foot build-to line	2-5 stories (min-max)	1.5 auto spaces and 1.5 sheltered bike spaces per dwelling. One auto space per 350 square feet (retail and commercial) with at least 50% provided as public parking; two bike spaces, plus one bike space per 500 square feet for non-residential uses.



Mixed-Use General				
This area is planned to include a mix of commercial, office, and residential uses integrated both vertically and horizontally. When and where appropriate residential should be encouraged on the second floor while retail uses should be reserved for the first floor and have a strong street presence. The primary target for a mix of uses should be 40% office, 10% retail (focused on Britton Parkway/Cemetery Road), and 50% residential (50%).				
Density	Building Coverage	Setback	Height	Parking
15,000 - 25,000 square feet per acre, and 15 to 20 dwelling units per acre	30%-50% (min-max)	0-15 foot build-to line	3-5 stories (min-max)	1.5 auto spaces and 1.5 sheltered bike spaces per dwelling. One auto space per 350 square feet (retail and commercial) with at least 50% provided as public parking; two bike spaces, plus one bike space per 500 square feet for non-residential uses.

High Density Residential				
This area is intended for high-density residential development, of which should include a variety of housing types such as small lot single-family homes, townhomes, and apartment/condominium buildings. A diversity in housing types and pricing is strongly encouraged. Access to individual units should be provided from the street whenever possible. Parking in this area shall be both on-street and off-street (to the rear or side of street-facing units), as well as provided with parking structures (preferably under or behind dwelling units when and where feasible. Outdoor patios and public spaces should be integrated into the design of this area.				
Density	Building Coverage	Setback	Height	Parking
20-30 dwelling units per acre	30%-50% (min-max)	0-15 foot build-to line	2-5 stories (min-max)	1.5 auto spaces and 2 sheltered bike spaces per dwelling.



Neighborhood Retail

This area is planned for a small-scale mixed-use center intended to serve the daily needs of residents and employment centers within a mile radius. Structures should include a mix of uses such as a small grocery, convenience store, coffee shop/deli, dry cleaning pick-up/drop-off, or personal health services. Second floor uses may include a wide range of office or commercial (non-retail) uses. The site and architecture design should be more attractive than the surrounding uses, and have a distinct street presence. The inclusion of such features as sidewalk dining, a public plaza, and a recognizable landmark should be included in such developments. Maximum tenant size 10,000 square feet.

Density	Building Coverage	Setback	Height	Parking
20,000-40,000 square feet per acre (min-max)	30%-40% (min-max)	0-15 foot build-to line	1-2 stories (min-max)	One auto space per 300 square feet with at least 50% provided as public parking; two bike spaces, plus one bike space per 500 square feet.

Community Retail

This district is intended to include highway-oriented businesses such as restaurants, convenience stores, gas stations, large-format retail, and other auto-oriented businesses. Uses in this area must be well connected via auto and pedestrian connections. Buildings must be well designed and have distinct architectural character. High-quality landscaping and streetscape elements are very important in this area and will define the gateway into the city. Maximum tenant size 120,000 square feet.

Density	Building Coverage	Setback	Height	Parking
10,000-20,000 square feet per acre	20%-30% (min-max)	10-40 foot build-to line	1-2 stories (min-max)	One auto space per 300 square feet with at least 50% provided as public parking (on multiple-tenant developments); two bike spaces, plus one bike space per 500 square feet.



Light Industrial				
Development in this area is dedicated primarily for industrial uses but may include a mix of office space and areas for corporate campuses. Development should be set back from the roadway in a manner that does not compromise the quality of the streetscape.				
Density	Building Coverage	Setback	Height	Parking
15,000-20,000 square feet per acre	n/a	40 feet	1-2 stories (min-max)	One auto space per 500 square feet; two bike spaces, plus one bike space per 2,000 square feet.

Transit Center, Hotel/Conference Center				
This area is intended to serve as a transit center, and destination based hotel and conference center to attract local, regional, and national users. The transit center should be aesthetically compatible with the surrounding uses and connected to support multiple modes of transportation, including a direct connection to a future inter-city and commuter rail station. The transit center should also help to build the community's character/identity.				
Density	Building Coverage	Setback	Height	Parking
80,000-100,000 square feet per acre	40%-60% (min-max)	10-30 foot build-to line	4-6 stories (min-max)	A reasonable number of spaces should be constructed. A majority of these spaces should be public parking spaces to be used by visitors, transit users, and conference go-ers. Fee-collection may be appropriate during peak hours.

Recommendations

Objective FA-8: Promote the area north of Cemetery Road and west of I-270 as a higher-density, transit-oriented development served by frequent bus and rail (future) service.

- **Action FA-8.1:** Offer development incentives to attract a hotel/conference center visible from Britton Parkway and Cemetery Road.
- **Action FA-8.2:** Promote the area along the I-270 rail corridor for rail station and/or multi-modal transit station development.
The location is a ready and viable option for a multi-modal transit stop. Interested parties may include the Ohio Rail Development Commission and the Central Ohio Transit Authority.

Objective FA-9: Increase the number of connections to and from key areas such as Old Hilliard and Mill Run.

- **Action FA-9.1:** Construct a pedestrian and/or vehicular bridge over I-270 as an extension of Anson Drive.
- **Action FA-9.2:** Create a multi-use path along Cemetery Road from Trueman Boulevard to Britton Parkway.
- **Action FA-9.3:** Preserve a greenway that incorporates the stream corridor and existing forested area along the stream south of Reynolds Drive.
- **Action FA-9.4:** Modify the existing street pattern on the north side of Cemetery Road.

By constructing a grid street pattern, redevelopment of parcels will be facilitated and walkability improved in the district. Blocks should be small, with a perimeter of less than 1,800 feet, and an area of less than five acres.

Objective FA-10: Support the development of new income generating uses.

- **Action FA-10.1:** Promote areas currently occupied by low-density industrial and retail uses as a new office, research, and technology district.
- **Action FA-10.2:** Offer incentives to existing industrial businesses to relocate to vacant areas south of Cemetery Road.
- **Action FA-10.3:** Create a branding and marketing plan for this area to strengthen its identity and promote its transition to a mixed-use and transit-oriented district.
- **Action FA-10.4:** Work with the economic development director to identify economic development tools to attract new office, research, and technology tenants to the I-270 Corridor.

Objective FA-11: Create an attractive gateway along Cemetery Road and Britton Parkway, and throughout the I-270 Corridor focus area.

- **Action FA-11.1:** Construct aesthetic treatments on the I-270 bridge and/or a landmark to enhance the image of the community from both the highway and Cemetery Road.
- **Action FA-11.2:** Create a streetscape and common areas plan to guide improvements along

Cemetery Road, Britton Parkway, and local streets. Work with developers to implement this plan. All streets forming the grid network of the I-270 Corridor Focus Area should conform to this plan, as should design details of private streets and parking lots. Standards may include pedestrian and bicycle facilities, street trees, landscaped medians, landscaped screening of parking areas, higher quality signage, decorative lighting for streets and parking lots, decorative signage, and beautification of the railroad overpass.

Objective FA-12: Increase the quality of development through implementing new development standards and administrative tools.

- **Action FA-12.1:** Create a transit-oriented development overlay district that supports the development of the I-270 Focus Area concept plans. This overlay district should specify revised parking standards, a park and/or public space contribution standards, adherence to architectural review standards, as well as the location of various uses and densities called out in the plan.
- **Action FA-12.2:** Create architectural design guidelines to guide the design of new development requiring higher and more sustainable architectural standards.
- **Action FA-12.3:** Preserve and restore stream corridors, stands of trees, as well as ponds throughout the I-270 Corridor.
- **Action FA-12.4:** Encourage contiguous and shared above ground stormwater facilities such as ponds, meadows, and wetlands.

Encourage the owners of such facilities to provide recreational paths, benches, amenities near these features, as well as plant trees and other native vegetation in the area.

- **Action FA-12.5:** *Create a district-wide authority to ensure area improvements (including public parking lots) are maintained and paid for.*

This is to ensure public lots and parking spaces are constructed and maintained, to implement and pay the debt service on any streetscape improvements, and to maintain any publicly-owned spaces and parks within the I-270 Corridor Focus Area. A Special Improvement District (SID) or Community Development Authority (CDA) tool may be utilized to achieve these ends. The efforts of such a group will be a catalyst for encouraging development in the district.

Retired Railroad Corridor

Why the Retired Railroad Corridor?

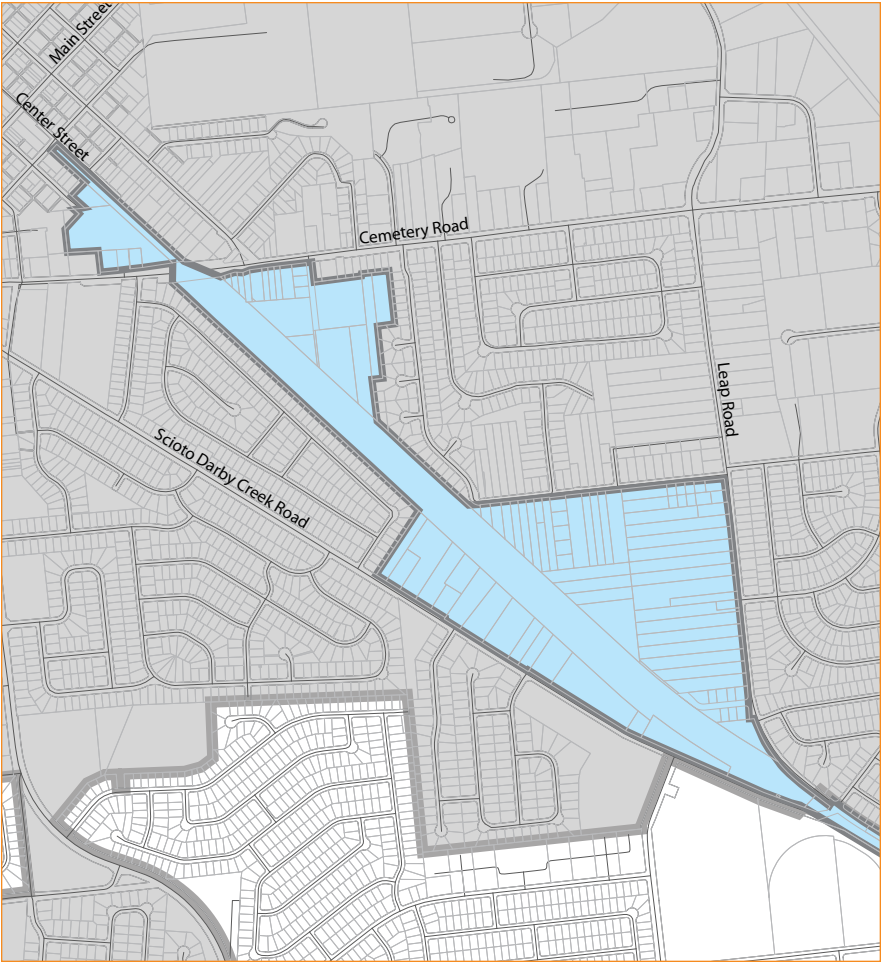
Promoting development along the Retired Railroad Corridor provides an opportunity to create a new district that will include a variety of housing options; new neighborhood retail, office, and civic space; as well as provide for the extension of the existing Heritage Rail Trail. Collectively, the

integration of these elements will help to enhance the image of the surrounding areas and city as a whole. Its central connection to Old Hilliard makes it an important priority growth area that has the potential to be a local and regional destination.

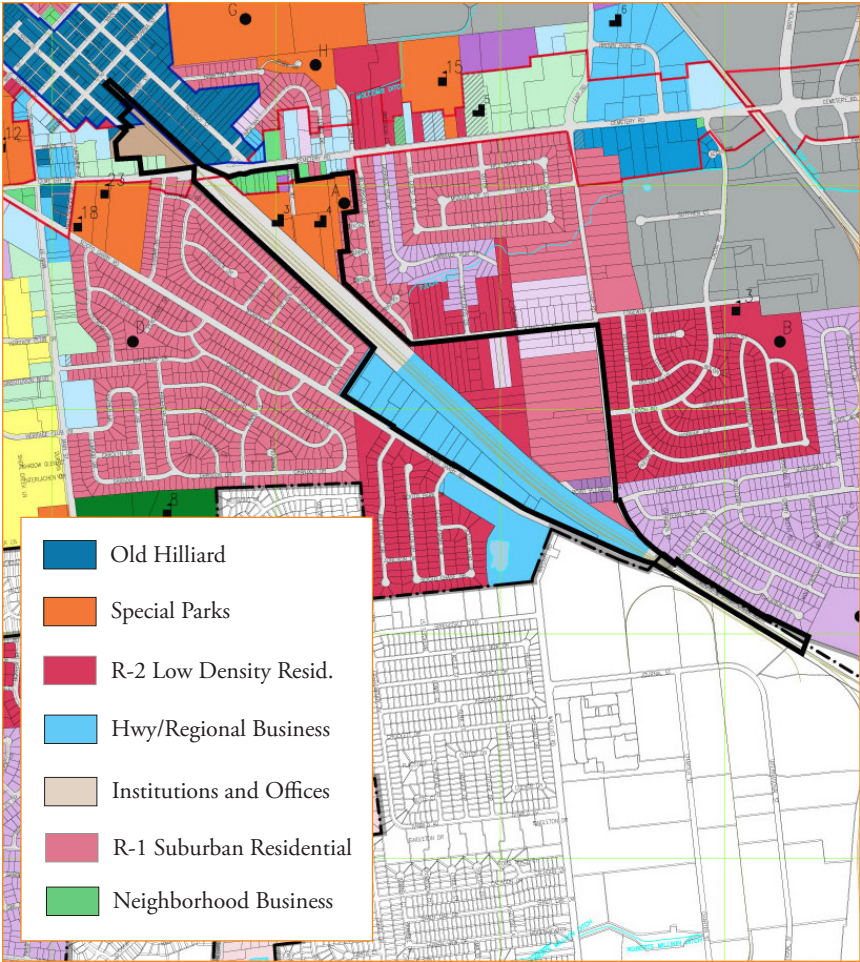
The concept plan contained in this chapter focuses on the rail as an anchor to support future

redevelopment of adjacent areas. While the desired extension of the Heritage Rail Trail is a main component, it is only part of the larger plan to develop this area. The City also owns land adjacent to the corridor, creating opportunities for new development that will complement the corridor.

Map 5.11 – Retired Rail Corridor Focus Area



Map 5.12 – Retired Rail Corridor Focus Area Base Zoning



Development Principles

1. **Extend Heritage Rail Trail** from Old Hilliard, southeast to Columbus corporation limit.
2. Integrate **innovative and active public spaces** along the trail.
3. Utilize the railroad corridor to build stronger **bike and pedestrian connections** between public spaces.
4. Create new roadway and pedestrian connections within and across the rail corridor to **eliminate barriers between Hilliard's neighborhoods** and reduce congestion.
5. Construct the Old Hilliard Relief Sewer **through the Retired Railroad Corridor**, providing needed sanitary sewer access to support development.
6. Use the momentum of the revitalized rail corridor to attract **economic growth at key nodes**.
7. Capitalize on **existing views** (see Figure 5.9, page 100).
8. Incorporate **elements of the railroad history** throughout the trail network.

The Charrette

Because of the numerous challenges related to developing this area (ownership, size, shape) a more detailed planning exercise was employed when creating the concept plan. A three-day charrette was conducted as part of the planning process. The goal of the charrette was to bring together a wider spectrum of ideas and



Figure 5.2 — Representatives of the City and plan authors speak with members of the public during the design charrette for the Retired Railroad Corridor Focus Area.

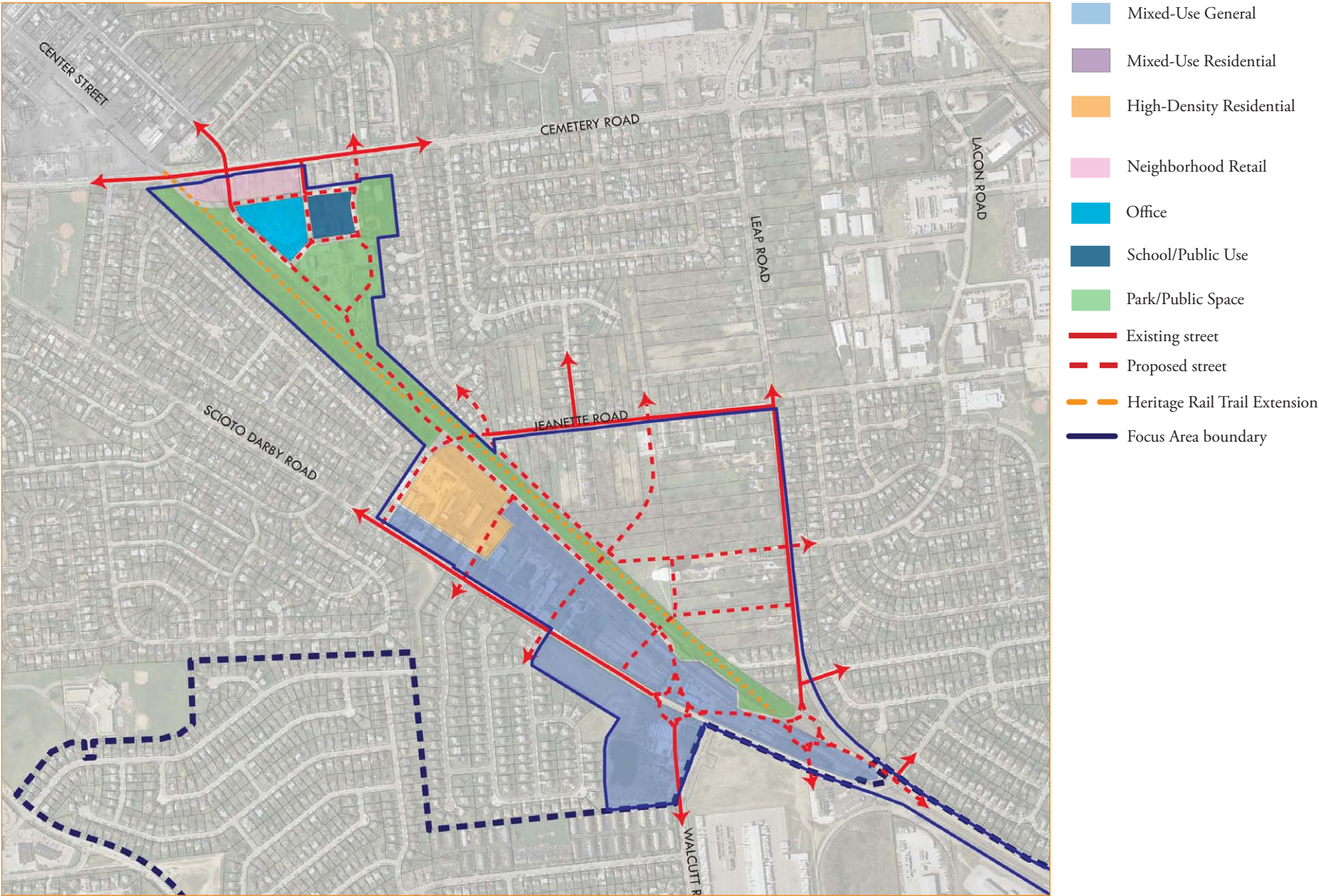
perspectives to collaboratively develop a concept plan for the focus area.

The charrette was a short, intensive, design-focused workshop which included multiple stakeholders and team members, as well as city staff, elected officials, consultant team members, a local artist, Ohio State University graduate students in planning and landscape architecture, and an outside urban design professional skilled in conducting charrettes.

Each day of the charrette consisted of intense “hands-on” design and visioning sessions. The concepts produced in these sessions were then presented to the public for feedback.

The result of the charrette was an innovative concept plan for the Retired Railroad Corridor which reflected the public’s desire for park space and extension of the Heritage Rail Trail to this area, balanced with planned residential and commercial growth.

Map 5.13 – Retired Railroad Corridor Concept Plan

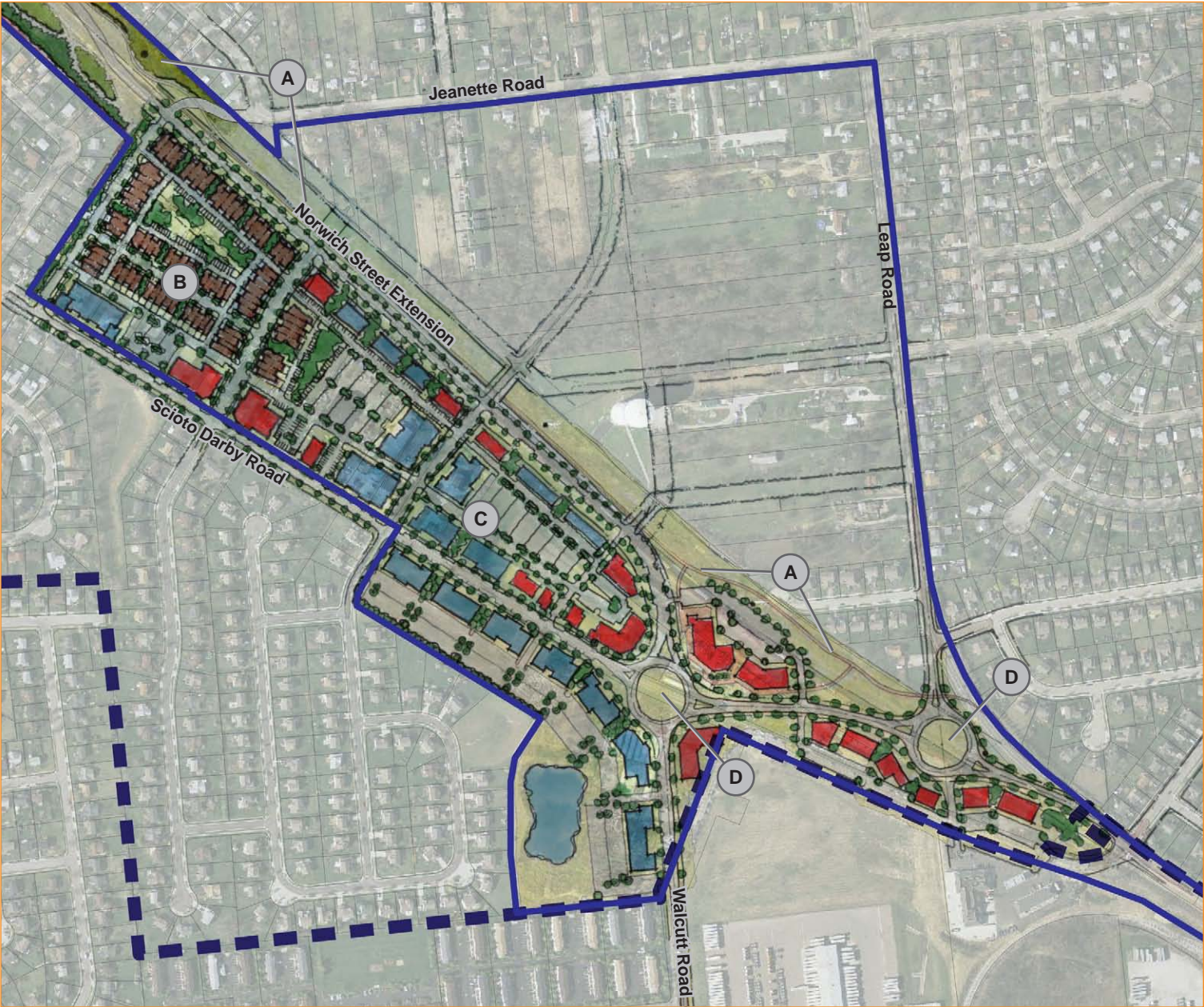


Map 5.14 – Retired Railroad Corridor Illustrative Plan (north area)



Note: This is an illustrative plan the reflects the character and development intent for the Retired Rail Corridor. Building footprints and specific uses are not intended to be definitive.

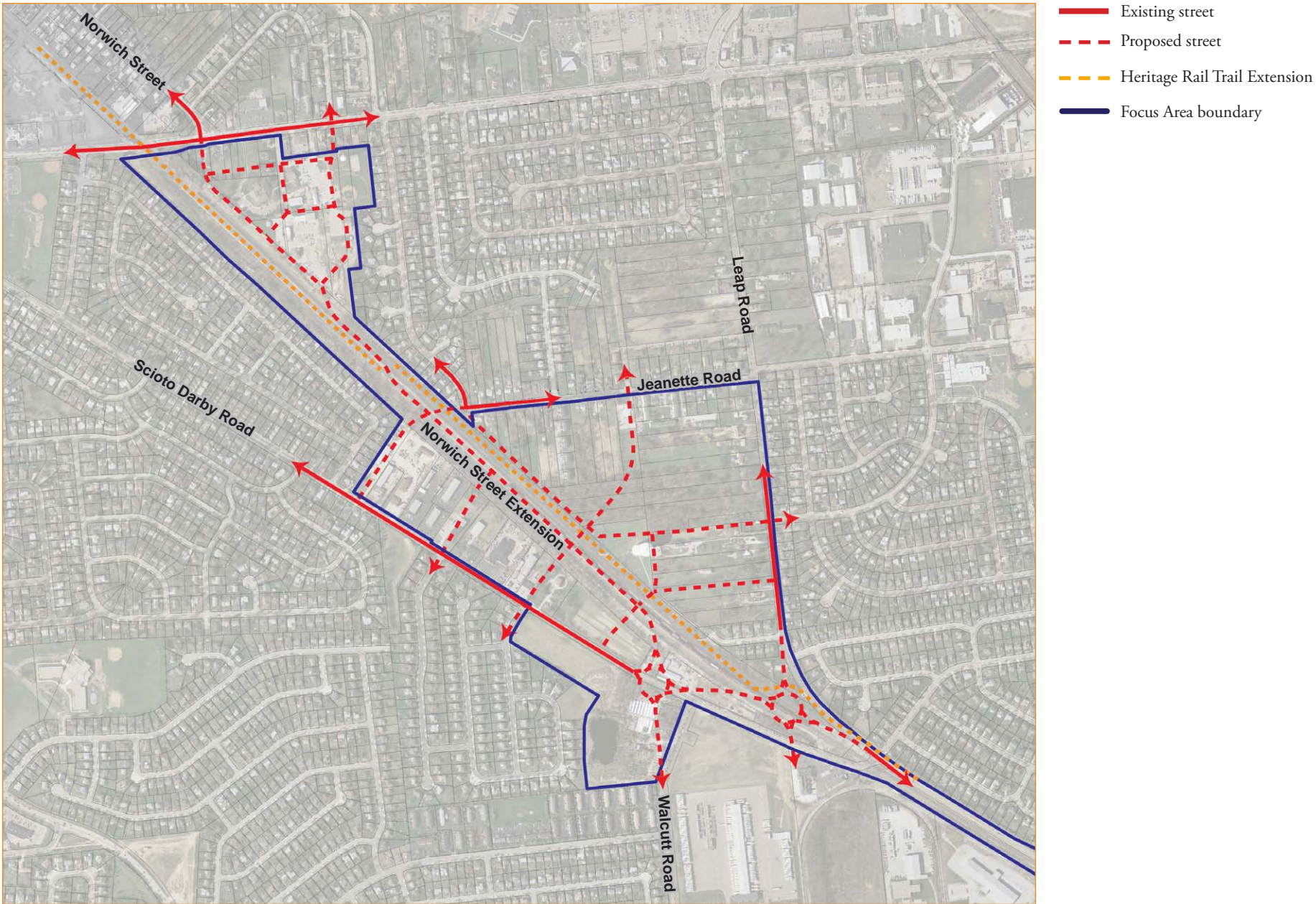
Map 5.15 – Retired Railroad Corridor Illustrative Plan (south area)



- A Heritage Rail Trail Extension / Linear Park
- B High-Density Residential
- C Mixed-use General
- D Proposed Roundabout

Note: This is an illustrative plan the reflects the character and development intent for the Retired Rail Corridor. Building footprints and specific uses are not intended to be definitive.

Map 5.16 – Retired Railroad Corridor Transportation Network



Note: This is a concept for the proposed street network, see the Transportation Chapter for a more detailed plan in this area .

Development Intent

- **Residential Density** in the most central part of the Focus Area should range from two to four stories in height, built as either attached residential units at street level or above sidewalk retail or commercial uses.
- **Parking** should be provided by the contribution of both private and public parking. Private (on-site) parking shall be internal to each site, screened from the public right-of-way and may be identified with signage at the discretion of City staff. If parking must be located on the side of a building, the narrowest side of the parking lot should face the street and parking lot screening of elements such as shrubs and

decorative fencing shall be maintained by the property owner. The impacts of on-site parking should be minimized through segmented parking areas, shared parking, pervious pavement, and landscaping. In no situation shall a building be surrounded by a parking lot. The public parking contribution should initially consist of providing on-street parking spots, followed by a contribution of spots within a public parking lot. These spaces may be provided within a public lot on the site of a development, or developers may choose to pay a fee in lieu of providing the spaces – helping the City to pay for spaces in public lots in the area. A maintenance agreement/fee may be required. Additional private on-site parking spaces may be approved if City

staff concur that there is a need for additional spaces.

- **Building facade** of all buildings in the focus area should complement any adjacent street.
- **Connections**, both vehicular and pedestrian, should be made wherever possible to the Heritage Rail Trail and linear park, as well as to any other public spaces.
- **Architecture** and building materials should be high quality. Eclectic building styles are encouraged that, especially those that incorporate a variety of traditional and natural materials, as well as those utilizing green building techniques.



Figure 5.3 – Linear Park



Figure 5.4 – Looking south on the Retired Railroad Corridor from above Cemetery Road near Norwich Street.

- **Signage** should be provided throughout the Focus Area directing people to the Heritage Rail Trail and linear park, as well as public spaces.
- **Bicycle** parking and other bike amenities should be provided where possible along the trail and area retail establishments. Residential uses should have covered bicycle parking located near or as a part of each dwelling.
- **Site design** for residential, retail, and office uses should have minimal setbacks and face the street, including their primary access. Streetscape improvements should include street trees, spacious sidewalks, decorative street furniture such as public benches and elegant street lights. A water stop and access to public restrooms (perhaps shared between retail businesses in one of the structures) should be provided in this vicinity to support use of the Heritage Rail Trail.



Figure 5.5 — Mixed-use residential concept looking northwest from Cemetery Road and Luxair Drive.



Figure 5.6 — Mixed-use residential concept for the south end of the Retired Railroad Corridor.

Mixed-Use General				
This area is intended to incorporate a mix of small to medium sized retail, commercial, and office uses with a well-defined streetscape and well planned public spaces. Residential uses may be integrated within the area as well; however, residential is not intended to be a primary component of this district. The primary target for a mix of uses should be about 35% office, 5% retail, and 60% residential.				
Density	Building Coverage	Setback	Height	Parking
15,000-20,000 square feet per acre, and 10-20 dwelling units per acre	30%-40% (min-max)	0-10 foot build-to line	2-4 stories (min-max)	1.5 auto spaces and 1.5 sheltered bike spaces per dwelling. One auto space per 350 square feet (retail and commercial) with at least 50% provided as public parking; two bike spaces plus one space per 500 square feet for non-residential uses.

Mixed-Use Residential				
This area is planned to include a mix of commercial, office, and residential uses integrated horizontally, and in some places vertically. Retail and commercial uses should be located along Cemetery Road, and where practical along the retired railroad, sited to have a strong street presence. Residential uses should be encouraged above these uses as well as throughout the development. The primary target for a mix of uses should be about 15% office, 5% retail, and 80% residential.				
Density	Building Coverage	Setback	Height	Parking
4,000 square feet per acre, and 15-20 dwelling units per acre	30%-50% (min-max)	0-15 foot build-to line	2-5 stories (min-max)	1.5 auto spaces and 1.5 sheltered bike spaces per dwelling. One auto space per 350 square feet (retail and commercial) with at least 50% provided as public parking; two bike spaces plus one space per 500 square feet for non-residential uses.



Figure 5.7 — Lower density mixed-use development along linear park looking south.



Figure 5.8 — Proposed changes to an unused railroad bridge over Cemetery Road.

High Density Residential				
This area is intended for high-density residential development. A variety of housing types are permitted (diversity in housing types and pricing is strongly encouraged). Whenever possible access to individual units should be provided from the street. Parking in this area should be both on-street and off-street, as well as served by parking structures when feasible. Outdoor patios and public spaces should be integrated into the design of this area.				
Density	Building Coverage	Setback	Height	Parking
15-20 dwelling units per acre	30%-50% (min-max)	0-15 foot build-to line	2-4 stories (min-max)	1.5 auto spaces and 1.5 sheltered bike spaces per dwelling.

Neighborhood Retail				
Small-scale mixed-use center intended to serve the daily needs of residents and employment centers within a mile radius. This area may include such uses as a small grocery or convenience store, coffee shop/deli, and personal and health services, as well as office uses on the second floor. The site and architecture design should be compatible with the surrounding uses. These areas should be developed to have a distinct street presence, and include public spaces. The maximum tenant size would be 20,000 square feet.				
Density	Building Coverage	Setback	Height	Parking
20,000 square feet per acre	20%-40% (min-max)	0-15 foot build-to line	1-2 stories (min-max)	One auto space per 300 square feet with at least 50% provided as public parking; two bike spaces, plus one space per 5,000 square feet.

Embracing and building upon the history of Hilliard's rail corridors, provides the opportunity, through redevelopment of these corridors, to increase transportation options, improve connectivity, create unique characteristics that develop the city's character, enhance the city's residential and commercial offerings, and increase the tax base.



Recommendations

Objective FA-13: Implement necessary regulator tools to guide and advance development of the Retired Railroad Corridor.

- **Action FA-13.1:** Develop and apply a zoning overlay or new zoning district specifying the uses, building forms and specifications appropriate for the Retired Railroad Corridor Focus Area.
- **Action FA-13.2:** Implement financial tools to help pay for infrastructure along the corridor. These tools will likely include Tax Increment Financing districts.

Objective FA-14: Improve transportation connectivity throughout the corridor, making new links and extending the Heritage Rail Trail.

- **Action FA-14.1:** Collaborate with the Heritage Rail Trail Coalition to ensure the trail is extended to the Columbus corporation limit.
- **Action FA-14.2:** Collaborate with the City of Columbus to determine its issues and needs in regards to connecting the Heritage Rail Trail with the regional pedestrian and bicycle network.
- **Action FA-14.3:** Create pedestrian and bicycle connections within and across the rail corridor to nearby schools, civic buildings, and parks. Schools include Hilliard Crossing, Beacon, J.W. Reason, Hilliard Station, Hilliard Memorial, Scioto Darby, Heritage, and Darby. Civic buildings include the municipal building as well as the following parks: Weaver, Hamilton, Conklin, Cross Creek, Municipal, Darby Glen, and Beacon Fields. This should increase

accessibility and encourage walking and biking as a form of transportation.

- **Action FA-14.4:** Connect adjacent neighborhoods to new development/public spaces in the area with pedestrian pathways.
- **Action FA-14.5:** Extend identified streets to create new connections as shown on the Retired Railroad Corridor Transportation Network. See Map 5.16 on page 95.
- **Action FA-14.6:** Re-construct the intersections of Scioto Darby Road with Walcutt Road and Leap Road to improve safety and reduce congestion at these intersections.
- **Action FA-14.7:** Extend Norwich Street from Cemetery Road to the new development in the

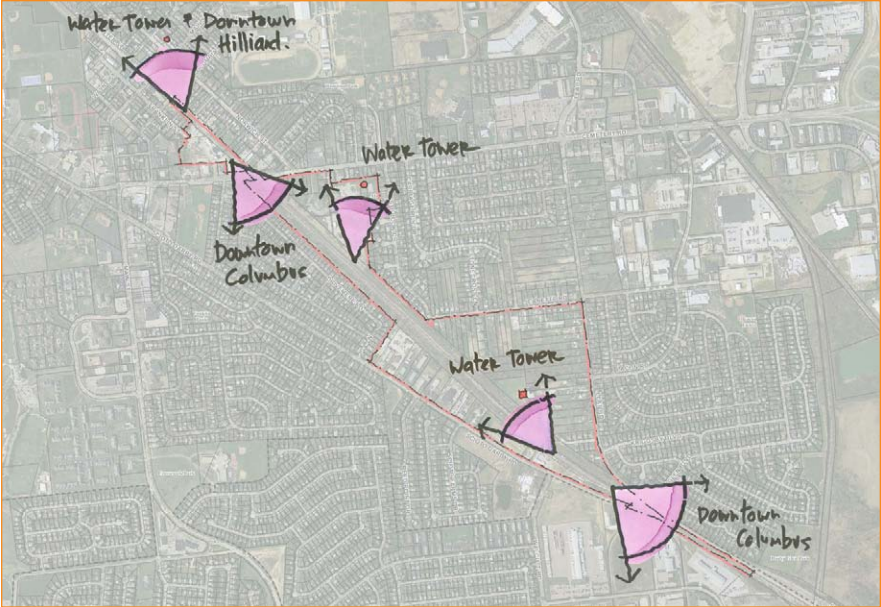


Figure 5.9 — This image shows where significant viewsheds are along the rail corridor. These viewsheds should be preserved and integrated into future development.

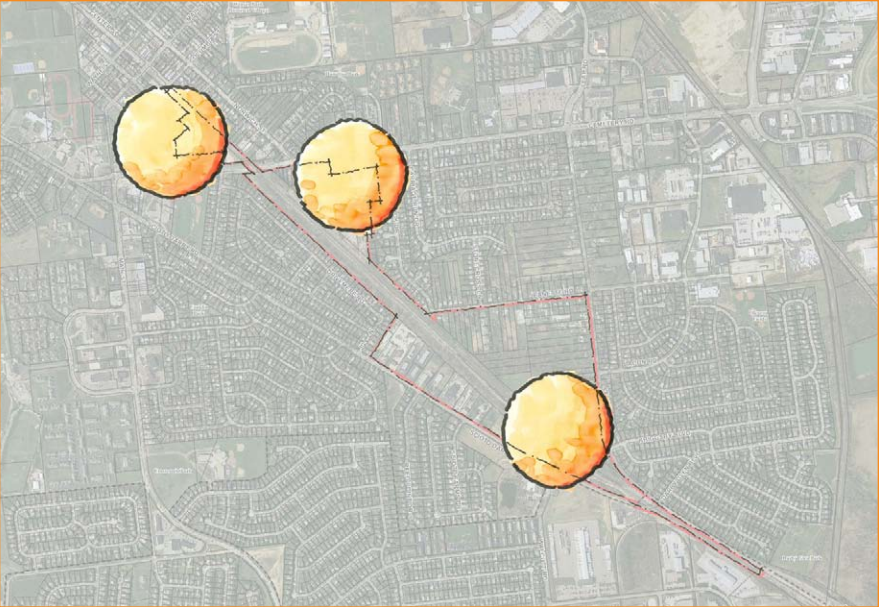


Figure 5.10 — This image shows where the key nodes are in the Focus Area that are targeted as place for new economic growth.

Retired Railroad Corridor and Scioto Darby and Walcutt roads.

Objective FA-15: Use the momentum of the revitalized Retired Railroad Corridor to focus economic growth at key nodes.

- **Action FA-15.1:** *Promote high density residential development at specific areas along the Retired Railroad Corridor.*
- **Action FA-15.2:** *Redevelop the existing City property on the south side of Cemetery Road to a higher revenue-producing use and incorporate public uses such as a park and/or other civic uses on the site as a catalyst for economic development*
- **Action FA-15.3:** *Encourage redevelopment of the industrial area on the south end of the Retired*

Railroad Corridor to a mixed use, medium-density employment, residential, and retail district.
A new civic space, including a trailhead for the Heritage Rail Trail, should also be incorporated into this area.

Objective FA-16: Preserve existing views.

- **Action FA-16.1:** *Develop properties in ways that will preserve existing views to downtown Columbus and Hilliard's water towers.*

Objective FA-17: Incorporate elements of the railroad history throughout the Heritage Rail Trail.

- **Action FA-17.1:** *Utilize elements in the design and construction phases that will educate and remind users of the history of the corridor.*

Elements may include:

- Educational signs
- Rail ties
- Pavement patterns depicting the old rail line
- Historic rail crossing gates
- Wayfinding and trail signage
- Bike parking facilities or small pavilion/rest areas

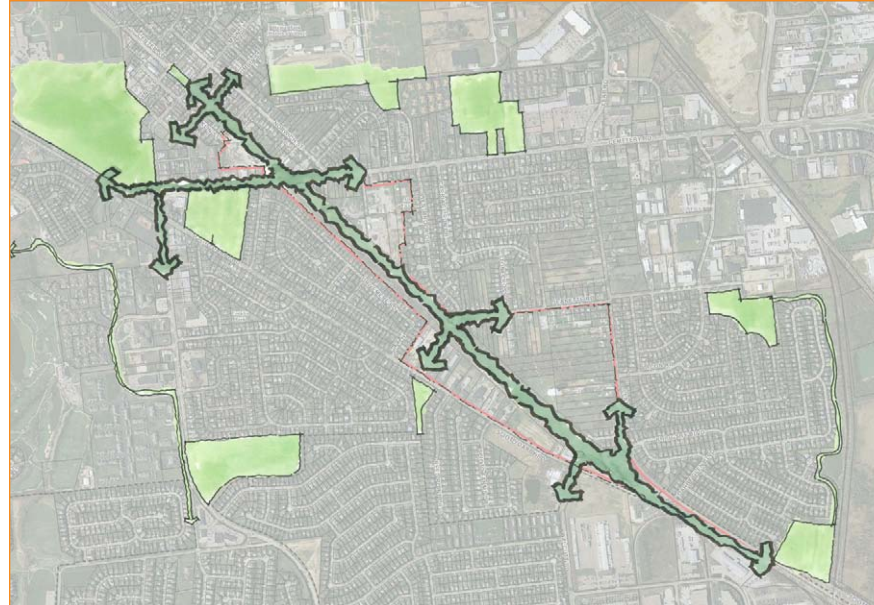


Figure 5.11 — Open Spaces

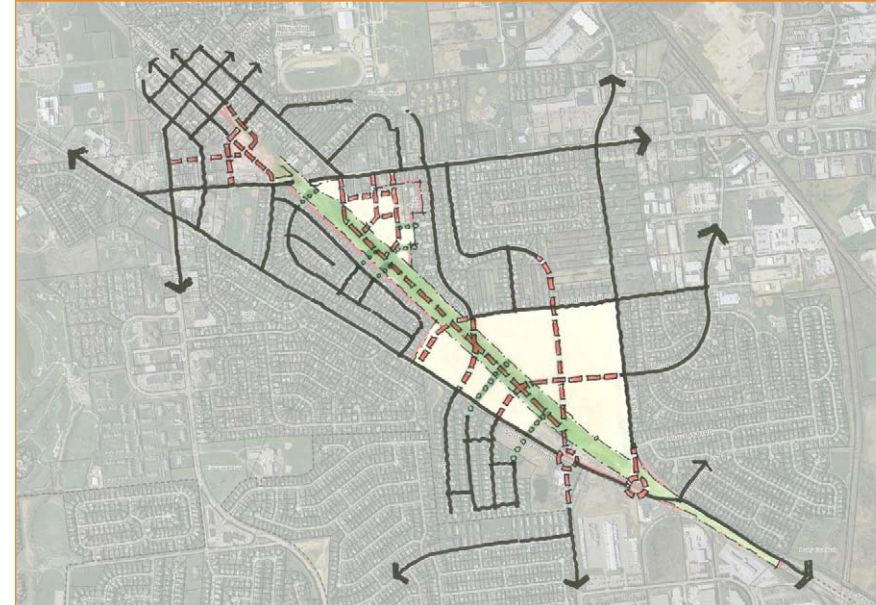


Figure 5.12 — Transportation Networks

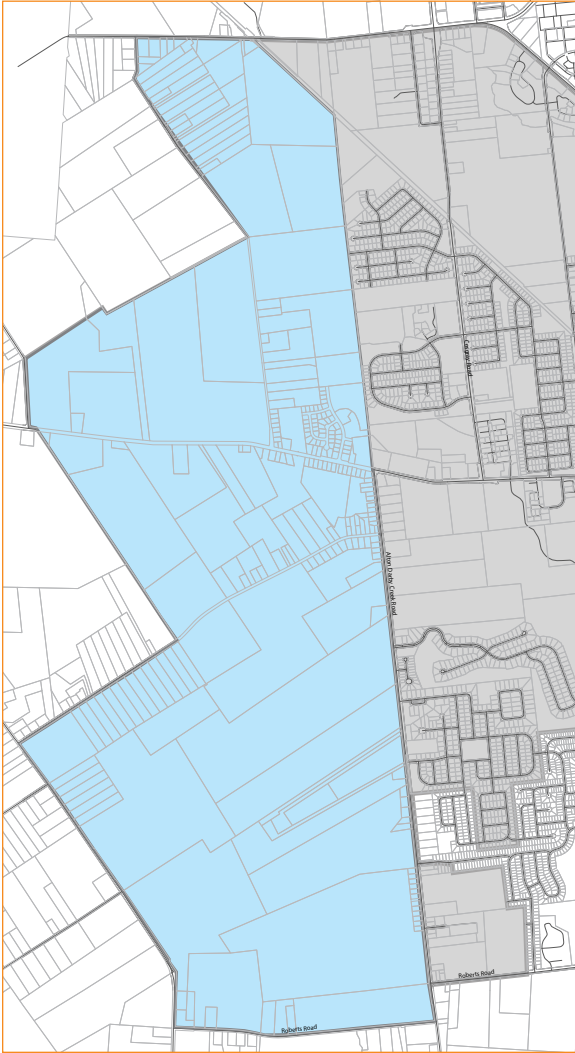
Big Darby

Why the Big Darby Watershed?

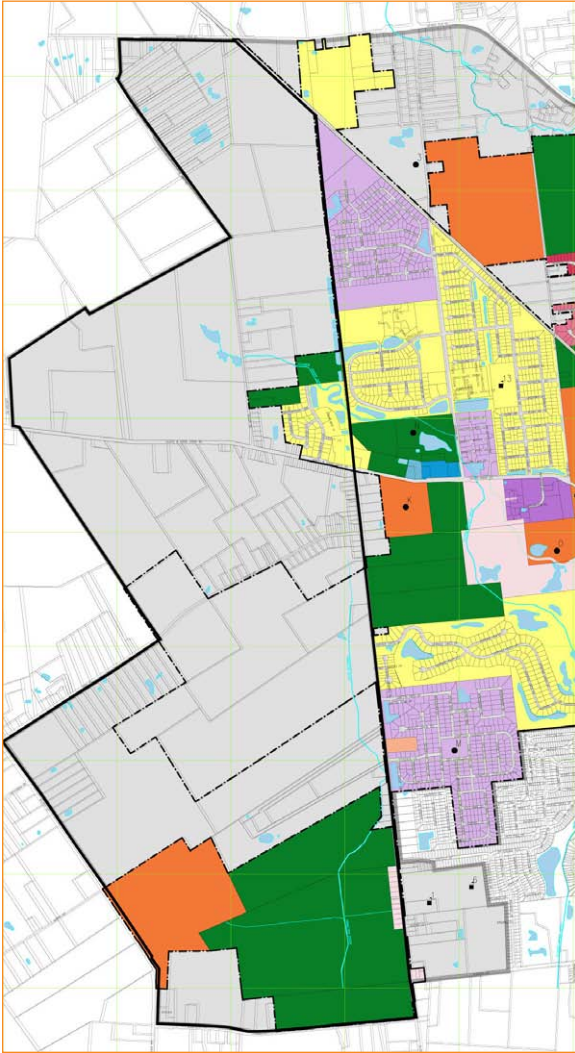
The western edge of the study area is located within the Big Darby Creek Watershed and is comprised of primarily agricultural and rural, large lot residences. Planning and development in this area presents both a challenge and an opportunity. Big Darby Creek is a state and national scenic river and one of the most biologically diverse ecosystems in the Midwest. Because of these sensitivities, the Big Darby Accord Watershed Master Plan (BDAWMP) was created – a regional plan with growth and preservation strategies intended to help preserve, protect, and improve the Big Darby’s unique ecosystem.

Hilliard adopted the BDAWMP in early 2008, joining nine other government entities in this multi-jurisdictional effort. The plan calls for a conservation development growth pattern in which at least 50 percent of every development would be preserved as open space, and limiting future development to a gross density of one dwelling unit per acre. While following the basic guidelines set forth in the BDAWMP, there is potential for Hilliard to be innovative in its approach to developing the area – promoting a sustainable, diverse residential community with significant attention paid to the preservation of environmental features and development of natural educational and recreational opportunities.

Map 5.17 – Big Darby Focus Area



Map 5.18 – Big Darby Focus Area Base Zoning



- A-1 Agriculture
- S-1 Special Parks
- Planned Unit Development

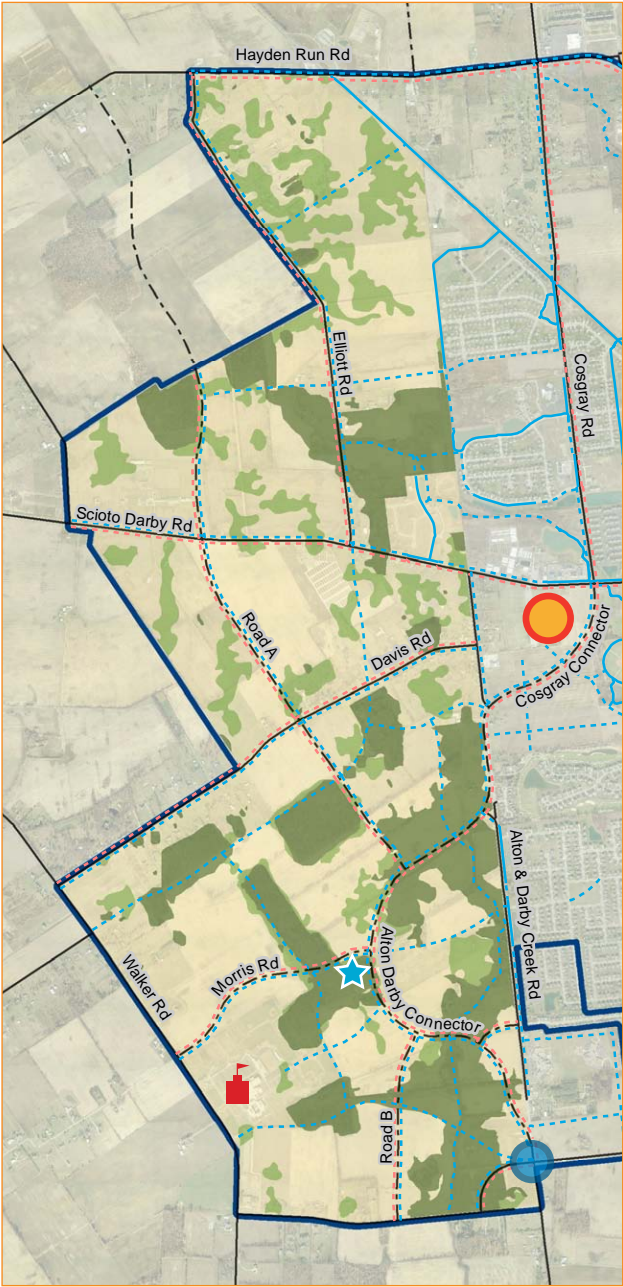
Development Principles

- 1. Provide a variety of **creative and unique residential development options** that respond to the needs of the City while acknowledging the principles of the BDAWMP.
- 2. Allow for a **mix of residential products and services** within individual developments.
- 3. Establish a level of quality and character not currently available in other areas of the city by creating **standards to mandate creative architecture and development**.
- 4. Promote **sustainable and context sensitive development** throughout the Big Darby Focus Area.
- 5. Ensure that open space for individual developments is **accessible to the public and cohesively linked** with open space from adjacent developments and public spaces.
- 6. Provide **education and recreation opportunities** that showcase the unique natural features of the Big Darby area, and sustainable development in the area.
- 7. Provide a **multi-use path connection** between Municipal Park and Prairie Oaks Metro Park.

Big Darby Focus Area Concept Plan

The concept plan was created by following the basic principles of the BDAWMP while balancing stakeholder and public input for how this area should be developed. The foundation of the Concept Plan (Map 5.19, page 105) is the preservation of the environmentally significant and

Map 5.19 – Big Darby Focus Area Perservation Areas



- Existing Roads
- Proposed Roads
- Existing Bicycle Facilities
- Proposed Multi-Use Path
- Proposed Road with two Multi-Use Paths and on-road bicycle facilities
- Community/Education Center
- Hilliard Bradley High School
- Primary preservation areas (dark green, 660 acres):
 - Streams and Riparian Corridors
 - Wetlands
 - 100-year floodplain
 - Other Tier 1 areas from the Big Darby Accord
- Secondary preservation areas (medium green, 374 acres):
 - Tree stands
 - Prime farmland
 - Other Tier 2 areas from the Big Darby Accord
- Conservation Development
 - Max 1 u/a overall density
 - Cluster development pattern
 - Neighborhood services
 - Farmers markets
- Neighborhood Retail Center
- Community Commercial Center

Creating the Map

The Concept Plan for the Big Darby Focus Area was created through the following...

- Identify and preserve conservation areas identified in the BDAW Master Plan.
- Evaluate and plan future roadway connections
- Consider conservation/ clustered residential growth on developable land throughout the Focus Area
- Strategically integrate neighborhood commercial development

sensitive features identified in Map 5.18 Big Darby Preservation Areas. The primary preservation areas correspond with the BDAWMP Tier 1 conservation areas, while the secondary preservation areas generally correspond with the Tier 2 conservation areas, but also include prime farmland soils and land to create connections between high quality resources to promote greenway corridors.

New growth in the Big Darby Focus Area is proposed as primarily residential and should include a variety of housing styles located outside of the Tier 1 and Tier 2 conservation areas. The intent for new growth in this Focus Area is to promote development that maximizes the quality of the built environment and minimizes or eliminates its negative impacts to the natural environment.

Development Intent

- **Density** in this area should be one dwelling unit per acre. Higher net densities may be achieved as long as the overall density does not exceed one dwelling unit per acre. Hilliard’s growth area as defined by the Big Darby Accord indicates sewer capacity exists to support 2,000 new units (BDAWMP 3-13, 3-18 and 4-27).
- **Net Density** in any given area should not exceed six dwelling units per acre for single-family detached, and 10 dwelling units per acre for multi-family.
- **Lot Size** for single-family residential should be wide ranging, and include small traditional lots from 4,000 to 8,000 square feet as well as larger estate lots of up to one acre.
- **Open Space** shall exist within each development. Development in this area must be

designed using a cluster approach with a minimum of fifty-percent (50%) of the gross area of the development preserved as open space. Open space areas should primarily include preservation areas. These areas should be preserved or restored to a natural state, allow for public access (via walking and biking paths, and public parking on adjacent streets), and be connected whenever possible with the goal of creating a greenway system throughout the Focus Area (see also BDAWMP 3-18, and 4-6 through 4-9). Open spaces shall be landscaped with native plants that require little care, and with an emphasis of encouraging a variety of habitat and natural spaces including wetlands, prairies, and forests.

- **Architecture** should be diverse, consisting of farmhouse, prairie, or craftsman style with simple forms, varying colors, and front porches. Parking and garages should not dominate the front of the building and shall be accessed from the side or rear.
- **Accessory Structures** such as greenhouses and garden sheds should be permitted. Design of these structures should complement the architecture of the primary structure on site.
- **Roadways** should have a neighborhood character and narrow pavement widths. Street design should incorporate swales and curbed streets where appropriate; streetscape should contain a mix of street trees and naturalized swales. Sidewalks and/or bike paths shall be included on all streets.
- **Pedestrian and Bicycle Networks** should be provided in conjunction with each development

and connect to the larger local/regional trail systems, and the internal greenway network. This should include a trail connector between Hilliard Municipal Park and Prairie Oaks Metro Park. Path connections to nearby schools, retail, and recreation fields are also strongly encouraged.

Where multi-use trails or paths cross roadways, a significant effort should be made to maximize safety. Crossing treatments such as median refuge islands, hybrid beacons, and grade separated crossings should be considered as appropriate.

Conservation Development

This area falls within the Big Darby Accord Watershed Master Plan and should follow the basic principles set forth in the plan. Land in this area may be zoned for agriculture or have value as open space but may be subject to development because entitlement to development exists. If developed, these areas should incorporate conservation practices (cluster development) preserving at least fifty-percent (50%) of the area as usable open space,* enhance the natural environment and rural character, and create new recreational opportunities.

Permitted Development Types Within the Conservation District**

The Conservation Development District should allow for a variety of residential types and include some neighborhood retail services. Architectural styles should be eclectic yet complement the rural character of the Big Darby focus area and incorporate environmentally sensitive site and design features. New neighborhood developments should be connected via pedestrian and automobile routes and incorporate public spaces and natural areas. The following uses are permitted within this area:

- Single-family detached
- Condominium
- Townhome
- Multi-family
- Neighborhood retail

* In terms of the usable open space requirement, usable open space is defined as trail or path corridors (open space linkages), naturalized/restored stream corridors, one acre and larger contiguous areas of tree stands, wetlands, and/or prairies; other xeriscaped or naturalized spaces; and stormwater facilities that are naturalized such as constructed wetlands, or ponds with wetland shelves. Usable open space would not include the following or other similar derivatives: narrow buffer spaces along roadways; right-of-way; stormwater facilities (traditional detention or retention facilities); athletic fields; and most generally any other mowed spaces.

** (see also Big Darby Accord Watershed Master Plan 3-18)

Map 5.20 – Big Darby Focus Area Concept Plan

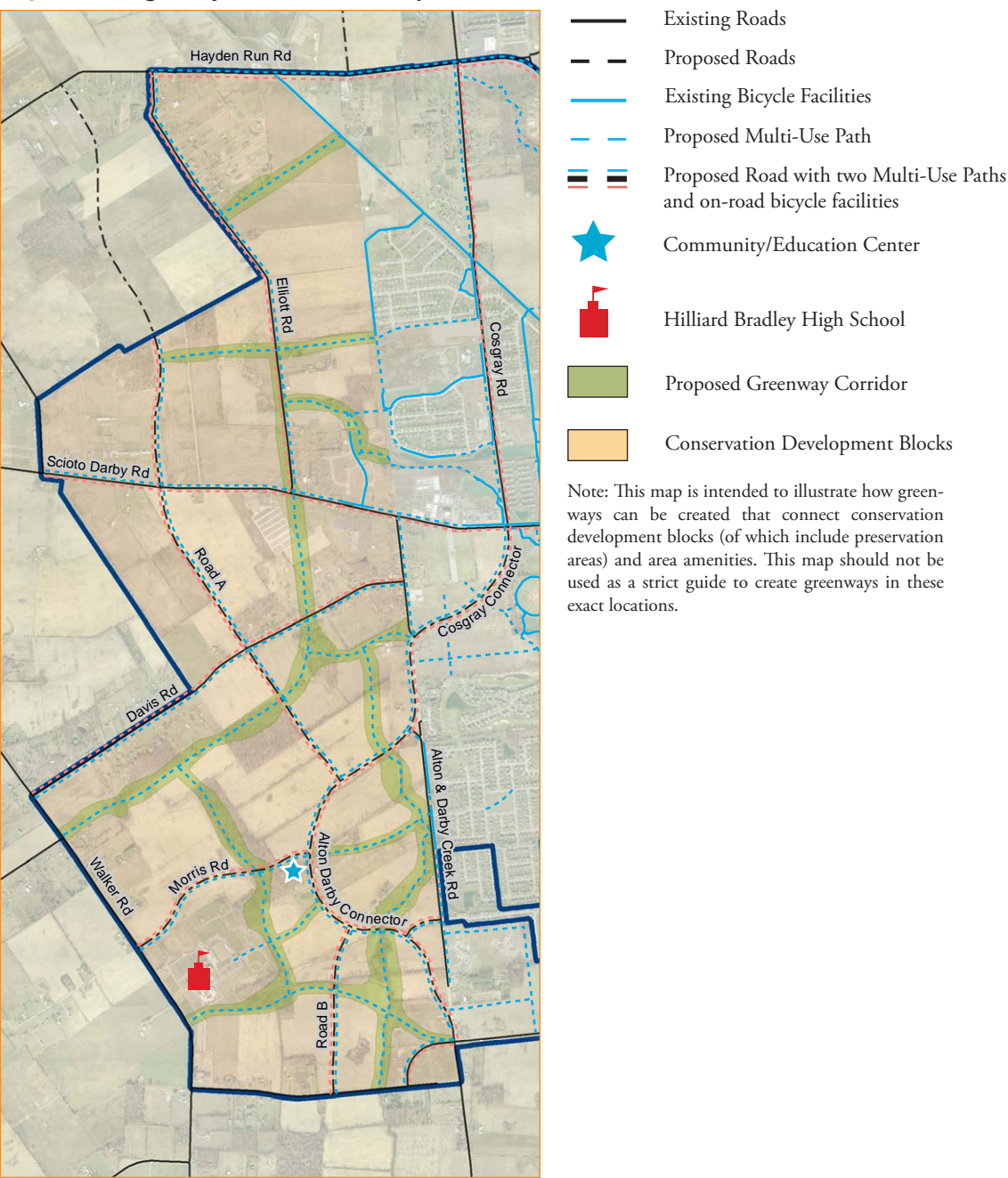




Figure 5.13 – Residential Development Character

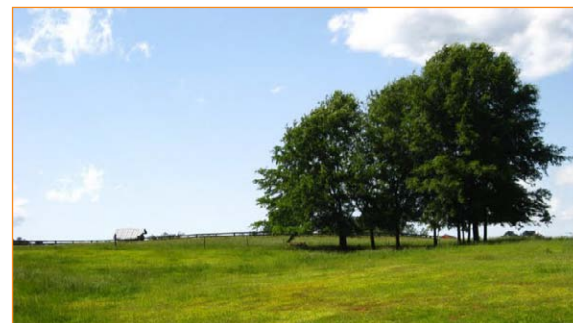


Figure 5.14 – Open Space Character



Figure 5.15 — Proposed Community Character



Figure 5.16 — Proposed Community/Education Center Character

Leveraging the unique nature of the Big Darby Focus Area creates an opportunity to build a one-of-a-kind area that improves the City's character, identity, recreation options, and housing alternatives by maximizing the unique natural characteristics of this undeveloped area through a careful balance of development and conservation.



Figure 5.17 – Proposed Community Character Sketches

Recommendations

Objective FA-18: Provide a variety of creative residential development options that respond to the objectives and guidelines of the Big Darby Accord.

- **Action FA-18.1:** *Create and adopt a “conservation development zoning district” for the Big Darby Focus Area.*
This district should allow for a baseline gross density of one dwelling unit per acre and a minimum of 50 percent open space.
- **Action FA-18.2:** *Create a streamlined approval process for development that meets the intent of the Big Darby Focus Area.*

Objective FA-19: Allow for and encourage a mix of residential products and services within individual developments.

- **Action FA-19.1:** *Create opportunities in the “conservation development district” to allow for a variety of housing types.*
These types may include single-family attached and detached housing, condominiums, multi-family units, live/work units, and home occupations within each conservation development.
- **Action FA-19.2:** *Allow a limited amount of neighborhood retail, service, and office uses, as well as commercial activities such as farmers markets and seasonal markets within the Big Darby Focus Area.*

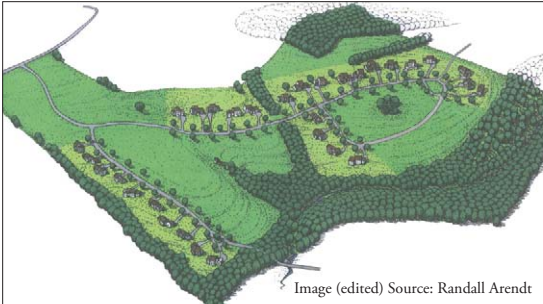
Key Concepts 5.1 – Conventional Development vs. Conservation Development

Conservation Development is designed to encourage the development of small-lot homes on a much smaller portion of the property, perhaps on as little as 10%-35% of the development. By locating residences in close proximity on a small portion of the site, land can be conserved for habitat, recreation, and/or community agricultural uses, allowing such amenities to be available to the development and the community. By contrast, Conventional Development encourages the development of large-lot homes across the entire property, often allowing homes to be built near floodplains, wetlands, and established forests, typically prohibiting access to and damaging these natural amenities. Cul-de-sacs should only be permitted by the City under two considerations: there is no road to connect to, or the natural feature in its path is deemed too valuable to disturb with a roadway. If cul-de-sacs are used, path connections should extend from them to area roads and paths.



Conventional Development

- Development extends to regulated edge of wetlands
- Tracts of trees are fragmented
- Roads built close to the stream pollute it
- Rural character is lost
- Scenic views from the street are blocked by homes
- Entire site is developed



Conservation Development

- Buffers protect wetlands and enhance stream quality
- Tracts of trees remain uninterrupted
- Scenic pastures and meadows remain
- Rural character is preserved
- Scenic views from the street are preserved
- 50+% of the open space stays protected in perpetuity

Objective FA-20: Develop standards to mandate creative architecture and development patterns within the Focus Area.

- **Action FA-20.1:** *Create and implement architectural and site design standards for the “conservation development district.”*
 - Standards should require a high level of design quality and reflect the existing character of the area. They should allow for a

variety of housing styles and promote a natural, authentic community created around undisturbed open spaces. Recommended styles of architecture include prairie, craftsman, and farmhouse styles.

- Landscape standards should promote plants and grasses that are low-maintenance, native, and fit within the natural environment of the Big Darby Focus Area.

- Open spaces should be primarily passive in nature and be comprised of large contiguous areas and linkages between such areas. Buffer strips along major roadways and other “left over” pieces of land should not count as a part of the open space requirement.

- **Action FA-20.2:** *Revise subdivision regulations to require conservation streets in subdivisions within the Big Darby focus area.*

These streets would include features such as narrower pavement widths and the option to include curb and gutter or a flat apron curb (allowing stormwater to flow into an adjacent swale) in conservation developments. Open drainage utilizing a roadside swale, where feasible, is encouraged. Pedestrian, bicycle and/or multi-use pathways accommodations should be provided in all street designs.

Objective FA-21: Promote sustainable development choices above and beyond what is required by the Big Darby Accord Watershed Master Plan.

- **Action FA-21.1:** *Create a list of best management practices for developers to incorporate into new developments.*

Options may include additional open space, homes oriented to maximize passive solar energy, the use of pervious pavement, the restoration of habitats/open space (prairie, forest, stream, and wetland), educational signage, use of local materials, preservation of historic/ significant buildings, local food production, a variety of housing types, and integration of LEED for Homes and LEED-ND (neighborhood design) principles/standards.

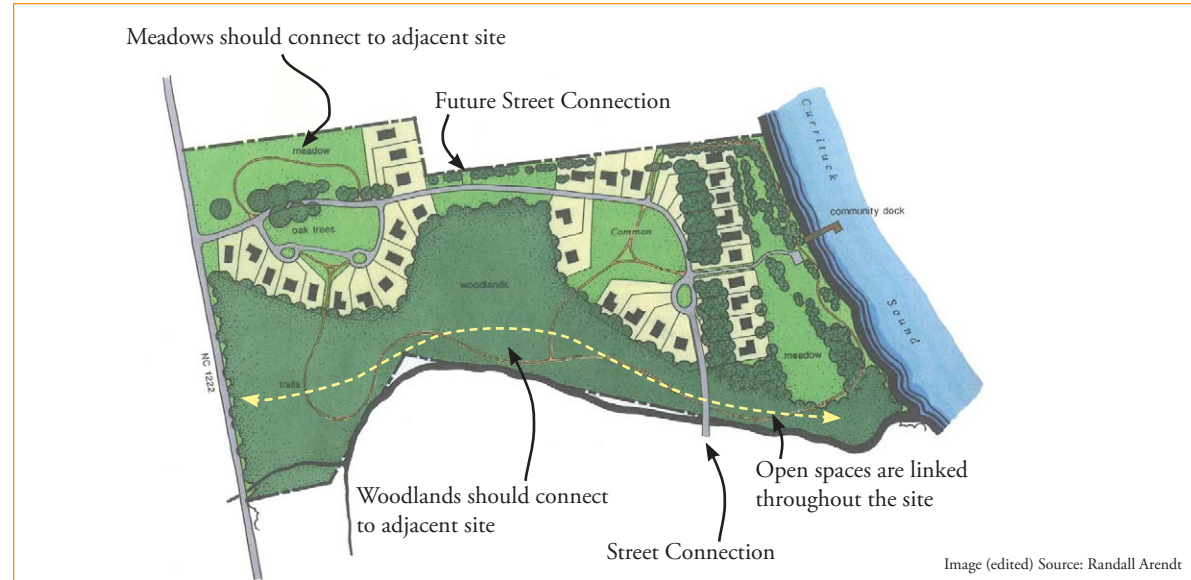


Figure 5.18 — An example of how Conservation Development encourages the connection of open space across developments.

- **Action FA-21.2:** *Encourage homeowners and developers to utilize sustainable practices in the Big Darby focus area.*

Examples include: small-scale residential wind turbines, solar panels, solar hot water heating, rain gardens, rain barrels, local food production, and pervious surfaces (driveways).

Objective FA-22: Ensure that open space areas are accessible and cohesively linked.

- **Action FA-22.1:** *Require open spaces to be contiguous to the extent possible, both within the development, as well as to adjacent developments.* In addition to those spaces that are currently preserved, the City and developers should connect open spaces to those that have yet to be preserved.

- **Action FA-22.2:** *Focus preservation efforts on Tier 1 and 2 conservation lands as shown on the Big Darby Focus Area Concept Plan.*

- **Action FA-22.3:** *Require developers to provide trails as part of the open space network within each new development.*

Greenways, including those within the right-of-way (R.O.W.) may count toward the 50 percent open space dedication requirement if designed and maintained as public space. Use the bike-way/trail system shown on the Big Darby Focus Area Concept Plan as a guide to create an area-wide trail network.

- **Action FA-22.4:** *Allow for public access in the form of trails through and along open space areas and linkages, as well as signed parking (on-street) and access points from area roadways*



- **Action FA-22.5:** *Partner with third party conservation organizations to acquire, restore, and maintain sensitive areas within the Focus Area.*
- **Action FA-22.6:** *Require future development to include open space maintenance agreements when submitting development plans to ensure continued maintenance.*
- **Action FA-22.7:** *Utilize conservation easements whenever possible to ensure the permanent protection of open space.*

Objective FA-23: Provide educational opportunities that showcase the unique features of the Big Darby Focus Area, both constructed and preserved.

- **Action FA-23.1:** *Install educational signage that describe 'green' elements incorporated into the development.*
- **Action FA-23.2:** *Use educational signage that describes how and why the environmental areas were preserved/restored.*
- **Action FA-23.3:** *Work with developers and Create a public educational center as a core destination point within the study area (see Big Darby Focus Area Concept Plan).*
- **Action FA-23.4:** *Create pedestrian and bicycle linkages from neighborhoods and open space areas to Hilliard Bradley High School, Brown Elementary School, and future school or public use sites.*