

I-270 CORRIDOR



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As a "front-door" to Hilliard, this area's appearance is an important contributor to perceptions of the community. It is also a vital area to the City's economic health since it is a prime employment location with visibility and access to I-270.

Within the I-270 Focus Area, there are several sub-areas with distinct conditions and opportunities. Those sub-areas are north of the Cemetery Road interchange, north of Davidson Road, Mill Run, and Lacon Road area.

Overall conditions in the I-270 area include:

- Dated appearance;
- Lack of identity;
- Limited street and path connectivity;
- Limited amenities for workers;
- Highway-oriented offices and separated land uses that do not align with market shifts that favor mixed-use settings; and
- Aging buildings that may not be viable for attracting new high-quality tenants.

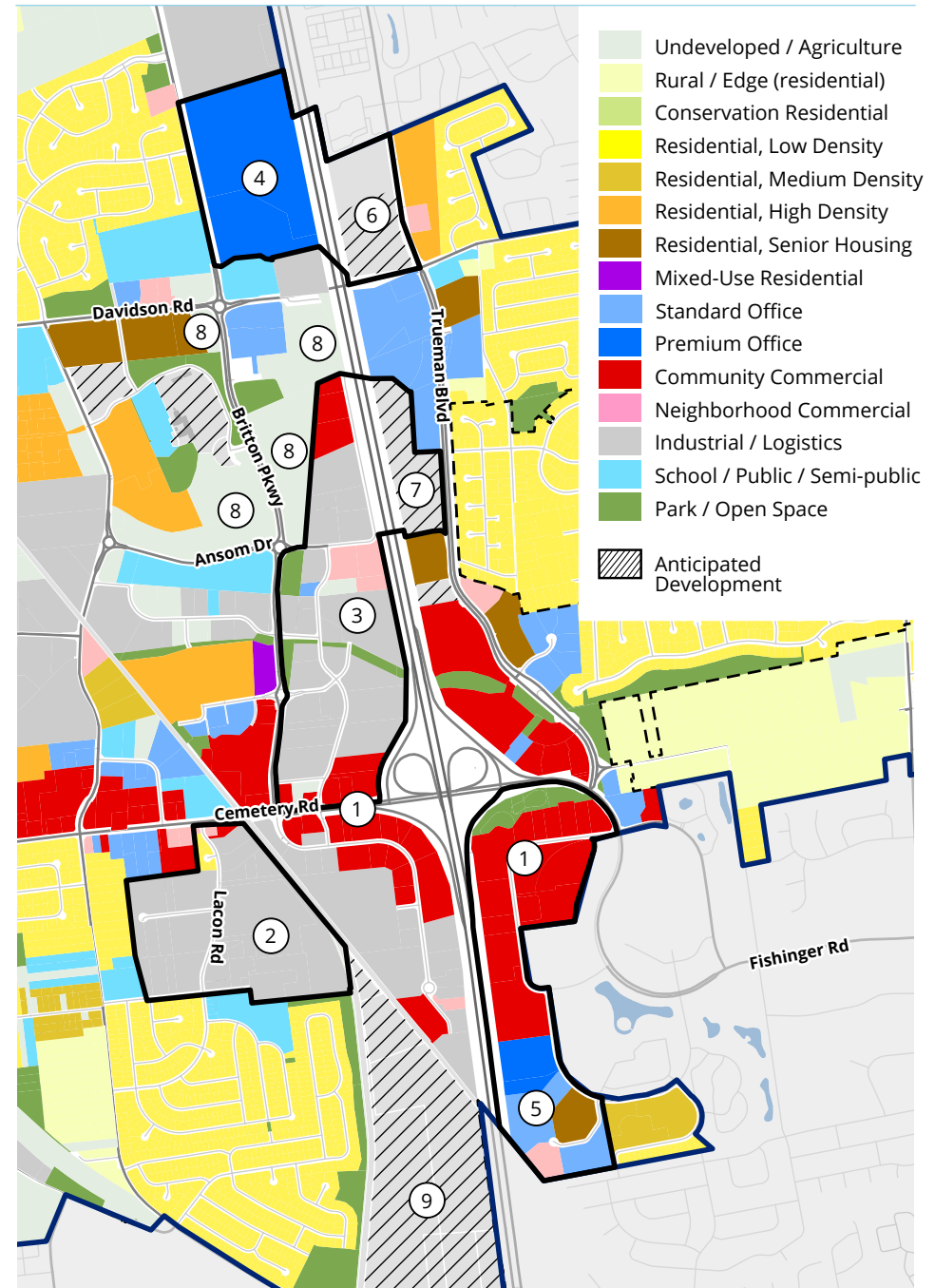


The Area Today

The existing land use and character map represents an assessment of conditions in 2021 based on parcel data and observation. The land use definitions are detailed in the Snapshot Part 1. The numbered locations generally indicate distinct conditions that apply to a site or subarea.

- ① Older auto-oriented retail areas including Mill Run that have opportunities for redevelopment, retrofit, or infill development.
- ② Lacon Road area includes industrial, trucking, logistics operations that may be underutilized. Opportunities for redevelopment based on the age of the original development. Buildings on these sites may be challenging to reuse. (approx. ninety-seven acres)
- ③ Commercial warehouse, office, and light industrial operations, where most of the use is located within a building. This area may offer infill and redevelopment opportunities.
- ④ Corporate office building mostly vacant, formerly occupied by Verizon (198,000 sq. ft. Class B). This site is a reuse/retrofit opportunity.
- ⑤ Multi-tenant premium and professional office buildings
- ⑥ Vacant site: twenty-eight acres: Anticipated data center
- ⑦ Vacant site: twenty-two acres: Anticipated mixed-use development
- ⑧ Vacant sites along Britton Pkwy: total seventy-seven acres
- ⑨ Future data center

Map 6.7. I-270 Area Existing Land Use (2021)

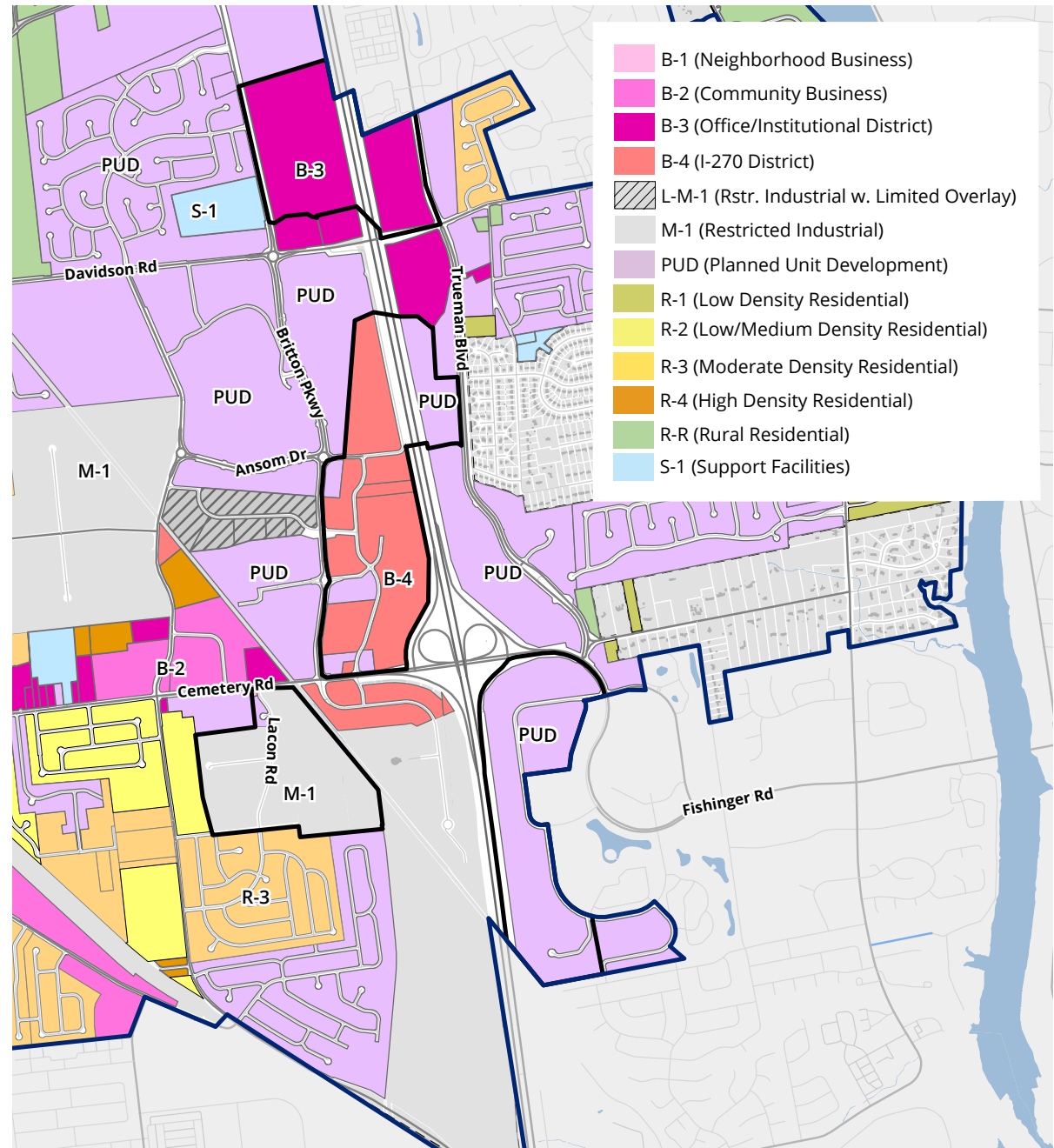


The existing zoning map shows the districts that apply to specific parcels of land today. Zoning districts define land uses that are permitted or conditional, and site development standards.

The B-4 district, predominantly north of Cemetery Road, is intended "for intense, mixed-use, high-quality development that combines office-related employment with residential, neighborhood retail and personal service opportunities. The scale of development is intended to be very urban, allowing taller buildings, greater residential density, parking structures and public spaces to be combined in ways that will make the district walkable, livable, vibrant and transit-friendly." However, standards defined in the B-4 district may be insufficient to implement this purpose.

The recent mixed use development between Britton Parkway and the railroad that includes the L.C. Brooklands apartments was created through Planned Unit Development zoning (PUD). PUDs are zoning districts tailored to a specific development. Each PUD is regulated by unique a zoning text adopted for that development. Mill Run and several other parts of the focus area are distinct PUDs.

Map 6.8. I-270 Area Zoning (2021)





Large, older, single-use corporate office sites such as that shown above (formerly occupied by Verizon) may not be competitive for future tenants. The city should allow for creative options to reuse these sites and make them more viable. One option is to allow some infill development on excess surface parking areas to create a small mixed-use center around the existing building.

Concept Plan

This concept plan illustrates the future land use vision for the I-270 corridor focus area. The numbered concepts are described and illustrated on the following pages. These concepts build upon the general citywide future land use definitions to provide more specific guidance in this area.

Map 6.9. I-270 Focus Area Concept Plan

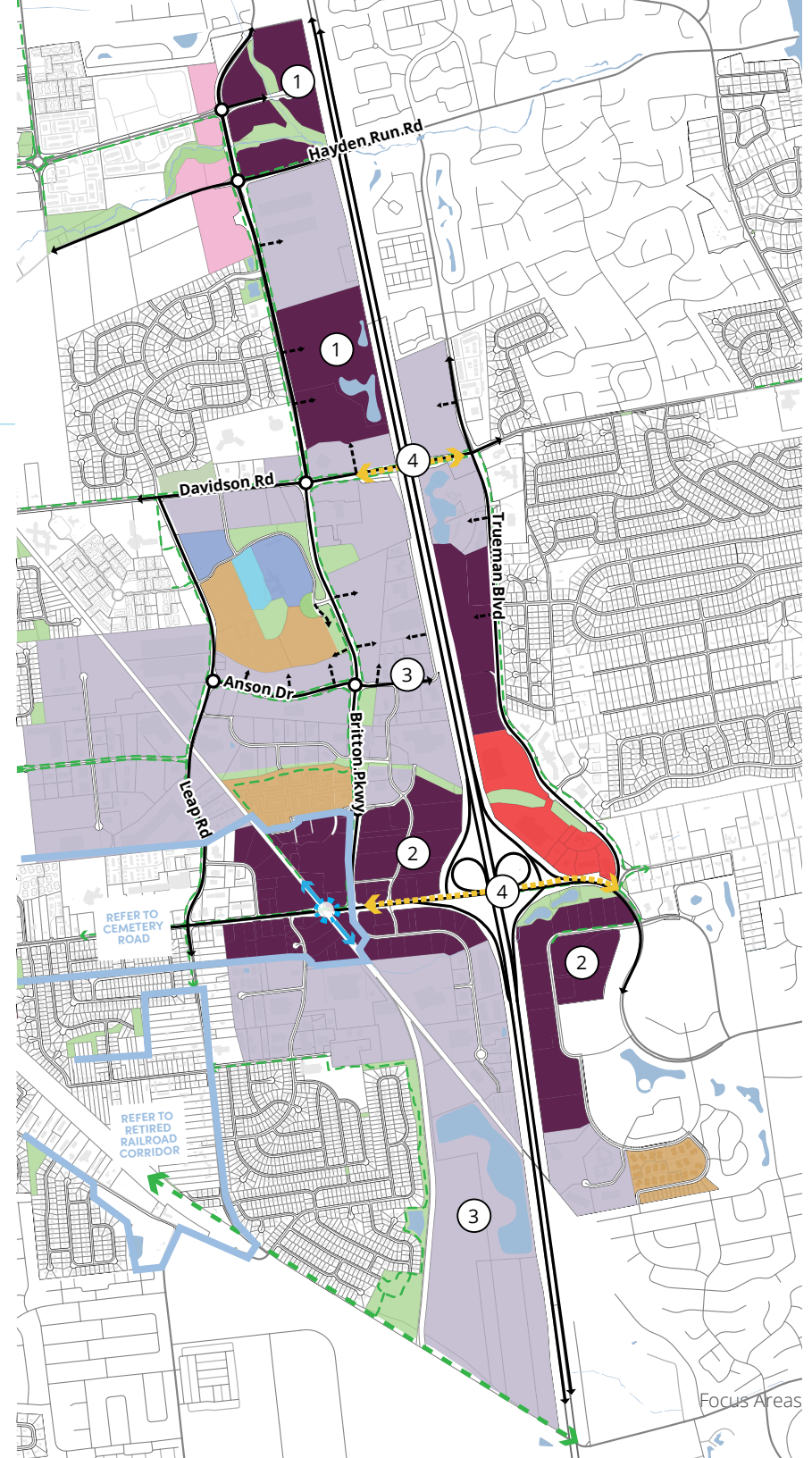
Concepts

- ① Mixed-use centers around premium office sites
- ② Urban mixed-use centers
- ③ Flex employment
- ④ East-west pedestrian and bike connections

Future Land Use

- Urban Residential (high)
- Neighborhood Mixed-Use
- Urban Mixed-Use
- General Commercial
- Office / Institutional
- Flex Employment
- School / Public / Semi-public
- Park / Open Space
- Bike and Pedestrian Improvement
- Streets and Connections
- Pedestrian Paths / Trail Connections
- Transit Center

The Area Plan concepts are general guides to indicate potential development options. Plans are schematic only, and the actual mix of land uses, locations and configurations of buildings, parking areas, streets and access points will be determined through the public review process for individual development projects. Properties retain all existing rights.



1 Mixed-use centers around premium office sites

To make the existing large office buildings along I-270 more viable as employment locations in the future, encourage infill commercial and residential development on or adjacent to these sites. Since these sites, such as the buildings formerly occupied by BMW financial and Verizon are about a mile apart, they could be transformed into distinct mixed-use nodes or neighborhood centers that provide amenities to nearby workers and residents.



2 Urban mixed-use centers

Given the size and existing development pattern of the I-270 corridor, it will be challenging to create a cohesive sense of place over the entire district. Instead, the city should focus on creating a series of walkable mixed-use nodes. This should involve the previous concept (developing around existing high-value office buildings). But also, there are several undeveloped sites along the corridor and opportunities for large-scale redevelopment. In these areas, the city should encourage development or redevelopment of commercial land with urban mixed-use centers where indicated on the concept plan to create a series of live-work-play destinations. Link these centers with trails.



The 2011 plan illustrated how structures are to relate to streets in a mixed-use center (this example is at Cemetery Road and Britton Parkway) Building footprints and specific uses are not intended to be definitive.



3 Flex employment

Encourage infill and redevelopment of less productive light industrial, distribution, and commercial warehouse to support high-valued tech, bio-medical, data, research, incubator and startup facilities. Buildings tend to be large footprint, one-to-two story, and include “high-bay” spaces and loading areas. These areas could be designed in a campus or mixed-use setting with connected pedestrian networks and shared parking.

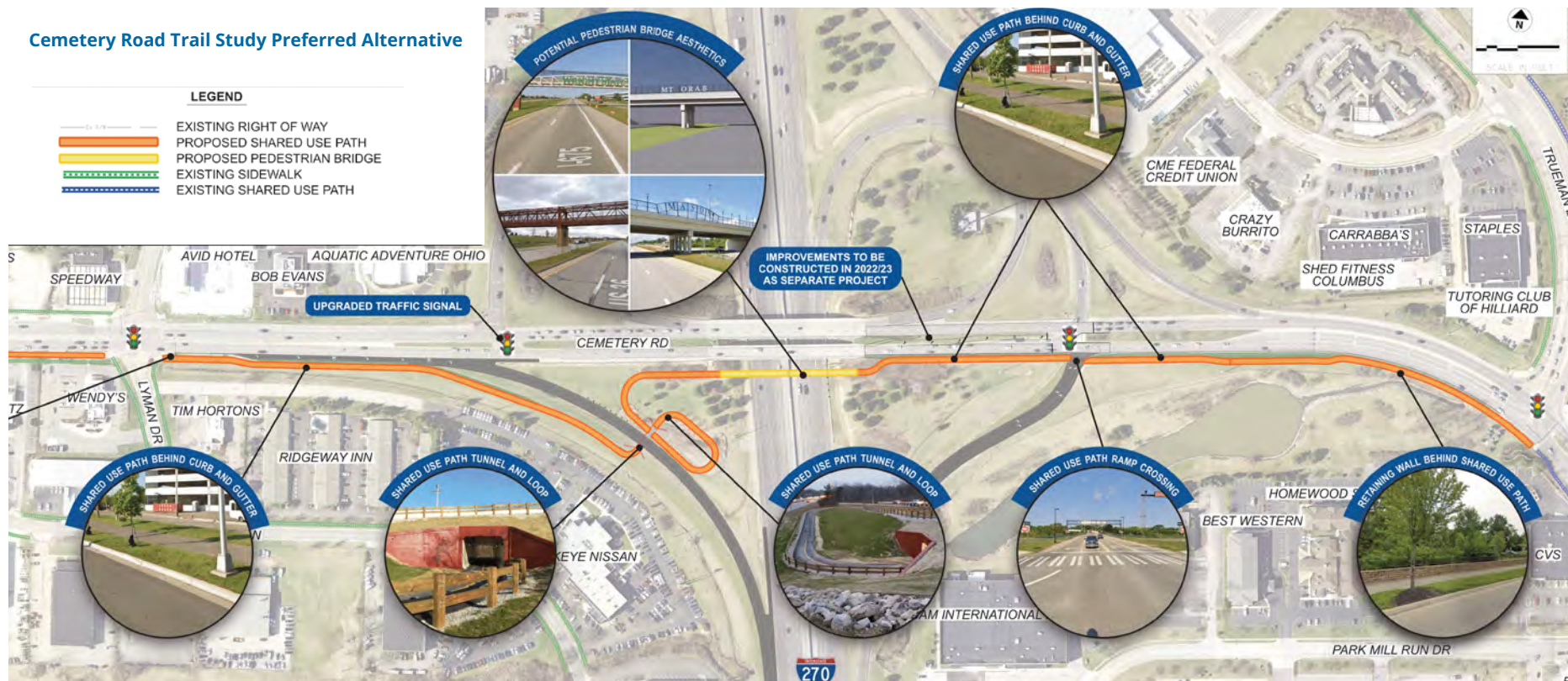


4 East-west pedestrian and bike connections.

Improve east-west connectivity across I-270. Within the existing space of the Davidson Road bridge, create an improved bike and pedestrian crossing.

At the Cemetery Road interchange, create a new multi-use trail connection across I-270 that is separated from the roadway. The concept below is a publicly preferred alternative based on a 2022 study. It would involve a shared-use path along the south side of Cemetery Road, involve a tunnel under the on-ramp to I-270 southbound then cross over I-270 on a new pedestrian bridge parallel to Cemetery Road.

Cemetery Road Trail Study Preferred Alternative



I-270 Corridor Actions

FA C1 **Update zoning standards to encourage income-tax-generating land uses.**

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- Update dimensional and permitted use standards in the B-4 district to encourage the creation of mixed-use developments by right, rather than relying on a Planned Development (PUD) process.
- Update the M-1 district or create a new district to accommodate flex employment land uses and needs of target industries for economic development.
- Update or create new standards for streetscape elements in the area.

FA C2 **Update zoning standards to accommodate infill development with residential, commercial, or mixed-use buildings on existing office sites.**

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Create standards that allow for infill development, including residential and commercial uses, around existing premium office buildings. Incentivize reuse and retrofit to make these high value properties more viable for future tenants that are seeking places with greater walkable access to amenities.

FA C3 **Work with property owners and developers to encourage infill development around large existing office buildings.**

Contact owners or brokers for significant office buildings to better understand their properties' competitive opportunities and to raise awareness about the city's intent to support infill development to make these properties more viable. This outreach should occur in conjunction with an update of zoning standards to accommodate this development intent.

FA C4 **Create a new trail connection across I-270 near Cemetery Road.**

The city recently completed a study with community input to evaluate options for a new trail connection across I-270 that would create a safe pedestrian and bike mobility connection. The city should seek funding to implement this project.

FA C5 **Reallocate space to improve the existing pedestrian and bike connection at Davidson Road.**

The Davidson Road bridge is narrow, conveying just two vehicular lanes and a sidewalk across I-270. Those bicycling have to either ride with traffic or walk their bikes across the bridge on the sidewalk. The city should work to create a more robust connection that will improve access between developments, including housing and jobs on both sides of I-270. At present, traffic volumes can be maintained by two lanes of traffic, but additional lanes may be needed in the future. The city should pursue the addition of a shared-use path and consider whether it makes sense to add additional travel lanes at the same time, or perform additional work to make adding such lanes later less expensive. In the meantime, the city should implement a low-cost improvement that reallocates existing space to create a better crossing for cyclists.

FA C6 **Coordinate with ODOT to provide input into designs of future improvements to the Cemetery Road I-270 interchange.**

Consider incorporating gateway signs, lighting, or decorative architectural features.

FA C7 **Develop a Design Concept to Transform Britton Parkway and Trueman Boulevard into Urban Main Streets.**

Britton Parkway and Trueman Boulevard are attractive suburban parkways with a shared-use path on one side and narrow sidewalk on the other. To support higher density residential, commercial, and mixed-use properties built up to the right-of-way line, the character of these streets should evolve by providing wider sidewalks, potentially on-street parking, and more frequent pedestrian crossings. These elements should also be built in conjunction with redevelopment projects. As development occurs, frontages along these parkways should be improved by developers, implementing the design concept and transforming sections into urban main streets.

FA C8 **Improve the Character of Britton Parkway
Between Davidson and Hayden Run Roads.**

Evaluate the need to widen Britton Parkway north of Davidson Road and consider next steps. Presuming the existing street has sufficient vehicle capacity, steps can be taken to improve its character such as curbing the street, introducing vegetated medians, and adding street lighting. Such improvements may occur with widening if needed, or be designed to easily facilitate widening when necessary in the future.

