CITY OF HILLIARD OHIO • 1853

Chapter 1116:
Community Development Districts

Hilliard, Ohio

Contents

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1116.01 Introduction

Introduction

(a) Districts. The Hilliard Community Plan, adopted in April 24, 2023, made recommendations about development and redevelopment of five specific areas of the community. These five Community Development zoning districts were created as a means to implement the Plan's recommendations and are distinguished from one another by their overall physical and functional form, including but not limited to: street and block patterns; building placement and height; diversity, distribution, and intensity of land uses; and diversity of mobility options. This approach provides a range of zoning options that set standards for new development that recognize the established context of a particular neighborhood. The following areas and their desired development character are established below:

(1) Cemetery Road. While this area will probably develop or redevelop incrementally, it will include new streets that improve connectivity of the overall network, improve access management and traffic flow on Cemetery Road, and create a more walkable network of lots and blocks.

(2) Big Darby Employment. Future development in this area is envisioned to follow the intent of a conservation development and the requirements of Section 1116.07 (h) and utilize low-impact site and building design such as limiting impervious surfaces, providing green roofs, and incorporating alternative energy generation and native landscaping within a connected open space and greenway system that offers long-term economic, recreational, and educational community benefits.

(3) Old Hilliard. Inviting public spaces, with buildings framing wide sidewalks incorporating outdoor dining and providing strategically located plazas, squares and pocket parks with commercial or office uses occupy the ground floor of mixed-use buildings.

(4) Heritage Trail Corridor. Extension of the Heritage Trial with small-scale trail-oriented mixed-use development that includes retail, office, and residential.

(5) I-270 Corridor. Mixed-use centers with 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.

(b) Requirements.

(1) Introduction. The following standards were developed to promote an urban development form that aligns with the vision and policies set forth by the Hilliard Community Plan. This Plan defines a vision for growth that is urban, mixed-use, walkable, neighborhood-friendly and contributes to a high-quality public realm.

(2) Purpose. The Community Development Districts provide the means to guide implementation of the citizen-endorsed vision developed in the Hilliard Community Plan and helps foster predictable results and a high-quality public realm. This is accomplished by prescribing the physical form of buildings and other elements and addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another and the scale and types of streets and blocks.

(3) Intent. The Community Development Districts (CDD) are intended to balance conservation and development by:

A. Promoting development that maintains Hilliard's position as one of the region's economic centers.

B. Providing standards for compatible transitions of use, building scale and height between existing and new development.

C. Guiding reinvestment that builds upon and reinforces their unique characteristics.

D. Providing clear and consistent procedures for appropriate and effective public involvement in land use and development decisions.

E. Providing building and site design standards that address the public aspects of private development and how building form, placement, and uses contribute to the quality of the public realm.

F. Providing parking and access standards that appropriately balance pedestrian and vehicular needs and result in safe pedestrian environments and streetscapes of the highest quality.

G. Promoting high quality, innovative landscape design.

H. Providing clear regulations and processes that result in predictable, efficient, and coordinated review processes.

(4) Applicability.

A. The Community Development Districts apply to specific properties within the City as shown in the City of Hilliard Official Zoning Map (also known as the Digital Zoning Map or Zoning Map).

B. All standards and references to streets in the CDD apply to both public and private streets. Private streets must not be obstructed.

C. In addition to the requirements of this Chapter, all development in the CDD shall meet the applicable requirements as listed elsewhere in this Code:

1. General Provisions, see Chapter 1121.
2. Conditional Use Requirements, see Chapter 1123.
3. Landscaping Requirements, see Chapter 1125.
4. Off-Street Parking and Loading, see Chapter 1127.
5. Signs, see Chapter 1129.
6. Site Plan Review Requirements, see Chapter 1131.

D. All development in the CDD shall also meet the applicable requirements of Section 1116.02 Design Standards and Guidelines.

(5) Conflicting Provisions.

A. Where other Article 11 provisions conflict with standards set out in the CDD, the CDD controls.

B. Illustrations, photographs and graphics are included in this chapter to illustrate the intent and requirement of the text. In the case of a conflict between the text of this CDD and any illustrations, photographs and graphics, the text governs.

(a) Existing uses. The long range implementation of the Hilliard Community Plan requires sensitive treatment of existing uses that represent significant investments in the city. While it is the intent of the Community Development Districts (CDD) for development to ultimately meet the building and use requirements of this chapter, it is the intent of this section to permit existing uses to continue and to be considered conforming to this Code, even if the use or the building type is not otherwise permitted in the district, provided that the following requirements are met.

(1) All uses that were permitted or conditional uses under the zoning of a property immediately prior to its rezoning into a CDD shall continue to be allowed as permitted or conditional uses on the property. Expansions of uses within existing structures shall be permitted on the property provided that at least one of the permitted or conditional uses under the prior zoning has been operated continuously in an existing structure and/or associated use areas on the property within the 12 months prior to the rezoning of the property into the CDD.

(2) Once a use that complies with the CDD is established on a lot or parcel and all existing uses have been abandoned or voluntarily discontinued, no non-CDD use of the prior zoning district may be re-established.

A. For parcels with a single existing structure configured as a multi-tenant building, once the entire multi-tenant building is abandoned, demolished and/or all tenant spaces have established uses under the applicable CDD, no non-CDD use permitted in the prior zoning district may be re-established on the parcel.

B. For parcels with multiple existing structures, only after all buildings have been abandoned, demolished and/or all buildings have established uses under the applicable CDD, no non-CDD use permitted in the prior zoning district may be re-established on the parcel.

(3) Abandonment of an existing use.

A. If an existing use is abandoned for any reason for a period of more than 12 months, only those uses allowed in the applicable CDD district in which the property is located may be established. With regard to a multi-tenant building, the term “existing use” shall mean all of the existing uses in that building.

B. An existing use shall be determined by the Director to be abandoned if one or more of the following conditions exist:

1. Utilities, such as water, gas or electricity to the property, have been disconnected;

2. The property, buildings, or grounds have fallen into disrepair;

3. Signs or other indications of the presence of the use have been removed;

4. Equipment or fixtures necessary for the operation of the use have been removed; or

5. Other actions which, in the opinion of the Director, constitute an intention on the part of the property owner or lessee to abandon the use.

C. Any new construction, including buildings, site features, parking areas, and other associated construction shall comply with the applicable provisions of Sections 1116.09 through 1116.11.

(4) Expansions of existing uses. An existing use may be enlarged, increased, or extended to occupy a greater area of buildings and lands only after a finding by the required reviewing body as required by Sections1106 through 1107 that the enlargement, increase or extension meets all of the following standards:

A. The expansion does not have a substantial detrimental effect on, or materially impair the use and enjoyment of, adjacent uses or lots, and does not limit the ability for adjacent lots to develop in accordance with this chapter;

B. The buildings and area encompassing the expansion of the existing use complies with all

parking, sign, or other regulations applicable to the area affected by the proposed enlargement, increase or extension of use area as required by the applicable provisions of Sections 1116.09 through 1116.11; and

C. The buildings and area encompassing the expansion of the existing use complies with any reasonable conditions imposed by the ART that are necessary to ensure that the proposed enlargement, increase, or extension of use area will not prove detrimental to adjacent properties or the surrounding community.

(5) Any existing use may be extended throughout any existing building or parts of a building which were manifestly arranged or designed for that use at the time of adoption of this amendment, but the existing use shall not be extended to occupy any land outside the existing building except as permitted by division a.(4) of this section and as approved by the required reviewing body.

(6) Existing structures. Refer to Sectjon 1137.03 for requirements related to existing structures.

(7) Refer to Section 1137.02(a)(1) for requirements related to nonconforming sites.

(b) Existing planned development districts. All planned developments that are effective on the date of adoption of the applicable CDD rezoning shall continue in effect and be considered conforming under this Code in addition to the permitted and conditional uses under the applicable CDD. This provision shall only apply to planned developments where no construction has commenced. The procedures for the implementation of these developments, including time limits for approval of final development plans or other time limits, must conform to the requirements of this chapter, to the extent the approved planned unit development text does not address the requirements.

(c) Principal uses. Any property is permitted any combination of principal uses in accordance with the requirements of this section and other applicable provisions of Sections 1116.09 through 1116.11

(d) Accessory uses.

(1) Accessory uses are permitted only in connection with a permitted or approved conditional use on the same property, and must be clearly subordinate and incidental to that use.

(2) Temporary uses are governed by time limits as provided by this Code.

(3) Any principal use listed in a zoning district in each summary of uses table, including Sections 1116.07 through 1116.11, shall be permitted as an accessory use in the same zoning district.

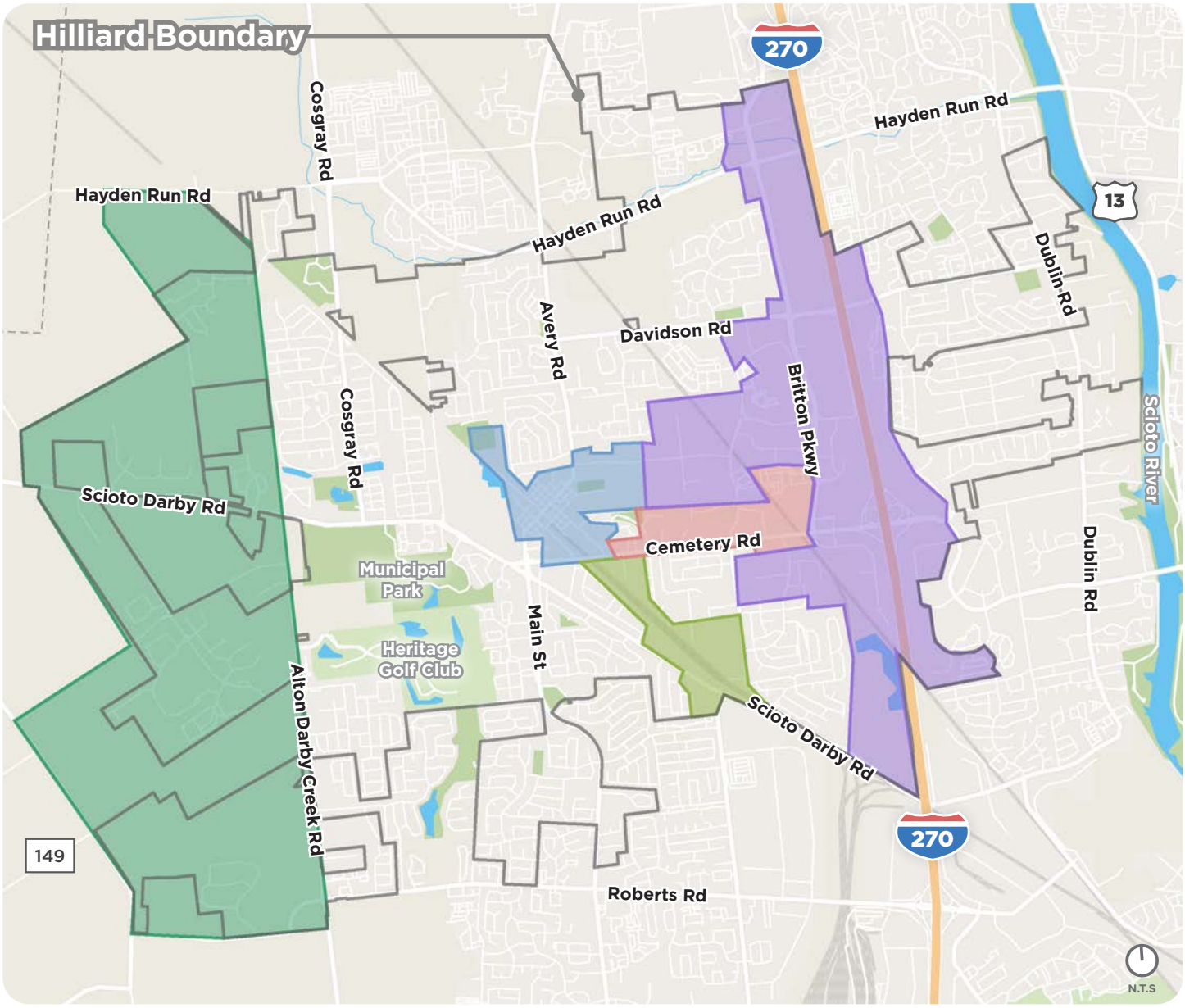
(e) Review Process.

(1) See Section 1116.07 (h), Big Darby (DE) Requirements for the Big Darby Employment (DE) District. For all other Community Development Districts, see Section 1131, Site Plan Review. Applications for Site Plan approval are subject to Level A review if they meet all applicable standards.

How to Use this Document

1. **Find your parcel's location** within the community development district.
2. **Select the building type(s)** from the building typologies allowed **(1116.03)**.
3. **Select the frontage type(s)** from the frontage typologies allowed **(1116.04)**.
4. If open space is required, **select the open space type(s)** from the open space typologies allowed **(1116.05)**.
5. If parking is required, select the **green parking type(s)** from the green parking typologies allowed **(1116.06)**.
6. **Comply with the district's general uses and intent, the development standards, uses, and requirements.**

Community Development Districts



Map Key
Cemetery Road
Big Darby Employment
Old Hillard
Heritage Trail Corridor
I-270 Corridor

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1116.02 Design Standards and Guidelines

Design Standards and Guidelines

(a) General Intent. Urban design criteria in the form of Standards and Guidelines are to be applied in conjunction with the provided guidance as to how the vision for the five Community Development Districts - Cemetery Road (Chapter 1116.xx), Big Darby Employment (Chapter 1116.07), Old Hilliard (Chapter 1116.xx), Heritage Trail Corridor (Chapter 1116.xx), and I-270 Corridor (Chapter 1116.xx) - may be achieved unless otherwise noted. Standards and Guidelines are intended to encourage creativity within the design framework while maintaining a consistent level of quality between individual projects. Standards and Guidelines do not mandate a particular architectural style or building material.

(1) Standards and Guidelines do:

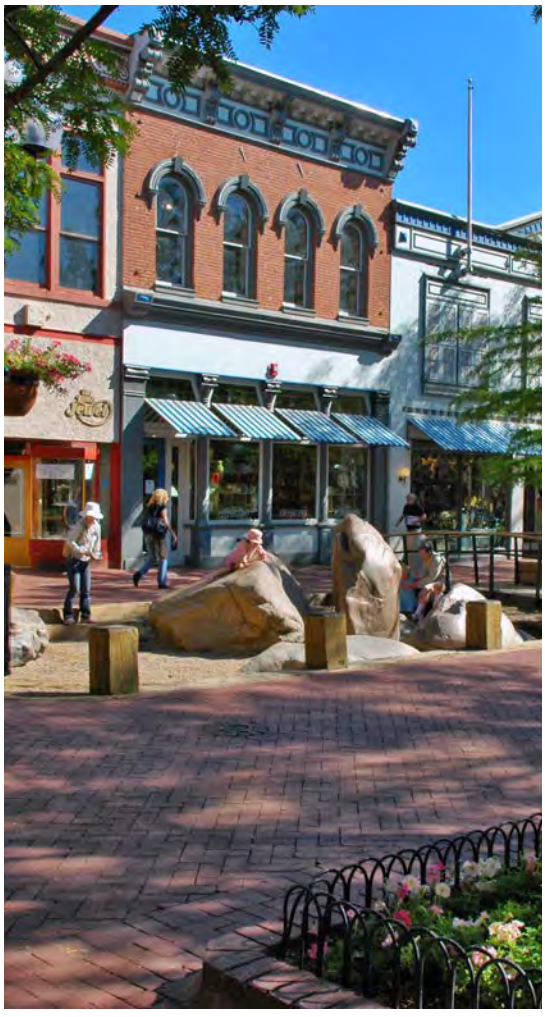
A. Define a standard of design quality intended to enhance the public realm;

B. Promote cohesive development patterns while allowing for diversity and variety in the design and construction of individual projects;

C. Assist city staff, planners, designers, developers, and owners in making consistent choices that reinforce the vision;

D. Recognize that the area will evolve over time and that development will respond to changes in the market; and

E. Integrate and transition new development into surrounding communities.



Standards and Guidelines promote consistent yet diverse design across the public and private realms.

(2) Design Standards and Guidelines Defined.

A. **Design Standards.** Design Standards are objective criteria that provide specific direction for achieving the stated Intent. Standards denote issues that are considered critical. Standards use the term “shall” to indicate that compliance is required.

B. **Design Guidelines.** Design Guidelines provide alternative solutions for accomplishing the goals set forth by the Intent Statements. They are more flexible and harder to quantify than Standards. They often amplify a related Standard. Guidelines use the term “should” or “may” to denote they are considered relevant to achieving the Intent Statement, and will be pertinent to the review process. When they amplify a Standard they are preferred, but not mandatory, criteria. Guidelines will, however, be strongly considered in circumstances when a Standard is not being met and an alternative is being sought. In such a case, it must be demonstrated that the alternative meets one or more of the following criteria:

1. The alternative better achieves the stated Intent;

2. The Intent Statement that the Standard was created to address will not be achieved by application of the Standard in this particular circumstance;

3. The application of Guidelines to achieve stated Intents will be improved by not applying the Standard in this particular case; and

4. Unique site characteristics or market factors make the Standard impractical or cost prohibitive.

(3) Circulation.

A. **General Intent.** To establish a logical and interconnected system of streets, sidewalks, and pathways that balance mobility with the making of a significant urban place. Site circulation should provide adequate and safe access for automobiles, cyclists, and pedestrians by incorporating the best characteristics of the City of Hilliard’s multi-modal urban street system.

Design Standards and Design Guidelines work together to ensure development and amenities are best suited.

B. **Vehicular Circulation and Access.**

1. Intent - To locate vehicular access in a way that:

   a. Minimizes conflict with other modes of transportation, especially pedestrian traffic;

   b. Protects residential streets from the effects of undue congestion and noise;

   c. Encourages multi-modal transportation; and

   d. Provides for the safe and efficient movement of pedestrians, bicycles, and vehicles.

2. Design Standards

   a. New curb-cuts are not permitted on Primary Streets, except where there is no alley or Secondary or side street to provide access. Cross access easements shall adjoin parking lots where alleys are not available or feasible.

   b. Vehicular access must be provided via an alley when the alley is determined to be open or accessible by the Engineering Design Manual.

   c. In the absence of alleys, the Secondary Street or side street, must be used as the principal vehicular access.

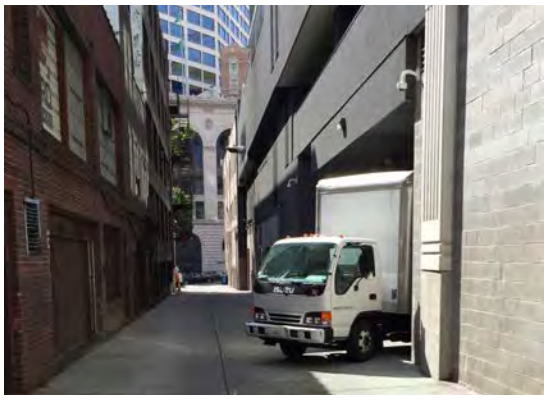
   d. Any development project with a total, cumulative site area of 1.5 - 3.9 acres must provide an alley.

   e. Sites larger than 2.0 acres must provide a network of connected streets (public or private) consistent with the Thoroughfare Plan that provides circulation within the site and, with the exception of the Big Darby Employment District, current and future connections to the existing street network and to adjacent properties.

   f. All vehicular access points in the public ROW, including curb-cuts, driveways, alleys, and new street network plans must be consistent with the Engineering Design Manual.

Circulation Standards and Guidelines are provided to support a safe and efficient environment for all modes of transportation.

The number of curb cuts should be minimized to reduce potential conflict points.



The use of alleys should be prioritized to alleviate traffic on high-volume streets.

3. Design Guidelines

   a. A single curb-cut or driveway should not be wider than what is minimally required by the Engineering Design Manual for the safe movement of traffic.

   b. Curb-cuts and driveways are discouraged close to the curb line at the corners of blocks.

   c. Drop-offs serving the entrances of specific uses such as hotels should be located outside the ROW where possible. Drop-offs in the ROW will require approval by the Planning Director and consistent with the Engineering Design Manual.

The width of curb cuts and driveways should be minimized for the safety of all users.

C. **Pedestrian and Bicycle Circulation and Access.**

1. Intent

   a. To reinforce the historic pattern, hierarchy, and logic of the City's pedestrian sidewalk system.

   b. To incorporate alternate modes of transportation, especially walking and cycling, into the design of vehicular street systems.

   c. To connect the development to existing designated bike routes and trail systems consistent with the Thoroughfare Plan and Active Transportation Plan, where appropriate.

   d. To connect the development to future and existing neighborhoods.

Vehicular curb cuts should not be placed near corners or intersections.

2. Design Standards

   a. All development must provide safe, direct and convenient pedestrian access connecting public streets and parking lots to primary building entrances, and to all other uses in the development that allow for public access.

   b. Pedestrian access must consist of a five-foot-wide, ADA-compliant walkway that is accessible, easily discernible, and well-lit.

Pedestrians and cyclists should be prioritized in street designs.

c. The pedestrian access surface located on private property must be paved with fixed, nonslip semi-pervious or impervious materials which are consistent with the Engineering Design Manual.

d. Pedestrian access routes between and adjacent to buildings and parking areas must be physically separated from drive aisles, except when crossing a drive aisle.

e. Where a pedestrian walkway crosses a drive aisle, the walkway must maintain the existing sidewalk grade, run continuously through all private driveways, and exclude ramps and detectable warnings. The only exception to this is when it is for signalized driveways or roundabout driveway locations.

f. Pedestrian walkways must be designed and installed to allow for cross-access between abutting properties.

3. Design Guidelines

a. All new streets should be designed to allow pedestrian and bicycle access.

b. The system of pedestrian and bicycle circulation should be designed to connect to and extend from similar circulation systems on adjacent existing streets.

c. Pedestrian crossings of all streets should be accommodated at street grade without requiring the use of a bridge or tunnel.

d. For designated on-street bike facilities, painted lanes, or other appropriate bicycle treatments, are encouraged. For higher volume streets, on-street bicycle facilities should be separated/ buffered from the vehicle lane.

All development must provide pedestrian access.

Pedestrian access routes should feel safe and comfortable for all users.

Painted bike lanes can be used to support bike access.

(4) Site Planning.

A. **General Intent.** The success of any built environment is in the quality of its streetscapes. Planning of individual sites should consider the complex relationship between vehicular streets, sidewalks, sidewalk amenities, landscaping, and the location and continuity of building edges. In addition, open spaces appropriate to the scale of adjacent development and accessible from the public ROW serve the social, environmental, and psychological needs of the community.

It is also important to thoughtfully consider the location and design of parking areas, service areas, and site utilities so they do not detract from the quality of the urban experience.

B. **General Streetscape (Public Realm) Design.**

1. Intent

a. To encourage streetscapes that distinguish and support various modes of transit, including but not limited to vehicular traffic, cycling, and walking.

b. To provide adequate and logical connections of streets and sidewalks within the development and between the development and adjacent neighborhoods.

c. To provide sidewalks of adequate width to contain, define, and concentrate pedestrian uses.

d. To encourage pedestrian activities on the sidewalk such as walking, eating and browsing.

e. To encourage streetscapes with tree rows that create a continuous canopy at maturity.

2. Design Standards

a. All sidewalks within the public ROW must meet the separate standards of, and be consistent with, the Engineering Design Manual.

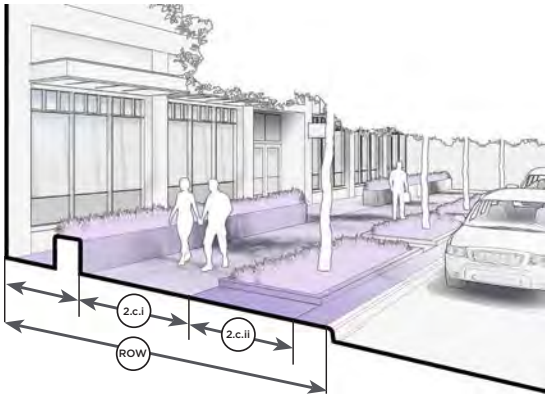
b. All plantings in the planting areas shall meet the requirements of the City Forester.

c. For all primary streets, sidewalks shall be designed to include at a minimum:

i. A sidewalk, free of all obstructions; and

ii. A planting area with street trees, brick pavers, seating, or other pedestrian amenities.

Public realm design should accommodate a variety of transit options.



Streetscape design standards guarantee high-quality designs and improve the pedestrian experience.

d. Every sidewalk on a secondary street shall be designed to include at a minimum:

i. A sidewalk, free of all obstructions; and

ii. A planting area that shall contain street trees.

iii. Within the public ROW, encroachments into the 6' wide minimum, 8' maximum sidewalk by the planting area shall be allowed by permit only.

3. Design Guidelines

a. Zones, which include building-related functions such as sidewalk seating, are encouraged on enhanced pedestrian streets.

C. **Building Location, Orientation and Use.**

1. Intent (with the exception of the Big Darby Employment District)

a. To create a streetwall at least three feet (3') in height that defines the three-dimensional space of the street and contributes to its sense of place.

b. To maintain the continuity of the streetwall for the majority of the length of the street.

2. Design Standards

a. All buildings shall adhere to the setback requirements of the district in which the building or structure resides except as modified below.

3. Design Guidelines

a. Where gaps between buildings are contemplated, they should be located and proportioned to:

i. Relate to major transitions in use or character;

ii. Relate to significant, designed open spaces;

Pedestrian and planting areas work together to form a consistent pedestrian realm.

Buildings should create a street wall that extends for the majority of the street.

vi. The arcade column width and column spacing does not substantially impede views of the pedestrian oriented uses from the sidewalks.

D. **Building Location, Orientation and Use – Pedestrian-Oriented Use Requirements.**

1. Intent

a. To locate and orient uses in a way that encourages and intensifies pedestrian activity and interest along the street.

b. To require a predominance of pedestrian oriented uses fronting the street.

2. Design Standards

a. Seventy-five percent of ground floor frontages shall be occupied by pedestrian oriented uses.

3. Design Guidelines

a. A majority of the ground floor frontage of commercial buildings and parking structures on all streets should contain pedestrian oriented uses.

b. Portions of the building not parallel with the primary street should be related to building uses that complement pedestrian activities along the street.

E. **Building Location, Orientation and Use - Gateway Areas.**

1. Intent

a. To emphasize and differentiate special corners or intersections from the surrounding building architecture.

b. To aid in wayfinding and articulate important changes in character and use.

Ground floors should support a vibrant pedestrian street.

Expanded sidewalkss can create a gateway at primary intersections.

c. To inform building design in a manner that will successfully articulate designated gateways and encourage pedestrian active uses.

2. Design Standards

a. Gateway Areas shall be designated at primary intersections.

b. Within each designated Gateway Area, at least two of the following design strategies shall be employed:

i. Visibly increased or decreased density, building height, and/or building setback relative to surrounding structures;

ii. Provision of a plaza or expanded streetscape and landscaping;

iii. Incorporation of unique building signage; and

iv. Enhanced building character (form, materials, fenestration, facade) articulation on building façades visible from the street.

c. Within a designated Gateway Area, there shall be at least one pedestrian entrance.

d. Exposed parking garage frontage shall not occur at the ground floor within a Gateway Area or on any pedestrian-oriented streets.

F. **Parking Location and Orientation – Surface Parking Lots.**

1. Intent

a. To locate and orient surface parking on the site in a way that reduces its visual and environmental impact.

2. Design Standards

a. New surface parking shall not exceed 25 percent of block frontage along any primary street or 50 percent of block frontage along any secondary street.

Changes in building height, density, or setback can differentiate a gateway.

Surface parking buffers limit the lot's visual and environmental impact.

b. With the exception of the Big Darby Employment District, no new surface parking is allowed between the front of a building and the street.

c. New surface parking shall provide safe pedestrian passage by incorporating an efficient system of 5-foot wide pedestrian paths.

3. Design Guidelines

a. Surface parking lots are discouraged in favor of structured parking.

b. At least 15 percent of the paved surface area of each new surface parking lot should be shaded by mature landscaping (within 5 years).

c. Electric vehicle (EV) charging stations are encouraged to be provided and may be substituted for required parking spaces.

The installation of electric vehicle charging stations is encouraged.

G. **Parking Location and Orientation – Structured Parking Garages.**

1. Intent

a. To encourage structured parking of a mixed-use character.

b. To locate and orient structured parking on the site in a way that reduces its visual and environmental impact.

Parking garages can include architectural screening.

2. Design Standards

a. Exposed above-grade parking structures shall not exceed 30 percent of block frontage along any Primary Street at the ground floor.

b. For all exposed above-grade parking structures on Secondary Streets, at least 50 percent of the ground floor level must be covered by an architectural screen.

c. Exposed parking garage frontage at the ground floor shall not occur within a Gateway Area.

When below-grade parking garages are not feasible, above-grade structures should minimize street frontage.

3. Design Guidelines

    a. Above-grade parking structures should be located and oriented to minimize frontage on all streets, especially primary streets.

    b. Below-grade structured parking is encouraged.

    c. Above-grade structured parking should be located on the site in a way that minimizes its visual impact on adjacent residential areas.

    d. The exposed faces of above-grade parking garages should be oriented away from residential areas. Where faces are exposed to view, enhanced building materials, details, and/or landscaping should be employed to improve their aesthetic appearance.

    e. With the exception of the Big Darby Employment District, where feasible, above-grade parking should be wrapped with or contain commercial or residential uses, especially at the ground floor.

Site service and utility area screening

H. **Site Service and Utility Areas.**

1. Intent

    a. To minimize the visual presence of service functions, such as delivery and refuse pickup.

Site service and utility area screening

2. Design Standards

    a. Service and utility areas shall not be located:

        i. Within 25 feet horizontally of any pedestrian entry, and 40 feet from a single-family lot line;

        ii. Between the building and the street.

    b. Service and utility areas shall be concealed from the street by employing means such as:

        i. Locating underground;

        ii. Locating internal to a structure or group of structures;

Site service and utility areas should be screened.

iii. Providing enclosing walls, fences, screening and/or landscaping of sufficient height and density year-round; and

iv. Locating along internal alleys or service drives.

3. Design Guidelines

a. Utility and service areas should be shared between buildings, among groups of similar uses, or otherwise consolidated to minimize the proportion of the site dedicated to these functions.

Site service and utility area in internal alley

(5) Building Design.

A. **General Intent.** Buildings help characterize and define the street, enhance the sense of "place," and contribute to the high quality of a vibrant, mixed-use urban community. Buildings should also be designed according to sustainable building practices and follow United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standards or equivalent standards adopted or approved by the City. Buildings that enhance the urban realm, should pay careful attention to issues of massing, form, facade articulation and the location of entrances. Special consideration must be given to the thoughtful integration of building utilities and services as well as the design of parking structures.

B. **Sustainable Building Design.** New buildings of more than 50,000 square feet of Habitable Rooms or Habitable Space should, at a minimum, meet certification standards of Silver by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) or equivalent standards adopted or approved by the City. At the time of Building Permit application, the owner should submit a LEED Scorecard, or equivalent document, identifying anticipated credits that could be achieved.

C. **Building Massing and Form.**

1. Intent

a. To encourage buildings whose forms are responsive to the surrounding context.

LEED buildings follow energy and environmental standards in design.

b. To encourage original building design and reinforce four-sided architecture and consistent architectural materials and treatment on all four sides.

c. To generate visual interest in the built environment by:

i. Emphasizing changes in use;

ii. Marking transitions between districts; and

iii. Creating iconic elements that mark entrances and terminate views.

d. To moderate scale changes between adjacent buildings.

e. To encourage building forms that promote sun and sky exposure to streets and open spaces.

f. To ensure that designs are appropriate with the City's built environment.

2. Design Standards

a. Stepbacks shall be required for any facade that fronts a sidewalk and is higher than 50 vertical feet. For that portion of the facade that is over 50 feet in height, at least 25 percent of the horizontal length of the facade should step back not less than 10 feet from the front lot line. At least 50 percent of the horizontal length of the facade should step back not less than 10 feet from the front lot line in the Old Hilliard District.

3. Design Guidelines

a. Additional bulk reduction is encouraged for buildings on the south and east sides of streets and open spaces to allow for greater penetration of sunlight into these spaces.

b. Articulation of the building form is encouraged to express typical architectural elements such as:

i. The location of entrances and vertical circulation or stairways;

Building massing should reduce bulk and respond to the surrounding context.

Building massing SHOULD NOT ignore its context.

ii. Significant changes in building use or occupancy;

iii. With the exception of the Big Darby Employment District, changes from one residential unit to another;

iv. The expression of structural bays; and

v. The expression of balconies and above-grade terraces.

c. Articulation of the building mass and form is also encouraged to express a building's relationship to its context, including:

i. Adjacency to significantly lower or taller buildings;

ii. Response to existing structures;

iii. Relationships to the corners of blocks or major site entrances;

iv. Response to the termination of views; and

v. The creation of an engaging profile or skyline.

Building form and massing expresses internal programming and external relationships.

D. **Story Height.**

1. Story height is the height of each story of building and it is measured from the top of the finished floor to the top of the finished floor above. When there is no floor above, upper story height is measured from the top of the finished floor to the top of the wall plate above.

2. Open structures, such as pergolas or shade devices, do not constitute a story and may be placed on building roofs.

3. Shade or Shadow Study Requirement (buildings above five stories) - Shadow studies shall be required for all proposed buildings exceeding four stories or 60 feet in height. Based upon the findings of the shadow study, the fourth or higher story of the building may be required to be set back to minimize shade impacts on adjacent properties or the public right-of-way.

Story height impacts surrounding structures and the pedestrian realm.

E. **Building Mass.**

1. Articulation in Building Height: For buildings 150 feet or more in length, at least 15 percent of the street-facing roof line must have a variation in height of at least five feet. On a corner lot, the variation in height must be located at the corner of the building that addresses both street fronts.

2. Articulation in Building Facade: For buildings 100 feet or more in length, at least two portions of the street-facing building facade must have a variation in setback of at least two feet. The combination of the required variations in setback must total no less than 15 percent of the length of the building.

Building heights should vary by street frontage.

F. **Building Character.**

1. Materials

a. Intent

i. To create visual interest through a varied palette of texture, color, and module.

ii. To give buildings and surfaces a human scale.

iii. To ensure the consistent use of high-quality materials appropriate for an urban environment.

iv. To promote durability, sustainability, and ease of maintenance.

v. To complement existing materiality of the surrounding neighborhoods.

b. Design Standards. Building walls should reflect and complement the traditional materials and techniques of Hilliard's architecture, particularly in the Old Hilliard District. They should express the construction techniques and structural constraints of traditional, long-lasting, building materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form and the articulation of details. All building materials to be used shall express their specific properties. For example,

Diverse materials create visual interest.

heavier more permanent materials (masonry) support lighter materials (wood).

c. Required and Desirable Materials:

   i. At least fifty percent of the building's exterior must be brick, natural limestone, and/or architectural cast limestone;

   ii. Architectural pre-cast concrete are desirable;

   iii. Glass is desirable;

   iv. Architectural metal panel systems are desirable;

   v. Decorative metal framing systems with an exterior-grade finish system are desirable; and

   vi. Materials such as cementitious or metal panels, siding, hard stucco, cedar siding, metal siding, copper, or tile are desirable.

d. Undesirable Materials:

   i. Unpainted concrete block walls;

   ii. Metal, crimp or v-rib metal roofing panels, (excluding architectural metal panel systems); except vinyl or plastic siding; stucco, exterior insulated foam systems (e.g. Dryvit) and similar materials except when used as trim; metal roofs (except for standing seam roofs);

   iii. Mix of unrelated styles (e.g. rustic wood shingles and polished chrome);

   iv. Materials with a glossy finish;

   v. Exterior insulation and finishing systems (EIFS) shall not be used on ground floor façades up to 35 feet in height;

Building character should reflect an urban environment and relate to existing neighborhoods.

vi. Materials of a structural or unfinished nature such as tilt-up concrete panels shall not be used on building façades visible from the street; and

vii. Concrete masonry units.

e. Design Guidelines

i. The expression of smaller material modules is encouraged to enhance the sense of human scale and interest, especially at ground and second floor façades.

ii. Materials with the greatest durability, such as brick or stone, should be used on ground floor façades. Other materials, such as glass and wood, may also be added to ground floor façades where appropriate.

iii. Materials should be selected with consideration given to their environmental and sustainable attributes.

2. Fenestration

a. Intent

i. To enhance street-level activity and interest by providing a high degree of transparency, particularly at the ground floor.

ii. To provide a level of transparency at upper floors sufficient to be aware of internal activities when viewed from the street.

iii. To create rhythms and patterns on building façades that provide visual interest and reflect the uses within.

iv. To limit the glare from reflective glass.

b. Design Standards

i. With the exception of the Big Darby Employment District, residential façades shall provide no less than 20 percent window to solid wall area.

Hilliard's existing architecture can inspire new building materials.

Brick is a desired material.

ii. In new construction, no highly reflective glazing shall be permitted on the first floor. All glazing shall have a maximum reflectance factor of 0.20. No first-surface reflective coatings shall be permitted.

iii. Individual windows above the ground floor exceeding 35 square feet shall be subdivided by at least one horizontal or vertical mullion or joint.

c. Design Guidelines

i. Where the required window to wall ratio is not feasible or is in conflict with internal functions, elements such as public art, retail displays, or enhanced signage and building detail should be integrated to maintain the visual interest at street level.

ii. No more than 50 percent of the required glazing area in a facade should be consolidated in one area.

iii. Glass block or other glazing products that provide adequate light transmission but distort view should not be used on ground floor building façades.

iv. Clear glazing is preferred at the ground floor, but the use of colored, patterned, or fritted glass may be allowed when it is above the required percentage of transparency.

v. Fenestration should recess or project from the adjacent wall surface or surround to create a visible shadow line.

vi. Large areas of glazing should be subdivided by mullions, joints, or similar scaling elements to provide a reasonable level of scale and detail, especially at the ground and second floors.

vii. Louvered or other unglazed facade openings should also be articulated with a system of scaling elements to provide a level of scale and detail complementary to glazed areas.

Smaller modules can be used to express human scale and interest.

Durable materials should be used at the ground level.

viii. Operable windows are desirable and should be strongly considered.

ix. Durable and permanent low-emissivity coatings on the second or third floor glazing surface are encouraged to provide greater energy efficiency.

x. Sunshades and screens are encouraged as long as they do not significantly block views through the window in either direction.

3. Facade Articulation

a. Intent

i. To create visually interesting and human-scaled façades, particularly those that face streets or open spaces.

ii. To avoid large areas of undifferentiated façades.

b. Design Standards

i. Building façades or portions of building façades visible from the street shall incorporate, at a minimum, three of the following architectural scaling elements:

(a) A change in color;

(b) A change in material module or pattern;

(c) A system of horizontal and vertical scaling elements such as a belt course, string course, projecting fins, or projecting cornice or eyebrow;

(d) Expression of the structural system and infill panels through a change in plane of at least 3 inches;

(e) Articulation of window and doorway surrounds, which may include sills, lintels, pilasters, and mullions, through a change in plane of at least 2 inches; and

Buildings should be considerate of architectural scaling material.

Ground floors should be transparent to the street level.

(f) A system of art or ornament integral to the building (such as an inset decorative panel or metal framework anchored to embeds in the building facade).

ii. Architectural scaling elements shall occur both horizontally and vertically and be part of a cohesive system. They shall not occur only to satisfy minimum requirements.

c. Design Guidelines

i. Architectural scaling elements should be composed in a way that highlight a building's intrinsic architectural characteristics, including but not limited to the building's:

(a) Structural module;

(b) Vertical divisions represented by the floor, sill, lintel, and parapet;

(c) Building composed of a "base," "middle," and "top;"

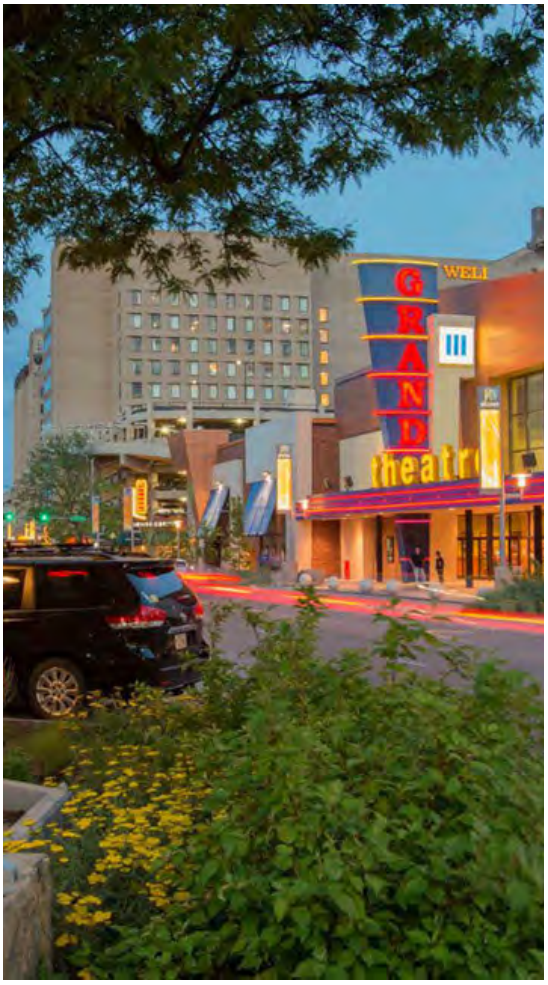
(d) Patterns of fenestration; and

(e) Primary uses or transitions between use or ownership.

ii. Facade articulation should be more detailed at the ground floor.

iii. Architectural scaling elements should be integrated into the building facade and not appear as an insubstantial overlay.

iv. Where a primary building facade abuts a facade of secondary importance (such as along an alley or internal service area), architectural scaling elements should be integrated into that portion of the secondary facade exposed to public view.



Facades should incorporate architectural scaling elements to promote interest and variety.

Windows should be maximized in the building facade.

G. **Building Entries and Access.**

1. Pedestrian Access

a. Intent

i. To encourage pedestrian activity between buildings and the street by providing adequate ground level, street-oriented entrances.

ii. To promote pedestrian safety by separating pedestrian and vehicular points of access.

b. Design Standards

i. Primary building entrances serving pedestrians shall be oriented toward and visible from the primary street.

ii. A vehicular entrance shall not be combined with a pedestrian entrance.

c. Design Guidelines

i. Locating primary pedestrian entrances within an arcade is discouraged in favor of entrances that open directly to a public street or open space.

2. Vehicular Access

a. Intent

i. To provide for safe and efficient vehicle ingress and egress.

ii. To promote pedestrian safety by segregating pedestrian and vehicular points of access.

iii. To locate vehicle entrances in a way that preserves the continuity of the pedestrian streetscape.

Where windows are not feasible, other strategies such as public art can be used to maintain interest.

b. Design Standards

i. The location, width, and spacing of all vehicular access points within the public ROW shall be consistent with the Engineering Design Manual.

ii. A vehicular entrance shall not be combined with a pedestrian entrance.

iii. Vehicular entrances incorporating a ramp shall be screened from view of the street.

c. Design Guidelines

i. Driveways should be consolidated when practical.

ii. Vehicular entrances should not be located within or directly oriented to public open spaces, except when open space is incorporated into the public ROW. Vehicular entrances may be allowed within or oriented toward open spaces if their design is appropriately integrated with that open space.

iii. Vehicular entrances should be spaced in a manner that allows for an uninterrupted sidewalk.

iv. Driveways not accessible from a secondary street but directly accessed from a primary street and serving individual tenants in multi-tenant buildings are discouraged, though they may be permitted given the following circumstances:

(a) The tenant is of sufficient size.

(b) The tenant's building is physically isolated from other nearby buildings.

(c) If the driveway is in the public ROW, its design is consistent with the Engineering Design Manual.

Vehicular access should not interrupt pedestrian movement.

Clear glazing should be maximized to support an inviting facade.

3. Building Entries

   a. Intent

      i. To provide convenient access to buildings and pedestrian active uses from the street.

      ii. To clearly articulate and create a visual hierarchy of building entrances as an aid in wayfinding.

      iii. To locate building entrances in a way that activates streetscapes, enhances Gateway Areas and building corners and invigorates public open spaces.

   b. Design Standards

      i. Every single building or combined structure shall provide at least one primary building entry opening directly onto a primary or secondary street or public open space for every 300 feet of building frontage or portion thereof.

      ii. With the exception of the Big Darby Employment District, groups of uses on higher floors with no direct street connection shall be accessed by at least one primary building entrance at the ground floor serving as a common lobby and facing a street.

      iii. With the exception of the Big Darby Employment District, service entries shall appear visually distinct from the primary pedestrian building entry.

   c. Design Guidelines

      i. Building entries should be incorporated into the composition of a building's mass and form, and in the case of pedestrian building entries, may be located at corners or take advantage of the termination of views.

Multi-tenant buildings should share driveways to primary streets.

Single tenants SHOULD NOT have their own access drive to a primary street.

ii. Primary building entrances should be articulated in a way that differentiates them from adjacent storefronts, building façades, and secondary building entrances. Strategies may include:

(a) Concentrating or relaxing architectural scaling elements;

(b) Greater differentiation of the color, scale, and module of those elements;

(c) Substantially greater or lesser transparency; and

(d) Inclusion of building accessories and lighting.

iii. Each tenant at the ground floor should have one primary tenant entrance that opens onto a street or open space and is accessible to the public. Exceptions may be made for entrances from a common lobby if that lobby opens directly onto a street or publicly accessible plaza.

iv. With the exception of the Big Darby Employment District, ground floor residential units facing a street or publicly accessible plaza should have individual unit entrances oriented to that street or plaza.

v. Buildings directly adjoining structured or surface parking may have a secondary building entrance oriented to and accessed from that parking.

vi. Service entrances visible from the street should not be emphasized or articulated in a manner that visually competes with a primary building entrance or significant tenant entrance facing a street.

vii. Service entrances should be screened from adjacent property and street view.

Architecture should highlight a building's unique characteristics.

4. Building Services and Utilities

    a. Intent

        i. To reduce the visual impact of building services and utilities on the public realm.

    b. Design Standards

        i. Utility pads and similar “on-grade” building services shall not be located between a building facade and a primary street or open space or within the public ROW. These services shall be located along an alley, service drive, or within a screened service area whose design is compatible with the building being served in terms of form, material, detail and color.

        ii. Rooftop mechanical units or other services and utilities located above grade shall be screened from the street and street-level views in surrounding neighborhoods by implementing one or more of the following strategies:

            (a) Locating the utility within or behind an architectural screen to the full height of the mechanical unit;

            (b) Enclosing the utility within a roof that is integrated into the building form;

            (c) Locating the utility within an enclosed mechanical penthouse whose materials and detailing complement the building architecture; and

            (d) Locating the utility far enough from the parapet to be effectively invisible from adjacent primary and secondary streets.

    c. Design Guidelines

        i. No new utility or service should be visible from the street, regardless of architectural or landscape treatment and should be encouraged to be placed underground. Existing overhead lines can remain.

Building entries should be oriented toward the street.

ii. Utility pads and similar “on-grade” building services should be screened from the ground floor view of adjacent properties.

iii. Small-scale utilities and services (individual meters, telephone and communications pedestals, HVAC condensing units, and the like) should not be mounted on or in front of primary building façades without screening that is integrated into the building architecture or landscape design.

iv. Landscaping may be an adequate screening material for small- scale utilities and services if its branch structure is sufficiently dense or it has foliage throughout the year.

5. Parking Garage Design (Visible from the Street)

a. Intent

i. To minimize the visual impact of structured parking garages on the public realm.

ii. To mitigate the impact of vehicle noise, headlights, building lighting, and mechanical systems associated with parking facilities.

iii. To design garages to be visually compatible with the surrounding development.

iv. To encourage garages with a mixed-use character.

b. Design Standards

i. The façades of parking garages exposed to view shall be orthogonal in composition and shall not express ramping systems.

ii. Spandrel panels or opaque architectural wall systems, a minimum of 42” high, shall be required to screen the view of parked cars and car headlights from the opposite side of the street and from streets within adjacent neighborhoods.

Rooftop utilities shall be screened.

iii. For any parking garage fronting a primary street, at least 65 percent of its ground floor shall contain uses that are pedestrian oriented. This includes shops, restaurants, entertainment venues, etc.

iv. For all exposed above-grade parking structures on secondary streets, at least 50 percent of the ground floor level must be covered by an architectural screen.

v. Parking structure lighting shall be screened from all streets and not protrude from garage.

vi. Parking garages exposed to view shall be subject to the same standards as buildings in terms of massing, form, and building character as well as the use of similar building materials and architectural details on all four sides of the structure.

vii. Internal lighting shall be designed to limit the visibility of light sources from inside the garage. Strategies may include providing full-cutoff fixtures for interior lighting near perimeter openings.

c. Design Guidelines

i. Opaque architectural screening with a minimum height of 42" may be substituted for spandrel panels if it can be demonstrated that car headlights will not create glare in direct view by adjacent uses or neighborhoods.

ii. The ground floor of parking garages should be designed to a height and depth that is easily converted to pedestrian oriented uses such as retail or commercial.

Parking garages should reflect a mixed-use character.

Parking garages along primary streets should have at least 65% of the ground floor oriented to pedestrians.

Vehicle access should prioritize safety for all users.

H. **Landscape Design.**

1. General Intent: The City of Hilliard has a long-established tradition of green streets and neighborhoods dating back to the founding of the city by planting street trees. Modern landscape design expands these early concepts to include a greater sense of environmental stewardship and broader range of recreational choices.

2. General Landscape Requirements

   a. Intent

      i. To ensure that all site areas receive thoughtful and appropriate landscape design.

      ii. To encourage landscape and hardscape design that is resource efficient, improves site permeability, reduces the urban heat island effect, slows stormwater run-off, and is easily maintained.

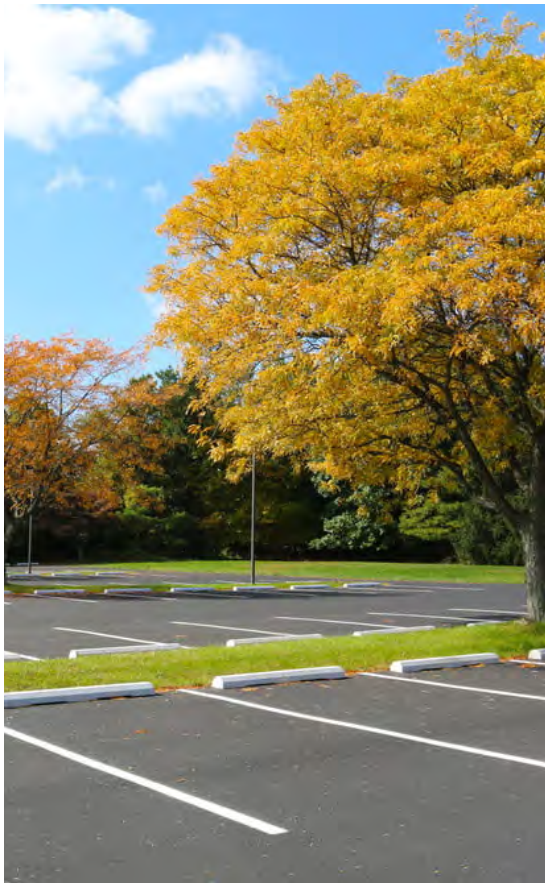
   b. Design Standards

      i. All areas of the site not including those areas covered by buildings, structures, parking areas, service areas, standard walks, pathways, or other non-decorative improved impervious surfaces, shall be landscaped or hardscaped.

      ii. All plantings shall adhere to the requirements of the City Forester.

      iii. On any single Primary or Secondary street front, street trees shall be planted in a uniform pattern, centered on the width of the planting area and spaced equally to create a relatively continuous canopy upon maturity.

      iv. Plant material, fencing, screening, or any other landscape improvement within the public ROW shall adhere to the requirements of the Engineering Design Manual in regard to planting within all site triangle areas.



All planting shall adhere to the requirements fo the City Forester.

Parking areas should have landscape and hardscape design that is sustainable and maintainable.

c. Design Guidelines

i. No area of the site exposed to public view should be left without landscape or hardscape treatment.

ii. Landscape design within the development should use less potable water than conventional designs. Strategies to reduce consumption may include the following:

(a) Specification of low water need plant materials;

(b) Specification of mulches or ground covers that limit evaporation;

(c) Use of drip irrigation or other systems that more efficiently deliver water to plants; and

(d) Use of reclaimed or captured, rather than potable water.

iii. Small variations in street tree location or spacing are allowed if approved by the City Forester.

iv. Effort should be made to reuse existing topsoil removed during construction activity for areas of the site requiring re-vegetation and landscaping. Structural soil or vaults may be required for street trees in tree wells.

v. General landscape design, including the location of landscaped areas, their type, form and materials, should control erosion and limit sedimentation of municipal water drainage systems.

3. Landscape Component Standards

a. Intent

i. To ensure that specified plant materials are healthy, meet horticultural industry minimum standards, and are suited to an urban environment.

Landscape design should be thoughtful and appropriate.

ii. To encourage the use of plant materials which are non-invasive and resource efficient.

iii. To encourage reasonable water conservation practices.

b. Design Standards

i. All plants shall be A-Grade or No. 1 Grade, free of any defects, of normal health, height, leaf density and spread appropriate to the species as defined by AmericanHort and as approved by the City Forester.

ii. Plant materials shall be drought tolerant, suited to the climate, and/or native to the region.

iii. Plant materials with similar water and light needs shall be grouped together.

iv. Street trees within the planting area shall have a minimum 2-1/2" caliper. Ornamental trees as approved shall have a minimum 2" caliper.

v. The minimum shrub size shall be three gallons.

vi. The minimum vine and perennial size shall be one gallon.

vii. The minimum size for mass ground covers shall be 2-1/4" with a minimum planting density of 6" to 9" on-center.

c. Design Guidelines

i. Plant materials should be selected that are appropriate for the regional climate or Plant Hardiness Zone 7A, reflective of historic patterns, and provide seasonal interest.

ii. Landscaped areas within the development should endeavor to exceed a 20 percent reduction in the use of potable water over conventional landscape practices.

Street trees should be planted in a uniform pattern.

Correct placement of street trees will create a continuous canopy upon maturity.

iii. Irrigation systems should be automatically controlled to respond to daily and seasonal variations in evapotranspiration rate and precipitation levels.

iv. Landscape areas under awnings or overhangs shall be irrigated.

d. Hardscape Component Standards

i. Intent

(a) To provide paving materials which are safe, durable and easy to maintain.

ii. Design Standards

(a) All sidewalk paving shall meet City standards.

(b) Any paving within the public ROW must be consistent with the Engineering Design Manual.

(c) Improvements to the public ROW, such as corner bulb outs, handicapped curb ramps, curb and gutter, and sidewalks shall be consistent with the Engineering Design Guidelines.

iii. Design Guidelines

(a) Special paving within the public ROW is typically only allowed in the streetscape area and only if it is not maintained by the City.

(b) Special paving systems are encouraged within designated Gateway Areas and to identify special areas of the streetscape such as intersections, pedestrian building entrances, and plazas.

(c) Special paving systems used in private spaces should be coordinated with paving systems in public areas where they are both visible from the street.

Planting design should consider water usage.

(d) Special paving systems should be appropriate for heavy urban traffic. Colored concrete, brick, concrete unit pavers, and unpolished stone are recommended.

(e) The use of adequately maintained permeable pavement systems in parking areas is provided.

e. Site Furnishing Standards

i. Intent

(a) To provide a system of street furnishings that unifies and adds character to the streetscape.

(b) To encourage pedestrians to inhabit and engage the streetscape through activities such as relaxing, eating, browsing, gathering, and reading.

(c) To provide street furnishings that are durable, attractive, and maintenance free. This includes canopies and umbrellas on tables free of advertising, color complimentary to associated architectural materials.

ii. Design Standards

(a) Site furnishings shall not impede the required clear width of the sidewalks.

(b) Permanent seating shall be placed to serve bus stops, plazas and other open spaces. Seating shall meet the following requirements: a minimum depth of 15 inches, a minimum width of 18 inches, and a height between 16 and 18 inches and consistent with Central Ohio Transit Authority (COTA) standards. Advertising is prohibited.

Plantings should be suited to an urban environment.

Plantings should be native and non-invasive.

iii. Design Guidelines

(a) Covered bus stops are encouraged. Bus stops are encouraged to incorporate maps, benches, and other amenities, where appropriate, and, if possible, integrated with the building's facade.

(b) Low site walls, including those for water features and planter beds, may be used to satisfy the seating requirement if they meet the minimum dimensional criteria above and are not obstructed.

(c) Trash receptacles should be placed convenient to seating areas, but not directly against any individual seat.

(d) The quantity, placement and design of outdoor amenities should respond to the natural environment, adjacent structures, and the proximity of other amenities.

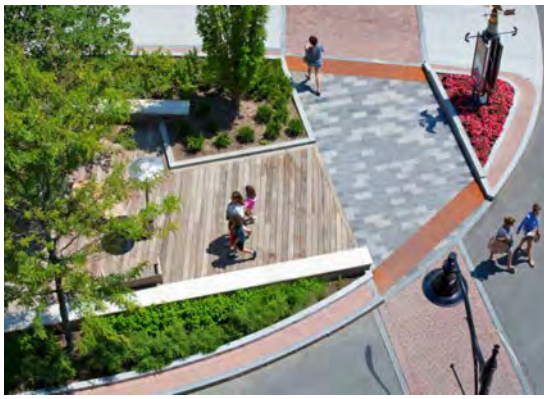
f. Screening, Fencing, Walls, and Railings

i. Intent

(a) To conceal undesirable uses or services without impeding the transparency and visibility of the pedestrian realm.

(b) To integrate screening, fencing, walls, and railings into the general architectural character of the development.

(c) To encourage design of these elements that is safe, durable, and easy to maintain.



Specialty paving can delineate pedestrian spaces.

Specialty paving can emphasize gateways and entrances.

ii. Design Standards

(a) Fences and walls shall use similar materials, modules, and details as those on nearby or adjacent buildings.

(b) Railings located at the ground floor between buildings with pedestrian oriented areas and the street shall be at least 50 percent open or transparent.

iii. Design Guidelines

(a) Fencing, walls, and railings visible from the street should be of high-quality materials, decorative rather than utilitarian, and substantial in appearance commensurate with an urban environment and the scale of adjacent buildings.

g. Site Detention Areas

i. Intent

(a) To accommodate detention of storm water on-site and designed in a free-form way that is a positive part of an integrated landscape design.

(b) To create storm water detention areas that are attractively landscaped and can serve the active and passive recreational needs of the community.

(c) To utilize underground detention areas where appropriate.

ii. Design Standards

(a) Site detention areas shall use landforms and live native plant material in a way that satisfies detention and water-quality requirements while allowing for passive or active recreational uses.

Unique seating elements create a sense of place.

Covered bus stops are encouraged.

(b) Site detention areas shall minimize the use of cobble stones or other non-organic landscape materials.

(c) Water detention and quality features for private on-site runoff will not be allowed in the public ROW.

iii. Design Guidelines

(a) Site detention should creatively combine detention strategies and technologies, including but not limited to the use of planted roofs, below-grade vaults, biorention facilities or rain gardens, water features, and pervious paving systems.

(b) Encourage the dispersal of site detention to reduce size.

h. Parking Area Landscaping

i. Intent

(a) To enhance the aesthetic appearance of surface parking areas and screen them from view.

(b) To reduce the urban heat-island effect attributed to large areas of exposed paving.

(c) To provide safe and attractive pathways through parking areas for pedestrian traffic.

ii. Design Standards

(a) Minimum parking area landscaping standards for all new parking areas shall be governed by Landscaping and Lighting Requirements, Chapter 1125 and Off-Street Parking and Loading, Chapter 1127.

(b) New surface parking areas shall have a minimum 42" fence or seat wall barrier in the front yard area of parking spaces.

Detention areas should be integrated with landscape design.

A fence or seat wall barrier should front parking spaces.

iii. Design Guidelines

(a) Landscaping within a new parking area should be evenly distributed.

(b) New parking areas should accommodate safe and direct pedestrian passage between building entrances, through the parking lot, and from the parking lot to the street.

New parking should connect to pedestrian passages.

l. **Vehicle Parking.**

1. Design Standards

a. The following parking minimums apply, except for properties that meet the following exclusion:

i. Nonresidential projects on lots that have a vehicular use area of less than 4,000 square feet.

b. All other properties must provide the following parking minimums. All fractions of a parking space are rounded up to the next whole number:

i. The Shared Parking Factor for two functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available. The following shows how, using office and retail functions together, the shared parking requirement is calculated:

(a) Step 1: Calculate Number of Office Spaces
3.0/1000 (Office) x 10,000 (Example SF) = 30 Spaces

(b) Step 2: Calculate Number of Retail Spaces
4.0/1000 (Retail) x 10,000 (Example SF) = 40 Spaces

Parking Minimum Calculation

Step 1 **Calculate number of office spaces.**

Step 2 **Caculate number of retail spaces.**

Step 3 **Add office and retail spaces.**

Step 4 **Divide total retail and office spaces by shared parking factor.**

(c) Step 3: Add Office and Retail Spaces
40 spaces + 30 spaces = 70 Total Retail and Office spaces

(d) Step 4: Divide Total Retail and Office Spaces by Shared Parking Factor (from Shared Parking Factor Table)
70 /1.3 = 53.84 (or rounded to next whole number = 54)

ii. For existing buildings with no increase in gross leasable area, after all discounts have been applied, the applicant is not required to provide more on-site parking than the existing site can physically accommodate.

iii. The number of spaces provided shall not exceed the required number of spaces by more than twenty percent.

(a) Multi-story parking garage structures are exempt from the parking maximum.

(b) Parking made available for public use (including parking available after business hours) is exempt from the parking maximum. For parking made available for public use, the property owner shall submit a signed affidavit with their permit application certifying the parking to be made publicly available. The signed affidavit serves as a basis for maintaining compliance. with this section.

(c) Staff will develop policies for how a parking facility is signed, used, and operated.

Landscaping should be used to screen parking.

2. Off-Street Parking Design Guidelines

   a. Intent: To promote sustainable, multi-modal supportive, and transit-oriented development; to reduce the amount of area dedicated to infrequently used parking; to reduce the costs and use of materials and energy tied to unnecessary and under-utilized parking.

   b. Parking Impact Studies: All proposed development shall submit a parking impact assessment that evaluates the actual parking demand based on location, land use, and transportation options available. The study should identify strategies to reduce parking demand.

   c. Minimum Parking Required. See Chapter 1127.

   d. Maximum Parking Permitted shall be as specified by Chapter 1127. The following parking spaces shall not be counted against the maximum permitted parking:

      i. Spaces required for compliance with Americans with Disabilities Act (ADA) standards.

      ii. Electric vehicle (EV) charging station spaces.

      iii. Spaces for ride-share pick-up or drop-off.

      iv. On-street parking spaces adjacent to the site.

      v. The maximum parking permitted may be exceeded by 50 percent if one or more of the following conditions are met:

         (a) Shared spaces shall be clearly marked with the hours of availability for public use. The receipt of compensation for public parking use is permitted.

         (b) 10 percent of the total number of spaces are provided for public use 24 hours a day and seven days a week.

Parking garages should be designed to mitigate potential impacts.

The design of surface parking lots should include landscaping and bioretention elements.

(c) 20 percent of the total number of spaces are provided for public use as shared spaces available from 8:00 a.m. to 6:00 p.m., Monday through Friday.

(d) 20 percent of the total number of spaces are provided for public use as shared spaces available from 6:00 p.m. to 8:00 a.m., seven days a week.

vi. Parking In-Reserve Programs: Developers, business owners, and landlords are encouraged to develop incentive programs to reduce tenant and end-user demand for parking.

(a) Identify base-demand parking by a market parking study.

(b) Develop an incentive program asking tenants and their employees to electively "opt-out" of parking space use. Provide participants with incentives to support participations, such as: monthly monetary credit, public transit passes, ride-share credits, bicycling equipment and facilities; wellness program/ health insurance credits.

(c) Determine the representative amount of parking that can be un-built, holding the area in reserve should it be needed in the future. Determine the offset value of the un-built parking land, materials and construction, ongoing maintenance and power consumption to apply the savings to the reimbursement program.

vii. Shared Parking: Any development that incorporates more than one use-type should provide a shared parking analysis, utilizing the latest edition of the Urban Land Institute (ULI) shared parking methodology (urbanland.uli.org/public/uli-releases-new-edition-of-shared-parking/) to model the overlap of peak parking demand and determine a reduction factor from base

Public parking is exempt from the parking maximum.

parking demand for singular uses. Shared parking studies may also include adjacent parcels and uses within 800 feet of the site, if shared parking easements amongst the property owners can be documented with the development plan application.

viii. Valet parking:

(a) On private property, the valet parking and maneuvering area should be located to the side or rear of the principal building. No maneuvering area shall be located between the building and the curb.

(b) Drop-off/pickup locations for approved valet parking on a public or private street should only be located on the vehicle way and not on the amenity zone, planting strip, or pedestrian way.

(c) Where valet parking services are located on a public street and/or where the public right-of-way is utilized by the service, a valet parking permit should be obtained from the city.

(d) The valet parking service and associated structures should not disrupt the flow of pedestrian and vehicular traffic.

ix. Conservation Districts (Big Darby Employment District and the Hilliard Conservation District): 50 percent of all off-street parking spaces should be pervious surface of a suitable design for vehicle parking, or shaded by a structure with reflective roof surface, green roof, or renewable energy harvesting equipment. This standard shall not apply to drive aisles or service areas, ADA parking spaces, ride-share drop-off/pickup spaces, or EV charging spaces.

Shared parking is one method to reduce the total number of parking spaces required in an area, making more space available for other uses.

J. **Bicycle Parking.**

1. Calculation of Required Spaces

    a. Where bicycle parking has been provided by the City in the right-of-way, one required bicycle space may be substituted for every bicycle space provided by the City, provided the spaces immediately abut the subject property. Each space provided by the City may only be counted for one property.

    b. When a site or lot is used for a combination of uses, the number of required parking spaces are the sum of the requirements for each use, and no parking space for one use can be included in the calculation of parking requirements for any other use.

2. Required Bicycle Parking: Bicycle parking should be provided. If provided, long-term bicycle parking may be substituted for up to 50 percent of the following requirements.

3. Bicycle Parking Facilities

    a. Bicycle parking must be located on-site, be publicly accessible in a convenient and visible area, and be located no more than 100 feet from the primary entrance of the building the bicycle parking space is intended to serve. If all width requirements are met for the sidewalk and the planting area, up to 20 percent of the required short-term spaces may be placed in the Street Tree/planting area.

    b. Each required bicycle parking space must be at least 1.5 feet by 6 feet. Where a bicycle can be locked on both sides of a bicycle parking space without conflict, each side can be counted as a required space.

    c. Bicycle parking spaces must be located on paved or pervious, dust-free surface with a slope no greater than 3 percent. Surfaces cannot be gravel, landscape stone or wood chips.

Bike parking should be included in streetscape amenities.

d. Bicycle parking should be in a well-lit area.

e. Spacing of the bicycle racks should provide clear and maneuverable access.

f. All bicycle parking spaces should be able to accommodate cable locks and “U” locks, including removing the front wheel and locking it to the rear fork and frame, and must be able to support a bicycle in a stable position, giving two points of contact with the bicycle frame.

g. Shower and change facilities should be provided at workplaces with one facility per gender for every 25 bicycle parking spaces on site and directly adjacent to secure bicycle parking facilities. Personal lockers should be provided equal to the number of long-term bicycle parking spaces on site.

Bike repair stations can support cyclists along a bike route.

K. **Site and Building Signage.**

1. General Intent: With the exception of the Big Darby Employment District (DE), mixed-use areas contain an intensity and density of uses commensurate with an active urban environment. Other pedestrian oriented districts should create a well-conceived system of site and building signage for making sense of this environment. To be most effective, signs should be integral and complementary to the character of the streetscape and the architecture of the buildings that they serve. In addition to basic functions such as tenant identity and wayfinding, signage should enhance the character of specific building types, reinforce the hierarchy of streets and spaces, and contribute to the ambiance of the district.

2. Signage

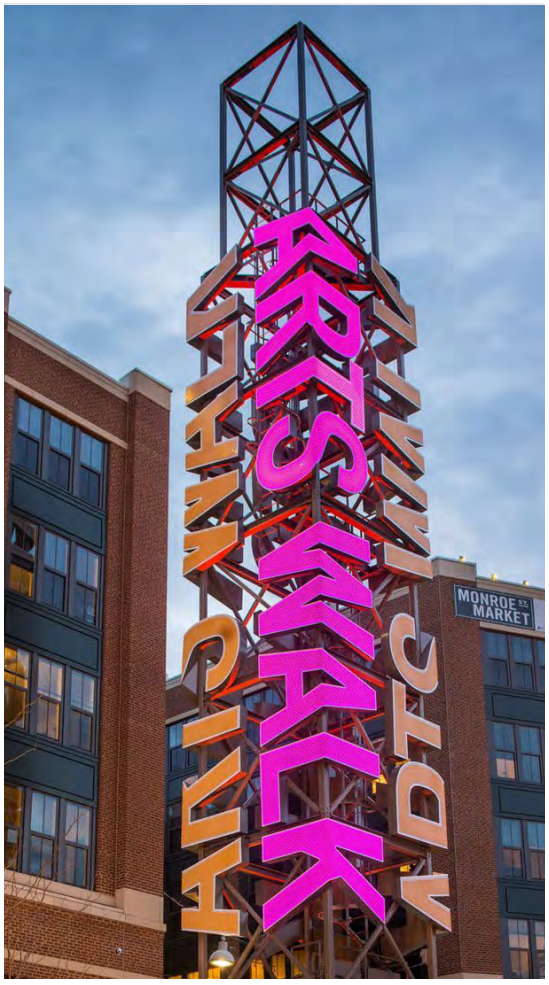
   a. Intent

      i. To create an organized and interrelated system of signs, sign structures, sign lighting, and graphics.

      ii. To create signage that is creative in its use of form, materials, lighting, color and graphics.

      iii. To accommodate signage that aids in wayfinding while enhancing the character of a district.

      iv. To mitigate visual clutter of the streetscape.



Creative signage creates a sense of place.

Consistent signage forms a system of wayfinding.

b. Design Standards

i. All district signs shall conform to Chapter 1129 and any required comprehensive sign plans.

ii. All district signs on buildings fronting a primary street shall be wall or projecting signs.

iii. All district signs shall be of durable and attractive materials and construction suited to an urban environment.

iv. All conduits, transformers, or other "unfinished" elements providing support or power to district signs shall be concealed from view from the street.

v. No portion of a district sign shall be located closer than 25 feet horizontally from any other district sign.

c. Design Guidelines

i. District signage that is located in the planting area should be with, centered between, or otherwise integrated into the design of the street tree and street furnishing system.

ii. District signage design should be compatible with the architecture of surrounding buildings in terms of form, material, color, and detailing.

d. Building Signage

i. Intent

(a) To create signs and graphic elements that are appropriate to and expressive of the use they identify.

(b) To encourage signs which are creative in their use of form, materials, lighting, and graphics without creating visual clutter.

A signage system should serve a variety of users, including pedestrians and motorists.

District signage can feature graphics and information and should be oriented toward the street.

(c) To provide building signage that communicates effectively and is visually integrated into the building architecture.

(d) To mitigate the external effects of building signs on adjacent properties and surrounding neighborhoods.

e. Design Standards

i. All building signs shall conform to Chapter 1129 and any required comprehensive sign plans.

ii. All buildings with ground floor commercial uses shall provide areas of the primary building facade designed to accommodate changeable tenant signage. Structure, materials, detailing and power sources shall be designed with consideration of signage installation requirements and shall be readily adaptable and reparable as tenant sign needs change.

iii. All building signs shall be of durable and attractive materials and construction suited to an urban environment.

iv. All conduits, transformers, or other "unfinished" elements providing support or power to building signs shall be screened from view from pedestrian walks on all streets.

v. In addition to one universal parking sign, parking garages shall be allowed only one other building identification sign per vehicular entry and exit.

vi. No portion of a projecting sign shall be located closer than 25 feet horizontally from any other projecting sign.

vii. The number of signs per tenant shall be per Chapter 1129.

Building signage can be placed at the entrance or on the facade.

Commercial buildings should feature ground-floor tenant signage.

f. Design Guidelines

i. Building sign design should be compatible with the architecture of the building being served in terms of form, material, color and detailing.

ii. Commercial building signs of any type should not be located within the facade of any residential portion of a mixed-use building.

iii. Wall, window, and arcade signs should not overlap or conceal major architectural elements. Certain projecting signs may overlap architectural elements if specifically approved by the Planning Commission.

iv. Tenant identification signage should not directly orient to existing residential areas.

L. **Site and Building Lighting.**

1. General Intent: Illumination of building and landscape elements can provide additional nighttime interest and foster community identity. Enhanced street lighting, if designed properly to reduce glare and limit contrast, can enhance feelings of pedestrian security and safety. However, lighting design must consider energy efficiency and glare control so that it does not detract from the quality of the urban environment, or spill over onto nearby uses, especially residential units on upper floors. Street lighting in the public ROW is the purview of the Engineering Division which has standards for lighting type, location, and spacing.

2. Street Lighting

a. Intent

i. To integrate City standards with regard to general street illumination into the character of the development.

ii. To encourage pedestrian lighting in commercial areas that enhances district character and the pedestrian experience.

Building signs should work with the surrounding architecture, such as using brick material.

Building signage should be oriented to commercial uses and not residential areas.

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1116.03
Building Typologies

Building Typologies

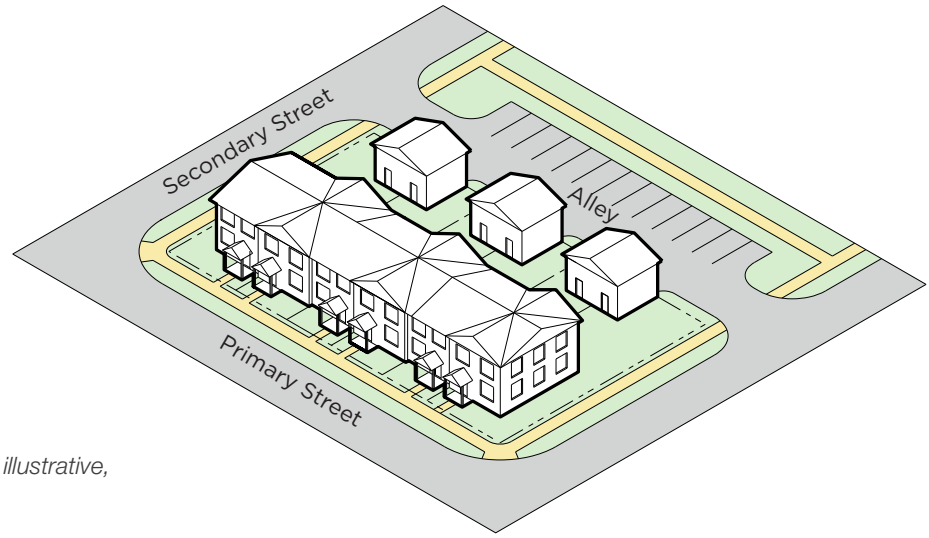
The below-listed building typologies cover new development in the districts described below.

	CEMETERY ROAD				BIG DARBY EMP.	OLD HILLARD				HERITAGE TRAIL CORRIDOR					I-270 CORRIDOR					
	C-1	C-4	C-5	C-6	DE	O-1	O-4	O-5	O-6	H-1	H-3	H-4	H-5	H-6	I-1	I-3	I-6	I-FE	I-MR	REF
Detached Single-Unit Building																●				1116.03 (a)
Attached Single-Unit Building																●				1116.03 (b)
Duplex Building																●				1116.03 (c)
Multi-Unit Building																●	●	●	●	1116.03 (d)
Multi-Unit Complex																●	●	●	●	1116.03 (e)
Small Flex Retail Building																●	●			1116.03 (f)
Medium Flex Retail Building																	●	●	●	1116.03 (g)
Large Flex Comm. Building																	●	●	●	1116.03 (h)
Employment Flex Building					●												●	●	●	1116.03 (i)
Primary School Building					●											●				1116.03 (j)
School and Institutional Building					●											●	●	●	●	1116.03 (k)
Bed and Breakfast Building																●	●			1116.03 (l)
Community Center Building					●										●	●	●			1116.03 (m)
Office Building					●												●	●	●	1116.03 (n)
Office-Corporate Building					●												●	●	●	1116.03 (o)
Retail Large-Format Building																		●		1116.03 (p)
Technology Building																	●	●	●	1116.03 (q)
Logistics Building																		●		1116.03 (r)
Assembly Use Building																	●	●		1116.03 (s)
Makers Space or Live-Work Building																●	●	●		1116.03 (t)
Computer Server Facility																		●		1116.03 (u)

● Permitted

(b) Attached Single-Unit Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

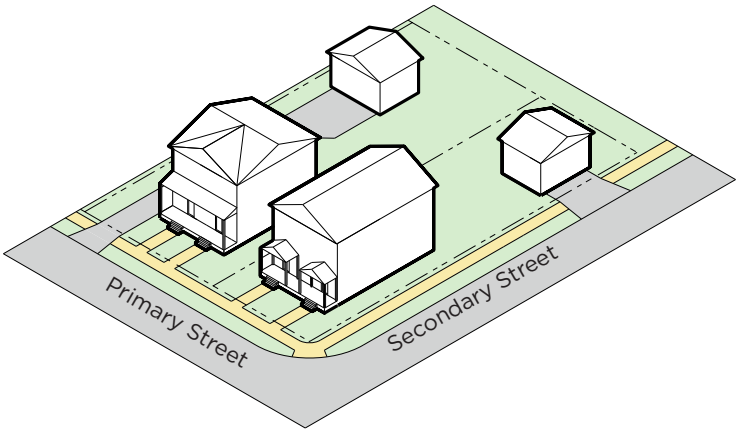
A structure with common walls on either side and no units below or above. Garage access is typically from a rear alley, shared parking area, or tucked under the backside of the building. A small side or rear yard is provided for each unit as private open space.



Image: Attached Single-Unit Building

(c) Duplex Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

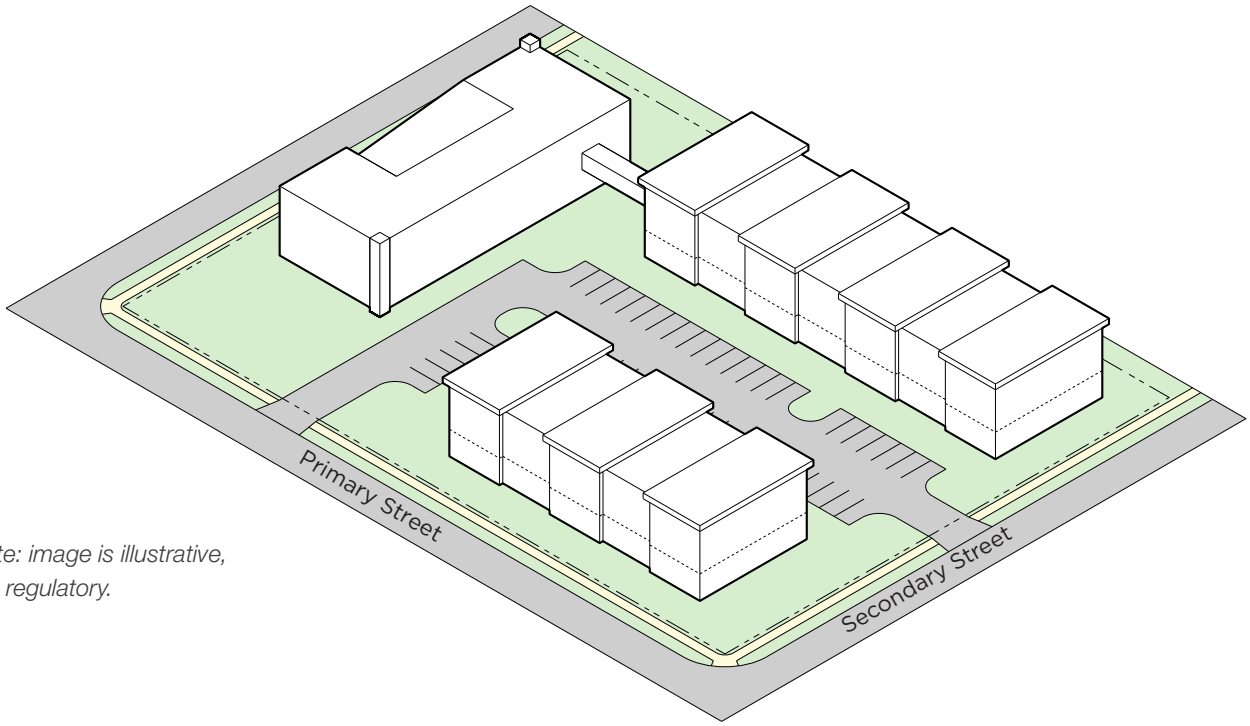
(2) Description

A detached structure with two units that is massed as a single structure. Setbacks can range from small to large and units are typically side-by side, but may be stacked.

Image: Duplex Building

(e) Multi-Unit Complex

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

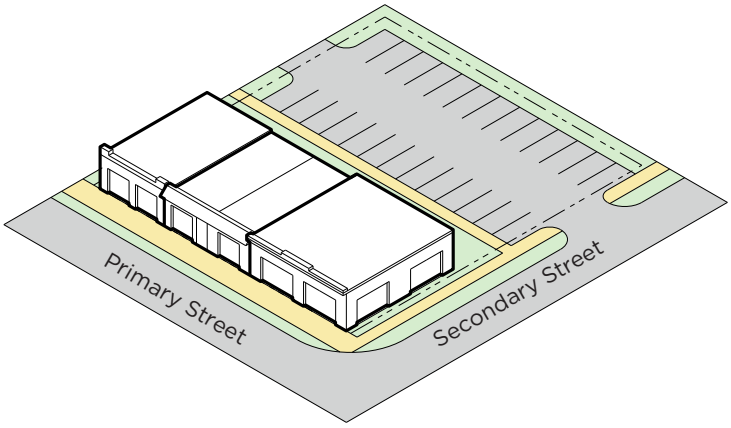
(2) Description

A collection of multi-unit buildings on adjoining pieces of land, generally owned by one entity. The buildings often share common grounds and amenities, such as pools, parking areas, and a community clubhouse, used as leasing offices for the community.

Image: Multi-Unit Complex

(f) Small Flex Retail Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

Consists of attached or detached structures ranging from one to three stories. Structures can include single or mixed uses. Parking is located in the rear or side of the building and typically accessed from a rear alley when possible.



Image: Small Flex Retail Building

(g) Medium Flex Retail Building

(1) Typical Lot Configuration

Note: image is illustrative, not regulatory.

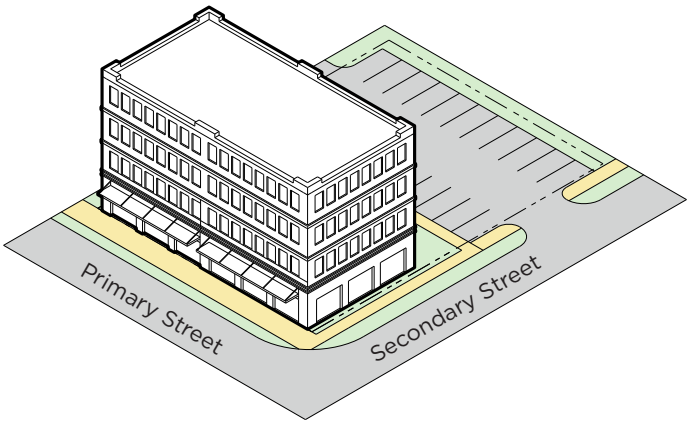
(2) Description

Consists of attached or detached structures ranging from one to three stories. Structures can include single or mixed uses. Parking is located in the rear or side of the building and typically accessed from a rear alley when possible.

Image: Medium Flex Retail Building

(h) Large Flex Commercial Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

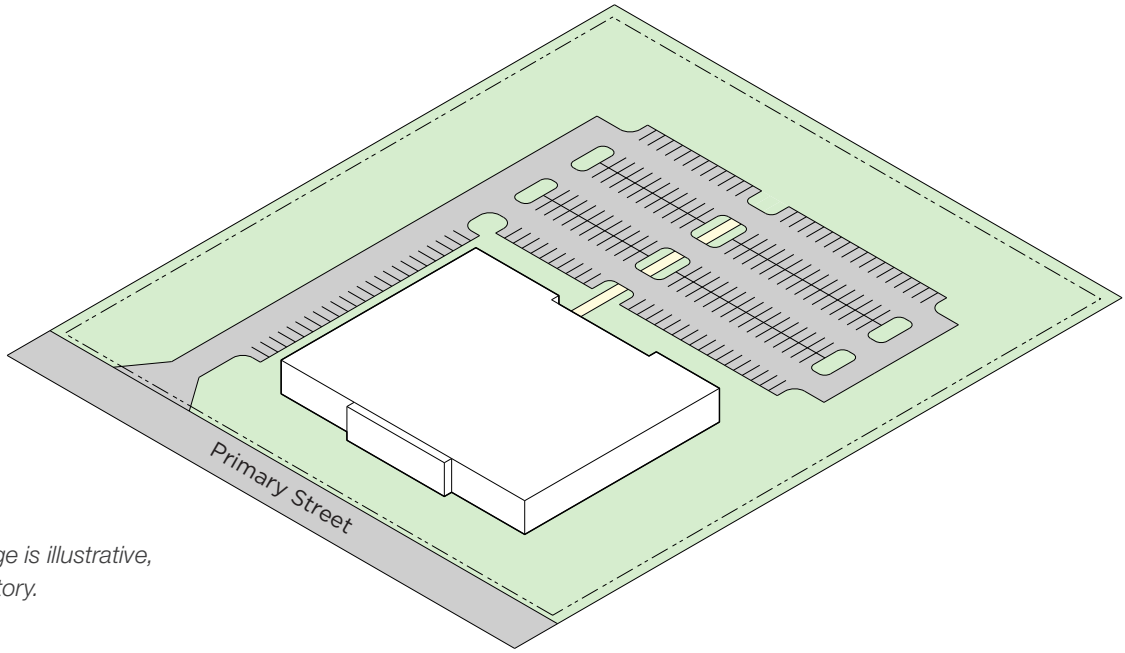
Consists of attached or detached structures that can include single or mixed-uses. Parking is located in the rear of the building and, where possible, accessed from a rear alley.



Image: Large Flex Commercial Building

(i) Employment Flex Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

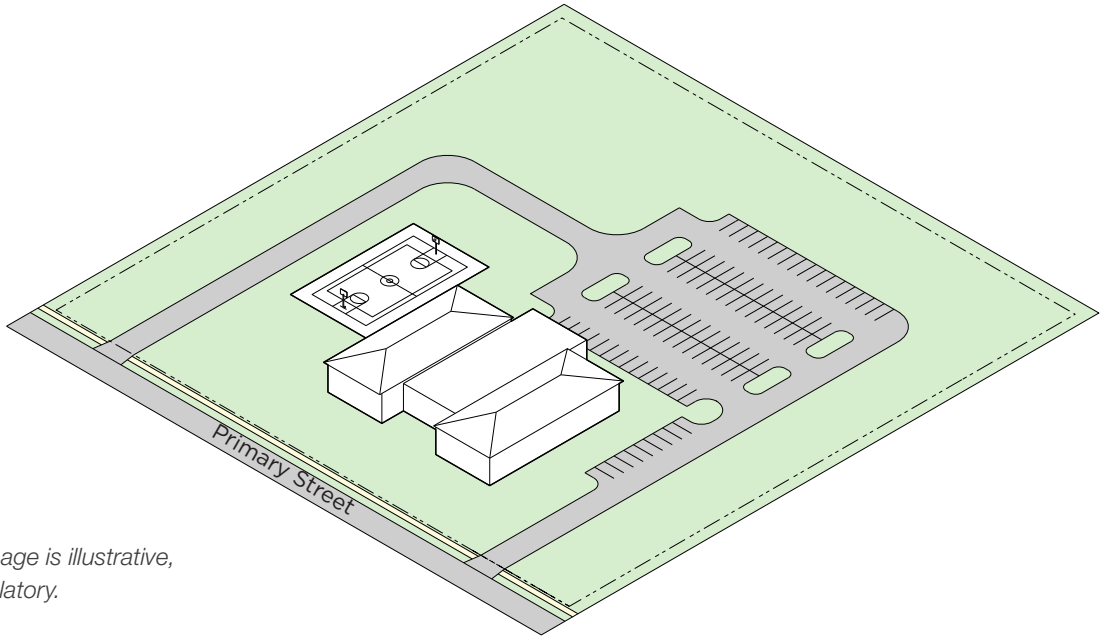
(2) Description

A building that can house uses of an employment nature (i.e. office, flex office, laboratory, research, etc.) with parking on the same lot and the main access from the primary street.

Image: Employment Flex Building

(j) Primary School Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

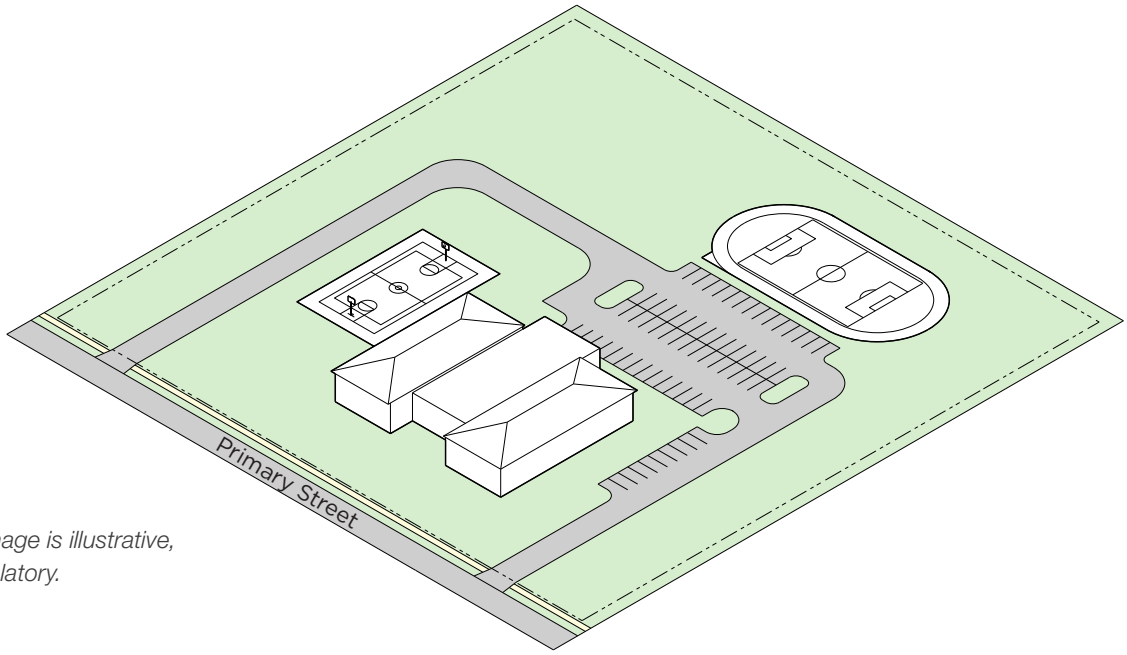
(2) Description

A building designed to provide learning spaces and learning environments for the teaching of students from about four to eleven years old under the direction of teachers. The building has limited parking for staff and includes both outdoor and indoor recreational activity.

Image: Primary School Building

(k) School and Institutional Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

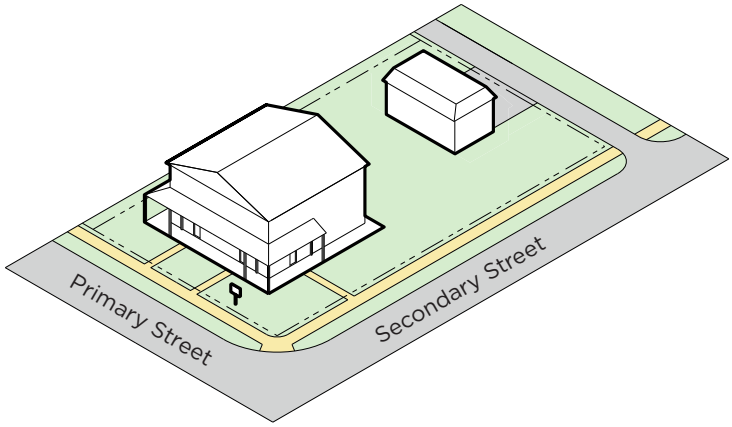
(2) Description

An institution or place for instruction or education, which typically includes athletic fields and/or related assembly space and associated on-site parking. This will often be a junior high school or high school, but could be a larger elementary school that includes additional facilities, or even a place of worship.

Image: School and Institutional Building

(l) Bed and Breakfast Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

A residential structure providing limited overnight lodging and meals for guests.

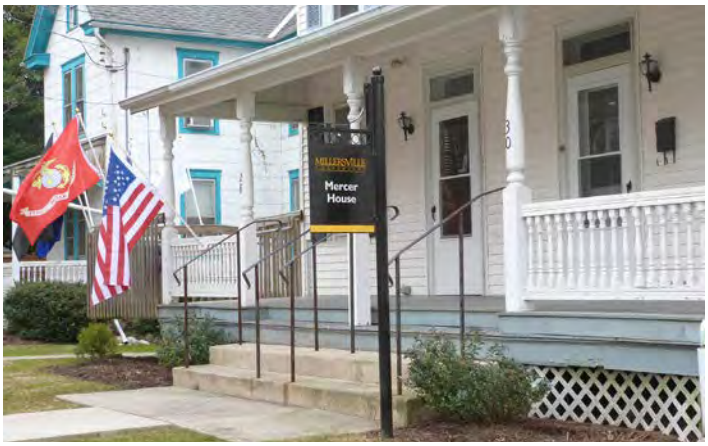
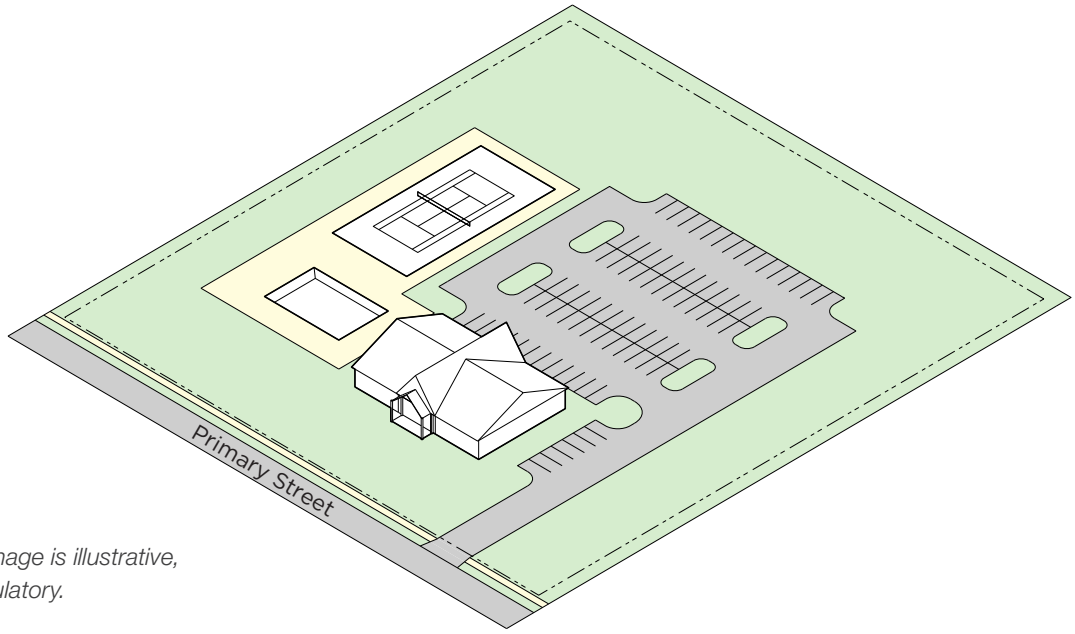


Image: Bed and Breakfast Building

(m) Community Center Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

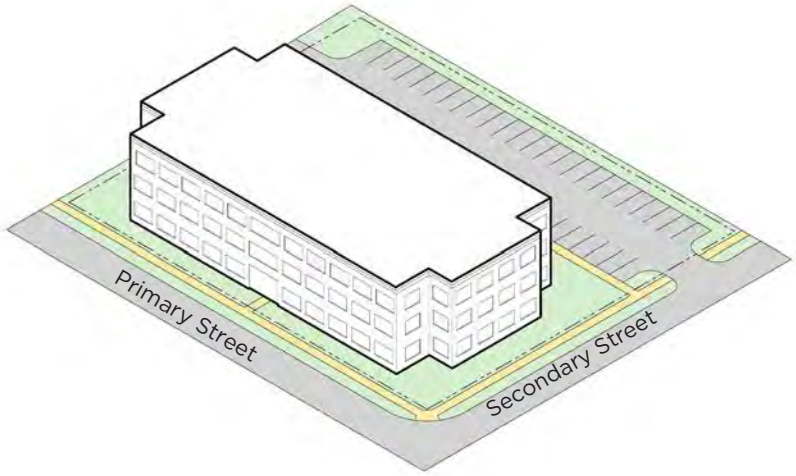
(2) Description

Usually a public building where members of a community tend to gather for group activities, social support, public information, and other purposes. It can be open for the whole community or specialized groups (e.g. senior center) and can include both indoor and outdoor recreational facilities.

Image: Community Center Building

(n) Office Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

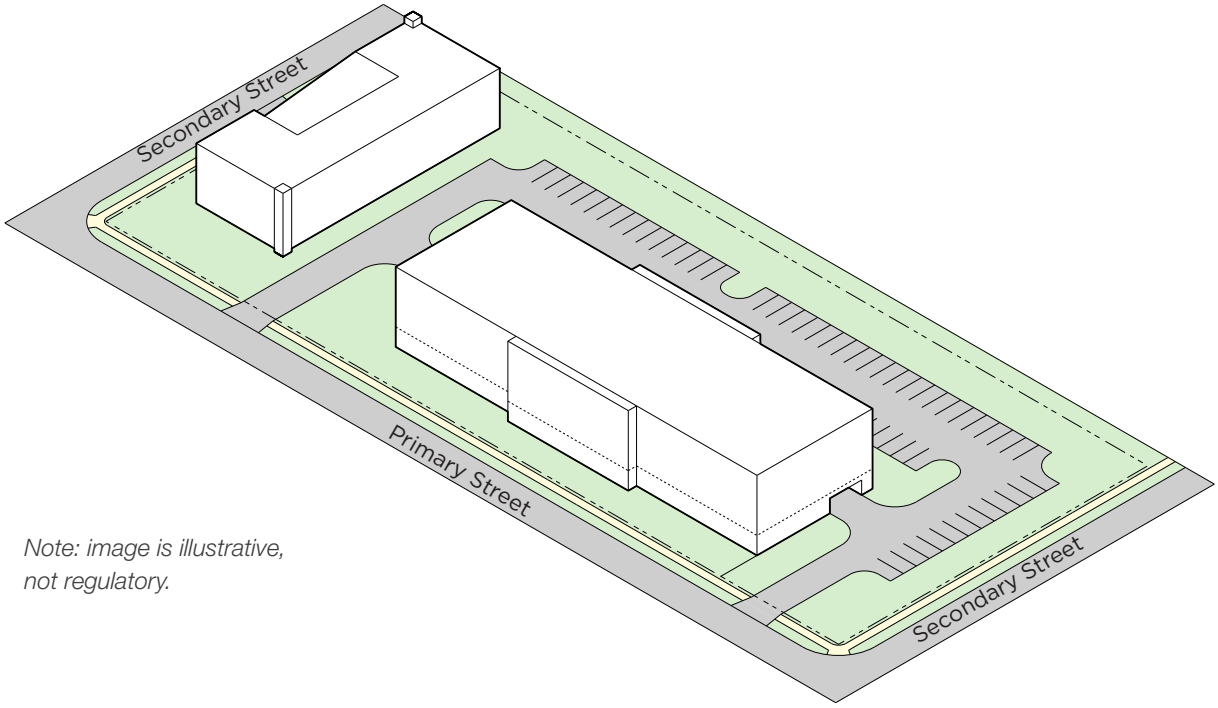
(2) Description

A building used primarily for conducting the affairs of multiple business, professional, service, industry, or like activity, which may include ancillary services for office workers with parking typically found on the same lot and the main access form the primary street.

Image: Office Building

(o) Office-Corporate/Office Campus Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

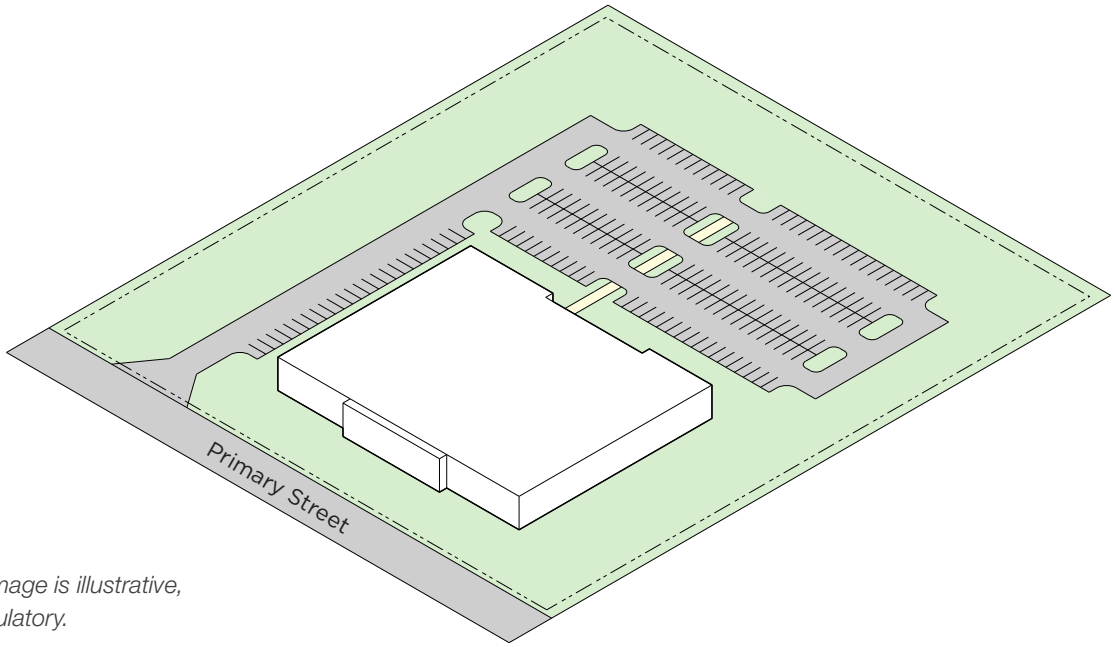
(2) Description

A building used primarily for conducting the affairs of a single business, professional, service, industry, government, or like activity, which may include ancillary services for office workers with parking typically found on the same lot and the main access form the primary street.

Image: Office-Corporate Building/Office Campus Building

(p) Retail Large Format Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

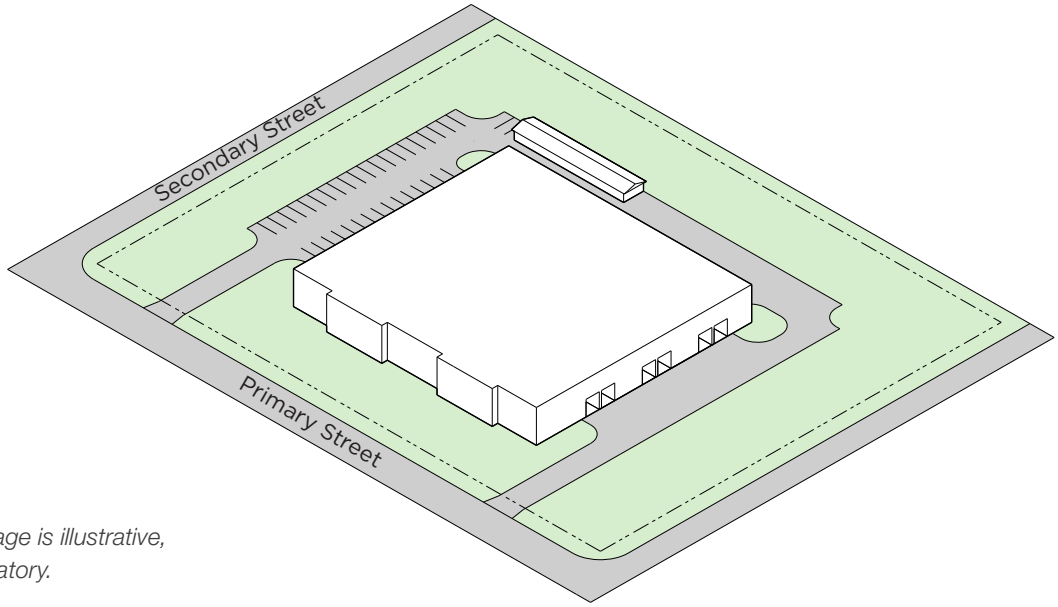
(2) Description

A single-use, typically large single-story commercial building primarily accessed by automobile with parking on the same lot with a combination of parking in the front, side, or rear yards.

Image: Retail Large Format Building

(q) Technology Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

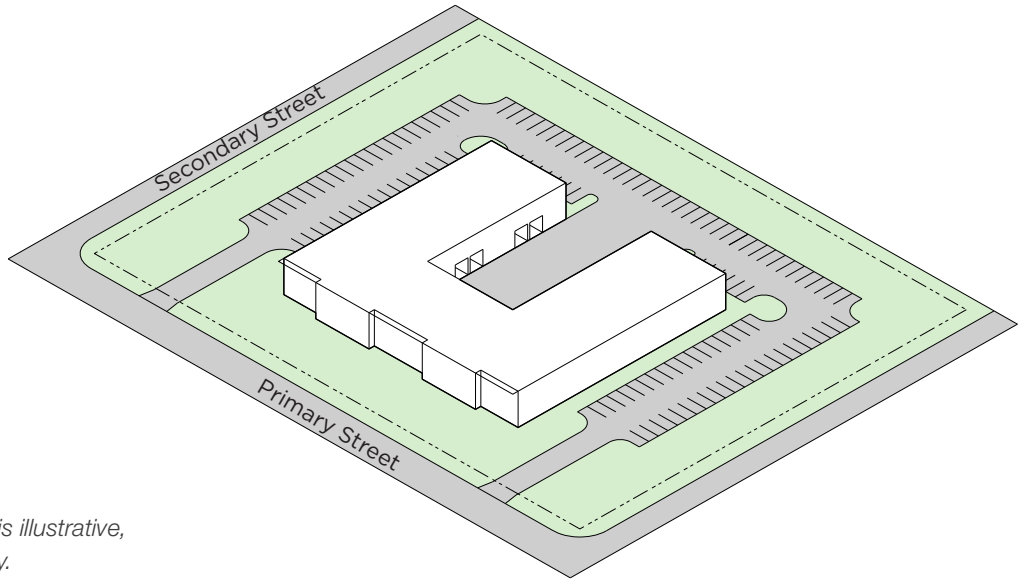
(2) Description

A building that houses technology, logistics, manufacturing, flex R&D or similar activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight. Facilities for loading and unloading are typically located in the side or rear yard with employee and visitor parking in the rear yard.

Image: Technology Building

(r) Logistics Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

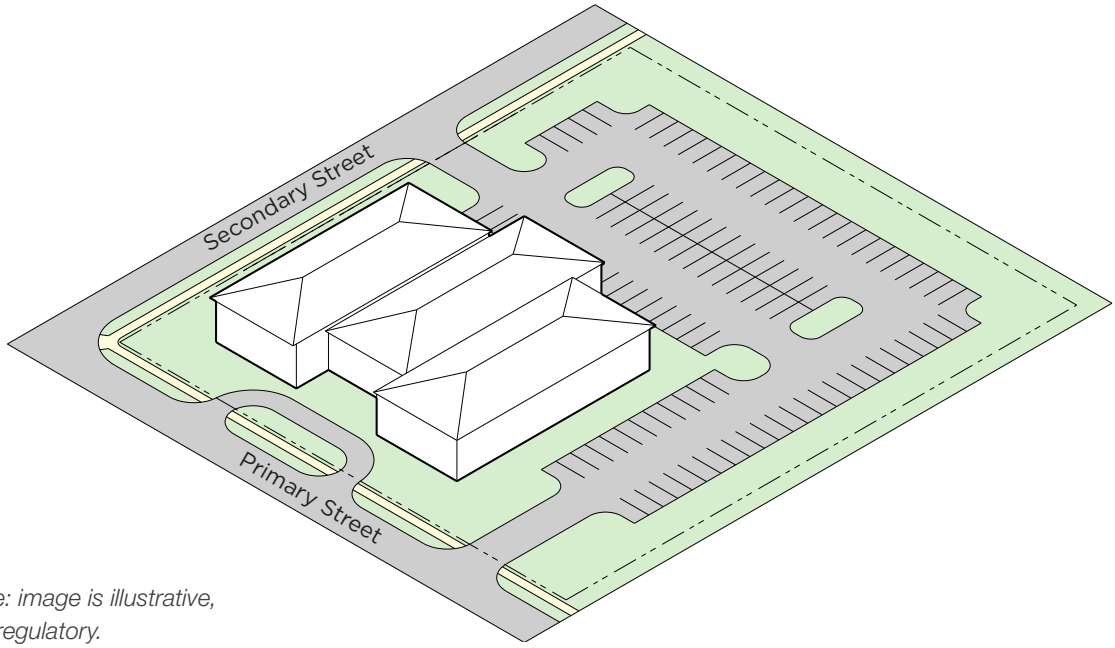
(2) Description

A building for storing goods with facilities for loading and unloading that are typically located in the side or rear yard with employee and visitor parking in the rear yard.

Image: Logistics Building

(s) Assembly Use Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

A building designed to house special events, including weddings, private parties, receptions, and other assembly uses.

Image: Assembly Use Building

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1116.04
Frontage Typologies

Frontage Typologies

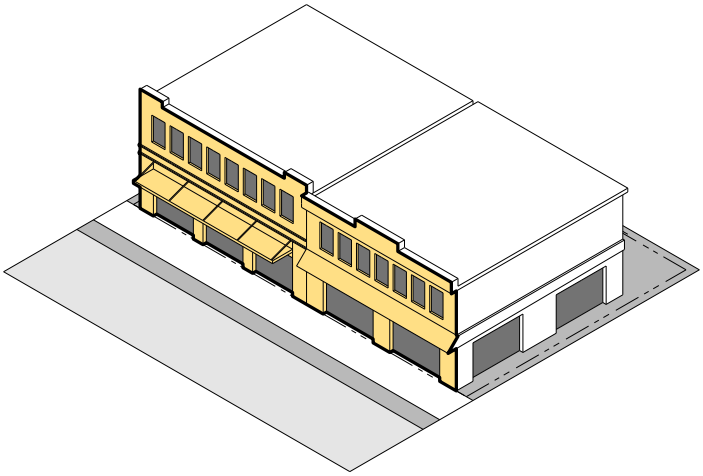
The following Frontage Typologies cover the area between the building facade and the front lot line or right-of-way and intended to ensure projects that establish or reinforce the appropriate frontage character within the following districts.

	CEMETERY ROAD				BIG DARBY EMP.	OLD HILLARD				HERITAGE TRAIL CORRIDOR					I-270 CORRIDOR					
	C-1	C-4	C-5	C-6	DE	O-1	O-4	O-5	O-6	H-1	H-3	H-4	H-5	H-6	I-1	I-3	I-6	I-FE	I-MR	REF
Shopfront																	●		●	**1116.04 (a)**
Patio																	●		●	**1116.04 (b)**
Gallery																	●		●	**1116.04 (c)**
Arcade																	●		●	**1116.04 (d)**
Yard																●		●		**1116.04 (e)**
Terrace																●	●		●	**1116.04 (f)**
Forecourt																●				**1116.04 (g)**
Streetwall																	●		●	**1116.04 (h)**
Porch																●				**1116.04 (i)**
Stoop																●				**1116.04 (j)**

● Permitted

(a) Shopfront

(1) Typical Lot Configuration

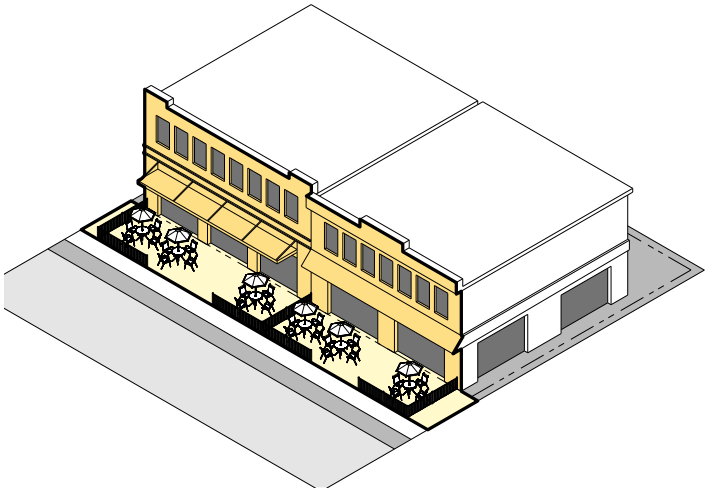


(2) Description

The shopfront is a traditional ground floor frontage treatment designed for active commercial uses (typically retail and dining) and a high degree of pedestrian activity between the public sidewalk and commercial spaces. A shopfront treatment includes one or more commercial tenant storefronts consisting of large windows and a direct tenant entrance from the sidewalk, typically at sidewalk grade. Storefront characteristics typically include prominent entrances, primarily composed of glass, and tenant signage. If not located in a zero lot line condition or at the edge of the right-of-way (immediately behind the sidewalk), the intervening front setback may be paved as an extension of the sidewalk streetscape to the building facade. All or portions of the setback may be designated for use as outdoor seating or dining/bar space. The setback may also include landscaping, either at grade with the sidewalk along the building foundation, or in raised beds or planters.

(b) Patio

(1) Typical Lot Configuration



(2) Description

The patio frontage is used primarily to provide outdoor seating associated with ground floor dining uses within a building. The patio is a hardscaped area that may be located to the front or side of a building between the building and sidewalk.

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1116.05
Open Space Typologies

Open Space Typologies

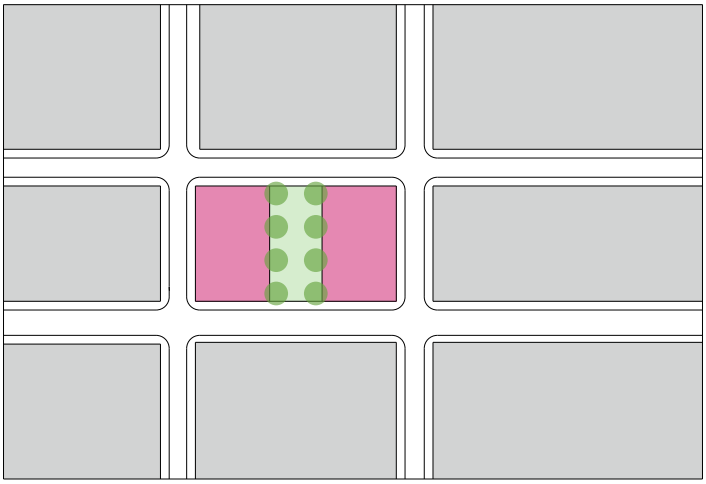
The following Open Space Typologies cover land that is intended to be undeveloped within the following districts.

	CEMETERY ROAD				BIG DARBY EMP.	OLD HILLARD			HERITAGE TRAIL CORRIDOR				I-270 CORRIDOR					
	C-1	C-4	C-5	C-6	DE	O-4	O-5	O-6	H-1	H-4	H-5	H-6	I-1	I-3	I-6	I-FE	I-MR	REF
Greenway/Trail					●								●	●	●	●	●	**1116.05 (a)**
Plaza															●		●	**1116.05 (b)**
Square															●		●	**1116.05 (c)**
Green															●		●	**1116.05 (d)**
Passage															●		●	**1116.05 (e)**
Pocket Plaza															●		●	**1116.05 (f)**
Sport Field													●	●				**1116.05 (g)**
Green Infrastructure					●								●	●	●	●	●	**1116.05 (h)**

● Permitted

(c) Square

(1) Typical Lot Configuration

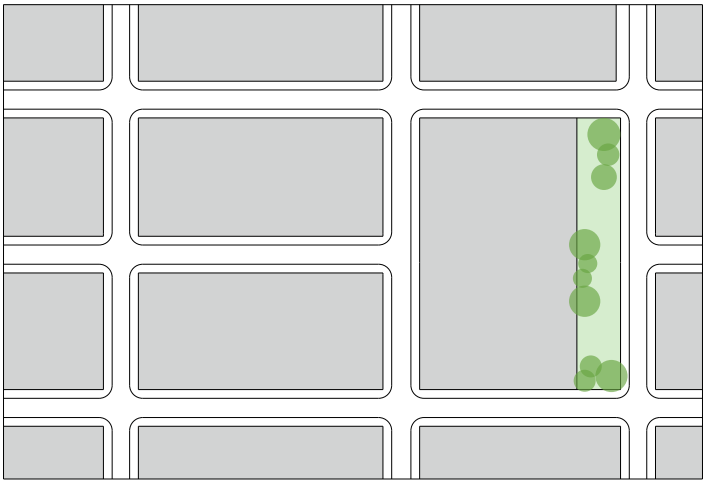


(2) Description

Squares are medium scale formal open spaces designed to serve as gathering spaces in prominent commercial, civic and mixed-use settings. Squares are typically rectilinear and framed on all sides by streets. They are typically designed with a combination of both hardscape and landscape areas and contain amenities including, but not limited to benches and seating areas, planting areas, walking paths, gazebos or pavilions, fountains, and public art.

(d) Green

(1) Typical Lot Configuration



(2) Description

Greens are medium-scale, informal open spaces designed to provide for active or passive recreation in neighborhood settings, including some landscape areas and is generally for those who live within walking distance.

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1116.06
Green Parking Typologies

Green Parking Typologies

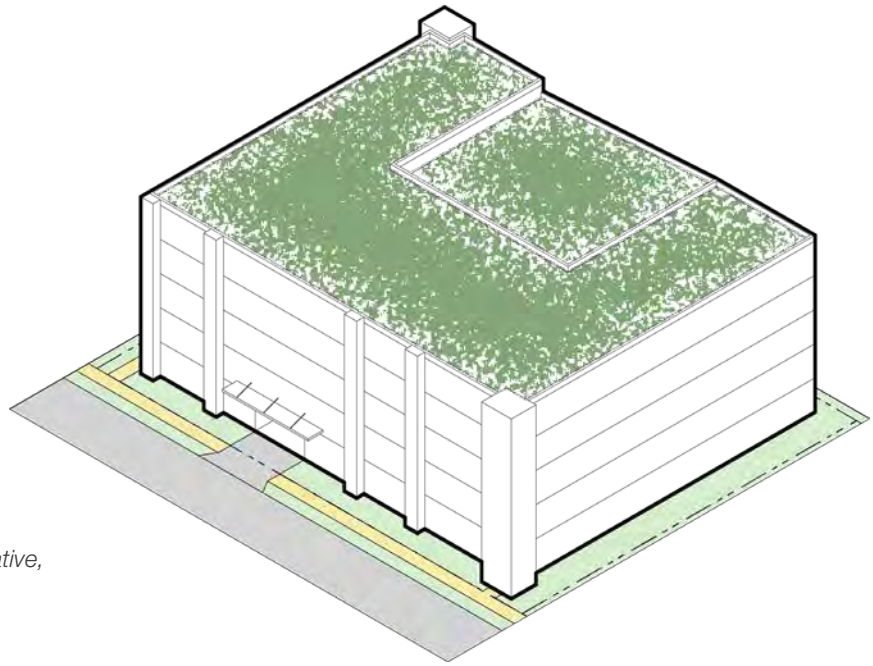
The following Green Parking Typologies cover green parking that can be implemented within the following districts.

	CEMETERY ROAD				BIG DARBY EMP.	OLD HILLARD			HERITAGE TRAIL CORRIDOR				I-270 CORRIDOR					
	C-1	C-4	C-5	C-6	DE	O-4	O-5	O-6	H-1	H-4	H-5	H-6	I-1	I-3	I-6	I-FE	I-MR	REF
Green Roof					●								●	●	●	●	●	**1116.06 (a)**
Green Parking					●								●	●	●	●	●	**1116.06 (b)**
Bioswales					●								●	●	●	●	●	**1116.06 (c)**
Permeable Pavers					●								●	●	●	●	●	**1116.06 (d)**

● Permitted

(a) Green Roof

(1) Typical Configuration



Note: image is illustrative, not regulatory.

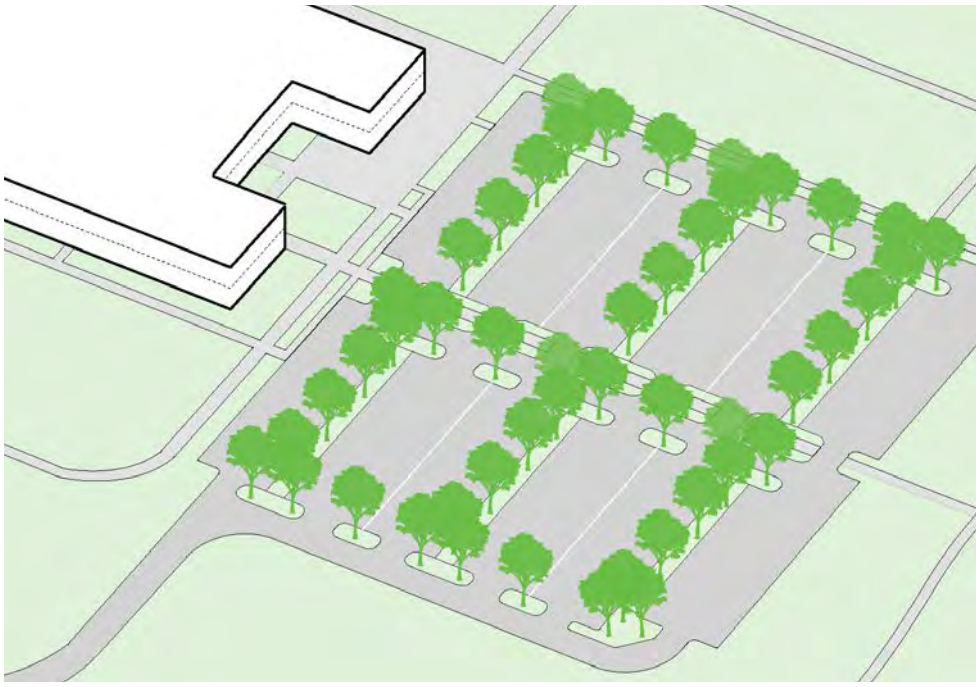
(2) Description

A green roof building is a structure that features a roof partially or completely covered with vegetation and a growing medium, planted over a waterproof membrane. Green roofs, also known as living roofs or vegetated roofs, provide numerous environmental, economic, and social benefits. They can be installed on a variety of buildings, from residential homes and parking garages to commercial and industrial properties.

Image: Green Roof

(b) Green Parking

(1) Typical Configuration



Note: image is illustrative, not regulatory.

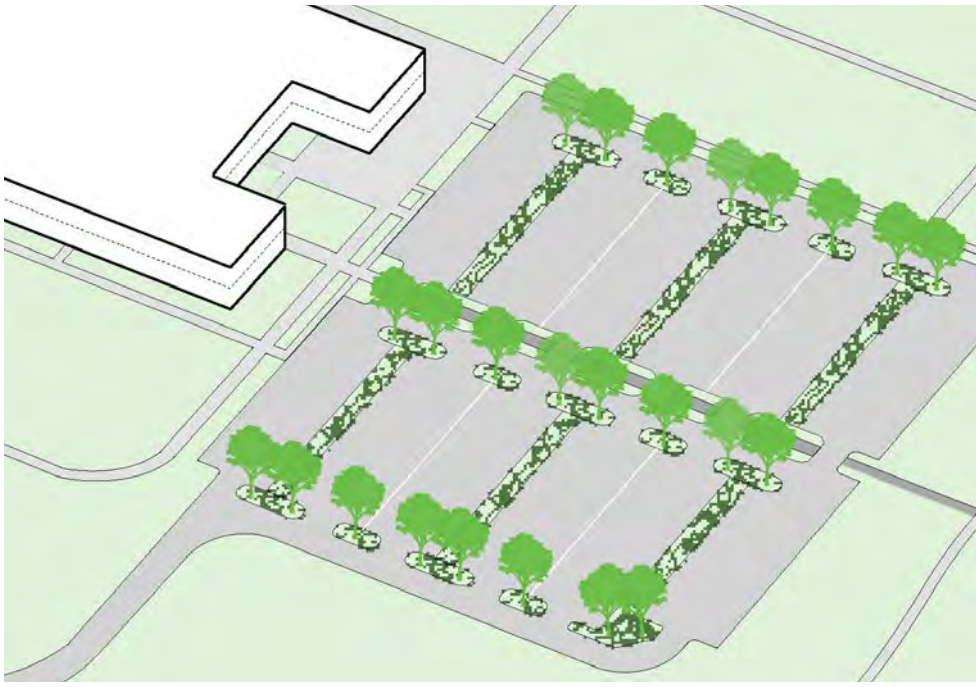
(2) Description

Green parking refers to environmentally-friendly parking solutions designed to reduce the environmental impact of parking facilities. These solutions incorporate sustainable practices in the design, construction, and operation of parking areas. The goals of green parking include reducing urban heat islands, managing stormwater runoff, improving air quality, and encouraging sustainable transportation options.

Image: Green Parking

(c) Bioswales

(1) Typical Configuration



Note: image is illustrative, not regulatory.

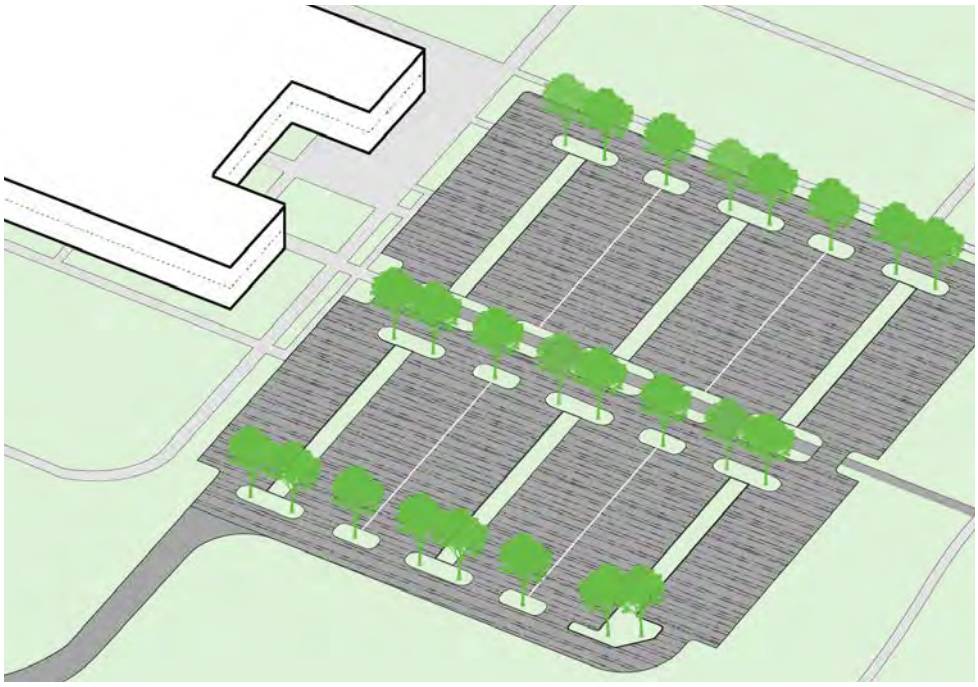
(2) Description

Bioswales are landscape elements designed to concentrate and convey stormwater runoff while simultaneously removing debris and pollution. They are typically used to improve water quality in nearby bodies of water, such as rivers, lakes, and streams. Bioswales are effective components of sustainable urban drainage systems and green infrastructure, designed to mimic the natural hydrological processes of infiltration, filtration, and evaporation.

Image: Bioswales

(d) Permeable Pavers

(1) Typical Configuration



Note: image is illustrative, not regulatory.

(2) Description

Permeable pavers, also known as porous or pervious pavers, are a type of paving material designed to allow water to pass through the surface and infiltrate the ground below. This helps to manage stormwater runoff, reduce flooding, and improve water quality. Permeable pavers are an integral part of sustainable urban drainage systems and green infrastructure.

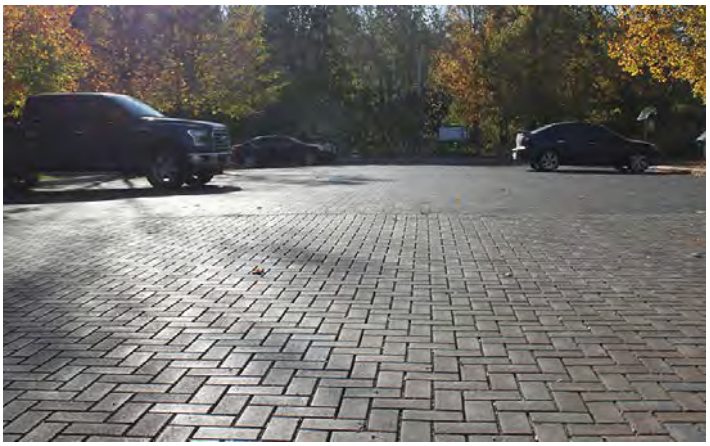


Image: Permeable Pavers

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1116.08
I-270 Corridor (I) District

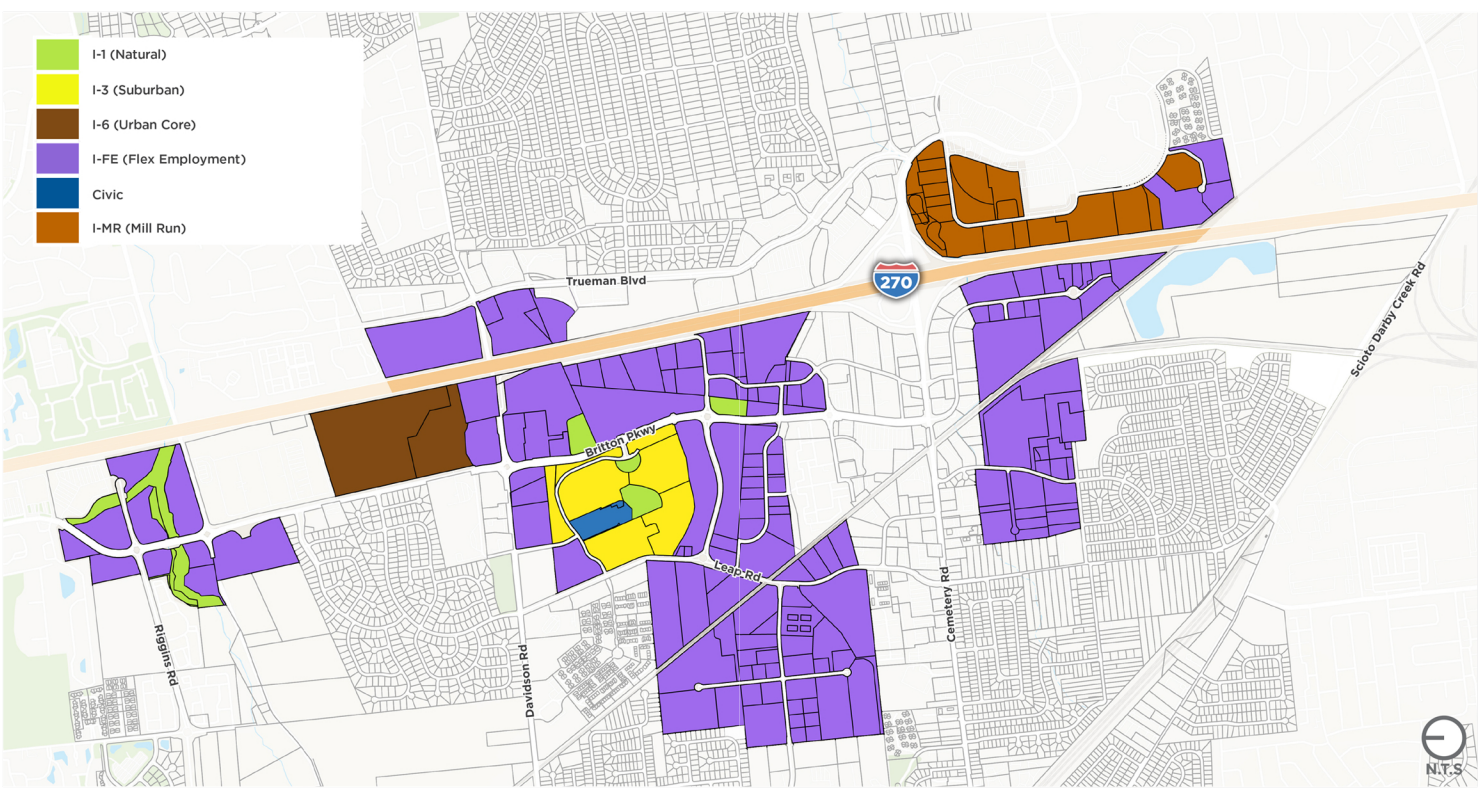
I-270 CORRIDOR (I)

DESIRED FORMS
Attached
Medium to large lot width
Medium to large footprint
No blank walls or planes
Buildings placed at or near the right-of-way
Diverse mix of building frontages, mostly Arcade, Gallery, and Shopfront
Small to medium setbacks

GENERAL USES
Primarily office, flex employment, or multi-unit residential uses with neighborhood-supporting retail, commercial, and/or service uses on the ground floor.

INTENT
To make the existing large office buildings along I-270 more viable as employment locations in the future, encourage infill commercial and residential development adjacent to these sites. The I-270 Corridor is designed to create a walkable, mixed-use environment with a primary emphasis on office and office-related activities, complemented by limited residential and retail uses. The district aims to foster job opportunities and support services in sectors such as business, healthcare, and professional services. These sites could be transformed into distinct mixed-use nodes or neighborhood centers that provide amenities to nearby workers and residents. Less productive light industrial, distribution, and commercial warehouse could be developed into high-valued tech, bio-medical, data, research, incubator and startup facilities. East-west connectivity across I-270 could be substantially improved to incorporate east-west pedestrian and bike connections.

I-270 CORRIDOR (I) DISTRICT 1116.08



I-270 Corridor (I)

(a) General Uses and Intent

(1) **Intent.** To make the existing large office buildings along I-270 more viable as employment locations in the future, encourage infill commercial and residential development adjacent to these sites. The I-270 Corridor is designed to create a walkable, mixed-use environment with a primary emphasis on office and office-related activities, complemented by limited residential and retail uses. The district aims to foster job opportunities and support services in sectors such as business, healthcare, and professional services. These sites could be transformed into distinct mixed-use nodes or neighborhood centers that provide amenities to nearby workers and residents. Less productive light industrial, distribution, and commercial warehouse could be developed into high-valued tech, bio-medical, data, research, incubator and startup facilities. East-west connectivity across I-270 could be substantially improved to incorporate east-west pedestrian and bike connections.

(a) **Permitted Building Typologies.** The following Building Typologies are permitted in I-270 Corridor (I).

PERMITTED BUILDING TYPES	SUBDISTRICTS	REF
Detached Single Unit Building	**I-3**	1116.03 Blg Typ. (a)
Attached Single-Unit Building	**I-3, I-6,**	1116.03 Blg Typ. (b)
Duplex Building	**I-3**	1116.03 Blg Typ. (c)
Multi-Unit Building	**I-3, I-6, I-MR**	1116.03 Blg Typ. (d)
Multi-Unit Complex	**I-3, I-6, I-MR**	1116.03 Blg Typ. (e)
Small Flex Retail Building	**I-3, I-6**	1116.03 Blg Typ. (f)
Medium Flex Retail Building	**I-6, I-FE**	1116.03 Blg Typ. (g)
Large Flex Comm. Building	**I-6, I-FE**	1116.03 Blg Typ. (h)
Employment Flex Building	**I-6, I-FE**	1116.03 Blg Typ. (i)
Primary School Building	**I-3**	1116.03 Blg Typ. (j)
School and Institutional Building	**I-3, I-6, I-FE, I-MR**	1116.03 Blg Typ. (k)
Bed and Breakfast Building	**I-3, I-6**	1116.03 Blg Typ. (l)
Community Center Building	**I-1, I-3, I-6**	1116.03 Blg Typ. (m)
Office Building	**I-6, I-FE**	1116.03 Blg Typ. (n)
Office-Corporate Building	**I-6, I-FE**	1116.03 Blg Typ. (o)
Retail Large-Format Building	**I-6**	1116.03 Blg Typ. (p)
Technology Building	**I-6, I-FE**	1116.03 Blg Typ. (q)
Logistics Building	**I-6, I-FE**	1116.03 Blg Typ. (r)
Assembly Use Building	**I-6, I-FE**	1116.03 Blg Typ. (s)
Makers Space / Live-Work	**I-3, I-6, I-FE**	1116.03 Blg Typ. (t)
Computer Server Facility	**I-FE**	1116.03 Blg Typ. (u)

(a) **Permitted Frontage Typologies.** The following Frontage Typologies are permitted in I-270 Corridor (I).

PERMITTED FRONTAGE TYPES	SUBDISTRICTS	REF
Shopfront	**I-6, I-MR**	1116.04 Frt. Typ. (a)
Patio	**I-6, I-MR**	1116.04 Frt. Typ. (b)
Gallery	**I-6, I-MR**	1116.04 Frt. Typ. (c)
Arcade	**I-6, I-MR**	1116.04 Frt. Typ. (d)
Yard	**I-3, I-FE**	1116.04 Frt. Typ. (e)
Terrace	**I-3, I-6, I-MR**	1116.04 Frt. Typ. (f)
Forecourt	**I-3**	1116.04 Frt. Typ. (g)
Streetwall	**I-6, I-MR**	1116.04 Frt. Typ. (h)
Porch	**I-3**	1116.04 Frt. Typ. (i)
Stoop	**I-3**	1116.04 Frt. Typ. (j)

(a) **Permitted Open Space Typologies.** The following Open Space Typologies are permitted in I-270 Corridor (I).

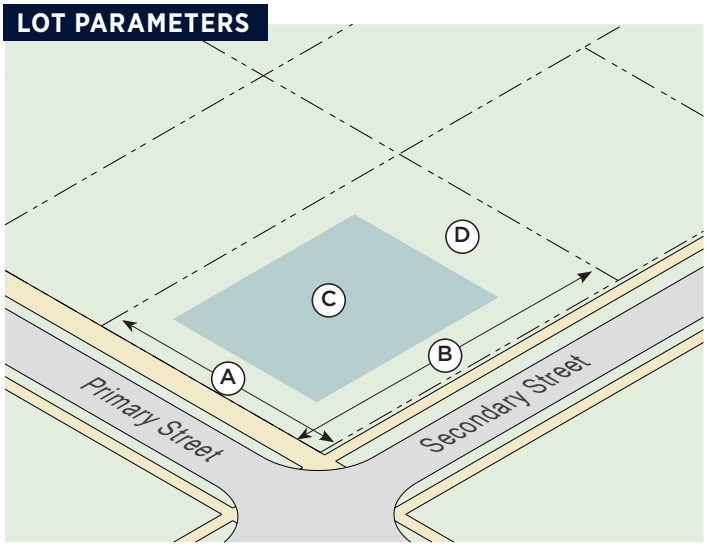
PERMITTED OPEN SPACE TYPES	SUBDISTRICTS	REF
Greenway/Trail	**I-1, I-3, I-6, I-FE, I-MR**	1116.05 O.S. Typ. (a)
Plaza	**I-6, I-MR**	1116.05 O.S. Typ. (b)
Square	**I-6, I-MR**	1116.05 O.S. Typ. (c)
Green	**I-6, I-MR**	1116.05 O.S. Typ. (d)
Passage	**I-6, I-MR**	1116.05 O.S. Typ. (e)
Pocket Plaza	**I-6, I-MR**	1116.05 O.S. Typ. (f)
Sport Field	**I-1, I-3**	1116.05 O.S. Typ. (g)
Green Infrastructure	**I-1, I-3, I-6, I-FE, I-MR**	1116.05 O.S. Typ. (h)

(a) **Green Parking Typologies.** The following Green Parking Typologies are permitted in I-270 Corridor (I).

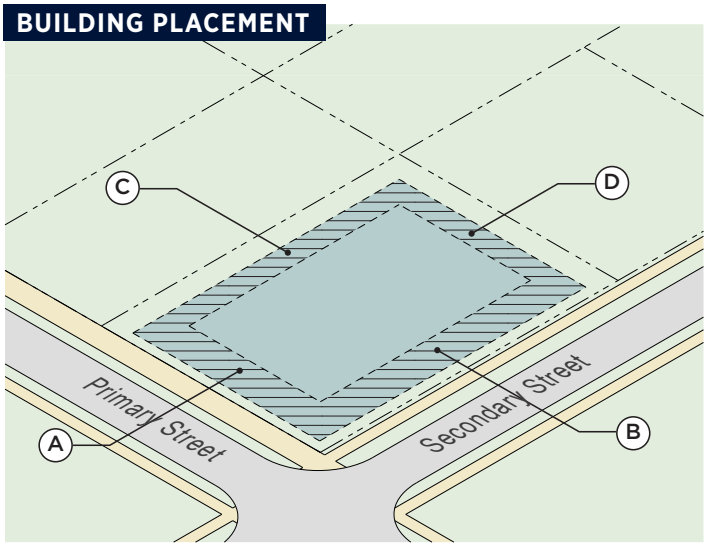
PERMITTED GREEN P. TYPES	SUBDISTRICTS	REF
Green Roof	**I-1, I-3, I-6, I-FE, I-MR**	1116.06 G. P. Typ. (a)
Green Parking	**I-1, I-3, I-6, I-FE, I-MR**	1116.06 G. P. Typ. (b)
Bioswales	**I-1, I-3, I-6, I-FE, I-MR**	1116.06 G. P. Typ. (c)
Permeable Pavers	**I-1, I-3, I-6, I-FE, I-MR**	1116.06 G. P. Typ. (d)

(f) Development Standards.

LOT PARAMETERS



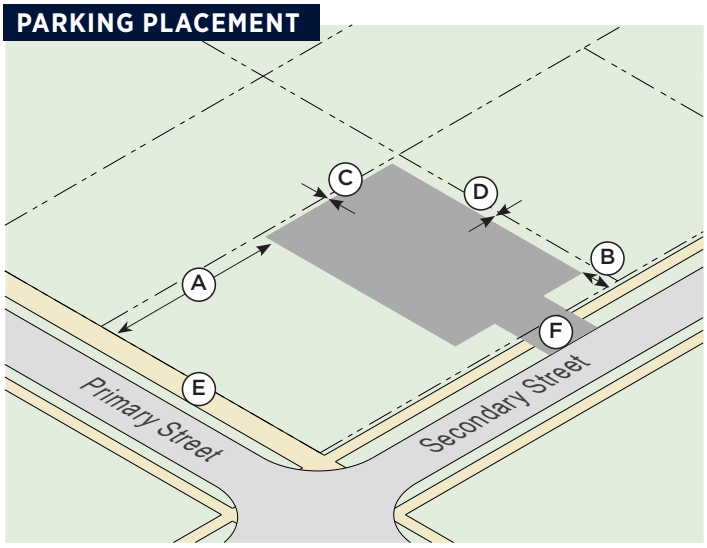
BUILDING PLACEMENT



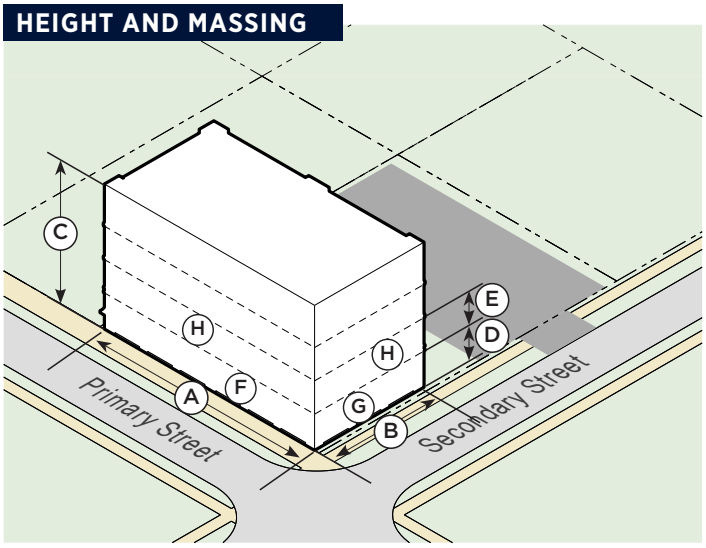
		STANDARD				
		I-1	I-3	I-6	I-FE	I-MR
LOT PARAMETERS						
LOT SIZE						
(A)	Lot Width (min)	75’	50’	40’	NA	40’
(B)	Lot Depth (min)	60’	60’	60’	NA	60’
LOT DEVELOPMENT						
(C)	Building Coverage (max)	70%	95%	100%	60%	100%
(D)	Impervious Surface Coverage (max)	80%	100%	100%	70%	100%
GREEN SCORE						
	Minimum	0.35	0.25	0.2	0.4	0.2
	Ideal	0.4	0.3	0.25	0.5	0.25
	Open Space (min)	15%	15%	15%	20%	15%

		STANDARD				
		I-1	I-3	I-6	I-FE	I-MR
BUILDING PLACEMENT						
BUILDING SETBACKS						
(A)	Primary Front Setback	5’ min	0’ min / 5’ max	0’ min / 10’ max	10’ min	0’ min / 10’ max
(B)	Secondary Front Setback	5’ min	5’ min	0’ min / 10’ max	10’ min	0’ min / 10’ max
(C)	Side: Interior/ Common Lot Line Setback (min)	5’	0’	0’	20’	0’
(D)	Rear: Common Lot Line, Percentage of Lot Depth Setback (min)	5’	5’	0’	40’	0’

PARKING PLACEMENT



HEIGHT AND MASSING



		STANDARD				
		I-1	I-3	I-6	I-FE	I-MR
PARKING PLACEMENT						
PARKING SETBACKS						
(A)	Primary Street Setback (min)	NA	NA	5'	25' behind front facade	5'
(B)	Secondary Street Setback (min)	NA	NA	5'	25' behind front facade	5'
(C)	Side Interior/Common Lot Line (min)	NA	5'	0'	50'	0'
(D)	Rear/Common Lot Line (min)	NA	5'	0'	50'	0'
ACCESS						
(E)	Pedestrian Access	NA	Front Facade, Primary Street			
(F)	Vehicular Access	NA	Secondary Street or Alley if provided			
	Block Perimeter (max)	NA	2,500	2,000	NA	

		STANDARD				
		I-1	I-3	I-6	I-FE	I-MR
HEIGHT & MASSING						
BUILDING HEIGHT						
(A)	Building Width (max)	NA	NA	250'	NA	250'
(B)	Building Depth (max)	NA	NA	200'	NA	200'
(B)	Depth, Ground Floor Space (min)	NA	NA	30'	NA	30'

		STANDARD				
		I-1	I-3	I-6	I-FE	I-MR
HEIGHT & MASSING CONT.						
(A)	Primary Street Build-to Percentage	NA	80%	85%	NA	85%
(B)	Secondary Street Build-to Percentage	NA	80%	85%	NA	85%
(C)	Principal Building Height - Stories (max)	NA	6	12	4	12
(C)	Principal Building Height - Stories (min)	NA	2	2	NA	2
(C)	Principal Building Height - Feet (max)	NA	55'	150'	150'	150'
	Accessory Structure Height (max)	NA	26'	26'	26'	26'
(D)	Ground Floor Story Height (min/max)	NA	12'/24'	12'/24'	NA	12'/24'
(E)	Upper Floor Story Height	NA	12'	22'	NA	22'
BUILDING TRANSPARENCY						
(F)	Ground Floor Transparency, Front Facade (% min)	NA	70%	70%	NA	70%
(G)	Ground Floor Transparency, Corner Facade (% min)	NA	50%	50%	NA	50%
(H)	Upper Floor Transparency, Front and Corner Facade (% min)	NA	25%	25%	NA	25%
	Ground Floor Blank Wall Width, Front Facade (max)	NA	20'	20'	NA	20'
	Ground Floor Blank Wall Width, Corner Facade (max)	NA	30'	30'	NA	30'

(g) Permitted and Conditional Uses.

TABLE I-270 CORRIDOR (I) SUMMARY OF USES TABLE	USE					
	I-1	I-3	I-6	I-FE	I-MR	REF
RESIDENTIAL						
Dwelling, Multiple-family		P	SP	SP	SP	
Multi-unit supportive housing residence		P	SP		SP	
PUBLIC & INSTITUTIONAL						
College, community college, university		C	C	C	C	
Open Space and Greenways	P	P	SP	SP	SP	
Minor utilities	P	P	P	P	P	
Wireless Communication Facilities (<250 ft)	C	C	C	C	C	1123.15
Wireless Communication Facilities (≥ 250 ft)	C			C	C	1123.15
COMMERCIAL						
Child Day Care Center		C	C	C	P	
Health and fitness facility					C	1123.18 (c)
Office			P	P	P	
Office, campus			P	P	P	
Office, flex			P	P	P	
Office, medical			P	P	P	
Office, data center			SP	SP		

P - Permitted Use: **Square Footage Requirement**. For each acre of property, a minimum of 10,000 square feet must be dedicated to a Permitted Use. Once this requirement is met, the remaining area may be allocated for one or more Secondary Permitted Uses as specified in the Summary of Uses Table. In phased developments, at least 50% of the required square footage must be established before or concurrently with any Secondary Permitted Uses. The required square footage may be distributed across multiple buildings.

SP - Secondary Permitted Use

C - Conditional Use

TABLE I-270 CORRIDOR (I) SUMMARY OF USES TABLE	USE					
	I-1	I-3	I-6	I-FE	I-MR	REF
COMMERCIAL CONTINUED						
Golf course	**C**					
Outdoor sports or entertainment facility (≤250 seats)	**C**					
Outdoor sports or entertainment facility (>250 seats)	**C**					
Short-term rental		**P**	**SP**			
Bed and breakfast inn		**P**	**SP**			
Veterinary hospital or clinic			**C**	**P**	**P**	1123.18 (c)
Personal services		**SP**	**SP**		**P**	
Restaurant			**SP**	**P**	**P**	
Bar			**SP**		**P**	
Mobile Food Vehicle			**SP**	**SP**	**P**	
Incidental Retail			**SP**	**SP**	**P**	1113.02

P - Permitted Use: **Square Footage Requirement**. For each acre of property, a minimum of 10,000 square feet must be dedicated to a Permitted Use. Once this requirement is met, the remaining area may be allocated for one or more Secondary Permitted Uses as specified in the Summary of Uses Table. In phased developments, at least 50% of the required square footage must be established before or concurrently with any Secondary Permitted Uses. The required square footage may be distributed across multiple buildings.

SP - Secondary Permitted Use

C - Conditional Use

TABLE I-270 CORRIDOR (I) SUMMARY OF USES TABLE	USE					
	I-1	I-3	I-6	I-FE	I-MR	REF
EMPLOYMENT						
Light industrial				**P**	**P**	
Brewery, winery, distillery			**SP**	**P**	**P**	
Light manufacturing				**P**	**P**	
Research & development			**P**	**P**	**P**	
OPEN						
Community garden	**P**	**P**	**P**		**P**	
Community garden (on-site sales)	**P**	**P**	**P**	**P**	**P**	
Plant nursery	**P**					

P - Permitted Use: **Square Footage Requirement**. For each acre of property, a minimum of 10,000 square feet must be dedicated to a Permitted Use. Once this requirement is met, the remaining area may be allocated for one or more Secondary Permitted Uses as specified in the Summary of Uses Table. In phased developments, at least 50% of the required square footage must be established before or concurrently with any Secondary Permitted Uses. The required square footage may be distributed across multiple buildings.

SP - Secondary Permitted Use

C - Conditional Use

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