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 - Gateway (Chapter 1116.10), Big Darby Employment (Chapter 1116.07), Downtown Hilliard (Chapter 1116.09), Heritage Trail Corridor (Chapter 1116.11), and I-270 Corridor (Chapter 1116.08) - 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.

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(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;

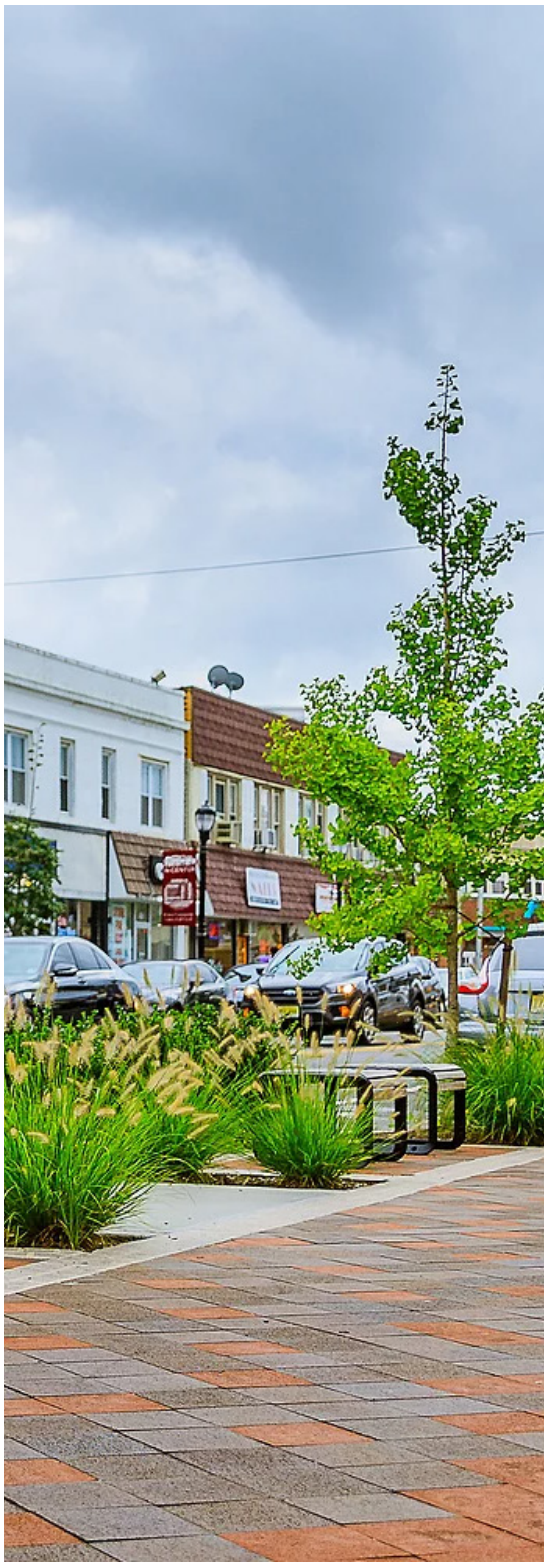
2. The Intent Statement that the Standard was created to address will not be achieved by application of the Standard in this particular circumstance;

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.

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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.

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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.

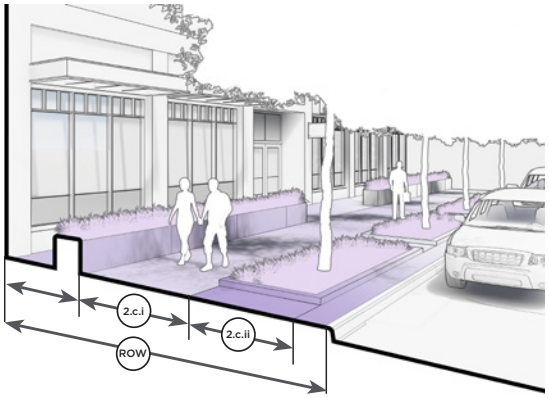
c. For all primary streets, sidewalks shall be designed to include at a minimum:

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.

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iii. Relate to adjacent buildings; and

iv. Correspond to historic or surrounding zone block widths or depths.

b. In general, ground floor arcades are discouraged in favor of building façades that directly front the street. However, arcades may satisfy the build-to requirement when:

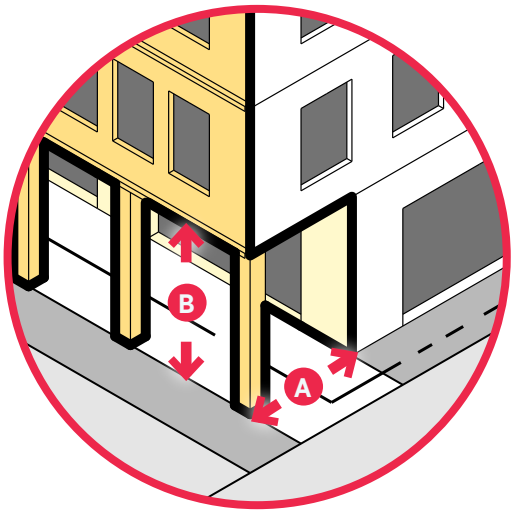
i. They extend no more than one floor in height;

ii. The exterior face of the arcade column line is within the build-to zone;

iii. The exterior face of the column line generally continues the wall plane of the building above;

iv. The average depth of the arcade is no less than six feet clear as measured from the back face of the column line;

v. The average depth of the arcade is no more than 2/3 of its average clear height as measured from the front face of the column line (see below and Frontage Typologies 1116.04 (d), Arcades); and



A Depth to Front of Column

B Clear Height



Arcades can be used to visually extend the building and support pedestrian uses.



Visual transparency on the ground floor can support pedestrian activity.



Glazing promotes connections between interior and exterior.

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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 sidewalks can create a gateway at primary intersections.

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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

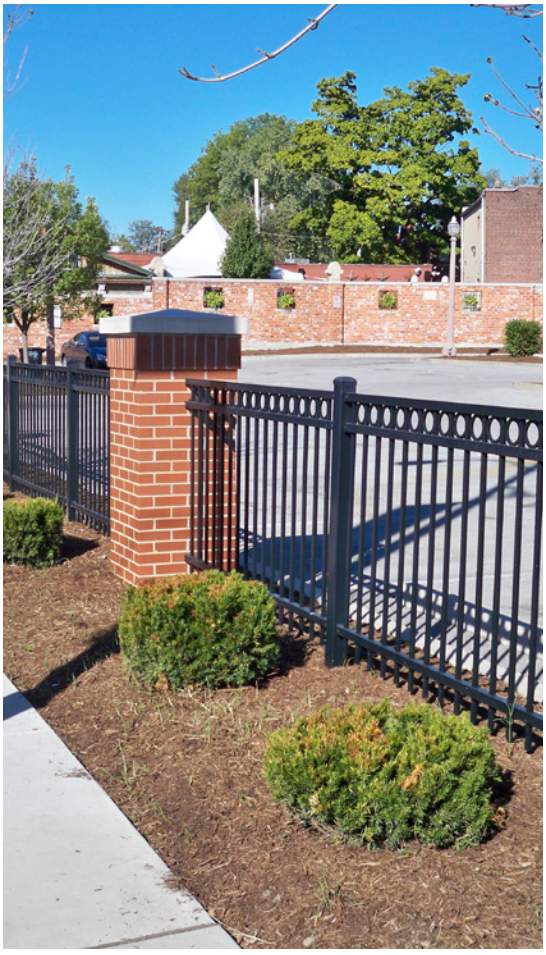
a. To locate and orient surface parking on the site in a way that reduces its visual and environmental impact.

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.

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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.

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

1. Intent

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

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 area screening



Site service and utility area screening



Site service and utility areas should be screened.

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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.

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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.

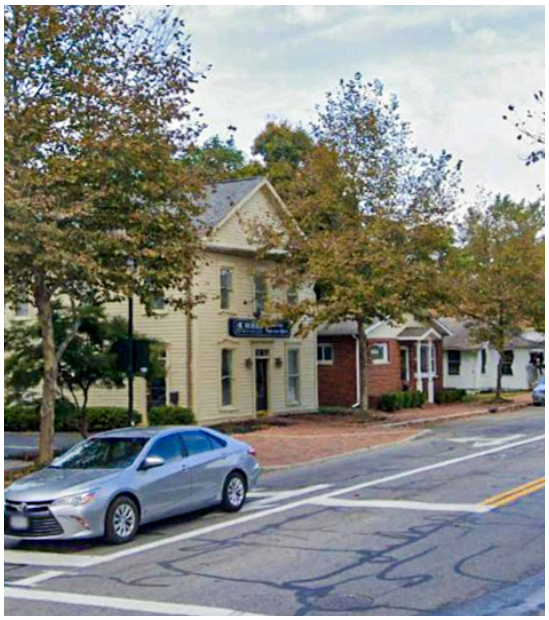
D. **Height Adjacent to a Protected Zone**

1. The maximum height of any portion of a building or structure within 30 feet of a common lot line sharing an existing single-family district or a Protected Zone is two stories or 24 feet. Property separated by a street or alley is not considered abutting. No building, including an accessory structure, shall be permitted within 15' of a Protected Zone.

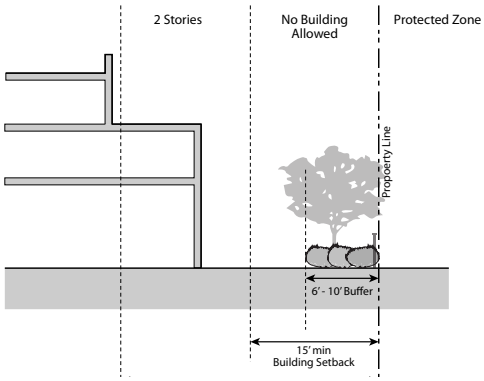
2. In the Gateway District and Heritage Trail district: Adjacency Requirement: Buildings above 2 stories or 35 feet in height abutting a residential district must be set back 50 feet from a side/interior lot line or rear common line.



Building form and massing expresses internal programming and external relationships.



Story height impacts surrounding structures and the pedestrian realm.



Story height adjacent to a protected zone.

E. **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.



Building heights should vary by street frontage.

F. **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.

G. **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.



Diverse materials create visual interest.

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, 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;

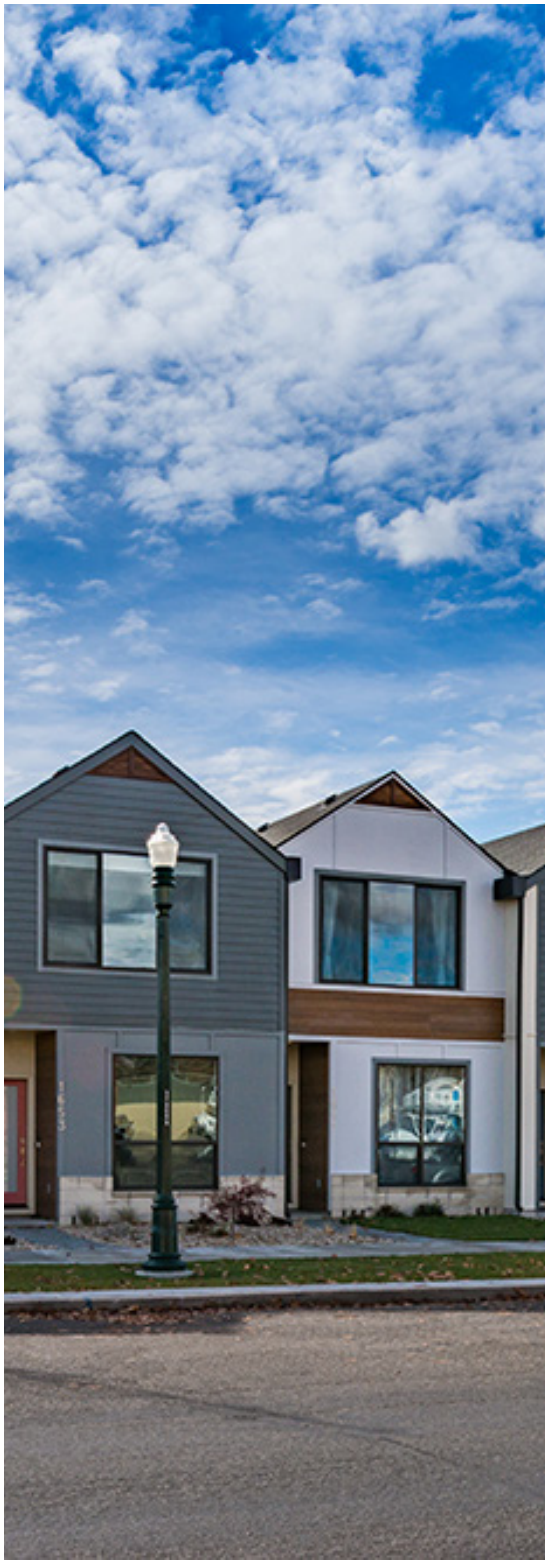
ii. Architectural pre-cast concrete are desirable;

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.



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

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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;

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



Hilliard's existing architecture can inspire new building materials.



Brick is a desired material.

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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.



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

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.

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.



Durable materials should be used at the ground level.

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.

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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.

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.



Buildings should be considerate of architectural scaling material.

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



Ground floors should be transparent to the street level.

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incorporate, at a minimum, three of the following architectural scaling elements:

(a) A change in color;

(b) A change in material module or pattern;

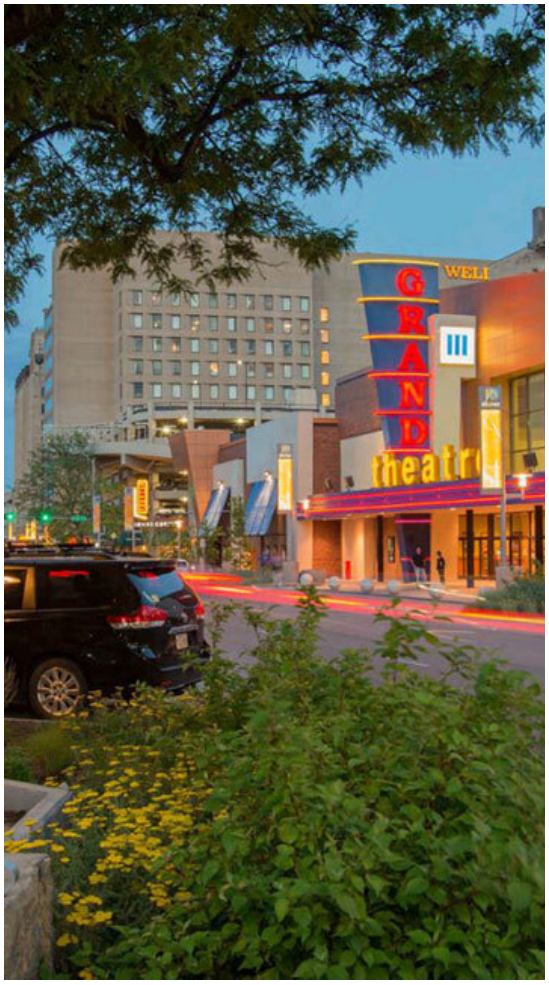
(c) A system of horizontal and vertical scaling elements such as a belt course, string course, projecting fins, or projecting cornice or eyebrow;

(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

(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.



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

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;



Windows should be maximized in the building facade.

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(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.

H. **Building Entries and Access.**

1. Pedestrian Access

a. Intent

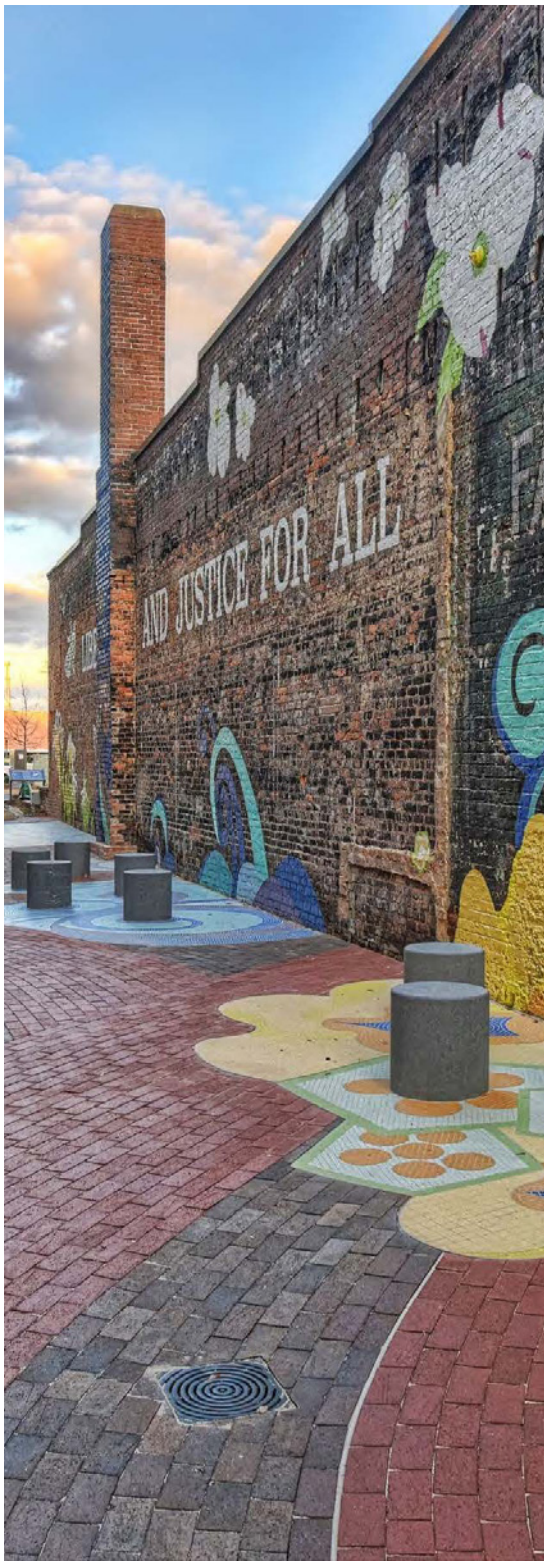
i. To encourage pedestrian activity between buildings and the street by providing adequate ground level, street-oriented entrances.

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.



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

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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.

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



Vehicular access should not interrupt pedestrian movement.



Clear glazing should be maximized to support an inviting facade.

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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.

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.



Multi-tenant buildings should share driveways to primary streets.



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

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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.

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.



Architecture should highlight a building's unique characteristics.

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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.

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



Building entries should be oriented toward the street.

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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.

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.

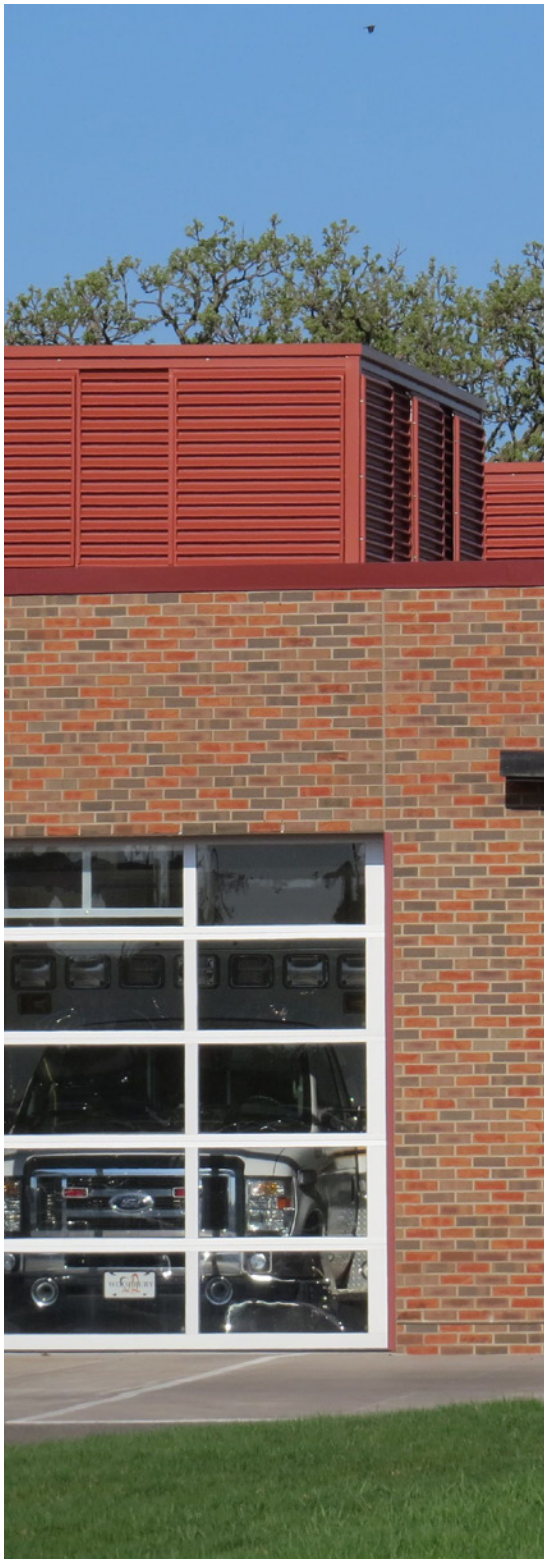
iv. Landscaping may be an adequate screening material for small- scale utilities and services if its branch structure is sufficiently dense or it has foliage throughout the year.

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.



Rooftop utilities shall be screened.

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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.

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



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.

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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.

l. **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

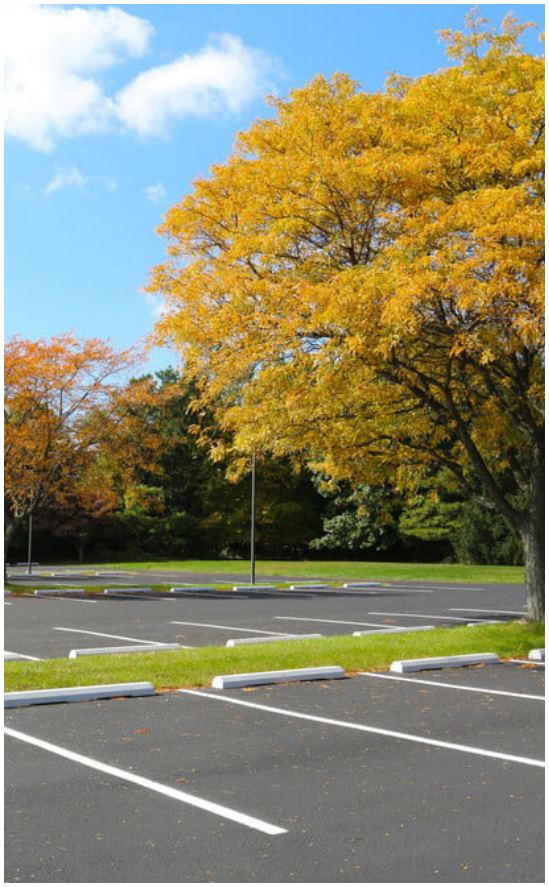
a. Intent

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



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



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

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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.

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



Landscape design should be thoughtful and appropriate.

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.

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



Street trees should be planted in a uniform pattern.



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

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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.

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



Planting design should consider water usage.

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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.

(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.



Plantings should be suited to an urban environment.

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.



Plantings should be native and non-invasive.

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(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.

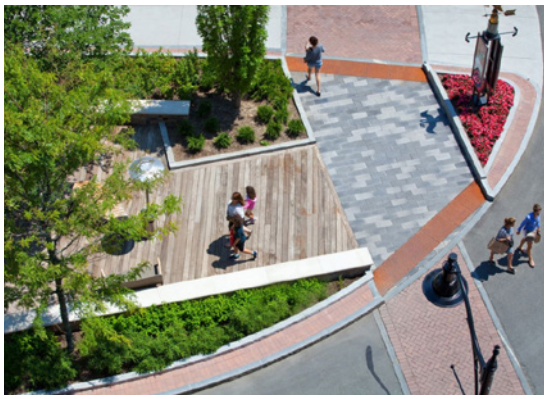
iii. Design Guidelines

(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



Specialty paving can delineate pedestrian spaces.



Specialty paving can emphasize gateways and entrances.

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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.

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



Unique seating elements create a sense of place.



Covered bus stops are encouraged.

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(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.

(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.



Detention areas should be integrated with landscape design.



A fence or seat wall barrier should front parking spaces.

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(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.

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.

J. **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:



New parking should connect to pedestrian passages.

Parking Minimum Calculation

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

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

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

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

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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

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

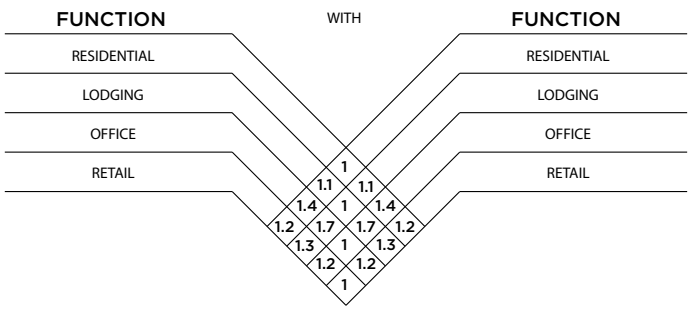
(d) Step 4: Divide Total Retail and Office Spaces by Shared Parking Factor (from Shared Parking Factor Table)
70 /1.3 = 53.84 (or rounded to next whole number = 54)

SUMMARY OF MINIMUM REQUIRED PARKING	
Residential	1.5 / dwelling
Lodging	1.0 / bedroom
Office	3.0 / 1000 sq. ft.
Retail	4.0 / 1000 sq. ft.



Landscaping should be used to screen parking.

SHARED PARKING FACTOR



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.



Parking garages should be designed to mitigate potential impacts.



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

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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.

(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.

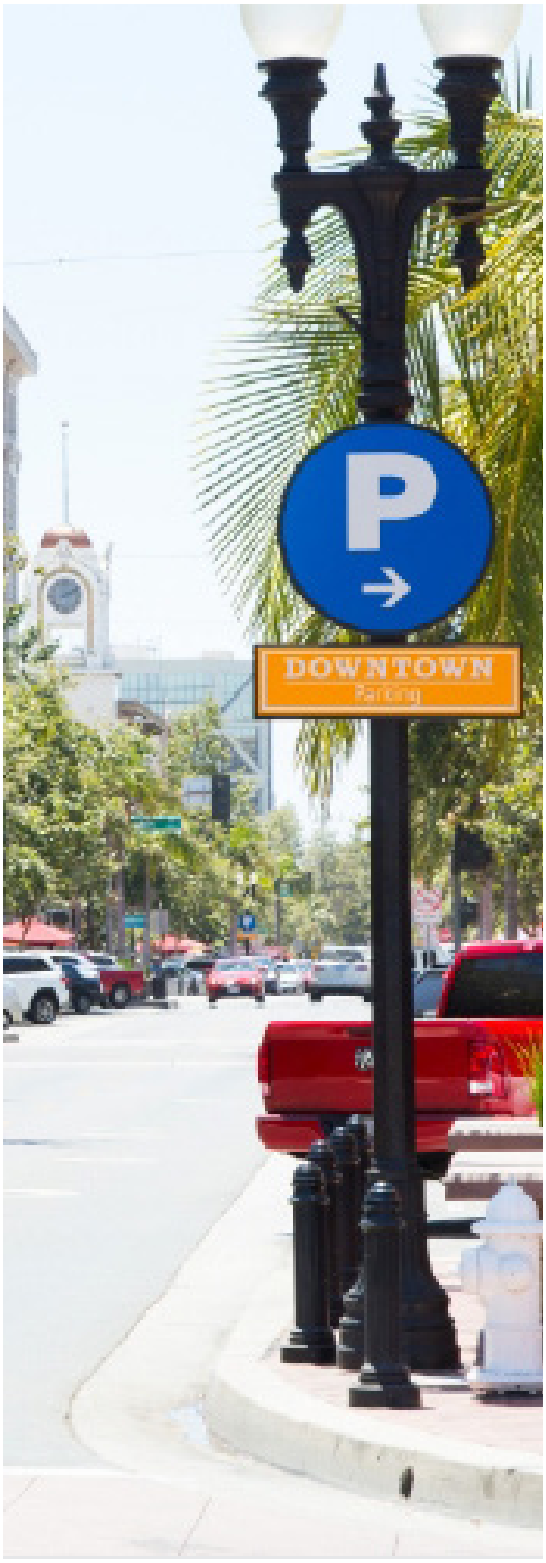
(d) 20 percent of the total number of spaces are provided for public use as shared spaces available from 6:00 p.m. to 8:00 a.m., seven days a week.

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



Public parking is exempt from the parking maximum.

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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 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.



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

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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.

K. **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.



Bike parking should be included in streetscape amenities.

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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



Bike repair stations can support cyclists along a bike route.

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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.

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

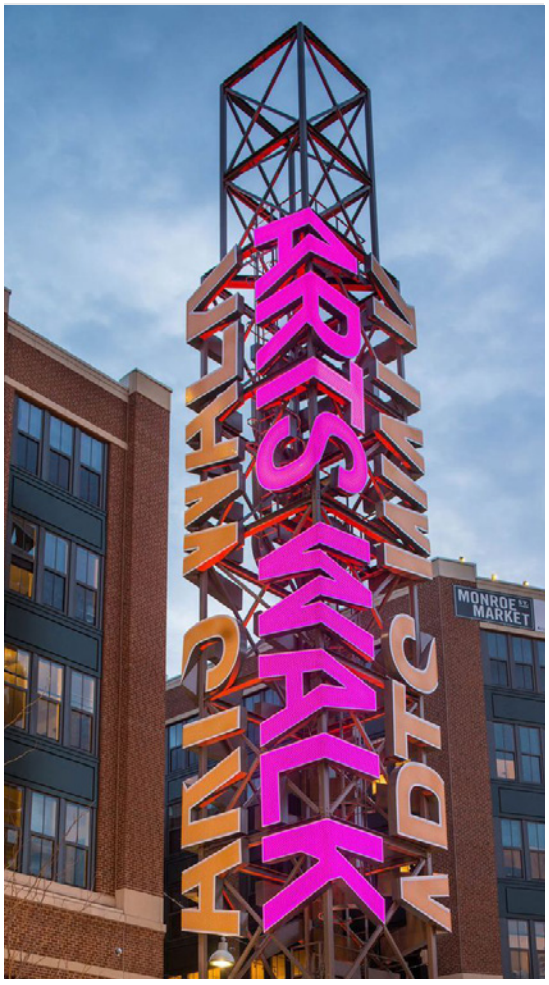
e. Spacing of the bicycle racks should provide clear and maneuverable access.

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.

L. **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



Creative signage creates a sense of place.



Consistent signage forms a system of wayfinding.

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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.

   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



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.

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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.

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



Commercial buildings should feature ground-floor tenant signage.

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.

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



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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directly orient to existing residential areas.

M. **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.

        iii. To limit additional pedestrian lighting in residential areas.

    b. Design Standards

        i. Pedestrian lighting is only allowed in the public ROW if it is not maintained by the City. Where provided, pedestrian lighting shall be located in the Furniture Zone.

        ii. Light levels for pedestrian lighting shall be designed to:

            (a) Limit glare into adjacent properties and surrounding neighborhoods,

            (b) Avoid extreme contrast between light and shadow.

    c. Design Guidelines

        i. Pedestrian lights, if provided, may match an approved City light fixture or be of a different type with equivalent durability and quality.

        ii. A system of pedestrian lights along primary streets should:

            (a) Consist of only one fixture type, or consist of a limited vocabulary of fixtures that visually complement one another,

            (b) Be spaced evenly and align with each other along the length of the Pedestrian Zone and within the Furniture Zone.

        iii. All fixtures should provide cut-off or shielding to minimize light trespass directly to the sky or

into residential areas.

iv. Lamps in light fixtures exposed to public view should provide as high a color rendition index as is feasible.

3. Parking Area Lighting

a. Intent

i. To limit glare onto adjacent properties and surrounding neighborhoods.

ii. To provide adequate light levels to create a safe, secure environment.

b. Design Standards

i. Parking area lighting shall be designed to:

(a) Provide no more than the recommended level of illumination as set forth by the IESNA Lighting Handbook for pedestrian and vehicular safety,

(b) Reduce glare onto adjacent properties,

(c) Avoid extreme contrasts between light and shadow,

(d) Minimize light trespass directly to the sky by orienting downward and/or shielding the fixture. See Subsection 6.08 (G).

ii. Maximum light pole height shall be 30 feet.

iii. Light sources shall be placed closer to rather than further from the surface being illuminated. For example, a closer spacing of lower-height light poles is preferable to a greater spacing of taller light poles.

4. Open Space Lighting

a. Intent

i. To create a comfortable and safe nighttime ambience in open spaces.

ii. To highlight appropriate elements of open spaces to aid in orientation and provide visual interest.

iii. To provide continuity in light levels between streetscapes and adjoining open spaces.

b. Design Standards

i. Lighting in open spaces shall be designed to:

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(a) Illuminate pedestrian paths,

(b) Limit glare into adjacent properties and surrounding neighborhoods,

(c) Minimize glare directly to the sky. See Subsection 6.08 (G).

ii. General illumination of large areas of landscaping shall not be allowed (for example, using fixtures with a flood-type distribution to illuminate rows and clusters of trees or large areas of lawn).

iii. Illumination of individual landscape elements (trees and individual planter areas) shall be limited to 2,000 lumens.

c. Design Guidelines

i. Pedestrian lighting may be used to illuminate primary walking paths or accent paved areas. Spacing should generally be equivalent to or less than that of the adjacent Pedestrian Zone along a major street to indicate an area of heightened activity and interest.

ii. Focal points such as gazebos, trellises, and water features should be lit in order to become an inviting presence at night.

iii. Illumination sources that are low to the ground such as bollard, step, and walkway lighting are encouraged.

iv. Lamps should provide a minimum color rendition index of 60.

5. Building Lighting

a. Intent

i. To provide appropriate building accents above street level.

ii. To ensure an appropriate quality of lighting for service areas.

b. Design Standards

i. Building lighting shall be designed to:

(a) Reduce glare into adjacent properties and surrounding neighborhoods

(b) Minimize light trespass directly to the sky See Subsection 6.08 (G),

(c) Integrate into the building architecture by being concealed or through the use of materials, detailing, form, and spacing that complements the building being illuminated.

ii. Building light fixtures shall be of architectural quality regarding durability, construction, and aesthetic appearance.

iii. Building light fixtures on all streets, whether exposed or concealed, shall not have exposed conduit runs, junction boxes, or other “unfinished” elements exposed to view.

iv. Utilitarian building lighting fixtures located in service areas shall be concealed from view from primary and secondary streets.

c. Design Guidelines

i. Building illumination above the second floor should be shielded or provide full cutoff to minimize the view of exposed lamps from the street, adjacent occupied space, or adjacent neighborhoods.

ii. Where lighting of buildings and buildings elements is proposed, the overall lighting design should:

(a) Orient to Primary Streets

(b) Reinforce Gateway Areas,

(c) Reflect primary building entrances,

(d) Complement adjacent plazas and expanded streetscapes,

(e) Avoid illuminating building faces adjacent to and directly facing existing residential areas,

(f) Avoid glare.

N. **Accessory Use Dwellings (AUDs)**

1. Intent

a. To promote housing diversity while maintaining neighborhood character.

2. Design Standards.

a. Architectural Compatibility: The AUD shall match the primary dwelling in materials, color, roof design, and general architectural style.

b. Entryways: Attached AUDs shall have a separate exterior entrance from the primary dwelling. Detached AUDs must have primary entrances oriented away from adjacent properties where feasible.

c. Windows and Privacy: Windows facing adjacent properties must incorporate privacy measures (e.g., frosted glass, setbacks, or landscaping). Second-story detached AUDs require minimum 10-foot setbacks when facing neighboring residential properties

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1116.03
Building Typologies

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Building Typologies

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

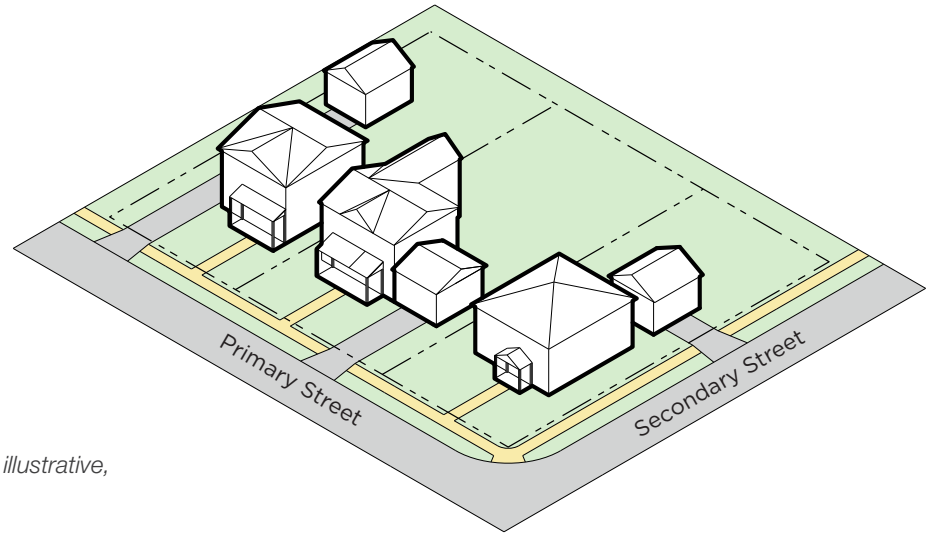
TABLE 1116.03 PERMITTED BUILDING TYPOLOGIES TABLE	GATEWAY				BIG DARBY EMP.	DOWNTOWN HILLIARD				HERITAGE TRAIL CORRIDOR			I-270 CORRIDOR					
	G-1	G-4	G-5	G-6	DE	D-1	D-4	D-5	D-6	H-1	H-5	H-6	I-1	I-3	I-6	I-FE	I-MR	REF
Detached Single-Unit Building		●					●	●						●				1116.03 (a)
Attached Single-Unit Building		●	●	●			●	●	●		●	●		●				1116.03 (b)
Duplex Building		●	●	●			●	●			●	●		●				1116.03 (c)
Triplex Building		●	●	●			●	●			●	●		●				1116.03 (d)
Quadraplex Building		●	●	●			●	●	●		●	●		●				1116.03 (e)
4-8 Unit Building		●	●	●				●	●		●	●		●				1116.03 (f)
Accessory Use Dwellings		●					●	●						●				1116.03 (g)
Multi-Unit Building (≥ 8 units)			●	●				●	●		●	●		●	●	●	●	1116.03 (h)
Small Flex Building		●	●	●				●	●		●	●		●	●			1116.03 (i)
Medium Flex Building			●	●				●	●		●	●			●	●	●	1116.03 (j)
Large Flex Building			●	●					●						●	●	●	1116.03 (k)
Employment Flex Building			●	●	●			●	●					●	●	●	●	1116.03 (l)
School and Institutional Building	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	1116.03 (m)
Office Building			●	●	●			●	●		●	●		●	●	●	●	1116.03 (n)
Assembly Use Building	●		●	●		●		●	●		●	●		●	●	●	●	1116.03 (o)
Vehicle Fuel Sales			●	●														1116.03 (p)
Vehicle Car Wash			●	●														1116.03 (q)

● Permitted

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(a) Detached Single-Unit Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

A detached structure with narrow side and street setbacks. Garage access is typically from the street, but garages are clearly subordinate to the principal structure.

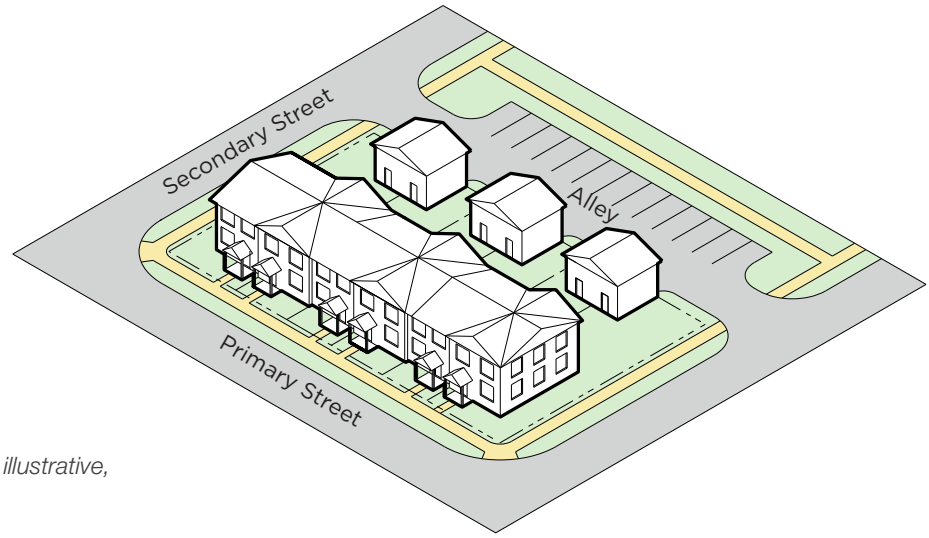




Image: Detached Single-Unit Building

(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 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.



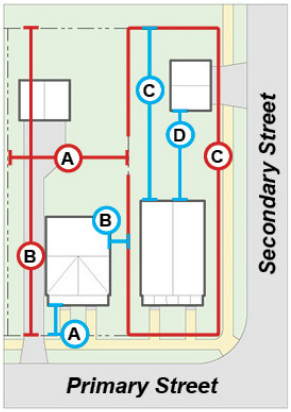


Image: Attached Single-Unit Building

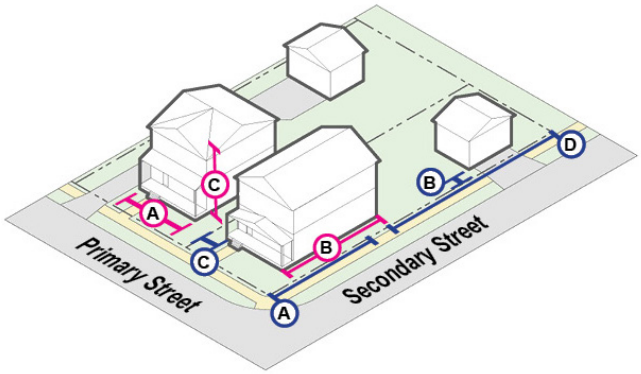
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(c) Duplex Building

(1) Typical Lot Configuration



Note: images are illustrative, not regulatory.



	LOT DIMENSIONS	
A	Lot Width (feet)	
B	Lot Depth (feet)	
C	Lot Area (square feet)	
	BUILDING PLACEMENT	
A	Yard Setback (feet)	
B	Side Yard Setback (feet)	
C	Rear Yard Setback (feet)	
D	Spacing Between Main and Accessory Buildings (feet)	
	PARKING PLACEMENT	
A	Primary Street Setback (feet)	
B	Secondary Street Setback (feet)	
C	Side/Common Lot Line Setback (feet)	
D	Rear/Common Lot Line Setback (feet)	
	BUILDING SIZE	
A	Building Width (feet)	
B	Building Depth (feet)	
C	Building Height (feet)	
	Maximum Number of Units	2

(2) Description

This type has two units next to each other with one shared wall. A duplex can be stacked units or side-by-side units.



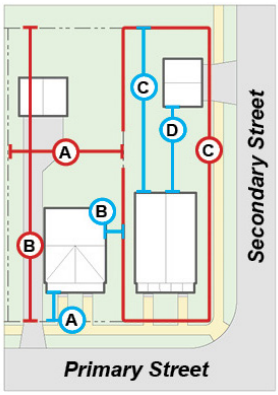


Image: Duplex Building

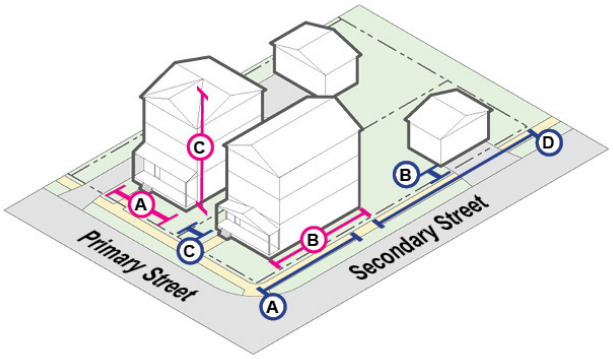
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(d) Triplex Building

(1) Typical Lot Configuration



Note: images are illustrative, not regulatory.



	LOT DIMENSIONS	
A	Lot Width (feet)	
B	Lot Depth (feet)	
C	Lot Area (square feet)	
	BUILDING PLACEMENT	
A	Front Yard Setback (feet)	
B	Side Yard Setback (feet)	
C	Rear Yard Setback	
D	Spacing Between Main and Accessory Buildings (feet)	
	PARKING PLACEMENT	
A	Primary Street Setback (feet)	
B	Secondary Street Setback (feet)	
C	Side/Common Lot Line Setback (feet)	
D	Rear/Common Lot Line Setback (feet)	
	BUILDING SIZE	
A	Building Width (feet)	
B	Building Depth (feet)	
C	Building Height (feet)	
	Maximum Number of Units	3

(2) Description

This type has a small-to-medium-sized structure that consists of three dwelling units stacked on top of each other on consecutive floors. The stair to the upper-floor units is often shared. Because they have only one unit per floor, stacked triplexes can often fit on lots as narrow as 30 ft. wide, especially if the lot has an alley.





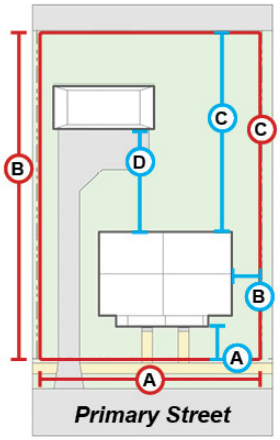


Image: Triplex Building

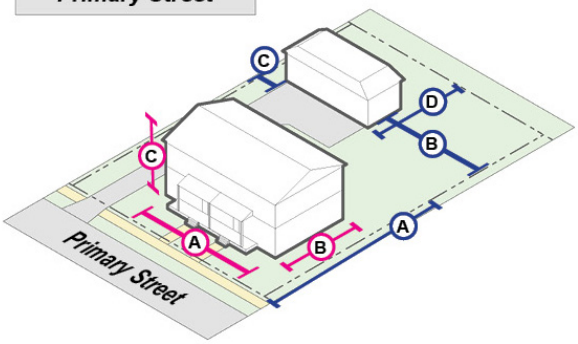
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(e) Quadraplex Building

(1) Typical Lot Configuration



Note: images are illustrative, not regulatory.



	LOT DIMENSIONS	
A	Lot Width (feet)	
B	Lot Depth (feet)	
C	Lot Area (square feet)	
	BUILDING PLACEMENT	
A	Front Yard Setback (feet)	
B	Side Yard Setback (feet)	
C	Rear Yard Setback	
D	Spacing Between Main and Accessory Buildings (feet)	
	PARKING PLACEMENT	
A	Primary Street Setback (feet)	
B	Secondary Street Setback (feet)	
C	Side/Common Lot Line Setback (feet)	
D	Rear/Common Lot Line Setback (feet)	
	BUILDING SIZE	
A	Building Width (feet)	
B	Building Depth (feet)	
C	Building Height (feet)	
	Maximum Number of Units	4

(2) Description

This type has a small-to-medium-sized structure that consists of two units on the ground floor and two units stacked directly above them and could fit into a more generalized “multiplex: small” category.



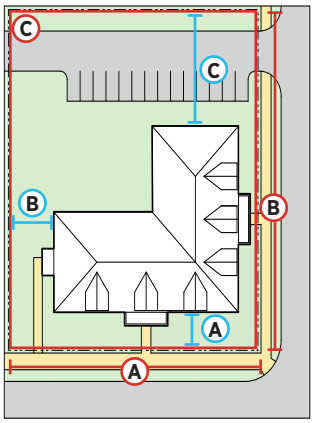


Image: Quadraplex Building

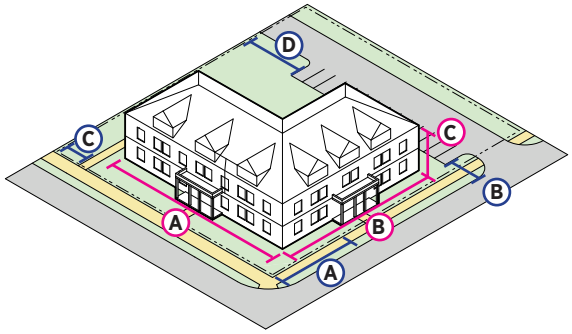
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(f) 4-8 Unit Building

(1) Typical Lot Configuration



Note: images are illustrative, not regulatory.



	LOT DIMENSIONS	
A	Lot Width (feet)	
B	Lot Depth (feet)	
C	Lot Area (square feet)	
	BUILDING PLACEMENT	
A	Front Yard Setback (feet)	
B	Side Yard Setback (feet)	
C	Rear Yard Setback	
	PARKING PLACEMENT	
A	Primary Street Setback (feet)	
B	Secondary Street Setback (feet)	
C	Side/Common Lot Line Setback (feet)	
D	Rear/Common Lot Line Setback (feet)	
	BUILDING SIZE	
A	Building Width (feet)	
B	Building Depth (feet)	
C	Building Height (feet)	
	Number of Units	8

(2) Description

A residential building containing four to eight dwelling units within a single structure. Units may be arranged horizontally, vertically, or in a combination of configurations and typically share one or more common entrances, interior corridors, stairs, or other circulation areas. Each of the two, four-unit wings, if built separately, is designed to resemble a large detached house through its overall scale, massing, roof form, façade composition, and architectural detailing, allowing it to fit compatibly within a residential neighborhood while providing a greater variety of housing choices. The larger eight-unit building typology is shown here.

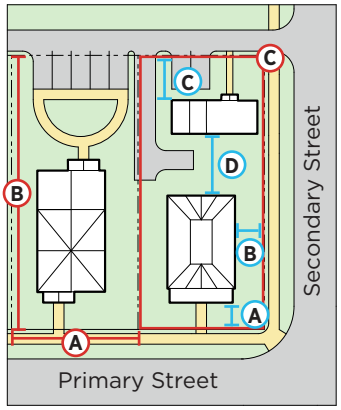


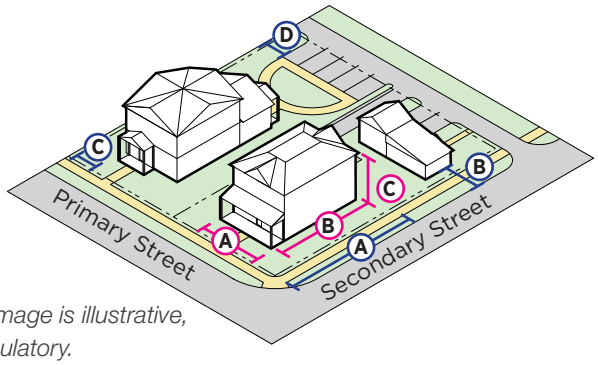
Image: 4-8 Unit Building

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(g) Accessory Use Dwelling

(1) Typical Lot Configuration





Note: image is illustrative, not regulatory.

	LOT DIMENSIONS	
A	Lot Width (feet)	
B	Lot Depth (feet)	
C	Lot Area (square feet)	
	BUILDING PLACEMENT	
A	Front Yard Setback (feet)	
B	Side Yard Setback (feet)	
C	Rear Yard Setback	
D	Spacing Between Main and Accessory Buildings (feet)	
	PARKING PLACEMENT	
A	Primary Street Setback (feet)	
B	Secondary Street Setback (feet)	
C	Side/Common Lot Line Setback (feet)	
D	Rear/Common Lot Line Setback (feet)	
	BUILDING SIZE	
A	Building Width (feet)	
B	Building Depth (feet)	
C	Building Height (feet)	
	Maximum Number of Units	1

(3) Description

A secondary residential dwelling unit that is subordinate to and located on the same lot as a principal dwelling. An accessory dwelling unit can be attached to the principle building or detached. It may be located above a detached garage or an independent structure.

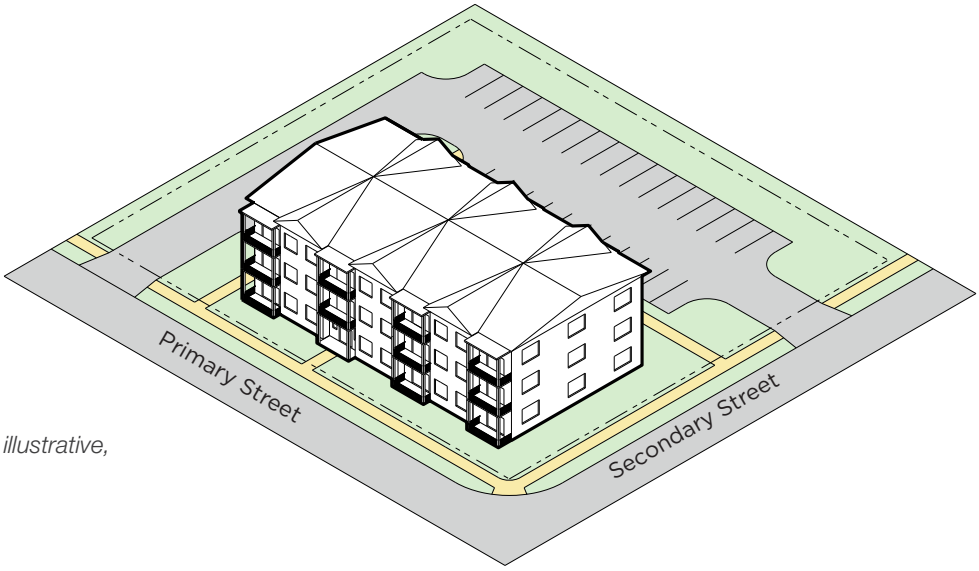


Image: Accessory Use Dwelling

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(h) Multi-Unit Building (≥8 Units)

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

A building with multiple residential units that front on an interior corridor and have their main access from the primary street. Units can be next to each other (side-by-side units), or stacked on top of each other (top and bottom units).



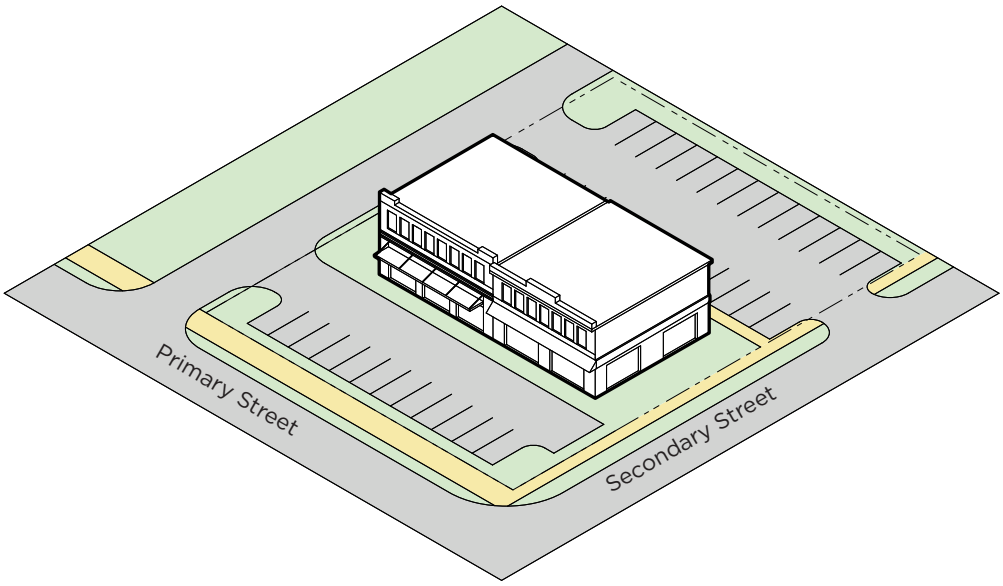


Image: Multi-Unit Building

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(i) Small Flex Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

Consists of attached or detached structures with a minimum of two stories. A single row of parking and drive aisle are permitted between the building and the street frontage. Additional parking is located to the rear or side of the building. Access from a rear alley is preferred, but not required. Structures are designed for a mix of uses and may include a single or mixed use development.



Image: Small Flex Building

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(j) Medium Flex Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

Consists of attached or detached structures with a minimum of two stories. Parking is located to the rear or side of the building. Access from a rear alley is preferred, but not required. Structures are designed for a mix of uses and may include a single or mixed use development.



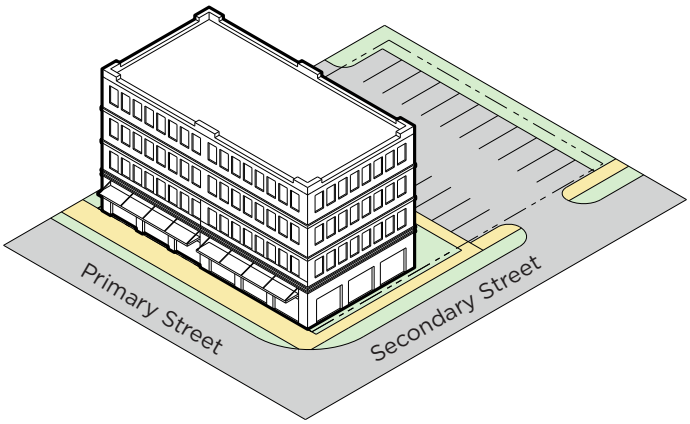




Image: Medium Flex Building

(k) Large Flex Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

Consists of attached or detached structures with a minimum of two stories. Parking is located to the rear or side of the building. Access from a rear alley is preferred, but not required. Structures are designed for a mix of uses and may include a single or mixed use development. Large flex buildings are typically larger in scale than medium flex buildings.

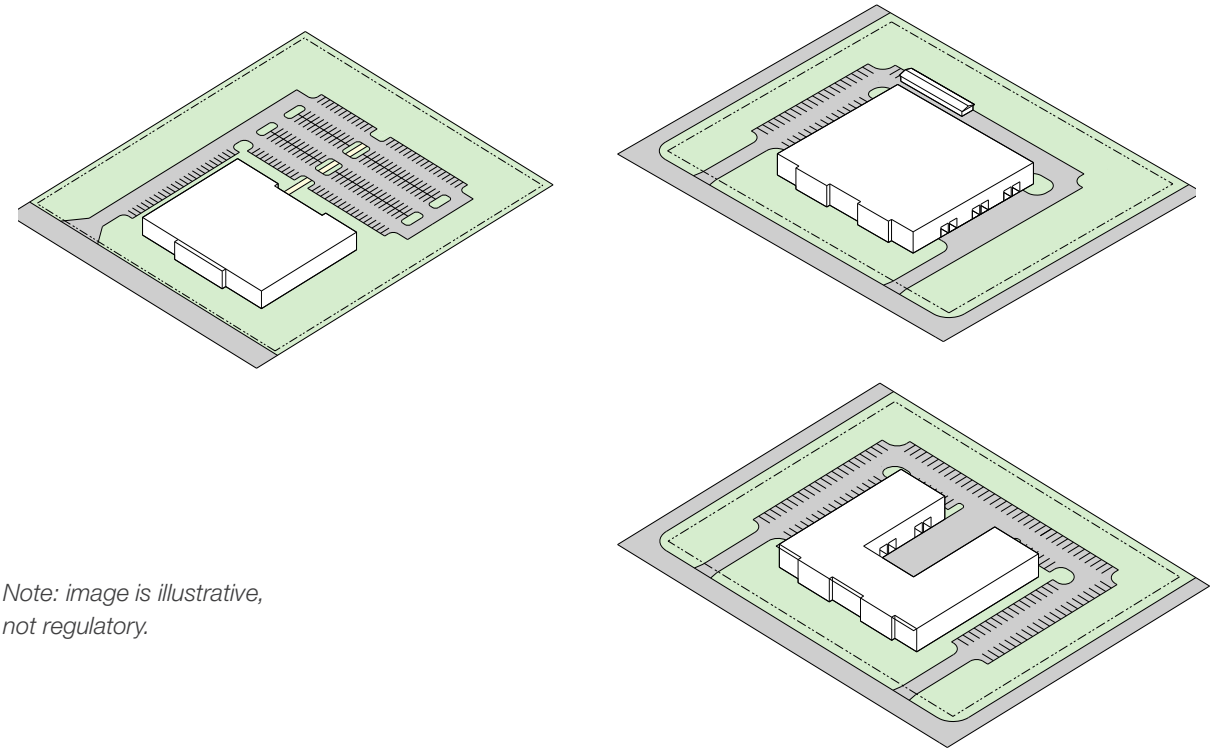


Image: Large Flex Building

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(I) Employment Flex Buildings

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

Employment Flex Buildings are large, adaptable buildings accommodating office, research, light manufacturing, assembly, technology, logistics, or other similar employment uses. They typically feature flexible floor plans, integrated loading areas, and parking located to the side or rear within a landscaped campus setting.



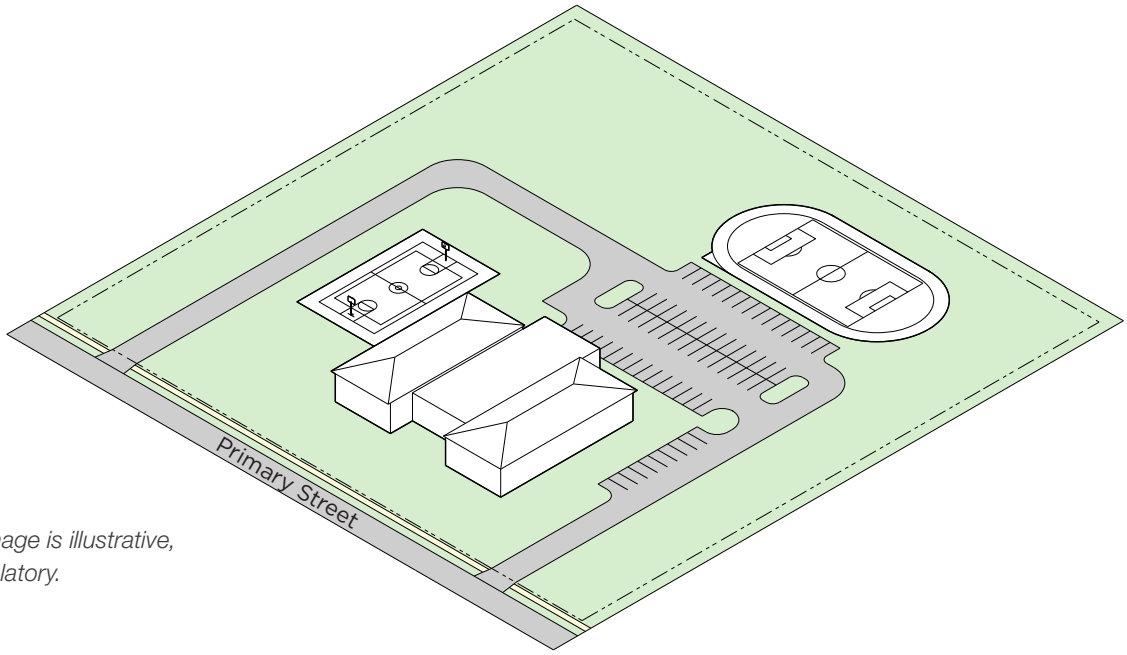


Image: Employment Flex Building

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(m) 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. Institutional buildings may be used for government, quasi-government, community center, or religious uses. The permitted uses for each subdistrict are listed in the Table of Uses.



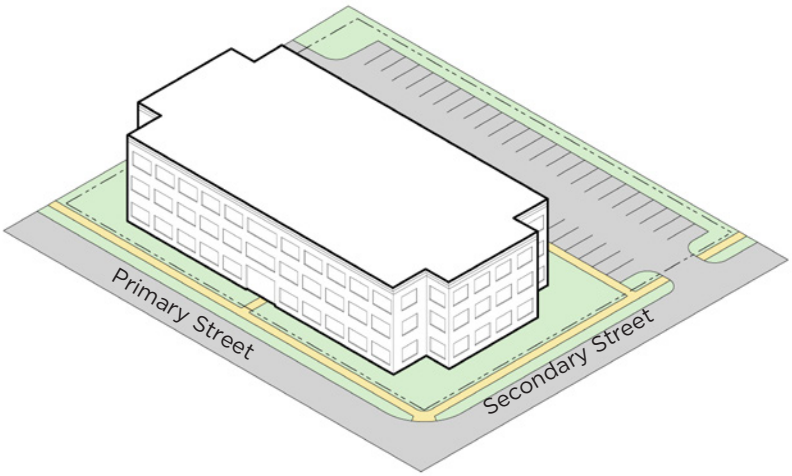


Image: School and Institutional Building

DRAFT 10-02-2026

(n) Office Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

A building used primarily for conducting the affairs of 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.



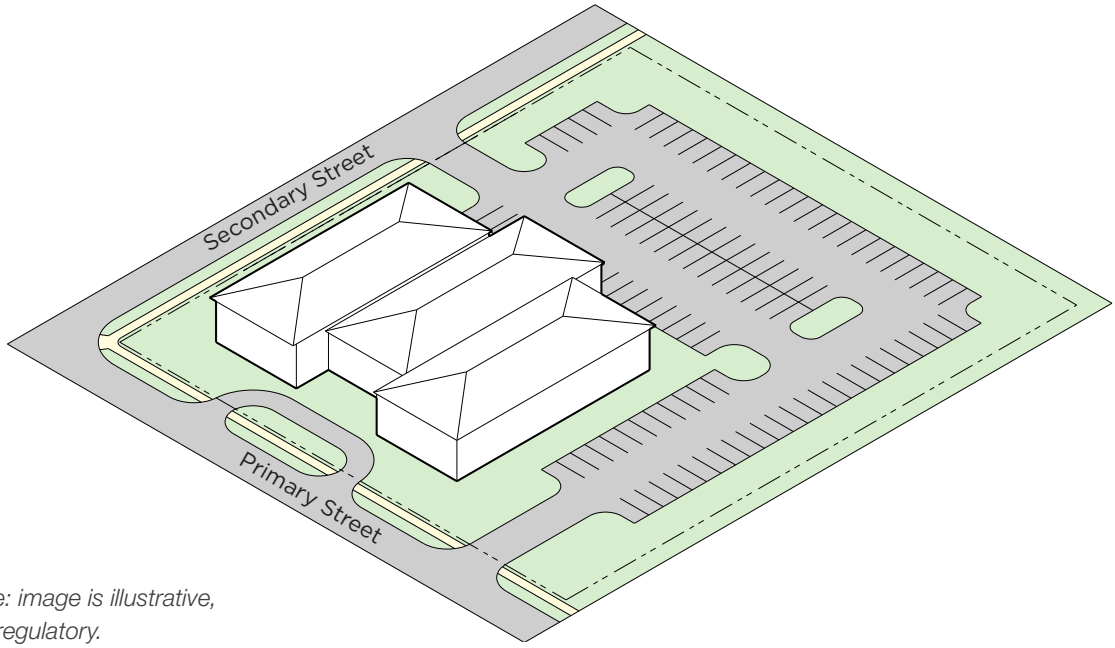


Image: Office Building

DRAFT 10-02-2026

(o) Assembly Use Building

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

A building designed for public gatherings, such as a place of worship, theater, community center, banquet hall, or recreation facility. This typology includes a large building footprint or assembly space, prominent public entrance, Large parking areas located beside or behind the building, passenger drop-off and pick-up areas, clear pedestrian connections to streets and parking, and site access designed for concentrated event traffic.



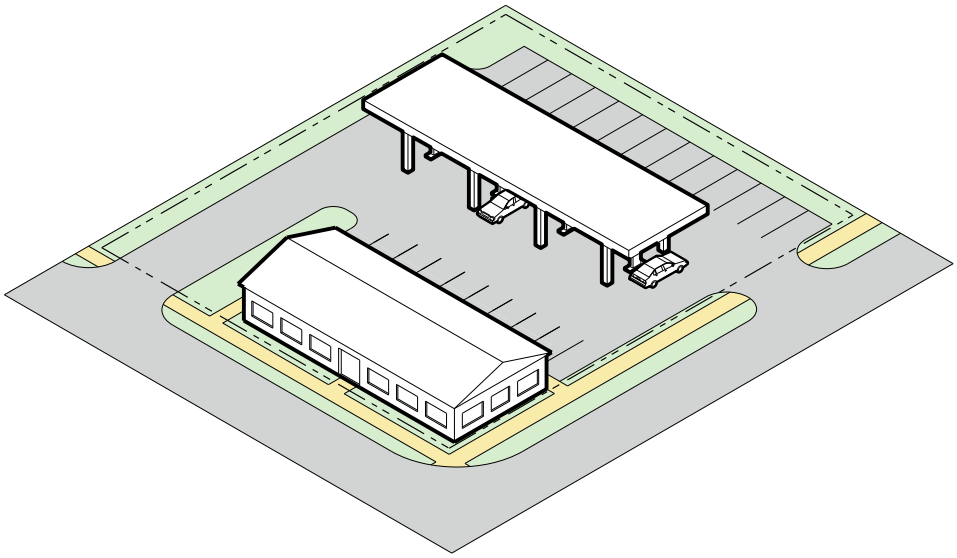


Image: Assembly Use Building

DRAFT 10-02-2026

(p) Vehicle Fuel Sales

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

A Vehicle Fuel Sales building and canopy consisting of a convenience retail building located near the street, with fuel dispensers and a canopy positioned behind the building. Parking, drive aisles, and service areas are arranged to provide safe vehicle circulation while maintaining a pedestrian-oriented street frontage.

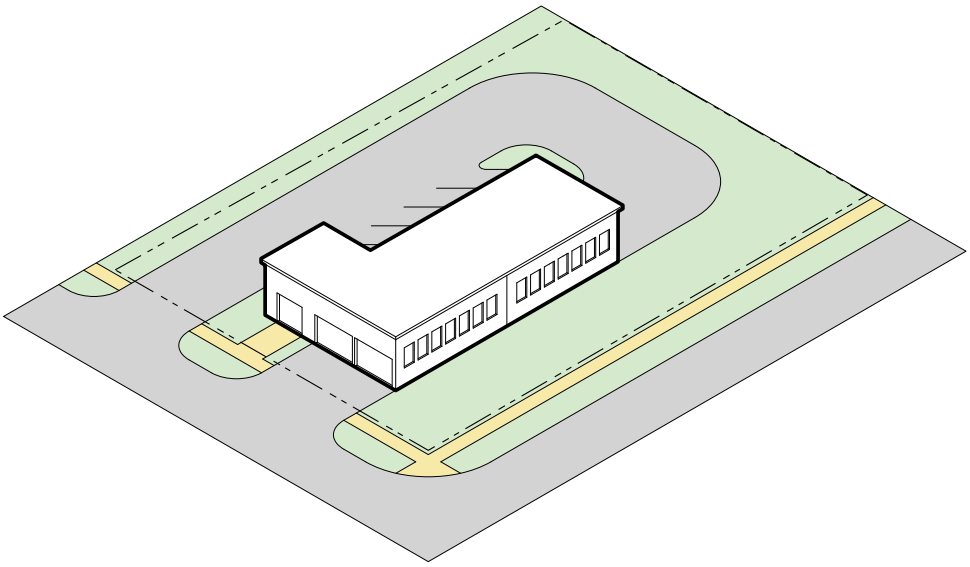




Image: Vehicle Fuel Sales building and pump canopy

(q) Vehicle Car Wash

(1) Typical Lot Configuration



Note: image is illustrative, not regulatory.

(2) Description

A Vehicle Car Wash building and Canopy is a drive-through building containing vehicle-washing facilities, with an attached service, detailing, or vacuum areas. Vehicle stacking and circulation are located primarily beside or behind the building to minimize their visibility from the street.





Image: Vehicle Car Wash

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1116.04
Frontage Typologies

DRAFT 10-02-2026

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.

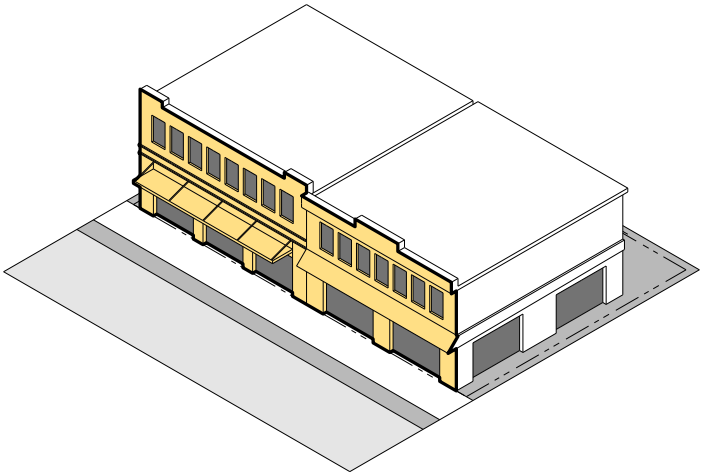
TABLE 1116.04 PERMITTED FRONTAGE TYPOLOGIES	GATEWAY				BIG DARBY EMP.	DOWNTOWN HILLIARD				HERITAGE TRAIL CORRIDOR			I-270 CORRIDOR					
	G-1	G-4	G-5	G-6	DE	D-1	D-4	D-5	D-6	H-1	H-5	H-6	I-1	I-3	I-6	I-FE	I-MR	REF
Shopfront			●	●				●	●		●	●			●		●	**1116.04 (a)**
Patio			●	●			●	●	●		●	●			●		●	**1116.04 (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

DRAFT 10-02-2026

(a) Shopfront

(1) Typical Lot Configuration

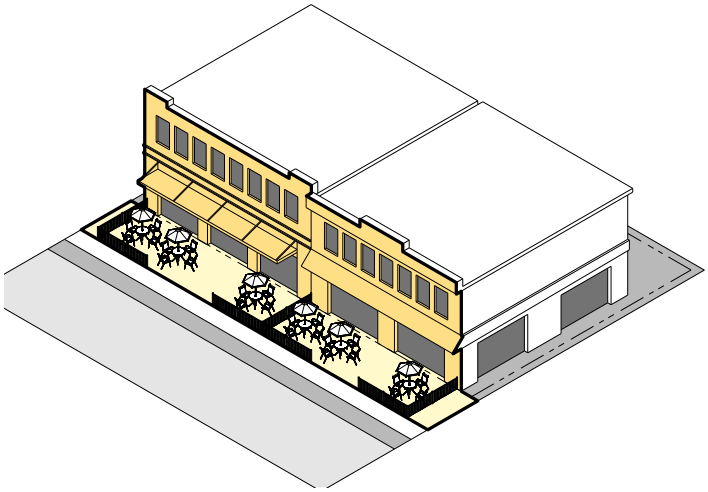


(2) Description

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



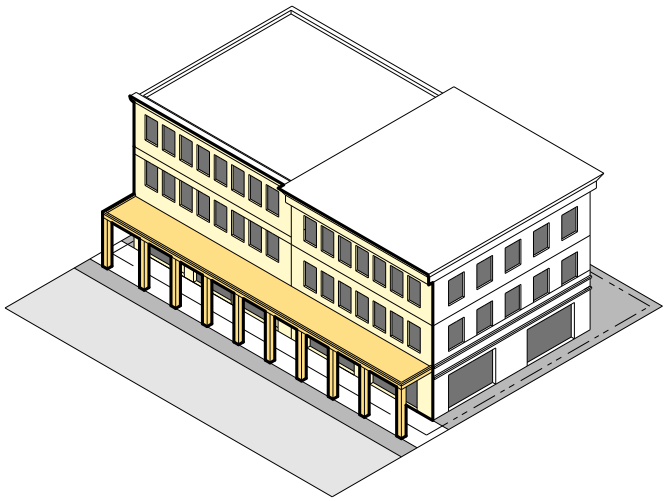
(2) Description

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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(c) Gallery

(1) Typical Lot Configuration

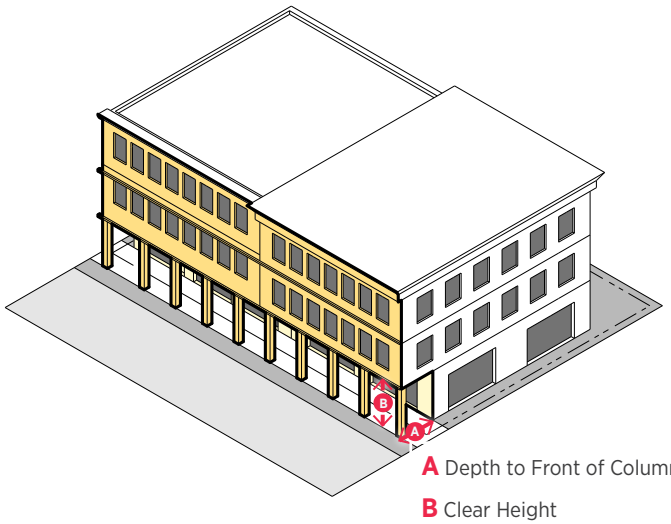


(2) Description

The main facade of the building is at the frontage line and the gallery element overlaps the sidewalk. This frontage type is intended for buildings with ground-floor commercial or retail uses and may be one or two stories. The gallery must extend close enough to the curb so that a pedestrian cannot bypass it. Due to the overlap of the right-of-way, an easement is usually required.

(d) Arcade

(1) Typical Lot Configuration



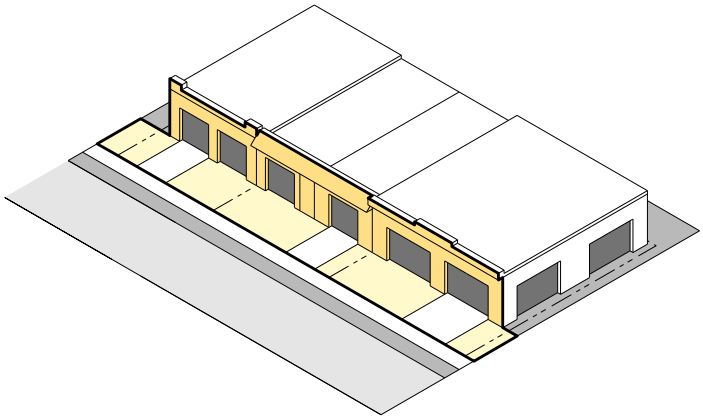
(2) Description

An arcade is a frontage type featuring a pedestrian walkway covered by the upper floors of a building. The ground story facade is setback and upper floors are supported by a colonnade or supports.

DRAFT 10-02-2026

(e) Yard

(1) Typical Lot Configuration

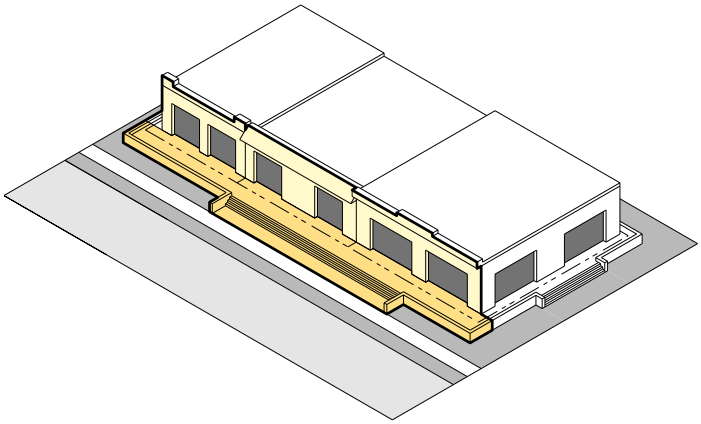


(2) Description

The yard is a typical landscape setback which may consist of open lawn, landscape beds, or some combination of the two. It may contain hardscape elements as a secondary feature and may be edged by a low fence or masonry wall. Yards are typically at the same or similar grade as the adjacent sidewalk and include a front walk connecting the public sidewalk to the main entrance of a building (see Raised Yard as a variation). This is the common frontage treatment for houses and other neighborhood-scale residential buildings, and is typically combined with other a porch or stoop building frontage. A yard may also be used for flex building types designed for any combination of uses.

(f) Terrace

(1) Typical Lot Configuration



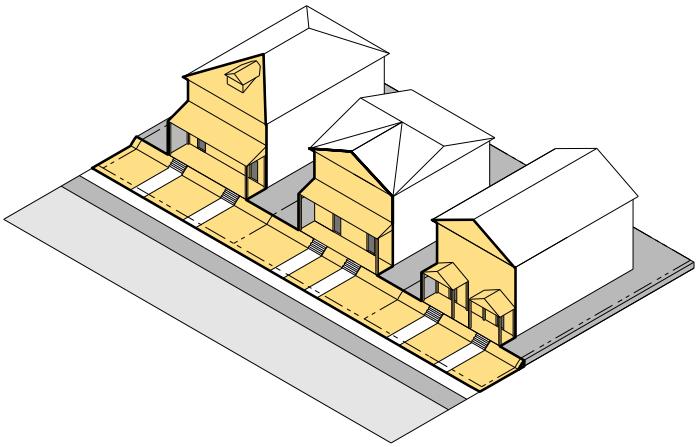
(2) Description

In the Terrace Frontage Type, the main facade is at or near the property line with an elevated terrace providing public circulation along the facade. This Type can be used to provide at-grade access while accommodating a grade change and is frequently used together with a shopfront. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. A terrace treatment differs from the Raised Yard Frontage type in that the building is typically located closer to the sidewalk and the terraced setback is architecturally integrated with the building facade, consisting of more hardscape materials. Raised planters may be incorporated as part of a terrace frontage.

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(g) Forecourt

(1) Typical Lot Configuration

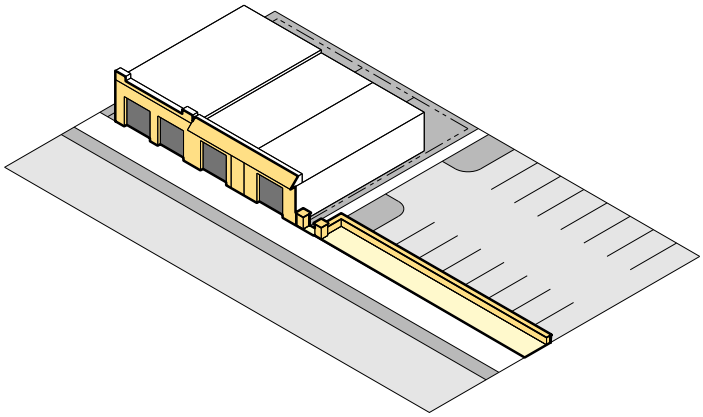


(2) Description

The forecourt frontage treatment allows for a portion of a building facade to be set farther back from the street, creating a courtyard condition with street frontage. A forecourt condition may also be created through the composition of three separate buildings, oriented with the central building setback farther from the others. A forecourt may include open access to the public sidewalk with one or more entrances into the building, or may be fenced and elevated as a semi-private space, partially visible from the public realm. The forecourt area typically includes a combination of landscape and hardscape treatments, and may include outdoor amenities and seating areas associated with the building(s).

(h) Streetwall

(1) Typical Lot Configuration



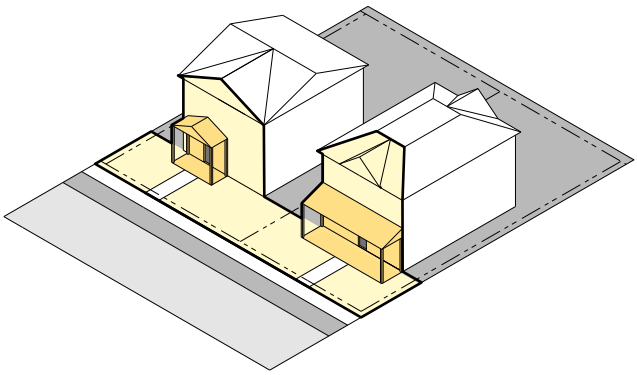
(2) Description

The streetwall frontage is used to create a continuous and defined edge along parking lots where located in close proximity to a street and sidewalk. Streetwalls are typically low (at or below waist height of a passing pedestrian) and may be composed entirely of masonry, a combination of decorative metal fencing with masonry columns, raised planters, a landscape hedge treatment, or some combination of these. Masonry street walls are typically designed to coordinate with the principal building architecture and often are physically connected to the building facade. Street walls may be interrupted with a pedestrian walk connection to the public sidewalk. For new projects or redevelopment, street walls are intended for use along any portion of lot frontage in which side or rear parking is located adjacent to or near the public sidewalk, but are secondary to other frontage types associated with the principal building and should not dominate the entire lot frontage. Streetwalls are also an effective design approach to improve existing auto-oriented sites for which all or substantial portions of a primary frontage consist of parking.

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(i) Porch

(1) Typical Lot Configuration

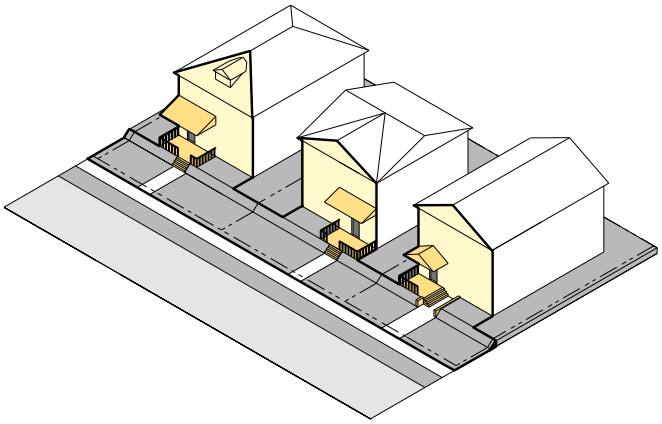


(2) Description

Common frontage type for residential building types. Porches should be an extension of the internal living space.

(j) Stoop

(1) Typical Lot Configuration



(2) Description

A component type featuring set of stairs with a landing leading to the entrance of a building.

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1116.05
Open Space Typologies

DRAFT 10-02-2026

Open Space Typologies

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

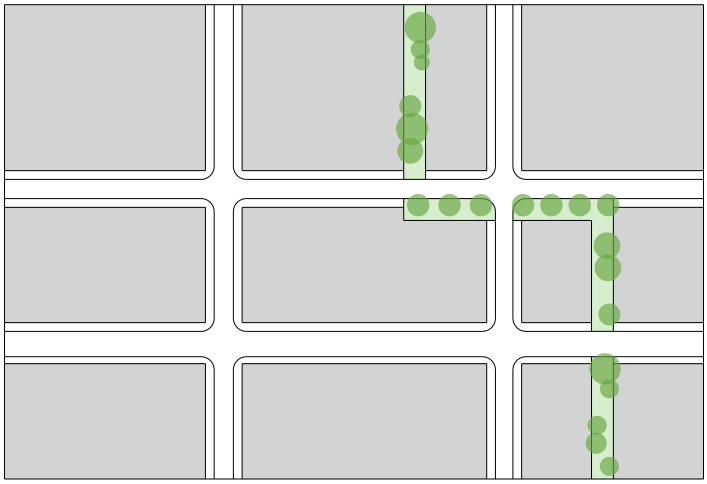
TABLE 1116.05 PERMITTED OPEN SPACE TYPOLOGIES	GATEWAY				BIG DARBY EMP.	DOWNTOWN HILLIARD				HERITAGE TRAIL CORRIDOR			I-270 CORRIDOR					
	G-1	G-4	G-5	G-6	DE	D-1	D-4	D-5	D-6	H-1	H-5	H-6	I-1	I-3	I-6	I-FE	I-MR	REF
Greenway/Trail	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		**1116.05 (a)**
Plaza		●	●	●				●	●		●	●			●		●	**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

DRAFT 10-02-2026

(a) Greenway / Trail

(1) Typical Lot Configuration

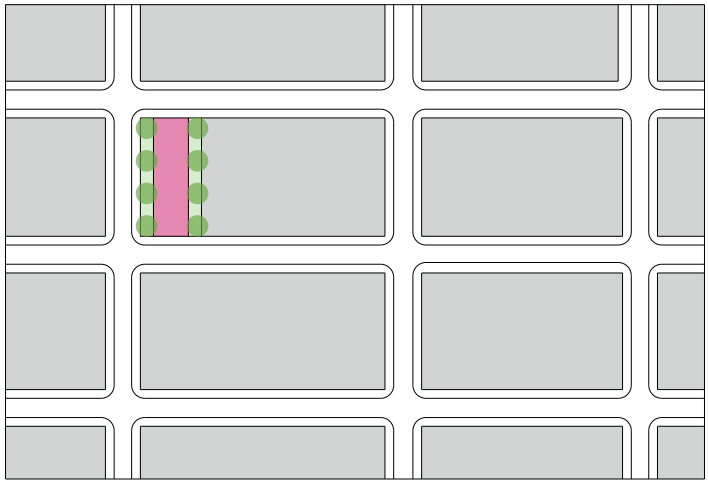


(2) Description

Greenways are primarily linear open spaces that connect other types of open spaces as part of a larger open space system. They typically include a path or trail as a primary feature. The greenway and trail open space is most effective when connecting to another open space type.

(b) Plaza

(1) Typical Lot Configuration



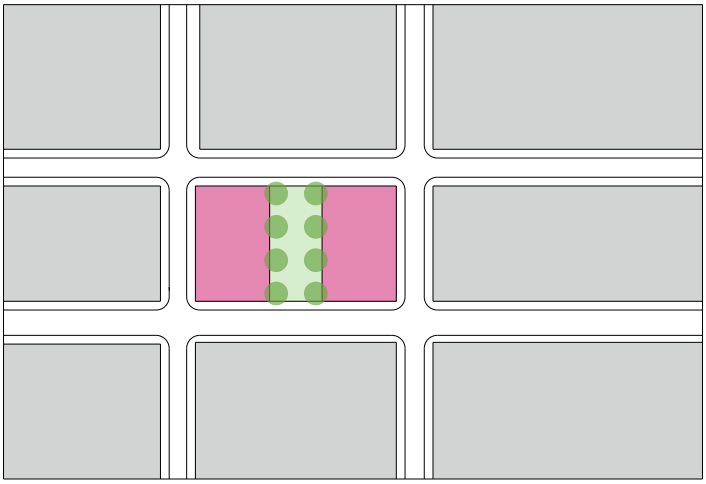
(2) Description

Plazas are spaces available for civic purposes and commercial activities intended to add to the vibrancy of streets and neighborhoods. Building frontages typically define the edges of these spaces. The landscape consists of primarily hardscape. If trees are included, they are formally arranged and of appropriate scale to the space.

DRAFT 10-02-2026

(c) Square

(1) Typical Lot Configuration

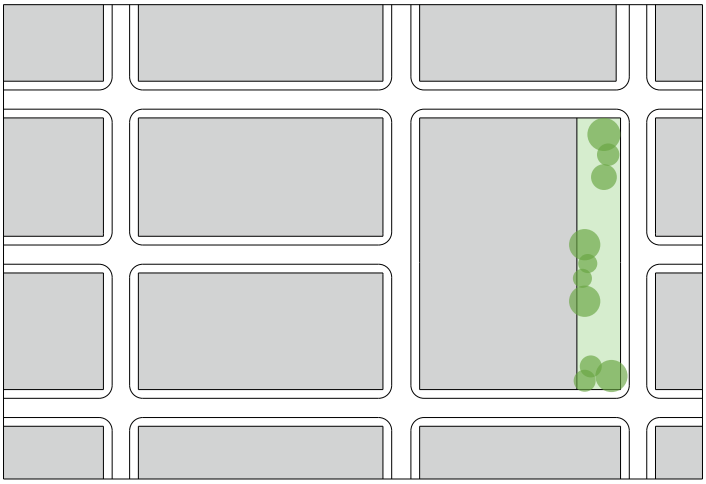


(2) Description

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



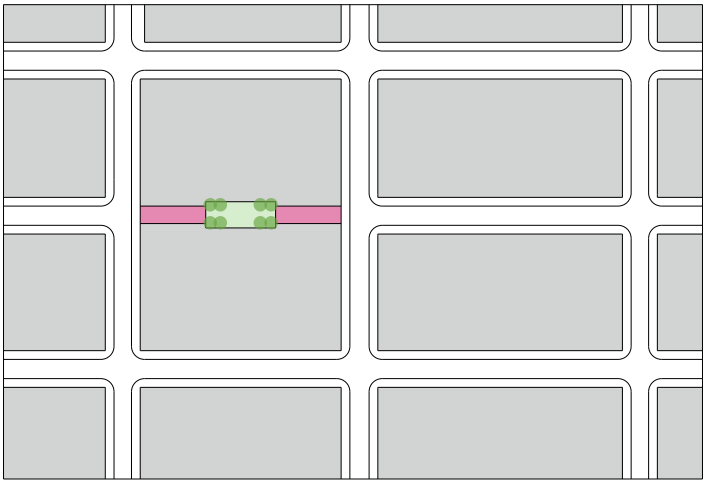
(2) Description

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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(e) Passage

(1) Typical Lot Configuration

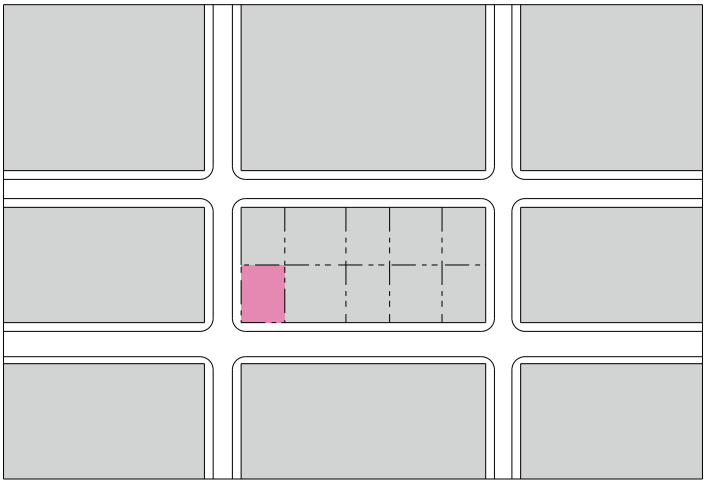


(2) Description

A passage is an informal or formal gathering space that serves equally as a pedestrian connector between other gathering places or between streetscapes. Passages are near the middle of a block, providing easy walking access through the block. A passage provides additional frontage opportunities for the shops and/or houses along its edges.

(f) Pocket Plaza

(1) Typical Lot Configuration



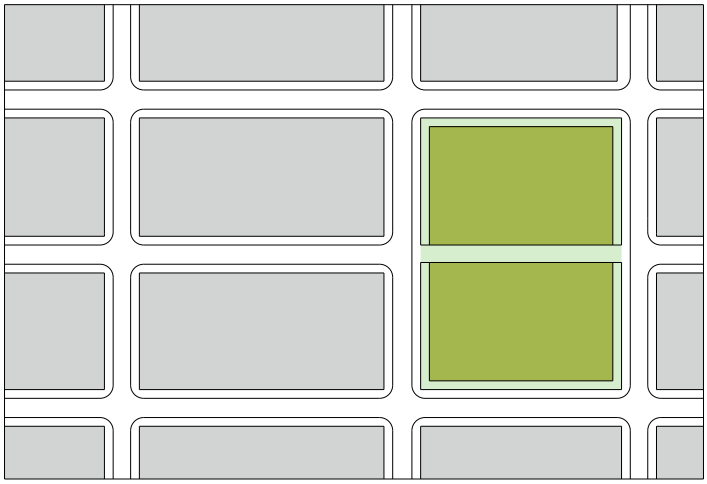
(2) Description

Pocket plazas are small-scale, primarily hardscaped open spaces designed to provide opportunities for impromptu gathering and resting areas for passersby and for those who live or work in adjacent buildings or nearby destinations. Pocket plazas are typically designed as an extension from the public sidewalk, but clearly delineated as a separate space using features including, but not limited to landscaping and/or seating walls. Pocket Plazas are typically located along highly trafficked streets and in commercial areas with frequent pedestrian activity.

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(g) Sport Field

(1) Typical Lot Configuration

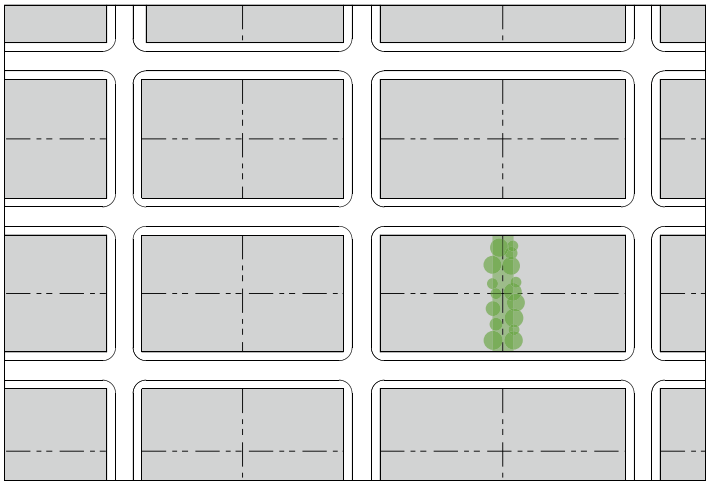


(2) Description

Sports Field is a space or series of open spaces designed for sports activities. Sports fields often accommodate several individual sports games at the same time and may feature a concession area and seating for spectators. Due to the larger amounts of people attracted to this type, sports fields are located to maintain compatibility with adjacent neighborhoods. Landscaping may be required as deemed appropriate by the Review Authority.

(h) Green Infrastructure

(1) Typical Lot Configuration



(2) Description

Green infrastructure in the form of bioswales are linear, vegetated ditches which allow for the collection, conveyance, filtration and infiltration of stormwater. They can also be referred to as “grass swales,” “vegetated swales,” or “filter strips.” A bioswale replaces the traditional concrete gutter with an earthen one. Because they behave like a gutter, these trenches are best suited along roadsides or parking lots, but are less practical for dealing with stormwater that falls on rooftops.

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1116.06
Green Parking Typologies

DRAFT 10-02-2026

Green Parking Typologies

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

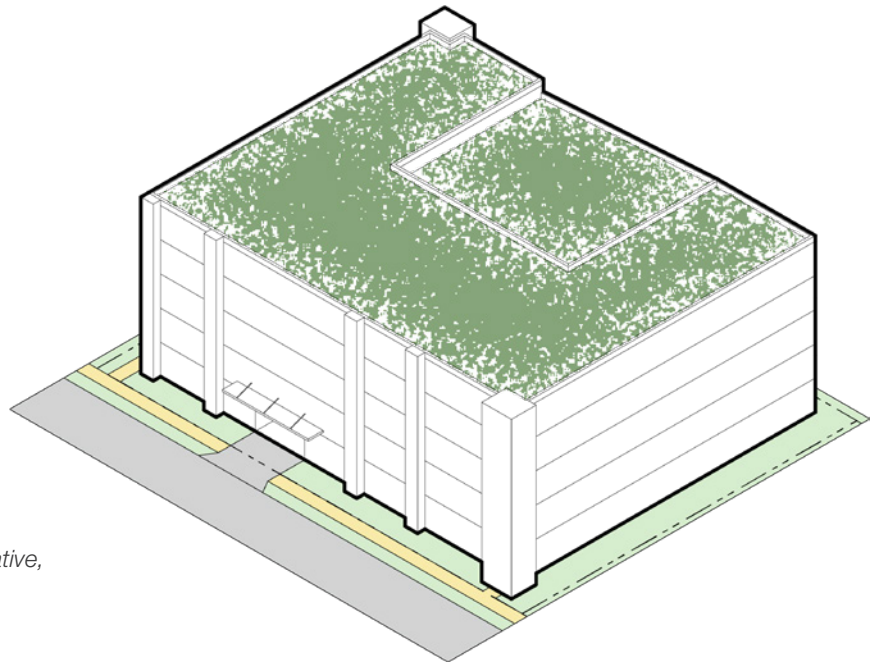
TABLE 1116.06 PERMITTED GREEN PARKING TYPOLOGIES	GATEWAY				BIG DARBY EMP.	DOWNTOWN HILLIARD				HERITAGE TRAIL CORRIDOR			I-270 CORRIDOR					
	G-1	G-4	G-5	G-6	DE	D-1	D-4	D-5	D-6	H-1	H-5	H-6	I-1	I-3	I-6	I-FE	I-MR	REF
Green Roof	●	●	●	●	●		●	●	●		●	●	●	●	●	●	●	**1116.06 (a)**
Green Parking	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	**1116.06 (b)**
Bioswales	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	**1116.06 (c)**
Permeable Pavers	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	**1116.06 (d)**

● Permitted

DRAFT 10-02-2026

(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.



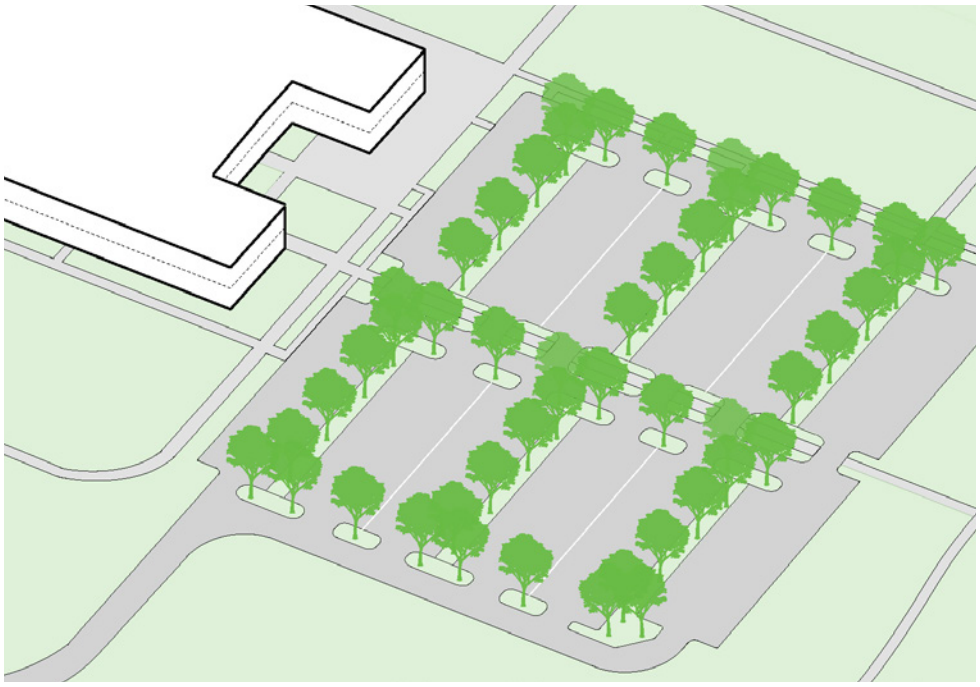


Image: Green Roof

DRAFT 10-02-2026

(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.



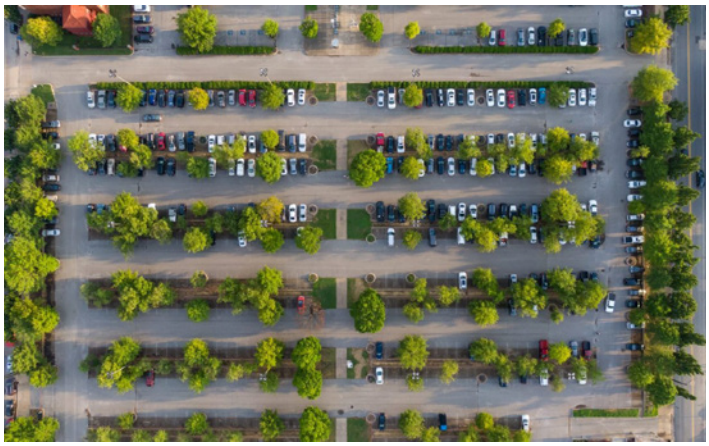


Image: Green Parking

(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.



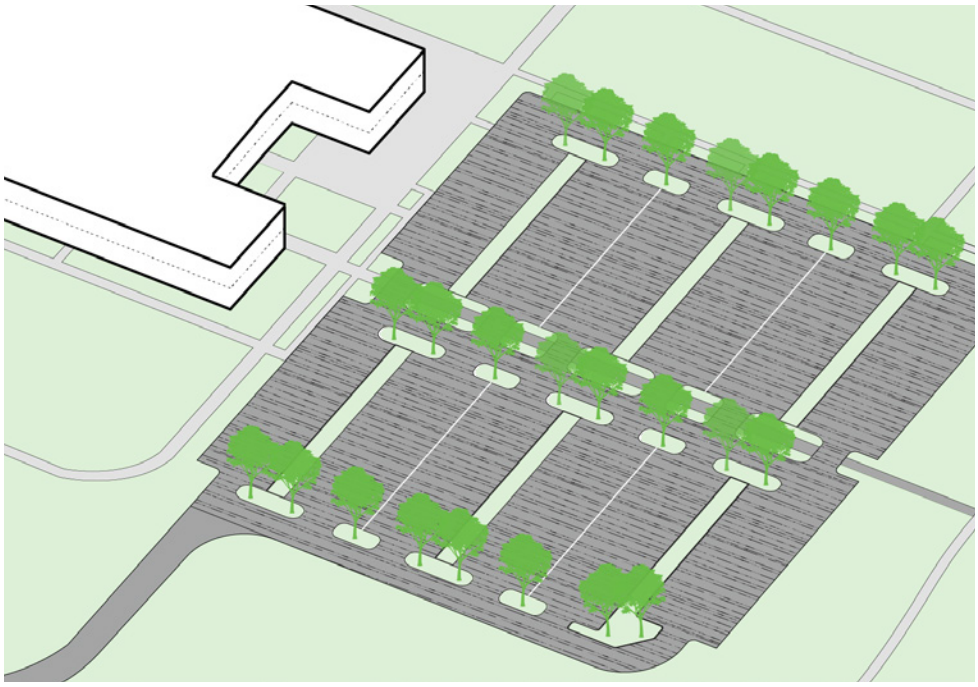


Image: Bioswales

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(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

1116.09 Downtown Hilliard (D) District

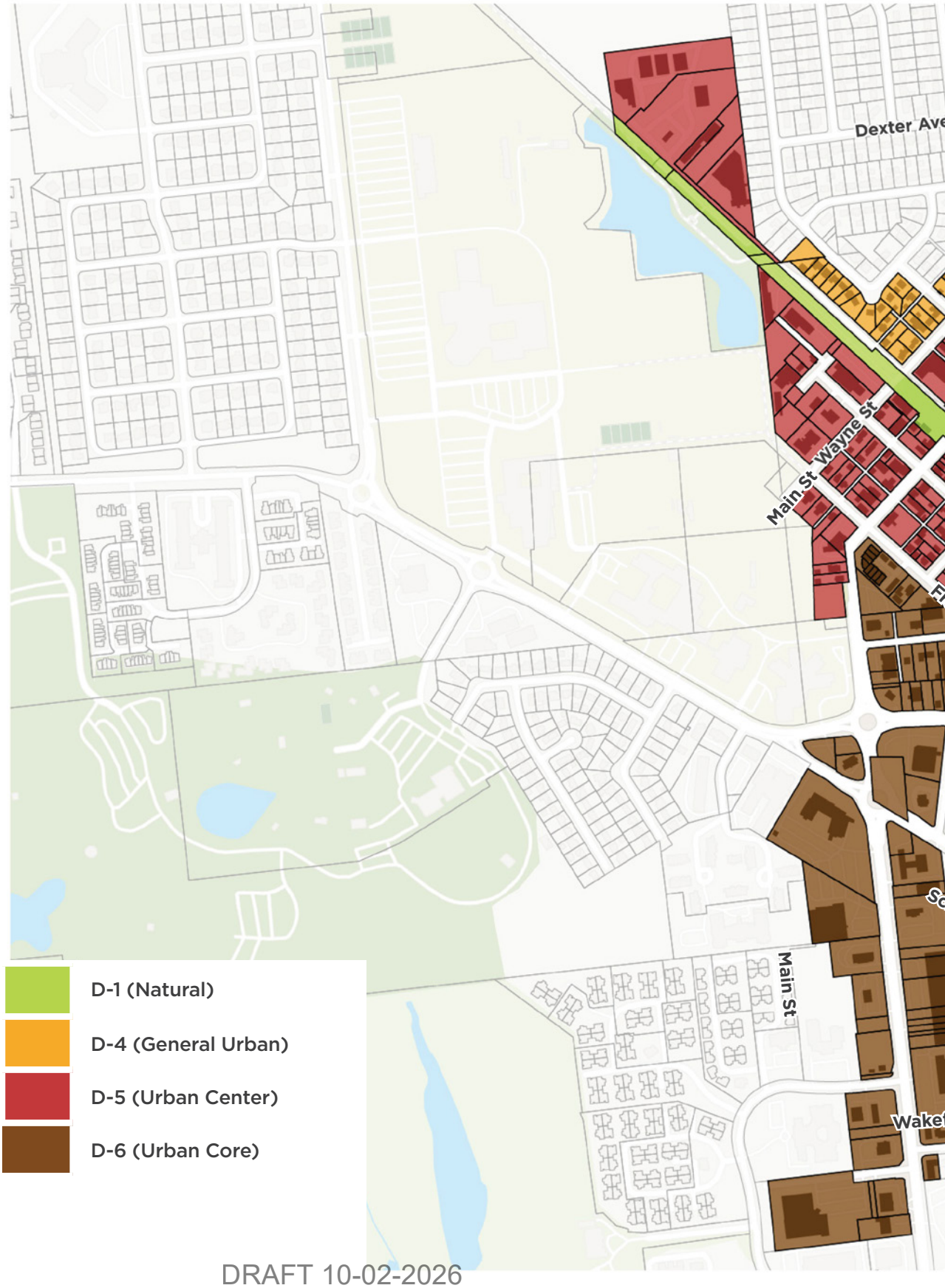
DOWNTOWN HILLIARD (D)



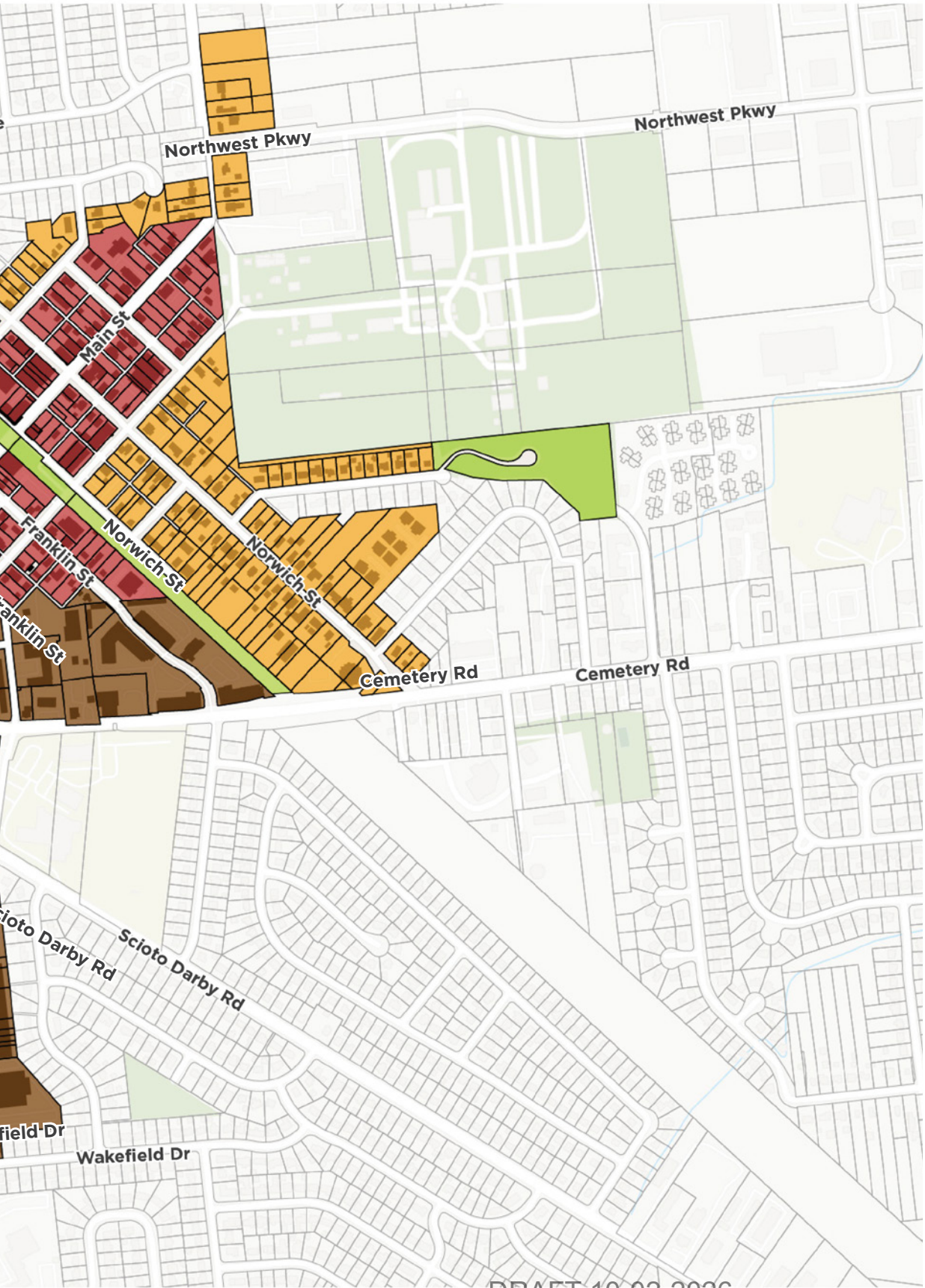
DESIRED FORMS
Attached
Small lot width
Small to medium footprint
No blank walls or planes
Buildings placed at or near the right-of-way
Primarily Stoop, Yard, Forecourt, Shopfront at corners, or Porches
Small to no setbacks

GENERAL USES
Ground floor commercial or service uses with a mix of commercial, residential, service, and/or office uses on upper stories.

INTENT
To reflect the traditional character and appropriately transition between new and historic development. To create engaging pedestrian spaces, buildings should be located close to the street and lighting, trees, bike racks and outdoor dining should be provided in new development oriented to the adjacent public right-of-way. Building design should complement surrounding uses. Architectural styles should be diverse. Building massing and color should vary between buildings to break up long facades and provide visual interest. Commercial-use windows at the street level should be large and transparent to a reasonable depth.



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Northwest Pkwy
Northwest Pkwy
Main St
Franklin St
Norwich St
Norwich St
anklin St
Cemetery Rd
Cemetery Rd
ioto Darby Rd
Scioto Darby Rd
field Dr
Wakefield Dr

N.T.S

Downtown Hilliard (D)

(a) General Uses and Intent

(1) Intent. To reflect the traditional character and appropriately transition between new and historic development. To create engaging pedestrian spaces, buildings should be located close to the street and lighting, trees, bike racks and outdoor dining should be provided in new development oriented to the adjacent public right-of-way. Building design should complement surrounding uses. Architectural styles should be diverse. Building massing and color should vary between buildings to break up long facades and provide visual interest. Windows at the street level should be large and transparent to a reasonable depth.

(b) Permitted Building Typologies. The following Building Typologies are permitted in the Downtown Hilliard Area. More detailed descriptions are found in Section 1116.03.

PERMITTED BUILDING TYPES	SUBDISTRICTS	REF
Detached Single-Unit Building	**D-4, D-5**	1116.03 (a)
Attached Single-Unit Building	**D-4, D-5, D-6**	1116.03 (b)
Duplex Building	**D-4, D-5, D-6**	1116.03 (c)
Triplex Building	**D-4, D-5**	1116.03(d)
Quadraplex Building	**D-4, D-5, D-6**	1116.03 (e)
4-8 Unit Building	**D-5, D-6**	1116.03 (f)
Accessory Use Dwellings	**D-4, D-5**	1116.03 (g)
Multi-Unit Building	**D-5, D-6**	1116.03 (h)
Small Flex Building	**D-5, D-6**	1116.03 (i)
Medium Flex Building	**D-5, D-6**	1116.03 (j)
Large Flex Building	**D-6**	1116.03 (k)
Employment Flex Building	**D-5, D-6**	1116.03 (l)
School and Institutional Building	**D-1, D-4, D-5, D-6**	1116.03 (m)
Office Building	**D-5, D-6**	1116.03 (n)
Assembly Use Building	**D-1, D-5, D-6**	1116.03 (o)

(c) Permitted Frontage Typologies. The following Frontage Typologies are permitted in the Downtown Hilliard Area. More detailed descriptions are found in Section 1116.04. Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

PERMITTED FRONTAGE TYPES	SUBDISTRICTS	REF
Shopfront	**D-5, D-6**	1116.04 (a)
Patio	**D-4, D-5, D-6**	1116.04 (b)
Gallery	**D-5, D-6**	1116.04 (c)
Arcade	**D-5, D-6**	1116.04 (d)
Yard	**D-4, D-5**	1116.04 (e)
Terrace	**D-4, D-5**	1116.04 (f)
Forecourt	**D-4, D-5**	1116.04 (g)
Streetwall	**D-5, D-6**	1116.04 (h)
Porch	**D-4, D-5**	1116.04 (i)
Stoop	**D-4, D-5**	1116.04 (j)

(d) Permitted Open Space Typologies. The following Open Space Typologies are permitted in the Downtown Hilliard Area. More detailed descriptions are found in Section 1116.05. Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

PERMITTED OPEN SPACE TYPES	SUBDISTRICTS	REF
Greenway/Trail	**D-1, D-4, D-5, D-6**	1116.05 (a)
Plaza	**D-5, D-6**	1116.05 (b)
Square	**D-5, D-6**	1116.05 (c)
Green	**D-5, D-6**	1116.05 (d)
Passage	**D-5, D-6**	1116.05 (e)
Pocket Plaza	**D-5, D-6**	1116.05 (f)
Sport Field	**D-1, D-4**	1116.05 (g)
Green Infrastructure	**D-1, D-4, D-5, D-6**	1116.05 (h)

(e) Green Parking Typologies. The following Green Parking Typologies are permitted in the Downtown Hilliard area. More detailed descriptions are found in Section 1116.06 Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

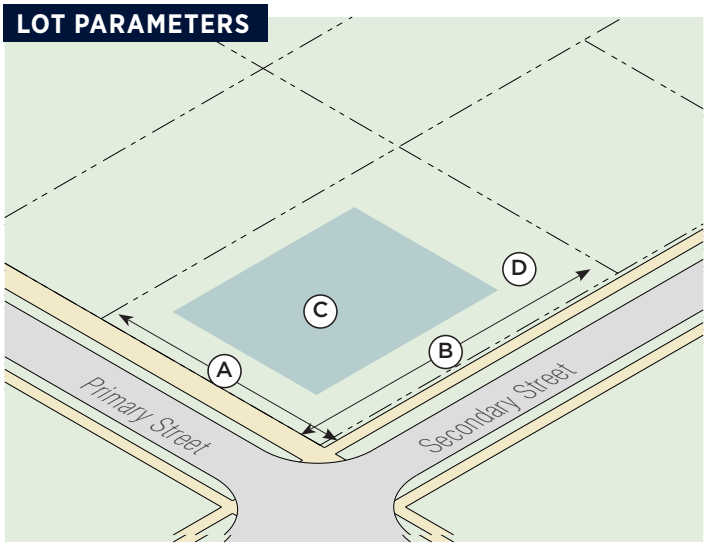
PERMITTED GREEN PKG. TYPES	SUBDISTRICTS	REF
Green Roof	**D-4, D-5, D-6**	1116.06 G. P. Typ. (a)
Green Parking	**D-1, D-4, D-5, D-6**	1116.06 G. P. Typ. (b)
Bioswales	**D-1, D-4, D-5, D-6**	1116.06 G. P. Typ. (c)
Permeable Pavers	**D-1, D-4, D-5, D-6**	1116.06 G. P. Typ. (d)

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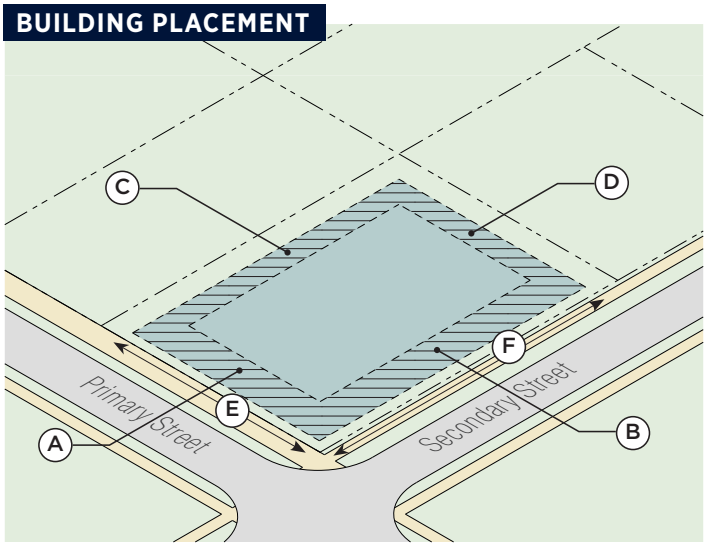
(f) Development Standards

The following development standards regulate the specific uses, lot parameters, building placement, parking placement, and height and massing for the Downtown Hilliard (D) District.

LOT PARAMETERS



BUILDING PLACEMENT

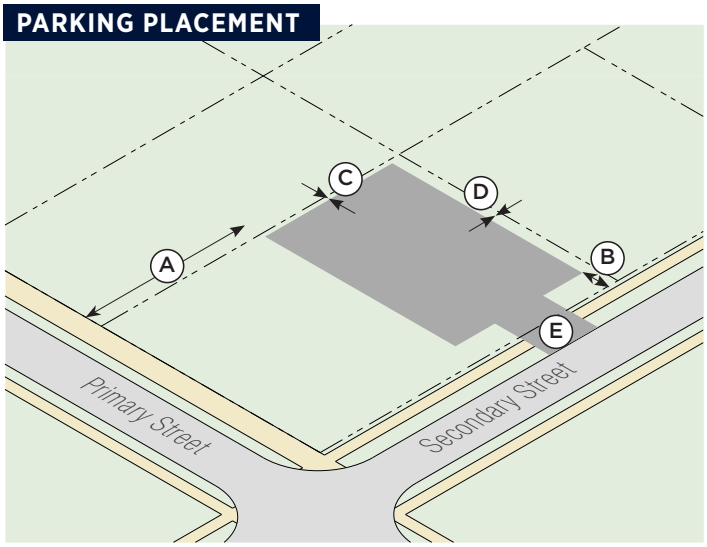


		STANDARD			
		D-1	D-4	D-5	D-6
LOT PARAMETERS					
LOT SIZE					
(A)	Lot Width (min)	15’	15’	15’	20’
(B)	Lot Depth (min)	60’	60’	60’	60’
LOT DEVELOPMENT					
(C)	Building Coverage (max)	70%	70%	95%	100%
(D)	Impervious Surface Coverage (max)	80%	80%	100%	100%

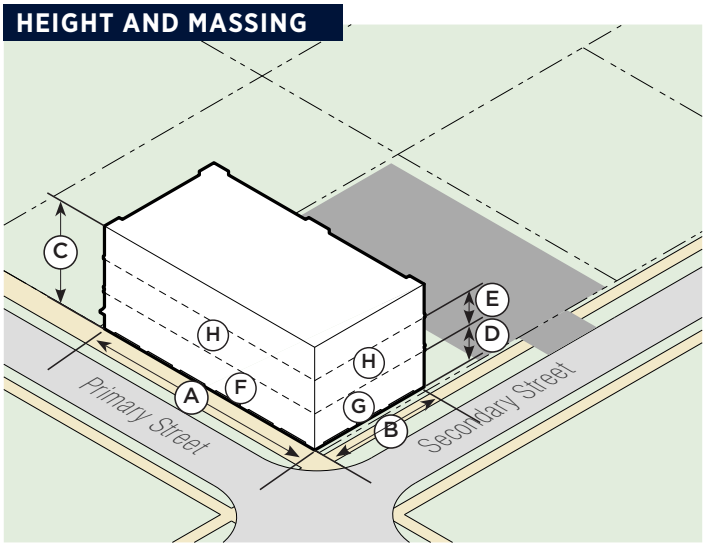
		STANDARD			
		D-1	D-4	D-5	D-6
BUILDING PLACEMENT					
BUILDING SETBACKS					
(A)	Primary Front Setback (min/max)	5’/15’	5’/15’ [1]	0’/5’	0’/10’
(B)	Secondary Front Setback (min/max)	5’/15’	10’/15’	5’ min	0’/10’
(C)	Side: Interior/Common Lot Line Setback (min)	5’	5’	0’	0’
(D)	Rear: Common Lot Line, Percentage of Lot Depth Setback	5%	5%	5%	5%

1. For lots fronting Norwich Street, the primary front setback shall be the average of the two adjacent lots.

PARKING PLACEMENT



HEIGHT AND MASSING



		STANDARD			
		D-1	D-4	D-5	D-6
PARKING PLACEMENT					
PARKING SETBACKS					
Ⓐ	Primary Street Setback (min)	5' behind facade			
Ⓑ	Secondary Street Setback (min)	5' behind facade			
Ⓒ	Side Interior/Common Lot Line (min)	10'	5'	5'	0'
Ⓓ	Rear/Common Lot Line (min)	10'	5'	5'	0'
ACCESS					
	Pedestrian Access	Primary Street			
Ⓔ	Vehicular Access	Secondary Street or Alley if provided			
	Block Perimeter (max)	3,000	3,000	2,500	2,000

		SUBDISTRICTS			
		D-1	D-4	D-5	D-6
HEIGHT & MASSING					
Ⓐ	Building Width (max)	NA	80'	200'	250'
Ⓑ	Building Depth (max)	NA	50'	150'	200'
Ⓑ	Depth, Ground Floor Space (min)	NA	30'	30'	30'
	Primary Street Build-to Percentage	NA	75%	80%	85%
	Secondary Street Build-to Percentage	NA	75%	80%	85%

		STANDARD			
		D-1	D-4	D-5	D-6
HEIGHT & MASSING CONT.					
Ⓒ	Principal Building Height-Stories (max)	NA	3	4 [1]	4 [3]
Ⓒ	Principal Building Height-Stories (min)	NA	2 [2]	2	2
Ⓒ	Principal Building Height-Feet (max)	NA	40'	50' [1]	50' [3]
	Accessory Structure Height (max)	NA	26'	26'	26'
Ⓓ	Ground Floor Story Height (min/max)	NA	12'/14'	12'/24'	12'/24'
Ⓔ	Upper Floor Story Height	NA	12'	12'	12'
BUILDING TRANSPARENCY					
Ⓕ	Ground Floor Transparency, Front Facade (% min)	NA	NA	70%[4]	70%[4]
Ⓖ	Ground Floor Transparency, Corner Facade (% min)	NA	NA	50%[4]	50%[4]
Ⓗ	Upper Floor Transparency, Front and Corner Facade (% min)	NA	NA	25%	25%
	Ground Floor Blank Wall Width, Front Facade (max)	NA	NA	20'	20'
	Ground Floor Blank Wall Width, Corner Facade (max)	NA	NA	30'	30'

1. Main Street building frontage shall be a maximum height of 3 stories and 42 ft.
2. Detached single-units, except if located on Main Street or Norwich Street, shall be permitted to be 1 story minimum.
3. Height Bonus: buildings that include residential units and at least 20% of the units are affordable to households earning 100% AMI or below shall be permitted 1 additional story and up to 15 ft. additional building height.
4. 25% transparency for ground floor residential portions of the facade.

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		STANDARD
ACCESSORY USE DWELLINGS (AUD)		
DEVELOPMENT PARAMETERS		
	Primary Front Setback (min/max)	No nearer the street than the front facade of the principal building.
	Secondary Front Setback (min/max)	Minimum required setback for the zoning district; no max.
	Side Yard (min.)	5’
	Rear Yard	5’
	Maximum Height	Detached: 26’ Attached: as per zoning district for principal building
	Maximum floor area	Attached AUD: the lesser of 50% of principal dwelling floor area or 1,000 sq.ft. Detached ADU: 1,200 sq.ft.
	Number of AUD’s	1 AUD per lot with detached single-unit residential building typology
	Building coverage (max)	per lot development standards
	Impervious coverage (max)	per lot development standards

(g) Permitted and Conditional Uses.

TABLE DOWNTOWN HILLIARD SUMMARY OF USES TABLE	USE				REF
	D-1	D-4	D-5	D-6	
RESIDENTIAL					
Continuous care retirement community				P	
Dwellings, multi-unit		P	P	P	
Dwellings, single-unit		P			
Dwellings, duplex		P			
Dwelling, on upper floors of buildings with non-residential uses at street level			P	P	
PUBLIC & INSTITUTIONAL					
College, community college, university			C	C	
Parks, open space, and greenways	P	P	P	P	
Minor utilities		P	P	P	
Place of worship		C	C	C	
School, public or private (K-12)		C	C	C	
Wireless communication facility	C				1123.15(b)
Wireless communication tower (<250 ft)	C				1123.15(b)
Wireless communication tower (≥250 ft)	C				1123.15(b)
COMMERCIAL					
Bar (Drinking establishment)			P	P	1123.10(c)
Bed and breakfast inn		C	P	P	1123.13(a)
(Child) Day Care Center		C	P	P	
Commercial schools and studios, incl. dance, martial arts, music studios, or classroom			P	P	
Assembly, performance halls or event space, less than 10,000 square feet of gross floor area for a single tenant			P	P	
Health and fitness facilities			P	C	1123.18(c)

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 DOWNTOWN HILLIARD SUMMARY OF USES TABLE	USE				REF
	D-1	D-4	D-5	D-6	
COMMERCIAL (CONTINUED)					
Indoor (commercial) recreation			P	P	
Office (s)		P	P	P	
Office, medical (Medical)		P	P	P	
Outdoor sports or entertainment facility (≤250 seats)	C				
Outdoor sports or entertainment facility (>250 seats)	C				
Outdoor dining		P	P	P	
Outdoor entertainment			P	P	
Personal services		P	P	P	
Restaurant not including drive-in or drive-thru restaurants, that are less than 2,000 square feet of gross floor area		C	P	P	1123.10(c)
Retaurant not including drive-in or drive-thru restaurants, that are equal to or greater than 2,000 square feet of gross floor area			P	P	1123.10(c)
Retail, including grocery stores		C	P	P	1123.19(h)
Short-term rental		P	P	P	1121.06
Veterinary hospital or clinic			P	P	1123.12(c)
EMPLOYMENT					
Light industrial/ light manufacturing			P		
Brewery, winery, distillery			P	P	1123.10(a)
Research & development			P	P	
OPEN					
Community garden	P	P	P	P	
Community garden (on-site sales)	P	P	P	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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1116.10 Gateway (G) District

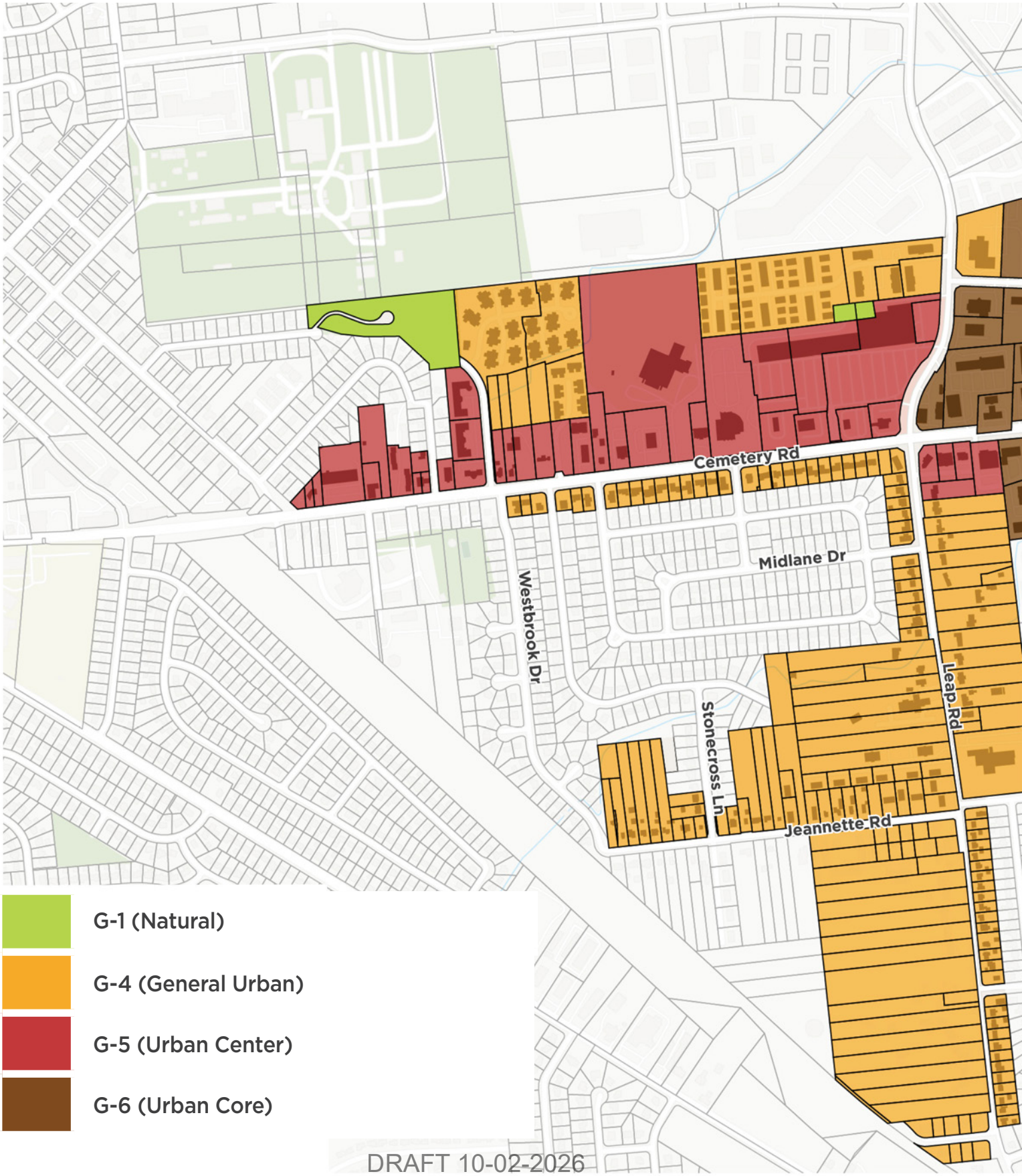
GATEWAY (G)

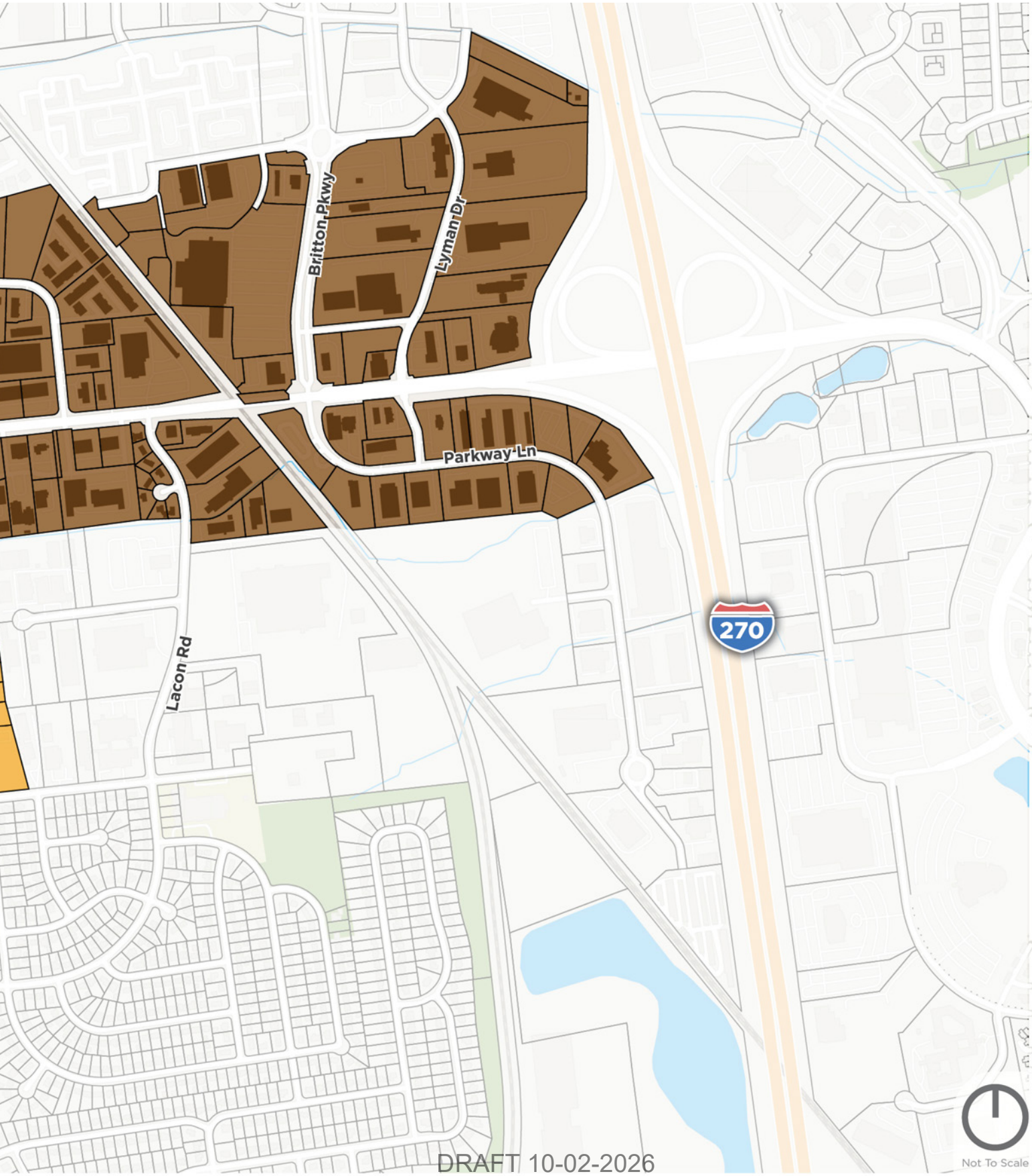


DESIRED FORMS
Attached
Medium to large lot width
Large building footprint
No blank walls or planes
Buildings placed at or near the right-of-way
Diverse mix of building frontages, mostly Shopfront, Patio, Yard, Terrace, and Streetwall
Small setbacks

GENERAL USES
Ground floor commercial or service uses with a mix of commercial, residential, service, and/or office uses.

INTENT
To enhance the City's existing corridors so that over time they will become more walkable and serve multiple districts with a diverse range of commercial, retail, service, and office uses, and small-to-large footprint, moderate-intensity building types. This zone also supports public transportation hubs.


Cemetery Rd
Midlane Dr
Westbrook Dr
Stonecross Ln
Leap Rd
Jeannette Rd
G-1 (Natural)
G-4 (General Urban)
G-5 (Urban Center)
G-6 (Urban Core)


Britton Pkwy
Lyman Dr
Parkway Ln
Lacon Rd
270
Not To Scale

Gateway (G)

(a) General Uses and Intent

(1) Intent. To enhance the City's existing corridors so that over time they will become more walkable and serve multiple districts with a diverse range of commercial, retail, service, and office uses, and small-to-large footprint, moderate-intensity building types. The Gateway corridor has the potential of becoming a regionally significant economic and transportation hub.

(b) Permitted Building Typologies. The following Building Typologies are permitted in the Gateway District.

PERMITTED BUILDING TYPES	SUBDISTRICTS	REF
Detached Single-Unit Building	G-4	1116.03 (a)
Attached Single-Unit Building	G-4, G-5, G-6	1116.03 (b)
Duplex Building	G-4, G-5, G-6	1116.03 (c)
Triplex Building	G-4, G-5, G-6	1116.03 (d)
Quadraplex Building	G-4, G-5, G-6	1116.03 (e)
4-8 Unit Building	G-4, G-5, G-6	1116.03 (f)
Accessory Use Dwelling	G-4	1116.03 (g)
Multi-Unit Building	G-5, G-6	1116.03 (h)
Small Flex Building	G-4, G-5, G-6	1116.03 (i)
Medium Flex Building	G-5, G-6	111603 (j)
Large Flex Building	G-5, G-6	1116.03 (k)
Employment Flex Building	G-5, G-6	1116.03 (l)
School and Institutional Building	G-1, G-4, G-5, G-6	1116.03 (m)
Office Building	G-5, G-6	1116.03 (n)
Assembly Use Building	G-1, G-5. G-6	1116.03 (o)
Vehicle Fuel Sales	G-5, G-6	1116.03 (p)
Vehicle Car Wash	G-5, G-6	1116.03 (q)

(c) Permitted Frontage Typologies. The following Frontage Typologies are permitted in the Gateway Area. Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

PERMITTED FRONTAGE TYPES	SUBDISTRICTS	REF
Shopfront	G-5, G-6	1116.03 (a)
Patio	G-5, G-6	1116.03 (b)
Gallery	G-5, G-6	1116.03 (c)
Arcade	G-5, G-6	1116.03 (e)
Yard	G-4	1116.03 (f)
Terrace	G-4	1116.03 (g)
Forecourt	G-4	1116.03 (h)
Streetwall	G-5	1116.03 (i)
Porch	G-4	1116.03 (l)
Stoop	G-4	1116.03 (J)

(d) Permitted Open Space Typologies. The following Open Space Typologies are permitted in the Gateway Area. More detailed descriptions are found in Section 1114.06. Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

PERMITTED OPEN SPACE TYPES	SUBDISTRICTS	REF
Greenway/Trail	G-1, G-4, G-5, G-6	1116.03 (a)
Plaza	G-4, G-5, G-6	1116.03 (b)
Square	G-4, G-5, G-6	1116.03 (c)
Green	G-5	1116.03 (d)
Passage	G-4, G-5, G-6	1116.03 (e)
Pocket Plaza	G-4, G-5, G-6	1116.03 (f)
Sport Field	G-1, G-4	1116.03 (g)
Green Infrastructure	G-1, G-4, G-5, G-6	1116.03 (h)

(e) Green Parking Typologies. The following Green Parking Typologies are permitted in Gateway district. Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

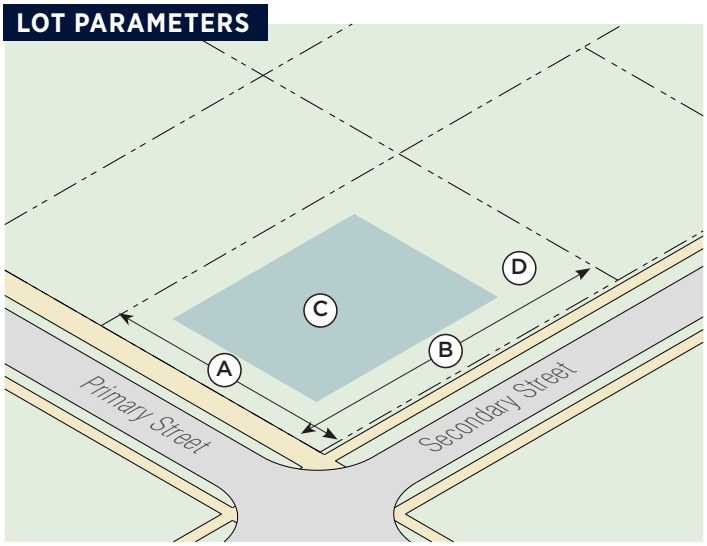
PERMITTED GREEN PKG. TYPES	SUBDISTRICTS	REF
Green Roof	G-1, G-4, G-5, G-6	1116.06 G. P. Typ. (a)
Green Parking	G-1, G-4, G-5, G-6	1116.06 G. P. Typ. (b)
Bioswales	G-1, G-4, G-5, G-6	1116.06 G. P. Typ. (c)
Permeable Pavers	G-1, G-4, G-5, G-6	1116.06 G. P. Typ. (d)

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(f) Development Standards.

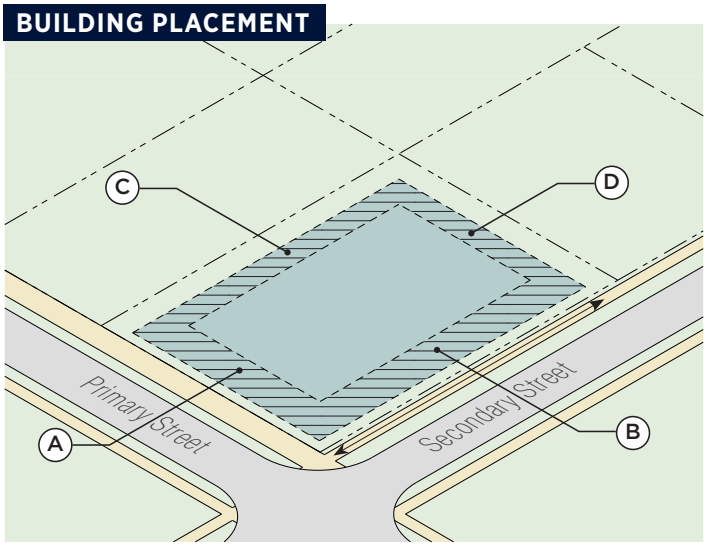
The following development standards regulate the specific uses, lot parameters, building placement, parking placement, and height and massing for the Gateway (G) District.

LOT PARAMETERS



		STANDARD			
		G-1	G-4	G-5	G-6
LOT PARAMETERS					
LOT SIZE					
Ⓐ	Lot Width (min)	20’	15’	15’	20’
Ⓑ	Lot Depth (min)	60’	60’	60’	60’
LOT DEVELOPMENT					
Ⓒ	Building Coverage (max)	70%	70%	95%	100%
Ⓓ	Impervious Surface Coverage (max)	80%	80%	100%	100%

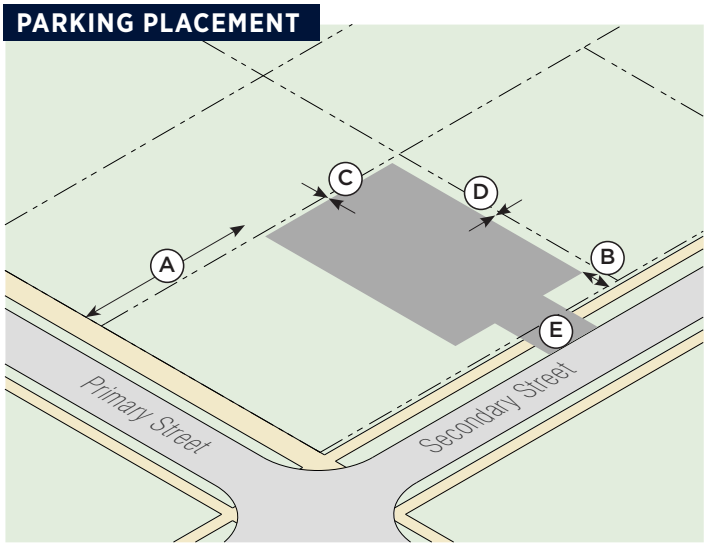
BUILDING PLACEMENT



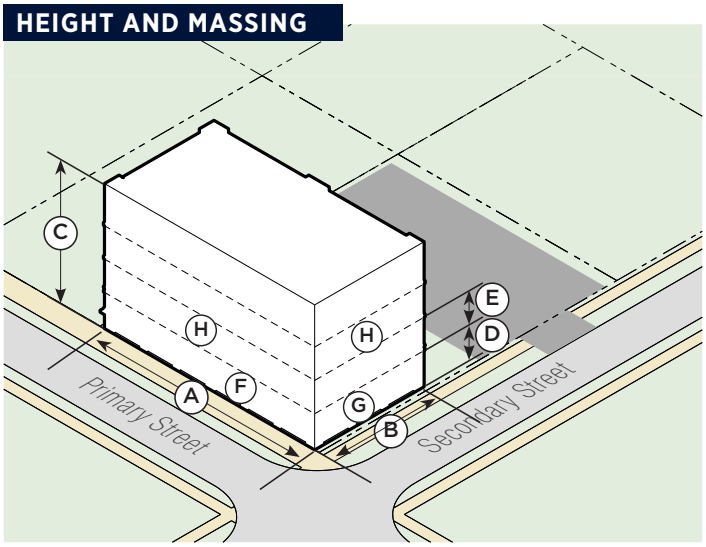
		STANDARD			
		G-1	G-4	G-5	G-6
BUILDING PLACEMENT					
BUILDING SETBACKS					
Ⓐ	Primary Front Setback (min/max)	5’/15’	5’/15’	0’/5’	0’/10’
Ⓑ	Secondary Front Setback (min/max)	5’/15’	5’/15’	5’ min	0’/10’
Ⓒ	Side: Interior/ Common Lot Line Setback (min)	5’	5’	0’	0’
Ⓓ	Rear: Common Lot Line, Percentage of Lot Depth Setback	5’	5’	5’	0’

Adjacency Requirement: Buildings above 2 stories or 35 feet in height abutting a residential district must be set back 50 feet from a side/interior lot line or rear common line.

PARKING PLACEMENT



HEIGHT AND MASSING



		STANDARD			
		G-1	G-4	G-5	G-6
PARKING PLACEMENT					
PARKING SETBACKS					
Ⓐ	Primary Street Setback	5' behind facade			
Ⓑ	Secondary Street Setback	5' behind facade			
Ⓒ	Side Interior/Common Lot Line	5'	5'	5'	0'
Ⓓ	Rear/Common Lot Line	5'	5'	5'	0'
ACCESS					
	Pedestrian Access	Front Facade, Primary Street			
Ⓔ	Vehicular Access	Secondary Street or Alley if provided			
	Block Perimeter (max)	NA	1,600	1,600	2,000

		STANDARD			
		G-1	G-4	G-5	G-6
HEIGHT & MASSING					
BUILDING HEIGHT					
Ⓐ	Building Width (max)	80'	80'	200'	250'
Ⓑ	Building Depth (max)	50'	50'	150'	200'
Ⓑ	Depth, Ground Floor Space (min)	30'	30'	30'	30'
	Primary Street Build-to Percentage	75%	75%	80%	85%
	Secondary Street Build-to Percentage	75%	75%	80%	85%

		STANDARD			
		G-1	G-4	G-5	G-6
HEIGHT & MASSING CONT.					
BUILDING HEIGHT					
Ⓒ	Principal Building Height-Stories (max)	2	4	5	5 [2]
Ⓒ	Principal Building Height-Stories (min)	2	2 [1]	2	2
Ⓒ	Principal Building Height-Feet (max)	26'	48'	55'	65' [2]
	Accessory Structure Height (max)	26'	26'	26'	26'
Ⓓ	Ground Floor Story Height (min/max)	12'/14'	12'/24'	12'/24'	12'/24'
Ⓔ	Upper Floor Story Height	12'	12'	22'	12'
BUILDING TRANSPARENCY					
Ⓕ	Ground Floor Transparency, Front Facade (% min)	NA	35%	70%	70%
Ⓖ	Ground Floor Transparency, Corner Facade (% min)	NA	35%	50%	50%
Ⓗ	Upper Floor Transparency, Front and Corner Facade (% min)	NA	20%	25%	25%
	Ground Floor Blank Wall Width, Front Facade (max)	NA	NA	20'	20'
	Ground Floor Blank Wall Width, Corner Facade (max)	NA	NA	30'	30'

1. Detached Single-Unit Buildings and Employment Flex Buildings shall be permitted to be 1 story minimum.
2. Height Bonus: buildings that include residential units and at least 20% of the units are affordable to households earning 100% AMI or below shall be permitted 1 additional story and up to 15 ft. additional building height.

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		STANDARD
ACCESSORY USE DWELLINGS (AUD)		
DEVELOPMENT PARAMETERS		
	Primary Front Setback (min/max)	No nearer the street than the front facade of the principal building.
	Secondary Front Setback (min/max)	Minimum required setback for the zoning district; no max.
	Side Yard (min.)	5' [1]
	Rear Yard	5' [1]
	Maximum Height	Detached: 26' Attached: as per zoning district for principal building
	Maximum floor area	Attached AUD: the lesser of 50% of principal dwelling floor area or 1,000 sq.ft. Detached ADU: 1,200 sq.ft.
	Number of AUD's	1 AUD per lot with detached single-unit residential building typology
	Building coverage (max)	per lot development standards
	Impervious coverage (max)	per lot development standards

1. Second-story detached AUD's shall be setback 10' from the property line when facing adjacent residential property.

(g) Permitted and Conditional Uses.

TABEL GATEWAY (G) SUMMARY OF USES TABLE	USE				REF
	G-1	G-4	G-5	G-6	
RESIDENTIAL					
Continuous care retirement community		C	C	C	
Dwellings, multi-unit		P	P	P	
Dwellings, single-unit		P			
Dwellings, duplex		P	P		
Dwelling, on upper floors of buildings with non-residential uses at street level		C	P	P	
Group home (living)		C			1123.13(c)
PUBLIC & INSTITUTIONAL					
College, community college, university			C	C	
Parks, open space, and greenways	P	P	P	P	
Minor utilities		P	P	P	
Place of worship		C	C	C	
School, public or private (K-12)		C	C	C	
Transit Hub				P	
Wireless communication facility		C	C	C	1123.15(b)
Wireless communication tower (<250 ft)		C	C	C	1123.15(b)
Wireless communication tower (≥250 ft)		C	C	C	1123.15(b)
COMMERCIAL					
Animal care (indoor only) or Pet daycare (indoor only)			P	P	
Bar (Drinking establishment)			P	P	1123.10(c)
Bed and breakfast inn		C	P		1123.13(a)
(Child) Day Care Center		C	C	C	
Commercial schools and studios, incl. dance, martial arts, music studios, or classroom		P	P	P	
Assembly, performance halls or event space, less than 10,000 square feet of gross floor area for a single tenant			P	P	
Health and fitness facilities		C	P	P	1123.18(c)
Indoor (commercial) recreation			P	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

TABLE GATEWAY (G) SUMMARY OF USES TABLE	USE				REF
	G-1	G-4	G-5	G-6	
COMMERCIAL (CONTINUED)					
Assembly, performance halls or event space, less than 10,000 square feet of gross floor area for a single tenant			P	P	
Health and fitness facilities		C	P	P	1123.18(c)
Indoor (commercial) recreation			P	P	
Office (s)		P	P	P	
Office, campus		P	P	P	
Office, medical (Medical)		P	P	P	
Outdoor sports or entertainment facility (≤250 seats)	C				
Outdoor sports or entertainment facility (>250 seats)	C				
Outdoor dining		P	P	P	
Outdoor entertainment			P	P	
Personal services		P	P	P	
Restaurant not including drive-in or drive-thru restaurants, that are less than 2,000 square feet of gross floor area		C	P	P	1123.10(c)
Retaurant not including drive-in or drive-thru restaurants, that are equal to or greater than 2,000 square feet of gross floor area			P	P	1123.10(c)
Retail, including grocery stores			P	P	1123.19(h)
Vehicle car wash			C	C	1123.16(f)
Vehicle fuel sales (including gasoline and diesel fuel)			C	C	1123.16(e); 1123.18(j)
Vehicle sales/rental			C	C	1123.16(b)
Veterinary hospital or clinic			P	P	1123.12(c)
EMPLOYMENT					
Light industrial/ light manufacturing				P	
Brewery, winery, distillery		C	P	P	1123.10(a)
Research & development			P	P	
OPEN					
Community garden	P	P			
Community garden (on-site sales)			P	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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1116.11
Heritage Trail (H) District

HERITAGE TRAIL (H)

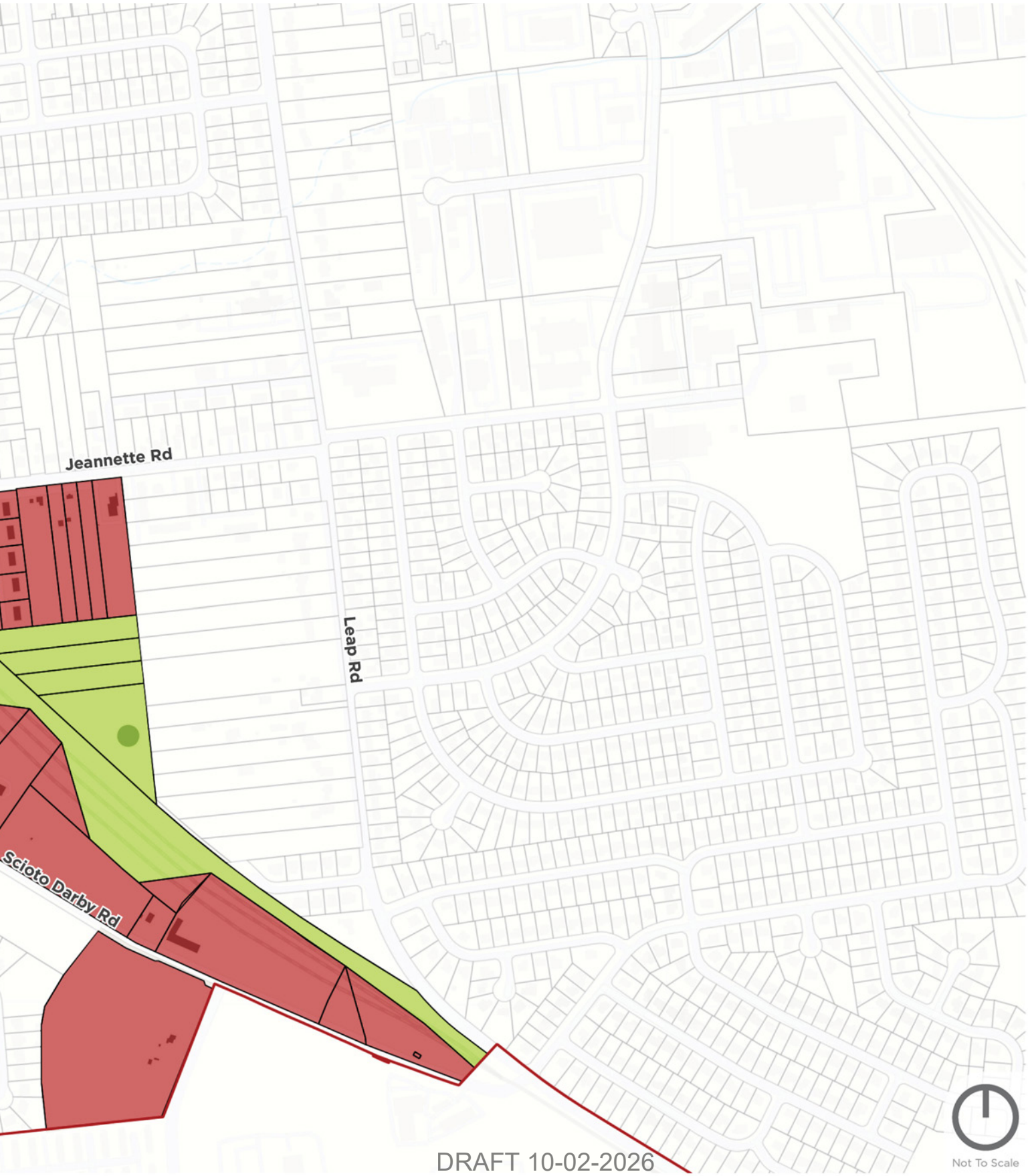


DESIRED FORMS
Attached or detached
Medium lot width
Small to medium footprint and lot coverage
Buildings placed near the edge of right-of-way
Primarily Stoop, Yard, Forecourt, Shopfront at corners, or Porches
Small to medium setbacks

GENERAL USES
Primarily multi-unit residential and mixed-use with smaller neighborhood-supporting uses at appropriate locations.

INTENT
To create a new district that will include a variety of housing options; new neighborhood retail, office, and civic space; as well as provide for the extension of the existing Heritage Rail Trail. Collectively, the integration of these elements will help to enhance the image of the surrounding areas and city as a whole. Its central connection to Downtown Hilliard makes it an important priority growth area that has the potential to be a local and regional destination.


Cemetery Rd
Westbrook Dr
Drivemere Rd
Hilliard City Boundary
MAP KEY
H-1 (Natural)
H-5 (Urban Center)
H-6 (Urban Core)


Jeannette Rd
Leap Rd
Scioto Darby Rd
Not To Scale

HERITAGE TRAIL (H) DISTRICT

(a) General Uses and Intent

(1) Intent. To create a new district that will include a variety of housing options; new neighborhood retail, office, and civic space; as well as provide for the extension of the existing Heritage Rail Trail. Collectively, the integration of these elements will help to enhance the image of the surrounding areas and city as a whole. Its central connection to Downtown Hilliard makes it an important priority growth area that has the potential to be a local and regional destination.

(b) Permitted Building Typologies.

The following Building Typologies are permitted in the Heritage Trail District.

PERMITTED BUILDING TYPES	SUBDISTRICTS	REF
Attached Single-Unit Building	**H-5, H-6**	1116.03 (b)
Duplex Building	**H-5, H-6**	1116.03 (c)
Tiplex Building	**H-5, H-6**	1116.03 (d)
Quadraplex Building	**H-5, H-6**	1116.03 (e)
4-8 Unit Building	**H-5, H-6**	1116.03 (f)
Multi-Unit Building	**H-5, H-6**	1116.03 (h)
Small Flex Building	**H-5, H-6**	1116.03 (i)
Medium Flex Building	**H-5,H-6**	1116.03 (j)
School and Institutional Building	**H-1, H-5, H-6**	1116.03 (m)
Office Building	**H-5, H-6**	1116.03 (n)
Assembly Use Building	**H-5, H-6**	1116.03 (o)

(c) Permitted Frontage Typologies.

The following Frontage Typologies are permitted in the Heritage Trail District. Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

PERMITTED FRONTAGE TYPES	SUBDISTRICTS	REF
Shopfront	**H-5, H-6**	1116.04 (a)
Patio	**H-5, H-6**	1116.04 (b)
Gallery	**H-5, H-6**	1116.04 (c)
Arcade	**H-5, H-6**	1116.04 (d)
Yard	**H-5**	1116.04 (e)
Terrace	**H-5**	1116.04 (f)
Forecourt	**H-5**	1116.04 (g)
Streetwall	**H-5, H-6**	1116.04 (h)
Porch	**H-5**	1116.04 (i)
Stoop	**H-5**	1116.04 (j)

(d) Permitted Open Space Typologies.

The following Open Space Typologies are permitted in the Heritage Trail District. Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

PERMITTED OPEN SPACE TYPES	SUBDISTRICTS	REF
Greenway/Trail	**H-1, H-5, H-6**	1116.05 (a)
Plaza	**H-5, H-6**	1116.05 (b)
Square	**H-5, H-6**	1116.05 (c)
Green	**H-5, H-6**	1116.05 (d)
Passage	**H-5, H-6**	1116.05 (e)
Pocket Plaza	**H-5, H-6**	1116.05 (f)
Green Infrastructure	**H-5, H-6**	1116.05 (h)

(e) Green Parking Typologies.

The following Green Parking Typologies are permitted in Heritage Trail District. Typologies not indicated as permitted may be permitted with the approval of the Director of Planning.

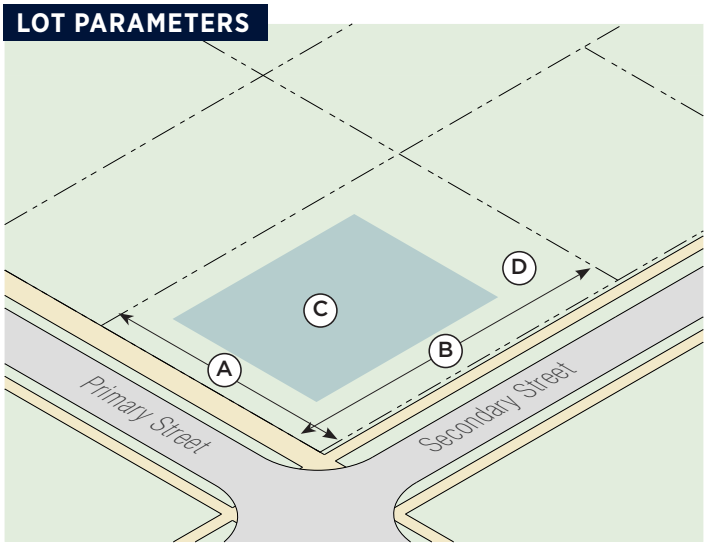
PERMITTED GREEN PKG. TYPES	SUBDISTRICTS	REF
Green Roof	**H-5, H-6**	1116.06 G. P. Typ. (a)
Green Parking	**H-1, H-5, H-6**	1116.06 G. P. Typ. (b)
Bioswales	**H-1, H-5, H-6**	1116.06 G. P. Typ. (c)
Permeable Pavers	**H-1, H-5, H-6**	1116.06 G. P. Typ. (d)

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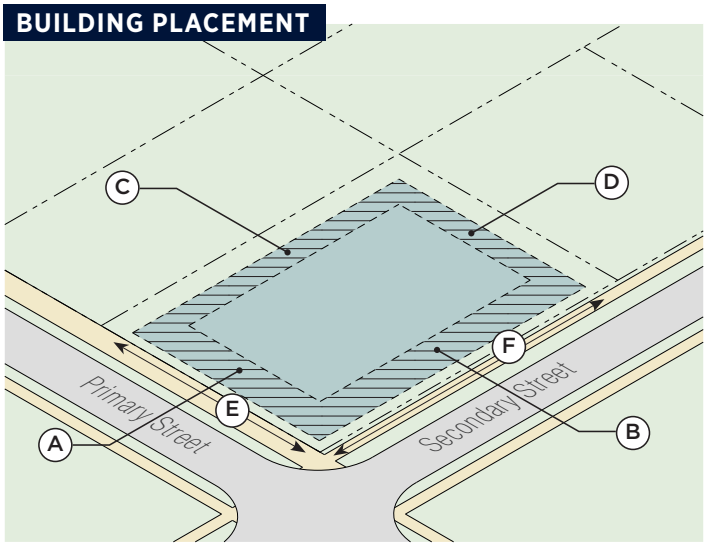
(f) Development Standards.

The following development standards regulate the specific uses, lot parameters, building placement, parking placement, and height and massing for the Heritage Trail (H) District.

LOT PARAMETERS



BUILDING PLACEMENT

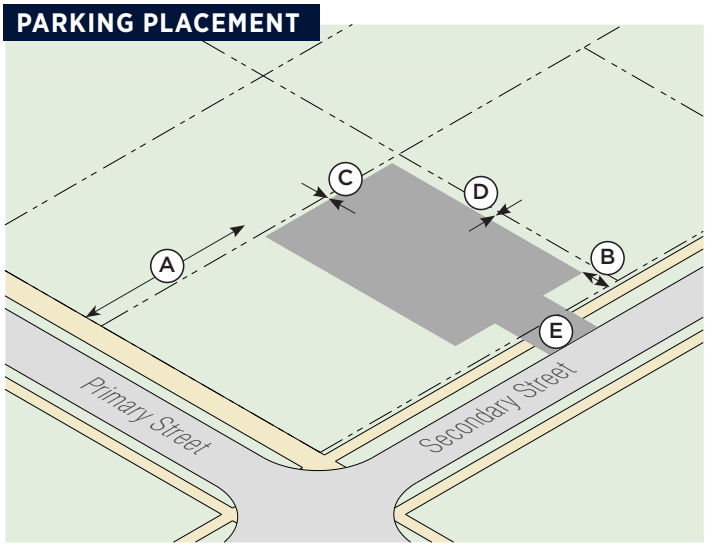


		STANDARD		
		H-1	H-5	H-6
LOT PARAMETERS				
LOT SIZE				
Ⓐ	Lot Width (min)	20’	15’	20’
Ⓑ	Lot Depth (min)	60’	60’	60’
LOT DEVELOPMENT				
Ⓒ	Building Coverage (max)	70%	95%	100%
Ⓓ	Impervious Surface Coverage (max)	80%	100%	100%

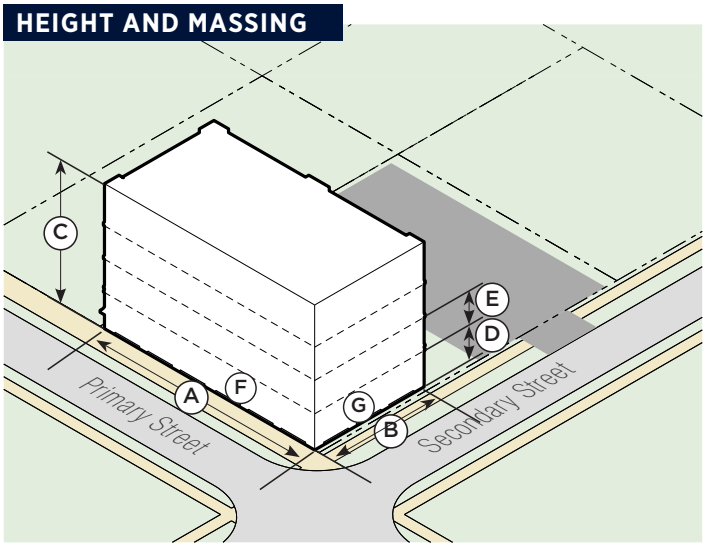
		STANDARD		
		H-1	H-5	H-6
BUILDING PLACEMENT				
BUILDING SETBACKS				
Ⓐ	Primary Front Setback (min/max)	5’/15’	0’/5’	0’/10’
Ⓑ	Secondary Front Setback (min/max)	5’/15’	5’ min	0’/10’
Ⓒ	Side: Interior/Common Lot Line Setback (min)	5’	0’	0’
Ⓓ	Rear: Common Lot Line, Percentage of Lot Depth Setback	5%	5%	5%

Adjacency Requirement: Buildings above 2 stories or 35 feet in height abutting a residential district must be set back 50 feet from a side/interior lot line or rear common line.

PARKING PLACEMENT



HEIGHT AND MASSING



		SUBDISTRICTS		
		H-1	H-5	H-6
PARKING PLACEMENT				
PARKING SETBACKS				
Ⓐ	Primary Street Setback (min)	5' behind facade		
Ⓑ	Secondary Street Setback (min)	5' behind facade		
Ⓒ	Side Interior/Common Lot Line (min)	5'	5'	0'
Ⓓ	Rear/Common Lot Line (min)	5'	5'	0'
ACCESS				
	Pedestrian Access	Front Facade, Primary Street		
Ⓔ	Vehicular Access	Secondary Street or Alley if provided		
	Block Perimeter (max)	NA	1,600	2,000

		SUBDISTRICTS		
		H-1	H-5	H-6
HEIGHT & MASSING				
BUILDING HEIGHT				
Ⓐ	Building Width (max)	NA	200'	250'
Ⓑ	Building Depth (max)	NA	150'	200'
Ⓑ	Depth, Ground Floor Space (min)	NA	30'	30'
	Primary Street Build-to Percentage	NA	80%	85%

		SUBDISTRICTS		
		H-1	H-5	H-6
HEIGHT & MASSING CONT.				
	Secondary Street Build-to Percentage	NA	80%	85%
Ⓒ	Principal Building Height-Stories (max)	NA	3 [2]	5 [2]
Ⓒ	Principal Building Height-Stories (min)	NA	2 [1]	2 [1]
Ⓒ	Principal Building Height-Feet (max)	NA	45' [2]	65' [2]
	Accessory Structure Height (max)	NA	26'	26'
Ⓓ	Ground Floor Story Height (min/max)	NA'	12'/24'	12'/24'
Ⓔ	Upper Floor Story Height	NA	22'	12'
BUILDING TRANSPARENCY				
Ⓕ	Ground Floor Transparency, Front Facade (% min)	NA	70%	70%
Ⓖ	Ground Floor Transparency, Corner Facade (% min)	NA	50%	50%
Ⓗ	Upper Floor Transparency, Front and Corner Facade (% min)	NA	25%	25%
	Ground Floor Blank Wall Width, Front Facade (max)	NA	20'	20'
	Ground Floor Blank Wall Width, Corner Facade (max)	NA	30'	30'

1. Flex Employment Buildings shall be permitted to be 1 story minimum.
2. Height Bonus: buildings that include residential units and at least 20% of the units are affordable to households earning 100% AMI or below shall be permitted 1 additional story and up to 15 ft. additional building height.

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(g) Permitted and Conditional Uses.

TABLE HERITAGE TRAIL (H) DISTRICT SUMMARY OF USES TABLE	USE			REF
	H-1	H-5	H-6	
RESIDENTIAL				
Dwellings, multi-unit		P	P	
Dwellings, duplex		P		
Dwelling, on upper floors of buildings with non-residential uses at street level		P	P	
PUBLIC & INSTITUTIONAL				
College, community college, university		C	C	
Parks, open space, and greenways	P	P	P	
Minor utilities		P	P	
Place of worship		C	C	
School, public or private (K-12)		C	C	
Wireless communication facility	C			1123.15(b)
Wireless communication tower (<250 ft)	C			1123.15(b)
Wireless communication tower (≥250 ft)	C			1123.15(b)
COMMERCIAL				
Bar (Drinking establishment)		P	P	1123.10(c)
Bed and breakfast inn		P	P	1123.13(a)
(Child) Day Care Center		P	P	
Assembly, performance halls or event space, less than 10,000 square feet of gross floor area for a single tenant		P	P	
Health and fitness facilities		P	P	1123.18(c)
Indoor (commercial) recreation		P	P	
Office (s)		P	P	
Office, medical (Medical)		P	P	
Outdoor sports or entertainment facility (≤250 seats)	C			
Outdoor dining		P	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

P - Permitted Use **C** - Conditional Use

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TABLE HERITAGE TRAIL (H) DISTRICT SUMMARY OF USES TABLE	USE			REF
	H-1	H-5	H-6	
COMMERCIAL (CONTINUED)				
Personal services		**P**	**P**	
Restaurant not including drive-in or drive-thru restaurants, that are less than 2,000 square feet of gross floor area		**P**	**P**	1123.10(c)
Retaurant not including drive-in or drive-thru restaurants, that are equal to or greater than 2,000 square feet of gross floor area		**P**	**P**	1123.10(c)
Retail, including grocery stores		**P**	**P**	1123.19(h)
Veterinary hospital or clinic		**P**	**P**	1123.12(c)
EMPLOYMENT				
Light industrial/ light manufacturing		**P**		
Brewery, winery, distillery		**P**	**P**	1123.10(a)
Research & development		**P**	**P**	
OPEN				
Community garden	**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.

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