

Wilson Bridge Corridor Zoning

Department of Planning & Building

April 18, 2016



Wilson Bridge Road Corridor Study

Background:

- The City conducted a strategic study of one of the community's primary economic centers, the Wilson Bridge Road Corridor.
 - One of the most important corridors, this corridor contains seeds that provide a vital support for the future of the City's economy and quality of life.
 - The appearance and vacancy rates in the corridor led the City to invest in further planning for the corridor.
 - Streetscape, signage and development standards
 - Pedestrian and bicycle friendliness of the corridor
 - Improve mobility & walkability



Wilson Bridge Road Corridor Study

Background:

- This corridor is very ripe for redevelopment with freeway visibility
 - Extremely desirable to businesses.
- The anticipated benefits of the US-23/I-270 & SR-315/I-270 project are spawning redevelopment in the area.
- Office redevelopment, this corridor could be the economic engine of the City
- The mixed-used element has many benefits:
 - Residents have an excellent opportunity for short commutes to work and convenience shopping
 - Increase in walking means a decrease in short trips by car which both benefit health and reduce traffic congestion
 - Spurs revitalization
 - The Shops at Worthington Place
 - Provides more housing opportunities and choices
 - Creates a sense of place and community
 - Encourages economic development



Wilson Bridge Road Corridor Study

Existing Zoning

The existing zoning in the corridor consists of seven different zoning districts. The primary zoning districts in the corridor are commercial and office districts comprising approximately 128 acres, or 52 percent of the total land area in the corridor. The planning area also includes approximately eleven acres of floodplain. This area consists primarily of the Olentangy Parklands and is bisected by the Olentangy Trail. Residential also makes up a significant portion of the corridor; approximately 35 acres, or 14 percent of the total land area in the corridor. It is important to note that residential uses are also permitted as a conditional use in the C-2 zoning district, which would bring the total area available for residential uses to approximately 65 acres.

District	Acreeage
C-2 Community Shopping Center	128.0
C-3 Institutions and Offices	
C-4 Highway and Automotive Services	
AR-3 Medium Density Apartment Residence	20.8
AR-4.5 Low Density Apartment Residence	3.2
R-10 Low Density Residence	14.3
F-1 Flood Plain	11.20
S-1 Special	29.74
ROW	43.45
Total	250.7





Recommendations:

Promotion

Objective 1

Enhance the image and brand of Worthington.

Actions

1.6 Develop a new signage and wayfinding package/standards for public signage.

Design

Objective 2

Promote new residential development in the corridor that complements existing and planned developments.

Actions

2.1 Create an overlay district for the Corridor that will allow for a variety of housing types including medium to high-density development that matches the intent of the Plan.

2.3 Create residential design guidelines for the Corridor that complements the existing residential character, but is also unique and helps define the image of the Corridor.

Objective 3

Guide the redevelopment of underutilized commercial properties.

Actions

3.2 Create new design guidelines and zoning tools to ensure the development concept and intent of the Plan is implemented.

Objective 4

Create a pedestrian-friendly environment.

Actions

4.2 Allow for the redevelopment of buildings along the Corridor to have varied building heights with reduced setbacks to develop a defined 'street wall'.

4.4 Develop new standards that encourage and/or require new development to have pedestrian access from the street and include bike parking on site.

Objective 5

Promote the development of civic spaces, buildings, and events in the Corridor.

Actions

5.1 Encourage new development to provide public spaces on site or pay in-lieu fee to be used for other public space improvements in the corridor as identified in the Plan (e.g. outdoor activities and dining.)

5.3 Enhance the entrance to McCord Park and Olentangy Parklands with new signage and landscaping to improve visibility and access.

Objective 6

Create a concentrated yet diverse commercial core along Wilson Bridge Road.

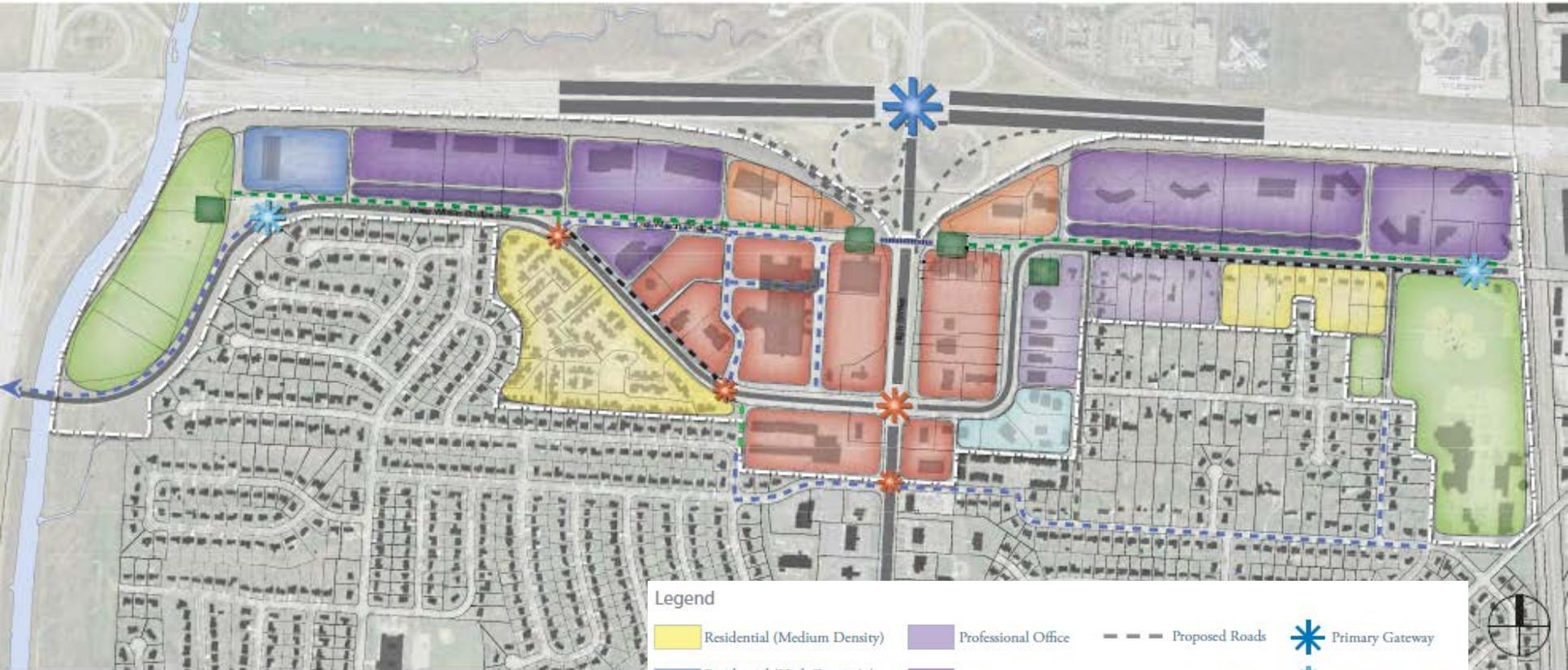
Actions

6.1 Create an overlay for the Corridor that will expand permitted and conditional uses to include residential, and allow for the vertical integration of uses where appropriate.

6.4 Revise parking requirements in the Corridor to promote new development (e.g. reduced parking requirements, shared parking, include on-street parking).



Wilson Bridge Road Corridor Study Recommendations



Legend

Residential (Medium Density)	Professional Office	Proposed Roads	Primary Gateway
Residential (High Density) / Office	Office	Proposed Sidewalks	Secondary Gateway
Residential (Medium Density) / Office	Neighborhood Office	Proposed Sharrow	Enhanced Intersection
Mixed Use	Office / Hotel	Proposed Multi-use Path	Public Space
Park		Pedestrian Bridge	



Wilson Bridge Road Corridor Study Recommendations

Land Use Type	Area (Acres)	Building Blocks		Uses (P = Preferred / O = Optional)				
		Desired Density	Max. Height (Stories)	Multifamily	Office	Civic	Commercial	Hotel
Residential (Medium Density)	57.2	10-14 units/acre	3	p		p		
Office/Residential (High Density)	7.1	Housing 10-20 units/acre	5+	p	p	p		
		Office 15,000-30,000 s.f./acre						
Office/Residential (Medium Density)	5.2	Housing 5-10 units/acre	3	P	P			
		Office 12,000-15,000 s.f./acre						
Mixed Use	59.0	Housing 10-20 units/acre	5	o	p	p	p	o
		Office/Commercial 10,000 - 15,000 s.f./acre						
Professional Office	15.6	10,000 - 20,000 s.f./acre	3	o	p	p		
Office	57.2	30,000 - 60,000 s.f./acre	6		p	p		
Neighborhood Office	6.9	8,000 - 10,000 s.f./acre	2		P			
Office/Hotel	8.0	Hotel 100-200 Rooms	6		p	p		p
		Office 15,000 - 30,000 s.f./acre						

Note: Medium density residential and professional office on the south side of Wilson Bridge Road between Westview Drive and McCord Park should be limited to two stories in height.



Wilson Bridge Corridor Zoning

Process:

- Wilson Bridge Corridor Zoning Draft
 - Drafted by Planning Staff and the City's Law Director
 - Recommended in the 2011 Wilson Bridge Road Corridor Study
 - Reviewed and approved by the Wilson Bridge Road Steering Committee on August 13, 2015
 - Reviewed and approved by the Municipal Planning Commission on September 24, 2015



Wilson Bridge Corridor Zoning

Wilson Bridge Steering Committee:

The committee consists of commercial property owners, property managers and business owners in the corridor; residents in and adjacent to the corridor, and from elsewhere in the City; representatives from the Council, MPC, CRC, Bike and Pedestrian Committee; hired consultants. Additional residents were included due to planning, design and real estate backgrounds.

- Original committee was created in 2008 for the Wilson Bridge Road Corridor Study which was adopted in 2011, then morphed into a committee for the Wilson Bridge Corridor Enhancement & Wayfinding Projects adopted in 2015. This same group reviewed and provided feedback on the proposed Wilson Bridge Corridor Zoning.



Wilson Bridge Corridor Zoning

City Council Process:

- City Council Briefing – November 9, 2015
- Outreach
 - Website updated to include all meeting materials, presentation and meeting dates.
 - Notify Me – Mass email went out on November 18, 2015 to all those signed up on the City's email, updated email went out on January 8, 2016, February 5, 2016 and again on March 11, 2016.
 - Steering Committee updated on the status of the proposed regulations
 - Met with residents on Hayhurst and Caren
 - Met with residents on Olenwood and Hinsdale
- City Council Briefing – January 11, 2016
 - Email correspondence and meetings with residents who have questions and concerns.
- City Council Briefing – February 8, 2016
 - Email correspondence and meetings with residents who have questions and concerns.
- City Council Briefing – March 14, 2016
 - Email correspondence and meetings with residents who have questions and concerns.
- Introduce Legislation – April 4, 2016
- Public Hearing – April 18, 2016
 - 60-Day Referendum Period for proposed Code Amendment, then rezoning can occur with another 60-day referendum period after each rezoning.



Wilson Bridge Corridor Zoning

Information:

- The City is **NOT** rezoning the corridor. If property is redeveloped in the future, each individual property owner would still be required to rezone their property to one of the proposed districts as part of any redevelopment project.
 - ***There is only one area that we have discussed proactively rezoning, that is the south side of E. Wilson Bridge Road. This area is receiving a lot of development pressure and interest.***
- If approved by City Council, the newly created zoning districts would become part of the Planning & Zoning section of the Codified Ordinances for the City of Worthington.
- Each property owner would be required to follow the rezoning procedures that are currently outlined in the Codified Ordinances.
 - This includes public meetings at many stages in the process, including the Municipal Planning Commission and City Council, to consider any rezoning of land within the City of Worthington.
- Creating the zoning districts and standards does **not** rezone the corridor. Any future rezoning done by individual property owners would be subject to the public process and the 60-day referendum period.



Wilson Bridge Corridor Zoning

Projects since adoption in 2011:

- I-270 – US-23 Project
- I-270 – SR 315 Project
- Mall Redevelopment – The Shops at Worthington Place
- Apartments – The Heights at Worthington Place
- Worthington Industries – Purchased building
- 350 W. Wilson Bridge Rd. – Building Redevelopment
- 150 W. Wilson Bridge Rd. First Financial (formerly Insight Bank)
- Multi-use path and bike lane improvements
- Lower vacancy rate in the corridor
- Northeast Gateway Redesign
 - Wilson Bridge/Huntley/Worthington-Galena



Wilson Bridge Corridor Zoning

Discussion Items:

- Building Height
- Setbacks
- Tract Coverage
- Design & Materials
- Natural Features
- Traffic



Wilson Bridge Corridor Zoning

Biggest Change:

- Approach #2 *(Presented before City Council on March 14, 2016)*
- Height and density reduced by half of what was proposed in the Wilson Bridge Corridor Study.
 - Reduced heights from 6 stories to 4 stories, and heights reduced in other areas from 5 stories to 3-4 stories in height.



Wilson Bridge Corridor Zoning

Strategies to move forward:

- Approach #2 – Revised Approach
 - Prioritizes recommendations from the Wilson Bridge Corridor Zoning:
 - Standards & Guidelines
 - South side of E. Wilson Bridge Rd. – WBC-1 District & WBC-2 District
 - Development pressure and interest
 - Mixed Use Area
 - Recommends lower heights and densities in the WBC-4 District until additional traffic analysis can inform a greater discussion.



Wilson Bridge Corridor Zoning

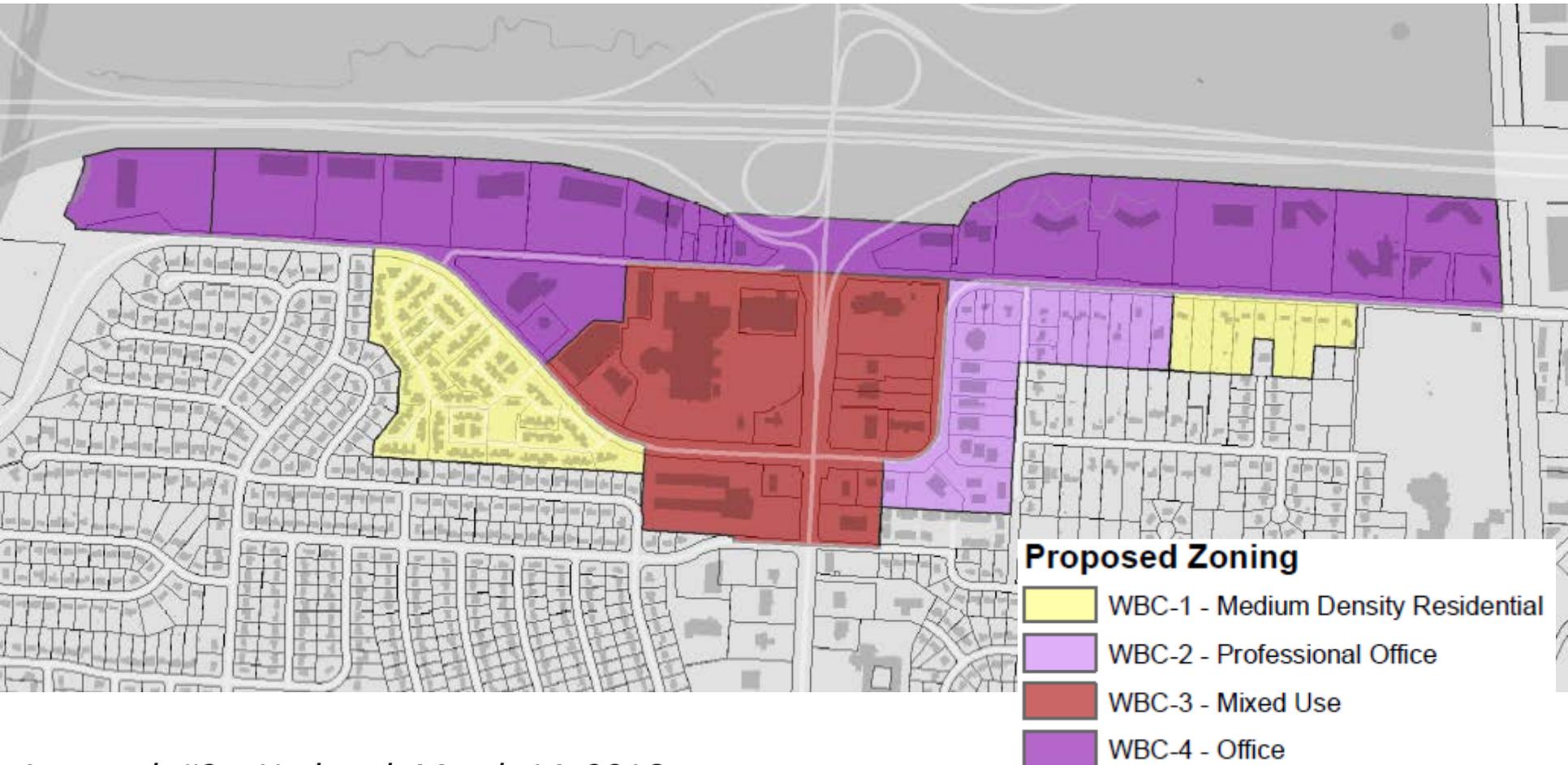
Approach #2:

- Building Heights – WBC-4 – Office
 - 3-4 stories
- Remove WBC-5 – Office/High Density Residential
 - Add this area to the WBC-4 – Office District
 - No residential



Wilson Bridge Corridor Zoning

Proposed Zoning Categories:

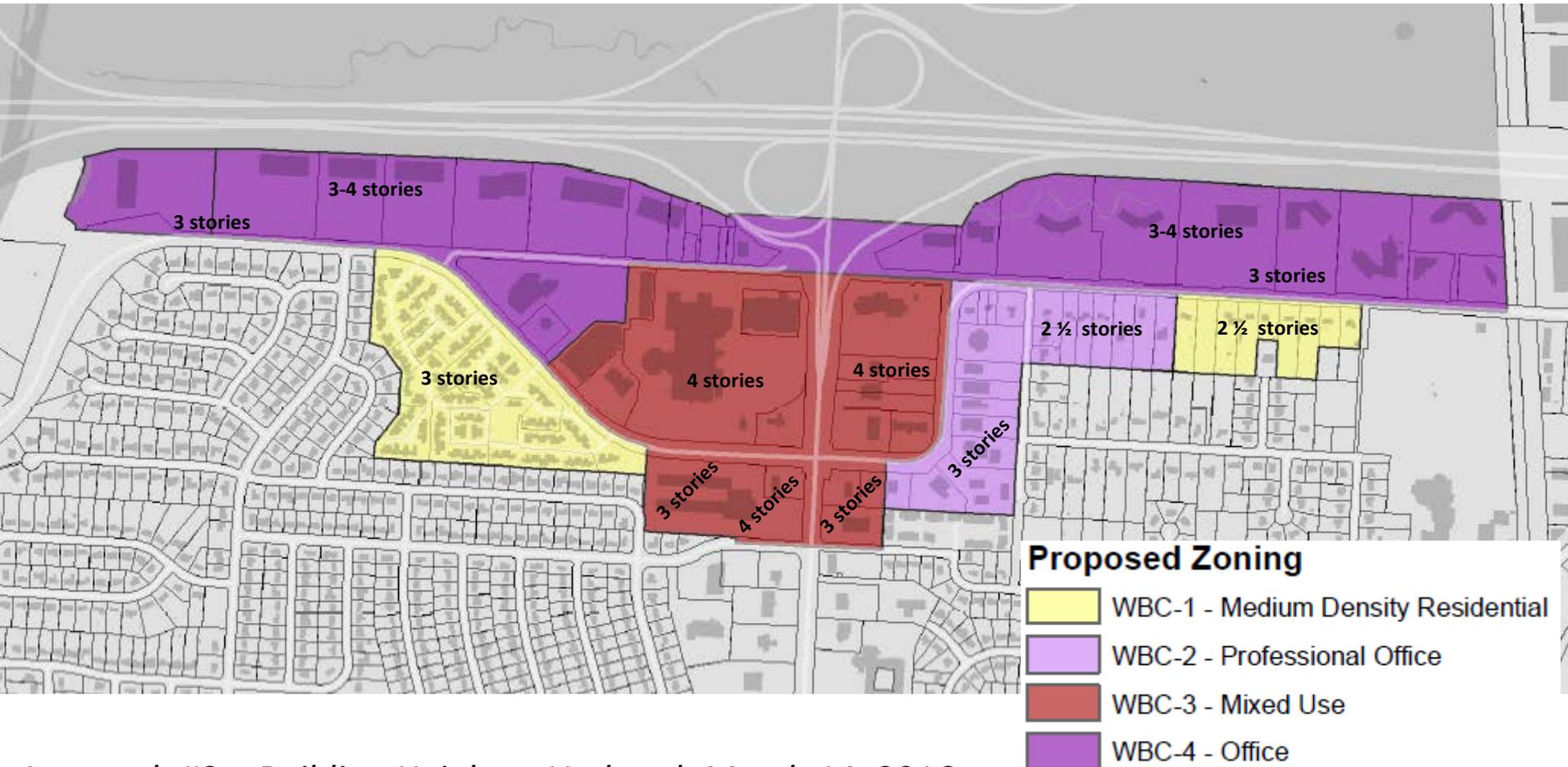


Approach #2 – Updated: March 14, 2016



Wilson Bridge Corridor Zoning

Proposed Building Heights:

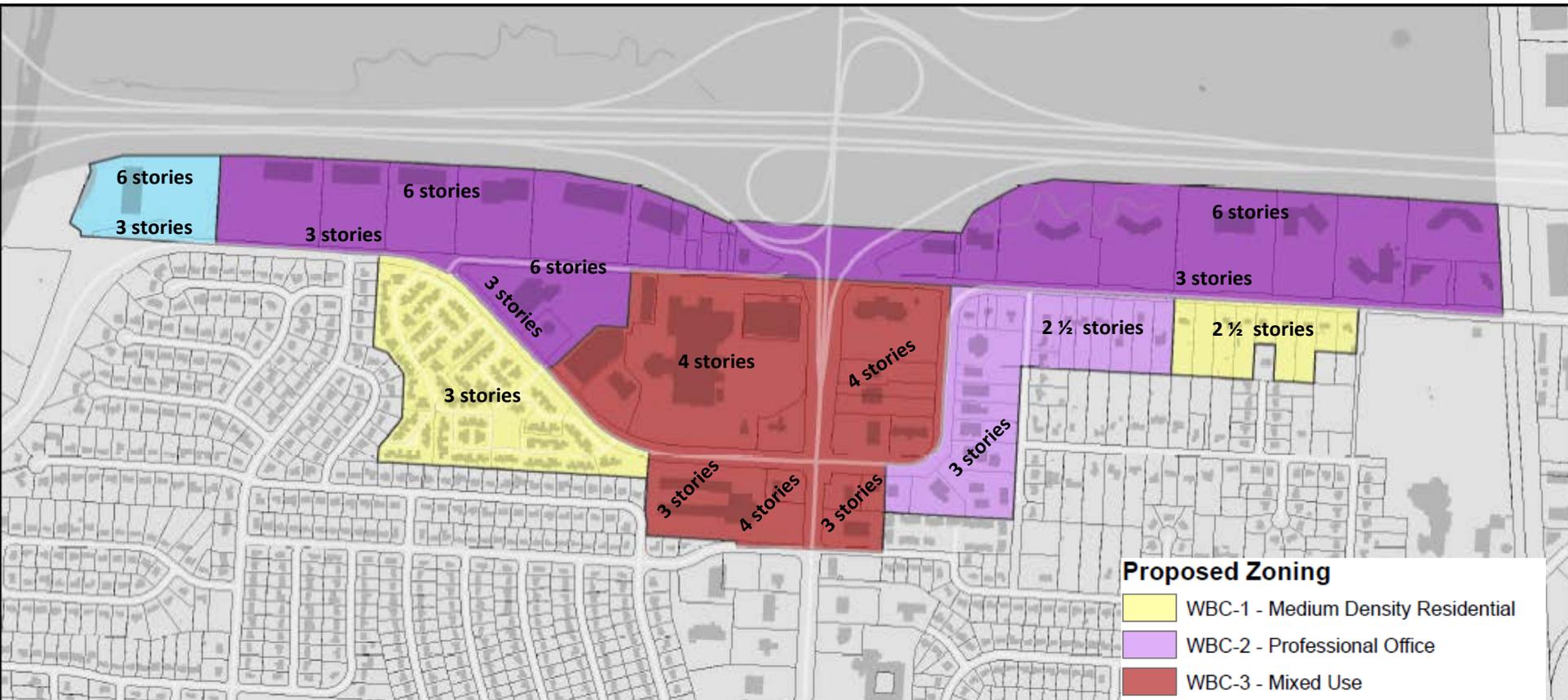


Approach #2 – Building Heights - Updated: March 14, 2016



Wilson Bridge Corridor Zoning

Proposed Building Heights:

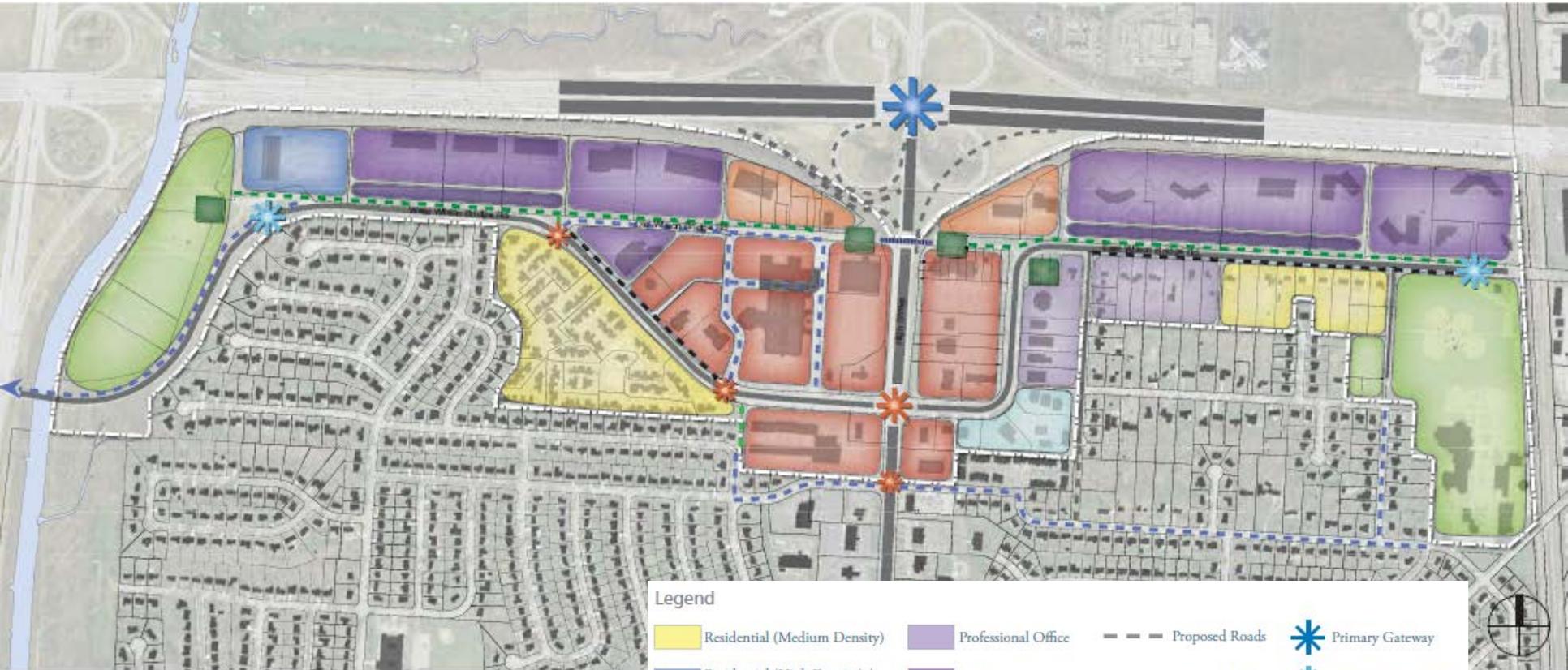


Proposed Zoning

- WBC-1 - Medium Density Residential
- WBC-2 - Professional Office
- WBC-3 - Mixed Use
- WBC-4 - Office
- WBC-5 - Office/High Density Residential



Wilson Bridge Road Corridor Study Recommendations



Legend							
	Residential (Medium Density)		Professional Office		Proposed Roads		Primary Gateway
	Residential (High Density) / Office		Office		Proposed Sidewalks		Secondary Gateway
	Residential (Medium Density) / Office		Neighborhood Office		Proposed Sharrow		Enhanced Intersection
	Mixed Use		Office / Hotel		Proposed Multi-use Path		Public Space
	Park				Pedestrian Bridge		



Wilson Bridge Road Corridor Study Recommendations

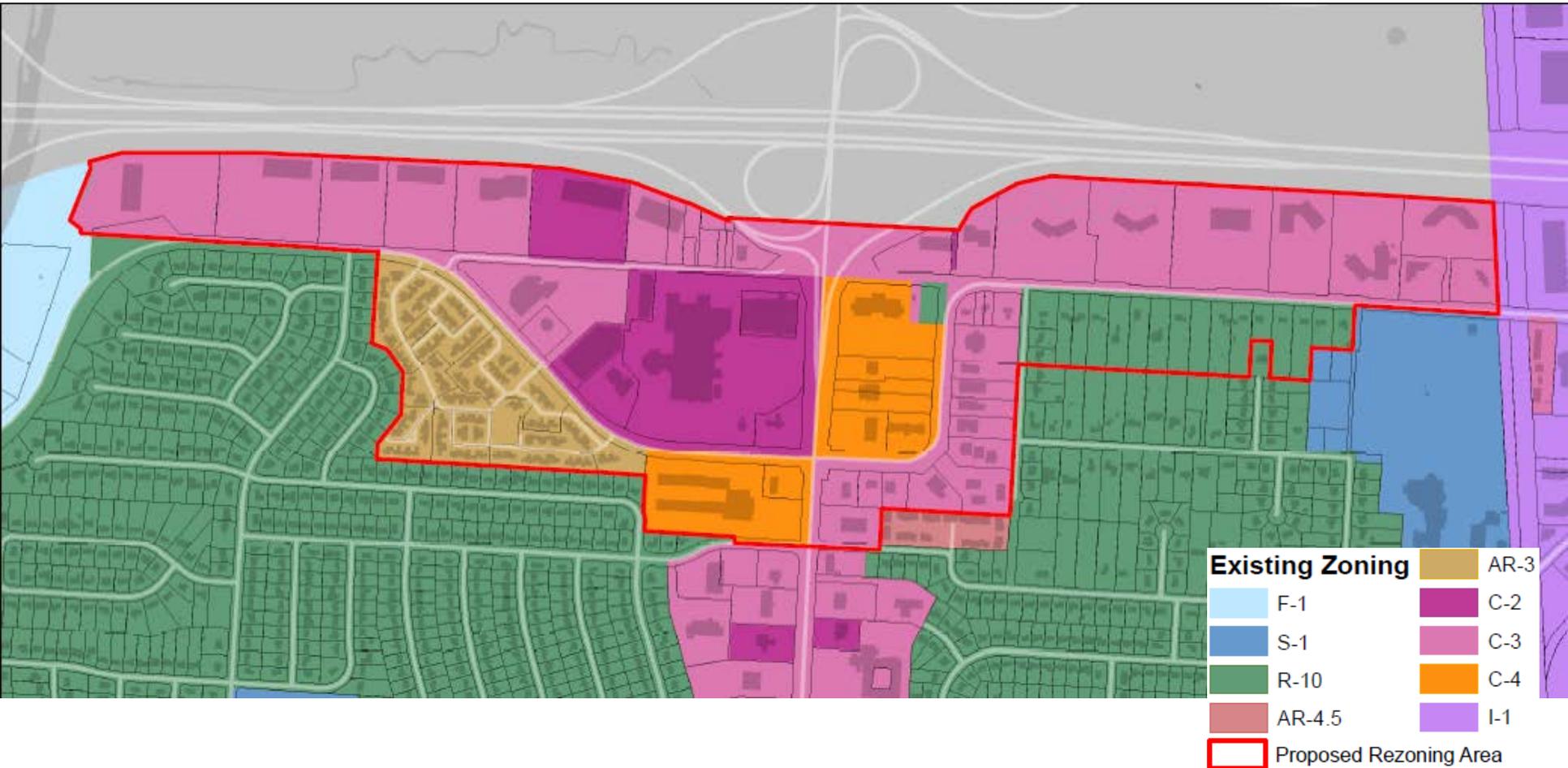
Land Use Type	Area (Acres)	Building Blocks		Uses (P = Preferred / O = Optional)				
		Desired Density	Max. Height (Stories)	Multifamily	Office	Civic	Commercial	Hotel
Residential (Medium Density)	57.2	10-14 units/acre	3	p		p		
Office/Residential (High Density)	7.1	Housing 10-20 units/acre	5+	p	p	p		
		Office 15,000-30,000 s.f./acre						
Office/Residential (Medium Density)	5.2	Housing 5-10 units/acre	3	P	P			
		Office 12,000-15,000 s.f./acre						
Mixed Use	59.0	Housing 10-20 units/acre	5	o	p	p	p	o
		Office/Commercial 10,000 - 15,000 s.f./acre						
Professional Office	15.6	10,000 - 20,000 s.f./acre	3	o	p	p		
Office	57.2	30,000 - 60,000 s.f./acre	6		p	p		
Neighborhood Office	6.9	8,000 - 10,000 s.f./acre	2		P			
Office/Hotel	8.0	Hotel 100-200 Rooms	6		p	p		p
		Office 15,000 - 30,000 s.f./acre						

Note: Medium density residential and professional office on the south side of Wilson Bridge Road between Westview Drive and McCord Park should be limited to two stories in height.



Wilson Bridge Corridor Zoning

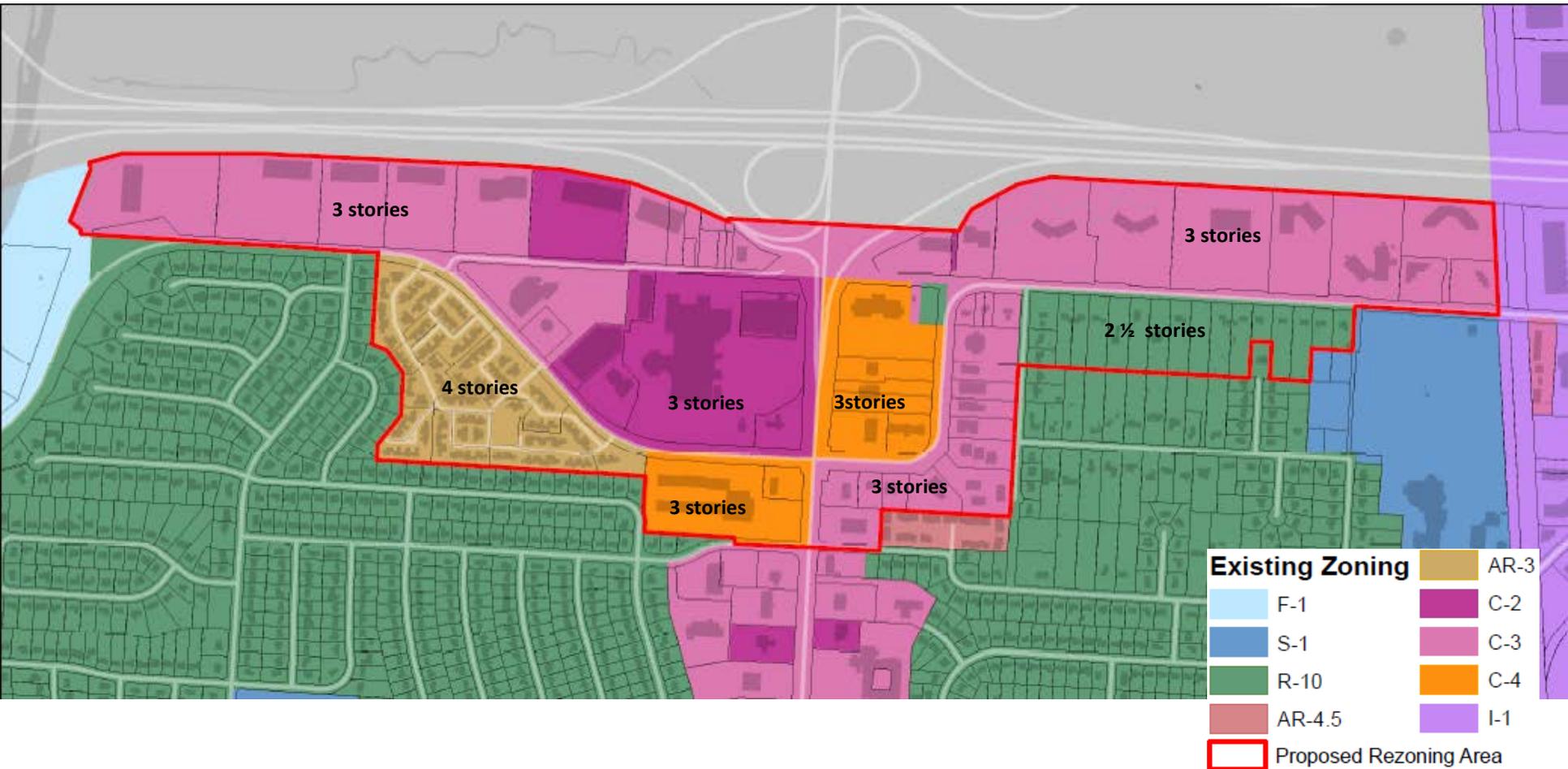
Current Zoning:





Wilson Bridge Corridor Zoning

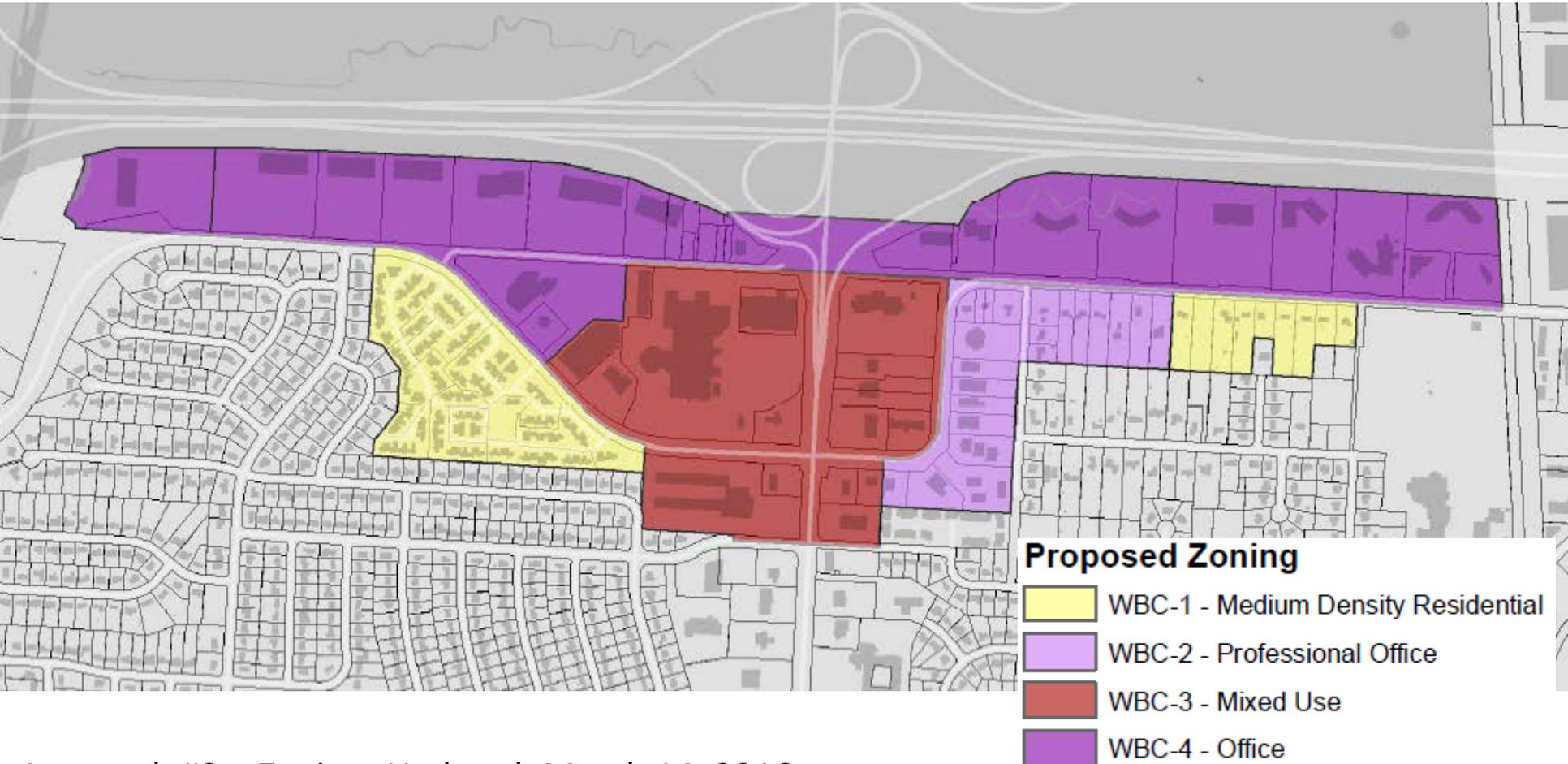
Current Zoning Permitted Height:





Wilson Bridge Corridor Zoning

Proposed Zoning:

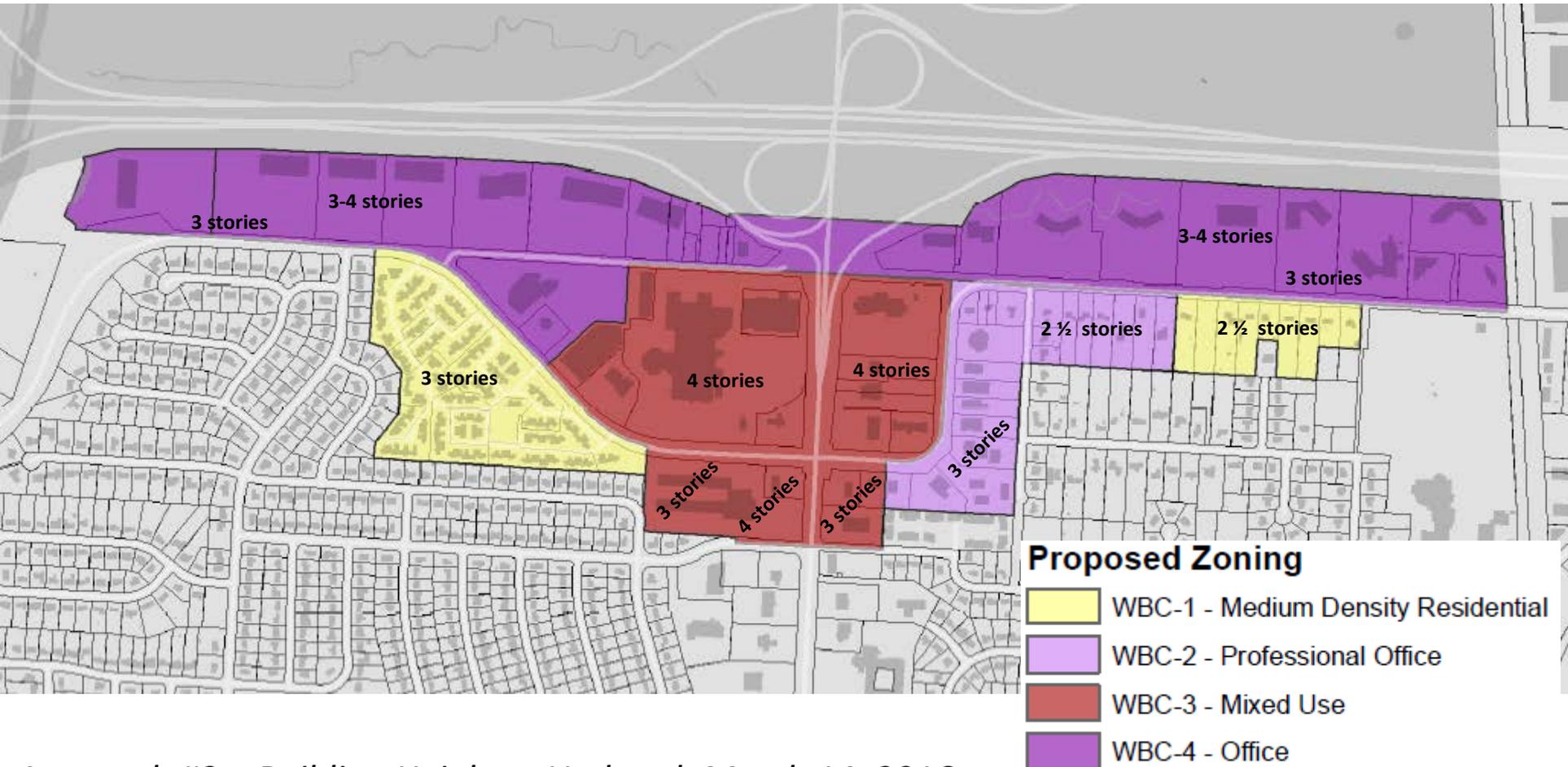


Approach #2 – Zoning- Updated: March 14, 2016



Wilson Bridge Corridor Zoning

Proposed Building Heights:



Approach #2 – Building Heights - Updated: March 14, 2016



Wilson Bridge Corridor Zoning

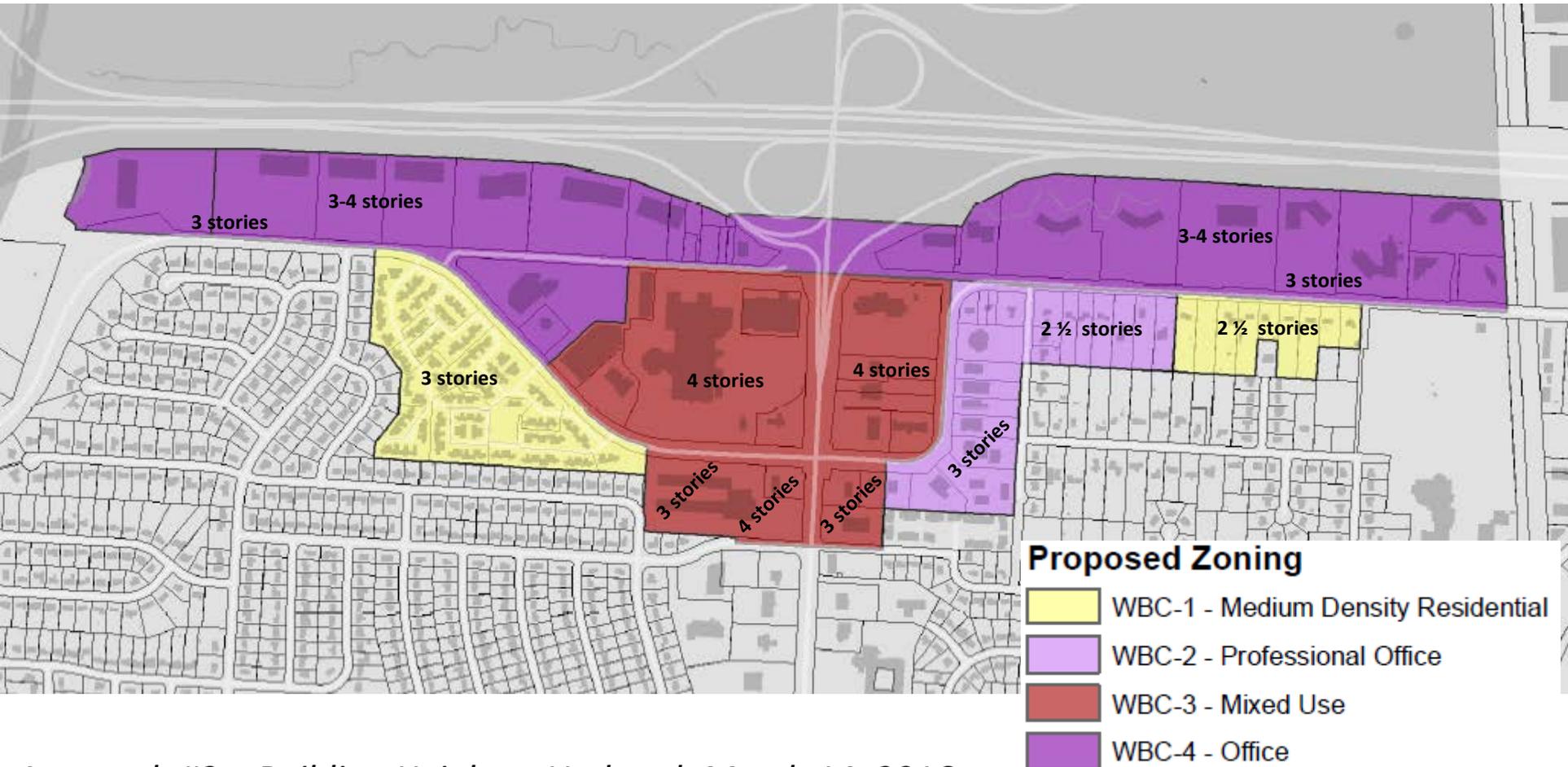
Zoning Districts:

- WBC – 1 – Medium Density Residential
- WBC – 2 – Professional Office
- WBC – 3 – Mixed Use
- WBC – 4 – Office



Wilson Bridge Corridor Zoning

Proposed Building Heights:



Approach #2 – Building Heights - Updated: March 14, 2016



Wilson Bridge Corridor Zoning

Description of Zoning Districts:

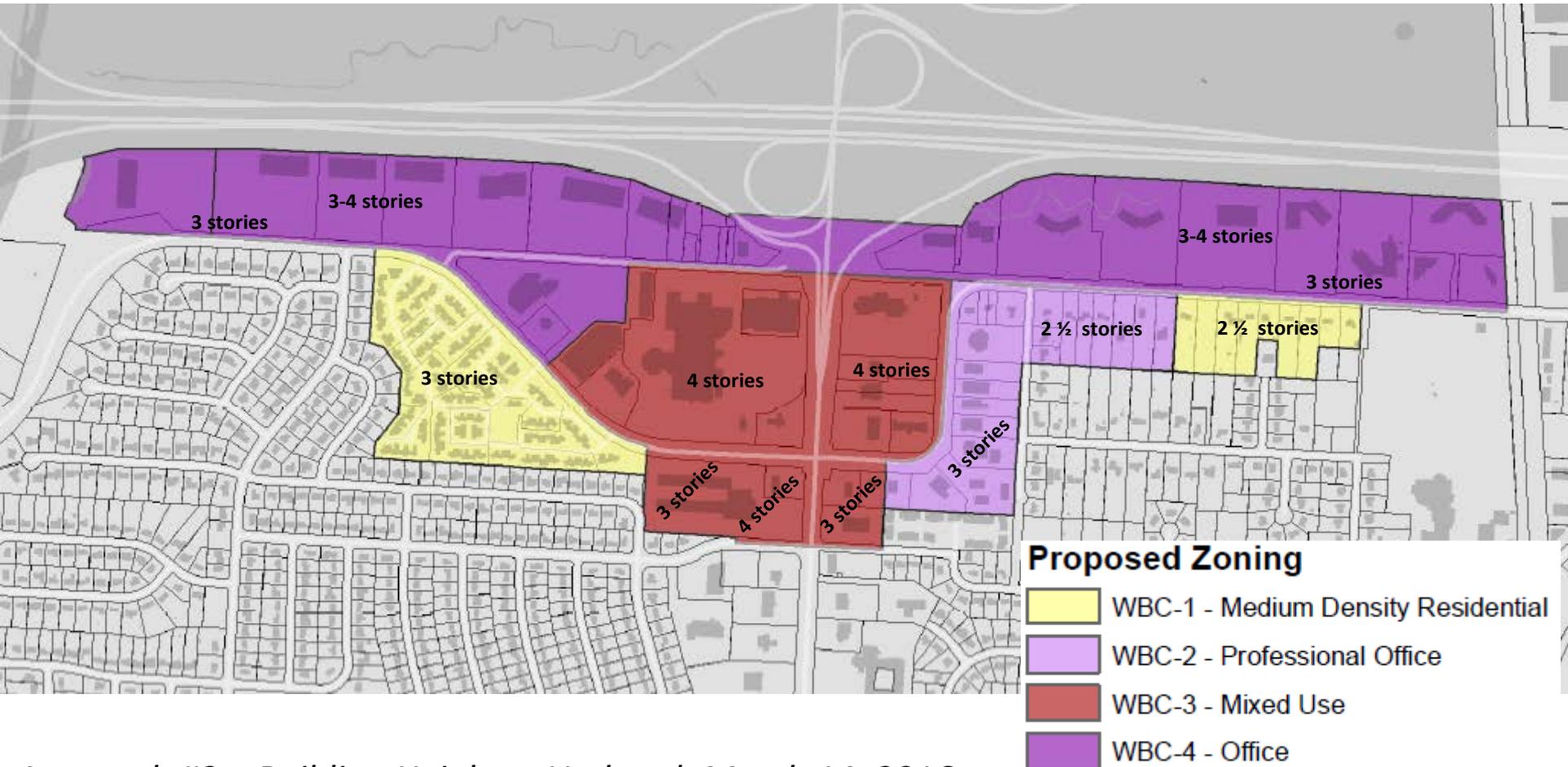
“WBC-1” Medium Density Residential: An area along the WBC that allows for medium density residential housing, offering a variety of housing styles and pricing options that complement the residential and architectural patterns and styles in the City.

- Permitted Uses: Multi-family dwellings, Home Occupations, Public uses, Essential services and Accessory uses.
 - Multi-Family does not mean just apartments, it includes condos that could be owner occupied. Example: Ville Charmante
- Maximum Building Height: Three stories except buildings on the south side of Wilson Bridge Road between Westview Drive and McCord Park should be limited to 2 ½ stories and 30’.
- Density: The maximum number of dwelling units allowed per acre for development within the WBD-1 shall be 14, with a desired number between 10 and 14 dwelling units.



Wilson Bridge Corridor Zoning

Proposed Building Heights:



Approach #2 – Building Heights - Updated: March 14, 2016



Wilson Bridge Corridor Zoning

Description of Zoning Districts:

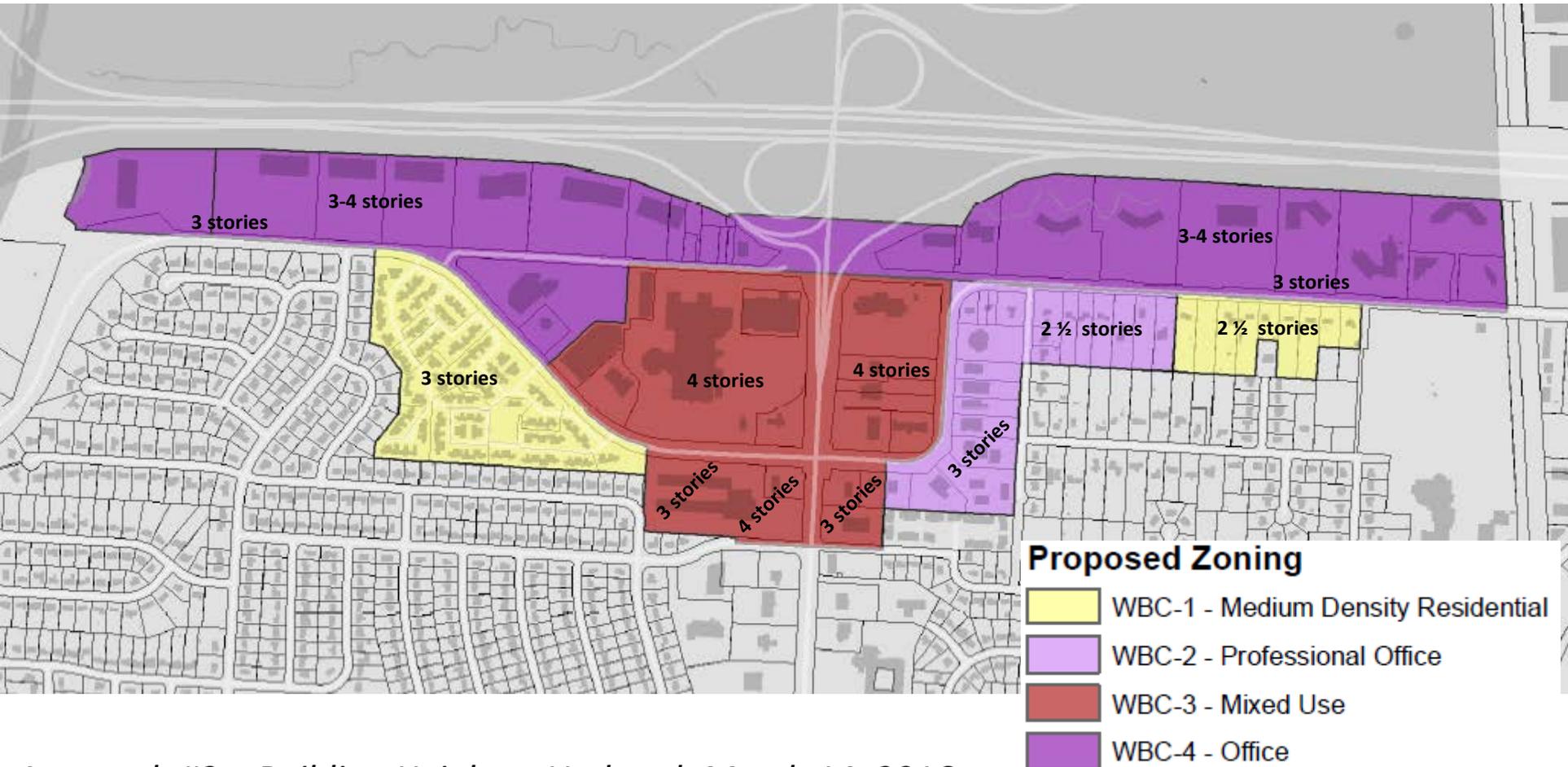
“WBC-2” Professional Office: Areas to promote small to medium sized office uses. A variety of office types and styles are encouraged to promote flexibility and adaptability.

- Permitted Uses: Office uses, Essential services and Accessory uses.
- Conditional Use: Public uses and Semi-public uses.
- Maximum Building Height: 3 stories, except buildings on the south side of Wilson Bridge Road between Westview Drive and McCord Park should be limited to 2 ½ stories and 35’.



Wilson Bridge Corridor Zoning

Proposed Building Heights:



Approach #2 – Building Heights - Updated: March 14, 2016



Wilson Bridge Corridor Zoning

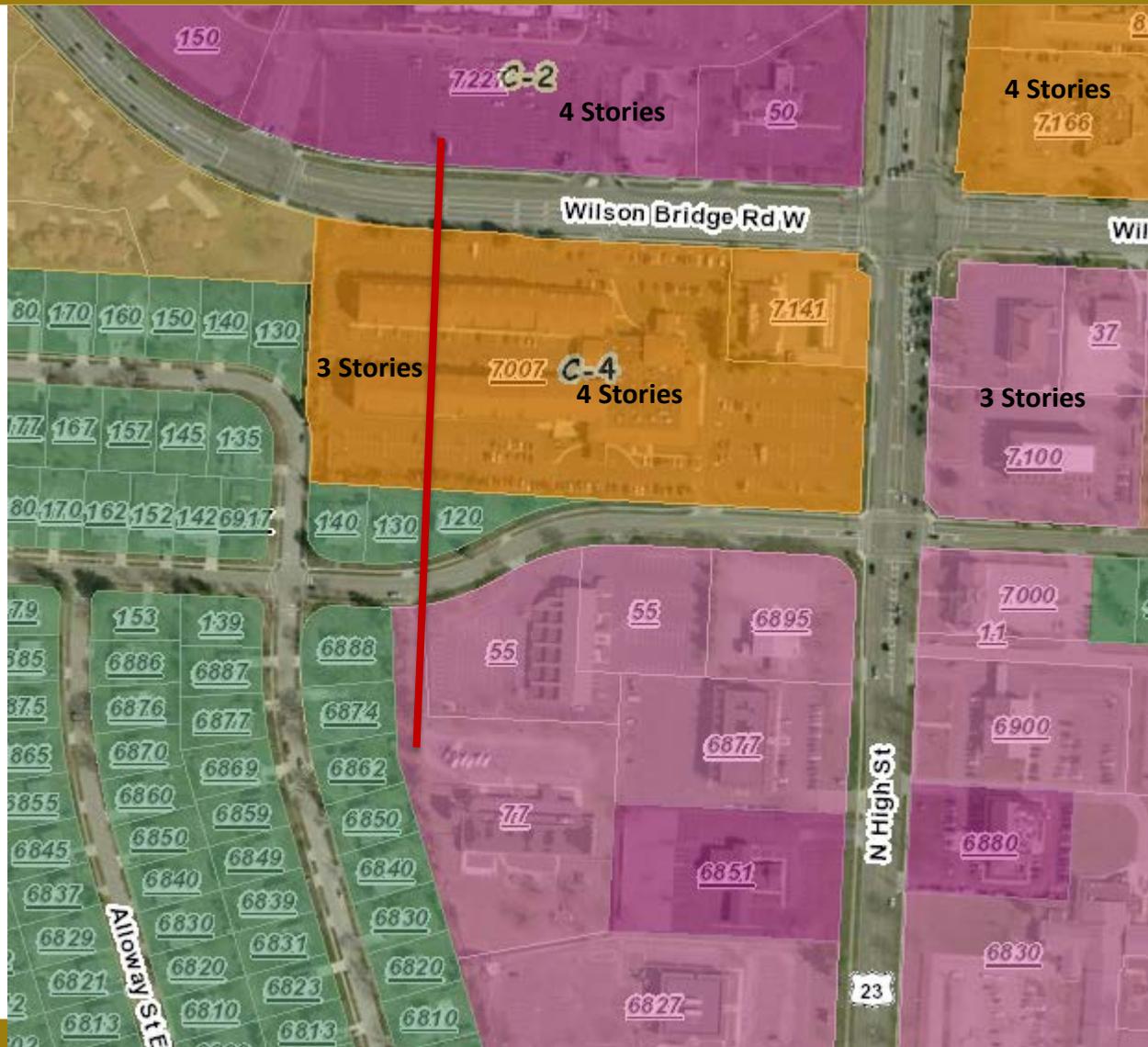
Description of Zoning Districts:

“WBC-3” Mixed Use: An area along the WBC that allows for a mix of retail and office uses both vertically and horizontally. Retail uses are encouraged for the first floor of multi-floor developments. Pedestrian facilities and public spaces are encouraged. Some residential uses may be incorporated in this area.

- Permitted Uses: Uses listed in Chapter 1147 of the Codified Ordinances as permitted uses in the following districts: “C-1” Neighborhood Commercial, “C-2” Community Shopping Center, and “C-3” Institutions and Offices.
- Conditional Uses: Residential Uses, Hotels, Motels, Drive-in Commercial Uses, and Breweries, Distilleries and Wineries.
- Maximum Building Height: 3 stories for properties south of Wilson Bridge Rd; except for the WBC-3 Mixed-Use location south of Wilson Bridge Road and west of High Street, where the maximum building height shall be 3 stories within the westernmost 180 feet and 4 stories in the remaining area; 4 stories for properties north of Wilson Bridge Rd.

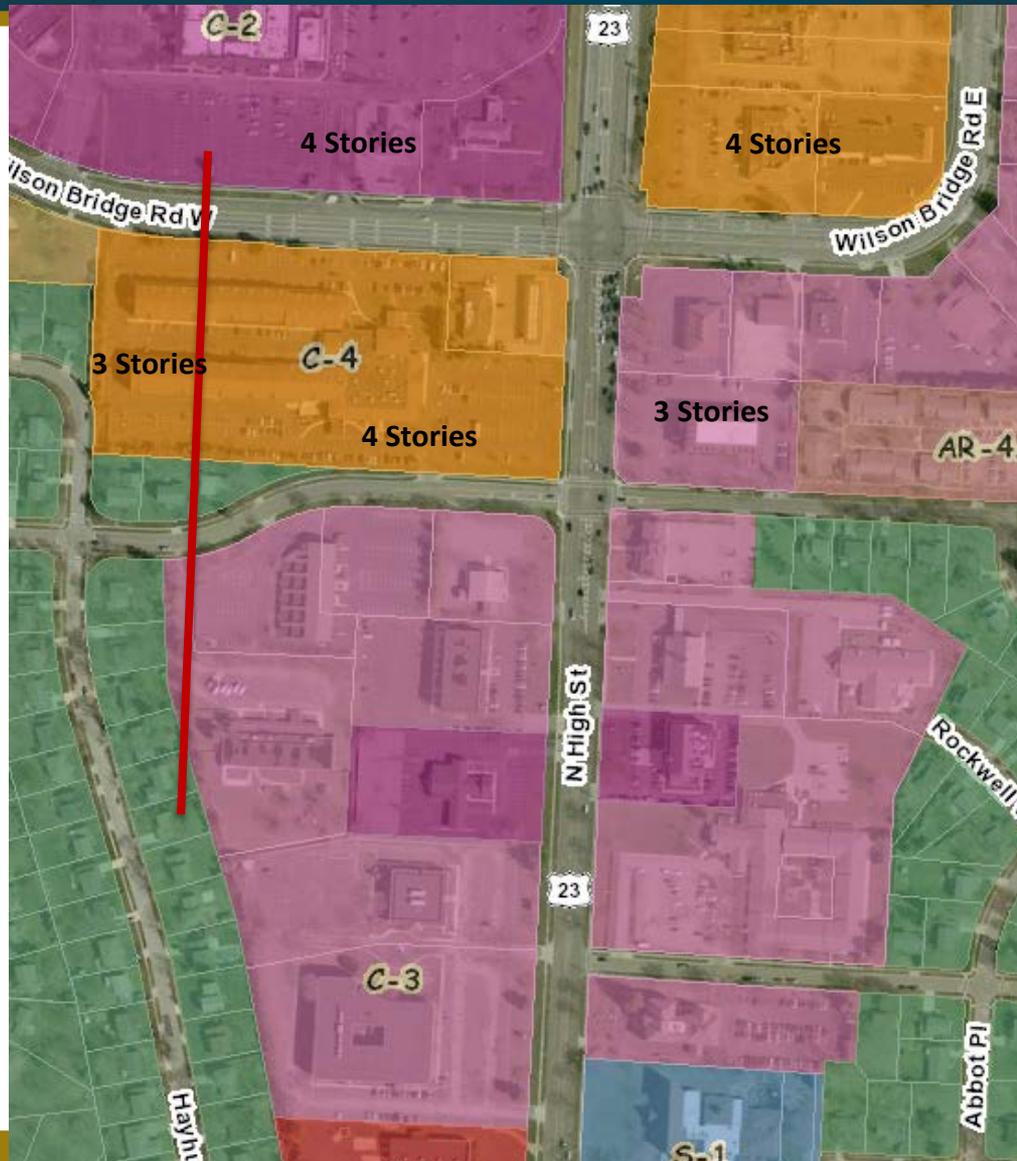


Wilson Bridge Corridor Zoning





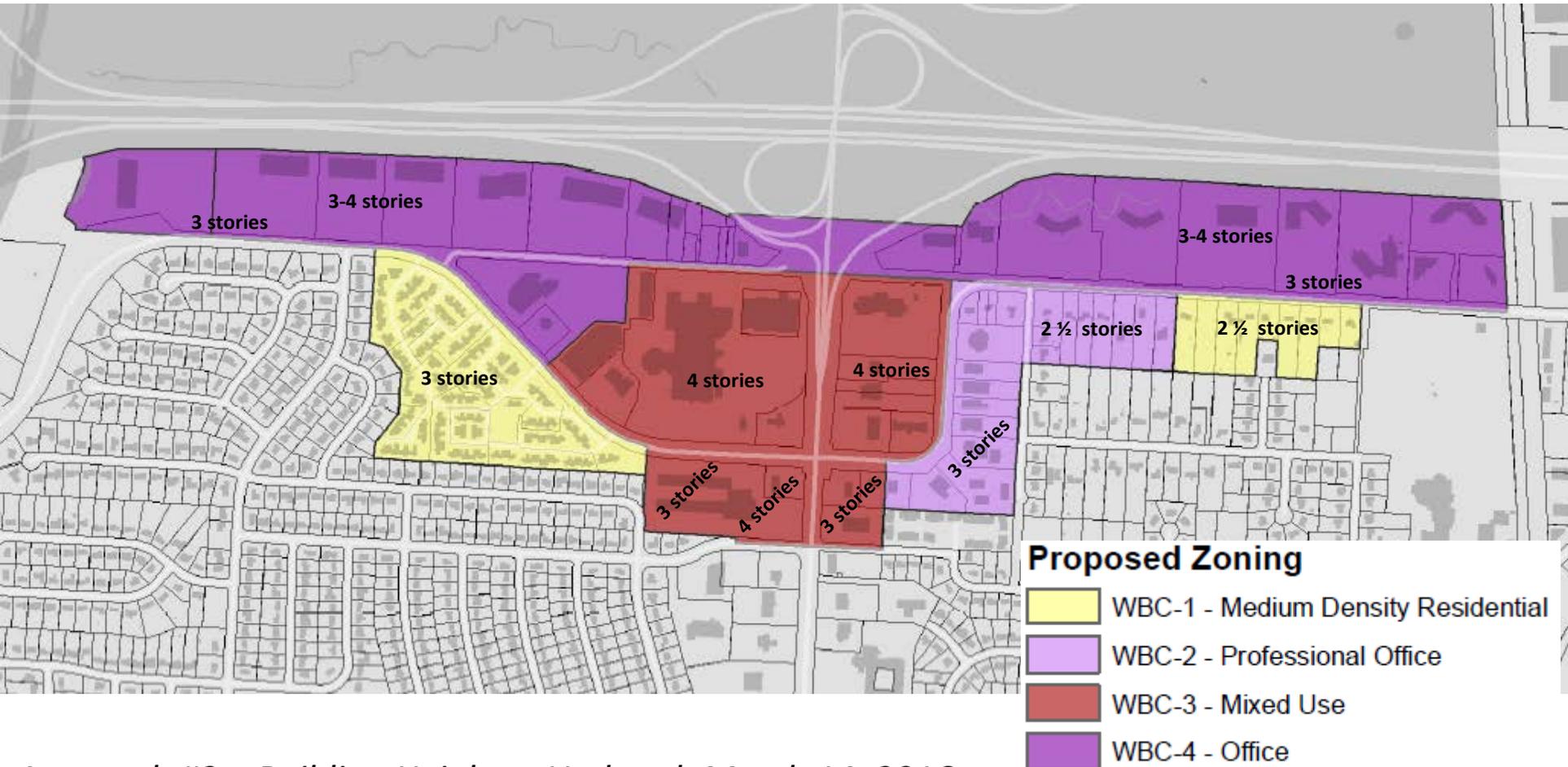
Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning

Proposed Building Heights:



Approach #2 – Building Heights - Updated: March 14, 2016



Wilson Bridge Corridor Zoning

Description of Zoning Districts:

“WBC-4” Office: Areas along the WBC that allows for large-scale office development and redevelopment, with such product offering prominent freeway visibility and serving local, regional and national tenants.

- Permitted Uses: Office uses, Animal Hospitals, Essential services and Accessory uses.
- Conditional Uses: Hotel, Public uses and Semi-public uses.
- Maximum Building Height: 3-4 stories except buildings abutting the Wilson Bridge Rd. right-of-way should be limited to 3 stories.



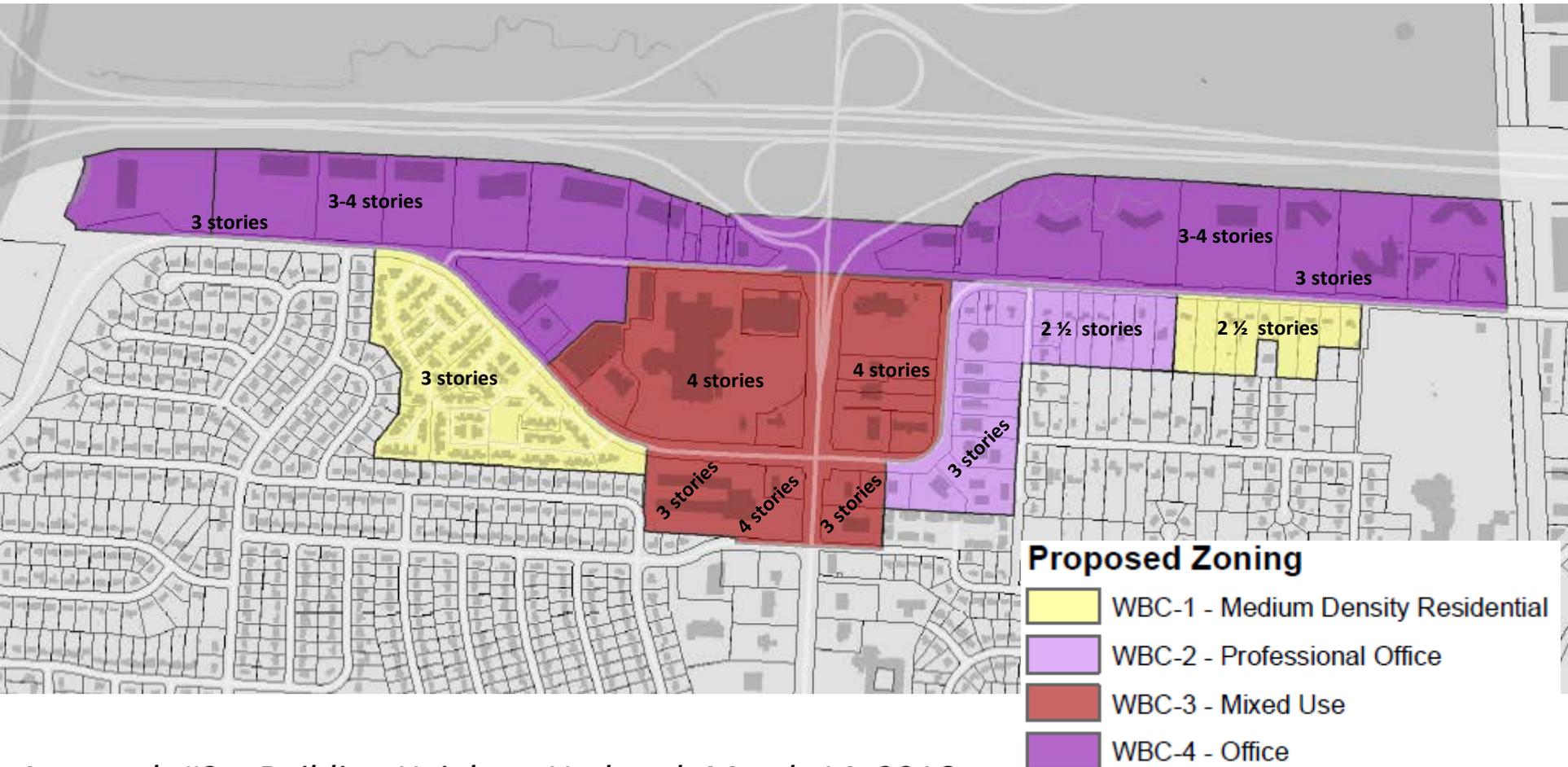
Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning

Proposed Building Heights:



Approach #2 – Building Heights - Updated: March 14, 2016



Wilson Bridge Corridor Zoning

Zoning Districts:	Permitted Uses:	Conditional Uses:
WBC-1	Multi-Family Dwellings Home Occupations Public Uses Essential Services Accessory Uses	N/A
WBC-2	Office Uses Essential Services Accessory Uses	Public Uses Semi-Public Uses
WBC-3	Permitted Uses listed in the following districts: C-1 District C-2 District C-3 District	Residential Uses Hotels & Motels Drive-in Commercial Breweries, Distilleries and Wineries
WBC-4	Office Uses Animal Hospitals Essential Services Accessory Uses	Hotel Public Uses Semi-Public Uses



Wilson Bridge Corridor Zoning

Discussion Items:

- Building Height
- Setbacks – Right-of-Ways
- Tract Coverage
- Design & Materials
- Natural Features
- Traffic



Wilson Bridge Corridor Zoning

Development Standards:

- Site Layout:

- Setbacks

- Buildings less than 50,000 sq. ft. in area shall be between 5' and 20' from ROW
- Buildings 50,000 sq. ft. in area shall be located at least 20' from ROW
- Buildings abutting "R" districts shall be **50'** to the property line
 - Parking facilities and access drives shall be **25'** to the property line
 - **Clarification: A parking deck/garage is considered a building/structure and would be required to meet the proposed 50' setback**

- Right-of-Way Dedication

- May be required to accommodate public improvements



Wilson Bridge Corridor Zoning

Development Standards:

- Site Layout:

- Setbacks – City Council Comment – Language added
 - Avoid canyon/tunneling effect along corridor.
 - Use of floor terracing, changes in building massing, insertion of green commons, recessed seating and dining areas, and lush landscaping will be required.



Wilson Bridge Corridor Zoning



Wilson Bridge Road - Varying ROW Widths



Wilson Bridge Corridor Zoning



High Street - Varying ROW Widths – Westside has a greater setback than the eastside



Wilson Bridge Corridor Zoning



Wilson Bridge Road - Varying ROW Widths – ROW dedication required for planned projects

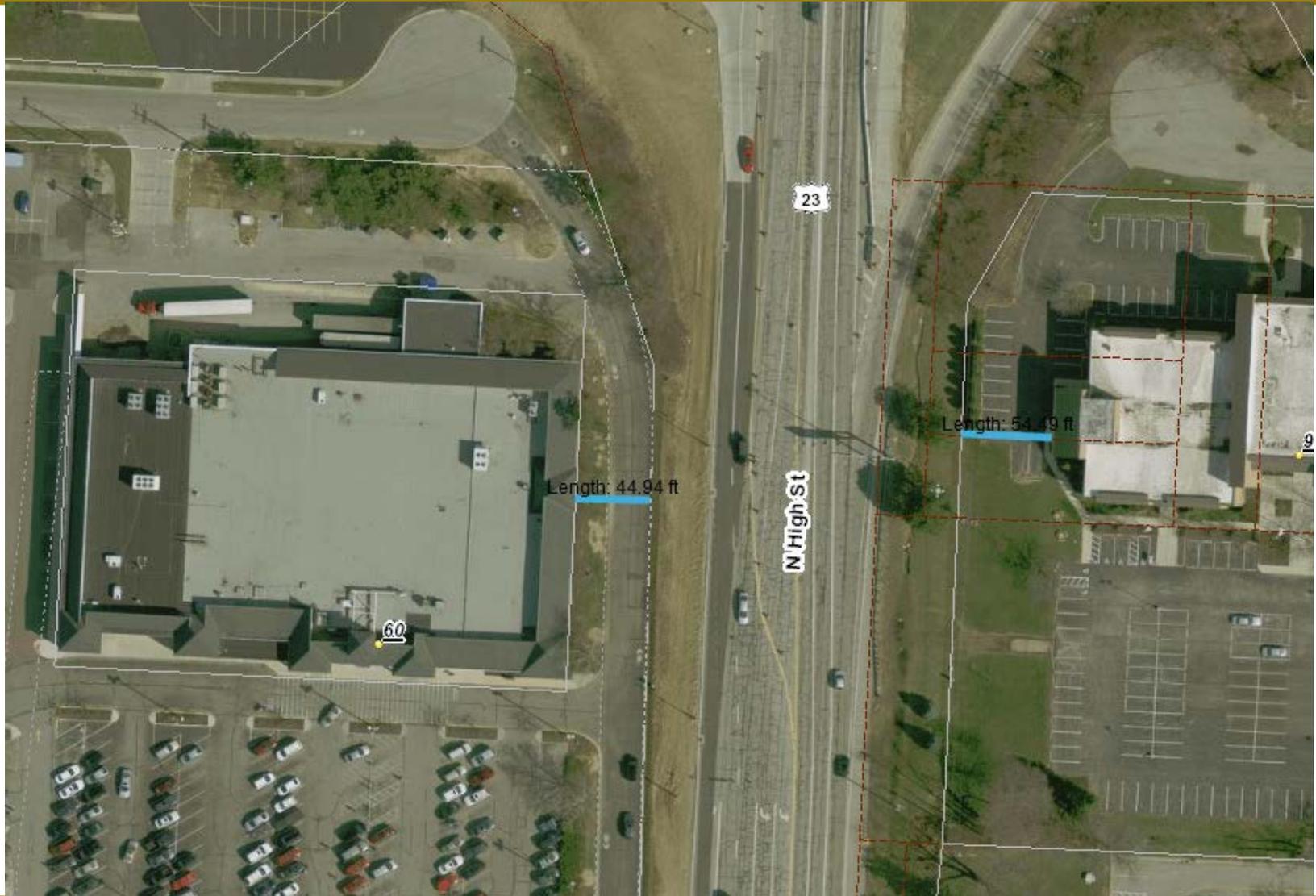


Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning





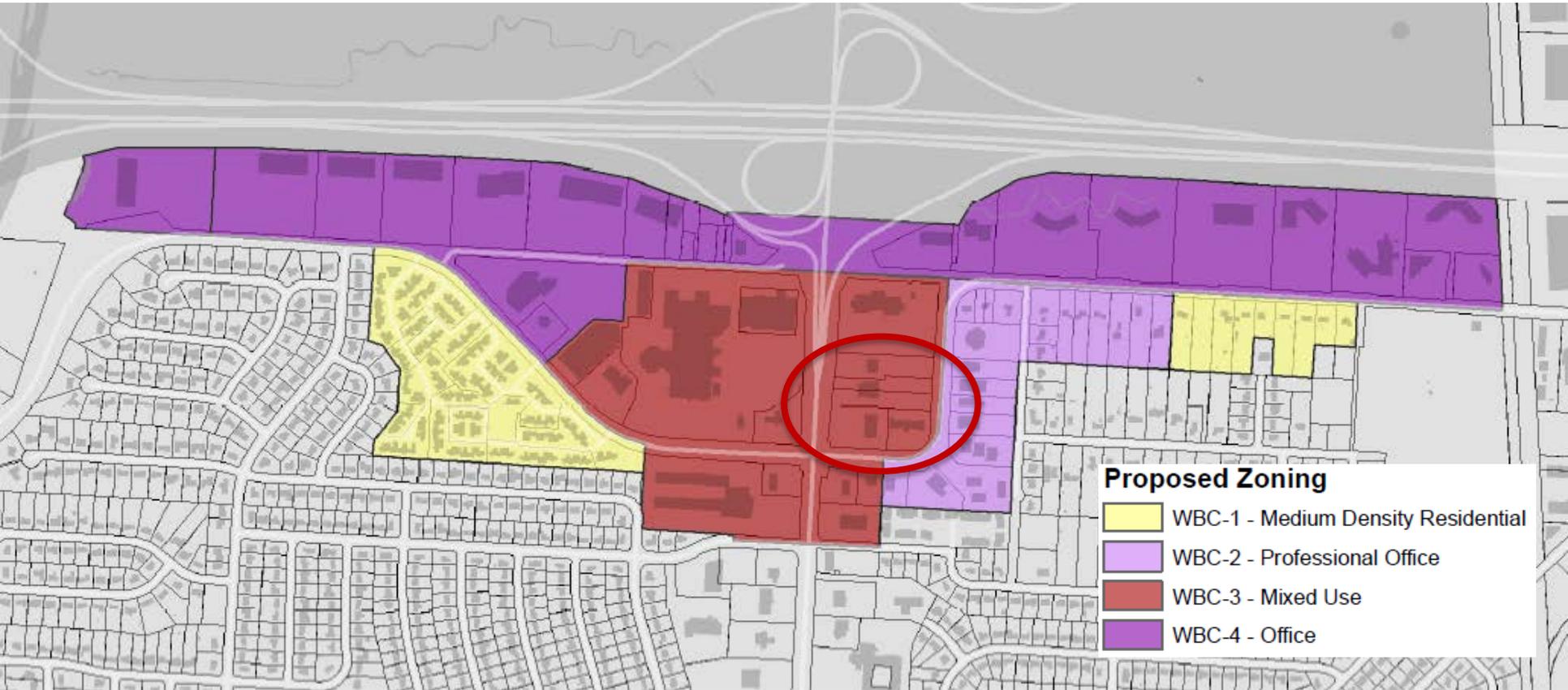
Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning

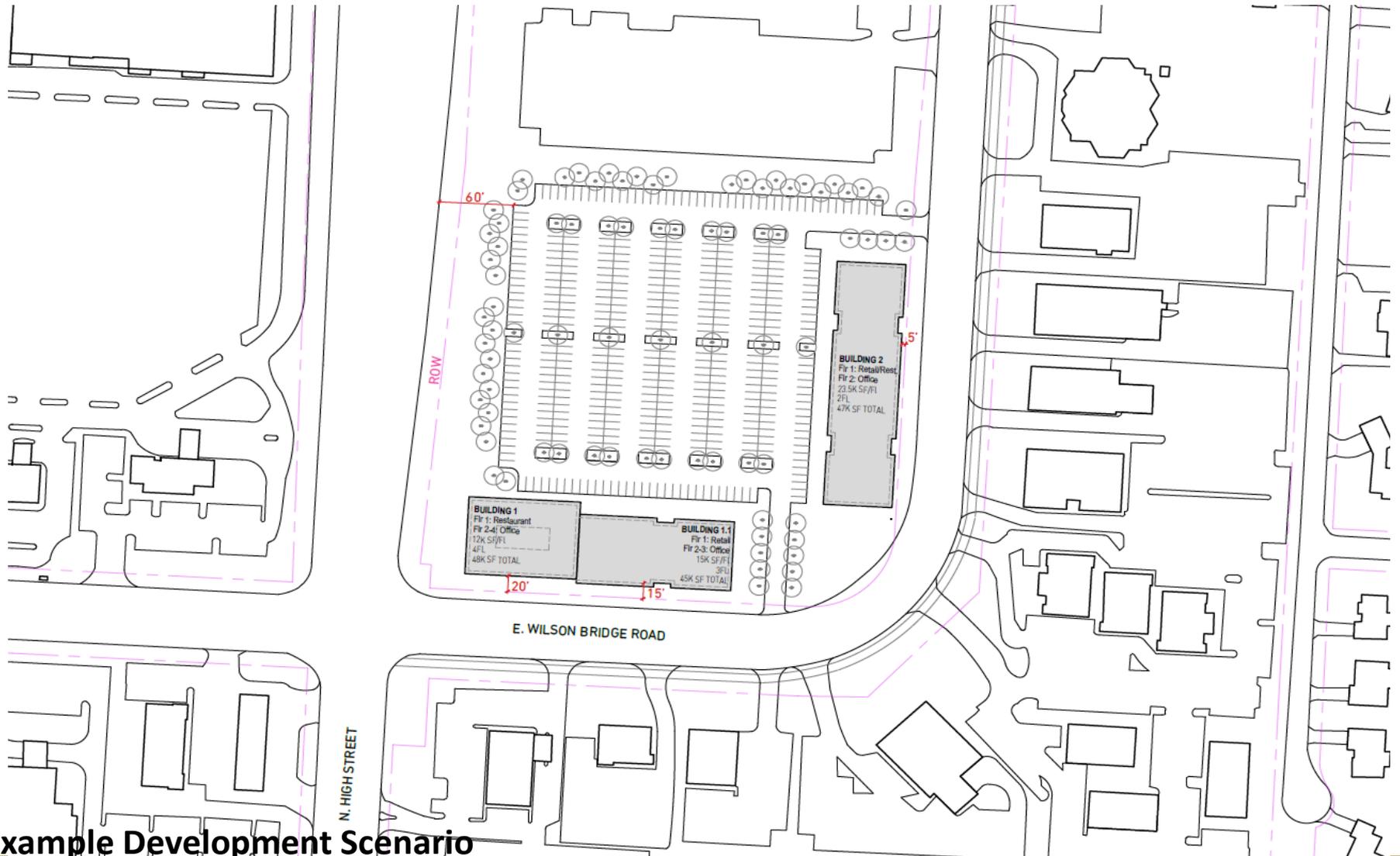
Approach #2 - Proposed Zoning Categories:



Example Development Scenario



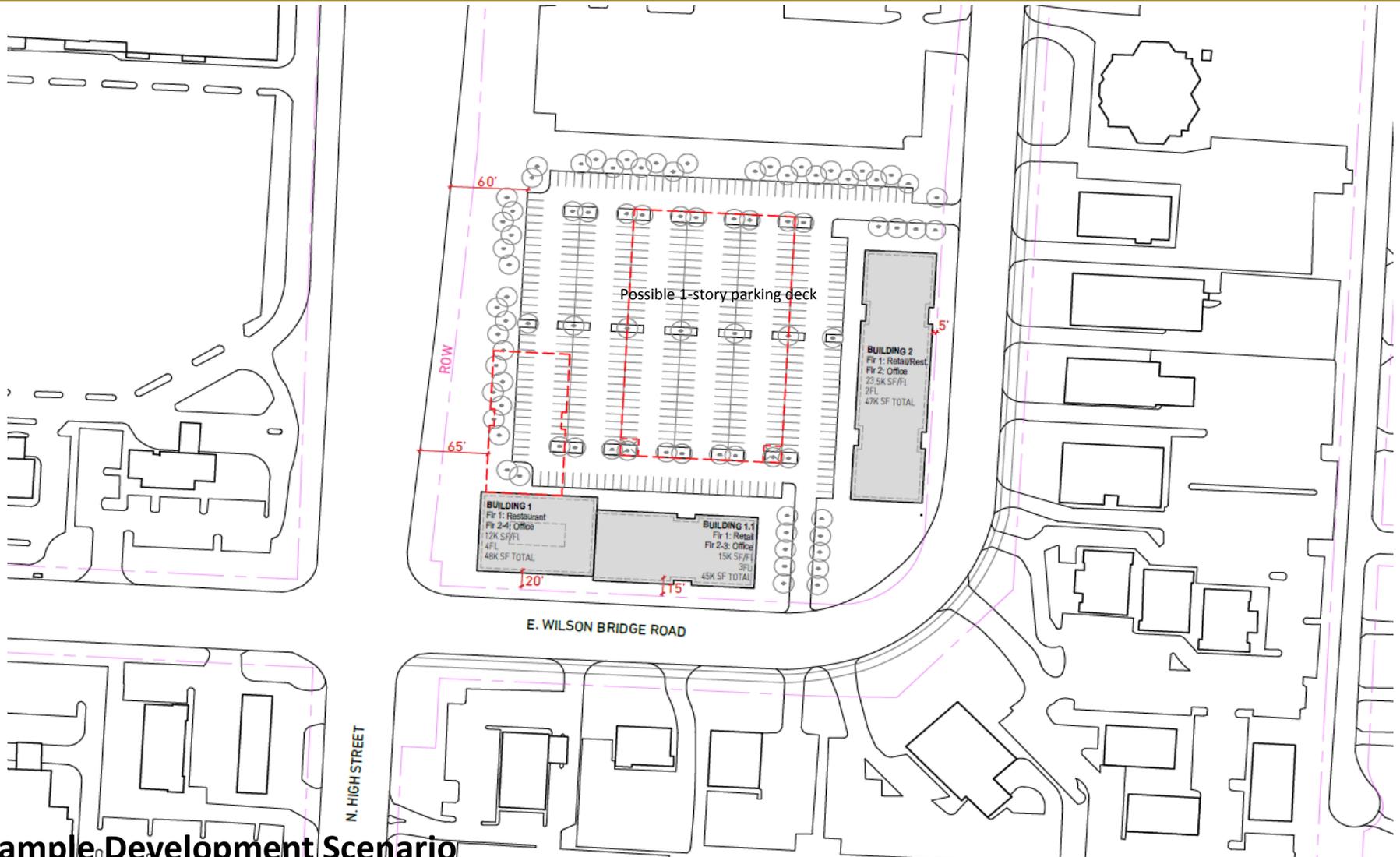
Wilson Bridge Corridor Zoning



Example Development Scenario



Wilson Bridge Corridor Zoning

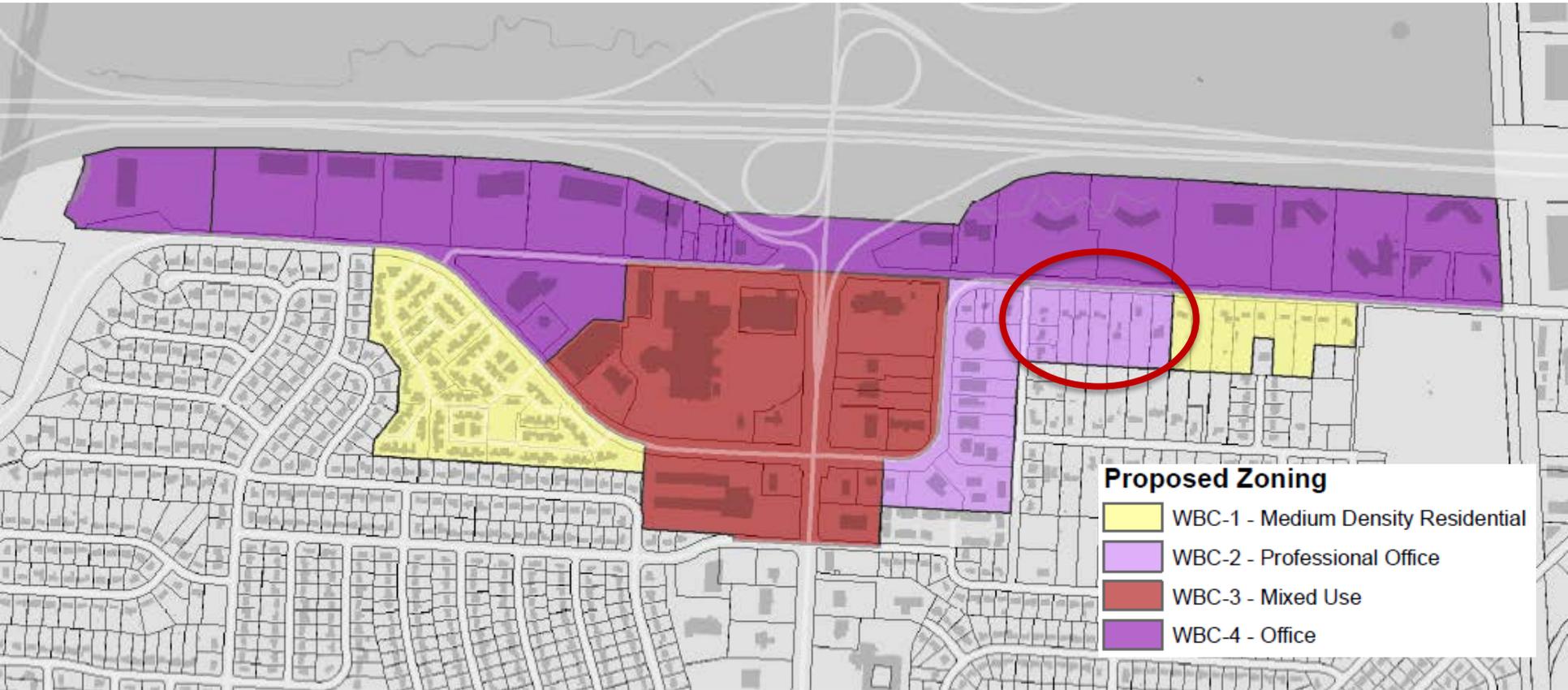


Example Development Scenario



Wilson Bridge Corridor Zoning

Approach #2 - Proposed Zoning Categories:



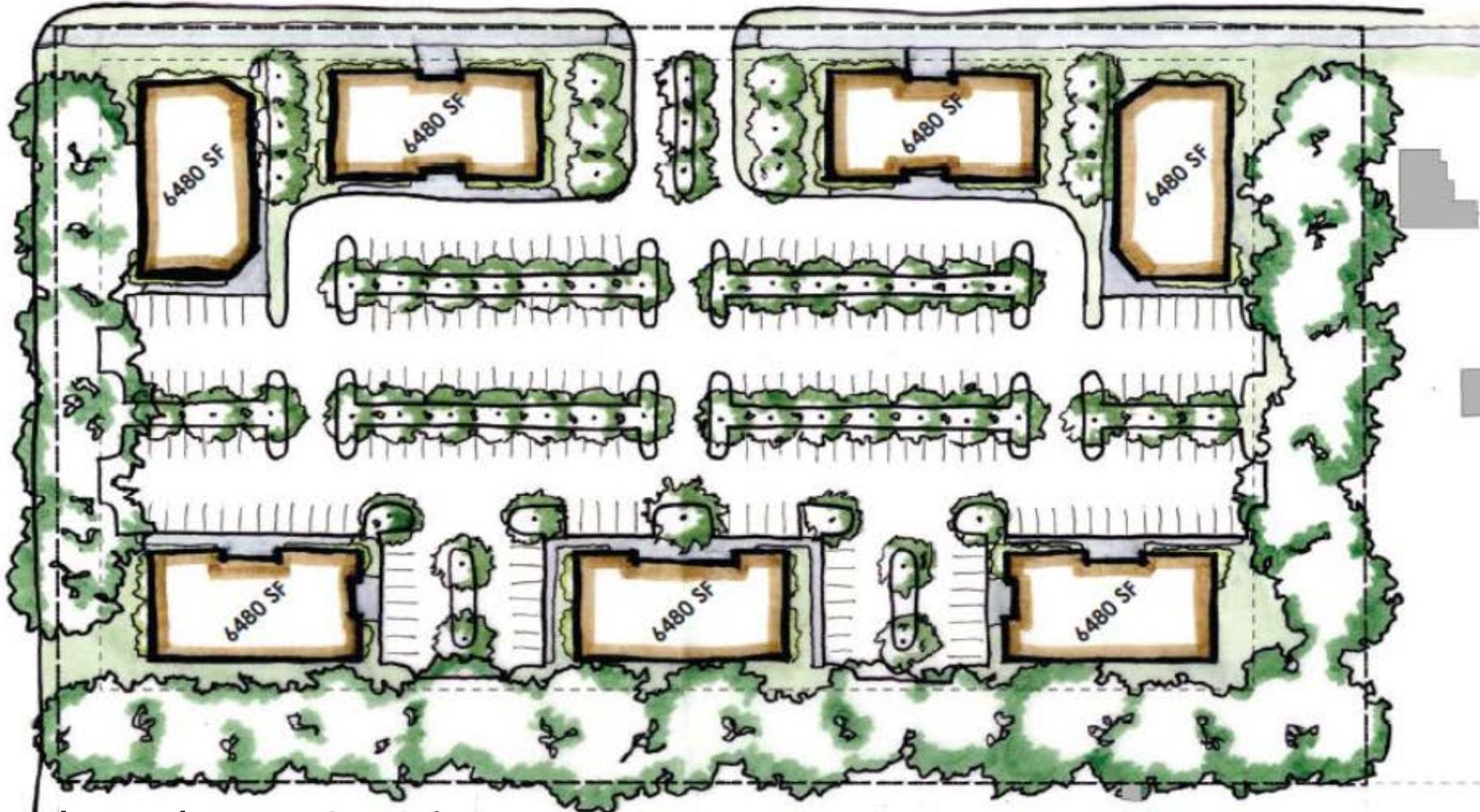
Example Development Scenario



Wilson Bridge Corridor Zoning

E. WILSON BRIDGE ROAD

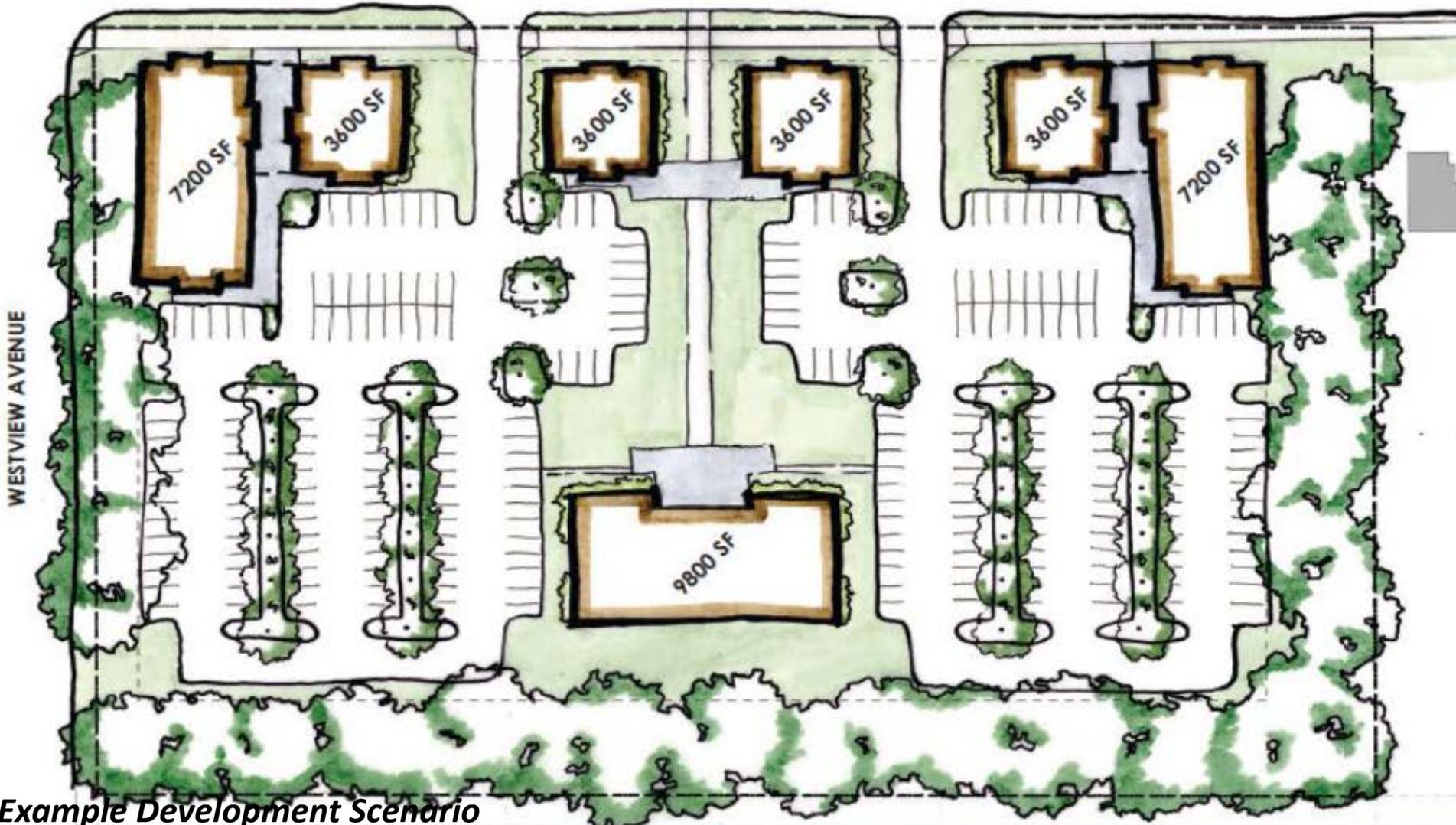
WESTVIEW AVENUE



Example Development Scenario



Wilson Bridge Corridor Zoning





Wilson Bridge Corridor Zoning

Development Standards:

- Site Layout:

- Setbacks – City Council Comment – Language added

- Avoid canyon/tunneling effect along corridor.
 - Use of floor terracing, changes in building massing, insertion of green commons, recessed seating and dining areas, and lush landscaping will be required.
- High Street Setback – North of Wilson Bridge Road
 - 50' setback along High Street



Wilson Bridge Corridor Zoning

Development Standards:

- Site Layout:

- Screening

- Development abutting “R” districts shall be permanently screened in the setback area. Solid wall or fence and landscaping of 6’ in height.

- Equipment

- Exterior equipment shall be located to the rear of buildings and screened from view



Wilson Bridge Corridor Zoning

Development Standards:

- Site Layout:

- Tract Coverage – Maximum Impervious Surface

- 75% - Proposed

- Other jurisdictions range in the 80%-90% range

- Pedestrian Access

- Sidewalks, recreation paths or combination with a minimum width of 5' for sidewalks

- Drive-in Commercial Uses

- Shall be oriented so that the drive through is not between the street frontage and the building



Wilson Bridge Corridor Zoning

Development Standards:

- Buildings:

- Design

- Building oriented towards Wilson Bridge Road, operational front entry
 - Height of at least 18' for flat roofs measured at the parapet or 12' for pitched roofs measured at the eave
 - Roof-mounted equipment screened
 - No extensive blank walls
 - Avoid a canyon/tunneling effect along the corridor, the use of floor terracing, changes in building massing, insertion of a green commons, recessed seating and dining areas, and lush landscaping will be required.



Wilson Bridge Corridor Zoning

Development Standards:

- Buildings:

- Design

- Avoid extensive blank walls
 - Details & materials shall be varied horizontally to provide scale and three-dimensional qualities
 - Entrances shall be well marked
 - Designing for different uses, an identifiable break between buildings ground floors and upper floors shall be provided.
 - Where appropriate, shade and shadow created by reveals, surface changes, overhangs and sunshades to provided sustainable benefits and visual interest.



Wilson Bridge Corridor Zoning

Development Standards:

- Buildings:

- Materials – **City Council Comment – Updated Language**

- 75% of materials consisting of brick, stone, cultured stone, wood or fiber cement board siding.
- **No vinyl siding permitted.**
- Color palette shall be designed to reinforce building identity and complement changes in the horizontal or vertical plane.

- Windows & Doors

- Ground-floor windows and doors
- Provide an unobstructed view



Wilson Bridge Corridor Zoning

Development Standards:

- Buildings:
 - Lighting
 - Illumination shall not exceed 3 foot candles & the light level at the property line shall not exceed 0 foot candles
 - Parking lot lights – max height
 - Pedestrian walkways – decorative low level fixtures – 12” above grade
 - Security lighting – full cut-off type fixtures



Wilson Bridge Corridor Zoning

Development Standards:

- Buildings:

- Signs

- Exterior lighting fixtures for illumination
- Freestanding signs
 - No more than 1 per parcel on parcels less than 2-acres in size, no more than 2 per parcel on parcels over 2-acres
 - Monument signs – max height of 10'
 - Sign area – maximum of 50 sq. ft. per side
 - Can include up to 8 tenants



Wilson Bridge Corridor Zoning

Development Standards:

- Buildings:

- Signs

- Wall-mounted signs

- Each business occupying 25% or more of the building may have one wall sign and one projection sign
 - » 40 sq. ft. in area max and 12 sq. ft. max for projection signs
- Businesses occupying 25% or more of the building on a parcel abutting more than one ROW may have a sign facing each ROW
- Businesses occupying 25% or more of a building abutting I-270 ROW may have a wall sign facing each ROW.
 - » Non-illuminated background up to 200 sq. ft.
 - » Graphic portion of such signs shall not exceed 100 sq. ft.



Wilson Bridge Corridor Zoning

Development Standards:

- Buildings:

- Parking

- Design

- Located to the rear or side of a building

- Non-residential Uses

- Parking shall not exceed 125% of what is required by Code

- Residential Uses

- A minimum of one parking space per dwelling unit

- Bicycle Parking

- Required to adequately serve the proposed use

- Structured Parking

- Permitted and encouraged within the WBC, and meet all standards outlined in the WPC for setbacks, screening and height



Wilson Bridge Corridor Zoning

Development Standards:

- Buildings:
 - Landscaping
 - Natural Features
 - 6” caliper or larger shall be retained, or replaced
 - **\$150.00** per caliper inch of tree lost and not replaced
 - » **Varies by jurisdiction:**
 - City of Delaware - \$100.00/caliper inch
 - City of Dublin - \$150.00/caliper inch
 - City of Westerville - \$300.00/caliper inch
 - City of Hilliard - \$100.00/caliper inch
 - Drought tolerant and non-invasive
 - Deciduous trees – minimum of 2”
 - Evergreens – minimum of 6’ height
 - Shrubs – minimum of 24” in height
 - Parking lot landscaping
 - Seasonal plantings
 - Landscape plan shall be maintained for the life of the development



Wilson Bridge Corridor Zoning

Natural Features:

- The location of Natural Features and provisions necessary to preserve and/or restore and maintain them to maintain the character of the surrounding neighborhood and community.
- In areas located near the Olentangy River, stormwater quality treatment requirements, downstream surface water protection, and stream corridor protection areas shall be designated, protected, and/or mitigated as required by Ohio EPA's "Construction Site Storm Water in the Olentangy River Watershed" General Permit or the Ohio Department of Natural Resources Rainwater and Land Development Manual, whichever greater.
- Wetland areas shall be delineated and mitigated as required by the Clean Water Act Sections 401 and 404. A Flood Hazard Permit is required to be filed with the City for all work within the FEMA designated floodplain.



Wilson Bridge Corridor Zoning

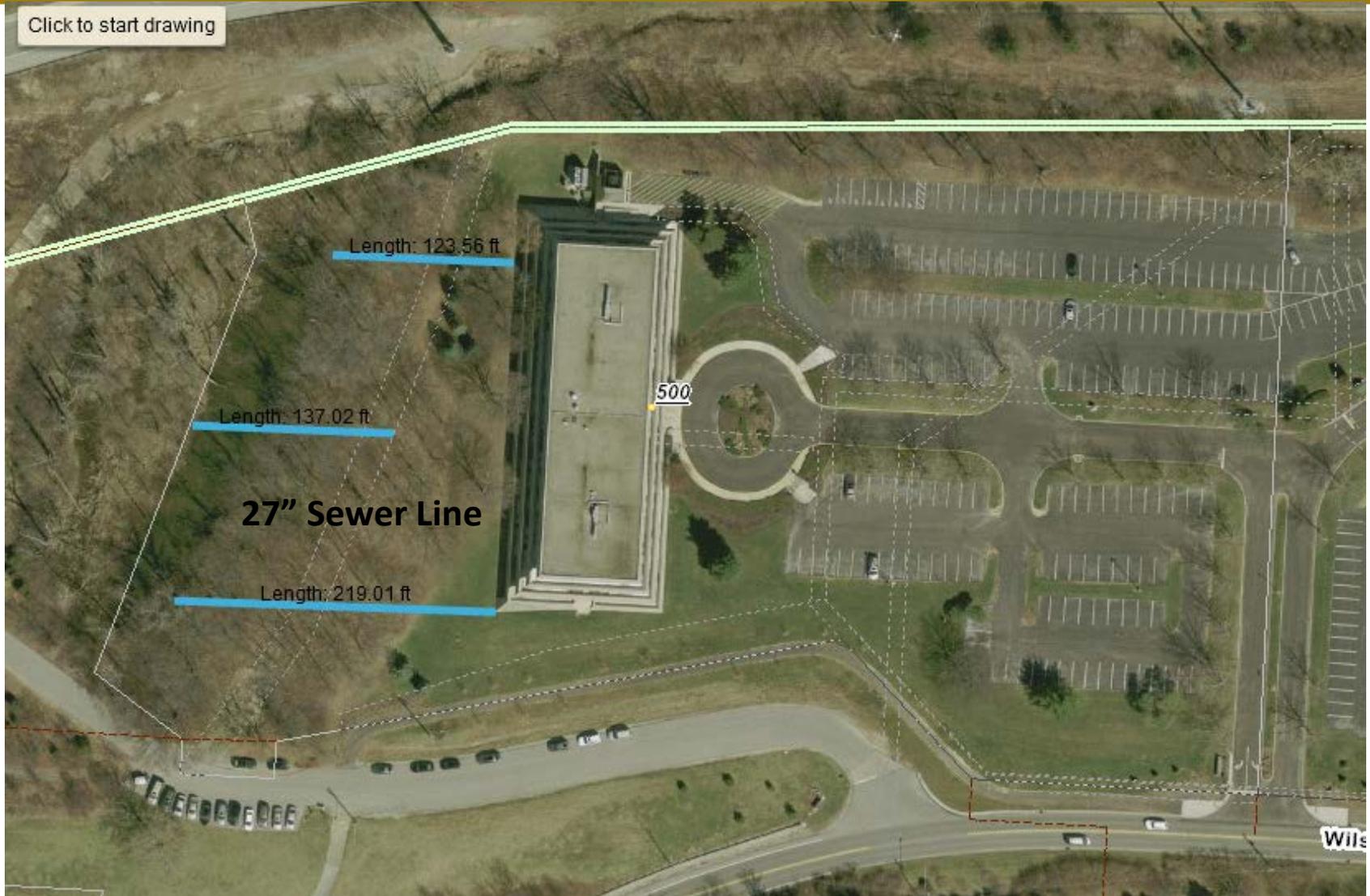
Traffic, Stormwater and Other Impacts:

- Each project is required to do a Traffic Study and Stormwater Analysis to show impact on the surrounding roadways and the natural environment.
 - This is required when properties rezone or completely redevelop. The Traffic Study and Stormwater Analysis would look at each proposed use and the findings would be included for consideration as the project proceeds through the public rezoning/redevelopment process.
- The City has hired traffic and environmental consultants to help the City review and analyze information and related requirements for development projects.
 - This analysis would be evaluated by the City to ensure compliance by each property owner with requirements outlined in the City's Codified Ordinances, Stormwater Manual and by the Ohio EPA.
- Other impacts (water and sewer capacities, schools, fire & police)



Wilson Bridge Corridor Zoning

Click to start drawing





Wilson Bridge Corridor Zoning

Traffic:

- The Wilson Bridge Corridor Plan is NOT automatic approval of all development. It is a plan to help us move forward in this corridor and capitalize on its vast potential.
- Each development will be required to perform a traffic study and mitigate its traffic impacts.
 - Turn lanes, etc. will be required when necessary to increase traffic carrying capacity as a condition of development approvals.
 - This is standard industry practice with development and conducted in all Central Ohio municipalities.
- Mixed-use development produces less traffic.
- The corridor has capacity for added traffic.
 - The issues are created by the intersections; primarily Wilson Bridge Road and High Street.
 - Wilson Bridge Road itself can handle much more traffic.



Wilson Bridge Corridor Zoning

Traffic:

- The I-270/US-23 project will help alleviate traffic issues throughout the Wilson Bridge Road corridor
 - Some traffic issues occurring now are due to the construction
 - Some past traffic issues were due to the inadequate capacity of the interchange
 - These issues above have led to degradation of the Wilson Bridge Road and High Street intersection operations. Most, if not all, congestion in the corridor is directly related to this intersection; NOT the corridor itself.
- The project at Wilson Bridge Road and Huntley Road will also provide extra capacity in the corridor by providing a more attractive path to/from the corridor as opposed to going through the Wilson Bridge Road and High Street intersection.



Wilson Bridge Corridor Zoning



Historical Traffic Flow information – Wilson Bridge Road & High Street

Year 2014 - 37,350

Year 2010 - 38,140

Year 2006 - 37,340

Year 2003 - 45,670

Year 2001 - 42,470

Year 1994 - 53,170

**15,820 less vehicles since 1994*



Planning & Building

Questions