


The Village of Shawnee Hills



Comprehensive Plan

Prepared by:
Delaware County Regional Planning Commission
Delaware County, Ohio

EST. 1927

Plan Adoption

Adopted pursuant to Ordinance No. 21-2025 as passed by the Council of the Village of Shawnee Hills at its meeting held August 11th, 2025.

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CHAPTER 1

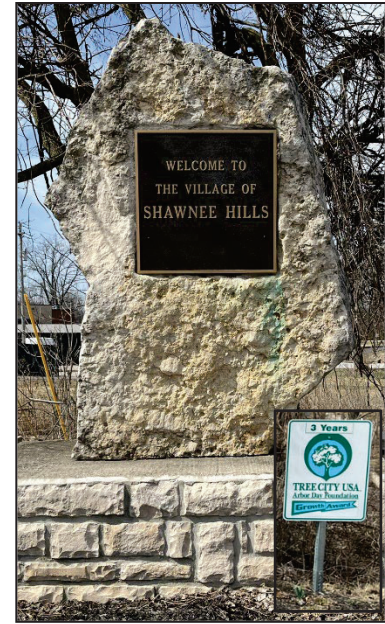
Introduction

“Make no small plans...aim high in hope and work.”

- Daniel Hudson Burnham, Father of the American City Planning Movement

Executive Summary

The Shawnee Hills Additions, which collectively totaled over 3600 lots, were platted in the 1920s as a resort fishing community on the O’Shaughnessy Reservoir of the Scioto River. Lots were small, typically 35 feet by 70 feet, exclusive of road easement. Many of the platted streets were initially constructed to access the lots, but no utilities were installed because no public water or sewer was available.



Early development consisted of seasonal fishing cottages utilizing private wells and outhouses or on-site septic systems.

Portions of Shawnee Hills Additions 1, 2, 3, and 4 were incorporated into the Village of Shawnee Hills in 1942. There had been little development of permanent housing at that point. Initial building regulations were adopted in 1951. These regulations (32½ feet as minimum frontage, 5 feet side yard and minimum dwelling square footage of 528 square feet) were crafted to accommodate the existing platted lots of record. Zoning was adopted in 1952, repeating the dimensional standards set in 1951.

By 1960, the population was 394. In 1967, the village amended zoning to increase the minimum dwelling size to 1,050 square feet. In 1971, zoning was again amended to establish a minimum lot of 14,700 square feet (six contiguous 35’ by 70’ platted lots, exclusive of road easement). Without water and sewer, public health regulations served as de facto minimum lot criteria for decades due to the necessity of on-site well and septic systems. When Del-Co Water company provided public water in the 1980s, development became more feasible. The lack of sanitary sewer remained the limiting factor.

In 1991 the Ohio Environmental Protection Agency notified the village of septic system failures that potentially threatened water quality in the O’Shaughnessy Reservoir. By 2000, the village had amassed sufficient loans and grants to design and construct a limited central sewer system. Construction began in the winter of 2001. Realizing that sanitary sewer service would bring with it many collateral development issues, Shawnee Hills Village Council decided to revisit its 1997 Comprehensive Plan, contracting with the DCRPC as consultant. That plan was adopted in 2002. After a decade of growth in which 95 homes were built, village council sought to update its plan. In 2011, work began, again using a Long-Range Planning Committee to discuss changes and additions.

Purpose

The primary purpose of the Village of Shawnee Hills Comprehensive Plan is to provide a framework for zoning and other land use decisions. However, the plan offers other benefits as well. It is the vehicle by which all citizens of the village can express their collective goals for the future of their community. It is a guide to village budgeting for capital improvements, and it is a means by which Village Council can communicate their intentions to other local, county, state, and federal agencies.

Because of its varied purposes, the Comprehensive Plan must reflect a long-range perspective, but must also provide short-range guidance. It is generalized with regard to certain issues and specific with regard to others, depending on numerous factors. For these and other reasons, the Comprehensive Plan is first and foremost a guide which is intended to endure for an extended period of years, but is to be confirmed or updated every 5 to 10 years. Addendums may be added as necessary between formal updates.



The Shawnee Hills Comprehensive Plan:

- ❖ sets goals and objectives for growth the next ten years;
- ❖ recommends a site-specific land use of each parcel;
- ❖ recommends amendments to zoning and development policies;
- ❖ recommends standards and layout for one- and two-way streets;
- ❖ recommends an allocation plan for sanitary sewer capacity.

History of Development

Lacking major utilities, village growth initially was slow, standing in 2001 at about 419 residents, 200 homes, and 30 businesses. Meanwhile, Delaware County grew at an astounding 64.3% from 1990-2000, the fastest growing county in Ohio for that '90s. The county's growth continued in the decade 2000-2010, posting an additional 58% increase in population. That same decade brought an agreement with Columbus that paved the way for sewer in the Village. Its strategic location in



the southwest corner of the county, adjacent to the city of Dublin, led to a 2010 population of 681. This represented a 63% increase in population for the decade.

The constraints of the 1920s plat offer challenges as well as opportunities. According to the Delaware County Auditor's office, there are 2,105 platted lots in the village as of 2023. An allocation plan (ordinance) treats "vested" non-conforming lots of record as conditional uses if they cannot meet current lot size requirements. Every landowner in the village has viable use of their property and sewer service.

Because the original plat is a dense grid, many desirable elements of Traditional Neighborhood Design (TND) exist. These include grid streets, shallow setbacks, street trees, small lots at urban densities, and walkable neighborhoods with a commercial core. Generally, street improvements that incorporate improved drainage are recommended.

There are opportunities for several new commercial uses along Dublin Road and Glick Road. New commercial uses could be approved under the Planned Unit Development (PUD) District, which permits flexibility in land development and the overall design of the project. Access management controls (limiting all new curb cuts to side streets, not Dublin Road; creating stacking and turning lanes as needed, etc.) are important to prevent congestion and to enhance safety on this rolling state highway that is the Main Street of the Village. There are three general sites zoned Select Commercial Planned District (SCPD), however the SCPD was repealed in 2015 and any amendments to those properties would fall under the PUD requirements. Those three SCPD sites include Straders Nursery & Farm Market, El Vaquero and Walgreens, all fronting on Dublin Road. Additionally, there are remnants of two lots still zoned Limited Use dating back to 1985. Those lots include a 1.296-acre lot owned by, and located northwest of Baker's Village Garden Center and approximately 0.2-acres of the Shawnee Station development that serves as the rear parking lot.

The intersection of Dublin Road and Glick Road was identified as a major source of congestion during the 2011 Comprehensive Plan, having a direct impact on the economic opportunities of the area. The City of Dublin lead an

intersection improvement project at Dublin Road and Glick Road. The project included construction of left turn lanes on each approach and improvement of the sight distance on the north leg of the intersection by lowering the hill by the El Vaquero restaurant. Pedestrian facilities were added to the north side of Glick Road, west of Dublin Road, and the traffic signals were upgraded to include new mast arms, pedestrian push buttons in all four quadrants, and LED signal heads. Project construction cost was \$1,559,073.82, with Dublin contributing \$1,050,000, which included right-of-way acquisition and repayment of the OPWC loan, along with funding from OPWC, Shawnee Hills, ODOT, and the Delaware County Engineer's Office. The funding breakdown for the project is below:

Source	Amount
Village of Shawnee Hills	\$50,000
City of Dublin	\$550,000
Delaware County	\$100,000
OPWC Grant	\$500,000
OPWC Loan	\$250,000
ODOT	\$150,000
Total	\$1,600,000

Source: City of Dublin

A Dublin Road streetscape plan, with walkways, signage, and lighting was recommended with the 2011 Comprehensive Plan. This streetscape plan is now known as the “Main Street Plan”, which was adopted in 2024 and is detailed in Chapter 4. Based upon the U.S. 2022 Census of 864, plus potential new population (267 new homes @ 3 persons/household), the village would have a future population of approximately 1,665 within the current corporate limits. The current count of 40 businesses within the village could be augmented significantly with additional commercial building sites, some of which might have more than one business. There may be some limited opportunities for annexation, which could increase the future population and commercial/office growth and still be serviced by the village.

CHAPTER 2

Population & Demographics

Shawnee Hills' population was relatively stable for 40 years, until sewer service brought the prospect of additional housing opportunities. The addition of 262 people between 2000 and 2010 represents a 63% increase, with growth continuing into 2022 with a 26% increase from 2010.

Figure 2.1 Shawnee Hills Population 1960-2022

Year	1960	1970	1980	1990	2000	2010	2020	2022
Population	394	428	430	423	419	681	835	855

Figure 2.2 Shawnee Hills Ethnicity

Subject	All ages	
	Number	Percent
Race		
Total population	855	100.0
One race	804	94
White	772	90.3
Black or African American	7	0.8
Asian	17	2.0
Two or more races	51	6.0
Some other race	8	0.9
Hispanic or Latino and Race		
Total population	855	100.0
Hispanic or Latino (of any race)	41	4.8
Not Hispanic or Latino	814	95.2
White alone	750	87.7
Black or African American alone	7	0.8
Asian alone	17	2.0
Two or more races	32	3.7
Some other race alone	8	0.9

Figure 2.3 Shawnee Hills 18 years and over Population

Subject	18 and over	
	Number	Percent
Total population	589	68.8
Male	304	51.6
Female	285	48.4
These numbers have remained consistent since 2010.		

Further, the Census shows that from 2010 to 2022 the White population grew 23%, from 630 to 772; the African-American population shrunk 59%, from 17 to 7, and the Asian population shrunk 23%, from 22 to 17. The largest percentage of growth came from those identifying themselves as Latino, a group which grew 215%, from 13 to 41.

Source for Figures 2.1, 2.2 and 2.3: U.S. Census Bureau, Census

Regional Population

To put Central Ohio and Shawnee Hills' growth rate into general perspective, consider the state and national annual growth rates in Figure 2.4. This figure also indicates population changes in townships and municipalities surrounding Berlin Township to indicate a true comparison of growth rates from 2000 to 2010, with additional estimates for 2020.

Figure 2.4 Regional/Local Growth Rates

Nation/State/Region	2000 population	2010 population	Rate 2000-2010	2020 population	Rate 2010-2020
Delaware County	109,989	174,214	58.39%	214,124	22.91%
Franklin County	1,068,978	1,163,414	8.83%	1,304,715	12.15%
Central Ohio	1,581,066	1,801,709	13.96%	2,040,518	13.25%
Ohio	11,353,140	11,536,504	1.62%	11,799,448	2.28%
USA	281,421,906	308,745,538	9.71%	331,449,281	7.35%
Area Townships					
Berkshire Township	1,946	2,428	24.77%	4,476	84.35%
Berlin Township	3,315	6,496	95.96%	7,774	19.67%
Concord Township	4,088	9,294	127.35%	10,951	17.83%
Genoa Township	11,293	23,090	104.46%	24,924	7.94%
Liberty Township	9,182	14,581	58.80%	18,271	25.31%
Orange Township	12,464	23,766	90.68%	30,516	28.4%
Area Municipalities					
Shawnee Hills	419	681	62.53%	835	22.61%
Ostrander	405	643	58.77%	1,094	70.14%
Columbus	711,470	787,033	10.62%	905,748	15.08%
Delaware	25,243	34,753	37.67%	41,302	18.84%
Galena	305	653	114.10%	924	41.5%
Powell	6,247	11,500	84.09%	14,163	23.16%
Sunbury	2,630	4,389	66.88%	6,614	50.69%
Westerville (Del, Fra)	35,318	36,120	2.27%	38,466	6.5%

(Source, U.S. Bureau of Census)

While Ohio experienced a growth rate at one third that of the national average, the Central Ohio regional growth rate was much more comparable to the national trend. Delaware County, as the fastest growing county in Ohio, had a growth rate of 58.39% in the first decade of the 2000s and 22.81% by 2020. Population in the City of Delaware grew by 37.67% from 2000 to 2010, partially as a result of annexations, and grew 18.84% from 2010 to 2020. In examining the varied growth rates in the area, it is clear that growth pressures are mostly obvious in the south and west.

The Delaware County growth rate has continued to increase as people push north from Franklin County into the “country” for larger lots with more rural character or small-town feel. While Franklin County is losing population to out-migration, Delaware County is growing by in-migration.

Delaware County is growing largely by domestic in-migration with 24,833 new residents moving into the county from 2010 to 2020. Births minus deaths represented 10,908 additional residents in this same time span. By contrast, Franklin County only experienced an in-migration of 8,909 new residents. Delaware County received a larger number of people

through domestic migration, suggesting that some migration came from other Central Ohio counties. Figure 2.4 illustrates these trends.

Figure 2.5 Central Ohio Growth Rates

Area	2010/2020 Census	Percentage/Numerical Change in Population	Births/Deaths (2010-2020)	International Migration	Domestic Migration
Delaware County	174,214/214,124	22.91%/39,910	+22,018/-11,110	3,581	24,833
Franklin County	1,163,414/1,304,715	12.15%/141,301	+189,785/-96,659	59,253	8,909
Central Ohio	1,801,709/2,040,518	13.25%/238,809	+266,707/-151,244	67,077	55,261
Ohio	11,536,504/11,799,448	2.28%/262,944	+1,408,338/-1,204,444	197,444	-241,020
USA	308,745,538/331,449,281	7.35%/22,703,743	+40,009,421/-27,751,753	8,468,350	--

(Source: US Census Population Estimates, U.S. Census Bureau)

Delaware County's growth should be thoroughly reviewed as an indicator of future growth pressures in Shawnee Hills. Figure 2.5 indicates the significant rate of growth within Delaware County compared to other counties. Delaware County was the 86th fastest-growing county in the USA by percentage of growth according to the 2020 Decennial Census, and was the No. 1 fastest-growing county in the state of Ohio by percentage of growth from 2010-2020.

Figure 2.6 Population Growth in Central Ohio Relative to Fastest Growing Ohio Counties (2000-2018)

County	2010 Population	2020 Population	Difference/ Percent Change	Rank
By Volume				
Franklin County	1,163,414	1,323,807	160,393	1
Delaware County	174,214	214,124	39,910	2
Warren County	212,693	242,337	29,644	3
Hamilton County	802,374	830,639	28,265	4
Butler County	368,130	390,357	22,227	5
By Percent Change				
Delaware County	174,214	214,124	22.9%	1
Union County	52,300	62,784	20.0%	2
Warren County	212,693	242,337	13.9%	3
Franklin County	1,163,414	1,323,807	13.8%	4
Fairfield County	146,156	158,921	8.7%	5

*Source: 2010 and 2020 Decennial Census

(Source: U.S. Census Bureau)

Future Population Projections

The Delaware County Regional Planning Commission makes population projections based upon a "housing unit method" formula. The formula works as follows:

- 1.) Last Census used as a base year.
- 2.) Number of residents per dwelling unit for each jurisdiction is calculated based upon the last census information.

- 3.) Number and type of dwelling unit is tracked by month for all jurisdictions.
- 4.) A time lag factor anticipates the occupancy date of new housing after building permit issuance.
- 5.) New population is projected for each jurisdiction based on the number of building permits issued times the number of residents per dwelling unit type, after the lag factor.
- 6.) New population added to last census data to create projected population.

From 1980-99, the village added only 14 new single-family homes. The lack of sanitary sewer limited building and growth in Shawnee Hills for many years, limiting population increases. After construction of central sewers in 2001, with its prime location next to Dublin, on the banks of the Scioto River, Shawnee Hills was poised to grow. During the last two decades, Shawnee Hills received 143 new residential building permits. More recently, Shawnee Hills has seen 6 single-family residential permits from 2021 to 2023. No multi-family residential permits were received.

If the Lucy Depp subdivision and other unincorporated areas in the sewer service area were to annex, they could add another 247 homes, which would be another 740 people. The maximum population for Shawnee Hills plus Lucy Depp at build-out could be 2,030.

Past growth patterns for Shawnee Hills are not accurate predictors of the growth that may occur in the near future. However, the village's location suggests continued growth with development pressures begin to pick up.

Population Projections using Building Permits

Building permit figures tell more than the Census regarding growth in the townships and villages in Delaware County. Figure 2.7 is provided to show the growth of all the jurisdictions of the County. The County experienced significant growth in 2012, with slight declines over the years but had the highest building permits to-date in 2023.

Figure 2.7 Building Permits issued per Delaware County Township/Municipality (2010 to 2023)

Townships	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Berkshire	23	25	26	38	45	91	55	84	269	75	284	234	137	75
Berlin	35	30	26	19	28	24	50	73	62	119	125	210	123	285
Brown	2	3	4	3	6	3	6	3	4	10	6	15	12	8
Concord	64	75	83	67	32	39	31	70	185	155	212	162	117	75
Delaware	4	9	6	7	1	7	4	2	20	9	6	18	9	5
Genoa	82	83	116	110	39	66	109	77	74	51	48	45	40	48
Harlem	5	13	9	21	13	22	29	44	38	28	38	48	31	21
Kingston	3	2	1	9	5	7	10	9	33	27	26	18	17	9
Liberty	49	73	115	133	89	104	117	178	137	115	474	573	357	461
Marlboro	0	0	0	0	2	0	0	1	4	0	0	2	0	1
Orange	122	136	181	217	209	213	358	205	119	101	222	282	217	465
Oxford	0	1	1	1	1	1	1	0	7	4	2	3	2	1
Porter	5	6	5	13	10	13	11	13	15	17	10	12	16	4
Radnor	0	1	3	6	6	2	5	10	3	3	4	12	10	5
Scioto	3	8	7	8	9	9	21	22	11	34	16	50	15	12
Thompson	2	2	2	1	0	2	1	2	1	0	4	7	5	0
Trenton	3	3	3	4	4	5	9	5	11	19	14	20	9	5
Troy	2	2	5	1	3	8	7	2	4	6	2	12	12	7
Sub Total	404	472	593	658	502	616	824	800	997	773	1,493	1,723	1,129	1,487

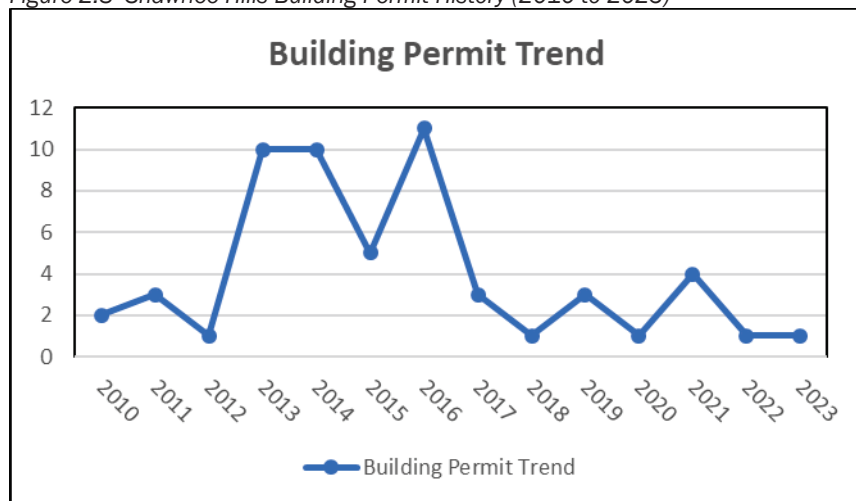
Incorporated Areas

Delaware	123	98	204	313	259	186	306	246	587	674	454	506	475	548
Galena	1	7	11	4	6	7	5	10	4	66	87	120	26	2
Sunbury	34	19	34	73	36	36	31	95	237	61	34	56	111	535
Shawnee Hills	2	3	1	10	10	5	11	3	1	3	1	4	1	1
Powell	34	55	58	95	110	66	388	73	59	40	59	98	89	65
Ashley	0	0	1	1	0	0	0	1	0	0	0	0	0	0
Ostrander	7	8	10	23	12	12	7	31	25	13	29	34	29	27
Dublin	0	0	0	0	2	0	9	18	9	8	4	7	6	1
Westerville	71	36	89	10	121	111	136	65	0	109	66	1	0	0
Columbus	273	35	277	951	255	560	379	0	10	557	1	2	0	0
Sub Total	545	261	685	1,480	811	983	1,272	542	932	1,531	685	828	737	1,179
County Total	949	733	1,278	2,138	1,313	1,599	2,096	1,342	1,929	2,304	2,178	2,551	1,866	2,666

*Data available through September, 2023

(Source Delaware County Building Dept. and Municipalities, 2023)

Figure 2.8 Shawnee Hills Building Permit History (2010 to 2023)



(Source DCRPC, 2023)

Population Summary

Delaware County continues to be one of the fastest growing counties in Ohio by percentage of growth. Between 1990 and 2020 Delaware County was the fastest growing, by percentage of population, in the State of Ohio. It was the 22nd fastest-growing county in America from 2000-2010 (58%). In 1990, Delaware County had a population of 66,929, and has increased to 214,124 people in 2020; an increase of 219%. The growth rate in Shawnee Hills has mirrored that of the county as centralized sewer service became available in the village. The transition from a rural village to a suburbanizing community has presented new challenges. Centralized sanitary sewer has led to growth and indicates that building and development will continue. How well the village plans for the future growth in the next 5 to 10 years will be a critical factor in shaping the Shawnee Hills identity.

The following tables show population projections calculated by the DCRPC for all communities in Delaware County. The projections may change drastically based upon major developments. The maximum build-out population is a depiction of what the build-out population could be for each community as it is currently planned and zoned.

Figure 2.9 Township Population Projections (by DCRPC Housing Unit Method)

	2000 US CENSUS	2010 US CENSUS	2020 US CENSUS	2025*	2030*	2035*	2040*	Maximum Build-out**
Berkshire	1,946	2,428	4,476	8,711	11,422	13,498	15,020	20,936
Berlin	3,315	6,496	7,774	10,942	12,978	14,488	15,595	23,537
Brown	1,290	1,416	1,402	1,511	1,588	1,640	1,679	17,645
Concord	4,088	9,294	10,951	12,826	14,219	15,095	15,737	29,942
Delaware	1,559	1,964	2,138	2,253	2,325	2,376	2,413	15,014
Genoa	11,293	23,090	24,806	25,603	26,094	26,426	26,669	28,454
Harlem	3,762	3,953	4,554	4,998	5,296	5,497	5,644	29,069
Kingston	1,603	2,156	2,359	2,609	2,797	2,911	2,995	26,994
Liberty	9,182	14,581	18,271	24,599	28,752	31,816	34,062	35,870
Marlboro	227	281	295	304	309	313	316	6,147
Orange	12,464	23,762	30,516	34,569	37,000	38,764	40,057	41,505
Oxford	854	987	950	974	994	1,007	1,016	14,291
Porter	1,696	1,923	2,194	2,369	2,485	2,560	2,615	25,000
Radnor	1,335	1,540	1,570	1,675	1,741	1,792	1,829	24,561
Scioto	2,122	2,350	2,648	2,952	3,158	3,293	3,392	25,588
Thompson	558	684	659	708	742	768	787	14,568
Trenton	2,137	2,190	2,276	2,453	2,584	2,667	2,729	11,684
Troy	2,021	2,115	2,105	2,232	2,312	2,375	1,202	15,228
Total Twps	61,450	101,210	119,944	142,288	156,796	167,286	173,757	406,033

Figure 2.9 Municipal Population Projections

	2000 US CENSUS	2010 US CENSUS	2020 US CENSUS	2025*	2030*	2035*	2040*	Maximum Build-out**
Delaware	25,243	34,753	41,302	49,335	54,566	58,935	63,310	106,061
Galena	305	653	924	1,630	2,194	2,591	2,989	13,900
Sunbury	2,630	4,389	6,614	9,052	10,558	11,822	13,087	11,638
Shawnee Hills	419	681	835	869	885	899	912	1,290
Powell	6,247	11,500	14,163	15,360	16,090	16,665	17,240	17,187
Ashley	1,216	1,330	1,198	1,194	1,197	1,200	1,202	4,705
Ostrander	405	643	1,094	1,458	1,458	1,664	1,871	4,191
Dublin	4,283	4,018	4,250	4,320	4,360	4,390	4,421	4,707
Westerville	5,900	7,792	9,230	9,364	9,405	9,429	9,453	12,189
Columbus	1,891	7,245	14,570	15,367	15,818	16,289	16,761	22,785
Total Municipalities	48,539	73,004	94,180	107,949	116,531	123,885	131,248	198,653

*Based on historical trends, estimates are subject to localized increases/decreases and do not include the potential for annexations and resulting changes in density.

**Source: DCRPC Data/Demographics Webpage, 2025

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CHAPTER 3

Development and Change

Development Indicators

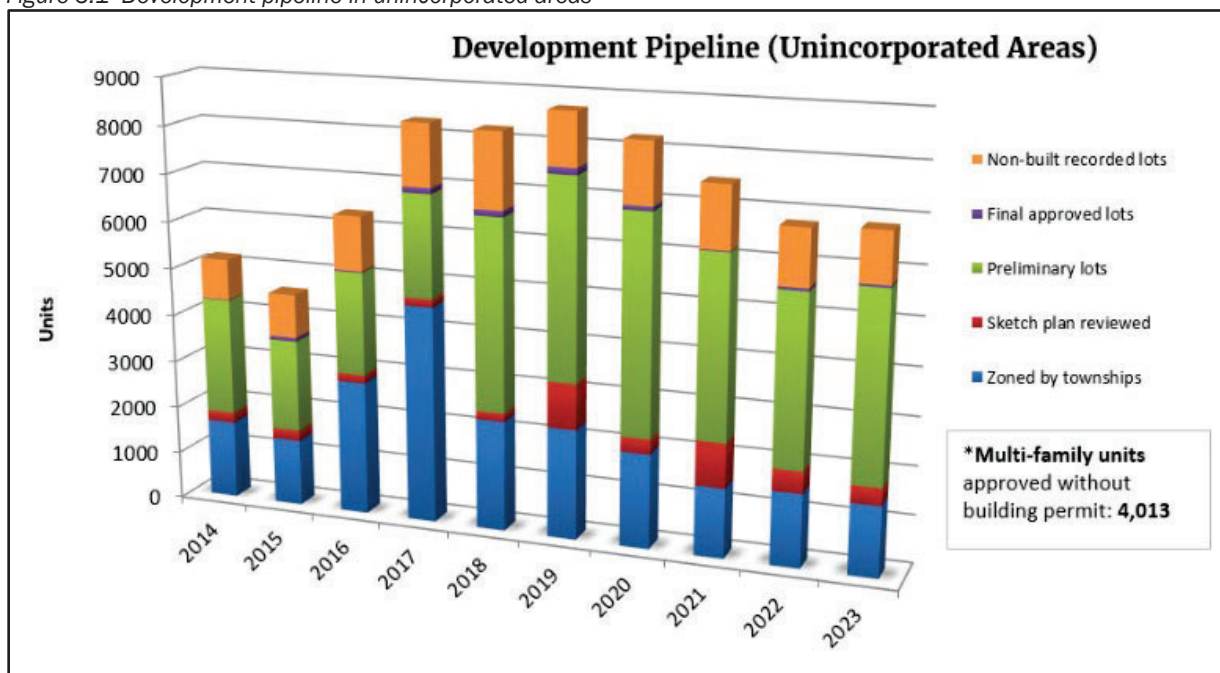
Typically, in new-growth areas the subdivision platting process has served as an indicator of future growth. For Shawnee Hills, however, growth has generally been confined to areas within the village which was platted in the 1920s. This section will briefly describe the development of the overall county and then discuss development indicators in the village.



Much has been said about the growth rate of Delaware County over the last three decades. The County grew by 64.3% from 1990-2000, ranking it as the 15th fastest-growing county in the country by percentage of growth. For the period of 2000-2010, the growth was 58.4%, as the County was the 22nd fastest-growing by the same measure.

The following table represents the number of lots in the various stages of the development process at the end of each year. The key is to notice that the overall number of lots in the pipeline had been decreasing until 2015, when several new subdivisions started through the process. The DCRPC estimates that there is still a 14-year supply of lots in the development process.

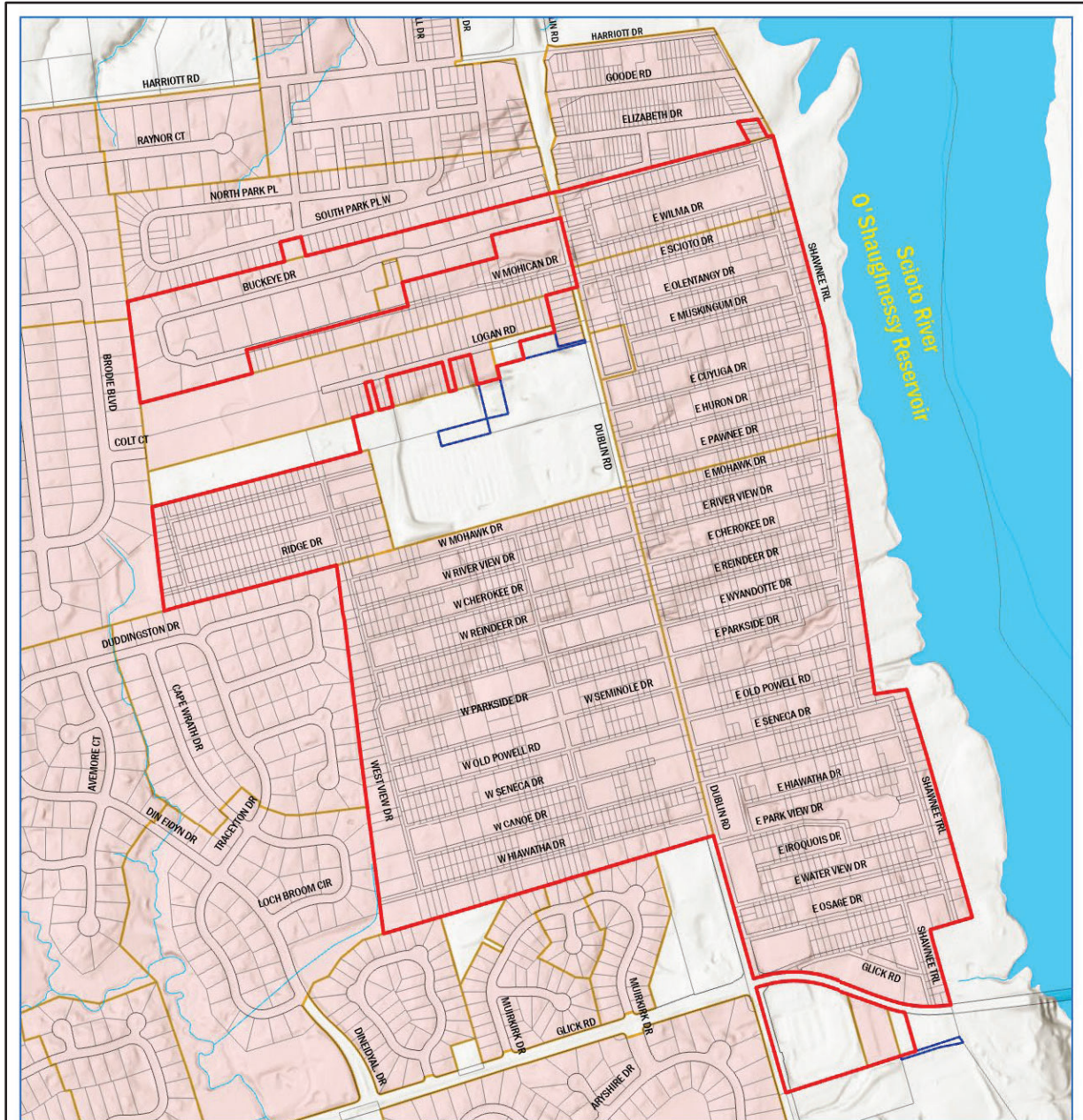
Figure 3.1 Development pipeline in unincorporated areas



(Source DCRPC, 2024)

Development Pattern Map

The development pattern map tracks the size and location of existing and proposed subdivisions. In the Village of Shawnee Hills, it's clear that the Village is mostly platted, other than five parcels used for Strader's Garden Center, with no new subdivisions proposed (which would include amendments to existing plats).



Development Pattern

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet

Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>



- | | |
|--|---|
| Shawnee Hills | Rivers / Lakes |
| Lot Split | Streams |
| Lot Transfer | Multi Family |
| Road Right of Way | Proposed Subdivision |
| Property Lines | Recorded Subdivision |

Total Lots/Units Reviewed by DCPRC											
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Zoned by Townships	1,925	1,636	1,401	2,816	4,558	2,317	2,312	1,978	1,453	1,531	1,474
Sketch Plan	464	220	228	176	171	176	958	315	929	458	364
Preliminary Approved	1,563	2,454	1,934	2,161	2,153	4,030	4,190	4,568	3,800	3,559	3,907
Final Plat Approved	36	19	83	29	124	131	146	95	25	61	46
Recorded, Non-built	825	849	907	1,138	1,299	1,576	1,269	1,273	1,289	1,165	1,043
Multi-Family Approved	2,591	2,492	3,299	3,244	2,671	2,284	3,216	2,852	3,930	3,982	4,013
Total	7,404	7,670	7,852	9,564	10,976	10,514	12,091	11,081	11,426	10,756	10,847

Only one new platted subdivision has occurred in the last 24 years in Shawnee Hills. Roger Yeoman annexed a portion of the Shawnee Hills North addition to the village in 2000 and re-platted 155 non-conforming lots to yield 36 new lots called Shawnee Woods under the same general street configuration. Since that time, 33 new houses have been built in the subdivision – one third of the homes built in the village since 2000.

Platting

The Village of Shawnee Hills is responsible for reviewing and approving all zoning and platting activities within the incorporated areas of the Village. Any proposed subdivision must comply with the current adopted Shawnee Hills Zoning Ordinance and the Delaware County Engineering and Surveying Standards.

Minor Subdivision

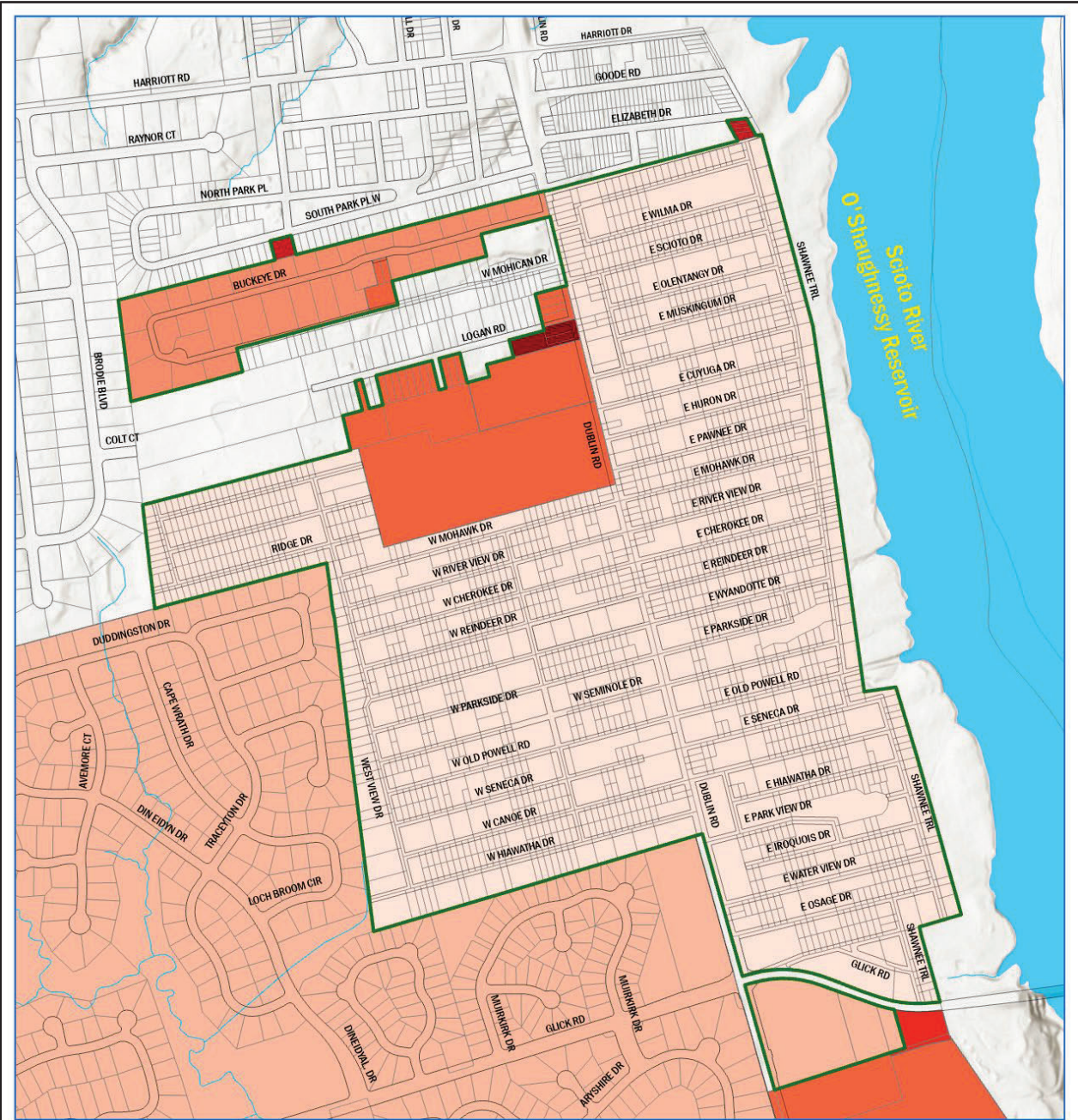
A more simplified Minor Subdivision, or “lot split,” is another option for creating lots that is illustrative of development history. The Ohio Revised Code (ORC) permits a division of a parcel of land along a public street not involving the opening, widening, or extension of any street or road, and involving no more than five lots after the original tract has been completely subdivided. Applications for lot splits are approved administratively by the Village without a plat. The Minor Subdivision procedure is required for lots 5 acres or smaller. With the majority of the Village already platted, this is not a typical process seen by the Village historically.

Annexation

The biggest change for the Village of Shawnee Hills over the years in the realm of development has been annexation. Annexation is a complicated process where a municipality incorporates a property, or several properties. However, the incorporation of a property does not necessarily exclude the annexed properties from being part of the Township, in this case, Concord Township. There are five different ways a property may be annexed.

Annexation of land may be difficult to foresee, and to forecast costs associated with immediate improvements needed to allow for proposed development within the annexed land area. Municipalities generally control annexation by forcing unincorporated areas to annex in order to access the municipalities utility services. Services provided by the municipality to the land may include; water supply, sewers, police and fire protection, street improvements and maintenance, and

drainage. Services provided to the people may include; public health, welfare, and education, a road system, recreation facilities and programs, public libraries, and courts.



Annexation

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet

Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>



- Annexation by Year
- 1941
 - 1973
 - 1974
 - 2000
 - 2002
 - 2003
 - 2012
 - 2018
 - 2020

With the lack of access to Delaware County Regional Sewer District facilities, potential development is forced to use the Village sewer lines. If those lines are within 300 feet of the property, the Delaware General Health District will not authorize the use of on-site treatment systems like septic tanks if sewer lines are considered to be accessible. Denial of septic permits generally results in properties seeking annexation in order to be able to continue to develop.

The Annexation Map on the previous page shows how many acres the Village of Shawnee Hills has annexed over time. Since 2000 the Village has annexed 43.37-acres, all of which coming from Concord Township. Once a property has been successfully annexed, the municipality must then determine the best zoning classification for this property. However, often times a property owner may have requested the annexation and in turn, will submit a rezoning application to allow for the intended use(s).

Summary of Development Indicators in Delaware County and Shawnee Hills

Delaware County continues to be a potential hotbed of new development in areas with water and sewer service and proximity to Franklin County. Shawnee Hills has already shown this with its growth after initially receiving sanitary sewer service in 2001 and with approximately 16 acres of available land area within the Shawnee Hills Addition No. 4., it is reasonable to assume that the Shawnee Hills area will continue to see development pressure, both residentially and commercially.

One of the more recent examples of a successful commercial redevelopment project in Shawnee Hills is **Shawnee Station**, located at 6058 Click Road. This 3-acre site has historically been developed with the Cedarbrook Landscaping & Garden Center, which operated for approximately 50 years; now developed with a 14,175 square-foot, single story multi-tenant retail site. Current uses include a coffee and cigar shop, barber shop, baby boutique and restaurant.



A rendering of the **Shawnee Station** development (Image provided by M+A Architects)



Shawnee Station development (Google Street View August, 2023)

A current example of a greenfield development is **Bridge's End Brewing**, a brewery/restaurant that broke ground in early 2024 and is expected to open its doors in 2025. This development site is approximately 0.75-acres and is located at 9320 Dublin Road. The 5,600-square-foot building will seat around 200 inside and another 200 across 3,600 square feet of outdoor space, including an open patio, enclosed patio and upper deck. There will be greenspace around the site as well.



A rendering of **Bridge's End Brewing** (Image provided by Design Collective)

CHAPTER 4

Tree City & Village Streetscape

Tree City Status

Started in 1976, Tree City USA is one of the Arbor Day Foundation's oldest programs. The first Tree City USA cohort was comprised of 42 communities in 16 states. The city of Springfield, Westerville and Wooster are Ohio's original Tree Cities. Today, the program includes more than 3,600 communities from all 50 states, Washington D.C., and Puerto Rico.



The Village of Shawnee Hills was certified as a “**Tree City**” three years ago in 2021 and received a **Growth Award** for one of those years. The Tree City USA Growth Award is presented by the Arbor Day Foundation to participating Tree City USA communities that demonstrate higher levels of tree care and community engagement during the calendar year. The Growth Award recognizes major milestones and annual activities in five categories that combine to build sustainable community forestry programs over the long term.

Supporting Biodiversity, Climate, and Community (As of 2023)

1. 3,577 recognized cities.
2. 998,302 trees planted and distributed through community events.
3. 4,012,925 trees distributed to members to plant in their yards.
4. 129 individual reforestation projects supported.
5. Community size:
 - a. Largest community: City of Columbus (Pop. 907,895)
 - b. Shawnee Hills (Pop. 855) -
 - c. Smallest community: Put-In-Bay (Pop. 135)

Benefits of being a Tree City USA Community

- Trees help absorb the sounds of traffic in urban areas by 40%.
- Neighborhoods with trees are seven to nine degrees cooler than those without.
- Trees reduce energy costs up to 25% by shading buildings and protecting them from winter winds.
- Homes with trees have higher property values.
- Green space plays a major role in improving mental and physical health.
- Planting and maintaining trees will absorb carbon dioxide in the atmosphere, mitigating the effects of climate change.

See the **Critical Resources Map** on page 20 for the existing tree canopy coverage levels in Shawnee Hills and surrounding area.

Goals:

- ✓ Create an easy review process that encourages redevelopment and proper design.
- ✓ Make our Main Streets a pedestrian-friendly and aesthetically pleasing place to be where people wish to stroll along the street, shop, visit, and relax.
- ✓ Improve pedestrian connectivity throughout the commercial corridor.
- ✓ Attract new businesses and improve existing ones along the corridor.
- ✓ Encourage a mix of uses, including residential, on our main streets to increase its vitality.
- ✓ Reinforce our commercial corridor as a destination location for residents and the region.
- ✓ Improve the parking situation in our commercial corridor.
- ✓ Build upon the best characteristics of the Village.
- ✓ Encourage investment in infrastructure and area improvements.
- ✓ Improve overall design quality.
- ✓ Create gateways to the Village's commercial corridor.
- ✓ Enhance safety in the commercial corridor.
- ✓ Improve stormwater infrastructure.

Objectives:

- ✓ Create a pedestrian-friendly and aesthetically pleasing consistent streetscape.
- ✓ Develop standards for the Main Street corridor, such as street frontage types & building.
- ✓ Maintain our commercial corridor as a thoroughfare
- ✓ Create a climate and a built environment that attracts new businesses and sustains & promotes existing businesses.
- ✓ Encourage existing and future developments to enhance the quality of their site (building, lot, parking, landscaping, signage, etc.).
- ✓ Address the parking situation in our commercial corridor with general recommendations on the amount of parking necessary to implement the vision and the best locations for it.
- ✓ Maintain the best and/or "historic" character of our community.
- ✓ Anchor complimentary public spaces within our commercial corridor.
- ✓ Accentuate the "Tree City" qualities.
- ✓ Promote the creation of a street front of buildings and pocket parks.

Village Streetscape

The Village created and adopted the **Main Street Plan** in 2024 to help guide and design development along Dublin Road and Glick Road, which serve as the commercial heart of the Village of Shawnee Hills. Creating a "streetscape plan" was one of the recommendations in the 2011 Comprehensive Plan. Design guidelines within this document focus on Site Planning, Buildings, Signage, Parking Lots, Drainage and Streets, Designated Outdoor Refreshments Area (DORA) and Public Fixtures. The standards in these guidelines are intended to approach redevelopment of the corridor in a reasonable and economically responsible way while focusing on improved site design and architecture.

The intent of the Main Street Plan is in line with what many other communities and professional planning organizations are striving for, adopted and implemented "Complete Streets Policies". The Mid-Ohio Regional Planning Commission (MORPC) defines Complete Streets as *"roadways, highways, bridges, and other transportation facilities that are designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely. These streets consider the needs of all people, including, but not limited to, people walking, bicycling, using shared mobility devices and assistive devices, using transit and riding school buses, driving, and operating commercial and emergency vehicles."* Other local communities that have adopted similar plans include the Cities of Powell, Dublin, Delaware, Westerville, Columbus, Franklin County, and others.

The Shawnee Hills Comprehensive Plan and the Main Street Plan both serve as guides for how the Village should develop and redevelop based on goals, objectives and the vision for the Village. Guidelines that are to be required are referred to as "standards" and will be adopted as part of the Village Code. Some of the goals and objectives found in this document are listed to the left. A complete copy of the Main Street Plan can be found in the appendix.

Best Management Practices

Best Management Practices (BMPs) are visual examples that demonstrate the positive design principles in the public realm. Visuals are used because defining design elements in a text-only format can be limiting, restrictive, and can result in a bland sameness. The following general principles enhance the quality and reflect development goals within commercial and other non-residential areas. The Village also has an Architectural Board of Review to weigh in on projects prior to any permits being approved or construction commencing.

Site Furnishings and Fixtures

Creating a vibrant and inviting commercial destination is necessary for future development and that framework is supported within the Main Street Plan. A consistency in furnishings can enhance the visual unity of the corridor. Such furnishings include downcast lighting fixtures that are “dark sky compliant” (figure to the right), trash receptacles, benches, and other usable structures. Furniture should be permanently installed, be vandal-resistant, have replaceable components, and be easily maintained. It should be of high-quality design and “timeless” in style. Seating should be located at logical resting points and situated so they do not block the internal walkway system.

Examples of some of these supported Village furnishing and fixtures are shown below:



Buildings Form the Space of the Street

Buildings have the potential to create a shared public “room”. The character and scale of these walls determine the character of the room. Continuous building frontage with active uses on a street creates a welcome space that supports pedestrian and economic activity. In typical suburban-commercial developments where the building fronts on a vast expanse of paved parking, no such room is created. The majority of commercial lots along Dublin Road are currently zoned Neighborhood Commercial (NC) and the NC development standards generally require these supported development styles (parking to the rear, frontage sidewalks with front façade entrance, street tree planting, dumpster location, screening, etc.).

Building Height/Appearance

Streets have a more cohesive, pedestrian feel when contiguous buildings are of similar height. The maximum building height is generally 35 feet, or as otherwise limited by the available emergency equipment. Though this would allow building of two stories, most commercial development has been built with only a single story. Creating a pedestrian-oriented development would likely require a mix of uses, where retail would be located on the ground floor with offices or even specific types of residential above.

Roof Forms and Building Materials - roofs on new structures should generally be pitched or hipped. Building materials may be wood frame, brick, or stone. Roof material should have a shingle look, either as asphalt shingles, slate, tile or metal.

Environmental Sustainability

Mixing uses can result in lower impact to the environment. “Green” buildings can cost less, improve worker productivity, enhance marketing efforts and help to create a district identity. Structures and parking should respond to the specific building site, be efficient in water and energy use, be constructed of sustainable materials, and create a healthy environment for the occupants. The Leadership in Energy and Environmental Design (LEED) *Reference Guide for New Construction and Major Renovation, Version 2.2*, is a valuable resource for guidance on green building techniques, practices and standards.

Parking and Access

Where there is safe access to Dublin Road, circulation streets should be created rather than individual entrance drives to parking lots. Secondary streets should also limit access and a coherent network of backage streets is created. Parking and access to parking should be located at limited locations along these secondary streets. The new **Bridge’s End Brewing Co.** provides for access off of E. Powell Road and includes a shared access point with Hellas restaurant. Similarly, as part of the **Shawnee Station** development the Glick Road access is right-in/right-out only, with full access located off of Shawnee Trail.



“In-line” stores or strip centers that are built with high-quality materials and architectural details.



Bridge's End Brewing Co.



Shawnee Station

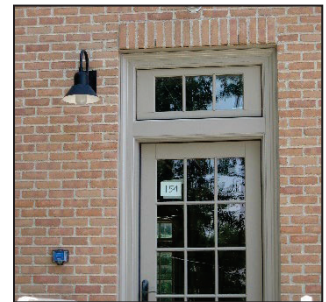
Parking lots should be screened and separated from the public right-of-way. Large expanses of surface parking should be broken up into smaller areas when possible. These may be located beside or between buildings. Parking located directly in front of buildings should be minimized where possible. All lots should be landscaped and shading maximized.

Service

Service and delivery should be accommodated on side streets or from the rear of buildings. Dumpsters may be grouped for multiple users. All refuse collection areas should be screened from public rights-of-way (right).

Lighting

Building and site lighting should be designed to eliminate light trespass and minimize light pollution. The best lighting schemes will maximize uniformity and eliminate glare. Lighting for pedestrians is an important consideration and should be designed to maximize visibility and comfort. These considerations can decrease initial costs, have marked value in life-cycle costs and create a more attractive and comfortable nighttime environment.



Creating a hierarchy of lighting standards is another way to unify image and identity. Lighting used to illuminate parking areas, the street, or signage should be indirect and shielded, avoiding off-site spillage of light into other properties. Light fixtures should be designed as a cohesive part of the other site elements (above). This will include various lighting levels for vehicles, pedestrian circulation, signage and special accents.

Signage

The scale of signage should be designed with pedestrians in mind. Signs on awnings, in windows and projecting from the face of the building can help create an interesting pedestrian environment. Traffic signage should have a consistent look and placement, where possible.



Natural-colored materials should be used for the base of monument signs. Variation of signage themes based on sign type or location should be encouraged and signs should be of high quality and 'timeless' in style to avoid becoming outdated. Signs should be limited to one per lot or one per multiple lots if devoted to one specific use or user. Graphics should be simple to encourage readability and increase identification. If a ground sign is to be used, the monument-style is mandated. No sign should interfere with the safe movement of pedestrians and vehicles.

Accessibility

Standard concrete walks should be 6 feet wide, where sufficient right-of-way exists. Along secondary streets, the walk should be located four feet from the back of curb. Handicap-accessible curb ramps should be used at all access drives, public streets, and private streets and shared easements that function as public streets.

All major intersections should include painted crosswalks to alert drivers to the pedestrian crossing. Change of pavement (i.e., brick and concrete) should be considered for pedestrian crossings at major intersections.

Landscaping

Landscaping should be designed to provide shade for pedestrians and generally create a comfortable pedestrian environment in commercial portions of the corridor. Impervious surfaces should also be shaded to mitigate heat island effects. Continuous trees are encouraged to augment the public landscape plan. There are many environmental, as well as psychological benefits to including a tree planting plan. Trees can enhance values, reduce traffic speeds, increase levels of comfort, and unify the look of an area. Correct placement and choice of species can eliminate ongoing maintenance issues.

Large shade trees should avoid conflicts with structures and reinforce the streetscape placement. Small ornamental trees should be used as accent plants and frame views to special architectural features. Avoid placing ornamental trees in locations that would block the view from the street to the structure and impair visibility for auto operators.

Screen parking lots with a minimum 4' foot high continuous evergreen or deciduous hedge, low earth mounding, or stone wall. Hedge size at installation should be at least 30" in height. A creative combination of these elements is encouraged to avoid visual monotony.

Planting, mounding, and fencing should be incorporated at the rear of commercial areas that are adjacent to residential areas. Screened planting should be 75% opacity at installation during full foliage.

Guidance for minimum standard plant sizes at installation:

Shade Trees - 3" Caliper, 12'-14' height

Ornamental Trees - 8'-10' height

Evergreen and Deciduous Shrubs - 24" height

If landscaping is used as screening for trash receptacles, it should have a minimum opaqueness of 80% during full foliage. The height of a screen wall should be at least six feet.



A parking lot (left) is screened from the sidewalk and landscaping blends with the streetscape.

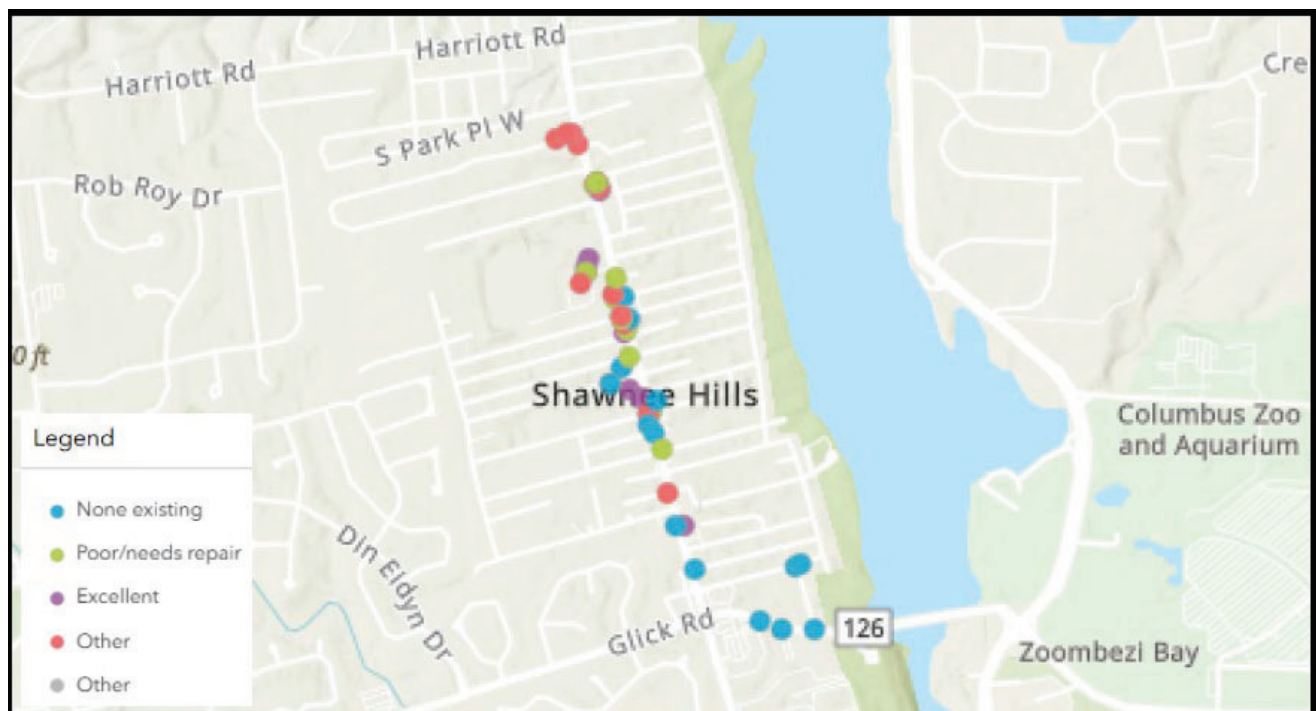
Walk Audit

In Fall 2024, the Delaware County Regional Planning Commission (DCRPC) and Delaware Public Health District (DPHD) organized a Walk Audit for the Village of Shawnee Hills. Attendees included DCRPC, DPHD, Delaware County Board of Developmental Disabilities (DCBDD) and Mid-Ohio Regional Planning Commission (MORPC) representatives, along with the Village Administrator, Village Road Superintendent and Village residents.

A walk audit is a simple process to help assess and provide information on how supportive the street and surrounding environment is for walking. A walk audit surveys a pre-planned route, and documents ways that the environment supports and prohibits walking. Additionally, walk audits can help to understand the environment from an all-ability inclusive perspective. Audit participants included local residents, volunteers, and stakeholders.

This report provides a summary of observations from walk audit participants as well as recommendations for improvements. Recommendations include both short- and long-term solutions to be considered by Village of Shawnee Hills officials and community stakeholders. An electronic survey (ArcGIS Survey 123) was made available for "Auditors", or participants to utilize in the field to document their findings. A map function allowed Auditors to pin locations, indicate conditions of infrastructure, add comments and upload photos related to their location. A complete list of observations and recommendations can be found in the appendix of this plan.

Figure 4.1 Walk Audit Map. Pinned location with noted conditions.



CHAPTER 5

Existing Conditions – Land Use

Land Use Update

Shawnee Hills is a small village with current land area of approximately 282.12 acres or 0.44 square miles (including ROW). There is some opportunity for annexation to expand to the north and west. Housing has been the primary land use for the last 90 years but there is a fairly vibrant retail commercial corridor along Dublin Road.



The following table indicates the acreage of each standardized land use category within the County Auditor's DALIS system, as well as each land use's percentage of the overall acreage. The number of structures within each land use is also listed, based on how those structures are categorized in the county's system.

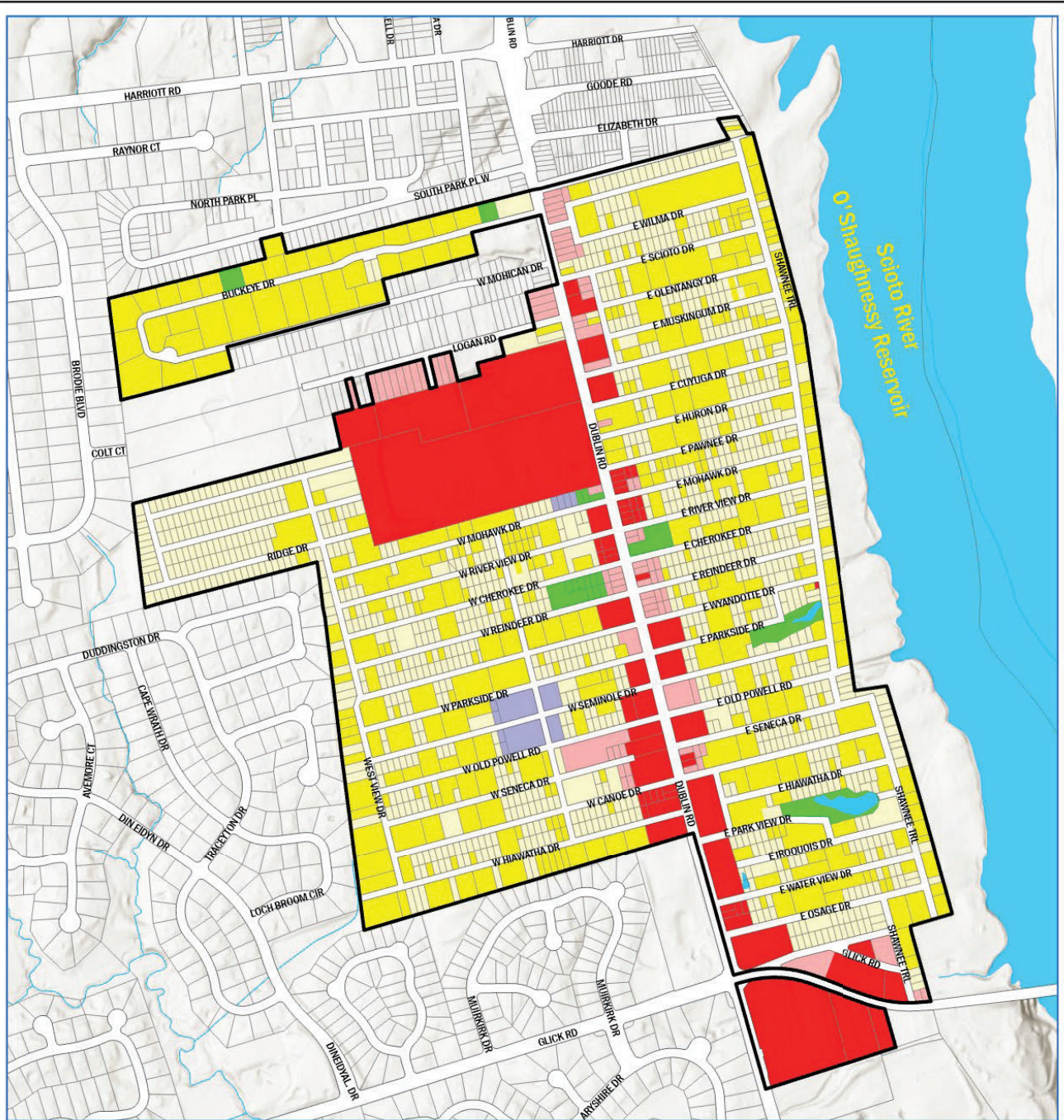
Figure 5.1 Existing Structures and Land Use Acreage

	Number of Structures*	Number of Structures**	Acreage	% Total Acreage
Single Family	331	448	92.51	32.68%
Multi family	-	-	-	-
Commercial	50	64	46.16	16.31%
Industrial	-	-	-	-
Institution	3	4	2.43	0.86%
Agriculture	-	-	-	-
Highway R.O.W	-	-	56.42	19.93%
Parks/open space	1	1	4.13	1.46%
Vacant residential	-	19	71.87	25.39%
Vacant commercial	-	-	9.57	3.38%
Totals	385	536	283.09	100 %

*Number of Structures based on DALIS master address point layer (Occupied) dated 1/2024.

**Number of Structures based on 2018 DALIS Structures (building outlines) and updated with 12/2023 info.

On the next page, the 2024 **Existing Land Use Map** shows the generalized extent of each land use, by parcel, based upon current aerial photos and data from the County Auditor's DALIS system. DCRPC staff adjusted the land use category of some parcels to reflect structures that were located on more than one parcel.



Existing Land Use

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet



Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>

Existing Land Use 1/2024

- Single Family
- Multi Family
- Commercial
- Industrial
- Institution
- Agricultural

- Agricultural Vacant Land
- Residential Vacant Land
- Commercial Vacant Land
- Industrial Vacant Land
- Park / Open Space
- Ponds
- Road / Rail ROW

Trends in Land Use

Much of the historic village was made up of approximately 3,500 square foot lots (give or take), and over the years these lots have been reconfigured to allow for development to occur. Many of these current lots are now approximately 20,000 square feet after being reconfigured, with the minimum lot size in the Single-Family (R-2) zoning district being 14,700 square feet; this being the only remaining residential zoning district.

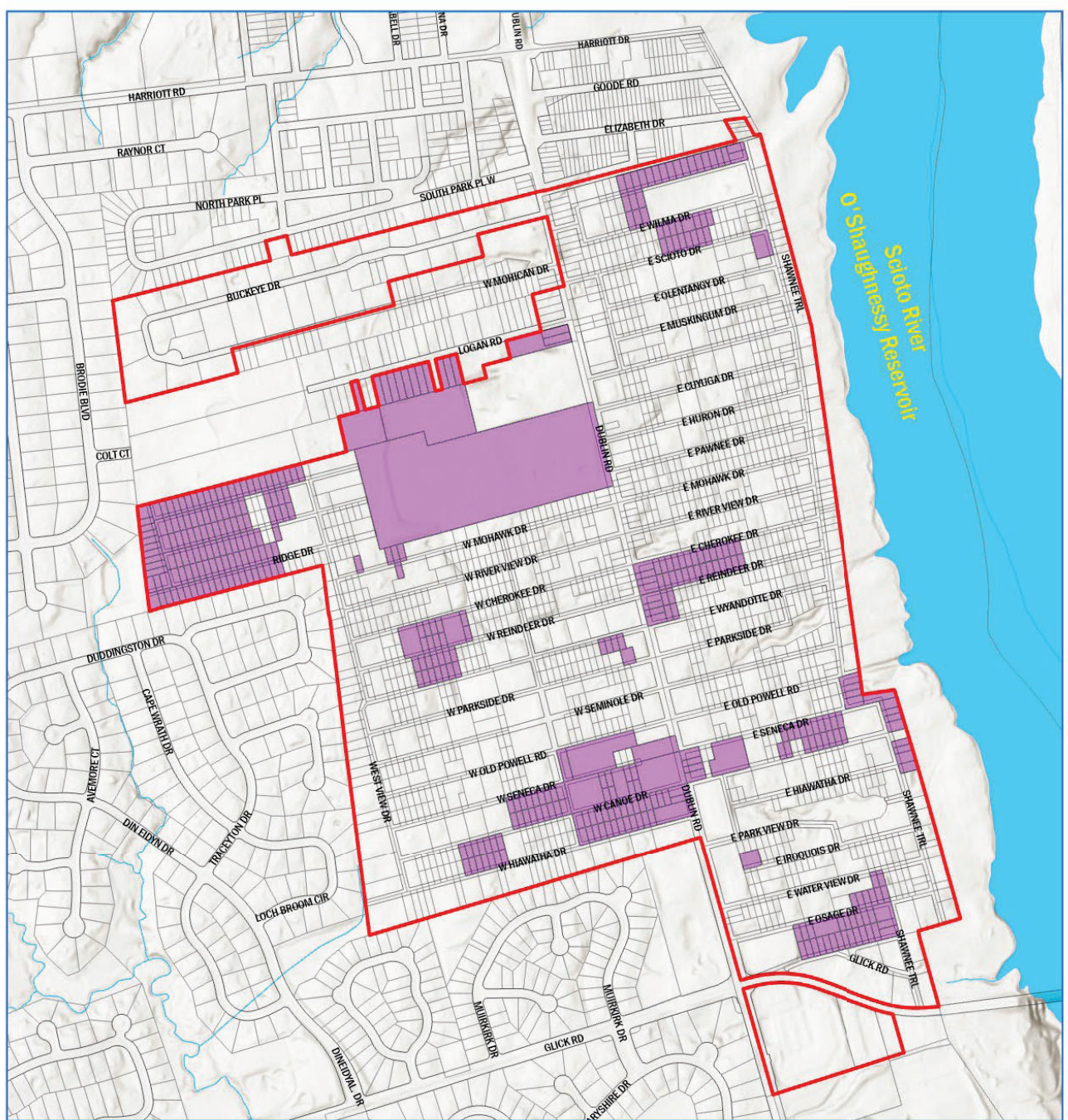
Land in Speculation

The Land is Speculation Map on the following page identifies key properties that have potential for development within the Village boundaries. These are generally groupings of adjacent lots, all under the same ownership. Dividing up the village in quadrants; there is approximately 3.51 acres to the **northeast** (North of E. Cherokee Dr./East of Dublin Rd.), 32.2 acres to the **northwest** (North of W. Cherokee Dr./West of Dublin Rd.), 10.03 acres to the **southeast** (South of E. Cherokee Dr./East of Dublin Rd.), and 12.53 acres to the **southwest** (South of W. Cherokee Dr./West of Dublin Rd.); all with a high probability for development or redevelopment.

Village Owned Property

The Village owns and maintains approximately 4-acres of land in the village, much of that land area including the municipal building, police station, Monohan Park and Jack Frambes Park, sewer pump station, along with other properties throughout the village.





Land in Speculation

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet



Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>

- Land in Speculation
- Shawnee Hills
- Road Centerlines
- Road Right of Way
- Property Lines
- Rivers / Lakes
- Streams

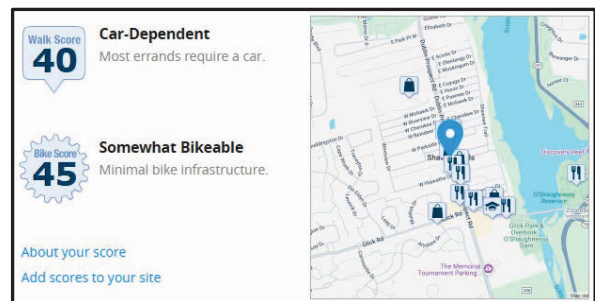
Results of the Land Use Analysis

Shawnee Hills is a predominantly single-family residential community, built in accordance with the original plat's layout of streets. Based on current information, there are 331 single-family homes in Shawnee Hills, 50 commercial uses, and 3 institutional uses.



Within the village, all of the properties along Glick Road are developed with commercial uses. Similarly, there is a strong presence of commercial uses along Dublin Road. Of the properties along Dublin Road that were originally developed with single-family homes, only three homes are left that have not been removed or reused for commercial purposes. These commercial uses are mostly locally-owned businesses, with small footprints that fit within the small blocks of the originally platted streets. This mix of uses, along with sidewalks that travel along either the east or west side (sometimes both) of Dublin Road provided for a neighborhood commercial feel, which meets the spirit and intent of both the Village Zoning Resolution and the Comprehensive Plan as most of the properties are zoned Neighborhood Commercial.

However, the Village of Shawnee Hills received a walk score of only 40 (out of 100) and a bike score of 45 (out of 100). “Walk Score” is a nationally recognized organization that evaluates the walk-ability and bike-ability of a neighborhood based on a specific criterion that includes the ease of shopping, running errands, visiting parks and walking to school. Part of the reasoning for this scoring is most likely related to the lack of sidewalks within the residentially developed areas on the east and west side of Dublin Road. “Walk Score” and similar websites are not the end-all be-all way to review the walk-ability of a neighborhood, although it is a useful tool when evaluating a community.

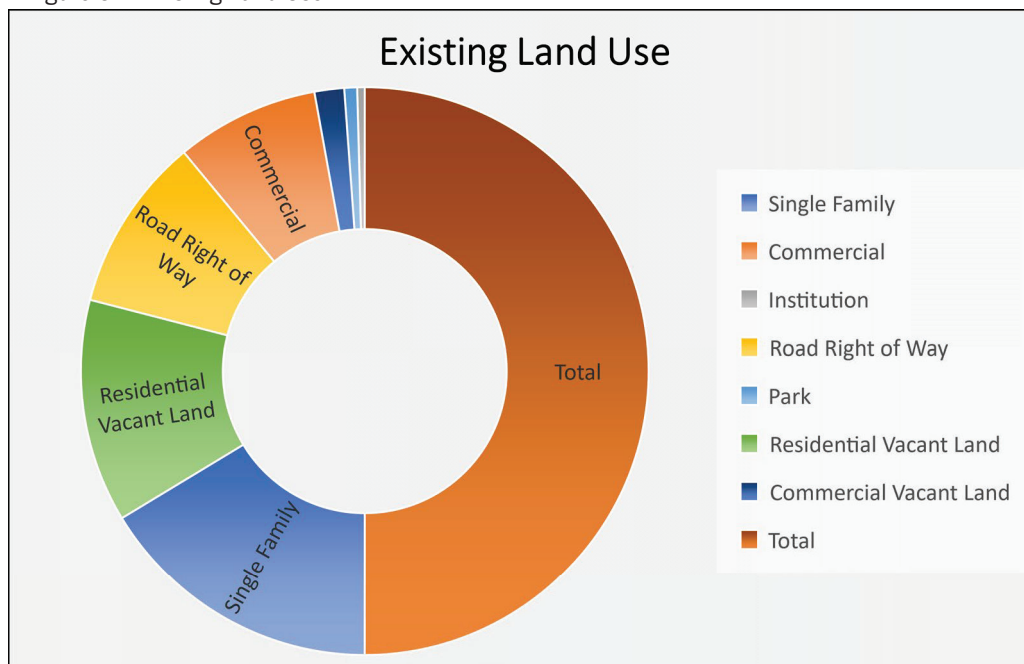


Source: www.walkscore.com

The Shawnee Square shopping center is located at the southeast corner of Glick Road and Dublin Road and has historically included sit-down restaurants, fast food restaurants and other commercial services. This shopping center was constructed in the late 1980's and has provided needed services to the community over the years. Of the nine addresses associated with the shopping center, only two spaces are in use; a restaurant and a cleaners.

Much of the land remains vacant, with 25.39% of the overall municipal area undeveloped but zoned for residential use while 3.38% is a commercial use with no structures. Those lots that have developed have done so by combining lots into larger building sites so as to accommodate septic systems and the current requirement for a 14,700 square foot lot. Some of these small parcels that are considered yard areas may be statistically counted as vacant property on the Building Structure Map on page 23.

Figure 5.2 Existing Land Use





Building Structure

Shawnee Hills Village, Delaware County, Ohio

Shawnee Hills

Building Structure 2024

Address Points by Land Use 2024

- Commercial
- Exempt, Utility
- Residential (Single Family)
- Residential (Mobile Homes)
- Vacant, Open Space
- Other (Out Building)

Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>

Existing Conditions – Natural Resources and Conservation

Shawnee Hills was planned and platted on the west bank of the Scioto River. The river was dammed in the 1920s to provide flood protection and water supply for the city of Columbus. The reservoir is the most prominent natural resource in the village.



Topography

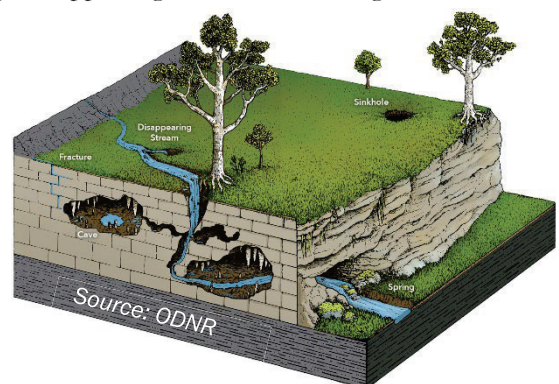
Shawnee Hills consists of a series of undulating hills that generally slope to the south and east. The highest elevation is 936 feet mean sea level, located at the northern end of West View Drive west of Strader's garden center. The lowest elevation is 854 feet mean sea level, located along the O'Shaughnessy Reservoir.

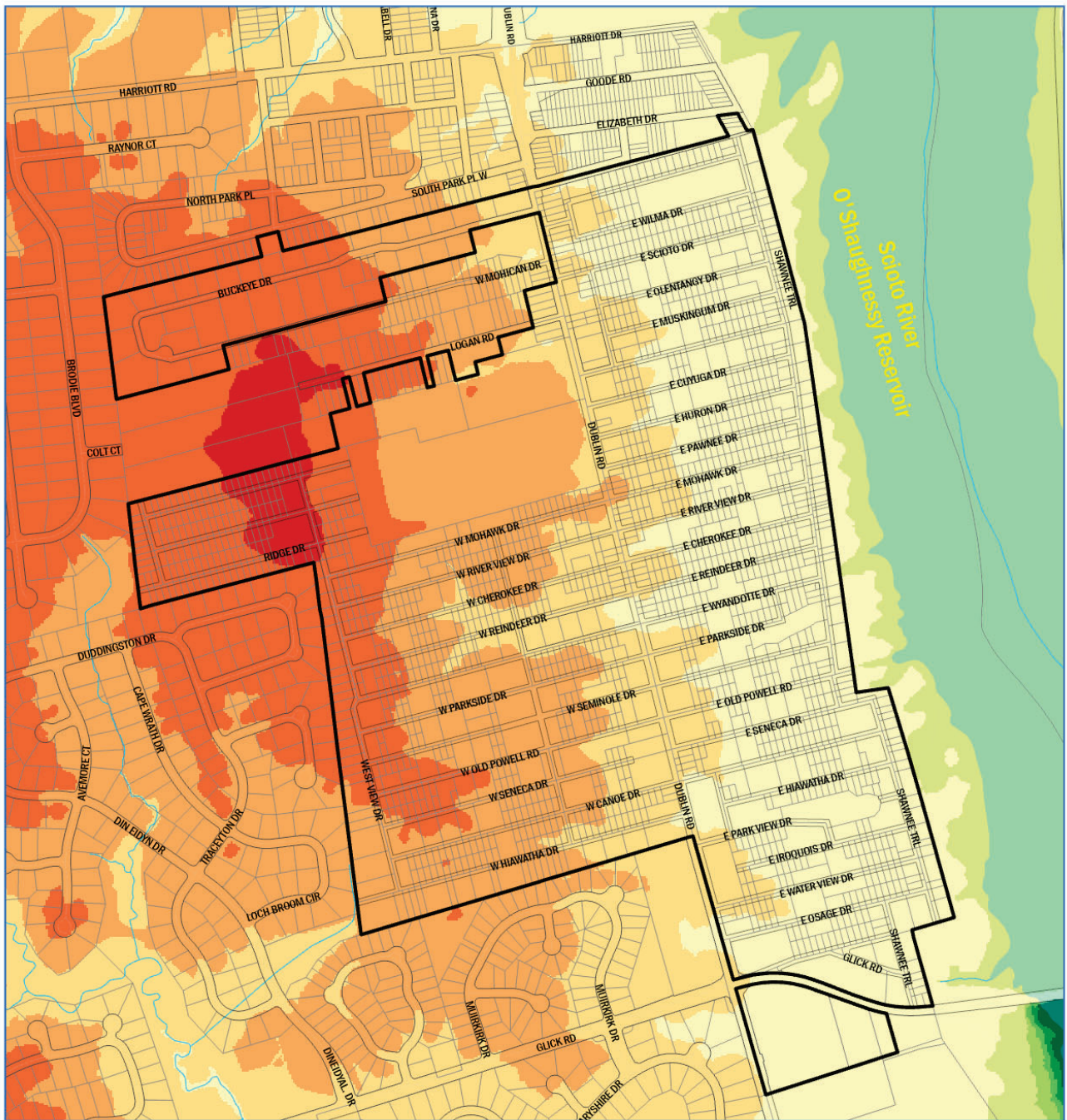
The hilly nature of the village has permitted storm water to sheet drain to the reservoir even though the village lacks a fully constructed storm water drainage system. As the village continues to develop, it is important to maintain the natural drainage ravines. The original plat was a grid subdivision that overlaid the undulating topography; as sewer is extended into the neighborhoods, great care must be taken not to destroy the natural drainage in the development of old lots of record. (See Digital Elevation Map on page 30).

Slopes Greater than 20% and Karst formations

There are very few areas with slopes greater than 20% in the village. These areas lay along drainage ravines and should be preserved. In general, slopes greater than 20% should be preserved as natural landforms and to prevent erosion and slippage. (See Critical Resources Map on page 31)

Karst is a little-known but unique and important landform that can be found throughout the state of Ohio. Sinkholes are the main hazard associated with karst landforms in Ohio and there are thousands of them in the state. Regions that contain sinkholes and other solutional features, such as caves, springs, disappearing streams, and enlarged fractures, are known as karst terrains. Karst land formations are mapped and located on the north and east side of the village. Karst formations and how to address them is a topic that has been discussed in recent years at Village Council meetings, and the Delaware Soil and Water Conservation District has been part of that discussion.





Digital Elevation

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet



Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>

Digital Elevation (feet)	
780 - 795	870 - 885
795 - 810	885 - 900
810 - 825	900 - 915
825 - 840	915 - 930
840 - 855	930 - 945
855 - 870	945 - 960



Critical Resources

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet



Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>

- ▲ Karst Locations
- Archaeological Sites (OHPO) buffer 50'
- National Register Sites (OHPO) buffer 50'
- Historic Sites (OHPO) buffer 50'
- Streams / Drainage Courses
- Ponds
- Wetland (NWI)
- Rivers / Lakes
- Floodway
- Slope > 20%
- 100-Year Floodplain
- 500-Year Floodplain
- Heritage Sites from ODNR
- Tree Canopy
 - Full Coverage
 - No Coverage
- Property Lines
- Property Lines

Floodplains, bodies of water

Since the O'Shaughnessy dam regulates the elevation of the Scioto River, the 100-year flood plain is also regulated. Normal pool elevation above the dam is approximately 850 feet mean sea level. The 100-year floodplain appears to be approximately 854 feet MSL, which means that it barely touches the corporate limits, but does not threaten any structures. Normal pool elevation below the dam is 802 feet.

The National Flood Insurance Program discourages development in the 100-year floodplain and prohibits development in the 100-year floodway. These areas are mapped by the Federal Emergency Management Agency (FEMA). The floodplain map (Panel 220 of 295, Map Number 39041C0220K) gives a general location of the floodplains and provides the Base Flood Elevation (BFE), indicating where the safest elevation is to reduce flood risk for new development. The floodplain map gives a general location of the floodplains. For specific information see the FEMA maps at the Delaware County Code Compliance Office, 1610 State Route 521, Delaware Ohio. (See Critical Resource Map)



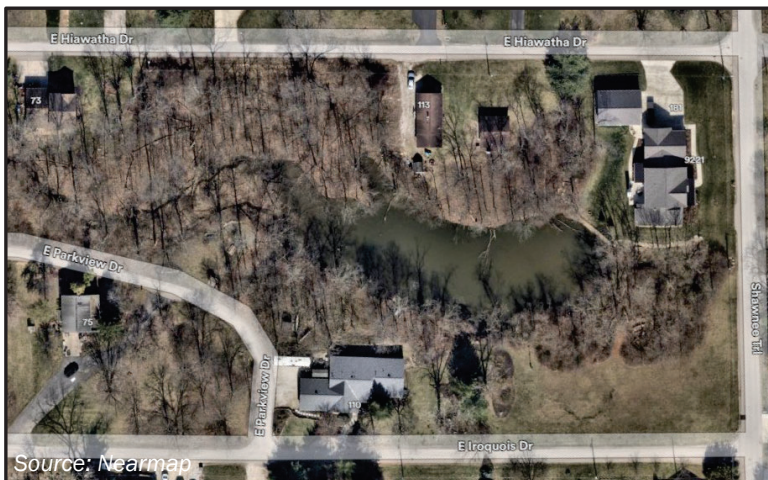
In Shawnee Hills, the 100-year floodplains are all outside of the village limits on land owned by the city of Columbus and should be protected.

Wetlands

Wetlands are generally defined as soils that support a predominance of wetland (hydrophytic) vegetation, and/or are under water at least two weeks per year. They also often function as natural storm water detention systems by trapping, filtering, and breaking down surface runoff. There do not appear to be any large (one acre or more) wetlands in the village of

Shawnee Hills. The only mapped wetland in the village is located in the **Jack Frambes Park**, which is approximately 0.5 acres in size and owned by the Village of Shawnee Hills. There may be smaller potential jurisdictional wetlands located in ravines and along watercourses.

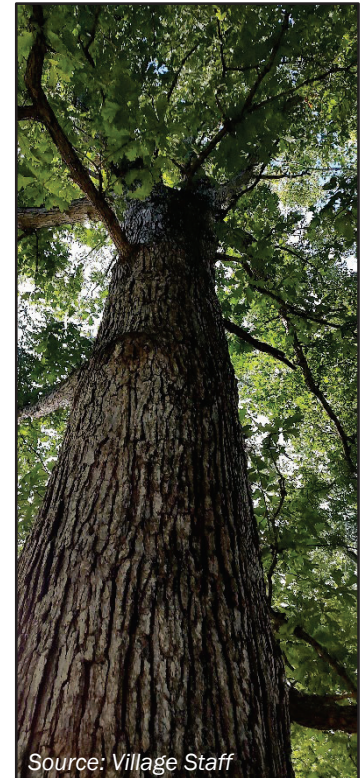
(See Critical Resource Map)



Vegetation

Shawnee Hills is a thickly-forested village which is a point of pride with residents. The village has adopted tree harvesting and replanting ordinances, along with a Tree Preservation Overlay District (TPOD). The TPOD ensures the protection of trees in the village with the following regulations:

- TPOD covers all areas of the village
- Preserve healthy trees over 6" in diameter
- A Village Forester may advise the village administration on activities related to, and affecting trees
- Construction plans must be reviewed prior to approval of development that may impact trees
- Tree topping is prohibited (removing large branches or the entire top of a tree)
- Welfare of trees must be considered when construction is proposed within 6' of a tree
 - A. Conservation of soil moisture
 - B. Reduction of rainfall and erosion
 - C. Reduction of soil compaction from construction activities
 - D. Reduction of competition from grasses and weeds
 - E. Increased soil fertility
 - F. Improved soil structure; and
 - G. Moderation of soil temperature, with a subsequent increase in root development activity
- Penalties may be enforced if these regulations are violated



Sewer installation required the destruction of some trees, as did the development of the new homes over the last decade. Since many roadside trees had to be removed during the sewer construction and road improvements, Shawnee Hills may wish to consider a street tree planting project. However, the Main Street Plan does state that “Street trees are required along all public road frontages within the Main Street District when practical. Where street trees are missing, dead, or dying the property owner is responsible for replacing them. Street trees must meet Village guidelines for species and spacing as determined by the Village Public Tree Plan.”

The **Critical Resource Map** includes “Tree Canopy”, which has a range of full coverage to no coverage. The map and aerial photos within this plan show the general extent of forest coverage in 2024.

Columbus Limestone underlies Shawnee Hills. This formation extends along both sides of the Scioto River and may be an impediment to excavated basements. (See Soil Map)



0 250 500 1,000 1,500 Feet

Soil

BoA	LyE2
GwB	MoB
GwC2	MpD2
LoA	RsA
LyD2	UdB

Existing Conditions – Housing

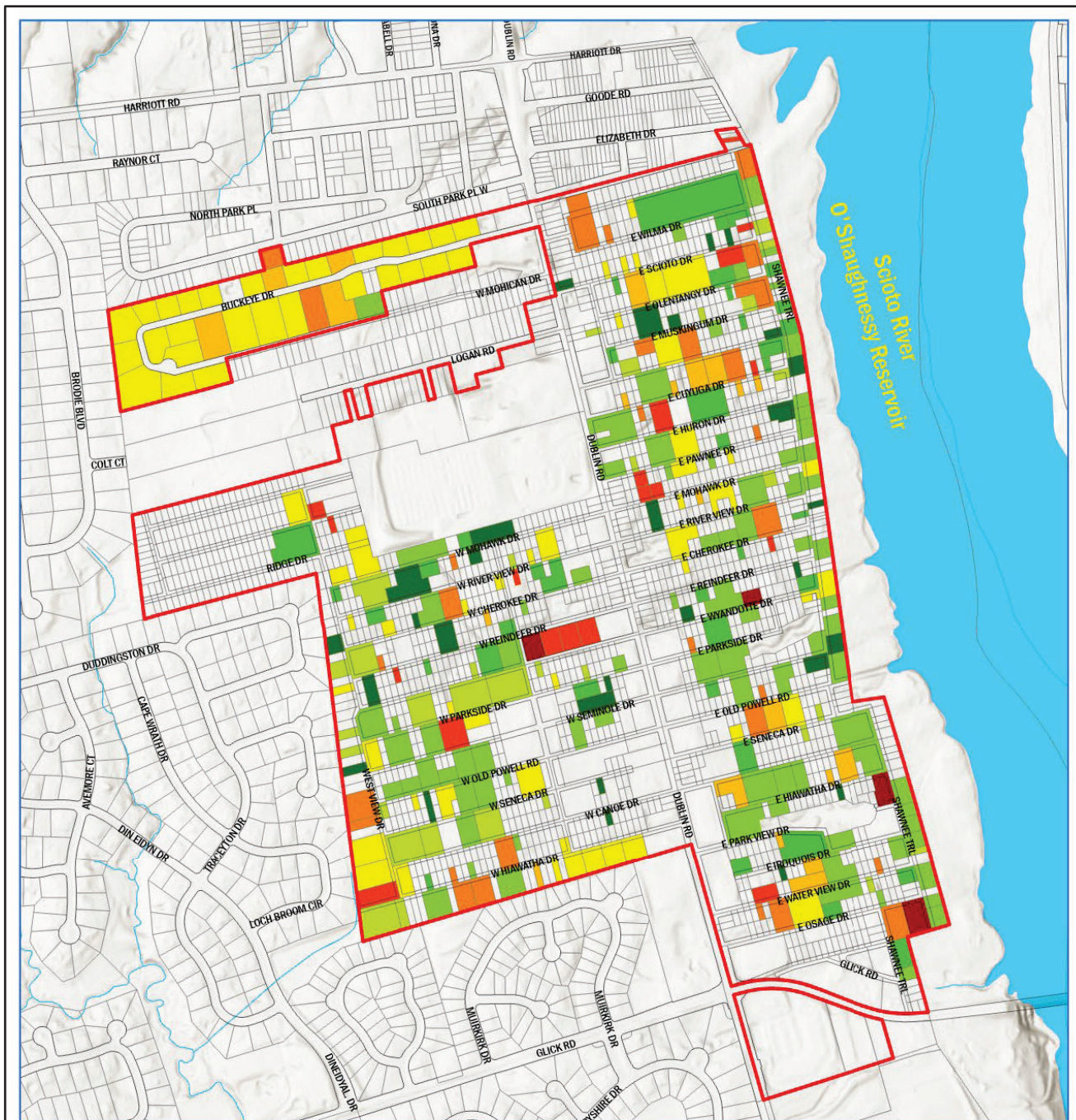
Existing housing stock

Many of the first homes in Shawnee Hills were fishing cottages that converted to permanent residences. Much of the housing stock in the Village is over 50 years old, as shown on the **Building Built by Year Map** on the following page.

In 2010, the Shawnee Hills residential occupancy rate was 91% with a total of 295 units. In 2020, the occupancy rate was 95% with a total of 330 units. That equates to 268 occupied residences out of a total of 295 in 2010 whereas in 2020, the Census found that of 330 units, 315 were occupied.

Village administration has noticed a trend within the village to tear down homes in need of repair and building new, rather than rehabbing the existing house. Based on data from the Delaware County Building Safety Department there have been five demo permits received and approved between 2021-2023.





Building Built by Year

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet



Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>

Housing needs - regional context

Below are the historic building permit numbers reported for all incorporated/unincorporated areas of Delaware County for the years 2013 to 2023, with each jurisdiction ranked by building permits issued. The top ten communities have provided 87.5% of all the housing in Delaware County in the last 10 years.

Figure 5.3 Housing Providers in Delaware County, by Reported Building Permits 2013-2023 (Residential Only)

Rank, Name of Community	# building permits 2013-2023	% total permits issued 2013-2023
1. Delaware City	4,366	21.7%
2. City of Columbus	2,685	13.3%
3. Liberty Township	2,473	12.3%
4. Orange Township	2,174	10.8%
5. Berkshire Township	1,356	6.7%
6. City of Powell	1,126	5.6%
7. Concord Township	1,073	5.3%
8. Berlin Township	939	4.7%
9. City of Sunbury	744	3.7%
10. Genoa Township	695	3.4%
11. City of Westerville	561	2.8%
12. Village of Galena	330	1.6%
13. Harlem Township	328	1.6%
14. Village of Ostrander	235	1.2%
15. Scioto Township	205	1.0%
16. Kingston Township	167	0.8%
17. Porter Township	135	0.7%
18. Trenton Township	107	0.5%
19. Delaware Township	87	0.4%
20. Brown Township	74	0.4%
21. Radnor Township	68	0.3%
22. Troy Township	65	0.3%
23. City of Dublin	59	0.3%
24. Village of Shawnee Hills	50	0.2%
25. Thompson Township	24	0.1%
26. Oxford Township	22	0.1%
27. Marlboro Township	10	-
28. Village of Ashley	2	-
Total for all Incorporated and Unincorporated areas in Delaware County	20,160	100 %

Future Housing

Shawnee Hills' future housing mix and densities are largely dictated by the original plat of the Shaw Nee Hills Addition, and future sewer system capacity. Current zoning calls for a minimum building lot of 14,700 square feet. Due to "grandfathering" of some vested lots, there will be a variety of lot sizes created from the original plat. The housing mix in Shawnee Hills is entirely single-family due to the small size of platted lots and no zoning district that would allow for multi-family residential uses.

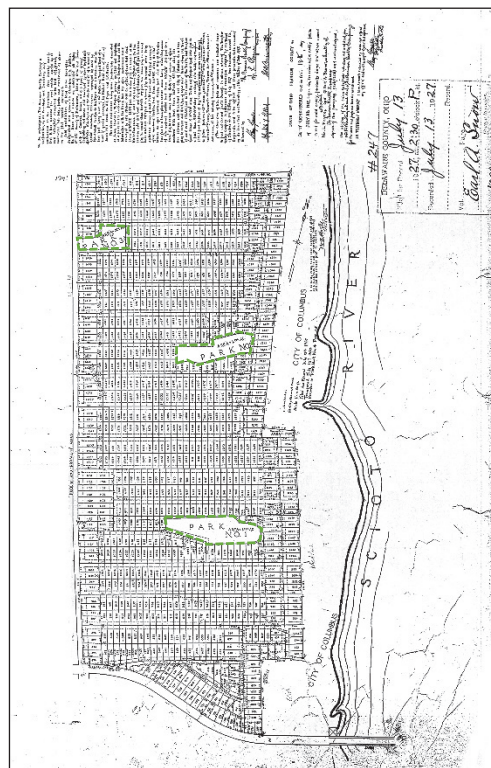
Other Housing Providers

Columbus and Delaware are the primary multi-family providers in the Delaware County housing market. They offer higher densities than available in smaller jurisdictions and townships. The potential for Shawnee Hills to adopt a Mixed-

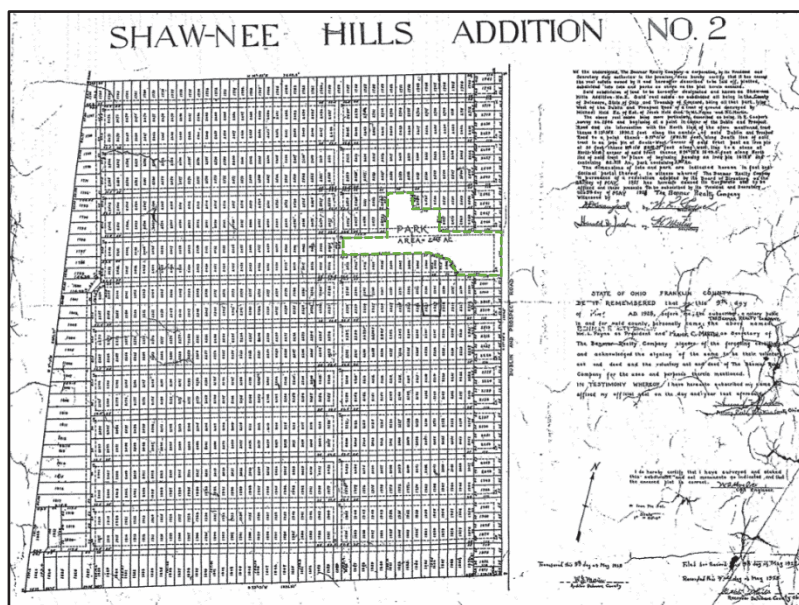
Use Overlay in the northwest and southeast quadrants of the village has been discussed at Village Council meetings in 2024, which could allow for both commercial and multi-family residential uses. However, no such overlays have been adopted.

Existing Conditions – Open Space and Recreation

The original plat of Shaw-Nee Hills Addition (yr. 1927) reserved three park areas; all located on the east side of Dublin Road and total 3.514 acres. Today these remain undeveloped and are used as part of the surface drainage system. Every desirable community in America has a significant park and recreation system as one of its building blocks. Similarly, Shaw-Nee Hills Addition No. 2 (yr. 1928) reserved just over 2 acres for parkland, located on the west side of Dublin Road and spanned the north and south side of W. Reindeer Drive right-of-way. Most of this land area has been privately owned, reconfigured and developed with single-family homes and a commercial building fairly recently (2016-2021). The Village Police Station and Monahan Park inhabit the approximate 1 acre of parkland that remains on the north side of W. Reindeer Drive.



Shaw-Nee Hills Addition Plat – Open Space shown in green



Shaw-Nee Hills Addition No. 2 Plat – Open Space shown in green

Open space is usually classified as either developed or undeveloped. Developed open space is designed for recreational uses, both active and passive, whereas undeveloped open space preserves a site's natural amenities.

Village Parkland Inventory

Of the four platted, dedicated open space areas in the village, **Monahan Park** is the only active recreational area. This park includes a playground with slides, swings, benches, shelter, bike racks and sidewalks. However, this park has no pedestrian connection to Dublin Road. **Jack Frambes Park** is a passive park that includes a dedication plaque, landscaping, benches, picnic table, historic water pump and a view of the wetland on site. Similar to Monahan Park, there is no pedestrian connectivity to Dublin Road. There are currently ongoing and planned improvements to Frambes Park that include: split-rail fencing, stocked pond, certification of wetland, floating pathway, educational signage and picnic amenities. New in 2024 is the **Glick Road Pocket Park**, located at the western edge of the Shawnee Station development. This park includes a paved seating/play area, benches, tables, covered seating area, knee wall and landscaping. Also, a path is under construction that will connect this park to Dublin Road, traveling north behind Walgreens Drug Store and west to Dublin Road. With regards to the original platted, dedicated park areas, consideration should be made to develop this as passive and/or active open space for village residents.



Park Area National Recommendations

The National Recreation and Park Association (NRPA) has developed a set of standards for local improved open space. Although these standards have been promoted as goals, they are not universally accepted. Recreational needs vary from community to community, and desires for recreation vary also.

Figure 5.4 NRPA Recommended Standards for Local Developed Open Space

Component	Use	Service Area	Desirable Size	Acres / 1,000 Population	Desirable Site Characteristics
LOCAL / CLOSE-TO-HOME SPACE					
Mini-Park	Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens	Less than ¼ mile radius	1 acre or less	0.25 to 0.5 acres	Within neighborhoods and in close proximity to apartment complexes, townhouse developments, or housing for the elderly.
Neighborhood Park / Playground	Area for intense recreational activities, such as field games, craft, playground apparatus area, skating, picnicking, wading pools, etc.	¼ to ½ mile radius to serve a population up to 5,000 (a neighborhood).	15+ acres	1.0 to 2.0 acres	Suited for intense development. Easily accessible to neighborhood population – geographically centered with safe walking and bike access. May be developed as a school-park facility
Community Park	Area of diverse environmental quality. May include intense recreational facilities, such as athletic complexes, large swimming pools. May be area of natural quality for outdoor recreation, such as walking, viewing, sitting, picnicking or any combination of the above, depending on site suitability need.	Several neighborhoods. 1 to 2 mile radius	25 + acres	5.0 to 8.0 acres	May include natural features, such as water bodies, and areas suited for intense development. Easily accessible to neighborhood served.

TOTAL CLOSE-TO-HOME SPACE = 6.25-10.5 acres / 1,000 population

Source: National Recreation and Park Association, *Recreation, Park and Open Space Standards and Guidelines*, p. 56. ©1983 by the National Recreation and Park Association, 3101 Park Center Drive, Alexandria, Virginia 22302.

Undeveloped Open Space

The O'Shaughnessy Reservoir may satisfy some of the requirement for open space, but only for those lots that abut it. There is no improved public access to the reservoir within the village limits. Leatherlips Yacht Club was established in 1929 along the western bank of the O'Shaughnessy Reservoir, on the east side of the village; however, this is a private boating club. Public boat access, provided by the City of Columbus is located just across the river on the east bank of the reservoir.

The combination of undeveloped lots in the northwest corner of the village (north of Morlich Sq., west of Westview Dr.) is large enough (over 10 acres) to provide a village park with several recreational fields. There is also potential for a pedestrian path that could connect to Brodie Boulevard through dedicated open space in Tartan Fields, Phase 21. This connection could make Eli Pinney Elementary School walkable for village residents, with additional pedestrian infrastructure added to village side streets.

Future Recreational Needs

As Shawnee Hills grows the village may wish to use the NRPA model to survey the service area population to determine demand for different activities. Demand is then converted to facilities needs and then to land requirements. The large amounts of open space along O'Shaughnessy Reservoir do not replace the potential need for neighborhood parks with athletic fields for organized sports, if the community desires facilities within the village.

Recommendations at Build-Out

- **Overall active recreational area required** - NRPA recommends 6.25-10.5 acres /1000 population. In this case, the lower ratio can be used based on the existence of land along the O'Shaughnessy Reservoir along the village's eastern edge and other recreational opportunities nearby. Shawnee Hills would need six acres of park for a population of 1,000, or ten acres of parks for a population of 1,600.
- **Suggestions:**
 1. Establish three passive mini parks of one acre or less on the areas dedicated by the plat.
 - These areas of dedicated open space are owned by the village.
 2. Consider expanding Monahan Park to the east and adding active recreational uses, and potentially an outdoor event/meeting space near Dublin Road.
 3. Consider active recreation areas as part of open space requirements as development occurs in the future.
 - It is of note that the Planned Unit Development (PUD) zoning district requires at least 20% open space be preserved, and if the site is adjacent to the river, the village may require some or all of the open space to abut the river.
 - Amenities for ages 10-16 are lacking, which could include basketball courts and other athletic fields.
 4. Provide public gathering spaces and promote public art (installations, performing arts, murals, etc.) that reflect the local natural environment and community.

Existing Parkland and Outdoor Activities within 3 miles of the Village

O'Shaughnessy Nature Preserve spans 57-acres, features lush forests, vibrant wildlife, serene streams, and expansive water bodies. Ideal for canoeing, the preserve also provides a boat ramp for easy water access. Visitors can immerse themselves in the tranquility of nature and observe the diverse ecosystem this unique destination offers. (0.6 miles north)

Glick Park & Overlook offers a 0.5-mile out-and-back trail that is popular for birding, fishing, running and enjoying the view of the O'Shaughnessy Dam. (0.9 miles south)

Emily Traphagen Park is a 100-acre park that is known for cross-country skiing, geocaching, hiking & jogging, and includes a natural play area, picnic tables, playground equipment, restrooms and a shelter. (2.9 miles northeast)

Concord Township Park is owned and operated by the Township and is located next to their Township Hall and Fire Department. Amenities include baseball fields, basketball courts, tennis courts, pickleball courts, paved/unpaved trails, self-resistant workout equipment and shelters. (2.7 miles north)

CHAPTER 6

The Community

Community facilities are important features of any jurisdiction. These facilities fulfill the needs of a population through education, entertainment, recreation, and activities that generate fulfillment. They tend to be those entities and features that create a sense of community that reaches beyond the boundaries of an individual's home or workplace. Some of these are specifically within the boundaries of Shawnee Hills, while some are beyond those boundaries but are close enough to identify with the village or by the village's residents.

Public Schools

The Village of Shawnee Hills lies within the Dublin City School District. The 2022 Dublin City School Impact Report indicates that the Dublin City School District is nationally recognized as a leader in public education and considered one of the top school systems in Ohio. Dublin City Schools is the sixth largest school district in Franklin County. The district serves an area of approximately 47 square miles in and around the City of Dublin.

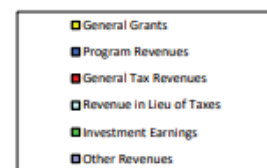
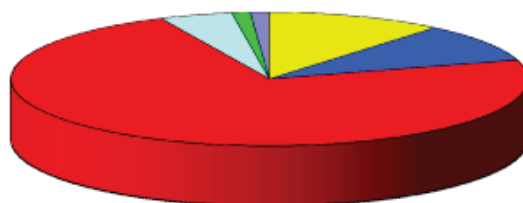


Current Facilities, Dublin City Schools

The Dublin City School District had total revenue of \$305,856,534 million for fiscal year ending June 30, 2023, including program and general revenues. Program revenues include charges for services and operating grants. General revenues include property taxes, grants and entitlements, payment of lieu of taxes and investment earnings.

Figure 6.1 Government Activities Revenue Sources

Revenue Sources	2023	Percentage
General Grants	\$34,083,192	11%
Program Revenues	28,786,254	9%
General Tax Revenues	223,651,140	73%
Revenue in Lieu of Taxes	14,095,377	5%
Investment Earnings	3,510,013	1%
Other Revenues	1,730,558	1%
Total Revenue Sources	\$305,856,534	100.0%

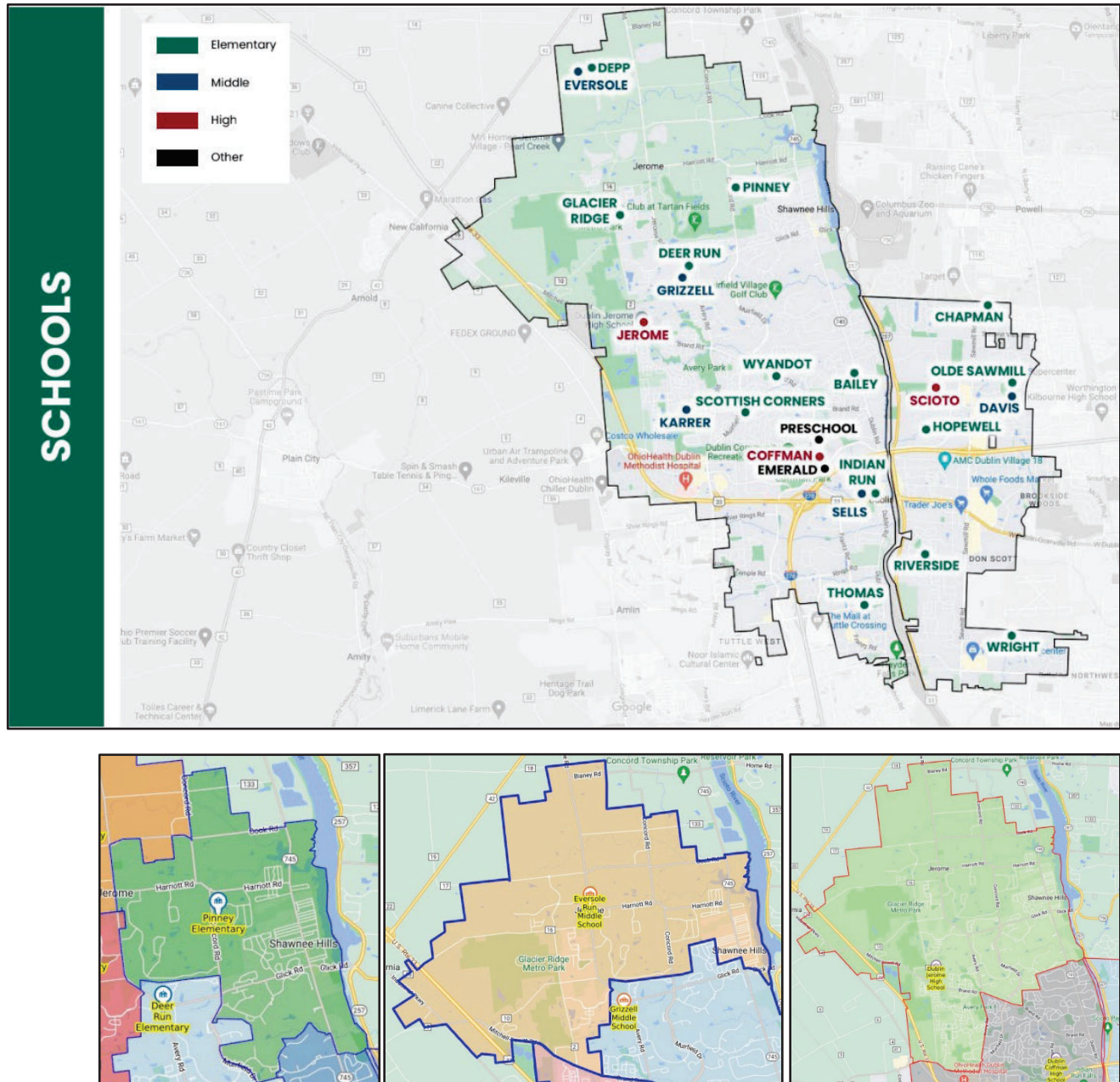


Source: Dublin City Schools

The specific schools which include Shawnee Hills in their service area are:

- Dublin Jerome High School located at 8300 Hyland-Croy Road, Dublin Ohio 43017. (614) 873-7377.
- Eversole Run Middle School located at 9015 Gardenia Drive, Plain City Ohio 43064. (614) 718-8448.
- Eli Pinney Elementary School located at 9989 Concord Road, Dublin Ohio 43017. (614) 798-3570.

Figure 6.2 Dublin City Schools Locations



(Source: Dublin City Schools)

Tolles Career & Technical Center (Tolles)

The Village of Shawnee Hills is located within the Central Ohio Joint Vocational School District, with educational services provided by Tolles. Tolles opened its doors in 1974, serves seven school districts, provides 25 career-technical programs and 20 middle school and high school career-technical programs. Tolles school district profile data for 2024 was as follows: enrollment average- 1,800, graduation rate average- 95%, and post-secondary enrollment rate average- 55%. Tolles offers high school and adult programs, similar to the Delaware Area Career Center (DACC). Programs include: (Adult) State Tested Nurse Aide, Multi-Craft Maintenance, EMT Basic, Firefighting and Welding, (High School) Exercise Science, Pharmacy Technician, Pre-Vet Technician, Engineering & Construction Technologies, and more.

Located at 7877 U.S. Hwy 42 S. in Plain City, the school is 14.6 miles southwest of the village.

Enrollment Growth

The following tables show the current enrollment numbers as well as the trend over the last ten years and projections for the next ten years.

Figure 6.3 Enrollment for Dublin City Schools that serve the Village of Shawnee Hills (2023-24)

	<i>Elementary</i>	<i>Middle</i>	<i>High</i>	<i>Total</i>
Eli Pinney Elementary School	641			641
Eversole Run Middle School		835		835
Dublin Jerome High School			2,018	2,018
Total 2023-24 Enrollment	641	835	2,018	3,494

(Source: Dublin City School District, January 12, 2024)

Figure 6.4 Past Enrollment, Dublin City School District (School Year 2014-15 to School Year 2023-24)

<i>Grade Level</i>	<i>2014-15</i>	<i>2015-16</i>	<i>2016-17</i>	<i>2017-18</i>	<i>2018-19</i>	<i>2019-20</i>	<i>2020-21</i>	<i>2021-22</i>	<i>2022-23</i>	<i>2023-24</i>
Elementary	6,738	6,345	7,102	7,317	7,355	6,761	7,241	7,256	7,576	7,725
Middle	3,506	3,578	3,635	3,677	3,737	3,842	3,806	3,851	3,843	3,939
High	4,650	4,788	4,849	4,961	5,092	5,187	5,198	5,210	5,254	5,324
Out of District	28	38	26	39	33	23	36	28	27	36
Total	14,992	15,324	15,612	15,994	16,217	16,462	16,281	16,345	16,700	17,024

(Source: Dublin City School District, January 12, 2024)

Figure 6.5 Enrollment Projections, Dublin City School District (Year 2024-25 to Year 2033-34)

<i>Grade Level</i>	<i>2024-25</i>	<i>2025-26</i>	<i>2026-27</i>	<i>2027-28</i>	<i>2028-29</i>	<i>2029-30</i>	<i>2030-31</i>	<i>2031-32</i>	<i>2032-33</i>	<i>2033-34</i>
Elementary	7,834	7,917	7,952	7,848	7,871	7,893	7,858	7,884	7,856	7,856
Middle	4,018	4,131	4,245	4,510	4,695	4,747	4,746	4,796	4,869	4,849
High	5,407	5,463	5,658	5,844	5,991	6,335	6,685	6,978	7,327	7,549
Out of District	40	41	44	47	46	48	45	48	49	50
Total	17,299	17,552	17,899	18,249	18,603	19,023	19,334	19,706	20,101	20,304

(Source: Dublin City School District)

Funding for Schools

The cost to educate a student in the Dublin City School District was \$12,325 in 2013-14. This cost has fluctuated over the last 10 years, now costing \$13,710 in 2024. As of 2024, 75.5% of revenues were generated locally. Other sources of revenue included 14.6% from the state, 4.7% from the federal government and 5.3% from various other funds.

Dublin City School District is a wealthy district in terms of revenue sources and real estate valuation. The median household income was \$127,708 compared to \$152,326 in the Olentangy District, \$119,030 in overall Delaware County and \$65,720 statewide (*American Community Survey 1-year estimate 2022*).

The Dublin City School Superintendent's Office estimated a total Shawnee Hills student population of 385 students. The District states that due to the already growing population of Dublin City School District of around 350 per year, the introduction of these projected pupils over a gradual period would not pose a considerable impact on the District. There is also a possibility that these students are moving from somewhere else in the District or families without children are moving in these homes.



Daycare Centers

One daycare center is located in Shawnee Hills. Although such centers are typically commercial, for-profit entities, they also serve as part of the educational segment of a community. The Nest Schools (Powell/Shawnee Hills location) is located at 6055 Glick Road in the Winners Office Park Condo development. The center offers morning and afternoon pre-school and pre-kindergarten, infant/toddler programs and summer camp opportunities. Before and after-school care is offered for Bailey, Chapman, Deer Run, Depp, Dublin Preschool, Eli Pinney and Glacier Ridge Elementary schools.

Historic Sites

There are no sites in Shawnee Hills listed on the National Register of Historic Places. However, the O'Shaughnessy Dam, completed in 1925, was listed on the Register in 1990. The dam is in the unincorporated area of Concord Township but is an identifying feature for the area.



O'Shaughnessy Reservoir

The City of Columbus owns approximately 425 acres of land around the O'Shaughnessy Reservoir. Much of this land is unmaintained in an effort to protect the water quality of the reservoir. However, there are several locations around the reservoir where public access is provided. These include two accesses north of the village at Twin Lakes Wildlife Reserve and off the eastern end of Harriott Drive. Other accesses are provided on either side of the dam and along Riverside Drive along the eastern edge of the water.



improvements include new parking areas, a rain garden, an amphitheater serving also to drain stormwater, new trees, and picnic tables, all accomplished on land outside the Village. Glick Park is the final result, serving as an amenity available to Shawnee Hills residents.

Columbus completed a series of projects along several area facilities in approximately 2011, including the O'Shaughnessy, Hoover and Griggs reservoirs. The city spent \$4.5 million in Federal stimulus funds to renovate parking lots, remove storm drains and plant trees and shrubs at 16 sites near city reservoirs. The work was intended to reduce pollutants that run off the parking lots into waterways during rain events. O'Shaughnessy



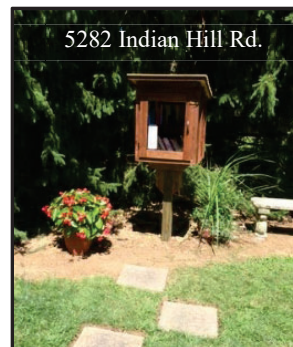
Libraries

There are no public libraries in Shawnee Hills. However, residents can obtain a library card at any of the Delaware County public libraries. The Delaware County District Library has its downtown library at 84 East Winter Street, Delaware; there are nearby branch libraries in the City of Powell at 460 S. Liberty Street, a new Liberty branch location at 7468 Steitz Road, and Orange branch at 7171 Gooding Blvd. The system employs 115 people with an annual budget of approximately \$9.4 million, which is used for staff salaries and materials, maintenance, and operating expenses; 64% of the budget comes from a local property tax, 34% from the Public Library Fund, and the remaining 2% comes from grants, donations, investment earnings, and fees.

The Columbus Library System maintains a Dublin Library branch at 75 N. High Street (Dublin Road) in Dublin. Also close to Shawnee Hills is the Columbus System's Northwest Library at 2280 Hard Road.



Little Free Library is a nonprofit organization that has worked with the Delaware County District Library and other communities to help install small book exchange boxes. Little Free Library has established services in all 50 states, 120 countries and all 7 continents. Nearby boxes can be found at Monahan Park in the Village, in the Concord Bend subdivision (2.2 miles north), River Forest subdivision (2.4 miles south) and Muirfield Village subdivision (2.9 miles southwest), and all over the City of Delaware.



Ohio Wildlife Center

The Ohio Wildlife Center (OWC) was created in 1984 and serves as a leader in wildlife rehabilitation and conservation education. Wildlife from more than half of Ohio's 88 counties are treated, and more than 8,500 animals from over 200 species are admitted annually in its wildlife hospital. Community events and educational programs reached 16,900+ adults and children in 2022. The OWC is a private, non-profit organization with its education and administration office at 6131 Cook Road, north of the village. The Nature Education Center is open seasonally and hosts week-long summer day camps, group programs, and tours.

Columbus Zoo and Aquarium/Zoombezi Bay

In 1927, the Columbus Zoological Park opened with a small collection of donated animals. Located in Liberty Township and owned by the City of Columbus, the Columbus Zoo and Aquarium and Zoombezi Bay is a 588-acre complex that has significant impact on adjacent areas and serves as an economic driver for Delaware County and the central Ohio region. The zoo attendance reached 2,377,640 in 2023; with 86,506 zoo memberships, 9,425 Zoombezi Bay memberships and 3,106 The Wilds memberships sold.

Medical Facilities

There are no medical facilities located within Shawnee Hills. The closest full-service hospitals with emergency rooms include Dublin Methodist (5 miles SW) in Dublin, Grady Memorial (14 miles NE) in Delaware and St. Ann's (13 miles SE) in Westerville. There are also three "Close to Home" Nationwide Children's Hospital facilities (5 miles S) in Dublin, one on Hospital Drive, Perimeter Drive, and Venture Drive.

There are multiple nearby outpatient facilities that serve southwestern Delaware County; Wedgewood Urgent Care, 10330 Sawmill Parkway; OhioHealth Urgent Care, 6905 Hospital Drive and Scioto Urgent Care, 4760 Sawmill Road. These centers provide medical services that do not require an overnight stay.

Fire Protection

Fire Protection is provided by Concord Township. The Fire Station is located at 7990 Dublin Road near the Home Road intersection, approximately 2.9 miles north of the intersection of Glick and Dublin Road. Concord Township Fire and rescue covers 23 square miles and provides an array of services for the 11,300 residents. We currently employ a full-time Fire Chief, 19 Full-Time Firefighters, and 18 part-time firefighters. We have a daily manning of 5 firefighters minimum. All of our full-time firefighters are also paramedics, and many are rescue technicians with specialized training in rope rescue, water rescue, large animal rescue, auto extrication, confined space, trench rescue, and structural collapse.

The department-owned fleet includes two fire trucks with 1,500 gallons per minute of pumping flow and 61-foot tall ladder, 2007 Horton Medic EMS vehicle, 2006 Hazmat 20-foot tandem axle trailer, 2008 Achilles inflatable boat, 2008 Ford Expedition chief vehicle and 2010 Battalion Ford Expedition. Typical response time to Shawnee Hills is three minutes. The department endorses the use of masonry construction on buildings with narrow separation.

Due to the narrow streets, it is difficult to turn into some streets and can be challenging for large fire-fighting equipment to reach some locations in the village. Wider turning radii at intersections would assist in turning into small lanes.

Current hydrant spacing is 1000' in Shawnee Hills. With the new growth and potentially more dense neighborhoods, it may be desirable to add new hydrants, and to increase the size of water lines so that all lines sizes are a minimum of 6" within the village and looped to the main 8" line on Dublin Road.

Police

The Village of Shawnee Hills is policed by the **Shawnee Hills Police Department**, which is headquartered at 40 W. Reindeer Drive in the village. The Police Department is centrally located in the Village and is surrounded by Monahan Park and playground, and Veterans' Memorial (*pictured bottom right*). The department is served by a full-time chief, one full-time captain, three full-time officers, four part-time officers, 2 auxiliary and 2 civilian volunteers. Police backup is provided by the Delaware County Sheriff's Office, (DCSO) which is headquartered in Delaware on S.R. 521. This department is committed to engage with and educate village residents through public engagement; events recently attended or hosted include (but not limited to) Click it or Ticket, Drive Sober, Shop with a Cop, Boy and Girl Scout, Trick or Treat and Shawnee Hills Police Safety Day. Below is a statistical breakdown of reports and enforcement actions taken by village officers while on patrol within the Village in 2022/23.

Figure 6.6 Village Incident Reports 2022-2023

Nature	2022	2023
Business Checks	16,163	13,629
House Checks	290	145
Cad Entries	861	650
Traffic Stops	227	94
Traffic Charges Filed	37	24
Traffic Warnings Issued	190	70
Criminal Charges	12	12
K-9 Use	31	12
Traffic Crashes	43	34
Alarm Calls / Open Building	95	66
Alcohol Offenses	8	9
Domestic Incidents	18	23
Animal Complaints	11	13
Total Reports Taken	87	65



Village Municipal Building

The Timothy L. Fellure Municipal Buildings serves as the village administrative headquarters, located at 9484 Dublin Road. The building was originally constructed in 1990 for the use of general office space. The building houses the administrative offices, Mayor's office, Village Council, Boards and Commission meeting space and general meeting space for the general public.

Special Events

The Village of Shawnee Hills has historically hosted or been impacted by special events. The largest and potentially most impactful to the Village is the Memorial Tournament (PGA Tour golf tournament). This tournament was created and designed by professional golfer, Jack Nicklaus and is held at the Muirfield Village Golf Club just south of the Village. Other popular seasonal events include the Village Oktoberfest, Veterans Day and Trick-or-Treat.

CHAPTER 7

General Economic Conditions

This Comprehensive Plan does not seek to present a full economic analysis of Delaware County or Shawnee Hills as trends are changing almost weekly and are covered daily in the media. It does seek to present some general data from a variety of sources.



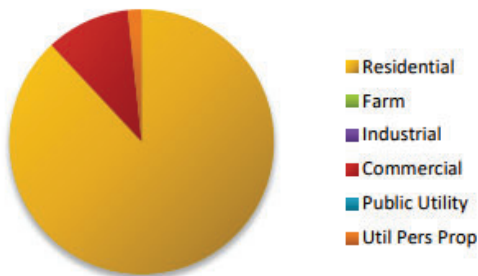
Village of Shawnee Hills Economy

As noted in the Land Use statistics section of this plan, approximately 17% of the village land is currently developed for commercial or non-residential use. Based on data shared by village administration, there are currently 50 commercial businesses located in the village. There are no industrial or multi-family uses within the village jurisdiction. Non-residential growth shifts the tax burden for schools and other community services away from residents.

Figure 7.1 Taxation, Revenues and Receipts

Rates of Taxation and Revenues

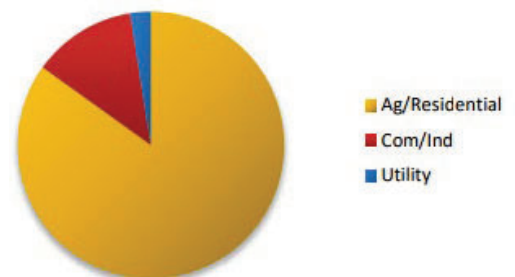
Property Valuation



The County Auditor tracks real estate and personal property values in the County. Because the incorporated areas in the County are funded with property taxes, it is important to note such valuations. As of Tax Year 2022, the Village of Shawnee Hills total valuation was \$43,159,770, with the residential component making up \$37,991,580 (88%). The Auditor lists a commercial value of \$4,437,210 (10%).

The County Auditor estimates the effective tax receipts from each community based on land use type. Unfortunately, there are only three broad categories listed: Agricultural/Residential, Utilities, and All Others (which are displayed as “Commercial/Industrial”).

Effective Tax Receipts



Millage Paid by Property Owners

Individual taxes are based on the millage rate multiplied by the property valuation of each property. Ohio law limits the amount of taxation without a vote of the people to what is known as the “10 mill limit” (\$10 per thousand of assessed valuation). Any additional real estate taxes for any purpose must be voted by residents. The village’s **2024 Effective Tax Rates** include the following, based on the Auditor’s online property report function:

Figure 7.2 Millage Paid

	School	TCTC	Village*	Health	Pres Parks	Library	County	Mental Health	911
Village/Dublin	47.27	1.8	1.35/7.39	0.35	0.83	0.57	3.69	0.94	0.40

*There are two categories for the village; % from Auditor and % from levy.

Employment

Delaware County has a broad-based economy. No one sector drives the economy, which protects the county from sharp up and down spikes. Delaware County’s overall employment by sector very closely mirrors the state of Ohio’s. Unlike some counties, which are largely single-industry driven (auto manufacturing, agriculture, etc.) Delaware County has a healthy mix of many diverse employment sectors.

Figure 7.3 Establishments, Employment and Wages by Sector, Delaware County, 2022 (Ohio Dept. of Development)

Industrial Sector	Number of Establishments	Average Employment	Total Wages
Private Sector	6,482	83,567	\$5,603,841,900
Goods-Producing	671	10,537	\$792,219,820
Natural Resources & Mining	34	402	\$19,450,457
Construction	472	3,489	\$269,686,225
Manufacturing	165	6,647	\$503,083,138
Service-Producing	5,812	73,029	\$4,811,622,080
Trade, Transportation and Utilities	1,244	16,752	\$803,430,038
Information	210	609	\$65,470,559
Financial Services	726	7,707	\$786,625,290
Professional and Business Services	1,678	19,228	\$2,068,097,156
Education and Health Services	791	11,155	\$601,408,617
Leisure and Hospitality	656	14,723	\$361,379,172
Other Services	472	2,800	\$121,884,448
Federal Government		296	\$23,409,080
State Government		499	\$38,023,789
Local Government		8,131	\$508,297,472

The Ohio Department of Development identified that all sectors saw an increase in number of Establishments during the period 2017-2022. The highest increase by far was in the Information sector, with an increase by 144.2%. The next highest change by percent was the Financial Services, Professional and Business Services and Education and Health Services, with these combined Establishments averaging a 32.2% increase. The only sectors that saw a decrease in Employment were Trade, Transportation and Utilities (-1.9%) and Professional and Business Services (-5.0%).

Generally, Employment grew across the board with the State Government growing the most (39.4%). The Federal Government and Natural Resources and Mining came in at a close second (25.4% and 25.2%).

Figure 7.4 Top 20 Major Employers, Delaware County (Data Axel and Esri, 2024)

Employer	Employment Sector	# Employees
JP Morgan Chase	Finance & Insurance	10,000
Ohio Health Heart & Vascular	Physicians & Surgeons	3,000
Kroger	Grocery/Distribution	2,496
Vertiv Holdings Co.	Manufacturing	1,800
Ohio Wesleyan University	Education	1,571
Delaware County	Government	1,114
OhioHealth	Healthcare	1,022
PCM (SARCOM)	IT Services	1,001
Delaware City School District	Education	996
Excel, Inc. (DHL)	Freight/Transportation	700
Advance Auto Parts	Auto Parts/Retail	663
Big Walnut School District	Education	659
Sensience	Manufacturing/Technology	658
Franchise Group	Finance	623
Hitachi Astemo Ohio	Manufacturing	600
McGraw-Hill	Education	600
Cigna	Healthcare	550
Meijer	Grocer	500
Willow Brook	Assisted Living	466
GSW Worldwide	Advertising	400

Shawnee Hills Economy

Most Shawnee Hills businesses service the local community. Many are family-owned. (Photos source: Google Images)



Figure 7.5 Shawnee Hills Businesses (Shawnee Hills Business Directory/Chamber of Commerce)

Business Name	Business Type
Altimate Outdoor	Outdoor Structures
Animal Hospitals of Shawnee Hills	Veterinary Services
Baker's Village Garden Center	Retail Landscaping
Boston Stoker Coffee Co.	Coffee/Cigar Shop
Buckeye Medical Group	Health
Bumbles Bake Shop	Bakery
*Columbus Zoo and Aquarium	Entertainment/Educational
Dell's Ice Cream	Restaurant
Doce Vita Baby Boutique	Retail
Dublin Family Physical Therapy	Health
Exit 57 Studio	Photography
El Vaquero	Restaurant
Experienced Possessions	Retail
George's Pizza	Restaurant
Hella's Carryout	Restaurant
Holy Moses Barber	Barber
Hooked on Hearing	Health
Hummingbird Tattoo Studio	Tattoo
Iacono's Pizza	Restaurant
Individual Fitness Solutions	Gym
J&B Auto Service and Repair	Automotive Repair
LA Financial	Finance
Largo's Pub	Restaurant/Bar
Nelson Auto Group	Automotive Retail
Ohio Groundskeeper	Lawn care
*Ohio Wildlife Center	Educational/Wildlife Health
Patridge Surveyors & Engineers	Land Surveying
Salon of Shawnee Hills	Salon
Shanghai Lily	Restaurant
*Village Chamber of Commerce	Business Support
Shawnee Hills Pet Grooming	Pet Groomer
Shawnee Hills Dental	Dentist
Shawnee Station Taproom & Kitchen	Restaurant/Bar
Strader's Garden Center	Retail Landscaping
Swan Cleaners	Dry-cleaning
The Jae Co. Kitchens and Baths	Design/Construction
The Morgan House	Retail/Restaurant
The Nest School	Daycare
The Village Farm Market	Produce
The Yoga Loft	Health/Exercise
Third Base Pint House	Restaurant/Bar
Village Wine Shop & Bistro	Retail Wine/Restaurant
Walgreen's	Pharmacy
Wendy's	Fast Food/Restaurant

*Serves the community, but just outside village jurisdiction

Economic Development Tools

Economic Development, or the process of actively seeking businesses to locate to the county, is typically performed at the county and municipal levels. The following is a list of economic tools and development-related issues that the village should be aware of.

Enterprise Zones

Enterprise Zones are defined areas within the county that allow for tax abatements on industrial projects conducted within the zone. Real property abatements can be made for improvements on the real property as a result of the project. Personal property abatements can be taken on machinery, equipment, furniture, fixtures and inventory that is new or first-used in the State of Ohio. A three-member negotiation team reviews the project and negotiates a package specific to each project.

Delaware County has three active zones, the City of Delaware Enterprise Zone, the Orange Township Enterprise Zone and the Village of Sunbury Enterprise Zone. Tax abatement levels are abated up to an agreed-upon percentage for a certain number of years. This program also has a requirement of job creation associated with any abated project. If properly managed, this program has proven to be an engine of growth.

Tax Increment Financing

Tax Increment Financing (TIF) is a program to finance public infrastructure by redirecting new real and personal property tax to a debt retirement fund. A portion of the real property tax on improvements to a site, up to 75% for 10 years, can be paid into a special fund, and that fund can be used to retire the debt on a public infrastructure improvement tied to the project. The value of the property tax exempted will be paid as a Service Payment-in-Lieu of Taxes (equal to the amount of exempted value), due at the same time property taxes are due, and will go into a special fund.

This special fund, set up by the County Auditor, will be used to retire the debt incurred from the public infrastructure improvements associated with the project.



A county negotiating committee meets with a potential business and discusses if the TIF program can be utilized for the proposed project. If so, the committee will work with the business to reach an agreed exemption level. The Delaware County Economic Development Office works with both the business and negotiating committee to facilitate the process. There are currently two TIFs in place in the Village of Shawnee Hills, which were adopted by the County Commissioners in December, 2002 (Ordinance No.'s 14-2010 and 25-2002). Also, in August, 2024 the County Commissioners approved Cooperation Agreements between the Village of Ostrander, the City of Powell, and the Village of Shawnee Hills for the Delaware County Urban County Entitlement Program, Community Development Block Grant (CDBG) for fiscal years 2025-2027. These TIF's are to be used for public amenities and the greater good of the community, such as light poles, pocket parks, etc.

Joint Economic Development District

Joint Economic Development Districts (JEDD) are contractual agreements formed between local jurisdictions (cities and townships) to create a new board authorized to improve the economic vitality of an area. A JEDD allows a

municipality to apply its income tax to areas of a township. JEDDs must “facilitate economic development to create or preserve jobs and employment opportunities, and improve the economic welfare of the people...in the area of the contracting parties.” JEDDs are formed with the consent of the property owners and agreement by the partnering local jurisdictions. A JEDD must be authorized with the full consent of the township trustees or must move forward to a vote. Affected land cannot include residential property or land zoned for residential use. JEDDs should be supported by the County when funds are being provided to the County to undertake public infrastructure improvement projects, such as sewers and roads.

Designated Special Improvement District

There are multiple types of Special Improvement Districts (SID) that can be created to encourage new investments to occur within the County. Some of these SIDs that can be established are Transportation Improvement Districts (TID), Entertainment Districts, and Historic Technology Districts. These Improvement Districts allow government entities to combine funds from local, state, and federal entities to address infrastructure demands and reallocate property taxes to develop and support activities that grow the economy. The Economic Development Department analyzes each request individually. The Department engages all affected parties before issuing its recommendation to the County Commissioners.

New Community Authority

The “New Community Authority” (NCA) is a tool defined by ORC 349. It creates a process by which a district is created for the “conduct of industrial, commercial, residential, cultural, educational, and recreational activities, and designed in accordance with planning concepts for the placement of utility, open space, and other supportive facilities.” The establishment of the NCA can identify sources of revenue, such as a community development charge on the basis of the assessed valuation of real property.”

An area of land is described by the developer in a petition as a new community and approved by the Village. The ORC allows the addition of land to the district. It may:

- Acquire and dispose of property;
- engage in educational, health, social, vocational, cultural, beautification, landscaping, and recreational activities and related services primarily for residents of the district;
- collect and receive service and user fees;
- adopt rules governing the use of community facilities;
- employ managers and employees;
- sue and be sued;
- enter into contracts, apply for and accept grants, and issue bonds;
- maintain funds or reserves for performance of its duties;
- enter agreements with boards of education for the acquisition of land or other services for educational purposes; and
- engage in planning efforts.

Several NCAs have been established in Delaware County in the last few years; “Northstar NCA” (2007/2021) - encompassing all of the Northstar development in Berkshire Township, “Evans Farm NCA” (2020) - encompassing a portion of the Evans Farm development in Orange Township, and “Ostrander NCA” (2019) - Encompassing all of the Blues Creek development in the Village of Ostrander.

Community Reinvestment Area

Community Reinvestment Areas (CRA) are designated zones in which tax abatements are allowed on real property improvements made as a result of an expansion or relocation project. These agreements are available for expanding or relocating businesses. Job creation is an additional requirement for participation in the CRA program. Only one CRA exists in Delaware County, located in the City of Delaware with the same boundaries as the Delaware Enterprise Zone. Abatement rate can extend up to 100% on the real property improvements for a term of up to 15 years. The abatement rate and term are a unique negotiation for each project, considering such factors as job creation numbers and real and personal property investment levels.

Ohio Job Creation Tax Credit

The Ohio Department of Development administers this program in conjunction with local incentive program participation. This program allows a business to receive a tax credit or even a refund against its corporate franchise tax based upon the number of new jobs created with the project.

The requirements of the program are that at least 25 new, full-time jobs must be created within three years of the beginning of the project, and that the new employees must be paid a minimum of 150% of the federal minimum wage. The Job Creation Tax Credit is a direct credit against a business’ corporate franchise tax. The basis of the credit lies in the state income tax withholding per new employee. The tax credit will be figured from the state income tax withheld for the new employees. A percentage of the withheld tax will be credited against the business’ corporate franchise tax each year for the term of the agreement. This percentage rate can be up to 75% with a term of up to ten years.

The Delaware County Economic Development Office will work with businesses interested in this program and put them in contact with the Ohio Department of Development’s representative.

Impact Fees

With increased costs due to rapid growth, many communities would like to impose impact fees on new development. Ohio planning and zoning legislation empowers villages to charge impact fees that offset costs of service expansion (roads, schools, parks, etc.). However, it has been generally understood that if road improvements are needed immediately adjacent to the development, can be directly attributable to the project, and the benefit of contributing to the improvement outweighs the burden of such improvement for the development in question, then a “fair share” contribution to the improvement can be requested by the community and determined by the County Engineer.

Shawnee Hills – Future Economic Development

In any jurisdiction, particularly a village, there is a need for a commercial tax base. The village should use its commercially-zoned land wisely to attract businesses that pay significant property tax and income tax.



One development opportunity that addresses housing and includes a commercial tax base is multi-family housing. One nearby example is the Powell Grand apartments that are approximately 4 miles east of the village. This development sits on just over 33-acres, includes 308 units and has an annual tax bill of \$1,316,743.27. “Multifamily rental housing attracts critical segments of the workforce, such as younger households and households earning modest incomes. While multifamily housing serves households of all ages and income levels, it is uniquely able to provide young people with the mobility and urbanism they often prefer and is able to provide affordably priced housing options in good locations.” (*NMHC Multifamily Benefits – The Housing Affordability Toolkit*)



Although industrial uses can be positive tax generators, it is undesirable to attract industry, since developable land is limited and there is no room to transition from industrial to residential uses within the current village limits and potential growth areas. Additionally, there is no land zoned to allow for industrial uses within the village boundary.

CHAPTER 8

Infrastructure

Streets

General Information

The original plat of the Shaw Nee Hills Addition contained grid streets laid out by easement over the platted lots, with a typical 35-foot wide right of way. Modern subdivision road right-of-way is 60 feet.



Many streets are only paved 12-14' wide, without curbs, sidewalks or defined drainage ditches. In many areas, mature trees overhang the narrow roads. All these attributes contribute to the sense of “rural character” cited by residents.



In order to obtain a building permit, a lot must have frontage on an improved public street (i.e. pavement, water, sewer, electric, etc.) There are approximately 10 miles of paved streets in the village.

Unimproved “paper” streets may be constructed to village standards in any of three ways:

- a.) by their contiguous lot owners, jointly, at their expense, dedicating all improvements to the village;
- b.) by the village, at its expense, if the project is a community-wide benefit;
- c.) by the village upon petition from the contiguous lot owners, with a neighborhood assessment to reimburse the village for the cost of street, drainage and utilities extensions;
- d.) A combination of a) and b) or b) and c).

Many homes are built on back-to-back lots that span two blocks, with intervening paper streets acting as rear lot lines, invisible and forgotten. In such situations, paper streets may never need to be constructed, and may be used for bikeways or left as open space.

Existing Road Widths

Because of the 35-foot platted rights of way, local roads are narrow. The following are estimated averages since many roads are not a consistent width along their entire length.

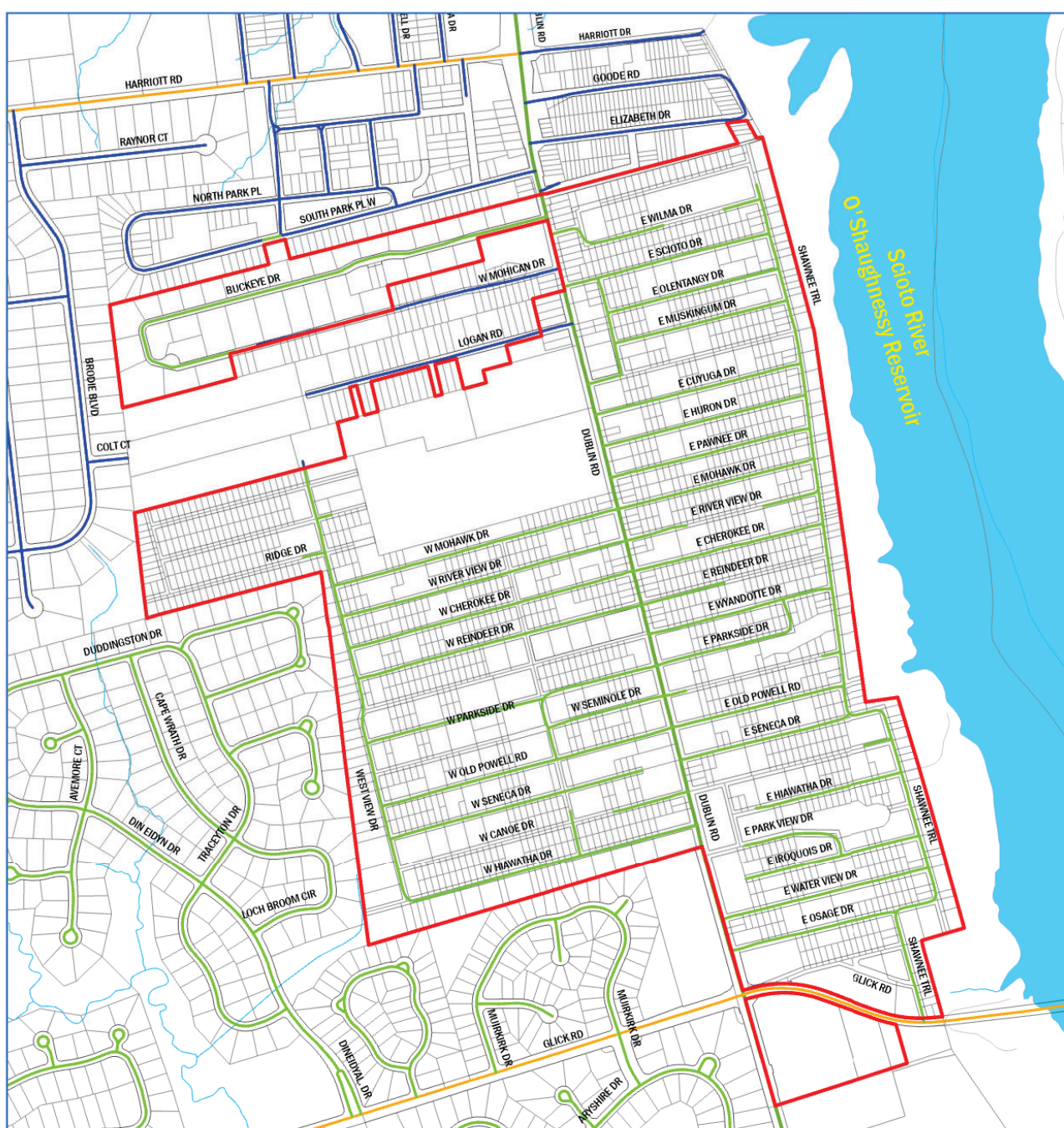
The narrowness of roads is an attribute and a risk. Many residents like the narrow lanes, and feel that it contributes to the sense of village character. Conversely, many roads are too narrow for two cars to safely pass without moving onto the lawns. Without sidewalks, children have no place to walk or bicycle but in the street. Without defined drainage ditches in much of the village, flooding has caused property damage and overtopped local streets.

Figure 8.1 Existing Pavement Widths

Road Name	Width
Buckeye Drive	20
E. Cherokee Drive	13
E. Cuyuga Drive	12
Dublin Road (SR 745)	20
E. Hiawatha Drive	10
E. Iroquois Drive	12
E. Mohawk Drive	10
E. Muskingum Drive	11 to 12
E. Old Powell Road	14 to 17
E. Olentangy Drive	10 to 12
E. Oneida Drive	12
E. Osage Drive	16
E. Park View Drive	10
E. Parkside Drive	12
E. Pawnee Drive	10 to 12
E. Riverview	8
E. Scioto Drive	15
E. Seneca Drive	12
E. Water View Drive	9 to 10
E. Wyandotte Drive	9 to 12
Glick Road	26
Shawnee Trail	12 to 16
W. Canoe Drive	11 to 12
W. Cherokee Drive	12
W. Hiawatha Drive	14 to 15
W. Mohawk Drive	15
W. Old Powell Road	12 to 14
W. Parkside Drive	12 to 13
W. Reindeer Drive	12 to 13
Ridge Drive	10
W. River View Drive	8 to 12
W. Seminole Drive	12 to 15
W. Seneca Drive	12 to 14
West View Drive	12
Hillcrest Drive	11 to 17
Miama Drive	14



Local streets within the Village.



Roads

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet



Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>

- ▮ Shawnee Hills
- Road Classifications**
- US Highway
- State Highways
- County Roads
- Township Roads
- City Roads
- Other Roads

Village streets and their rights of way need to:

1. Provide for safe access to the adjacent lots and local traffic.
2. Provide safe access for fire and police emergency response.
3. Provide safe ways for pedestrians and cyclists to share the road or right of way with cars.
4. Provide for storm water runoff.
5. Maintain an intimacy of village character.
6. Reduce cut-through traffic from Glick Road to State Route 257 to avoid the traffic signal.
7. Provide for limited guest parking.
8. Provided for anticipated growth while maintaining the quality of life.

Bikeways - As roads become more congested there is a need to separate pedestrian and bicycle traffic from automobile and truck traffic for safety purposes, as well as for recreation and alternate transportation. Most communities require standard sidewalks in subdivisions that go through the rezoning process.

For many years, the Delaware County Regional Planning Commission has also sought sidewalks in subdivisions, adding a requirement in 2007 to the Subdivision Regulations to capture those neighborhoods that do not go through the rezoning process, such as under the FR-1 zoning designation in surrounding Concord Township. Shawnee Hills added sidewalks along the southern half of Dublin Road between 2006 and 2013, and completed the northern half (up to Buckeye Drive) by 2015. The village should prioritize future multi-use paths, including an extension of the Dublin Road path to the northern village limits and a connection from the inner-village to the Scioto River's edge.



Maintenance

The Village maintains village roads. ODOT will continue to maintain Dublin Road (SR 745 for the foreseeable future even though it is within village limits).

Figure 8.2 Maintenance of State Routes within Villages and Cities

Item/Ohio Revised Code Section	Within Village Corporate Limits
Pavement - 5521.01, 5501.31	ODOT
Curb, drainage, mowing, etc. - 5521.01,5501.31	VILLAGE
Standard longitudinal markings - 5521.01,5501.31	ODOT
Auxiliary pavement markings - 5521.01, 5501.31	VILLAGE
Route Marker signs - 5511.01	ODOT
Regulatory and warning signs - 5521.01	ODOT
School flashers - 5521.01	ODOT
Traffic signals - 4511.11, 4511.65	VILLAGE-Village obtains permission from ODOT
Bridges - 5501.31, 5591.02, 5591.21	COUNTY
Speed limits - 4511.21	Statutory limits by ORC

Traffic Counts

The Mid-Ohio Regional Planning Commission (MORPC) is the Metropolitan Planning Organization (MPO) for central Ohio. MPOs are Federally-designated organizations that act on behalf of local communities in certain transportation planning functions and as a funnel for Federal funds. MORPC maintains traffic counts (from various sources) in the central Ohio region. Available traffic count data for the village ranges from 1994 to 2024; the most current and relevant data (2024) was taken at the intersection of Dublin Road (SR-745) and E. Wilma Drive. This section of Dublin Road is classified as Urban Minor Arterial and the traffic counts have fluctuated from 4,450 (1989), 5,580 (2004), 6,173 (2014), 7,304 (2023) and 6,322 (2024).

A two-lane road with shoulders (38 feet of total pavement) can handle nearly 6,000 Average Daily Traffic (ADT) trips with a Level of Service (LOS) 'A', provided there is flat topography and good access management practices limit conflicting turning movements. Dublin Road within Shawnee Hills has blind spots from rolling topography, and traffic counts have exceeded 6,000 ADT for over ten years. As commercial development continues on Dublin Road through the village, more conflicting turning movements and increased traffic counts may require a protected third lane for safe left turns.

Shawnee Hills should insist that the LOS 'C' should be its lowest acceptable LOS. Development that generates more than 100 new trips per day should mitigate its fair share of the cost of road upgrades to maintain LOS 'C' as necessary. Level of Service (LOS) ranges from 'A' (Free Flow – Low volumes and no delays) to 'F' (Forced Flow – Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic). LOS 'C' generally has a stable flow.

Functional classifications - The Delaware County Engineer's 2008 Design Standards identify road functional classifications.

Arterial streets have the primary purpose of carrying through traffic to and from residential, commercial, and industrial areas and the secondary purpose of providing access to abutting property. They are usually a continuous route carrying heavy loads and Average Daily Traffic (ADT) in excess of 3,500 vehicles. Arterial streets in Shawnee Hills: Glick Road and State Route 745.

Collector Streets have the primary purpose of intercepting traffic from intersecting local streets and handling this movement to the nearest major collector or arterial street. ADTs typically range from 1,500 to 3,500 vehicles, with AM peak hour traffic about 7-8% and PM peak hour of 10%. Collector Streets in Shawnee Hills are: none.

Local Streets represent the lowest category. Their primary function is to serve abutting land use. Typical ADTs range from 100 to 1,500 vehicles. Local streets are further classified as Loop, Through and Cul-de-sac. Example: all village streets.

Patterns of Development

Traffic can be reduced by the design of development and the mix of land uses. Low density (1-acre lots or larger) development generates significant traffic per unit, but the number of units is modest overall. In large developments with densities greater than 1 unit per acre, a mix of local convenience commercial uses and a network of sidewalks, trails, and bike paths can reduce auto trips. Neo-traditional development patterns may be encouraged near existing village centers or as greenfield development. A combination of a grid street core, with curvilinear edges can allow for the preservation of open space. A typical home in an exclusively residential area generates 10 or more trips per day while condominiums generate approximately seven per day. A home located in a neighborhood that is designed to be convenient for walking and biking with mixed commercial and service uses can reduce auto trips to as little as 4 trips per home per day.

Effect of Population Density on Roads

The plat of the original village typically divided lots into 35' x 70' (exclusive of road easement). This would result in a net density of 14 units per acre if all the original platted lots were developed with single family homes. The resultant population density would be over 19,000 persons per square mile, the densest neighborhood in Delaware County. Such density would choke the narrow road network with 35' road right of way, and provide very unsafe traffic conditions.

The initial development of the Village did not anticipate modern traffic loads generated from development of all the platted lots. The narrow road right of way is itself a limiting factor to the number of homes and density of population. Since roads and utilities must confine themselves to the narrow rights of way, density of population must be regulated to preserve the public safety.

Access Management - The village should work with the Ohio Department of Transportation ODOT to utilize access management controls on Dublin Road. The village is responsible for curb cut permits within the corporate boundaries, so the village must adopt appropriate standards for access management on State Routes 745 and Glick Road.

Poor access management causes traffic congestion.

- Poor access management can reduce highway capacity to 20% of its design.
- Delay is as much as 74% greater on highways without access management.
- 60% of urban and 40% of rural crashes are driveway and intersection related.
- 15,000 access related crashes occur each day at an estimated annual cost of \$90 billion.

Access Management Principles

1. Regulate the location, spacing and design of drives.
2. Space access points so they do not interact with each other.
3. Provide adequate sight distance for driveways and intersections.
4. Use appropriate curve radii, lane widths, and driveway angles.
5. Provide turn lanes to separate conflict points for acceleration, deceleration, and storage lanes.

6. Prohibit some turns in critical areas; relocate that activity to a less conflicted point.
7. Restrict driveways to fewer than 30 per mile (every 350 lineal feet maximum).
8. Use feeder roads to relocate critical movements and to handle short trips parallel to the main road.
9. Locate driveways away from intersections to reduce conflicts (corner clearance).
10. Use right in, right out drives to prevent unwanted left turns across traffic.
11. Use zoning with access management to develop good site plans.
12. Connect parking lots; share driveways.
13. Use frontage roads to connect commercial traffic, and keep it parallel to the main road.
14. Avoid disconnected street systems.
15. Encourage internal access to out-parcels.
16. Minimize the number of traffic signals.
17. Use medians to separate traffic flows.
18. Coordinate access permit review between ODOT, local zoning and building departments.

ODOT's crash data (AASHTOWare Safety) indicates 86 crashes occurred within the village between January, 2008 and December, 2024. The highest metrics related to these crashes include: 74.42% - Property Damage Only, 39.53% - Rear End Crash, 81.40% - On Minor Arterial Roads, 83.72% During Dry Conditions, 75.58% - During Daytime, 74.42% - Weather was Clear and 87.77% - No Injuries.

- ❖ Shawnee Hills should minimize future access points onto Dublin Road, and utilize side streets for commercial points of ingress and egress. Platted streets intersecting with state routes should be the access to both interior neighborhoods and businesses fronting on state routes. All platted streets abutting Dublin Road, and providing access to commercial lots should be constructed to a pavement width of 24-feet-wide to a distance of 150 feet from Dublin Road, or the depth of the commercial zoning district, whichever is greater.
- ❖ The responsibility to widen, or improve the state routes within the village is the villages. If access management controls are not used, and the village creates congestion and unsafe conditions, it will be up to the village to fix it.
- ❖ The Dublin Road hills cause unsafe sight distances for certain intersections. At some point, the village may have to shave the tops of some of the hills on S.R. 745 (Dublin Road) to improve safety.

Delaware County Thoroughfare Plan - A Thoroughfare Plan is a powerful tool for counties and townships to plan for future land use and traffic conditions. The Thoroughfare Plan is enabled by Ohio Revised Code Section 711.10. The Delaware County Thoroughfare Plan was adopted in 1988 and updated in 2002. The plan makes recommendations to improve regional traffic flow.

Delaware County Engineer Projects - The Delaware County Engineer maintains and improves a number of county roads, and also works closely with townships to assist in their efforts toward proper road maintenance and

improvement. Some projects also involve other entities, such as ODOT and local municipalities, when projects impact multiple jurisdictions.

Streetscapes

Streets are a significant part of the look of a community. Every community needs a streetscape standard. For local streets with lot widths less than 100 feet, no through traffic, and less than 1,500 vehicle trips per day, the current standard 20-foot wide street with drainage ditches within a 60-foot right-of-way is acceptable. In an open ditch road, the sidewalk is typically located near the outside edge of the ditch, which can be problematic if not designed properly. For collector and arterial roads, pedestrian and bike traffic should be separated from vehicular traffic. The following is a recommended streetscape for collector or arterial streets. A 5-foot wide asphalt bike path may be preferable to a sidewalk to maintain the rural character of the road. A bike path may be placed on one side of the street for minor-collector streets. Major collectors and arterials should have a bike path on at least one side of the street plus a sidewalk on the other side.

Complete Streets

Complete Streets accommodate the need for an integrated, connected street network that serves all of its users, including motorists, bicyclists, pedestrians and transit riders of all ages and abilities. As the subdivision authority, the DCRPC seeks connections between subdivisions by often requiring new subdivision streets to connect to vacant adjacent parcels of land. The main benefits to connectivity are shorter trips, greater travel choice, and savings on infrastructure. Township zoning may also provide a policy of neighborhood-to-neighborhood street connections, provided safety and quality of life impacts from the connection are mitigated. In addition to having a sidewalk requirement for all new streets, townships should create a policy for existing roads as they change from local to collector status. Minor collector streets within platted subdivisions should also be considered for traffic calming devices. Major collectors should consider the construction of bike paths on both sides of the street when traffic warrants it. Subdivisions that are platted along existing collector streets may stipulate that bike paths or sidewalks be constructed as part of a township or regional system.

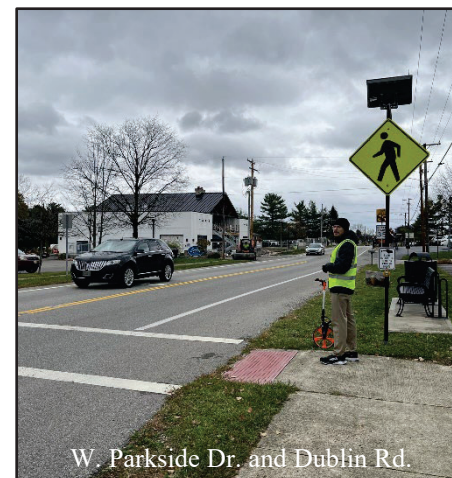
Paying for Road Improvements

As stated earlier, Ohio planning and zoning legislation empowers villages to charge Impact Fees to offset costs of service expansion (roads, schools, parks, etc.). Generally, road improvements immediately adjacent to the development can be attributable to the project as part of the subdivision and zoning process. Projects that contribute to regional traffic can be required to contribute to those future improvements

Road Recommendations

The plan makes the following suggestions for roads and rights of way.

- Generally, the village should not vacate platted rights of way unless there is an over-riding public interest.
- Require new (after adoption of this plan) commercial uses on Dublin Road to access via platted side streets. 26' of pavement should be provided on side streets within 150' of Dublin road, or to the driveway of the adjacent business.
- Adopt the road and walkway/bikeway standards (cross sections) for streets.
- Create and adopt a Vision Zero Strategy Plan (or similar) to promote a safe environment for pedestrians, cyclists and the general public.
 - *The City of Delaware adopted their **Travel Safe Delaware: An Action Plan for Safe Streets** on June 24, 2024*
- Provide for traffic calming design (improved crosswalks, traffic islands, temporary radar speed signs, etc.) such that streets can share auto, pedestrian and bike travel at slow and safe speeds.
- Adopt a 20-foot two-way street cross-section.
- Update the 2019 Stormwater Plan (Scheduled to be updated in 2025).



Utilities - Water

The Del-Co Water Company, a cooperatively owned private water company established in 1973, serves Shawnee Hills with potable water. As the county has grown, Del-Co has expanded its service to provide larger diameter water lines for residential and commercial service as well as fire suppression. Del-Co services eight central Ohio counties and currently, the design capacity of the treatment facilities is 45 million gallons per day.



Supply

Del-Co draws surface water from the Olentangy River and from the Alum Creek reservoir. The water is pumped to up-ground reservoirs in Orange Township (800 million-gallon capacity) and Liberty Township (1.6 billion-gallon capacity). Raw water is purified at the Alum Creek, Old State Road, and State Route 315 treatment plants, and then pumped to a network of elevated storage tanks with 12.5 million gallons capacity. The Alum Creek Reservoir covers about 3,400 surface acres. Del-Co also has a groundwater supply from four wells each rated at 1,300 gallons per minute. An average of 38 inches of rainfall and snowmelt annually refills the watershed. It serves more than 50,000 customers or 150,000 people; and is the second-largest rural water system in Ohio with 825 square miles, 2,200 miles of pipeline, and four water plants.

The original plant on S.R. 315 was constructed in 1973, updated in 2023 and is home to the Del-Co administrative offices, Engineering and Distribution departments and also includes garage space for Distribution Department vehicles and equipment. In recent years Del-Co has expanded its capacity by 50%, from 19.2 to 28.8 million gallons per day. The raw water source for this plant is the Olentangy River.



With these new facilities, a total of 38 million gallons per day is the long-term pumping and treatment capacity of Del-Co. While they have planned for future growth, such as a potential up-ground reservoir in Thompson Township, Del-Co does not have unlimited supply options. Unlike Cleveland, which simply pumps more off-shore Lake Erie water to its treatment plants upon increased demand, long term solutions to water needs in Delaware County will require careful land use planning so that water needs do not outstrip ability to serve.

Water Lines in Shawnee Hills

The Utility Services map shows the location of water lines in the village. Waterline diameter can be identified on the Delaware County Auditor's GIS map. The larger lines (8") are located along Dublin Road, West View Drive, Glick Road, Buckeye Drive, and Ridge Drive, which extends further west into Tartan Fields. The closest 9"-12" lines are located to the west along Concord Road. Development densities greater than one unit per acre typically require fire hydrants, which require a minimum 6-inch diameter line. Some of the water lines within the residential areas are 2-4" lines, which should be replaced with larger diameter lines for fire flow as the village continues to grow.

Utilities – Sanitary Sewer

Limited residents in the Village use on-site waste treatment for sewage disposal as the Village has provided public sanitary sewer since 2001. The Village Zoning Resolution require all new development to connect to the Village sanitary sewer (based on a specified criteria). The village contracted with the city of Columbus to accept sewage for treatment via a gravity system of local collector lines that drain to a lift station on Shawnee Trail. By agreement (between Columbus, Dublin and the Village of Shawnee Hills), sewage from the Village, and conceivably from lands in Concord Township (Lucy Depp and Shaw-Nee Hills plats) could be piped to a manhole into the sewer system. However, any unincorporated land needing sewer service must first be included in an incorporated area, or annexed if currently outside the Village.

Utilities - Various

Electric

Electric service is provided to the village by Ohio Edison as depicted on the Utilities map. Unlike many communities in Delaware County, there are no high-voltage power lines that cross village boundaries.

Gas

Shawnee Hills is served by Columbia Gas. There is no anticipated shortage of gas for future growth.

Telecommunications/Internet Service

Based on the Federal Communications Commission National Broadband Map, there are multiple internet service providers for the Village; Spectrum (cable), AT&T (copper/fixed wireless), HughesNet (satellite), Starlink (satellite), T-Mobile (fixed wireless), Verizon (fixed wireless), Agile Networks (fixed wireless) and Viasat (satellite). Available internet speeds vary by provider, ranging from 10-1,000 Mbps.

Public Fiber – Delaware County has a robust fiber network from the county offices to Worthington, including a number of lateral builds off that main line. This network, intended solely for government use, connects several public agencies with capacity to expand connectivity to other public agencies not yet connected, provided they pay the cost of adding lateral fiber to the main lines. This public limitation is based on the statutory authority of

the County and the desire to not compete with the private sector. Additionally, Enlite Fiber Networks (part of Consolidated Electric) owns fiber in most of the same locations as the County as well as many more miles of additional fiber, catering to the private sector.

AltaFiber has plans to construct fiber-optic cables within the village in 2025. This will be the first fiber-internet option provided to village residents. Services provided include internet, home phone and tv; with speeds ranging from 400 Mbps to 2 Gbps.

Broadband Ohio is an effort led by the State of Ohio to encourage additional infrastructure where needed by providing multiple grant opportunities and a broadband strategy report. In 2023, a State Digital Opportunity Plan was developed that is intended to help bring reliable, affordable, high-speed internet to every Ohioan, in their home and in their community. On January 1st, 2022, the Federal Communications Commission launched the Affordable Connectivity Program (ACP) with \$14.2 billion in funding designed to help American households pay for the monthly cost of their Internet subscription. Eligible households get \$30/month to help defray the cost of service, and up to \$100 for an Internet-capable device to get online.

Total Eligible Households: 2,008,993

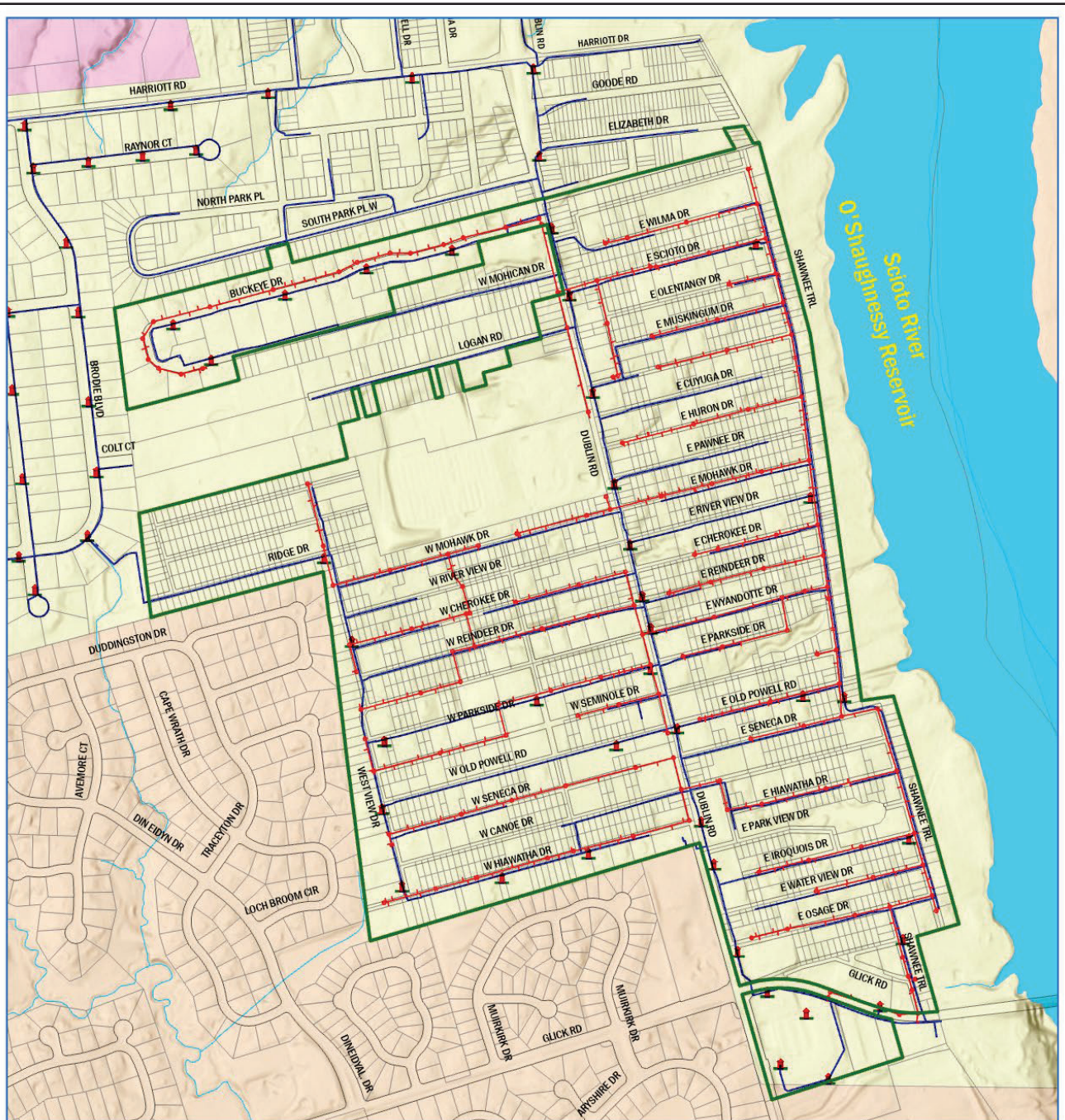
% of Eligible Households: 57.6%

Total # of Households in State: 4,789,408

Total Number of Households Enrolled: 1,157,054

Total Enrolled in Delaware County: 5,819

Estimated Monthly Spending in State: \$35,579,411



Utility Services

Shawnee Hills Village, Delaware County, Ohio

0 250 500 1,000 1,500 Feet



Prepared By: Delaware County Regional Planning Commission (740-844-2260)
<https://www.dcrpc.org>

- Shawnee Hills
- Sewer Lines
- DELCO_Hydrants
- DELCO_Waterlines
- Road Right of Way
- Property Lines
- Electric Power Service Districts
ELEC_NAME
- Ohio Edison
- Union E. C.
- American Electric Power

Storm Water Management

Shawnee Hills has continued to address stormwater issues through a Master Stormwater Plan; this plan is updated every two years and expected to be updated in 2025. Various grants and projects have led to improvements as streets were being repaired as part of the installation of sewer, as well as afterward. Future improvements should be part of a capital improvement plan, which could qualify for grants or loans.

Best Management Practices (BMPs) are identified in the plan to help reduce stormwater pollution. This plan is enforceable throughout the village, including residential and commercial development. A detailed Shawnee Hills Tributary Map showing the existing tributary boundary, sub-boundary and flow direction can be viewed at the village municipal offices. One of the BMP goals listed in the plan is “proper stormwater practices for village maintenance activities”; Stormwater pollution prevention policies and procedures related to Village maintenance activities will be reviewed annually and updated as needed based on the most current and scientifically sound BMP’s per the Village’s current NPDES permit. These activities include:

- Deicer application and storage;
- Leaf and yard debris collection;
- Street repairs and maintenance;
- Pesticide, herbicide and fertilizer application and storage;
- Park grounds management; and
- Police activities as addressed under the permit.



CHAPTER 9

Development Patterns

Community Choices

One of Shawnee Hills's goals is to retain the small-town charm that is its character, even as it grows. With good planning, intimacy can be retained even with the growing need for optional housing and commercial business styles; age-based housing, affordable/attainable housing, workforce housing, conservation subdivisions and mixed-use developments. In a high -growth region, new housing is the index of growth. Planning for a range of housing in a developing community can be complicated. Many factors are involved, such as the availability of utilities, raw land values, market demand, proximity to major employment, and the existing and proposed transportation network.

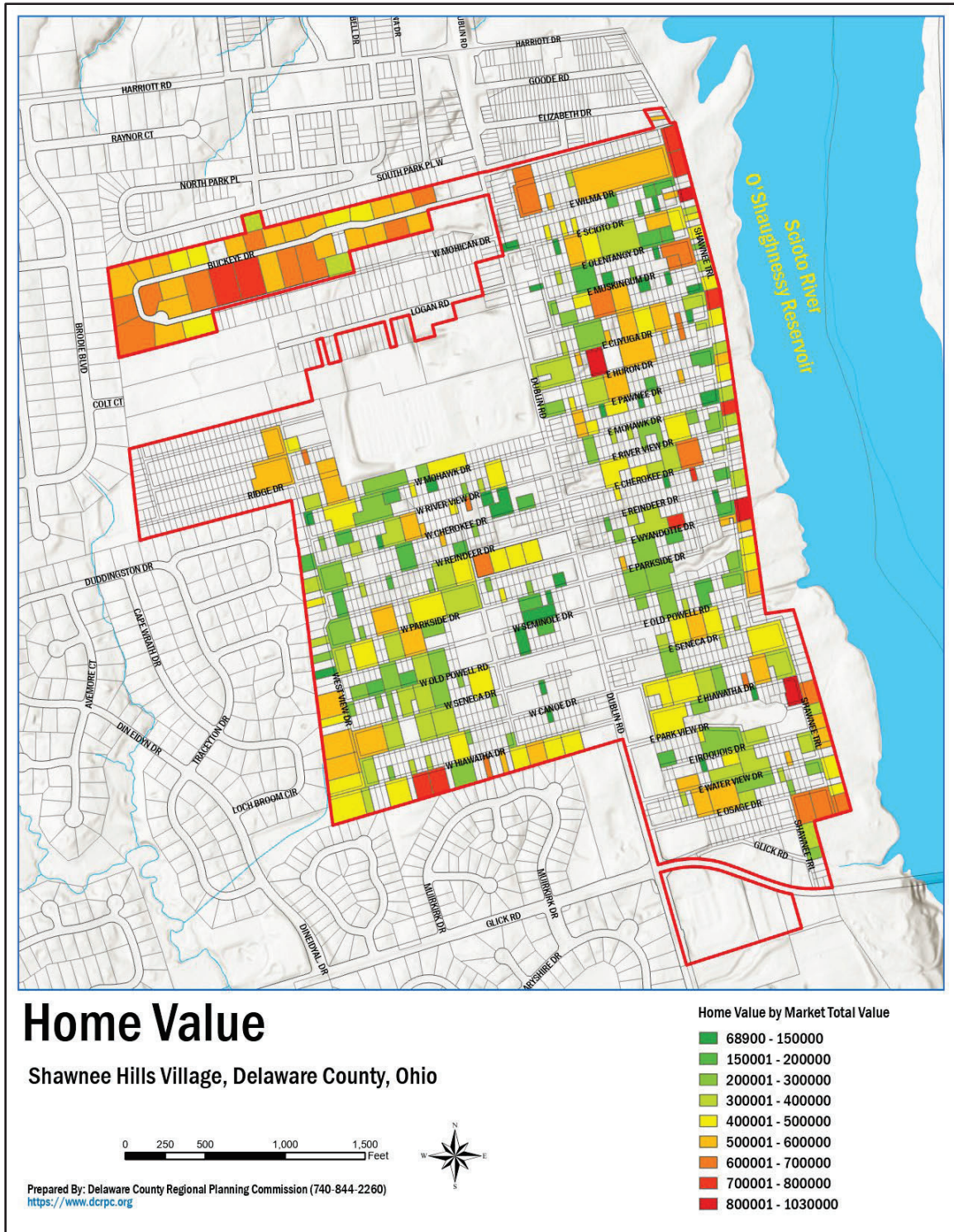
There are also legal considerations related to non -discrimination in housing, and “fair share” provision of the regional housing needs, to the extent necessary services can be provided. The majority of the undeveloped parts of the Village are zoned Single Family (R-2), which permits single-family residences on a minimum lot size of 14,700 square feet with 70 feet of frontage on a public road. However, most proposed residential subdivisions will likely utilize the Planned Unit Development (PUD) District within the Village. There are other opportunities for development and redevelopment along Dublin Road, which are primarily zoned Neighborhood Commercial (NC).

There is a heavy mix of both residential and commercial property values within the village as shown on the following **Home Value and Commercial Property Value Maps**. This range in values may assist in equitable economic development and inclusive growth within the village.

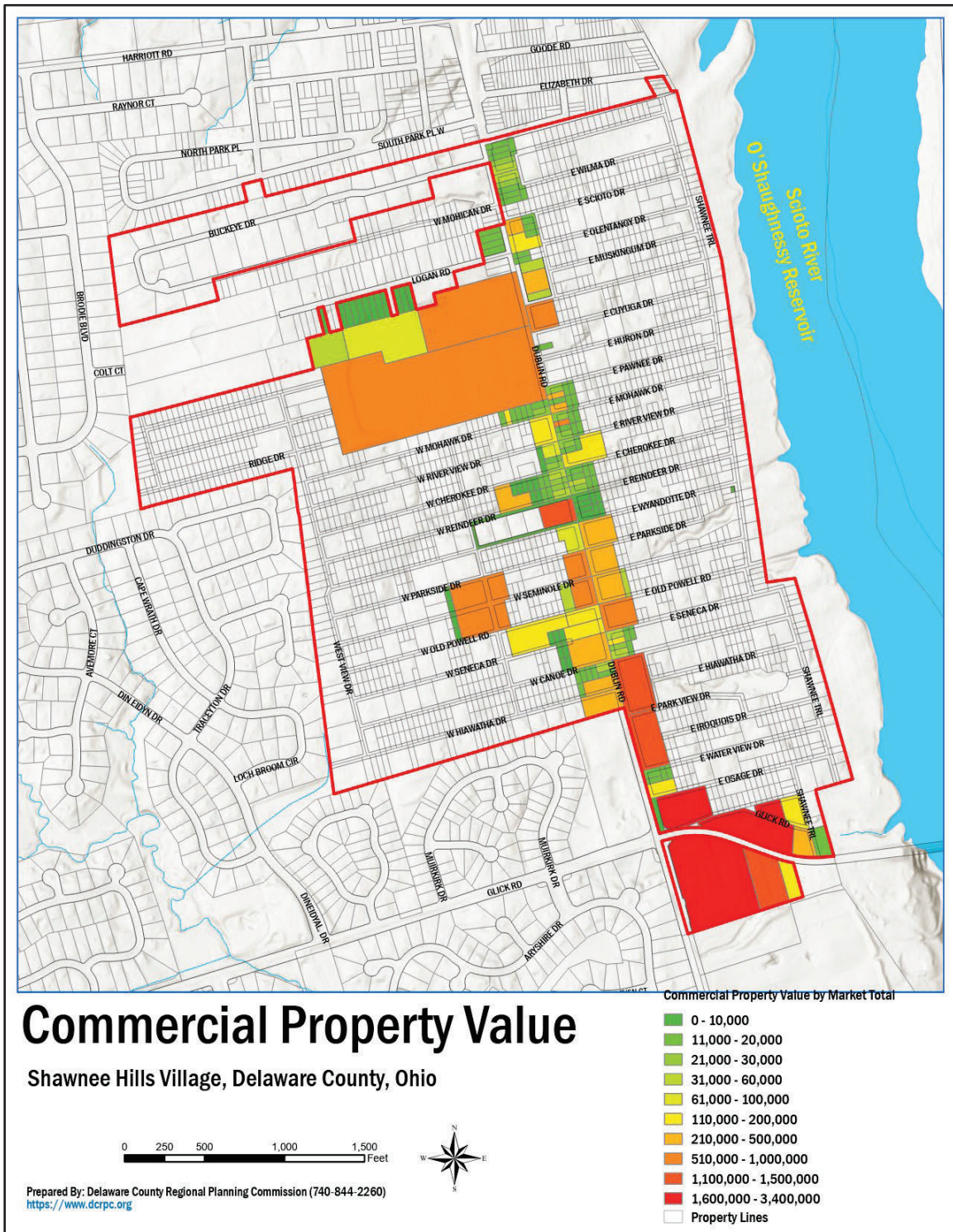
Aged-Based Housing

An emerging trend in the housing market is the response to generational needs based on the ages and lifestyles of its current and future residents. Single-family development typically appeals to families with children. The desire to downsize is sometimes met with the limitation of in their immediate community. This group of empty-nesters is a demographic group that will continue to grow in the coming decades, best met within communities that offer related services.

In response to this trend (and recent challenges in the single-family market), developers have proposed “age-restricted” or “age-targeted” residential developments. These projects seek densities that are not necessarily comparable to those reflected on the local Comprehensive Plan. Those densities are factored on impacts to traffic, schools, series and utilities.



For example, the average single-family home generates approximately 10 trip ends per day while “detached senior housing” generates approximately 3.71 trip ends per day (source: Institute of Transportation Engineers). For sewage use, an institutional residential unit can use a fourth of the average single-family residence.



Delaware County calculates one-bedroom facilities at 60% per unit versus that of a single-family home. However, non-institutional uses are calculated on the same sanitary use as a single-family home.

In 2014, the American Planning Association (APA) created the **“Aging in Community Policy Guide”** to help support the aging in place initiative. At that time, 13 percent of the nation was 65 and over, with a projection of one in every five people living in the US being over the age of 65 by 2030. The APA supports the creation and integration of housing, land-use, transportation, economic, social service and health systems that support a high quality of life for people of all ages and abilities. Below are the

Guiding Policies:

- Actively Involve Older Adults and Engage the Aging Perspective in the Planning Process;
- Ensure a Range of Affordable Housing Options are Available for Older Adults;
- Ensure Access to Quality Transportation Options for Older Adults;
- Use Land-Use and Zoning Tools to Create Welcoming Communities for Older Adults;
- Support the Economic Well-Being of Older Adults and their Caregivers; and
- Strengthen the Community Assets and Supports for Older Adults.



Workforce, or Affordable Housing

“Affordable housing” refers to housing that is constructed at a cheaper rate than the average residential unit but can also refer to housing types that fill a need for a diverse population that are older, downsizing, or in a field with lower wages.

The trend of increasing population in Central Ohio is accompanied by decreasing household size and an increase in the market price for those units that are being built. The U.S. Department of Housing and Urban Development seeks to aid those households that are paying more than 30% of their gross household income toward housing without a choice.



Courtyards at River Bluff condominium in Concord Township. Marketed for 55 and up (but not required).

New Urbanism - Traditional Neighborhood Development (TND)

A growing trend in the planning and development field is Traditional Neighborhood Development. The New Urbanists are a school of architects and planners (*The New Urbanism, Toward an Architecture of Community*, Peter Katz, 1994, McGraw Hill) whose focus is to recreate the type of compact community prevalent before the introduction of the automobile. Because the original plat of Shaw Nee Hills Addition shows a grid-street pattern with interconnected streets and was created at a time when the automobile was not encouraging suburban-style development, it already includes many of the elements that these new developments strive to achieve.

The heart of the New Urbanism can be defined by 13 elements, according to town planners Andres Duany and Elizabeth Plater-Zyberk, two of the founders of the Congress for the New Urbanism. An authentic neighborhood contains most of these elements: discernible town center with transit stops, dwellings within a five-minute walk to center, variety of housing types, grocery, shops and offices, accessory dwelling unit, walkable elementary school and playgrounds, complete streets, buildings fronting streets with parking in rear and accessed by alleys. Certain prominent sites at the termination of street vistas or in the neighborhood center are reserved for civic buildings. These provide sites for community meetings, education, and religious or cultural activities.

Reasons that TND features are logical to be applied in Shawnee Hills:

- Original plat is a grid;
- Streets can be “calmed” so cars can safely share the road with bikes and pedestrians;
- The community is compact, ¼ mile walk from center to edge;
- Centralized open space is possible for a village square;
- Three park areas are already owned by the village;
- The entire eastern boundary of the village is waterfront, but access needs to be improved;
- Architectural standards could set a tone for the next wave of home construction;
- Undeveloped land could be developed by the village or active recreation;
- Commercial core can be expanded.
- Some areas are pedestrian-oriented, but “walkability” should be increased.

What is needed to encourage traditional development in Shawnee Hills?

- The collective vision to do it;
- Architectural guidelines/code for building mass, architecture;
- Traffic “calming” street details, pedestrian orientation;
- Centralized public open space;
- Active recreation;
- Agreement on which elements should be encouraged.

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CHAPTER 10

Recommendations for Future Development

Natural Resources

Goals

1. Preserve healthy old growth trees, dense vegetation, and natural drainage paths.
2. Preserve and enhance scenic views of the reservoir.
3. Preserve a high degree of environmental quality.
4. Conserve surface and ground water quality around the O'Shaughnessy Reservoir.

Objectives

1. Encourage and build paths and trails in park areas.
2. Retain wooded and grassed filter strips along ravines, and natural waterways to protect surface water.
3. Create an appropriate landscaping buffer detail between residential and non-residential land uses. Retain natural vegetation and use existing topography as buffers.
4. Retain the last remaining platted (Reserve C) and dedicated access to the reservoir.
5. Develop/redevelop commercial uses with adequate treatment and storage of stormwater. Encourage best management practices to reduce surface runoff, such as green roofs, rain gardens, and constructed wetlands.



Residential Development

Goals

1. Maintain small-town village character as recommended throughout this document and with supported development standards.
2. Use the original layout of the "Shaw-Nee Hills Additions" as the general footprint of the community.
3. Recognize such vested rights as may exist to non-conforming lots of record on fully constructed streets.
4. Provide for a consistent policy that provides an economic use for every lot while safeguarding the public health safety and welfare of the community
5. Retain single-family residential housing as the primary housing type, while also allowing for a diversity of housing types and sizes.
6. Protect local real estate values.
7. Identify specific side streets where sidewalks could be installed that will connect to the sidewalks along Dublin Road.

Objectives

1. Use the width of roads, the capacity of water and sewer systems, and adequate light and air to relate to maximum development potential. Avoid development of uses or densities that cannot be serviced by currently available or imminently planned infrastructure improvements. The village entered into a Sewer Service Agreement with the City of Columbus in 2000, and there are not capacity concerns related to new development.
2. Use the estimated sewer capacity as a criterion in the fair and consistent distribution of taps so that all property owners may receive a sewer tap, based on the area requirement as defined in the Zoning Code.

Commercial Development/Community Character

Goals

1. Facilitate the maintenance and reuse of existing structures.
2. Enhance the identity and character of the Village by maintaining or improving signage at the four Village entrances.
3. Encourage commercial development along the Glick and Dublin Road corridors to broaden the jobs and tax base.
4. Provide dense landscape and/or fence buffering between commercial and residential uses.
5. Limit large truck traffic on village-maintained roads.

Objectives

1. Utilize the “Main Street Plan” to guide architectural, signage, streetscape, lighting and landscape standards for new commercial development.
2. Encourage pitched roofs and natural materials to preserve and enhance the village character of the area.
3. Develop a number of on-street public parking spaces in specific locations on side streets where there is adequate right-of-way and a recognized need. Or, provide for a centralized public parking area.
4. Reserve adequate sewer capacity to service commercial development, as the tax base is essential to improving village services.
5. Inventory and commemorate historic places.

Recreation

Goals

1. Provide passive and active recreational areas as the village grows and expand existing parks when possible.
2. Link new planned residential neighborhoods with green spaces and walking/biking paths that also connect to downtown.

Objectives

1. Create passive recreation in dedicated park areas.
3. Establish trails in park areas.
4. Acquire new parkland in the village for active recreation.
5. Consider future partnership agreements (Ex: Preservation Parks, SWCD, City of Columbus and Concord Township) for the purchase and or dedicated easements, development, and management of recreational land within the village and Concord Township. These agreements could lead to the village connecting to the O'Shaughnessy Nature Preserve, Dublin Road Scioto Fishing Area, Ohio Wildlife Center and Concord Township Community Park. Future developments also have the potential to connect to Tartan Fields subdivision and Eli Pinney Elementary School via existing sidewalk network.

Village Services

Goals

1. Provide and maintain adequate roads, stormwater infrastructure and sanitary sewer service within the village jurisdiction.
2. Provide for appropriate fire and police protection.
3. Minimize road congestion.
4. Retain the narrow character of village roads where possible.
5. Improve the road network without destroying the village character.
6. Acquire suitable land and structures for the future needs of the village.
7. Seek developer mitigation of their road impacts of their developments to extent permitted by Ohio law.

Objectives

1. Coordinate with the City of Columbus to widen the sidewalk east of Shawnee Trail that connects to the O'Shaughnessy Dam and ensure it is ADA compliant.
2. Provide defined roadside drainage as needed.
3. Adopt access management techniques as detailed within this plan.
4. Require new commercial parallel uses on Dublin Road to align their side access driveways with adjacent commercial uses wherever possible and a sufficient distance from Dublin Road.
5. Improve corner turn radii on narrow streets to allow better access by fire trucks and other large equipment.
6. Create a partnership with Delaware County Transit (DCT) and locate transit stops within the village.

Planning and Zoning

Goals

1. Determine and implement an appropriate land use mix.
2. Implement this Comprehensive Plan and make updates every 5-10 years (or as needed).
3. Amend the zoning ordinance in conformance with the Comprehensive Plan.

Objectives

1. Adopt the Comprehensive Plan as the blueprint for growth.
2. Revise the zoning text and map in accordance with the comprehensive plan.
3. Develop policies for service provision that relate to the comprehensive plan.
4. Provide for 5-10-year updates and revisions to the plan.
5. Enforce zoning regulations.
6. Use this Comprehensive Plan to guide zoning and subdivision cases and projects.

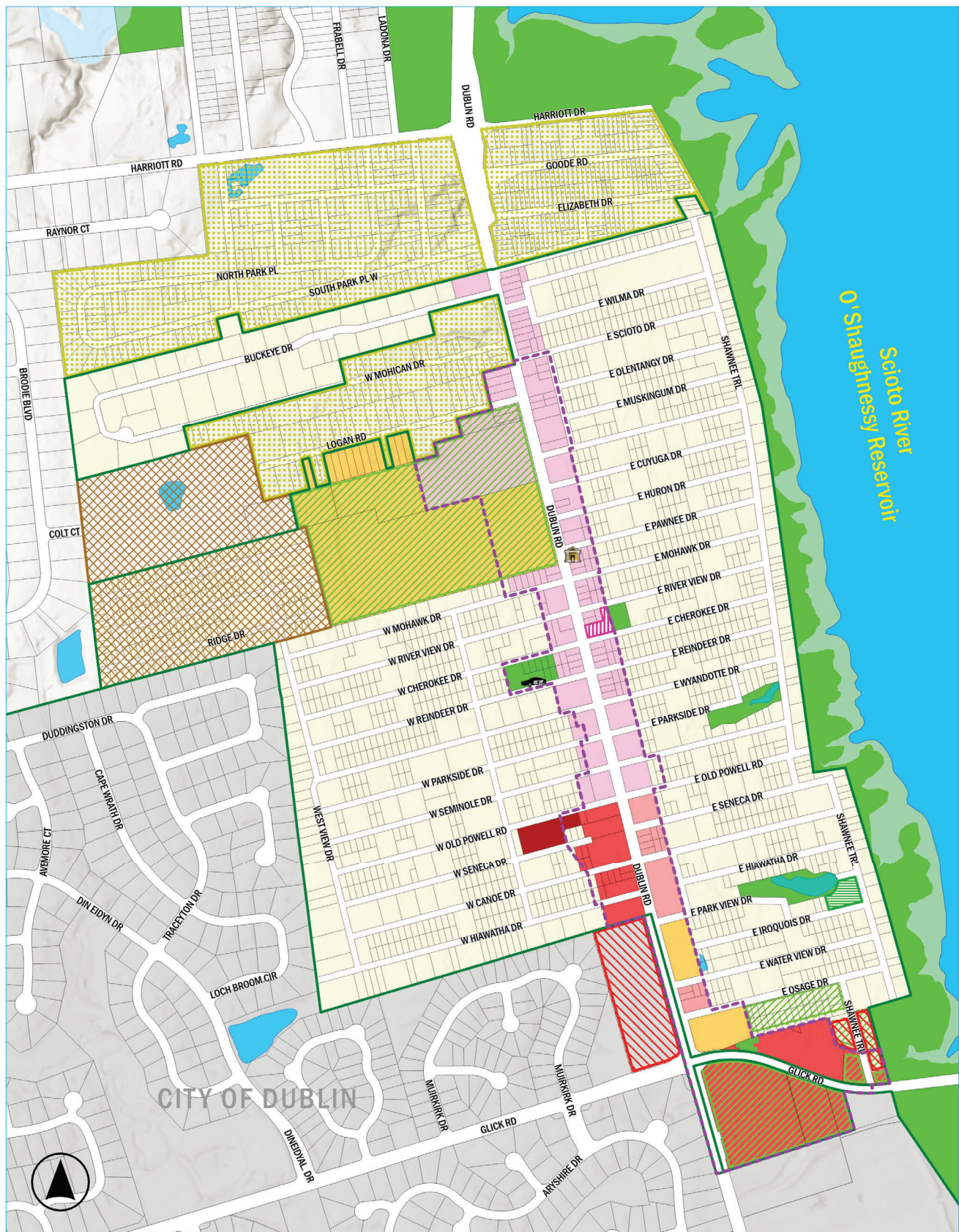
Citizen Participation

Goals

1. Ensure significant and diverse citizen input into the planning process.
2. Keep residents informed and connected.

Objectives

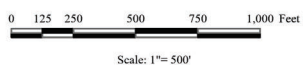
- 1.) Conduct a resident preference survey and use the information collected to guide any Comprehensive Plan update.
- 2.) Maintain a newsletter, website and e-mail notification system to keep residents informed and engaged.
- 3.) Encourage active participation in future comprehensive plan updates.



Village of Shawnee Hills

Comprehensive Land Use Plan

Delaware County, Ohio



Prepared By: The Delaware County Regional Planning Commission
(740-833-2260) www.dcrpc.org
Zoning information provided by the Village of Shawnee Hills
Printed: 4/24/2025

- Village of Shawnee Hills
- City/Village Hall
- Police Station
- Road Right of Way
- Property Lines
- O'Shaughnessy Reservoir / Ponds
- Parks
- Municipal Boundary
- Floodplains
 - Floodway
 - 100-Year Floodplain
 - 500-Year Floodplain

- Village of Shawnee Hills Zoning
- Single Family District (R-2)
 - Neighborhood Commercial (NC)
 - Community Commercial (CC)
 - General Commercial (GC)
 - Limited Use - See Ordinances (493-85 and 508-85)
 - Select Commercial Planned District (SCPD)
 - Potential Multi-Family
 - Designated Outdoor Refreshment Area (DORA)
- Proposed Land Use
- Proposed Single Family District (R-2)
 - Proposed Planned Unit Development District (PUD)
 - Proposed Neighborhood Commercial (NC)
 - Proposed General Commercial (GC)
 - Park Expansion

2024 Walk Audit Findings

Prepared by: Delaware County Regional Planning Commission

BACKGROUND

In Fall 2024, the Delaware County Regional Planning Commission (DCRPC) and Delaware Public Health District (DPHD) organized a Walk Audit for the Village of Shawnee Hills. Attendees included DCRPC, DPHD, Delaware County Board of Developmental Disabilities (DCBDD) and Mid-Ohio Regional Planning Commission (MORPC) representatives, along with the Village Administrator, Village Road Superintendent and Village residents.

A walk audit is a simple process to help assess and provide information on how supportive the street and surrounding environment is for walking. A walk audit surveys a pre-planned route, and documents ways that the environment supports and prohibits walking. Additionally, walk audits can help to understand the environment from an all-ability inclusive perspective. Audit participants included local residents, volunteers, and stakeholders.

This report provides a summary of observations from walk audit participants as well as recommendations for improvements. Recommendations include both short- and long-term solutions to be considered by Village of Shawnee Hills officials and community stakeholders.

COMPLETE STREETS POLICY

A "Complete Street" is designed for all roadway users, whether they're driving, riding, walking, bicycling or rolling (e.g., pushing a baby stroller, using a wheelchair). Since not every street can or should be "complete," Complete Streets policies simply require that the needs of all users be considered and, when appropriate, met. The Village created their Main Street Plan in 2024 that evaluated existing streetscape conditions, traffic and pedestrian safety. The Main Street Plan design guidelines and findings in this report should be considered when proposing new development and infrastructure in the community, or updating existing infrastructure.

THE AUDIT LOCATION & ROUTES

Red Route:

W. Parkside Dr., Dublin Rd. (both sides of Dublin Rd.)

Blue Route:

W. Parkside Dr., Dublin Rd., E. Waterview Dr., Shawnee Tr., E. Osage Dr., E. Glick Rd.



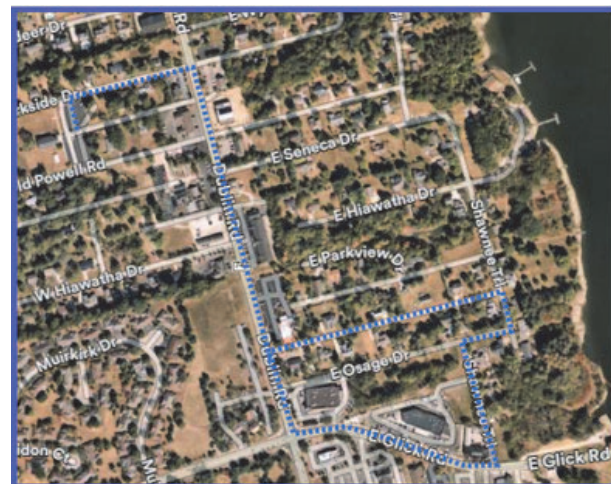
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November 15,
2024



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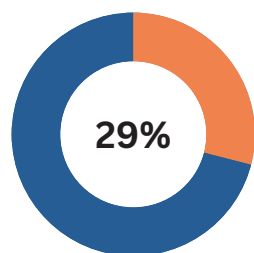
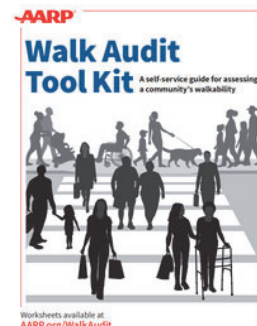


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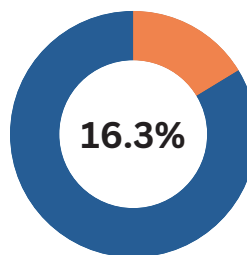


Auditor Summary

An electronic survey (ArcGIS Survey 123) was made available for "Auditors", or participants to utilize in the field to document their findings. A map function allowed Auditors to pin locations, indicate conditions of infrastructure, add comments and upload photos related to their location. The AARP Walk Audit Tool Kit (Pictured, Right) was also utilized by Staff to ensure a successful walk audit was completed. The following is a brief summary of some survey information received.



Reported sidewalks or pedestrian infrastructure as "none existing" in specific areas (No sidewalk from Dublin Rd to police station/playground)

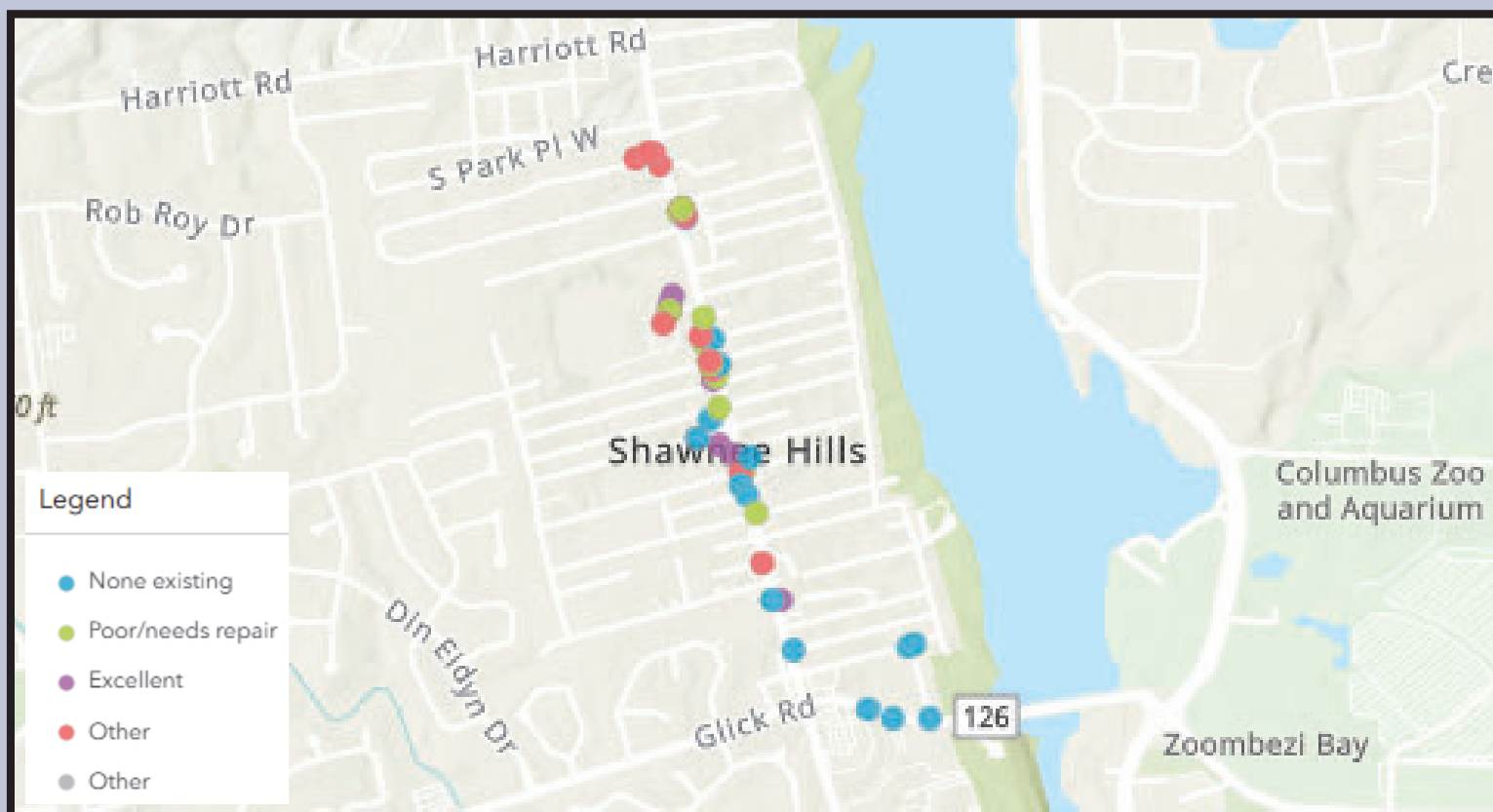


Reported sidewalks or pedestrian infrastructure as "excellent condition" (Wide lawn berm and wide sidewalk)



Of the **49 responses** (with multiple topics), 34 reported different types of sidewalk disruption (tactile surface/beacon indicator issues, sidewalk ends or in need of repair, etc.), 7 reported satisfactory sidewalk conditions (width, crossings, PED beacon, etc.) 6 reported concerns with traffic (additional RRFB needed, light speeding, phone use, etc.), and 4 reported sight distance concerns (hills, trees need trimmed, etc.)

Electronic survey - Geolocated points of interest



Recommendations

Prior to this event, Auditors were provided a Walk Audit Overview that served as an educational resource describing why and how a Walk Audit is completed, which included maps of the individual audit routes (See Page 1). Individual observations from each route are identified in the appendix (Pages 4-8).

There were common themes that emerged across all audit routes, the following recommendations stem from these themes:

- Sidewalk widths are comfortable for groups to walk together, but should be located on both sides of Dublin Road and Glick Road. (A)
- Sidewalk buffers should be installed or widened. (B)
- Sidewalks should connect Monahan Park to Dublin Road (and any future parks). (C)
- Tree trimming is needed at intersections to improve site distance and minor tree trimming along sidewalks. (D)
- Some Pedestrian Beacons and Speed Signs need updated or repaired (damaged, older, not projecting). (E)
- Crosswalk markings need installed or repainted and ensure all crosswalks are level with the street. (F)
- Consider adding dedicated pedestrian spaces (sidewalk or striping) on some of the side streets and street lighting.



Appendix: Specific Observations

RED ROUTE:

- In some locations the sidewalk fully abuts Dublin Road, with no barrier.
- Sidewalks are generally not on both sides of Dublin Road and Glick Road. (A)
- On the north side of the Village the sidewalk terminates along Dublin Road on the south side of Buckeye Drive. (B)
- There may be low visibility for cars and pedestrians due to lack of tree trimming where E. Wilma Drive intersects with Dublin Road.
- There is a Pedestrian Beacon at Dublin Road and E. Scioto Drive, but traffic did not stop while beacon was active. Also, this beacon appears older, not as bright, and not a rectangular beacon. (C)
- Crosswalk Pavement Markings may not be the most high-visibility treatment option due to hills creating limited visibility. There is a good buffer in this location, but no trees actually protecting pedestrians on the sidewalk. (D)
- The crosswalk paint is faded at W. Mohican Drive and at least 3 cars did not stop while this signal was active. (E)
- There was a group discussion about the desire to have walking and biking accessibility to the zoo.
- Sidewalks east of Strader's Garden Center measured 5.5-6 feet wide with a small grass buffer, with room for walking/wheeling side by side. (F)
- Painted crosswalk lines at E. Huron Drive are faded, there was fast traffic and it was noisy. The sidewalk is also cracked where it meets the road. (G)



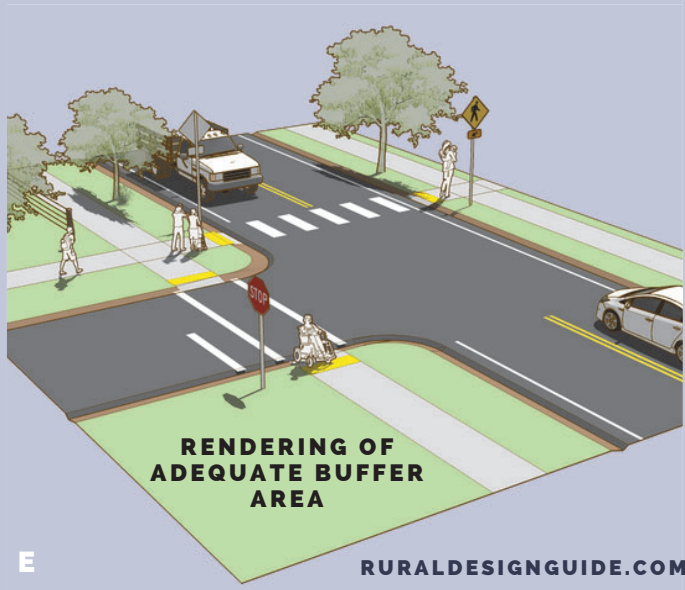
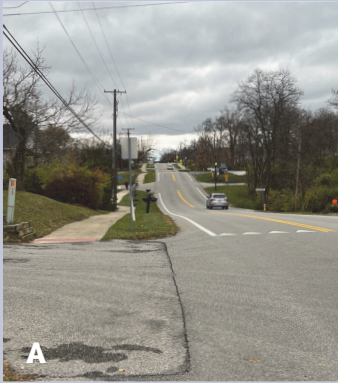
RED ROUTE:

- There is an oddly placed Tactile Ground Surface Indicator located in front of the Village Municipal Building. (Staff comment- Based on aerial imagery, it has been there since the sidewalks were originally installed in ~2014 and may be associated with the Municipal Building driveway. (B)
- There are no crosswalk markings along E. Pawnee Drive. (Staff comment- It appears the road was resurfaced recently and new ground indicators were not installed yet).
- The crosswalk at E. Mohawk Drive is raised approximately 1 3/4 inches, not level with the street. (D)
- The sidewalk south of E. Pawnee Drive has no barrier/buffer from the street. (E)
- Crosswalk markings are missing in multiple locations where the sidewalks do exist.
- Cars felt fast, with noise from the speed of traffic.
- Sidewalks are not continuous on both sides of the street, forcing pedestrian crossings where traffic does not slow or stop.
- Several locations where the sidewalk/curb was at street level with no buffer (Buckeye Dr, E. Mohawk).
- Wide sidewalks were good, which made it easy to walk next to each other.
- There is a small playground behind the Police Department, but there are no sidewalks along the side streets (W. Cherokee and E. Reindeer) to connect to Dublin-Prospect Road. (C)
- There are no crosswalk markings at W. Mohawk Drive and very faded crosswalk markings on E. Mohawk Drive. (A)



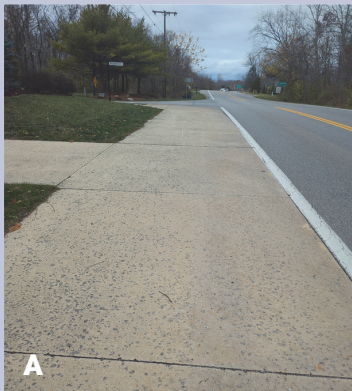
RED ROUTE:

- There is no buffer north of E. Mohawk Drive, the sidewalk runs immediately along the road, and the curb sits at the same level as the roadway. (E)
- The sidewalk ends on the north side of E. River View Drive, east side of Dublin Road, with no crosswalk lines. A RRFB is needed here as it feels unsafe to cross Dublin Road. (F)
- There is a damaged/cracked Tactile Ground Surface Indicator on the north side of W. Riverview Drive. (Staff comment- Based on aerial imagery, the crack has was minor in 2022 and has grown significantly.) (B)
- There is a good, wide grass berm in front of the Village Wine Shop & Bistro, but it narrows as you travel south. (D)
- There is a "Yield Ahead - Pedestrian Crossing" sign located ~500ft north, prior to the marked crosswalk at Parkside Drive.
- There is no N/S or E/W Crosswalk Pavement Markings at E. Cherokee Drive. While this is a legal crossing, there are no sidewalks on E. Cherokee Dr, so unknown if anyone is crossing Dublin Rd here.
- Hills can limit visibility and with the speed of drivers this can be intimidating for pedestrians. (A)
- Would love to see a sidewalk extending from Dublin Road to Monahan Park!
- A speed sign is not displaying. (C)



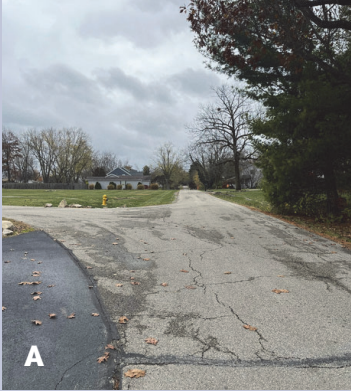
RED ROUTE:

- Sidewalks are wide south of W. Reindeer Drive. (A)
- I like how wide the sidewalk is - very roomy for a wheelchair! (also south of W. Reindeer Drive)
- There's no sidewalk to access the business at the northeast corner of Dublin Road and E. Parkside Drive. (B)
- Small playground behind Police Department, but sidewalks do not connect to Dublin Prospect Road and the side streets of W. Cherokee and E. Reindeer do not have sidewalks either. (C)
- Lawn edging is overgrown on the sidewalk.
- There are passive recreational amenities along both Dublin Road and Click Road (benches, tables, waste cans, covered area). (D)



BLUE ROUTE:

- Generally, there are no sidewalks, pedestrian infrastructure or lighting on side-streets. (A)
- There are quite a few dead-end/no outlet streets in the village. (Staff comment- approximately 14 on the east side and 9 on the west side of Dublin Road.) (B)
- The Nelson Auto Group car dealership paved the parking lot up to the ROW, causing the sidewalk to end between the west side of this property and the west side of Shawnee Trail. Vehicles posted for sale are also parked up to or potentially in the ROW, causing pedestrians to walk in the street. (C)
- There is not a safe way to access The Nest Schools on the south side of Glick Road. There are no sidewalks that connect to crosswalks, or nearby crosswalks.
- Many side streets have roadside drainage, which would make it difficult to install sidewalks here. (D)
- Temporary commercial signage along Glick Road and Dublin Road is located in the grass buffer between the street and sidewalk, some right up against the street. (E)
- The new Shawnee Station monument style sign at the Glick Road main entrance causes a blind spot for automobiles when pedestrians are using this crosswalk. The bollards that separate the right-in, right-out traffic cause the sidewalk/crosswalk to be at a right angle. (F)
- The new directional signage provided by the village looks good (parking, shops, restaurants).
- The multi-use path on the west side of Dublin Road terminates at the Third Base Pint House entrance/apron.
- Some sidewalk edges are covered with dirt and/or overgrown with grass.
- The sidewalk on the west side of Dublin Road, south of E. Powell Road has been closed due to commercial construction for an undetermined amount of time, with no safe way for pedestrians to travel north/south in this location.





WELCOME TO
THE VILLAGE OF
SHAWNEE
HILLS

MAIN STREET PLAN

Village of Shawnee Hills

9484 Dublin Road
Shawnee Hills, Ohio 43065

Plan Adoption

Resolution 03-2025

Adopted pursuant to Resolution No. 03-2025 as passed by the Council of the Village of Shawnee Hills at its meeting held March 10th, 2025. Approved by the Mayor on March 10th, 2025.

Village of Shawnee Hills

Daniel J. Mathews - Mayor

Russell C. Baron - Administrator

Christopher M. Tebbe, P.E. - Engineer

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Introduction

Dublin and Glick Roads are not only considered our “Main Street” throughout this plan, but they are the commercial heart of the Village of Shawnee Hills. This stretch of street is where many of the Villages commercial and institutional uses are located. The vitality of our Main Street is directly linked to the vitality of the Village of Shawnee Hills. An active and successful Main Street corridor is critical to Shawnee Hills both from a quality-of-life perspective and from its positive contribution to the Village tax base. As a result, maintaining, enhancing, revitalizing and redeveloping the Main Street corridor is the primary goal of the Village.

As efforts focus on redeveloping our Main Streets, one of the critical needs is the creation of design guidelines to ensure that new buildings, additions and renovations maintain and improve the character, function and livability of this corridor.

This plan is a compilation of best practices, current guidelines, and input from our community.

Intent of the Design Guidelines

The Main Street Design Guidelines will serve as a model for property owners to improve their individual portion of the corridor, thereby creating a more successful neighborhood for all. These guidelines will assist and inspire property owners in their redevelopment efforts and establish a base level of what is expected by the Village. Successful implementation of design guidelines has been a key in maintaining or revitalizing commercial corridors around the region and across the country. This set of standards will enable those that wish to redevelop or renovate portions of the corridor to meet and exceed the quality character established by the existing high-quality sites and architecture that define the Village. The standards in these guidelines are intended to approach redevelopment of the corridor in a reasonable and economically responsible way while focusing on improved site design and architecture.

The guidelines will enable Shawnee Hills to maintain its already special character while extending this quality for the overall betterment of the street and of the Village of Shawnee Hills. The guidelines look to the long-term health of both the corridor and the Village. The proposed standards call for quality development while understanding the limitations of redevelopment along an existing commercial corridor. The most important factor to consider in the implementation and administration of these guidelines is that any resulting cost increase on an individual project due to following these standards will be realized by the improved character, utilization, and marketability and utilization of the overall corridor. The implementation of these guidelines will serve as the catalyst for these several important improvements:

- *Economic improvement along the entire corridor:* Successful implementation of design guidelines will improve the lure, cache, and marketability of the corridor, resulting in more patrons visiting the area. By extension, the Village becomes more desirable as a place to live, work, or attend school.
- *Quality, cohesive appearance/image:* By maintaining standards of structures, building architecture, and streetscape improvements, the entire corridor will improve and will build on the areas of existing high-quality development.
- *High quality of life:* The design, location, and appearance of Dublin and Glick Roads and all its architectural elements affect the community’s quality of life by contributing to social, civic, and cultural opportunities.

Goals

The following goals and objectives were established by the Village to direct the creation of this document, and the guidelines contained herein.

Goals:

- ✓ Create an easy review process that encourages redevelopment and proper design.
- ✓ Make our Main Streets a pedestrian-friendly and aesthetically pleasing place to be where people wish to stroll along the street, shop, visit, and relax.
- ✓ Improve pedestrian connectivity throughout the commercial corridor.
- ✓ Attract new businesses and improve existing ones along the corridor.
- ✓ Encourage a mix of uses, including residential, on our main streets to increase its vitality.
- ✓ Reinforce our commercial corridor as a destination location for residents and the region.
- ✓ Improve the parking situation in our commercial corridor.
- ✓ Build upon the best characteristics of the Village.
- ✓ Encourage investment in infrastructure and area improvements.
- ✓ Improve overall design quality.
- ✓ Create gateways to the Village's commercial corridor.
- ✓ Enhance safety in the commercial corridor.
- ✓ Improve stormwater infrastructure.

Objectives:

- ✓ Promote a pedestrian-friendly, aesthetically pleasing consistent streetscape.
- ✓ Develop standards for the Main Street corridor, such as street frontage types & building materials.
- ✓ Maintain our commercial corridor as a thoroughfare
- ✓ Create a climate and a built environment that attracts new businesses and sustains & promotes existing businesses.
- ✓ Encourage existing and future developments to enhance the quality of their site (building, lot, parking, landscaping, signage, etc.).
- ✓ Address the parking situation in our commercial corridor with general recommendations on the amount of parking necessary to implement the vision and the best locations for it.
- ✓ Maintain the best and/or "historic" character of our community.
- ✓ Anchor complimentary public spaces within our commercial corridor.
- ✓ Accentuate the "Tree City" qualities.
- ✓ Promote the creation of a street-oriented front of buildings and pocket parks.

Components of a Successful Main Street (Recommendations)

Compact/Concentrated Area- For main street commercial cores, the most successful areas are focused on short linear stretches of active retail uses on both sides of a main road, with residential uses in proximity (behind or above). People comfortably walk 1,500 feet and will walk 3,000 feet or more if the walk is pleasant and there is a particular destination (Approximately the distance from Walgreens to Straders Garden Center)

Good Mix of Neighborhood Retail Uses- Achieving a good mix of neighborhood retail uses is important. This usually consists of several restaurants (sit down, carry-out, ice cream, outdoor, coffee, etc.), a few pubs and bars, a cleaner, a barber, a drug store, a bank, a gas station, and a number of other retail uses. It is important that daily needs can be met by shops on the main street, but restaurants and other entertainment attractions appear to be particularly important because the area serves as a destination.

Group Retail Uses- It is particularly important to understand that retail uses are a finite commodity. The population of an area can only support a certain amount of any retail use. It is easy to bleed away the synergy of these uses by spreading them throughout a community. A community must be diligent in concentrating retail uses by only allowing commercial/retail uses in certain concentrated areas where it is most appropriate. In addition, having one (or a few) core areas of retail uses make the area a destination place in a similar manner that a mall is a destination. Grouping the uses in a pedestrian accessible format can create a successful mini-destination retail area.

Variety and Mix of Land Uses- A successful town center has a vital and active heart where a number of different types of uses thrive. A strong town center will have retail, office, residential, civic, and park uses that build upon one another. The residential uses provide users and customers, the offices provide services and additional customers (lunch crowd), retail uses provide the destinations and activities, the parks offer places to relax, gather, and recreate, and the civic uses designate the area as a significant and worthwhile place.

Multistory Structures on Street Front- The better main streets are lined with multistory buildings. Streets as wide as main street achieve a better scale when the buildings are between two and five stories tall. Single stories waste valuable real estate from an urban design point of view as well as from a financial aspect. It is very important to achieve the density and concentration of uses on main street. It is critical that the first floor contain the retail uses, while office and residential uses can occur on the upper floors. The buildings should be pulled up to the main street, with the typical building facade located directly adjacent to the sidewalk.

Buildings Address Main Street- Any use (both business and residence) must place their front door on main street. The architecture of all buildings should be most detailed and significant facing main street and the primary entrance should be there. It is acceptable to have other entries or main entrances elsewhere for parked vehicles, etc., but the active, ceremonial entrance must be on Main Street. No building should back onto Main Street.

Residential Density- Customers and users of main street only arrive in one of two ways - as pedestrians or by vehicle. Most communities concentrate on ways to attract and accommodate the automobile with ever-expanding parking - often to the detriment of the main street fabric. It is important to remember, however, that once a person is in a car, they can travel to any location within a reasonable drive. Therefore, a shop on main street, within an easy walk of a local resident, competes with many other shops in the region once that person gets in their car. What communities should really concentrate on is increasing residential densities around commercial cores. This includes making living units on the upper floors of structures along the main streets. This creates a larger customer base, and thus a greater market, *within walking distance* of the stores and shops. These people love to eat and buy necessities next door - if they are available. With enough people, such retail uses will come.

Civic Green Space- Successful communities often utilize civic green spaces, or commons, as a gathering and focal point for the community. They organize the space and provide great places for special events and interaction. In addition, green spaces offer a respite from the urban qualities of main street - providing a place to relax, get fresh air, play, and connect with nature. These spaces do not have to be large to be successful - in fact pocket parks and nooks are very effective.

Adequate and Close Parking Areas- Adequate parking is important to the success of a town center. Yet there is an appropriate balance. Parking should not be so abundant that it dominates the streetscape or that it remains empty for much of the week. Parking must be close enough that patrons will walk to the various main street uses, but the most appropriate locations are on-street and rear lots (i.e. behind and screened by structures). Any parking areas that are visible from the main street should be narrow in width and screened from the road by landscaping (shrubs, fences, walls) so that they do not destroy the rhythm of the streetscape.

Attractive Streetscape & Utilities- Many communities start main street improvements by creating an attractive streetscape. This is an important step to show the community and private sector that the community is committed to improving the main street. Still, it is only a step. It is also important that all basic utilities are included and improved as part of this enhancement so that the anticipated uses can be accommodated. This includes wide enough sidewalks, ADA ramps, storm water, water and sewer facilities, buried electric, cable and telecommunications lines, in addition to curbs, street trees, bus shelters, bike racks, and trash receptacles.

Unique Character- Memorable communities play on their history, heritage, and unique qualities. These are worth identifying and strengthening as much as possible. Sometimes it is possible to build upon these themes to better integrate important districts.

**This information was obtained from the City of Bexley's Main Street Design Guidelines.*

Current Main Street Character

This study considers the Main Street Corridor as being comprised of both Glick and Dublin Roads themselves and the parcels fronting the street. Our Main Street is a unique corridor that serves a range of people from community residents and other visitors. Our proximity to the Columbus Zoo should not be ignored, we have a significant opportunity to become a destination for families that visit this nationally known attraction. This document conveys and guides our community into the future with the community's concerns in mind.

Our "Main Street" currently has a mixed group of elements and, as a result, enjoys only a mixed level of success. Portions of the street typify the ideal conditions described in the goals of the Village, while other areas present a challenge to the long-term strength and vitality of the Village. Essentially, there exist four major types of development along Main Street.

- The first is more traditional in the manner of the original commercial district along Main Street. These portions of the corridor have building frontages located near the sidewalk and are oriented for easy pedestrian access. These areas generally consist of either older structures or redevelopment projects with a high degree of design quality.
- The second type of development consists of structures that were redeveloped some time ago and partially meet the goals of the design guidelines but lack a combination of quality architecture and site design.
- The third type of development with traffic-dominated designs generally consists of one-story structures with a great deal of surface parking on each site and in the front.
- The fourth and final type of development opportunity is our vacant lots. While they are few and far between there are few unimproved or vacant lots that offer a wide variety of uses.

Current Infrastructure Conditions

Dublin Road is a state route, and the speed limit is set to 35 mph which is not conducive to the safety of pedestrians. There are currently four crosswalks that permit pedestrians to safely cross this route. Most of this area does not have curbing, proper drainage infrastructure, and nearly half of this roadway offers sidewalks. Dublin Road's rolling hills offer a unique challenge for safety and other aesthetic upgrades that might affect line of sight.

Glick Road is owned by the City of Columbus and the Village has a permanent easement for improvements, maintenance, traffic direction, and access. The speed limit is set to 25 mph making this area a more pedestrian friendly environment. Glick Road currently offers sidewalks on half of the roadway and areas such as stormwater have been mitigated to the best of our ability. The South side of Glick Road currently hosts two large mostly vacant sites (Shawnee Square and the former Bogey Inn) that will see redevelopment soon.

What are the Design Guidelines?

These guidelines are exactly that - guidelines. They are recommendations for site and architectural design and will be used by the Planning and Zoning Commission in their evaluation and review of all projects. These guidelines establish a base for what is expected for development along the corridor. Guidelines that are to be required are referred to as “standards” and will be adopted as part of the Village Code.

How the Guidelines Work

This document will serve as a tool for the Planning and Zoning Commission and the Architectural Board of Review in their ongoing review of redevelopment projects along our Main Streets. In addition, the guidelines will serve as a valuable resource for those interested in renovating or redeveloping their Main Street properties by establishing the expectations for these efforts. The Guidelines describe the aspects of site planning and architecture for Main Street including elements such as streetscape, signage, parking, and landscaping. All the elements described in this document serve as the basis for establishing a quality, cohesive commercial corridor from a design, planning, and functional perspective.

The Guidelines contain several key elements. The first is a description of the intended Main Street character. This sets the goal for new development to be achieved by emulating the best portions of Main Street along the entire corridor. The second, and most significant, section is the set of guidelines themselves. These guidelines detail and define the precise elements needed to create a cohesive, quality corridor by establishing standards for individual projects while considering the relationship of single sites to the impact of the entire street. The third key section is the set of recommendations and implementation strategies that detail the policy direction of the Planning and Zoning Commission and Architectural Board of Review in improving the appearance, success and function of the Main Street Corridor.

When the Planning and Zoning Commission or Architectural Board of Review receives an application, staff will review the site plan and architecture based on the guidelines established herein. This will allow for an objective interpretation of the basic standards required of all applicants. This will guide future applicants to understand the intent of this review process and will assist the Village staff in providing the committees with a clear, detailed analysis of each application. As guidelines, however, there remains a flexible nature for the Committee to interpret special conditions of each site and unusual concerns that are certain to arise in the redevelopment of an established commercial corridor.

The actual review process for the Planning and Zoning Commission or the Architectural Board of Review will remain the same as currently defined in our codified ordinances.

When do the Guidelines Apply?

Any property owner, business owner, developer, or others seeking a permit for new construction, rehabilitation, or other alteration that affects a building's exterior, changes to the site design (including the location of parking and curb cuts), or changes to any graphic or sign are subject to applicable Guidelines and must obtain approval from the Village and the appropriate committee or commission.

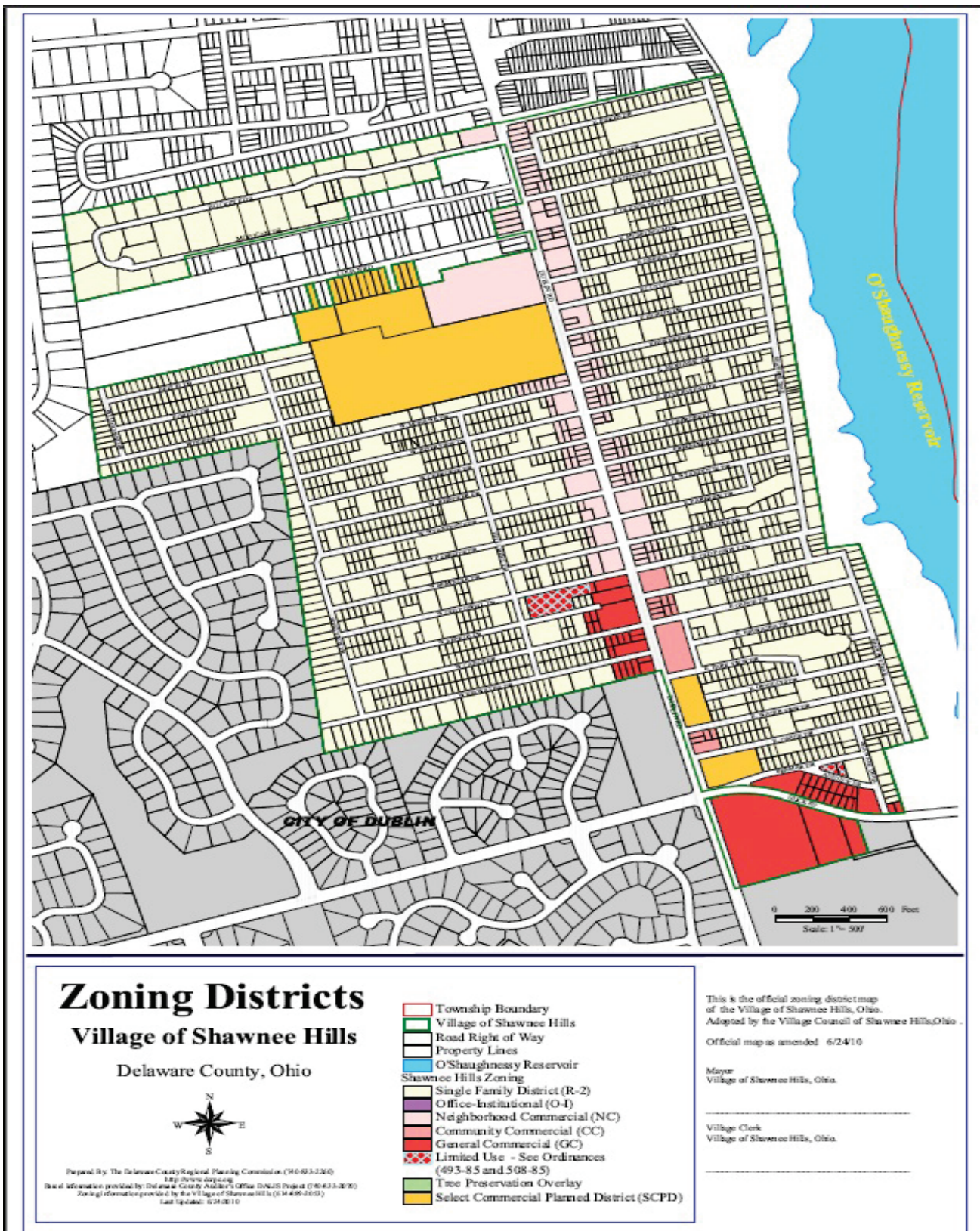
The Process for Development Plan Approval:

(Note that rezonings must go to Planning and Zoning and Village Council)

Guidelines direct the process for development plan approval. The guidelines are intended to help the applicant assess development potential and design an appropriate project. The applicant should have a good understanding of what is expected from the Village in the application process after reading these guidelines.

- ✓ Applicant Review of Guidelines
 - A prospective applicant for a project along Dublin or Glick Road reviews the Design Guidelines and uses them to tailor their project for the Village of Shawnee Hills.
- ✓ Workshop Session/Pre-Application Review (With Village Staff)
 - A project review/discussion meeting is held between the applicant and staff. This meeting should help the applicant answer his/her questions.
- ✓ Application
 - The application procedure consists of submitting an application and required materials to the Village Zoning Department.
 - The application is reviewed for completeness. A Commission/Committee review is not scheduled unless the application and associated materials are complete.
- ✓ Village Staff Review
 - Village Staff utilizes these Guidelines and Village Code in evaluating the application.
 - A reasonable minimum time frame is established to allow complete and effective review.
 - An interim meeting is held between the applicant and staff regarding project issues and review.
- ✓ 5. Commission/Committee Review
 - At the public meetings a review of the application and project proposal occurs. Guidelines are used by the Village and commission/committee in determining appropriate contributing projects to the Village, and in project review.
 - Planned Unit Development projects are required to also be approved by Village Council in addition to the Planning and Zoning Commission.
- ✓ Certificate of Zoning Compliance
 - Once a plan is approved by a committee or council the applicant will receive a certificate of zoning compliance.
 - The applicant then files an application for building permits with Delaware County.

Current Zoning



A. Site Planning

Plan review begins with the examination of the site plan and its characteristics. Components of the site plan include the streetscape, setbacks, parking location, interior circulation, landscaping, screening, site lighting, service/storage areas, utilities, traffic impacts and maneuverability and maintenance.

A.1 Pedestrian Zone

One of the new areas of emphasis is the space that occurs between the curb and the front of the building. This area is referred to as the “pedestrian zone” and should be energized in a way that attracts people to stroll, shop, live, and work in our community.

1.1 All parcels will contain a “pedestrian zone” along our “Main Streets”. The pedestrian zone is located between the edge of the street curb and the facade of the building or beginning of the parking lot. For new buildings and infill structures this distance shall typically be twenty feet (20’) on Glick and Dublin Roads. It is recommended that intersecting streets provide pedestrian zone width as well if possible.

1.2 This zone shall be designed for pedestrians and be well landscaped/hardscaped. The pedestrian zone should be designed to energize the streetscape and storefronts and enhance the character of the community.

1.3 The pedestrian zone is composed of three subareas: the public amenity zone, the sidewalk, and the private amenity zone.

- The *public amenity zone* is the area that contains such items as street trees, tree grates, tree lawns, raised planters, walks, decorative streetlights, signs, benches, utility boxes, trash receptacles, and other streetscape amenities. This area can be thought of as the obstructed part of the sidewalk. The amenity zone is typically three to six feet in width and usually lies between the sidewalk and the street.
- The *sidewalk* component of the pedestrian zone is the area that serves to convey pedestrians along the street corridor. The preferred minimum width of sidewalk kept clear of obstructions is six feet. The majority of this clear zone should be located within the public right-of-way.
- The remaining portion of the pedestrian zone is the *private amenity zone* located adjacent to the building façade. This area connects the sidewalk with the storefronts and buildings and provides space for wider sidewalks, planting strips, outdoor seating, outdoor display, etc. The private amenity zone is typically four to five feet wide but can be larger. This area usually lies outside of the public right-of-way. By increasing the building setback, the pedestrian zone can be made larger than the typical twenty feet, thereby increasing the size of the various component areas. The building setback can be increased to create activated and enhanced spaces within the pedestrian zone.

1.4 Areas that create animated and attractive spaces are encouraged in the pedestrian zone. These include outdoor dining, terraced seating, decorative plazas, fountains, pocket parks, public art, additional sidewalk, landscaped strips, and other pedestrian amenities. Some of these uses may occur within the public right-of-way together with the sidewalk. The Planning and Zoning Commission or Architectural Board of Review may extend the pedestrian zone beyond the typical twenty feet as appropriate for the pedestrian-oriented activity. Where such uses are approved within the public right-of-way.

1.5 To further enhance and animate the pedestrian zone, adjacent users can “borrow” unused pedestrian zone space of a neighboring property with the owner’s written permission and approval of the Village.

1.6 Outdoor displays with principal products of the primary business are encouraged within the private amenity zone provided they are attractive, clean, safe, appropriate, and enhance the appearance of the streetscape. These displays must be well-maintained, movable/portable, and include no signage readable from the street edge.

- The Village must approve a permit for the overall design and type of the outdoor displays as well as the display area, and may place conditions on the permit including location, size, time of display, type of display, signage, materials, forbidden types of items, etc. The Village may review and modify an outdoor display permit at any time.
- Examples of encouraged outdoor displays include flowers, plants, art, sculpture, seasonal items, etc. Food and vending machines, mulch sales, etc. are not considered outdoor displays for this purpose.
- Art, sculptures, murals, etc. will be referred to the Public Art Committee for review.

1.7 Parking is strongly discouraged within the pedestrian zone and vehicular crossing areas should be minimized and eliminated where possible. Any vehicular pavement should be limited to access drives. The ideal condition is a pedestrian zone free of vehicular surfaces with off-street parking available along our Main Streets. The pedestrian zone should not look like an asphalt or gravel parking surface.

A.2 Setbacks

2.1 The building location should provide a pedestrian zone with a minimum of 20 feet in width. Thus, new buildings and infill structures can be built to within five feet of the sidewalk edge of the pedestrian zone. Typically, this should place the building façade no more than five feet from the right-of-way line. Conversely the Village can approve a pedestrian zone larger than 20 feet to accommodate additional enhancements to the site and corridor.

2.2 A minimum of 70 percent of the building façade should be constructed to the private amenity or sidewalk edge of the pedestrian zone. Permanent structural areas integrated with the primary structure, such as patio and dining areas, can be considered part of the building façade for this guideline.

2.3 At corner lots, the buildings should be built to the edge of the sidewalk or private amenity zone, close to the street. The building's design, architecture, and massing should emphasize the importance of the corner and draw attention down both streets.

2.4 Developments are expected to provide an enhanced pedestrian passageway to the rear of the property, either internally or to one side.

2.5 A rear yard setback for a building is required to be 35 feet. (Recommended 10 feet setback on a parking lot built in the rear that is 100% screened)

2.6 It is discouraged that off-street parking or paved circulation areas be in front of new buildings or infill structures on properties fronting Dublin Road, Glick Road or side streets.

2.7 Side-loaded parking lots are not permitted on street corners. With careful design and structural treatment, it is permissible to have two adjacent buildings combine their single-bay side parking to create a single lot. In this situation, a joint use, access, and maintenance agreement should be created between the two property owners.

A.3 Sidewalks

3.1 Sidewalks are required along Glick Road and Dublin Road. The recommended minimum width of public sidewalks is six feet (6'), measured back-to-back. The minimum width of sidewalks on side streets is six feet. Sidewalks should be clear of obstructions and align with adjacent sidewalks (i.e. no abrupt jogs.)

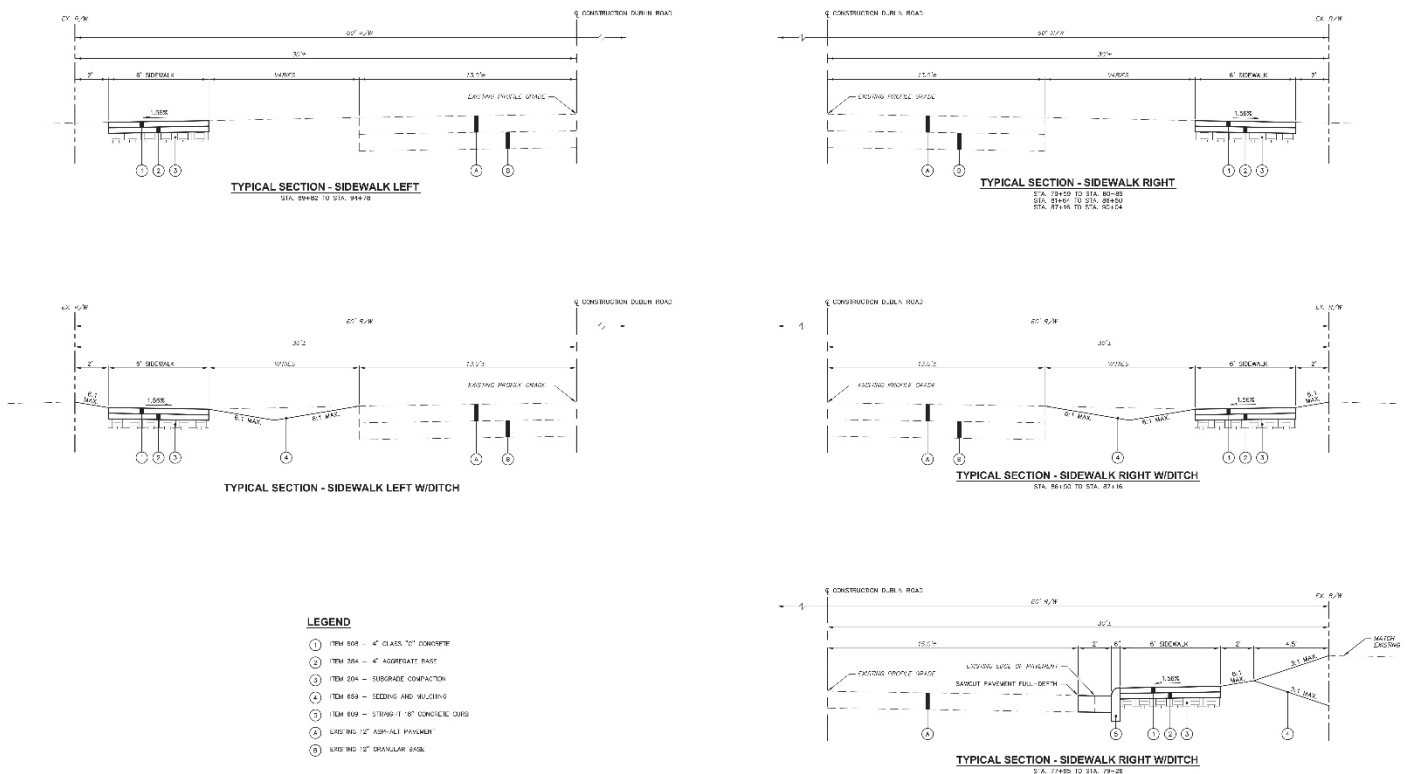
3.2 Sidewalks should be composed of poured concrete with approved scoring but may include clay brick installed on a concrete base in approved patterns.

3.4 Sidewalks should be designed and constructed per current American with Disabilities Act (ADA) Administrative Guidelines.

3.5 Non-conforming sidewalk will be considered for applicability where and when unique circumstances are present and non-conforming treatment is of a quality consistent or superior to the streetscape standard.

3.6 Outdoor seating and dining uses per Village approval are encouraged, provided that a minimum six-foot clear distance on the sidewalk is maintained (eight feet is preferred). In cases where such outdoor dining is proposed, it is recommended that the size of the pedestrian zone be increased. Such outdoor dining areas should be delineated by decorative pavement or fencing.

3.7 Sidewalk Design Standard



A.5 Landscaping and Screening

5.1 Street trees are required along all public road frontages within the Main Street District when practical. Where street trees are missing, dead, or dying the property owner is responsible for replacing them. Street trees must meet Village guidelines for species and spacing as determined by the Village Public Tree Plan.

5.2 Fences and walls are permitted where appropriate within the commercial environment. Appropriate locations for fences and walls include:

- Along rear property lines or alleys to separate Commercial uses and the alleys from the residential districts behind. Typically, these walls or fences should be opaque and between four and eight feet in height from the surface of the parking lot.
- Partially enclosing outdoor areas such as outdoor seating and pocket parks. These walls or fences should be decorative in nature, such as open iron fences, and three to four feet (3-4') in height.
- Screening off-street parking lots. All walls or fence/landscaping should be a minimum of 54 inches (4'-6") in height.

5.3 Screen all parking areas from view of a public street (except those portions used for entry/exit). This screening should be an opaque barrier 54 inches (4'-6") in height for any parking visible from a public street (excluding alleys). Masonry (stone or brick) walls are preferred, but decorative fencing is acceptable provided it is combined with landscaping that creates a 54-inch-tall opaque barrier (at time of installation) and includes one deciduous tree (2 1/2" - 3" caliper) per fifteen feet of frontage. If the fence/planting option is used, the appropriate planting type should be determined based on the width of the planting area as provided in the table below.

Width of Planting Area	Appropriate Planting Type
12 inches	Trellis
24 inches	Hedge
36 inches	Hedge
48 inches	Tree
60 Inches	Tree

5.4 Parking areas visible from the public street should include landscape islands with deciduous trees. These landscaped areas should amount to not less than five percent of the vehicular use area and be evenly distributed throughout the parking area to minimize the lot's visual impact and maximize tree shade.

5.5 If physical separation of the parking areas from the alley/cross access drive is requested or necessary, the use of decorative walls, fences, and/or evergreen landscaping is encouraged. Similarly, it is recommended that rear parking lots be connected and combined, but if physical separation between the parking lots is required, low walls, decorative fences, or curbed grass or evergreen planting borders should be used.

5.6 Vacant lots and interim surface parking lots should, at a minimum, include landscaped edges per the landscaping and screening requirements for parking lots.

5.7 Landscaping within pedestrian zones should not resemble or call to mind parking lots. For example, flat/barren/empty asphalt or gravel surfaces are not appropriate landscaping within the pedestrian zone.

A.6 Site Lighting

6.1 Parking lots should be lit. This lighting should be appropriate to illuminate parking and building entrances with no glare or light trespass on neighboring residential properties or public roadways.

6.2 Parking lots can be illuminated by pole-mounted fixtures or by building-mounted fixtures. Building mounted fixtures for parking illumination should be limited to the sides and rear of the structure. Poles should be limited to 25 feet in height. All light sources should be concealed (100% cut-off)

6.3 Decorative landscape lighting and accent building lighting is permitted but should not impair the safety of public roadways or the enjoyment of neighboring properties. Uplighting must be from concealed sources. Evergreen planting can be used to fully screen light sources.

A.7 Service/Storage Areas/Dumpsters

7.1 All service areas, such as dumpsters and loading areas, should be confined to the back of the principal structure or lot.

7.2 Loading and refuse areas should be consolidated, shared where possible, and attractively and completely screened.

7.3 All storage areas (for machinery, equipment, dumpsters, trash, recyclables, etc.) should be screened on all sides (except gated access) with a 100% opaque wall that extends one foot above the top of any container enclosed. The accessible side may use a gate, provided it also extends one foot above the top of any container and is not made of chain link or vinyl.

7.4 The materials and colors selected for the enclosure's screening should be identical to those on the principal building's exterior.

A.8 Utilities

8.1 Permanent utility lines shall be installed underground when practical.

8.2 Streetscape sidewalk, landscaping, and other areas in the pedestrian zone shall be restored to original condition (or per design standard) immediately following any necessary utility cut disturbing the ground.

A.9 Maintenance

9.1 All owners, or their designees, shall maintain all buildings, drives, parking lots, and other structures located upon said property in good and sufficient repair and shall keep such premises painted, windows glazed, pavement swept and clear of ice & snow, and otherwise maintain the property in an aesthetically pleasing manner.

9.2 Any structure, driveway, or parking lot surface that is damaged by the elements, vehicles, fire, or any other cause must be repaired as promptly as the extent of the damage will permit.

9.3 Buildings that are vacant for any reason must be kept locked and the windows glazed to prevent entry by vandals. They must also meet all other maintenance requirements.

9.4 Grounds are to be maintained in a safe, clean, and neat condition free of rubbish and weeds. Lawns shall be kept in a mowed condition. Drives and pavement shall be kept true to line and grade in good repair. Drainage areas and intakes are to be kept clean and free of any obstacles.

9.5 All plantings are to be maintained in a healthy growing condition. Irrigation, fertilization, weeding, and pruning are to be carried out on a regular basis. Landscaping is to be maintained as approved by the Village and according to the most recently approved plan.

B. Buildings

This aspect of the guidelines consists of review of the structure(s) on the site. The components of the building review include such things as the height of the building, the mass and bulk of the structures, the architectural design, style, and detail, the materials and colors, the entrance(s), the storefront, the upper stories, mechanical screening, secondary structures, building lighting, and renovation. The storefront refers to the first story of buildings along the street and the upper stories are all other levels of the building above ground.

B.12 Height

12.1 The maximum commercial building height is 35'.

B.14 Architectural Style/Building Composition

14.1 The architectural style of the building should be compatible with and compliment those currently found on our main streets. Successfully incorporated new structures should visually and physically respect the existing structures and streetscape. New buildings should adhere to these guidelines however, creativity is encouraged.

14.2 Place the principal facade facing Dublin or Glick Roads

14.3 New facades should enhance the character of the Village and add vitality to the street life. The architectural design should take cues from the best elements of surrounding buildings and echo their qualities with new materials, composition, and colors while keeping to a similar scale and proportion. Communicate the nature of the business with design elements of material, shape, and color.

14.4 The rear elevation of buildings facing the parking areas should be designed in a coordinated manner with high quality building materials, lighting, and signage. Rear entrances should be attractively designed.

14.5 All buildings should consist of four-sided architecture - i.e. the quality of materials and design used on the front façade of the building should not substantially diminish at the rear or sides of the building. The exception is for side walls built adjacent to other structures that will not be visible. It is expected that the architectural detailing will be the strongest and most prominent at the building fronts and corners.

14.6 Buildings should be articulated by such means as expressed structure, piers, and columns, recessed and projecting bays, building setback above the cornice line, and three-dimensional elements of architectural details, signs, and awnings.

14.7 Horizontal bands of unrelieved wall should never be placed along the street. Efforts should be made to enhance, detail, and break-up large expanses of wall area by varying the facade, mixing surface materials, and increasing the amount of window space. Vertical piers are encouraged and required if the facade length exceeds 50 feet.

14.8 Windows should be provided on all exposed sides of the building.

14.9 Window details should incorporate appropriate trim, mullion, and ornamentation to enhance the appearance and maintain the Villages character.

14.10 The street level should be distinguished from the upper stories.

14.11 Upper floors should maintain the predominance of vertical elements using spacing and orientation of window openings and building articulation. It is critical that all upper stories have windows. These windows should not be grouped into continuous horizontal bands.

14.12 Pitched roofs (at least in appearance) with a highly detailed and decorative cornice/parapet are the preferred commercial style along Dublin and Glick Roads. This type of roof matches traditional Village commercial style and creates a strong streetscape.

14.13 It is necessary for roof-mounted or ground level equipment to be screened from pedestrian view with opaque screening materials. Similarly, wall penetrations for venting, duct intakes, etc. should not be visible from the pedestrian zone and painted to match the structure ("painted out").

14.14 Drive-through windows should be discouraged on all buildings parallel to public rights-of-way. Drive-through windows are encouraged to be located to the rear of buildings, rather than sides.

B.15 Materials and Colors

15.1 Building materials and colors should be used to unify the building and highlight its storefront(s).

15.2 Building material selection should rely heavily on traditional and natural materials such as brick, stone, wood, and glass. Materials to be avoided include sheet metal, plastic panels, rough-sawn wood, and vinyl. Stone and concrete should be unpainted. Split or scored-face concrete block is not acceptable.

15.3 Glass should be clear, or lightly tinted. Very dark, reflective, or opaque glass is strongly discouraged and will not count toward the required transparent glass or windows. Use of glass blocks to fill the majority of window openings on storefronts is prohibited (but acceptable for basement windows) and glass block is not considered transparent for the purpose of these guidelines.

15.4 Structural and infill materials should be consistent with the character established by the existing building.

15.5 A variety of color palettes can be used for different materials. Colors should be compatible with each other and with those of adjoining buildings.

15.6 Neutral and subtle colors should be used for wall surfaces, except where it can be demonstrated that a dominant color is appropriate. Bold, contrasting, or subtle colors are appropriate for trim and accents. Building material colors, including different types of glass and metal, can be used effectively as part of the color scheme.

15.7 The use of up to three basic colors on the exterior of buildings is encouraged. One should be a base color that covers wall surfaces and storefront piers. The second color should be a major trim color for the cornice, storefront columns, bulkhead, lintels, window frames, etc. The third color should be the minor trim color for window sashes, doors, the storefront frame, and small details.

15.8 Use more than three colors when the depth of exterior walls and original detailing allow for several types of trim, sills and mullions, recessed entries, and elaborate cornices. Each of these layers can be highlighted in its own color, within a harmonious range, against the base materials of the building.

B.16 Entrances

16.1 The main entrance of all buildings should be oriented to Dublin or Glick Road. At a minimum this entrance should consist of an attractive and active entry door that fronts the main street. Corner buildings may angle the main entrance to the intersection. Under certain conditions, such as when small retail space borders on a pedestrian through corridor, the main entrance may be located to the side.

16.2 Buildings and individual establishments (i.e. stores, shops, offices) should have rear and/or side entrances, in addition to the front entrance, whenever possible. It is important to provide a secondary public entrance from the rear parking lot, particularly when a pedestrian throughway/corridor is not located nearby, or from a side entrance when adjacent to a pedestrian corridor.

16.3 The rear of buildings with pedestrian access from parking areas should be treated as a “second front door.” These entrances should be attractively designed, including glass door openings, windows, and signs at the entry level to guide the pedestrian and provide visual surveillance of the lot. Similarly, window displays and signage around entrances are encouraged along pedestrian corridors.

16.4 Service and employee entrances should be located to the rear of buildings.

16.5 For second (rear) entrances, locate signs above the door or window. These signs should be no taller than 14 inches and no larger than 50 percent of the allowable size of the main sign on the front façade. Vivid colors and striking signage can highlight the rear store entrance from parking lots. Service entrances should be clearly marked, but not emphasized.

16.6 Rear entrances should use a minimum of 25 percent of the width of the first-floor rear facade for doors and windows with transparent glass. Windowsills should be located at a maximum height of 40 inches above the level of the sidewalk/parking lot.

B.17 Storefronts

Storefronts are the first floor of the building facing the street and public access areas.

17.1 Storefronts should relate directly and clearly to the public street. Extensive use of glass is encouraged on the street level of buildings to provide an open and inviting atmosphere. A minimum of 60% of the storefront facade facing the public street must be window and door glass. Clear, transparent glass should be used for display windows. Reflective, opaque, smoked, and non-translucent building materials are discouraged at street level and should be reserved for accent elements such as borders. Operable recessed windows on all building levels are encouraged.

17.2 Provide ways of increasing the use of both the street-side pedestrian area and the business establishment to open up the business to the sidewalk during warm weather months. Methods might include French windows, continuous openable doors, or garage door rolling windows.

17.3 Storefronts should be designed to be visually contained within the frame/facade of the building (i.e. not extended outward). It should be visually expressed with piers, architecturally detailed, and subdivided into smaller bays in keeping with typical bay widths along the street

17.4 The secondary facades/storefronts to the rear of the buildings or along side streets should be treated as a second “front”, with windows and quality materials.

B.18 Upper Stories

The upper stories of a building consist of the exterior of the building above the first floor.

18.1 Place windows on all stories facing a main street. They should be spaced and sized appropriately to the character of Main Street. A minimum of 30 percent of the upper stories of new construction should be windows.

18.2 Vertical proportions in the design, spacing, and dimensions of upper story windows should be accentuated. A distinction should be maintained between street level storefront windows and upper story windows.

18.3 Upper stories should have a consistent and compatible fenestration pattern.

18.4 The use of balconies and other active and attractive amenities are encouraged on the upper floors of buildings.

18.5 The quality of materials used on the first floor should not diminish on the upper stories. The entire building should be composed of high-quality materials.

B.19 Mechanical Screening

19.1 Screen rooftop-mounted utilities/mechanical units to block their view from ground level and street corridors. Rooftop exhaust pipes should be painted out. Materials and design for rooftop screening should complement the materials and architecture of the building and provide 100% opacity at the time of installation.

19.2 Screen ground-mounted utilities/mechanical units to block their view from ground level and street corridors. Materials and design for ground-mounted screening should be a masonry wall one foot taller than the utility/mechanical unit it screens, and it should be compatible with the building materials and architectural design, providing 100% opacity at the time of installation.

B.20 Secondary Structures (i.e. garages)

20.1 Materials of any secondary structure should be consistent and compatible with those used on the exterior of the main structure.

20.2 Secondary structures should be located behind the front facade of the principal structure, at a minimum.

20.3 Secondary structures should not exceed the height of the main structure, nor should their massing be greater than that of the primary structure.

B.21 Building Lighting

21.1 Storefront facades, recessed doorways, rear entrances, outdoor spaces, parking areas, and passageways between parking areas and the storefront entrances should be lighted. Lighting needs to be a consistent color and temperature with surrounding lighting, to include street lighting so not to contrast.

21.2 Down flood lighting may be used to light building facades. These lights should be concealed and shielded (cut-off type fixtures) to prevent light trespassing on adjoining properties. Lighting needs to be a consistent color and temperature with surrounding lighting, including street lighting so not to contrast.

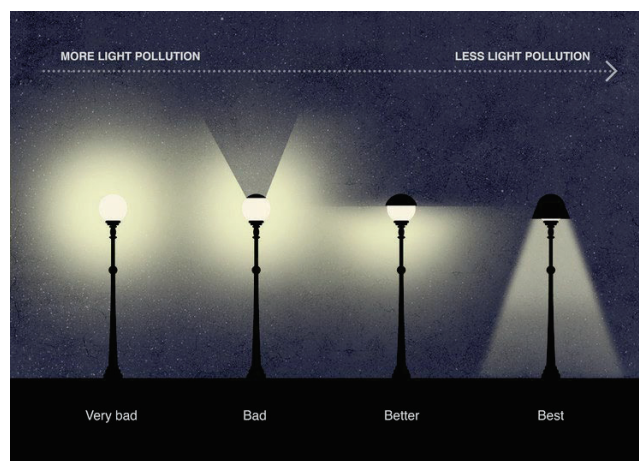
21.3 Lights should be oriented to highlight the main sign, window displays, and architectural features of the building.

21.4 Light fixtures should be used to light window displays. The light fixtures should be located and angled to ensure that they spotlight the merchandise and do not point toward the window shopper or cause distracting reflections on the storefront windows.

21.5 Use of micro fluorescent or neon tubes to highlight signs, displays, rooflines, and architectural details may be acceptable in certain situations.

B.22. Street Lighting

22.1 The Village currently utilizes a mixture of decorative light poles and lighting on the electric utility poles. To maintain consistency in our lighting we utilize a 4k-5k white LED bulb. Our current design is obtrusive to vehicular traffic and wildlife. The Village maintains a goal of replacing current light poles with downlit lighting to better comply with the Dark Sky initiative. All future street light fixtures that are installed shall consist of a downlit light head as approved by the Village.



C. Signs

Effective signs can and should be creative expressions that add vitality, visual interest, and character to the Main Street commercial district. Signs are among the most significant character-defining elements of a retail establishment. Stores signs should not be garish intrusions on the architecture. In general, signs can range widely in shape, color, appearance, and character, but their size, general location, and materials should follow Village guidelines.

C.1 Banners

Banners and cloth signs shall be used primarily for Village messages, special events, and festive occasions. The Village utilizes banner signs on our decorative street poles. Such banners will be maintained by the Village.

C.2 Traffic Signs

Traffic signs permitted per existing Village code or ODOT Requirements. The Village Street sign requirements shall consist of a decorative base, 3" fluted pole no less than 8' tall, a with a round ball topper. Street signs are required to have a decorative scroll arm to support/attach the sign. All other signs will have the same fluted pole and ball topper.

C.3 Temporary Signs

Grand opening, coming soon, and sale signs relating to a "main street" business may only be displayed for the length of the sale or two weeks. All temporary signs placed in the pedestrian zone shall be removed nightly. Signs must be approved by the Village Zoning department.

D.4 Parking Lots and Interior Circulation

Off-street parking spaces must be provided per type of use as listed in Shawnee Hills Ordinances,

4.1 Off-street parking areas should be located behind buildings. On-street parking is prohibited. Rear parking areas should connect to the rear alleys or be connected by rear cross-access drives (with easements).

4.2 All rear alleys and cross-access drives should allow for two-way traffic flow.

4.3 Parking should be consolidated into shared or public parking lots (behind buildings). Parking lots should be interconnected to encourage shared parking among buildings and to reduce the overall paved area. Written shared parking agreements are preferred and recommended in situations of private parking lot ownership. Shared parking can take advantage of alternate peak uses and can count toward the off-street parking requirements for all sharing parties.

4.4 Pave off-street parking areas with a durable surface such as asphalt or concrete, including concrete curbs where needed. The minimum parking stall width shall be 9 feet. All parking spaces must be marked with paint or otherwise striped.

4.5 Points of access and egress to and from our main streets, side streets, and the alleys should be shared where applicable. This reduces the number of curb cuts and vehicular crossings of the pedestrian zone.

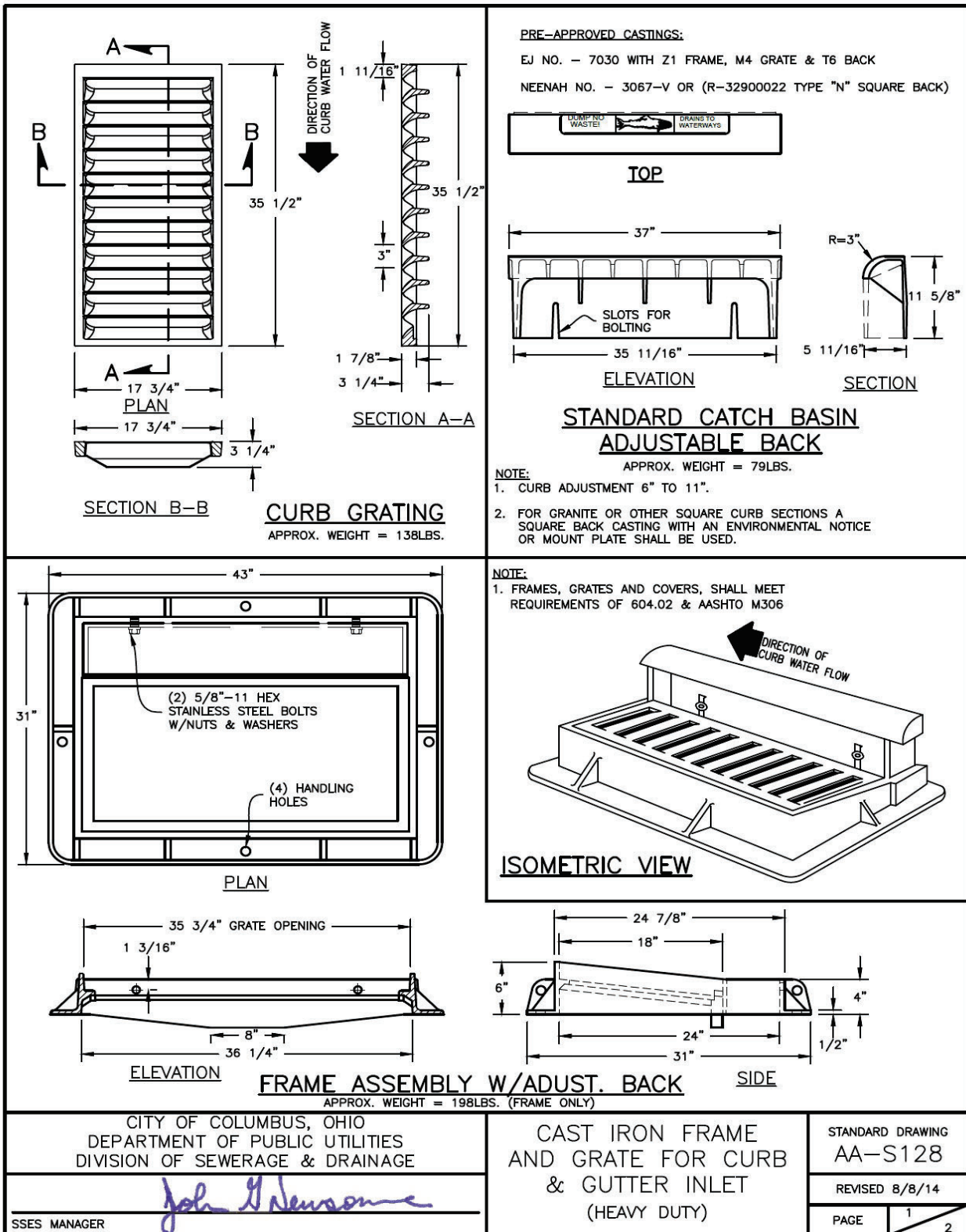
4.6 Entrance and exit drives are encouraged to be identified either with on-premises traffic control signs or painted arrows.

4.7 A servicing plan should be provided with the required site plan submittal for a building permit. The servicing plan should describe the operations of the project concerning deliveries to and from the site, employee parking, access and egress, vehicle and equipment storage, waste storage and removal, and other operational needs during peak times.

4.8 Parking lots visible from a public street (excluding alleys) should be screened from the public view. Combinations of walls, fencing, landscaping, and the like should be utilized. All screening should be consistent with the building materials of the associated structure.

4.9 Non-automotive transportation such as bicycling is encouraged. Bicycle parking should be conveniently located near building entrances or within the amenity zone.

5.4 Storm Water Catch Basin Requirements



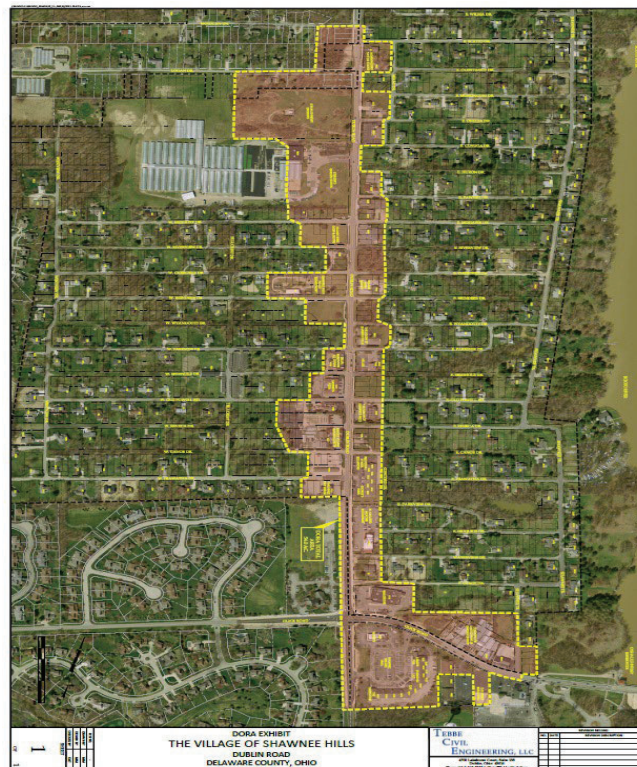
F.6. Designated Outdoor Refreshment Area (DORA)

The Ohio Revised Code permits municipalities to create an Outdoor Refreshment Area that allows for consumption of Alcoholic Beverages outside of liquor permit establishments. Given the size of the Village we were able to designate our entire commercial corridor as a DORA area, this area includes Monahan Park as well. The DORA is tool that our businesses can use to drive more foot traffic and corroborate on events spanning across multiple restaurants, shops, and utilize public spaces within the DORA boundary.



6.1. Shawnee Hills DORA Rules

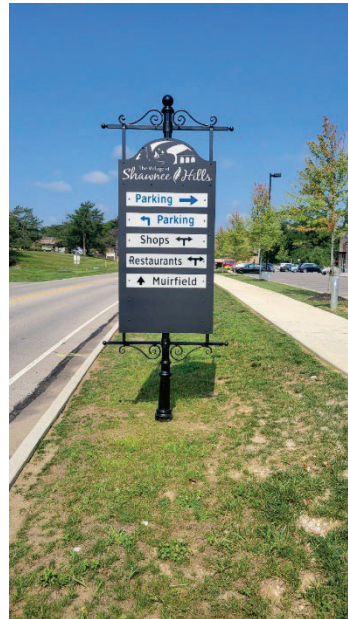
- Must be 21 Years of age or older to consume alcoholic beverages.
- The DORA boundaries are marked with signs, participants cannot travel outside of the boundaries with an open container.
- Alcoholic beverages must be contained in a DORA marked container and must be obtained from a participating liquor establishment within the DORA boundaries.
- All cups must be disposed of in a trash receptacle when finished. You cannot carry an open container of alcohol inside another liquor establishment. You must consume it outside of the business or at the business you purchased it at.
- You may carry an open container of an alcoholic drink purchased in the DORA into any other business within the DORA unless the business does not permit it.



G. Village Fixture Examples



Current Village light pole with banners and flower basket attached. Downlighting has been recommended and will be implemented with newly installed or replaced fixtures.



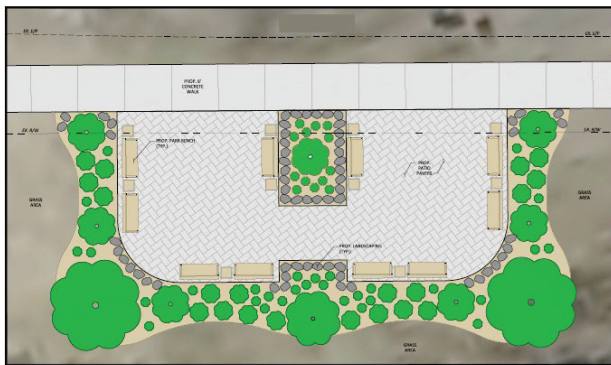
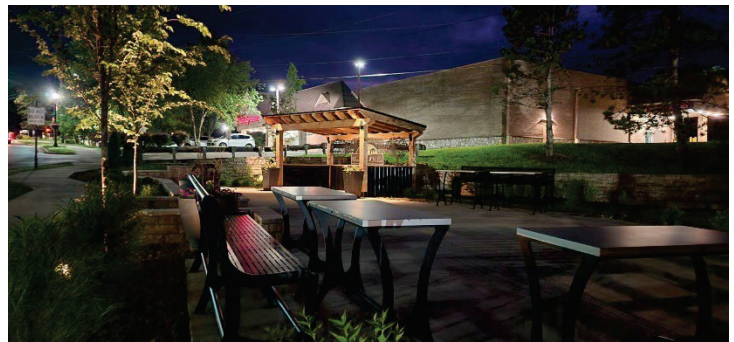
Decorative street signs, wayfinding, and traffic control signs.

Pocket Park Example



Spaces shall be utilized to create public areas that are inviting, well landscaped, and safe.

Lighting, furnishings, and landscape shall conform with current standards set throughout the Village.



Considerations shall also focus on landscaping displays, public art displays, and accessibility.

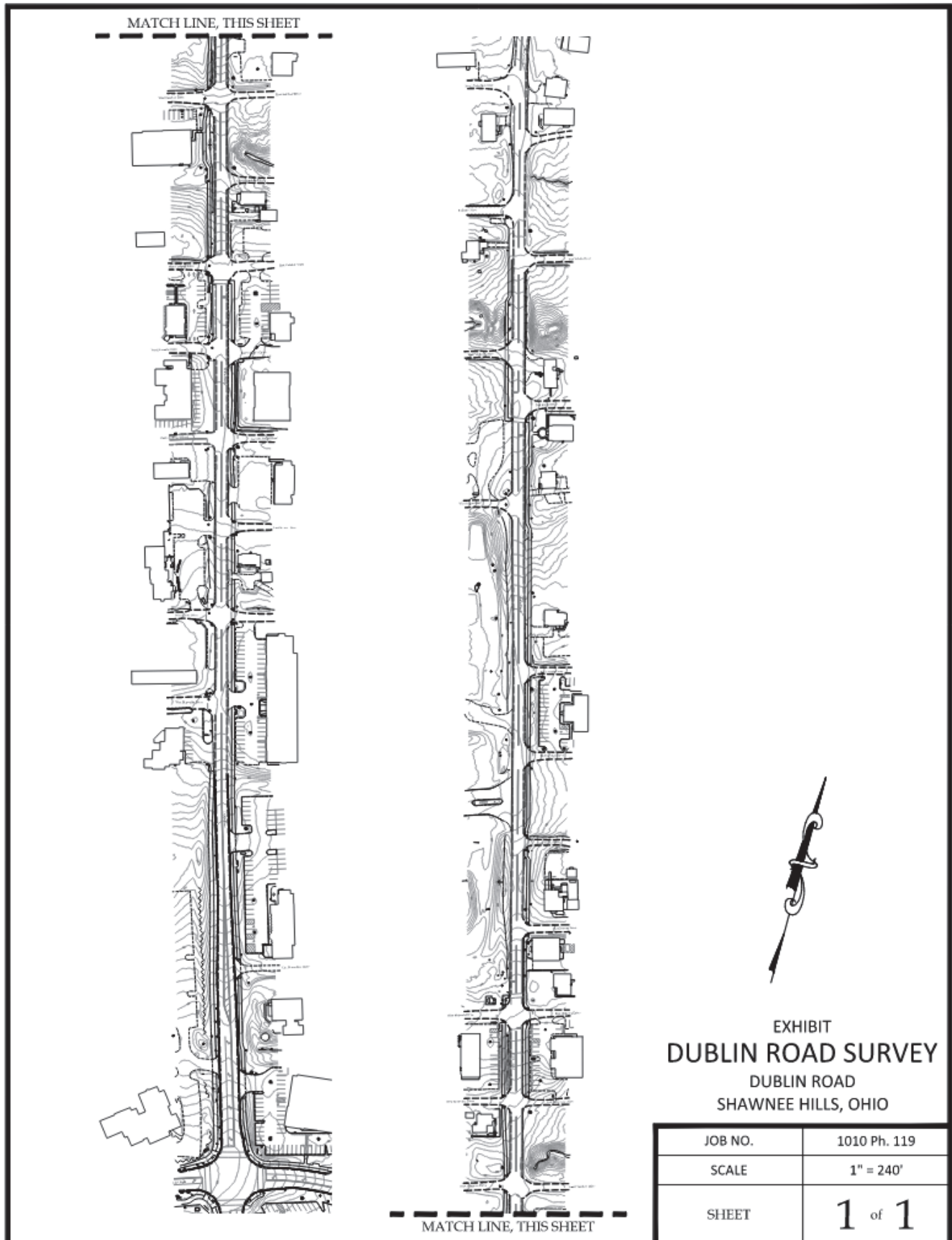
Street Benches and Flowerpots



Current street bench locations house at a minimum a bench and a flowerpot. When necessary or close to a DORA establishment the bench site is also furnished with a trash can. Benches, flowerpots, and trash cans must be purchased using approved Village specifications.



Addendum A - Survey of Dublin and Glick Roads



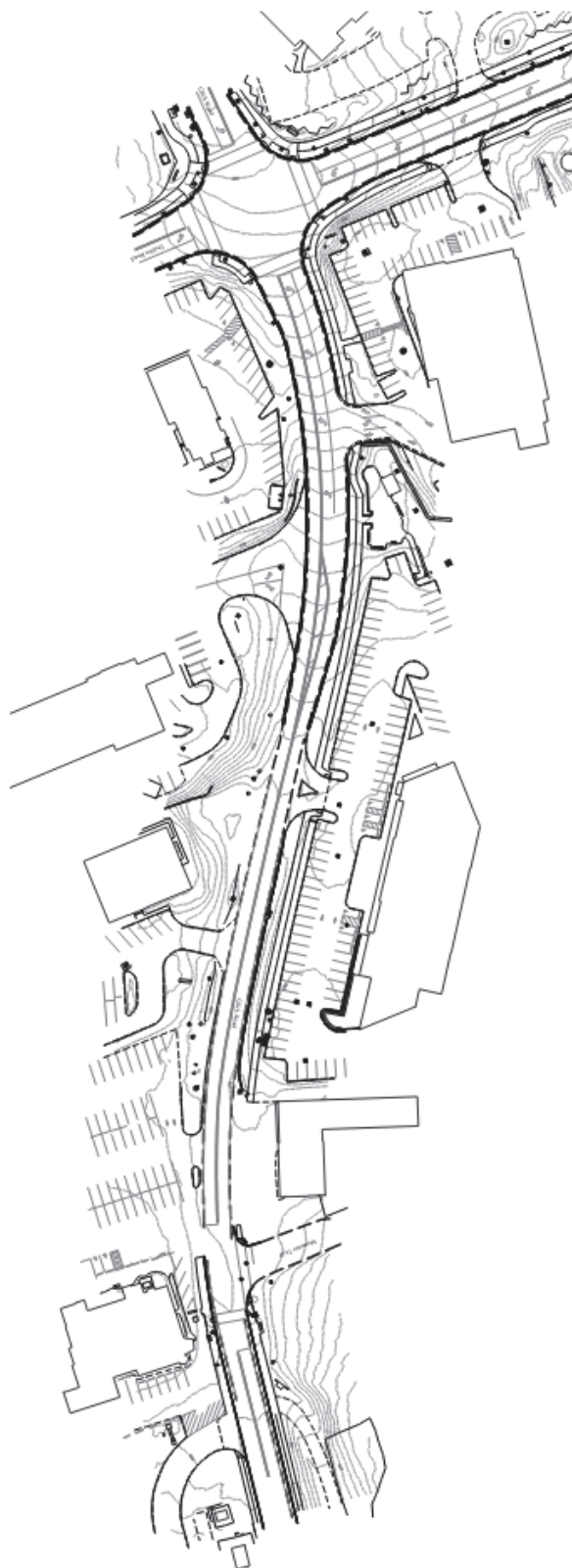


EXHIBIT
GLICK ROAD SURVEY
GLICK ROAD
SHAWNEE HILLS, OHIO

JOB NO.	1010 Ph. 119
SCALE	1" = 150'
SHEET	1 of 1

Addendum B - Public Tree Survey and Guidelines

Addendum C - Dublin Road Main Street Map





Addendum D - Glick Road Main Street Map



Addendum D - DORA Map

