

MAIN STREET PLAN

Village of Shawnee Hills

9484 Dublin Road
Shawnee Hills, Ohio 43065

Plan Adoption

Resolution_____

Adopted pursuant to Resolution No. _____-25 as passed by the Council of the Village of
Shawnee Hills at its meeting held _____, 2025. Approved by the Mayor on _____, 2025.

Village of Shawnee Hills

Daniel J. Mathews - Mayor

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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?

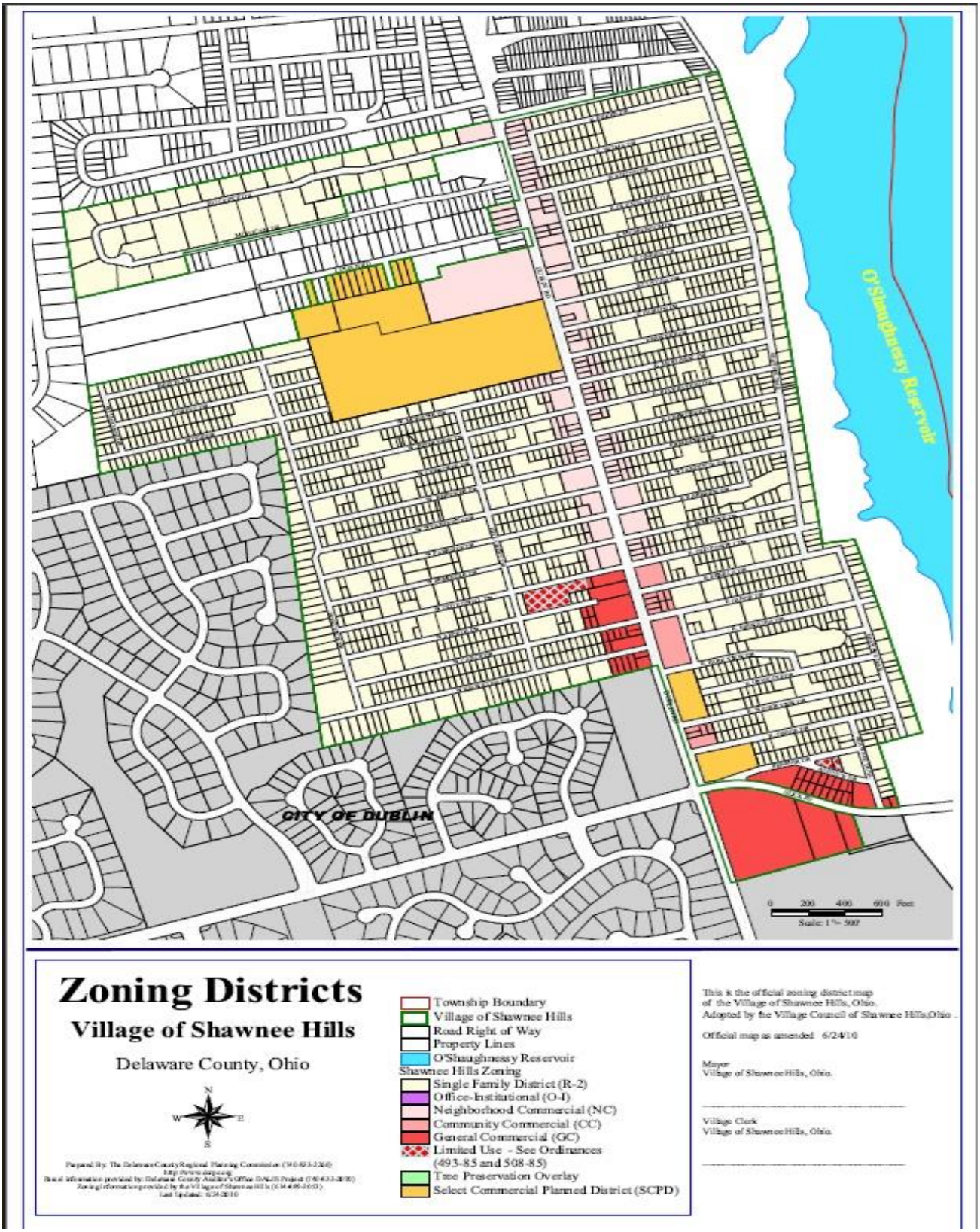
Any property owner, business owner, developer, or others seeking a permit for new construction, rehabilitation, or other alteration that affects a building’s exterior, changes to the site design (including the location of parking and curb cuts), or changes to any graphic or sign are subject to applicable 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.)

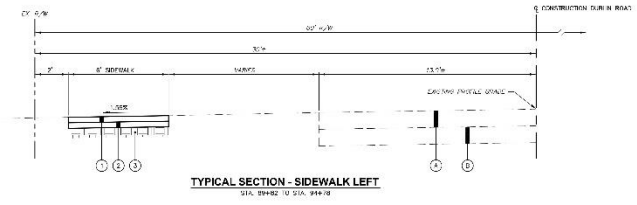
3.2 Sidewalks should be composed of poured concrete with approved scoring but may include clay brick installed on a concrete base in approved patterns.

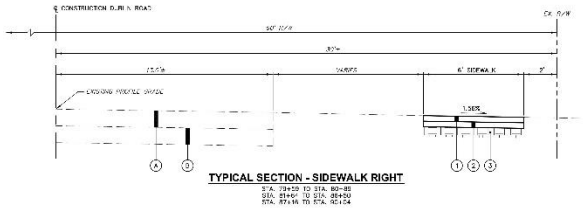
3.4 Sidewalks should be designed and constructed per current American with Disabilities Act (ADA) Administrative Guidelines.

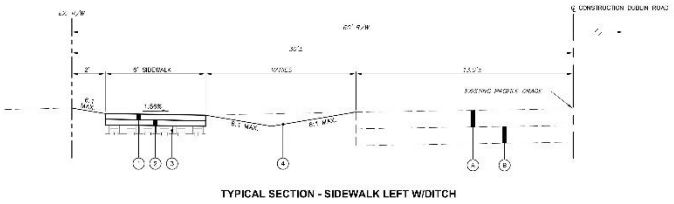
3.5 Non-conforming sidewalk will be considered for applicability where and when unique circumstances are present and non-conforming treatment is of a quality consistent or superior to the streetscape standard.

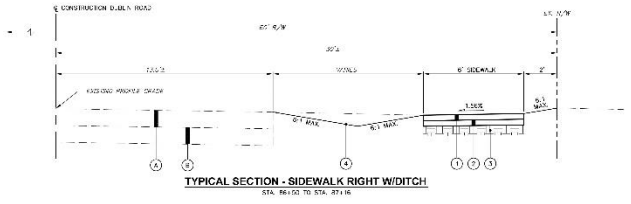
3.6 Outdoor seating and dining uses per Village approval are encouraged, provided that a minimum six-foot clear distance on the sidewalk is maintained (eight feet is preferred). In cases where such outdoor dining is proposed, it is recommended that the size of the pedestrian zone be increased. Such outdoor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

3.7 Sidewalk Design Standard

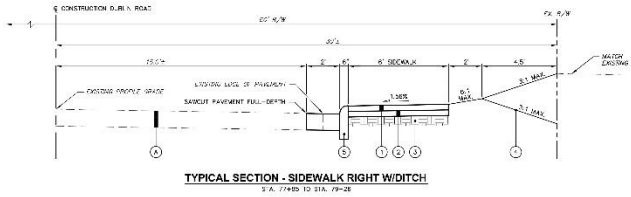












A.5 Landscaping and Screening

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 (21/2"- 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	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.

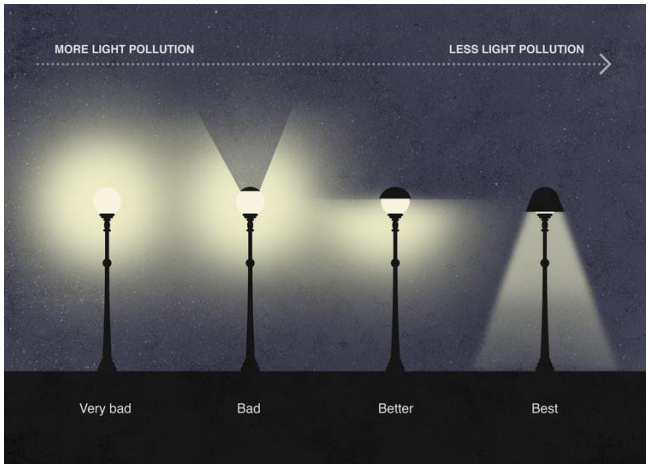
21.3 Lights should be oriented to highlight the main sign, window displays, and architectural features of the building.

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

22.1The 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 sales 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.

E. 5. Stormwater and Street Requirements

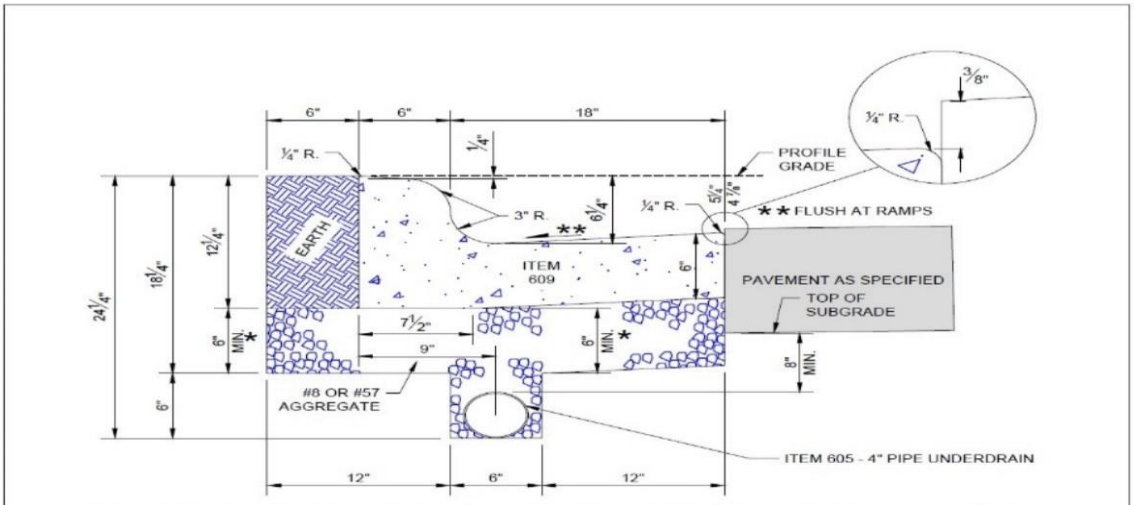
5.1 Current Conditions

Currently only portions of Dublin Road and Glick Road have been retrofitted with a curb/gutter. This does create an open road feeling and does not create a pedestrian safe environment. Additionally, the open road concept allows stormwater runoff to flow without limitation.

5.2. Requirements

- The entirety of Dublin Road and Glick Road should have curb and gutter installed, some areas are the Villages responsibility, this will be included in future projects.
- New developments along these streets should install curb/gutter per Village requirements. When reviewing projects the Village Engineer and/or Planning and Zoning Commission should take this into consideration.
- Stormwater and runoff plans are required to be submitted with all building plans. This will be reviewed and approved by the Village Engineer.

5.3 Curb and Gutter Requirements



★ CURB AND GUTTER AGGREGATE COURSE-WHERE THE ROADWAY PAVEMENT HAS AGGREGATE BASE, MATCH THE BOTTOM OF THE CURB AND GUTTER AGGREGATE COURSE TO THE TOP OF SUBGRADE. ENSURE ROADWAY SUB BASE MEETS UNDERDRAIN AGGREGATE.

★★ AT CURB RAMP LOCATIONS, THE GUTTER SLOPE SHALL NOT EXCEED 4.7%. TRANSITION GUTTER OVER 3 FT TO MATCH EXISTING CURB & GUTTER SLOPE. THE PAVEMENT SHALL BE FLUSH AT THE GUTTER IN FRONT OF CURB RAMPS. CURB RAMPS SHALL BE BUILT PER STD DWG 2319.

IF THE TOP OF THE SUBGRADE IS BELOW THE BOTTOM OF THE CURB, THE UNDERDRAIN SHALL BE ADJUSTED TO KEEP THE TOP OF THE UNDERDRAIN AT LEAST 8" BELOW THE TOP OF THE SUBGRADE; AGGREGATE DEPTH BETWEEN BOTTOM OF CURB AND TOP OF UNDERDRAIN MAY VARY IF THIS OCCURS.

SUBGRADE COMPACTION SHALL BE COMPLETED BEFORE UNDERDRAIN INSTALLATION.

WHEN A CURB AND GUTTER INLET IS INSTALLED, THE TOP OF THE CASTING SHALL BE THE SAME AS THE TOP OF CURB ELEVATION. THE EDGE OF PAVEMENT SHALL BE 3/8" HIGHER THAN THE GRATE WHEREVER THEY MEET.

FOR REPLACEMENT WORK, THE CURB SHALL BE REMOVED AT AN EXISTING JOINT OR NO CLOSER THAN 5 FEET FROM AN EXISTING JOINT.

1/2" EXPANSION MATERIAL WILL BE INSTALLED BEHIND THE CURB WHEN A CONCRETE WALK, DRIVE, OR OTHER ITEM IS ADJOINING IT.

WHEN CONNECTING TO AN EXISTING COMBINATION CURB AND GUTTER, TRANSITION THE GUTTER PAN AS REQUIRED, OVER A DISTANCE OF 10 FEET MAXIMUM, TO MAINTAIN POSITIVE DRAINAGE.

1.26 C.F. CONCRETE PER L.F.

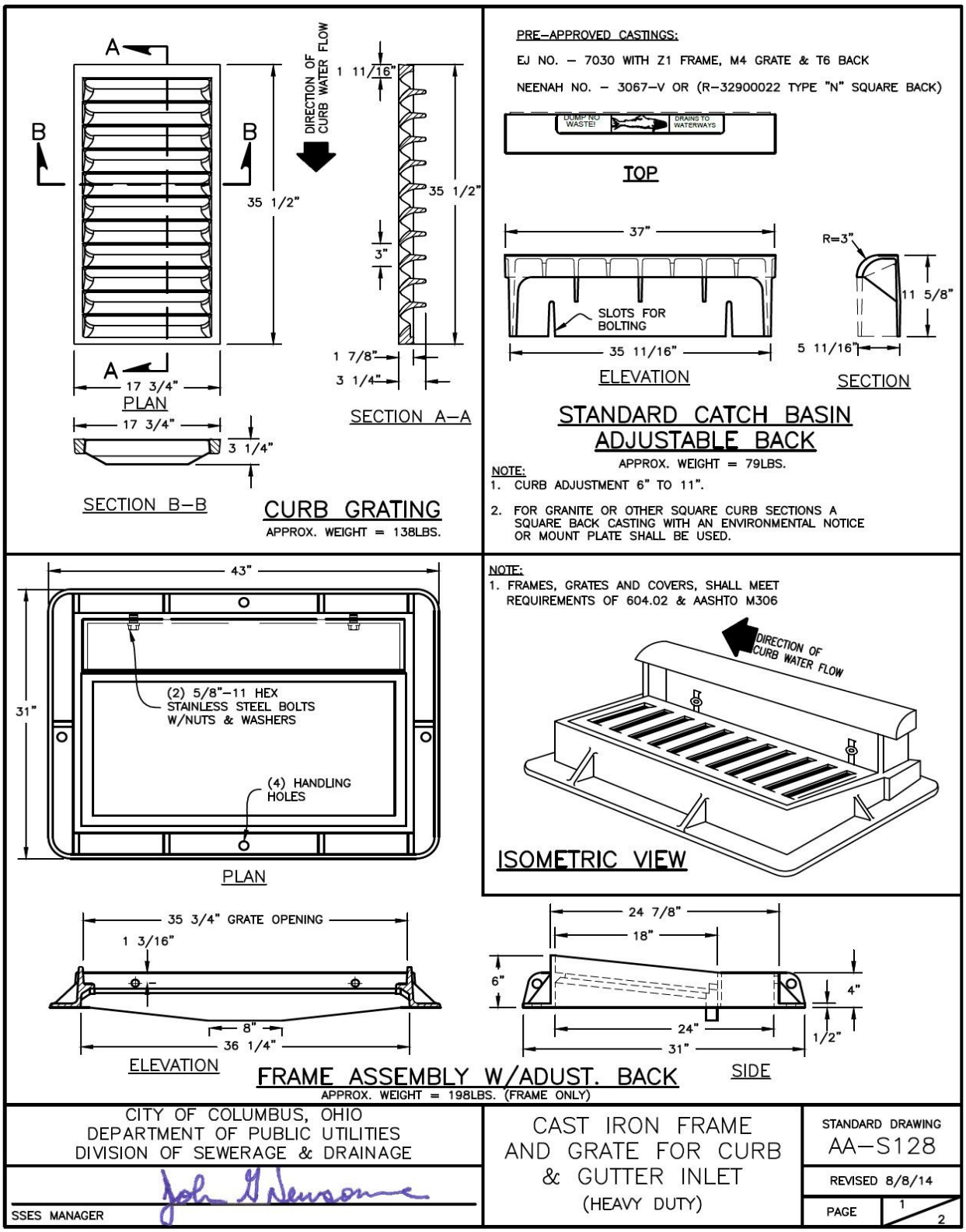
COMBINATION CURB & GUTTER, TYPE STANDARD

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG 2010
07/01/2021
SHT 1 OF 1

5.4 Storm Water Catch Basin Requirements



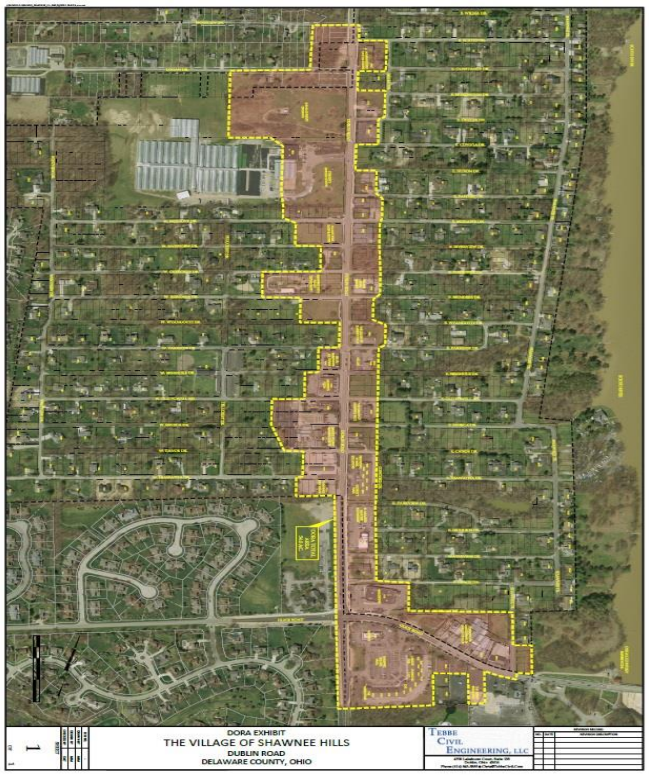
F.6. Designated Outdoor Refreshment Area (DORA)

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.

DORA
Village of Shawnee Hills

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.

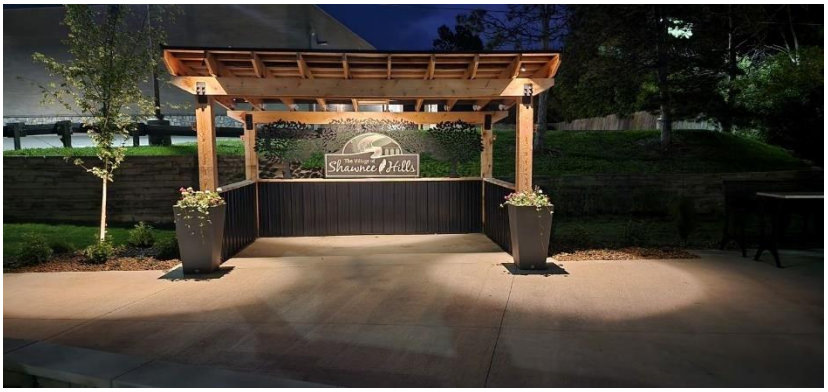






Decorative street signs, wayfinding, and traffic control signs.

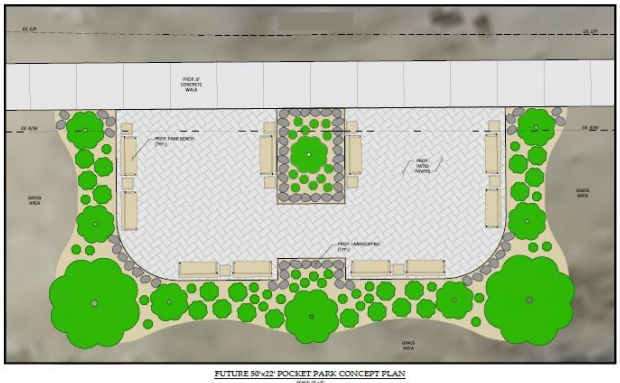
Pocket Park Example



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.





FUTURE 50'x22' POCKET PARK CONCEPT PLAN

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

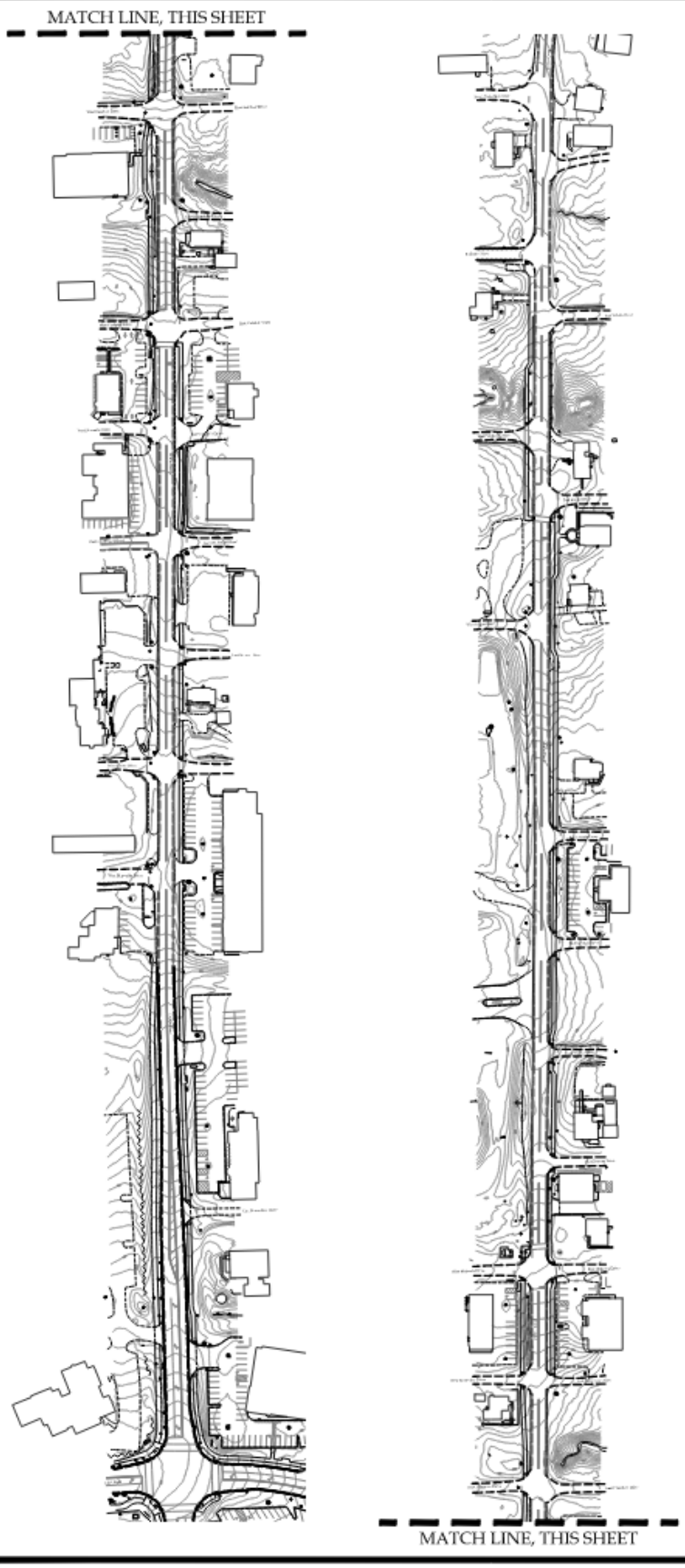
Street Benches and Flowerpots



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

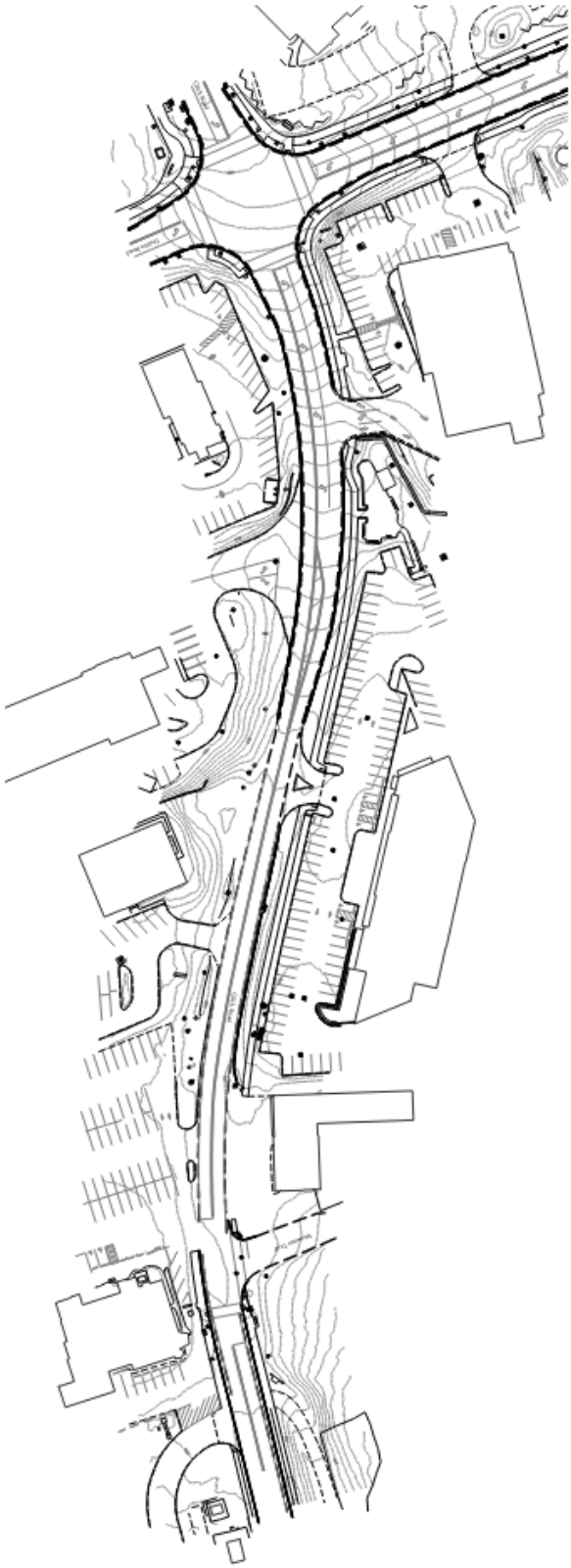


EXHIBIT

DUBLIN ROAD SURVEY

DUBLIN ROAD
SHAWNEE HILLS, OHIO

JOB NO.	1010 Ph. 119
SCALE	1" = 240'
SHEET	1 of 1



EXHIBIT

GLICK ROAD SURVEY

GLICK ROAD
SHAWNEE HILLS, OHIO

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

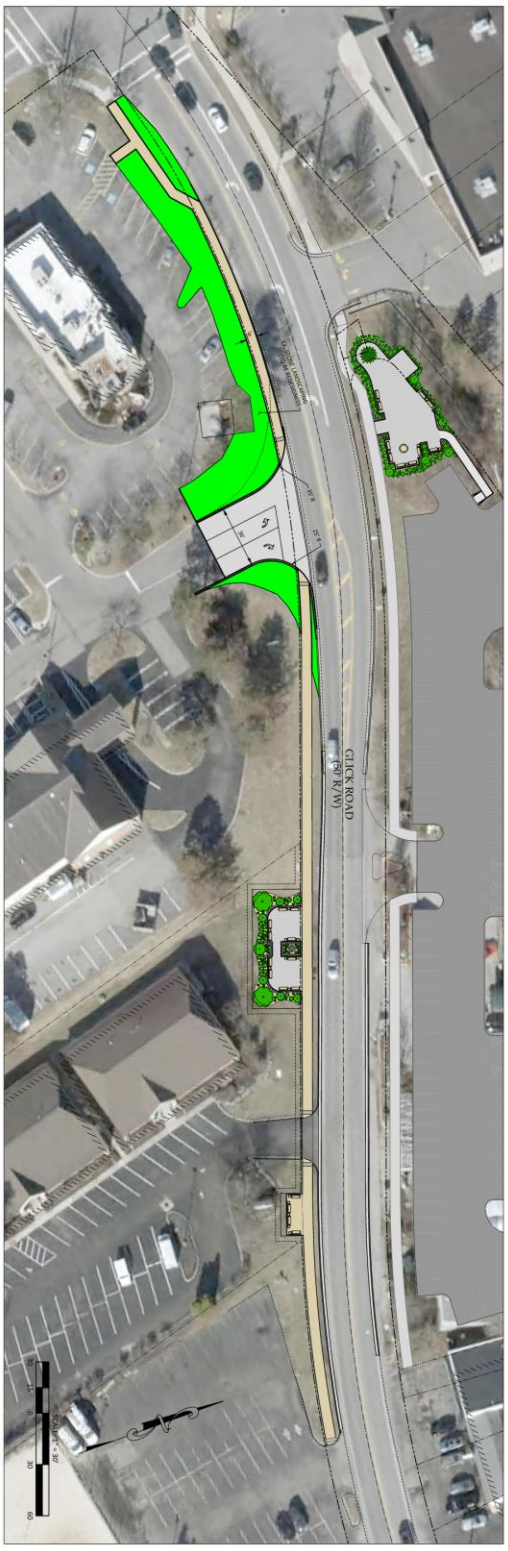
Addendum B – Public Tree Survey and Guidelines

Addendum C – Dublin Road Main Street Map





Addendum D – Glick Road Main Street Map





GLICK ROAD SOUTH SIDEWALK
GLICK ROAD
IMPROVEMENT PROJECT
VILLAGE OF SHAWNEE HILLS, OHIO

SHEET 1 OF 1

JOB NO	ISSUE DATE
DRAWN BY	MAM
DESIGN BY	MRH
CHECKED BY	CMT

TEBBE CIVIL ENGINEERING, LLC
4700 Lakehurst Court, Suite 135
Dublin, Ohio 43016
Phone (614) 845-5885 ● Chris@TebbeCivil.Com

REVISION RECORD

NO.	DATE	REVISION DESCRIPTION