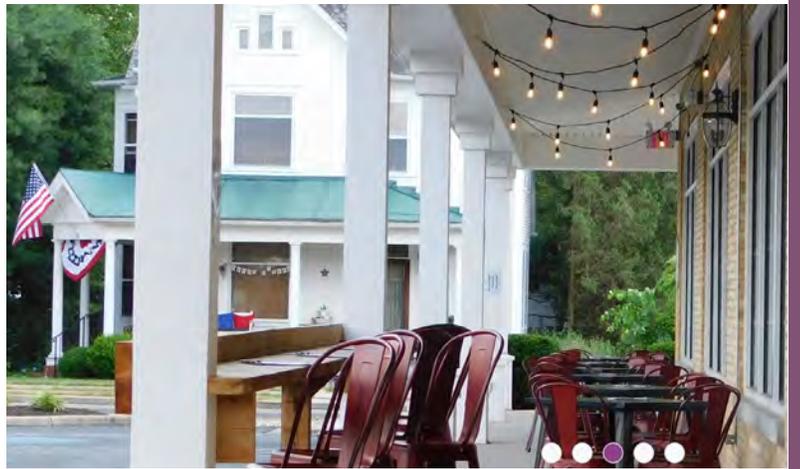




*City of*  
**PICKERINGTON**  
**WHERE CONNECTIONS ARE MADE**



# COMPREHENSIVE PLAN

2021



# RECORD OF ORDINANCES

Ordinance No. 2021-16

Passed June 15 20 21

**AN ORDINANCE ADOPTING THE RECOMMENDATION OF THE PLANNING & ZONING COMMISSION TO APPROVE THE 2021 CITY OF PICKERINGTON COMPREHENSIVE PLAN AND SUPERSEDING PREVIOUS COMPREHENSIVE PLANS AND STUDIES**

**WHEREAS**, the City of Pickerington adopted a Comprehensive Land Use and Development Plan in 1993, amended in 2001; a Diley Road Corridor Study and Plan in 2009; a Growth Management Assessment and Strategy in 2005; and an Olde Village Development Plan in 1993; and

**WHEREAS**, the Planning and Zoning Commission conducted its regular meeting on May 11, 2021 and considered approval of the 2021 City of Pickerington Comprehensive Plan intended to supersede the aforementioned comprehensive and area-specific plans; and

**WHEREAS**, the Planning and Zoning Commission forwarded its recommendation of approval to the Service Committee of the Pickerington City Council, as required by P.C.O. 1272.08; and

**WHEREAS**, in lieu of Service Committee consideration, a Council work session of City Council considered the 2021 City of Pickerington Comprehensive Plan and recommendation of the Planning and Zoning Commission at its June 1, 2021 meeting and concurred in the recommendations of the Commission in its recommendation to Council; and

**WHEREAS**, City Council has conducted a review of the proposed 2021 City of Pickerington Comprehensive Plan.

**NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PICKERINGTON, FAIRFIELD-FRANKLIN COUNTIES, OHIO, A MAJORITY OF ITS MEMBERS CONCURRING:**

**Section 1.** City Council hereby adopts the recommendation of the Planning and Zoning Commission and adopts the 2021 City of Pickerington Comprehensive Plan as proposed to Council.

**Section 2.** City Council hereby declares that the 2021 City of Pickerington Comprehensive Plan replaces and supersedes the 1993 Comprehensive Land Use and Development Plan, the 1993 Olde Village Development Plan, the 2005 Growth Management Assessment and Study, and the 2009 Diley Road Corridor Study and Plan.

**Section 3.** This ordinance shall be effective on the earliest date provided by law.

APPROVED BY: \_\_\_\_\_

Lee A. Gray, Mayor

DATE OF APPROVAL: June 15, 2021

EFFECTIVE DATE: June 15, 2021

# RECORD OF ORDINANCES

Ordinance No. 2021-16

Passed June 15 2021

ATTEST: Heather M. Moore  
Heather M. Moore, City Clerk

**SPONSOR: COUNCIL WORK SESSION**

APPROVED AS TO FORM AND  
LEGALITY OF PURPOSE: Philip K. Hartmann  
Philip K. Hartmann, Law Director

4827-2491-1849v2

# City of Pickerington, Ohio Comprehensive Plan

City of Pickerington Planning and Zoning Commission recommended adoption on May 11, 2021.

Adopted by City of Pickerington City Council on June 15, 2021.

*Prepared by:*



## **Envision**

4200 Regent Street  
Suite 200  
Columbus, OH 43219  
[www.envisiongroupllc.com](http://www.envisiongroupllc.com)

*With assistance by:*



## **inSITE Advisory Group**

3421 Ridgewood Road  
Suite 200  
Fairlawn, OH 44333  
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# ACKNOWLEDGMENTS

## City of Pickerington

### Mayor

Lee A. Gray

### City Council

Tony Barletta, Council President  
Tom Romine, Council Vice President  
Tricia Sanders, Councilperson  
Crystal Hicks, Councilperson  
Jaclyn Rohaly, Councilperson  
Brian Wisniewski, Councilperson  
Nick Derksen, Councilperson

### City Manager

Greg Butcher, PE, MPA

### City Clerk

Heather Moore

### Economic Development Director

Dave Gulden, AICP

### Planning Director

Clement Chukwu

### Planning Commission

Mayor Lee A. Gray  
Doug Blake, Chair  
Chris Chapman, Vice Chair  
Brian Wisniewski, Secretary  
Mark Dembski  
Randy Hughes  
Andora Marshall  
Phil Reese

### Comprehensive Plan Steering Committee

Greg Butcher, PE, MPA, City Manager  
Tod Cheney, Police Chief  
Jason Diehl, Business Owner  
David Hague, Coyote Run Preserve  
Andy Hardy, OhioHealth  
Dr. Jay Henry, Herman & Henry Eyecare  
Tony Howard, Executive Director, Pickerington Library  
Ryan Jenkins, Treasurer, Pickerington City Schools  
Keith Minier, Lead Pastor, Grace Fellowship  
Don Rector, Service Director  
Tricia Sanders, City Council President  
David Stone, Chamber Board Chair  
Kirstin Watts, Citizen

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# Comprehensive Plan

## EXECUTIVE SUMMARY

CH 1

## PLANNING PROCESS

### COMMUNITY ENGAGEMENT

The year-long planning process included a robust, multifaceted public outreach effort that included:

- Community Survey (almost 600 responses)
- Virtual Public Workshop with over 400 participants seeking more detailed input on several topics:
  - Balanced growth that maintains the community's small town character
  - A more vibrant Olde Village
  - Enhanced bicycle and pedestrian connections
- 5 Steering Committee Meetings
- 3 themed Working Groups each meeting 2 times:
  - Economic Development
  - Infrastructure
  - Bicycle & Pedestrian Connectivity
- 18 Stakeholder Interviews
- Planning and Zoning Commission Approval

### PLAN OVERVIEW

The City of Pickerington embarked on an update to its Comprehensive Plan (Plan) in 2020. The purpose of the plan update is to develop a cohesive community vision to guide future public decision-making relative to land-use and housing, transportation and infrastructure, economic development, public facilities, and community identity, while also providing an accompanying implementation strategy to achieve that vision.

The Plan was developed using a four-step process:

- i. Identify Community Vision
- ii. Assess Existing & Future Conditions
- iii. Recommendations
- iv. Implementation

A Steering Committee comprised of local representatives helped to facilitate the four-step planning process. The Steering Committee identified the following three themes:

- Economic Development
- Infrastructure
- Bicycle & Pedestrian Connectivity

A Working Group for each of the three plan themes was formed comprised of staff, stakeholder, and citizen volunteers and one or more liaisons to the Steering Committee. Each Working Group met twice during the planning process to help guide the visioning process. The Steering Committee convened twice after the last Working Group meetings before the plan was finalized and approved by Planning Commission.

Overarching strategies for each of the three plan themes are summarized on Page 6-10.

## GUIDING DOCUMENT

A Comprehensive Plan is advisory in nature and serves as a guiding document. The Plan is not legally binding and does not commit City Council to take action on any of its recommendations.



## ADVISORY DOCUMENT

A Comprehensive Plan is a guiding document that is not legally binding, whereas the Zoning Code is a statutory authority that governs use of property. The Comprehensive Plan will develop recommendations for the type and form of future land uses, but the Zoning Code would need to be amended in a separate process through City Council Resolution for any changes to take place.

## PLAN IMPLEMENTATION

It is important to understand that the Comprehensive Plan is only a starting point in the identification of various potential improvements and initiatives that will each undergo their own respective project development processes.

The flowchart to the left provides a high-level overview of a hypothetical project and the steps that may need to be taken to implement it. As feasible projects are confirmed and advanced, the public will be reengaged in the iterative process of determining a final course of action. For capital improvements this means input on proposed details such as project limits, accessibility, and design features. For a zoning amendment this would include an opportunity to share feedback on proposed regulations relative to permitted/conditional uses, district boundaries, and density.

As the City moves forward in implementing the vision, projects will be developed based on current priorities and financial considerations. Ultimately, the Comprehensive Plan will serve as a guiding document that Administration, City Council, and Planning Commission can reference and leverage as they continue to maintain and enhance Pickerington as one of the premier communities in Central Ohio.

## VISION STATEMENT



**Economic Development** - Maintain high quality public services and a low cost of living for residents by encouraging private investment that enhances the City's commercial/industrial tax base.



**Infrastructure** - Ensure the City's transportation network and utility systems are able to safely and efficiently maintain current service levels and provide adequate capacity to support projected future growth.



**Small Town Character** - Preserve Pickerington's unique small town character in a vibrant Olde Village District that attracts people, businesses, and commerce.



**Future Expansion** - Explore opportunities for expanding the City limits, particularly the potential for growth to the South and the East, to capitalize on future regional connections in the transportation network.



**Ecology** - Balance smart growth with strategic opportunities to integrate greenspace conservation and recreational opportunities into future development.



**Diversity** - Continue to be a welcoming community that embraces cultural diversity in a rapidly growing metropolitan area.



**Partnerships** - Collaborate with regional partners and neighboring communities to ensure Pickerington maximizes its competitive advantages in the Central Ohio marketplace.



**Branding** - Define a City identity that can be used to market Pickerington as an attractive place to reside, visit, and conduct business.



**Public Services** - Continue the provision of high quality public services that ensure that Pickerington remains a community of choice.



**Active Transportation** - Provide safe, accessible, and inviting multimodal connections between popular destinations within the City and region's expanding bicycle and pedestrian network.

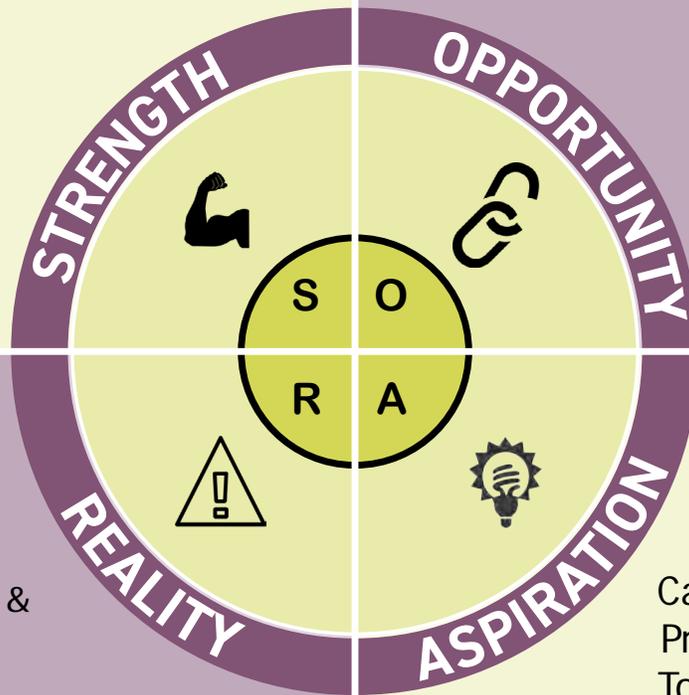
**S.O.A.R. ANALYSIS**

**“Competitive advantages”**

Cost of Living  
 Diversity - especially compared to other outer ring suburbs

**“untapped potential”**

Annexation - potential for expansion to South and East



Intergovernmental cooperation required  
 Traffic / Lack of control over water & sewer  
 COVID-19

Enhance & promote Olde Village brand  
 Case Studies and Best Practices for City and Township interactions

**“impediments & roadblocks”**

**“long-term desires”**

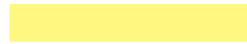
# FOCUS AREAS: Concept Plan



**Expand  
Corporate  
Tax Base**



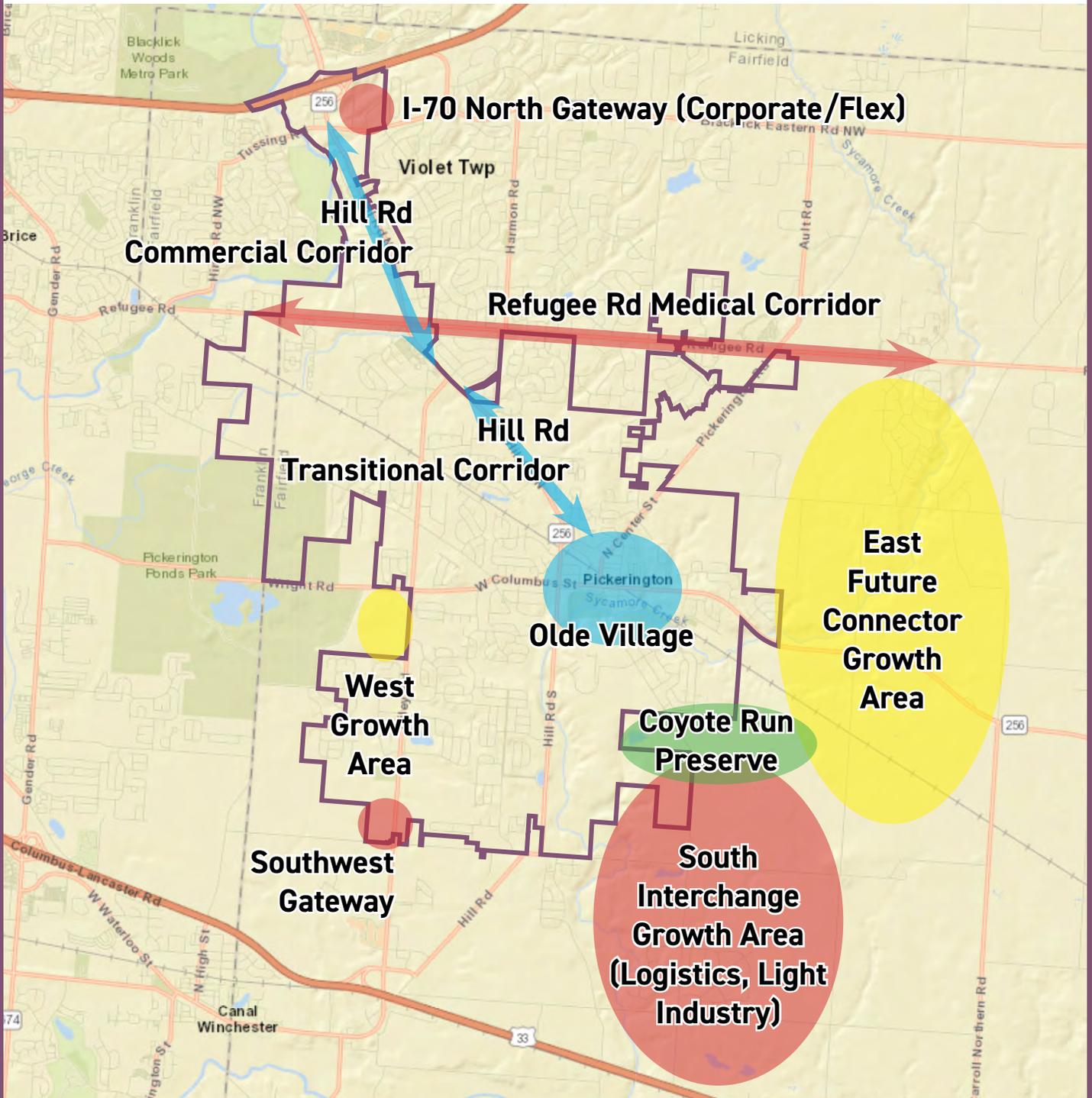
**Mixed-Use  
Infill**



**Mixed-Use  
Growth**



**Greenspace  
Conservation**



## Economic Development

### STRATEGIES

#### CATALYTIC DEVELOPMENT SITES

- Diversify the City's tax base by focusing on industry sectors that attract high-paying jobs and increase municipal income tax revenues.
- Leverage private investment in the City to create a Refugee Road medical corridor.
- Capitalize on region's population growth to provide opportunities to meet market demand for multi-sport facilities in Pickerington Area.
- Further develop and refine the wide array of incentive options that can be utilized to encourage desired development and leverage private investment.
- Market qualifying sites online in conjunction with regional and state agency partners.

#### VIBRANT OLDE VILLAGE

- Leverage the City's established Community Improvement Corporation (CIC) to allow the City to acquire strategic parcels for land-banking and redevelopment.
- Consider pursuing Certified Local Government certification to facilitate rehabilitation of historically significant building through state and federal preservation tax credits.
- Explore potential of creating a Downtown Redevelopment District (DRD) and/or Special Improvement District (SID) to help fund storefront renovations, streetscape beautification, and marketing/promotion of the district.
- Update zoning code to allow for more flexible parking standards in light of the recent development of an additional shared municipal parking lot.

#### EXTRATERRITORIAL JURISDICTIONS (see map next page)

- Explore opportunities to collaborate with Violet Township to promote development in the unincorporated areas in the vicinity of the US 33 Corridors including the potential implementation of Joint Economic Development District (JEDD).
- Ensure future growth areas reserve land for higher and better uses to enhance tax base.
- Collaborate with regional partners to advocate for infrastructure investments of regional significance such as the proposed US 33 - I-70 connector road.
- Coordinate catalytic infrastructure projects through "dig-once" policy that mandate installation of water, sewer, broadband, and power utilities.

#### WORKFORCE DEVELOPMENT

- Build upon recent local partnerships to expand the regional medical field career pipeline.
- Work with Fairfield County Economic Development to enhance career pathways between local primary schools and trades and mitigate current job-skills mismatch.

# EXTRATERRITORIAL JURISDICTIONS



## Infrastructure

### STRATEGIES

#### TRAFFIC & CONGESTION

- Continue to implement access management along primary thoroughfares (e.g. SR 256 Hill Rd) to require shared drive access and minimize conflict points.
- Monitor traffic volumes / patterns and adjust signal timing coordination as needed to maintain traffic flow, especially along SR 256 Hill Rd corridor at peak hours.
- Recognizing that SR 256 Hill Rd traffic flow is effectively restricted by the freeway congestion along the I-70 mainline, continue to coordinate with ODOT on long-term plan for Far East Freeway improvements to I-70.

#### FUTURE DEVELOPMENT CORRIDORS

- Proactively budget for long-term infrastructure investments necessary to facilitate desired development in extraterritorial jurisdictions, whether it be through annexation or through a multi-jurisdictional cooperative development agreement (e.g. JEDD).
- Monitor the impacts of proposed regional transportation enhancements (e.g. US 33 / Pickerington Rd interchange) and plan for changes in traffic flow along local thoroughfares within the City limits and in extraterritorial jurisdictions.

#### UTILITY INFRASTRUCTURE

- Continue MS4 stormwater management program measures to reduce the discharge of pollutants into receiving water bodies.
- Identify stormwater management priority areas - such as Long Rd - and budget for comprehensive long-term capital improvements to public utility systems.
- Monitor latest state/federal guidance for Smart Cities fiber / wireless communications needs and potential for renewable energy integration to accommodate future deployment of connected and automated vehicles.
- Consider enacting a "Dig Once" Policy that encourages placement of conduit or fiber optic cable when a trench is open to reduce the capital costs of broadband network deployment.

#### FUNDING STRATEGIES

- Continue to utilize impact fees - and monitor / adjust (if necessary) - to offset infrastructure costs of future development in the City.
- Consider utilizing innovative funding tools such as Tax Increment Financing (TIF) to capture future increases in land value to pay for public infrastructure improvements.
- Work with regional corridor partners and the Transportation Improvement District (TID) to advocate for regional/state/federal funding assistance on US 33 - I-70 connector roadway.

## Bicycle & Pedestrian Connectivity

### STRATEGIES

#### OLDE VILLAGE WALKABILITY

- Work with City Engineer to identify appropriate traffic calming measures to pedestrianize Olde Village and activate storefronts by generating increased foot traffic at local businesses.
- Based on recommendations, pursue grant funding (e.g. MORPC Transportation Alternatives Program) for eligible multimodal transportation enhancements such as curb extensions, decorative crosswalks, and pedestrian-scaled lighting.
- Consider vacating one or more alleyways for conversion into a pedestrian promenade to better link local businesses, municipal parking lots, and Victory Park.

#### SIDEWALKS

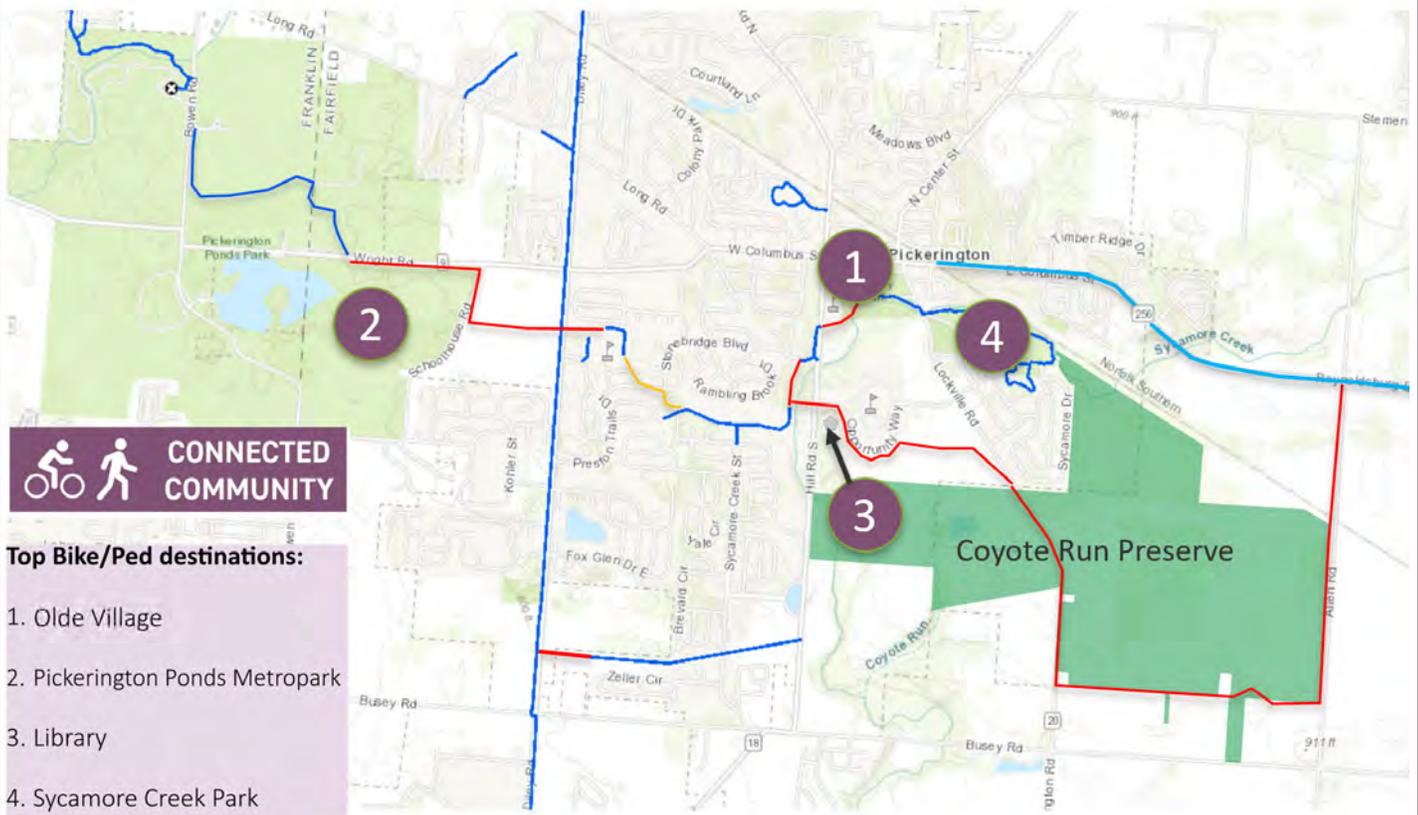
- Consider capital investments to close sidewalk gaps across undeveloped frontage at strategic locations linking neighborhoods to commercial areas (e.g. SR 256/Hill Rd south of Diley Rd).
- Pair priority sidewalk connection projects with roadway rehabilitation projects and outside grant funding assistance (e.g. Ohio Public Works Commission) to reduce City's out of pocket expenses.
- Enhance crosswalks through improved signage and pavement markings to safely facilitate pedestrian crossings across busy streets at the locations where family usage is high.

#### MULTI-PURPOSE TRAIL CONNECTIONS (see map next page)

- Connect the City's primary bicycle and pedestrian destinations - including parks, schools, library, and Olde Village - with neighborhoods while taking advantage of the City's existing trail network and existing properties.
- Utilize Parks Impact Fees to fund trail improvements and potentially apply them as local match funds to leverage outside agency funding assistance.
- Collaborate with local partners and neighboring communities to develop a non-motorized trail connection linking the City to Pickerington Ponds Metro Park and the Central Ohio Greenways trail network via the Blacklick Creek Greenway Trail.
- Engage with regional initiatives - such as the RAPID Project - to leverage additional partnerships and funding opportunities for trail and greenway projects.
- Ensure zoning requires future subdivisions / developments along the proposed trail connection route to integrate trail construction into their site development plan.
- Approach key property owners about the possibility of voluntary easements for trail access.
- Provide trailhead parking, trash receptacles, and restroom facilities at strategic locations, along with appropriate wayfinding signage, benches, bicycle racks, and bike repair stations.

Bicycle & Pedestrian Connectivity

**TRAIL CONNECTIONS CONCEPT**



**CONNECTED COMMUNITY**

**Top Bike/Ped destinations:**

1. Olde Village
2. Pickerington Ponds Metropark
3. Library
4. Sycamore Creek Park

- Existing Trail
- Proposed Trail
- Existing Bike Lanes
- Proposed On-Street Route



# Comprehensive Plan

## VISION

## CH 2

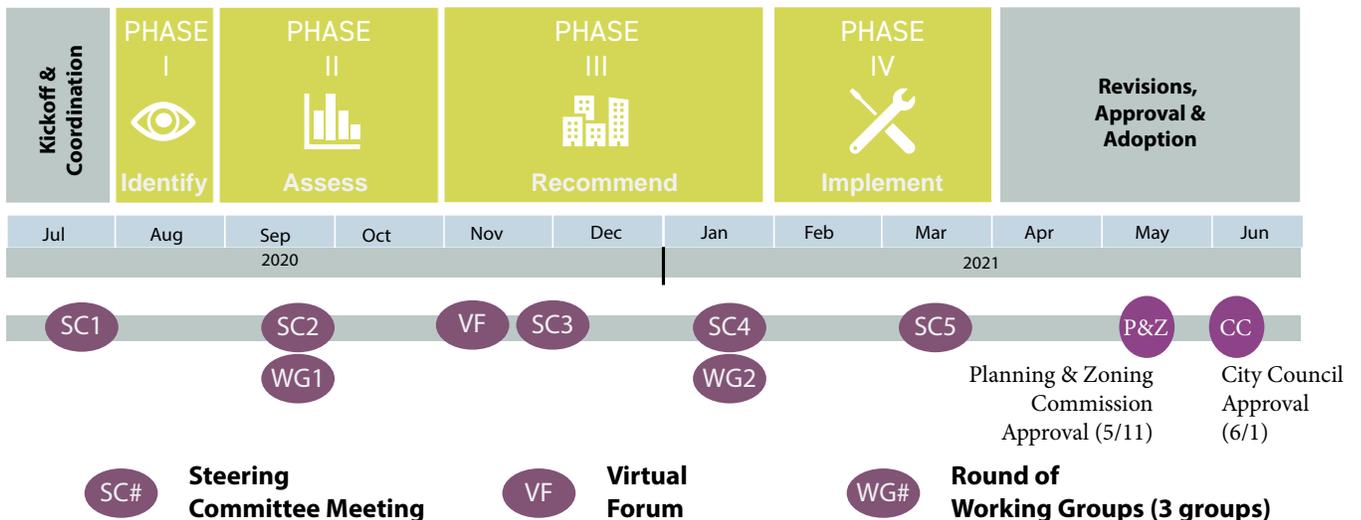
## PUBLIC ENGAGEMENT SUMMARY

### Overview

The City and their consultant deployed a multi-faceted community outreach strategy to engage local stakeholders and the public at large:

- Steering Committee
- Community Survey
- Themed Working Groups
- Stakeholder Interviews
- Virtual Public Forum

### Planning Process



### Steering Committee

The Steering Committee met five times over the course of the planning process to guide the City and consultant team in developing an actionable strategy to guide future growth in Pickerington.

Committee members included a cross section of local stakeholders including representatives from the City, anchor institutions, regional stakeholders, non-profits/civic groups, and the local business community.

## PUBLIC ENGAGEMENT SUMMARY

### Community Survey

A community survey was made available online on the City’s website to gauge public preferences on a variety of planning issues including quality of life, land use, housing, infrastructure, parks, and greenspace.

There were 577 responses to the 19-question survey. Emergent themes included a desire for:

- balanced growth
- a vibrant downtown
- a more connected community

**Comprehensive Plan Community Survey**

Don't like paper? **Take the survey online by scanning the QR Code.**

**Instructions:** The City of Pickerington is embarking on a public engagement process to gather community input for the development of a citywide Comprehensive Plan. The Plan will be used to guide future policy decisions and development over the next 10 to 15 years. The City is encouraging residents to shape the future of Pickerington by participating in this survey and attending the various public meetings held throughout the planning process.

The City's planning consultant, Envision Group LLC, is administering the survey. Please return surveys by email to [contact@envisiongroupllc.com](mailto:contact@envisiongroupllc.com) or by mail to 100 Lockville Rd, Pickerington, OH 43147.

- How long have you lived in the City of Pickerington?  
 A) Less than a year  
 B) 1 to 5 years  
 C) 6 to 10 years  
 D) 11 to 20 years  
 E) Over 20 years
- How old are you?  
 A) younger than 18  
 B) 18-25  
 C) 26-35  
 D) 36-45  
 E) 46-55  
 F) 56-65  
 G) 65+
- Which of the following best describes your household?  
 A) Married Couple - no children  
 B) Married Couple - with children  
 C) Multiple Occupants - unmarried  
 D) Single Person  
 E) Other \_\_\_\_\_
- Which best describes your place of residence?  
 A) Apartment  
 B) Condo  
 C) Single Family Detached  
 D) Single Family Townhome  
 E) Senior Housing Community  
 F) Other \_\_\_\_\_
- Why do you choose to live in Pickerington? (circle all that apply)  
 A) Cost of Living  
 B) Family Atmosphere  
 C) Parks & Recreation  
 D) Proximity to family  
 E) Proximity to place of work  
 F) Public Schools  
 G) Safety  
 H) Other \_\_\_\_\_
- How would you rate the quality of life in Pickerington?  
 A) Excellent  
 B) Very Good  
 C) Good  
 D) Fair  
 E) Poor
- What is Pickerington's greatest asset?  
 A) Housing Stock  
 B) Local Businesses  
 C) Olde Village / Downtown  
 D) Public Schools  
 E) Small Town Character  
 F) Other \_\_\_\_\_
- What type of community asset would you most like to see improved within Pickerington?  
 A) Civic Meeting/Gathering Place  
 B) Bicycle and Pedestrian Connections  
 C) Parks and Natural Areas  
 D) Public Utility (Water & Sewer) Infrastructure  
 E) Transportation Infrastructure  
 F) Other \_\_\_\_\_  
 G) No desire for community asset improvements
- Where would you like to see bicycle and pedestrian facilities connect to? (circle all that apply)  
 A) City Parks  
 B) Hill Road (SR 256) commercial corridor  
 C) Olde Village / Downtown  
 D) Regional Parks/Trails (e.g. Pickerington Woods)  
 E) Schools  
 F) Other \_\_\_\_\_  
 G) No desire for additional bicycle and pedestrian facilities

### Working Groups

The following three Working Group topics were established by the Steering Committee (with Steering Committee Liaison volunteers indicated in parenthesis):

- Economic Development (Kristin Watts)
- Roads & Infrastructure (Greg Butcher)
- Bicycle & Pedestrian Connections (Tony Howard)

Each Working Group will meet twice during the planning process to take a deeper dive into their area of focus with representation from Community volunteers and other relevant parties such as business owners and agency representatives.

The Economic Development Working Group also served as the Stakeholder Group for the concurrent Economic Development Strategy.

## PUBLIC ENGAGEMENT SUMMARY

### Stakeholder Interviews

Individual stakeholder interviews with a cross section of local business community and public agency representatives were conducted jointly by the consultant teams for the Comprehensive Plan and Economic Development Strategy.

Each interviewee was provided a questionnaire in advance of the virtual or in-person interview. These questions served to provide a general framework on discussion topics ranging from local competitive advantages, economic drivers, workforce, infrastructure, incentives, and partnerships.

All interviewees were asked about the economic impacts of COVID-19 and immediate/future plans for economic recovery.

### INTERFACE WITH CONCURRENT ECONOMIC DEVELOPMENT STRATEGY



## PUBLIC ENGAGEMENT SUMMARY

### Virtual Public Forum

Due to Governor’s Executive Orders in response to the ongoing COVID-19 pandemic, traditional in person public forums were not feasible during the planning process. In lieu of a physical gathering, a Virtual Public Forum was conducted online to maximize public participation in the planning process.

The purpose of the workshop was to gain a deeper understanding on planning issues that have been raised by residents. The workshop focused on the three major themes of the Community Survey process that concluded earlier in the year:

- Balanced growth that maintains the community’s small town character
- A more vibrant downtown
- Enhanced bicycle and pedestrian connections



SCAN THE QR CODE  
to complete the Virtual  
Workshop activities

OR

### Comprehensive Plan: Virtual Workshop

The City of Pickerington is continuing a public engagement process to gather community input for a new Comprehensive Plan to guide future policy decisions and development. The Community Survey process that concluded earlier this Fall revealed several public preferences:

- a desire for balanced growth
- a vibrant downtown
- a more connected community

The City is encouraging residents to shape the future of Pickerington by participating in an interactive Virtual Workshop to gain a deeper understanding of the community’s preferences on these planning issues. The workshop activities will be available to complete online at your convenience through Thanksgiving.

The City’s planning team will also be hosting a live streaming public input session on **November 12 at 6:00 PM.**

Visit [www.ci.pickerington.oh.us/comprehensive-plan/](http://www.ci.pickerington.oh.us/comprehensive-plan/)  
to complete the activities, learn more about the plan, and provide  
input to the City’s planning team on **November 12 at 6:00 PM.**

## PUBLIC ENGAGEMENT SUMMARY

The workshop posed several questions about these themes with maps and images to solicit more detailed feedback on public preferences. The virtual workshop was made available online and received over 400 responses. The virtual workshop results helped guide the planning process and were used to create the plan recommendations.

Relative to balanced growth initiatives, respondents requested that future public greenspace incorporate trails, boardwalks, and gathering spaces. Participants opined that landscaping, buffering, and lighting were the most important design features in future commercial developments.

Within Downtown respondents desired mixed-use development and entertainment, along with civic gathering spaces such as patio dining, a pedestrian promenade, and event space. Workshop participants indicated that top bicycle and pedestrian destinations included Downtown, Pickerington Ponds Metro Park, the library, and Sycamore Creek Park.

### VIRTUAL WORKSHOP RESPONSE HIGHLIGHTS



#### BALANCED GROWTH

##### Top Passive Recreation desires:

1. Nature Trail
2. Boardwalk
3. Gathering Space

##### Top Commercial design requests:

1. Landscaping
2. Lighting
3. Buffering



#### VIBRANT DOWNTOWN

##### Top End Uses:

1. Mixed-use Development
2. Entertainment

##### Top Civic Space amenities

1. Patio Dining
2. Pedestrian Promenade
3. Event Space & Water Feature (tie)



#### CONNECTED COMMUNITY

##### Top Bike/Ped destinations:

1. Downtown/Olde Village
2. Pickerington Ponds Metropark
3. Library
4. Sycamore Creek Park

## STAKEHOLDER ANALYSIS

### Strategic Advantages

Pickerington serves as the Gateway connection between the Columbus region and Southeast Ohio.

#### Consensus Themes

- Dual Gateway Location: Southeast Columbus and Southeast Ohio / Appalachia
- Proximity to I-70, US 33, and Rickenbacker Airport
- US 33 connector roadway would greatly increase development potential

### Concerns

Pickerington has long been considered a bedroom community whose tax base is limited to service/retail jobs.

#### Consensus Themes

- More high-paying jobs needed in City
- Heavy traffic along SR 256 commercial corridor
- Challenges exist working across multiple utility districts and adjacent political subdivisions

### Suggestions

Mixed-use Old Village development would attract new businesses while also serving local residents.

#### Consensus Themes

- Need to preserve land for Highest & Best Use (corporate / industrial economic base growth)
- Work near home is becoming more desirable so Pickerington should continue to play a major role in housing the Southeast Columbus workforce

## LIST OF PLANNING ISSUES

### Economic Development

Primary issues raised in stakeholder discussions relating to Pickerington's economic competitiveness include:

- Need to increase corporate and light industrial tax base
- Need for better freight connectivity to US 33, Rickenbacker, and Interstate 70, particularly as it relates to future logistics and distribution opportunities
- Workforce - Lack of access to skilled trades and jobs
- Coordination required working across multiple political subdivisions lines and differing water and sanitary sewer service areas
- Challenges in finding an appropriate scale of development for Olde Village redevelopment efforts that are economically feasible but still respect historic character
- COVID-19 impacts on a primarily retail and service driven local economy

### Quality of Life

The following quality of life issues have been cited repeatedly by local stakeholders during the discovery phase of the Comprehensive Plan:

- Traffic congestion along SR 256 and Interstate 70 interchange area
- Lack of bicycle and pedestrian connectivity compared to other Columbus suburbs, especially sidewalk gaps along SR 256 to commercial districts
- Perception of high property tax rate and burden on residents, given low income tax rate and "bedroom community" daytime loss of population



# Comprehensive Plan

## ASSESSMENT

## CH 3

**DEMOGRAPHICS**

**KEY FACTS**

22,019

Population



3.0

Average Household Size

34.3

Median Age

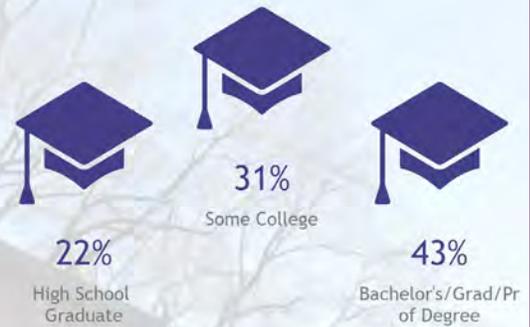
\$97,304

Median Household Income

4%

No High School Diploma

**EDUCATION**



**BUSINESS**



610

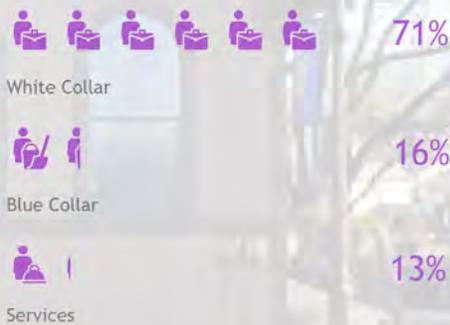
Total Businesses



6,521

Total Employees

**EMPLOYMENT**



**INCOME**



\$97,304

Median Household Income



\$35,082

Per Capita Income



\$207,345

Median Net Worth

**Households By Income**

The largest group: \$100,000 - \$149,999 (29.9%)

The smallest group: <\$15,000 (3.6%)

Indicator ▲	Value	Diff	
<\$15,000	3.6%	-4.2%	
\$15,000 - \$24,999	4.3%	-4%	
\$25,000 - \$34,999	5.7%	-3.9%	
\$35,000 - \$49,999	6.9%	-3.3%	
\$50,000 - \$74,999	14.8%	-2.3%	
\$75,000 - \$99,999	16.1%	+2.4%	
\$100,000 - \$149,999	29.9%	+9.6%	
\$150,000 - \$199,999	14.8%	+5.7%	
\$200,000+	4%	+0.2%	

Bars show deviation from **Fairfield County**

## MARKET FEASIBILITY ASSESSMENT

### Housing Starts

Regional housing growth is projected to continue, with the Central Ohio population project to exceed three million residents by 2050. Housing growth in Fairfield County is expected to increase 20% between 2018 and 2050 which is about half the rate of the fastest growing Central Ohio County - Delaware County.

Although Fairfield County is expected to account for only 5% of regional housing growth between 2018 and 2050, it is reasonable to expect that growth to be most concentrated in the northwestern portion of the County around Pickerington, Canal Winchester, and neighboring unincorporated areas at the edge of suburban sprawl from the urban core.

County	Household Growth Projections 2018 to 2050			Growth 2010 - 2019
	GROWTH No. (rounded to 100)	% GROWTH	% OF REGION GROWTH	% OF REGION GROWTH
Delaware	31,200	41%	13%	16%
<b>Fairfield</b>	<b>11,700</b>	<b>20%</b>	<b>5%</b>	<b>5%</b>
Franklin	173,600	33%	70%	70%
Licking	16,300	25%	7%	5%
Madison	2,500	17%	1%	1%
Pickaway	3,400	17%	1%	1%
Union	7,700	37%	3%	3%
<b>7-County Region</b>	<b>246,400</b>	<b>32%</b>	<b>100%</b>	<b>100%</b>

Source: MOPRC; US Census Bureau

## MARKET FEASIBILITY ASSESSMENT

### Housing Availability

The overall supply of homes available to potential homeowners has decreased over the last decade. In 2008, housing availability over the last 50 years peaked with more than three homes for sale for every 100 owner-occupied households. By 2018, there were fewer than one home for sale for every 100 owner-occupied households. For comparison, the national rate during 2018 was 1.55 units for sale per 100 owner-occupied households.

When considering the region's projected increase in housing and current shortage of available for sale units, Pickerington should continue to remain highly desirable for residential development.

### Housing Sales

Regional housing sales have increased beyond pre-recession levels, while the time period homes are on the market is now only about a month compared to over two months before 2005, indicative of high competition for available homes.

### Rental Availability

Similar to for sale housing, rental unit availability has decreased to pre-recession levels, indicative of strong competition for rental units.



## MARKET FEASIBILITY ASSESSMENT

### SPACE DEMAND / DELIVERIES



### OVERALL VACANCY & ASKING RENT



Source: Cushman & Wakefield

### Industrial Market

The Columbus region industrial real estate market is strong as evidenced by a record of 11.3 msf in new construction during the final quarter of 2020. Unemployment is dropping from a pandemic peak of 13% and is still less than the national average.

Asking rents in the region have been slowly and steadily increasing since 2014.

While the majority of industrial construction underway (8.27 msf) is taking place in Licking, Madison, and Pickaway Counties, site selector interest in Fairfield County should increase as infrastructure upgrades are made along and radiating from the US 33 Corridor.

## MARKET FEASIBILITY ASSESSMENT

### SPACE DEMAND / DELIVERIES



### OVERALL VACANCY & ASKING RENT



### Office Market

The Columbus region commercial office real estate market was fairly steady before the onset of the pandemic. Office vacancies increased in 2020 due to COVID-19 and several large additions to the sublease market. There was 330,000 sf of suburban office construction (over four buildings) in the final quarter of 2020.

Average rents decreased slightly from last year, though Class A rents rose slightly from the previous quarter to \$23.39 psf.

Source: Cushman & Wakefield

## EXISTING/FUTURE NEEDS & CONDITIONS

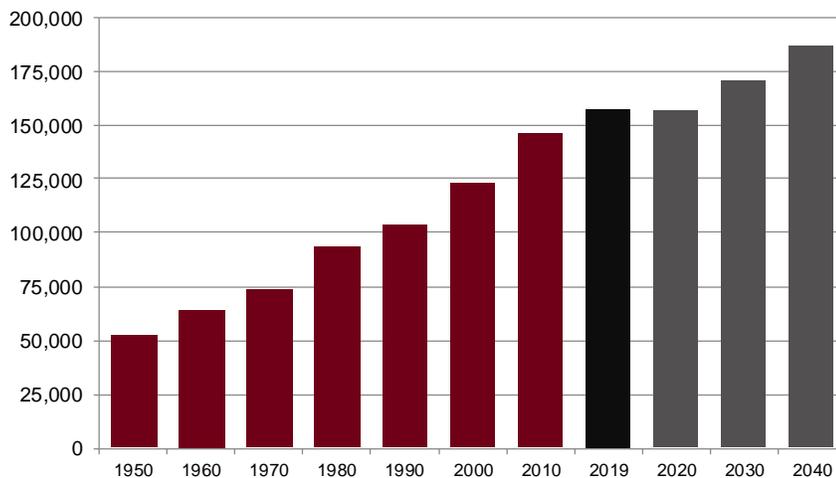
### Projected Population Growth: Fairfield County

Ohio Development Services Agency (ODSA) Office of Research projects that Fairfield County’s population will continue to increase steadily over the next two decades.

Consistent with MORPC household projections, ODSA projects steady residential growth across the Southeast Columbus region.

Fairfield County Population Trends: Existing & Projected 2000 to 2040		
Year	Population	Percent increase since 2000
2000	122,759	-
2010	146,156	19.06%
2020	157,040	7.45%
2030	170,630	8.65%

### Projected Population Growth: Fairfield County



## EXISTING/FUTURE NEEDS & CONDITIONS

### Water Service Area

Most of the City of Pickerington is served by the City's water service, with the exception of a few areas (northern stretch of SR 256, along parts of Minor Road, and along Pickerington Road) which are within the Fairfield County water service area. Adjacent extraterritorial jurisdictions to the west and north of Busey Road generally fall within the City of Pickerington water service area. Extraterritorial jurisdictions to the east and southeast generally fall within the Fairfield County water service area.

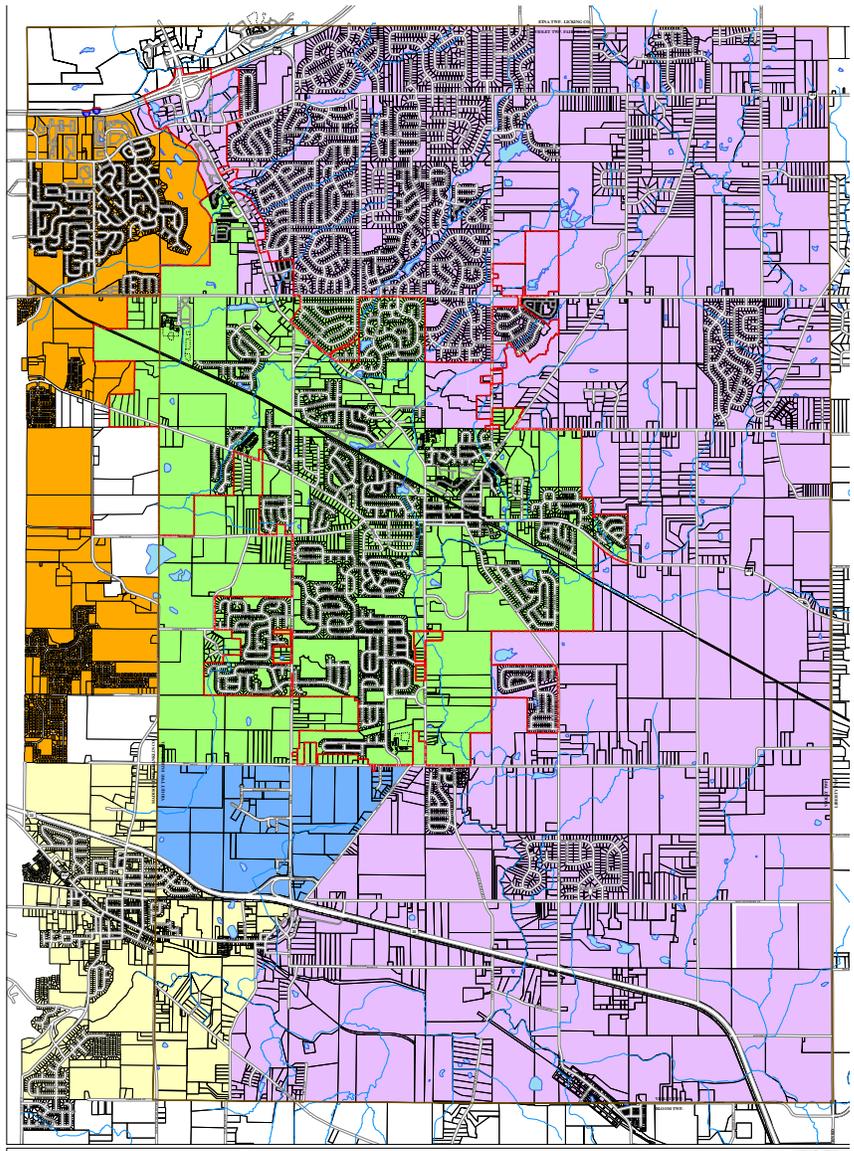
### WATER SERVICE AREA MAP

**LEGEND**

-  City of Pickerington Boundary
-  Violet Township
-  Property Lines
-  Bodies of Water
-  Streams
-  Railroads

**Water Service**

-  Pickerington
-  Canal Winchester
-  Columbus
-  Fairfield County
-  Canal Winchester / Pickerington Water Agreement Area
-  Not Shown in Service Area



## EXISTING/FUTURE NEEDS & CONDITIONS

### Sanitary Sewer Service Area

Most of the City of Pickerington is served by the City's sanitary sewer service, with the exception of few areas (northern stretch of SR 256, along parts of Minor Road, and along Pickerington Road) which are within the Fairfield County sanitary sewer service area and some areas north and east of the Diley/Busey Road intersection which fall within the Canal Winchester sanitary sewer service area. Adjacent extraterritorial jurisdictions to the west that are north and east of the Bowen/School House Road intersection generally fall within the City of Pickerington water service area. Extraterritorial jurisdictions to the east and north of the railroad and south of Stemen Road also generally fall within the City of Pickerington water service area.

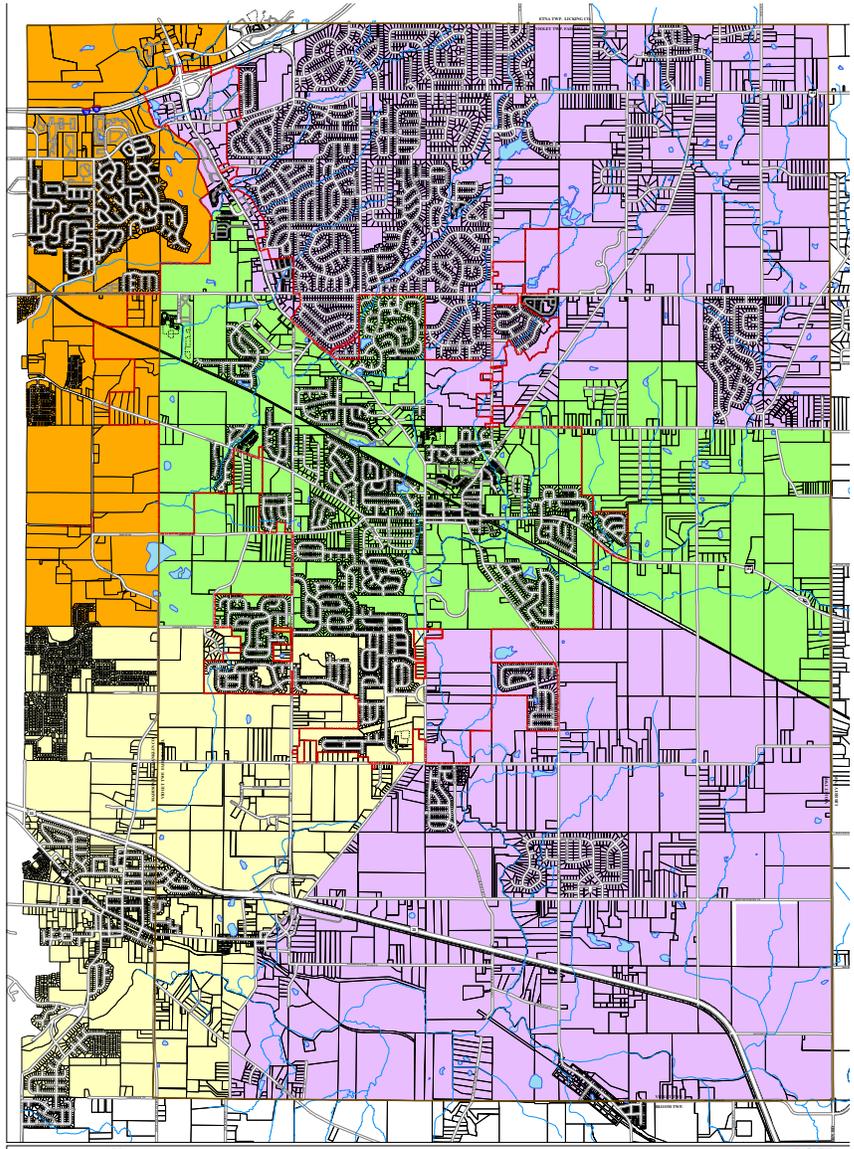
### SANITARY SEWER SERVICE AREA MAP *PENDING UPDATES BY CITY STAFF*

**LEGEND**

-  City of Pickerington Boundary
-  Violet Township
-  Property Lines
-  Bodies of Water
-  Streams
-  Railroads

**Sanitary Service Area**

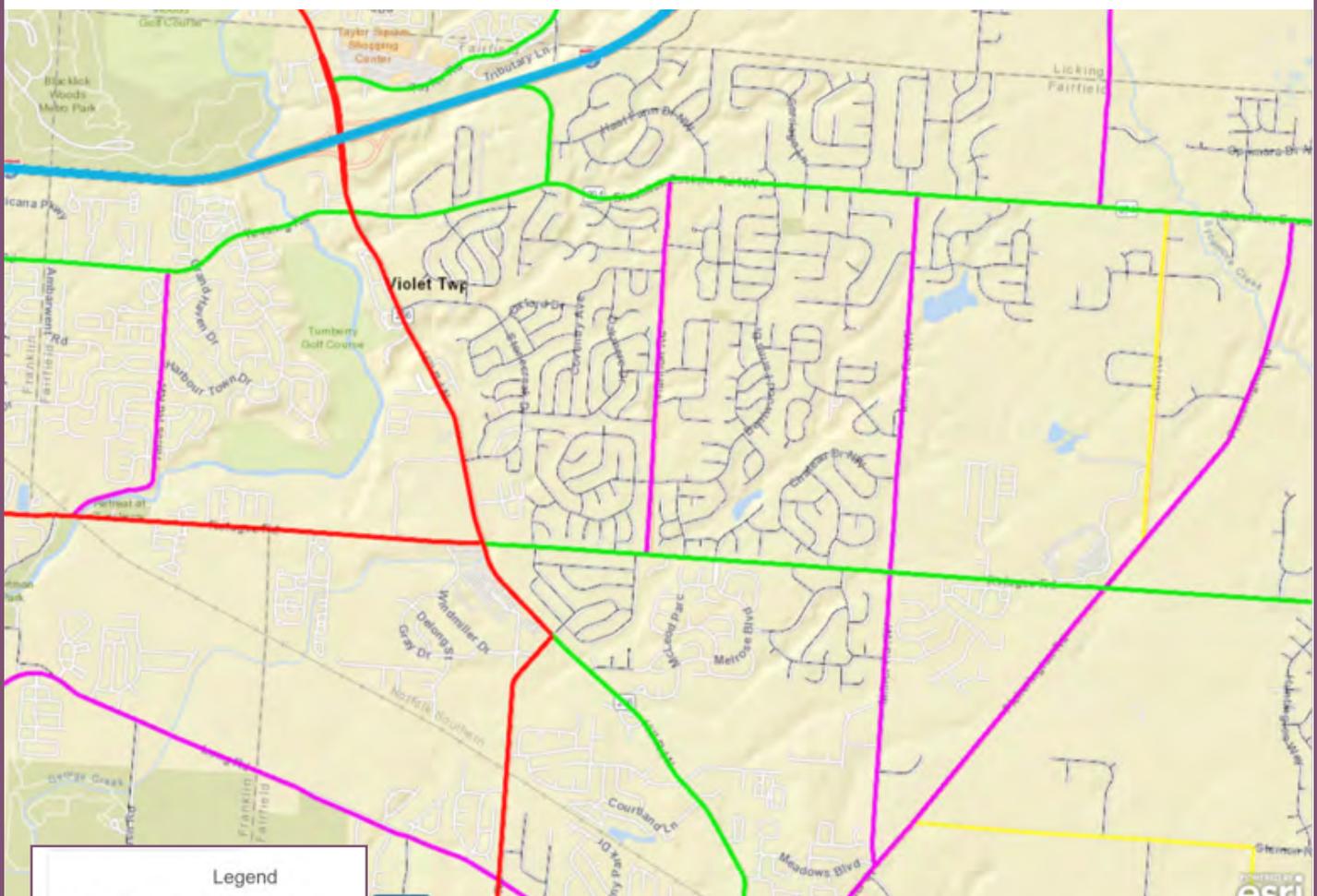
-  Pickerington
-  Canal Winchester
-  Columbus
-  Fairfield County



EXISTING/FUTURE NEEDS & CONDITIONS

ROADWAY FUNCTIONAL CLASSIFICATION

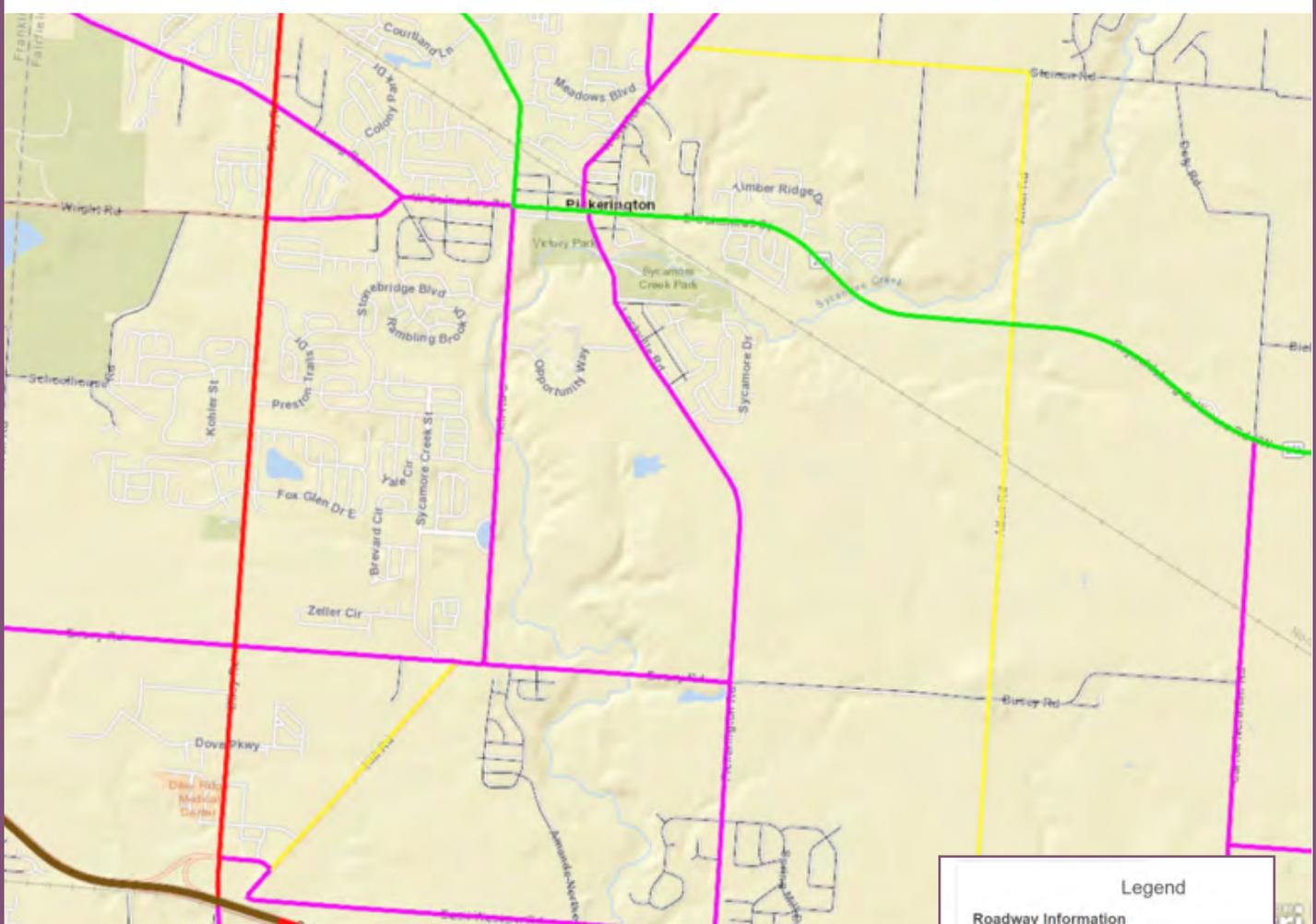
North



Source: ODOT Transportation Information Mapping System

EXISTING/FUTURE NEEDS & CONDITIONS

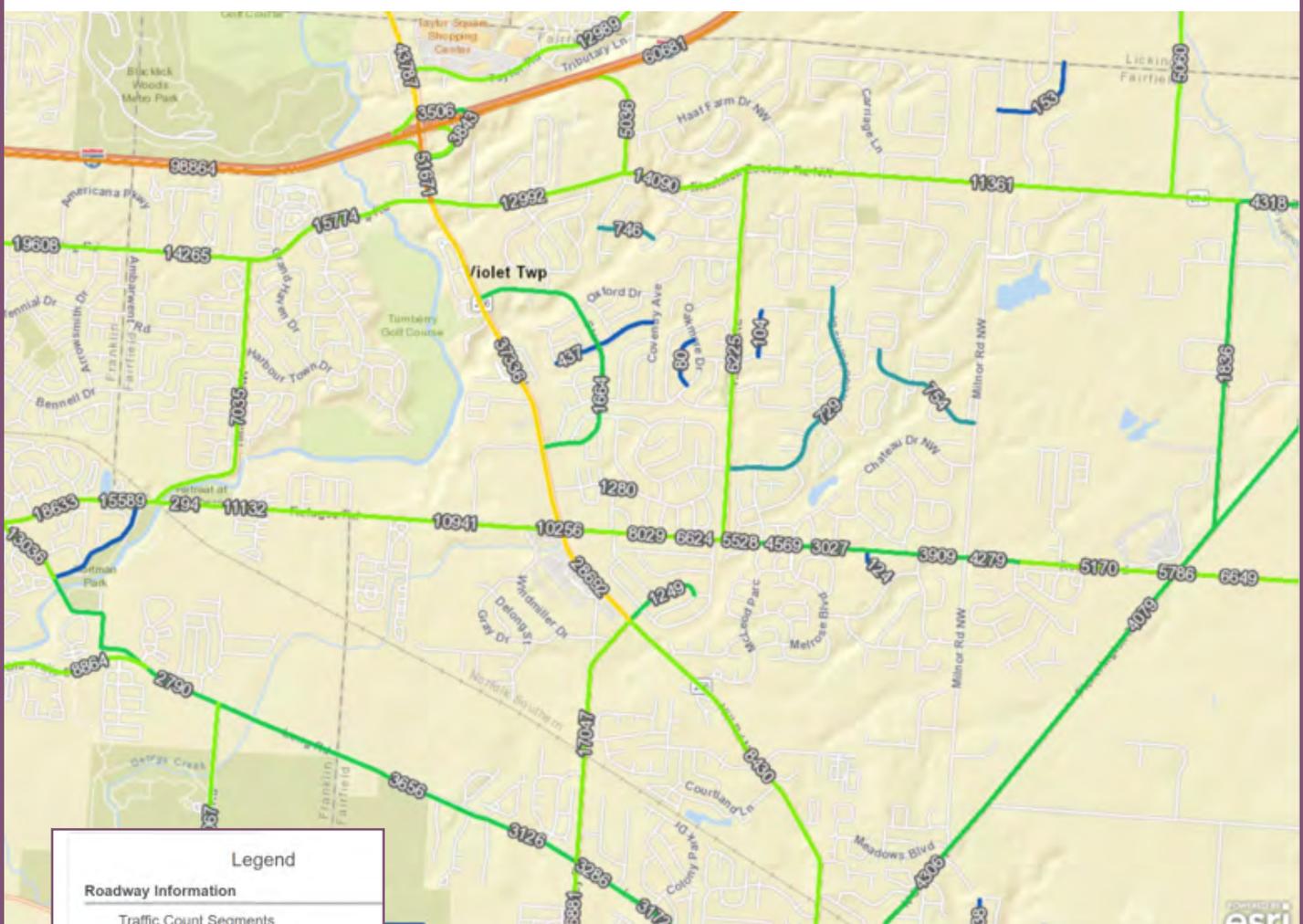
ROADWAY FUNCTIONAL CLASSIFICATION  
South



Source: ODOT Transportation Information Mapping System

EXISTING/FUTURE NEEDS & CONDITIONS

AVERAGE ANNUAL DAILY TRAFFIC (AADT)  
North



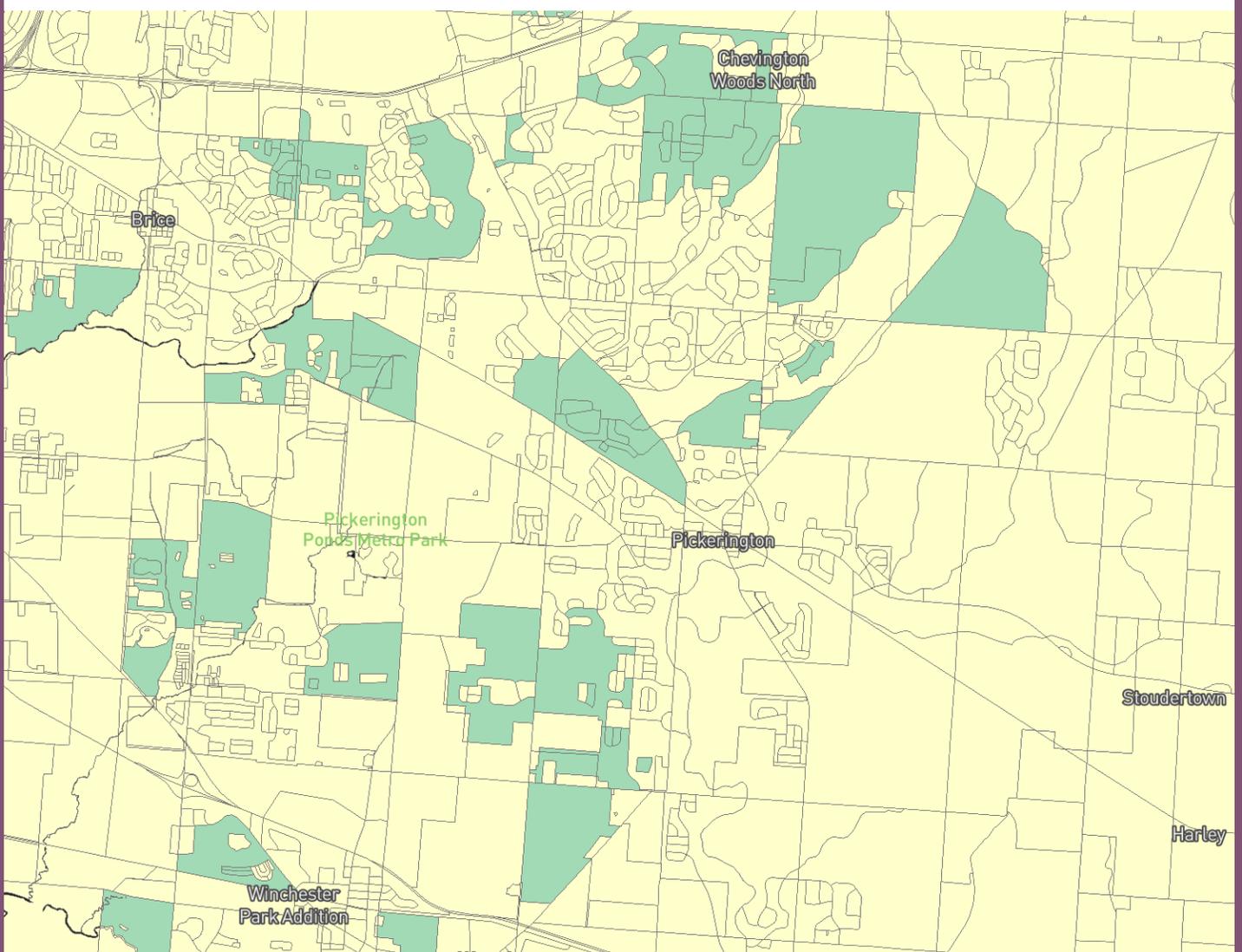
Source: ODOT Transportation Information Mapping System



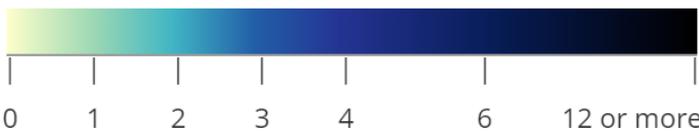
EXISTING/FUTURE NEEDS & CONDITIONS

FIBER BROADBAND SERVICE

Speed > 25Mbps



Number of Fixed Residential Broadband Providers



Source: Federal Communications Commission

## FOCUS AREA CHARACTERISTICS

<b>Summary of Focus Area Characteristics</b>			
<i>Focus Area</i>	<i>Existing Land Use</i>	<i>Connectivity</i>	<i>Development Potential</i>
Coyote Run Preserve	Natural - Undeveloped	Moderate accessibility via Pickerington Rd	Not Applicable - Nature Preserve with limited passive access
East Future Connector Growth Area	Agricultural / Large Lot Residential	Moderate accessibility via SR 256	Low - dependent on new connector roadway
Hill Road Commercial Corridor	Commercial - Retail/ Services	High accessibility to I-70 via SR 256	Moderate - high traffic
Hill Road Transitional Corridor	Residential / Commercial / Agricultural / Undeveloped	High accessibility to I-70 via SR 256	Moderate - unimproved roadway & floodplains present
I-70 North Gateway	Undeveloped shovel ready sites	High accessibility adjacent to I-70	High - interchange area
Olde Village	Residential / commercial / industrial / civic	Moderate accessibility - further from I-70 than north retail	Moderate - site assembly challenging with many small parcels
Refugee Road Medical Corridor	Medical office / professional / commercial	High accessibility to I-70 via SR 256	High - emerging medical hub
South Interchange Growth Area	Agricultural / Large Lot Residential	Moderate accessibility to US 33, but interchange planned	Moderate - dependent on new interchange
Southwest Gateway	Agricultural / Undeveloped	High accessibility to US 33 via Diley Rd	High - major intersection
West Growth Area	Agricultural / Undeveloped	Moderate accessibility via SR 256 & Diley	High - residential



# Comprehensive Plan

## RECOMMENDATIONS

## CH 4

# FOCUS AREAS: Concept Plan



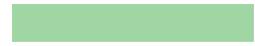
**Expand  
Corporate  
Tax Base**



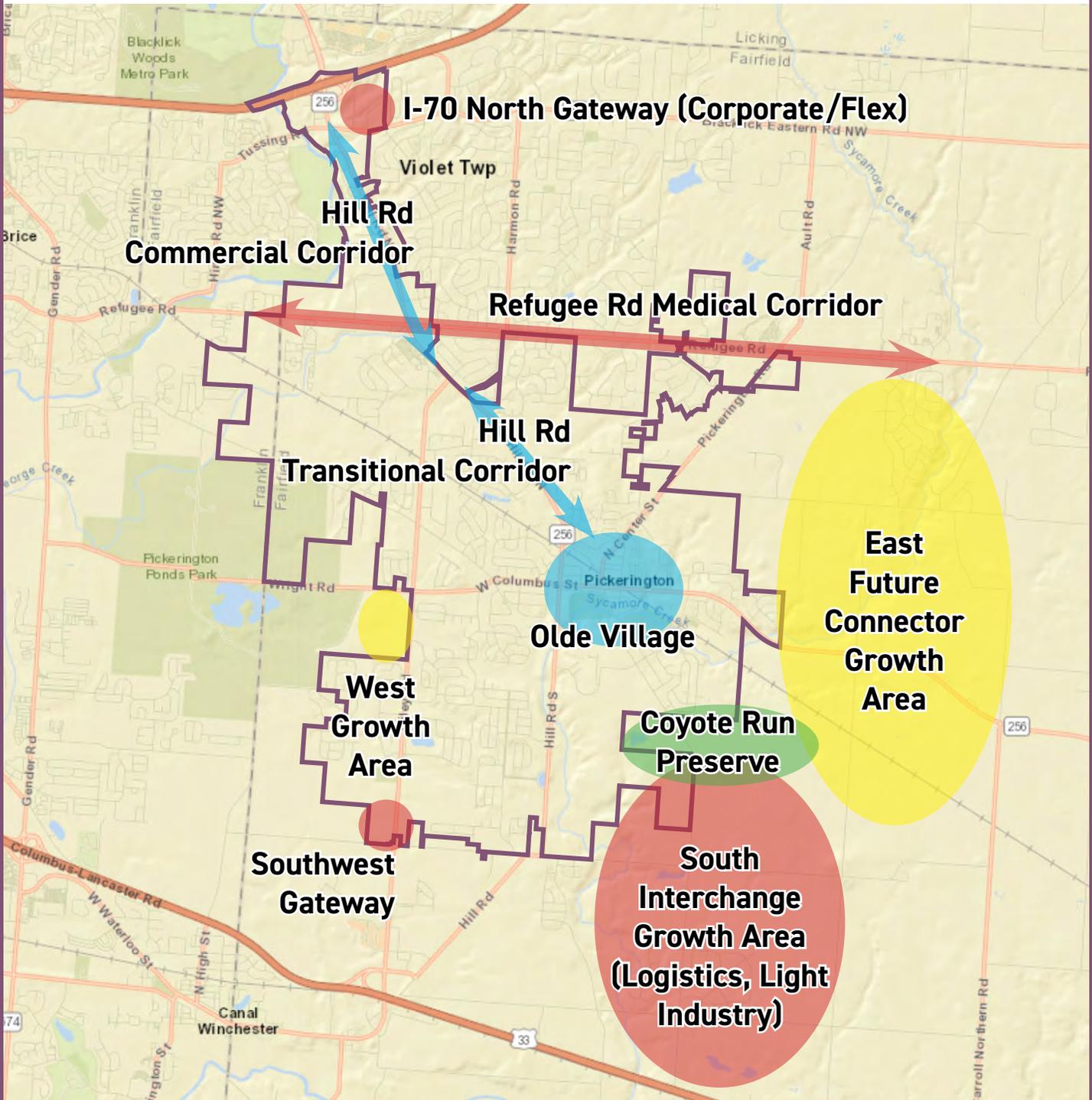
**Mixed-Use  
Infill**



**Mixed-Use  
Growth**



**Greenspace  
Conservation**



## FOCUS AREA

### Expand Corporate Tax Base

#### Corporate Office / Light Industrial Development

Within the City's existing limits two undeveloped areas with high corporate office/ industrial development include the North Gateway at Freedom Way and the Southwest Gateway at the northwest corner of Diley and Busey Roads.

Extraterritorial jurisdictions to the southeast along the Pickerington Road Allen Road Corridors also present future growth opportunities for commercial/industrial development as US 33 corridor infrastructure enhancements take place.

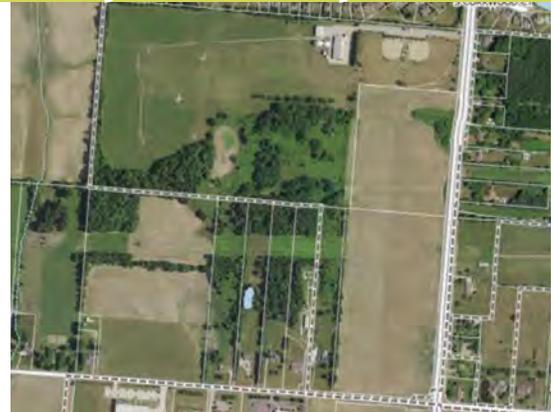
### NORTH GATEWAY

#### Interchange Area: Freedom Way



### SOUTHWEST GATEWAY

#### Northwest Corner of Diley & Busey



## FOCUS AREA

### Expand Corporate Tax Base

#### Refugee Road Corridor: Medical Hub

The expanding medical hub along Refugee Road should continue to capitalize on the regional accessibility of this arterial corridor to allow for nonresidential growth in Pickerington. The creation of additional high-paying professionals jobs will enhance the municipal income tax base to help offset the cost of providing services for residential growth in other areas of the City.

## REFUGEE ROAD CORRIDOR Medical Hub



## FOCUS AREA

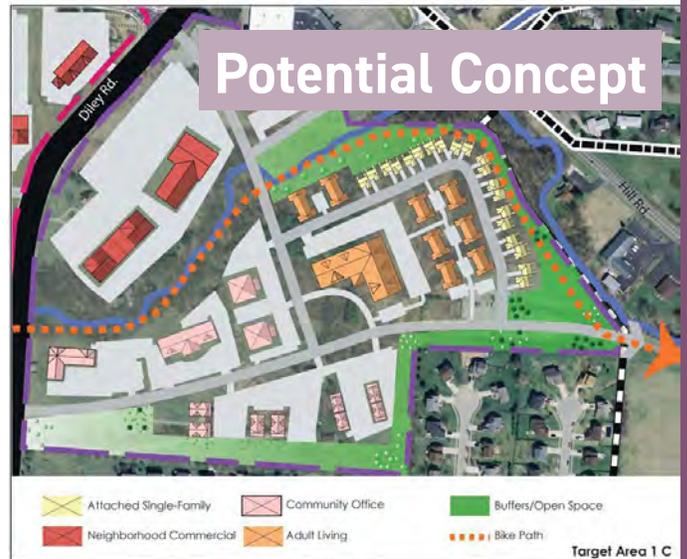
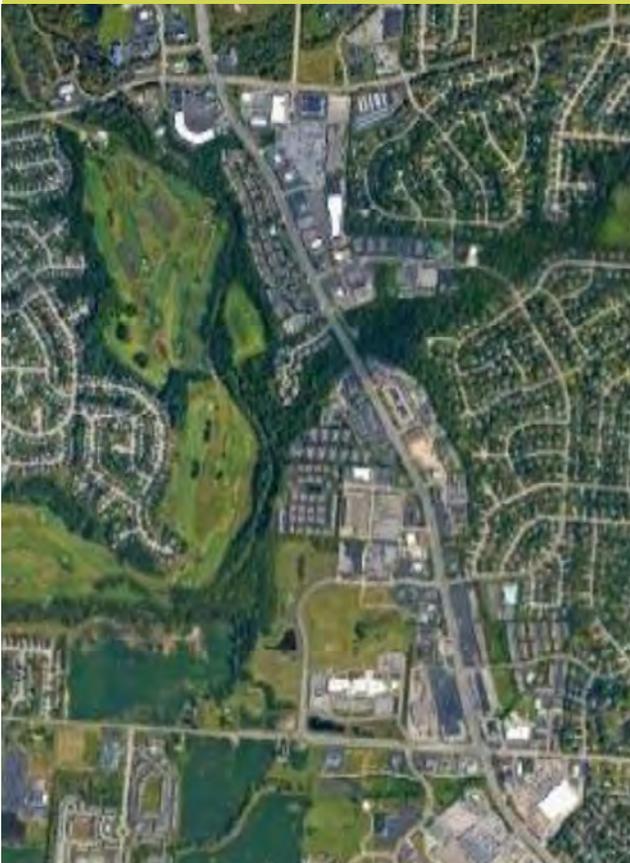
### Mixed-Use Infill

#### Community-scale Development

A mix of community-scale commercial and residential uses are appropriate as undeveloped and underutilized properties develop along Hill Road north of Olde Village.

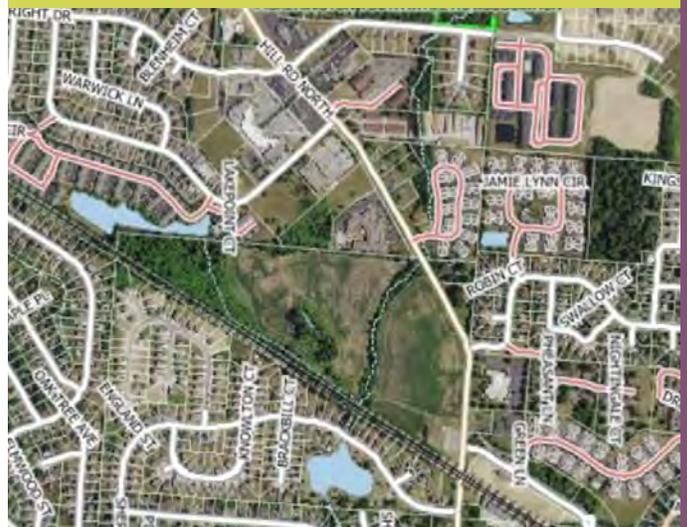
Olde Village development strategies are discussed at length in the Vibrant Olde Village section of the plan.

### HILL RD COMMERCIAL CORRIDOR



### HILL RD TRANSITIONAL CORRIDOR

Above: South of Hill & Diley  
Below: Hill Rd north of RR



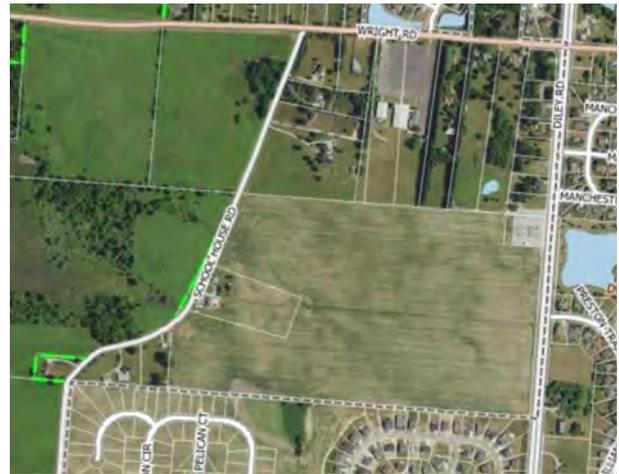
## FOCUS AREAS

### Mixed-Use Growth

#### Future Planned Communities

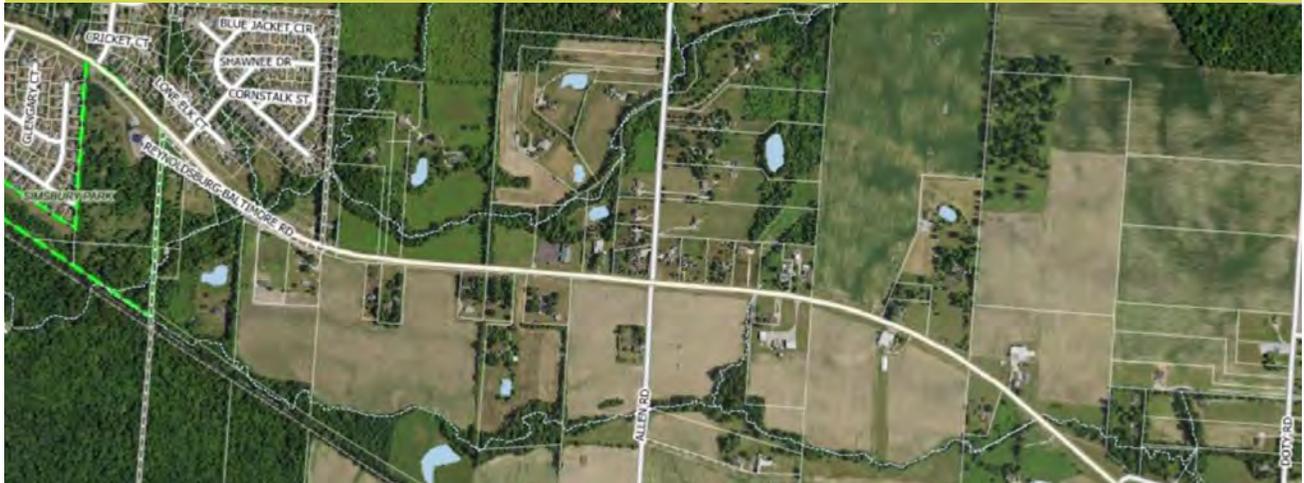
Undeveloped extraterritorial jurisdictions to the west and east of the City limits provide logical opportunities to regulate future subdivisions as a Planned Unit Development (PUD) to ensure a proper mix of residential and commercial uses. Along primary thoroughfares (e.g. Diley Road, SR 256) consideration should be given to implementing corridor zones that establish permitted uses along frontage for a proscribed parcel depth.

Careful consideration should be given to incorporating adequate greenspace and recreational areas into future developments. New neighborhoods should be developed with a street pattern that encourages walkability and provides connectivity to the City's planned trail network. The City should continue to utilize impact fees to offset the fiscal impacts of these developments.



**WEST GROWTH AREA:**  
Southwest of Diley & Wright

**EAST GROWTH AREA:** East along SR 256

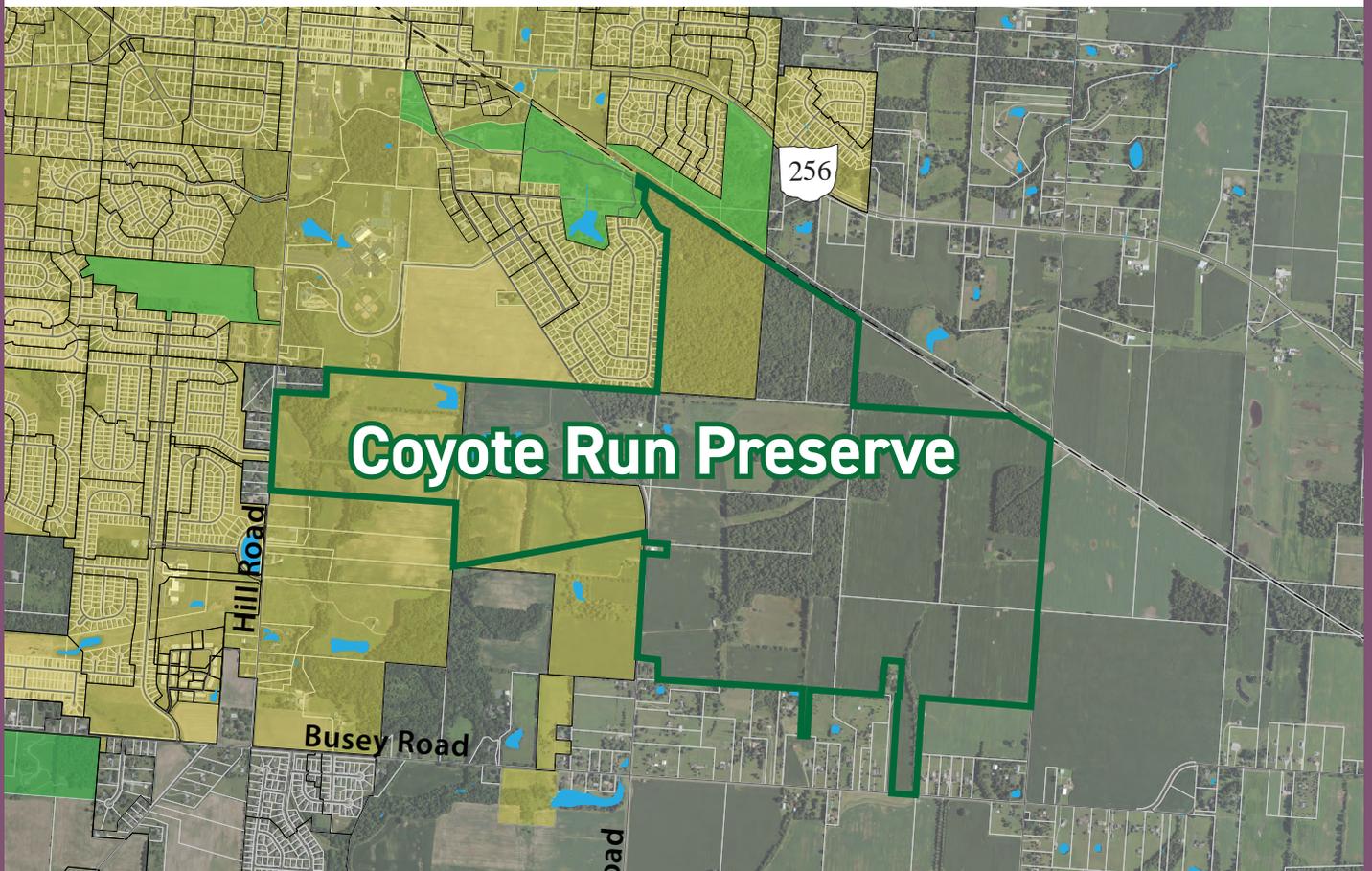


## FOCUS AREA

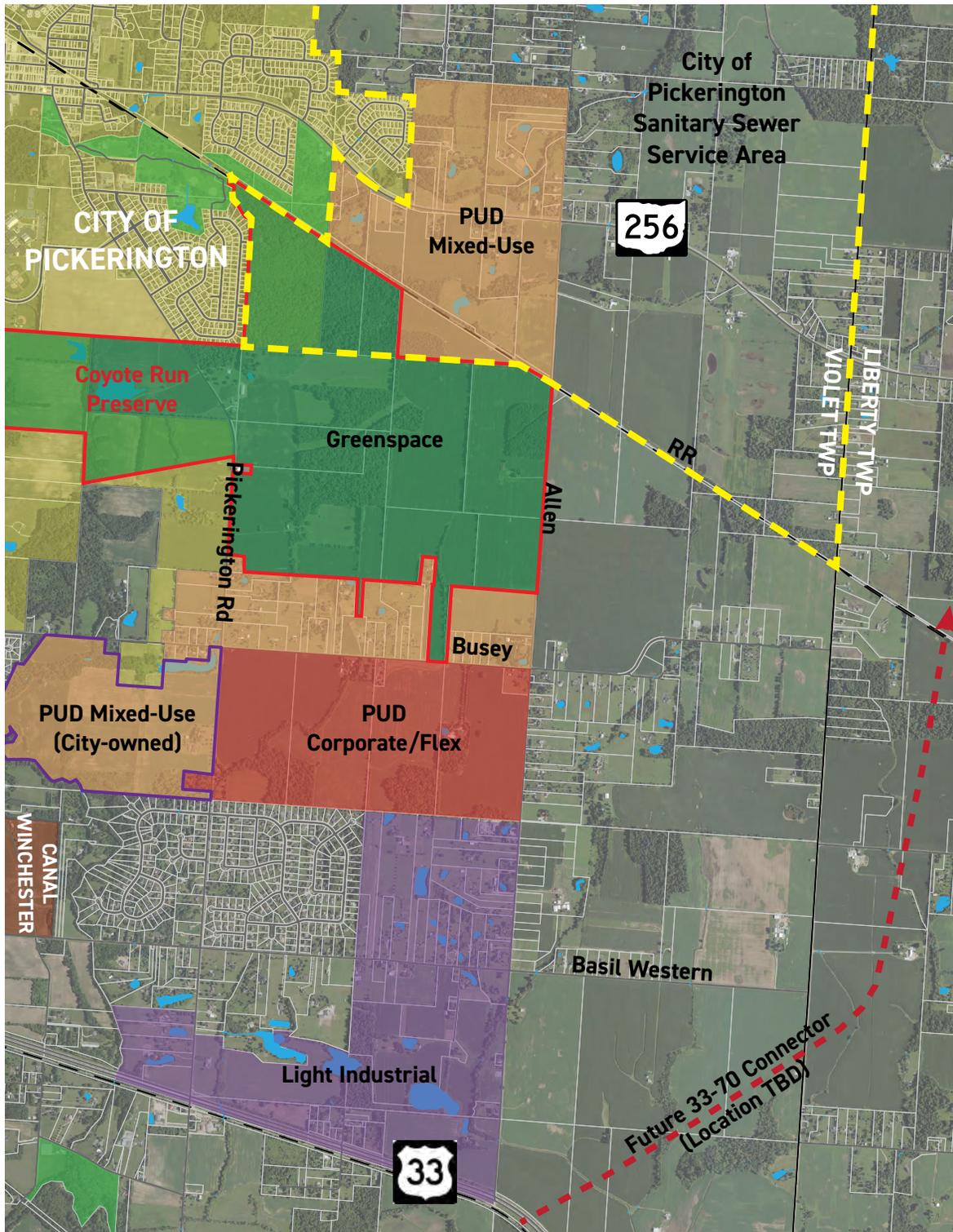
### Greenspace Conservation

#### Coyote Run Preserve

Located within and outside the City limits along Pickerington Road, Coyote Run State Nature Preserve has grown over the years from 56 to over 900 acres and now includes 43 wetlands and vernal pools, and multiple prairies. It contains 651 species, including more than 400 kinds of plants, about 100 birds, and a variety of mammals, amphibians, reptiles, fish and insects. This area is part of a private conservation effort and provides a tremendous greenway buffer between existing City neighborhoods and future growth areas to the south and east.



# EXTRATERRITORIAL JURISDICTIONS



## Growth Management

### Balanced Growth

The City's growth management strategy recognizes the importance of balancing residential growth with nonresidential growth. While residential neighborhoods will always be the backbone of Pickerington, careful consideration must be given to providing a fiscally sustainable mix of land uses to support the high quality of public and safety services that residents have come to expect.

Generally, residential development of the type traditionally constructed in cities costs more to provide services than it generates in revenue. Recognizing this Pickerington has enacted impact fees to financially support the provision of public works, improvements, and facilities required to accommodate new development.

Another way to increase revenue in cities is to diversify the types of land uses and development that occur. Fiscal impact analysis generally demonstrates that office and industrial development have a positive fiscal impact for the City. Balanced growth that includes both residential and nonresidential components is important for multiple reasons including, but not limited to the following:

- Balanced growth promotes fiscal sustainability for the City by providing higher revenue generating uses in conjunction with negative revenue generating land uses. This helps offset the cost of providing services and infrastructure to all new development.
- Balanced growth provides locations for services and jobs for the residents of the City in a convenient location. This reduces energy consumption and time required for travel, thereby improving the quality of life in the City.
- Balanced growth can promote walkable neighborhoods with amenities, services, jobs and homes all within an easily walkable distance. This reduces dependency on automobiles for everyday activities and needs and increases the health of residents.



## Growth Management

### “Cost of Growth” Considerations

Fiscal analysis reveals that different land uses have different fiscal implications related to their potential tax revenues and service costs. While there are other factors that influence the ultimate desired land use mix – neighborhood livability, need for local services, market factors, property rights, and legal constraints – the City of Pickerington should make decisions about future land use based in part on an understanding of the fiscal ramifications of those decisions.

As a matter of general policy, Pickerington should continue to require that new growth fund the public improvements that are necessary to serve that new growth through impact fees.



**CITY OF PICKERINGTON**

Building Department  
 2020 Single Family Homes Residential Fee Schedule  
 (Effective 1/02/2020)

<u>Building Department</u>	
Plan Examination	\$ 150.00
Blanket Approval	\$1,000.00
Final Certificate of Occupancy	\$ 75.00
BBS 1% Fee	\$ 12.25
<b>Total</b>	<b>\$1,237.25</b>
<u>Municipal Fee</u>	
*Sewer Capacity	\$ 6,247.77
*Sewer Inspection	\$ 40.00
Storm Water	\$ 1,052.10
Urban Forestry	\$ 661.15
Water Capacity	\$ 4,948.71
Water Meter	\$ 285.40
Water Inspection	\$ 40.00
<b>Total</b>	<b>\$13,275.13</b>
<u>Impact Fees (as of 7/1/09)</u>	
Government	\$ 539.16
Parks	\$ 1,737.81
Police	\$ 804.30
Street	\$ 784.24
Admin. Fee	\$ 77.31
<b>Total</b>	<b>\$ 3,942.82</b>
<b>Total</b>	<b>\$18,455.20</b>
<u>Planning &amp; Zoning</u>	
Zoning Certificate	\$150.00
<b>Total</b>	<b>\$150.00</b>

\* Sewer Fees do not apply to Fox Glen and VSC permits – sanitary fees are paid to Canal Winchester

\* Water and Sewer Fees do not apply to Lake Forest, Wellington Park, and Meadows at Spring Creek permits – fees are paid to Fairfield County Utilities

Please understand, this is the minimum cost. Study the Building Department Single Family Fee Schedule to familiarize yourself with possible additional fees. For example:

- Resubmittal fee - \$100.00 plus 1% BBS (\$101.00)
- Foundation Start - \$100.00 plus 1% BBS (\$101.00)
- Re-inspection fee - \$65.00 plus a 1% BBS fee (\$65.65)

## Development Regulations & Review Process

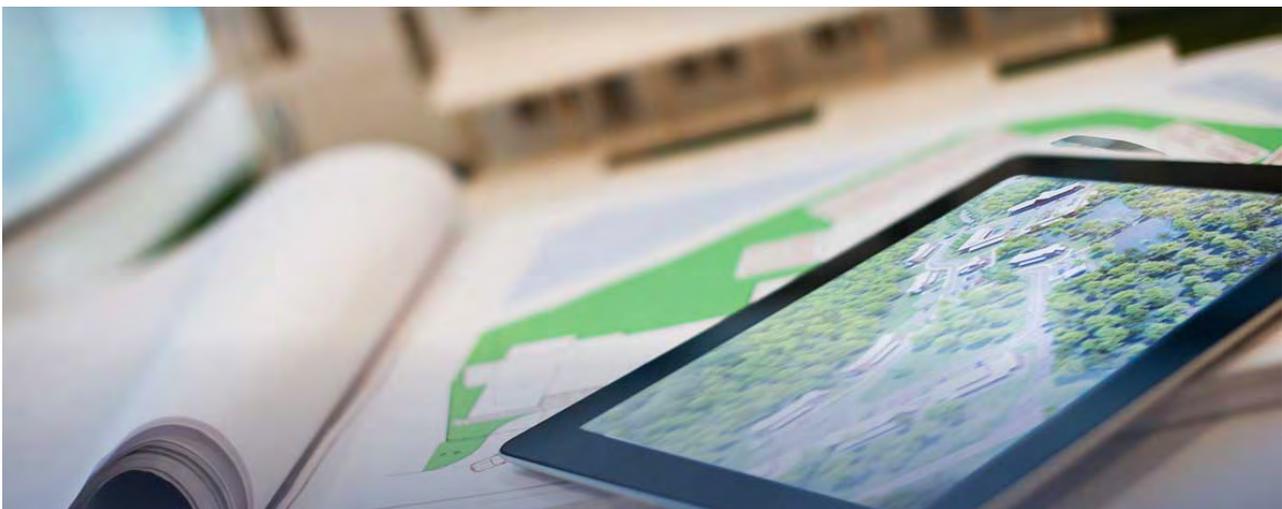
### Overview

The City's Planning and Zoning Department is responsible for reviewing all developments to ensure they meet the development standards of the Planning and Zoning Code and to assist applicants through the development process.

The City's plan review and approval process is based on sound planning policy and transparency. Consistent with the City's "Here to Listen. Here to Respond" business community initiative, the following options to streamline the plan review and approval process could be considered:

#### Open Lines of Communication

The City should continue to offer regular Growth Management Meetings at their offices to help educate prospective developers and applicants on the requirements of the City's zoning process.



## VIBRANT OLDE VILLAGE

### Guiding Principles

The six guiding principles below should be considered as part of future investments in the Olde Village to ensure a cohesive pattern of development that attracts visitors, residents, and businesses, while retaining the district's small town charm.



#### **GATHER**

*Create or enhance gathering spaces, both public and private.*



#### **UTILIZE**

*Identify and promote higher and better uses for underutilized properties.*



#### **CONNECT**

*Better connect Downtown to surrounding neighborhoods and amenities.*



#### **INFILL**

*Promote new development and infill development.*



#### **CHARACTER**

*Protect the characteristics central to Olde Village's identity.*



#### **PARKING**

*Better utilize existing parking areas, or develop more in key areas.*

## VIBRANT OLDE VILLAGE Gather

### Programming: Events

Having a recreational amenity (shown in green) such as Victory Park this close to Downtown is an enormous asset. It provides space for events and opportunity for overflow and expansion, promoting the area as a whole. The Olde Village would benefit from additional greenspace in the core of the district to serve as further public gathering space and act as an organization element to the historic civic uses.



## STREET FESTIVAL CASE STUDY\*

The City of Madeira, Ohio has utilized its main downtown thoroughfare, Miami Avenue, to hold street festivals and other events during non-peak hours. Pickerington could easily utilize Columbus Street in a similar manner for special events and programming with the parallel Town Square Drive serving as an alternate route during street closures.



\* City of Madeira

## VIBRANT OLDE VILLAGE Gather

### Programming: Activities

Physical structures and amenities do not have to be the only attraction in a town center environment. Emphasizing experiences will help draw visitors and engage residents. Some examples include:

- **Community Gardens** - Neighborhood gardens can be an excellent way to build community and address underutilized land all at once. Existing organizations, such as gardening clubs or community groups, should be used to help plan and maintain the gardens. Land may be granted by the City or a willing landowner.
- **Urban Yoga** - Many communities have had success organizing free yoga sessions that take place in urban parks or even on a street temporarily closed to vehicular traffic. Prioritizing fitness and community over vehicles is a great message to send to residents and visitors of Pickerington.
- **Movie Screen** - With a focus on family-friendly programming and set in a public space, movies can bring people into Old Village to enjoy the City throughout the evening. In this picnic meets drive-in movie theater, participants can bring chairs and blankets, and watch movies projected on building facades or temporary screens.

### Sample Activities



## VIBRANT OLDE VILLAGE

### Utilize

#### Historic Adaptive Reuse

The City of Springboro in Warren County (see right and below) has a historic district similar to Pickerington in size and scale, comprised primarily of detached buildings along its South Main Street, as opposed to a street wall of contiguous storefronts.

Springboro is a Certified Local Government (CLG) which allows the city to identify their historic, architectural, and archaeological resources through surveys, nominate eligible properties and districts to the National Register of Historic Places, and preserve and rehabilitate historic properties. Pickerington could explore becoming a CLG to potentially capitalize on these resources and to help attract private investment in the adaptive reuse of historic buildings.



## ADAPTIVE REUSE CASE STUDY\*



\* City of Springboro

## VIBRANT OLDE VILLAGE

### Connect

#### Downtown Promenade

Repurposing the alleyway that runs south of Combustion Brewery to Victory Park as a dedicated "Pedestrian Promenade" would provide a link or trail network from Victory Park / Sycamore Creek Park to local businesses in Olde Village that would benefit from increased foot traffic.



**Pictured:** Looking south at Church Street (left); looking north at Columbus Street (top right); looking south at Columbus Street (middle right)



## WALKABILITY: Olde Village Promenade



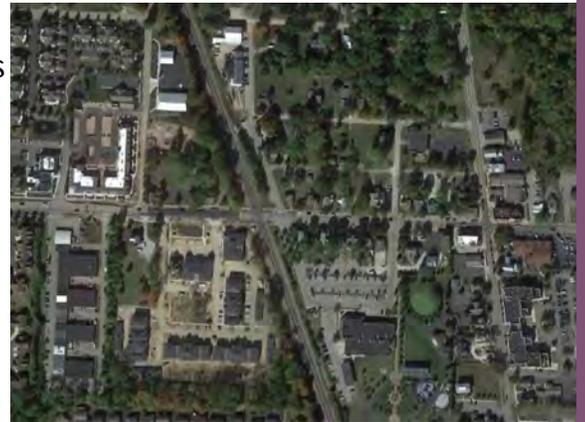
## VIBRANT OLDE VILLAGE Infill

### Community-scaled Infill

The City of Powell in Delaware County (see right and below) is also an old rail town like Pickerington and has done an excellent job at attracting both one-story and two-story infill development within its Town Center.

Powell has used several tools that are available to Pickerington including:

- Downtown Architectural Guidelines for new construction and renovation of buildings
- Community Improvement Corporation for site assembly and facilitation of real estate development



## INFILL DEVELOPMENT CASE STUDY\*



\* City of Powell

## VIBRANT OLDE VILLAGE Character

### Preservation Considerations

The Olde Village has several historic qualities that should be considered in the context of planning for future development projects:

- **History** - The Olde Village contains many buildings that date to the mid-19th century.
- **Building Types** - Remaining historic structures along Columbus Street are of wood construction and most are two-story structures with clapboard siding and gable roofs - typical of farm structures of the era - with many having porches.
- **Multi-use** - Most remaining historic buildings contains businesses on the first floor with potential for residences or offices upstairs.
- **Commercial Uses already established** - Many buildings in the district are already utilized by retail for office uses with potential for additional adaptive reuses.
- **Railroad properties nearby** - Infill development and/or adaptive reuse of industrial buildings is possible along the northern edge of the district near the railroad tracks.
- **Pickerington is a Growing Community** - The Olde Village provides a unique setting that is different from the more auto-oriented suburban developments to the north along SR 256 approaching Interstate 70.
- **Separation from Growth Areas** - The railroad tracks to the north and surrounding institutional and recreational uses to the south provide a buffer insulating the Olde Village from more recent and future development areas.



## VIBRANT OLDE VILLAGE Parking

### Improved Wayfinding

Wayfinding signage provides residents and visitors with easy to read information allowing a logical, intuitive experience by which to explore a local area, its services and attractions. This process can be used to route pedestrians, bicyclist and vehicles to the Olde Village and to major destinations within the district including municipal parking lots.

### Development Regulations

As new commercial uses come to Pickerington, buildings could be oriented towards the street with parking in the rear. Consideration should be given to updating the zoning code to allow for more flexible parking standards in light of the recent development of an additional shared municipal parking lot.



Existing municipal parking lots along Columbus Street (see above) and at the location of Farmers Market north of the railroad tracks along Center Street (see below) provide shared parking for visitors to the Olde Village. Efforts should be made to better promote and direct visitors through improved wayfinding signage.

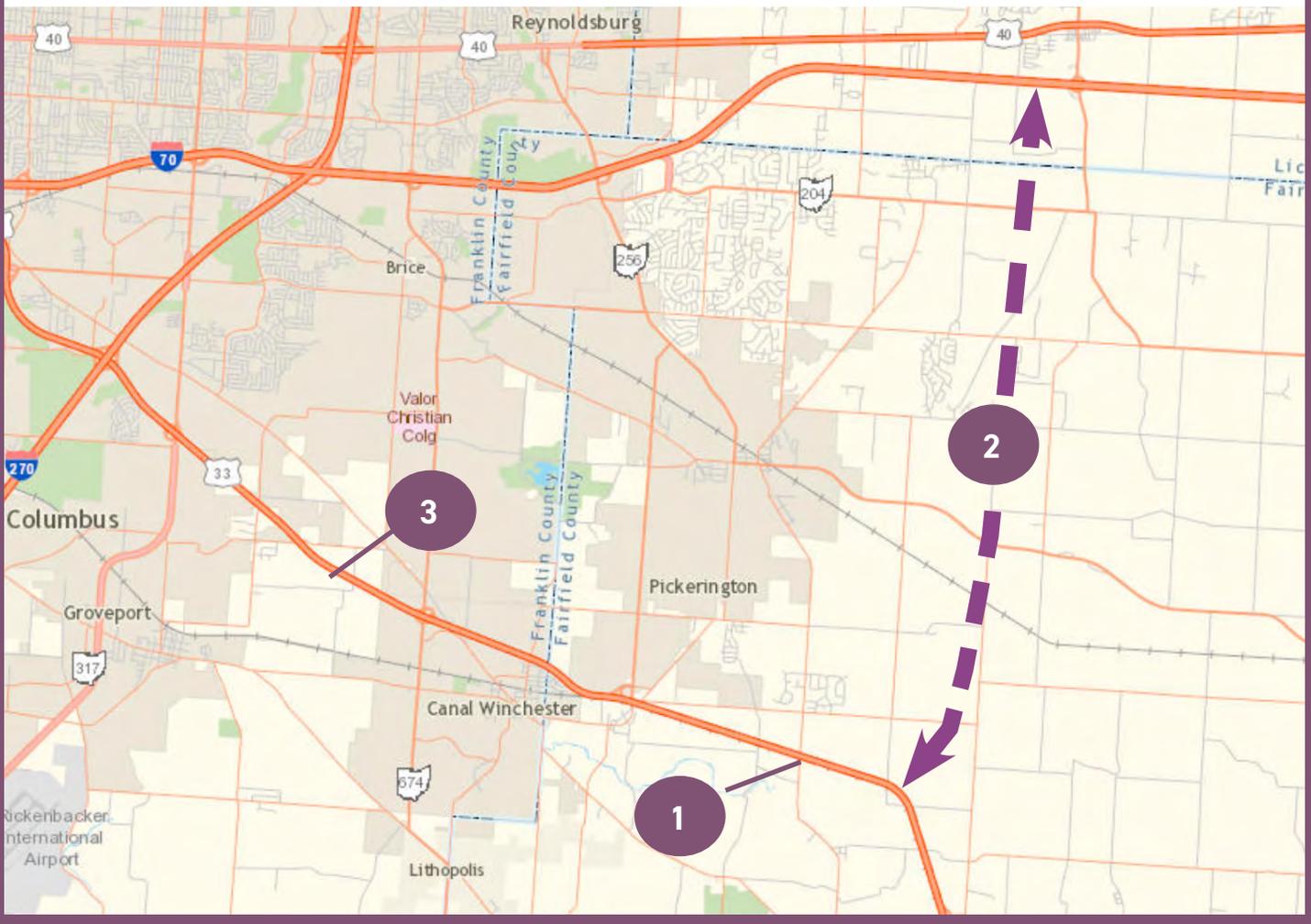


## Infrastructure

### MOPRC Competitive Advantage Projects

Several regional priority transportation projects just outside the City limits along the US 33 Corridor have been identified by the region's metropolitan planning organization, MORPC. The City should continue to work with regional partners and the Fairfield County Transportation Improvement District (TID) to advance the development of these enhanced connections which will benefit the City and open up future growth areas for development.

1. US 33 Freeway upgrades (including proposed Pickerington Road interchange)
2. I-70/US 33 Connector
3. Regional Transit: Rickenbacker to Lancaster

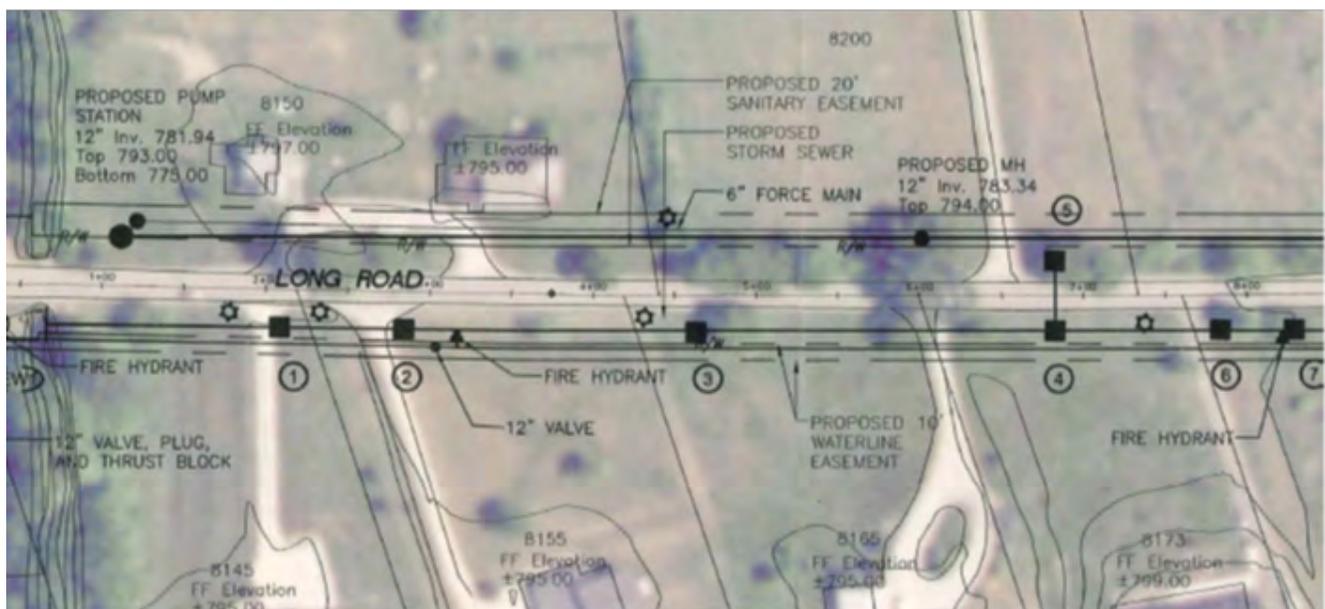


## Infrastructure

### Long Road Corridor

The Long Road Corridor serves as the northwest gateway to city. The area has experienced drainage concerns. Proposed improvements to the corridor include:

1. Expanded Sanitary Sewer
2. Proposed Storm Sewer
3. Expanded Water Service



## Infrastructure

### Renewable Energy

The City of Pickerington could monitor technological developments in the field of renewable energy and explore partnership opportunities to deploy solar fields on underutilized properties in context sensitive locations.

#### Case Study: Regional Partnerships

Cardinal Health, American Electric Power (AEP) and Huntington are the first companies to purchase renewable energy through Smart Columbus Energy, an initiative of Smart Columbus. Expanding on the decarbonization vision of the Paul G. Allen grant awarded to Columbus as the winner of the Smart City Challenge, Smart Columbus has established Smart Columbus Energy to accelerate Central Ohio's transition to clean energy. The initiative supports the vision of a carbon-neutral city by 2050 and the pursuit of prosperity for all residents of the Columbus Region.

As a Public Utilities Commission of Ohio (PUCO)-approved Energy Aggregator and Power Broker, Smart Columbus Energy pools the energy demand of large corporate and industrial organizations in the Region to buy wind and solar energy. With the commitments secured by Smart Columbus Energy, AEP Energy – a subsidiary of AEP – will procure wind and solar power from new projects in the state of Ohio to fulfill the energy demand. The program has the potential to drive \$1 billion in new clean energy infrastructure investment in the state, creating jobs and tax revenue. Revenue generated by Smart Columbus Energy will be re-invested into the Smart Columbus initiative to help fund projects designed to make the region more innovative, sustainable, equitable and connected.

#### Case Study: Solar Energy

A site that used to serve as Franklin County's landfill between Jackson Pike and Interstate 71 in the Grove City area will be the home of a new solar farm, Columbus Solar Park.

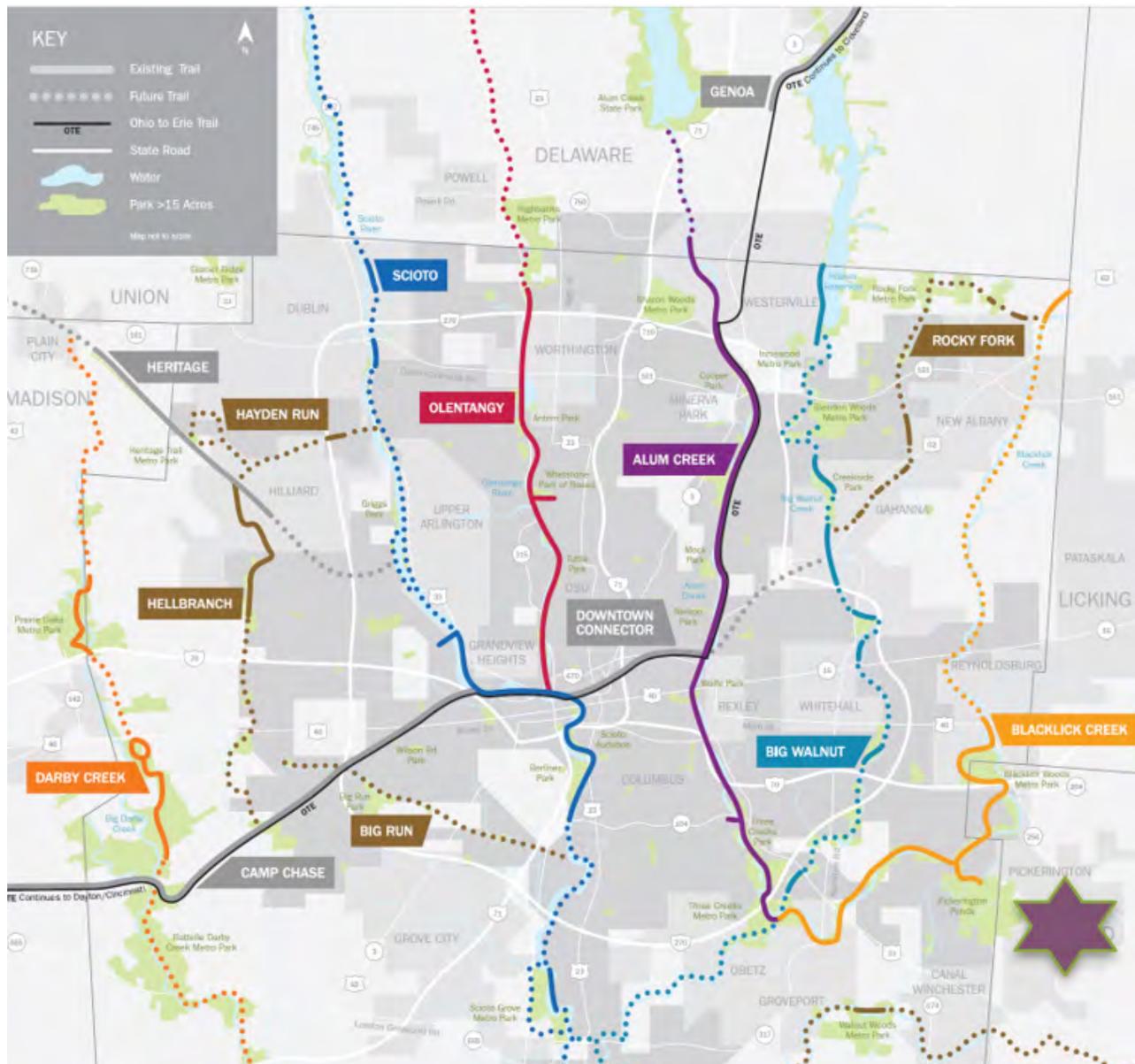
The project, which is tentatively set for completion in 2022, will generate 50 megawatts of power per year which is enough to power about 5,000 households.



## Bicycle & Pedestrian Connectivity

### Connecting to the Regional Greenway Network Linking the Pieces

The City could partner with regional partners (e.g. MORPC) and state agencies (e.g. Ohio Department of Natural Resources) to connect to the expanding Central Ohio Greenways Trail network shown below through the Blacklick Trail at Pickerington Ponds Metro Park.



## Bicycle & Pedestrian Connectivity

### Benefits of Trails

#### Increased Property Values

The Little Miami Scenic Trail in Southwest Ohio saw a \$7 increase per foot closer to trail up to a 1-mile distance. Homes ½-mile from the trail sold for 9% less than those directly adjacent to the trail.

#### Public Health

Trails and greenways create healthy recreation and transportation opportunities by providing people of all ages with attractive, safe, accessible and low- or no-cost places to cycle, walk, hike, jog or skate. Trails help people of all ages incorporate exercise into their daily routines by connecting them with places they want or need to go. Communities that encourage physical activity by making use of the linear corridors can see a significant effect on public health and wellness.

#### “Eyes on the Street”

Contrary to some perceptions, trails have been proven to reduce neighborhood crime and trespassing with more visibility and community activity proven to serve as a deterrent to criminal activity.

#### Market Preferences

Trails and walkable communities are often desired by homebuyers who are seeking to live in close proximity to recreational opportunities. The National Association of Home Realtors survey trails ranked as the second most important community amenity out of a list of 18 choices.



## Bicycle & Pedestrian Connectivity

### Building the Business Case for Parks and Trails

#### Enhanced Property Values and Increased Tax Revenue

While the City of Pickerington has always prudently prioritized community needs (e.g. essential services) over wants (e.g. community enhancements), the provision of recreational amenities can yield tangible economic benefits to residents and taxpayers. Studies have shown that parks and trails have a positive impact on nearby residential property values. All things being equal, most people are willing to pay more for a home close to a nice park or trail. The property value added by park and trail areas is separate from the direct use value gained by accessing the recreational amenity as property values increase even if the resident never visits the park or trail.

Property value is affected primarily by two factors: the distance from, and the quality of, the park or trail. While proximate value can be measured up to 2,000 feet from a park or trail, most of the value is within the first 500 feet.

In addition to increasing property values, the provision of trail networks and park areas attracts visitors both locally and regionally bringing outside dollars into the Pickerington economy as many recreational users will inevitably support local businesses during their trips. Imagining future trail connections across the City (see next page) as a spine that eventually connects to the Blacklick Creek Trail and the larger Central Ohio Greenways network of paved trails poses substantial economic benefits to the community.

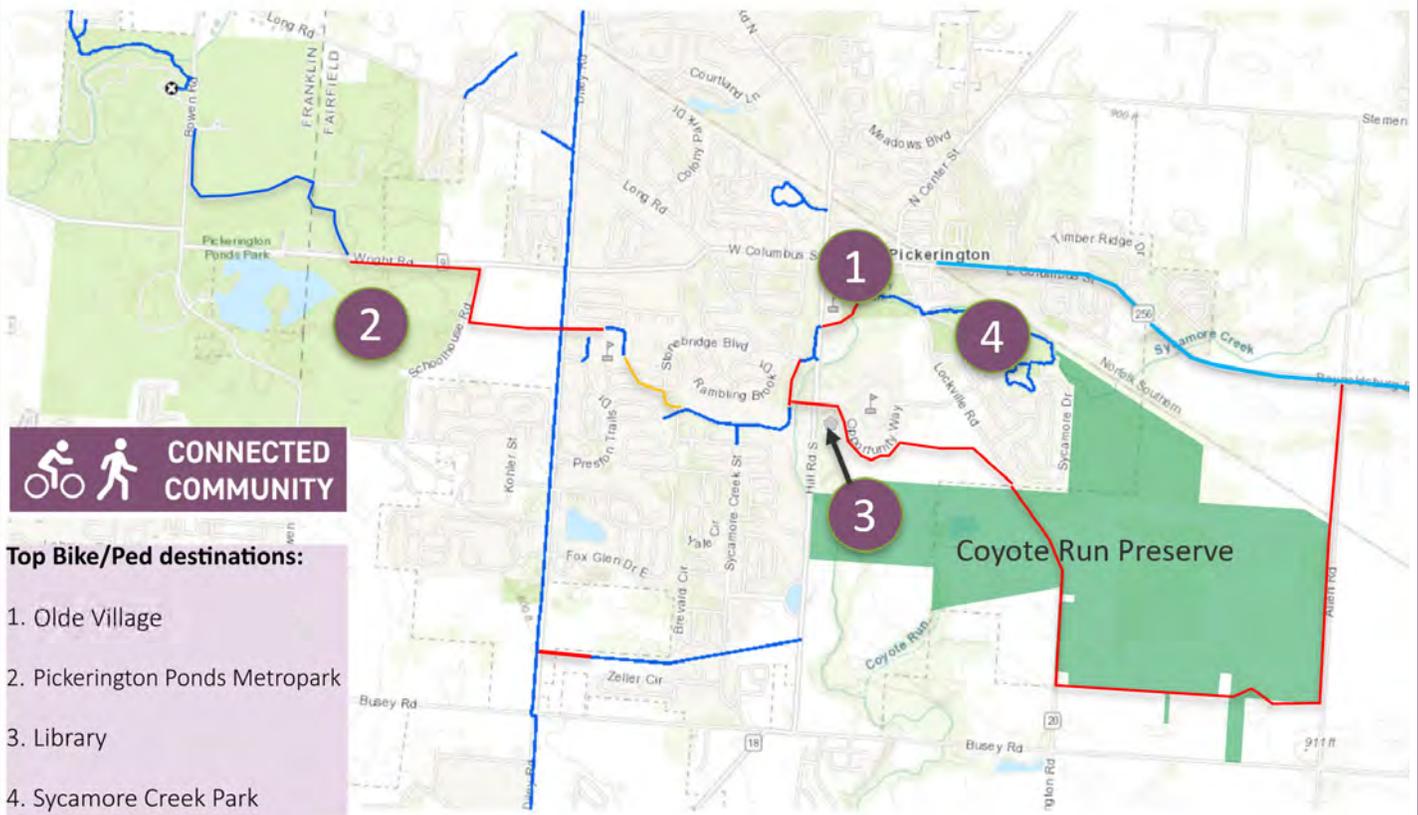
#### **Economic Impact of Recreation: Case Study**

According to a 2015 report by the National Recreation and Park Association entitled "The Economic Impact of Local Parks" the Great Parks of Hamilton County recreational facilities are a major driver for economic activity. Key findings from economic impact assessment of their Winton Woods parks included:

- Operations spending by the park agency generated Economic Activity of \$20,129,632, Labor Income of \$7,045,012, and employment of 191.
- Capital spending by the park agency generated Economic Activity of \$1,710,652, Labor Income of \$575,384, and employment of 11.
- Total economic impact of the park generated Economic Activity \$21,840,284, Labor Income of \$7,620,396, and employment of 202.

Bicycle & Pedestrian Connectivity

**TRAIL CONNECTIONS CONCEPT**



Existing Trail

Existing Bike Lanes

Proposed Trail

Proposed On-Street Route

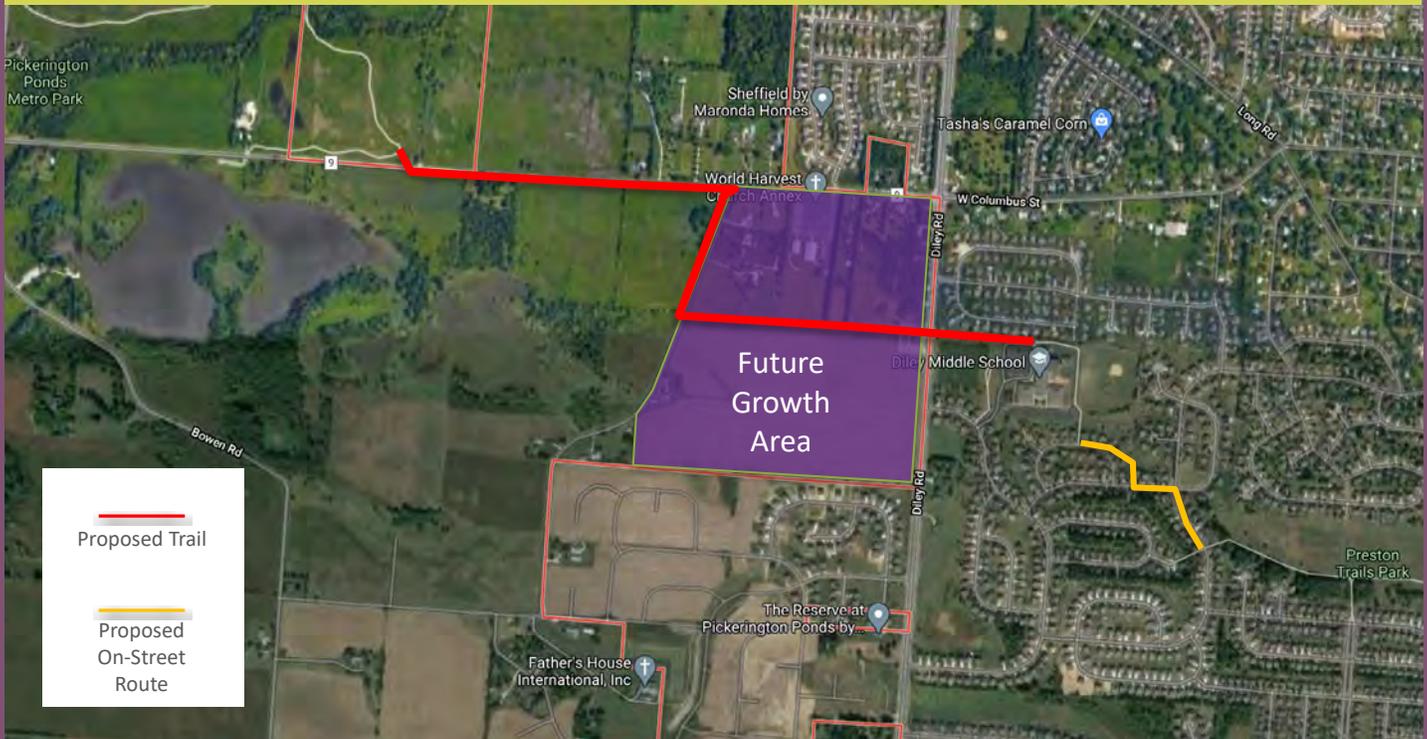
## Bicycle & Pedestrian Connectivity

### Western Trail Connections

A new proposed off-road trail between Diley Middle School and Pickerington Ponds Metro Park and an on-street bicycle route between Diley Middle School and Preston Trails Park could provide neighborhood connections to existing multi-purpose trails along Diley Road (see top right) and within Preston Trail Park (see middle right). Should the area southwest of the Diley/Wright Road intersection be annexed into the City, a PUD overlay could be designated requiring a developer to construct this segment of trail in any future subdivision.



## TRAIL CONNECTIONS CONCEPT: WEST Preston Trails Park to Pickerington Ponds Metro Park



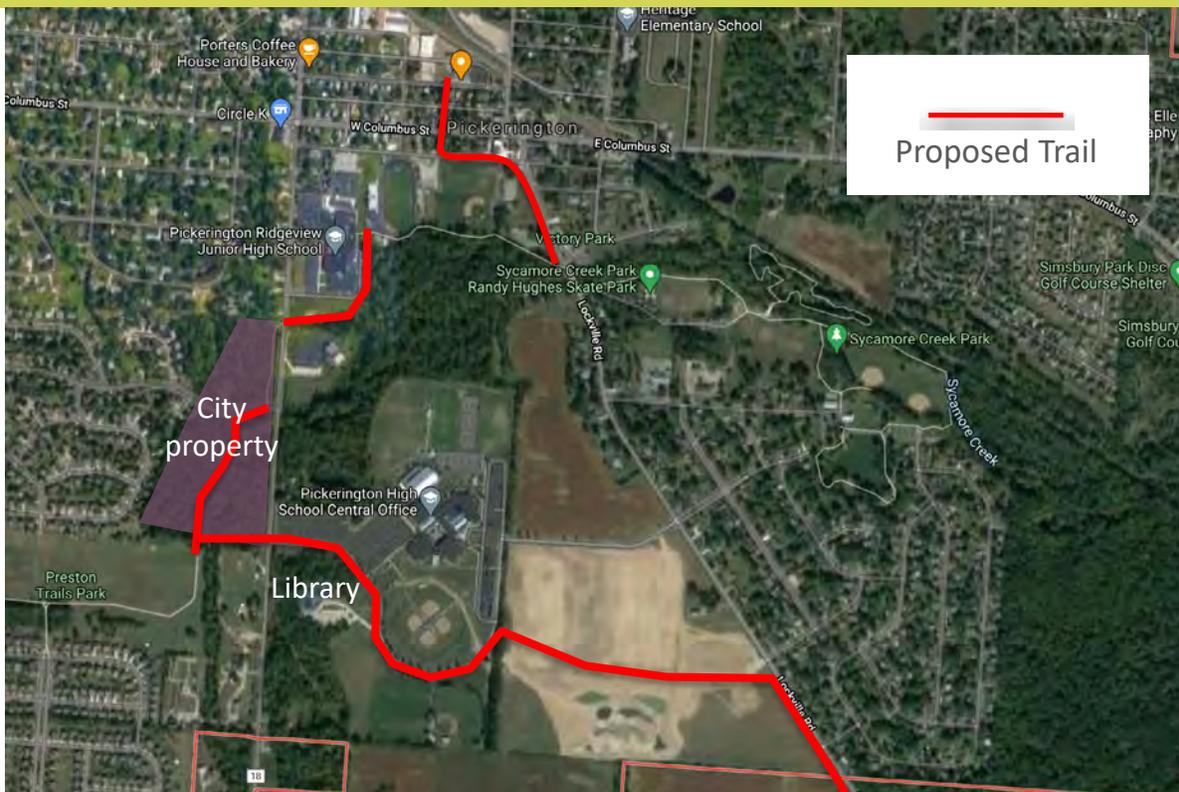
## Bicycle & Pedestrian Connectivity

### Central Trail Connections

A new proposed off-road trail northeast of Preston Trails Park on City-owned property along Sycamore Creek could provide a scenic, wooded link (see right) to multiple bicycle/pedestrian destinations including the Junior High School, Victory Park, Sycamore Creek Park, and Olde Village. A spur to the east across Hill Road could follow Opportunity Way to connect the Library, High School, and new Stadium.



## TRAIL CONNECTIONS CONCEPT: CENTRAL Preston Trails Park to Olde Village



## Bicycle & Pedestrian Connectivity

### East Trail Connections

A new proposed off-road trail from Opportunity Way southeast along Pickerington Road could provide a greenway connection to the Coyote Run State Nature Preserve (see right), a unique effort to preserve a 900-acre tract of land and restore it as a 500-year forest. A trail around the edge of Coyote Run Preserve could potentially integrate interpretive signage to educate the public on the conservation effort underway. A trail connection along Allen Road could complete a loop back to Old Villae via the SR 256 bike lanes.



## TRAIL CONNECTIONS CONCEPT: EAST Opportunity Way to Coyote Run Preserve





# Comprehensive Plan

## IMPLEMENTATION

## CH 5

## FUTURE GROWTH AREAS



### IMPLEMENTATION TOOLKIT:

#### Joint Economic Development District (JEDD)

##### Facilitating Partnerships

Potential for a Joint Economic Development District (JEDD) between the City and adjacent unincorporated areas could be implemented in a mutually beneficial manner. A JEDD could facilitate improvements in infrastructure and public services to facilitate desired growth by:

- Upgrading rural roadways to better accommodate truck freight;
- Providing shared emergency response and public safety services;
- Serving as the applicant for infrastructure projects; and
- Offering technical staff expertise for planning, zoning, legal services, and marketing.

To create a JEDD, there must first be a public inspection of the contract and the economic development plan for the JEDD, which consists of a schedule of the new, expanded or additional services, facilities or improvements to be provided, and a schedule for the collection of any income tax to be levied within the JEDD. There must also be a description of the area to be included within the JEDD, including a map. Next, a public hearing must be held to promote public discussion of the contract and the JEDD. Each contracting party must then adopt legislation approving the contract. Finally, the contract must be executed.

Business owners located in a proposed JEDD area may “opt out” of the JEDD by filing an action in a court of common pleas on or before six months after the effective date of the JEDD contract. The owner must show: (1) that it operated within the JEDD area before the effective date of the JEDD contract; (2) that it did not sign a petition in support of the JEDD; and (3) that neither the business nor its employees has derived or will derive any material benefit from the new, expanded, or additional services, facilities, or improvements described in the economic development plan for the district, or the material benefit that has, or will be, derived is negligible in comparison to the income tax revenue generated from the net profits of the business and the income of employees of the business.” The Court of Common Pleas must render a decision within 60 days of receiving the complaint, unless the parties agree to a longer period of time.

## INFRASTRUCTURE



### IMPLEMENTATION TOOLKIT: Smart Cities Technology

#### Smart Cities Objectives:

- Drive economic growth
- Improve quality of life
- Foster sustainability
- Improve safety



#### ELECTRIC VEHICLES IN UNITED STATES:



1 MILLION IN 2018

**18 MILLION BY 2030**

Source: Edison Electric Institute

#### LEVERAGING TECHNOLOGICAL ADVANCEMENTS

Smart Cities lay the foundation for a more sustainable and efficient environment by developing a holistic, open and integrated operating system that allows for data driven decision-making.

Smart Cities are supported by several types of technologies, including:

- Information and communications technology (ICT)
- Connected physical devices using the Internet of Things (IoT) network
- Geographical information systems (GIS)

Each technology works together to collect and contextualize massive amounts of data that can be used to improve the components and systems running within a city.

The City should work to ensure future investments in infrastructure and proposed development are compatible with the latest emerging technologies relative to advanced mobility, renewable energy sources, and wireless connectivity.

Potential Smart Cities applications in Pickerington include establishing a network of electric vehicle chargers, advanced parking systems, dynamic lighting and making the necessary investments to prepare for future 5G wireless and connected/autonomous vehicle environments.

## VIBRANT OLDE VILLAGE



### IMPLEMENTATION TOOLKIT: Utilize City's CIC

#### POWERS OF A CIC

Broad powers authorized under ORC Section 1724.02 empower a CIC to:

- Borrow money for any purpose of the CIC.
- Provide loans to individuals or businesses.
- Buy, lease, sell real or personal property.
- Acquire the good will, business rights, real or personal property, and assets of an individual or business.
- Charge fees to political subdivisions for services.
- Enter into contracts with federal, state and local governments.
- Apply for and administer grants.
- Do all acts necessary or convenient to carry out statutory powers.

#### ACTIVE ROLE IN SITE ASSEMBLY

Conversations with numerous stakeholders revealed that Pickerington is a desirable market for community-scaled retail and mixed-use development. The prevailing consensus is that catalytic development in the City's Olde Village has traditionally suffered from a lack of readily available property due to numerous discrete parcels and varying private property interests. In several cases past development plans fell apart because a developer was not able to acquire enough parcels to assemble a critical mass for development to meet the needs of their financing.

History shows that despite solid market demographics and an Olde Pickerington Village District that promotes mixed-use infill development, few catalytic development projects have been advanced in the past two decades. The City's existing Community Improvement Corporation (CIC) could empower the City to strategically acquire and land-bank key parcels until sufficient mass was accumulated to issue a Request for Proposals (RFP) to private developers.

## VIBRANT OLDE VILLAGE

### Historic Tax Credits

#### Incentivizing Adaptive Reuse of Historic Buildings

The National Register of Historic Places (NRHP) is the official list of properties recognized by the federal government as worthy of historic preservation for their local, state, or national significance in American history. Many potentially eligible buildings are located within the Olde Village and could be eligible for federal and state tax credits if a historic district was created or if properties were individually listed on the NRHP.

#### Historic Tax Credits

Federal and state tax credits are available for the rehabilitation of a historic property. A tax credit is a dollar-for-dollar reduction in the amount of taxes owed and includes the following:

- 10% federal tax credit for the rehabilitation of non-historic, non-residential buildings constructed before 1936.
- 20% federal tax credit for the rehabilitation of income producing buildings listed on the National Register.
- Up to 25% state tax credit for the rehabilitation of Certified Local Government (CLG) landmarked buildings.

#### Tax Credit Eligibility Requirements:

- Property must be a historic building.
- The rehabilitation must be substantial and exceed the greater of \$5,000 or the adjusted basis of the building.
- The property end use must be income producing: commercial, industrial, agricultural, or rental residential.

#### Secretary of the Interior's Standards for Rehabilitation:

- All ten standards must be met to receive certification.
- Applies to all properties regardless of type, size, use or materials.
- Applies to both exterior and interior features.
- Applies to environment, attached and adjacent construction within the property.

#### Funding options for listing historic properties or creating a district:

- Certified Local Government Grant - State Historic Preservation Office (SHPO)
- Pipeline Initiative Grant - Ohio Development Services Agency (ODSA)

**VIBRANT OLDE VILLAGE**



**IMPLEMENTATION TOOLKIT:  
 Downtown Redevelopment District (DRD)**

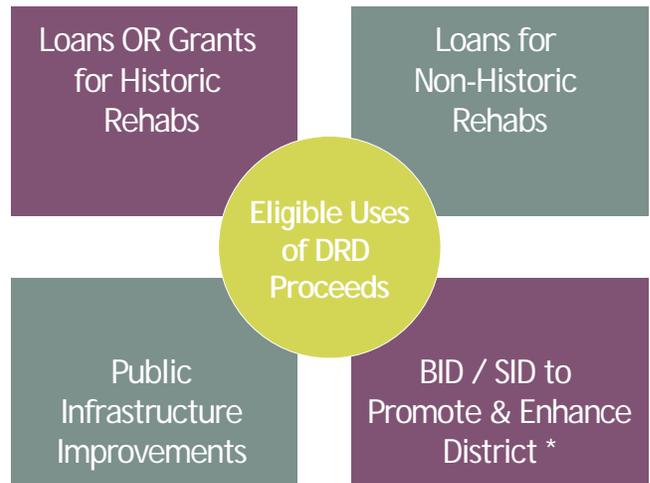
**Downtown Redevelopment District**

**Encouraging Place-Based Investments**

If a historic district is established or an individual property is listed on the NRHP, the City could also consider establishing a Downtown Redevelopment District (DRD) as an opportunity to preserve and renovate historic buildings to enhance the Olde Village.

**Overview**

The Ohio General Assembly recently enacted H.B. 233 which enables municipalities to create Downtown Redevelopment Districts (DRD). A DRD functions similarly to a Tax Increment Financing (TIF) District, but offers municipalities additional options in funding projects and programs with funds generated by the DRD.



\* Limited to 20% of revenue from exempted property taxes



## VIBRANT OLDE VILLAGE

### How It Works

Property owners within the DRD make service payments in lieu of taxes on a tax exemption up to 70% of the increased value of real property over the course of the 10-year DRD period. A DRD may have a 30-year term with approval by the local school board.

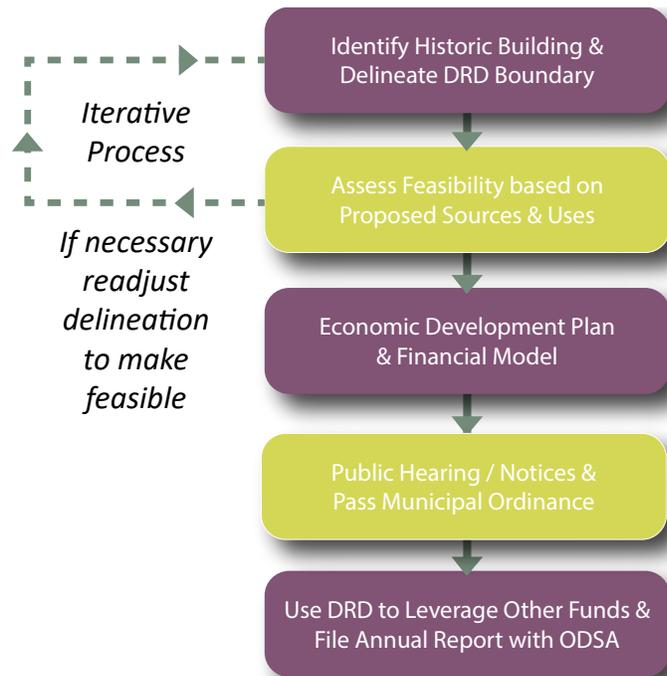
### Eligible Uses of DRD Proceeds

An Economic Development Plan must specify the proposed uses of DRD service payments. Eligible Uses of DRD proceeds are pictured to the right.

The name Downtown Redevelopment District is in itself misleading. A DRD does not have to be located in a Central Business District or densely populated area. The only requirements in delineating a DRD is that it must:

- be located within a municipality;
- be no more than 10 acres of contiguous area; and
- include one historic building (as defined by O.R.C. 149.311) that is or will be rehabilitated.

A DRD must not be comprised exclusively of residential uses. In addition, a DRD may not be comprised of any parcels that are part of an active or former TIF District.



## VIBRANT OLDE VILLAGE



### IMPLEMENTATION TOOLKIT: Special Improvement District (SID)

#### OVERVIEW

A SID is an economic development tool that allows private property owners in a self-defined area to establish a program for services or improvements aimed at the economic enhancement of the area. The area can be any size, as long as it is contiguous.

The SID enables a community, neighborhood, or business district to tax itself for specific improvements and services. Property owners can pay for the program with assessments on all properties in the given area.

The concept originated in the 1970s and is also known as Business Improvement Districts, Special Services Areas, and Community Improvement Districts. SIDs are governed by private, nonprofit corporations created by the private property owners. The board that runs the corporation is made up of the property owners as well.

#### BENEFITS

Since their inception, many studies have been conducted on SIDs, by both nonprofit and academic organizations. These studies show that SIDs increase tourism, increase quality of life for residents, reduce crime, and raise property values within their designated areas.

SIDs create sustainable funding streams for the community and allows property owners to dictate how funding is spent on a yearly basis. SIDs improve cleanliness and safety and allow organizations to be nimble and put resources to work where they are needed most. With no additional financial burden to local governments, SIDs can capture the energy of motivated property owners wanting to improve their community and can provide at-large benefits to everyone involved in the community.

## VIBRANT OLDE VILLAGE

### HOW TO CREATE A SID

To create a SID, private property owners must make a petition to their City Council who will in turn create the SID.

To pass in Ohio, the petition must include signatures from owners that represent at least 60% of the front footage along all public streets of the given district, OR owners representing 75% of the land area. After meeting this criteria, the petition must be approved by City Council.

At that point, all eligible property owners will be assessed and provided improvement services. The only exemptions from SID assessments are government-owned properties and churches. These properties can however, contribute voluntarily.

### SERVICES

The property owners that make up the board of trustees are in complete control of decisions made about the SID. They guide the implementation of a plan for public services and improvements that benefit the SID, which is typically submitted with the petition to create the SID. The plan may describe how the SID will hire employees and professional services, contract for insurance, and purchase or lease office space and office equipment.

The improvements and public services described in the plan may range from lighting, signage, and parking lots, to capital improvements, landscaping, and snow removal. Other potential services include communication with local police, graffiti removal, homeless outreach case workers, litter removal, safety vigilance, special duty police, sidewalk sweeping, and visitor ambassadors.

### REQUIREMENTS

In Ohio, a SID is required to hold both a meeting and an election every year. Additionally, written reports must be provided to member property owners annually. After 10 years, a SID is automatically terminated. In order for a SID to continue, property owners must repeat the process of circulating and signing another petition.

### SIDS IN THE STATE

Currently, there are over 1,000 SIDs in the United States. 23 of which exist in Ohio, a state relatively new to the game. With that said, only 2 SIDs in the state have chosen not to reauthorize their organization at the end of their Plan for Services. This shows just how valuable property owners throughout the state are finding their SID. Of the 23 SIDs in Ohio, 6 are found in Columbus: Capital Crossroads, Discovery District, Morse Road, University District, Short North, and East Main Street.

## VIBRANT OLDE VILLAGE



### IMPLEMENTATION TOOLKIT:

### Designated Outdoor Refreshment Area (DORA)

#### OVERVIEW

Section 4301.82 of the Ohio Revised Code authorizes Municipal Corporations with populations less than 35,000 to create one Designated Outdoor Refreshment Areas or “DORAs” up to 150 contiguous acres. Upon approval by the Legislative Authority, the DORA is created. The Division of Liquor Control is then responsible for issuing permits with the “Outdoor Refreshment Area” designation on it to all A-1, A-1-A, A-1c, A-2, A-2f, or D liquor permit holders, (except a D8 class that holds a C class permit) that are located in the DORA. Any person who is in a DORA and who is carrying an opened container of beer or intoxicating liquor if the container was purchased from an establishment with an “Outdoor Refreshment Area” designation on their liquor permit is exempt from the Open Container Law.

#### Application Process to Legislative Authority Creating DORA

The executive officer of a Municipal Corporation or the fiscal officer of a Township may file an application for the creation of a DORA with the corresponding Legislative Authority of the Municipal Corporation or Township in which the proposed DORA will be created. The application referenced above is not a Division of Liquor Control Application, and you must contact your Municipal Corporation or Township office to determine their specific guidelines for filing this document. Ohio Revised Code 4301.82 states that the application must include the following:

- A map or survey of the proposed DORA in sufficient detail to identify its boundaries, which shall not exceed:
  - 320 contiguous acres or one-half square mile if the Municipal Corporation or Township has a population of more than 35,000; OR
  - 150 contiguous acres if the Municipal Corporation or Township has a population of 35,000 or less.

## VIBRANT OLDE VILLAGE

- A statement indicating what population requirement mentioned above is met.
- A statement of the nature and types of establishments that are or will be the proposed DORA;
- A statement that the proposed DORA will encompass not fewer than four A-1, A-1-A, A-1c, A-2, A-2f, or D class liquor permit holders (except a D8 that holds a C permit);
- Evidence that the uses of land within the proposed DORA are in accord with the Municipal Corporation's or Township's master zoning plan or map; and
- Proposed public health and safety requirements for the DORA. These are outlined in not only 4301.82(F), but in Appendix B.

### Legislative Authority Application Approval/Disapproval Process under O.R.C. 4301.82

Within forty-five days after the date the application is filed with the Legislative Authority of a Municipal Corporation or Township, the Legislative Authority shall publish public notice of the application once a week for two consecutive weeks in one newspaper of general circulation in the Municipal Corporation or Township or as provided in section 7.16 of the Revised Code. The Legislative Authority shall ensure that the notice states that the application is on file in the office of the clerk of the Municipal Corporation or Township and is available for inspection by the public during regular business hours. The Legislative Authority also shall indicate in the notice the date and time of any public hearing it will hold regarding the application.

Not earlier than 30 but not later than 60 days after initial publication of the notice, the Legislative Authority must approve or disapprove the application. To approve the application, it must pass an ordinance or resolution by an affirmative majority vote. If the application is approved, the proposed DORA is created. Upon creation of the DORA, the Legislative Authority must send notice of the approval and a description of the DORA to the Division of Liquor Control and the Investigative Unit in the Department of Public Safety. If the application is disapproved, the executive officer of the Municipal Corporation or fiscal officer of the Township may make changes to secure approval.

## INFRASTRUCTURE

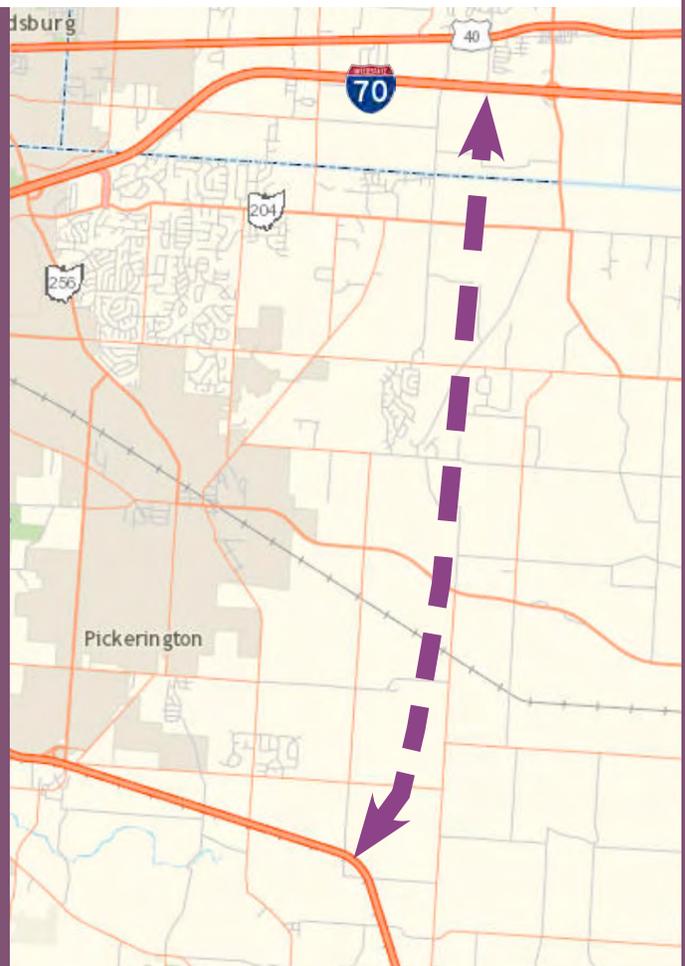


### IMPLEMENTATION TOOLKIT: Innovative Financing

#### Regional Transportation Improvement Project (RTIP)

As a transportation infrastructure project across two County lines (Fairfield and Licking), the proposed US 33/I-70 Connector Road is a logical application of the RTIP program authorized by Ohio Revised Code Chapter 5595. This innovative financing mechanism allows a wide array of potential revenue streams to be applied towards the project:

- Payments in Lieu of Taxes (TIF proceeds)
- Municipal Income Tax
- Joint Economic Development District (JEDD) Income Tax
- New Community Authority Revenue
- Sales Tax
- License Tax



APPROXIMATE FUTURE US 33/I-70  
CONNECTOR LOCATION

**BICYCLE & PEDESTRIAN CONNECTIONS**



**IMPLEMENTATION TOOLKIT:  
 Grant Funding Sources**

<b>Potential Trail Funding Sources</b>			
<i>Program</i>	<i>Funding Agency</i>	<i>Eligible Projects</i>	<i>Minimum Local Match</i>
Parks Impact Fees	City	Trails	n/a
Transportation Alternatives Program	MORPC	Bicycle & Pedestrian	20%
Safe Routes to Schools	ODOT	Infrastructure within 2-miles of schools	0%
Recreational Trails Program	ODNR	Trails (generally local trails)	20%
Clean Ohio Trails	ODNR	Trails (emphasis on regional connections)	25%

## ZONING

### Primary Thoroughfares: Corridor Zones

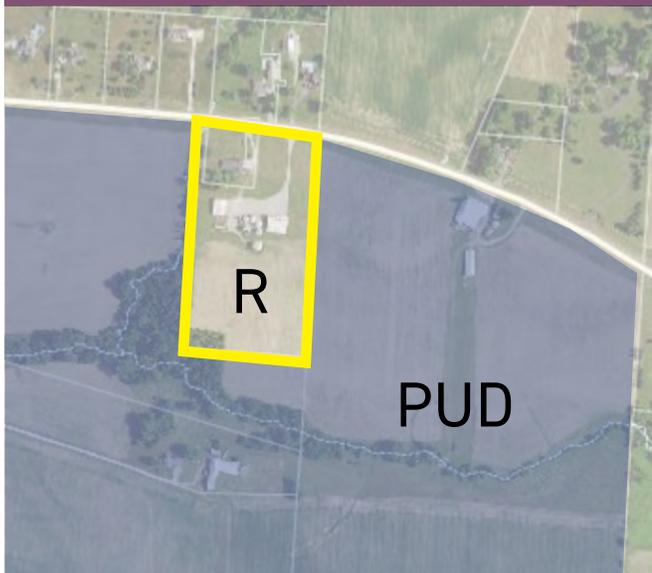
Some of the City's primary thoroughfares, such as Diley Road, contain developed parcels with large lot depths that could be utilized in the back portion of the property for other uses different than the frontage if an abutting rear or side property could be accessed.

Consideration should be given to implementing Corridor Zones that establish a permitted use along the frontage of primary thoroughfares for a prescribed depth (e.g. 250 feet) while permitting a PUD or other zoning designation in the back portion of the property.

The hypothetical development scenario below shows how a Corridor Zone would promote high and better uses of land at the back of parcels adjacent to larger tracts of land with development potential to facilitate critical mass in site assembly.

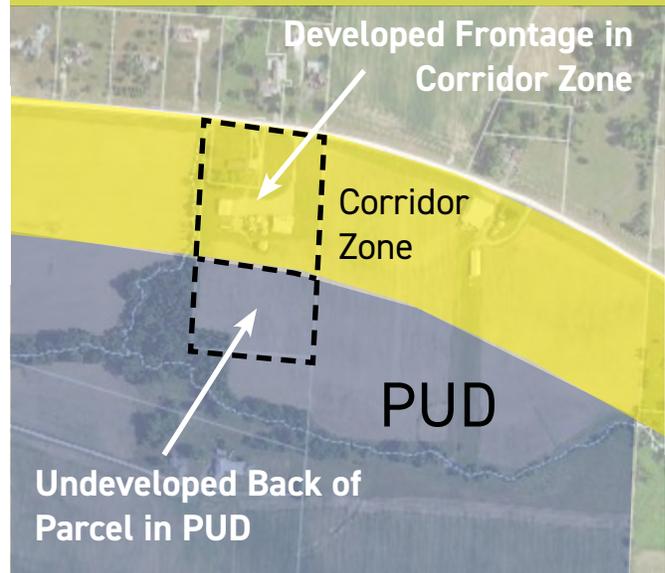
#### Hypothetical Scenario: PUD Only

A PUD across partially developed properties requires that the entire residential parcel highlighted below be rezoned to accommodate redevelopment in the back of the parcel.



#### Hypothetical Scenario: PUD with Corridor Zone

Implementing a corridor zone along the roadway frontage for a set depth would allow for a more productive use of undeveloped portions of the parcel without a rezoning of the entire parcel.



## ZONING

### Modernizing Parking Code

An updated Zoning Ordinance could consider revising the current parking standards which are based on a traditional regulation of minimum required number of spaces per floor area of use.

Several potential modern best practices are described below which may encourage the development of more environmentally sustainable development patterns that reduce impervious surface areas and promote walkable neighborhoods such as the Olde Village District:

- **Abolishing Parking Minimums** - Minimum parking requirements make assumptions about what types of cars people drive, how long they park them and how far they are willing to walk — assumptions that are often false. These standards promote driving rather than other forms of transportation, resulting in higher development costs and rents, as well as increased storm water runoff, urban heat islands and water pollution. Parking lots created by minimum requirements have resulted in huge gaps between buildings, making communities far less walkable and bikeable, in order to ensure that every building is completely self-sufficient in the unlikely event of a parking catastrophe. Land use has thus become financially inefficient, as largely unused asphalt precludes more income-producing development opportunities.
- **Shared Parking Credits** - Spread-out parking requirements assume that each business has its own separate parking supply and that it must be large enough to accommodate the peak hour of the peak day of the year. That assumption results in excessive parking. Different parking uses peak at different times of day—office parking in the middle of the day, retail in late afternoon and on weekends, restaurants in the evening. Shared parking provisions allow developers to reduce parking supply requirements when different uses can share the same parking spaces.
- **On-Street Parking** - The most valuable parking in most commercial and mixed-use places is parking on the street in front of businesses. Yet many cities are careless about keeping on-street parking or do not do enough to ensure the maximum number of spaces per block. Shifting from parallel to diagonal parking can increase parking supply by up to 30 percent per block face.
- **Fee-In-Lieu System** - In places where the City is providing public parking facilities or where a parking district has been created, provisions can be written that allow a developer to pay a set fee in lieu (FIL) of providing parking supply directly. The money from FIL payments is then used to expand public parking supply. It is important that any FIL fee schedule be realistic about actual costs of parking.

## CAPITAL IMPROVEMENT PROJECTS

Summary of Transformative Capital Improvement Projects			
<i>Project</i>	<i>Potential Partners</i>	<i>Potential Funding Sources</i>	<i>Timeline</i>
Long Road Corridor Enhancements: Water, Sewer & Stormwater	City utilities	OPWC Issue 1, TIF	1 to 5 years
Hill Road Transitional Corridor Enhancements (Olde Village to Diley)	MORPC, ODOT	OPWC Issue 1, TIF, STBG, ODOT Urban Paving	5 to 10 years
Citywide Trail Network	City (Impact Fees), Franklin County, Metro Parks, City Schools, Library, Coyote Run Preserve, MORPC, ODNR	Parks Impact Fees, Clean Ohio Trails, Recreational Trails Funds, Land & Water Conservation Fund, Transportation Alternatives Program	Phased - varies
Utility System Expansion (Extraterritorial Jurisdictions)	Fairfield County (depending on Utility Service Areas)	OPWC Issue 1, TIF	Phased - varies
Smart Cities / Renewable Energy Initiatives	P3 with technology & energy companies	Innovative Financing, OEPA, US Dept of Energy	Phased - varies
<i>US 33 PICKERINGTON RD INTERCHANGE*</i>	ODOT & Franklin County Engineer	MORPC, USDOT	5 to 10 years
<i>US 33 / I-70 CONNECTOR</i>	Franklin County Engineer & ODOT	MORPC, ODOT, USDOT, TIF, RTIP, TID	10+ years

*ITALICS\** indicates the City of Pickerington is in support role and project falls

## ROLES & RESPONSIBILITIES

The table below provides a high level overview of major plan initiatives, the lead city department responsible for their oversight, potential external party coordination required, and a general timeline for implementation.

<b>City Roles &amp; Responsibilities by Initiative</b>			
<i>Initiative</i>	<i>Lead Department</i>	<i>External Coordination</i>	<i>Timeline</i>
Zoning Amendments	Planning & Zoning	Public, neighboring communities (if applicable)	Varies - as needed
Major Infrastructure Projects	Service Department	ODOT, MORPC, Fairfield County Engineer, various utilities	Varies by project
Financial Incentives	Economic Development	Site selectors/Prospective developers	Ongoing
Funding Assistance / Grants	Economic Development	Program funding agencies, potential local match contributors, key property owners & other stakeholders	Ongoing
Regional Infrastructure Initiatives	City Manager	Fairfield 33 Alliance, Fairfield County Engineer, ODOT, MORPC	1 to 20 years
Extraterritorial Jurisdictions	City Manager	Fairfield County Commissioners, utilities (based on service areas), neighboring communities	Ongoing
Coyote Run State Nature Preserve	City Manager	Property owner, ODNR	Ongoing
Citywide Trail Partnerships	Parks & Recreation	Central Ohio Greenways, ODNR, Franklin County Metro Parks	Varies - Phased

## MONITORING & PERFORMANCE

### PRIORITIZE INVESTMENTS



#### PROJECT PRIORITIZATION

Administration and City Council should meet after adoption of the Plan to prioritize near-term and longer-term projects based on current financial considerations, funding opportunities, market demand, and partner interest.

### LEVERAGE OPPORTUNITIES



#### IMPLEMENTING THE VISION

Each month the Planning and Zoning Commission could have a recurring agenda item to discuss Plan Implementation and capitalize on the latest opportunities to advance strategic initiatives and leverage public-private investment.

### UPDATE DEVELOPMENT REGULATIONS



#### ZONING CODE UPDATE

A holistic review and rewrite of the City's Zoning Code is encouraged post-Plan adoption in order to establish the regulatory framework that ensures future development complies with the vision of the Plan. Interim amendments to the existing Zoning Code may be warranted in priority development areas.

### MONITOR & RECALIBRATE



#### MONITORING SUCCESS

City Council could conduct annual reviews of progress made towards implementing the Plan. The following questions should frame this discussion:

- Did we achieve the goals we set out to?
- What went well?
- What were the challenges?
- What improvements should we make and how?

Based on the annual reviews, reprioritization of projects and adjustments to implementation strategies may be necessary.