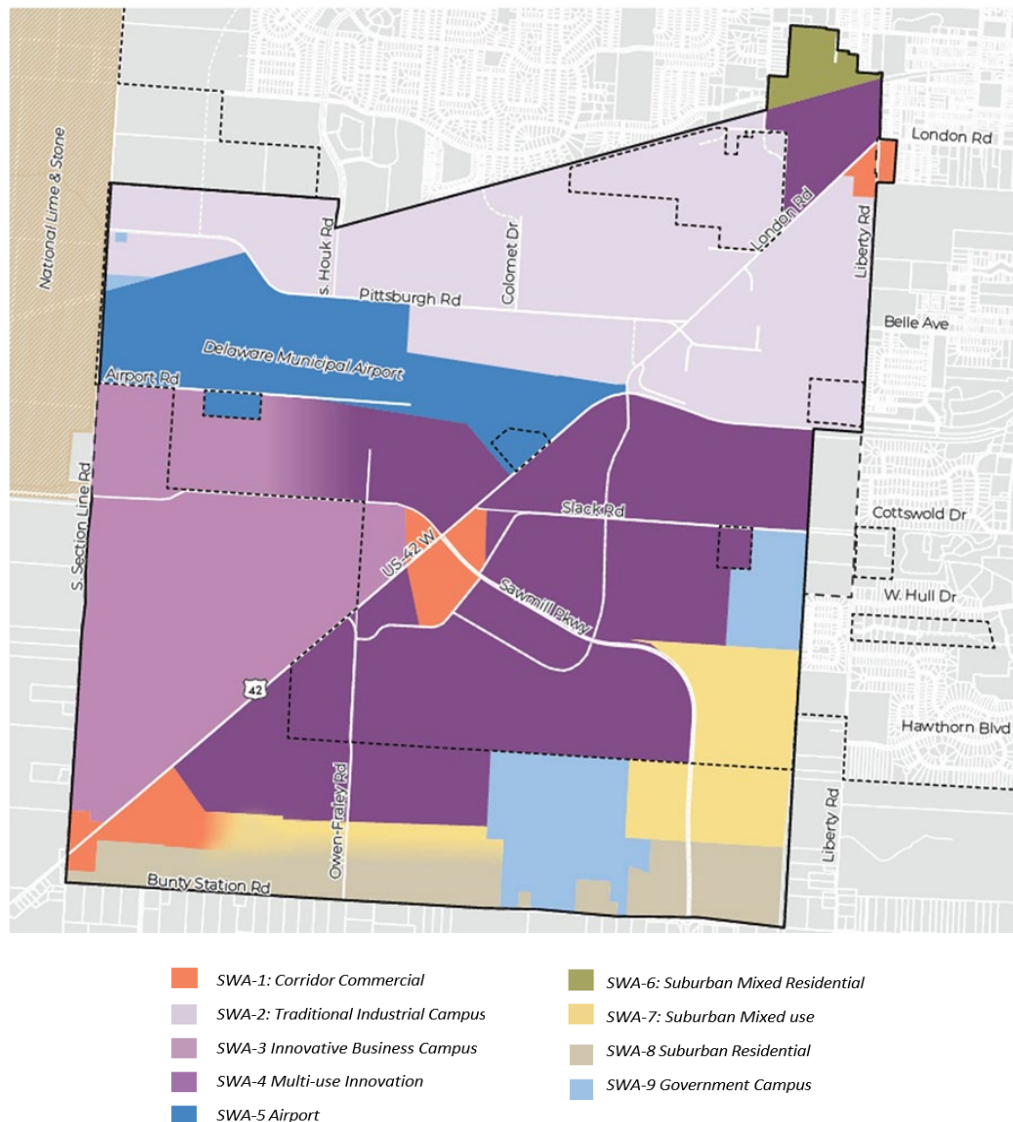


CHAPTER 1117. SOUTHWEST AREA OVERLAY (SWA)

1117.01. Purpose and intent.

- (a) Purpose. The Southwest Area District (SWA) is intended to implement the vision set forth in the Southwest Focus Area Plan to support existing businesses and increase employment opportunities in growing sectors, while promoting a vibrant mix of uses and strong sense of place.
- (b) Applicability. Any development proposed to occur within the corporate boundaries of the City of Delaware on land designated as SWA-1, SWA-2, SWA-3, SWA-4, SWA-5, SWA-6, SWA-7, SWA-8, or SWA-9 shall be required to meet the requirements of the Southwest Area District as specified herein in addition to all relevant regulations in the City of Delaware Planning and Zoning Code.
- (c) Conflicts. If the regulations within this section conflict in any manner with the City of Delaware Planning and Zoning Code, the provisions of the district shall prevail. All matters not covered by the district and its requirements shall be regulated by the requirements and standards contained in the City of Delaware Planning and Zoning Code.
- (d) Relationship to Design Guidelines. The design guidelines shall supplement the regulations contained within the code and will guide the Planning Commission in determining requests for approval.
- (e) Intent. The titles of each zoning sub-district reflect the general intent of each sub-district as part of the Southwest Area District. The following further describes the intent of each of the sub- districts.
 - (1) SWA-1: Corridor Commercial: Commercial frontage development is intended to serve the community at large and is typically located along major corridors or intersections. Uses may include retail, office, services, restaurant, recreation, and other uses in varying scales. Screening walls or landscaped berms are to be used between these areas and adjacent neighborhoods. An upgraded design is expected in keeping with other such areas in the City.
 - (2) SWA-2: Traditional Industrial Campus: Large lot subdivisions with infrastructure and lot sizes designed to accommodate buildings with large footprints. Roads are designed for easy access and to the weight of freight and heavy truck traffic.
 - (3) SWA-3: Innovative Business Campus: A light industrial and office business campus where Research and Development companies and other private entities develop integrated strategies that support thriving innovation ecosystems and attract entrepreneurs, startups, and business incubators.
 - (4) SWA-4: Multi-Use Innovation: An adaptation of the Innovative Business Campus that includes amenity rich uses such as hotel lodging, short-term rentals, restaurants, and tourism.
 - (5) SWA-5: Airport: A campus that supports the airport and its surrounding area. This area is well connected to public transportation systems, providing easy access to and from the surrounding area. The area is home to a variety of aviation businesses and offers a wide range of services to travelers and locals.
 - (6) SWA-6: Suburban Mixed Residential: Mixed residential development can range in type and scale, with a variety of housing types in one development often segregated into segments of like housing. Housing types include Single-Family, Single-Family Attached, and Multi-Family.

- (7) SWA-7: Suburban Mixed Use: Supports a mix of housing options with townhomes and three-story homes sitting at the sidewalk edge with small rear yards or alleys. On-street parking common but not required. Housing types include Single-Family Detached, Single-Family Attached, Two- Three Family, and Multi-Family.
- (8) SWA-8: Suburban Residential: Primarily characterized by individual subdivisions or neighborhoods with a specific street and block patterns adjacent to other subdivisions or neighborhoods with different patterns. A common characteristic of these neighborhoods is homogeneous housing types and architectural styles either in a block, along a street, or clustered in pods around a common open space.
- (9) SWA-9: Government Campus: Sites that include several blocks dedicated to buildings with a government function, including schools, normally also consisting of open space and / or parking to support the use.
- (f) Sub-District Map. The map is to be used as a guide for the general location of permitted uses but not intended to delineate exact boundary locations for sub-districts (i.e. the corridor commercial designation along US 42 could extend further into the Innovative Business Campus or Multi-Use Innovation sub-district if it is in proximity).



1117.02. Uses.

- (a) Intent. This section establishes the desired uses for land and buildings in each of the sub- districts. This is achieved through the variety of permitted, conditional, accessory, and temporary uses allowed in each sub-district. In some cases, special siting and size limitations to establish the desired development character shall apply.
- (b) General Provisions
 - (1) Permitted and conditional uses in each of the sub-districts are shown in Table 1. Permitted and conditional uses may be restricted by location, size, period of operation, or other use-specific standards as designated herein.
 - (2) Explanation of Terms
 - A. A “P” in a cell indicates a use that is permitted by right in that zoning sub- district, subject to compliance with any use specific standards referenced in Table 1 and the applicable provisions herein.
 - B. A “C” in a cell indicates a use that is allowed in that zoning sub-district provided the Planning Commission approved the conditional use according to the procedures set forth in Chapter 1129.
 - C. An “A” in a cell indicates a use that is permitted as an accessory use in that zoning sub-district, subject to compliance with any use specific standards referenced in Table 1 and the applicable provisions herein.
 - D. A blank cell indicates that the use is prohibited in that sub-district.
 - (3) Nonconformities. All nonconforming uses, buildings, structures, and lots are subject to the regulations in Chapter 1151.
 - (4) Determination of Similar Uses. Determinations of similar uses shall follow the procedure set forth in Section 1129.12.
 - (5) Permitted Uses. Permitted uses are permitted by right and shall meet all development standards specified within this Chapter and the Zoning Code, as applicable.
 - (6) Conditionally Permitted Uses. In addition to all standards specified within this Chapter, uses listed as conditionally permitted shall meet all current Zoning Code standards for approval of the Conditional Use Permit current at the time of application for the specific conditional use as well as any other regulations contained within the Zoning Code and applicable to the conditional use.
 - (7) Accessory Uses. Specified accessory uses are identified but other accessory use items that are customarily incidental and secondary to the principal use of the land are permitted. If the uses are specified as conditional uses, the process and limitation shall apply regardless of accessory use status.
 - (8) Permitted Use Table: See Table 1

TABLE 1: SOUTHWEST AREA DISTRICT PERMITTED USES

USE	SWA-1	SWA-2	SWA-3	SWA-4	SWA-5	SWA-6	SWA-7	SWA-8	SWA-9
Residential Uses									
Single-Family Attached						P	P	P	
Single-Family Detached						P	P	P	
Two-Family						P	P		
Three-Family						P	P		
Multi-Family						P	P		
Commercial Uses									
Airport & Airport Related Uses					P				
Automotive Sales & Rental			C		A				
Brewery, Distillery, Winery, Cider (Macro)			P	P					
Brewery, Distillery, Winery, Cider (Micro)	P		P	P	P				
Daycare, Adult and Child	P	C	C	C		P	P	P	
Drive-Thru Facility				C		C			
Financial Institutions, Banks		P	P	P			C		
Gasoline Station	C				P				
Health Club	P	P	P	C		C	C		
Hotel/Motel	P		C	P	C				
Indoor Recreation & Entertainment	C		C	C					
Micro-Fulfillment Center		P	P	P		C			
Office, Administrative, Business, & Professional	P		P	P	P	C	C		
Office, Medical & Dental	P	P	P	P		C	P		
Outdoor Recreation & Amusement	C		C	C					
Parking Garages	P	P	P	P	P	P	P		P
Restaurant, Counter Service	P			P	P	P	P	P	
Restaurant, Table Service	P			P	P	C	P	P	
Retail Sales & Service, Neighborhood Scale	P		P	P		C	P	C	
Retail Sales & Service, Large-Scale	P			C		C	C		
Institutional Uses									
Colleges, Universities, Educational Research Establishment, Laboratory		C							P
Public Cultural Institutions & Art Galleries	P	P				P	P		P
Public Parks & Playgrounds	P			P		P	P		P
Public Safety & Service Facility	P	P			P		C		P
Public Utility Substation		P			P				P
School, Public or Private							C	C	P
Schools; Trade, Business & Arts		C							P

TABLE 1: SOUTHWEST AREA DISTRICT PERMITTED USES

USE	SWA-1	SWA-2	SWA-3	SWA-4	SWA-5	SWA-6	SWA-7	SWA-8	SWA-9
Industrial Uses									
Distribution Facility/Truck Terminal		P	P		P				
Indoor Storage Facility		C			C				
Indoor Cultivation		P	P	P					
Manufacturing, Artisan		P	P						
Manufacturing, Light		P	P						
Manufacturing, Heavy		P							
Processing, Industrial		C							
Research & Development Facility		P	P		P				
Training Facility		P	C		P				
Warehouse		C	C		C				
Accessory Uses									
Drive-Thru Facility	A			A		A			
Motor Vehicle Storage, Accessory	A				A				
Outdoor Dining and Seating	A			A		A	A		
Outdoor Display and Retail	A			A			A		
Outdoor Storage, Accessory	A		A						
Warehouse, Accessory		A	A	A	A				

¹Airport and Airport Related Uses shall include all listed uses in Section 1145.07.

²Temporary Uses shall comply with all supplemental regulations in Section 1149.01

1117.03 Site development standards

- (a) Intent. The intent of the Southwest Area District is to foster appropriate development standards that encourage a development pattern and form that is set forth in the Southwest Focus Area Plan.
- (b) Applicability. The standards set forth in this chapter establish the regulations for the arrangement and development of land and structures within the SWA sub-districts.
- (c) General Development Standards. Table 2 outlines the general development regulations for land and structures within the SWA sub-districts.

TABLE 2: SOUTHWEST AREA DISTRICT GENERAL DEVELOPMENT STANDARDS

	SWA-1	SWA-2	SWA-3	SWA-4	SWA-5	SWA-6	SWA-7	SWA-8	SWA-9
Minimum Lot Size¹	N/A	3 acres	3 acres	21,780 ft ² (½ acre)	21,780 ft ² (½ acre)	6,000 ft ²	5,250 ft ²	6,000 ft ²	3 acres
Minimum Lot Width	N/A	200 feet	200 feet	100 feet	100 feet	50 feet	42 feet	50 feet	200 feet
Maximum Lot Coverage	N/A	70%	80%	70%	70%	N/A	N/A	N/A	80%
Maximum Building Height²	45 feet	50 feet	50 feet	50 feet	50 feet	45 feet	35 feet	35 feet	50 feet
Minimum Front Setback	25 feet	50 feet	50 feet	25 feet	25 feet	25 feet	25 feet	25 feet	50 feet
Minimum Side Yard Setback	N/A	20 feet	10 feet	10 feet	10 feet	6 feet	6 feet	6 feet	10 feet
Minimum Rear Yard Setback	N/A	10 feet	50 feet	10 feet	50 feet	35 feet	20 feet	35 feet	50 feet
Parking Location	Rear	Front Side/Rear	Front Side/Rear	Rear	Front Side/Rear	Rear	Rear	Front Side/Rear	Front Side/Rear
Minimum Percentage Open Space	5%	10%	10%	5%	10%	5%	15%	5%	10%

¹ Residential development located on a corner lot shall comply with the lot size requirements of Section 1171.08(d)(5).

² Exceptions to height limitations under Section 1149.07 are applicable to buildings within the SWA.

(d) Design Requirements.

- (1) Applicability. All new non-residential buildings and major redevelopments regardless of use shall meet the following building design requirements. New buildings and additions shall be designed with appropriate and compatible colors, materials, and architectural patterns and include similar and/or repeating patterns of design elements such as cupolas, wind vanes, dormers, detailed and well-defined cornices on flat roof structures, columns, awnings, or other elements as determined through the review process.
- (2) Commercial and Industrial Design Requirements.
 - A. The architectural design of all buildings shall establish proper transitional relationships with adjacent developments. Quality architecture shall be utilized with a consistent look and feel. All structures shall be designed to be architecturally compatible with each other by employing similar roof pitches, architectural details, and be constructed of compatible exterior building materials. Exterior materials shall be primarily masonry incorporating brick and/or stone with appropriate accent materials. All buildings and portions thereof shall retain traditional building massing. Buildings shall incorporate

elements and forms that reduce large masses into an assemblage of definable parts. The scale of the buildings(s) shall be aided through the use of different materials and architectural elements to help reduce the perception of the building mass.

- i. No masonry shall be painted or altered without prior approval from the Planning and Community Development Department.
 - B. Required architectural features shall include transparent store and office fronts and other appropriate features to emphasize and reduce the building scale at the front.
 - C. There shall be no apparent rear to any building that has public facing elevations and windows and other architectural features shall be utilized to break up expanses of blank walls.
 - D. Roof and ground mounted equipment including HVAC systems, service ladders and the like shall be appropriately screened by physical barriers consistent with building design and/or landscaping.
 - E. Dumpsters shall be inconspicuously placed if possible. Screening on three sides of the trash receptacle shall consist of a solid, opaque enclosure constructed of masonry, and shall be consistent with the architectural character of the development or principal building or structure. The open end of the enclosure shall have a 100% solid opaque metal, vinyl, PVC, or wooden gate that includes stop pins to lock the gates open for servicing and which are not readily degradable due to sunlight, moisture, or wind, with self-closing hinges. Said gates shall remain closed at all times, except while being serviced by the refuse company.
- (3) Residential Design Requirements. New residential buildings and major redevelopment shall comply with Chapter 1171 Design Criteria and Performance Standards and any supplemental design requirements contained herein.
- A. Multi-Family Residential Supplemental Design Guidelines. Structures shall include a minimum of 40 percent of brick and/or stone on public facing elevations.
- (f) The above requirements are not all encompassing and additional requirements during review may be necessary to meet the intent of 1117.03(d) of this section.
- (g) Landscaping, Tree Removal, and Replacement. Any new development activity shall comply with all tree removal, landscaping, and screening requirements per Chapter 1166 and Chapter 1168 of this code.
- (h) Parking and Lighting. Development shall conform to Chapter 1122 Parking and Loading and Chapter 1123 Lighting of this code.

1117.04 Procedures.

- (a) Commercial and Industrial Development that conforms to the requirements of 1117.02 Uses and 1117.03 Site Development Standards does not require development plan review.
- (1) The applicant shall submit all items set forth in the checklist for administrative review on file with the Planning and Community Development Department.
 - (2) Once the review is completed by all departments and all plans have been approved, a certificate of building and zoning compliance shall be issued to the applicant.
- (b) Any residential development, or mixed-use development with a residential component, that conforms to the requirements of 1117.02 Uses 1117.03 Site Development Standards, must apply for a development plan approval as set forth in Chapter 1129 Procedures of this code.
- (c) Any conditional use that conforms to the requirements of 1117.02 Uses and 1117.03 Site Development Standards, shall be required to apply for a Conditional Use approval from Planning Commission as outlined in Chapter 1129 Procedures of this code, prior to obtaining permits.

- (d) Should an applicant propose a development that does not conform to the requirements of 1117.02 Uses and 1117.03 Site Development, they may choose to make application to rezone the property and proceed through standard rezoning and development plan procedures outlined within this code.
- (e) The Planning and Community Development Director reserves the right to require any development to proceed through development plan review should there be discrepancy between the applicant and staff concerning conformance to the requirements of this chapter.

1117.05 Airport vicinity.

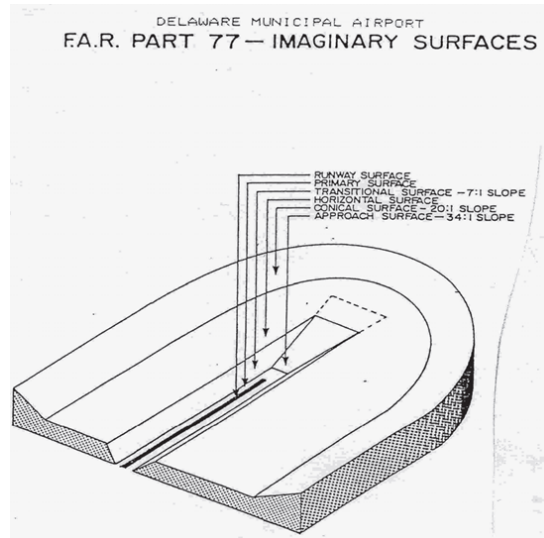
- (a) Development within proximity to the airport, as outlined in the Airport Operations Map in the Airport Master Plan as approved by City Council, shall adhere to the following requirements:

- (1) The following height restrictions shall apply to all buildings and structures, whether permanent or temporary, as described herein and on the accompanying illustration:

- A. Transitional Surface. The Transitional Surface is an imaginary inclined surface that extends seven (7) feet outward for each one (1) foot upward (7:1) beginning on each side of the Primary Surface and from the sides of the Approach Surface thence extending upward to the Horizontal Surface.

- B. Conical Surface. The Conical Surface is an imaginary inclined surface that extends twenty (20) feet outward for each one (1) foot upward (20:1) for four thousand (4,000) feet beginning at the edge of the horizontal surface and upward extending to a height of three hundred and fifty (350) feet above the airport elevation.

- C. Horizontal Surface. The Horizontal Surface is an imaginary horizontal plane one hundred and fifty (150) feet above the established airport elevation, the perimeter of which is constructed by swinging arcs, whose length depends on runway properties, from the center of each end of the Primary Surface and connecting the adjacent arcs by lines tangent to those arcs.



- (2) Notice. If any object of proposed construction located within 20,000 feet of the Delaware Airport runway surface will penetrate and exceed the slope of 100:1 horizontal (100 feet horizontally for each one foot vertically) from the nearest point of the runway, then the applicant must show proof of filing an FAA Form 7460-1, Notice of Proposed Construction or Alteration of an Object that may Affect the Navigable Airspace, in accordance with FAA Advisory Circular 70/7460-2k, as amended
 - (3) Determination Report. A copy of a FAA determination report as a result of filing the FAA Form 7460-1, Notice of Proposed Construction or Alteration of an Object that may Affect the Navigable Airspace, shall be submitted with a Development Plan or Administrative Review.
 - (b) Avigation Easements. Avigation easements shall be conveyed to the City of Delaware by all new land uses and/or buildings or structures permitting the right of flight in the airspace above all properties located within the Airport Operations Map. Such easements shall be supplied in a form prescribed by the City Manager and shall be recorded on the title of the subject property.



Southwest Focus Area Plan

City Of Delaware, Ohio

April 26, 2024

SOUTHWEST FOCUS AREA PLAN

City of Delaware, Ohio

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Cody Hatten	Economic Development Project Manager

ELECTED OFFICIALS

Carolyn Kay Riggle	Mayor
Kent Shafer	Vice Mayor
Catlin Frazier	Council Member At-Large
Linsey Griffith	Council Member Ward 1
Stephen Tackett	Council Member Ward 1 (Former)
Adam Haynes	Council Member Ward 2
Cory Hoffman	Council Member Ward 3
Kevin Rider	Council Member Ward 4
Drew Farrell	Council Member Ward 4 (Former)

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A SPECIAL THANKS TO

The stakeholders and community members who dedicated their time and attention to this important process.

A LETTER TO THE COMMUNITY

It is an exciting time for the City of Delaware. The City is thriving as one of Central Ohio's premier communities, and continues to attract residents and businesses. In light of this growth, the Southwest Focus Area was identified as a top priority for investment and development in the Delaware Together Comprehensive Plan (2021). The Southwest Focus Area has many assets, with an existing business and industrial base, roadway and utility infrastructure, and an active airport. These qualities will be the foundation for area's further transformation into an even more significant employment generator and one of the City's next great places.

The Southwest Focus Area Plan provides specific guidance for future development, along with new zoning regulations designed to support the implementation of the plan's recommendations. The plan is centered around multiple core ideas—that the very large area can accommodate a range of complimentary uses and activities; that it is possible to capitalize on the successful businesses that exist as well as recent infrastructure investments to attract new, target industries and support quality jobs; that residential development, especially housing for the workforce, can be incorporated; and that deliberate planning can foster a vibrant mix of uses, amenities, services, and quality places that will help the area evolve into a true neighborhood.

The time horizon for this plan is ten years, and it is anticipated that development will take place in phases. The full evolution of the area, including anticipated private development and the integration of all public improvements, may take several decades. The way in which the area develops will also be impacted by regional market forces and other trends. The plan recognizes uncertainty in these forces and trends and puts forth a framework for the development of the area that balances predictability with a recognition that some uncertainty is inevitable. This framework provides residents, businesses, potential investors, and others a strong understanding of what they can reasonably expect in the area—with flexibility to allow for a variety of possible uses and activities that may be driven by changing demands and preferences.

Most importantly, the plan is about taking good stewardship of land resources in order to maximize positive impact both on the City as a whole and on the people who will spend time in the area each day. We look forward to implementing the plan and seeing its recommendations become a reality.

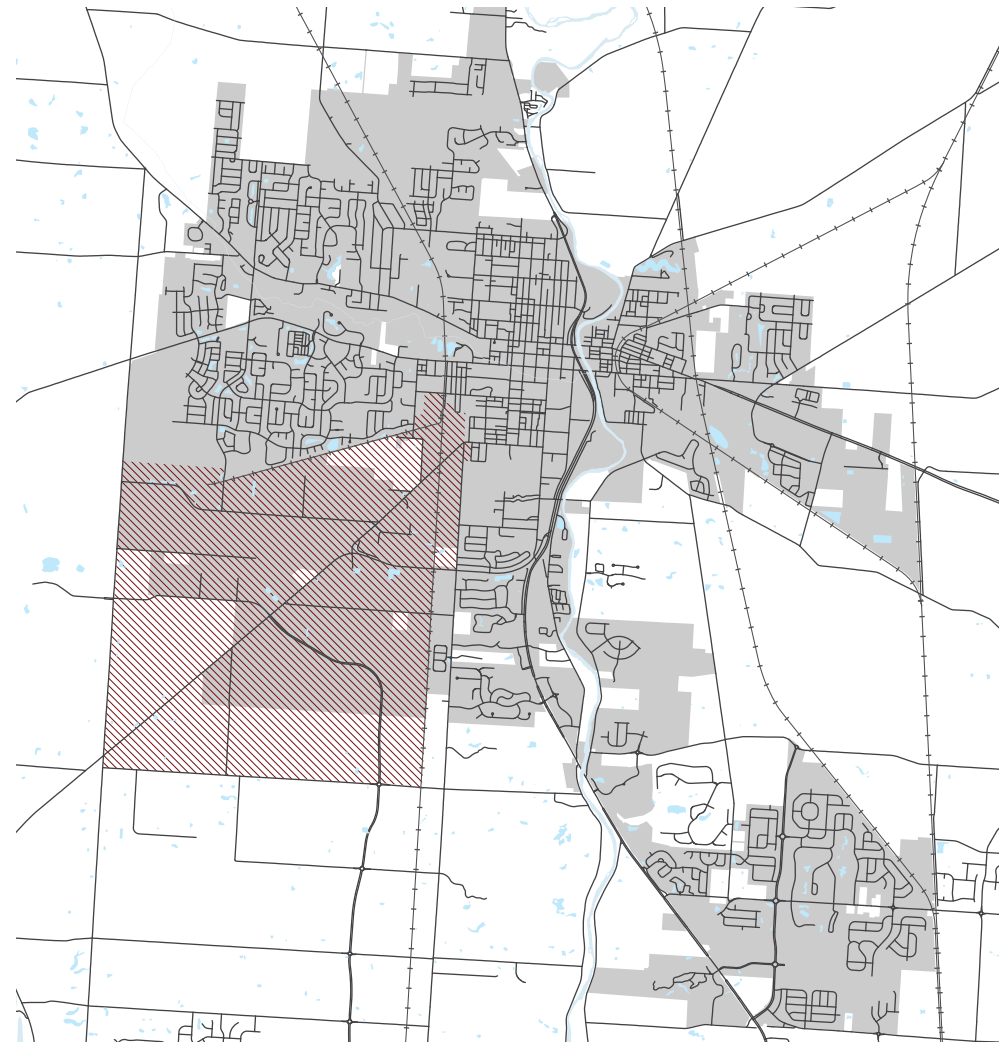
An aerial photograph of a construction site. In the foreground, a large, rectangular building with a corrugated metal roof is under construction. To its right, a road runs diagonally across the frame. Further back, another building is under construction, with its steel framework visible. To the right of the road, there is a large, dark, irregularly shaped pond or reservoir. The background shows a flat landscape with some trees and distant hills under a clear sky.

1. Introduction

1.1 MOTIVATION FOR PLANNING

The Southwest Focus Area was identified in the Delaware Together Comprehensive Plan as one of six areas needing special attention and focus to help guide future land use and development decisions. The Southwest Focus Area includes a strong existing business and industrial base that has played a major role in Delaware's economic development and fiscal health. Additionally, it contains critical assets and significant roadway infrastructure. The Southwest Focus Area Plan provides the City with a chance to create a new, vibrant part of the city with amenities and services that will attract workers and residents over the next decade, and beyond.

CONTEXT MAP, SOUTHWEST FOCUS AREA



LEGEND

 City of Delaware	 Waterbodies	 Roads
 Focus Area Boundary	 Rail	

1.2 GUIDING PRINCIPLES

Guiding principles were developed early on in the planning process to explain the underlying values guiding planning in the area. They reflect sentiments shared by City Staff, a Task Force that helped guide the plan's development, and the community members who were engaged in the work.

- Recognize distinctive character and different opportunities for sub-areas.
- Create nodes and gateways to strengthen sense of place.
- Integrate amenities to create a vibrant mix of uses and services to the benefit of local workers and residents.
- Promote land use compatibility with the County and adjacent townships.
- Accommodate flexible buildings that allow for a wide range of uses and change over time.
- Coordinate development with roadway improvements to ensure adequate site access for business needs, ease of traffic flow, and public safety.
- Explore opportunities for enhanced mobility by means other than car (transit, bicycle, pedestrian).
- Encourage workforce housing in select locations.
- Support existing business operations.
- Increase employment opportunities in growing sectors.
- Capitalize on the airport and create synergy with other uses and activities.
- Promote development that can be supported by realistic and fiscally responsible water and sewer infrastructure investments.
- Manage stormwater effectively to reduce potential impacts of flooding on businesses, residents and the natural environment.
- Leverage infrastructure in the area from a logistics standpoint (rail, proximity to smart corridor).



1.3 DELAWARE TOGETHER

The Delaware Together Comprehensive Plan (2021) identified six Focus Areas where significant change could reasonably be expected to occur within a decade of the plan's adoption, including the Southwest Focus Area.

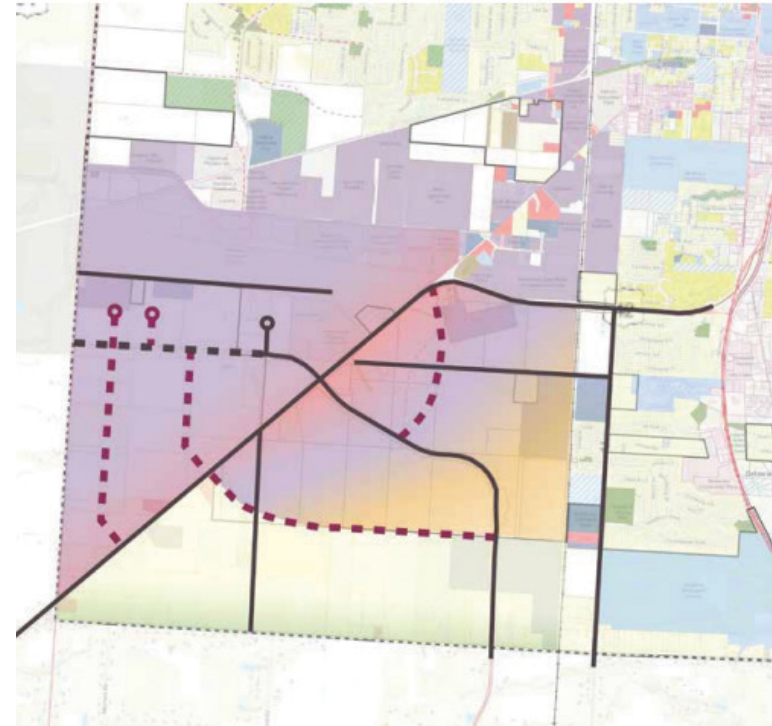
GUIDANCE FOR AREA PLANNING

Delaware Together recognized that the southwest portion of the City included three existing business parks: the Delaware Business Park, the Innovation Park, and the Delaware Crossing Business Center; as well as the Delaware Municipal Airport. The largely undeveloped southern portion of the area was recognized as an opportunity for new development, including a mix of commercial, residential (with a focus on workforce housing), and other uses. The plan emphasized the need to ensure that new development would be coupled with enhancements to the physical environment, including streetscape improvements, nodes and gateways, as well as amenities and services, from restaurants to railways.

CONCEPT MAP AND DEVELOPMENT TYPES

Delaware Together included a concept map (right), which indicated potential future development types that could support the vision put forth for the area. The map was anticipated to be refined through a future area planning process. It included a combination of business campus, commercial corridor, and residential development types. Business campus was the primary development type anticipated, with commercial corridor primarily along US-42, and residential types more prevalent to the south and southeast of the area.

CONCEPT MAP, SOUTHWEST FOCUS AREA FROM DELAWARE TOGETHER, 2021



Source: Delaware Together Comprehensive Plan (2021)

LEGEND

- Suburban Residential
- Suburban Mixed Use/ Traditional Small Block Residential
- Commercial Corridor (Neighborhood)
- Business Campus
- Suburban Mixed Residential
- Concept Roads

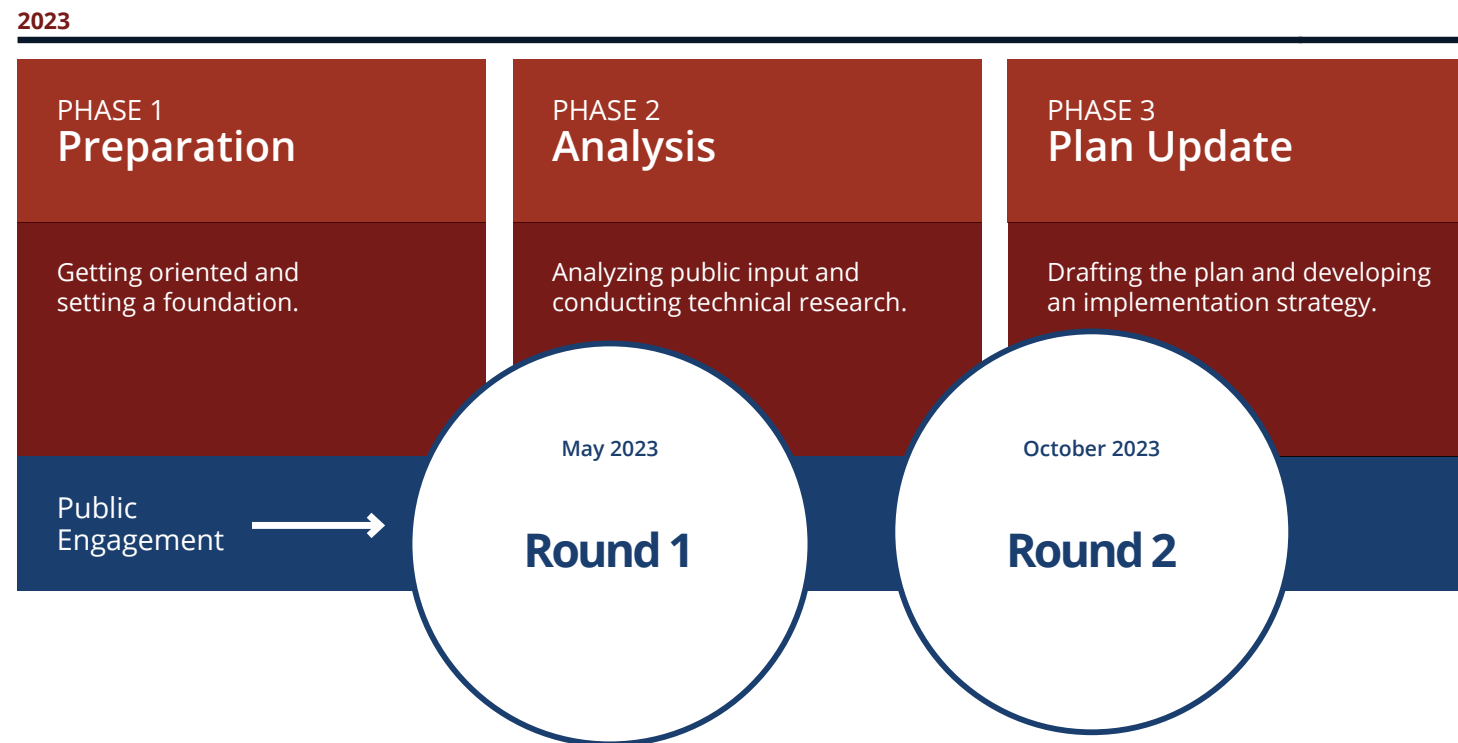
Notes: Map created in 2019. Concept roads do not reflect current thoroughfare plan. The area boundaries were adjusted as part of the Focus Area planning process.

1.4 PUBLIC PROCESS

Two rounds of public engagement were held during the planning process. Each round included opportunities for both in-person interaction and online review and comment.

TIMELINE

The planning process began in March 2023 and lasted ten months. It was shaped both by input from the community and technical research and analysis. The process included three phases of work; the two rounds of public engagement were designed to inform the second and third phases.



TASK FORCE

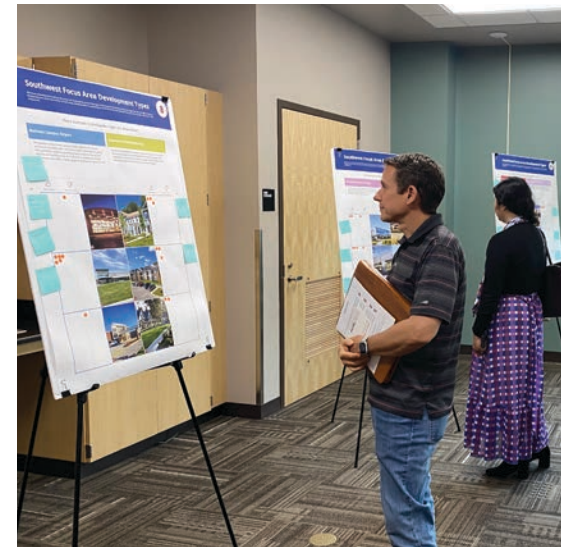
A Task Force was convened to provide guidance on the process and substance for the plan. The Task Force worked closely with City Staff, the consultant team, and other community members to bring insight and perspective to the planning process. They advised on the plan's substance, helping staff and the consultant team interpret technical analysis and apply it to the plan's recommendations. They also acted as spokespeople for the process and helped spread the word of the planning effort to encourage community participation. The Task Force met three times over the course of the planning process and participated in the public engagement events.

STAKEHOLDERS

Targeted meetings and interviews were conducted with stakeholders to better understand Delaware's needs, and the hopes and concerns of certain groups that would be most impacted by changes to the area. Stakeholders included major property owners, City and local Township officials, potential developers, school district officials, and others with important perspectives.

COMMUNITY MEMBERS

Members of the public were invited to participate in two rounds of public engagement. The first round of engagement was held in an open house format in May, 2023. The open house was design-focused and addressed planning and development issues in the Southwest Area. Members of the public were encouraged to share their ideas for the area on large-scale maps and display boards. The activities were also available for online/virtual participation on the project website. The second round of engagement built upon input collected from the public in the first round. The second round was also in the form of an open house and took place in October, 2023. It featured a short presentation and display boards with more evolved ideas for the area and draft recommendations. The contents of this round were also made available for comment online.



An aerial photograph of a suburban landscape. In the center, a residential neighborhood with many houses and trees is visible. To the left, there is a large, open field, possibly a golf course. To the right, a baseball field is visible. The foreground shows a road and some trees. The overall scene is a mix of developed and natural areas.

2. Framework

2.1 SOUTHWEST FOCUS AREA TODAY

The Southwest Focus Area, spanning over 3,800 acres, has long been the industrial and business hub of the City and is home to many large and small businesses of varying specialties. This area also includes the Delaware Municipal Airport and major industrial and commercial corridors including U.S. 42 and Sawmill Parkway. In addition, the area includes significant undeveloped land both within the incorporated and unincorporated portions of the City’s utility boundary.

EXISTING LAND USE (see map on p. 9)

Existing land use in the northern portion of the area is primarily existing business park, categorized as industrial land use. There is also land allocated for commercial use, and a significant area allocated to the Delaware Municipal Airport, categorized as government. Agricultural and single-family uses predominate in the southern portion, in addition to some commercial and industrial (mostly vacant) uses.

EXISTING ZONING (see map on p. 10)

Existing zoning in the northern portion of the area is primarily general manufacturing. The southern portion of the area is a mix of primarily agricultural, farm residential, industrial, and light manufacturing. The inconsistency in zoning between the northern and southern portions of the area present a significant barrier to the pursuit of a coordinated long-range plan for the future.

EXISTING INFRASTRUCTURE (see map on p. 11)

The entire area is within the City’s utility boundary and is well-served by existing water and sewer infrastructure. Current uses and activities are well serviced by U.S. 42, Sawmill Parkway, Pittsburgh Drive, and London Road. Infrastructure expansion/improvements will be needed to support desired future development in the undeveloped portions of the area.

3,814 Total Acres

4,500+ Number of Employees



Airport Averages
75 Jets Per Month

\$95K Average Value
Per Currently
Used Acre



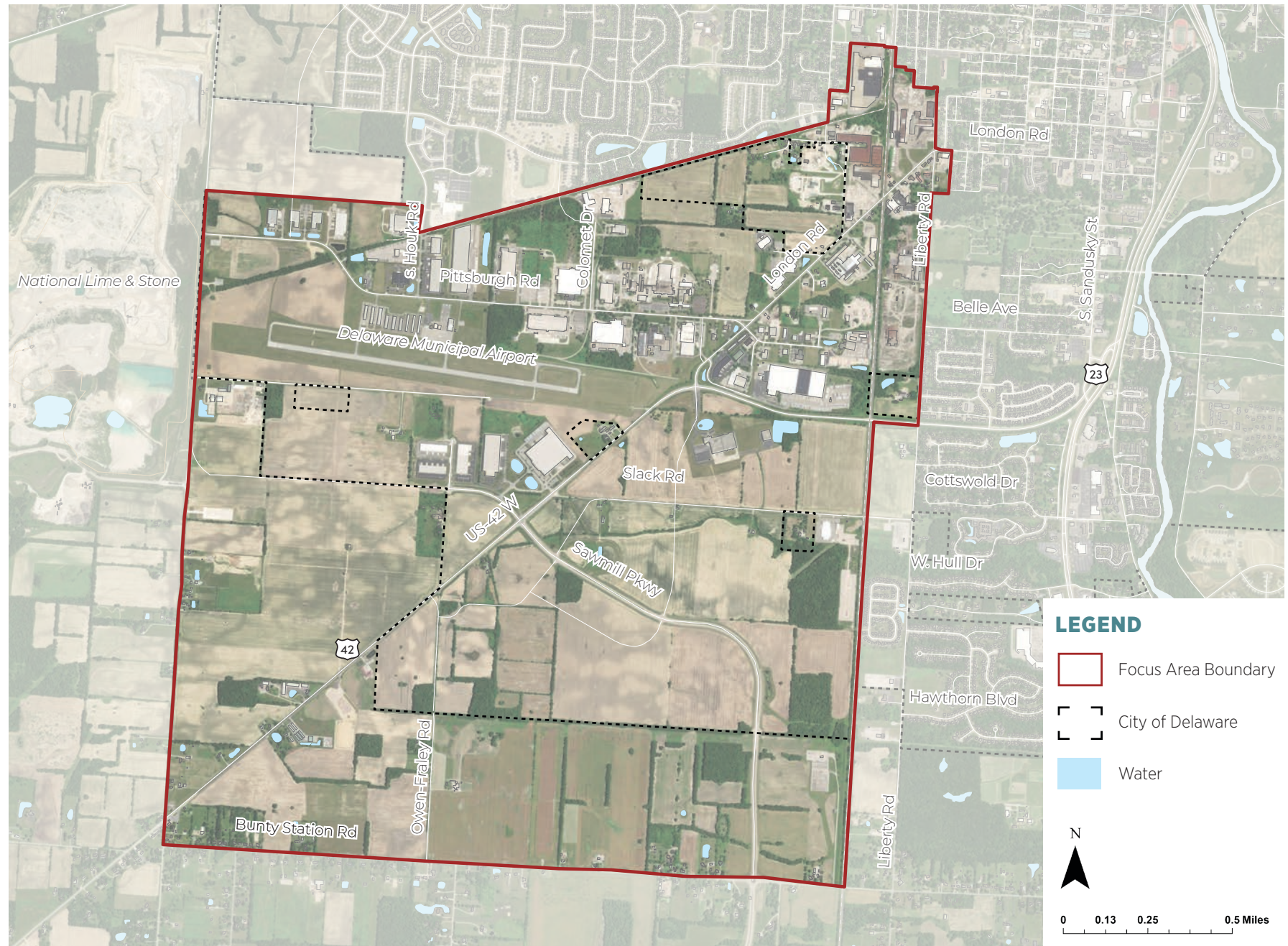
Largest
Employers:
PPG, ONDA,
Advanced
Microgrid
Solutions

\$172M Potential
Investment South
of the Airport

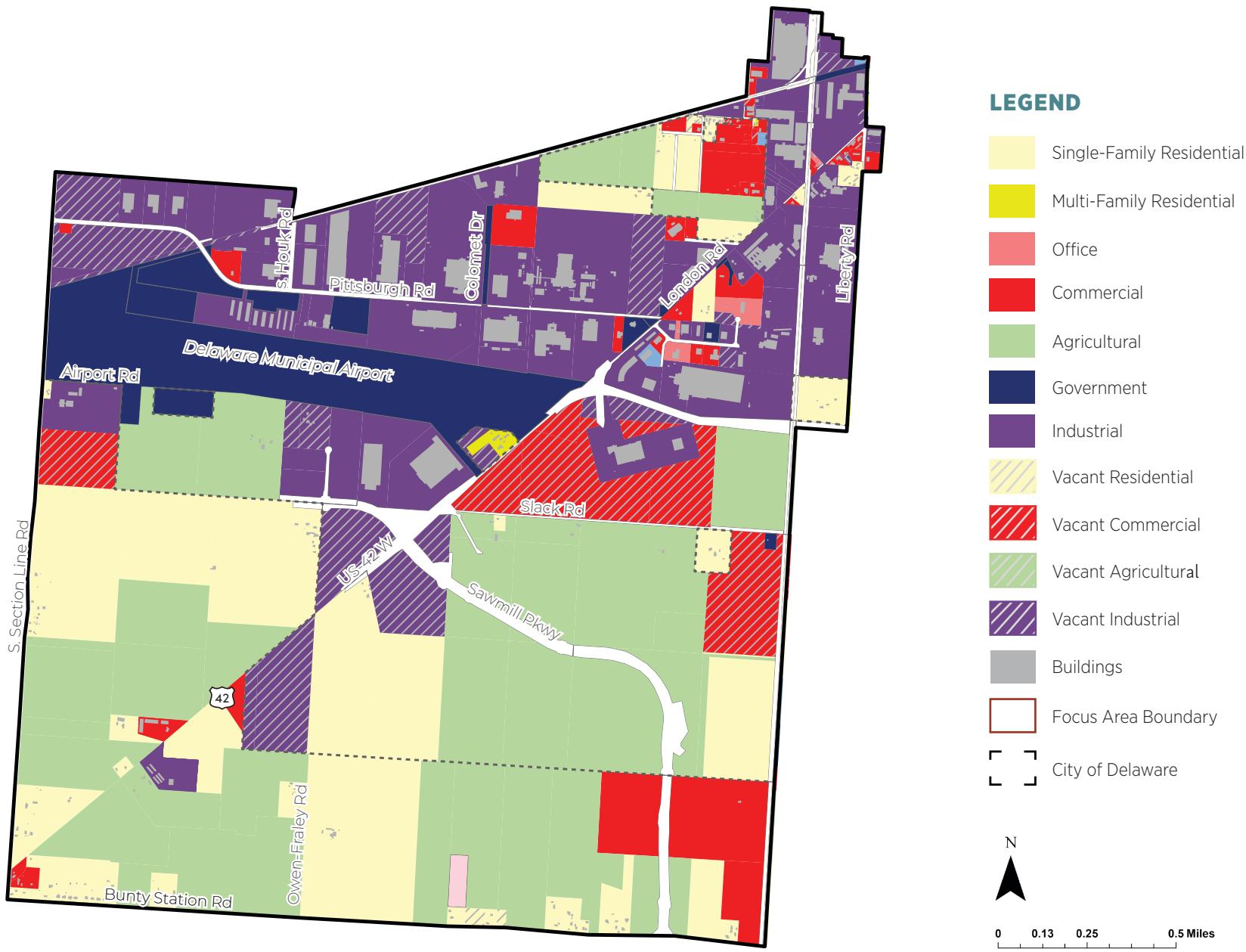
.6mi Planned of
Sawmill Parkway

\$3.1M Potential New
Payroll with Inno-
Pak’s Expansion

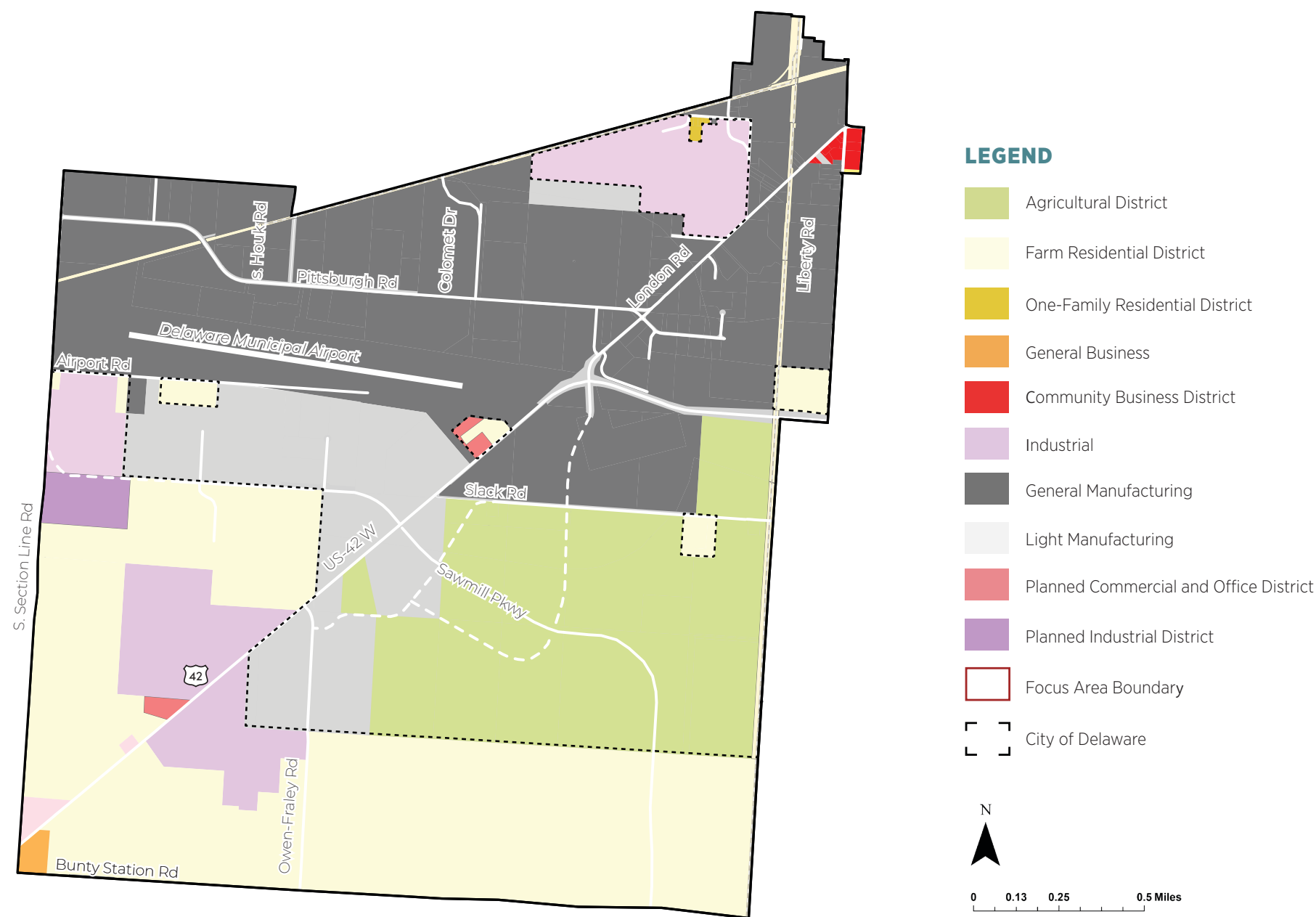
AERIAL MAP, SOUTHWEST FOCUS AREA



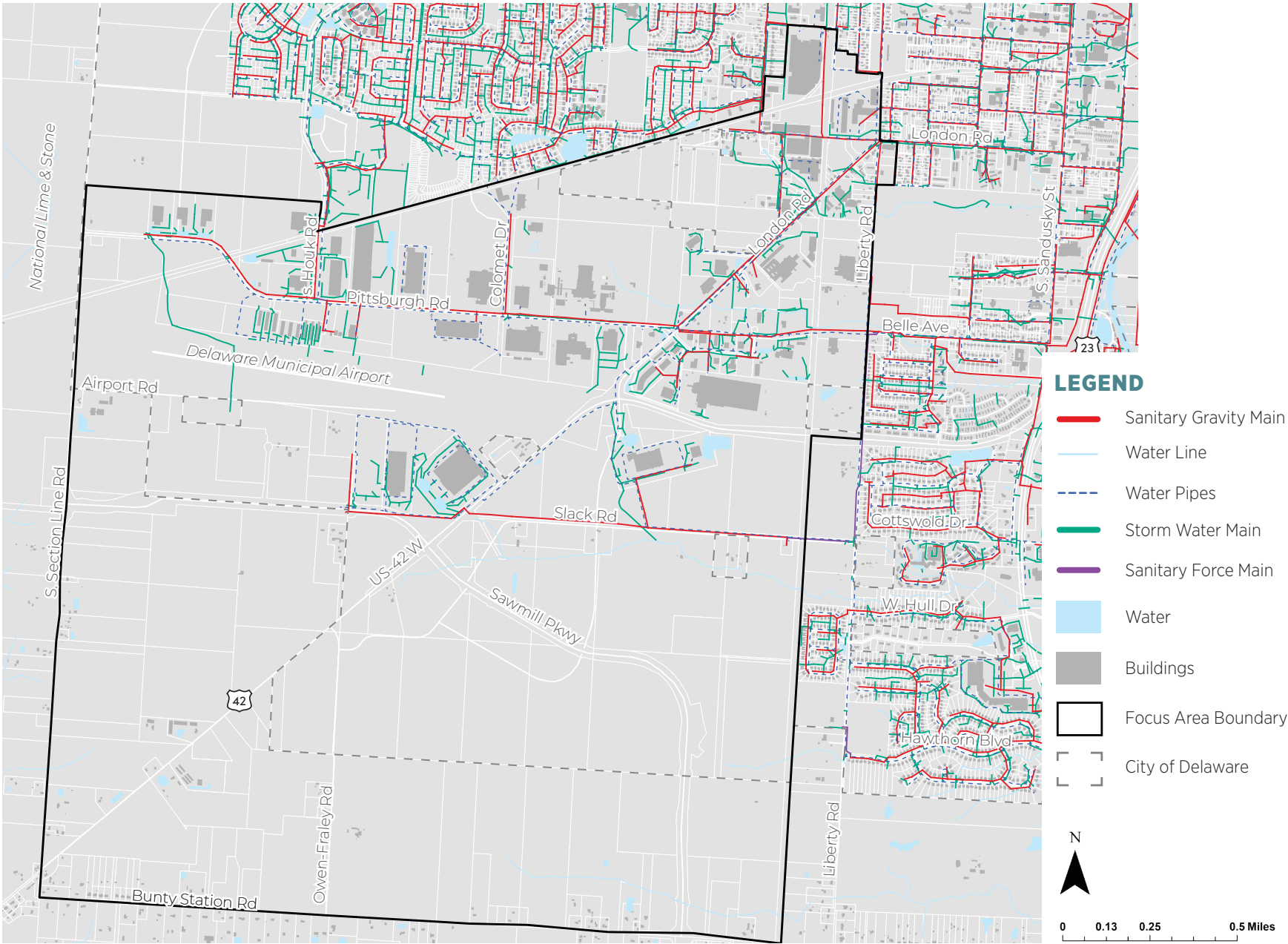
EXISTING LAND USE MAP, SOUTHWEST FOCUS AREA



EXISTING ZONING MAP, SOUTHWEST FOCUS AREA



EXISTING AREA INFRASTRUCTURE MAP, SOUTHWEST FOCUS AREA



FISCAL CONTEXT

In 2022, as follow up to the Delaware Together plan, the City of Delaware engaged a consultant to conduct a fiscal analysis. This analysis assessed the City's long-term fiscal sustainability, and estimated the impact of development types put forth in Delaware Together on net revenues. It included demographic and employment projections, which are needed to project revenues and expenditures.

The study found that there is currently a structural excess of revenues over net expenditures. This continues over the current decade, but the more rapid projected growth of expenditures causes a steady decrease in the excess. The analysis identified an array of "business-type activities" that rely on user fees to be fully self-supporting. These include water, sewer, and storm sewer services; refuse services; and the Hidden Valley Golf Course. The airport within the Southwest Focus Area, also falls into this category. In addition, the plan identified street maintenance is a particular concern and need.

While a range of strategies were identified to address a potential growing gap between expenses and revenue, the document put forth that by far the most productive way to address the narrowing excess of revenues over expenses is to increase the income tax rate. However, this does not signify that the City should focus solely on revenue-generating land uses. Housing, for example, at all levels was a clearly-needed type of development in the City. Rather, the findings of the analysis underscore some of the key ideas behind the Southwest Focus Area Plan: commercial and industrial properties make a positive total contribution to the budget, but focusing on them exclusively will not yield the long-term results the City needs. A vibrant mix of uses, and a focus on placemaking opportunities, attracts visitors and new residents, and improves quality of life. Coupled with other strategies to address the cost on infrastructures and align employment with fiscal goals, the City will be well positioned to improve its fiscal position in the long term. This approach should be as much as focus for Southwest Focus Area, if not more so, as it is in other parts of the City.

2.2 DEVELOPMENT CONSTRAINTS

Natural and environmental features in the Southwest Focus Area, along with the existing infrastructure map presented in Section 2.1 of this plan, will influence how, where, and what type of development could move forward. In general, the area is relatively free of major development constraints, although some important constraints must be taken into consideration.

SUMMARY OF CONSTRAINTS

Topography. The land is relatively flat with few topographical features. Topography is therefore not a major constraint for the area.

Water Bodies. There are a limited number of small pond areas that should be taken into consideration relative to new development, which are depicted on the map on page 14.

Wetlands. According to the National Wetlands Inventory, there are several, small wetland areas (with a high water table and specific vegetation) that constrain development within the area. These areas are depicted on the map on page 14.

Tree Stands. Clustered wooded areas and individual trees exist on the site as depicted on the map on page 14. However, many of the existing trees are not high quality and it is reasonable that some could be removed and replaced elsewhere and with higher quality trees. A tree inventory could also be conducted to assess tree quality to help inform tree removal decisions.

Watersheds. The area is partially within the Olentangy and partially within the Scioto watershed boundary. This boundary helps to determine where and in what direction water flows, which should be taken into consideration in preparing site plans for new development.

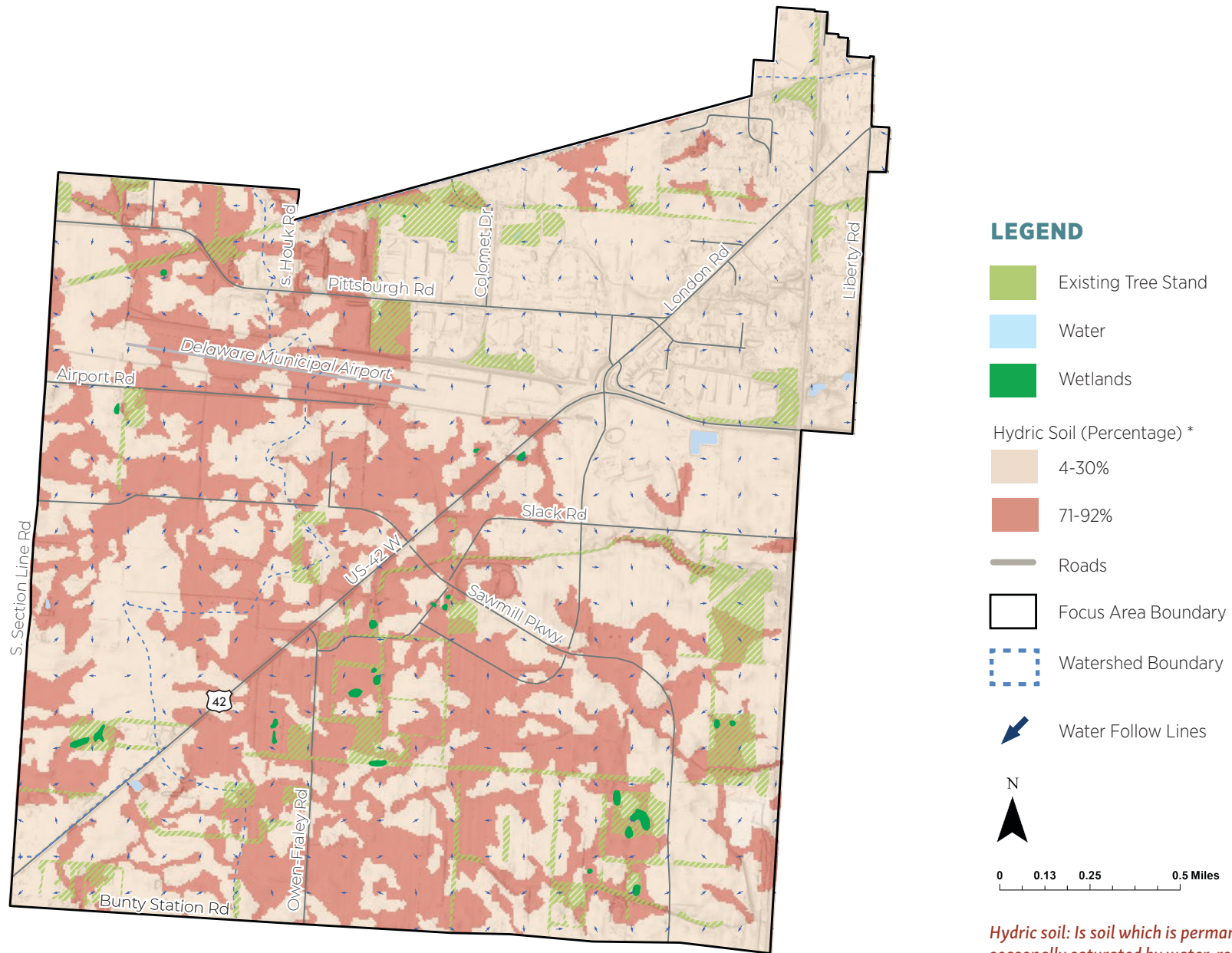
Hydric Soils. Some parcels within the site are unusable or more challenging to develop due to poor soil drainage / flat terrain. More regularly saturated areas are depicted in the map on page 14. The City should align recommendations regarding new development with its Stormwater Master Plan.

Flood Zones. This plan does not include an analysis of flood zones, but the City should consult FEMA 500 and 100-year flood maps, which can change over time, to determine if any flooding conditions must be taken into consideration in planning for new development.

Soil Quality. This plan does not include an analysis of soil quality, but the City should work with the Delaware County Soil and Water Conservation District to determine if there are any soil quality-related constraints in the area that might impact new development.

Utilities. As depicted on the Existing Area Infrastructure Map shown on page 12, the developed portion of the site to the north is well-supported by water and sewer infrastructure, but infrastructure will need to be extended as development moves forward on the remainder of the site. Development will also be constrained, by high power electrical lines, utility easement, and the high-pressure gas line on the site.

DEVELOPMENT CONSTRAINTS MAP, SOUTHWEST FOCUS AREA



2.3 OPPORTUNITIES

The Opportunities Map describes the potential of specific areas with the Southwest Focus Area. It is intended to be conceptual and was created to help lay a foundation for the Future Development Types Map.

DEVELOPMENT NODE

Encourage a mix of commercial and/or mixed-use development and higher intensity of uses.

GATEWAY ENHANCEMENT

Improve frontage and add amenities to distinguish the area from other parts of the City.

LOCATION WAYFINDING

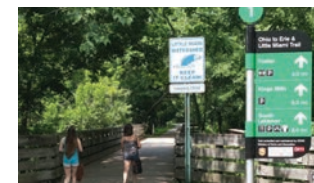
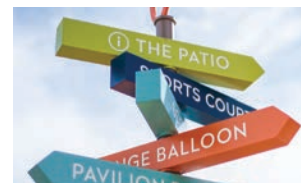
Facilitate navigation by providing signage and visual cues to help guide people to their destinations.

BIKE / PEDESTRIAN CONNECTIONS

Facilitate bicycle and pedestrian access within the focus area and beyond to help create attractive, comfortable, and safe connections.

CORRIDOR IMPROVEMENT

Enhance portions of roadways to improve access with wider travel lanes, shoulders, turn lanes, and bicycle / pedestrian infrastructure.



AMENITY ENHANCEMENT

Incorporate parks and open space uses, improved sightlines, and other amenities to create a more attractive and inviting environment.

COMMERCIAL ACTIVATION

Encourage restaurants, shops, and community-oriented uses that support residents and workers in the area.

RESIDENTIAL EXPANSION

Encourage quality housing including attainable housing to support the local workforce. Additionally, this area can include government and other civic uses.

INNOVATION

Promote a modern innovation hub that is activated, amenity rich, and connects workers, residents, and visitors.

REINFORCE INDUSTRIAL BASE

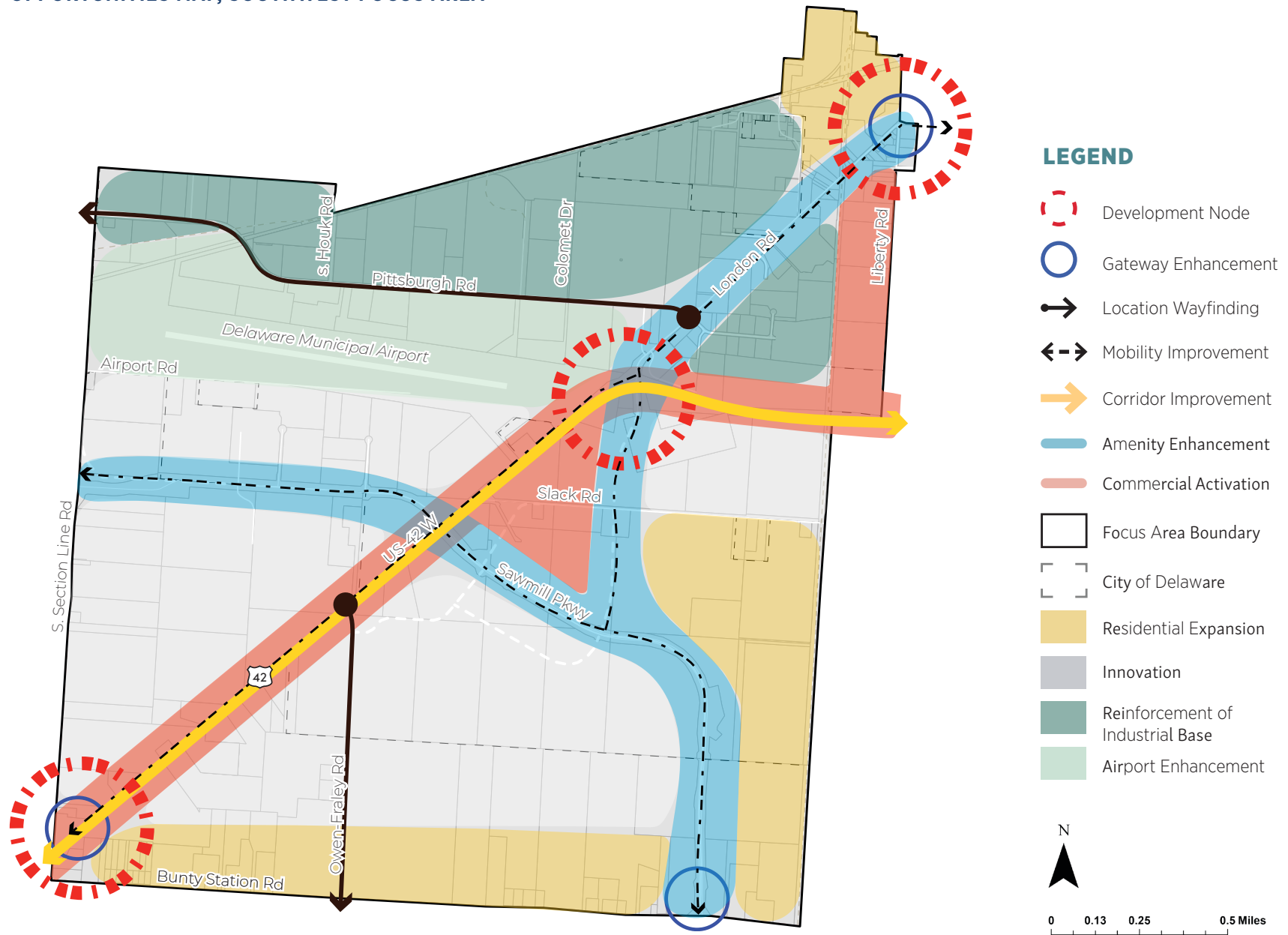
Support legacy commercial and industrial sites with stable employers / workforce.


AIRPORT ENHANCEMENT

Strategically develop to maximize potential of the airport.



OPPORTUNITIES MAP, SOUTHWEST FOCUS AREA



An aerial photograph of a rural landscape, featuring a mix of open fields, dense tree lines, and a winding road. The image is overlaid with a semi-transparent blue filter. The text "3. Future Character and Land Use" is prominently displayed in the center in a bold, white, sans-serif font.

3. Future Character and Land Use

3.1 FUTURE DEVELOPMENT TYPES

The Future Development Types Map on page 21 serves as a comprehensive guide to the City's vision for the development and utilization of land in the Southwest Focus Area. The development types described on pages 22-30 draw from and expand upon the development types presented in the Delaware Together Comprehensive Plan. These descriptions can be found on subsequent pages.

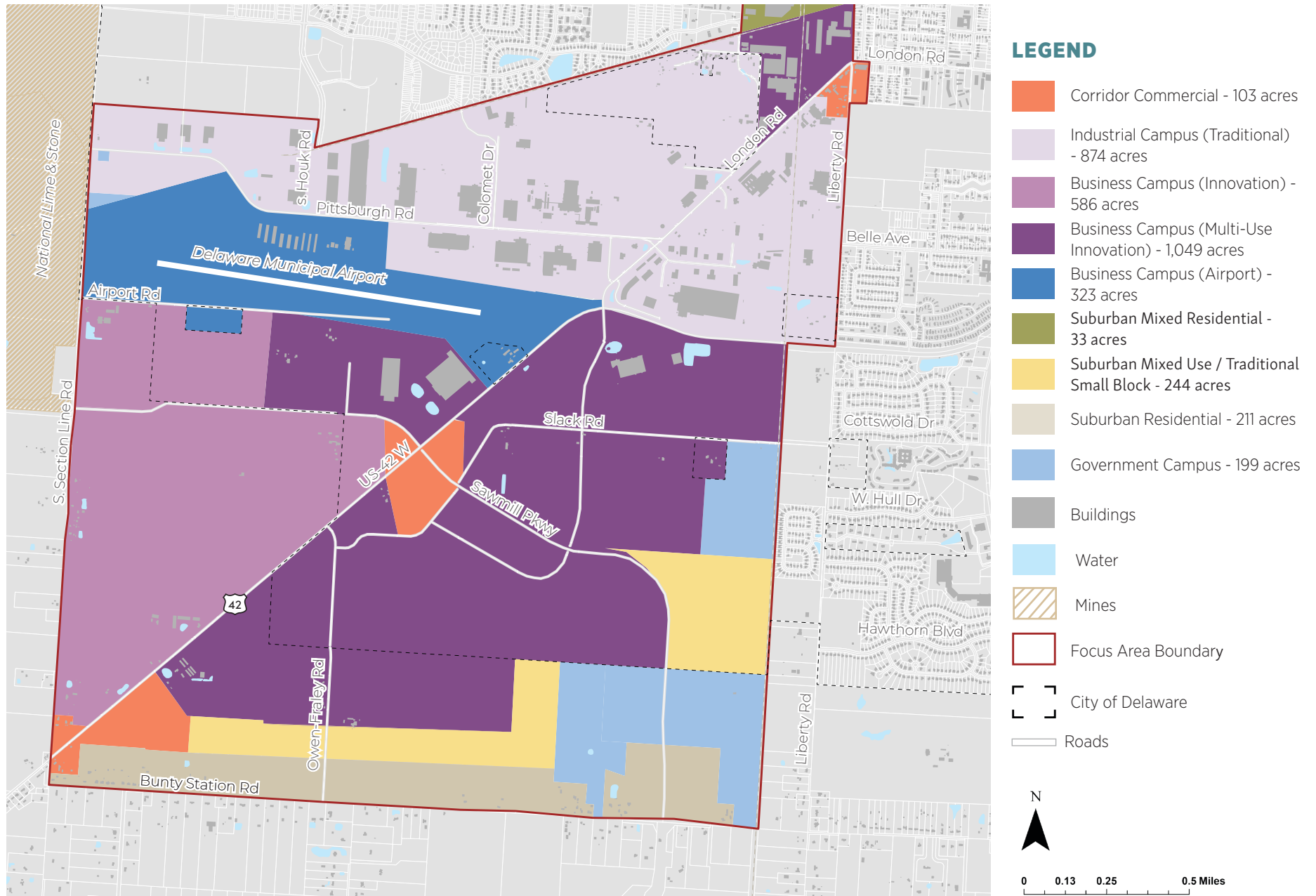
A CHARACTER-BASED APPROACH

This plan takes a character-based approach to shaping future development of the City. While the Future Development Types Map includes both primary and secondary land uses in each character type, it also shows the built form that is desired in each area.

There are a number of advantages to a character-based approach, as opposed to a more conventional approach focused only on land use, including the following:

- It describes an overall intent for each development type, which helps staff, Planning Commission, City Council, developers/builders, and the public understand whether a particular development fits the spirit of the character type;
- It sets clearer expectations about the physical characteristics of development in an easy-to-understand format which conveys standards for new development that can be used to assess how well a development aligns with community character;
- It indicates the key infrastructure (such as sidewalks, streetlights, signage and landscaping) that would be beneficial or expected in a particular area; and
- It establishes a foundation for zoning code updates and other regulations.

FUTURE DEVELOPMENT TYPES MAP, SOUTHWEST FOCUS AREA



Notes: This map does not reflect specific parcel lines alone. Acreage excludes roads.

Corridor Commercial

Commercial frontage development is intended to serve the community at large, and is typically located along major corridors or intersections. Uses may include retail, office, services, restaurant, recreation, and other uses in varying scales. Screening walls or landscaped berms are to be used between these areas and adjacent neighborhoods. Upgraded design is expected in keeping with other such areas in the City.

INTENT

- Incorporate buildings that can accommodate a range of desired functions, providing amenities and services to the area and surrounding neighborhoods.
- Support quality building design in terms of architecture, materials, and site features like lighting and landscaping.
- Promote design for various modes of transportation (walk, bicycle, automobile, transit) to enhance connectivity.
- Reduce access points for individual developments and encourage shared access points along corridor to improve pedestrian and vehicular safety.

PRIMARY USES

Commercial, Office

SECONDARY USES

Retail, Services, Restaurants, Recreation, Auto Oriented Business

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL

Redevelopment	Greenfield



DEVELOPMENT EXAMPLE



DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

Industrial Campus (Traditional)

Large lot subdivisions with infrastructure and lot sizes designed to accommodate buildings with large footprints. Roads are designed for easy access and to the weight of freight and heavy truck traffic.

INTENT

- Provide adequate space to support a range of uses that support existing and emerging industries.
- Support quality building design in terms of architecture, materials, and site features like lighting and landscaping.
- Promote design for various modes of transportation (walk, bicycle, automobile, transit) to enhance connectivity of neighborhoods and employment centers.
- Reduce access points for individual developments and encourage shared access points to improve pedestrian and vehicular safety.

PRIMARY USES

Limited Heavy / Light Industrial, Warehouse, Office

SECONDARY USES

Commercial, Civic / Institutional

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL



DEVELOPMENT EXAMPLE



DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

Business Campus (Innovation)

An adaptation of Business Campus where Research and Development companies and other private entities develop integrated strategies that support thriving innovation ecosystems and attract entrepreneurs, startups, and business incubators.

INTENT

- Provide flexible space to support a variety of low-impact but high-value industrial activities.
- Encourage the transition of existing industrial uses near residential areas to lower intensity uses that are more compatible with residential neighborhoods.
- Provide buffering through landscaping and building placement where flex employment sites are adjacent to residential areas.
- Encourage the use of higher-quality building materials and landscaping.

PRIMARY USES

Light Industrial, Office

SECONDARY USES

Commercial

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL



DEVELOPMENT EXAMPLE



DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

Business Campus (Multi-Use Innovation)

An adaption of Business Campus that includes amenity rich uses such as hotel lodging, short-term rentals, restaurants, and tourism.

INTENT

- Allow for synergistic activities that may include more conventional business park uses along with other compatible uses.
- Promote design for various modes of transportation (walk, bicycle, automobile, transit) to enhance connectivity of neighborhoods and employment centers.
- Reduce access points for individual developments and encourage shared access points to improve pedestrian and vehicular safety.
- Support quality building design in terms of architecture, materials, and site features like lighting and landscaping.

PRIMARY USES

Commercial, Office

SECONDARY USES

Retail, Services, Restaurants, Recreation Auto Oriented Business / Fuel Station



DEVELOPMENT EXAMPLE

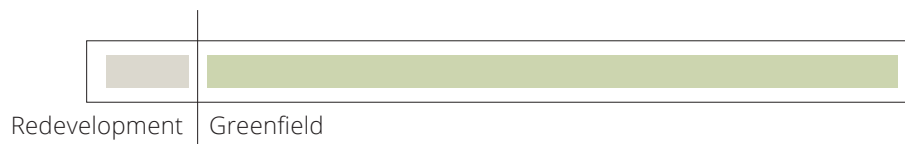


DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL



Business Campus (Airport)

An adaption of Business Campus that supports the airport and its surrounding area. This area is well connected to public transportation systems, providing easy access to and from the surrounding area. The area is home to a variety of aviation businesses and offers a wide range of services to travelers and locals.

INTENT

- Enhance and expand facilities to support a best-in-class concierge / executive airport.
- Allow for ancillary and Fixed Based Operations (aviation-related businesses) that will both encourage the airport's use and provide opportunities for the public to benefit from it.
- Improve edge conditions to make sure that airport and adjacent uses are compatible and to enhance the airport's visibility.

PRIMARY USES

Aviation

SECONDARY USES

Commercial

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL



DEVELOPMENT EXAMPLE



DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

Suburban Mixed Residential

Mixed residential development can range in type and scale, with a variety of housing types in one development often segregated into segments of like housing. Housing types include Single-Family Detached, Single-Family Attached, and Multi-Family.

INTENT

- Focus multi-family and “missing middle” housing (housing types such as duplexes and row houses) development near commercial and activity centers.
- Support quality building design in terms of architecture, materials, and site features like lighting and landscaping.
- Support nodes of mixed-use, commercial, and civic activity to allow for services and amenities within walking and biking distance.
- Encourage integrated neighborhoods through shared open space amenities and vehicular / pedestrian connectivity.

PRIMARY USES

Residential

SECONDARY USES

Office, Commercial

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL



DEVELOPMENT EXAMPLE



DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

Suburban Mixed Use / Traditional Small Block

This development type supports a mix of housing options with townhomes and three-story homes sitting at the sidewalk edge with small rear yards or alleys. On-street parking common but not required. Housing types include Single-Family Detached, Single-Family Attached, Two-Three Family, and Multi-Family.

INTENT

- Provide a variety of housing products that are attractive to different demographic groups and lifestyle preferences
- Focus more intense multi-family and missing middle housing development near commercial and activity centers.
- Support higher quality building design in terms of architecture, materials, and site features like lighting and landscaping.
- Encourage integrated neighborhoods through shared open space amenities and vehicular / pedestrian connectivity.

PRIMARY USES

Residential

SECONDARY USES

Civic / Institutional

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL



DEVELOPMENT EXAMPLE



DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

Suburban Residential

Primarily characterized by individual subdivisions or neighborhoods with a specific street and block patterns adjacent to other subdivisions or neighborhoods with different patterns. A common characteristic of these neighborhoods is homogeneous housing types and architectural styles either in a block, along a street, or clustered in pods around a common open space.

INTENT

- Encourage integrated neighborhoods through shared open space amenities and vehicular / pedestrian connectivity.
- Allow residential infill that complements existing character to support a range of living options, such as attached residential or accessory dwelling units.
- Maintain and expand public realm features including street trees, lighting, and sidewalks

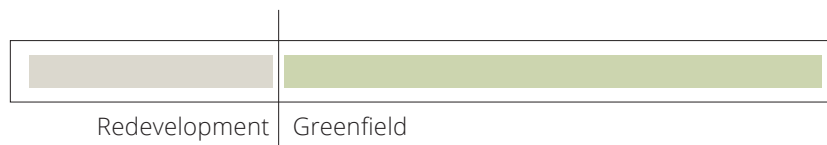
PRIMARY USES

Residential

SECONDARY USES

Commercial, Agriculture

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL



DEVELOPMENT EXAMPLE



DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

Government Campus

Sites that include several blocks dedicated to buildings with a government function, including schools, normally also consisting of open space and / or parking to support the use.

INTENT

- Encourage connectivity between campus areas and adjacent neighborhoods and open spaces.
- Provide pedestrian and multi-modal connectivity between civic spaces and adjacent land uses, especially residential areas.
- Maintain and expand public realm features including street trees, lighting, and sidewalks.

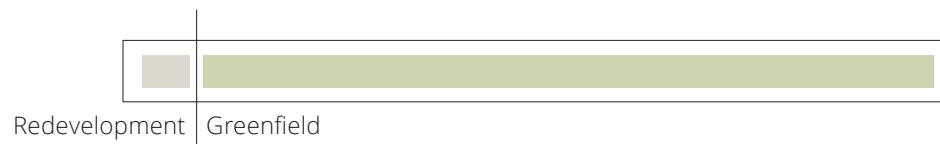
PRIMARY USES

Civic, Commercial, Office

SECONDARY USES

Retail, Services, Restaurants, Recreation Auto Oriented Business / Fuel Station

REDEVELOPMENT / GREENFIELD DEVELOPMENT POTENTIAL



DEVELOPMENT EXAMPLE



DEVELOPMENT EXAMPLE



SAMPLE DEVELOPMENT PATTERN

An aerial photograph of an industrial construction site. In the foreground, a large, rectangular building is under construction, with its roof structure visible. To the right of the building, a long, straight, dark-colored road or canal runs diagonally across the frame. The background shows a flat landscape with some trees and distant buildings under a clear sky.

4. Implementation

4.1 GOALS AND ACTIONS

The following actions are intended to support the Future Development Types Map for the Southwest Focus Area. They reflect key priorities for the City of Delaware and are designed to be implemented within the ten-year time horizon for this plan. As development moves forward within the Southwest Focus Area, the actions should be revisited and reassessed and may need to be modified to meet changing needs.

The actions are organized under the following, broad goals:

- A. Expansion of economic development and employment opportunities.**
- B. Improved transportation and mobility.**
- C. A vibrant mix of amenities and services.**
- D. Attractive, high-quality places.**
- E. Housing options to support the workforce.**
- F. A development review process that is predictable, clear, and efficient.**

DEFINITIONS

GOAL: An outcome expressed in simple terms. Goals reflect, at a high level, what the community cares about.

ACTION: Specific recommendations (programs, policies and projects).

A. EXPANSION OF ECONOMIC DEVELOPMENT AND EMPLOYMENT OPPORTUNITIES.

- A1. Optimize opportunities in the US-42 Sawmill Corridor business park areas through zoning changes and policies that promote high quality of built character and raise the visibility of the corridor.** US-42 is one of the City's major thoroughfares. Intersection improvements at Sawmill Parkway and Jegs Blvd. have assisted in improving this corridor to support desired business activities. However, currently within the undeveloped portion of the Southwest Focus Area, there is not a strong identity along the corridor, which is characterized largely by open land. The City would like to utilize this area primarily for new business campus uses, and with the incoming development, prioritize the creation of a sense of place. By implementing the Future Development Types Map and associated zoning changes within the Southwest Focus Area, high-quality development can move forward that supports and showcases large- and small-scale industry, while integrating retail, housing, and recreation spaces. This includes allowing for commercial uses at key locations as depicted in the Future Development Types Map.
- A2. Support flexible, innovation-oriented, high-value activities and uses in new business campus areas.** The undeveloped portions of the Southwest Focus Area have tremendous potential to expand the existing business hub while responding to the kinds of changes in the types of businesses that are attracted to—or the City would like to attract—to the area. The City's Economic Development Plan and Delaware Together call for a focus on target industries and businesses in the City including boutique manufacturers, research and development, other professional, scientific and technical services, finance and insurance, wholesale trade, information services, and specialty aftermarket automobile businesses. Many of these businesses present an opportunity to generate high-paying jobs for the City's residents. Following the guidance of the proposed Development Types Map will allow City leaders/decision-makers to encourage these uses within the areas identified for Business Campus (Innovation) and Business Campus (Multi-Use Innovation).
- A3. Consider the creation of a development corporation such as a community improvement corporation (CIC) to facilitate development and redevelopment of sites, buildings, and corridors.** Given the range and scale of potential public development projects over the next several years, adding additional tools and capacity should be strongly considered. Specifically, the City should consider the creation of a development corporation such as a community improvement corporation (CIC) under section 1724 of the Ohio Revised Code or a Community Redevelopment Corporation (CRDC) under Section 1728 of the ORC. Several Columbus metro communities have CICs and/or CRDCs. These include Bexley, Gahanna, Groveport, Dublin, Powell, Hilliard, and New Albany, among others. These types of entities can facilitate development and redevelopment of sites, buildings, and corridors across the City of Delaware. Such an entity could attract a range of sources of capital (private, philanthropic, and public) to projects, create partnerships with private developers, and implement projects when necessary.

B. IMPROVED TRANSPORTATION AND MOBILITY.

B1. Coordinate with Delaware County Transit to connect workforce and employers within the Southwest Area.

Through the development and redevelopment of the Southwest Focus Area, an increase in the number of vehicles traveling to and from the area can be anticipated. This could be further exacerbated by the fact that some target uses as described in Action A.2 may include a greater number of employees for the same land area compared to existing uses. The promotion of public transportation as an affordable, safe, and effective option is critical so that the roadways will not become as seriously impacted as they could be. Delaware County Transit (DCT) currently provides city-wide flex on-demand and county-wide demand response busing throughout the County. DCT is currently preparing a strategic plan that should position it to address the increased demand for mobility as the County's population grows, including better connecting residents to employment centers such as in the Southwest Focus Area. The City should coordinate with DCT on a pilot program in the Southwest Focus Area to bring more regular service to the area. This may be partially supported by private employers. Enhancing service to the area will provide better access to more people to a wide variety of jobs while reducing traffic congestion.

B2. Provide infrastructure for multimodal access and ease of mobility for pedestrians and cyclists.

Promoting and expanding upon multi-use trails, such as the Sawmill Parkway trail and connections to it, will encourage travel by pedestrians and cyclists. Along with extended and new trails, the City should pursue crosswalks, barriers and other safety features to support ease of access by mode other than car. These improvements will also assist those who might be traveling by transit, lowering the barrier to the use of transit service by creating desirable connections between transit stops and destinations.

B3. Pursue emerging infrastructure to promote sustainable development objectives.

As electric vehicles (EVs) become more prevalent, the need for access to charging stations is growing. EV charging should be allowed in the area, including Level 1 and Level 2 EV charging stations as an accessory use to any permitted principal use in any district and Level 3 EV charging stations as an accessory use to any multiple-family residential use or any non-residential use. New businesses, residential developments, and gas stations in the Southwest Focus area should also be encouraged to incorporate EV charging when possible.

C. A VIBRANT MIX OF AMENITIES AND SERVICES.

- C1. Develop commercial nodes with a mix of retail and services, including at US-42/Sawmill Parkway and US-42 near Bunty Station Road.** The goal of the Southwest Focus Area is to not only attract economic investment; in tandem, it must also support the development of a high-quality place that provides reasons for workers and residents to spend time in the area. Through the implementation of the specified development types, the City will be able to guide the area towards the appropriate uses. The intersections of US-42/Sawmill Parkway and US-42 near Bunty Station Road provide an opportunity for commercial nodes that complement the proposed employment and residential uses in the area.
- C2. Promote a best-in-class concierge airport that enhances the area through supporting commercial uses, aviation-related businesses, and aviation-related experiential activities.** Delaware Together established the objective of capitalizing on the airport by making it a more attractive destination for private business travel, developing a more synergistic relationship with area businesses, and making the airport more visible and accessible to the community. Many of these ideas were also generally reflected in the 2020 Delaware Municipal Airport Strategic Business Plan, which identified opportunities for improvements to the airport relating to facilities, customer service, expansion of services, relationship to the community as a whole, and more. As the Southwest Focus Area Plan is implemented, within the area covered by the Airport Development Type, the City should pursue the recommendations of the Airport Business plan, and enhance and expand facilities while allowing for ancillary and Fixed Based Operations (aviation-related businesses). This should include more hangar space, amenities to improve the experience of airport users (e.g. restaurants), and space/programs for community-oriented experiential opportunities (flight lessons, etc.). In keeping with the Business Campus (Airport) Development Type, edge conditions should be developed in a way that ensures that airport and adjacent uses are compatible and enhances the airport's visibility. These changes may be easier to implement with the planned creation of a Port Authority for the airport and should be a focus of this entity.

D. ATTRACTIVE, HIGH-QUALITY PLACES.

- D1. Enhance gateway and commercial frontage to make it attractive and inviting.** In-step with incoming investment, the City has prioritized updating the zoning code in the area to set a high standard for quality development. With respect to commercial frontage, it will be important to encourage quality design and materials and enhancements to the public realm (lighting, street furniture, landscaping, etc.). Buildings should be designed to contribute positively to the experience of the street, including pedestrian-friendly entryways, minimizing curb cuts, creating a sense of transparency, and placing more active uses (e.g., retail and restaurants) along corridors. Additionally, features such as signage, public art, architecturally, public spaces, and landscaping should be integrated when possible at gateway locations as shown on the opportunities map. Gateways should be noticeable and eye-catching, conveying with ease that you are in the Southwest Focus Area.
- D2. Align signage and public amenity standards with consistent branding and quality design.** Signage and public amenities should conform to branding work that has been conducted for the City, and the 2018 Industrial Park Sign Plan. As development moves forward in the area, signage should be considered, especially in locations of high visibility that align with sub-areas of the Focus Area. This will help to orient people to where they are within the larger area and to help them better understand the relationship between different sub-areas. As the 42/Sawmill Corridor Area develops with different uses and characters, it may be prudent to consider further distinguishing sub-areas within it beyond what is described in the 2018 Sign Plan.
- D3. Integrate open space that connects areas with a focus on linear spaces.** Open spaces within the Southwest Focus Area will serve as an amenity to current and future workers as well as future residents in the area. Linear spaces will be especially encouraged within the Business Park areas in order to help make connections between large lots and buildings and to improve the pedestrian experience. Additionally, linear parks can be helpful along bicycle and pedestrian pathways and around detention basins and to help provide a buffer and, in some cases, screening between different use types.

E. HOUSING OPTIONS TO SUPPORT THE WORKFORCE.

- E1. Integrate workforce housing (attainable housing for area workers) in key locations.** The City wants existing and potential employees to choose Delaware first when it comes to housing. Providing a variety of housing types, specifically attainable housing for local workers, is essential to achieve this. Within the Southwest Focus Area, there is an opportunity to develop attainable workforce housing within areas designated for Suburban Mixed Use / Traditional Small Block or within certain locations in the Business Campus (Multi-Use Innovation) areas. This will help to provide housing that will be attractive to potential workers within the Southwest Focus Area and nearby. Small profit margins for developing attainable housing are a significant barrier to its development in the Southwest Focus Area and City as a whole. Subsidies or assistance from a nonprofit development entity will likely be needed. A strategy for this is best pursued at a citywide scale, which may require leveraging property owned by the City or tax abatements.
- E2. Encourage buffering using landscaping, design features, and transitional uses between commercial and residential areas.** By creating buffer areas through landscaping and other design features, the City will be able to help residents and visitors see where one use starts and another ends without creating rigid, separating barriers. This would also create a transitional zone that diminishes the intensity between different land uses, improving the quality of life in residential areas.

F. A DEVELOPMENT REVIEW PROCESS THAT IS PREDICTABLE, CLEAR, AND EFFICIENT.

- F1. Update the zoning code to align with the intentions of the Development Type Map and recommendations in the Southwest Focus Area Plan.** Currently, the zoning code does not align well with the intentions of this plan and would hinder achievement of the goals prioritized in this plan. By updating the zoning code to align with the Development Types Map and recommendations of the Southwest Focus Area Plan, development of the focus area will be directed by the vision put forth.
- F2. Update the review process for development proposals to include site plan review by the Planning Commission for most projects.** The City should streamline the development review process within the Southwest Focus Area to make it more efficient. With the guidance of this plan, allowing for approval via site plan review by the Planning Commission will help to advance desired development while protecting the broader public interest. (Very large and residential projects would trigger Council review and certain industrial would be approved through staff review.)
- F3. Connect developers to environmental consultants.** Unanticipated environmental challenges can delay desired development and be costly to developers. However, it is important that the environment within and around the Southwest Focus Area is appropriately protected. The City should develop a process through which developers environmental consultants are connected to developers so that they can be engaged to identify potential environmental concerns early in their process in preparing development proposals.
- F4. Explore a regional stormwater approach.** The City's Stormwater Management Plan for the area should help guide development decisions. However, stormwater considerations do not neatly align with planning area boundaries. In order to fully address potential stormwater management needs on the site, a more regional approach should be considered, including potentially a broader stormwater management plan that could be conducted in partnership with the County. Within the Southwest Focus Area, opportunities for multitenant stormwater management could also be pursued.

4.2 ZONING CODE CHANGES

In order to implement the Future Development Types Map and associated actions presented in this plan document, the City has prepared new zoning code text. This text has been prepared in coordination with this plan document, taking the approach outlined below. In addition, the City is planning to undertake updates to the base zoning code in 2024. Some of the zoning code changes in the Southwest Area may go into effect sooner if new development moves forward prior to the base code update, but the Southwest Area District has been developed to generally align with procedural changes that are anticipated with the base code update.

- The Southwest Area District will be a freestanding district with subdistricts corresponding to the Future Development Types Map.
- The zoning code text will be approved by City Council concurrent with approval of this plan and implemented as development moves forward within the area.
- Existing land in the district will not be rezoned. Instead, development within the Southwest Area District Overlay shall comply with Chapter 1117.
- When the City completes an update to the base code, the procedural recommendations for the Southwest Area will be largely incorporated and if there are any deviations the revised citywide zoning code will be utilized.
- Uses, development standards, and development review processes will be self-contained in the district, other than where certain development standards elsewhere in the code are referenced (e.g., landscaping and lighting). This will avoid the need to make edits in multiple places throughout the zoning code.
- Example developments were used as a source of information for desired development standards.
- Conditional Uses shall only require Planning Commission approval.