

# HUBER HEIGHTS



## COMPREHENSIVE PLAN

ADOPTED MARCH 27, 2023

YARD & COMPANY

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# OUR PLAN

The Huber Heights 2023 Comprehensive Plan aims to build a movement and coalition around a smart strategy for the future of Huber Heights. It will guide the City's growth and decision-making around mobility, public spaces, land development, and resilience for the next 10 years. The Plan's recommendations draw conclusions from an eight-month planning process involving robust data collection, stakeholder and public engagement, and testing of ideas.

# LET'S GROW TOGETHER

In the spring of 2022, the City of Huber Heights initiated the update to its ten-year Comprehensive Plan. Riding a wave of accelerating growth, numerous significant public investments, the universal adoption of the Internet, and a pandemic, this Plan not only modernizes and refocuses the City, but seeks to position itself for positive and inclusive growth over the next decade.

The Plan is built on robust engagement and benchmarking against local and national market trends. It blends local expertise and data-driven findings to establish key areas of focus around mobility, land use, and implementation steps. Mobility investments center around local walkability and regional connectivity centered around a 14.5-mile Loop and a modernized Street Network Map. The Development Patterns outline a transition from thinking of the City in terms of separated, one-size-fits-all land uses to a more nuanced blend of character, scale, placemaking, and investment priorities in addition to a broader blend of housing types and uses. At the heart of it all is a strategy to reinvest in our existing communities and talent as a foundation for attracting new growth and investment.

Each section of the Plan outlines the basis for planning, key elements of the comprehensive vision, and a series of specific implementation steps to be pursued by the City and its partners. The last section of the Plan is a detailed Implementation Matrix that outlines each initiative's role in accomplishing the Plan's goals by the year 2035. After eight months of robust community conversations and planning, the Comprehensive Plan was unanimously adopted on March 27, 2023.

## GOALS

- » Lower household annual transportation cost
- » Support multi-modal access
- » Better distribute traffic by mode, route, and time of day
- » Set a new standard for multi-modal infrastructure
- » Encourage human-centered innovation
- » Focus growth in clusters
- » Allow people to live closer to jobs and amenities
- » Encourage walkable density
- » Expand housing options
- » Focus on talent attraction/retention



S'mores bar at the “Ignite the Heights” event



# HOW WE GOT HERE

The planning process meets Huber Heights at a unique time in its evolution as a growing city that is actively transitioning from a suburban bedroom community to a diverse mix of people, lifestyle demands, market forces, and physical environments. Just as the oldest sections of town are reaching the need for capital investments in infrastructure and a revitalized community energy, newer sections of town are emerging that will further broaden the appeal and strength of Huber Heights. As the physical form of the City transitions, challenges will arise that require new solutions, as will the services that need to be provided.”

Designing an effective planning process requires three primary tasks. The first is creating an identity for the planning process itself. Planning is about creating not just a document, but a broad-based movement oriented to the future. Like all effective movements or campaigns, a strong, consistent visual identity is essential. The second piece is wide-spread engagement that meets people on their own terms. This includes creating an immersive, multi-channel Engagement Plan for on and offline audiences to take part in the conversation. The last element is physical and data-driven analysis, where a variety of forces and trends exerting influence on the community are audited. Taken together, this work frames a conversation, led by staff and guided by the Steering Committee, about charting the City’s course for the next ten years.

# WE'VE BEEN BUSY

Over the last decade, the City of Huber Heights has firmly established itself as a great place to live, work and play. The new era of development is focused on high quality of life, exemplified by projects like The Heights district (home to the Rose Music Center), Kroger Aquatic Center, Farmer's Market, YMCA, Eichelberger Amphitheater, Sinclair Community College, and Parkview Apartments.

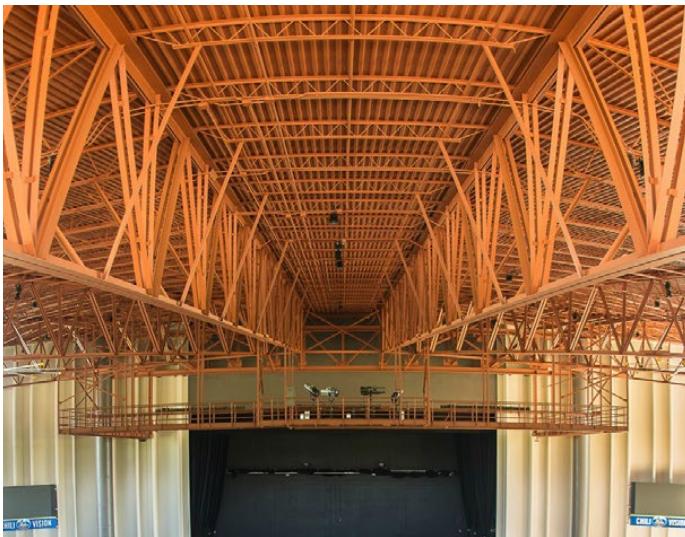
The new amenities have made further development more attractive, as shown by the swaths of new housing being built along Huber's Carriage Trails. All of this new development in Huber's northern area also benefits from being sandwiched between two major MetroParks: Taylorsville to the west and Carriage Hill to the east.

Additional projects that are improving quality of life across the City include the new Huber Heights branch of the Dayton Metro Library, the new Wayne High School building complex, the Monita Field Bike and Skate Park, Kitty Hawk Dog Park, and revitalization plans for commercial land along Brandt Pike.

## TOP THREE IMPACTS ON OUR COMMUNITY OVER THE PAST 10 YEARS

1. Use of the Internet
2. The need to 'age in place'
3. Change in working conditions due to the COVID-19 pandemic (ex: remote and hybrid work options)

Based on community survey response.



**Rose Music Center at The Heights**



**YMCA & Sinclair Community College**



**Wayne High School (new complex)**



**Monita Field Bike & Skate Park**



**Farmer's Market at The Heights**



**Kroger Aquatic Center at The Heights**

# HOW WE'VE CHANGED

Understanding changes that are occurring at the household level is one key component of a city's future planning. Based on U.S. Census data, households in Huber Heights are steadily increasing in median age, they are more multi-generational, their overall size is decreasing, and earnings have remained largely stagnant. These conditions impact the City's ability to provide services in several ways. It informs a growing need for residents to be able to comfortably age in place, which means access to healthcare, housing, and expanded options for getting around.

Diverse age groups are increasingly becoming more mixed, requiring a broader range of housing types to meet market demand and an increased variety of amenities able to be located closer to housing. Whereas detached homes have been able to be the predominant type of housing over the last several decades and continue to be built, new, and renovated for sale, and rental townhouses, apartments, condos, and other home configurations are being added to the mix.

## Households are getting more complex...

They are getting older

**37.6**



2010 Median Age

Their earnings are stagnant

**\$65,913**



2010 Median Household Income  
(in 2020 inflation-adjusted dollars)

**40.3** +7.2%



2022 Median Age

**\$66,134** +0.3%



2020 Median Household Income

They are getting more mixed

**628**



2010 # of Multi-generational Households

They are getting smaller

**2.58**



2010 Average Household Size

**1,091** +73.7%



2020 # of Multi-generational Households

**2.53** -1.9%



2020 Average Household Size

Sources: ESRI 2022 Community Profile based on 2020 and 2010 U.S. Census Bureau data and 2022 ESRI forecasts; 2016-2020 American Community Survey; 2010 U.S. Census; ESRI 2010 Census Profile

## HOW WE'VE CHANGED

Most households spend a little over half of their income on housing and transportation costs. Investing in expanded housing and transportation options is a strategic way for a city to help manage the basic costs of living.

An improved transportation network can also influence a worker's willingness to return to office environments as preferences are often tied to their commute experience. Currently, the average travel time for a Huber Heights resident to get to work is 24 minutes.

Employment data shows that the daytime and nighttime populations of Huber Heights essentially flip between workers and residents daily. Among the 17,500 residents of Huber Heights in the workforce, only 11% of them work here, and the rest travel outside the City.

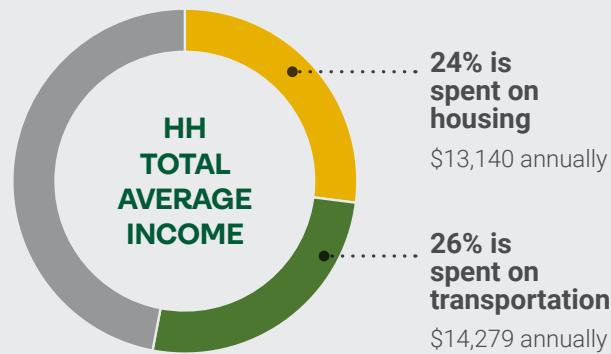
Among the 14,600 people that work in Huber Heights, 87% of them come from outside the City, mostly residing in suburban communities surrounding Dayton.

The majority of the 17,500 Huber Heights residents in the workforce commute to downtown Dayton or communities near Huber Heights.

- » 61% work white-collar jobs
- » 24% work blue-collar jobs
- » 15% are employed in the service industry

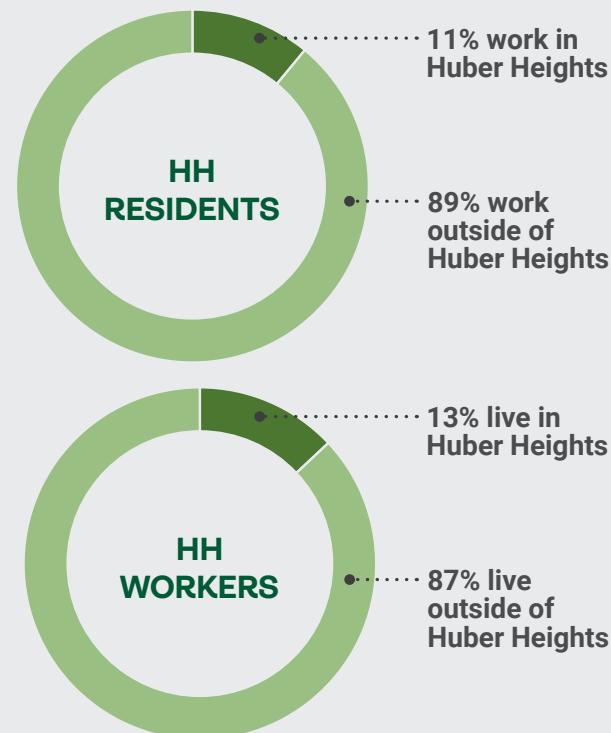
The more that Huber Heights can encourage residents to work within Huber Heights, and get more workers to reside here, the more financial and environmental benefits will be achieved for everyone.

## Transportation costs are as much as housing costs...



While the average Huber Heights resident spends about the same share of their income on housing and transportation as similar municipalities in the region, Dayton residents pay a lower share. The average household in **Dayton** spends **18%** of their income on housing and **21%** on transportation.

## As many people come to work in Huber Heights as leave...



Sources: H+T Affordability Index ([htaindex.cnt.org](http://htaindex.cnt.org)); SB Friedman Development Advisors July 2022 Preliminary Industry Cluster Analysis using Longitudinal Employer-Household Dynamics and U.S. 2019 Census Bureau data

## HOW WE'VE CHANGED

### WHERE GROWTH IS TAKING PLACE

New development, mostly in the form of residential and commercial properties, is taking place across Huber Heights, predominately at the City's edges. New construction is mostly occurring in areas that have never been built on, either on vegetated/rural land or previous farm land, but in some cases is replacing vacant, outdated, low-quality structures.

Near the middle of the City, major redevelopment with new residential, commercial and civic spaces is planned along Brandt Pike, between Chambersburg and Fishburg roads, as described by the 2017 Brandt Pike Target Revitalization Plan and more recent development proposals. Open space along Bellefontaine Road and to the east is expected to see continued residential and light industrial development.

From an employment standpoint, an industry cluster analysis (full report provided in the Appendix) shows the three employment categories with the strongest presence in Huber Heights are:

- » Distribution and Electronic Commerce
- » Biosciences
- » IT and Data Management

Meanwhile, the top three growing industries located in Huber Heights are:

- » Federal Government
- » IT and Data Management
- » Distribution and Electronic Commerce

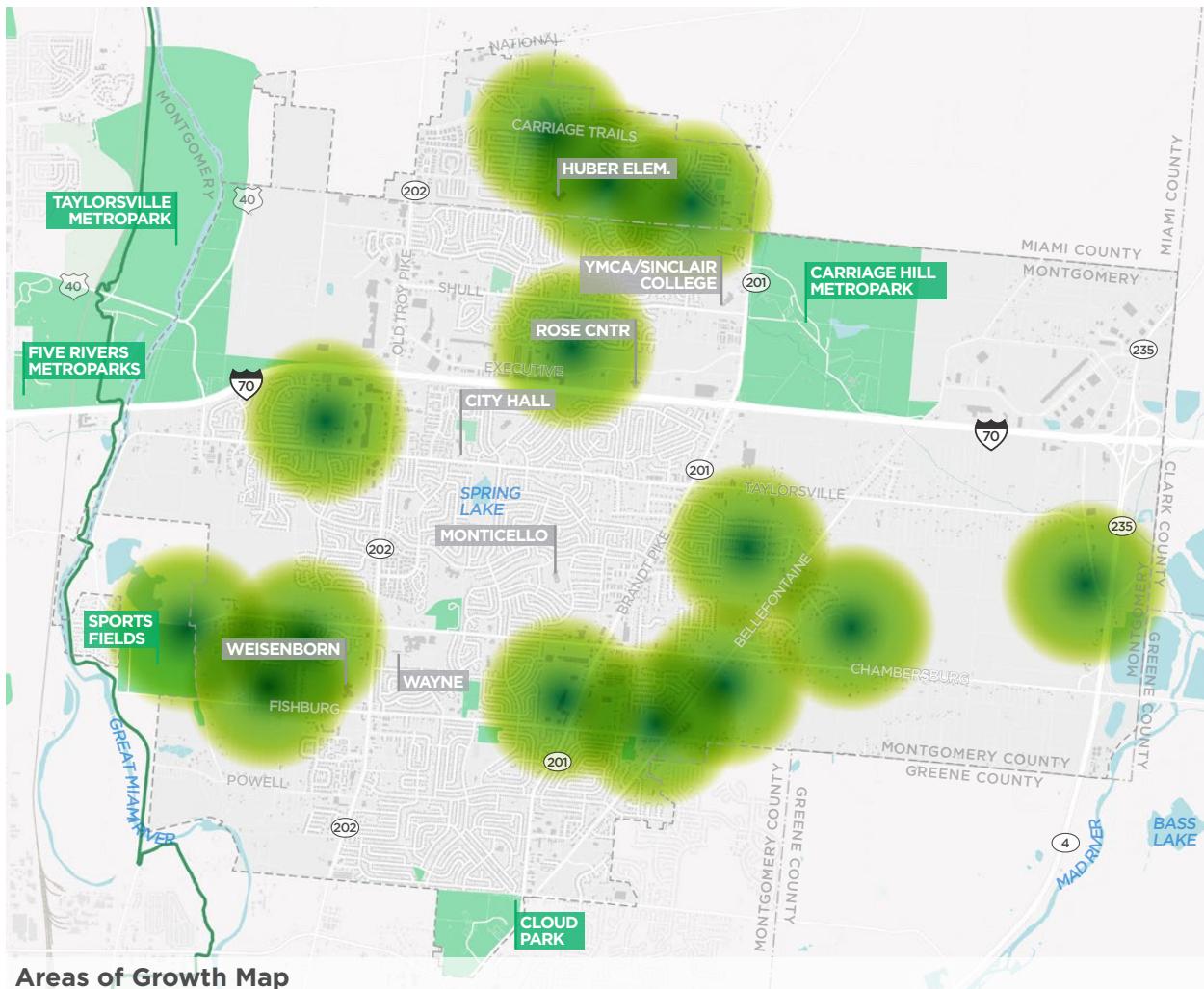
**HUBER HEIGHT'S  
POPULATION GREW BY**

**14%**

**FROM 2010 TO 2020.**

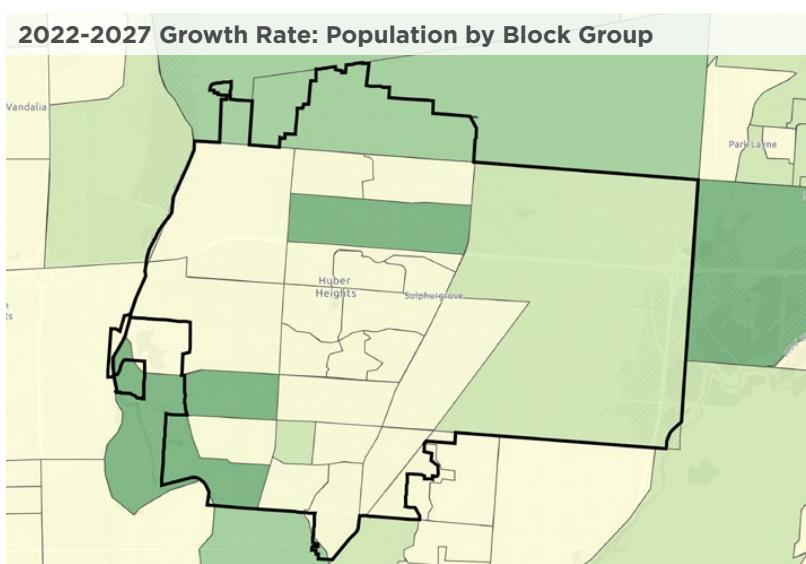
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US Census Bureau



## Areas of Growth Map

## Areas of growth identified by the Steering Committee



## FUTURE GROWTH RATE

The fastest-growing areas of Huber Heights are expected to grow between 0.9% and 1.83% (shown in darker green). Areas in pale yellow are losing population at a rate between 0.26% and 0.66%.

- 0.9% to 1.83%
- 0.22% to 0.89%
- -0.25% to 0.21%
- -0.66% to -0.26%

Sources: Esri U.S. Updated Demographic (2022/2027) Data; U.S. Census 2020 geographies

# CHARTING OUR COURSE

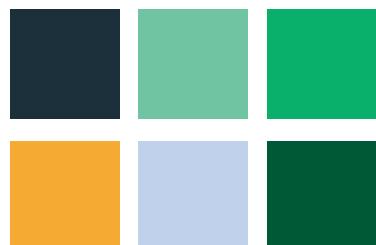
## PROCESS AND BRAND

This 2023 Comprehensive Plan replaces the 2011 Comprehensive Plan. Designed as an eight-month planning process, the effort was divided into three core phases, each involving public engagement.

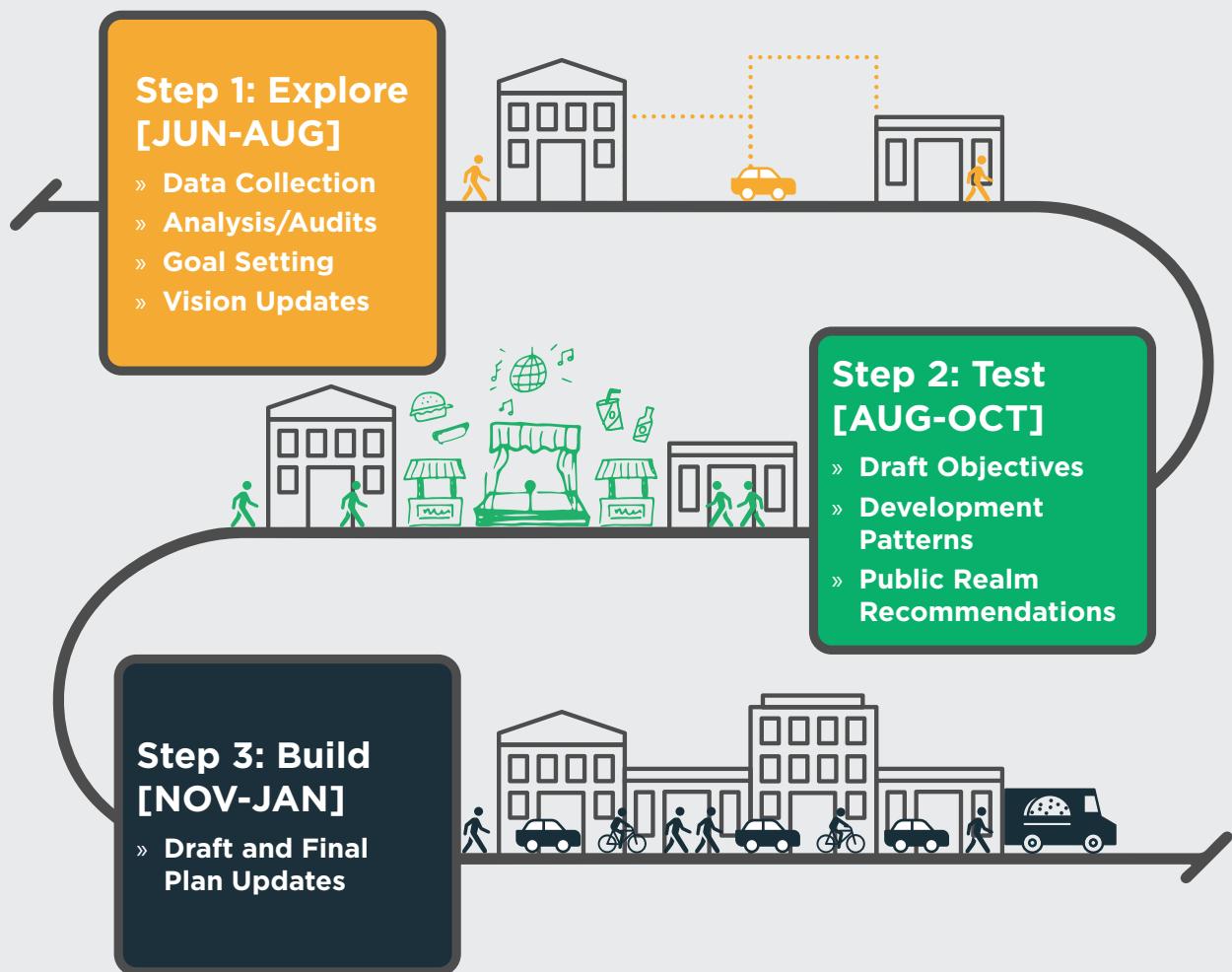
**Step 1** focused on exploration where a large swath of information was gathered, analyzed, and used as a foundation for community discussions around goals, a long-term vision, and a shared identity for the future of Huber Heights.

**Step 2** was a test of what was learned where stakeholders and the planning team co-created, reacted to, and refined draft objectives and recommendations for future growth. Branding for the Plan was also created and deployed to foster ongoing involvement in the work after the Plan is adopted.

**Step 3** was the build-out effort of the Plan that produced a draft Plan that was presented to the community through an “Ignite the Heights” event. The final version of the Plan will be adopted in the Spring of 2023.



A Comprehensive Plan branding kit was created and used throughout the planning process.



# PUBLIC ENGAGEMENT PROCESS

An Engagement Plan was devised to ensure a broad mix of audience types was reached. Those types of stakeholders included renters and owners, employees, regional economic development partners, visitors of Huber Heights, local businesses, and cultural groups, including English, Spanish, and Ahiska Turks. A mix of on- and offline engagement tools were utilized to help reach people based on their preferences.

## TACTICS EMPLOYED

- » Focus groups with local organizations and stakeholders
- » Pop-ups at popular destinations and community events
- » Project materials dropped off at restaurants and hang-out areas
- » Mapping exercise (online & in-person)
- » Surveys (online & in-person)

Engagement tools included a project web page, digital and paper surveys, online and printed interactive maps, social media updates, newsletters, digital billboard advertisements, posters, postcards, flyers, and table toppers. Materials were distributed at community events and popular destinations. The public input evolved with the process, first focused on establishing a vision and later becoming more specific to desired strategies and tactics.

## ENGAGEMENT REACH

- » 692 digital survey participants
- » 62 paper survey participants
- » 187 digital map participants
- » Over 200 barn event attendees



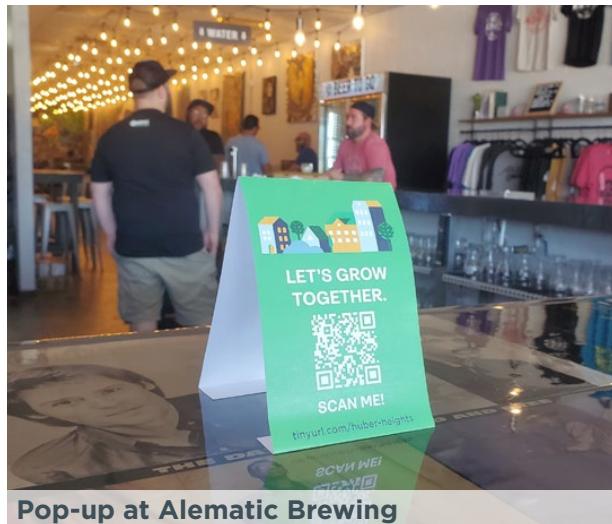
Pop-up at Alematic Brewing



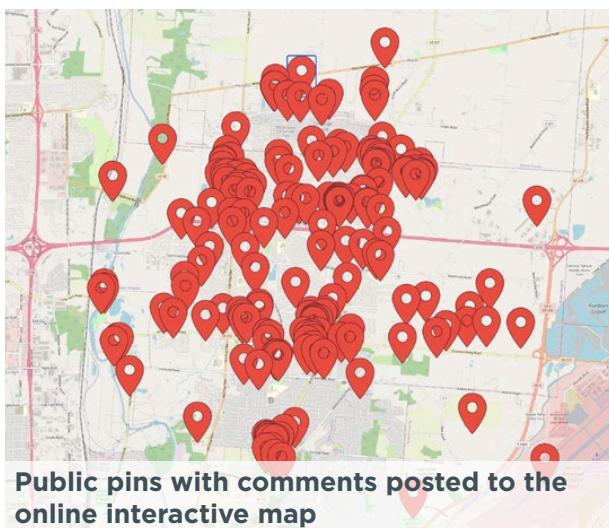
Pop-up at the Farmers Market at The Heights



Pop-up at the Farmers Market at The Heights



Pop-up at Alematic Brewing



Public pins with comments posted to the online interactive map

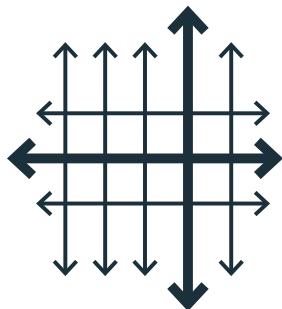


Steering Committee Meeting

## PUBLIC ENGAGEMENT PROCESS

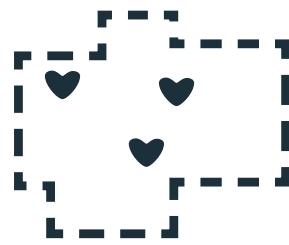
### FOUR AREAS OF GROWTH

Early data and physical analysis combined with public and stakeholder input revealed four key areas of opportunity that were used to organize planning and implementation recommendations.



#### BUILD LOCAL WALKABILITY & REGIONAL CONNECTIVITY

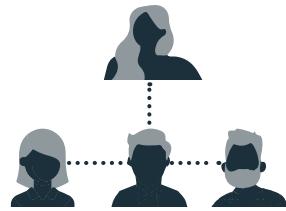
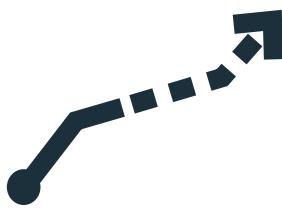
Strengths and weaknesses have been identified surrounding the traveling experience to, from, and within Huber Heights. Economic development opportunities, health and wellness, quality of life, recreational, and environmental conditions are all improved when residents and workers have the ability to safely walk, bike, scoot, or roll to daily destinations. Expanding the options for ways of traveling also provides drivers with a better experience through decreased congestion which is a reoccurring concern for community members. Investment in public transit, street infrastructure, and multi-use paths will improve daily travel within the City and with important regional destinations.



#### FIND OUR CENTERS

Huber Heights lacks a downtown although progress has begun with the recent development that is creating a new district at Brandt Pike and Chambersburg. Opportunity exists to continue these efforts and establish additional centers that will be complementary to one another.

The history of Huber Heights as a bedroom community for Dayton helped to establish the segmented areas that dominate the City today. Some areas are strictly residential while others are reserved for the industrial, commercial, and office. While public health was historically a driver for this separation, today's businesses and employment operations are often able to locate alongside residential dwellings with mutual benefits. Clustered centers may become important places for community interactions and building civic pride.



## CONNECT OUR HISTORY TO OUR FUTURE

Residents of Huber Heights understand the connection between development, how it looks and feels, and the identity of a community. Rather than focusing only on types of land use, this Plan utilizes Development Patterns to name, describe and guide the character of places in Huber Heights. The intent is to foster more holistic development processes that connect what exists today with what is collectively desired in the coming years. Doing so will not only strengthen neighborhoods through new investment, it will retain current talent pools and improve the overall City economy by allowing new opportunities for innovation and commerce. This, in turn, will attract additional residential and employment growth.

## OPERATIONALIZE THE GROWTH STRATEGY

The role of local government is to be the operating system that enables a high quality of life for all who live, work, learn, visit, and spend time in the community.

A successful operating system will need to focus on three key components: brand activation, engagement, and management. The City brand will need to be refreshed and activated to communicate and hold parties responsible for working toward the shared vision. Investment in community events, gathering places, and public engagement about the growth strategy will help maintain dialogue and trust. The alignment of City staff, tools, and resources with implementation needs will also be necessary to carry out the strategy.

## PUBLIC ENGAGEMENT PROCESS

### IGNITE THE HEIGHTS

Held on November 10, 2022, a special community event was organized with several goals in mind. The first was to provide community members with the opportunity to provide input and feedback on the draft Plan. The second was to activate and test potential activities at an existing site available for redevelopment, known as The Barn at The Heights. Local vendors with crafts, food, and drinks were on site along with live music, fire pits, yard games, and a s'mores bar.

Event attendees were asked to vote on the types of experiences they think should be located at The Barn in the future using color-coded balloons. The results were a tie between entertainment and attractions (pink) and restaurants and bars (orange), with a few wanting to see housing and lodging (yellow-green). The third goal was to provide an enjoyable experience for community members and spur excitement and their involvement in the future of Huber Heights.



*Click the logo above to watch the event video.*



Foxtail's Cocktails

Feedback on the draft Plan

## PUBLIC ENGAGEMENT PROCESS

### PHASE 3 INPUT SUMMARIES

In addition to the balloon activity, a Phase 3 Survey was circulated containing a set of 13 questions designed to collect input on development, household experiences, mobility and street design priorities, economic development priorities, and types of engagement preferences. Full results are provided in the Appendix.

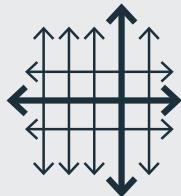
Also present at the Ignite the Heights event was an Engagement Mobile complete with large-scale boards containing content from the draft Plan. Attendees were asked to review the planning work conducted to date and give feedback on the four areas of growth.

Based on the collected input, investment to expand sidewalks, multi-use paths, and bicycling infrastructure is a top priority. Improved street safety and daily destinations that are closer to where people live are additional priorities. The remaining options like improving transit access and expanding broadband all received support.

The feedback reinforced broader trends that indicate jobs are following where people want to live. Investments in amenities, talent attraction, early-stage company support, and a mixture of housing were all elevated as top priorities to grow the economy.

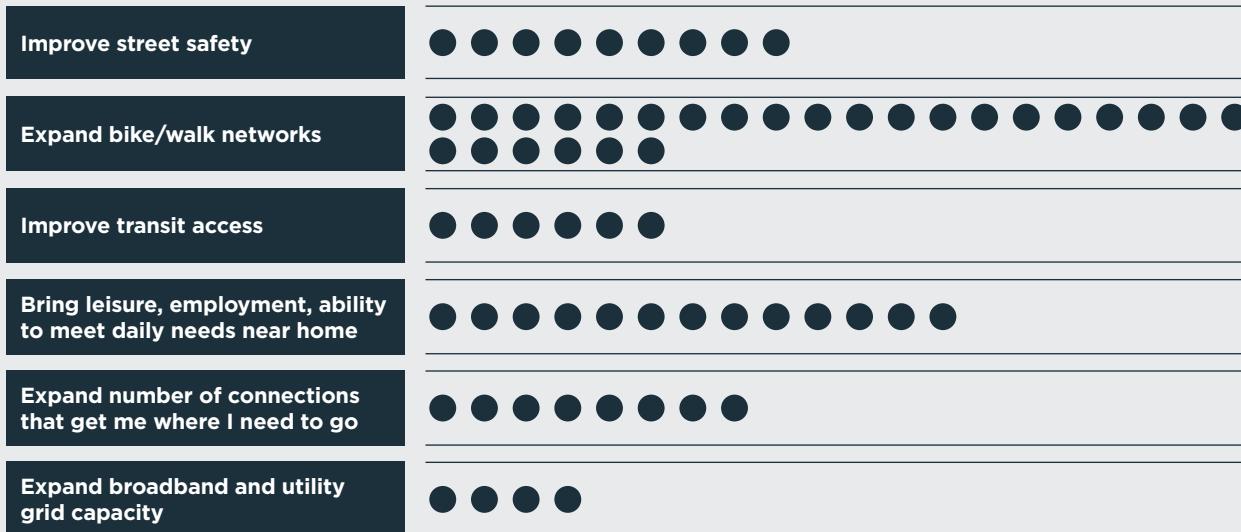
#### SURVEY RESPONSE THEMES

- » Expand biking and walking trail networks
- » Prioritize street safety for all users when rethinking the design of streets.
- » Expand amenities and retail offerings in Huber Heights
- » Focus on growing food and beverage destinations in mixed-use centers
- » Refresh the brand to reinforce the message that Huber Heights is a city with high quality of life and amenities



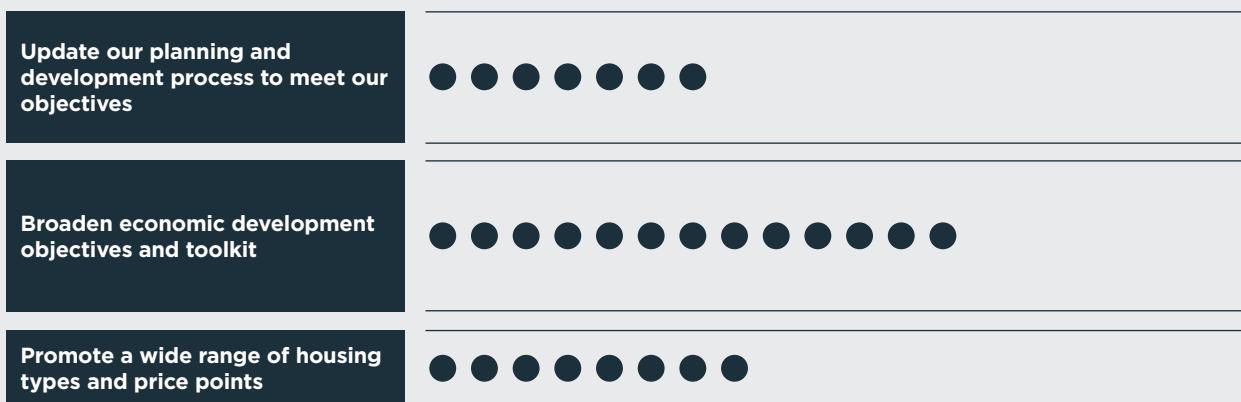
## BUILD LOCAL WALKABILITY & REGIONAL CONNECTIVITY

What would most improve your local walkability & regional connectivity?



## CONNECT OUR HISTORY TO OUR FUTURE

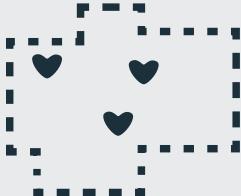
How can the City best leverage our history for an even better future?



## PUBLIC ENGAGEMENT PROCESS

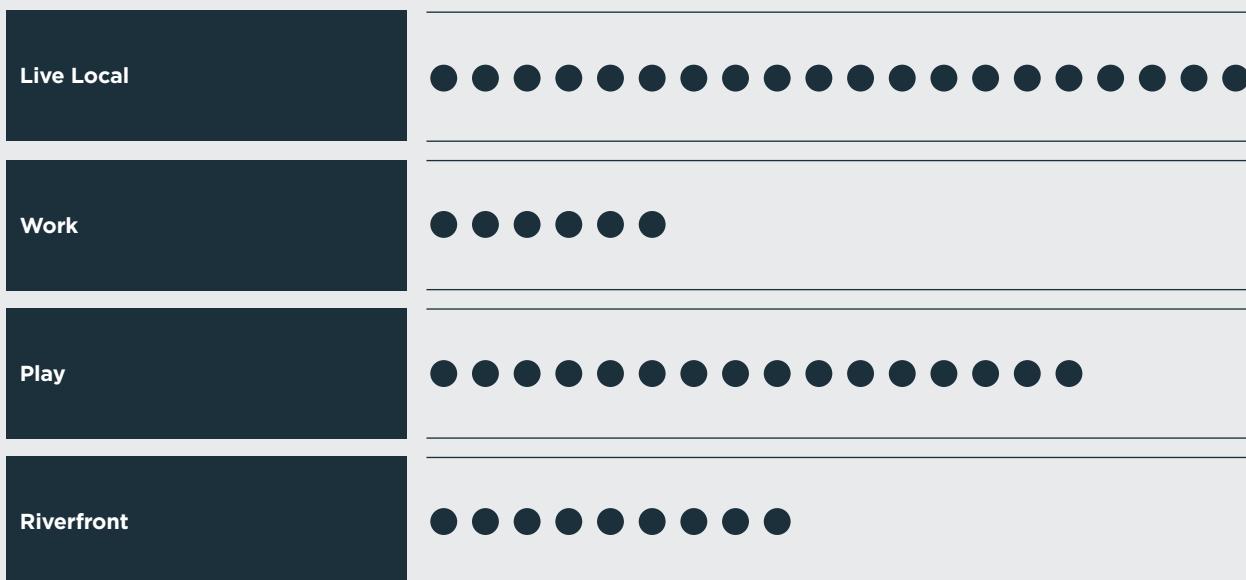
When asked about the preferred type of town center to focus on first, community members favored the Live Local Center which is predominately resident-oriented. This center builds off of the Brandt Pike Revitalization plans and Marian Meadows development and focuses on local services, government functions, professional services, retail, amenities, and daily needs. The Play Center, which is entertainment based, was next among the highest votes, followed by the Riverfront Center and the Work Center. These are all described in more detail later in this Plan.

The City additionally asked community members about how they would prioritize the implementation of the growth strategy. The most supported option was the idea to broaden investment in the community through events, gathering places, and public engagement about growth. The other two ideas related to activating a community brand and better-aligning tools and resources were also supported.



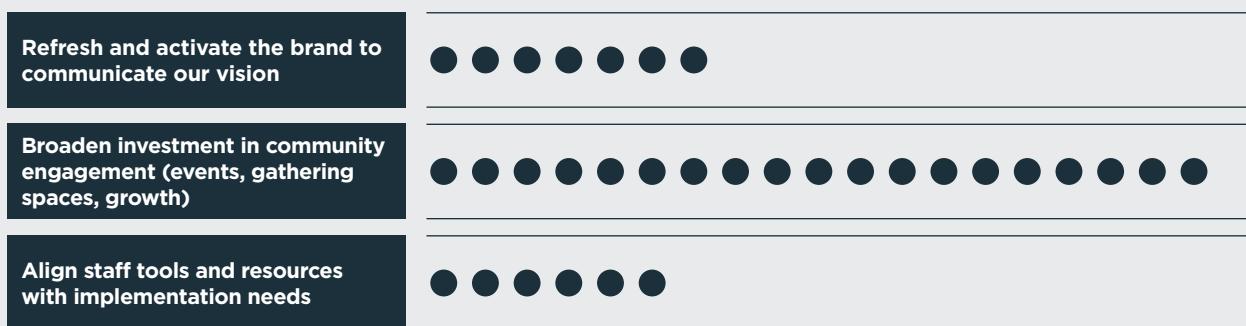
## FIND OUR CENTERS

Which type of center should be our primary focus?



## OPERATIONALIZE THE GROWTH STRATEGY

Which of these functions would you like to see most prioritized?





# MOBILITY PLAN

The Mobility Plan outlines goals, objectives, and implementation steps to improve local walkability and regional connectivity, and provides recommendations for a catalytic 14.5-mile multi-use trail Loop. This portion of the Plan also provides a Street Network Map with supporting street sections that convey options for four street types that are anticipated to be built as part of new development and roadway reconstruction projects.

# BUILD LOCAL WALKABILITY & REGIONAL CONNECTIVITY

Using a personal vehicle has been the dominant mode of transportation in Huber Heights for decades. As such, it has become a dominant force in household budgets, rivaling the cost of rent or mortgages. As the City grows, interventions and a new approach to the street network are critical to maintaining a high quality of life. Walking, biking, and other types of micro-mobility allow for a lighter impact on street surfaces, air quality, and general congestion. The following goals and objectives provide a pathway to transitioning the City to a place where all modes of transportation are viable, safe, and convenient.

## GOALS + OBJECTIVES

- » Support multi-modal access
- » Better distribute traffic by mode, route, and time of day
- » Encourage walkable density
- » Encourage human-centered innovation
- » Lower household annual transportation cost
- » Set a new standard for multi-modal infrastructure



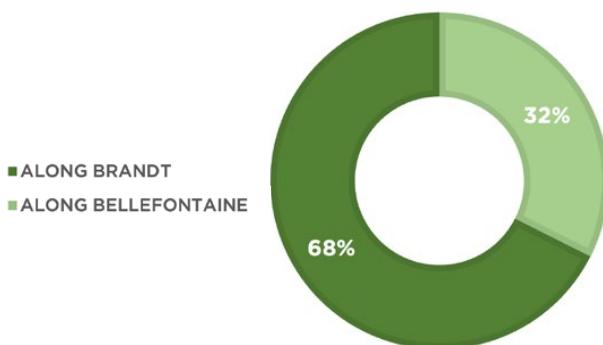
# THE LOOP

One of the most desirable assets of Huber Heights is its location within the Miami Valley Region, which includes the Five Rivers MetroParks system and proximity to Dayton, Ohio. The existing Great Miami River Trail (GMRT) is a paved, 96-mile multi-use trail that goes through Warren, Montgomery, Miami, Butler, and Shelby counties. The GMRT is a key component of the region's robust trail network that encompasses 340 miles and sees over 793,000 annual visits. Huber Heights would capture significant economic benefits with the development of a connecting trail that invites regional users into Huber Heights while facilitating a healthy mode of travel for residents and workers.

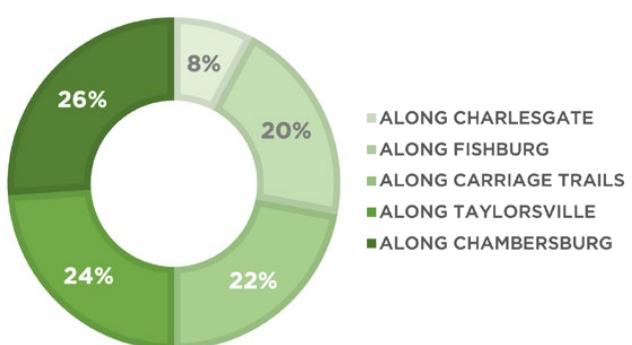
The planning process generated several options for potential connections to arrive at a preferred alignment for a contiguous 14.5-mile Loop. Considerations included planned street improvements, existing right-of-way, and connection to community assets like schools, public buildings, places of worship, retail, employment, parks, and open spaces.

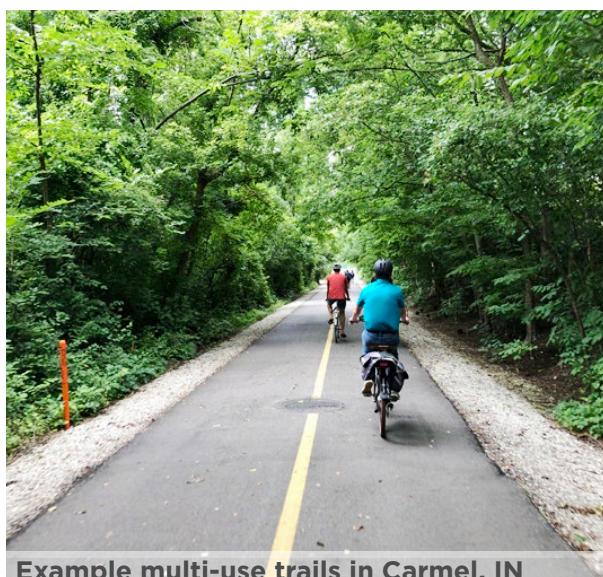
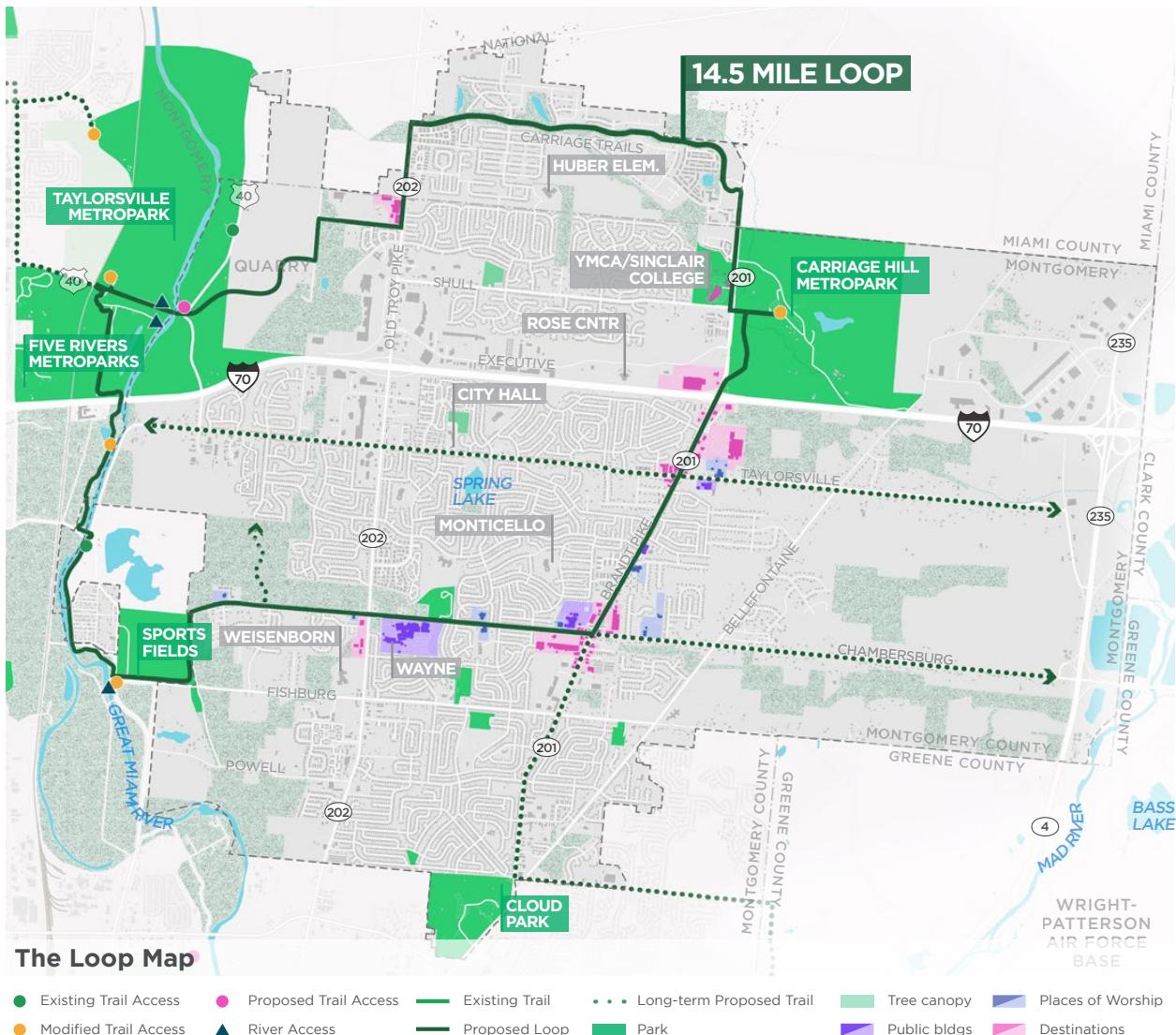
Longer-term trail development is recommended for Chambersburg and Taylorsville roads, along Brandt Pike south of Chambersburg, and on anticipated new roads west of Old Troy Pike.

NORTH-SOUTH TRAIL PREFERENCES



EAST-WEST TRAIL PREFERENCES





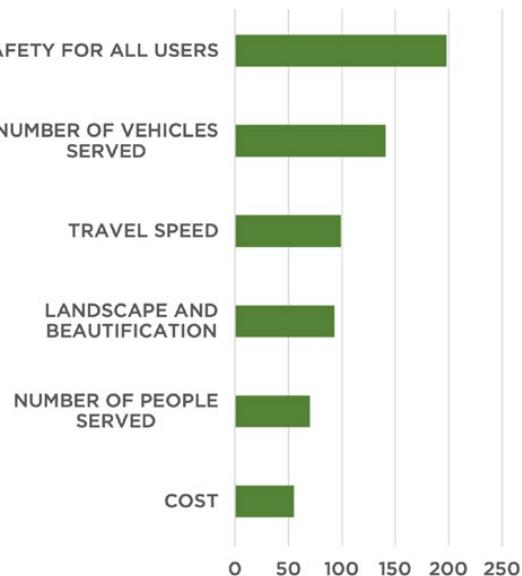
# STREETS FOR EVERYONE

Streets make up the largest amount of public space in any city. An effective street network is critical for accommodating growth and enabling safe travel by all, including pedestrians, bicyclists, and vehicles. A complete street network goes further by providing users with a pleasant experience through beautification, trees, lighting, and effective stormwater management. Streets that incorporate amenities, like green infrastructure, separated bicycle lanes, comfortable bus shelters, seating, and lighting, do require more investment than the minimum standard, however, they also provide higher returns, especially when built in places with a mix of uses and a high number of daily users.

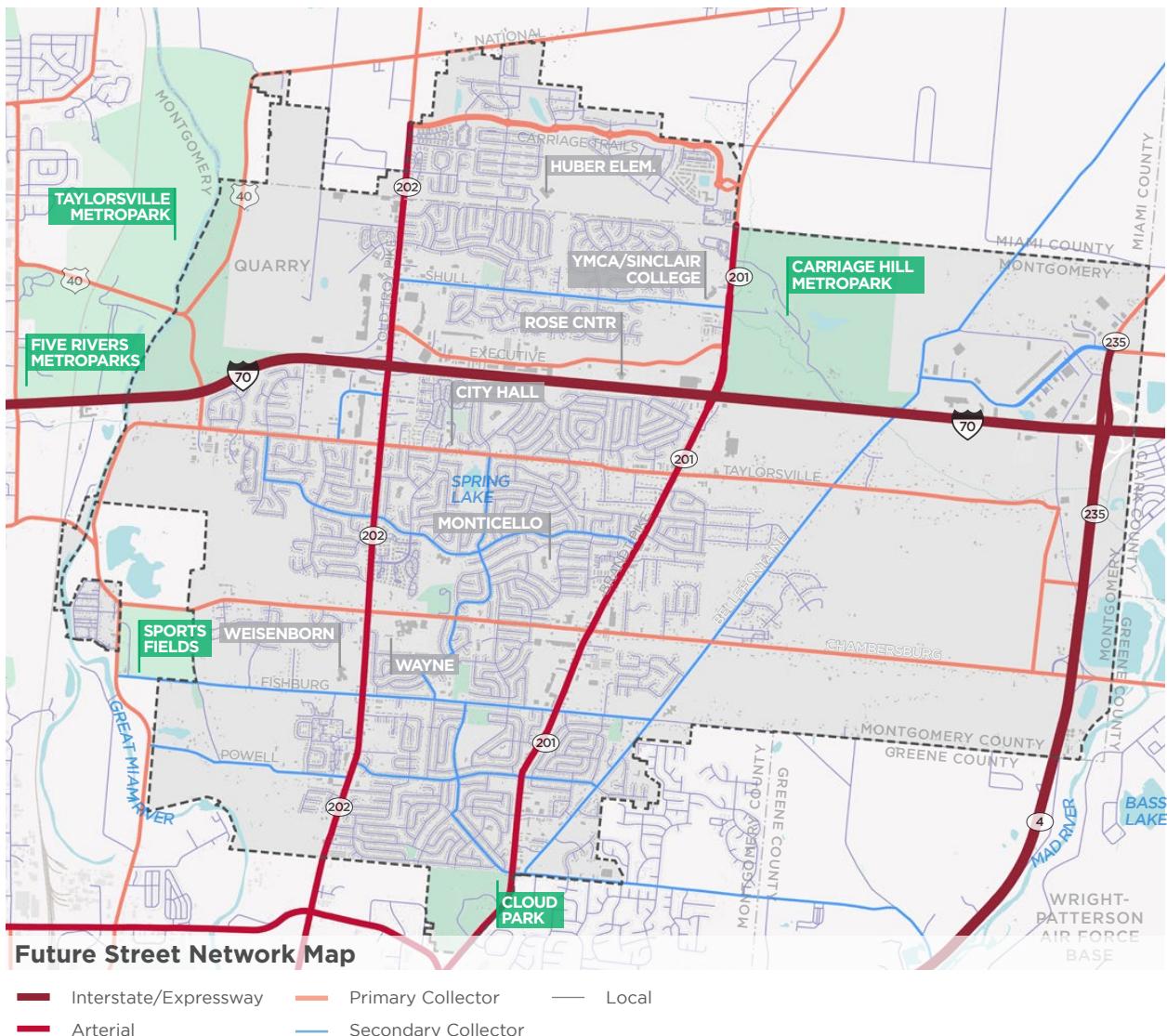
The Street Network Map shows the five types of streets that make up the roadway system in Huber Heights. While this network has been largely built out as the City has grown, design standards are needed for new streets as part of new development as well as roadway reconstruction through city-led capital improvement projects.

This section describes each of these street types in detail alongside example street sections.

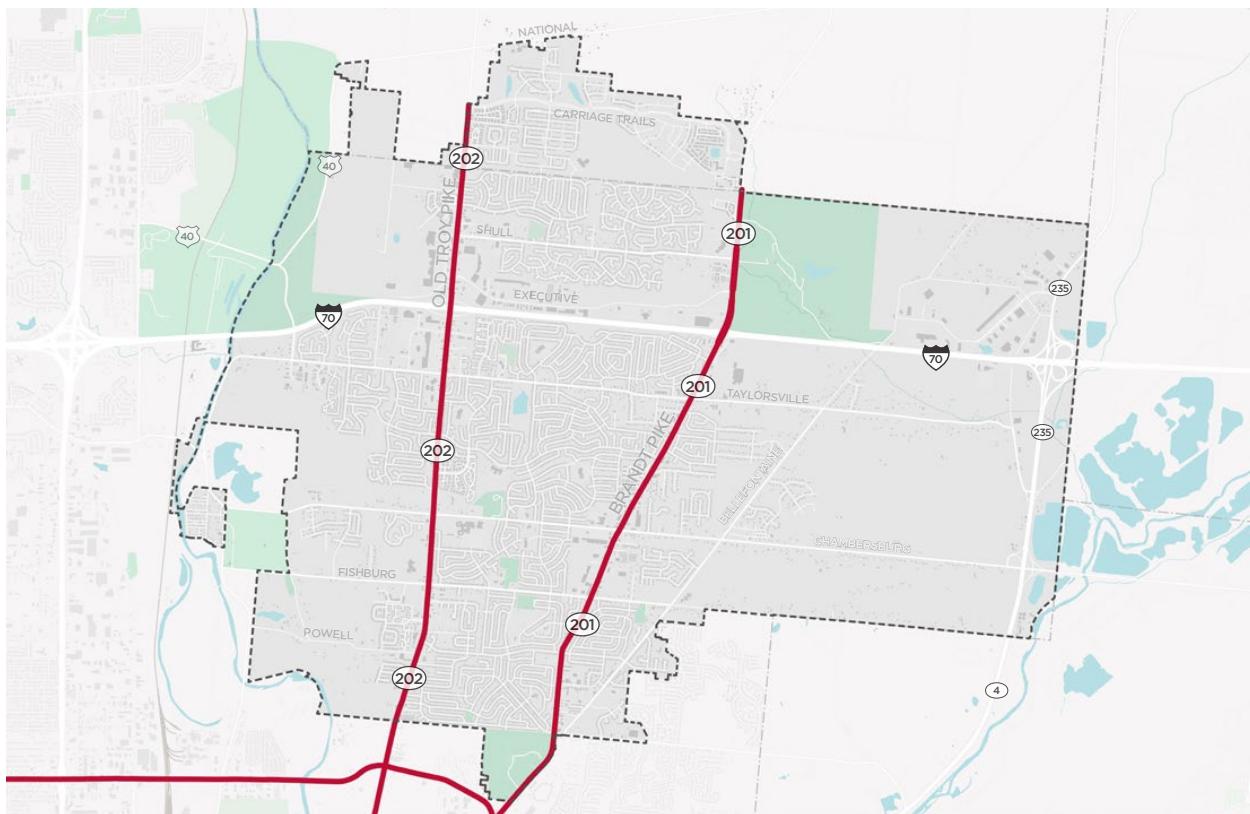
## STREET DESIGN PREFERENCES



“Street Design Preferences” reflects community preferences provided during this planning process.



## STREETS FOR EVERYONE



### ARTERIAL

**Speed Limit:** 35 MPH

**Right-of-Way:** 90-120 FT

**Number of Lanes:** 5

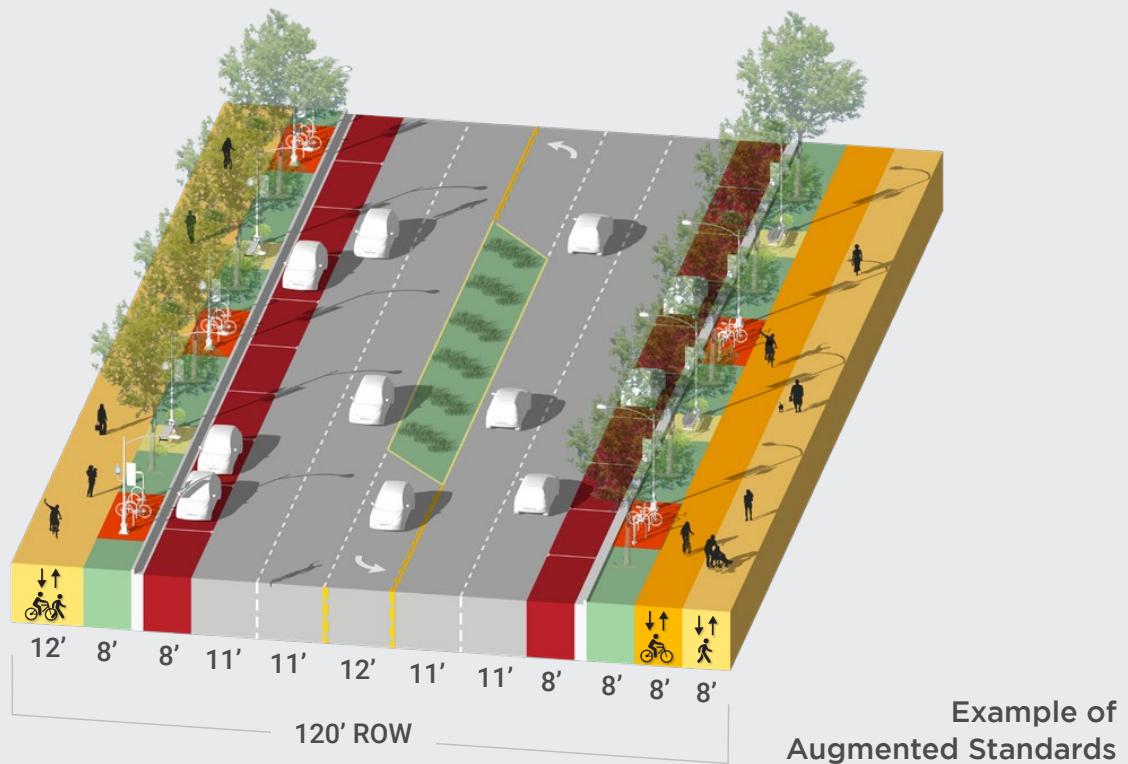
**Lane Width:** 11 FT

**Turn Lane/Median:** Not required, 11 FT min. where used

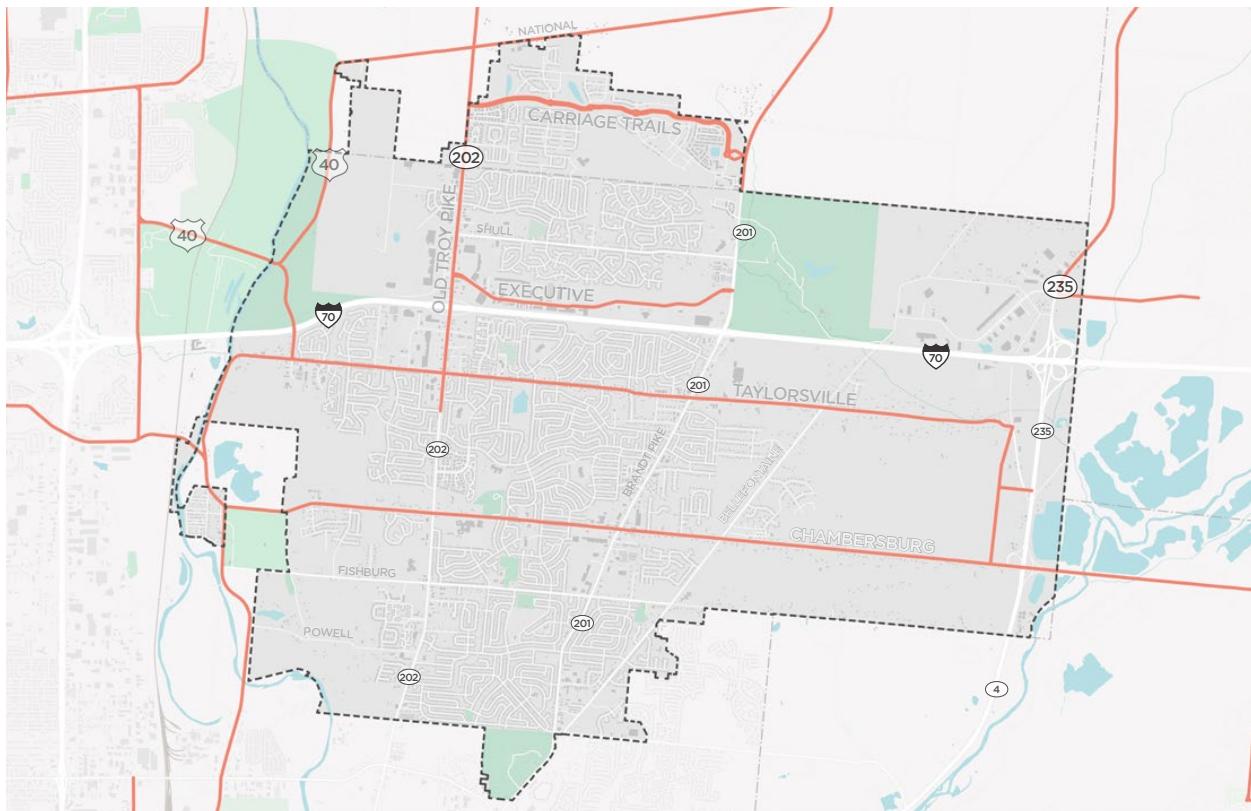
**On-Street Parking:** Not required, 7 FT min. where used

**Tree Area:** Required, 5'-6" min.

**Street Trees:** Required



## STREETS FOR EVERYONE



### MAJOR COLLECTOR

**Speed Limit:** 25-35 MPH

**Right-of-Way:** 60-90 FT

**Number of Lanes:** 3

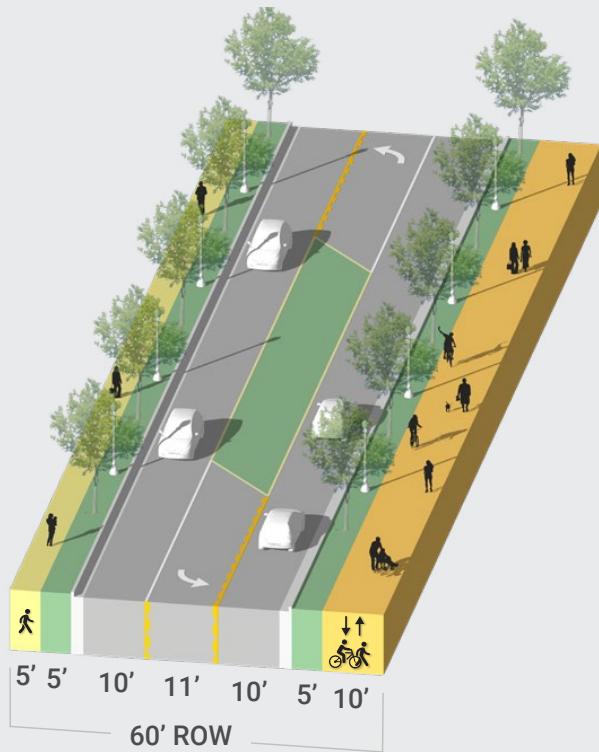
**Lane Width:** 10 FT

**Turn Lane/Median:** Not required, 11 FT min. where used

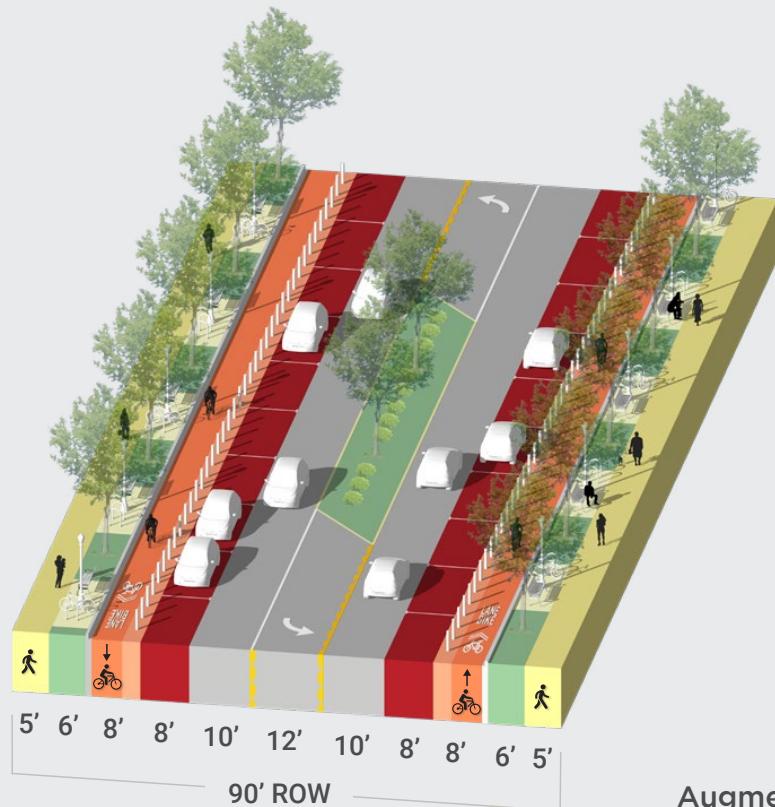
**On-Street Parking:** Not required, 7 FT min. where used

**Tree Area:** Required, 5' min.

**Street Trees:** Required

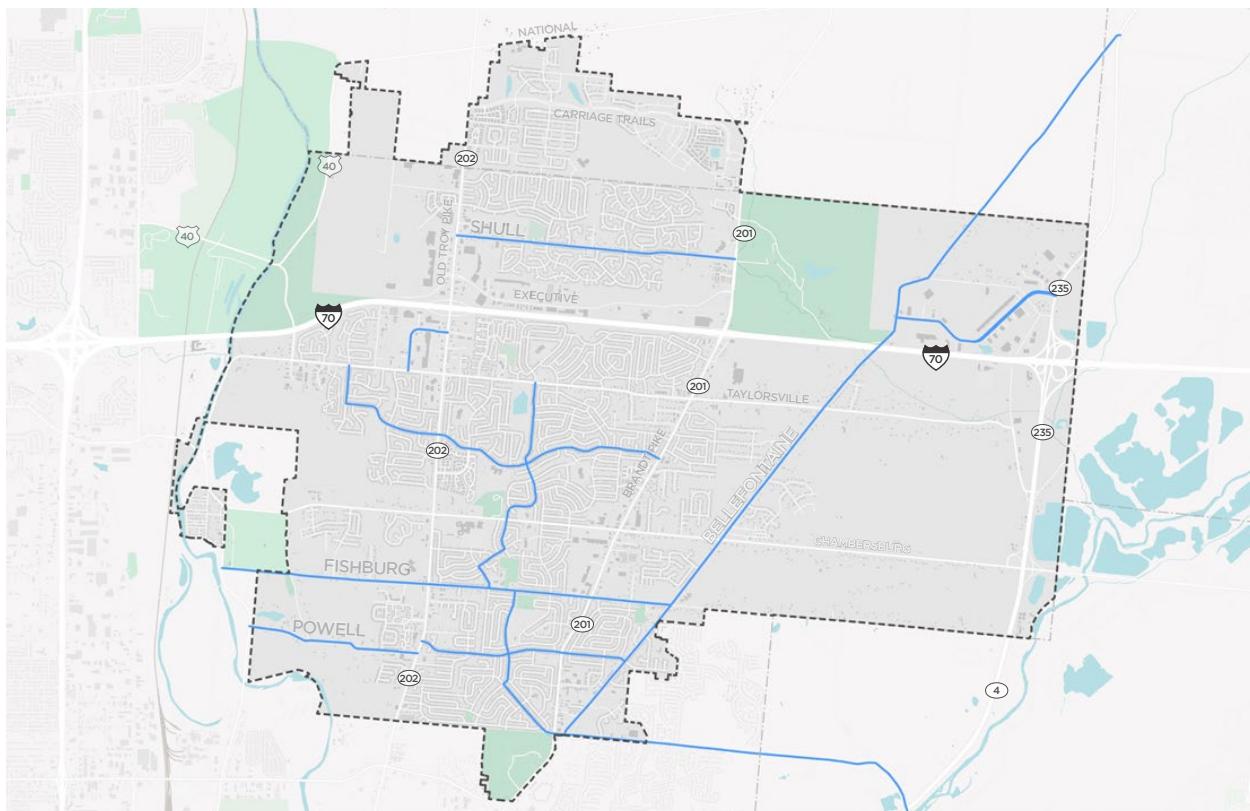


Minimum Standard



Example of  
Augmented Standards

## STREETS FOR EVERYONE



### MINOR COLLECTOR

**Speed Limit:** 20-25 MPH

**Right-of-Way:** 50-70 FT

**Number of Lanes:** 2

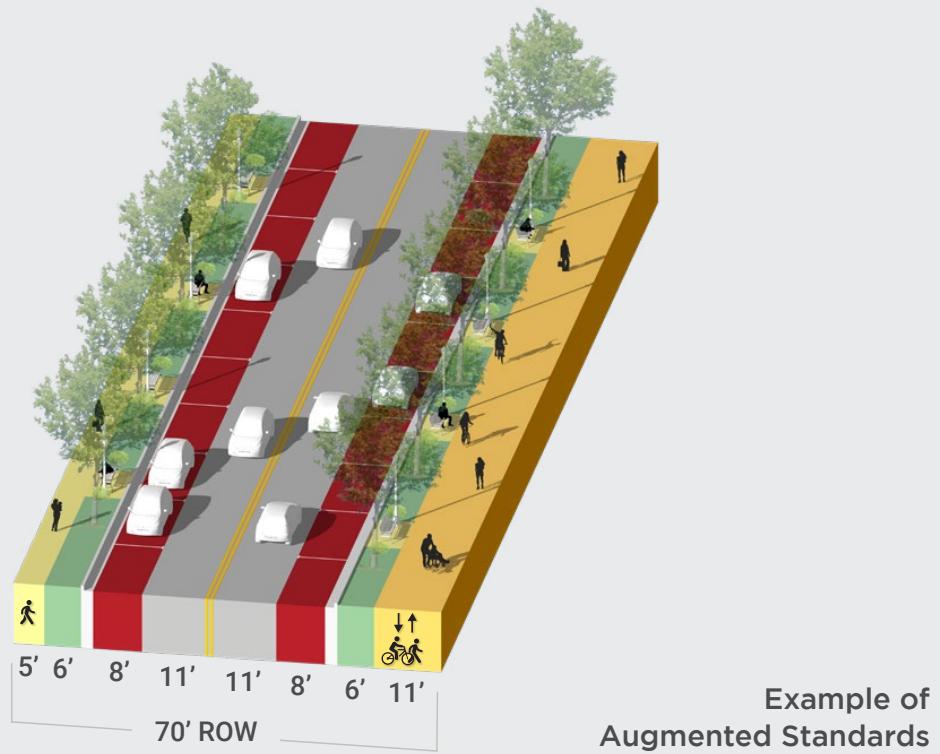
**Lane Width:** 11 FT

**Turn Lane/Median:** Not applicable

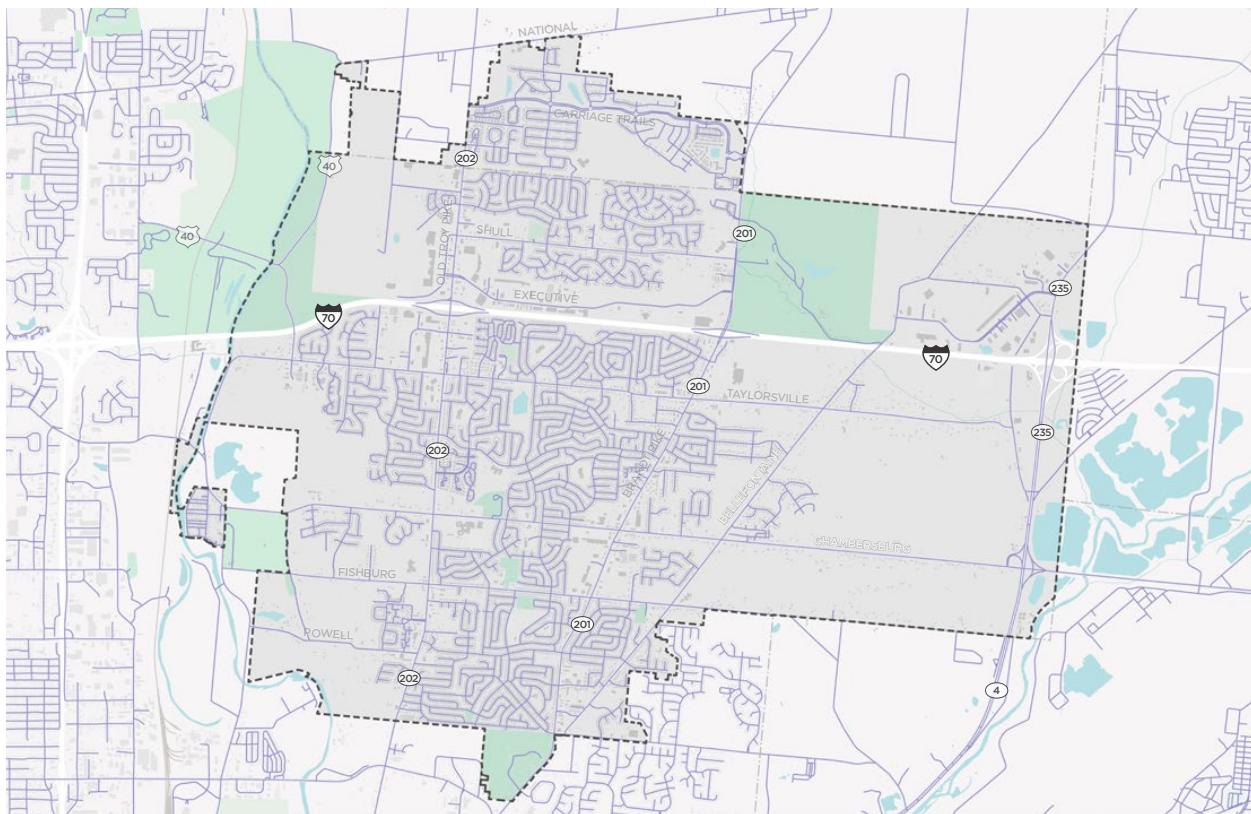
**On-Street Parking:** Not required, 7 FT min. where used

**Tree Area:** Required, 5' min.

**Street Trees:** Required



## STREETS FOR EVERYONE



### LOCAL

**Speed Limit:** 20-25 MPH

**Right-of-Way:** 42-60 FT

**Number of Lanes:** 2

**Lane Width:** 10 FT

**Turn Lane/Median:** Not applicable

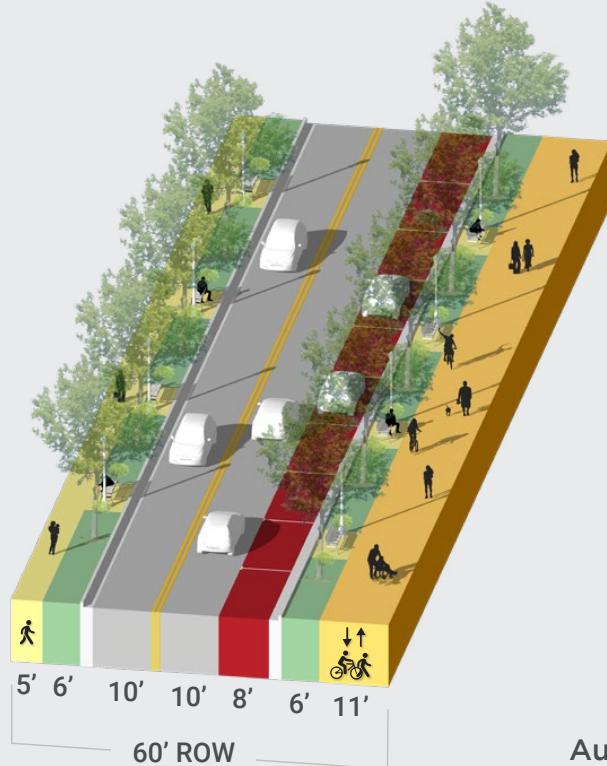
**On-Street Parking:** Not required, 7 FT min. where used

**Tree Area:** Optional

**Street Trees:** Required on residential streets



Minimum Standard



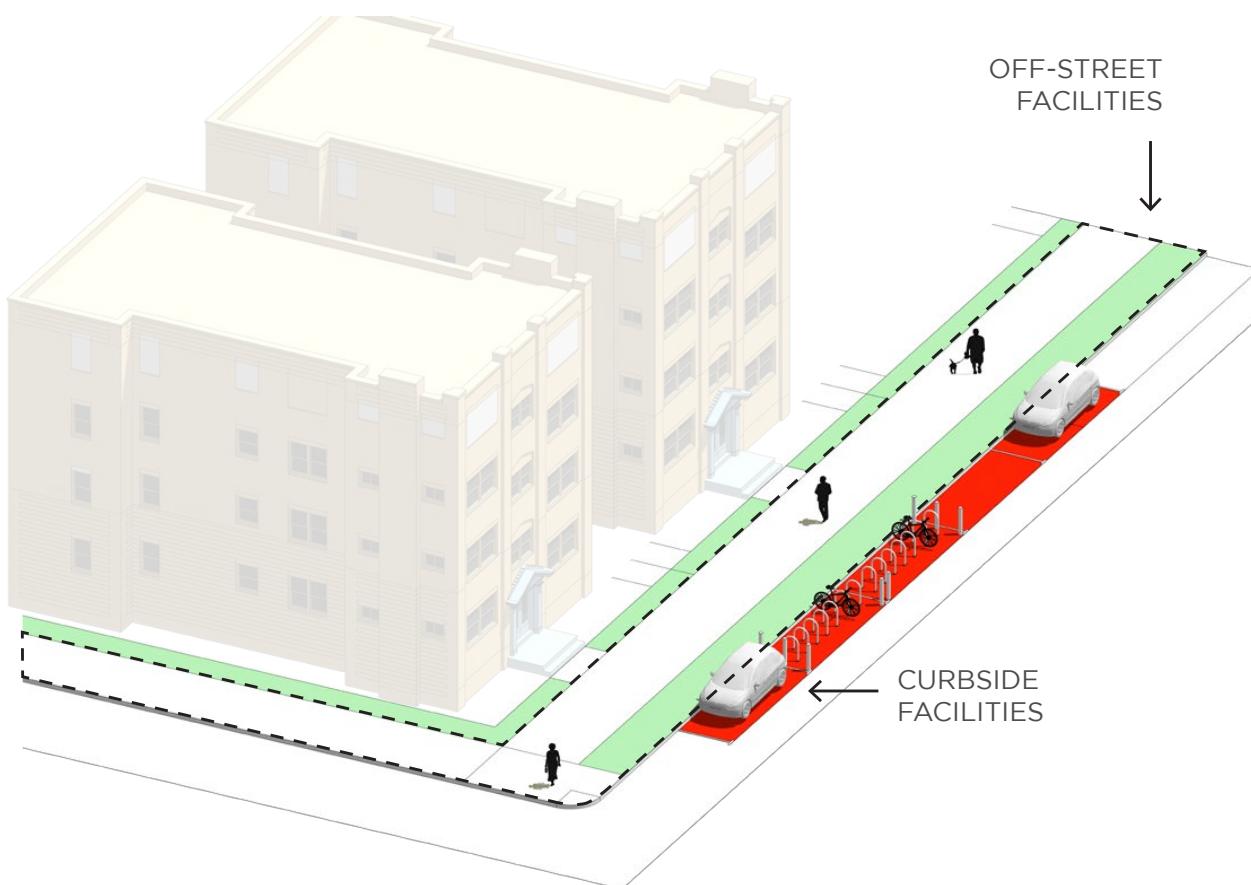
Example of  
Augmented Standards

## STREETS FOR EVERYONE

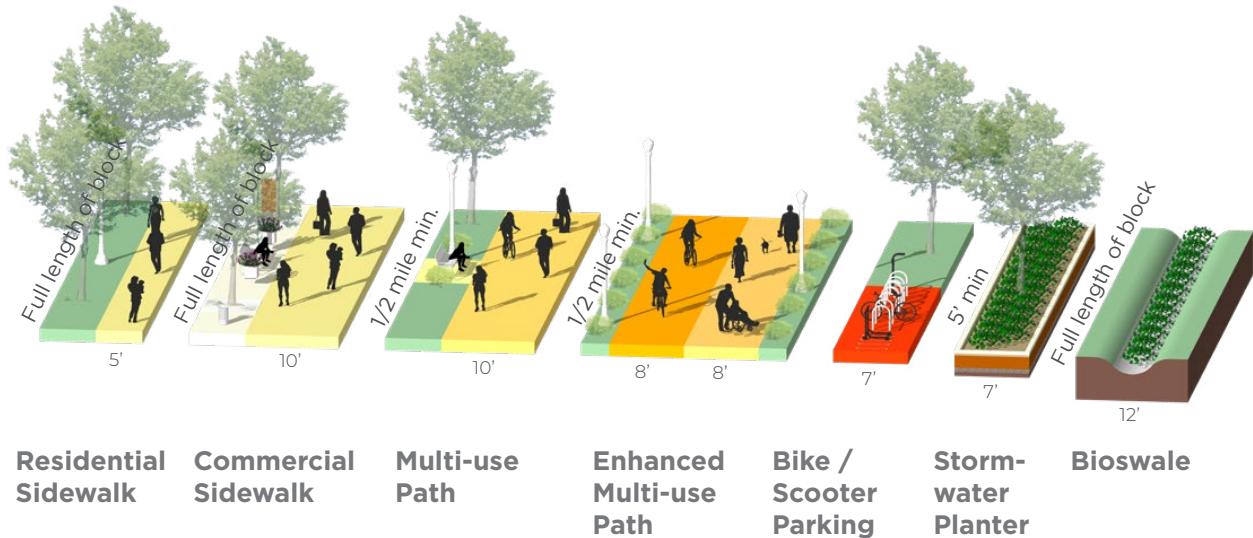
### STREETSCAPE FACILITIES

Several facility types may be incorporated into street rights-of-way. These street amenities are useful in supporting effective transportation, property access, recreation, community

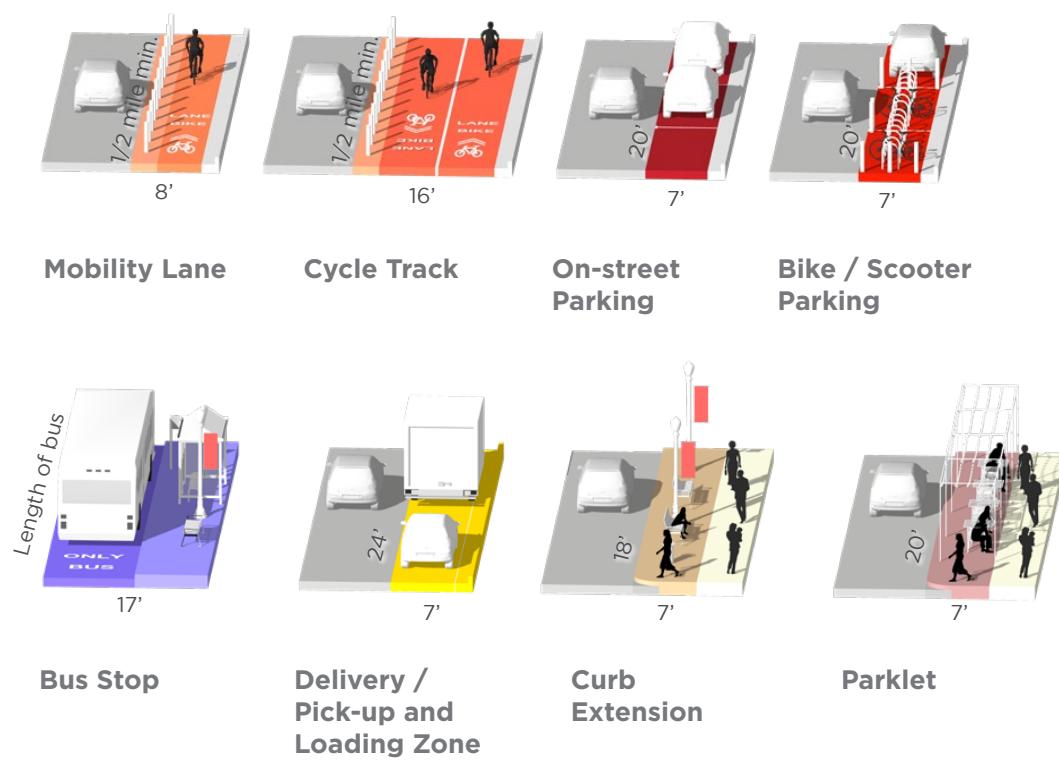
use, stormwater conveyance, parking, and more. In general, these facilities exist either off of the street but within the right-of-way, or along street curbs, as depicted below.



## OFF-STREET FACILITIES



## CURBSIDE FACILITIES



# IMPLEMENTATION STEPS

To facilitate the meeting of the City's mobility goals, the following initiatives are recommended for the City to lead with particular emphasis on the first 36 months.

| 9-12 MONTHS   | 12-24 MONTHS  |
|---|---|
| <p><b>1 UPDATE LOCAL MOBILITY POLICIES</b></p> <p><b>We should align our street design and use policies to meet our human-centered multi-modal infrastructure goals and objectives.</b></p> <ul style="list-style-type: none"><li>» Adopt Street Network Map and Typical Sections</li><li>» Update Subdivision Regulations</li><li>» Eliminate or reduce parking minimums</li><li>» Promote infill development</li><li>» Support traffic calming</li><li>» Introduce eBike incentive</li><li>» Expand charging station availability</li><li>» Implement access management</li></ul> | <p><b>2 ALIGN STREET + TRAIL DESIGN STANDARDS WITH STATE &amp; NATIONAL BEST PRACTICES</b></p> <p><b>National resources and models should be utilized to guide our best-in-class street design.</b></p> <ul style="list-style-type: none"><li>» Join NACTO</li><li>» Incorporate ODOT Multi-Modal Design Guide (MDG)</li><li>» Incorporate VisionZero goals and objectives</li><li>» Incorporate Safe Routes to School Best Practices</li></ul> |



Click here to see the full Implementation Matrix

## 24-36 MONTHS

### 3 CREATE LOOP MASTER PLAN

We sit on the edge of one of the country's best trail systems. The Loop will connect all of Huber.

- » Create Loop Master Plan
- » Vacate Old Shull Road

## 36-60 MONTHS

### 4 CREATE MULTI-MODAL PLANNING COORDINATOR STAFF POSITION

Dedicated staff and resources are required to modernize and activate our mobility network.

- » Create new staff position
- » Improve transit along priority routes
- » Develop public-private partnerships to improve mobility and logistics



# DEVELOPMENT PATTERNS

The City of Huber Heights is made up of a variety of places, neighborhoods, and districts, each with a distinct character. Understanding these unique Development Patterns is a tool for connecting our history to our future. It is also essential for our community to remain economically nimble and vibrant. This section describes the predominant physical and natural qualities in each part of the City, along with their localized opportunities for growth. Development Patterns serve as a guide to reforming the City's zoning and subdivision regulations.

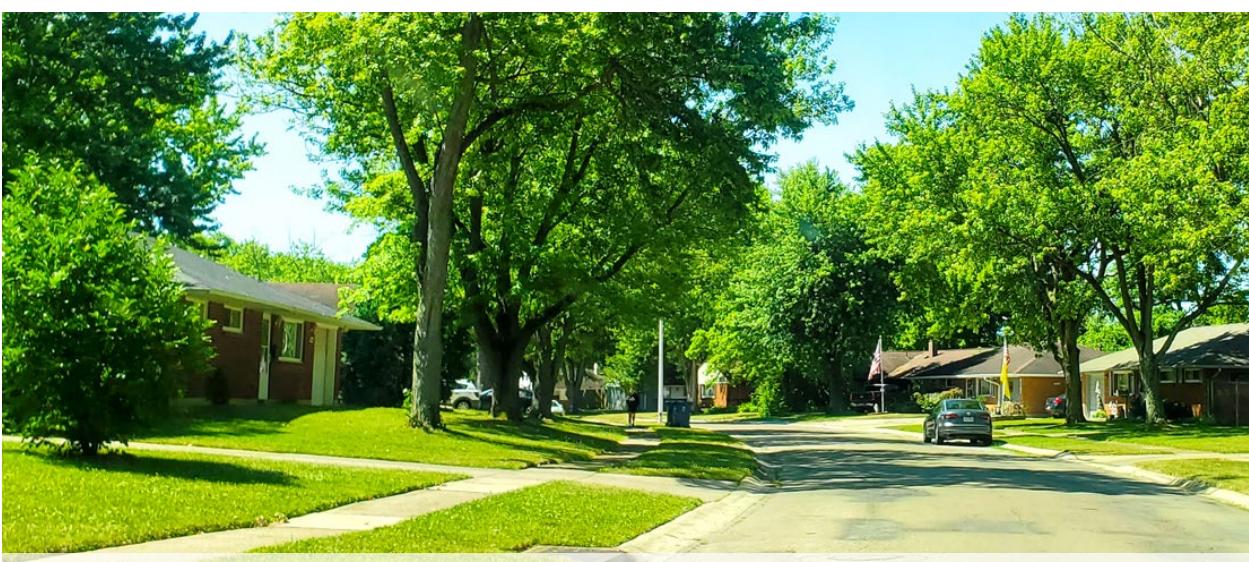
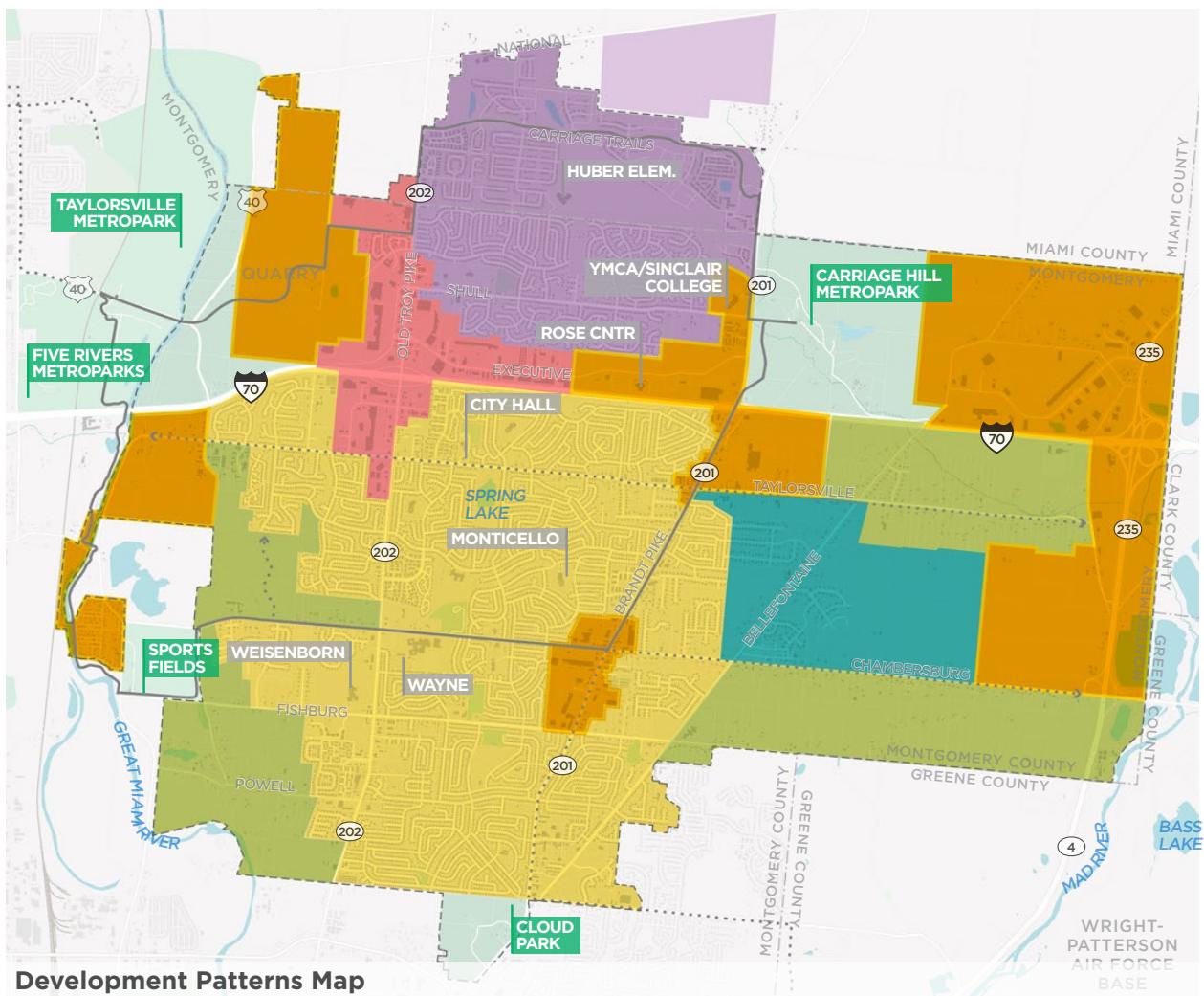
# FROM LAND USE TO DEVELOPMENT PATTERNS

Traditional land use maps describe how a given property is used as one's home, office, business, park, manufacturing, etc. Land use maps are quickly outdated in growing cities and are not a useful tool for encouraging desired types of development. They also freeze a city in time, which weakens its growth and investment potential.

Development Patterns establish character areas to convey the City-wide vision and values for the built environment. Those character areas become more refined through small-area planning, where neighborhood stakeholders establish standards and programs to guide growth. Site planning, involving developers, City staff, and adjacent property owners, is where the details are decided without re-litigating the broader vision and needs of the City. This hierarchy of planning and development processes prevents the overburdening of City staff and ensures proper engagement.

## GOALS + OBJECTIVES

- » Encourage human-centered innovation
- » Focus on talent attraction/retention
- » Encourage walkable density
- » Allow people to live closer to jobs and amenities
- » Expand housing options
- » Focus growth in clusters



Typical residential street in Southtown

## FUTURE DEVELOPMENT PATTERNS

### CENTER: LIVE LOCAL

The Live Local Center is made up of the commercial properties along Brandt Pike, south of Leyden Lane to Fishburg Road, east of Celestine Street, and following parcel lines off of Brandt Pike's eastern side. Today, this area contains a mix of uses ranging from offices and services to restaurants, food markets, and entertainment. The developments are largely auto-oriented, however, in-depth revitalization plans and more

recent development proposals are supporting a transformation that will bring in higher-density residential units and infill development that will make the area walkable through a new street grid and infrastructure. The long-term vision for this Live Local Center is for it to be a gathering place that caters to local residents, providing them with daily needs as well as a wide range of services and amenities.

#### ESSENTIAL ELEMENTS

- » Build off the Brandt Pike Revitalization Plan and Marian Meadows development
- » Focus on local services, government functions, professional services, daily needs, retail, and amenities
- » Offer a wide range of housing types
- » Double down on a park-once walkable infrastructure and quality public realm
- » Update Brandt Pike Revitalization plan with recent developments and new opportunities



### Brandt Pike Target Revitalization Plan

City of Huber Heights, Ohio | May 2017





## Library construction progress



## Alemaetic Artisan Ales

## FUTURE DEVELOPMENT PATTERNS

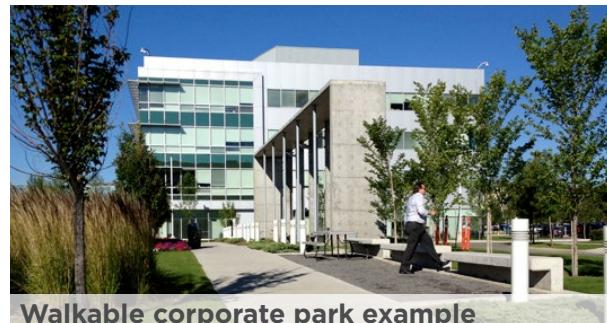
### CENTER: WORK

The Work Center is generally bounded by the City and Montgomery County line to the northeast of Carriage Hill Park, along both sides of Route 235/ Valley Pike, and south to Chambersburg Road. Currently, a mix of manufacturing, industrial, and distribution uses are

located here, along with agricultural uses. Opportunity exists to attract light manufacturing with complementary residential and amenities to be strategically incorporated into a new mixed-use growth area.

#### ESSENTIAL ELEMENTS

- » Build off light industrial, industrial, and corporate anchors with access to highways and Wright Patterson
- » Develop for density, flexibility, and mix of use adjacencies
- » Build housing along the eastern edge of Carriage Hill Metro Park
- » While the focus is on employment, support multi-family residential and amenities where suitable
- » Economize and share infrastructure where feasible
- » Leverage current master development interest to create an integrated mixed-use environment



Walkable corporate park example



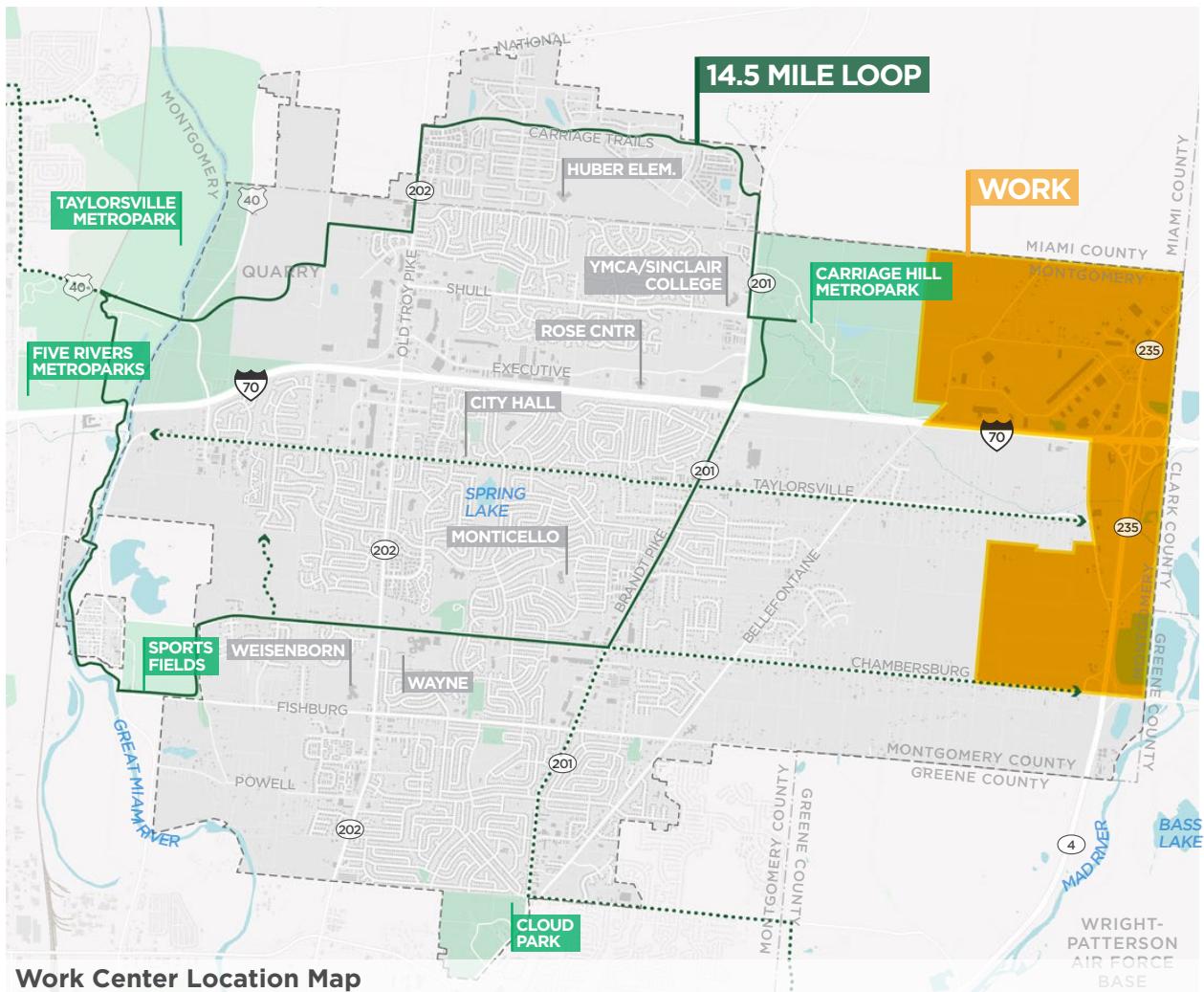
New corporate headquarters example



Flexible office building near amenities



Warehouse to office conversion



## FUTURE DEVELOPMENT PATTERNS

### CENTER: PLAY

The entertainment-focused Play Center includes the emerging Heights District and commercial properties along Brandt Pike, north of Taylorsville Road. This center is envisioned as a regional destination that leverages existing assets like the Rose Music Center, Kroger Aquatic Center, Sinclair Community

College, and Huber Heights YMCA to attract additional amenities located in currently underutilized spaces. Important to this center, and each of the centers is the incorporation of medium-to-high-density housing, necessary to support commercial and retail uses.

#### ESSENTIAL ELEMENTS

- » Build off recent momentum created by Executive Boulevard, the Rose Center, Warped Wing, the YMCA/ Aquatic Center/Sinclair, and Parkview Apartments
- » Target regionally-scaled hospitality and entertainment uses
- » Support multi-family and mixed-use development
- » Emphasize a park-once, dynamic visitor experience
- » Enhance connectivity within the district and to Carriage Hill MetroPark
- » Create sub area plan that incorporates and coordinates current market interest and future potential



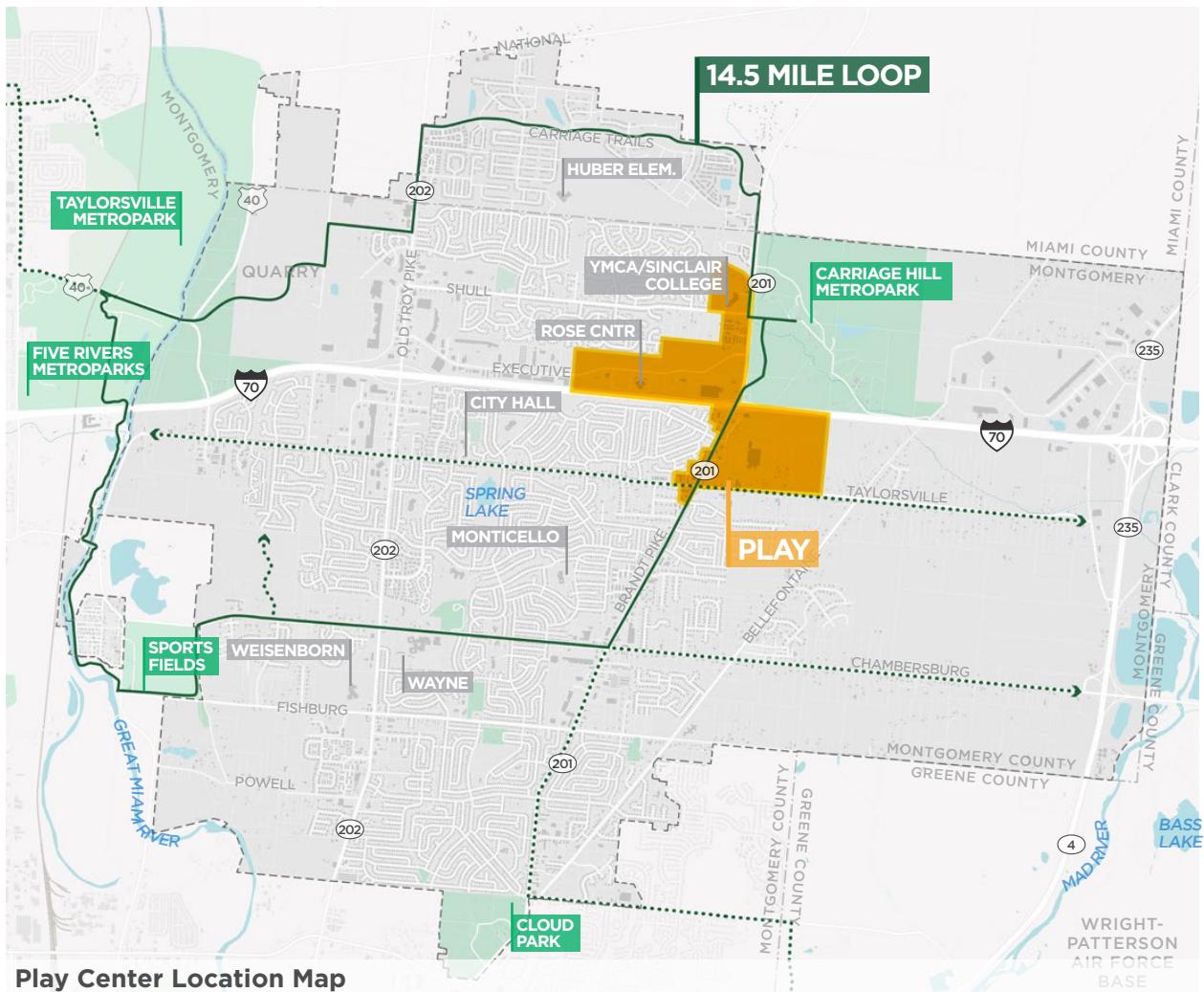
Parsons Alley, Duluth, GA



Goshen Brewing, Goshen, IN



Crocker Park, Westlake, OH



Rose Music Center



Carriage Hill MetroPark



Kroger Aquatic Center at The Heights



Parkview apartments

## FUTURE DEVELOPMENT PATTERNS

### CENTER: RIVERFRONT

The Riverfront Center will likely be the most long-term City center to be developed, but it represents a key opportunity for Huber Heights to leverage its proximity to desirable natural resources and destinations: The Great Miami River, Taylorsville MetroPark, sports fields and restaurants along Rip Rap Road, and existing and planned walking, hiking, and biking trails.

#### ESSENTIAL ELEMENTS

- » Capitalize on under-developed land along the river and MetroPark
- » Connect to nearby retail, employment, and neighborhoods
- » Structure development around trail and green networks
- » Focus on traditional neighborhood and trail-oriented development principles
- » Create sub area plan for the center in conjunction with the Loop master plan

Located west of Old Troy Pike and following the Great Miami River, this center is envisioned as being developed on former quarry properties and others that sit vacant, overlooking the river. It also would encompass the Miami Villa area that is in need of reinvestment. A broad mix of uses can be incorporated here, focused on high quality recreation and healthy living.



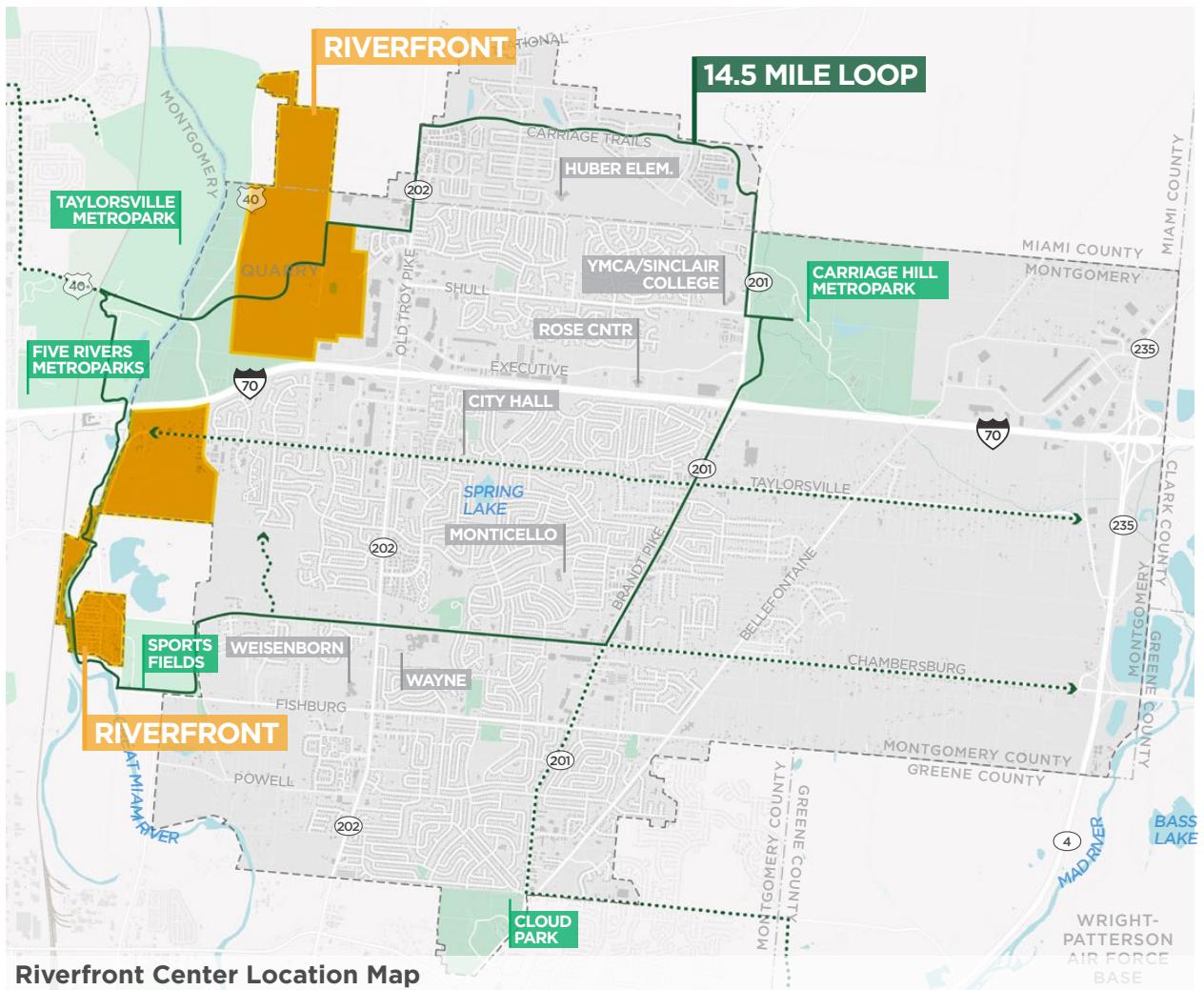
**Big Lug Canteen / Monon Trail, IN**



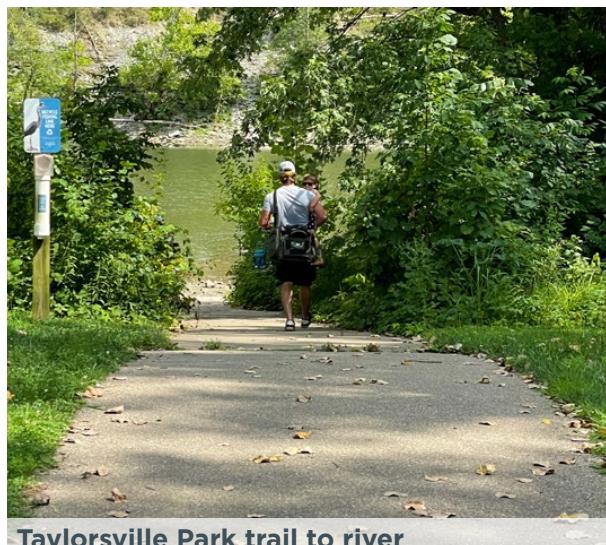
**Swamp Rabbit Trail, Greenville, SC**



**Elkhart, IN**



Swamp Rabbit Trail, Greenville, SC



Taylorsville Park trail to river

## FUTURE DEVELOPMENT PATTERNS

### REGIONAL COMMERCIAL

The Regional Commercial pattern encompasses the grouping of big box stores, chain restaurants, and national and regional employers that surround the Interstate 70 interchange at Old Troy Pike/Route 202.

The majority of these developments were built in the 1970s-80s and as their redevelopment becomes necessary, additional streets can be introduced and placemaking implemented to establish a walkable commercial center where a broader mix of uses are included.

#### ESSENTIAL ELEMENTS

- » Large format commercial and out-lot retail
- » Focus on maintaining and growing current tenants; broadening the mix of uses; additional street connectivity; and beautification.
- » Encourage paving removal and parking lot redevelopment/reuse



Liberty Center, Liberty Township, OH



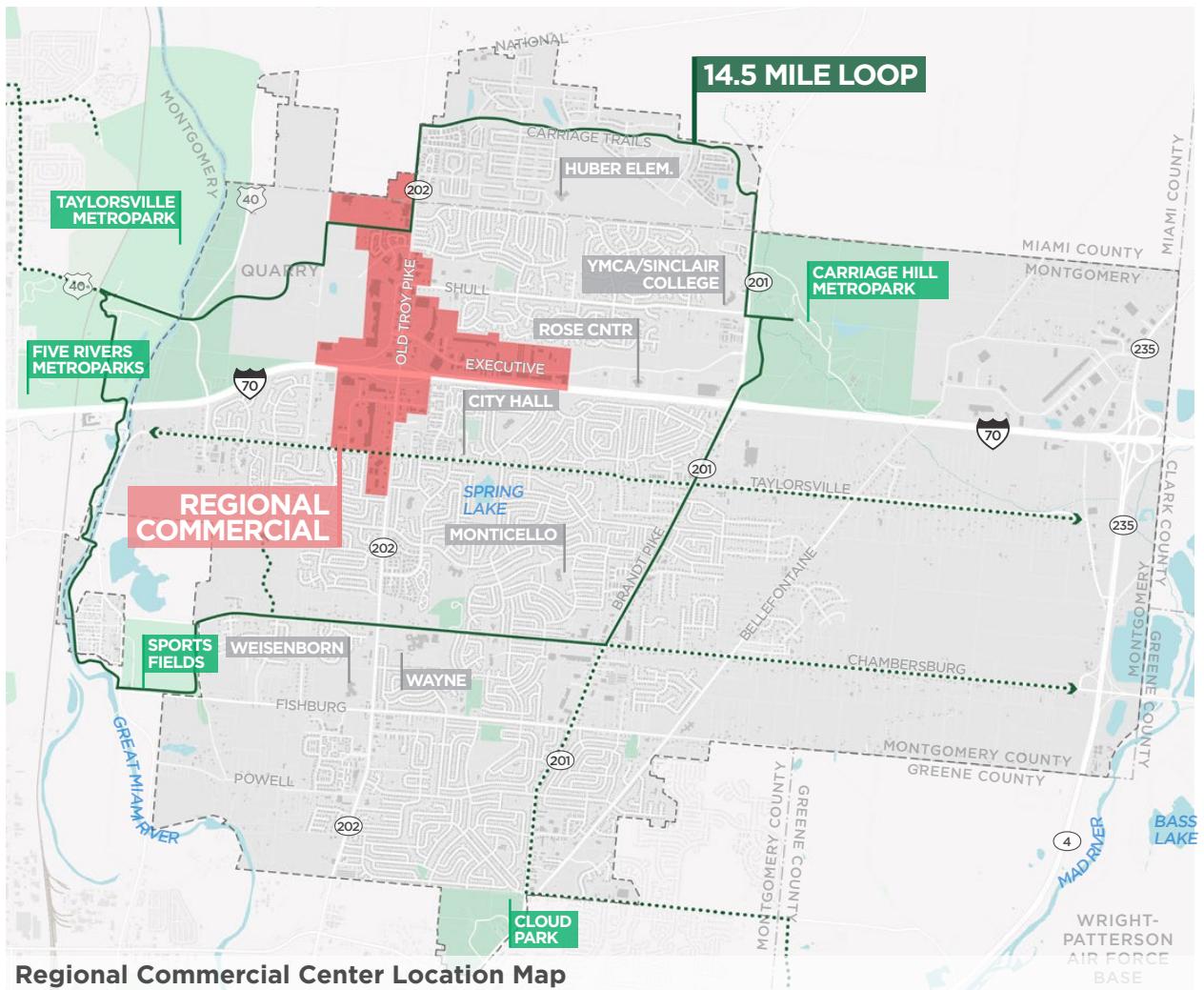
Liberty Center, Liberty Township, OH



Belmar, Lakewood, CO



Belmar, Lakewood, CO



## FUTURE DEVELOPMENT PATTERNS

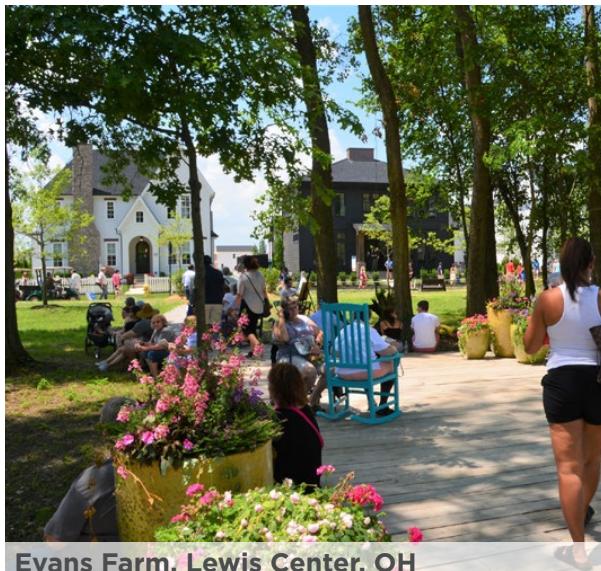
### NORTHTOWN

Located in the north-central area of the City, the Northtown pattern is most characterized by its detached, one to two-story homes. The area is bifurcated by the Miami and Montgomery county border which is made evident by the largely disconnected street network and 20-year difference in construction. The owner-occupied homes on the

Montgomery county side were built during the 1980s while homes on the Miami side began during the 2000s and continue to see new development taking place, east of the Charles Huber Elementary School. This pattern is anticipated to grow beyond current City-limits, as shown in a lighter purple on the map.

#### ESSENTIAL ELEMENTS

- » Late-century housing development
- » For existing developments, focus on completing subdivisions and completing bike/pedestrian networks
- » For new subdivisions, focus on bike/pedestrian infrastructure, external connections, streetscape, and setback garages



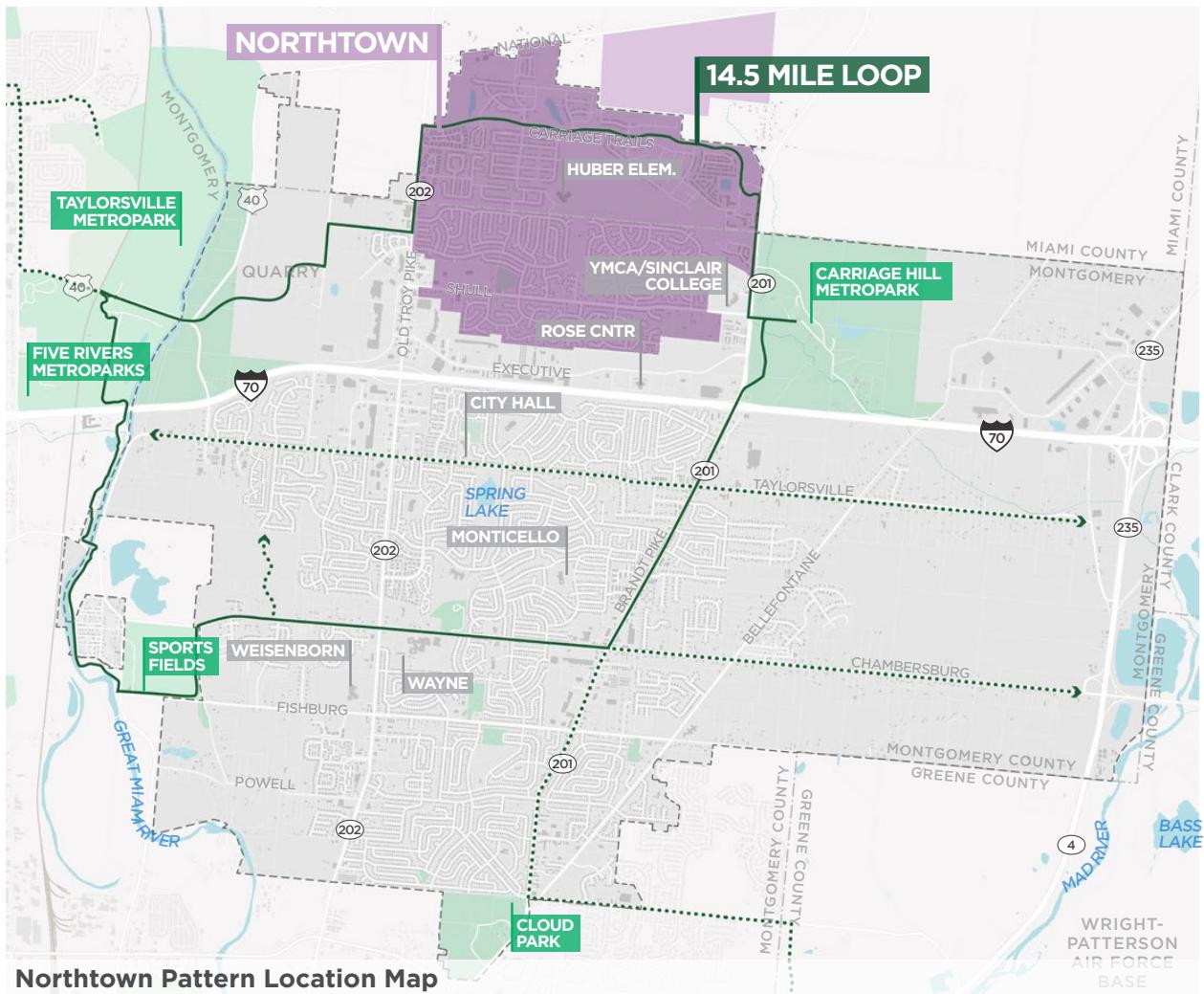
Evans Farm, Lewis Center, OH



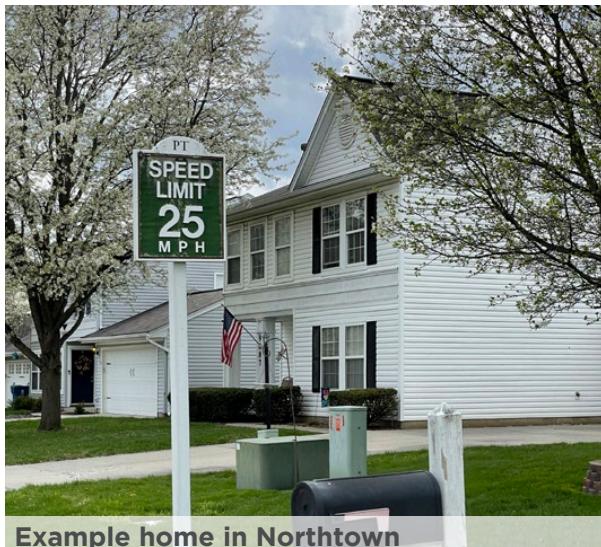
Norton Commons, Louisville, KY



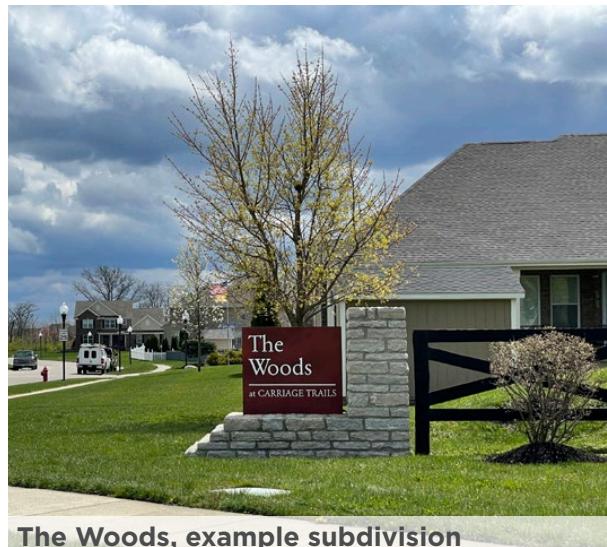
Evans Farm, Lewis Center, OH



Northtown Pattern Location Map



Example home in Northtown



The Woods, example subdivision

## FUTURE DEVELOPMENT PATTERNS

### SOUTHTOWN

The Southtown pattern makes up the largest and most cohesive area in Huber Heights. Located south of Interstate 70, its character is driven by its residential neighborhoods, predominately detached, one and two-story brick homes. These homes are mostly original Huber Homes, including 1960s-era apartment complexes, as well as some later-built homes with matching aesthetic. Neighborhood-serving uses, like schools, parks, and small offices are located along collector streets.

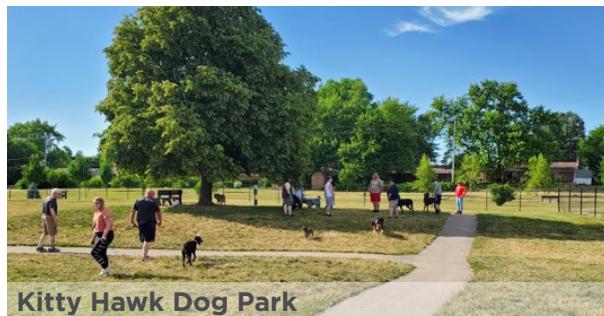
#### ESSENTIAL ELEMENTS

- » Mid-century brick homes and apartment complexes
- » Focus on renovation, infill development, and incremental broadening of uses and housing types
- » Continue to prioritize utility upgrades and expand focus on connectivity through street tree maintenance, sidewalks, placemaking, and traffic calming
- » Expand homeowner reinvestment tools and incentives
- » Broaden focus on marketing neighborhoods



Monita Field Bike & Skate Park

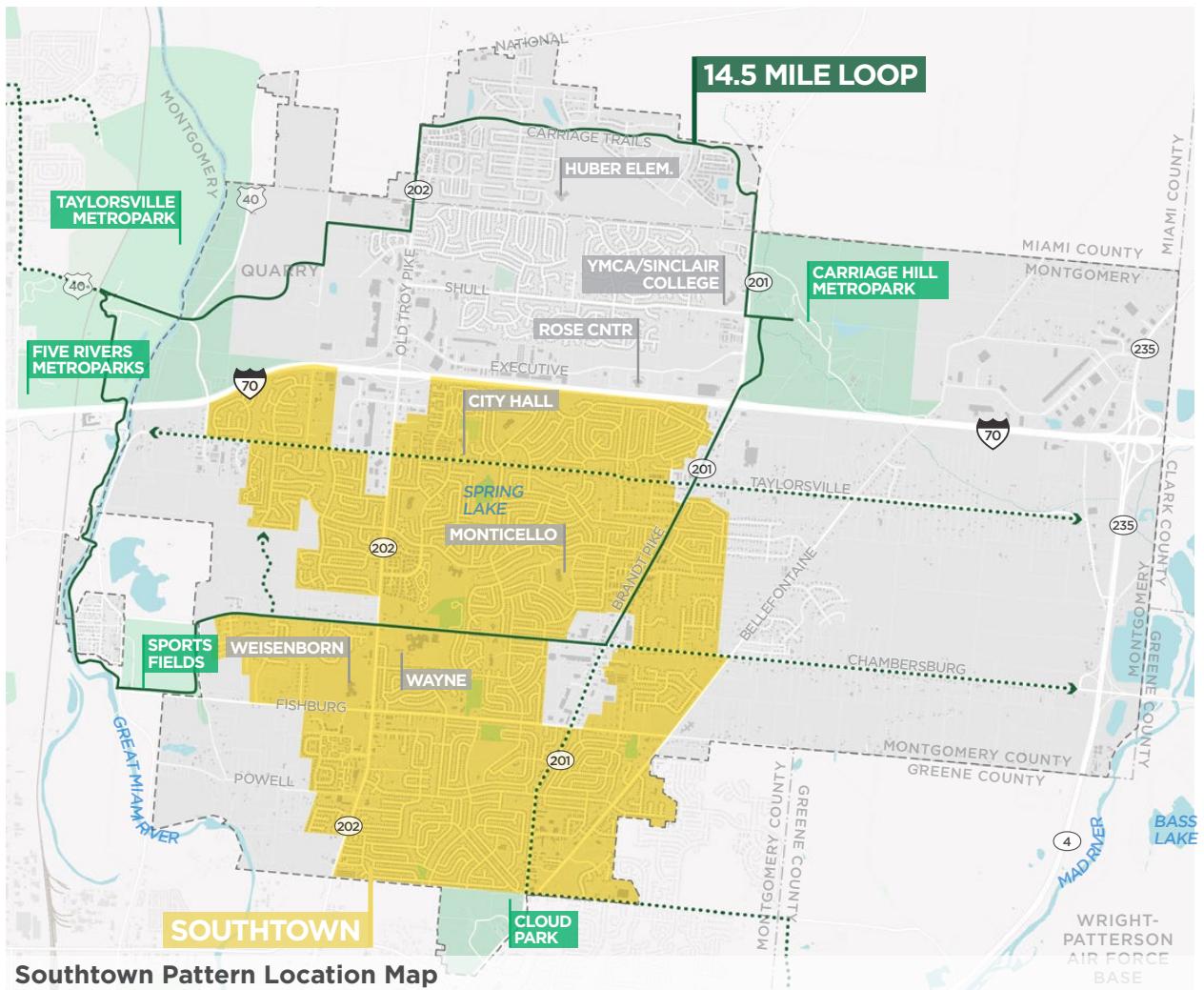
Residential streets tend to be curvilinear and end in a cul-de-sac. As redevelopment and right-of-way allow, creating connections between streets would facilitate more direct mobility between neighborhoods and alleviate pressure from collector streets. To guide the next generation of neighborhood growth, targeted facade renovation grants, civic events, and marketing will need to be the focus.



Kitty Hawk Dog Park



Example apartments in Southtown



**Southtown Pattern Location Map**



**Example home in Southtown**



**Example home in Southtown**



**Example street in Southtown**

## FUTURE DEVELOPMENT PATTERNS

### EAST VILLAGES

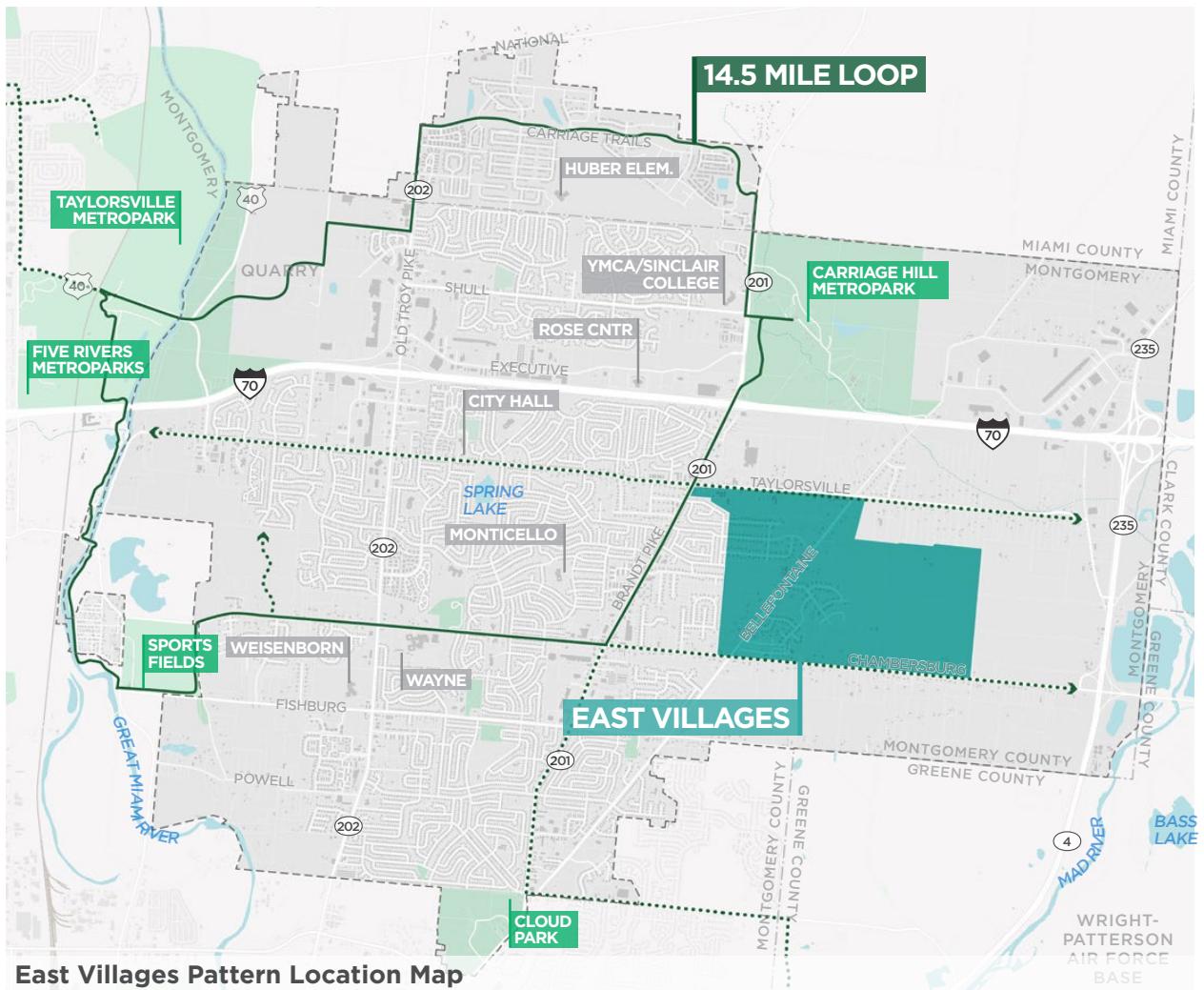
The East Villages development pattern is emerging along Bellefontaine Road between Taylorsville and Chambersburg roads. This area is currently made of a mix of rural-scale residential, agricultural uses, and wooded areas. New residential development is anticipated for undeveloped parcels.

Given the opportunity to build on large properties, new neighborhoods may be built in the form of traditional neighborhoods where blocks and streets are connected and a broad diversity of lot sizes are designed to meet many residential lifestyles and encourage walkability.

#### ESSENTIAL ELEMENTS

- » Largely undeveloped land that will transition to new traditional neighborhood forms
- » For new development focus should be on heightened innovation and quality; inter-connected streets, trails and green spaces; human-centered design; walkable density; and a mix of uses





East Villages Pattern Location Map



Norton Commons, Louisville, KY

Inglenook, Zionsville, IN

## FUTURE DEVELOPMENT PATTERNS

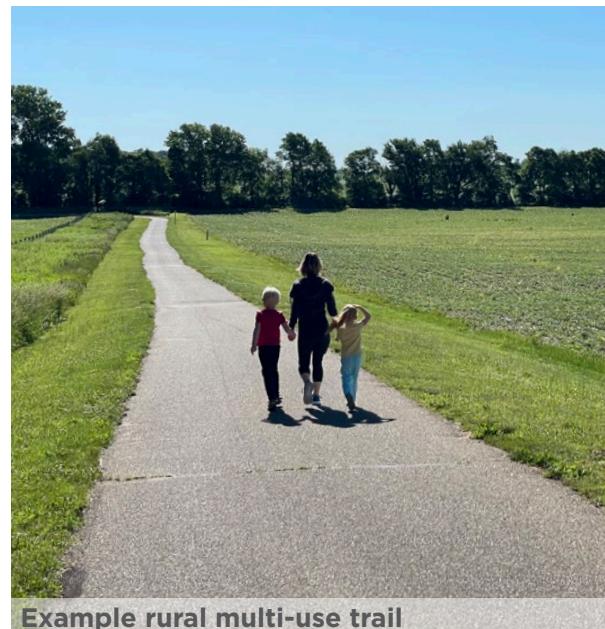
### ESTATES

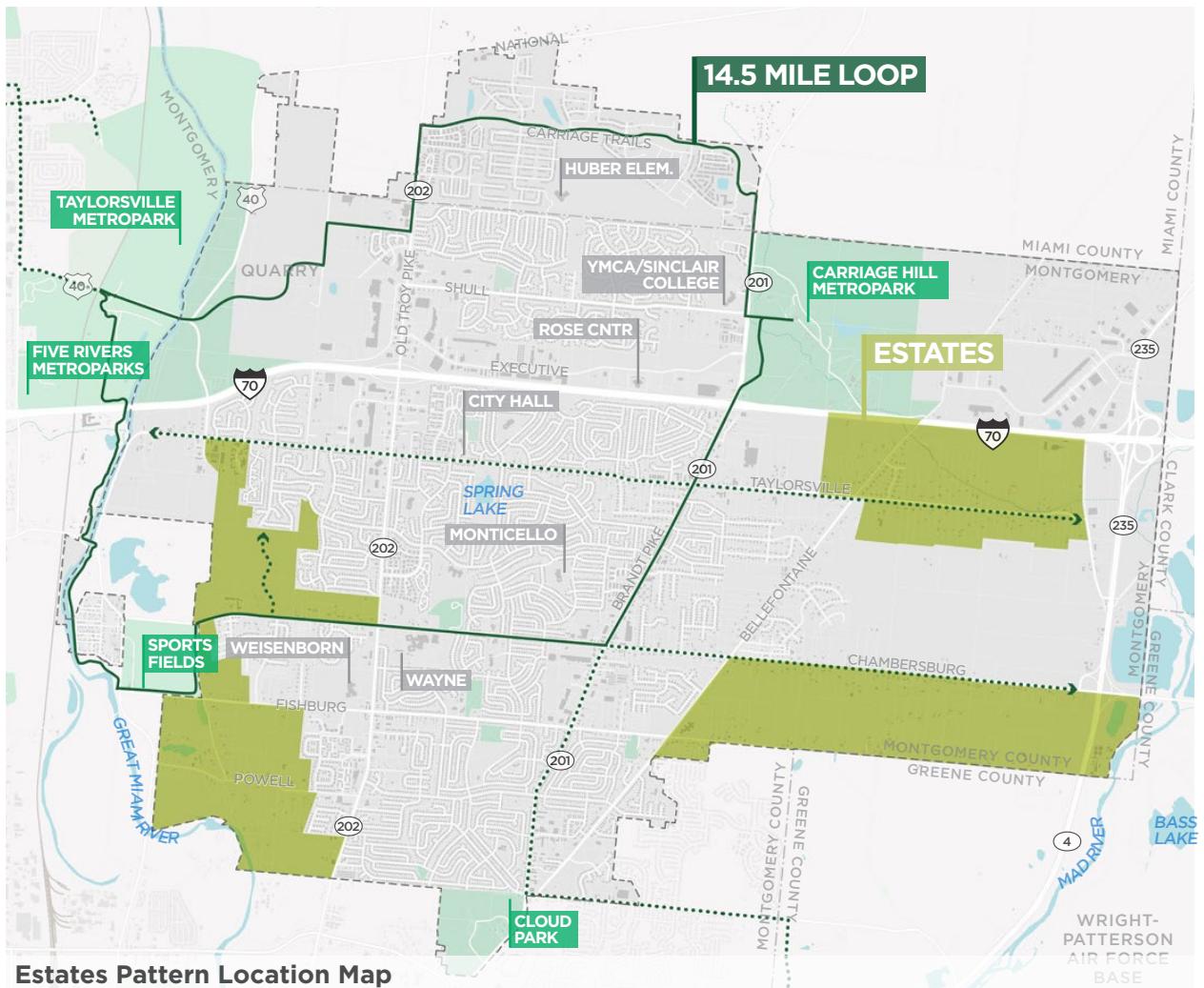
The Estates development pattern recognizes the areas at the City's western and eastern edges that are more

rural-scale residential, where lot sizes are more than an acre, and where significant new development is not envisioned.

#### ESSENTIAL ELEMENTS

- » Slow growth, large lot (1 acre plus) residential
- » Maintain and enhance semi-rural character with improvements to trail connectivity and intersection safety
- » Allow for incremental, contextually relevant non-residential uses and amenities





## Example residential estate



## Example residential estate

# IMPLEMENTATION STEPS

To facilitate the meeting of the City's mobility goals, the following initiatives are recommended for the City to lead with particular emphasis on the first 36 months.

## 2-3 MONTHS

### 1 ADOPT COMPREHENSIVE PLAN

**Marketing and broadcasting the Plan's adoption will launch implementation efforts.**

- » Create web-based version of Plan
- » Create Spanish translation of the Plan
- » Proactively market new Comprehensive Plan Goals
- » Maintain social media and newsletter updates about Plan and growth

## 6-18 MONTHS

### 2 REFORM PLANNING & ZONING CODE

**The City should modify current development standards to more easily allow the goals of this Plan to be met.**

- » Foster transit supportive densities
- » Encourage a mix of housing types
- » Encourage a mix of uses
- » Decrease the overall number of residential districts
- » Eliminate barriers to density
- » Expand homeowner choices
- » Make traditional neighborhood development the default
- » Reduce reliance on zoning variances and Planned Unit Developments (PUDs)



Click here to visit the full Implementation Matrix

## 12-24 MONTHS

### 3 ALIGN INCENTIVES, FEE, & INFRASTRUCTURE PRIORITIES

**Aligning development incentive tools and policies will ensure all efforts are pointed in the same direction for maximum effect.**

- » Encourage adaptive reuse and home renovation
- » Encourage development on infill sites already within public service areas
- » Encourage transit-supportive and amenity-oriented development
- » Attract employees and companies from technology sectors

## 18-24 MONTHS

### 4 UPDATE CITY BRAND

**Aligning development incentive tools and policies will ensure all efforts are pointed in the same direction for maximum effect.**

- » Modify brand to align to this Plan
- » Activate new brand

# IMPLEMENTATION STEPS

CONTINUED

18-24 MONTHS

## 5 UPDATE OR CREATE NEW SUB AREA PLANS & STRATEGIES

**Detailing specific plans and strategies for high-priority areas of the city are critical for successful implementation of the Plan**

- » Chambersburg and Brandt
- » The Heights
- » The Work Center
- » The Riverfront

24-48 MONTHS

## 6 EXPAND STAFF RESOURCES & CAPACITY

**Proactively shaping and guiding growth requires sufficient staff capacity and expertise.**

- » Expand community engagement city-wide
- » Coordinate planning and development resources
- » Broaden marketing efforts
- » Participate in regional economic development forums
- » Expand innovation in government services
- » Foster creation of growth organization(s)

EVERY 2-3 YEARS

## 7 UPDATE THIS PLAN

**This Plan is a living document that should be regularly updated to reflect new opportunities.**

- » Amend or update this Plan



**Ignite the Heights | The Barn at The Heights**



# IMPLEMENTATION MATRIX



Click here to visit the live Implementation Matrix

| 1 MOBILITY PLAN   |  |
|---|--|
| 9-12 MONTHS   | 1.1 UPDATE LOCAL MOBILITY POLICIES   |
| 1.1.1 ADOPT STREET NETWORK MAP & TYPICAL SECTIONS   |  |
| <b>DESCRIPTION</b><br>Use this Plan to set new standards for street alignments and cross sections   | <b>GOAL</b><br>Better distribute traffic by mode, route, and time of day   |
| <b>WHY</b><br>Ensures that the maintenance of existing streets and creation of new streets promotes the goals and objectives of this Plan.  | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have new and reconstructed streets that meet or exceed the standards                                     |
| 1.1.2 UPDATE SUBDIVISION REGULATIONS  |  |
| <b>DESCRIPTION</b><br>Incorporate new street standards, increased street tree requirements, and street and trail connectivity expectations.   | <b>GOAL</b><br>Support multi-modal access  |
| <b>WHY</b><br>Ensures that new local streets built by developers as part of new development meet the City standard and enhance the level of safe connectivity to surrounding neighborhoods. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have streets in new subdivisions meet or exceed new standard and are connected internally and externally |
| 1.1.3 ELIMINATE OR REDUCE PARKING MINIMUMS  |  |
| <b>DESCRIPTION</b><br>Lower or remove altogether parking minimums by use in the zoning ordinance  | <b>GOAL</b><br>Encourage walkable density  |
| <b>WHY</b><br>Overly prescribed parking inhibits affordability, walkability, environmental sustainability, and induces increased volumes of traffic.  | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have relatively fewer parking lots   |

CONTINUED  
ON NEXT  
PAGE

## IMPLEMENTATION MATRIX

|                                      |   |  |
|--------------------------------------|---|--|
| <b>9-12<br/>MONTHS</b>               | <b>1 MOBILITY PLAN</b>  |  |
|                                      | <b>1.1 UPDATE LOCAL MOBILITY POLICIES</b>   |  |
|                                      | <b>1.1.4 PROMOTE INFILL DEVELOPMENT</b>   |  |
|                                      | <p><b>DESCRIPTION</b><br/>Encourage new development on previously or under developed sites to reduce demands on an expanded street network</p> <p><b>WHY</b><br/>Development on sites close to amenities and existing services reduces unnecessary length and volume of car trips required to serve new development.</p>  | <p><b>GOAL</b><br/>Encourage walkable density</p> <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>have relatively fewer vacant lots and see an increase in the redevelopment of underdeveloped sites</p> |
| <b>1.1.5 SUPPORT TRAFFIC CALMING</b> |   |  |
|                                      | <p><b>DESCRIPTION</b><br/>Encourage and support resident-led traffic calming measures to discourage cut-through and speeding traffic on neighborhood streets</p> <p><b>WHY</b><br/>As both traffic and connectivity increase in the short term, so will cut through neighborhood traffic. Sanctioned resident-led traffic calming both reduces the speed of these legal uses of the street and sparks creative innovation and beautification within the street.</p> | <p><b>GOAL</b><br/>Encourage human-centered innovation</p> <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>experience less speeding on neighborhood streets</p>  |
|                                      | <b>1.1.6 INTRODUCE EBIKE INCENTIVE</b>  |  |
|                                      | <p><b>DESCRIPTION</b><br/>Provide a credit to residents for the purchase of an eBike</p> <p><b>WHY</b><br/>eBikes are one of the fastest growing transportation technologies on the market. A modest incentive program helps bridge the current affordability and infrastructure gap that will shrink overtime as the user base becomes more established and the infrastructure becomes more fully developed.</p>   | <p><b>GOAL</b><br/>Lower household annual transportation cost</p> <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>have 2% of local trips will be made by bicycle</p>                                     |

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PAGE

9-12  
MONTHS

## 1 MOBILITY PLAN

### 1.1 UPDATE LOCAL MOBILITY POLICIES

#### 1.1.7 EXPAND CHARGING STATION AVAILABILITY

##### DESCRIPTION

Promote increased presence of electric vehicle charging stations and shift City fleets to electric-powered vehicles

##### WHY

Electric vehicle adoption is accelerating and will likely continue to in the future. Car charging stations will ensure adequate infrastructure is in place to meet demand and reduce the length of trips necessary to meet charging needs.

##### GOAL

Lower household annual transportation cost

##### BY 2035 HUBER HEIGHTS WILL...

meet the public's electrical fleet recharging needs and have a 100% fully electric fleet of municipal vehicles

#### 1.1.8 IMPLEMENT ACCESS MANAGEMENT

##### DESCRIPTION

Reduce the number of curb cuts that interrupt traffic and pedestrian flow along arterials and major collectors

##### GOAL

Better distribute traffic by mode, route, and time of day

##### WHY

Too many driveways and curb cuts interfere with roadway traffic flow while disrupting and imperiling safe pedestrian and bicycle traffic. The use of side streets, alleys and connected parking lots coupled with removing duplicative entries off primary streets will improve safe access and mobility for all.

##### BY 2035 HUBER HEIGHTS WILL...

will have no net new curb cuts along arterials and major collectors as well as see a net reduction of curb cuts and driveways along The Loop alignment

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## IMPLEMENTATION MATRIX

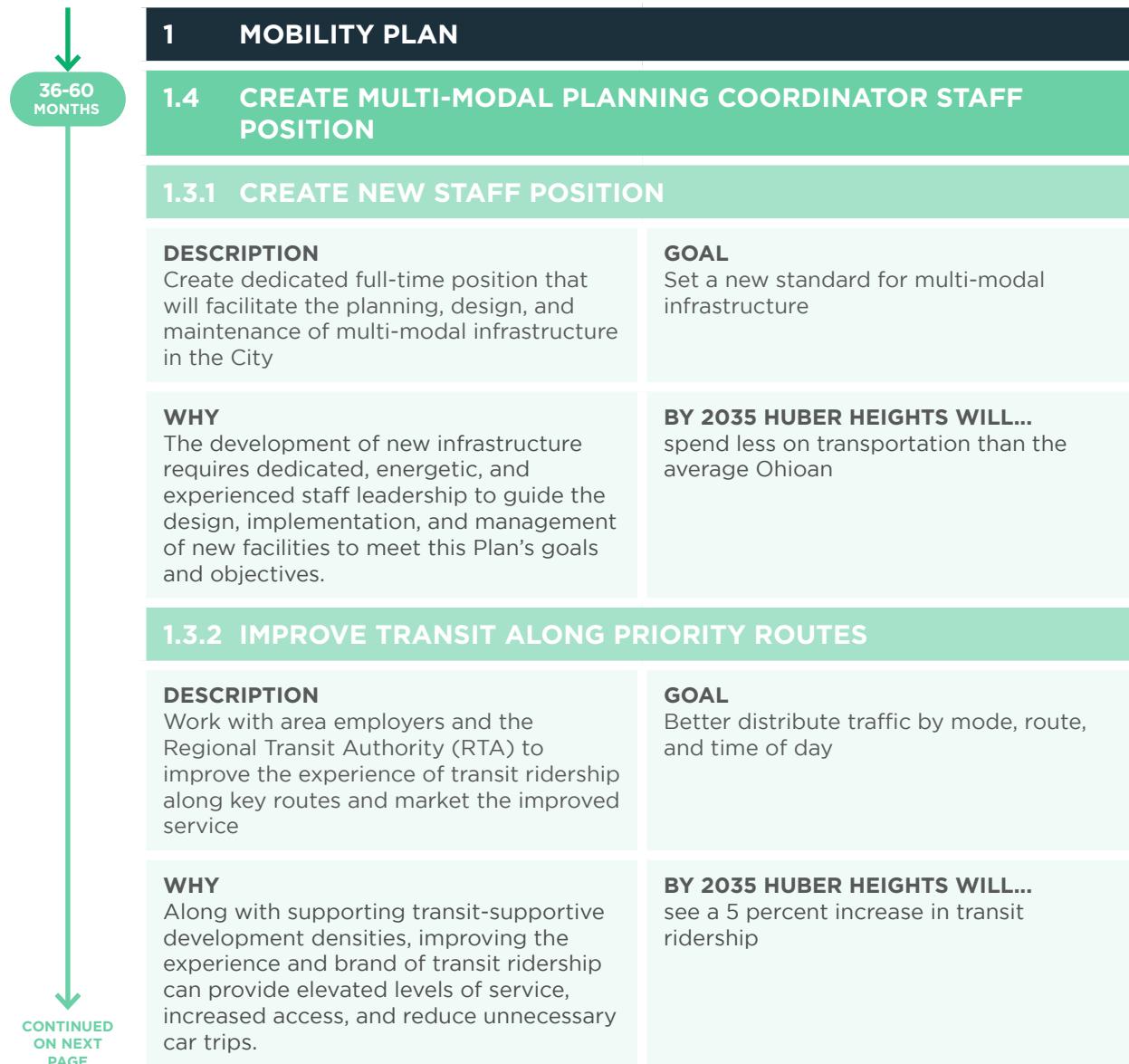
| 1 MOBILITY PLAN  |  |
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| <b>1.2 ALIGN STREET + TRAIL DESIGN STANDARDS WITH STATE &amp; NATIONAL BEST PRACTICES</b>  |  |
| <b>1.2.1 JOIN NACTO</b>  |  |
| <b>DESCRIPTION</b><br>Become a National Association of City Transportation Officials (NACTO) member and its utilize design standards for future street and trail design projects                     | <b>GOAL</b><br>Set a new standard for multi-modal infrastructure                                     |
| <b>WHY</b><br>NACTO is the leading voice on affordable, safe and equitable street design. Alignment with its guidance improves streets and attracts innovation in doing so.                          | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>be known for its human-centered street designs.              |
| <b>1.2.2 INCORPORATE ODOT MULTI-MODAL DESIGN GUIDE (MDG)</b>   |  |
| <b>DESCRIPTION</b><br>Use MDG to supplement NACTO standards in new projects, as appropriate  | <b>GOAL</b><br>Set a new standard for multi-modal infrastructure                                     |
| <b>WHY</b><br>Use of the Ohio Department of Transportation's MDG will ensure alignment with statewide best practices and possible increase project visibility to state and federal funding programs. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>be known for its human-centered street designs.              |
| <b>1.2.3 INCORPORATE VISIONZERO GOALS &amp; OBJECTIVES</b>   |  |
| <b>DESCRIPTION</b><br>Pursue and adopt policies that are in line with VisionZero and explore becoming a VisionZero member City   | <b>GOAL</b><br>Encourage human-centered innovation   |
| <b>WHY</b><br>VisionZero alignment and prioritization will help ensure that active steps are being made to reduce or eliminate fatal car crashes.  | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have multiple years of zero traffic or pedestrian fatalities |

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| 1 MOBILITY PLAN  |  |
|--|--|
| <b>12-24 MONTHS</b>  | <b>1.2 ALIGN STREET + TRAIL DESIGN STANDARDS WITH STATE &amp; NATIONAL BEST PRACTICES</b>  |
| <b>1.2.4 INCORPORATE SAFE ROUTES TO SCHOOL BEST PRACTICES</b>  |  |
| <b>DESCRIPTION</b><br>Prioritize school access safety projects in the future   | <b>GOAL</b><br>Lower household annual transportation cost  |
| <b>WHY</b><br>Neighborhoods where it is safe to walk to school make it safer for all users of the street, reduce reliance on expensive bus services, and can improve health of kids through increased physical activity.   | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have reduced demand for school busing and every student will have the option of walking or bicycling to school |
| 24-36 MONTHS   |  |
| 1.3 CREATE LOOP MASTER PLAN  |  |
| <b>1.3.1 CREATE LOOP MASTER PLAN</b>   |  |
| <b>DESCRIPTION</b><br>Work in collaboration with Five Rivers MetroParks to master plan the Huber Heights Loop, develop an implementation schedule, and pursue detailed design and funding for the first leg(s) of Loop   | <b>GOAL</b><br>Set a new standard for multi-modal infrastructure   |
| <b>WHY</b><br>The Loop will create nearly universal access to the Stillwater Recreational Trail and beyond; will act as a powerful development driver through trail-oriented development; improve recreational offerings; and provide enhanced access to most of the City's amenities. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have opened the Loop for use and see increased user traffic every year of operation                            |
| <b>1.3.2 VACATE OLD SHULL ROAD</b>   |  |
| <b>DESCRIPTION</b><br>Vacate former road within Carriage Hills MetroPark and transition it to a multi-modal trail  | <b>GOAL</b><br>Support multi-modal access  |
| <b>WHY</b><br>The popularity and use of Carriage Hills MetroPark will increase by providing a new trail connection and City maintenance burdens eased through the removal of an unused street.   | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have successfully transformed the former road into a trail   |

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## IMPLEMENTATION MATRIX



The diagram illustrates the implementation matrix for the Mobility Plan. A vertical green line with a downward-pointing arrow on the left side indicates the progression of time. A green oval at the top of the line is labeled '36-60 MONTHS'. A green arrow at the bottom of the line is labeled 'CONTINUED ON NEXT PAGE'.

| 1 MOBILITY PLAN   |  |
|---|--|
| 1.4 CREATE MULTI-MODAL PLANNING COORDINATOR STAFF POSITION  |  |
| 1.3.1 CREATE NEW STAFF POSITION   |  |
| <b>DESCRIPTION</b><br>Create dedicated full-time position that will facilitate the planning, design, and maintenance of multi-modal infrastructure in the City  | <b>GOAL</b><br>Set a new standard for multi-modal infrastructure                             |
| <b>WHY</b><br>The development of new infrastructure requires dedicated, energetic, and experienced staff leadership to guide the design, implementation, and management of new facilities to meet this Plan's goals and objectives. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>spend less on transportation than the average Ohioan |
| 1.3.2 IMPROVE TRANSIT ALONG PRIORITY ROUTES   |  |
| <b>DESCRIPTION</b><br>Work with area employers and the Regional Transit Authority (RTA) to improve the experience of transit ridership along key routes and market the improved service   | <b>GOAL</b><br>Better distribute traffic by mode, route, and time of day                     |
| <b>WHY</b><br>Along with supporting transit-supportive development densities, improving the experience and brand of transit ridership can provide elevated levels of service, increased access, and reduce unnecessary car trips.   | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>see a 5 percent increase in transit ridership        |

| 1 MOBILITY PLAN  |   |
|--|---|
| <b>1.4 CREATE MULTI-MODAL PLANNING COORDINATOR STAFF POSITION</b>  |   |
| <b>1.3.3 DEVELOP PUBLIC-PRIVATE PARTNERSHIPS TO IMPROVE MOBILITY &amp; LOGISTICS</b>   |   |
| <p><b>DESCRIPTION</b><br/>Explore public/private partnerships to test new technologies in government services, mobility, and logistics handling through pilot projects, targeted investments in adaptive smart technologies, and data reporting within the public domain</p>                 | <p><b>GOAL</b><br/>Encourage human-centered innovation</p>  |
| <p><b>WHY</b><br/>Innovation happening in the public domain can be a powerful driver of new technologies and company growth that will attract investment in Huber Heights while providing new and improved levels of service, safety, and reliability in City streets and public spaces.</p> | <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>have piloted at least three new technologies in the public domain</p> |

## IMPLEMENTATION MATRIX

| 2 DEVELOPMENT PLAN   |  |
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| <b>2.1 ADOPT COMPREHENSIVE PLAN</b>  |  |
| <b>2.1.1 CREATE WEB-BASED VERSION OF PLAN</b>  |  |
| <b>DESCRIPTION</b><br>Create adaptive web version of the Plan that may be easily referenced on a variety of platforms                                    | <b>GOAL</b><br>Encourage human-centered innovation   |
| <b>WHY</b><br>Maximize ability to maintain an updated Plan with reduced printing expenses and increased public access.                                   | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>experience a decreased need for printed copies of the Plan   |
| <b>2.1.2 CREATE SPANISH &amp; RUSSIAN TRANSLATIONS OF THE PLAN</b>   |  |
| <b>DESCRIPTION</b><br>Expand access to the Plan by creating versions in other languages common to Huber Heights  | <b>GOAL</b><br>Encourage human-centered innovation   |
| <b>WHY</b><br>Expanded access to this Plan will maximize opportunities for innovation and entrepreneurship while improving quality of life for all.      | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have more engagement in community growth and planning by non-English speaking members of the community |
| <b>2.1.3 PROACTIVELY MARKET NEW COMPREHENSIVE PLAN GOALS</b>   |  |
| <b>DESCRIPTION</b><br>Share new opportunities described in the Plan in regional and national economic development forums                                 | <b>GOAL</b><br>Focus on talent attraction/retention  |
| <b>WHY</b><br>Reinforcing the City's clarity, leadership, and sophistication around growth to the market increases its visibility to potential partners. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>be a cornerstone in the regional economy   |

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|                              | <h2>2 DEVELOPMENT PLAN</h2> <h3>2.1 ADOPT COMPREHENSIVE PLAN</h3> <h4>2.1.4 MAINTAIN SOCIAL MEDIA &amp; NEWSLETTER UPDATES ABOUT THE PLAN &amp; GROWTH</h4>  |
| <span>2-3<br/>MONTHS</span>  | <p><b>DESCRIPTION</b><br/>Proactively market and socialize the Plan's successes, new growth, and quality of life improvements</p> <p><b>WHY</b><br/>Growth and improvements to quality of life should be celebrated by all and can provide active marketing to returning and future residents and businesses when making location decisions.</p> |
| <span>6-18<br/>MONTHS</span> | <p><b>GOAL</b><br/>Focus on talent attraction/retention</p> <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>have an active and growing social media presence with increased levels of regular engagement</p>   |
|                              | <h3>2.2 REFORM PLANNING &amp; ZONING CODE</h3> <h4>2.2.1 FOSTER TRANSIT SUPPORTIVE DENSITIES</h4>  |
|                              | <p><b>DESCRIPTION</b><br/>Improve viability of transit and walkable infrastructure by allowing higher densities (7-50 du/ac) along transit routes, the Loop, and in identified centers</p> <p><b>WHY</b><br/>Adequate return on investment is critical to the City's continued financial sustainability.</p>                                     |
|                              | <p><b>GOAL</b><br/>Encourage walkable density</p> <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>have developed hundreds of new housing units adjacent to transit stops and The Loop</p>  |
|                              | <h4>2.2.2 ENCOURAGE A MIX OF HOUSING TYPES</h4>  |
|                              | <p><b>DESCRIPTION</b><br/>Allow for a broad set of housing types, particularly within walking distance of schools, employment, retail, and parks</p> <p><b>WHY</b><br/>Increased housing mix attracts a broader swath of the market, retains long term households, and expands access to younger generations.</p>                                |
|                              | <p><b>GOAL</b><br/>Encourage walkable density</p> <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>have a more diverse and more mixed housing stock</p>   |

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# IMPLEMENTATION MATRIX

| 2 DEVELOPMENT PLAN  |  |
|---|--|
| 2.2 REFORM PLANNING & ZONING CODE   |  |
| 2.2.3 ENCOURAGE A MIX OF USES   |  |
| <b>DESCRIPTION</b><br>Allow broader and more flexible use categories with greater mixing permitted between commercial, light manufacturing, institutional, recreational, and residential uses | <b>GOAL</b><br>Allow people to live closer to jobs and amenities   |
| <b>WHY</b><br>Mixing uses provides more market flexibility, increased proximity to amenities, and increased walkability.  | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have an overall WalkScore (or its equivalent) of 40 or greater and bike score of 60 or greater |
| 2.2.4 DECREASE THE OVERALL NUMBER OF RESIDENTIAL DISTRICTS  |  |
| <b>DESCRIPTION</b><br>Reduce and simplify residential zoning districts to maximize the mixing of housing types across the City  | <b>GOAL</b><br>Expand housing options  |
| <b>WHY</b><br>Too many residential zoning districts prohibit mixing of housing types within the same neighborhood.  | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>see increased fluidity in the types of houses constructed in most if not all areas of the City |
| 2.2.5 ELIMINATE BARRIERS TO DENSITY   |  |
| <b>DESCRIPTION</b><br>Reduce or eliminate minimum lot sizes, unit sizes, and parking minimums   | <b>GOAL</b><br>Encourage walkable density  |
| <b>WHY</b><br>Minimums are overly duplicative to building codes and arbitrarily reduce market responsiveness.   | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>see moderate increase in high quality market-based housing development                         |

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PAGE

6-18  
MONTHS

## 2 DEVELOPMENT PLAN

### 2.2 REFORM PLANNING & ZONING CODE

#### 2.2.6 EXPAND HOMEOWNER CHOICES

##### DESCRIPTION

Establish a universal by right allowance for accessory dwelling units (ADUs) and most home-based businesses

##### WHY

Expanding homeowner choice allows for broader meeting of housing needs, income opportunities, and expands range and proximity of housing options and services.

##### GOAL

Expand housing options

##### BY 2035 HUBER HEIGHTS WILL...

broaden homeowners' potential income streams

#### 2.2.7 MAKE TRADITIONAL NEIGHBORHOOD DEVELOPMENT THE DEFAULT

##### DESCRIPTION

Establish new form-based standards for development that encourage safe, walkable, and human-scaled buildings fronting streets and public spaces

##### GOAL

Encourage walkable density

##### WHY

Achieving the goals of this plan will require significant effort by the private sector if codes and regulations are not modified to align with this Plan.

##### BY 2035 HUBER HEIGHTS WILL...

have an established, user-friendly, and market-responsive development code that raises the bar for builder quality and innovation

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## IMPLEMENTATION MATRIX

| 2 DEVELOPMENT PLAN  |  |
|---|--|
| <b>2.2 REFORM PLANNING &amp; ZONING CODE</b>  |  |
| <b>2.2.8 REDUCE RELIANCE ON ZONING VARIANCES &amp; PLANNED UNIT DEVELOPMENTS (PUDS)</b>   |  |
| <b>DESCRIPTION</b><br>Revise zoning such that City staff may approve the majority of development and site plan proposals with clear, achievable development and subdivision standards while reserving the types of applications that require actions by Planning Commission and/or City Council for the most unique of cases.       | <b>GOAL</b><br>Focus on talent attraction/retention  |
| <b>WHY</b><br>A revised planning and development approval process can reduce regulatory risk, incentivize quality, and minimize administrative burdens associated with regular zoning variances and Planned Unit Developments.  | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>will have seen a reduction in the number of variances requested  |
| 2.3 ALIGN INCENTIVES, FEE, & INFRASTRUCTURE PRIORITIES  |  |
| <b>2.3.1 ENCOURAGE ADAPTIVE REUSE &amp; HOME RENOVATION</b>   |  |
| <b>DESCRIPTION</b><br>Promote existing public financing tools and fill gaps in programs to incentivize home renovation and the reuse of existing buildings  | <b>GOAL</b><br>Focus on talent attraction/retention  |
| <b>WHY</b><br>Maintaining the existing housing stock is the most affordable way to preserve and grow property values and protect neighborhoods from stagnation or decline. Older neighborhoods with a significant fixed-income population often require modest assistance in making home repairs that public financing can support. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>will have successfully transitioned older parts of the City to the next generation of homeowners and residents |

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12-24  
MONTHS

## 2 DEVELOPMENT PLAN

### 2.3 ALIGN INCENTIVES, FEE, & INFRASTRUCTURE PRIORITIES

#### 2.3.2 ENCOURAGE DEVELOPMENT ON INFILL SITES ALREADY WITHIN PUBLIC SERVICE AREAS

##### DESCRIPTION

Reduce financing and site plan approval barriers to development on infill sites already served by infrastructure

##### GOAL

Encourage walkable density

##### WHY

Developing on already serviced sites are the best way to increase walkability and make smart use of public resources. These sites often face hurdles and complexities that new sites do not face. Streamlined approvals and access to predictable incentives can bridge the gap that these sites face.

##### BY 2035 HUBER HEIGHTS WILL...

have relatively fewer vacant lots and see an increase in the redevelopment of underdeveloped sites

#### 2.3.3 ENCOURAGE TRANSIT-SUPPORTIVE & AMENITY-ORIENTED DEVELOPMENT

##### DESCRIPTION

Incentivize growth along transit routes, future trail alignments, and adjacent to amenities such as parks, schools, recreation centers, and community centers

##### GOAL

Allow people to live closer to jobs and amenities

##### WHY

Reaping the value of and sustaining the access to the City's best shared amenities can best be achieved through modest increases to the development that may occur around them.

##### BY 2035 HUBER HEIGHTS WILL...

have developed hundreds of new housing units adjacent to transit stops, The Loop, and clustered in centers

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PAGE

## IMPLEMENTATION MATRIX

| 2 DEVELOPMENT PLAN   |  |
|--|--|
| 2.3 ALIGN INCENTIVES, FEE, & INFRASTRUCTURE PRIORITIES   |  |
| 2.3.4 ATTRACT EMPLOYEES & COMPANIES FROM TECHNOLOGY SECTORS  |  |
| <b>DESCRIPTION</b><br>Provide cash incentives for Work From Anywhere employees and companies to establish themselves in Huber Heights  | <b>GOAL</b><br>Focus on talent attraction/retention  |
| <b>WHY</b><br>Huber Heights currently flies under the radar of workers who can work from anywhere. A modest, restricted cash incentive to move to the City not only improves the tax base in the short term but, as new talent puts roots down, often leads to new companies being formed in the City. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>see an increase of new companies founded and based in Huber Heights                  |
| 2.4 UPDATE CITY BRAND  |  |
| 2.4.1 MODIFY BRAND TO ALIGN TO THIS PLAN   |  |
| <b>DESCRIPTION</b><br>Modify look, feel, and messaging of City Brand to communicate the objectives outlined in this Plan   | <b>GOAL</b><br>Focus on talent attraction/retention  |
| <b>WHY</b><br>The vision and drive of Huber Heights is hidden behind the current brand. A refreshed brand can power the City's marketing and communication efforts locally and further afield.   | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>be known as a well understood by its quality of life, amenities, and growing economy |

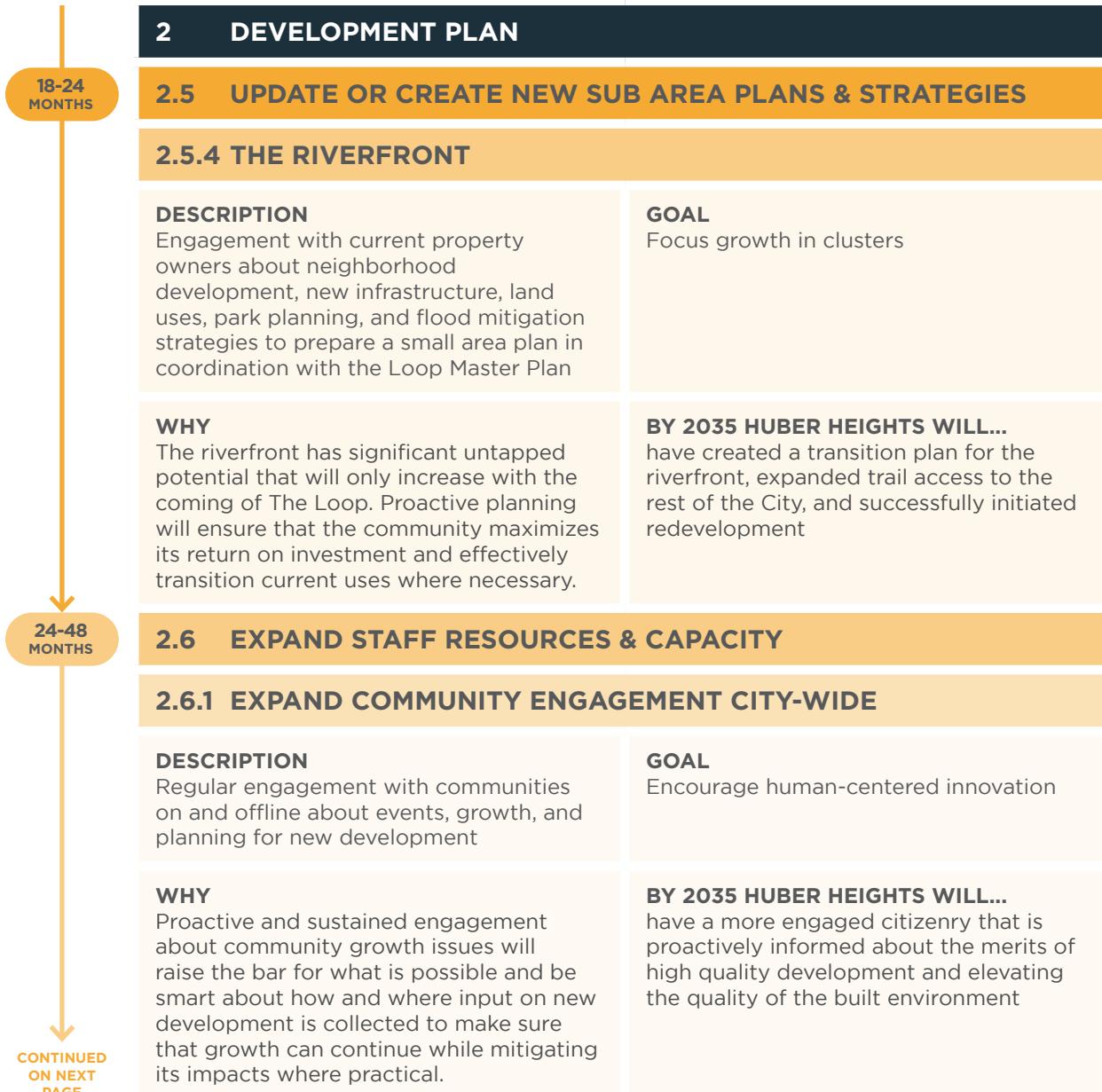
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| <br><br><br><br><b>CONTINUED<br/>ON NEXT<br/>PAGE</b> | <b>2 DEVELOPMENT PLAN</b>   |  |
|  | <b>2.4 UPDATE CITY BRAND</b>  | <b>2.4.2 ACTIVATE NEW BRAND</b>  |
|  | <b>DESCRIPTION</b><br>Create and deploy a consistent multi-channel activation of the new brand via events, social media, signage, and print media that focuses on current and aspirational Huber Heights lifestyles and amenities           | <b>GOAL</b><br>Focus on talent attraction/retention  |
|  | <b>WHY</b><br>A brand should be an active tool that gets experienced not just seen. Activating the brand in such a way can be an effective tool to attract visitors, new businesses, and new residents.                                     | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>see earnings growth outpace inflation                |
|  | <b>2.5 UPDATE OR CREATE NEW SUB AREA PLANS &amp; STRATEGIES</b>   | <b>2.5.1 CHAMBERSBURG &amp; BRANDT</b>   |
|  | <b>DESCRIPTION</b><br>Update Brandt Pike Revitalization Plan and implementation strategy  | <b>GOAL</b><br>Focus growth in clusters  |
|  | <b>WHY</b><br>A lot has been accomplished since the Revitalization Plan was completed. An updated plan that stands on the shoulders of these successes and pairs expanded implementation tools with it can shape the next phases of growth. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have substantially redeveloped and grown this center |

# IMPLEMENTATION MATRIX

| 2 DEVELOPMENT PLAN   |   |
|--|---|
| 18-24 MONTHS   |   |
| 2.5 UPDATE OR CREATE NEW SUB AREA PLANS & STRATEGIES   |   |
| <b>2.5.2 THE HEIGHTS</b>   |   |
| <b>DESCRIPTION</b><br>Create a mixed-use, entertainment-anchored district master plan and implementation strategy for The Heights  | <b>GOAL</b><br>Focus growth in clusters   |
| <b>WHY</b><br>Current development of The Heights has been limited by a variety of factors. A cohesive, multi-site development and infrastructure plan will create a unified vision, help attract development partners, and ensure that as the district grows it can hold together as a walkable environment. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have successfully created an evening and weekend destination that is active every week of the year    |
| <b>2.5.3 THE WORK CENTER</b>   |   |
| <b>DESCRIPTION</b><br>Work with developers, property owners, and existing companies to create a coordinated infrastructure and development master plan   | <b>GOAL</b><br>Focus growth in clusters   |
| <b>WHY</b><br>Supporting and proactively shaping current development interest can maximize public benefit and increase flexibility to be nimble to evolving markets.   | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have successfully built out the infrastructure to support a diversified and densified employment base |

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PAGE



## IMPLEMENTATION MATRIX

| 24-48<br>MONTHS   | 2 DEVELOPMENT PLAN   |   |
|---|--|---|
|   | 2.6 EXPAND STAFF RESOURCES & CAPACITY  |   |
|   | 2.6.2 COORDINATE PLANNING & DEVELOPMENT RESOURCES  |   |
|   | <b>DESCRIPTION</b><br>Align staffing and planning resources to managing the essential elements of development pattern areas as well as to facilitate planning and implementation of clustered Center development   | <b>GOAL</b><br>Focus growth in clusters   |
|   | <b>WHY</b><br>A growing suburb that in the future will see as much redevelopment as it will growth at its edges requires increased professional staff capacity to manage and shape that growth in an equitable manner that ensures a sustained return on these investments.                      | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>have an active and experienced staff with sufficient capacity to proactively recruit, shape, and manage growth          |
| 2.6.3 BROADEN MARKETING EFFORTS                           |  |   |
|   | <b>DESCRIPTION</b><br>Expand regional marketing and storytelling about Huber Heights   | <b>GOAL</b><br>Focus on talent attraction/retention   |
|   | <b>WHY</b><br>With a new Plan and brand in tow, doubling down on regional marketing can help attract visitors and new growth that can, in turn, attract and sustain new amenities and investment in the City.  | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>be visible regionally across platforms and media with an actively interpreted history and bold future-oriented identity |
| 2.6.4 PARTICIPATE IN REGIONAL ECONOMIC DEVELOPMENT FORUMS |  |   |
|   | <b>DESCRIPTION</b><br>Expand and regularize presence in regional economic development forums   | <b>GOAL</b><br>Focus on talent attraction/retention   |
|   | <b>WHY</b><br>A predictable and proactive seat at regional economic development tables will allow Huber Heights to help shape the regional agenda, stay ahead of regional trends, be informed on new development possibilities that fit the City's vision, and avail itself to new partnerships. | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>be an active member and leader in regional economic development organizations   |

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| 2 DEVELOPMENT PLAN                              |   |
|---|---|
| 24-48 MONTHS                                    | 2.6 EXPAND STAFF RESOURCES & CAPACITY   |
|   | <h3>2.6.5 EXPAND INNOVATION IN GOVERNMENT SERVICES</h3> <p><b>DESCRIPTION</b><br/>Increase research, development, and piloting of new or updated government services in collaboration with partner agencies and organizations</p> <p><b>WHY</b><br/>A growing City places increased demands on government processes and services. Leveraging those needs into attracting new innovation in technologies and service methods will create a sustained market for new talent and firms to root themselves in the community. It will also establish the City as a regional leader and innovator, which will further attract organizations that want to be part of that value set.</p> |
|   | <p><b>GOAL</b><br/>Encourage human-centered innovation</p> <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>have established one or more civic innovation partnerships</p>   |
| 2.6.6 FOSTER CREATION OF GROWTH ORGANIZATION(S) |   |
|   | <p><b>DESCRIPTION</b><br/>Facilitate the establishment of a place-based growth organization first in the Brandt Revitalization Area and explore similar organizational structure(s) in other priority centers</p> <p><b>WHY</b><br/>Huber Heights has a diverse set of needs geographically that are difficult to manage centrally. Place-based organizations that are focused on the needs of one specific district can proactively shape and attract growth; recruit new amenities and retailers; and manage impacts to the existing community.</p>   |
|   | <p><b>GOAL</b><br/>Focus growth in clusters</p> <p><b>BY 2035 HUBER HEIGHTS WILL...</b><br/>have established and sustained one community growth organization as a successful model to be utilized elsewhere in the City</p>   |

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## IMPLEMENTATION MATRIX

|   |   |
|---|---|
| <br><b>2-3<br/>YEARS</b> | <b>2 DEVELOPMENT PLAN</b>   |
|   | <b>2.7 UPDATE THIS PLAN</b>   |
|   | <b>2.7.1 AMEND OR UPDATE THIS PLAN</b>  |
|   |   |
|   | <b>DESCRIPTION</b><br>Periodically amend this Plan with new updates and completely update it by 2035  |
|   | <b>WHY</b><br>Institutionalize implementation accountability, be nimble to solving unanticipated problems, and be responsive to new opportunities for growth. |
|   | <b>GOAL</b><br>Encourage human-centered innovation  |
|   | <b>BY 2035 HUBER HEIGHTS WILL...</b><br>Replace this Plan with a new Comprehensive Plan   |





# APPENDIX



[Click here to visit the Appendix Folder](#)

1. Engagement Plan
2. Summary of Understanding and Emerging Scenarios
3. Draft Comprehensive Plan Video Presentation
4. Survey 1 Summary
5. Survey 2 Summary
6. Phase 2 Engagement Boards Results
7. City of Huber Heights Market Analysis
8. City of Huber Heights Industry Cluster Analysis
9. City of Huber Heights Site SWOT Analysis and Next Steps
10. “Ignite the Heights” Video

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