



# CLINTONVILLE AREA COMMISSION

## Clintonville Neighborhood Plan Review

# 1. INTRODUCTION

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## **Introduction**

This report summarizes the need for potential amendments or other implementation actions to be considered by the Clintonville Area Commission and the City of Columbus in advance of a formal City-led update of the Clintonville Neighborhood Plan.

The primary impetus for the Plan review was the increased development activity and potential for new development proposals in the neighborhood, primarily in the High Street and Indianola Avenue Corridors. There has been concern within the community through various development proposals that certain aspects of the Plan have not been adequately implemented or enforced, are not being appropriately applied through the development process, or that some recommendations of the Plan could be a hindrance to desired development.

# 1. INTRODUCTION

## Purpose

In January, 2016 the Clintonville Area Commission formed a subcommittee of the Planning & Development Committee charged with undertaking a review of the 2009 Clintonville Neighborhood Plan (CNP), with the purpose of assessing the need for potential amendments to be considered by the City in advance of a formal City-led update of the document. The subcommittee consisted of members of the CAC, Planning & Development Committee, Zoning and Variance Committee, Historic Preservation Committee, and other Clintonville residents.

The primary impetus for the Plan review and formation of the subcommittee was the increased development activity and potential for new development proposals in the neighborhood, primarily in the High Street and Indianola Avenue Corridors. There has been concern within the community through various development proposals that certain aspects of the Plan have not been adequately implemented or enforced, are not being appropriately applied through the development process, or that some recommendations of the Plan could be a hindrance to desired development.

The Subcommittee undertook its review with the following questions in mind:

## KEY QUESTIONS

- What aspects of the Plan may no longer be relevant due to changes in the community?
- What recommendations have been successfully implemented?
- Have there been unintended consequences of recommendations?
- What needs to be clarified?
- What is missing from the Plan?
- What may require further community discussion?



## SUMMARY OF KEY FINDINGS

- Clintonville is a desirable community for (re)development investment. However, uncertainty in the approval process has led to many key development sites remaining vacant and to development projects designed specifically to circumvent CAC review. Neither a continuation of vacant sites or projects circumventing CAC review are in the best interest of the community. Clear community expectations are needed to realize development projects that add value to the community while being feasible for developers.
- Research into, and an understanding of, market feasibility for major redevelopments is needed in order for the community to provide informed input on development proposals.
- Community concerns with new mixed use development are largely related to concerns regarding building height, either as seen from the street, or adjacent to nearby single-family homes. The relationship of building height/development density and market feasibility for certain projects should be explored and discussed with the community and appropriate guidelines for building height should be developed.
- Concerns about parking arise during most project reviews. Solutions to parking concerns need to be explored and presented to the community for input.
- Community input is needed to determine what development features add true value to the community and, if incorporated in a project, whether or not these features would warrant support of variances to height, parking and density standards.
- North Broadway and High warrants a specific focus for appropriate and feasible development as the critical redevelopment site in the community.
- There is a need to revisit land use recommendations on Indianola Avenue given demolition of warehouse uses and recent/under construction mixed use development.
- There is a need for enhanced policies and standards for preserving landmark buildings (Fore example, the loss of the Clinton Theater and Clinton School Annex have occurred since the Plan was adopted). Such buildings need to be included in an historic building inventory and methods of preservation should be explored.
- The Transportation Plan should be updated to coordinate with the Clintonville Mobility Framework adopted by the CAC in 2014 and recent implementation efforts (e.g. off-peak parking on High Street, Indianola Road Diet); also the Clintonville Neighborhood Greenway Plan (currently underway).
- The Plan should be updated to acknowledge other UIRF implementation projects and/or other recommendations from 2009 plan that have been implemented or under way.
- The current 2009 Neighborhood Plan recommendations have led to the successful re-use/revitalization of old auto-centric buildings. Examples of such projects include Elm & Iron, Global Gallery, Fusion, Screened, and Lineage Brewing. These developments have successfully reused existing buildings to add value to the community and such projects should continue to be encouraged.
- A need exists for enhanced communication with Columbus Building and Zoning staff to ensure that conditions of approval are enforced during construction. A strategy should be developed, with input from City staff, to ensure projects are built according to approved plans.
- There are a number of specific technical updates to reflect existing or changed conditions that should be addressed with the next full update to the Plan (refer to Appendix)
- There may need to be clarification of how the Plan is to be interpreted and used as part of the zoning & variance/development review process (in terms of strict interpretation vs. general/flexible guidance). Consider criteria for diverging from certain recommendations (e.g. density).

## 2. AREAS OF FOCUS

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## **Areas of Focus**

Much of the Subcommittee's review focused on the extent to which the Neighborhood Plan's recommendations for land use and development character and quality are being successfully implemented with new development and redevelopment.

Primary areas of focus include:

- Development Review Screening (i.e. application of the CNP Development Review Checklist)
- Architectural Design Review (potential consideration)
- Example Projects Development Tour
- Recent Development/Variance Project Assessments

## 2. AREAS OF FOCUS

### Development Review Screening

A recurring theme of discussion amongst the subcommittee revolved around a concern that the Plan is not being appropriately used as a reference during the development review process, and this may be resulting in Plan recommendations not being consistently achieved with new development. The Neighborhood Plan includes an extensive Development Review Checklist, intended for use by the CAC and the Zoning & Variance Committee as a guide when reviewing zoning, development, and variance proposals. A consistent concern has been that the Checklist is too lengthy and cumbersome for practical use. In an attempt to streamline and simplify, the subcommittee created an alternate set of Development Review Screening Forms. These forms, one for commercial and multi-family development, and one for single family homes, consolidate the wide array of topics covered in the checklist into a brief set of questions to be answered by a development applicant. These simplified forms were presented to the CAC which approved of their use and the forms are being used for new development proposals requiring review by the Zoning & Variance Committee and CAC.

### Architectural Design Review

Significant discussion regarding architectural design occurred through meetings of the Subcommittee that resulted in a resolution being presented to and approved by the CAC to request that the City of Columbus form an Architectural Review Committee for the Clintonville neighborhood. An Architectural Review Board would be responsible for reviewing and making recommendations specifically for the Neighborhood's commercial corridors. This Board could function similarly to Architectural Boards of Italian Village, German Village, and others. However, due to the more eclectic character of Clintonville's architectural styles, more consideration would be needed to establish neighborhood-specific design guidelines and review criteria.

To date the City of Columbus has not acted on the CAC's request.





## Development Tour

The Subcommittee also organized a development tour in August, 2016 of recent infill and redevelopment projects in other nearby communities to view and discuss examples of development that may (or may not) be appropriate in Clintonville. Developments visited by the group included:

- Arlington Crossing (Upper Arlington)
- The Lane (Upper Arlington)
- The Windsor (Grandview Avenue, City of Columbus)

## SUMMARY OF KEY FINDINGS

- Attention to architectural detail and quality of construction is critical to a successful outcome.
- Multi-story development can be sensitive to surrounding single-story development with attention to floor-to-floor heights and architectural relief in the façade and roof line.
- The relationship of the building façade and public sidewalk is critical to the “feeling” of the development.



Participants touring the Arlington Crossing development.



Participants touring The Lane mixed use development in Upper Arlington.



Participants touring the Windsor project on Grandview Avenue.

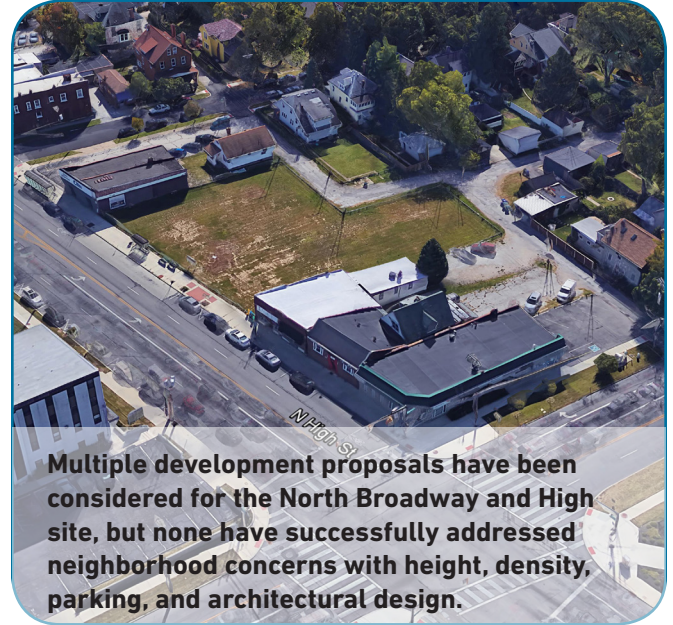
## 2. AREAS OF FOCUS

### Development Project Assessment

As part of its review, Subcommittee members undertook a review of selected development and zoning variance projects that have occurred in Clintonville since the Plan was adopted. The new Development Review Screening Forms were used as a template to assess how well the projects complied with the recommendations of the Plan. Reviewed projects included:

- Wesley Glen
- Raising Cane's
- Weisheimer & High Mixed Use Redevelopment (Bareburger Building)
- N. Broadway & High Kroger Exterior and Site Renovations
- Rusty Bucket
- Moo Moo Car Wash
- Wendy's Redevelopment

### KEY DEVELOPMENT SITE



### SUMMARY OF KEY FINDINGS

- There are some cases in which elements of the UCO or CCO have not been enforced, or have been waived through the variance process (e.g. the Wendy's reconstruction received a variance from building location requirements).
- In the most recent and extreme case, the redevelopment at the northeast corner of North Broadway and High Street (former Starbuck's/Cash-2-Gold) the previously existing building was extensively demolished and rebuilt in the original non-UCO-compliant location.
- There have been multiple instances in which conditions of approval by the CAC have not been enforced by the City.
- The ability of the CAC and Zoning & Variance Committee to ensure consistent development outcomes is limited and depends on whether a project requires a variance request, and what the nature of the request is.
- While the UCO includes appropriate requirements for how buildings should be located and designed to create a pedestrian-oriented development, needed improvements to the public sidewalk and streetscape adjacent to private development sites are often overlooked. There is a need for more consistent policy and requirements to ensure appropriate public right-of-way improvements are implemented with redevelopment.
- There is a lack of attention to the design of non-primary/secondary street frontages in some developments. This may be a deficiency in the UCO.
- There are some site-specific or neighborhood-specific projects that have unique conditions and warrant further investigation to avoid future issues. These include Wesley Glen and its relationship to the surrounding residential neighborhood (e.g. parking expansion, drainage issues, etc.), and Raising Cane's, the development of which significantly impacted the Bull Moose Ravine.



**Partial Redevelopment to Avoid UCO Requirements:** Some redevelopment projects are occurring in ways that appear to deliberately circumvent key requirements of the UCO. The most extreme case is the nearly complete demolition of the former Starbucks/Cash-2-Gold building at the northeast corner of North Broadway and High, and reconstruction of a building on the same foundation. The UCO requires new buildings to be located close to the sidewalk, and with no parking between the front facade and the street. This appears to be either a structural loophole in the UCO, or an issue of interpretation that should be clarified.



The Jimmy John's site (former Blatnik Chiropractic) involved an addition to the original structure, bringing the front facade up to the sidewalk as intended by the UCO. However, the expansion exempted the building from being located at the corner, which would have been required for an entirely new structure. It is likely that other unintended site design consequences resulted from this, most notably the lack of coordination between the finished floor elevation and sidewalk.



**Building/Sidewalk Relationship & Grade Coordination:** While the UCO requires an operable entrance accessible from the sidewalk, this requirement is not always appropriately applied in design and construction. For example, the Jimmy John's project was constructed with a step encroaching onto the public sidewalk, in violation of Code. The step was removed after notification to the City, but a design solution has not yet been implemented, leaving the front entrance inoperable. This design issue is due to a lack of coordination between the finished floor grade of the building and the surrounding site and sidewalk grades.



## 2. AREAS OF FOCUS

**Sidewalk Improvements:** In this example (Leland/High Retail), a widened sidewalk was achieved after neighborhood requests to the developer, but would not have otherwise been required by the City.



**Sidewalk Improvements:** Improvements to public sidewalks/streetscapes associated with redevelopment are not applied consistently. For example, in two similar projects in close proximity to each other, one was required to reconstruct the sidewalk with a grass buffer, the other was not.





**Off-Site Impacts:** Although the sidewalk was reconstructed adjacent to the Jimmy John's project, the developer was not required to complete the sidewalk extension adjacent to the site. The finished grade of the sidewalk was also not coordinated with surrounding sidewalk grades.



**Off-Site Impacts:** Off-site drainage at the Moo Moo's Car Wash flows across the sidewalk, creating icy conditions in the winter.



## 2. AREAS OF FOCUS

**Blank Walls and Utilities:** Design treatments for new buildings along side streets are inconsistent. In the first example, a faux "bricked-in" window treatment is provided, but with no landscaping. In the second, exterior mechanical units are screened with a low fence and minimal landscaping. In the bottom example, the blank facade is extensively landscaped.





**Site Details:** Some site design details do not appear to be consistently applied. In this example, pavement in the Rusty Bucket parking lot is failing at the edge of a stormwater drainage treatment.



**Site Details:** Bike racks are being installed as required by Code, but not always in consistent, useable locations. In this example (Jimmy John's Site), one of the racks is only partially useable as it is installed too close to the building.



**Site Details:** Parking lot "street wall" fencing at the Jimmy John's site is substandard and has already been damaged.





## 2. AREAS OF FOCUS

**Ravine Sensitivity:** Recent commercial development adjacent to the Bill Moose Ravine has not been sensitive to preserving the integrity of the ravine. Site design standards and review processes should be studied for potential improvements as relates to ravine-adjacent development.





**Wesley Glen/Neighborhood Relationship:** A variety of issues related to the site design and operation of the Wesley Glen complex and adjacent single family homes have occurred over the years, including expansion of parking areas and associated drainage impacts on adjacent lots. This area warrants further study as part of a future neighborhood plan update.



## 3. NEXT STEPS

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## **Next Steps**

Based on the work completed to date and the findings outlined above, the Plan Review Subcommittee intends to present the findings to the community for feedback and to solicit community input on the topics identified. Final recommendations will be prepared based on this community input and be presented to the CAC for their consideration. The Subcommittee anticipates recommendations to be categorized by:

- Items that can be implemented immediately by the CAC,
- Items requiring City approval for changes to policies or procedures,
- Items that require City approval as amendments to the Neighborhood Plan in the near term, and
- Items that need addressed during a full re-write of the Neighborhood Plan by the City.

# 3. NEXT STEPS

## RECOMMENDATIONS

Action	Responsibility
Review the UCO and Nonconforming Structures requirements to determine potential design or process loopholes, unintended consequences, needed clarifications/interpretations, etc. and work with the City to revise as necessary.	P&D, City of Columbus
Establish regular communications with the City of Columbus Building and Zoning staff to ensure Neighborhood Plan recommendations are consistently implemented.	CAC, Z&V, P&D, City of Columbus
Assess effectiveness of the Development Review Screening Forms and revise content or processes as necessary.	Z&V, P&D
Create an inventory of likely/potential development and redevelopment sites and develop strategies to guide desired development outcomes for specific sites or categories of sites. Utilize the MORPC redevelopment site inventory as a resource.	P&D
<p>Conduct research into market feasibility for major redevelopment sites.</p> <ul style="list-style-type: none"> <li>• Consider a conducting a developer roundtable discussion/workshop for key redevelopment sites, such as North Broadway &amp; High.</li> <li>• Consider engaging the Columbus Chapter of the Urban Land Institute (ULI) to conduct a Technical Assistance Panel (TAP) to explore development feasibility considerations in more detail.</li> <li>• Update or create additional opportunity site development concepts</li> </ul>	P&D, City of Columbus
<p>Conduct community engagement efforts to explore various planning and development considerations as identified in this report in more detail. This should include consideration of development features that might warrant support for variances to height, parking, density standards, etc.</p> <ul style="list-style-type: none"> <li>• Features to be evaluated may include, but are not limited to, architectural design and massing, enhanced bus stops, first floor secured bicycle facilities for tenants, general public realm streetscape improvements, enhanced building materials and architectural detail, incorporation of affordable units, LEED eligible design, evidence of parking alternatives, and enhanced screening, buffering, and fencing materials.</li> </ul>	CAC, P&D
Explore the potential for creating architectural and/or site development design guidelines specific to Clintonville. These could be intended for general application throughout the neighborhood, or tailored to specific areas. Design guidelines in the CNP provide a starting point.	CAC, P&D
Conduct a historic buildings/sites inventory and develop policies and strategies for preservation.	Historic Building Committee
Coordinate recommended technical, policy, and design guidelines updates with the Columbus Citywide Planning Policies (C2P2) initiative (currently proposed).	CAC, P&D, City of Columbus



## RECOMMENDATIONS

INCORPORATE ADDITIONAL ITEMS PER COMMITTEE/CAC REVIEW

## 4. APPENDIX

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**APPENDIX**

TECHNICAL AND POLICY UPDATES LIST

DEVELOPMENT TOUR MATERIALS

# 4. APPENDIX

## TECHNICAL AND POLICY UPDATES TO BE CONSIDERED

Recommended Update	Page(s)
<b>Introduction</b>	
Clarify intended use/purpose of the plan as a statement of strategic direction and guide for decision-making, and its role as a tool to be consulted in the zoning/variance/development process.	pg. 1
Summary of Key Recommendations: Under the Economic Development bullet point - " the continuation of the existing manufacturing uses on Indianola Avenue." - should be revised to acknowledge the recent mixed use redevelopment activity occurring in the corridor.	pg. 5
Summary of Key Recommendations should be updated to reflect other significant changes in recommendations as described in this report and resulting from further implementation efforts.	pp. 4-5
<b>Existing Conditions</b>	
Update existing conditions to reflect most recent Census and/or MORPC data, zoning and development changes, transportation improvements (e.g. Indianola reconfiguration), new community services/facilities (e.g. new urgent care facilities), etc.	pp. 7-25
Include cultural and historic resources in Existing Conditions	
Update Opportunities and Constraints to reflect issues identified in this report and resulting from further implementation efforts.	pp. 9-11
Acknowledge successful re-use of old auto-oriented sites as an opportunity to be continually encouraged.	
Update references to new development projects since the 2009 Plan adoption.	
Update public input summaries to reflect public engagement conducted with the 2014 Clintonville Mobility Framework, development tour survey, and from additional public engagement resulting from the recommendations of this report.	pp. 26-29
<b>Development Principle 1: Neighborhoods will have a vibrant mix of uses</b>	
Consider updates to the Urban Design Plan based on potential revisions to Development Opportunity Sites.	pp. 34-35
Address the issue of building height and relationship to surrounding residential neighborhoods with redevelopment. This issue was not prominent as part of the density discussion when the plan was originally developed, but has become as important as development has occurred or been proposed.	pg. 36
Clarify how density recommendations may apply per building or per acre in larger or multi-building development projects (e.g. net vs. gross density).	pg. 36
Revisit specific density ranges based on development trends, economics, and community character objectives. Provide rationale/criteria for when it may be appropriate to depart from the density recommendations of the Plan, consistent with the statement on page 37: "Some developments may merit a higher density, but specific rationale for support of such higher density should be provided."	pp. 37-38
Revise land use recommendations for the Indianola corridor based on recent/ongoing mixed use development activity.	pg. 38
Acknowledge recent trends in adaptive re-use of auto-oriented buildings.	

## DEVELOPMENT TOUR MATERIALS (cont'd)

<b>Development Principle 2: Open space and critical environmental areas</b>	
Address recent development issues related to ravine impacts and strengthen preservation recommendations.	pg. 39
Update to acknowledge the Project Blueprint initiative currently being implemented. Address the need to monitor success and consider design recommendations for future projects.	pg. 40
<b>Development Principle 3: Clintonville should have a range of housing types</b>	
Address housing affordability issues/needs in the neighborhood.	pg. 41
<b>Development Principle 4: People will be able to get around by walking, car, transit, and bicycle</b>	
Update/Coordinate with 2014 Clintonville Mobility Framework document & UIRF Plan	pg. 43-45
Add recommendations to implement Safe Routes to School initiatives.	
<b>Development Principle 5: Development and public improvements should be designed to be walkable and bikeable and encourage personal interaction.</b>	
Provide additional policy and design guidance for improvements to the public sidewalk/streetscape with redevelopment on High Street and Indianaloe, including sidewalk widths, buffers from the street, grading and connectivity.	pg. 46
Explore additional recommendations and strategies to promote shared parking and/or pursue public parking opportunities.	pg. 47
<b>Development Principle 6: New development will respect community character and historic features</b>	
Revisit the recommendation to consider refinement of commercial overlay application along High Street in northern Clintonville and application to Indianola. Update to reflect adjustments adopted after the 2009 Plan adoption (e.g. High Street Green District)	pg. 49
Recommend architectural designs that continue to support the unique/eclectic character of architecture in Clintonville as redevelopment occurs. Consider additional design guidelines/strategies.	pg. 50
Clarify intended application of commercial development guidelines in the absence of a zoning overlay. What is the mechanism to ensure guidelines are applied and enforced?	pg. 50-53
Policies regarding preservation of landmark buildings should be led by the Historic Buildings Committee. Policy recommendations should be advanced to carry additional weight toward ensuring preservation.	pg. 53
<b>Development Opportunity Sites (Sub-section of Development Principle 6)</b>	
Revise or replace Westview Avenue and High Street concept due to development of the site as a COTA bus turnaround facility.	pg. 54
Revise North Broadway and High concept to acknowledge demolition of the Clinton Theater, recent failed development proposals, and potential need to reconsider site design and density recommendations.	pg. 55
Revise or replcace Glen Echo and High Street to acknowledge re-use of the Goodwill site as Lucky's Market, and pending nearby redevelopment of the White Castle/Patrick J's site.	pg. 56



# 4. APPENDIX

## TECHNICAL AND POLICY UPDATES TO BE CONSIDERED (cont'd)

Consider alternative concepts for the Indianola and Wetmore Road sites to reflect changing market and development trends for multi-story mixed use development in the Indianola corridor.	pg. 58
Consider updates to Indianola and Oakland Park Avenue concept to acknowledge nearby development of the Deco mixed use project.	pg. 59
Update Indianola Avenue and Weber Road concept to acknowledge construction of the recommended center island median.	pg. 59
Consider inclusion of alternative/additional development opportunity sites to provide guidance to the development community, the CAC, Zoning and Variance Committee, and the city when considering future development proposals.	
<b>Plan Implementation Strategy</b>	
Acknowledge creation and use of the Development Review Screening Forms and address their relationship to the Development Review Checklist. Recommend continual monitoring to ensure effectiveness.	pg. 62
Consider re-structuring the Development Review Checklist to serve as the basis for expanded development design guidelines.	pg. 63-67
List of action items should be updated to account for completed items and/or reviewed and prioritized annually by the CAC, including designation of lead resources for implementation.	pg. 68

## DEVELOPMENT TOUR MATERIALS

### CLINTONVILLE AREA COMMISSION PLANNING & DEVELOPMENT COMMITTEE DEVELOPMENT TOUR 2016

## ARLINGTON CROSSING (TREMONT/KINGSDALE)

### KEY STATS

#### **ARLINGTON CROSSING - CONDOMINIUMS**

- 37,244 SF (0.855 ACRES)
- 5 STORY CONDOMINIUM UNITS WITH GARAGES AT THE GROUND FLOOR
- TOTAL UNITS: 56
- 65 DU/ACRE
- 1.5 PARKING SPS PER UNIT INCLUDING EXTERIOR
- SITE CONSISTS OF THREE ELEMENTS - CONDOS, MIXED USE APARTMENTS/RETAIL AND MIXED USE/RETAIL/OFFICE.

#### **SHOPPPES ON TREMONT - RETAIL/APTS.**

- 38,228 SF (0.878 ACRES)
- FIRST FLOOR RETAIL
  - 10,560 SF
- 2ND & 3RD FLOOR APARTMENTS
  - 8,870 SF
- MIXED-USE PARKING RATIO (1:1,000 MAX.)
  - 58 SPACES ALLOWED
  - 46 SPACES PROVIDED

#### **WALGREENS - RETAIL/OFFICE**

- 56,823 SF (1.35 ACRES)
- FIRST FLOOR RETAIL
  - 12,274 SF
- 2ND FLOOR OFFICE
  - 12,546 SF
- MIXED-USE PARKING RATIO (1:1,000 MAX.)
  - 75 SPACES ALLOWED
  - 51 SPACES PROVIDED



BIRDSEYE AERIAL



ARLINGTON CROSSING STREETVIEW



ARLINGTON CROSSING MAIN ENTRY

# 4. APPENDIX

## DEVELOPMENT TOUR MATERIALS

CLINTONVILLE AREA COMMISSION PLANNING & DEVELOPMENT COMMITTEE  
DEVELOPMENT TOUR 2016

### ARLINGTON CROSSING (TREMONT/KINGSDALE)



ARLINGTON CROSSING EXTERIOR PARKING



SHOPPES AT TREMONT STREETVIEW



WALGREENS/OFFICE STREETVIEW



## DEVELOPMENT TOUR MATERIALS

### CLINTONVILLE AREA COMMISSION PLANNING & DEVELOPMENT COMMITTEE DEVELOPMENT TOUR 2016

## THE LANE

### KEY STATS

#### *THE LANE, UPPER ARLINGTON*

- BUILDING SITE IS 1.4 ACRES
  - NOTE: DOES NOT INCLUDE SURFACE PARKING IN BACK OF BUILDING
- DU/ACRE: 77

#### *OFFICE/RETAIL SPACE*

- 13,000 S.F.
- BUSINESSES INCLUDE:
  - HUDSON 29 KITCHEN+DRINK
  - WRIGHT-PATT CREDIT UNION
  - FUKURYU RAMEN
  - YOGA SIX UPPER ARLINGTON

#### *APARTMENTS*

- 108 UNITS
- RANGE FROM 1 TO 3 BEDROOMS
- 1 BED, 1 BATH, 667 S.F. UNIT IS \$1,267/MONTH FOR 12 MONTH LEASE
- 1 PARKING SPACE FOR \$50 EXTRA PER MONTH
- MISC AMENITIES INCLUDED

#### *THE SHOPPES ON LANE*

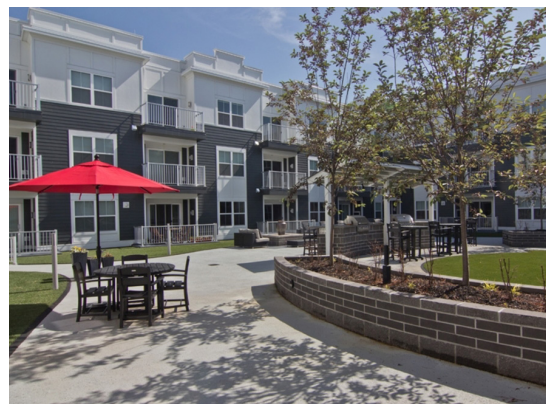
- LOCATED ACROSS LANE AVE.
- SHOPPES INCLUDE:
  - WHOLE FOODS
  - BED, BATH & BEYOND
  - HAIR SALONS
  - DRY CLEANERS
  - VARIOUS CLOTHING STORES
  - A NUMBER OF RESTAURANTS



LANE AVE, SOUTHEAST CORNER OF THE LANE



VIEW OF THE LANE



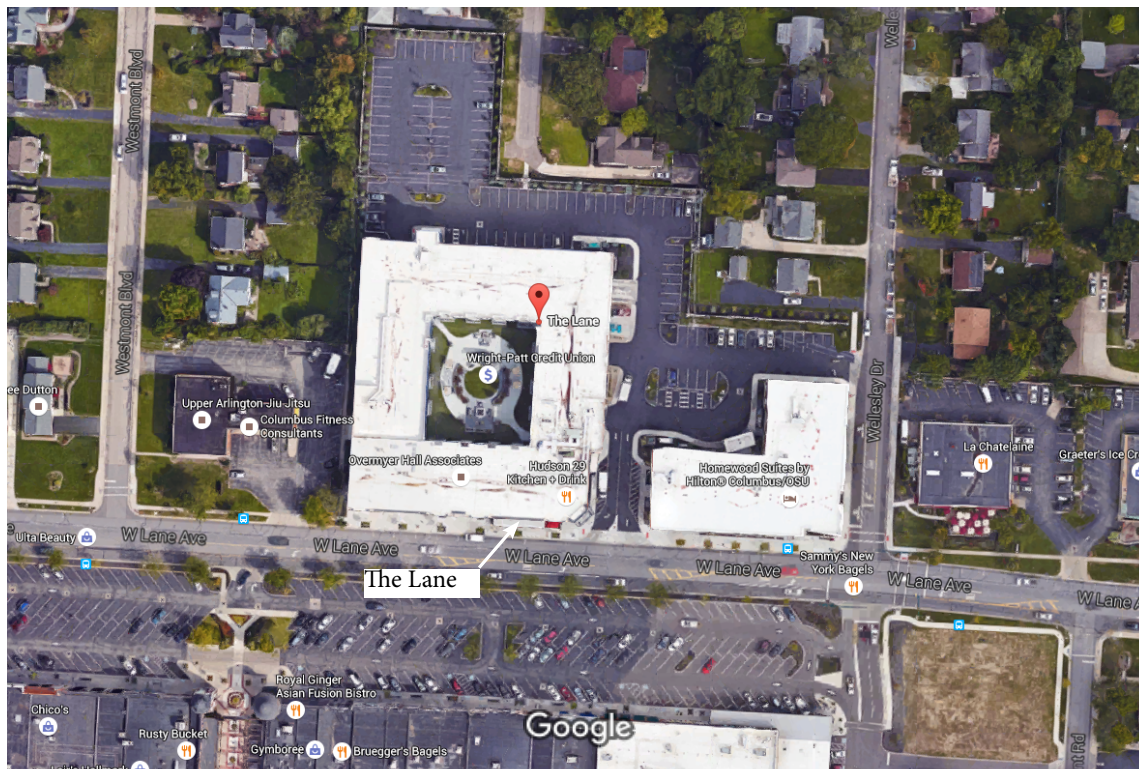
THE LANE, RESIDENTIAL COURTYARD

# 4. APPENDIX

## DEVELOPMENT TOUR MATERIALS

CLINTONVILLE AREA COMMISSION PLANNING & DEVELOPMENT COMMITTEE  
DEVELOPMENT TOUR 2016

### THE LANE



THE LANE AERIAL



THE LANE, RESIDENTIAL COURTYARD



## DEVELOPMENT TOUR MATERIALS

### CLINTONVILLE AREA COMMISSION PLANNING & DEVELOPMENT COMMITTEE DEVELOPMENT TOUR 2016

## THE WINDSOR

### KEY STATS

#### ***THE WINDSOR, GRANDVIEW AVE.***

- BUILDING SITE IS APPROXIMATELY .57 ACRES
- DU/ACRE: 65
- FOUR STORIES - GROUND FLOOR RETAIL AND UPPER FLOORS RESIDENTIAL

#### ***RETAIL SPACE***

- 14,000 S.F.
- BUSINESSES INCLUDE:
  - MATT THE MILLER'S TAVERN
  - VERNACULAR GRANDVIEW
  - ELLI NAIL SPA
  - THE BLOWOUT BAR
  - YATS GRANDVIEW

#### ***APARTMENTS***

- 37 UNITS
  - 28 1-BEDROOM UNITS
  - 11 2-BEDROOM UNITS
- 1 BED UNITS RANGE FROM 1,000 TO 1,100 S.F. AND ARE \$1,228-\$1,400 PER MONTH
- 2 BED UNITS RANGE FROM 1,400 TO 1,500 S.F. AND ARE \$1,839-\$1,995 PER MONTH
- 1 ASSIGNED PARKING SPACE PER UNIT

#### ***GRANDVIEW AVE.***

- A VARIETY OF RESTAURANTS, SHOPS, AND BUSINESSES WITHIN WALKING DISTANCE OF THE WINDSOR.
- LOCATED NEAR BUS STOPS FOR ACCESS TO MASS TRANSIT.



VIEW ACROSS GRANDVIEW AVE



FOUR STORY WITH ADJOINING TWO STORY



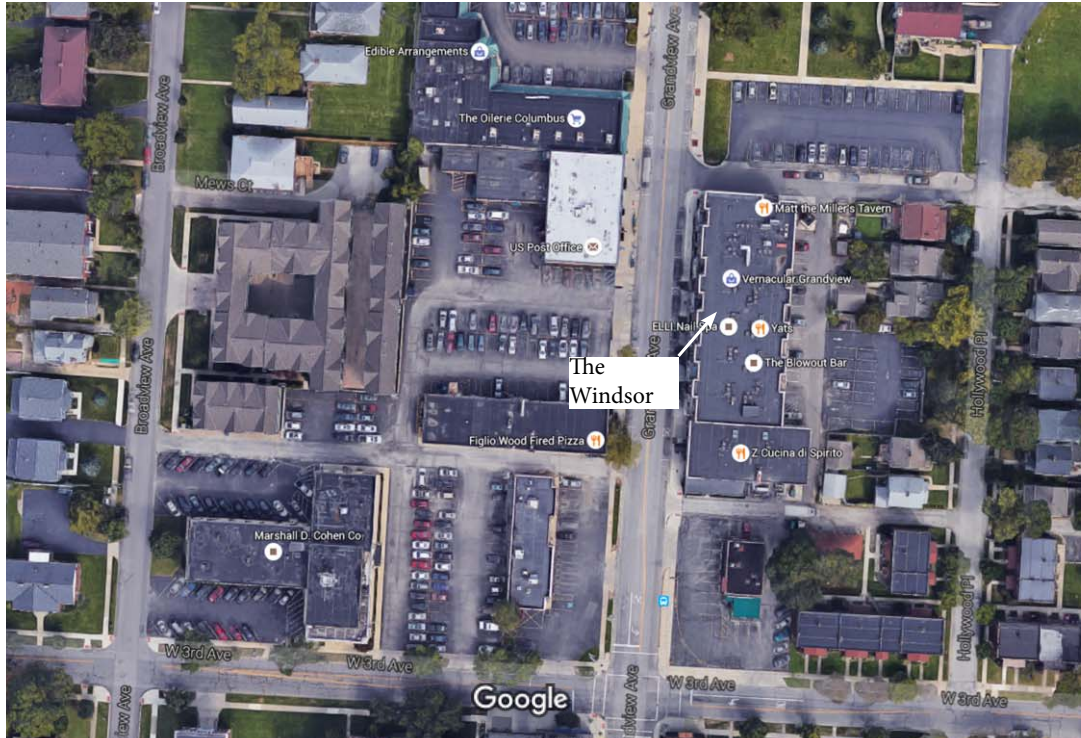
SIDEWALK CONDITION

# 4. APPENDIX

## DEVELOPMENT TOUR MATERIALS

CLINTONVILLE AREA COMMISSION PLANNING & DEVELOPMENT COMMITTEE  
DEVELOPMENT TOUR 2016

### THE WINDSOR



GRANDVIEW AVE AERIAL



POST OFFICE (FOREGROUND, LEFT)  
THE WINDSOR (BACKGROUND)



## DEVELOPMENT TOUR MATERIALS

### CLINTONVILLE AREA COMMISSION PLANNING & DEVELOPMENT COMMITTEE DEVELOPMENT TOUR 2016

## BEXLEY GATEWAY (PARKVIEW AND MAIN)

### KEY STATS

#### ***BEXLEY GATEWAY COMPLEX***

- DWELLING UNITS PER ACRE (DU/ACRE) FOR THE ENTIRE BEXLEY GATEWAY SITE: 23
- SITE IS ABOUT 1.5 ACRES WITH 35 UNITS.
- SITE CONSISTS OF THREE ELEMENTS - CONDOS, BROWNSTONES AND RETAIL/OFFICE.

#### ***THE ALEXANDER***

- LUXURY CONDOS AND CUSTOM PENTHOUSES WITH RESORT-STYLE ACCOMMODATIONS.
- DU/ACRE: 49
- BUILDING IS ABOUT .65 ACRES WITH 32 UNITS
- 1,264-3,691 S.F. PER UNIT
- EACH UNIT HAS ONE PARKING SPACE
- 5 STORIES

#### ***PARK THREE RESIDENCES***

- NEW YORK-STYLE BROWNSTONES.
- 3,000+ S.F. EACH UNIT
- DU/ACRE: 50
- BUILDINGS ARE ABOUT .06 ACRES (.02 ACRES/BROWNSTONE) WITH 3 UNITS
- PRIVATE TWO CAR GARAGE FOR EACH UNIT.
- 5 STORIES

#### ***THE SHOPPES AT GATEWAY***

- FIRST FLOOR SHOPPING AND DINING WITH SECOND AND THIRD FLOOR OFFICE SPACE
- BUILDING IS ABOUT .25 ACRES
- STREET AND REAR PARKING WITH ACCESS TO BUILDING FROM FRONT AND REAR.



CORNER OF PARKVIEW AND MAIN



THE ALEXANDER (LEFT) PARK THREE (RIGHT)



REAR PARKING AT THE SHOPPES, THE ALEXANDER,

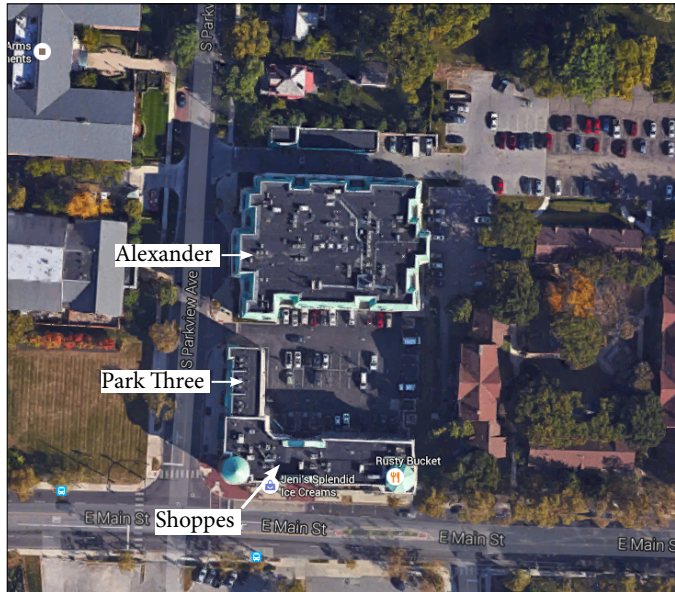
**NOTE:** Bexley Gateway was not visited during the tour.

# INTRODUCTION

## DEVELOPMENT TOUR MATERIALS

CLINTONVILLE AREA COMMISSION PLANNING & DEVELOPMENT COMMITTEE  
DEVELOPMENT TOUR 2016

### BEXLEY GATEWAY (PARKVIEW AND MAIN)



BEXLEY GATEWAY AERIAL



THE SHOPPES, REAR PARKING TO STREET ACCESS



EXISTING HISTORIC HOMES (LEFT);  
THE ALEXANDER (RIGHT)



THE SHOPPES, REAR PARKING BUILDING ACCESS (CENTER); THREE PARK REAR ELEVATION WITH PERSONAL GARAGES (RIGHT)



