Appendix A—Design Guidelines

A successful development depends on setting, amenities and economic market. The physical appearance of the site, architecture and landscape is also critical to the success of the Hamilton Road Corridor. Achieving a healthy and vibrant image is the goal of these guidelines. They advocate a strong and consistent corridor design vision for the Hamilton Road Corridor. To ensure that the recommendations of the guidelines are achievable, these guidelines are intended to be functionally compatible with and a supplement to the City of Columbus' regulations. Because ultimate buildout may not occur for a number of years, the intent of the guidelines is to maintain flexibility and responsiveness to market conditions over time while still providing the vision and ground rules necessary for a successful development style that would span the years.

The purpose of these Hamilton Road Design Guidelines is to: improve the overall quality of development in the Hamilton Road Corridor, extending from I-70 to Big Walnut Creek; ensure the compatibility of the Hamilton Road development with surrounding land uses; and enhance pedestrian safety and walkability and vehicular movement and access within and through the Corridor.

Applicability

These Design Guidelines would be applied shall apply to all new development within the Hamilton Road Corridor that involves either a rezoning or Council variance.

Site Planning—Building Location, Orientation, and Blocks

Principles

- Emphasize pedestrian-orientation in site planning using appropriately-scaled blocks, building placement and interconnectivity.
- Develop an efficient pattern of buildings and open spaces to concentrate activities, rather than dispersing them in a manner that requires greater automobile dependency.
- Locate and orient buildings to complement the orientation of adjacent development.

- Coordinate all infrastructure and utility design and location with utility providers to balance function and desired aesthetic character of the plan with efficient maintenance of the utilities.

Mixed Use Commercial

- Coordinate and comprehensively plan the location of buildings to provide order and compatibility, avoiding jumbled or confusing development patterns.
- Incorporate bike storage facilities (racks, lockers, etc.) as appropriate features.
- Locate buildings so that their primary orientation complements adjacent development.
- Orient buildings to frame pedestrian corridors and access drives, parking areas, open spaces and on-site amenities.
- Discourage long, “barracks-like” strip commercial configurations.

Conventional Commercial

- Locate “gate post” satellite (pad site) buildings at street intersections designed to anchor the corner.
- Locate in-line retail buildings to create and frame plazas and courtyards.
- Orient freestanding satellite pad site building storefronts towards the street or plaza and courtyards.
- Link plazas and courtyards to pedestrian sidewalks and walkways.
- Do not “wall-off” commercial sites from surrounding land uses.
- Provide connectivity between the in-line retail site and adjacent land uses.
- Segment large parking lots into smaller courts enclosed and framed by trees to minimize the perceived scale of the total parking area.
- Locate loading docks, trash enclosures and services areas out-of-view from roadways, sidewalks, open space amenities, and residential uses/zones.

- Provide separate parking areas for delivery trucks and service vehicles located away from parking lots and walkways.

- Incorporate bike storage facilities (racks, lockers, etc.) as appropriate features.

Multiple Family and Single Family Residential Attached

- Organize buildings to create meaningful and usable open space areas.

- Do not encircle multiple family and single-family attached projects with parking stalls and drive aisles. Parking lots should be located in individual pods or small, defined parking courts.

- Vary multiple family residential building setbacks to promote streetscape variety.

- Compose buildings of simple yet varied planes to assure compatibility and promote variety in overall building forms.

Single Family Residential Detached

- Locate single-family detached units to create streetscape variety and visual interest. Discourage subdivisions of seemingly identical units sited with no variation on long, uninterrupted streets.

- Site single family detached units to mitigate garage impacts along the street by varying their locations and orientations. Garages should be located behind the house, or if facing a street, do not exceed 40% of the width of the house façade, and recessed at least three feet fro the front elevation.

- Stagger the location of single-family units and garages relative to the street to create different building patterns.

- Minimize building setbacks from streets as densities increases, while maintaining privacy.

- Consider different setbacks to reflect different product types within the neighborhood.

- Connect residential neighborhoods to commercial centers with sidewalks and open space areas.

Streets, Transit, Pedestrian and Parking

Principles

- Provide safe, interconnected and efficient circulation systems throughout the Hamilton Road Corridor
- Maximize opportunities for a strong balanced network of transportation systems for vehicles, pedestrians and bicyclists
- Create a hierarchy of street types and scales designed to increase neighborhood and corridor identity, responding to traffic volumes and pedestrian activity
- Sensitively locate off-street parking internally to the sides or rear of buildings. Avoid locating off-street parking lots between the streets and building frontage consistent with the standards of the proposed regional commercial overlay.

Streets

- Establish Grove Road, Kimberly Parkway and Refugee Road intersections at Hamilton Road as gateways to the Hamilton Road corridor and its districts.
- Provide roadway improvements to Hamilton Road including safe pedestrian crossings, from the neighborhoods to the commercial districts along Hamilton Road.
- Consider a range of traffic calming measures for slowing traffic in residential areas.

Transit

- Provide direct pedestrian access to transit stops along Hamilton Road. Transit planning should be done in coordination with Central Ohio transportation Authority (COTA).
- Provide transit shelters with lighting, bicycle racks and trash receptacles throughout the Hamilton Road corridor, where appropriate and in conjunction with COTA.

Pedestrian

- Create opportunities for pedestrian gathering places throughout the corridor using ample sidewalks and plaza areas connected to walkways.

- Provide wide, ample walkways (10 foot wide) attached to the curb where on-street parking is present and detached sidewalks with appropriate streetscape and lawn panels where on-street is NOT present.

- Use curb-extensions or bulb-outs, along with decorative paving to indicate pedestrian crossing/activity and to slow traffic.

- Where appropriate, coordinate traffic and pedestrian signals for walking speed.

- To avoid conflicts with pedestrians, bicycle facilities are encouraged as on-street facilities (bike lanes and bike routes) primarily on Kimberly Parkway and neighborhood local streets.

- Provide consistent, easy to read, identifiable directional signs. Include signs that indicate routes to recreational, cultural and educational facilities.

- Provide appropriate street furnishings for pedestrians and street trees that are friendly to pedestrians.

[Note: Recommendations for sidewalk and bike facilities will be addressed in detail in the Hamilton Road Traffic Study and reflect the recommendations of the City's Pedestrian Thoroughfare Plan and Bicentennial Bikeways Plan.]

Parking

- Configure conventional commercial developments that accommodate large anchor tenants to promote convenient parking and vehicular access, as well as parking lot visibility.

- Locate small shops along the street or drive edge, with minimum setbacks. Anchor tenant buildings such as large format retail and supermarkets, however, may not be held as strictly to this guideline because they often require visible surface parking for patrons' major shopping trips.

- Parking lots should be well-landscaped and pedestrian-friendly; adding character to the streetscene. Buildings and parking areas should be set back a sufficient

distance from the perimeter and interior streets to create distinct landscape buffers.

- Divide surface parking areas that accommodate more than 100 vehicles into a series of small, connected lots defined by tree rows and strong pedestrian links from parking areas to destinations.

- Stagger building setbacks, above minimum standards if necessary, to enhance visual interest along the streetscene.

- Do not wrap the perimeters of the developments with parking lots.

- Provide identifiable walkways around the perimeter and through surface parking areas designed to connect buildings.

Building Architecture

Principals

- Create a consistent architectural theme for all buildings within the development. Also create building masses and roof forms that reflect the architectural style of the development.

- Break down larger-scaled buildings into a series of smaller, pedestrian-oriented components.

- Articulate facades to reduce the massive scale of large commercial/service/office buildings.

- Incorporate architectural features that create visual interest and easily identifiable entrances.

Building Massing and Roof Form

- Design all buildings within the development, including satellite (pad site) buildings and fast food establishments, to reflect a consistent architectural style.

- Locate higher-intensity satellite building masses at corners designed to “announce” entrance into the development.

- Locate higher-intensity building masses towards the center of building complex. Transition building height outward and down to adjacent developments.
- Punctuate large building masses with towers designed as landmark icons.
- Segment buildings with a distinguishable base, middle and cap.
- Reduce building mass. Use the following techniques to diminish the size and scale of buildings:
    - Building step backs
    - Variation of pitched roof forms and heights
    - Emphasis and variation of building color and texture
- Create roof forms that contribute to the unified appearance of the development.
- Use a consistent roof pitch for all buildings within the development, designed to unite the entire complex.
- Avoid continuous roof planes. Pitched roof planes exceeding 60 linear feet shall incorporate articulated roof elements that may include cross gables, roof monitors, vertical tower elements, and roof dormers.
- Terminate the top of pitched-roofed buildings with a distinctive cap. Design roof caps using the following techniques:
    - Support pitched roof eave overhangs with corbels of brackets
    - Sheath pitched roofs with a roofing material that is complementary to the architectural style of the building
    - Discourage radical roof pitches that create overly prominent or out-of-character buildings
- Terminate the top of flat-roofed buildings with a distinctive cap. Design roof caps using the following techniques:
    - Terminate the top of flat roofs with a distinctive cornice and parapet wall

- Distinguish the cornice from the building façade, with the corbel forward from the front plane of the building face to articulate the cornice
- Top roof parapet walls with a distinctive cap or coping

- Create pedestrian interest at storefront elevations. Use the following elements to provide storefront elevation variety and visual interest:
  - Arcades
  - Awnings
  - Bulkheads
  - Canopies
  - Storefront display windows
  - Transom windows

- Design storefronts, based upon the following guidelines:
  - Minimum storefront height: 12 feet
  - Minimum storefront transparency: 60 percent
  - Minimum bulkhead height: 18 inches
  - Maximum bulkhead height: 36 inches

- Create visual rhythms with structural bays that divide storefronts into a series of repetitive components. Storefronts should be segmented with vertically repeating columns/piers.

- Promote four-sided architecture. Use similar storefront elements on side and rear building elevations that are visible from public view.

- Locate building entrances to be clearly identifiable. Use the following techniques to distinguish building entrances:

- Use towers and articulated corner elements to distinguish building entries.
- Recess entrances into building facades sheltering patrons from the elements.
- Define building entrances with an awning or canopy.
- Provide a transom window above the doorway to accentuate the building entrance.

Grocery Stores and Food Establishments

- Design grocery stores to reflect the architectural style of the development.
- Provide covered entrances and arcades designed to shelter patrons from the elements.
- Provide tower and other elements that function as orientation features and landmark icons.
- Use pitched roof forms to project a neighborly image.
- Break-up pitched roof forms with plane breaks and roof dormers that segment large roof areas into smaller components.
- Divide grocery store storefront windows with mullions and muntins to create a series of individual windows.
- Design grocery store storefront windows based upon the following guidelines:
  - Minimum storefront height: 16 feet
  - Minimum percentage of front storefront window area: 30 percent
- Design food establishments that reflect the architectural style of the development and use building materials and colors that are consistent with the development's architectural style.

- Use a consistent sign type, style, materials, and illumination source as those used within the development.

Large Format Retail

- Design large format retail buildings to reflect the architectural style and use consistent building materials and colors of the entire development.

- Encourage elements such as entrance pavilions to break-up large format architecture.

- Encourage covered arcades as single-story transitional elements to larger-scaled building masses.

- Articulate large format building facades by accentuating structural piers. Recommended frequency shall be 30 to 40 feet.

- Punctuate building corners with material changes.

- Encourage material changes to create a distinctive base, middle and top.

- Encourage raised planters and landscaping to screen building façade.

- Encourage window openings and awnings to articulate blank façades.

- Design large format retail facades based upon the following guidelines:

    - Minimum storefront height: 16 feet

    - Minimum percentage of storefront window area: 25 percent

    - If flat roofs are utilized, terminate the top with a substantial cornice element.

- Design large format accessory structures (i.e. gas station canopy) to reflect the architectural style of the large format retail building.

Screen Walls and Trash Enclosures

- Create decorative loading area screen walls that complement the building architecture.
- Soften screen walls with landscaping.
- Design trash enclosure screen walls to complement adjacent building architecture in terms of materials, texture and color.
- Locate trash facilities near building service entrances and easily accessible by service vehicles.

Road Edge

The road edge is the land between the road edge and the right-of-way line. Street trees, lawn panels, pedestrian lights, utilities, road signs, walkways, transit shelters, paved surfaces and street furniture are located in this zone, and various arrangements of these components are possible.

Pedestrian Routes

The walkway is a critical component in the design of public right-of-way. It defines the main pedestrian thoroughfare that is vital for accessing the adjacent buildings and lands and for traveling along the corridor. Recommendations include:

- Provide barrier free sidewalks along both sides of all roads.
- Provide an effective sidewalk width of at least 10 feet to allow for the simultaneous passage of a pedestrian and bicycle.
- Separate the sidewalk from vehicle lanes by street trees, lawn panels, pedestrian lights, signs, transit shelters, etc., to enhance the sense of security for pedestrians and to improve splash protection.
- Apply international standards for surface treatments as cues for visually impaired pedestrians.

Road Edge Landscape

The combination of landscape elements can have the greatest effect on the environment for pedestrians and other road corridor users. These landscape elements include street trees, shrubs, grasses, grass, and paved surfaces. Recommendations include:

- When selecting trees, shrubs and other vegetation, consider their tolerance to road salt, subsoil limitations, heat, drought, strong winds and shade.

- Select species that are native to our region over non-native species of equal suitability.

- Select street trees, shrubs and other landscape materials that integrate with the character of the landscape and buildings.

- Select deciduous trees when planning along walkways, as they provide shade in the summer and allow sunlight to penetrate in the winter.

- Consider the height and spread of trees and shrubs and their roots, at maturity, in relation to aboveground and belowground infrastructure.

- Select a diversity of trees and shrubs that are easy to transplant, quick to establish and easy to maintain. Select species that are resistant to diseases and insects, have a long life cycle, produce few seeds, flowers and fruits and have a root system which is non-invasive.

- Plant shrubs, tall grasses or wildflowers where street trees are not possible due to right-of-way, space, height or operational limitations.

- Plant deciduous street trees between the road edge and walkway to enclose and shade the pedestrian space. Plant trees 4 feet from the road edge at a minimum. Plant street trees approximately 25 to 30 feet apart to provide a continuous canopy along the corridor.

- Enhance the success of road edge landscaping through proper installation, soil preparation and long-term care.

Transit Stops and Shelters

Transit stops have the potential to be centers of activity along the corridor. Space needs to be dedicated for transit stops, shelters and related furniture, and improvements need to meet the standards established by the Central Ohio Transit Authority. Recommendations include:

- Construct concrete pads at all transit stops where space is available. Erect shelters on the pads when budget and ridership permits.

- Locate shelters in between the walkway and road edge to maximize passenger convenience.

- Ensure a clear hard surface area of 5 to 7 feet wide in front of a shelter to permit safe exit by passengers, including wheelchair users.

- Design transit stop loading areas 5 to 7 feet wide and long enough to serve both the front and rear doors of the transit vehicles using the route.

- Locate transit stops as close to intersections as possible, and coordinate their location with neighborhood sidewalks and corridor walkways.

- Add benches and other roadside furniture such as refuse containers, bike racks, and newspaper boxes at bus stops, as appropriate.

- Work with COTA on selecting the type of shelters that will be used along the corridor. The shelters should have transparent sides at eye level for maximum visibility to and from the interior, so that transit users can see approaching buses and for personal safety reasons.

Furniture, Amenities and Public Art

- Street furniture such as benches, bicycle racks, newspaper boxes, waste receptacles, and planter boxes can make the corridor more comfortable and convenient, and can add variety to the streetscape.

- Enhance the urban design quality of the corridor by adding quality street furniture, sign posts, light and signal poles, etc.

- In the corridor, cluster the roadside furniture and amenities in-line between the walkway and the right-of-way line to separate pedestrians from vehicles traveling on the roadway.

- Encourage the location of public art (including sculptures, wall murals, decorative screen walls) within or adjacent to the right-of-way to enhance the streetscape. [Note: Art proposed for placement in the public real or city property must be approved y the Columbus Art Commission.

Pedestrian Crosswalks

- Crosswalks are generally painted at signalized intersections in most areas of the City. In the corridor, crosswalk materials and patterns can be an important unifying feature.

- Crosswalk pavement should contrast with the adjacent street pavement through color and texture. Drivers need to know where to stop or look for pedestrians and pedestrians need to know where they can rely on crossing the street safely.

- Even if the crosswalk is distinguished in term of color and texture, it is still necessary to install “stop bars” using paint or vinyl-street marking material as determined by Ohio Department of Transportation.

- Paint lines on road are the most inexpensive solution and are the most visible marking.

- Unit pavers and brick pavers should be used with caution. They are expensive, the contrast between pavers and road surface may not be sufficient and painted stop bars are a necessary minimum. Stamped concrete is not an appropriate alternative.

[Note: Standards of the City’s Transportation Division may supercede these guidelines.]

Lighting

- Roadway lighting is used to light both the roadway and the walkway. This ensures safe nighttime driving, cycling and pedestrian crossing and creates a safe and secure environment for pedestrians.

- Pedestrian lighting consists of fixtures less than 14 feet high. Pedestrian-scaled light post and luminaries play a vital role in developing a unique character of the corridor. Pedestrian lights placed on the road edge illuminate the sidewalk and provide a feeling of security at night. Pedestrian lights can be designed to accommodate banners, signs, flower baskets electrical outlets and festival lighting.

- Space pedestrian lights 60-115 feet apart to provide a pleasing effect and to ensure room for street trees. Closer spacing can also cause uncomfortable glare.

- Street lights play an important role in the quality and safety of roadways, especially at night. Street lights consist of fixtures that are 20-25 feet high, depending on style, location, number of luminaries and wattage. Spacing would range from 100 to 150 feet apart.

- Encourage merchants to light up their windows in the evening to contribute to corridor illumination and make the road more secure and animated.

[Note: Standards of the City's Electricity Division may supercede these guidelines.]

Appendix B—Demonstration Sites Financial Analysis

Table 8.1: Vacant Land for Sale Near Study Site

Address	Zone	Asking Sale Price	Acres	Price per Acre
4250 Groves Road	Industrial	$455,400	7.59	$60,000
Hilton Lane & Cloverleaf	Commercial	$3,898,650	16.59	$235,000
Meridian Road & New Village Rd	AR-1 Multifamily	$200,000	3.8	$52,632
Winchester Gardens & Alum Creek Drive	Commercial	$852,390	9.4	$90,680
Groves Road near I 270	Industrial	$760,380	16.53	$46,000
Brice & Refugee Road	Commercial	$289,000	0.83	$348,193
Gender & Refugee Road	Commercial	$275,000	0.69	$398,551
3131 Refugee Rd	Commercial	$995,000	26.3	$37,833
3300 Petzinger	Industrial	$150,000	3	$50,000
Average		$146,543		
Geomean		$97,721		
Median		$60,000		

Source: BBPC, Loopnet[42]

Table 8.2: Acquisition Parcels

Error! Objects cannot be created from editing field codes. Source: BBPC

[42] Note the differences in price per acre between land zoned commercial and industrial. Without strict zoning limits, it is possible for a developer to buy an industrial zoned parcel at a less expensive price and apply for a zoning change. If the change is granted, the developer is able to save dramatically on acquisition costs; thus, placing the development of greyfield properties at a further disadvantage.

Table 8.3: Construction Estimates and Pro-Formas

	International Market Place			Regional Retail			Mixed Use			Eastland Mall		
	73,000 SF Office 73,000 SF Retail 334,976 Land SF 0.22 FAR			130,000 SF Office 130,000 SF Retail 1,176,120 Land SF 0.11 FAR			204,000 SF Office 112,000 SF Retail 1,892,246 Land SF 0.17 FAR			87,000 SF Office SF Retail 1,331,792 Land SF 0.07 FAR		
	Assessed	Market		Assessed	Market		Assessed	Market		Assessed	Market	
Land	$324,590	$927,400		$719,480	$2,055,657		$1,108,780	$3,167,943		$1,568,129	$4,480,367	
Building	$1,729,560	$4,941,600		$1,084,000	$3,097,143		$3,652,120	$10,434,629		$0	$0	
Total	$2,054,150	$5,869,000		$1,803,480	$5,152,800		$4,760,900	$13,602,571		$1,568,129	$4,480,367	
		Total Amount	PSF		Total Amount	PSF		Total Amount	PSF		Total Amount	PSF
Acquisition												
Land	100%	$927,400	$12.70	100%	$2,055,657	$15.81	100%	$3,167,943	$10.03	100%	$4,480,367	$51.50
Building	5%	$247,080	$3.38	10%	$309,714	$2.38	100%	$10,434,629	$33.02	100%	$0	$0.00
State Transfer Tax	0.10%	$1,174	$0.02		$2,365	$0.02		$13,603	$0.04		$4,480	$0.05
Local Transfer Tax	0.20%	$2,349	$0.03		$4,731	$0.04		$27,205	$0.09		$8,961	$0.10
Title Report		$5,000	$0.07		$5,000	$0.04		$5,000	$0.02		$5,000	$0.06
Title Insurance		$25,000	$0.34		$25,000	$0.19		$25,000	$0.08		$25,000	$0.29
Acquisition - Subtotal		$1,208,003	$16.55		$2,402,468	$18.48		$13,673,379	$43.27		$4,523,808	$52.00
Hard Costs												
Site Work	$ 2	$146,000		$ 2	$260,000		$ 2	$224,000		$ 2	$0	
Demolition	$ 4	$388,960	$5.33	$ 4	$120,000	$0.10	$ 4	$160,000	$0.51	$ 4	$160,000	$1.84
City Contribution		($534,960)			$0							
Building - Common Areas	$ -	$100,000	$0.00	$ -	$0	$0.00	$ -	$0	$0.00	$ -	$0	$0.00
Building - Retail	$ 62.00	$4,526,000	$62.00	$ 75.00	$9,750,000	$75.00	$ 75.00	$8,400,000	$26.58	$ 75.00	$0	$0.00
Building - Office	$ -	$0	$0.00	$ -	$0	$0.00	$ 100.00	$11,200,000	$35.44	$ 100.00	$0	$0.00
Furniture/Fixtures		$0	$0.00		$0	$0.00		$0	$0.00		$0	$0.00
Contingency	5.00%	$231,300	$3.17		$0	$0.00		$0	$0.00		$0	$0.00
Hard Costs - Subtotal		$4,857,300	$70.50		$10,130,000	$75.10		$19,984,000	$62.53		$160,000	$1.84
Soft Costs - Professional Fees												
Architecture - Design	4.00%	$181,040	$2.48	4.00%	$390,000	$3.00	4.00%	$784,000	$2.48	4.00%	$0	$0.00
Civil Engineering	2.00%	$90,520	$1.24	2.00%	$195,000	$1.50	2.00%	$392,000	$1.24	2.00%	$0	$0.00
Appraisal		$5,000	$0.07		$5,000	$0.04		$5,000	$0.02		$5,000	$0.06
Phase I Environmental		$5,000	$0.07		$5,000	$0.04		$5,000	$0.02		$5,000	$0.06
Accounting	10%	$7,300	$0.10		$13,000	$0.10		$31,600	$0.10		$0	$0.00
Legal	12%	$8,760	$0.12		$15,600	$0.12		$37,920	$0.12		$0	$0.00
Sales & Marketing	15%	$10,950	$0.15		$19,500	$0.15		$47,400	$0.15		$0	$0.00
Development Overhead @	2.00%	$97,146	$1.33	2.00%	$202,600	$1.56	2.00%	$399,680	$1.26	2.00%	$3,200	$0.04
Contingency	7.00%	$28,400	$0.39	7.00%	$59,199	$0.46	7.00%	$119,182	$0.38	7.00%	$924	$0.01
Professional Fees - Subtotal		$434,116	$5.95		$904,899	$6.96		$1,821,782	$5.77		$14,124	$0.16
Soft Costs - Financial Transaction Costs												
Application Fee		$5,000	$0.07		$5,000	$0.04		$5,000	$0.02		$5,000	$0.06
Construction Loan - Points	2.00	$132,446	$1.81	2.00	$268,021	$2.06	2.00	$706,612	$2.24	2.00	$97,183	$1.12
Permanent Loan - Points	2.00	$132,446	$1.81	2.00	$268,021	$2.06	2.00	$706,612	$2.24	2.00	$97,183	$1.12
Contingency	5.00%	$21,706	$0.30	5.00%	$45,245	$0.35	5.00%	$91,089	$0.29	5.00%	$706	$0.01
Transaction Costs - Subtotal		$291,598	$3.99		$586,287	$4.51		$1,509,313	$4.78		$200,072	$2.30
Soft Costs - Carrying Costs												
	Months			Months			Months			Months		
Interest During Construction	18	$645,675	$8.84	18	$1,306,602	$10.05	18	$3,444,734	$10.90	18	$473,766	$5.45
Interest During Lease-up	4	$143,483	$1.97	4	$290,356	$2.23	4	$765,497	$2.42	4	$105,281	$1.21
Liability Insurance		$7,000	$0.10		$7,000	$0.05		$7,000	$0.02		$7,000	$0.08
Permits/Bonds	0.40%	$19,429	$0.27	0.40%	$40,520	$0.31	0.40%	$79,936	$0.25	0.40%	$640	$0.01
Builder's Risk Insurance		$35,000	$0.48		$65,000	$0.50		$150,000	$0.47		$150,000	$1.72
Utilities During Construction		$35,000	$0.48		$65,000	$0.50		$150,000	$0.47		$150,000	$1.72
Taxes During Construction		$207,099	$2.84		$155,500	$1.20		$474,608	$1.50		$0	$0.00
Carrying Costs - Subtotal		$1,092,687	$14.97		$1,929,979	$14.85		$5,071,775	$16.05		$886,688	$10.19
Development Fee @	5.00%	$394,185	$5.40	5.00%	$797,682	$6.14	5.00%	$2,103,012	$6.66	5.00%	$289,235	$3.32
Total Project Cost		**$8,277,890**	$117.35		**$16,751,314**	$126.04		**$44,163,262**	$139.05		**$6,073,926**	$69.82
Financing												
Construction/Permenant:												
Principle	80%	$6,622,312		80%	$13,401,051		80%	$35,330,610		80%	$4,859,141	
Equity	20%	$1,655,578		20%	$3,350,263		20%	$8,832,652		20%	$1,214,785	
Rate	6.50%			6.50%			6.50%			6.50%		
Amortization	20			20			20			20		
Annual Debt Service		$601,017			$1,216,231			$3,206,479			$440,998	
Income												
Int' Marketplace	$ 15	$1,095,000										
Office							$ 18	$3,672,000		$ 18	$1,566,000	
Retail				$ 16	$2,080,000		$ 16	$1,792,000		$ -	$0	
Vacancy	10%	$109,500		5%	$104,000		10%	$179,200		10%	$0	
Net Rental Income		$985,500			$1,976,000			$5,284,800			$1,566,000	
Expenses												
G&A		$98,550			$197,600			$528,480			$156,600	
Maintenance		$98,550			$197,600			$528,480			$156,600	
CAM		$49,275			$98,800			$264,240			$78,300	
Total		$246,375			$494,000			$1,321,200			$391,500	
NOI		$739,125			$1,482,000			$3,963,600			$1,174,500	
DSCR		1.23			1.22			1.24			2.66	
Total City Contribution		$5,229,480			$2,787,429			$0			$0	
Cap Rate/Market Value	10%	$7,391,250			$14,820,000			$39,636,000			$11,745,000	
New Tax Estimate		$171,926			$344,723			$921,961			$273,197	

Source: BBPC, RSMeans, 2007