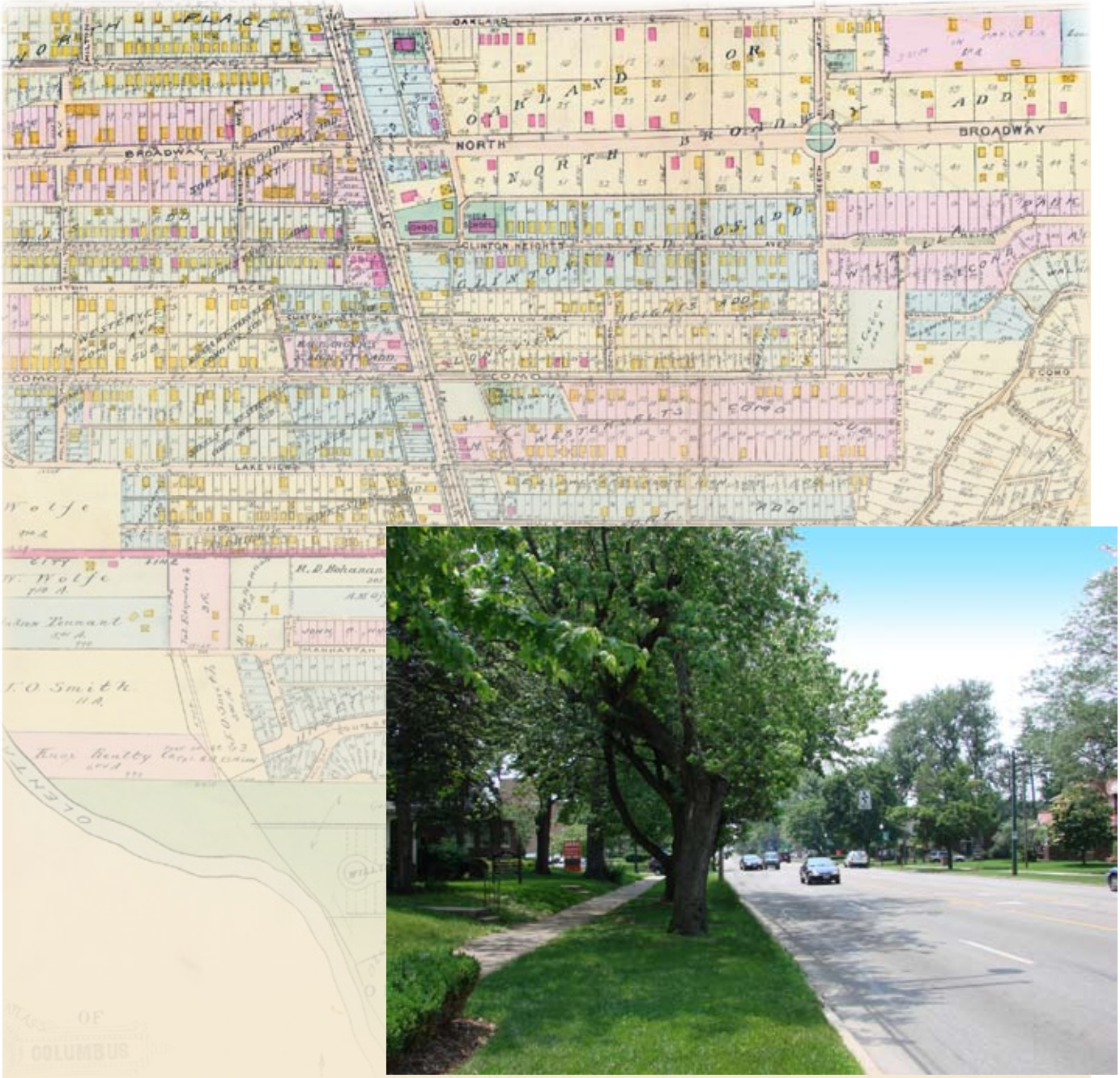


Clintonville Neighborhood Draft Plan

City of Columbus, Department of Development, Planning Division

The Clintonville Neighborhood Draft Plan

City of Columbus
Michael B. Coleman, Mayor

Department of Development
Boyce Safford, III Director
Mike Stevens, Deputy Director
Nichole Brandon, Deputy Director

Planning Division
Vince Papsidero, AICP, Administrator
Kevin Wheeler, Assistant Administrator
Mark Dravillas, AICP, Neighborhood Planning Manager

Prepared by:
Christine Palmer, Neighborhood Planner
Daniel Thomas, Urban Design Manager
Dan Ferdelman, Urban Designer
Corrin Wendell, Urban Designer
Elsie Stiger, Graphic Designer

Please direct inquires about the plan to:
Columbus Planning Division
645.645.8664

Document is posted at:
http://www.development.columbus.gov

Division mailing address:
City of Columbus
Department of Development
Planning Division
109 N. Front Street
Columbus, Ohio 43215

Clintonville Area Commission
Mike McLaughlin
Chris Gawronski
Clare Balombin
Susan Gaunce
Brian Byrne
Paul Harris
David Southan
John DeFourny
D Searcy

Development Commission
Michael J. Fitzpatrick, Chair
John A. Ingwersen, Vice Chair
Marty Anderson
Jonathan Barnes
Maria Manta Conroy
John A. Cooley
Kay Onwukwe

Columbus City Council
Michael C. Mentel, President
Kevin L. Boyce
Hearcel F. Craig
Andrew J. Ginther
Maryellen O'Shaughnessy
Charleta B. Tavares
Priscilla Tyson

The *Clintonville Neighborhood Plan* was adopted by City Council on xxxxxxx.

Letter from the Director

Table of Contents

Introduction

What is a Plan and How is it Used? 1
Plan Format 1
History 3
Key Recommendations 4
Planning Process Summary 5

Existing Conditions

Demographics 7
Opportunity and Constraints 9
Existing Land Use 12
Existing Zoning 14
Urban Form 16
Transportation 18
Community Facilities 20
Natural Environment 24
Public Input 26

Plan Recommendations

Development Principle 3.1 31
Land Use and Urban Design Plans 32
Development Principle 3.2 39
Environmental Preservation
Development Principle 3.3 41
Housing Mix
Development Principle 3.4 42
Transportation Plan
Development Principle 3.5 46
Development and Transportation
Development Principle 3.6 49
Commercial Design Guidelines
Residential Design Guidelines

Plan Implementation Strategy

Organization, Education and Outreach 61
Plan Amendment and Revision 62
Development Review Checklist 62
Action Oriented Recommendations 67

Figures

Figure 1: Clintonville Boundaries 2
Figure 2: Clintonville Opportunities and Constraints for Development 11
Figure 3: Clintonville Existing Land Use 13
Figure 4: Clintonville Existing Zoning 15
Figure 5 Clintonville Residential Density 17
Figure 6: Clintonville Existing Transportation (Roads and Transit Service) 19
Figure 7: Clintonville Existing Community Facilities 22
Figure 8: Clintonville Existing Police, Fire and Health Facilities 23
Figure 9: Clintonville Existing Natural Resources 25
Figure 10: Clintonville Land Use Plan 33
Figure 11: Clintonville Urban Design Plan 34
Figure 12: Clintonville Transportation Plan 43
Figure 13: Westview Avenue and High Street Concept 54
Figure 14: North Broadway and High Streets Concept 55
Figure 15: Glen Echo Ravine and High Street Concept 56
Figure 16: Indianola Avenue at Wetmore Road Concept 58
Figure 17: Oakland Park and Indianola Avenues Concept 59
Figure 18: Indianola Avenue and Weber Road Concept 59

ELEMENT 1

Introduction

ELEMENT 1

Introduction

What is a Plan and How is it Used?

The *Clintonville Neighborhood Plan* provides an opportunity for the community to help shape and direct the pattern of growth and development within its neighborhoods. The neighborhood planning process addresses urban design, land use, transportation, economic development, and natural resources and open space. The goal of the plan is to develop a shared vision unique to the Clintonville planning area by bringing together a range of community stakeholders. The *Clintonville Neighborhood Plan*:

- Identifies strengths and assets.
- Identifies neighborhood needs and concerns.
- Represents a vision defined by the community.
- Sets goals for improving the neighborhood.
- Recommends specific actions and strategies to accomplish goals.
- Identifies the resources and responsible parties that can help implement the recommendations.

Adoption of the plan will help the neighborhoods of Clintonville in a number of ways. The adopted plan will:

- Reflect clearly what the neighborhood desires for the future.
- Provide a framework for zoning and other land use decisions.
- Inform capital improvement priorities appropriate for the neighborhood.
- Create a clear picture of the type of development that is desired by the neighborhood.
- Provide guidelines for the design of new development.

A neighborhood plan does not address the following:

- A plan does not resolve disputes between property owners.
- It does not solve issues unrelated to the built and natural environment, such as health care, code enforcement, street lighting, and public safety.
- A plan does not "force" public and private entities to do something that they would not otherwise do.
- A plan is not zoning, though it provides the policy basis for zoning and related development decisions.

Plan Format

The plan consists of four elements: Introduction, Existing Conditions, Plan Recommendations, and Implementation Strategy. The bulk of the plan consists of the Plan Recommendations Element, which includes text, maps, charts, photos and other illustrations. The recommendations are organized by Development Principle that apply to the neighborhoods of Clintonville. Policies were developed for each Development Principle to help guide their implementation. Guidelines and Strategies were then formulated to implement the policies. The Development Principles generally support a sustainable environment where practical land uses and transportation options are encouraged to support an urban neighborhood that lies outside the core of the city, but which is not entirely suburban in nature.

One function of a neighborhood plan is to establish guidelines for future neighborhood development. The Clintonville Neighborhood Plan does not create regulations on commercial or residential property. The Clintonville Area Commission indicated at the time of plan adoption that the language of the plan should not be interpreted as endorsement of a legislated design review process for commercial or residential property. The guidelines in the plan are to be used if property owners and developers request a change to existing regulations (zoning). The plan provides a basis for review of development proposals that is consistent and fair and helps to ensure the community interest is served by any changes.

Clintonville is located 3.5 miles north of Downtown Columbus and just north of the University District. The planning area is bound by the properties south of the City of Worthington limits (Cemetery Drive and Chase Road), west of the CSX railroad tracks, north of the Glen Echo ravine, and east of the Olentangy River (see Figure 1). A portion of Sharon Township is included in the planning boundary. The planning area spans approximately four miles north and south and slightly more than one and a half miles east and west, covering an area approximately 3,926 acres (six square miles).

Figure 1: Clintonville Boundaries

History

Clintonville's history dates back to when land in Clinton Township was granted to Revolutionary War veterans in the late 18th century. In the early 1800s Thomas Bull, a Methodist Minister, purchased land in the area from land grant recipient John Rathbone. Both to meet the needs of his father and of other farmers in the area, Bull's son, Alanson, built several trade businesses along Columbus-Worthington Road (now called High Street). Blacksmiths, pump makers, and other shop owners soon built homes alongside their new businesses. The locale was named Clintonville after the area's township namesake. The name was solidified by the completion of a Clintonville post office in 1847.

Further south, the city of Columbus was slowly extending its municipal boundary northward. By 1870 Columbus had moved the city limit from Chittenden Avenue to Arcadia Avenue. In 1910 the city limit moved north to Oakland Park Avenue, in 1921 to Glencoe Road, and in 1924, to Rathbone and Morse roads. Several years passed until Columbus again annexed parts of Clintonville, northward to Worthington, in 1956. This annexation also absorbed the community of Beechwold, so named after the early 1900s site of a home owned by manufacturer Joesph Jeffrey, which he called "Beechwalde". Jeffrey's property was bought by developer Charles Johnson in 1914. He began transforming the area into the Beechwold community in 1915.

One of Clintonville's landmarks, Whetstone Park, was developed out of the city's 1944 purchase of land also originally owned by John Rathbone. The park gained popularity during World War II when it was used as a site for victory gardens. Today, the park offers a variety of recreational opportunities including the renowned 13-acre Park of Roses, which features over 11,000 rose bushes.

Olentangy Park, present day location of Olentangy Village

***High Street** has been called several names through the years. The earliest version was Worthington Plank Road (1856), which later became the Columbus Worthington Turnpike (date unknown), and Columbus-Delaware-Marion Pike (1900).*

Columbus, Delaware & Marion Interurban which rain along High Street, operating from 1902 to 1933.

A number of streets were named for early settlers:
Rev. Philander Chase (1817)
Jacob Weisheimer (1865)
Dr. Charles Whetmore (1830)
Judge Orland Aldrich (1882)
Isaac Brevoort (1814)
John Webster (1831)

Similar to many city neighborhoods following the Second World War, Clintonville neighborhoods experienced population decline as residents left for suburbs in the Columbus metropolitan area. After three decades of slower growth, Clintonville began to see revival in the late 1980s and 1990s. With close proximity to downtown business and educational institutions, residential property values increased greatly. In the first years of the new century, commercial revival followed suit. Both the High Street and Indianola Avenue commercial corridors have undergone substantial reinvestment in recent years. (Sources: Columbus Neighborhoods Progress and Promise, 2003; Senior Times, Clintonville — An Oasis in the City, 1993; Clintonville.com, n.d.)

Key Recommendations

Key recommendations of the plan are:

- **Land Use.** Mixed use development on High Street and Indianola Avenue. These corridors are appropriate locations for a mix of multifamily residential development, office uses, and in some areas retail. The continued development of multifamily projects will help to fill the gap for housing needs for young professionals and seniors, provide support for retail revitalization and will support pedestrian activity.
- **Urban Design.** Design guidelines are provided for new commercial and residential development.
- **Development.** Development concepts are provided for three sites along High Street to help illustrate plan recommendations.

- **Transportation.** Bicycle and pedestrian related improvements are recommended, including the consideration of a High Street road diet, improvements for priority crosswalks, and sidewalk improvements.
- **Economic Development.** The land use plan supports business development on High Street by recommending that retail be focused on certain portions of High Street and the continuation of the existing manufacturing uses on Indianola Avenue.
- **Natural Resources.** The plan recommends ravine preservation and restoration.

Plan implementation is recommended through the use of a development review checklist for the review of zoning and variance applications for consistency with the area plan, and a chart of action oriented recommendations to assist with the prioritization of plan recommendations.

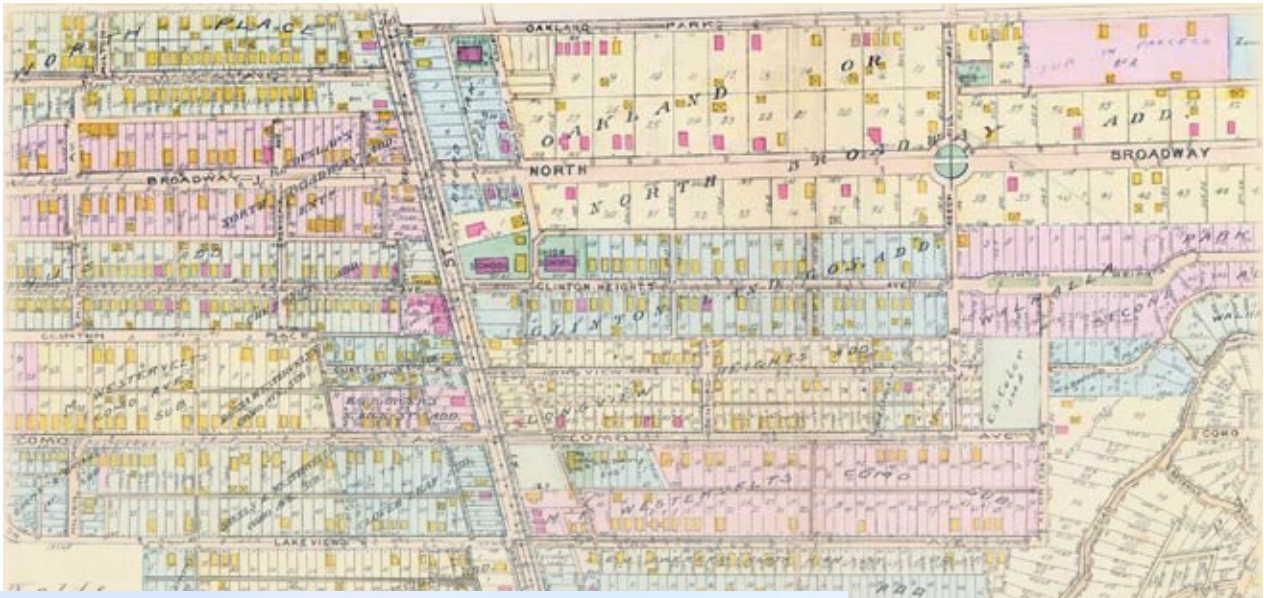
Planning Process Summary

This plan was initiated at the request of the Clintonville Area Commission (CAC). Previously the *High Street Market Study* (1999) and *Indianola Avenue Corridor Plan* (2003) were developed for portions of the planning area. This plan refers to these previous plans throughout. The planning process follows a standard model of data gathering and analysis, alternative concept analysis, consensus through community participation, plan preparation, and plan implementation. A Working Committee consisting of various stakeholders in the neighborhood representing each of the nine commission districts was appointed by the CAC in January 2008 to provide input and guidance. Four Public Workshops were held over the course of the planning process: issues and opportunities workshop, a visioning workshop, plan text workshop, and finally the draft plan open house.

Public Input

398 attended meetings
114 surveys turned in
2,265 comments collected

The first workshop was attended by over 220 residents.



ELEMENT 2

Existing Conditions

ELEMENT 2

Existing Conditions

The Existing Conditions element of the plan provides a summary of the planning area's physical attributes, including land use, urban form, transportation, community facilities, and the natural environment. This element also reviews existing zoning, community demographics, and other factors that will influence future development. The Existing Conditions element concludes with a summary of two important pieces of public input in the planning process, including stakeholder interviews that were conducted in the early stages of the process and a summary of the top priorities identified by the community at the first public workshop for the plan.

Demographics
(Year 2000 U.S. Census Data)

Clintonville had 30,072 residents and 15,004 households in 2000 (Table 1). The planning area is slightly older in comparison to the city as a whole with 17% of its population 60 years of age and over, compared to Columbus with 12%. The higher median age of Clintonville is due to a smaller percentage of population of 18 to 29 year olds, whereas 25% of the city's population is 18 to 29 years of age. The population decreased 4% from 1990 to 2000, however the number of households increased by 2% indicating that average household size has decreased, though at a very low rate.

Population Forecasts

Mid-Ohio Regional Planning Commission (MORPC) estimates that the 2005 population for Clintonville was 30,570 persons. This would reflect a 1.7% increase over the 2000 population. The 2030 population projection is estimated at 30,089 persons, representing a 1.6% decrease from the 2005 population. These results indicate only very minor fluctuations in population growth and decline over the next 23 years, characteristic of a stable population.

Table 1: Population

Population	1990	2000	Change	Percent Change
Clintonville	31,450	30,072	-1,378	-4%
Male	14,303	14,116	-187	-1%
Female	17,147	15,956	-1,191	-7%
Households	14,756	15,004	248	2%
Average Household Size	2.79	2.75	-.04	-1%
Race & Ethnicity				
Black	506	800	294	58%
White	30,409	27,775	-2,634	-9%
Other Race or Mixed Race	498	1,497	999	201%
Total	31,413	30,072		
Age				
< 14 years of age	16%	15%	-743	-17%
15 - 29 years of age	21%	20%	-302	-5%
30 - 59 years of age	41%	48%	1,439	10%
60 + years of age	22%	17%	-1,735	-34%

Source: 2000 U.S. Census

Employment

According to the Harris Selectory (December 2007), there were over 18 different employment categories employing over 1,200 workers in Clintonville (Table 2). The most dominant sectors were other services, retail trade, professional, scientific, and technical services, and health care and social assistance.

Table 2: Employment

Employment Sector	Business Count	Percentage
Other Services (Except Public Administration)	213	17.5%
Retail Trade	203	16.6%
Professional, Scientific, and Technical Services	164	13.4%
Health Care and Social Assistance	156	12.8%
Finance and Insurance	74	6.1%
Accommodation and Food Services	72	5.9%
Construction	56	4.6%
Real Estate and Rental and Leasing	56	4.6%
Administrative and Support and Waste Management and Remediation Services	39	3.2%
Education Services	38	3.1%
Wholesale Trade	35	2.9%
Manufacturing	29	2.4%
Information	16	1.3%
Transportation and Warehousing	11	0.9%
Public Administration	10	0.8%
Utilities	9	0.7%
Arts, Entertainment, and Recreation	9	0.7%
Agriculture, Forestry, Fishing, and Hunting	4	0.3%
No Data	26	2.1%
Total	**1,220**	

Opportunities and Constraints

The Opportunity and Constraints section summarizes the key physical attributes of the planning area that have an influence on development – either as a constraint or as an opportunity. Opportunities are typically locations that are identified as development opportunities or priorities. Constraints may be environmental factors such as the floodplain, or other matters such as a lack of parking, multiple property owners at a given location, or other factors. This section highlights development opportunities and constraints identified by existing documents and public input during the planning process. While Clintonville is primarily built out, development opportunities exist. Figure 2 illustrates the Opportunities and Constraints for Clintonville.

Westview Avenue and High Street

Westview Avenue and High Street

The Development Opportunity Site at Westview Avenue and High Street in the northern portion of the planning area was noted as development opportunity from public input during the planning process. The site currently sits vacant, nearly completely covered by a surface parking lot with a small building located on the north end of the site.

North High and North Broadway streets

As recommended in the *High Street Corridor Market Study*, the intersection at North High Street and North Broadway Street is a development opportunity. Two primary roads intersect here providing high traffic counts. Currently the southwest corner is underutilized as the majority of the building space is vacant. The row of buildings has a footprint with a zero setback, consistent with the buildings to the south. The northwest corner of the intersection is dominated by the surface lot for the grocery store. The northeast corner of the intersection is the site of a small retail building.

Glen Echo Ravine and North High Street

Public feedback indicated the shopping center on the east side of High Street, just north of the Glen Echo Ravine, as a development opportunity. While fully occupied, expansive parking and buildings set back from the street contribute to a poor pedestrian environment.

Indianola Avenue and Morse Road

The *Indianola Corridor Plan* recommended the northeast corner of the Indianola Avenue and Morse Road intersection as a future mixed use/transit-oriented development, including a mix of retail, office, and high density residential uses into future redeveloped parcels near a future COTA commuter rail station at Morse Road. At this point the development of this station is no longer imminent. The site does have access to a major bus line and it is in close proximity to I-71.

Indianola Avenue and Morse Road site

Indianola Avenue and Wetmore Road

Improvements are recommended in the *Indianola Corridor Plan* for the commercial strip on the east side of Indianola Avenue at Wetmore Road. The site consists of a mid-1960s low-rise commercial development and is dominated by parking in the front with no landscaping.

Indianola and Oakland Park avenues

The *Indianola Corridor Plan* recommended the commercial area around the intersection of Indianola and Oakland Park avenues as development opportunity. The site is dominated by out parcels of low-rise basic pad-style structures and surface parking. Located just north of the North Broadway Street and Indianola Avenue intersection, the site abuts the CSX Railroad tracks to the east. The plan recommended commercial retail and mixed use development.

Indianola Avenue and Weber Road

The *Indianola Corridor Plan* recommended improvements to the businesses at this intersection, focusing on streetscape and façade improvements.

Figure 2: Clintonville Opportunities and Constraints for Development

Existing Land Use

Clintonville has a cross section of diverse land uses as shown in Table 3 and Chart 1. Single family residential uses make up the highest land use category at 60% of the planning area. Institutional uses are the second highest percentage of land use at 12%, followed by parks at 8%, and multifamily at 6% and commercial at 5%. Locations of each of the land uses are illustrated in Figure 3.

Clintonville has a broad mix of retail, commercial, and office uses along with a diverse range of structures. Offices tend to be located on the second story above retail or in individual buildings along both High Street and Indianola Avenue. The majority of commercial uses are located along High Street. The Graceland Shopping Center (located at High Street and Graceland Boulevard) is a major community retail destination with 520,806 square feet of retail space.

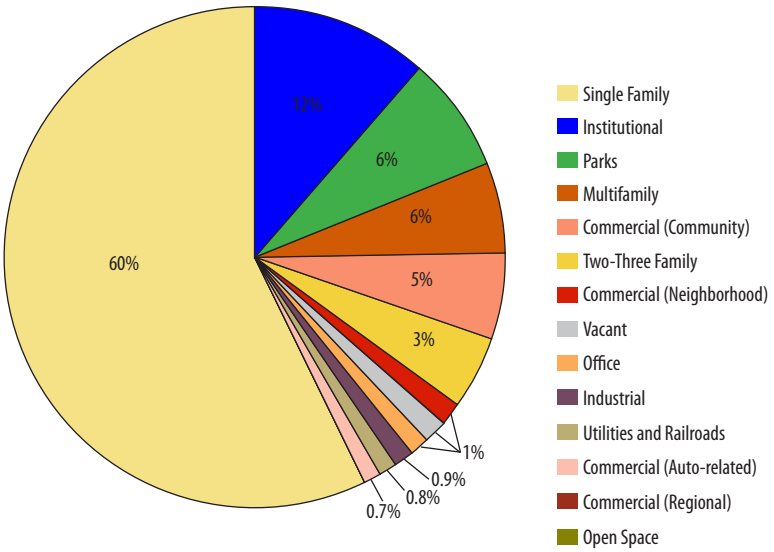
The residential makeup of Clintonville is predominantly single family. Multifamily uses are primarily located along High Street. Significant multifamily development exists north of the Graceland Shopping Center off Broadmeadows Boulevard and in the Olentangy Village apartments at High Street and Kelso Road. Institutional uses, including a library, recreation center, schools, churches, social service agencies and governmental uses are found throughout the planning area. Industrial uses are found in the northeastern portion of the planning area, east of Indianola Avenue.

Parks and open space comprise approximately 8% of Clintonville. The parks are well distributed throughout the planning area and the majority of households are located within 1.5 miles of a park.

Table 3: Existing Land Use

Land Use	Percentage of Total
Single Family	60%
Institutional	12%
Parks	8%
Multifamily	6%
Commercial (Community)	5%
Two-Three Family	3%
Vacant Land	1%
Commercial (Neighborhood)	1%
Office	1%
Industrial	.9%
Utilities and Railroad	.8%
Commercial (Auto-Related)	.7%
Commercial (Regional)	.1%
Open Space	.001%

Chart 1: Existing Land Use



**All figures are approximate and were compiled based on data from the Franklin County Auditor's Office, 2008*

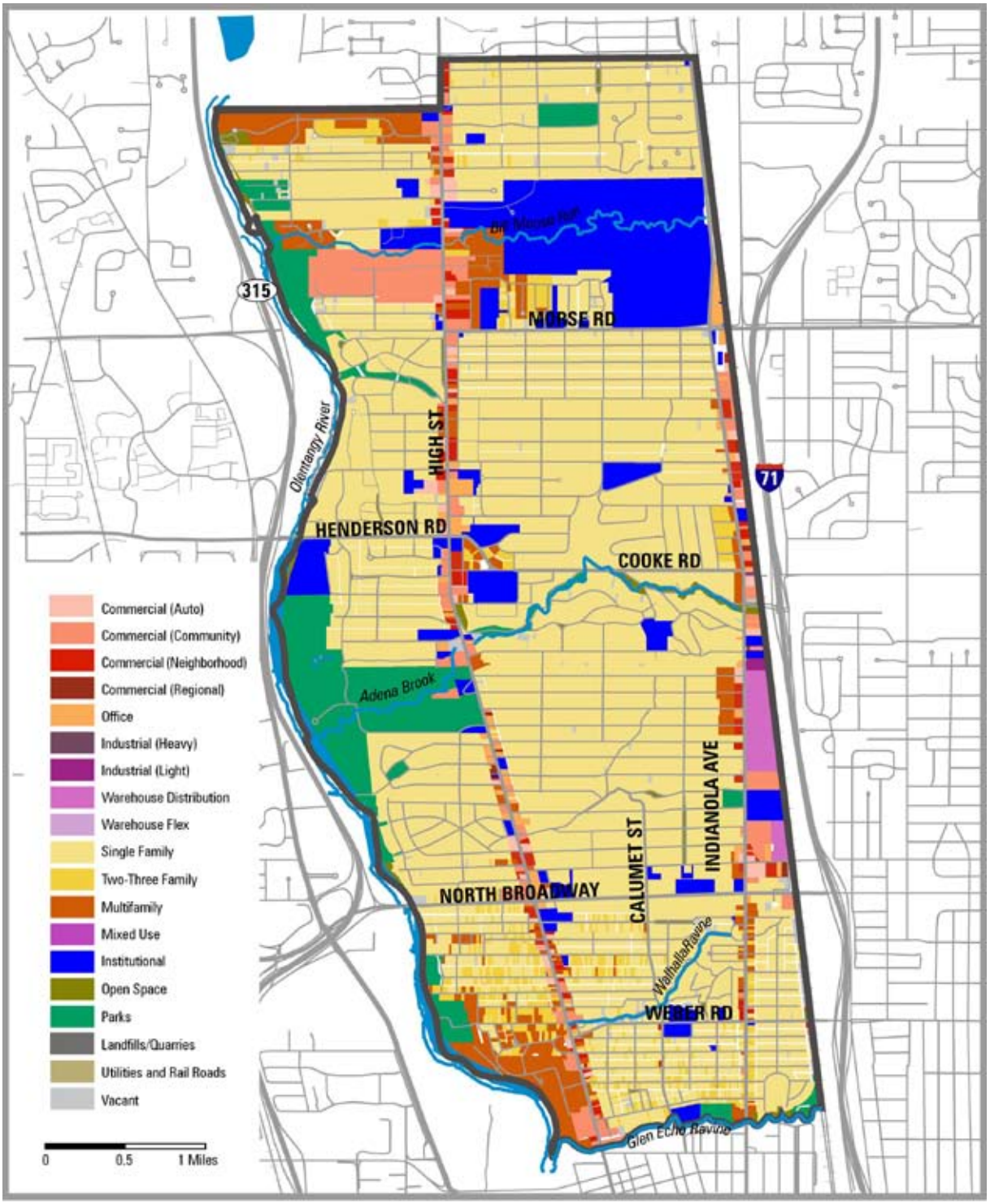


Figure 3: Clintonville Existing Land Use

Existing Zoning

Similar to existing land use, the majority of the area is zoned residential (Table 4 and Chart 2). The High Street corridor is zoned almost entirely commercial. The Indianola Avenue corridor has pockets of commercial mixed with single family (could include one family, two family, three family) and multifamily residential. In addition, the east side of Indianola Avenue north of North Broadway Street is zoned for manufacturing. The portion of Sharon Township in the Clintonville planning area is zoned under the Franklin County zoning resolution. Floodway and flood-plain designations apply to lands adjacent to the Olentangy River and its tributaries. Zoning overlays are in place on portions of High Street and Indianola Avenue (Figure 4). These overlays require design related building and site standards in addition to the base zoning requirements.

Indianola Plaza

Chart 2: Existing Zoning

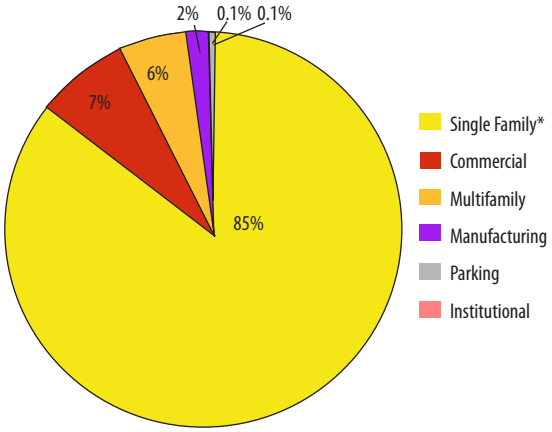


Table 4: Existing Zoning

Zoning Category	Percentage
Single Family*	85%
Commercial	7%
Multi-Family	6%
Manufacturing	2%
Institutional	0.1%
Parking	0.1%

**Could include one family, two family, or three family*

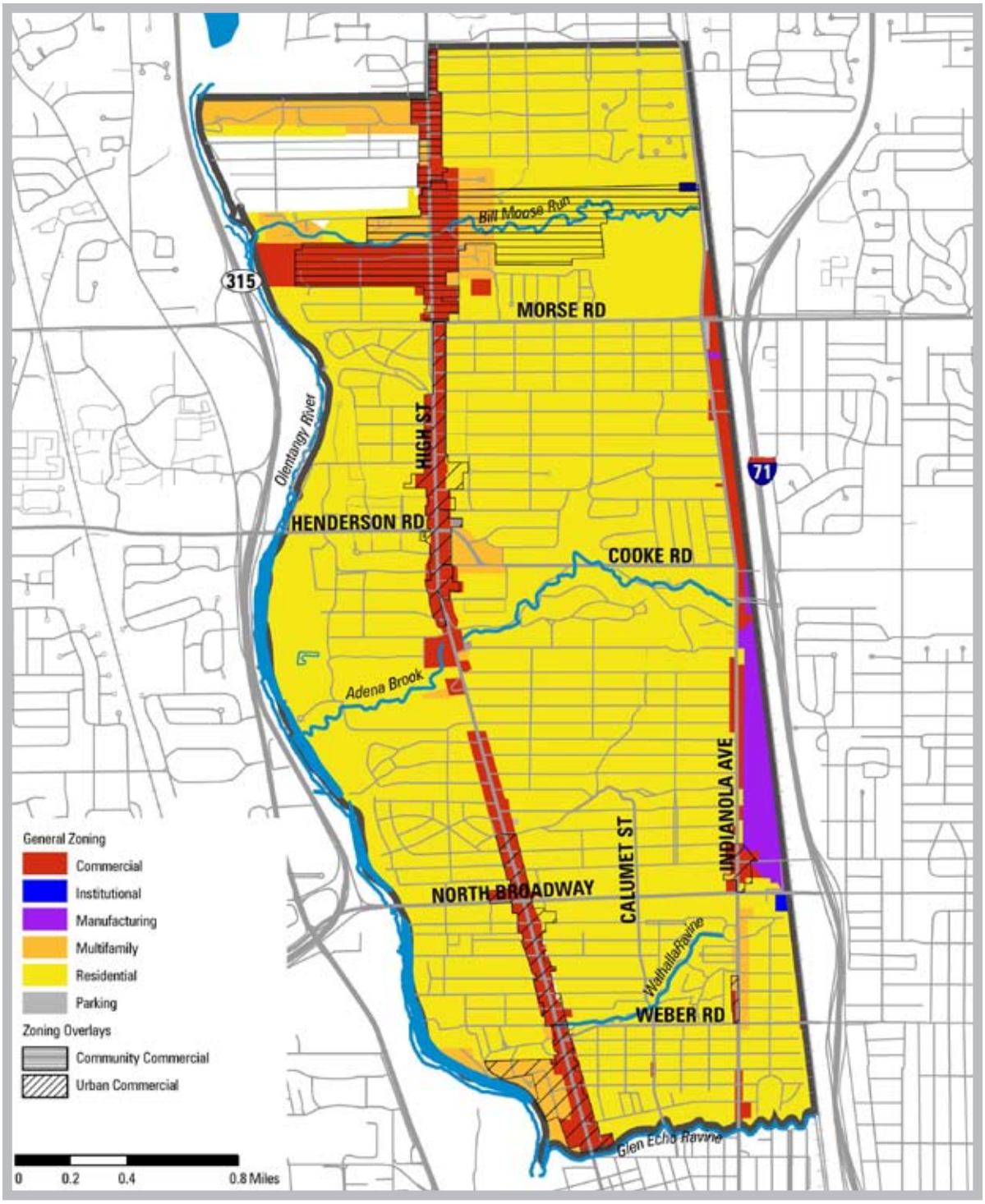


Figure 4: Clintonville Existing Zoning

Urban Form

Clintonville's urban form is typical of the "streetcar suburb" development pattern, with a relatively dense residential pattern in its southern portions and more suburban densities to the north. Almost all of Clintonville's neighborhoods include a traditional street grid pattern, with alleys serving many areas, particularly in the southern part of the area. The street grid pattern is broken by each of the planning area's ravines, which forced the development of a road network to mirror the land contours.

As indicated, commercial uses exist in a traditional pattern, primarily along High Street and Indianola Avenue. The housing pattern for Clintonville largely consists of single family residential units. Apartment buildings are generally located adjacent to High Street. The greatest concentration of multifamily uses is located just south of the Worthington City limits on the west side of High Street and on the west side of High Street at Kelso Road in the south portion of the planning area. Doubles and smaller four-unit apartment buildings are located throughout the portions of the planning area south of North Broadway Street. Figure 5 illustrates the range of residential densities in the planning area.

Corner of Como and High Street

Clintonville is host to examples of almost all the major American housing styles. The area has a particularly large concentration of American Four Squares, Colonial Revivals, Cape Cods, and bungalows. In addition, the area includes ranches, Georgian, Victorian, modern, French Eclectic, and many other housing types. The diversity of housing lends Clintonville a unique, eclectic neighborhood feel.

The primary road corridors include North High Street, Indianola Avenue, North Broadway Street, Cooke Road, Henderson Road, Weber Road, and Morse Road. The Olentangy River creates a scenic and recreation corridor for Clintonville on its western edge. Overall notable community gateway demarcation is lacking in Clintonville, including at all neighborhood boundaries, at areas near the Olentangy River, and at the railroad passes. Clintonville includes both road corridors and a major river corridor.

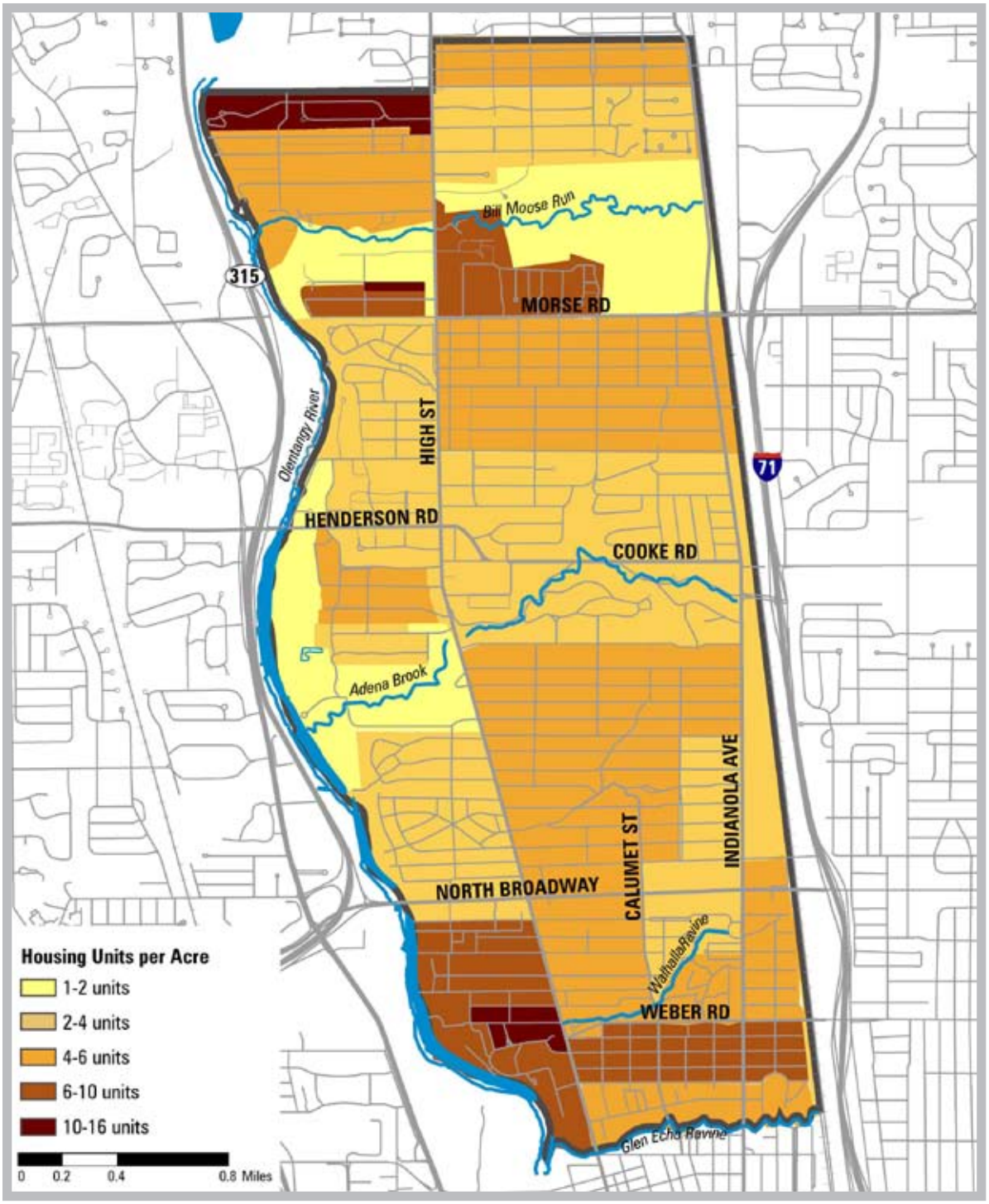


Figure 5: Clintonville Residential Density

Transportation

Clintonville's existing transportation network is illustrated in Figure 6. Major roadways and their classification according to the *Columbus Thoroughfare Plan* are given in Table 5. Traffic volumes represented by average daily traffic counts along High Street range from 20,008 automobiles on the south end to 29,807 automobiles on the north end. Indianola Avenue ranges from 17,704 automobiles in the southern portion of the corridor to 11,505 on the north. North Broadway Street's average daily traffic count is at 26,805 automobiles at the eastern entrance to the planning area. Cooke Road averages at 9,701 automobiles. Henderson and Morse roads average at 25,108 and 16,905 automobiles, respectively.

Transit

Alternative modes of transportation for Clintonville are generally limited to the Central Ohio Transportation Authority (COTA) bus service and taxi service. Two local routes, Route 2-N High Street and Route 4-Indianola Avenue provide transit to Downtown. Express Route 31-Worthington provides as quicker commute on High Street to Downtown. Two cross-town routes 83-Oakland/Weber and 95-Morse Henderson provide scheduled east-west transit options. Park & Rides are located at Delawanda and at Indianola Avenue and Morse Road. Some bus stops lack cement waiting pads and shelters.

Sidewalks and Multi-Use Trails

Clintonville has a relatively complete sidewalk network, with sidewalks located along most road corridors. Some major corridors lack separation between the sidewalk and roadway. Some sidewalks are obstructed by overgrown landscaping, road signs, utility poles, and other infrastructure features. The Olentangy Trail borders the western side of the planning area and follows the Olentangy River.

Table 5: Major Roadways from the *Columbus Thoroughfare Plan* (1993)

Street	Classification	Description
North High Street	4-2D	Four moving lanes with median divider.
North Broadway Street	4-2D	Four moving lanes with median divider.
Morse Road	4-2D	Four moving lanes with median divider.
Indianola Avenue	4-2	Two-way streets that include four moving lanes.
Henderson Road	4-2	Two-way streets that include four moving lanes.
Cooke Road	C	Two moving lanes and two parking or additional moving lanes in two directions.
Lincoln Avenue	C	Two moving lanes and two parking or additional moving lanes in two directions.
Weber Road	C	Two moving lanes and two parking or additional moving lanes in two directions.

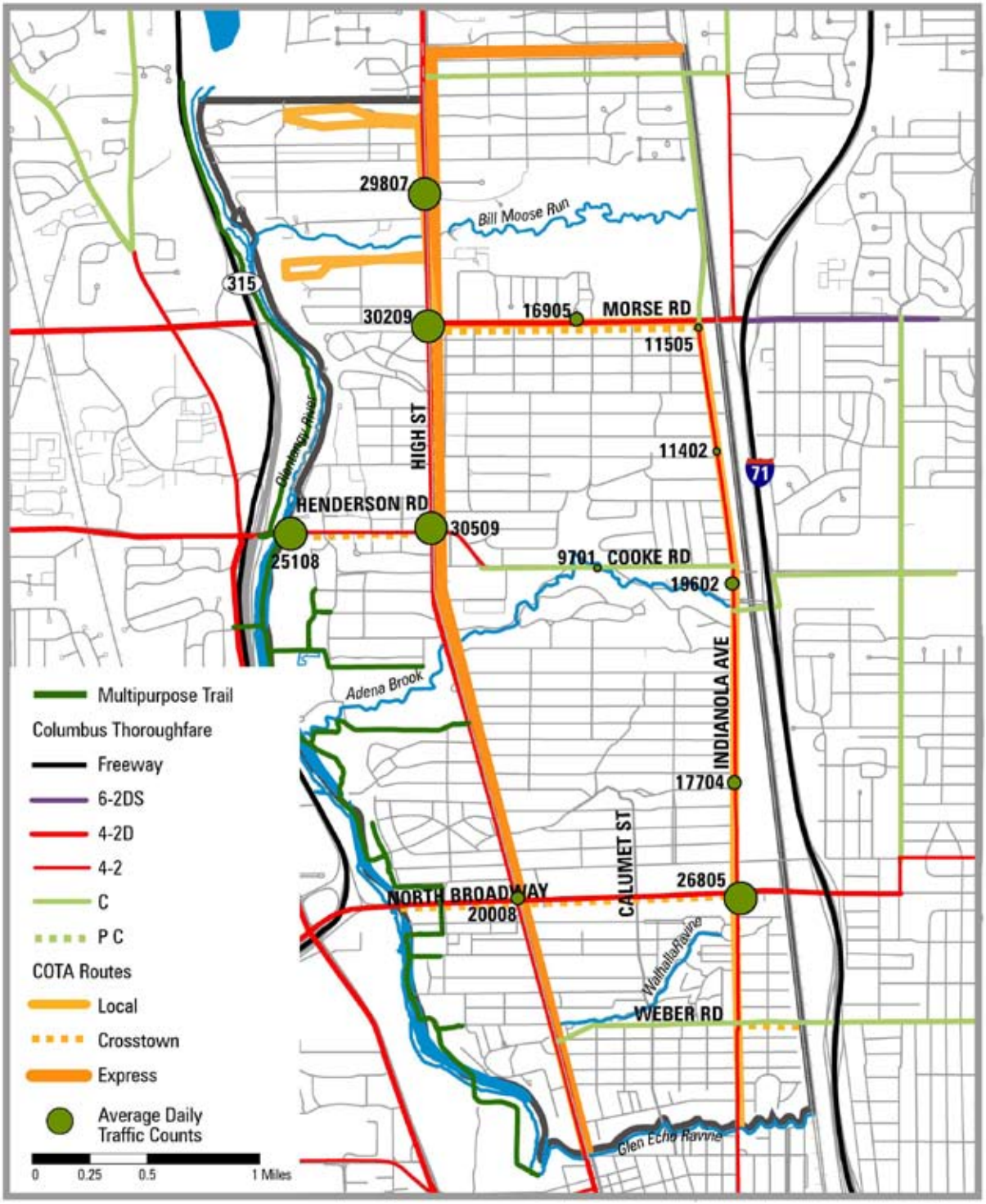


Figure 6: Clintonville Existing Transportation (Roads and Transit Service)

Community Facilities

Community facilities reviewed in this section include recreation and parks, schools, libraries, major health care facilities, and municipal facilities.

Recreation and Park Facilities

Park and open space comprise a total of approximately 8% of Clintonville. Locations of the parks are illustrated in Figure 7. Open Space is slightly less than half of that percentage and is considered land that is private or semi-public, including the spaces around the campuses for The Ohio State School for the Blind and The Ohio School for the Deaf. City parkland is found primarily along the Olentangy River and includes the following: Island View, Kenney Park, Beechwold Park, Whetstone Park, Northmor Park, and Clinton-Como Park. Smaller areas of parkland are distributed throughout the area in the form of neighborhood parks, including Glen Echo Park, Webster Park, Brevoort Park, and Overbrook Ravine.

The Whetstone Recreation Center is located on High Street near the Olentangy River. It is centrally located and the majority of Clintonville residential is within two miles of the recreation center (consistent with the recommended standard from the 1993 *Columbus Comprehensive Plan*). The recreation center is located adjacent to Whetstone Park, the Whetstone Branch Library, and is served by public transportation. Recent renovations include air conditioning, facility upgrades to make the space more inviting, improvements to the fitness, dance, game and art rooms, an addition off the north side to allow for a large multi-purpose room, and new restrooms. Site improvements done as part of the renovations include more parking and relocation of the playground, horseshoe and basketball courts.

Schools/Facilities

Clintonville is served by elementary, middle, and high schools that are a part of the Columbus City School system (see Figure 7). There are three elementary schools and two middle schools (located in central and southern Clintonville). There is one high school centrally located in Clintonville. Additionally, there are two centrally located private high schools and six private elementary schools throughout Clintonville. Sharon Elementary School located north of The Ohio State School for the Blind has been closed and temporarily housed recreation center programs.

Special needs schools in the area include The Ohio State School for the Blind and The Ohio School for the Deaf, as well as the Central Ohio Special Education Regional Resource Center, which delivers products and services through the provision of professional development, technical assistance, product development, and information for improving educational opportunities for students with disabilities.

Whetstone Park of Roses

Libraries

The Whetstone branch of the Columbus Metropolitan Library is centrally located on High Street. The branch hosts a number of children's storytimes each week as well as other programs throughout the year. The branch has many computers with word processing capabilities and access to the Internet. They also provide access to an extensive collection of electronic databases, which offer a wealth of information.

Major Health Care Facilities

There are no major health care facilities located within Clintonville. There is one urgent care center within 3 miles of Clintonville. Victorian Village Health Center is located just over two miles south of Clintonville and offers bone density, CT, PET/CT, MRI, ultrasound, and x-ray imaging services in addition to walk-in urgent ambulatory medical care. There are four hospitals located within a five mile radius of Clintonville. These are Riverside Methodist Hospital, The Ohio State University Hospital, The Ohio State University East Hospital, and Mount Carmel Saint Ann's Hospital.

Whetstone branch of Columbus Public Library

Municipal Facilities

Police and fire services are provided to Clintonville by the city of Columbus and Sharon Township as illustrated in Figure 8. Columbus Police Precinct 3 serves this area and is supported by the Lieutenant Christopher Claypool Police Substation on Olentangy River Road. Other substations in the vicinity of Clintonville include the Northwood Heights Police Substation on Deming Avenue and Northland Area Police Substation on Karl Road. Columbus Fire Station 28 serves Clintonville and is located on North High Street.

Sharon Township Administrative Offices are located on East Dublin-Granville Road. The township provides 24-hour police protection to unincorporated township areas, including the portion in the northwestern corner of Clintonville. The township contracts with the city of Worthington for fire and emergency medical services, whose headquarters are located on North High Street.

Figure 7: Clintonville Existing Community Facilities

Figure 8: Clintonville Existing Police, Fire and Health Facilities

Natural Environment

Clintonville has developed into an urban neighborhood while retaining some natural resources that wind through the community, as illustrated in Figure 9. The Olentangy River demarcates the western edge of the planning area. Several tributaries of the Olentangy River cross Clintonville where wooded ravines have been preserved. These include Bill Moose Run, Adena Brook, Walhalla Ravine, and Glen Echo Ravine. The planning area has a mature urban forest.

As the most prominent natural feature, the Olentangy River provides a greenway for recreational activities. Clintonville is a part of the Lower Olentangy Watershed which encompasses approximately 150 square miles of land that drain into the Lower Olentangy River. This 32-mile section of the Olentangy River begins at the Delaware Dam in Delaware County and runs south to the river's confluence with the Scioto River in downtown. The river's water quality and habitat have been impacted over time due to Sanitary Sewer Overflow Relief Points, changes to the river and its tributaries through channelization and lowhead dams, and increased impermeability due to urban encroachment onto the floodplain (http://www.olentangywatershed.org). Three lowhead dams in the vicinity of Clintonville are located at Union Cemetery, North Broadway Street, and Broadmeadows Boulevard.

The Olentangy River area

The city of Columbus, the Ohio Division of Watercraft, and the Friends of the Lower Olentangy Watershed (FLOW) are working on creating a trail that connects communities throughout the area. As the lead on the project, FLOW is in the process of creating the water trail which includes identifiable access points for entering and exiting the river, large signs that are visible from the water, and detailed maps that will help boaters plan their routes.

Floodplains are found along the Olentangy River and portions of Walhalla Ravine, Adena Brook, and Bill Moose Run. The slopes range from six to 25% and are located along the river and tributaries. Several potential wetlands are identified based on the Ohio Capability Analysis Program (OCAP), which has identified conditions that might indicate wetlands along most of the tributaries.

Figure 9: Clintonville Existing Natural Resources

Public Input - Stakeholder Interviews

Ten stakeholders, identified by the Clintonville Area Commission, were interviewed at the start of the planning process to learn first hand the public's concerns about their planning area. The following is a summary of the issues that were identified in the stakeholder interviews.

Overall stakeholder comments indicate that Clintonville is a strong neighborhood.

- Much of Clintonville's success is attributed to the diversity and quality of housing stock and setting dominated by mature trees in combination with its access to recreation and parks and proximity to job centers such as The Ohio State University, Downtown, Riverside Hospital, and Chemical Abstracts.
- With limited undeveloped land, the area is undergoing infill housing.
- There is a desire for a balance between a walkable neighborhood and a car accessible commercial district.
- Indianola Avenue has great potential that could be fostered through key investment sites.
- Consideration for light rail should be made in the event that it is made a reality in the future.
- Increased entertainment options are needed such as more sit-down restaurants. Some locations on High Street are in a dry district which presents an obstacle to attracting restaurants.
- High Street presents some challenges that make it not as pedestrian friendly as it could be.
- Priority for preservation is the development pattern on High Street north of Torrence Road to Croswell that affords a grassy setback in front of what are mostly residential structures.
- The appropriateness of where the zoning overlays are used may need to be revised.
- Clintonville has good access to major freeways and arterials.

Comments broken down by subject are provided below:

- **Natural Resources**
  Stakeholders indicated that preserving the ravines and Olentangy River is very important to the community. They noted that the ability to access the river and enjoy parks along the river and ravines is part of what differentiates Clintonville. In addition they support the Olentangy River as a water trail.

- **Community Facilities**
  Stakeholders that noted that Clintonville has good park access, but there is no YMCA nearby. They expressed the importance of maintaining the park space at the closed Sharon School. An expanded Community Resources Center is desired. They indicated that strong schools are vital for the community's prosperity.

- **Infrastructure**
  Stakeholders noted that there are occurrences of wet weather flooding in homes and roadways. There is concern regarding the Project 2020 plan by the City to light every street, because on some residential streets streetlights are not desired by residents.

- **Transportation**

  Stakeholders feel that Clintonville is well positioned as it is located close to two major freeways and has an efficient street grid system.

  Stakeholder feedback also indicated that High Street is too wide and the traffic moves too fast making it an unfriendly pedestrian environment. In addition it discourages motorists from stopping to patronize businesses along the commercial corridor. Indianola Avenue has areas where it is not pedestrian friendly. Sidewalks are in disrepair and on some corridors they are lacking altogether. On some corridors there are no buffers between the sidewalks and the street, creating an unfriendly pedestrian environment. On some residential streets where sidewalks are lacking, residents do not desire sidewalks because they manage fine without them.

  Stakeholders noted that many people choose to live in Clintonville because of the Olentangy Trail, either because they enjoy the recreation provided by the trail or they use the trail to commute to work. It is easy to bike north-south, but difficult to bike east-west because of the freeways that limit bike facilities at underpasses.

High Street - Central District

- **Urban Design**

  Overall the stakeholders were pleased with the appearance of Clintonville as most properties are well kept, but the number of large parking lots and vacant commercial properties detract from the visual quality.

  In the interviews with stakeholders they noted that the variety of house styles, use of porches and mature trees are highly valued. They would encourage infill housing that complements the surrounding neighborhood, e.g. use a detached garage in an area predominantly with detached garages.

  It was clear from the stakeholder interviews that stakeholders felt that gateway demarcation is lacking on High Street at the Worthington border, there is no sense of where Clintonville begins. The gateways at Henderson Road and North Broadway Street at the river should be enhanced to showcase the river. Railroad underpasses are not appealing at gateways. The southern gateway on Indianola Avenue should showcase the Glen Echo Ravine.

  Stakeholders pointed out that Clintonville is made up of many neighborhoods and one standard may not fit all. In particular they recommended continuing to incorporate green space in building designs for the area on High Street north of Torrence Road. There was differing opinion on utilizing uniformity of setbacks, some felt it is unnecessary, where as some felt expansion of the Urban Commercial Overlay (UCO) would help to increase the pedestrian friendly environment.

  Stakeholders expressed that commercial development should be structured to preserve residential values. Commercial districts could be enhanced by the use of medians and sculptures/artwork. Some stakeholders felt that an architectural review board for the planning area's commercial corridors is a good idea, while others thought is was unnecessary.

  Historic buildings both residential and commercial are valued, but respondents did not agree on what direction to take in terms of preservation.

- **Land Use**

  Although many stakeholders considered the variety of housing to be good, some would like to see multi-family in all Clintonville neighborhoods, as well as more condos especially for empty nesters. Some support was expressed for accessory housing units, e.g. carriage houses to provide additional housing options.

  Some stakeholders felt used car lots should be developed into higher/better uses once the properties become valuable enough. Some thought there may be a better use for the post office distribution center at High Street and Henderson Road (possibly relocate this center to Indianola Avenue). There was interest expressed in reducing the amount of car oriented businesses (banks/gas stations), opting instead for more neighborhood commercial uses.

Delhi Condos courtyard

- **Economic Development**

  Respondents would like to see more local businesses. Most were pleased with the variety of consumer goods, but some saw opportunity for office supplies, clothing stores, housewares and appliances, and small groceries.

  Stakeholders felt that adequate parking is an issue when attracting new development or expanding existing businesses. The area should encourage bicyclists and pedestrians from the Olentangy Bike Trail to help alleviate parking demand and patronize the High Street corridor.

  Stakeholders pointed out that the shopping center with Goodwill and the post office has potential for redevelopment. In addition they noted that the northwest, southwest, and northeast corners of the High Street and North Broadway Street intersection have potential for redevelopment.

  Additional stakeholder input indicated that though Clintonville is primarily a residential community, opportunities exist to increase the number of office jobs.

Public Input - Public Workshop Feedback

The first public workshop provided the opportunity to identify top priorities and concerns. Over two-hundred people attended and provided almost 2,000 pieces of data. This data was compiled and is summarized below.

Priority 1: Business development on High Street, particularly at North Broadway and High Streets.

As a pedestrian-oriented commercial corridor, commercial development has been identified as a priority on High Street. In particular, additional restaurant options are desired for the area, providing residents the ability to spend their entertainment dollars close to home. For a vital commercial corridor retail options should be developed that activate the street. Additional residential development along the commercial corridor should be developed to support a healthy retail climate.

Priority 2: Preserve and increase amount of green space.

Public input indicated that Clintonville should continue to preserve its unique natural amenities with its four ravines that traverse the planning area providing green space and wooded areas. The focus is to preserve and where possible enhance these natural features for the continued enjoyment by the community. These natural resources contribute to each of the Clintonville neighborhood's quality of life. The network of open spaces, much of which is connected via the Olentangy Trail is cited as a reason why many people choose to live in Clintonville.

Priority 3: Improve walkability.

Improving the ability to walk to destinations was identified as a priority for the community whether for day-to-day needs or leisure and recreation. Public feedback indicates that the pedestrian environment should be improved on several fronts. In addition, this priority is interrelated to several of the top priorities for the community, such as business development on High Street (new businesses on High Street create additional destinations for walkers).

Priority 4: Improve ability to bicycle.

Residents want to be able to bicycle safely throughout the neighborhoods of Columbus. North-south bicycle connections along the river are strong with the ability to use the Olentangy Trail, however the ability to bicycle east-west is very limited. Public feedback has focused on calming traffic and improving safety for bicycles.

Priority 5: Design guidelines for commercial and residential development.

Public feedback indicated that design guidelines for commercial and residential development are a priority. Design guidelines would encourage new residential development in neighborhoods that is compatible with surrounding homes. Commercial design guidelines that encourage commercial development that contributes to the streetscape and enhances the commercial corridor are also desired.

Priority 6: Minimize negative impacts of business corridor on residential streets.

Potential negative impacts of commercial development on residential areas are a concern and a priority for Clintonville community. Public input focused on making sure that new commercial development does not cross existing alleyways.

Priority 7: Streetscape improvements.

General streetscape improvements along the commercial corridor are a priority for the Clintonville residents. Improvements cited include right-of-way enhancements, landscaping, and the character of buildings.

Priority 8: Improve Indianola Avenue corridor.

In terms of streetscape improvements, public feedback indicated that specifically the Indianola Avenue corridor needed improvements. Reference was made to the *Indianola Corridor Plan* and the desire to see its recommendations implemented.

ELEMENT 3

Plan Recommendations

ELEMENT 3

Plan Recommendations

The plan Recommendations element includes six overall development principles that address each of the primary planning areas of focus that will guide future growth and development, including land use, transportation, community facilities, and natural resources. The plan Recommendations element is an outgrowth of staff analysis and guidance from the Working Committee and the public input. The resultant development principles, policies, and guidelines/strategies respond to the identified needs and priorities and are consistent with overall city of Columbus development-related policies. Each of the six development principles are followed by supporting policies and guidelines/strategies. Land Use, Urban Design, and Transportation plans are included within the body of this text along with pictures and renderings that illustrate recommended policies. Development concepts that illustrate preferred development patterns are provided at the end of this section of the plan.

Development Principle 1

Neighborhoods will have a vibrant mix of uses.

Land use defines how a property and/or a building is used – single-family residential, a business, or mixed use in the same building (for example, retail on the first floor and residential on upper floors). For neighborhoods to be sustainable over the long term, ensure stable property values, and provide for the needs of the residents for goods and services, it is critical that a vibrant mix of uses is provided. This means that all people can live or rent in a neighborhood, can find the goods and services they need within their neighborhood, and may even be employed in their neighborhood. This rich mix of uses provides for a stable economic base. It also supports walking and biking as options to driving, provided densities are sufficient to encourage such transportation options (such as short walking distances between a home and shops).

For Clintonville, the goal of a vibrant mix of uses is fundamentally linked to enhancing business development on High Street, focusing multi-family development on High Street, and preserving the existing single family neighborhoods.

Commercial development on High Street

Land Use and Urban Design Plans

The Land Use Plan (Figure 10) illustrates recommended land uses that support the principle of a vibrant mix of uses. The plan supports the continued existence of current land uses, it but recognizes that some land uses may change over time. With this in mind, the plan provides a recommendation based on stakeholder input and the plan's goals and principles.

The Land Use Plan recommends mixed uses for the High Street and Indianola corridors. This recommendation stems from the fact that both corridors currently include a wide variety of uses, and the contribution that future mixed use development will make to creating a successful, walkable business district. The Urban Design Plan provides detail on the particular mix of uses and residential densities recommended for the various districts that exist (or may form) on High Street and Indianola Avenue. The Land Use and Urban Design Plans also recommend the preservation of the existing single family areas. In addtion the Urban Design Plan (Figure 10) suggests locations for the development of gateways, the preservation and enhancement of ravine areas, and specific recommendations for the portion of High Street coined the "Green District" that aim to preserve the existing nature of this area.

The Land Use Plan updates the land use recommendations for the Indianola Avenue corridor that were developed in the 2003 *Indianola Corridor Plan*. The most significant revision to the recommendations made in the *Indianola Corridor Plan* is that the existing manufacturing portions of Indianola Avenue remain as such, providing a strong and healthy job center for the community within walking distance of the surrounding neighborhoods.

Office in the Green District

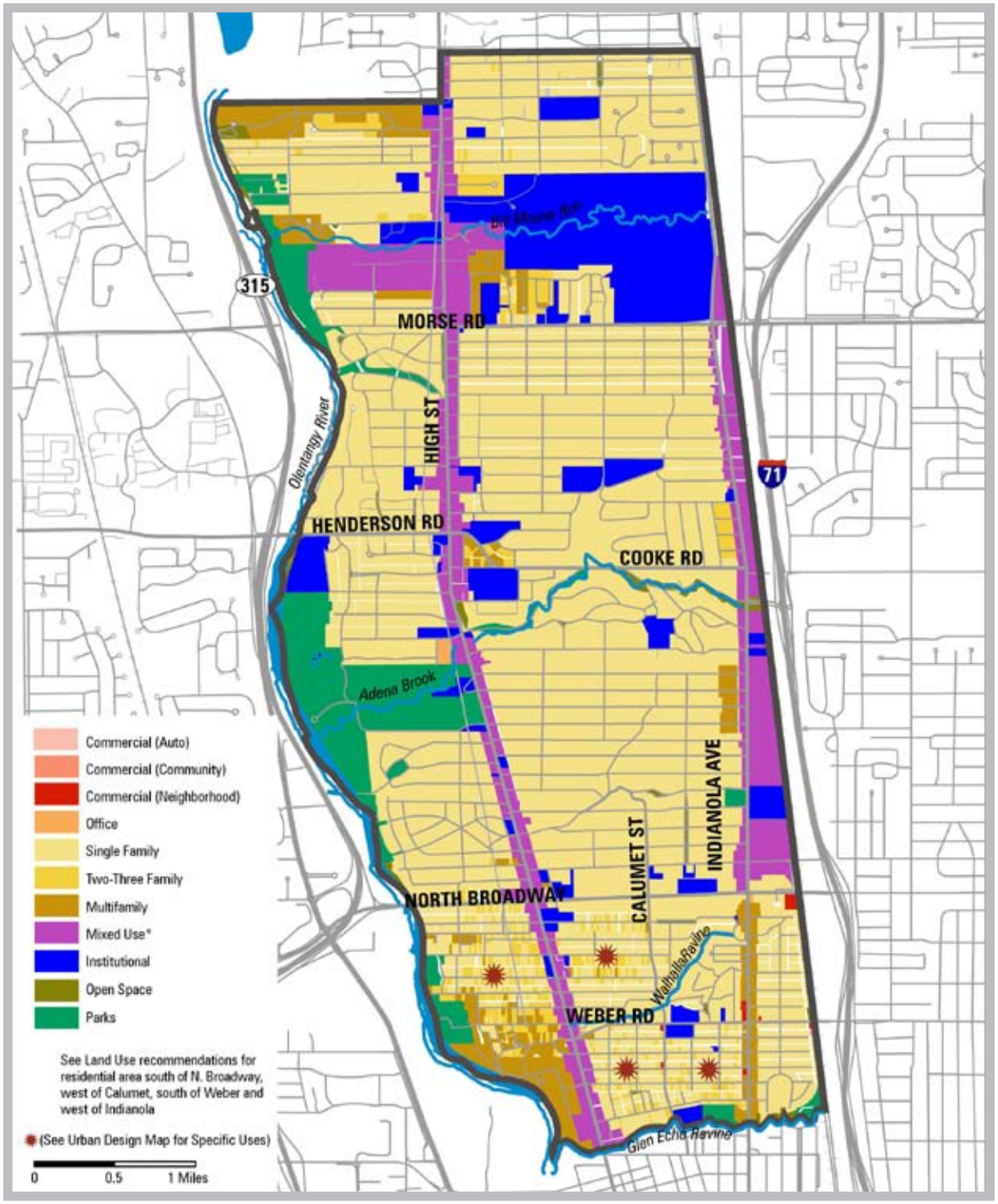


Figure 10 : Land Use Plan

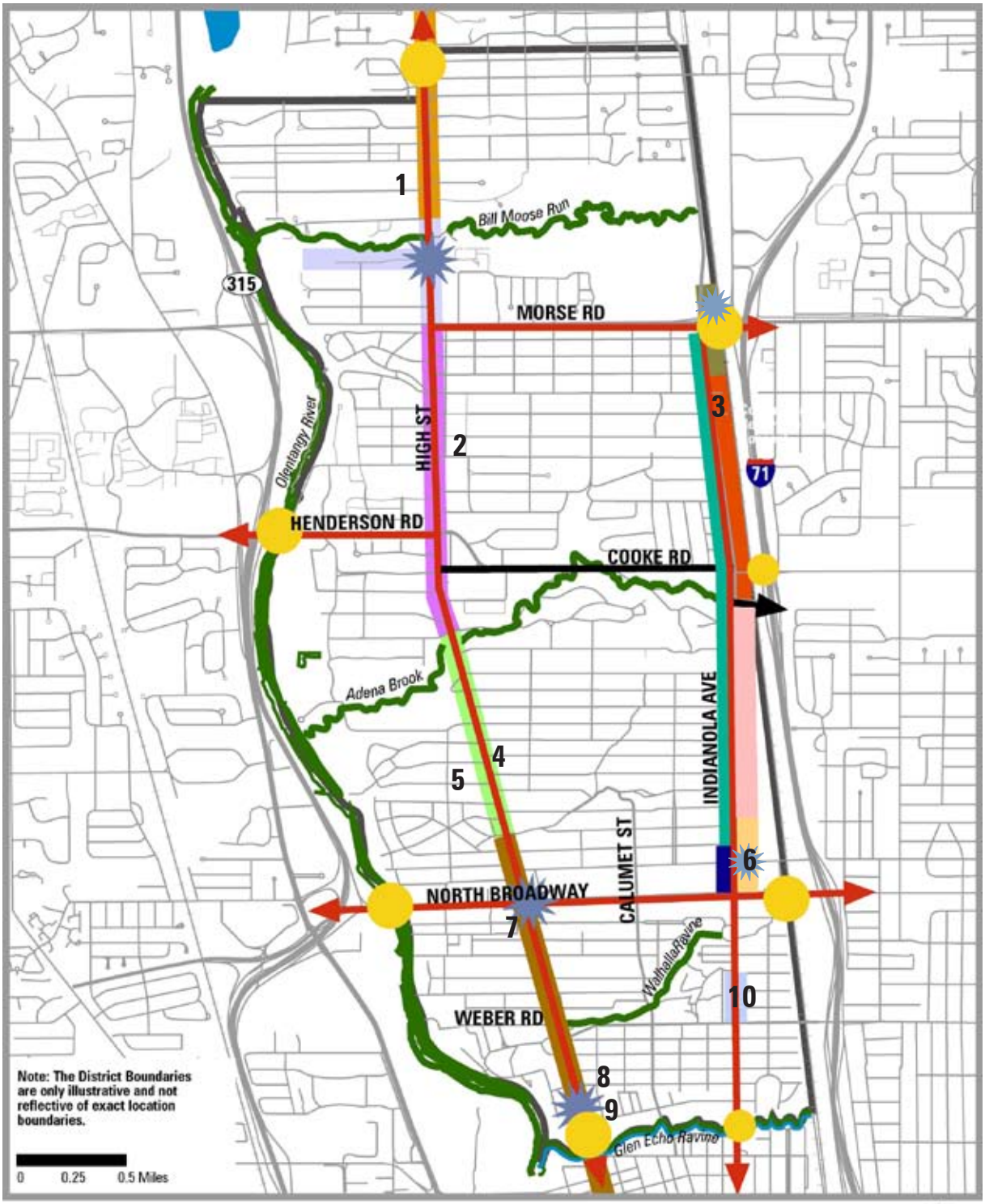


Figure 11: Clintonville Urban Design Plan

Urban Design Plan Legend

- High Street-North District
- High Street-Graceland District
- High Street-Central District
- High Street-Green District
- High Street-South District
- Indianola Avenue-North District
- Indianola Avenue-Central District
- Indianola Avenue-South District
- Indianola Avenue-Oakland Park Avenue East District
- Indianola Avenue-Oakland Park Avenue West District
- Indianola Avenue Weber Road
- Indianola Avenue-West District
- Nodes
- Major Gateway
- Minor Gateway
- Natural Corridor
- Primary Corridor
- Secondary Corridor

1. Mixed Use Concept

2. Multifamily

3. Indianola at Whetmore Redevelopment Concept

4. Example of Infill Office in Green District

5. Multifamily

6. Mixed Use Redevelopment Concept

7. Mixed Use Concept

8. Example of Existing Mixed Use

9. Glen Echo Mixed Use Concept

10. Enhanced Streetscape with Planted Median

Urban Design Plan

The Urban Design Plan illustrates the mix of uses and design elements that will help to ensure a quality built environment that stresses walkability and sustainability.

Vertical mixed use

High Street Retail Market

As Clintonville's major commercial corridor, High Street provides many of the retail needs for residents and the surrounding market. There is 654,158 square feet of retail in the High Street corridor; 74,262 square feet is currently vacant, a vacancy rate of 11.4%. In comparison, Columbus has an overall vacancy at about 10% (the vacancy rate in non-anchored developments is around 9% for the City. The vacancy rate for anchored malls is around 19%). Clintonville most closely compares to a non-anchored development. Given this, Clintonville's vacancy rate for retail on High Street is only slightly higher than the overall city and non-anchored development vacancy rate.

Policies

Mixed use buildings should be common on Clintonville's primary corridors, particularly at the intersection of arterial streets. These nodes should include neighborhood-scale retail and other services, offices, and optimally provide and/or retain space for locally-owned business.

Mixed uses may occur: 1) Vertically in a structure (i.e. first floor retail with residential and/or office above) or 2) Horizontally, side-by-side in a development.

Support residential multifamily development provided it includes design treatments such as the use of front stoops and/or porches, having primary building entrances fronting the street, the use of balconies that face the street, small plazas, courtyards, and amenities like benches and planters, etc. should be utilized to ensure that residential developments contribute to street life along High Street and Indianola Avenue to provide support for neighborhood retail.

Guidelines/Strategies

- Residential densities in mixed used buildings should be in the range of 10-30 dwelling units per acre in order to support transit, encourage a more walkable environment, and support a neighborhood-based retail district. Specific density ranges for various sections of High Street are provided below.
- Retail and/or office uses may be considered at locations within a primarily residential portion of a neighborhood if it is within an existing storefront **and** evidence is provided that the development would have minimal negative impact on the surrounding residential area in terms of parking, lighting, graphics, or other potentially negative impacts.
- Buildings with exceptional architecture, i.e. design features to create a focal point, should be placed at primary intersections.
- Redevelopment of the opportunity sites and other locations on High Street and Indianola Avenue should be guided by the principles illustrated through the concepts included in this plan.
- Businesses located in the manufacturing district on Indianola Avenue are encouraged to take advantage of the city's economic development incentives targeted for manufacturing including: the Business Development Fund, Working Capital Loan funds, real estate tax abatements on improvements, and job growth incentives for new jobs created.
- Development should be designed to enhance the intersection nodes identified in Figure 11 to become the neighborhoods' focus for retail activity and as a community gathering place. Specific considerations include somewhat higher residential densities, higher floor-to-area ratios for commercial buildings, and street level retail and other treatments to court the pedestrian.

Note: The following density recommendations are to be used as general guidelines. Each development should be judged on its own merits and must consider the specific site and the site's context (adjacent uses and development pattern). Some developments may merit a higher density, but specific rationale for support of such higher density should be provided.

District	Land Use	Density Range
High Street-North District Fenway to Chase	Retail, office and multi-family development. New development should abide by Community Commercial Overlay (CCO) standards.	Multifamily residential densities on High Street north of Morse Road should range from 20-30 dwelling units per acre.
High Street-Graceland District Morse Road to Fenway	Retail, and multi-family development. New development should abide by CCO standards.	Multifamily residential densities on High Street north of Morse Road should range from 20-30 dwelling units per acre.
High Street-Central District Overbrook to Morse Road	Office and/or office with upper story residential, retail and multi-family development. New development should abide by Urban Commercial Overlay (UCO) standards. Consider changing portions or the entire district from the UCO to the CCO	Multifamily residential densities on High Street from Overbrook Drive to Morse Road should range from 20-25 dwelling units per acre.
High Street-Green District Torrence Road to Overbrook Drive	Preserve the existing nature and character of this area as a mix of office, institutional, single family and multi-family development. No new retail should be developed in this corridor. See page 51 for additional design guidelines.	Multifamily residential densities on High Street in the Green District from Torrence Road to Overbrook Drive should range from 10-20 dwelling units per acre.
High Street-South District Glen Echo to Torrence Road	Retail and/or retail with upper story residential, office and/or office with upper story residential, and multi-family development. New development should abide by UCO standards.	Multifamily residential densities on High Street south of North Broadway Street should range from 20-30 dwelling units per acre.
Indianola Avenue-North District East side of Indianola Avenue from Beechwold Boulevard to Morse Road	Retail, office and multi-family development.	

Indianola-North district

Indianola-Weber Road district

Building with exceptional architecture

Manufacturing on Indianola Avenue

What is Density?

A measurement of the amount of development located within an area. Density is measured by the number of dwelling units per acre for residential development.

Multifamily development

Outdoor dining area

Indianola Avenue-Central District From the east side of Indianola Avenue from Cooke Road to Beechwold Boulevard	Retail, office and institutional. No residential is recommended for this portion of the corridor.	
Indianola Avenue-South District From the east side of Indianola Avenue from Piedmont Road to Cooke Road	Retail, office, light manufacturing and institutional. No residential is recommended for this portion of the corridor.	
Indianola Avenue-Oakland Park Avenue East District East side of Indianola Avenue from North Broadway Street to Piedmont Road	Retail, office, and multifamily development. New development should abide by UCO standards.	Multifamily residential densities on the east side of Indianola Avenue, from Oakland Park Avenue to Morse Road, should range from 20-30 dwelling units per acre.
Indianola Avenue-Oakland Park Avenue West District West side of Indianola Avenue-Oakland Park Avenue from North Broadway Street to Dunedin Road	Retail, office, multifamily development. New development should abide by UCO standards	Multifamily residential densities should range around 10-20 dwelling units per acre.
Indianola Avenue-West District West side of Indianola Avenue from Dunedin Road to Morse Road	Single family residential, multi-family residential, office, and retail. Existing single family residential should be preserved. Commercial uses should be limited to existing commercial sites, with an emphasis on neighborhood retail. Office and multifamily residential could also be supported on these sites.	Multifamily residential densities should range around 10-20 dwelling units per acre.
Indianola Avenue-Weber Road District West side of Indianola Avenue from Weber Road to Milford Avenue	Retail with upper story residential, office and/or office	

Policy

The placement of active uses, such as retail, restaurants, cultural facilities and amenities, and various services, should occur on the ground floor of buildings in areas where the greatest levels of pedestrian activity are sought.

Guidelines/Strategies

Buildings should be designed or redesigned to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and other elements to encourage pedestrian activity and interest at the ground floor level.

Development Principle 2

Open space and critical environmental areas should be preserved.

Open space and critical environmental areas are features in each neighborhood that provide recreational opportunities for residents, protect functioning ecosystems that support urban wildlife, manage stormwater runoff, cool the surrounding built environment, and offset the impacts from global climate change. They are found in each neighborhood and should be protected where possible from the adverse impacts of development. In some cases, these features can be successfully integrated into development to serve as amenities. Typical examples include stream corridors, floodplains, ravines, and tree stands.

The open space and critical environmental resource recommendations for Clintonville focus on building upon the existing fabric of natural resources, preserving the many amenities and making restorative improvements where needed. Theses guidelines and strategies work to strengthen existing city policies to help the urban environment and natural resources to coexist. The use of these best practices is a priority of the Clintonville community which strives to be a leader in the region by utilizing and promoting sustainable practices.

Sustainable Clintonville, a community advocate, has been instrumental in spearheading a green agenda for Clintonville. This group was provided a boost when in March 2008, The Ohio State University City and Regional Planning program completed the *Clintonville Sustainability Plan*. The graduate program provided an opportunity to coordinate a sustainability-related effort to supplement the City's planning process and help to provide focus for Sustainable Clintonville as they seek out projects to implement. The *Clintonville Neighborhood Plan* has ten recommendations that are included in the *Clintonville Sustainability Plan* recommendations.

Policy

Ravines should be preserved, restored, and enhanced.

Guidelines/Strategies

- Opportunities should be explored to restore ravine areas currently impacted by development using proven ecological practices and approaches.
- The community should continue to cooperate with Friends of the Ravines organization to educate homeowners on proper ravine management including negative effects of invasive species.
- Recreation and Parks Department should develop a walking path along Glen Echo Ravine from Glen Echo Park to the Olentangy River. Develop path in a way to minimize its impact on the natural setting. Currently a worn path already exists, formalizing the path would help to minimize the impact on the surrounding ravine.
- Glen Echo Ravine at High Street should be considered for "daylighting" as part of the redevelopment of the adjoining area where economically feasible. "Daylighting" is a measure to restore the ravine to its natural state.
- Any new development in the area of a ravine should incorporate the ravine as a design feature through preservation and to the extent feasible, restoration. New construction is encouraged to be set back from ravine as far as possible.
- Rain gardens should be considered on residential and commercial properties to minimize the impact of stormwater runoff on ravines and educate the public on the importance of the ravines and their protection.
- Parking lots are recommended to incorporate Low Impact Design (LID) features to minimize their impact on nearby waterways.

Green

Practices by residents and business community to protect our air and water, to preserve natural resources, to increase green space, reduce our consumption of raw materials and increase recycling.

Glen Echo Ravine

Stream restoration

Low Impact Development (LID)

A design strategy that aims to minimize the impact of development on the local watershed by maintaining and replicating the natural environment to manage stormwater.

Water Trail

Water Trail

A river route for kayaks and canoes with launch and landing sites.

Bioswale

Shallow depression created in the earth to accept and convey stormwater runoff using vegetation and soil to treat stormwater to filter out contaminants.

Vegetated Swale

Policy

Neighborhood parks, community parks, or recreation facilities (public or private) should be located within one-half mile of all residents.

Guidelines/Strategies

- Where feasible, consideration should be given to the joint use of schools and recreational facilities.
- The City should continue to support and assist in developing the Olentangy Water Trail along the Olentangy River through the consideration of installing a portage point for boats at Northmoor Park as identified by *Recreation and Parks Master Plan*. Impacts of the portage point on the river and neighborhood should be minimal.
- The City should consider acquisition of Sharon School property for parkland.
- The City should continue to pursue acquisition of the park space at the former school on Glenmont Avenue.
- There should be an easement established for access to Kenney Park through Graceland Shopping Center.

Policies

Natural areas should be preserved as integral components of development.

Natural areas should be preserved as a part of public or private park and recreation systems.

Guidelines/Strategies

- The City should continue to pursue an easement for the property just south of Clinton Park owned by Olentangy Village as recommended in the *Lower Olentangy Watershed Action Plan*.
- Natural features should be designed adjacent to development in a sensitive manner to highlight and complement the natural environment.
- Grading should be minimized to maintain the natural topography.
- Natural features should be protected during development activity, through delineation and use of best management practices (BMPs) to mitigate negative impacts.
- Alternative methods to manage stormwater should be considered (e.g. BMPs, such as bioswales, vegetated swales, native landscaping, naturalized detention and retention basins, other. (Refer to city of Columbus *Stormwater Drainage Manual*).
- The amount of impervious surfaces should be minimized in order to reduce stormwater flow and rates, and to facilitate stormwater infiltration.
- Trees greater than six inches in caliper should be protected during and after construction. The protection zone should inlcude the drip line to avoid compaction of the roots.
- Continue dialogue with the State of Ohio for public access to the Bill Moose Ravine on The Ohio School for the Deaf and The Ohio School for the Blind campuses.
- Where possible consider expanding the forested buffer along the Olentangy River and relocate Olentangy Trail further from the river. Enhance trail buffer along Olentangy River with additional trees.
- Consider acquisition of key properties along the Olentangy River or where the city has existing parkland along streams.
- Consider a walking path along the portion of Overbrook Ravine in Whetstone Park. Develop path in a way to minimize its impact on the natural setting. Currently a worn path already exists, formalizing the path would help to minimize the impact on the surrounding ravine.
- Where appropriate, consider growing prairie vegetation along the back of property lines, adjacent to park space along the river to improve the quality of habitat and infiltration of rainwater, e.g. at Northmoor Park.
- The natural corridors illustrated in Figure 11 include the ravines of Clintonville. Natural features within these areas should be preserved and enhanced over time as greenways that provide a natural connection between neighborhoods, High Street and the Olentangy River.

Development Principle 3

Clintonville should have a range of housing types.

The sustainability of each neighborhood is enhanced when a full range of housing options is provided to current and future residents. People from a variety of economic backgrounds should be provided options for owning or renting a home. Ensuring that people can live in their chosen neighborhood throughout their lives because of a broad range of housing options is important to maintaining the long term stability of each neighborhood. Mixing housing types and products also provides for a stronger and more stable housing market.

As the neighborhoods of Clintonville are predominantly single family, the plan recommendations work to provide a wider range of housing opportunities for new and existing residents. New young professionals may choose to forgo a home in favor of a condo or townhouse. Empty nesters and retirees may look to downsize and forgo a yard to maintain, yet stay in the Clintonville community. As the planning area is essentially built out, the opportunity for new housing products will most likely take place on High Street and to a lesser extent on Indianola Avenue. This expansion of housing options on the commercial corridors also supports the community's goal of enhancing the High Street business community and creating a more walkable environment by strengthening the existing retail market with new consumers.

Policy

A mix of housing densities in every neighborhood conserves land and fiscal resources by maximizing use of infrastructure, contributes to a vibrant, walkable community, and enhances the potential for people and families of a variety of ages and income levels to live in the same neighborhood.

Guidelines/Strategies

- New development of a mixed use nature on High Street and Indianola Avenue should include residential products that include entry level, "empty nester," or workforce housing.
- Multi-family buildings may be developed in accordance with the Land Use Plan and should be compatible with the neighborhood in which they are to be located relative to height, setback, design, materials, landscaping, and parking. Design elements common to the neighborhood should be incorporated into such buildings.
- Future overall residential densities for a given residential neighborhood should be consistent with existing densities, as indicated on the Land Use and Urban Design Plans.
  - For the area bounded by North Broadway Street on the north, Calumet Street on the east, Weber Road on the north, jogging east to Indianola Avenue on the east, Glen Echo Ravine on the south and High Street on the west densities should generally be maintained at their existing levels. The future development pattern should reinforce the existing mix of single-family and two-family units. Future duplexes may be considered. Any such proposals must demonstrate that they will not adversely impact the existing nature of the area. The existing median densities are in the range of eight dwelling units per acre. All proposals should be consistent with the residential design guidelines from this plan.

Single Family and Duplexes on Tibet Road

Bicycle Boulevard
Traffic calming, pavement stencils, and special signage indicating the street is a bicycle priority street.

Bike Lane
Bike lanes striped on roadway without modifying number of motor vehicle lanes.

Bike Route
Install wayfinding signs and bike route signs along roadway.

Bike Sharing
Similar to carsharing, bikesharing allows flexible, short-range transportation options for an urban or dense setting where a pool of bicycles is available to the community to use for transportation, exercise, and entertainment.

Share the Road Campaign
Pavement stencils in roadway indicating to motorists and bicyclists where bicyclists are expected to ride.

Multi-purpose Trail
Ten to twelve foot paved shared-use path.

Paved Shoulder
Recommend paving 4 foot minimum shoulder along roadway to provide extra room for bicyclists and motorists.

- For the area bounded by North Broadway Street on the north, High Street on the east, Tulane Road on the south, and Olentangy River on the west density should generally be maintained at their existing levels. The future development pattern should reinforce the existing mix of single-family, two-family, three-family, and quad units. Future duplexes, three-family, and quad units may be considered. Any such proposals must demonstrate that they will not adversely impact the existing nature of the area. The existing median densities are in the range of 10 dwelling units per acre. All proposals should be consistent with the residential design guidelines from this plan.

- Higher density multi-family (10-30 dwelling units per acre) uses should be located in designated areas on High Street and Indianola Avenue. Other potential locations for higher density development include within or adjacent to existing commercial districts or shopping centers.

- New multifamily development should include units with universal design and accessibility features.

Development Principle 4

People will be able to get around by walking, car, transit, and bicycle.

People in Columbus are increasingly asking for more safe and secure options for travel that go beyond the automobile. Each neighborhood should be able to offer residents transit service, well connected and maintained sidewalks, on-street bike amenities and bike paths that are safe and that link neighborhoods with shopping, cultural, and employment centers. Whether it is walking to the corner to buy milk or biking to the nearest library branch, people seek such alternatives to the car because of health, social, environmental, and financial benefits.

One of the attractive qualities of Clintonville is the ability to get around via different modes of transportation. Residents are drawn to the area for this reason. Community input indicates a strong desire for enhancements to the pedestrian and bicycle network. The plan addresses this input by recommending new sidewalk connections in some neighborhoods along with improving the pedestrian environment of streets, in particular High Street.

COTA bus

Figure 12: Clintonville Transportation Plan

Transportation Plan

The Transportation Plan illustrates the recommended improvements to the transportation network to accommodate auto traffic, transit, pedestrians, and bicyclists. This plan builds upon the City's Bicentennial Bikeways Master Plan, recommending transportation elements to help improve the walkability and bikeability of neighborhoods in Clintonville.

Bike lane

Policy

Neighborhoods, including parks, schools, open space, and stream corridors, should have connections to trail systems for walkers and bikers that are distinct from roadways. The sidewalk network should be expanded to connect all neighborhoods, parks, schools, open space, and stream corridors.

Guidelines/Strategies

Parks, schools, and open space should be connected to neighborhoods with pedestrian and bicycle paths.

Policy

Arterials and collectors should make accommodations for bicycling according to adopted bike plans.

Guidelines/Strategies

As recommended in the *Bicentennial Bikeways Master Plan*:

- A Share the Road Campaign should be implemented on High Street, Weber Road, North Broadway Street, and Lincoln Avenue.
- Bike lanes should be included on Morse Road.
- A Bike Boulevard should be implemented on Milton Avenue.
- Bike lanes should be included on Indianola Avenue.
- A paved shoulder for bicyclists should be included on Indianola Avenue north of Morse Road. Explore possibility of separated multi-purpose path.
- A bike lane should be included on North Broadway Street west of Milton Avenue.
- A Bike Boulevard should be implemented on Tibet.
- Bike lockers or bike racks should be considered at transit stops or park-n-rides.
- Keep open future option to connect the Olentangy Bike Trail to the west side of the river for high demand areas including Como Avenue and Northmoor Parks.
- Improve bike and pedestrian accessibility on North Broadway Street Bridge to provide better connection between Clintonville and the west side of the river to Olentangy River Road.
- Investigate the possibility of developing a north-south bike route with increased signage as an additional option for cyclists who are not as comfortable riding on High Street and Indianola Avenue. A potential alternative route could follow Calumet Street to Coterian Street to Foster Street to Sharon Avenue with intermediate jogs at discontinuous sections.
- Future improvements to Calumet Street should better accommodate bicyclists and pedestrians.
- Replace current route signs on Calumet Street with distinctive signs that provide information about destinations and distance.
- Encourage MORPC to locate bike sharing kiosks in Clintonville as a part of the strategy included in the *Bikeways Master Plan* that suggests MORPC research the feasibility of bike sharing.

Share the road sign and pavement marking

Bikeways Plan

The Columbus Bicentennial Bikeways Plan was recently adopted in the first half of 2008. Recommendations can be found at http://www.altaprojects.net/columbus/documents.html. The Clintonville Neighborhood Plan builds upon and is consistent with the Bikeways Plan.

Policy

Neighborhoods should have an interconnected street and sidewalk system with connections to existing and future residential, commercial, civic and cultural areas, and to existing and planned paths and trail systems.

Guidelines/Strategies

- Sidewalks should be constructed for Cooke Road as identified in the Operation SAFEWALKS Program.
- Sidewalks should be constructed for Indianola Avenue as identified in the Operation SAFEWALKS Program.
- Create walking path from West Tulane Drive (off of West Tulane Avenue) to High Street to improve pedestrian access to retail, transit, and services.
- Connect Graceland Shopping Center to neighborhoods to the north with multi-purpose trail to Fenway Court and complete connections on Riverside Drive to complete a route to Broad Meadows Bridge.
- Connect Kenney Park north to the Broad Meadows Bridge with a trail along the Olentangy through Island View Park.
- Existing street and alley grids should be maintained.
- Establish signage on the Olentangy Bike Trail directing users to the Business District on High Street.
- Continue dialogue with State regarding the potential for a multi-purpose trail along the south side of the proposed road that will connect The Ohio School for the Deaf and The Ohio State School for the Blind campuses
- As street improvements are made, signs, utility poles, and other obstacles located in the sidewalks should be relocated out of the sidewalk path.

Policy

Clintonville should have an easily accessible public transportation network connecting neighborhoods within Clintonville and with the region as a whole.

Guidelines/Strategies

- Explore more opportunities as demand requires for additional COTA Park and Rides and a transit center.
- Consider upgrading COTA bus stops that require waiting pads, sidewalk access, or shelters and incorporate waiting pads into street improvements.
- Encourage Graceland Shopping Center to continue a relationship with COTA at Graceland where it currently provides a turn around for the #2 and #4 lines.

Example of Central Ohio Greenways directional sign for trail

Operation SAFEWALKS Program
Provides safe pedestrian routes along major arterial roadways through the investment in new roadway infrastructure, including sidewalks, within older areas of the city of Columbus.

Development Principle 5

Development and public improvements should be designed to be walkable and bikeable and encourage personal interaction.

Sustainable neighborhoods have buildings that address the street, provide a clear means for people to walk into such buildings, and to create interesting places that encourage people to walk. Personal interaction at the neighborhood level speaks to the "neighborliness" that many seek today. Front porches, parks, and places to gather are critical to facilitating this interaction.

Bike racks

Clintonville's historic commercial and residential development patterns are walkable and encourage social interaction. Whether it is walking to the local pizza shop or visiting with neighbors on the porch, Clintonville residents enjoy a walkable environment. However newer development has not always contributed to this environment. The plan recommends development guidelines and strategies that will ensure that new development improves the environment for pedestrians and bicyclists.

Policy

New commercial and residential development should be designed such that it contributes to the pedestrian and bike environment enhancing the walkability and bikeability of Clintonville.

Guidelines/Strategies

- Focus higher density development on High Street and Indianola Avenue to support transit while preserving the adjacent lower density neighborhoods.
- New construction and major redevelopment projects should abide by any commercial overlay in place to ensure that it contributes to a walkable environment. Additionally, all development should utilize the following guidelines:
  - Buildings should be designed or redesigned to include pedestrian-friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground floor level. Buildings need to be located and designed such that they provide adequate sight distance for motorists.
  - Bike racks should be installed as part of commercial, office, mixed use and multifamily developments.
  - Buildings should be located parallel to the street on which they front. The primary façade should be located on the major street abutting the building and the secondary façades should be located adjacent to secondary streets, service drives, and alleys.
  - Building façades facing public streets should incorporate an entrance door. Buildings located at a corner should orient the main entrance to the corner instead of to one of the two abutting streets.
  - Convenient, safe, well marked, and attractive pedestrian connections should be provided from the public street to commercial, office, mixed use and multi-family building entrances.
- Texturized and/or painted "crosswalks" should be included where sidewalks cross a commercial driveway, but do not have a distinguishable pattern.
- Interconnected walkways and parking drives between buildings on a site and those of adjacent developments should be used to provide for the safe and efficient movement of pedestrians, bicycles, and vehicles within a site and between a site and adjacent development.

Policies

Parking should not dominate the built environment.

Parking needs should be balanced with the goal of reducing development's impact on the natural environment, as well as the goal of creating walkable and bikeable neighborhoods and encouraging the use of transit.

Guidelines/Strategies

- On-street parking should be encouraged along street frontages consistent with City transportation policies.
- Parking should be hidden to the greatest extent possible (located to the rear or side of a building).
- Parking reductions may be appropriate for higher density, mixed use projects along High Street and Indianola Avenue and/or other commercial areas served by transit as allowed per overlay provisions.
- Shared parking arrangements should be encouraged, particularly between users with differing peak hours, provided the city and/or property owners can demonstrate a technique for enforcing any shared parking proposal.

Rear parking at Northstar Cafe

Policy

Road improvements and enhancements should be "context sensitive" and contribute to a pedestrian friendly, walkable, and bikeable environment.

Guidelines/Strategies

- Planted medians should be considered at the following locations on High Street and Indianola Avenue: High Street south of Kelso Road; High Street between Como and Longview avenues; High Street between Longview and Clinton Heights avenues; High Street between Orchard Lane and Dunedin Road; High Street north of Graceland Boulevard; Indianola Avenue between Milford and Melrose avenues. The installation of medians consequently may result in right-in and right-out only access for businesses. Other locations may also be deemed appropriate, i.e. as recommended in the *Indianola Corridor Plan,* 2003: on appropriate locations on Indianola Avenue north of North Broadway Street to Morse Road.
- Figure 11 marks the major entry points to the neighborhood. The Major Gateway locations should be considered for a significant marker to inform people that they are entering the Clinton ville neighborhood of Columbus. The Minor Gateway locations also should be marked, but with a smaller feature.
- Consider reviewing and revising road classifications in the Clintonville Transportation Plan.
- Pursue Community Mobility Plan.
- Continue to monitor effects of the future traffic calming on reducing the speed limit of the respective streets.

Shared Parking
Parking that serves two or more uses on the commercial corridor.

Median
In roadway design, a raised concrete or landscaped barrier or a painted separation at street grade, separating opposing flows of traffic.

Bumpout
In roadway design, an area where the sidewalk extends a little further into the street usually to shorten the crossing distance at an intersection.

Road Diet

A road diet is a means of narrowing the driving envelope to influence drivers to drive at lower speeds. Road diets can be accomplished in several ways, e.g. stripe a white line some distance away from the curb to narrow the travel lane, add a striped bike lane, add on street parking, physically reconstruct the road to a desired width, etc.

- Pedestrian and bikeway connections should be provided to transit stops, commercial centers, local schools, and the emerging regional trail system.
- As street projects are undertaken, they should be retrofitted to improve walkability consistent with the city's complete street provisions included in the *Bikeways Plan* and community mobility plans provided sufficient right-of-way and funding. Improvements should maintain brick streets, existing street widths, and intersection/turn radii.
- At signalized intersections with high pedestrian use crosswalks should be provided and delineated with an alternative pavement material, such as brick or textured/colored pavement, as appropriate, utilize timers, enhanced signage, or bumpouts where feasible. Crosswalks will be provided at the safest crossing locations at intersections, therefore pedestrian crossings are sometimes prohibited on certain crossing legs.
- Further action to evaluate new crosswalks and enhance existing crossing locations is needed. The following crosswalks should be considered for enhancements: High and Olentangy streets; High Street and Kelso Road; High Street and Como Avenue; High Street and Weber Road; High and North Broadway streets; High Street and Acton Road; High Street and Cooke Road; High Street and Henderson Road; High Street and Morse Road; High Street and Graceland Boulevard; Indianola Avenue and North Broadway Street; Indianola Avenue and Weber Road.
- Street trees are recommended on all public and private streets, as approved by the city of Columbus Forester.
- Where right-of-way permits and as redevelopment occurs relocate sidewalks that are right on the roadway to create a tree lawn in between the road and sidewalk.
- High Street should be considered for a "Road Diet" in order to slow traffic to the speed limit and allow for the possible inclusion of additional parking and/or bicycle facilities.
- Explore mechanisms to mitigate any noise impacts from adjacent highways and rail corridors.
- The right-of-way (streets and sidewalks) should incorporate features for handicap accessibility as a priority for safety.
- Traffic calming techniques should be considered near shopping centers or major commercial areas to improve safety and walkability, e.g. Delawanda neighborhood near Graceland shopping center.

Street trees on High Street

Development Principle 6

New development will respect community character and historic features.

New investment and development is very important to ensure the long term economic viability of all neighborhoods. Such activity indicates that neighborhoods are safe places to invest private funds, while also providing necessary facilities that benefit residents (new shops, places to work, places to live). But development needs to respect the character of surrounding buildings, as well as the neighborhood as a whole. New buildings should add to the built environment, sometimes even creating new iconic structures. Historic features should also be respected, and even integrated into new development as the built environment organically evolves over time.

One of Clintonville's strengths is the historic character of each of its neighborhoods. Almost every neighborhood represents a distinct development period. It is integral that new development enhance existing neighborhoods by utilizing design guidelines to create quality development. This pertains to public and private development and includes both site and building design and their relationship to the public realm.

Policy

New development should protect and preserve the unique character of each neighborhood that makes up the Clintonville area.

Guidelines/Strategies

- Each neighborhood's unique characteristics should be considered when reviewing development proposals.
- New development should be restricted to the area between the street right-of-way and the parallel alley and not encroach upon residential uses beyond the alley.
- Consider revising boundaries of the Urban Commercial Overlay (UCO) and the Community Commercial Overlay (CCO) to better reflect development patterns along the northern portion of North High Street from Westwood Road to Rathbone Road.
- Green District (High Street from Torrence Road to Overbrook Drive) related recommendations:
  - High Street-Green District: Preserve the existing nature and character of this area.
  - New construction and the expansion of existing development in the Green District should maintain the development pattern as defined by existing setbacks, location of parking (behind or next to buildings), landscaped front lawn, and other features that reflect its look and character. New construction should use elements from the surrounding historic buildings to promote compatibility, such as articulating building elevations using architectural details such as front porch columns, brackets and balusters, fascia and trim.
  - As a means of maintaining the existing development pattern dominated by lot widths of 40 to 70 feet, the consolidation of existing parcels should not be supported.
  - The residential use of buildings, especially single-family detached, within the Green District from Acton Road to Glenmont Avenue should be encouraged. The existing R-3 zoning should be maintained.
- New development in residential areas should be consistent with overall existing residential densities and design guidelines from the residential design section (pages 52-53).

Urban Commercial Overlay (UCO):
Protects the unique architectural and aesthetic characteristics of older urban commercial corridors.

- *Encourages pedestrian-oriented development featuring retail display windows, reduced building setbacks, rear parking lots, and other pedestrian-oriented site design elements such as outdoor dining areas.*

Community Commercial Overlay (CCO)

- *Apply standards designed for corridors that include a mix of pedestrian- and vehicle-oriented development patterns.*
- *Establish and enhance the character and pedestrian-oriented development patterns of quasi-urban corridors.*
- *Implement appropriate building and parking setback standards that accommodate redevelopment and establish continuity and consistency along the corridors.*
- *Promotes landscaping, rear parking lots, user-friendly access, and appropriately scaled lighting and signage.*

Leadership in Energy and Environmental Design (LEED)*. Green building and sustainable development practices that meet or exceed LEED principles of energy efficiency, resource preservation, and indoor environmental quality intended to improve the overall synergy between the natural and built environments.*

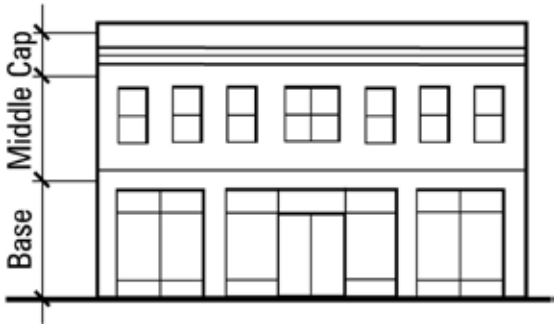
Policy

New commercial development should integrate with the existing fabric and scale of the given business district.

Guidelines/Strategies

New commercial development should abide by any existing zoning overlays. If an overlay is not in place, the following guidelines should be applied:

- A consistent level of detailing and finish should be provided for all sides of a building ("four-sided" architecture).
  - This should be accomplished through the use of changes in color, materials, or relief, such as the inclusion of beltlines, pilasters, recesses, and pop outs (offsetting planes). Flat, plain building walls should be discouraged. Building surfaces over 20 feet high or 50 feet in length should be relieved with a change of wall plane or by other means that provide strong shadow and visual interest.
- Front elevations for retail buildings should be divided into increments to mimic traditional storefronts, consist of 50% or more glass windows at the street level and utilize a variety of treatments and human scale details.



Building elements

- The architectural style of new buildings need not be literal duplications of historic styles. New designs may be contemporary interpretations of traditional buildings, especially styles found throughout the city. These interpretations should be similar in scale and overall character to historical precedents, but should differ in terms of detailing.
- Taller or denser development is not necessarily inconsistent with older, lower density neighborhoods but must be designed with sensitivity to existing development.
- Green building technologies including Leadership in Energy and Environmental Design (LEED) techniques and LID techniques are encouraged for commercial buildings.
- Signs are recommended to be placed and sized on buildings such that they are in keeping with the scale and size of the building façades and general streetscape so as not to obscure or interfere with architectural lines and details. Signs should play a significant role in façade composition. Encourage signage that is integral to the design of the principal façade and the main entry.
- Freeway, pole signs, billboards, "sign benches," roof signs, larger overhanging signs, light emitting diodes and other such electronic or digital signs, or excessively large signs that interfere with visual character are discouraged.
- Gateways should be developed at locations identified on the Urban Design Plan. Gateways could incorporate art, landscaping, signage, and other streetscape elements designed to provide visual cues that one is entering Clintonville and its neighborhoods.

- Lighting should abide by the following guidelines:
  - Lights should have fully shielded, recessed lamps directed downward to prevent glare and shine above the horizontal plane.
  - Lights should provide moderate, even lighting to preserve safety, but avoid glare, hot spots, or spill over light to surrounding properties or through residential windows.
  - Light standards (poles) should not exceed 28 feet in height except for standards located within 100 feet of a residentially used or zoned property, where such standards should not exceed 14 feet in height.
- For structures with expansive blank walls fronting streets, future reuse should open up the façade with windows.
- Adoption of the *Community Commercial Overlay* (CCO) for all commercially zoned or used property on Indianola Avenue between Oakland Park and Lincoln avenues is recommended (*Indianola Corridor Plan*, 2003). The *Urban Commercial Overlay* may be considered as an alternative to the CCO for specific intersections within this corridor.

Policies

Landscaping plays an important role in creating a high quality environment.

Screening plays an important role in minimizing the impact of commercial and manufacturing development on adjacent residential uses.

Good commercial landscaping along High Street

Guidelines/Strategies

- In context with its location, all development should be landscaped and buffered as appropriate. Screening between incompatible land uses should consist of one of the following treatments:
  - A six-foot high board-on-board fence along the property line. Deciduous trees should be planted, evenly spaced, at a ratio of one tree per 20 lineal feet on the inside of the fence.
  - In urban locations, this screen could be replaced with a six-foot high wall constructed of materials complimentary to the principal building in combination with a continuous 30-inch high evergreen hedge planted along the property line. Deciduous trees should be planted, evenly spaced, at a ratio of one tree per 20 lineal feet adjacent the hedge.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.
- All trees (including street trees) should meet the following minimum size at the time of planting: shade trees 2 1/2 inches caliper; ornamental trees 1 1/2 inches caliper; and evergreen trees five feet in height. Tree caliper is measured six inches from the ground.
- All trees and landscaping should be well maintained. Dead items should be replaced within six months or the next planting season, whichever occurs first. The size of the new material should equal the size of the original material when it was installed.
- All parking lots visible from roadways should be screened with a minimum four-foot-high continuous wall, decorative fence or hedge that reaches a minimum 75% opacity within five years in urban locations. Walls shall reflect building architecture and material. In addition all properties that fall within the Urban or Community Commercial Overlays must adhere to those specific requirements outlined in the Zoning Code.

Setback

The required or minimum distance for the location of a structure from the perimeter of a property. Setbacks vary among various zoning districts.

- Native species are recommended for all landscaping. Invasive species should not be used.
- Parking lots should be planted with shade trees (2 1/2 inches minimum caliper) at a minimum of one tree per ten parking spaces. At least half the trees should be located within the interior of the parking lot. A minimum soil area of 162 square feet should be provided for each tree to ensure long term viability.
- Developers are encouraged to preserve mature trees, which includes trees having a caliper (diameter) of six inches or greater at a point four foot above grade.
- Developers are encouraged to incorporate landscaping into the hardscape along the commercial corridors by use of planters, etc.

Policies

Residential design guidelines should protect the long-term quality and value of the community while respecting the rights of the individual property owner.

Quality residential design should contribute to neighborhood stability.

Multifamily housing with a variety of façade treatments

Guidelines/Strategies

- New housing, garages, and additions design should be compatible and similar in character to existing nearby home designs, and measured in terms of similar height and width, setbacks, and lot coverage compatible, but does not need to be duplicative of historic style.
- Multifamily buildings in predominantly single-family and duplex neighborhoods should be designed to resemble existing multifamily buildings and be limited to dwelling unit counts that are similar to existing multifamily development (for example, four unit townhouse or rowhouse structures) and not as common corridor housing blocks.
- The primary façade of new housing should be parallel to and face the public street, rather than be located at an unconventional angle. Front doors should open to the frontage street and a walkway or stoop should be provided linking the front door to the sidewalk or to the associated driveway.
- Existing alley access should be maintained.
- The garage should be located behind the house if the site is served by an alley. Otherwise, garage door openings facing a frontage should not exceed 40 percent of the width of the house façade (including the garage). When front facing, residential garages should be placed behind the front façade of the house to de-emphasize their visual presence on the street.
- Garage height should be permitted to exceed maximum height allowable by code if it is architecturally compatible with the primary house.
- Any proposed addition should be placed to rear or side or in some cases to the front of the structure if consistent with existing setbacks and should be distinguishable from the original structure.

- Houses should not back onto streets, parks, and/or natural features or where existing homes back on to natural features they should be sensitive to the environment.
- Green building technologies including LEED techniques and LID techniques are encouraged for residential buildings. Residential design guidelines from plan would still be applicable.
- Multi-family developments with six or more units should have more than one building type and/or façade option, providing a variety of façade treatments.
- Front porches on new residential buildings are encouraged in neighborhoods where porches are traditionally present.

Policies

Landmark buildings should be preserved and protected from the adverse impacts of adjacent development.

New construction should preserve existing features, complement adjacent landmarks by taking visual and design cues, and should not visually compete with adjacent landmarks.

Guidelines/Strategies

- Historic structures should be considered for preservation as identified through a preservation planning process.
- Encourage community to pursue funds for a historic preservation plan provided it will meet the city's Historic Preservation Office guidelines.
- If there is a strong consensus of affected property owners, areas with unique features should be considered for Conservation Neighborhood Areas as a means to establish and maintain their own urban, architectural and landscape character. In addition to others the following areas should be considered:
  - All ravine areas.
  - North Broadway Street/Oakland Park Avenue Single Family Homes.
  - Indian Springs neighborhood (old golf course-Petitt & Oman).
  - North High Street between Torrence Road and Glenmont Avenue.
  - Crestview Addition area.
- Community groups could work in cooperation with the CAC with the current or future property owners to pursue options for preservation and reuse of the historic structures, e.g. the Clinton Theatre.

Former Clinton Township High School

Development Opportunity Sites

The plan presents three development concepts for three sites on High Street. Staff analysis and public input suggested that these sites presented future development opportunities as they were underutilized and/or did not make a significant contribution to the streetscape.

Figure 13: Westview Avenue and High Street Development Concept

Aerial view of Westview Avenue and High Street

High Street Elevation

Westview Avenue Elevation

The development of the opportunity sites will occur as private owners move forward with their development plans. The design concepts are meant to illustrate a vision for future development at these locations and in their general vicinity along High Street. Each development concept is consistent with the development guidelines from the plan.

Westview Avenue and High Street

The property at Westview Avenue and High Street (see map on page 13) is in the northern portion of the planning area and is primarily vacant, except for a small building located on the north end of the site.

Three possible concepts were developed for the site. Each of the development concepts took into consideration the following principles: sensitive screening, adequate vehicle circulation, consistent pedestrian access, bicycle parking, appropriate scale, and adequate - unobtrusive parking.

The development concepts are as follows: Concept 1) Mixed use – ground floor along High Street with a modest amount of retail, residential on two floors above; Concept 2) Residential court apartments, potential for senior living or young professionals (parking underneath, accessed from rear drive); and Concept 3) One-story structure with a lower intensity of use – pulled to the street.

Concept one illustrated in Figure 13 was the public's preferred development concept.

North Broadway and High Streets

The community identified the property at North Broadway and High streets (see map on page 13) as a high priority development opportunity. The corner has been underutilized and largely vacant for several years.

Three possible concepts were developed for the site. Each of the development concepts created for the site at North Broadway and High streets took into account the following principles: preservation of theatre façade, mixed use development, expanded residential options, and the enhancement of the site's potential as a "town center" or activity node.

The three development concepts are as follows: Concept 1) One-story structure that mimics the existing design of the buildings; Concept 2) Two-story mixed use structure (retail services on ground floor, office/residential above), two-story live-work units wrap the corners and are in scale with nearby homes, and a three-story mixed use structure at the corner of North Broadway and High streets; Concept 3) Two-story mixed use structure (retail services on ground floor, office/residential above), with a three-story mixed use building at the corner of North Broadway and High streets.

Concept two illustrated in Figure 14 was the community's preferred development concept.

There is community interest in saving the entire structure of the theatre (see theatre footprint in Figure 14). Community groups could work in cooperation with the CAC with the current or future property owners to pursue options for preservation and reuse of the theatre.

Concepts were not developed for the other three corners of the intersection, but the development guidelines from this plan and existing UCO standards apply to any future redevelopment of these corners. Space should be considered for an outdoor plaza or gathering space on High Street as a part of any redevelopment proposal. Structured parking located to the rear of any new building built at the northwest corner of the North Broadway and High streets would be desirable, with ample buffering for the residential to the west.

Figure 14: North Broadway and High Streets Development Concept

Aerial view of North Broadway and High Streets

High Street Elevation

North Broadway Street Elevation

Brighton Road Elevation

Glen Echo Ravine and High Street

The third development opportunity site is located in the southern portion of the planning area on the east side of High Street at the Glen Echo Ravine. While fully occupied, the site is underutilized and does not contribute to the pedestrian environment.

Two concepts were developed for the site. Each of the development concepts utilized the following principles: restore and protect ravine, provide connection to future walking path along the ravine, and provide a public gathering space. The two development concepts are as follows: Concept 1) Buildings placed at the street, parking on the sides and to the rear, two-story mixed use buildings, four-story residential building set off of the street towards the ravine; Concept 2) Buildings placed at the street, parking lot in front, two-story mixed use buildings, residential units fronting Olentangy Street, and a commercial building set at the back of parking lot.

Concept 1 illustrated in Figure 15 was the community's preferred development concept.

Existing development at Glen Echo Ravine and High Street

Figure 15: Glen Echo Ravine and High Street Development Concept

Aerial view of Glen Echo Ravine and High Street

Figure 15: Glen Echo Ravine and High Street Development Concept

High Street Elevation

Perspective View

***Indianola Corridor Plan* (2003)**

This plan incorporates the development opportunity sites that were developed for Indianola Avenue in the 2003 *Indianola Corridor Plan*. The sites include: Indianola Avenue and Morse Road, Indianola Avenue and Wetmore Road, Indianola and Oakland Park avenues, and the Indianola Avenue – Weber Road District

Indianola Avenue and Morse Road

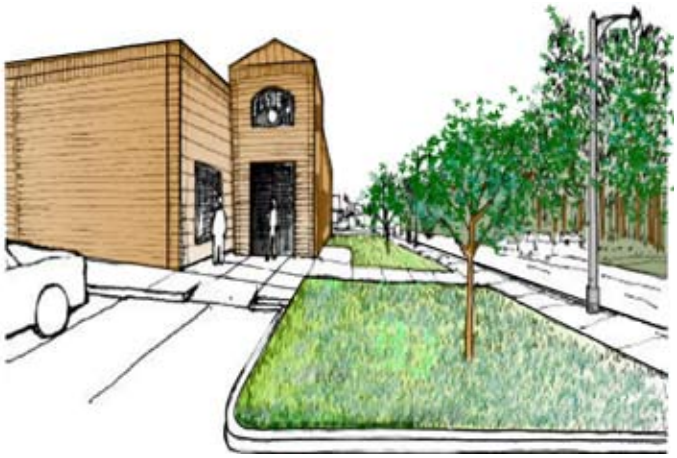
The Indianola Avenue and Morse Road redevelopment site is located on the east side of Indianola Avenue north of Morse Road. The *Indianola Corridor Plan* recommends mixed use/ transit-oriented development, including a mix of retail, office, and high density residential uses for future redeveloped parcels near the future COTA commuter rail station at Morse Road. At this point the development of this station is no longer imminent, but could still happen in the future and even without the rail station, the site would still be a desirable mixed use center as there is access to a major bus line and it is in close proximity to an interstate.

Indianola Avenue and Wetmore Road

The Indianola Avenue and Wetmore Road site located on the east side of Indianola Avenue consists of a mid-1960s commercial development. The *Indianola Corridor Plan* recommends that the City's Community Commercial Overlay (CCO) should be used as redevelopment may occur east of Indianola Avenue, where existing setbacks and development patterns have resulted in disjointed and disconnected development with little positive relationship to the street. The plan recommends enhancing the site by moving the parking to the side and rear and incorporating a more prominent covered pedestrian walkway along the front, with a landscaped setback adding street trees, and connecting the building entryways with the sidewalk. Figure 16 illustrates the current conditions and the recommended improvements to the site.

Figure 16: Indianola Avenue at Wetmore Road Concept

Indianola Avenue at Wetmore Road- Before



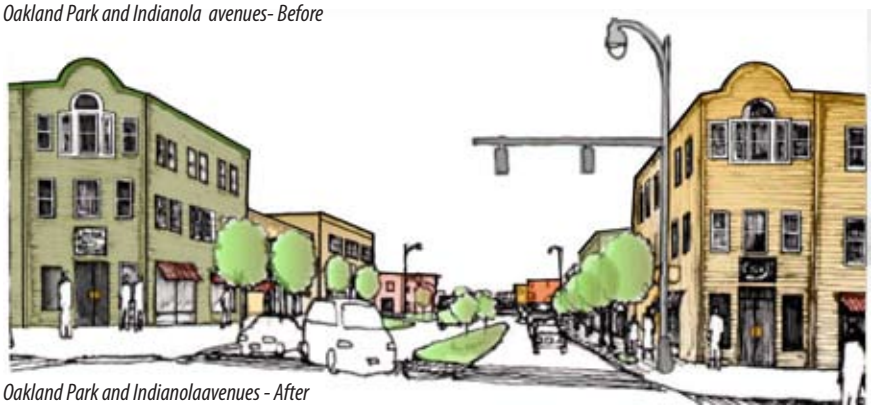
Indianola Avenue at Wetmore Road- After

Indianola and Oakland Park Avenues

For the site at Indianola and Oakland Park avenues the *Indianola Corridor Plan* recommends any future development be mixed use and transit supportive (Figure 17). This was largely driven by the anticipation of the future COTA commuter rail station at the east end of Oakland Park Avenue. As with the Morse Road and Indianola Avenue development site, the development of rail station is no longer imminent, but could still happen in the future and even without the rail station, the site would still be a desirable mixed use center as there is access to a major bus line and it is in close proximity to an interstate.

Figure 17: Oakland Park and Indianola Avenues Concept

Oakland Park and Indianola avenues- Before

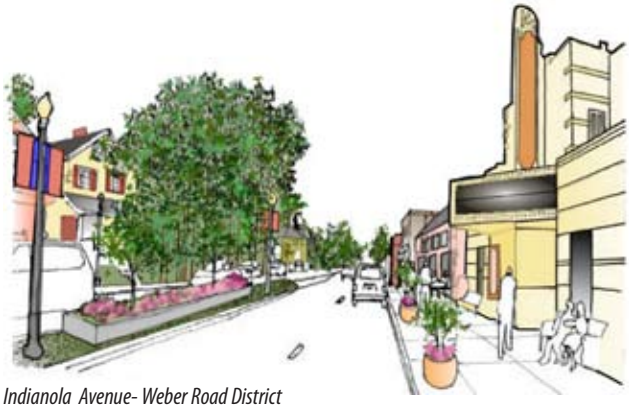


Oakland Park and Indianolaavenues - After

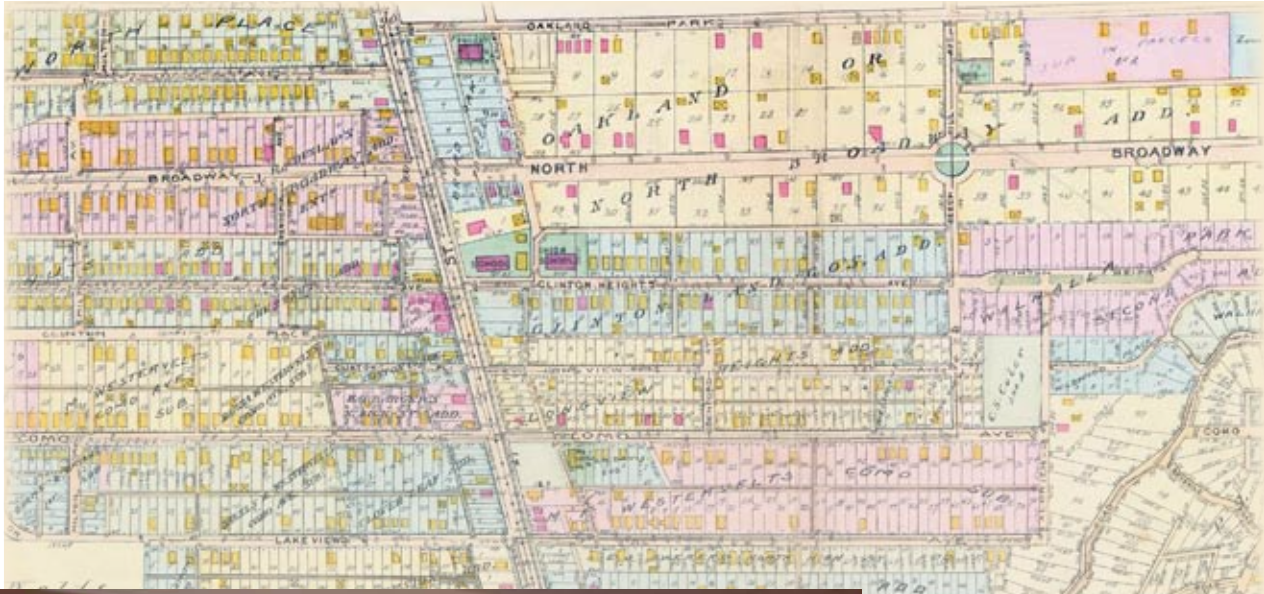
Indianola Avenue and Weber Road

At the southern site, the *Indianola Corridor Plan* recommends improving the commercial node on Indianola Avenue north of Weber Road with façade improvements, installing planters, and streetscape improvements consisting of landscaped islands or bumpouts, a small center island, and street trees on the both sides of the roadway. These proposed improvements would accomplish goals of traffic calming, traffic safety enhancement, screening and beautification, and visual recognition of a "downtown" commercial district including accommodation of outside display and seating areas, as well as pedestrian circulation. Streetscape improvements are illustrated in Figure 18.

Figure 18: Indianola Avenue and Weber Road Concept



Indianola Avenue- Weber Road District



ELEMENT 4

Plan Implementation Strategy

ELEMENT 4

Plan Implementation Strategy

The most effective way to implement the provisions of the *Clintonville Neighborhood Plan* is through the consistent and unified advocacy of the Clintonville Area Commission working in concert with the city of Columbus and other stakeholders, including community development corporations, business and civic associations, development related agencies, churches, social service agencies, and others. The most typical mechanism for plan implementation is the review of development proposals for consistency with the plan. Additionally, the plan can be used proactively to seek investment in the area, advocate for neighborhood issues, pursue grant funding and guide capital improvements.

Major implementation elements include:

- Organization, Education and Outreach
- Plan Amendment and Revision
- Development Review Checklist
- Chart of Action Oriented Related Recommendations

Organization, Education and Outreach

Organizational, educational and outreach mechanisms can play a key role in area plan implementation. Potential mechanisms include:

- The formation of an area plan implementation subcommittee of the Clintonville Area Commission that would consist of area commissioners and other stakeholders. Alternatively, an existing Area Commission committee or the Area Commission itself could take responsibility for plan implementation. The neighborhood-convened subcommittee would meet to foster the implementation of priority projects and goals from the area plan.
- The Planning Division could serve as a limited resource to the subcommittee in its plan implementation efforts. Other city departments/staff may also provide assistance as necessary.
- Subcommittee could provide an annual report to the area commission and community on progress and concerns regarding the plan's implementation.
- Utilize a website and email to supplement existing information distribution system.
- Ensure copies of the plan and/or its executive summary are distributed to key stakeholders and community agencies, including community development corporations, developers, civic associations, schools, libraries, and social service agencies.

Plan Amendment and Revision

Area plans should be regularly reviewed and updated to ensure timeliness and relevancy. Minor amendments and brief updates may be considered on an as-needed basis. A more complete review and revision of an area plan should be considered within ten years of adoption.

Development Review Checklist

The development review checklist summarizes the plan's development guidelines and recommendations. It is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in Clintonville. Guidelines from an area plan are not city code. But as part of a city adopted plan they serve as city policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered and optimally included in a proposed development.

The development review checklist is also intended as a means to provide a clear, concise record of stakeholder input in each stage of project consideration. The development review checklists will also be maintained in a database by the Columbus Planning Division and made available to all city departments for the review of development applications.

Users of the checklist are strongly encouraged to review additional background information for each item on the checklist by referencing the relevant plan section. The "Conditions to Approval" column is intended to note specific conditions that the proposal must incorporate in order to meet that guidelines. The "Mitigating Circumstances" column should be used to note specific reasons why the proposal is not expected to meet that guidelines. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies.

Recommendations regarding the use of development review checklists include:

- Applicants for a zoning and/or variance are encouraged to review the development review checklist and incorporate its provisions in their proposals.
- Neighborhood civic associations, business associations, agencies and other stakeholders, should use the checklist as an organizing element for their review and comment to the given area commission on development proposals.
- The area commission should submit one approved checklist evaluation to the city as part of its recommendation in response to any development proposal.
- Development Department staff should use the checklist for their internal review of zoning and variance applications for consistency with the plan.
- City staff should consider the checklist submitted by an area commission in the development of a staff position or response to development proposals.
- City departments should use the checklist as community facilities and infrastructure investments are made.
- Updated or modified project proposals receive updated checklist evaluation by appropriate parties.

GENERAL GUIDELINES AND RECOMMENDATIONS					
Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Developer has reviewed the recommendations of the *Clintonville Neighborhood Plan*?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Land Use Plan? (p. 33)					
Is the proposal consistent with the Urban Design Plan? (p.34-35)					
If the development proposal includes parts of Glen Echo Ravine where it has been culverted, does the site plan "daylight" the ravine as part of the redevelopment of the site? (p.39)					
If the proposal includes any of the ravine corridors, does the site plan incorporate the ravine as a design feature through preservation and to the extent feasible, restoration? (p. 39)					
If the proposal includes any of the ravine corridors, is the new construction set back from the ravine as far as possible? (p. 39)					
Is the proposal designed in a sensitive manner to highlight and complement the natural environment? (p. 40)					
Is the grading minimized to maintain the natural topography? (p. 40)					
Does the proposal include the use of delineation and use of best management practices (BMPs) to mitigate negative impacts on natural features during development activity? (p. 40)					
Does the proposal include alternative methods to manage stormwater (e.g. BMPs, such as bioswales, vegetated swales, native landscaping, naturalized detention and retention basins, other. (Refer to city of *Columbus Stormwater Drainage Manual*)? (p. 40)					
Does the proposal minimize the amount of impervious surfaces in order to reduce stormwater flow and rates, and to facilitate stormwater infiltration? (p. 40)					
Does the proposal protect trees greater than six inches in caliper during and after construction? (p. 40)					
If the proposal is within the Green District (High Street from Torrence to Overbrook), does the plan adhere to the guidelines listed on page 49?					
Does the proposal include green building technologies including LEED techniques and LID techniques? (p. 50)					
For proposals involving historic structures has the structure been preserved or if the structure cannot be preserved in its entirety, does the proposal preserve portions of the old structure as components of the new development? (p. 53)					
Does the proposal take into consideration the neighborhood's unique characteristics? (p. 49)					

COMMERCIAL RELATED GUIDELINES AND RECOMMENDATIONS					
Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Does the proposal include landscaping with only native species? (p. 52)					
Is the proposal consistent with Land Use Plan? (p. 33)					
Is the proposal consistent with Urban Design Plan? (p. 34-35)					
If within a site designated for the intersection of North Broadway and High streets, does proposal follow those specific design recommendations? (p. 55)					
If within a site designated for the property just north of the Glen Echo Ravine on the east side of High Street, does proposal follow those specific design recommendations? (p. 56)					
If within a site designated for the property at the northwest corner of Westview Avenue and High Street, does proposal follow those specific design recommendations? (p. 54)					
If the proposal includes a building at a primary intersection, does the building design have exceptional architecture, i.e. design features to create a focal point? (p. 36)					
If the proposal is a mixed use development on High Street or Indianola Avenue does it include residential products that include entry level, "empty nester," or workforce housing? (p. 41)					
Does the proposal include front elevations for retail buildings that are divided into increments to mimic traditional storefronts, consist of 50% or more glass windows at the street level and utilize a variety of treatments and human scale details? (p. 50)					
Does the proposal include a shared parking arrangement? (p. 47)					
If the proposal is in an area where high levels of pedestrian traffic are sought, does the building design or redesign include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and other elements to encourage pedestrian activity and interest at the ground floor level? (p. 38)					
Does the proposal include a rain garden to minimize the impact of stormwater runoff on ravines? (p. 39)					
If the proposal includes a surface parking lot, does the design of the lot incorporate LID features to minimize its impact on the nearby waterways? (p. 39)					
Is the building(s) located parallel to the street on which it fronts and is the primary façade located on the major street abutting the building and are the secondary façades located adjacent to secondary streets, service drives, and alleys? (p. 46)					
Does the building façade facing a primary public street incorporate an entrance door? (p. 46)					

For buildings located at a corner, does it orient the main entrance to the corner? (p. 46)					
Does the proposal include street trees, pedestrian-scaled lighting and signs, landscaping, and street furniture? (p.46)					
Does the proposal restrict development to the area between the street right-of-way and the parallel alley? (p. 49)					
Does the proposal provide a consistent level of detailing and finish for all sides of a building? (p. 50)					
Does the proposal include an architectural style that is a contemporary interpretation of traditional buildings, similar in scale and overall character to historical precedents, but differs in terms of detailing? (p. 50)					
Is the proposed signage appropriate according to the standards listed on p. 50?					
Is the proposed lighting appropriate according to the standards listed on p. 51?					
For proposals redeveloping existing buildings with expansive blank walls fronting streets, does the proposal open up the façade with windows? (p. 51)					
If the proposal is within an area with a zoning overlay, is it compliant with the overlay standards? (p. 50)					
Does the proposal provide an appropriate level of landscaping as indicated in the guidelines on p. 51?					
Does the proposal include bike racks? (p. 46)					
Does the proposal include convenient, safe, well marked, and attractive pedestrian connections from the public street to the entrance(s)? (p. 46)					
Does the proposal include texturized and/or painted "sidewalks" where sidewalks cross a driveway? (p. 46)					
Is parking located to the rear or side of the building? (p. 47)					
Does the proposal include sidewalks? (p. 46)					
Does the proposal include pedestrian and bikeway connections to transit stops, commercial centers, and local schools, and the emerging regional trail system? (p. 48)					
Does the proposal provide interconnected walkways and parking drives between buildings on a site and those of adjacent development? (p. 46)					

RESIDENTIAL RELATED GUIDELINES AND RECOMMENDATIONS					
Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
If the proposal includes a multifamily development, do the design treatments include details such as the use of front stoops and/or porches, having primary building entrances fronting the street, the use of balconies that face the street, small plazas, courtyards, and amenities like benches and planters, etc.? (p. 36)					
Is the proposed multi-family building compatible with the neighborhood in which it is to be located relative to height, setback, design, materials, landscaping, and parking? (p. 41)					
Does the proposed multi-family building incorporate design elements common to the neighborhood? (p. 41)					
Is the future overall residential density for a given residential neighborhood consistent with existing densities? (p. 41)					
If the proposal is for a higher density multi-family (10-30 dwelling units per acre), is it located in designated areas on High Street and Indianola Avenue or within or adjacent to existing commercial districts or shopping centers and consistent with the recommended density range? (p. 42)					
If proposal is for a multifamily development, does it include units with Universal Design and accessibility features? (p. 42)					
If proposal is in a residential area, is it consistent with overall existing residential densities and design guidelines as stated in residential design section? (p. 49)					
For proposals for a new home, does the site plan provide a design that is appropriate according to the guidelines listed on p. 53?					
For proposals for a new garage, does the site plan provide a design that is appropriate according to the guidelines listed on p. 52?					
For proposals for a new home addition, does the site plan provide a design that is appropriate according to the guidelines listed on p. 52?					
For proposals for multifamily structures, does the site plan provide a design that is appropriate according to the guidelines listed on p. 52-53?					
For proposals for multifamily structures with six or more units, does the site plan have more than one building type and/or facade option, providing a variety of facade treatments? (p. 53)					
For residential proposals, is there a front porch on the building? (p. 53)					

TRANSPORTATION RELATED GUIDELINES AND RECOMMENDATIONS					
Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
Is proposal consistent with the Transportation Plan? (p. 43)					
Does the proposed road improvement provide for pedestrians and bicyclists, in addition to vehicles? (p. 44)					
Is public transportation being considered? (p. 45)					
Does the proposal maintain the existing street and alley grid? (p. 45)					
Do the street improvements relocate signs and utility poles which are located in the sidewalks out of the sidewalk path? (p. 45)					
Does the proposal include upgraded COTA bus stops that need cement waiting pads, sidewalk access, or shelters? (p. 45)					
Does the proposal provide a tree lawn in between the road and sidewalk? (p. 48)					

Action Oriented Recommendations

The plan also includes recommendations that are action oriented. These recommendations are not utilized for the review of development applications, but are pro-active in nature and require action on the part of the Clintonville Area Commission in cooperation with the city of Columbus and other stakeholders. A chart is provided below that lists these action-oriented recommendations, referencing the plan element in which they are recommended.

It is recommended that upon adoption of an area plan, the Clintonville Area Commission utilize the chart to prioritize the recommendations. Part of the prioritization process should include discussion with the city of Columbus and any other potentially responsible parties to determine their feasibility. This information can then be used to inform the prioritization process. After priorities are established and agreed upon, the top recommendations should be addressed as part of the aforementioned plan implementation subcommittee.

The action-oriented plan recommendations are maintained in a database by the Columbus Planning Division and made available to city departments. Said database will have the capacity to be queried by plan and the year it was adopted, recommendation type, if recommendation is funded or not, if recommendation is a rezoning recommendation, and if the recommendation would result in a capital improvement.

Action-Oriented Recommendations Chart	
Recommendation	Notes/Resources
Urban Design	
Gateways should be developed at locations identified on the Urban Design Plan. Gateways could incorporate art, landscaping, signage, and other streetscape elements designed to provide visual cues that one is entering Clintonville and its neighborhoods. (p. 50)	Planning Division, Consider Urban Infrastructure Recovery Fund (UIRF) funding and United Way grants, CAC
Research feasibility of adopting the *Community Commercial Overlay* (CCO) on Indianola for all commercially zoned or used property on Indianola between Oakland Park and Lincoln avenues. (p. 51)	Planning Division
Consider revising boundaries of the *Urban Commercial Overlay* (UCO) and the CCO to better reflect development patterns along the north portion of North High Street from Westwood to Rathbone. (p. 49)	Planning Division
Encourage community to pursue funds for a historic preservation plan provided it will meet the city's Historic Preservation Office guidelines for a preservation plan. (p. 53)	CAC, Clintonville Historical Society
If there is a strong consensus of affected property owners, areas with unique features should be considered for Conservation Neighborhood Areas as a means to establish and maintain their own urban, architectural and landscape character. In addition to others the following areas should be considered (p. 53): ▪ All ravine areas ▪ North Broadway/Oakland Park Single Family Homes ▪ Indian Springs neighborhood (old golf course-Petitt & Oman) ▪ North High Street between Torrence and Glenmont Avenue ▪ Crestview Addition area	Community
Community groups could work in cooperation with the CAC with the current or future property owners to pursue options for preservation and reuse of the historic structures, e.g. the Clinton Theatre. (p. 53)	Community, CAC

Community Facilities	
Where feasible, consideration should be given to the joint use of schools and recreational facilities. (p. 40)	Recreation and Parks Department, Columbus Public Schools
City should continue to support and assist in developing the Olentangy Water Trail along the Olentangy River. (p. 40)	Recreation and Parks Department, FLOW
City should consider acquisition of Sharon School property for parkland. (p. 40)	Recreation and Parks Department, Columbus Public Schools
City should continue to pursue acquisition of the park space at the former school on Glenmont Avenue. (p. 40)	Recreation and Parks Department, Columbus Public Schools
Establish easement for access to Kenney Park through Graceland Shopping Center. (p. 40)	Recreation and Parks Department, Casto
Continue dialogue with State for public access to the Bill Moose Ravine on The Ohio School for the Deaf and The Ohio State School for the Blind campuses. (p. 40)	Recreation and Parks Department, The Ohio School for the Deaf and The Ohio State School for the Blind campuses

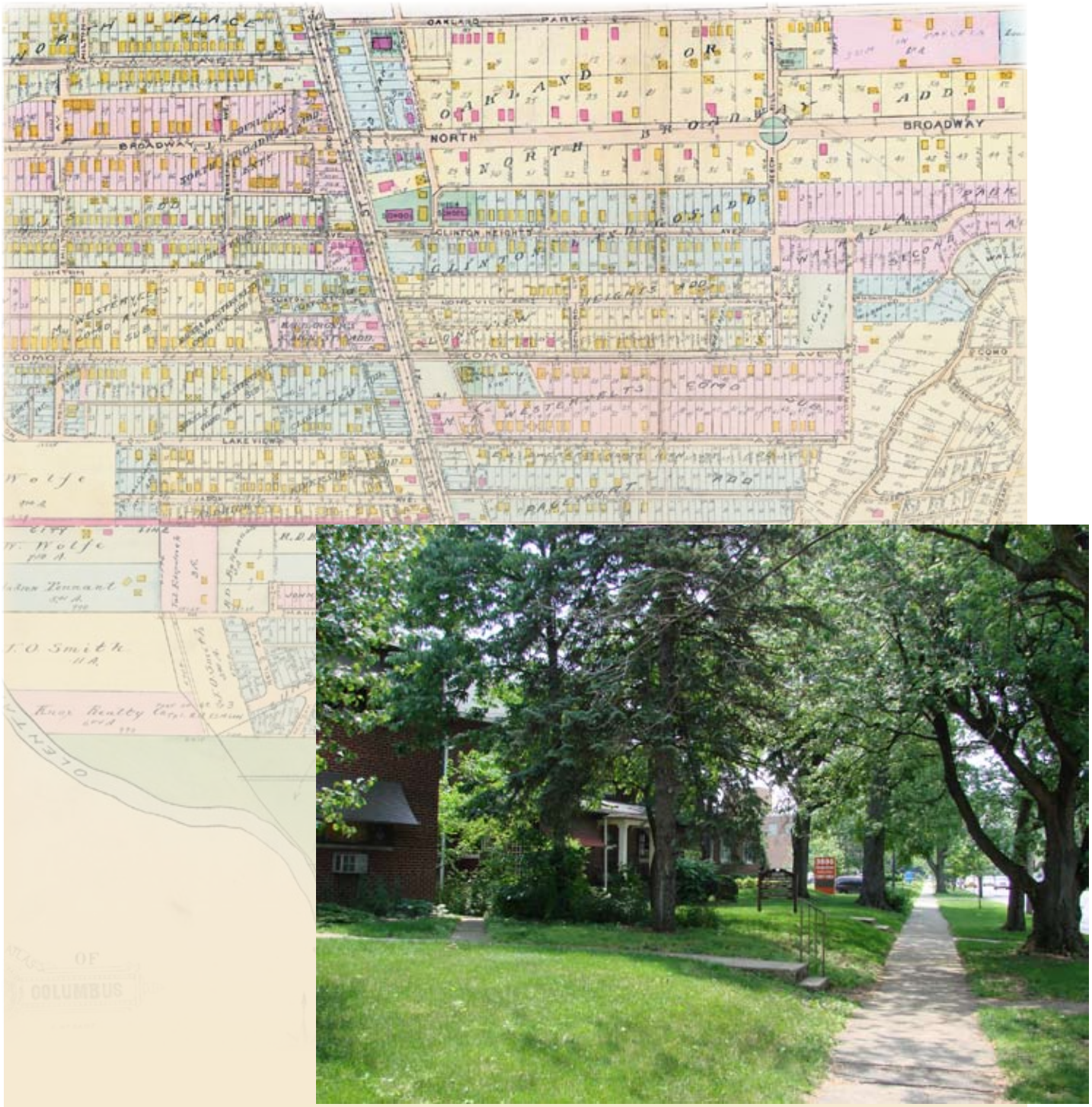
Transportation	
A Share the Road Campaign should be implemented on High Street, Weber Road, North Broadway Street, and Lincoln Avenue. (p. 44)	Transportation Division, CAC
Bike lanes should be included on Morse Road. (p. 44)	Transportation Division, CAC
A Bike Boulevard should be implemented on Milton Avenue. (p. 44)	Transportation Division, CAC
Bike lanes should be included on Indianola Avenue. (p. 44)	Transportation Division, CAC
A paved shoulder for bicyclists should be included on Indianola north of Morse Road per the *Bikeways Master Plan*. Explore possibility of separated multipurpose path. (p. 44)	Transportation Division, CAC
A bike lane should be included on North Broadway Street west of Milton Avenue. (p. 44)	Transportation Division, CAC
A Bike Boulevard should be implemented on Tibet Road. (p. 44)	Transportation Division, CAC
Bike lockers or racks should be considered at transit stops or park-n-rides. (p. 44)	COTA, CAC
Keep open future option to connect to the west side of the river via the bike trail for high demand areas including Como Avenue and Northmoor Parks. (p. 44)	Transportation Division, CAC
Improve bike and pedestrian accessibility on North Broadway Bridge to provide better connection between Clintonville and the west side of the river to Olentangy River Road. (p. 44)	Transportation Division, CAC
Investigate the possibility of developing a north-south bike route with increased signage as an alternative to High Street and Indianola Avenue. A potential route could follow Calumet Street to Foster Street to Sharon Avenue. (p. 44)	Transportation Division, CAC
Future improvements to Calumet Street should better accommodate bicyclists and pedestrians. (p. 44)	Transportation Division, CAC
Replace current route signs on Calumet Street with distinctive signs that provide information about destinations and distance as recommended in the *Bikeways Master Plan*. (p. 44)	Transportation Division, CAC
Encourage MORPC to locate bike sharing kiosks in Clintonville's Operation SAFEWALK Program. (p. 44)	MORPC, CAC
Sidewalks should be constructed for Cooke Road as identified in the Operation SAFEWALK Program. (p. 45)	Transportation Division, CAC
Sidewalks should be constructed for Indianola as identified in the Operation SAFEWALK Program. (p. 45)	Transportation Division, CAC
Create walking path from West Tulane Drive (off of West Tulane Avenue) to High Street to improve pedestrian access to retail, transit, and services. (p. 45)	Transportation Division, CAC
Connect Graceland Shopping Center to neighborhoods to the north with multi-use trail to Fenway Court and complete connections on Riverside Drive to complete a route to Broad Meadows Bridge. (p. 45)	Recreation and Parks Department, Transportation Division, CAC
Connect Kenney Park north to the Broad Meadows Bridge with a trail along the Olentangy River through Island View Park. (p. 45)	Recreation and Parks Department, Transportation Division, CAC
Establish signage on the Olentangy Bike Trail directing users to the Central Business District on High Street. (p. 45)	Recreation and Parks Department, CAC

Continue dialogue with State regarding the potential for a multi-purpose trail along the south side of the proposed road that will connect The Ohio School for the Deaf and The Ohio State School for the Blind campuses. (p. 45)	Recreation and Parks Department, The Ohio School for the Deaf and The Ohio State School for the Blind campuses, CAC
The following crosswalks should be considered for enhancements: High Street and Olentangy; High Street and Kelso; High Street and Como Avenue; High Street and Weber Road; High and North Broadway streets; High Street and Acton Road; High Street and Cooke Road; High Street and Henderson Road; High Street and Morse Road; High Street and Graceland; Indianola Ave and North Broadway Street; Indianola Avenue and Weber Road (p.48)	Transportation Division, CAC
As street improvements are made, signs, utility poles and other obstacles located in the sidewalks should be relocated out of the sidewalk path. (p.45)	Transportation Division, CAC
Explore more opportunities as demand requires for additional COTA Park and Rides and a transit center. (p. 45)	COTA, CAC
Pursue Community Mobility Plan. (p 47)	Transportation Division, CAC
Continue to monitor effects of future traffic calming on reducing the speed limits. (p. 47)	Transportation Division, CAC
Consider reviewing/revising road classifications, in the Clintonville Transportation Plan. (p.47)	Transportation Division, CAC
Consider upgrading COTA bus stops that need cement waiting pads, sidewalk access, or shelters and incorporate waiting pads into street improvements. (p. 45)	Transportation Division, COTA, CAC
Incorporate pads for buses at bus stops into street improvements. (p. 45)	Transportation Division, CAC
Encourage the owner of Graceland Shopping Center to continue a relationship with COTA at Graceland Boulevard where it currently provides a turn around for the #2 and #4 lines. (p. 45)	COTA, Casto, CAC
Bike racks should be installed as part of commercial, office, mixed use and multifamily developments. (p. 46)	Transportation Division, Property owners, CAC
Texturized and/or painted "sidewalks" should be included where sidewalk patterns are not clear when they cross a driveway. (p. 46)	Transportation Division, Property owners, CAC
Planted medians should be considered at the following locations on High and Indianola avenues: High Street south of Kelso Road; High Street between Como and Longview avenues; High Street between Longview and Clinton Heights avenues; High Street between Orchard Park Avenue and Dunedin Road; High Street north of Graceland Boulevard; Indianola Avenue between Milford and Melrose avenues. The installation of medians consequently may result in right-in and right-out only access for businesses. Other locations may also be deemed appropriate, i.e. as recommended in the *Indianola Corridor Plan*, 2003: on appropriate locations on Indianola Avneue north of North Broadway Street to Morse Road. (p. 47)	Transportation Division, Consider UIRF Funds, CAC

As street improvements are made, they should be retrofitted to improve walkability consistent with the city's complete street provisions included in the bike plan and community mobility plans provided sufficient right-of-way and funding. Improvements should strive to maintain brick streets, existing street widths, and intersection/turn radii. (p. 48)	Transportation Division, CAC
At signalized intersections with high pedestrian use crosswalks should be provided and delineated with an alternative pavement material, such as brick or textured/colored pavement, as appropriate, utilize timers, enhanced signage, or bumpouts where feasible. (p. 48)	Transportation Division, Consider UIRF funds, CAC
Street trees are recommended on all public and private streets, as approved by the city of Columbus Forester. (p. 48)	Recreation and Parks, CAC
Where right-of-way permits and as redevelopment occurs relocate sidewalks that are right on the roadway to create a tree lawn in between the road and sidewalk. (p. 48)	Transportation Division, CAC
High Street should be considered for a "Road Diet" in order to slow traffic to the speed limit and allow for the possible inclusion of additional parking and/or bicycle facilities. (p. 48)	Transportation Division, CAC
Explore mechanisms to mitigate any noise impacts from adjacent highways and rail corridors. (p. 48)	Transportation Division, CAC
The right-of-way (streets and sidewalks) should incorporate features for handicap accessibility as a priority for safety. (p. 48)	Transportation Division, CAC
Traffic calming techniques should be considered near shopping centers or major commercial areas to improve safety and walkability. (p. 48)	Transportation Division, CAC
Economic Development	
Provide incentives for job growth in the manufacturing district on Indianola Avenue consistent with the Land Use, Urban Design, and other elements from this plan. (p. 36)	Economic Development, Recreation and Parks Department
Natural Resources and Open Space	
Community should continue to cooperate with Friends of the Ravines organization to educate community on proper ravine management. (p. 39)	CAC, Friends of the Ravines
Work with the Recreation and Parks Department to develop walking path along Glen Echo Ravine from Glen Echo Park to the Olentangy River. (p. 39)	CAC, Recreation and Parks Department
Opportunities should be explored to restore ravine areas currently impacted by development using proven ecological practices and approaches. (p. 39)	Friends of the Ravines, Recreation and Parks Department, FLOW
Rain gardens should be considered on residential and commercial properties to minimize the impact of stormwater runoff on ravines and educate the public on the importance of the ravines and their protection. (p. 39)	CAC, Friends of the Ravines, FLOW, Franklin Soil and Water
City should continue to pursue an easement for the property just south of Clinton Park owned by Olentangy Village as recommended in The *Lower Olentangy Watershed Action Plan.* (p. 40)	Recreation and Parks Department, Olentangy Village
Where possible consider expanding the forested buffer along the Olentangy River and relocate Olentangy Bike Trail further from river. (p. 40)	Recreation and Parks Department

Consider acquisition of key properties along the Olentangy River or where the city has existing parkland along streams. (p. 40)	Recreation and Parks Department
Consider a walking path along the portion of the Overbrook Ravine in Whetstone Park. (p. 40)	Recreation and Parks Department
Consider growing prairie vegetation where appropriate along the back of the property lines, adjacent to park space along the river to improve the quality of habitat and infiltration of rainwater. (p. 40)	Recreation and Parks Department, property owners

Notes



www.columbus.gov