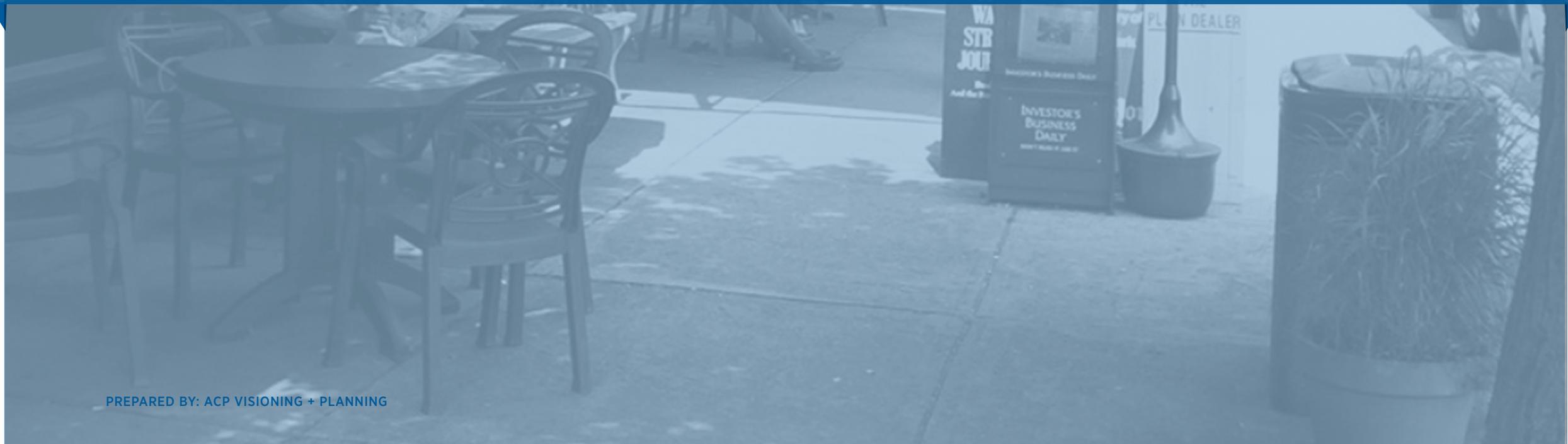




City of Grandview Heights, Ohio

CHARACTER FRAMEWORK *for* COMMUNITY INVESTMENT



PREPARED BY: ACP VISIONING + PLANNING

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INTRODUCTION

The City of Grandview Heights is preparing to make a series of infrastructure investments and has drafted a strategy to do so in a way that strengthens the community's aesthetics and identity while making the most of its resources.

WHAT IS COMMUNITY CHARACTER?

Community character describes the physical attributes of a place; most often as it relates to the public realm (building face to building face). It can be defined as “a distinctive trait, quality or attribute,” a place’s

“essential quality or nature,” and “reputation.” Some physical character-giving elements include: streets, pedestrian connectivity, greenspace/landscaping/trees, and public service elements and amenities.

WHY IS THE PHYSICAL CHARACTER OF A COMMUNITY IMPORTANT?

The physical character of a community is about more than just aesthetics, it is an important element to a community realizing its full economic potential. A recent Gallup poll found that the more attached an area’s residents are to the place, the greater potential for enhanced economic prosperity. Gallup also found that the three characteristics which matter most to an area’s quality of place are: social offerings, openness and aesthetics. In the poll, social offerings refers to places for people to meet

(also known as “a third place”); openness is about how welcoming a community is to different types of people; and aesthetics refer to the physical beauty of a place, including parks, green spaces, streets and other areas of the public realm. This framework will set the foundation for improving the physical character of Grandview in a strategic way so that Grandview can continue to be a unique and distinct community in central Ohio.

THIS EFFORT BEGAN WITH FIVE QUESTIONS...

1. What is the appropriate overall design aesthetic for the city of Grandview? What are the unique aspects to Grandview? How does the city achieve a deliberate and coordinated approach to the design of the public realm?

2. What are the key entrance ways and how should they be treated? How do you treat the main gateways into the city? How do you reinforce the entrances from a design standpoint, especially with diverse contexts?

3. How should the public realm of the commercial and business districts be strengthened? What is the aesthetic of the commercial areas and how is it distinct from other areas? How can there be a design differentiation between the types of business districts? (i.e. Goodale Boulevard vs. Grandview Avenue).

4. How can the parks work as a character-giving system? How can the parks/open space be thought of as a system? How can the connections between them be improved?

5. How can Grandview Yard be integrated? Where and how should the adjacent neighborhoods connect to the new Grandview Yard development? What are the placement, character and design attributes of the indoor/outdoor community space being planned as part of the Grandview Yard project?

THIS STUDY IS ORGANIZED INTO FIVE CATEGORIES...

Streets

Catalogue of the non-residential street types and issues with the current typologies identified such as; property wide curb cuts, no trees, no or limited sidewalks etc. Opportunities to strengthen the character of the streets will be suggested from what was learned in the analysis and best

practices.

Intersections

Catalogue the major intersections receiving investment to bring up to current ADA standards and receive warrants for federal transportation funding. Opportunities will suggest ways in which infrastructure upgrades can also act as character upgrades.

Gateways

Identify current gateways/entrances to the community and identify areas that are acting as unofficial gateways. Opportunities will suggest possible other locations appropriate for announcing the entrance to the community as well as suggest ways to reinforce the perceived

gateways or boundaries of the city.

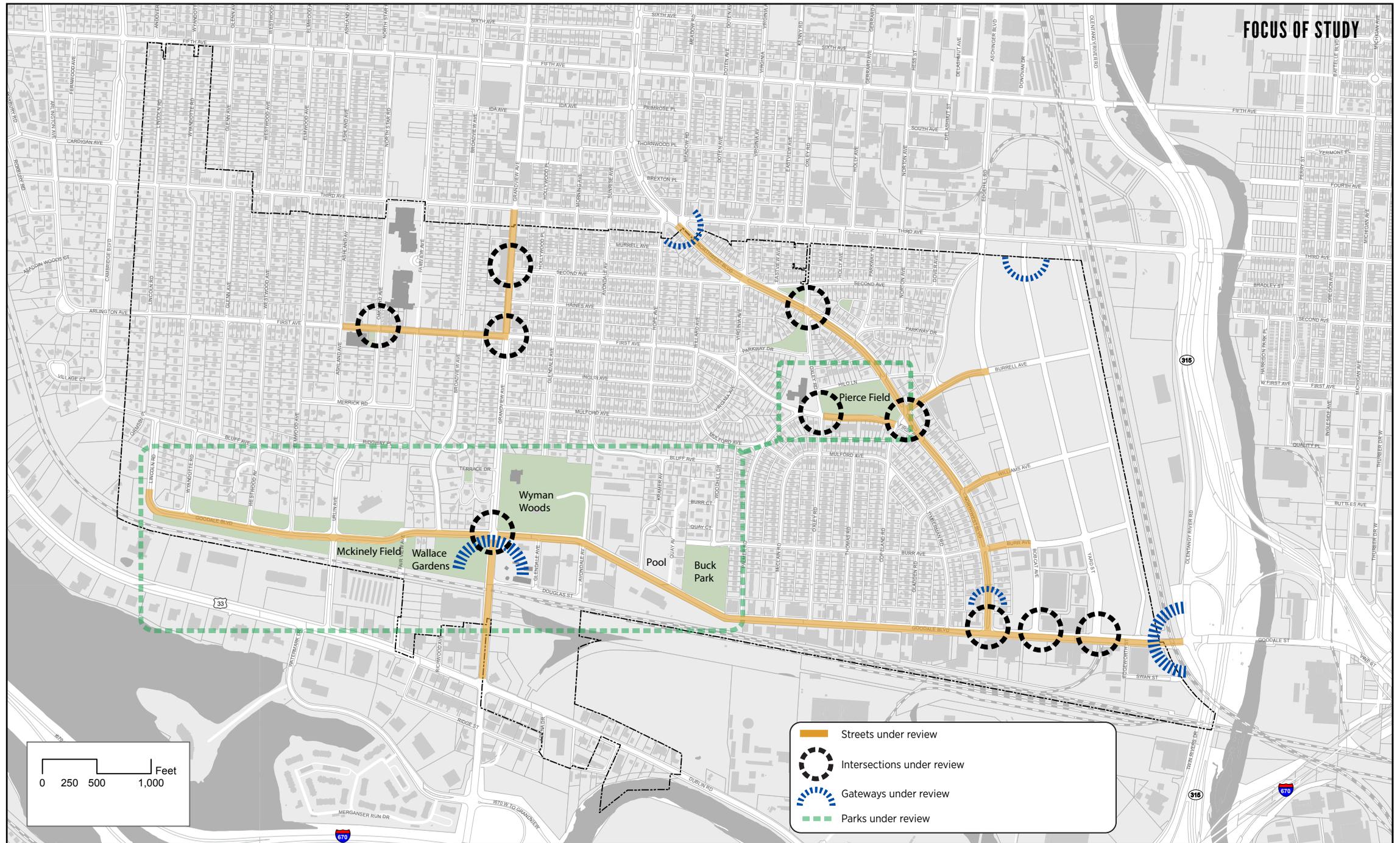
Pedestrian & Bicycle Networks

Outline the current bicycle system within the community and show external connections to larger city network. Opportunities to reinforce the system with better signage, services and amenities as well as ways to improve the safety and visibility of the system will be

investigated.

Parks and Open Space

Define the unique aspects that set the character giving attributes for each park as well as identify connections and lack of accessibility within and between each park. Opportunities to improve the unique character of the each park while maintaining consistency across the



PHYSICAL CHARACTER STATEMENTS

The following statements were developed in the initial stages of this process with planning staff and were then vetted with the community and Planning Commission. These statements were developed to describe, in one simple statement- the values and goals for the physical character for Grandview, currently and for the future.

One sentiment we heard from a number of different people was that Grandview is an authentic place, it has grown organically over time to become the unique neighborhood it is today. Grandview doesn't need to "create" character, it just needs to be diligent stewards of its core assets. Part of its charm is its eclectic nature and informal feel, and so future design efforts should be sensitive to this notion.

GRANDVIEW TODAY...

...is easily walkable with a significant tree canopy and an eclectic mix of historic and contemporary residential, commercial and community buildings, as well as open spaces that, in general, address the streets and encourage social interaction. A well-developed street grid is the setting for a physical environment that is fully connected, unpretentious and well-cared-for. In total, the physical character represents a quintessential urban, small town*.

GRANDVIEW TOMORROW...

...will build on today's qualities through strategic investments and stewardship of the public realm (streets, parks, civic structures) that are both sensitive to the environment and facilitate additional, safer walking and biking options. Better clarity and consistency of integrated improvements will strengthen the character without compromising the authentic look and feel of the community.

* **Urban Small Town** - A place is "urban" if it's a big, modest or even very small collection of people living near each other. That includes Houston, with its 4.9 million people, and Bellevue, Iowa, with its 2,543.¹ In Grandview, "urban" is used to describe its walkable, pedestrian-focused way of life which offers a range of housing types (multifamily to single family), local restaurants, shops, and civic resources all within the community.

¹ www.theatlanticcities.com, "U.S. Urban Population Is Up ... But What Does 'Urban' Really Mean"

THE PLANNING PROCESS...

This 60-day framework planning process began with the analysis and dialogue about community character for Grandview. This process involved the following core activities:

<p><i>Technical Analysis</i></p>	<p><i>Planning Workshop</i></p>
<p><i>Photo Analysis:</i> Mapping and annotated photos of the character-giving areas within the community were created to study important community elements like; streets, intersections, gateways, pedestrian and bicycle networks, parks and open space.</p> <p><i>Character Attributes:</i> A data table was created which lists all the character attributes for that particular section of study along with the current conditions and opportunities.</p>	<p><i>Focus Group Meetings:</i> Focus group meetings were conducted with local stakeholders and external experts in specific field or topic areas (i.e. historic preservation, architecture, landscape architecture, sustainable urban infrastructure, marketing/branding, public art/placemaking) to brainstorm and discuss Grandview's physical character.</p> <p><i>Boards and Commissions:</i> A work session with members of the Planning Commission, Board of Zoning Appeals, and Parks Advisory Board was conducted to reflect on analysis and opportunities that had been developed thus far.</p> <p><i>Public Open House:</i> A Public Open House was conducted to share what had been developed and gather the community's reactions.</p>

<p><i>Staff Meetings</i></p>
<p>The planning consultant team met with the City staff on a regular basis to shape and guide process.</p>
<p><i>Finalizing the Process</i></p>
<p>The Character Framework for Community Investment document will serve as a guide to the city as improvements are undertaken and investment made which will strengthen the physical character.</p>
<p><i>Implementation</i></p>
<p>It is fully anticipated that the issues, opportunities and suggestions set forth in this document will not merely stay a paper exercise but that tangible implementation will result from the ideas organized in this document.</p>



THE CITY OF GRANDVIEW HEIGHTS
invites you to a

COMMUNITY CHARACTER OPEN HOUSE

CHARACTER FRAMEWORK for COMMUNITY INVESTMENT

APRIL 11, 7-9PM

THE GRANDVIEW CENTER, 1515 W. GOODALE BOULEVARD

The City of Grandview Heights is preparing to make a series of infrastructure investments and is drafting a strategy to do so in a way that strengthens our community's aesthetics and identity while making the most of its resources.

Come to the Open House, see what's being proposed, speak one-on-one with city staff and the planning team, and share your thoughts.

FOR MORE INFORMATION CONTACT PAT BOWMAN at 614-481-6215

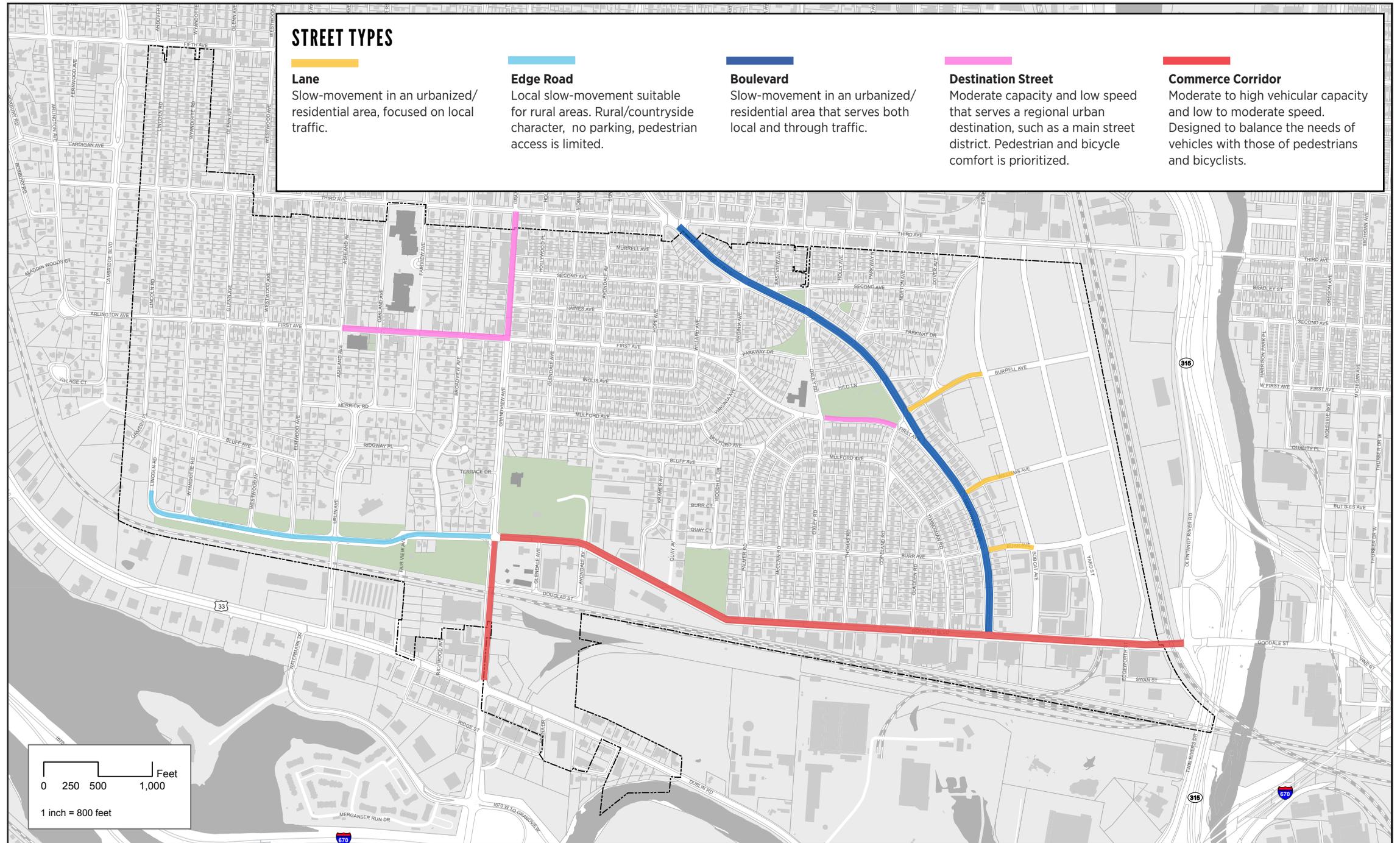
STREET TYPES

Streets serve many functions and need to be thought of as more than just a way for cars to navigate a city or community. From a functional standpoint, streets need to allow for a variety of modes of travel including transit, pedestrian and bicycle and for a variety of age groups, from the very young to the elderly. From a character-giving perspective streets are the most active parts within a neighborhood where life happens. They serve as the connective tissue that knits a community together and should act as valuable public space within a community.

INTRODUCTION

In this chapter, the major non-residential streets are catalogued and classified into a series of street types. Each street type is given a descriptor name and statement. The analysis of each street is summarized in a series of photos on pages 10 to 19. A table showing the

character-giving attributes, existing conditions and the opportunities to improve on those attributes was also developed for each street type. A schematic street section (showing the ideal street profile) is included for streets whose existing condition has the most opportunity for change.



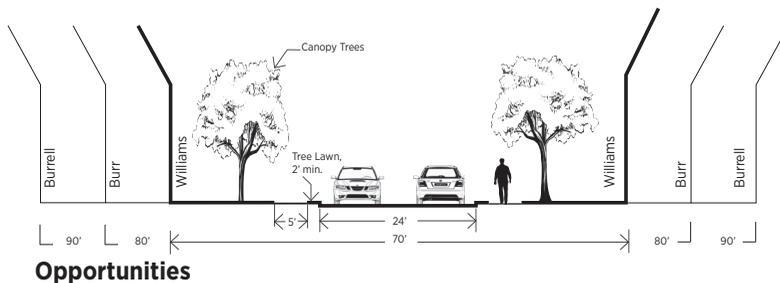
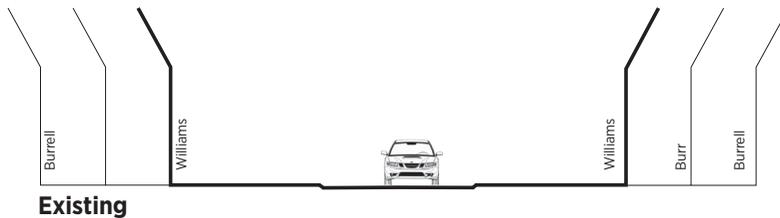
LANE

APPLIES TO:
BURR, WILLIAMS AND BURRELL

The Lane Street type applies to Burr, Williams and Burrell streets. These streets currently are not heavily traveled, but in the future will serve as main pedestrian and local traffic linkages from the community to the Grandview Yard. These streets currently don't have sidewalks or on-street parking. As Grandview Yard continues to grow these streets will become more important and need to be redesigned. The key objective for these streets is to bring them up to a higher standard with regards to pedestrian access and amenities.

PRIORITY DESIGN CONSIDERATIONS:

- Improve pedestrian safety and comfort with improved signage, crosswalks and public service amenities (lighting, trash receptacles etc.)
- Improve the conditions along the alley that runs between the streets, this should act as buffer and should be studied in depth as part of a next phase.



CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Street Width (pavement)	24'-0" +/-	Create a "Complete Street" *
Sidewalk	None (one on side in places)	Sidewalk on both sides
Land Use Character	Side street, underutilized	Pedestrian oriented, connector
General Uses	Residential	Residential (maintain)
Parking Type	None	On-street
Landscape Type	Mature trees, grass	Mature trees, grass
Tree Lawn	None	Add tree lawn (width will be dictated by existing conditions)
Signage	No signs or poor visibility	Signage improved and integrated
Street Lighting	None	Street lighting system, new lamp posts or pathway lighting
Public Service Elements (trash/recycling/street furniture etc.)	One trash can	Trash can/recycling bin, integrated
Crosswalks	None	Add at each intersection to cross Northwest Boulevard
Stormwater Management	Traditional below grade system	Surface retention
Bikeway Type	None	On street, shared path

"Complete Street" A street designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities.

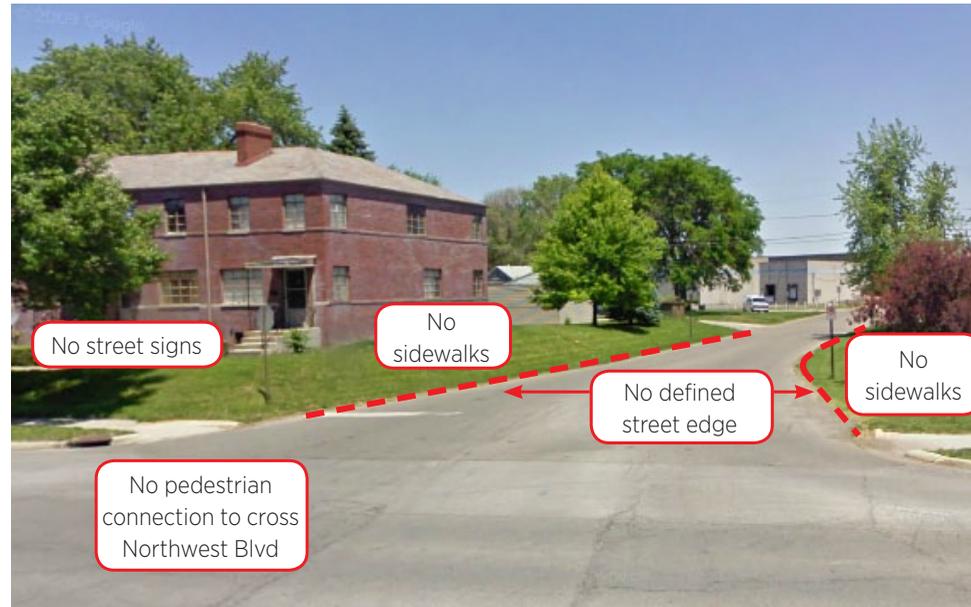
WILLIAMS



BURR



BURRELL



BURR



Photo Analysis Key

Streetscape photos were analyzed using the tags below to indicate positive and negative attributes that exist along a particular stretch of street.

Positive Attribute

Negative Attribute

EDGE APPLIES TO:
GOODALE - WEST

The Edge Road street type applies to Goodale, west of Grandview Avenue. This stretch of Goodale is quite unique for such a dense neighborhood close to the downtown core. The corridor transitions from a more urban residential edge along one side juxtaposed with an active city park (Mckinley Field and Wallace Gardens) on the opposite side to a mostly rural character with passive open space (on both sides) with limited pedestrian access. Maintaining the rural character while improving pedestrian access is a key objective for this corridor.

PRIORITY DESIGN CONSIDERATIONS:

- Maintain rural character by being conscientious of new road design elements. Curb height and detailing, road width, pedestrian path width and placement should be appropriate for a rural condition.
- Improve pedestrian access across the road to better link McKinley Field to the neighborhood.
- Improve stormwater run-off and drainage to improve current issues with road way flooding.
- Preserve natural hillside on north side of road from future development to reinforce rural character.

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Street Width (pavement)	24'-0"	Maintain travel lanes 10-11 feet max
Sidewalk	North side only, not continuous	Extend sidewalk and add a wider multi-use path
Land Use Character	Rural, vehicle focused	Maintain rural/natural character
General Uses	Access to residential neighborhood on north side and park on south side	Improve pedestrian linkages and access
Parking Type	None	None
Landscape Type	Canopy trees, grass	Maintain
Tree Lawn	None	None
Signage	Street signs integrated on lamp posts	Maintain integration
Street Lighting	Small, pedestrian scale lamp posts	Maintain scale of fixtures
Public Service Elements (trash/recycling/street furniture etc.)	None	Add to north side as stronger pedestrian linkages are introduced
Cross Walks	None	Add to crosswalks at strategic locations to help facilitate crossing into the park area
Stormwater Management	Traditional below grade system, but flooding an issue, need more capacity	Surface retention or increase capacity to deal with flooding issues.
Bikeway Type	None	Multit-use path - separate from road
Bus stops	None	None

GOODALE - WEST



GOODALE - WEST



BOULEVARD

APPLIES TO:
NORTHWEST BOULEVARD

The Boulevard Street type applies to Northwest Boulevard, a unique winding corridor running predominantly north-south. Northwest Boulevard has a residential character with houses fronting the boulevard. It is well-maintained with continuous sidewalks and mature trees located in the median and in the tree lawns. Northwest Boulevard could see pressure in the future as Grandview Yard builds out. For this street type, preservation is the key objective. The unique properties and existing conditions along Northwest need to be maintained so that this key character-giving corridor within the community can continue to be a distinctive place.

The main area of opportunity for improvement is at the intersections with the cross streets which can provide a more connected network (for pedestrians) into Grandview Yard. Currently there are no crosswalks or curb cuts to provide safe pedestrian access across Northwest. The main intersections of interest are Burr, Williams, Burrell and First Avenue. It is important to note that the improvements to these intersections should encourage pedestrian and bicycle traffic and not induce vehicular traffic. To maintain the character of Northwest main vehicular access to Grandview Yard needs to be at Third Avenue (North) and Goodale Boulevard (South).

PRIORITY DESIGN CONSIDERATIONS:

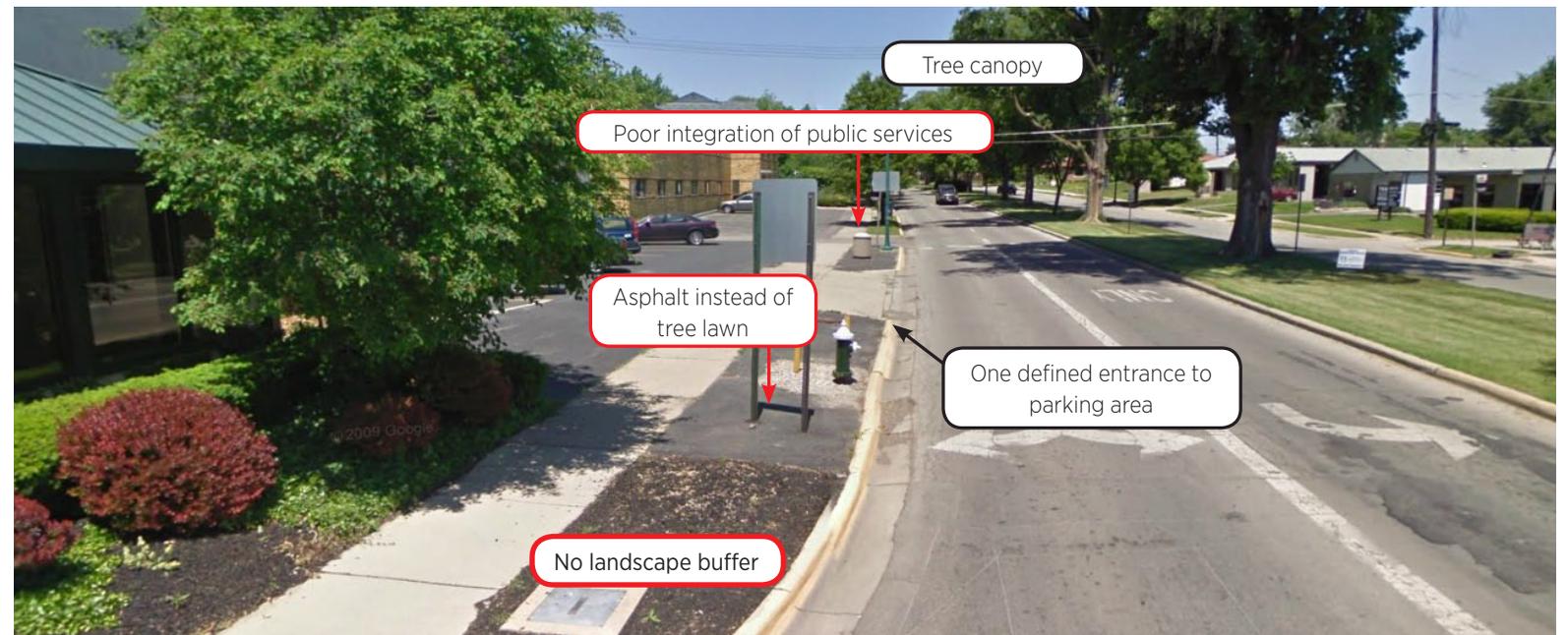
- Maintain mature tree canopy, specify only full size tree species when replacing or adding trees along Northwest Boulevard.
- Improve pedestrian crossing experience at Burr, Williams and Burrell.
- Improve accessibility and cultivate the median green space of Northwest Boulevard as a public amenity space for the community.
- Improve pedestrian and vehicular safety at First Avenue. However, new configuration should not induce vehicles to use Northwest as a cut through street into the core of Grandview Yard.

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Street Width (pavement)	24'-0" each - 2 lanes each side	Maintain
Sidewalk	Continuous, on both sides	Maintain
Land Use Character	Walkable, pastoral, residential	Maintain
General Uses	Residential, some commercial at south end	Residential and major N/S bicycle connector
Parking Type	On-street	More clearly marked, integrated with bicycle lane
Landscape Type	Median with mature trees and grass	Maintain, further developed as pause points for bicycle route
Tree Lawn	Yes, not continuous at south end	Maintain, revert asphalt areas back to landscaping or grass
Signage	Integrated on lamp post, conflict with trees (hard to see)	Maintain integration, but need better visibility
Street Lighting	Small, pedestrian scale green lamp posts	Maintain pedestrian scale lighting
Public Service Elements (trash/recycling/street furniture etc)	Not consistent	Trash can/recycling bin integrated into public realm (at intersections possibly)
Street Furniture	None	Integrated with bus stops, and possible bike route pause/rest locations
Crosswalks	None	Add to Burr, Burrell and Williams for easy pedestrian traffic into Grandview Yard
Stormwater Management	Traditional below grade system	Surface retention
Bikeway Type	None	On-street shared bike lane, painted for greater visibility
Bus Stops	Sign only	Add benches and integrate with public realm elements

NORTHWEST BOULEVARD



NORTHWEST BOULEVARD



DESTINATION APPLIES TO: GRANDVIEW AVENUE, FIRST AVENUE (EAST AND WEST)

The Destination Street type applies to Grandview Avenue (North), First Avenue (East), and First Avenue (West). These streets all serve as the main retail business areas of the community. They are the most pedestrian-oriented and active areas within the community. They provide needed service and entertainment options for a vibrant community, but also act as “third places.” One of the most successful outdoor “third places” in the community- if not central Ohio- is the stretch of Grandview Avenue between Second Avenue and Spagio Restaurant. This area provides outdoor seating without barricades or enclosures for a particular establishment and is not policed by the contributing restaurants. These spaces add vitality to communities and help reinforce the openness of a community. The key objective for this street is to maintain the vitality and improve pedestrian comfort, safety and accessibility and to continue to develop these areas as “third places.”

PRIORITY DESIGN CONSIDERATIONS:

- Intersections within these corridors should maximize pedestrian comfort and safety.
- Good pedestrian movement (continuous sidewalks of proper width) should be maintained and reinforced along these streets.
- “Third places” should be encouraged over private outdoor seating areas.

* **Third Place** - The home is often called the “first place” and the workplace the “second place”. Third places, then, are “anchors” of community life which facilitate and foster broader, more creative interaction. A few characteristics about “third places” are; the spaces are free or inexpensive, food and drink are available, the space is highly accessible for pedestrians, and the space is welcoming and comfortable for a range of people.

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Street Width (pavement)	40 feet	Maintain
Sidewalk	Continuous, but narrow in places where outdoor seating is in place	Maintain proper sidewalk width, integrate with outdoor seating
Land Use Character	Pedestrian focused, main street business district/ downtown	Maintain
General Uses	Retail / office / residential	Maintain
Parking Type	On-street (both parallel/pull-in)	Maintain
Landscape Type	Canopy trees and street trees	Maintain, add to create more tree enclosure
Tree Lawn	Inconsistent use	Set a standard tree lawn width for new development
Signage	Haphazard street signs, business district signs not consistent	Integrate business signage with awnings (where used); Need consistent approach along First Avenue - West
Street Lighting	Large scale, industrial, intrusive to already narrow sidewalk	Introduce a lamp post more appropriately scaled for main street character, strategic locations so as not to pinch sidewalk
Public Service Elements (trash/recycling/street furniture etc)	Trash receptacles, newspaper machines	Integrated approach to trash/ recycling and visitor signage, more street furniture to expand “third place”
Crosswalks	None	Better crosswalk delineation (material change, paint texture etc).
Stormwater Management	Traditional below grade system	Surface retention
Bikeway Type	None	Shared-use path
Bus stops	None	Add bus shelters and integrate with public realm services to become hub in neighborhood

FIRST AVENUE - EAST



GRANDVIEW AVENUE - NORTH



FIRST AVENUE - WEST



COMMERCE

APPLIES TO:
GOODALE - EAST, GRANDVIEW - SOUTH

The Commerce Street type applies to Goodale (East) and Grandview Avenue (South). While they are grouped together for the purposes of this classification these particular corridors are not uniform in character along their entire length.

GOODALE EAST

Historically this corridor was primarily used for light industry and warehouse space. This meant heavy truck traffic. That has shifted with more businesses moving in (e.g. creative industries), generating less truck traffic. The property-wide curb cuts and access to loading docks are not as widely needed. In addition, they detract from the overall aesthetic quality of the corridor, and create a hostile pedestrian environment. This corridor lacks a sense of enclosure that can be provided by buildings or mature trees. The key objective for this corridor is to make it more attractive to economic investment and to improve the quality of the physical environment.

PRIORITY DESIGN CONSIDERATIONS:

- Improve sense of enclosure by introducing more opportunities to plant trees, e.g. could be in the form of planted median, or increasing tree lawns where possible.
- Improve pedestrian access by adding sidewalks for continuous access.
- Prohibit property-wide curb cuts when possible; look for alternative parking and vehicular access options so that access can be maintained, but without detracting from the character of the corridor.
- Maintain aesthetic started at the Grandview Yard section of Goodale-East as standard for rest of corridor with respects to lighting, public service amenities and crosswalk details.

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Street Width (pavement)	40-50 feet	Width reduction or re-appropriation of lanes for Goodale - East
Sidewalk	Not continuous	Add larger shared-use leisure path
Land Use Character	Vehicle focused, yet walkable	Improve pedestrian experience
General Uses	Office, retail, business, warehouse	Attract high-tech companies
Parking Type	On-street, pull in off street parking	Prohibit property-wide curb cuts for entry and parking
Landscape Type	Street trees, not as much tree canopy	Specify trees that will add to canopy
Tree Lawn	Varies, not consistent placement	Consistent width and placement of tree lawn
Signage	Haphazard, commercial signage	Develop guidelines for commercial signage
Street Lighting	Large industrial arm light fixtures	N/A
Public Service Elements (trash/recycling/street furniture etc)	Sporadic, not consistent	Trash can/recycling bin, integrated with intersections or nodes
Street Furniture	None	Key locations (Northwest/Goodale intersection)
Crosswalks	None	Add crosswalks at strategic locations besides large intersections
Stormwater Management	Traditional below grade system	Surface retention
Bikeway Type	None	On street, shared path - delineate path with paint
Bus stops	Signs only	Add bus shelters and integrate with public realm services to become hub in neighborhood

GOODALE - EAST



GOODALE - EAST



GRANDVIEW - SOUTH



GRANDVIEW AVENUE SOUTH

This corridor is a mix of newer and older development. New development pressure is anticipated at the corner of Grandview Avenue and Dublin Road. The building setbacks and approach to parking is not consistent and varies from property to property. The current development patterns and plans for the corner of Grandview Avenue and Dublin Road suggest that this area not be included as a major character giving area, and instead put emphasis on the section of road north of the train tracks approaching the intersection at Gooddale. That isn't to suggest the city turn its back on this stretch of Grandview Avenue, but rather it should focus its energy and resources on other more prominent areas.

PRIORITY DESIGN CONSIDERATIONS:

- When possible strive for pedestrian oriented approaches to public realm items such as sidewalk width, crosswalks and building setbacks for new development.
- Reinforce area north of the railroad crossing as gateway into the community.

INTERSECTIONS

Intersections are complex as they have to operate well for a variety of groups; pedestrians, bicycles, cars, buses and trucks. From a functional standpoint, intersections have a high level of activity and shared space among these different groups, from a character-giving perspective they are often seen as nodes and landmarks within a community. People often look for basic service to be clustered at intersections such as trash/recycling receptacles, mailboxes, newspapers etc.

INTRODUCTION

The City of Grandview has been awarded Federal Transportation funds by the Mid-Ohio Regional Planning Commission and made available by the Ohio Department of Transportation to improve the functioning of signaled intersections within the city. Traffic signals will be upgraded to current vehicular and pedestrian/bicycle guidelines. The improvements

will include replacement of existing signals and all elements needed to bring each intersection into compliance with current ADA standards. For the purposes of this report, the intersections have been classified by type relative to the adjacent context and scale.

INTERSECTION TYPES



Civic Intersections:
 First Ave/Oxley Rd
 First Ave/Oakland Ave



Gateway Intersections:
 Grandview Ave/Goodale Blvd
 Northwest Blvd/Goodale Blvd



Business Intersection:
 Grandview Ave/Second Ave



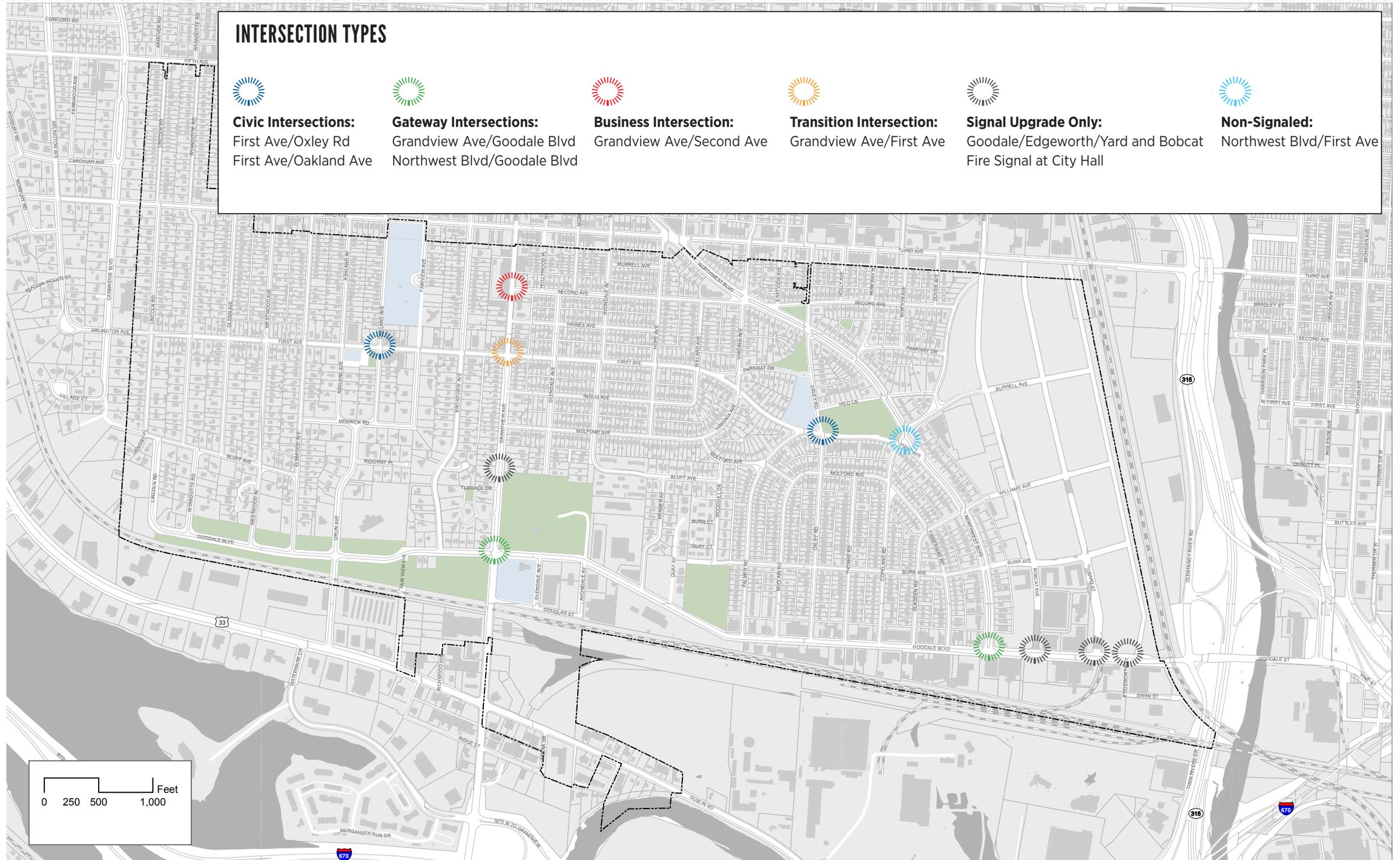
Transition Intersection:
 Grandview Ave/First Ave



Signal Upgrade Only:
 Goodale/Edgeworth/Yard and Bobcat
 Fire Signal at City Hall



Non-Signaled:
 Northwest Blvd/First Ave



SIGNALLED INTERSECTIONS

First Avenue & Oakland Avenue
Civic Intersection



First Avenue & Oxley Road
Civic Intersection



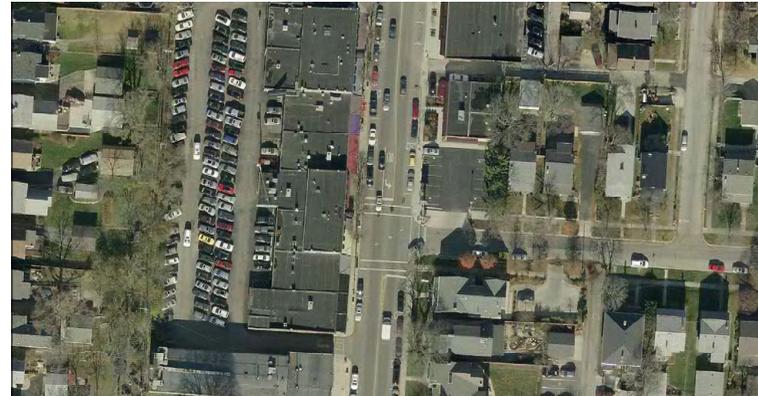
Grandview Avenue & Goodale Boulevard
Gateway Intersection



Northwest Boulevard & Goodale Boulevard
Gateway Intersection



Grandview Avenue & Second Avenue
Business Intersection



Grandview Avenue & First Avenue
Transition Intersection



INTERSECTION CHARACTER DESCRIPTIONS

CIVIC INTERSECTION:

First Avenue/Oxley Road and First Avenue/Oakland Avenue

These intersections all involve a school, commercial on one corner and significant green space. The design of the intersection will need to bring these diverse elements together in a safe and coherent manner. These civic intersections need to make the pedestrian the priority with regards to comfort and safety. They need to be designed with children in mind, as these are major crossings for elementary, middle and high school-aged children. Integration of public service elements is a key objective as this is a high traveled area. Services include trash/recycling receptacles, lighting, crosswalk signals, and adequate queuing areas for people (including kids on bikes, strollers, etc.)

TRANSITION INTERSECTIONS:

Grandview Avenue/First Avenue

Similar to the Gateway intersections this intersection is stitching two areas together by its location as the interface of the residential and business areas. This intersection is spatially constrained, but it is the crossing point of two major streets. Pedestrian safety and comfort are top priority for this intersection. Integration of public service elements is a key objective as this is a high traveled area. Services include trash/recycling receptacles, lighting, crosswalk signals, and adequate queuing areas for people (including kids on bikes, strollers, etc.)

GATEWAY INTERSECTIONS:

Grandview Avenue/Goodale Boulevard and Northwest Boulevard/Goodale Boulevard

These intersections are larger in scale compared to the other intersections and also play a key role as entrances to the community. They need careful design relative to safety and clarity for both vehicles and pedestrians. These intersections are working to stitch together two distinctly different areas. Northwest/Goodale stitches commercial to residential and Grandview/Goodale stitches greenspace and residential/civic space together.

NON-SIGNALED INTERSECTION:

Northwest Boulevard/First Avenue

This intersection is not signaled and therefore is not a part of the grant improvement project. However, it is an important intersection within the community that is currently not as safe or pedestrian-friendly as it should be. It is included in this report because there is an opportunity for First Avenue to be developed as a major east /west connector for bicycles and pedestrians through the community (see Bicycle and Pedestrian Network section for more information) and because it will serve as a major connector to Grandview Yard. This intersection needs to be improved for better mobility (vehicles, pedestrians, and bicycles) from within the community into the Yard. This does not mean making it more accessible by vehicles coming from the north or south.

BUSINESS INTERSECTION:

Grandview Avenue/Second Avenue

This business intersection is located in the densest section of the business and retail areas. Pedestrian comfort, visibility, and safety are the highest priority for this intersection. Integration of public service elements is also a key objective as this is a highly traveled area and will require more services like trash/recycling receptacles, good lighting, crosswalk signals and adequate queuing for people including kids on bikes, strollers etc.

INTERSECTION CHARACTERISTICS

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Intersection Plan Geometry <i>How is the general layout for the intersection conducive to the pedestrian experience and walkable character?</i>	Large scale intersections in general favor the vehicle not the pedestrian	Create a more pedestrian friendly experience Shorten the length a person has to travel to cross the street by use of improved design
Traffic Signal Structure <i>How is the traffic light mounted; Mast arm, poles with cable?</i>	Varies, mix of mast arms and poles with cables	Consistent in treatment of the traffic light structure Upgrade where possible to integrate other elements like signage and lighting
Overhead Lines and Utility Poles <i>How is the power provided to the intersection?</i>	Above grade	Better organization of wires
Signage <i>How clear and readable are the street signs and other traffic signage?</i>	Varies, but not always integrated if provided	Integrate all signage
Lighting <i>How is street lighting incorporated into the intersection?</i>	Varies, but not always integrated if provided	Integrate all lighting
Crosswalks <i>How are the crosswalks indicated (pavement marking, pavement paint/texture, or change in material)</i>	Pavement markings - outlines only. Can't cross in all directions	Create bolder crosswalks with better pavement markings, texture or change in material Where possible, allow for crossing in all four directions
ADA Requirements <i>How are the ADA requirements (ramps and detectable warnings) incorporated?</i>	Ramps only Some pedestrian signals	Make all ADA compliant
Public Realm Service Elements <i>How can public service elements such as trash/recycling receptacles, newspaper containers, mailboxes, bus stops, etc be incorporated?</i>	One trash receptacle, poorly integrated	Integrate all public services at each intersection to be coherent Properly site service elements in an organized and integrated fashion

MAJOR CONSIDERATIONS DICTATING OR INFLUENCING DESIGN

- Upgrade intersections to be ADA compliant
- Consider future use of the intersection
- Consider context at all four corners

PHYSICAL DESIGN ELEMENTS TO BE DESIGNED

- Size of signal head
- Design of pole and mast arm
- Design of street lighting
- Design and placement of traffic signs
- Confirm pedestrian crossing type (push button or ped recall)
- Design, size and location of controller box
- Location of utility/relocation

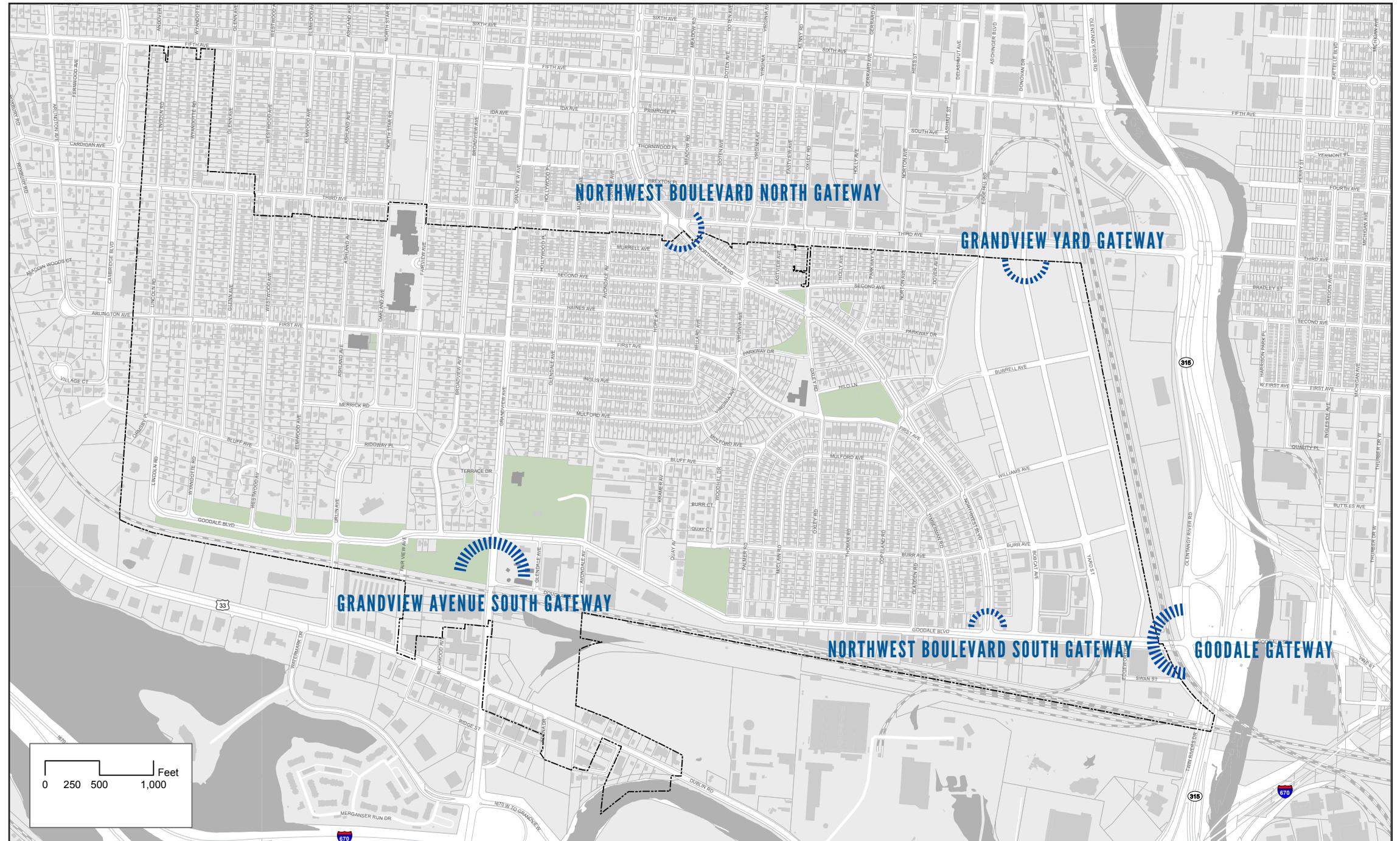
GATEWAYS

First impressions are an important element in creating positive community character. Designing physical gateways or entries into a community establish and reinforce these first impressions for both motorists and pedestrians and are a significant opportunity to convey the values of physical character of the place.

INTRODUCTION

The City of Grandview is a very permeable place, as there are many streets to access the community. This can be both a positive and negative attribute. Because of this permeability, continuity is very good, and it is not practical (nor desirable) to announce the city at every entry point. But in certain strategic locations Grandview should “put a stake in the ground” and strongly delineate the entry to a special place. A gateway can be more than a sign, and the city should look for other ways to

reinforce that one is entering a special place. Change in building density, use of trees and landscaping, change in the quality of services, etc. can provide strong cues. For the purposes of this report five primary gateway opportunities have been identified for the City of Grandview. Each location is a transition from one character area to another or represents a change in scale or density.



GATEWAY CHARACTERISTICS

GOODALE GATEWAY

The Goodale Gateway is largest in scale and occurs at the most prominent location in the community. It is at the junction of two major corridors, Goodale Boulevard and Olentangy River Road. This gateway also has unique existing infrastructure that could be utilized as part of a gateway component.

NORTHWEST BOULEVARD SOUTH GATEWAY

This gateway transitions from the commercial corridor of Goodale Boulevard to the quieter residential area of Northwest Boulevard. This gateway has an existing median and landscaping. At one time there was a large stone sign on the median at the southern terminus. It was removed after being hit several times by cars. Any gateway element at this location will need to be set back from edge of median and properly protected from vehicular traffic.

NORTHWEST BOULEVARD NORTH GATEWAY

This gateway currently has a small sign and landscaping. It is properly scaled for the residential nature of the street, but the sign is subtle and easily missed. An opportunity might be to improve the visibility of the sign while keeping it properly scaled and aesthetically pleasing for a residential street.

GRANDVIEW AVENUE SOUTH GATEWAY

The Grandview Avenue South Gateway is another large scale gateway and occurs at a prominent junction of Grandview Avenue and Goodale Boulevard. This Gateway has a natural feature of the hill on the north side and the Wallace Gardens and green open space on the south side. As part of the intersection redesign this intersection could introduce two green medians which could also double as gateway features.

GRANDVIEW YARD GATEWAY

The city may consider adding a gateway element to the north entrance of Grandview Yard off of Third Avenue. This would distinguish Grandview from the City of Columbus development nearby.

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Signage <i>How is the signage scaled appropriately to each gateway location?</i>	Signs are undersized and lack graphic punch	Incorporate signage that is scaled appropriately for each location
Utilizing Existing Assets <i>How can existing infrastructure work double duty by also serving as a gateway element?</i>	Not currently taking advantage of unique infrastructure that could be re-tooled into a Gateway (train overpass at Goodale Boulevard and hillside at Grandview Avenue)	Paint or incorporate train overpass as gateway Utilize hillside as gateway element at Grandview and Goodale
Landscaping <i>How can the use of landscaping and trees reinforce character of place and indicate threshold?</i>	Trees and landscaping are a theme at all gateway locations	Continue to reinforce character attribute of mature tree canopy by incorporating trees into gateway elements where possible
Perceived Boundaries <i>How can the perceived boundaries or thresholds within the community be expressed when an actual gateway is not viable?</i>	Not reinforcing perceived boundaries from a character standpoint	Increase quality of service amenities and infrastructure so that there is a noticeable difference in “care of place” when entering Grandview
Town Branding <i>How should the town branding be incorporated or reinforced in gateway elements?</i>	Only used in signage	Integrate into all elements. Create new brand/identity.

Existing Gateway

Goodale Gateway



Possible Future Gateways:

Northwest Boulevard South Gateway

This gateway would serve as an entry point into the residential area anchored by Northwest Boulevard.

Grandview Avenue South Gateway

Grandview Avenue at Goodale Boulevard is one of the most important intersections within the community. While the change in topography helps to identify the entrance to the city of Grandview Heights, a gateway feature (possibly using medians or landscaping features) would help reinforce that you are entering a special place.

Grandview Yard North Gateway

Once Grandview Yard has built-out to the northern boundary, this gateway would help distinguish the boundary between Grandview Yard and other out-parcel, sub-urban development.

Existing Gateway

Northwest Boulevard North Gateway



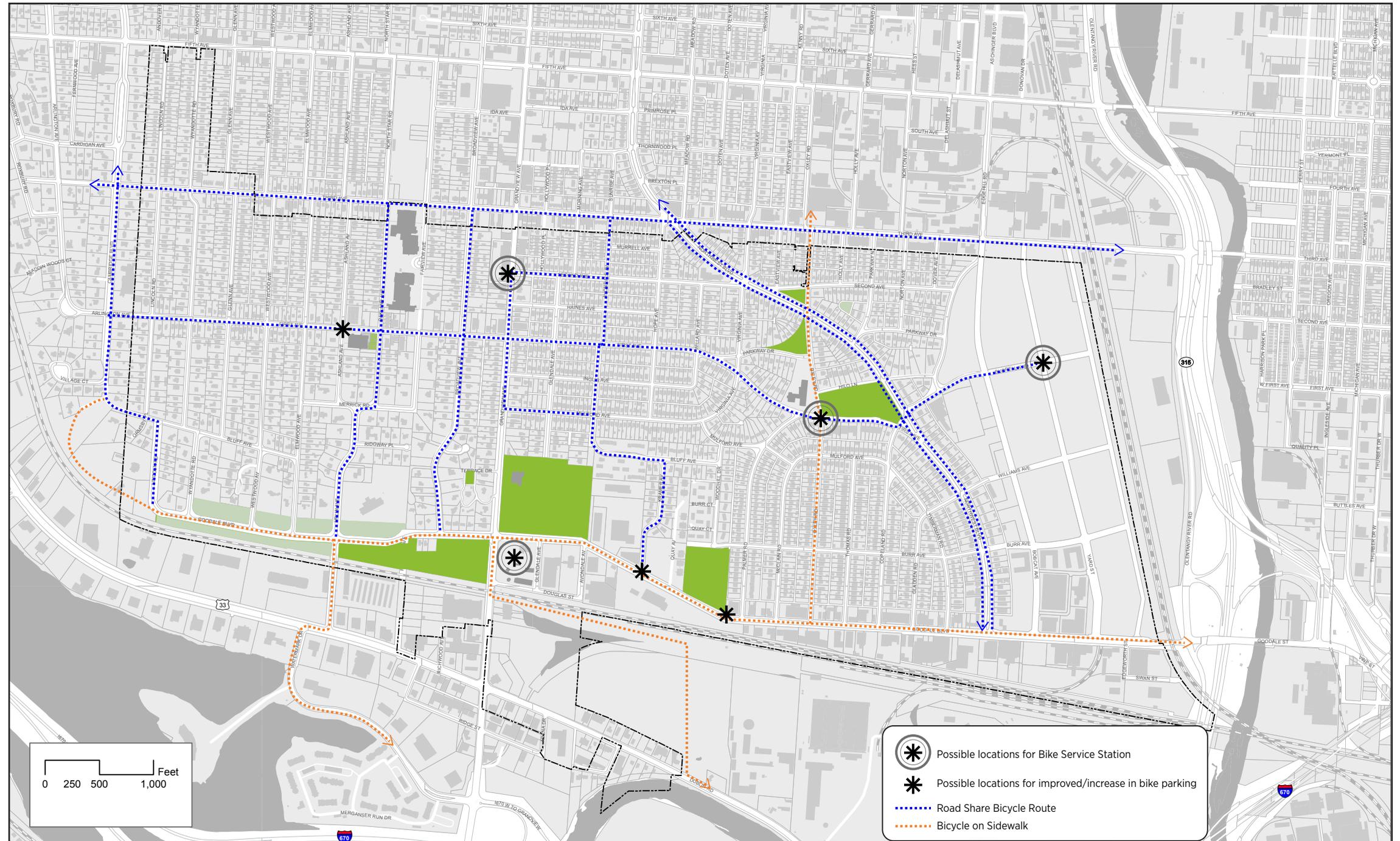
BICYCLE AND PEDESTRIAN NETWORKS

A good network of pedestrian and bicycle paths with associated amenities increase the vitality and convenience of residents, shoppers, students, employees, and visitors. It also provides opportunities for exercise and interaction with neighbors, which in turn adds vitality to the community and a stronger sense of place.

INTRODUCTION

For the most part, the city of Grandview is a very walkable community. The residential areas are well-connected by sidewalks and the retail and commercial areas are easily accessible by pedestrians. However there are some areas where pedestrian movement is interrupted. Some of those trouble spots are along Goodale–West and access to McKinley Field; Goodale–East; and Burr, Williams and Burrell. Also, because of the large number of children that walk to school each day, pedestrian amenities (bolder crosswalks, signals, signage and services along the way) are crucial to making the pedestrian experience more comfortable and safer. A bike plan for the city of Grandview was set forth in the 2007 Parks

Master Plan and is currently being implemented with a combination of both on-street and dedicated bike paths. In addition, a connection to the larger city of Columbus bicycle network was recently created. This plan will make Grandview a safer and more accessible place for bicyclists. The key objective for the bicycle network will be to make the system legible for both the bicyclist and the vehicles. This will improve safety and allow both modes of mobility to exist together in an integrated yet safe manner.



PEDESTRIAN AND BICYCLE INFRASTRUCTURE

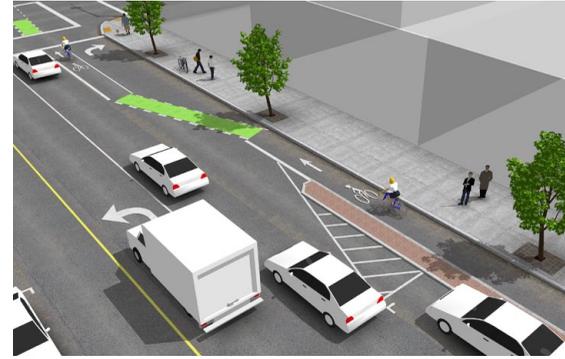
PRIORITY DESIGN CONSIDERATIONS:

- Designate First Avenue as a main bike thoroughfare through the City, from Cambridge Boulevard into the Yard. This route would have services and a clearly marked route.
- Introduce bike service stations at key locations within the community.
- Introduce better signage and pavement markings for bicycle routes.

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
<p>Paths/Route <i>How is the path delineated (lane lines, fully painted, signage)?</i></p>	<p>No marked paths on pavement for bicycles</p> <p>No Grandview bike path map or resource available for residents or visitors</p>	<p>Fully paint road shared lanes to improve safety and visibility of system</p> <p>Indicate bicycle and pedestrian lanes with pavement markings on shared use leisure path</p> <p>Reinforce character of rural paths, minimal markings and paint</p>
<p>Bicycle Service Infrastructure <i>What services should be provided for bicycles (parking, service station, benches, shade trees, drinking fountain, signage indicating larger system)? How many service stations are needed and where should they be located?</i></p>	<p>No service infrastructure</p>	<p>Create a bicycle service station at strategic locations (see map)</p> <p>Add more bicycle parking aside from the bicycle service stations (see map)</p> <p>Create a bicycle signage system that can tie into parks signage system</p>

Bicycle Delineation Systems

Pavement Markings



all images for illustrative purposes only

Bicycle Delineation Systems

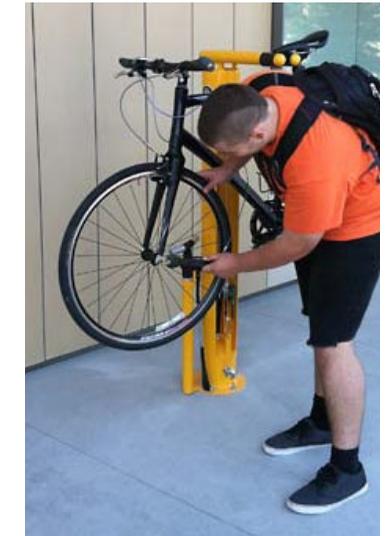
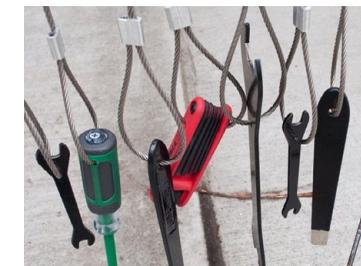
Signage



all images for illustrative purposes only

Bicycle Delineation Systems

Service Station



all images for illustrative purposes only

PARKS AND RECREATION

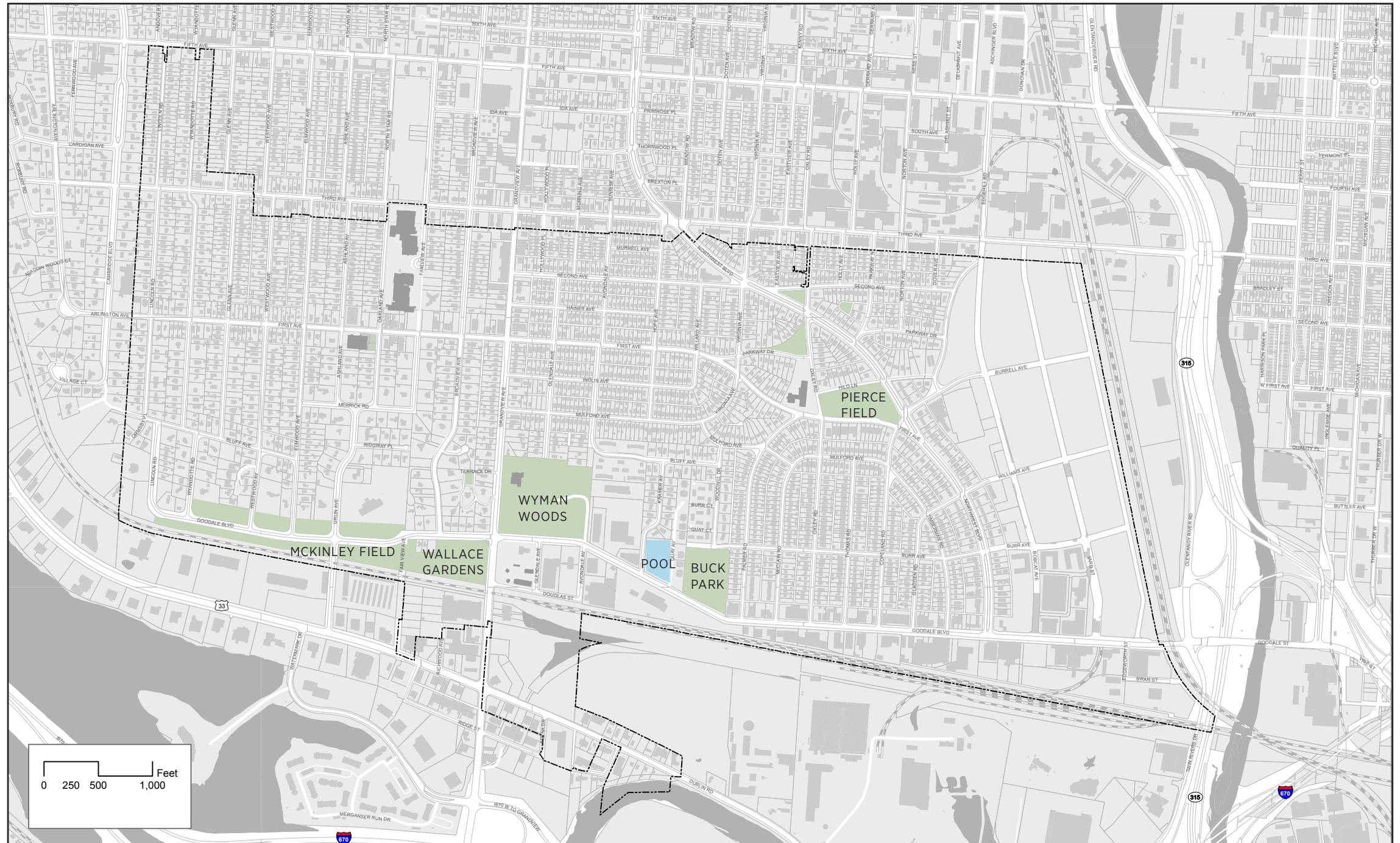
Parks and open space are major character giving elements in the community. All great places need moments of reprieve from density and development. The parks not only provide a much needed amenity to the community, but the park architecture can set a tone and give identity to not only the park itself but the larger community as well.

INTRODUCTION

Grandview has begun a process of upgrading parks and rebuilding the park architecture. The consistency and quality of park architecture has the opportunity to positively contribute to the overall community character. This process has begun with the renovations at Pierce Field (slated for reconstruction summer of 2013). While it is important that each park maintain and build upon its own unique character, there is an opportunity to set standards by which all parks handle materials, general aesthetics and service amenity elements. The use of materials and design elements similar to those in the renovated Pierce Field, when incorporated into structures unique to each park, will achieve a high level of consistency which will reinforce the “Grandview character”. The parks within Grandview are uniquely situated to function as a green space network or system throughout the community. However, currently not all the parks are easily accessed by pedestrians or bicycles. There is an opportunity for the parks to be better accessed from the residential neighborhoods adjacent to them but also improve accessibility between the individual parks as well.

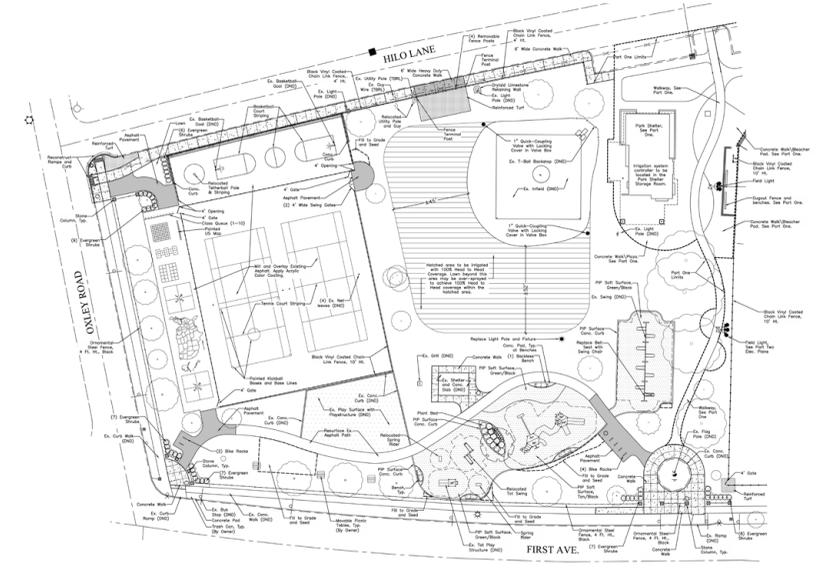
PRIORITY DESIGN CONSIDERATIONS:

- Provide better pedestrian access to the parks from the adjacent neighborhoods
- Provide better access within each park to the different activity areas
- Provide better access between the parks to create an overall community parks system
- Improve park signage to be consistent between parks
- Develop park architecture so that each park has a unique design for its particular setting or location (urban, semi-urban and rural) yet consistent across the community with respect to materials and aesthetics



PIERCE FIELD [NEW DESIGN]

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
<p>Location or Siting <i>How can the city protect or reinforce the unique aspects of each park's location/siting?</i></p>	<p>Most urban of all the parks Completely surrounded by development Nearby commercial strip and school are unique aspects</p>	<p>Maintain</p>
<p>Park Architecture <i>Do the park structures differ from park to park or do they follow the same aesthetic?</i></p>	<p>Modern aesthetic with traditional materials (Stone pillars, exposed wood structure, metal roof and detailing)</p>	<p>Consistency and quality of design set forth by Pierce Field for the other park's architecture</p>
<p>Signage <i>What signage is needed for each park? How does the signage work together as a system?</i></p>	<p>Not specific signage identifying activity areas Existing park sign is hard to read</p>	<p>Create a signage system unique to Pierce that ties into a larger community-wide park signage system</p>
<p>Entryways and Boundaries <i>How are the entryways and boundaries defined from park to park, do they differ between locations?</i></p>	<p>Defined entryways at parking along north side, corner by school and across from commercial strip Use of stone pillars and wrought iron fencing to create enclosure and delineate entryways</p>	<p>Benchmark for urban parks (Buck and Pool)</p>
<p>Public Realm Elements <i>How can trash/recycling receptacles, outdoor furniture, paths and lighting be integrated into the designs of the park?</i></p>	<p>Accessible paths connect all activity areas One light fixture in the middle of the park - pedestrian scale Trash/recycling receptacles, outdoor furniture, lighting all need to be better integrated</p>	<p>Integration of all service elements. Aesthetic should reflect character set by Park Architecture. Outdoor furniture should reflect aesthetic/ character set by Park Architecture.</p>



Proposed renovations to Pierce Field.
Site Plan prepared by EMH&T
Images by Myers + Associates Architecture, courtesy of the Grandview Department of Parks and Recreation.

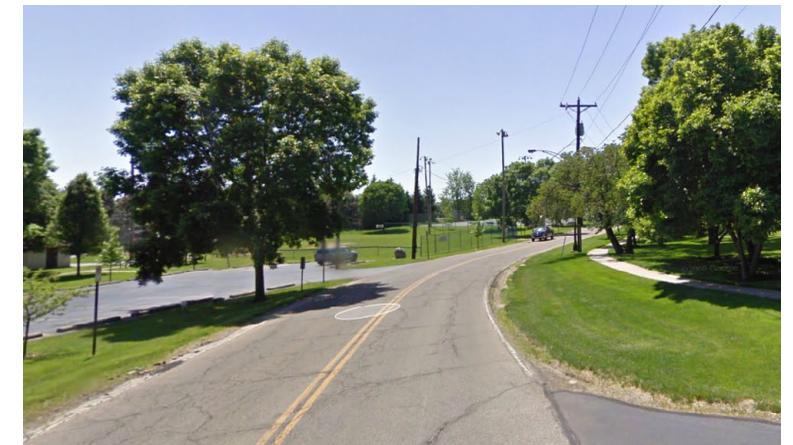


McKINLEY FIELD & WALLACE GARDENS

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Location or Siting <i>How can the city protect or reinforce the unique aspects of each park's location/siting?</i>	Natural / rural feel Hillside across Goodale	Protect the hillside from further development
Park Architecture <i>Do the park structures differ from park to park or do they follow the same aesthetic?</i>	Poor condition Purely functional, no aesthetic quality	Should express a more natural character, but use similar materials and aesthetics to what has been developed for Pierce Field
Signage <i>What signage is needed for each park? How does the signage work together as a system?</i>	Not enough specific signage identifying activity areas Existing park sign is hard to read	Create a signage system unique to McKinley that ties into a larger community wide park signage system
Entryways and Boundaries <i>How are the entryways and boundaries defined from park to park, do they differ between locations?</i>	Partial fence along rail line No defined entryway	Define entryways that correspond with access points from neighborhood to the north Continue fence along rail line No hard edge boundaries except at rail line because of rural character
Public Realm Elements <i>How can trash/recycling receptacles, outdoor furniture, paths and lighting be integrated into the designs of the park?</i>	No paths (no way to get between activity areas or from parking to activity areas) Trash/recycling receptacles, outdoor furniture, lighting all need to be better integrated	Add path network that includes Wallace Gardens so it can be better accessed and become a destination Add path network that connects to Wyman Woods to create more of a park system Integration of all service elements



McKinley Field Tennis Courts



Goodale Boulevard heading west / entrance to McKinley Field



WYMAN WOODS

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Location or siting <i>How can the city protect or reinforce the unique aspects of each park's location/siting?</i>	Natural / rural feel Forested hillside	Continue to combat invasive exotic species to protect dense forest of hillside
Park Architecture <i>Do the park structures differ from park to park or do they follow the same aesthetic?</i>	Poor condition Purely functional, no aesthetic quality	Should express a more rural character, but use similar materials and aesthetics to what has been developed for Pierce Field
Signage <i>What signage is needed for each park? How does the signage work together as a system?</i>	Not enough specific signage identifying activity areas Existing park sign is hard to read	Create a signage system unique to Wyman Woods that ties into a larger community wide park signage system
Entryways and Boundaries <i>How are the entryways and boundaries defined from park to park, do they differ between locations?</i>	None	Define an entryway from parking area Introduce a soft edge boundary like a walking path - hard edge boundaries are not desirable in rural setting
Public Realm Elements <i>How can trash/recycling receptacles, outdoor furniture, paths and lighting be integrated into the designs of the park?</i>	No paths (no way to get between activity areas or from parking to activity areas) Trash/recycling receptacles, outdoor furniture, lighting all need to be better integrated	Add paths to connect activity areas - path detail/aesthetic should reflect rural/natural feel of park. Integration of all service elements



Entrance to Wyman Woods



Wyman Woods leisure path



BUCK PARK

CHARACTER ATTRIBUTES	CURRENT CONDITIONS	OPPORTUNITIES
Location or Siting <i>How can the city protect or reinforce the unique aspects of each park's location/siting?</i>	Semi-urban Busy street to south, high visibility Surrounded by residential to the north, east, and west	Increase connectivity between pool and park and surrounding neighborhoods
Park Architecture <i>Do the park structures differ from park to park or do they follow the same aesthetic?</i>	Good condition Doesn't match new design aesthetics set by Pierce Field	Incorporate design elements set by Pierce Field aesthetic
Signage <i>What signage is needed for each park? How does the signage work together as a system?</i>	No specific signage identifying activity areas Existing park sign is nicely sited, but subtle and hard to read	Create a signage system unique to Buck Park that ties into a larger community wide park signage system
Entryways and Boundaries <i>How are the entryways and boundaries defined from park to park, do they differ between locations?</i>	Soft edge boundary along the street edge with parking and landscape mounds Walking path along entire perimeter, acts as soft boundary No defined entryway	Define entryways into the park from north (neighborhood) and south (parking area)
Public Realm Elements <i>How can trash/recycling receptacles, outdoor furniture, paths and lighting be integrated into the designs of the park?</i>	Trash/recycling receptacles, outdoor furniture need to be better integrated	Integrate of all service elements



IMPLEMENTATION

The purpose of this framework was to: define the overall goals for physical character of the City of Grandview; establish the main character-giving areas of the public realm; suggest opportunities to strengthen the aesthetics in these areas; and identify a series of next steps to build upon the opportunities. The steps to implementation are identified below in order of priority:

1. SIGNALLED INTERSECTIONS

Initiate the engineering design for key intersections. [NOTE: a design charrette was held on May 28, 2013 to begin this process.]

2. WEST GOODALE DESIGN

Initiate the engineering design and determine the key physical attributes from Grandview Avenue to Lincoln Road. Primary design items:

- Locate multi-use path and or sidewalk
- Determine road width and curb detail
- Design storm drainage strategy
- Integrate with McKinley Field – how can it be better connected and what are implications for new design

3. ALLEY/CONNECTOR ROADS

Conduct a specific design investigation for this important transition area with Grandview Yard.

- Evaluate right-of-way conditions
- Assess topography and identify solutions for mitigating
- Engage property owners to make them part of the process
- Develop design concepts (Burr and Northwest and could set the precedent for the other streets (Williams, Burrell and First)

4. EAST GOODALE PLANNING

Conduct a more specific planning effort resulting in an East Goodale Planning Overlay for this important economic area of the community. With the strength of Grandview Yard, this section of Goodale has more potential (economically as well as image-giving).

- Develop land use concept
- Develop urban design strategies, including character of street (median, street trees, signage, building set-to lines, etc.)
- Conduct traffic, parking, access management studies
- Develop marketing position
- Engage with property owners

5. PARK DESIGN/STRUCTURES

Create design standards/framework for civic structures.

[NOTE: This doesn't not imply they should be identical. Rather, it suggests the need to be deliberate in the design of these structures so they strengthen overall character of the community.]

6. PUBLIC ART INITIATIVE

Develop a public art program which would help promote the community's unique history and character.

- Research models
- Research potential grants

7. BRAND, IMAGE AND PROMOTION

Develop a program to “better tell the Grandview story.”

- Research models
- Determine the essential messages
- Identify targeted audiences
- Determine appropriate channels (and collateral) for sharing the messages
- Identify leverage opportunities
- Determine metrics to monitor

8. SIGNAGE AND ZONING CODE

Review existing signage and zoning code; modify to better reflect and reinforce the physical character goals of the community.

- Make distinction between guidelines and requirements
- Integrate character guidelines (residential, commercial) into code
- Review signage specific section of code and make changes to reinforce character goals (current signage guidelines don't reflect character of community)

APPENDIX

The appendix contains the raw comments received during 5 focus group meetings and the public open house.

Focus Group 1

Question #1: When you think of the physical character of Grandview, what do you think of?

- Walkable
- A mix (class)
- Desirable urban living
- “tight suburban”
- Proximity to downtown and campus
- Kids on bicycles
- Aging infrastructure
- Inviting, sense of place v. aesthetically unpleasing area
- Topography, grade change
- Great views back to downtown
- Doesn't stand out for visitors
- People like to say they live in Grandview when they don't.
- Harold Lloyd Movies, “Classic 1920's place”
- Ballard Seattle neighborhood

- Strong commercial convenience
- Urban hip
- Cafes
- No real identify features
- Coolness
- Not defined by age
- Creative class
- Communal
- Share space
- Front porches
- Ordered/ legible
- Organic
- Historical references for signage
- Quarry tie to Grandview

Question #2: In Central Ohio, which communities have the most identifiable character?

- Granville
- Bexley
- New Albany-branded it and they pushed it really hard

Question #3: Are there places outside Central Ohio that have identifiable character?

- Ballard, Seattle
- Toronto neighborhoods- different way of doing commercial, residential old brown stone
- Oakwood (Dayton, OH)- consistent and orderly

- St. Louis neighborhood residential pocket
- Asheville, NC
- Streetville, Chicago

Question #4: What are the opportunities to strengthen the physical character?

- Borders, gateways (the hill experience)
- Moving services/ utility buildings
- Gateway? Treatment
- Preview of what you are heading into, more than a sign
- Building density
- Not what sign says, but what it looks like
- Physical development
- Landmarks
- Scale
- Extend walkability north
- 3rd and Northwest Blvd. intersection
- East side of Grandview needs to mirror west side
- Goodale East- vibrant new commercial, more diversity- streetscape improvements- pedestrian
- More innovative larger scale commercial (Toronto), sustainable issues
- River south- bio retention etc.-river is reducing storm waste, not aesthetics
- Le pilot projects in Clintonville- rain gardens in the tree lawn space
- Green infrastructure can be combined with streetscape

- Previous pavement in the city of Columbus (tech South)
- Goodale West
- Goodale Grandview intersection

Focus Group 2

Question #1: When you think of the physical character of Grandview, what do you think of?

- Houses
- Grandview Ave
- Northwest Blvd.
- Greenspace
- Pocket parks
- Eclectic (not New Albany)
- Topography
- Interesting Architecture
- Sense of cohesion, but there are breakdowns (material changes)
- Lack of cohesion-opportunity, tension between yard and neighborhood interesting dynamic, tension between diversity-old and new.
- Light industrial feeling
- Northwest Blvd. shortcut
- Pierce Field with commercial and school
- Unexpected
- Feels authentic
- Entrepreneurial- community supports new stuff

Question #2: In Central Ohio, which communities have the most identifiable character?

- German Village
- Victorian Village

- Arlington
- Bexley
- Granville, Ohio-local merchants

Question #3: Are there places outside Central Ohio that have identifiable character?

- Yellow Springs, OH
- San Diego, “little Italy” Kether Row

Question #4: Thinking about “gateways”, what are opportunities?

- Tree lined median on Goodale-act as Gateway
- Street as gateway
- Remake public realm on Goodale-sense of enclosure, tree canopy, building set back
- Build on clusters of commercial areas
- Public art? Stories from past-tell the story

Question #5 When thinking about improving public image, what are the opportunities?

- Eclectic and tension
- Wallace Gardens
- Tell the story
- Make it attractive for creative industries

Focus Group 3

Question #1: When you think of the physical character of Grandview, what do you think of?

- Trees, tree canopy
- Walkability
- Eclectic feel/mix but somehow it works together
- Lamp post-green cost
- Buffer of greenspace
- Distinct identity-know when you are here
- Civic pride
- Balance between cozy and aspirational
- Destination, draw into neighborhood
- Edgy aesthetic
- Non residents feel welcome, claim as own
- Sense of community
- Friendly
- Comfortable place to be-people make it
- Family oriented-think of ways children can navigate neighborhood (EO for cities-wayfinding for kids) what could we be doing?
 - Pod cast walking tours of the city
 - Trees, birdwatching, houses
 - Parks and public space be wifi
 - Community signage
 - Art near railroad
 - Take advantage of stone collective
- Not multi-cultural
- Betsy Pandora-walking tours with health department
- Feel the emotional attachment here

Question #2: In Central Ohio, which communities have the most identifiable character?

- Yellow Springs, OH
- Granville, OH
- New Albany, OH

Question #3: Thinking about “gateways”, what are the opportunities?

- 5th and Grandview
- Perceived boundaries
- Bicycles and pedestrians are favored
- Color and font-consistent but not prescribed-not free for all
- Brand the lamp post
- Bring in artists
- Ronald Flemming
- Bike Racks-branding
- Art Plan
- Art commission
- Website

Focus Group #4

General Discussion Comments

- Grandview Character-Rocos building example, parking screening
- Policy surrounding setbacks not building design
- Define urban, semi urban, and urban neighborhood
- More improvements along Northwest with regards to landscaping- no ornamental trees/ re emphasize mature trees
- Tree type plan-appropriate for each street type
- How do we communicate Oakland rebuild?
- Town billboard bulletin
- ROW width

Focus Group #5

General Discussion Comments

- Civic facilities assessment by end of year- streets, sewer, lights, stormwater- condition of infrastructure city blog, asset
- Program makeups- how big?
- 5 year plan, 10 year plan
- Document with institution
- Whatever happens should strengthen character- no one knows about the trails in Wyman.
- Traffic circles at 3rd and Northwest, 1st and Northwest
- Civic space in yard- arts
- New type of civic building that attracts young professionals- something we don't have
- Principle- civic centers
- Signage all part of same family
- Goodale West- Design speed 25, shaped that way- sustainable infrastructure
- Landscape Advisory group- ask Sean

Comments from Public Open House

Comment	Physical Character Statement (Agree / Disagree)	Streets	Intersections	Gateways	Pedestrian and Bicycle Network	Parks and Open Space	General Comments
1		Underground powerlines would be wonderful.		Keep the rail crossing at Goodale-such character-would like to see flowers in gateway landscapes		Tree city USA designation? Perhaps we can capitalize our appreciation of our "tree canopy" -could help brand our town.	I like the neon signage on Grandview Ave and the commercial district. Could this be part of our branding? I think it's a Grandview "fun fact" kind of observation.
2	Agree	Opportunities columns look good. I support continued emphasis on trees, along roadways to help preserve character.	Anything to improve walkability and bikability I support 100%. We are nicely situated access to downtown and OSU and geographically for every bike. We are a small enough community for easy bikability across town.	Not sure of need for gateway at Northwest and Goodale. I like the idea of incorporating existing rail bridges in some way-maybe with murals.	Emphasis on connections to Olentangy and Scioto trails on both 3rd and Goodale. I really like the idea of making 1st Avenue more bicycle friendly and integrating that as a bicycle and pedestrian entryway into Grandview Yard- perhaps culminating in a "commons" Park and/or community center.	The proposed improvements to the parks sound great!	I would support an emphasis on pedestrian friendly design at first/ Northwest/ Burrell intersection as opposed to something to ease vehicle traffic. I like the idea of a round about there, but I'm not sure how that fits with "pedestrian friendly". Additional Interests: More recycling options efforts to reduce light pollution. In my opinion, the more separation for bikes, the better. Multi-use path is great-painted bike lanes on street from 1st Ave. and connecting to parks and schools would be great too.
3	Agree	Goodale West of Grandview needs curbs. Resurrect banners on 1st Grandview.		No need for Goodale/ Northwest Blvd to be a gateway. Uprlin north of railroad tracks should be a secondary gateway.	Bike path and sidewalks should be separate on Goodale. Grandview at 2nd, too congested for bike service station.		
4	Agree	More recycling options. Fix if can between Panera and Spagio- that pedestrian/ vehicle conflict. Sidewalk on W. Goodale- Yes! And maintain rural character.	Make safer for all ages by bolder crosswalks; ensure pedestrian friendly; good signage and lighting. Keep pedestrian on par with cars.	Love our tree-lined boulevard- Northwest. Don't want big welcome to Grandview sign-no Thank you for coming sign.	Love the bike ideas! Just be sure to keep it family friendly or for middle to high school kids.	Like the path between Mckinley and Wallace garden-make that more defined. Like Pierce Field and Buck Park ideas.	
5				What will signage look like?	Expand the Wallace Garden Club with trails and picnic areas.		
6	Agree- like the statements	No- Shared use path- Rather have bike trail on South side-Side walk north side (Goodale West)	Like all the suggestions.	Not liking "thank you" like painting RR overpass or using it somehow/ landscaping needs trimming-consistently.	Maybe too many fix it station- Not sure I like sidewalk bike routes.	Don't think signs need to specify activities (people who live in Grandview Know)	

Comment	Physical Character Statement (Agree / Disagree)	Streets	Intersections	Gateways	Pedestrian and Bicycle Network	Parks and Open Space	General Comments
7		Lane- like all suggestions. Keep residential where there is not major streets.		What will signage look like? Like present day- some may be too small.			
8	Agree- However, I feel there should be more focus on Grandview's proximity to downtown Columbus.	Goodale East should be used as a gateway street and as a connector for the Yard.	Examine the Goodale/ Grandview intersection. There is not enough traffic coming from West Goodale to necessitate a right turn lane on the direct turn lane creates on unsafe crossing, further limiting access to the gardens.	The city lacks uniform colors and a logo. The City's website and stationary do not mirror the city flag colors.	Painted bike lanes will increase maintenance and operating costs as compared to just bike lanes.	Create/extend walking path from McKinley, through the gardens to Wyman, the pool and Buck Park. The path could also incorporate the green space on the south side of W. Goodale. Allow dogs in the parks or create a designated dog area.	
9	Agree	Add/ consider roundabout at 1st and Northwest Blvd. to act as a traffic calming. Stormwater Management: consider raingardens. Street Furniture: Let business owners add them and maintain them, adopt a sidewalk bench.			When looking at bike networks, look at biking as a mode of transportation, not just leisure paths. Add bike racks, like Columbus did on Grandview Ave. Across St. Christopher Parish.		
10				Unified, bigger look is good! Signage at fifth.	Good idea!		
11		Need to consider speed limits on street in relation to proposed bike user lanes, shared or multi use path. Recommendation to have narrow curb cuts on Goodale East conflicts with business needs for parking.				Pathway between Wyman woods and Gardens/ McKinley Park- Is this a sidewalk on S side Goodale west?	