

THE GRAND STREET

BROAD STREET MEDIAN STUDY

Broad Street Median Study Group

January 28, 1999

The Honorable Gregory S. Lashutka
Mayor, City of Columbus

The Honorable Members of Columbus City Council
90 West Broad Street
Columbus, Ohio 43215

Dear Ladies and Gentlemen:

Broad Street is the gateway to Downtown Columbus – City Hall, the State Capitol and the developing riverfront with the exciting new Center of Science and Industry. Broad Street deserves to reflect the stature Columbus has attained – A Grand City. Hence, submitting "The Grand Street" from the Broad Street Median Study Group for your consideration is a pleasure and an honor.

Representing the best thinking of the Broad Street Median Study Group and Edsall & Associates LLC, "The Grand Street" envisions restoring Broad Street to its former grandeur. In addition, the more pedestrian-friendly Broad Street becomes, the greater the economic activity that will be generated and the safer it will become. The "Grand Street" envisions a median and related streetscape that will support pedestrian traffic and mass transit, without destroying the ability to move other vehicular traffic.

Restoring a median to Broad Street is not a new idea. The Grant/Washington Discovery District Plan, approved by City Council in 1990, called for a landscaped median on Broad Street with appropriate streetscape. "The Grand Street" brings this recommendation one step closer to reality and represents an idea whose time has come.

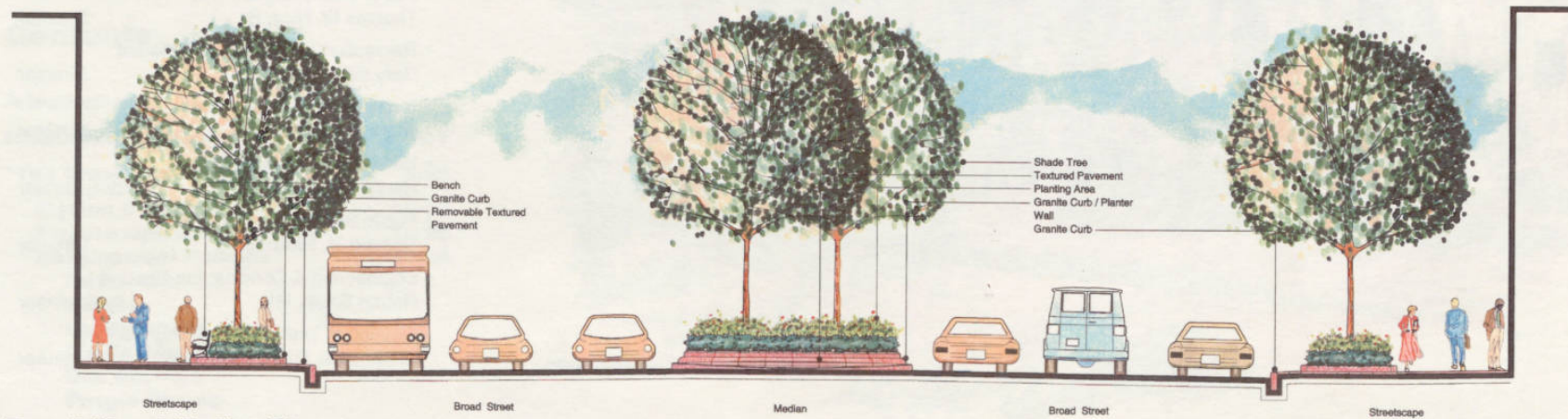
Thanks are extended to the City of Columbus Departments of Public Safety, Public Service, Public Utilities, Recreation and Parks, and Trade and Development, who made this study possible. Representatives from these units worked diligently and professionally. Their work on this study is worthy of special thanks and appreciation – it represents city service at its best! Edsall & Associates LLC not only listened well, they translated our thoughts and ideas into a realistic concept that deserves to be supported and implemented.

Your favorable consideration of the "The Grand Street" is to be commended.

Sincerely yours,

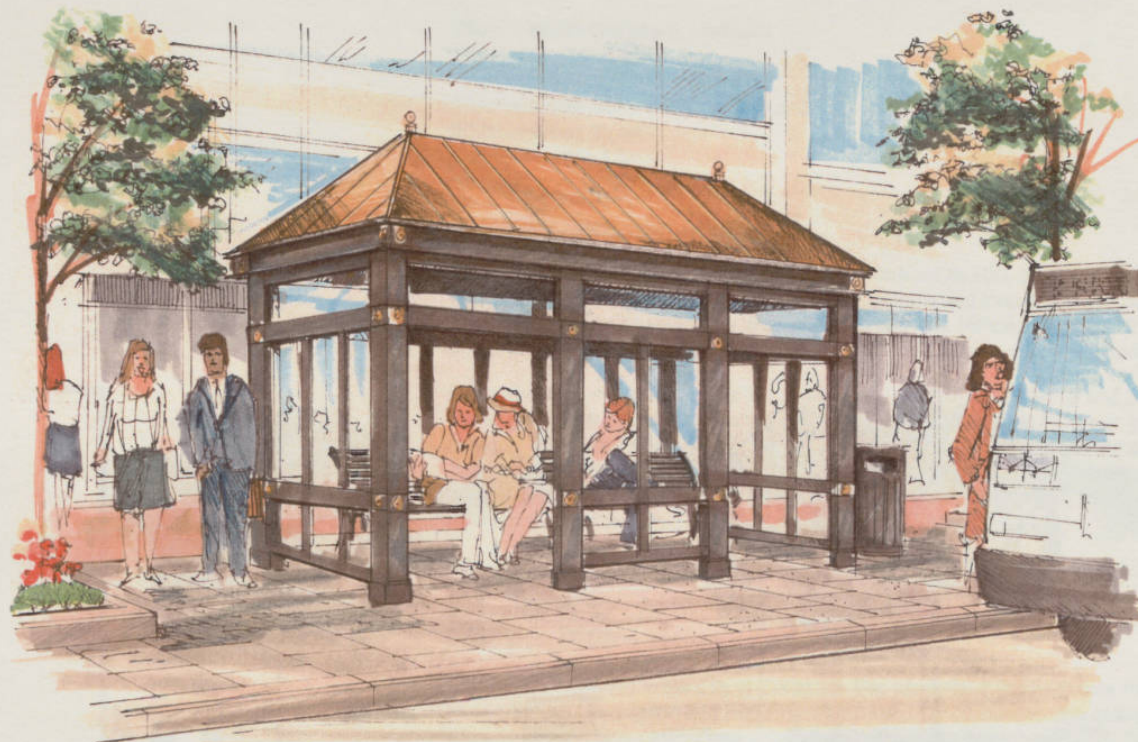


G. Robert Bowers, Chair
Broad Street Median Study Group



Broad Street Median/Streetscape

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Study Completed: January 1999

Acknowledgements

Columbus City Council

- | | |
|---------------------------|-----------|
| • Michael Coleman | President |
| • Jennette Bradley | |
| • Matthew Habash | |
| • Michael Mentel | |
| • Maryellen O'Shaughnessy | |
| • Richard Sensenbrenner | |
| • Charleta Tavares | |

Columbus City Officials/Departments

- | | |
|--|------------------------|
| • Gregory Lashutka | Mayor |
| • Department of Trade and Development | |
| George Arnold | Director |
| • Public Safety Department | |
| Thomas W. Rice, Sr. | Director |
| • Recreation and Parks Department | |
| Gary Fenton | Director |
| • Public Utilities Department | |
| James P. Joyce, P.E. | Director |
| • Division of Electricity | |
| Henry Bell | Administrator |
| • Public Service Department | |
| Richard M. Hickman | Director |
| • Engineering & Construction Division | |
| Robert Smith, P.E. | City Engineer |
| • Division of Traffic Engineering/ Parking | |
| Jim Musick, P.E. | Chief Traffic Engineer |

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Broad Street Median Study Committee

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Deputy Executive Director
State Teachers Retirement System of Ohio

Msgr. Joseph Fete Vice Chairman
St. Joseph Cathedral

Duane Swartz Vice Chairman
Motorist Insurance Company

Prepared by:

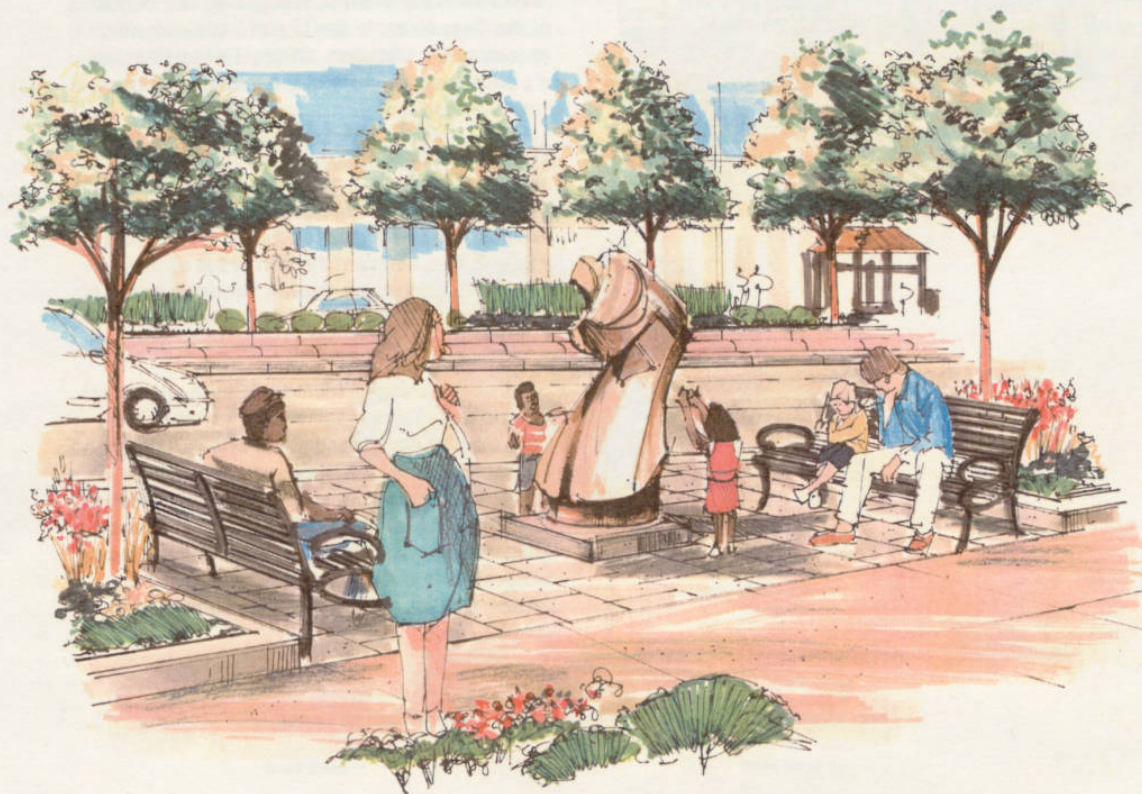
Edsall & Associates LLC
Landscape Architects,
Land Planners, Planning Consultants
The Arter Company
Design Illustrator

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Offices of Trade and Development)	



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Introduction

During the past several years, there has been significant interest in returning downtown Broad Street to a street with a median. In late 1997, in response to this interest, George Arnold, Director of the Department of Trade and Development, requested the Discovery District Corporation form a private sector study group to explore the matter further.

The Broad Street Study Group's objective was to obtain a consensus from Broad Street property owners, businesses and tenants on the best design for returning Broad Street to the "Grand Street" status it held at the turn of the century. This consensus was achieved through a series of design charettes conducted by Edsall & Associates LLC between June and November of 1998.

The design concept for Broad Street is presented in two parts: The median design and cost estimate and the north and south sidewalk design and cost estimates. The two project parts share a common design and construction material theme. For funding and construction purposes, however, it is important to be able to distinguish the median project from the sidewalk project. Ideally, the median would be built along with the upgraded streetscape.

The median concept recommended on the following pages is presented to the City Administration and City Council as the preferred design approved by the Broad Street Study Group and carries with it the consensus/approval of Broad Street property owners, businesses and tenants. The Study Group further recommends that advanced design and engineering funding be considered in the City's 1999 Capital Budget, with the objective of completing the construction of the median in time for the State's Bicentennial in 2003.

Funding for the median is principally envisioned as a City capital budget expense. However, the Study Group strongly recommends exploring State government involvement in connection with Ohio's upcoming Bicentennial. Broad Street is the gateway to not only Downtown Columbus, but the Ohio Statehouse, the City's Riverfront and COSI. Although the streetscape upgrading is important, construction of the median should not be delayed for lack of funding for this portion of the total improvement of Broad Street.

The interest and timing for this project has never been better. The median is of such major importance to the downtown that phased construction should be considered over a longer period only if full construction is determined not to be financially feasible at this time. The support for this project is best exemplified in the following reviews:

B R O A D S T R E E T M E D I A N S T U D Y		C O L U M B U S
B R O A D S T R E E T M E D I A N S T U D Y G R O U P	OF TRADE AND DEVELOPMENT	OFFICE
C O L U M B U S D E P A R T M E N T		D E V E L O P M E N T
E D S A L L & A S S O C I A T E S L L C	7 5 4 N E I L A V E N U E	C O L U M B U S , O H I O 4 3 2 1 5
L A N D S C A P E A R C H I T E C T S	L A N D P L A N N E R S	P L A N N I N G C O N S U L T A N T S

Trade and Development

"The Broad Street Median is important to returning civic beauty and an attractive pedestrian environment to Broad Street. It will also enhance the environment for continued business, civic, economic and retail growth."

Recreation and Parks

"The Recreation and Parks Department is excited about the potential development of the Broad Street Median. The project will greatly enhance the Broad Street Corridor for both pedestrians and vehicles. As with any development of this type, the ability to maintain the median and associated landscaping is critical. As plans move forward for this exciting project, maintenance costs need to be refined and funded."

Public Utilities

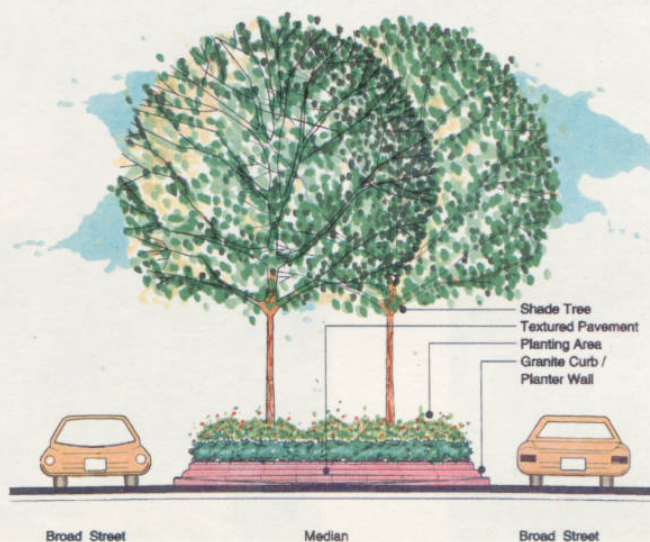
"The Broad Street median design concept will not negatively impact existing or proposed utilities. A major sewer project was recently completed which dramatically increases the life span of Broad Street sewer lines. Providing adequate access points in the median to sewer lines and other utilities should be part of the final design program. Other features called for in this design concept, such as street lights and switch boxes, can be accommodated by current utility maintenance practices."

Public Safety

"The Broad Street median design concept presents no new public safety issues. In fact, the enhanced pedestrian environment and increased retail opportunities should bring more people activity which will serve to improve both real and perceived safety levels. Distances between cross streets are relatively short, therefore, the median should not impair emergency vehicle response times. If there is an opportunity during construction of the median, consideration should be given to installing radio controlled signal activation for emergency vehicles."

Public Service

"The Traffic Engineering and Parking Division supports the concept of a median in Broad Street in the downtown. We will welcome the progression from conceptual design to design development and construction documents. A 1996 comprehensive downtown traffic study indicates that Broad Street traffic can be adequately handled with three eastbound lanes, three westbound lanes and peak hour parking restrictions. As designed, the full median concept maintains existing left hand turn lanes where needed and provides minimal stacking for cars waiting to turn."

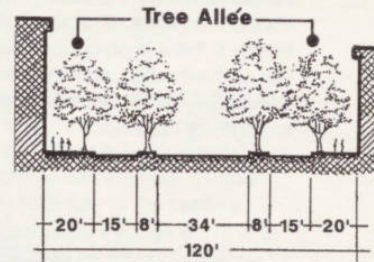


Broad Street Median

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East Broad Street 1897



Historical Perspective

Broad Street has always had its own personality, distinctly different from High Street. This unique emergence of East Broad Street occurred after the Civil War. At that time, judges and wealthy people developed large homes along the street east of Statehouse Square.

Between 1860 and 1900, East Broad Street from Fourth Street to Franklin Park was known as "Judges Row." East Broad Street from High Street to Fourth Street was a bustling commerce area and an important part of the growing downtown.

The name of the street was most appropriate, as it truly was the City's "broad street." In the late 1800s the street included dual 15-foot side medians, lined with Elm trees. The dual side lanes provided a safe lane for horse-drawn carriages.



East Broad Street 1998



East Broad Street 1998

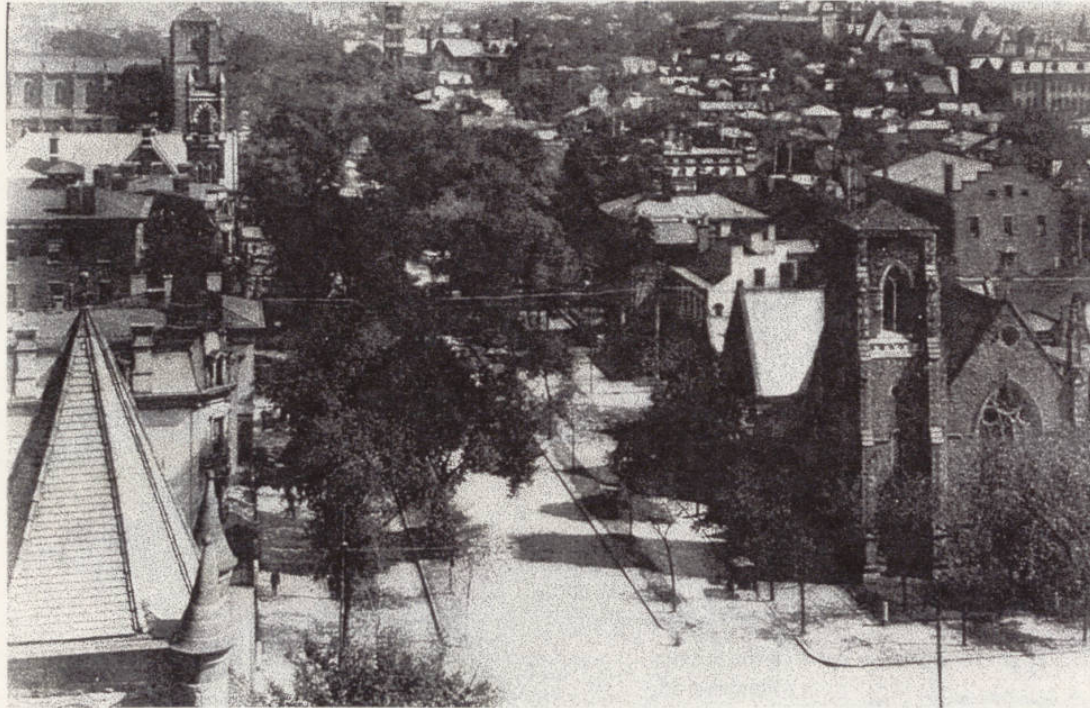


East Broad Street 1889

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When the stately Elm trees died from the devastating Dutch Elm disease, the dual median on East Broad Street also disappeared and accommodation for the automobile became the dominant development standard for East Broad Street.

In 1996, a study prepared by Cambridge Systematics, Inc. for Mid-Ohio Regional Planning Commission and the City of Columbus indicated that traffic on Broad Street could be adequately handled with six lanes; three eastbound and three westbound.



East Broad Street Around Turn of the Century



East Broad Street 1930



East Broad Street 1998

B R O A D S T R E E T M E D I A N S T U D Y ■ ■ C O L U M B U S O H I O
 B R O A D S T R E E T M E D I A N S T U D Y G R O U P ■ ■ ■ D O W N T O W N D E V E L O P M E N T O F F I C E
 C O L U M B U S D E P A R T M E N T O F T R A D E A N D D E V E L O P M E N T
 E D S A L L & A S S O C I A T E S L L C ■ ■ ■ 7 5 4 N E I L A V E N U E ■ ■ ■ C O L U M B U S , O H I O 4 3 2 1 5
 L A N D S C A P E A R C H I T E C T S ■ ■ ■ ■ L A N D P L A N N E R S ■ ■ ■ ■ P L A N N I N G C O N S U L T A N T S



The Grand Street

Recommendations made in this study shall return the grand stature to Broad Street through the careful redevelopment of a central median in combination with a complimentary Streetscape Development.

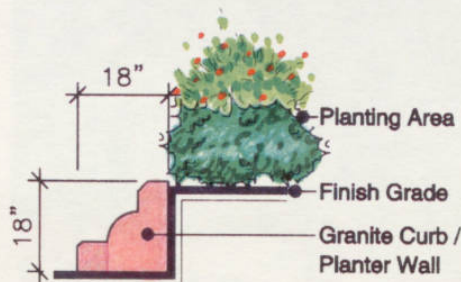
Throughout the world, streets with medians in combination with strong allées on either side have made a very positive contribution to the image and stature of the city in which they are located. These streets have given cities a world-class status.

Such "grand streets" include the Avenue des Champs - Elysees, Paris, France; the Unter den Linden and Kurfurstendamm in Berlin, Germany; the Paseo de Gracia in Barcelona, Spain; the

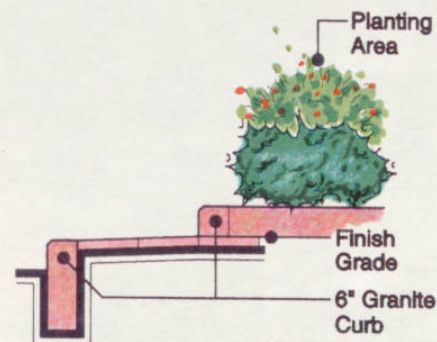
Ringstrasse in Vienna, Austria; the Viale delle Terme de Caracalla in Rome, Italy; Monument Avenue in Richmond, Virginia; and Park Avenue in New York City, New York.

General development recommendations common to both the Median and Streetscape include:

- Radio-controlled signal activation for emergency vehicles should be incorporated into the Broad Street redevelopment.
- Six inch buried conduit should be included in both the Median and Streetscape Developments for future utility services.
- Traffic Control for both the Median and Streetscape Developments should be integrated into the total landscape development.

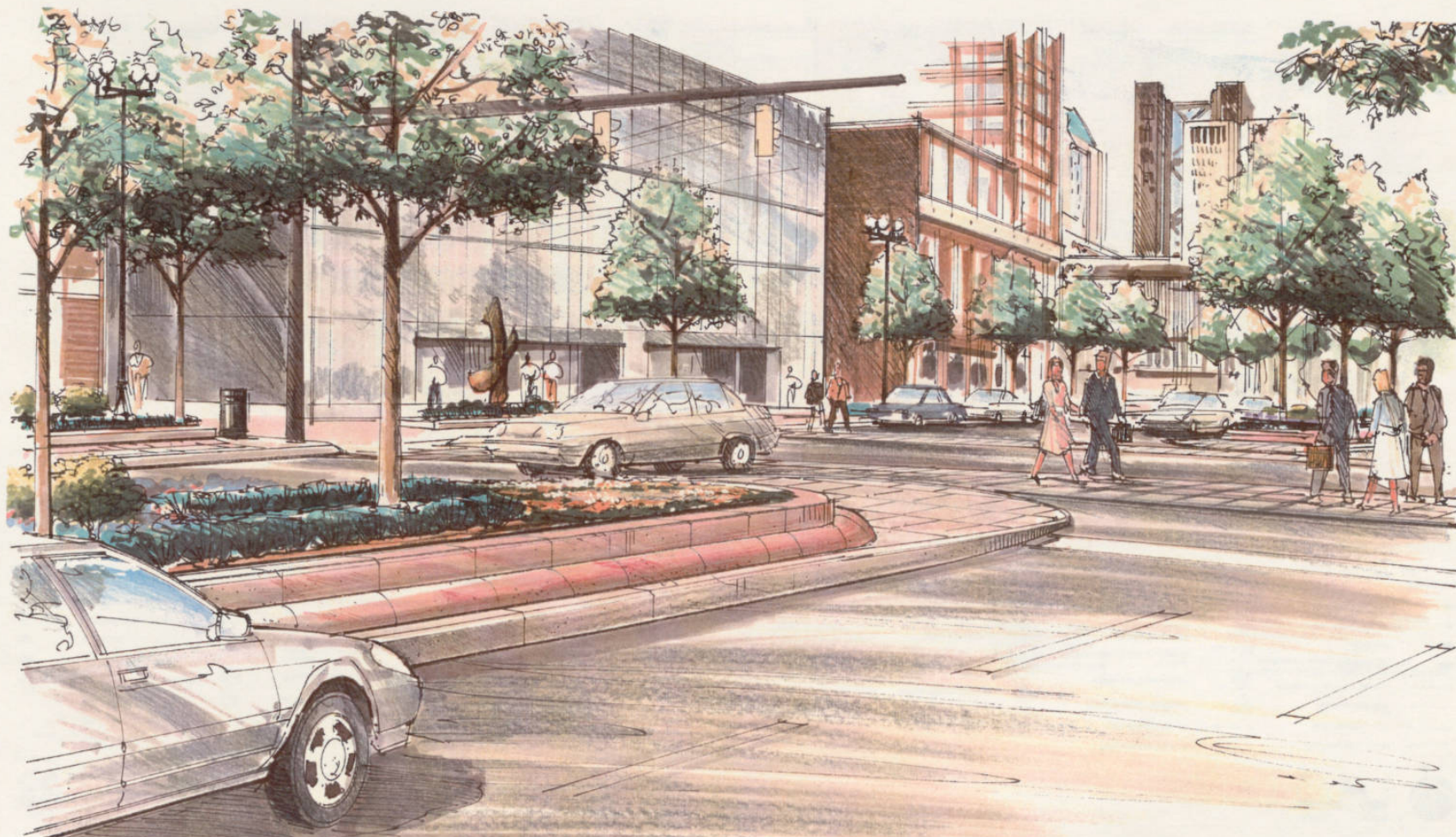


Median Curb/Planter Wall



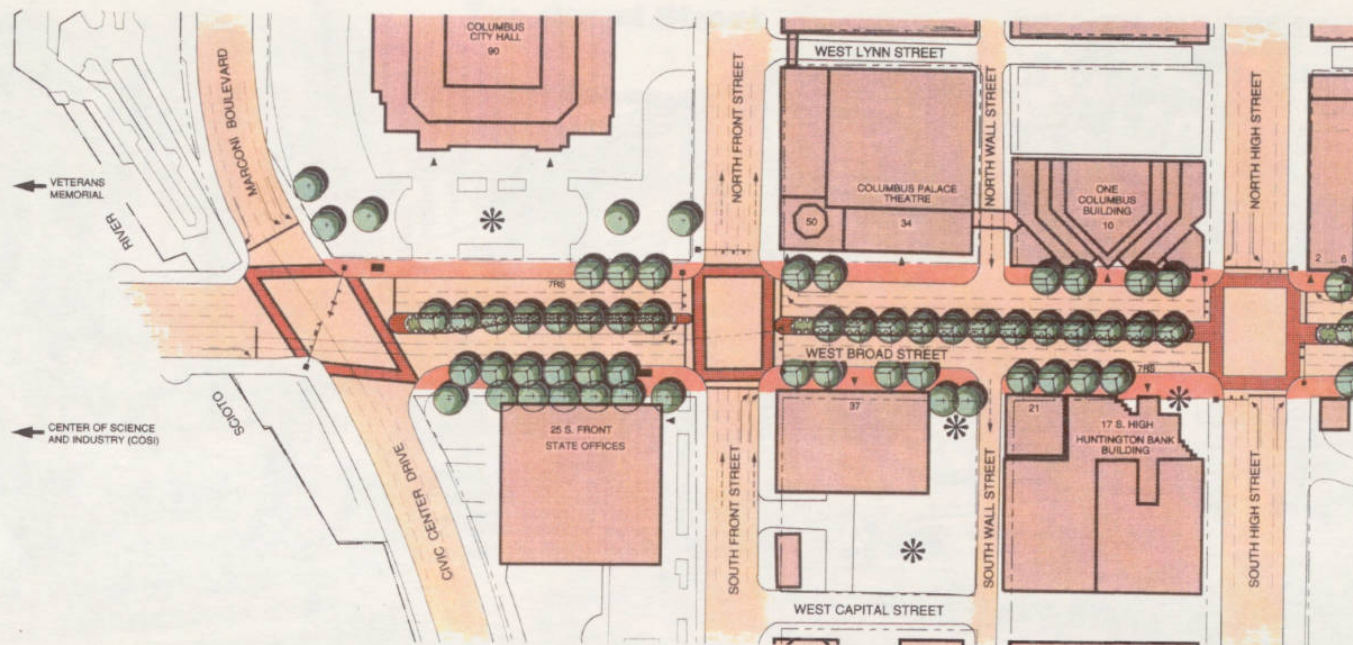
Streetscape Granite Curb

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Broad Street Median

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COLUMBUS		DEPARTMENT		OF		TRADE		AND DEVELOPMENT	
EDSALL & ASSOCIATES		LLC		754 NEIL AVENUE		COLUMBUS, OHIO		43215	
LANDSCAPE ARCHITECTS		LAND PLANNERS		PLANNING		CONSULTANTS			



LEGEND:

- | | | |
|-----------------------------|--|----------------------------|
| 18 ADDRESS NUMBER | ← LEFT TURN THROUGH LANE | EXISTING TREE |
| ▲ PRIMARY ENTRY POINT | 9RS NUMBER OF RESTRICTED HOUR PARKING SPACES | PROPOSED TREE |
| ● BUS STOP | 2HC NUMBER OF HANDICAP PARKING SPACES | PROPOSED SHRUBS/PERENNIALS |
| ■ BUS SHELTER | * EXISTING PEOPLE PLACE | PROPOSED SCULPTURE |
| — TRAFFIC POLE WITH SIGNALS | * POTENTIAL PEOPLE PLACE | ■ TEXTURED PAVEMENT |
| — ONE-WAY TRAFFIC | --- DISCOVERY DISTRICT | |
| — LEFT TURNING LANE | --- VEHICULAR SIGHT LINE | |
| — RIGHT TURNING LANE | | |
- 1 - 11 - 90
- 0 50 100
SCALE 1" = 50'-0"

ADDRESS: BUILDING/BUSINESS

- | | | |
|----------------------------|-----------------------------|---|
| • NORTH SIDE | 90 COLUMBUS CITY HALL | 37 HUNTINGTON PLAZA/QUICK & REILLY, OLDE DISCOUNT STOCK |
| 10 ONE COLUMBUS BUILDING | • SOUTH SIDE | 25 STATE OFFICES |
| 34 COLUMBUS PALACE THEATRE | 17 HUNTINGTON BANK BUILDING | |
| 50 LEVEQUE TOWER | 21 WYANDOTTE BUILDING | |

High Street to Marconi Boulevard

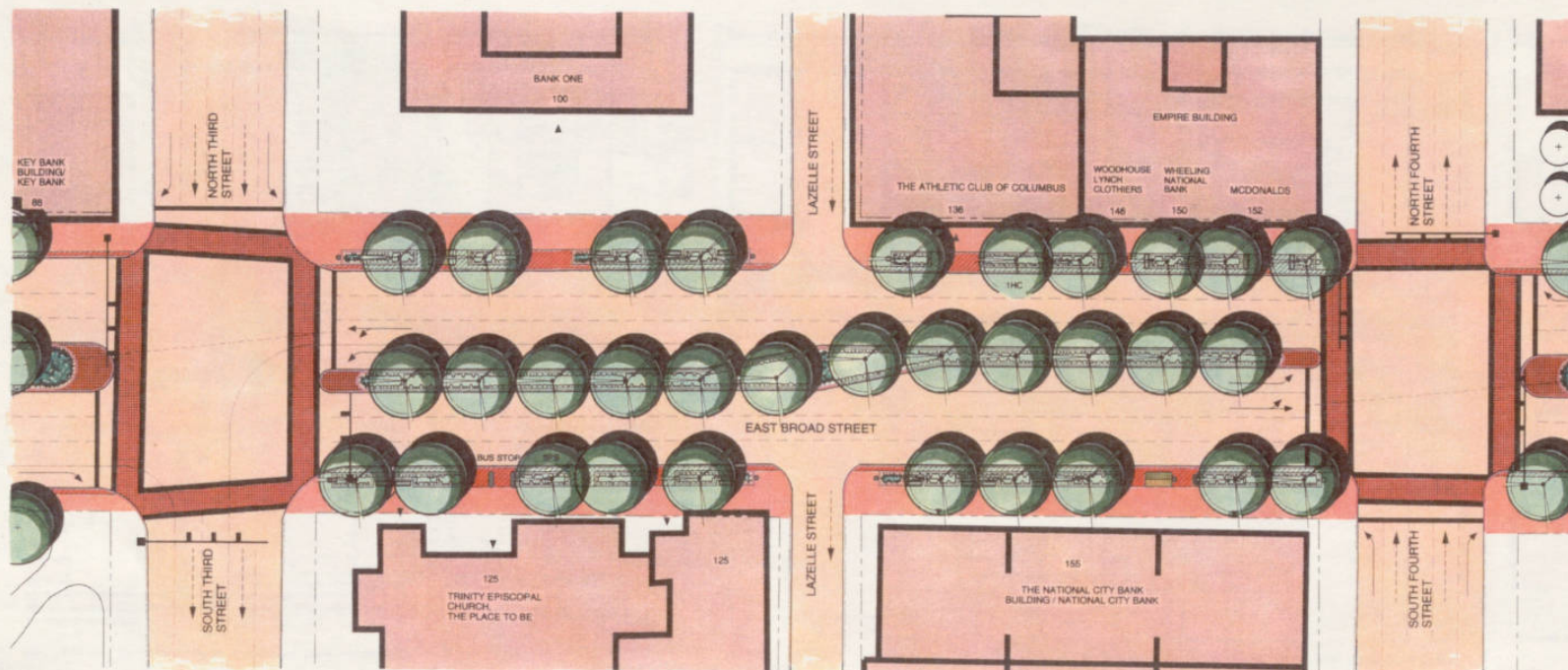
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COLUMBUS DEPARTMENT OF TRADE AND DEVELOPMENT

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INFORMATION BASED ON FRANKLIN COUNTY AUDITOR GIS DATA, APRIL 1998

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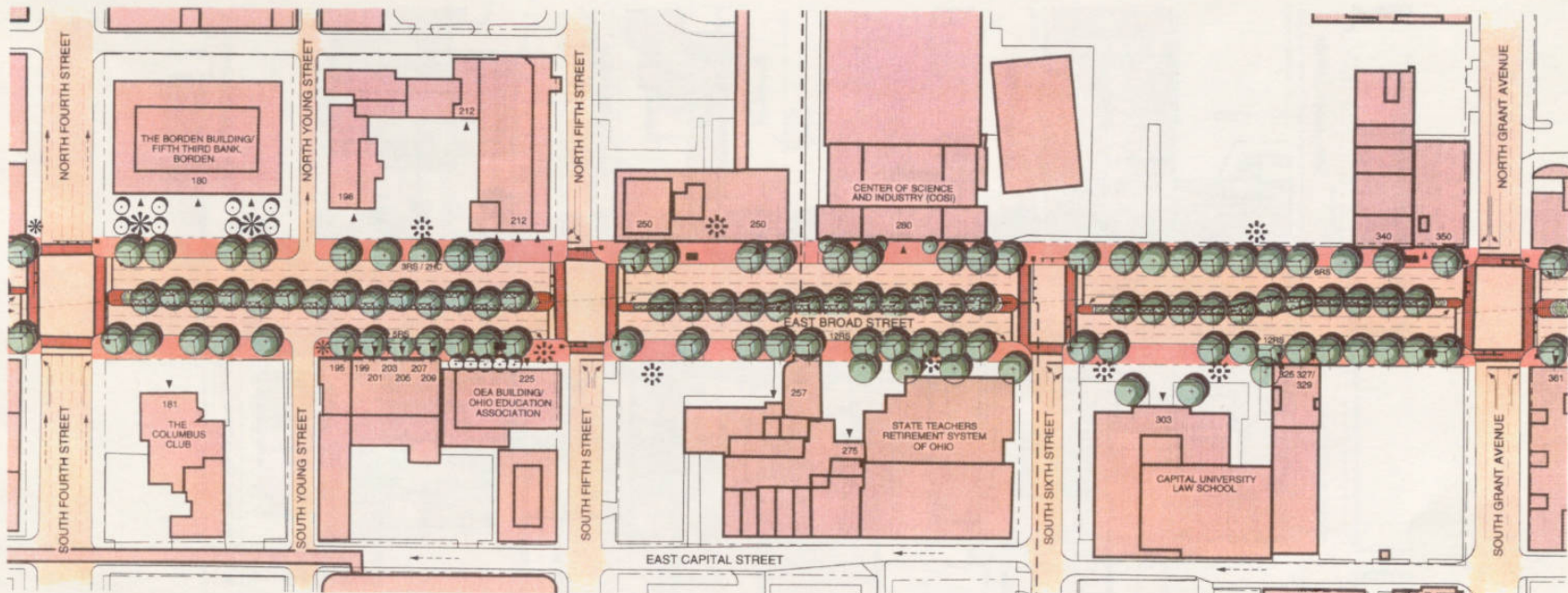
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	PRIMARY ENTRY POINT	2HC	NUMBER OF HANDICAP PARKING SPACES		PROPOSED DECIDUOUS/FLowering SHRUBS/PERENNIALS		
	BUS SHELTER		VEHICULAR SIGHT LINE		GROUND COVER/EVERGREEN SHRUBS		
	TRAFFIC POLE WITH SIGNALS		PROPOSED BENCH		SEASONAL PLANTING		
	ONE-WAY TRAFFIC		PROPOSED NEWSRACK		PROPOSED SCULPTURE		
	LEFT TURNING LANE		PROPOSED WASTE RECEPTACLE		TEXTURED PAVEMENT		
	RIGHT TURNING LANE		EXISTING TREE				
	LEFT TURN THROUGH LANE						



1" = 20'-0"

Fourth Street to Third Street Detail Plan

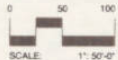
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LEGEND:

18	ADDRESS NUMBER	←	LEFT TURN/THROUGH LANE		EXISTING TREE
	PRIMARY ENTRY POINT	8RS	NUMBER OF RESTRICTED HOUR PARKING SPACES		PROPOSED TREE
	BUS STOP	2HC	NUMBER OF HANDICAP PARKING SPACES		PROPOSED SHRUBS/PERENNIALS
	BUS SHELTER		EXISTING PEOPLE PLACE		PROPOSED SCULPTURE
	TRAFFIC POLE WITH SIGNALS		POTENTIAL PEOPLE PLACE		TEXTURED PAVEMENT
	ONE-WAY TRAFFIC	---	DISCOVERY DISTRICT		
	LEFT TURNING LANE	- - -	VEHICULAR SIGHT LINE		
	RIGHT TURNING LANE				

1:11-99



ADDRESS: BUILDING/BUSINESS

* NORTH SIDE

180	THE BORDEN BUILDING/FIFTH THIRD BANK, BORDEN
196	CHANCERY OFFICE DIOCESE OF COLUMBUS
212	ST. JOSEPH CATHEDRAL/ST. JOSEPH CATHEDRAL RECTORY
250	MIDLAND BUILDING/HUNTINGTON BANK ACCESS
280	CENTER OF SCIENCE AND INDUSTRY (COSI)
340	THE OHIO COMMISSION ON AFRICAN AMERICAN MALES
350	INROADS - COLUMBUS, INC.

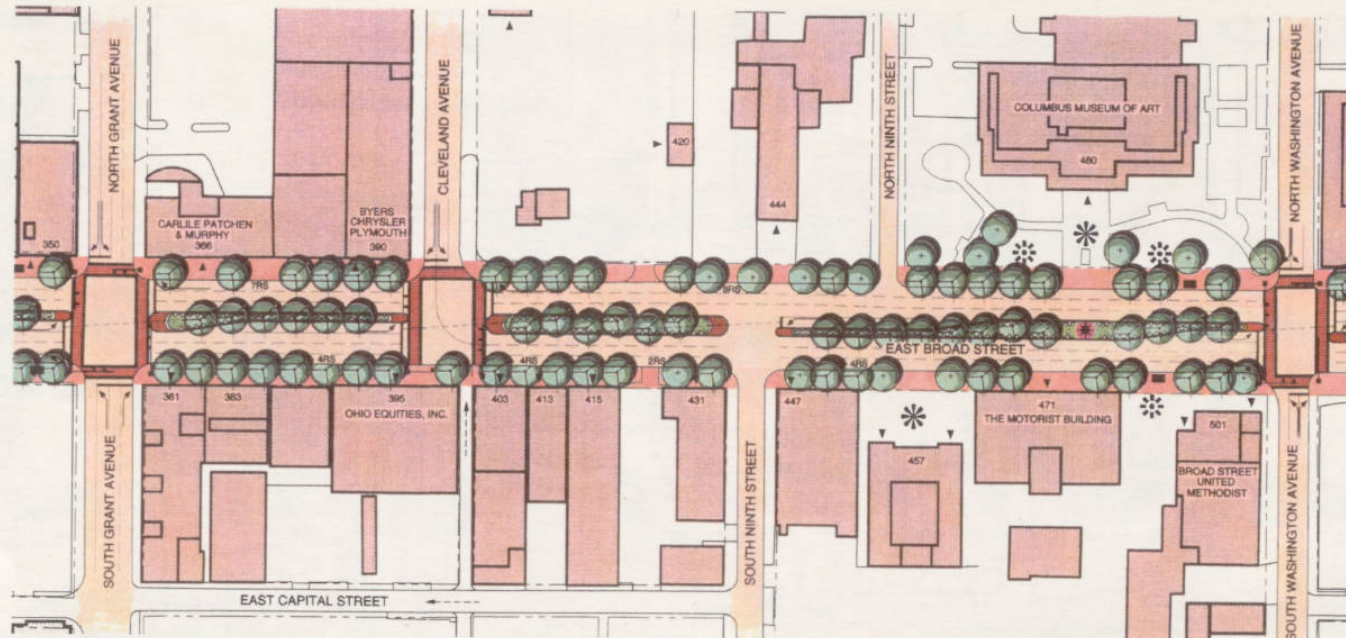
* SOUTH SIDE

181	THE COLUMBUS CLUB
196	BLIMPIE SUBS & SALADS
199	PIP PRINTING
201	DOWNTOWN COMPUTERS
203	THE GILBERT GROUP, INC. REALTORS
205	FAST SIGNS
207	VACANT
208	ASIAN WOK
225	OEA BUILDING/OHIO EDUCATION ASSOCIATION
257	WENDY'S OLD FASHIONED HAMBURGERS, TM HORTONS
275	STATE TEACHERS RETIREMENT SYSTEM OF OHIO
303	CAPITAL UNIVERSITY LAW SCHOOL
327	LARRY PHILLIPS PHOTOGRAPHY, INC.
329	BENJA & CO., THE GOOD REALTY CO., HELLO GORGEOUS!

INFORMATION BASED ON FRANKLIN COUNTY AUDITOR GIS DATA, APRIL, 1998

Grant Avenue to Fourth Street

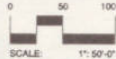
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LEGEND:

- | | | |
|-----------------------------|--|----------------------------|
| 18 ADDRESS NUMBER | LEFT TURN THROUGH LANE | EXISTING TREE |
| ▲ PRIMARY ENTRY POINT | 9RS NUMBER OF RESTRICTED HOUR PARKING SPACES | PROPOSED TREE |
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| — ONE-WAY TRAFFIC | DISCOVERY DISTRICT | |
| — LEFT TURNING LANE | VEHICULAR SIGHT LINE | |
| — RIGHT TURNING LANE | | |

1-11-99



ADDRESS: BUILDING/BUSINESS

• NORTH SIDE

- 366 CARLISLE PATCHEN & MURPHY
- 390 BYERS CHRYSLER PLYMOUTH
- 420 BYERS USED CARS
- 444 THE FIRST CONGREGATIONAL CHURCH
- 480 COLUMBUS MUSEUM OF ART

• SOUTH SIDE

- 361 VACANT
- 383 DAWSON PERSONNEL SYSTEMS
- 395 OHIO EQUITIES, INC.
- 403 EGAN-RYAN UNDERTAKING CO.
- 413 OHIO ORTHOPEDIC & FRACTURE SURGEONS

- 415 BRITT BUSINESS SYSTEMS, INC.
- 431 COLUMBUS MEDICAL ASSOCIATION AND FOUNDATION
- 447 FRANKLIN COUNTY ALCOHOL, DRUG ADDICTION AND MENTAL HEALTH SERVICES BOARD
- 457 FIRST CHURCH OF CHRIST, SCIENTIST
- 471 THE MOTORIST BUILDING
- 501 BROAD STREET UNITED METHODIST

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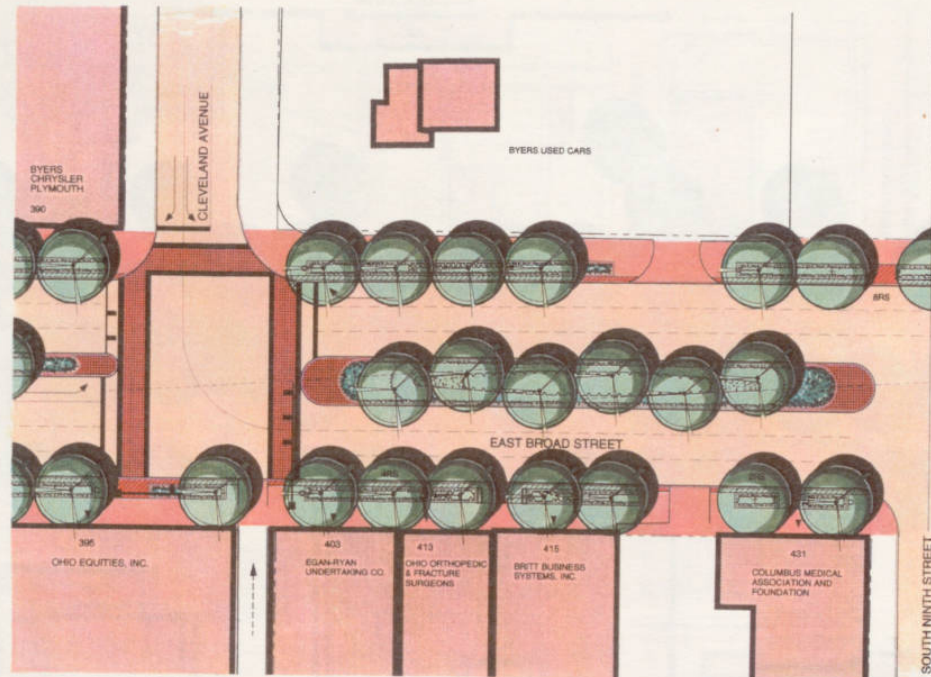
Washington Avenue to Grant Avenue

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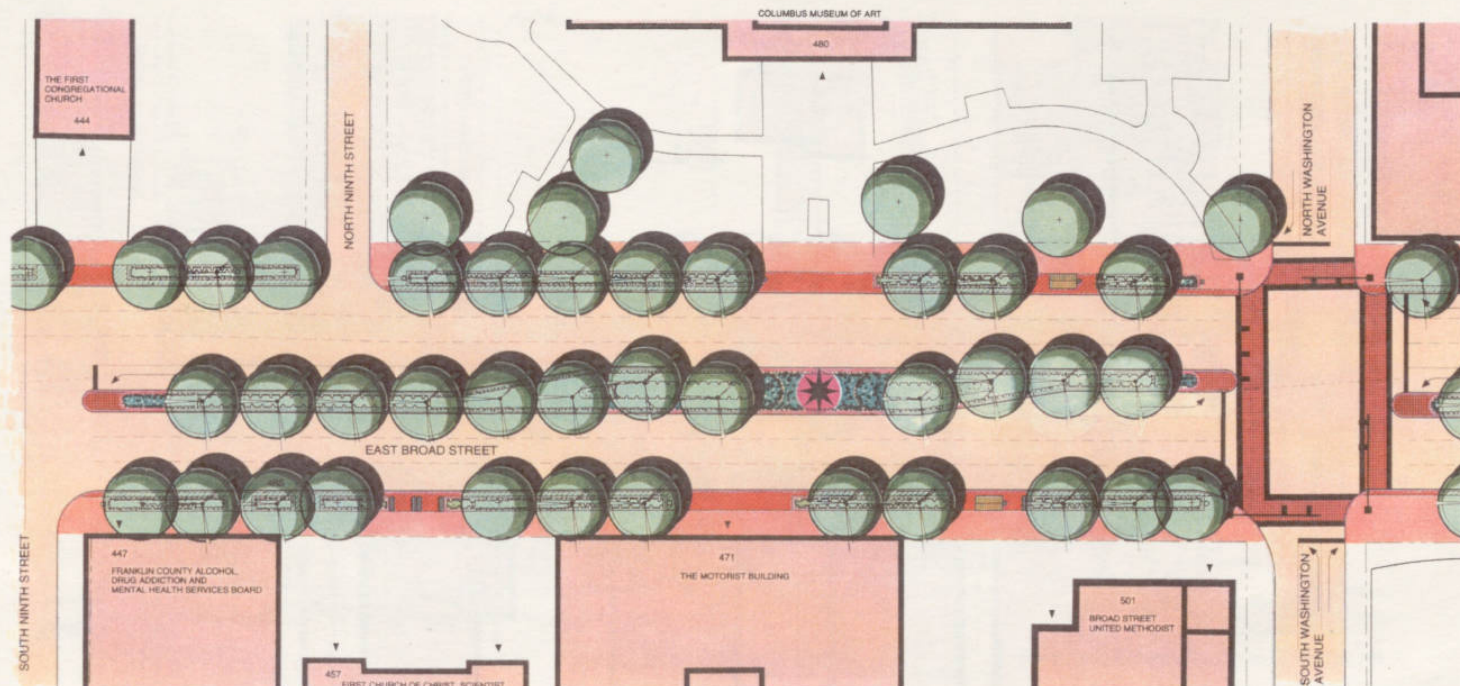
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	ONE WAY TRAFFIC		PROPOSED NEWSRACK		PROPOSED SCULPTURE		
	LEFT TURNING LANE		PROPOSED WASTE RECEPTACLE		TEXTURED PAVEMENT		
	RIGHT TURNING LANE		EXISTING TREE				
	LEFT TURN THROUGH LANE						



1 - 11 - 99
SCALE: 1" = 20'-0"

Ninth Street to Cleveland Avenue Detail Plan

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16	ADDRESS NUMBER	9RS	NUMBER OF RESTRICTED HOUR PARKING SPACES		PROPOSED TREE		REMOVABLE TEXTURED PAVEMENT
	PRIMARY ENTRY POINT	2HC	NUMBER OF HANDICAP PARKING SPACES		PROPOSED DECIDUOUS/FLOWERING SHRUBS/PERENNIALS		
	BUS SHELTER		VEHICULAR SIGHT LINE		GROUND COVER/EVERGREEN SHRUBS		
	TRAFFIC POLE WITH SIGNALS		PROPOSED BENCH		SEASONAL PLANTING		
	ONE-WAY TRAFFIC		PROPOSED NEWSRACK		PROPOSED SCULPTURE		
	LEFT TURNING LANE		PROPOSED WASTE RECEPTACLE		TEXTURED PAVEMENT		
	RIGHT TURNING LANE		EXISTING TREE				
	LEFT TURN THROUGH LANE						



SCALE: 1"=20'-0"

Washington Avenue to Ninth Street Detail Plan

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Utilization of 12" x 12" textured pavers (non-mortar set to better facilitate access to utilities) are suggested for all crosswalks and within a minimum of 10 feet of the sidewalk area immediately adjacent to the curb along Broad Street on the north and south sides of Broad Street.

Lighting recommendations include:

- Eventual replacement of existing street lights/poles with new poles and fixtures per the approval of the Division of Electricity.
- When street light poles are replaced, new poles need to include the provision for adding banners, flag holders and waterproof electrical outlets. It is recommended a minimum clearance of 8'-8" be maintained from the sidewalk to the bottom of banners. Banners should not extend over the street.

Median Development

The width of the median has been optimized to enhance the ability to maintain plantings.

Emphasis has been placed on the utilization of shade trees massed and staggered planted for maximum effect.

The intent of the design of a median for Broad Street is to create a lushly landscaped, raised median of lasting quality.

As design development documents are prepared, it may be necessary to evaluate lead-in signage for public/ quasi-public facilities north and south of Broad Street.

In the design development phase, the starting and stopping points for the median should be verified at all intersections to ensure adequate visibility for both pedestrians and vehicles.

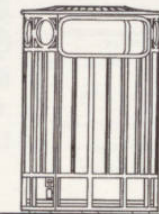
In addition, further traffic studies may be needed at selected intersections to examine potential through traffic backup, adequate site distances, potential accident problems and additional turn lanes at proposed left turns.

Development recommendations include:

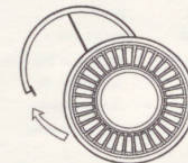
- Long-lasting granite materials are proposed for all curbing.
- Where left-turn lanes are depicted, a separate vehicular stacking lane is included.
- Create center pedestrian-at-grade safe zones in the median at each pedestrian crossing.
- Other than at designated turn/ stacking lanes, the median shall be 20 feet wide.
- The median shall be curbed in an 18" high and 18" wide granite curbing.
- Where turning and stacking lanes occur, the median shall be narrowed to 10 feet in width.
- Maintain a minimum of three vehicular lanes, eastbound and westbound. All lanes are proposed to be 10 feet wide.
- Dual parking restrictions shall be maintained for:

- Eastbound Traffic:
3:00 A.M. - 7:00 A.M.
4:00 P.M. - 6:00 P.M.
- Westbound Traffic:
3:00 A.M. - 9:00 A.M.
4:00 P.M. - 6:00 P.M.

- Maintain restricted hour parking on the north and south sides of Broad Street during rush hours. One hundred thirty-four parking spaces along the north and south sides of Broad Street currently exist today. One hundred thirty-three parking spaces are proposed to remain.
- Left-turn movements with stacking lane shall be provided for:
- Westbound Traffic at:
 - South Fifth Street
 - South Third Street
 - South Sixth Street
 - South Ninth Street
 - South Washington Avenue



Elevation



Plan View

Waste Receptacle

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- Eastbound Traffic at:
 - Cleveland Avenue
 - North Front Street
 - North Fourth Street
 - North Grant Avenue
 - North Washington Avenue

On-Street Parking Analysis (For North and South Sides of Broad Street)

	Existing Parking	Proposed Parking
Interstate 71 West to Washington Avenue	33	33
Washington Avenue to Grant Avenue	30	29
Grant Avenue to Fourth Street	40	40
Fourth Street to Third Street	4	4
Third Street to High Street	13	13
High Street to Marconi Boulevard	14	14
Total Parking	134	133

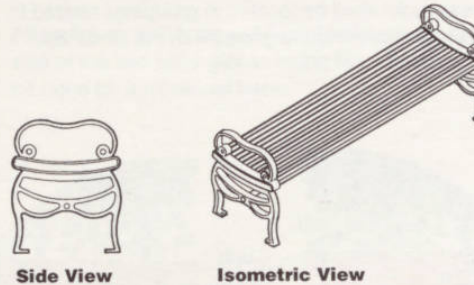
Streetscape Development

Streetscape improvements shall include the replacement of existing concrete curbing with granite curbing.

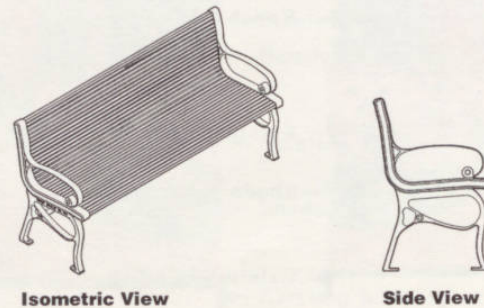
Building owners shall be encouraged to orient their main entrances to Broad Street. Activity nodes shall be encouraged.

The Streetscape Development is as important as the Median Development to fully return Broad Street to "The Grand Street" status.

The Streetscape Development guidelines are recommended to better define a separation



Bench Without Back



Bench With Back

between pedestrians and moving vehicles to make Broad Street a more "pedestrian-friendly" street.

Development recommendations include:

- All street furniture within the public right-of-way shall be unified in appearance.
- All benches and waste receptacles shall be steel construction, with a black gloss finish.
- Maintain a minimum eight-foot clear walkway between the face of buildings to proposed planters.
- The bench and waste receptacle standards were selected based on their classic lines, comfort and maintainability.
- Incorporate street furnishings with a classical/timelessness/ traditional character into public and private development.
- Shade trees shall be incorporated into raised planting areas, separated from the walk surface by a six-inch granite curb.
- Replace, as a minimum, 10-foot existing walk immediately adjacent to the curb on the north and south sides of Broad Street with removable textured pavers and/or curbed planting areas.
- Benches, bus shelters, kiosks, landscaping, newsracks, public sculpture, street lighting and waste receptacles shall be incorporated into the Streetscape Development on the north and south sides of Broad Street.

- It is recommended that individual property owners incorporate the Streetscape Development Guidelines for the area beyond the 10-foot standard for all walk improvements to their property line and on their private property adjacent to the public sidewalk.

Development Policies

Newsracks

Newsracks shall not be located immediately adjacent to pedestrian crosswalks.

Metal newsracks with a black finish are proposed, clustered in groups of a minimum of four to six units.

Newsracks shall be located in groupings related to seating areas and integrated with the landscape development.

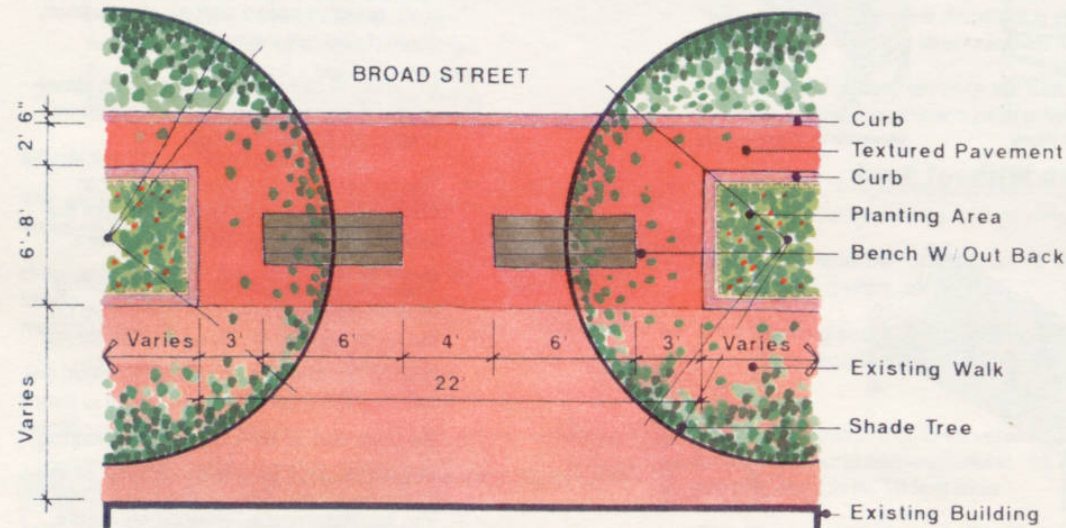
Kiosks

All kiosk structures shall be black.

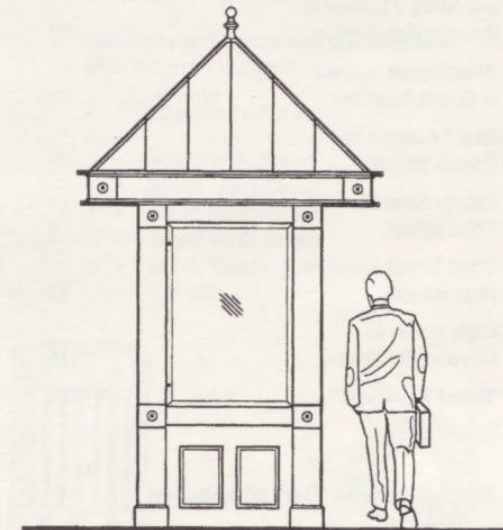
Kiosks shall have copper roofs to match the bus shelters.

The purchase and maintenance of kiosks shall be at the option of the private sector, subject to City approval.

Outdoor seating/benches should be incorporated into areas within the right-of-way where kiosks are introduced.



Seating Prototype



Side View

Kiosk

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Landscaping

The majority of existing street trees are in poor condition and should be replaced.

Low-profile shrubbery (in masses) shall be incorporated into the Median and Streetscape Developments.

Shrub plantings (evergreen and deciduous) shall be complemented with selected perennial/ seasonal color accents.

All landscaping at the ends of Medians shall be no more than 30 inches in height above the street grade or lower.

Shade trees shall predominate in both the Median and on both sides of Broad Street to create a tree-lined allée into the Downtown and a canopied street character.

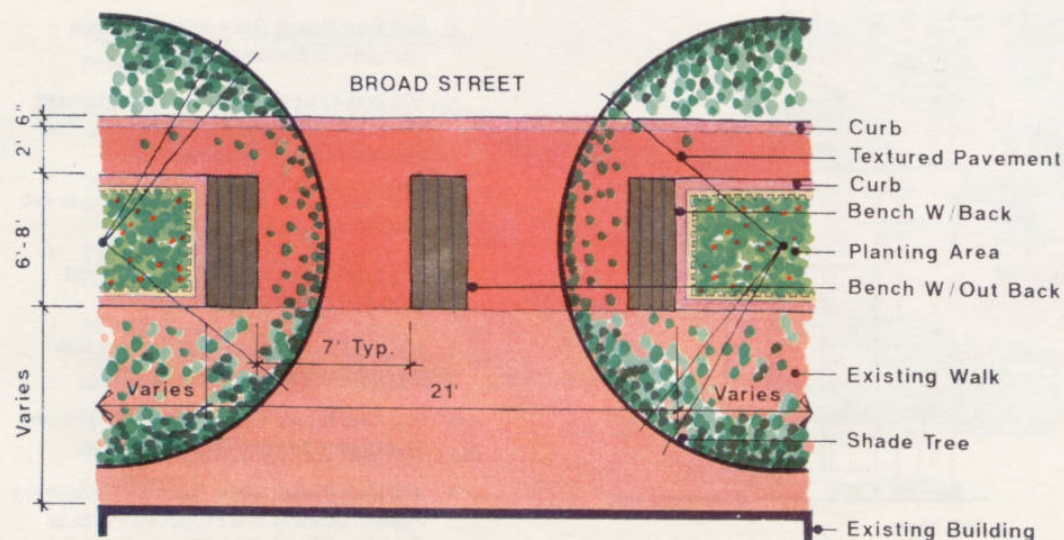
Public Sculpture

All sculpture within the public right-of-way, exclusive of the two large pieces in the Median, should be done on a rotational basis.

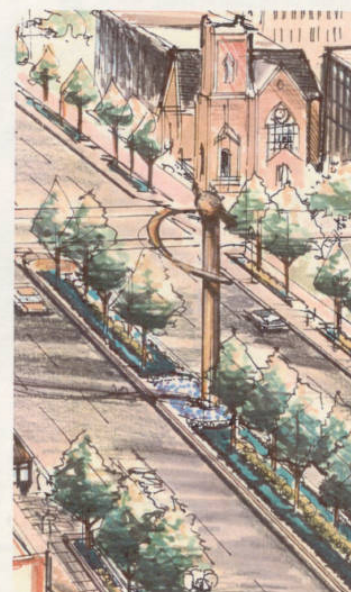
An opportunity for public sculpture shall be provided at selected locations within the public right-of-way on the north and south sides of Broad Street.

An opportunity for two significant permanent kinetic sculpture pieces are proposed within the Broad Street Median located:

- On axis with the north entrance to the Ohio Statehouse, and
- On axis with the main entrance to the Columbus Museum of Art.



Seating Prototype



Public Sculpture

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Bus Shelters

All bus shelters shall have copper roofs.

All bus shelter structures shall be black.

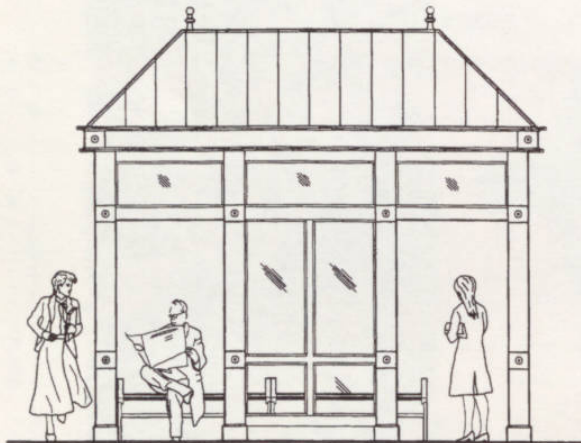
All bus shelters shall include interior lighting.

All bus shelters shall include benches per the Broad Street Development Guidelines.

Based on COTA's warrants of 25 passengers, bus shelters are proposed at the following locations:

North Side of Broad Street

- Midland Building
- West of City Hall



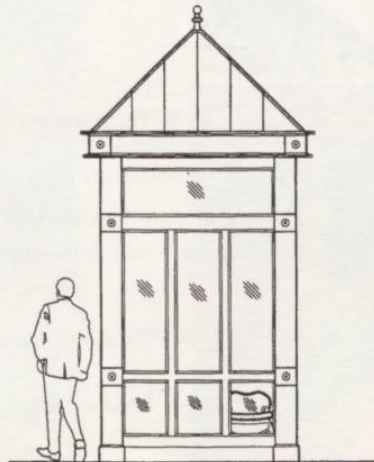
Front View

Bus Shelter

- Bank One Building
- 340-350 East Broad
- Columbus Museum of Art
- West of the Rhodes State Office Tower

South Side of Broad Street

- 25 South Front Street
- The National City Bank
- East of The Motorist Building
- West of South Grant Street
- East of High Street at the State Capitol
- Ohio Education Association Building



Side View

People Places

Vendors with food carts shall be encouraged.

People places/plaza areas shall be encouraged along the north and south sides of Broad Street.

Where there are existing people places, it may be necessary to enhance them with benches and landscaping per the guidelines suggested in this study.

Existing and proposed people places include the following:

- 583 East Broad: First Baptist Church: Potential Space
- 518 East Broad: State Auto Insurance Companies: Existing Space
- 501 and 471 East Broad: Between Broad Street United Methodist Church and The Motorist Building: Potential Space
- 480 East Broad: Columbus Museum of Art: Existing and Potential Spaces
- 457 East Broad: First Church of Christ Scientist: Existing Space
- 303 East Broad: Capital University Law School: Potential Spaces
- 300 East Broad: Future School Employees Retirement System: Potential Space
- 275 East Broad: State Teachers Retirement System Building and Proposed Plaza at Broad and South Fifth Streets: Potential Spaces

- 250 East Broad: Midland Building: Potential Space as Elevated "Terrace"
- 225 East Broad: Ohio Education Association: Potential Space
- 212 to 198 East Broad: St. Joseph Cathedral and Rectory: Potential Space
- 195 and 152 East Broad: Blimpie Subs and McDonalds: Existing Space. Outdoor dining accommodations on sidewalks
- 180 East Broad: The Borden Building: Existing Spaces. Street furniture could be improved
- 125 East Broad: Trinity Episcopal Church: Potential Space
- 100 East Broad: Bank One: Existing Space. Has no street furniture
- 20-30 East Broad: Between Buildings: Potential Space
- 17 South High Street at Broad Street: Huntington Bank Building: Existing Space
- 37 West Broad: Huntington Plaza: Existing Space. Outdoor seating under shade trees serves as an entertainment space. The best example of a people place.
- 90 West Broad: Columbus City Hall: Existing Space



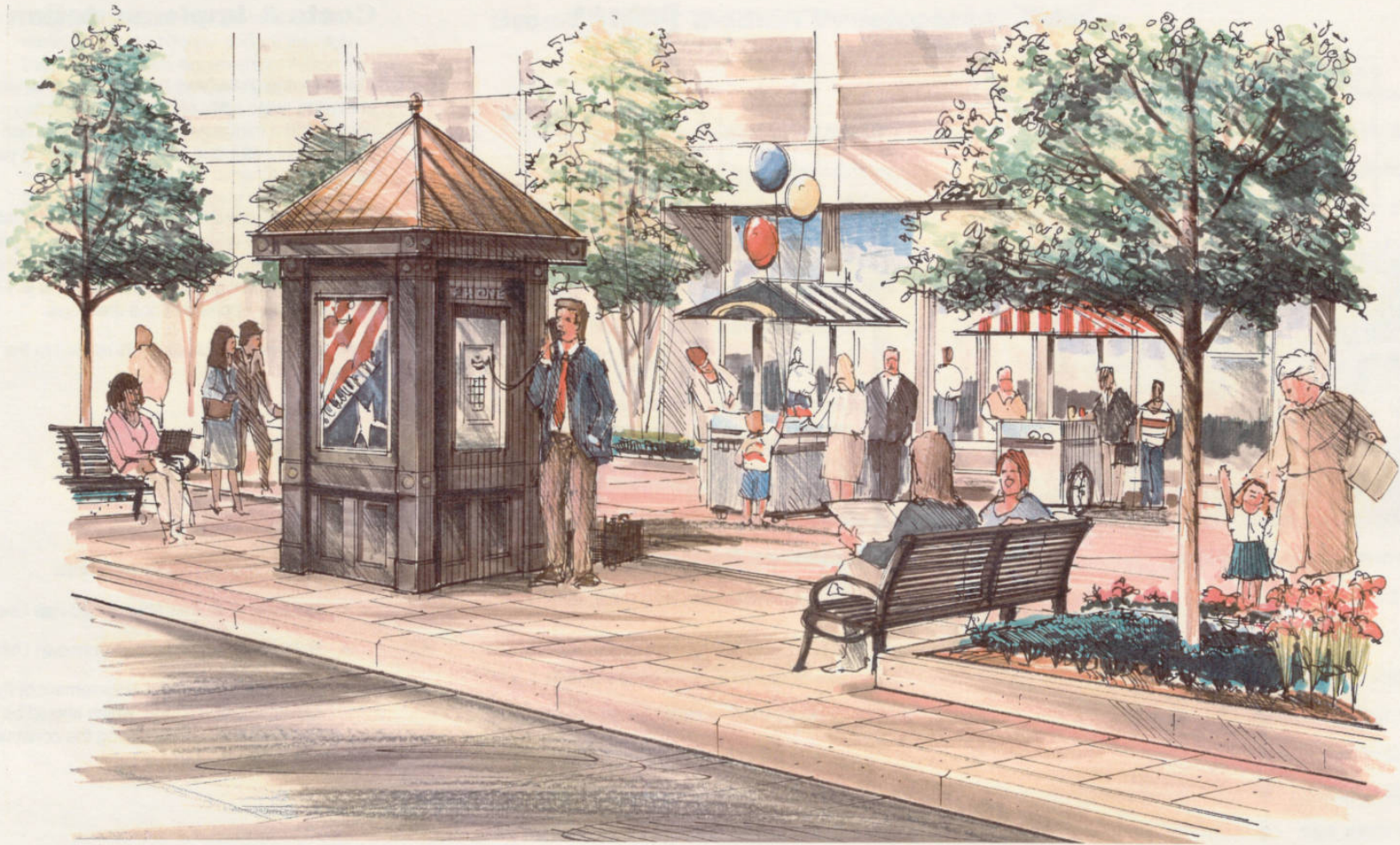
People Places

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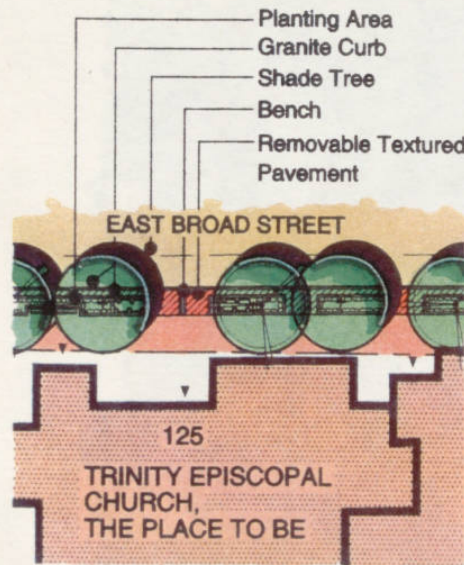
Streetscape Seating Prototype

BROAD STREET	MEDIAN STUDY	GROUP	STUDY	COLUMBUS OHIO
BROAD STREET	MEDIAN STUDY	GROUP	DOWNTOWN DEVELOPMENT	OFFICE
COLUMBUS	DEPARTMENT	OF	TRADE	AND DEVELOPMENT
EDSALL & ASSOCIATES LLC	754 NEIL AVENUE	COLUMBUS, OHIO 43215		
LANDSCAPE ARCHITECTS	LAND PLANNERS	PLANNING CONSULTANTS		

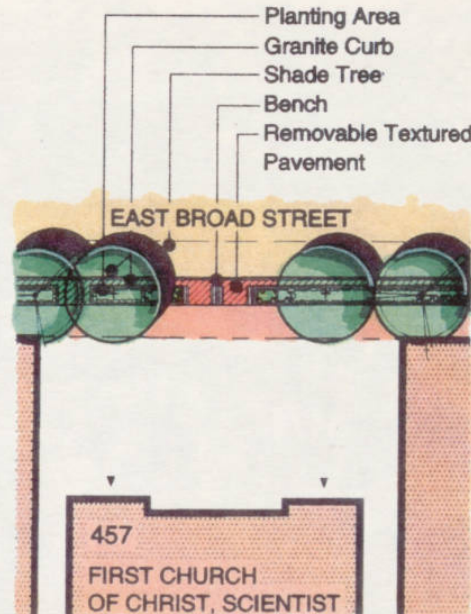


Streetscape Seating/Kiosk Prototype

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Streetscape Prototype



Streetscape Prototype

Costs & Implementation

The following costs have been prepared based on prevailing wage rates and 1999 construction costs. Add a minimum of 5 percent to the construction cost estimate for each succeeding year beyond 1999.

Figure the usual lead time of six months for fabrication of granite units. Actual fabrication of granite starts six weeks after order is placed for shop drawings. Typical granite fabrication time is 12 to 14 weeks after approved shop drawings.

Estimate does not include costs related to the following:

- Kiosks
- Permits
- Public Sculptures
- Unknown Field Conditions
- Loss of Parking Meter Revenues
- Removal of Buried/Abandoned Rail Lines
- Relocation/Adjustment of Unknown Utilities
- The completion of the encasement of the sewer in Broad Street, which should be completed prior to or during the construction of the Median.

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- Longer term replacement/rehabilitation costs. A five- to 10-year service for High Street (Nationwide Boulevard to Fulton Street) annualizes between \$60,000.00 - \$70,000.00.
- Yearly water cost for operation of the irrigation system. Based on other City projects, \$1,000.00 - \$3,000.00 may be anticipated for water costs for both the Median and Streetscape Developments.

Broad Street Median Development Totals:

	With Textured Pavement	With All Granite Pavers
I. Interstate 71 West to Washington Avenue	\$ 1,362,937.00	\$ 1,449,116.00
II. Washington Avenue West to Grant Avenue	\$ 1,596,245.00	\$ 1,737,315.00
III. Grant Avenue West to Fourth Street	\$ 2,009,076.00	\$ 2,200,758.00
IV. East: Fourth Street West to Third Street	\$ 639,877.00	\$ 718,598.00
IV. West: Third Street West to High Street	\$ 912,079.00	\$ 933,154.00
V. High Street West to Marconi Boulevard	\$ 1,282,344.00	\$ 1,458,300.00
VI. Survey: Sections I-V (Noted Above)	\$ 40,000.00	\$ 40,000.00
Total Broad Street Median Construction	\$7,842,558.00	\$ 8,537,241.00
Construction Documents (12%)	\$ 941,107.00	\$ 1,024,469.00
Construction Observation (10%)	\$ 784,256.00	\$ 853,724.00
Total Broad Street Median Development	\$9,567,921.00	\$10,415,434.00

Annual Estimated Median Maintenance Costs:

Interstate 71 West to Washington Avenue	\$ 30,571.00
Washington Avenue West to Grant Avenue	\$ 29,395.00
Grant Avenue West to Fourth Street	\$ 36,455.00
Fourth Street West to Third Street	\$ 11,295.00
Third Street West to High Street	\$ 25,930.00
High Street West to Marconi Boulevard	\$ 25,590.00
Total Annual Median Maintenance Costs	\$ 159,236.00

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Broad Street Streetscape Development Totals for the Area up to 10 Feet Back From the Face of the Curb on Both Sides of Broad Street.

	With Textured Pavement	With All Granite Pavers
I. Interstate 71 West to Washington Avenue	\$ 1,129,030.00	\$ 1,296,010.00
II. Washington Avenue West to Grant Avenue	\$ 1,404,941.00	\$ 1,594,899.00
III. Grant Avenue West to Fourth Street	\$ 1,847,917.00	\$ 2,043,720.00
IV. East: Fourth Street West to Third Street	\$ 727,484.00	\$ 789,304.00
IV. West: Third Street West to High Street	\$ 605,305.00	\$ 720,124.00
V. High Street West to Marconi Boulevard	\$ 1,088,908.00	\$ 1,207,218.00
VI. Survey: Sections I-V (Noted Above)	\$ 74,000.00	\$ 74,000.00
Total Broad Street Streetscape Construction	\$6,877,585.00	\$7,725,275.00
Construction Documents (12%)	\$ 825,310.00	\$ 927,033.00
Construction Observation (10%)	\$ 687,759.00	\$ 772,528.00
Total Broad Street Streetscape Development	\$8,390,654.00	\$9,424,836.00

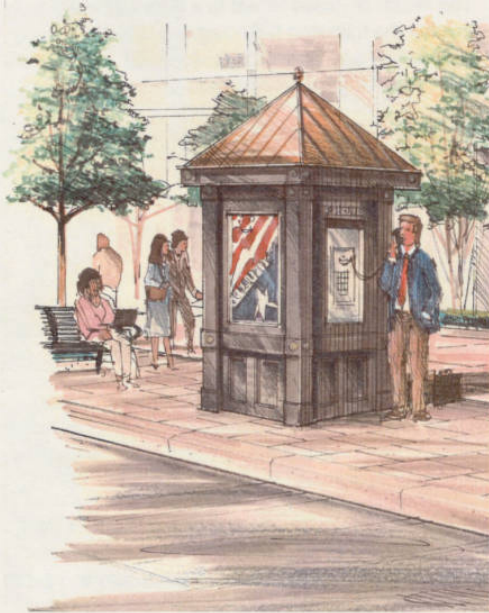
Annual Estimated Streetscape Maintenance Costs:

Interstate 71 West to Washington Avenue	\$ 17,496.00
Washington Avenue West to Grant Avenue	\$ 19,386.00
Grant Avenue West to Fourth Street	\$ 19,838.00
Fourth Street West to Third Street	\$ 8,338.00
Third Street West to High Street	\$ 17,284.00
High Street West to Marconi Boulevard	\$ 12,853.00

Total Annual Streetscape Maintenance Costs \$ 95,195.00



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Notes:

- (1) Traffic control signage shall be by the City, but integrated into the streetscape design.
- (2) Quantities of newsracks shown reflect the existing quantity of newsracks as of 9/14/98.
- (3) Precast concrete paver. Per the Broad Street Median Study Committee's request, an optional number is provided for all granite pavers.
- (4) This estimate does not include replacing the light poles and fixtures between Fourth Street and High Street on the south side of East Broad Street at the Statehouse.
- (5) Maintenance estimate includes:

Crosswalks:

- Power wash crosswalks (six times/year) or \$300.00/performance/ location

Irrigation:

- Check heads
- Spring start-up services
- Fall winterizing services

Tree, shrub and plant bed care:

- Unstaking of established trees as needed.
- Spray noxious vegetation on all hard surface areas.
- Physically remove visible weeds from all plant beds weekly.
- Perform leaf removal in the spring and fall to include plant beds.
- Installation of hardwood mulch in order to maintain a two- to three-inch layer.
- Edge all plant beds with a nursery spade and physically remove all edgings and visible weeds in the spring.
- Apply a complete fertilizer and a pre-emergent herbicide to all plant beds prior to spring mulch installation.
- Perform a season-long inspection and spray program for all trees and shrubs for the control of harmful insects and mites.
- Change seasonal plantings three times a year (based on 5% of shrubs/ornamental grasses/perennials area at \$26.00/S.F.)
- Selectively prune and shape all trees up to 20 feet and shrubs with three performances during the growing season.

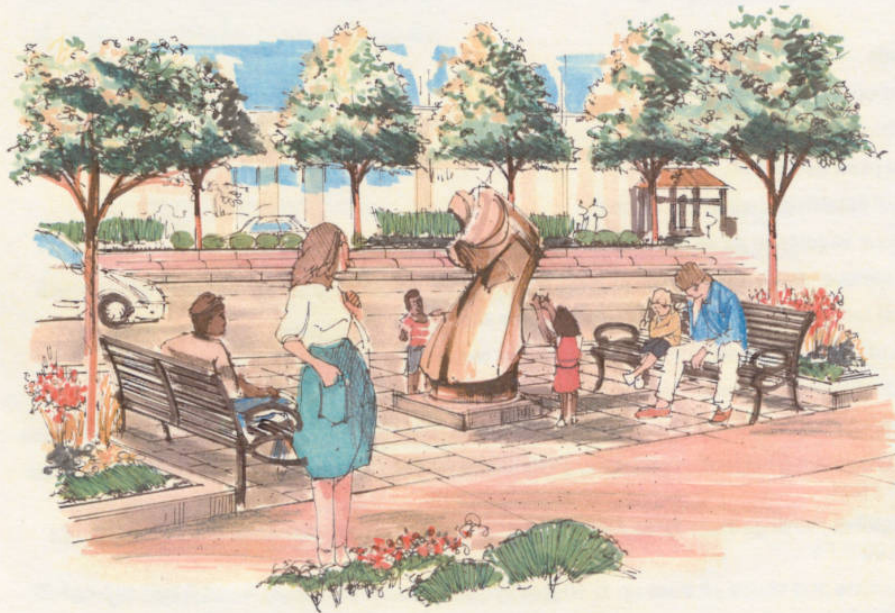
Implementation Options

The Broad Street improvement project should include both the Broad Street Median Development along with the Broad Street Streetscape improvements. The two project improvements are necessary to return Broad Street to a "Grand Street" in keeping with "A World-Class City."

Many cities, locally and nationally, are reinvesting in their public works to stabilize existing investments

by the private sector and attract new investments in cities. The \$23 million Chicago, Illinois, State Street Renovation Project to date has attracted over \$100 million in private investment.

Broad Street should become a symbol for Columbus, providing a "Greenway" linkage to the internationally acclaimed Center of Science and Industry (COSI), City and State Government Offices, Columbus Museum of Art, Columbus' Riverfront Development, the Discovery District, the Ohio Statehouse and Veterans Memorial.



The return of Broad Street to a "Grand Street" may involve the following financing techniques. Ideally the Median and Streetscape would be constructed in time for Ohio's Bicentennial Celebration in 2003.

A Median and/or Streetscape maintenance program or district should be explored.

Partnership opportunities may exist between the City and the State as part of the State's Bicentennial in 2003.

The Central Ohio Transit Authority (COTA) may participate in the purchase and installation of the bus shelters.

The private sector may develop people places/plaza areas within the public right-of-way or on their private property per the Streetscape Development Guidelines.

Partnership opportunities may exist within City Departments for implementing the Streetscape improvements or portions of the Median as part of other scheduled capital improvement projects.

The private sector, perhaps with an initial public (City/County/State) sector grant, may want to establish a public sculpture fund (administered and managed by the Columbus Museum of Art) for new sculpture pieces along Broad Street. This program could include the purchase and maintenance of public sculpture.

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Broad Street Median Study Participants

Tom Anderson	School Employees Retirement System
Steve Bahls	Capital University Law School
Jim Barbee	Broad Street United Methodist Church
Lt. Karl Barth	Columbus Division of Police - Traffic
B/C Craig Bauman	Columbus Division of Fire - Battalion #1
E.V. Bishoff	First Church of Christ Scientist
John Bobb	Headwaters Group
Elliott Bonnie	Design Group Inc.
Dennis Bookwalter	Wendy's
Rich Bourgault	Ohio Education Association
G. Robert Bowers	State Teachers Retirement System of Ohio
Rev. Richard Burnett	Trinity Episcopal Church
Jean S. Byerly	St. Joseph Cathedral
Constance Caruso	South Garfield Avenue Resident
Kenneth Cookson	Carlile Patchen & Murphy LLP/Downtown Commission
James A. Davis, P.E.	Columbus Division of Traffic Engineering and Parking
Laura Ecklar	State Teachers Retirement System of Ohio
Ken Ferell	Columbus Department of Trade and Development
Monsignor Joseph Fete	St. Joseph Cathedral
Andrea Garner	State Teachers Retirement System of Ohio
Howard Geiss	Hausser & Taylor
Pat Ginnetti	Columbus Division of Electricity
Bobbie Glotzhober	Capital University Law School
Mike Green	Central Ohio Transit Authority
Terri Harrison	State Teachers Retirement System of Ohio
Jim Hutcherson	Central Ohio Transit Authority
Theodore V. Krembs	St. Joseph Cathedral
Ruby Kyles	Columbus Metropolitan Library
Bob Lindemann	Good Realty Co.
Irvin Lippman	Columbus Museum of Art - Director
Win Logan	State Auto Insurance Companies
Jack Lucks	Continental Real Estate

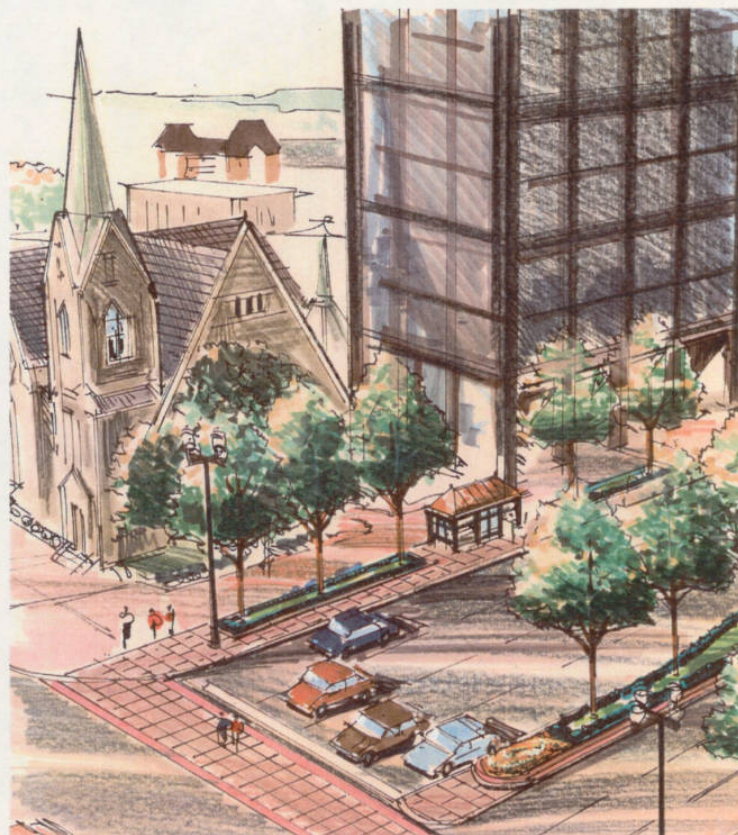
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Broad Street Median Study Participants (cont.)

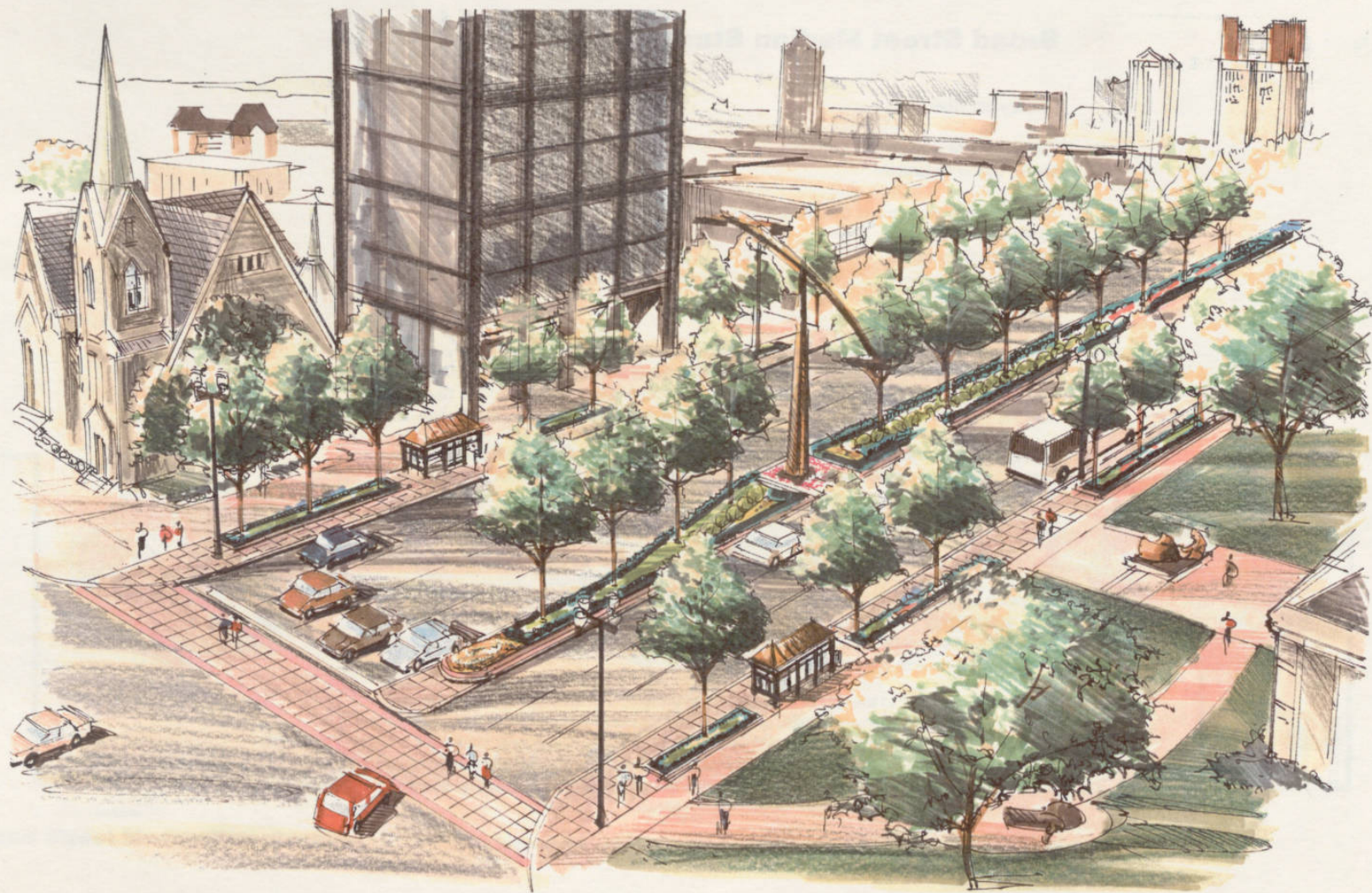
Jack Marchbanks	Ohio Department of Transportation - District 6
Brian Martin	Mid-Ohio Regional Planning Commission
Michael Martin, P.E.	Columbus Division of Engineering & Construction
Charles Mayeres	Columbus Division of Traffic Engineering and Parking
Brian McCann	Discovery District/Cap City Transit Coalition
Mark McGuire	Columbus Public Schools
Alan D. McKnight	Columbus Recreation & Parks Department
Rev. David W. Meredith	Broad Street United Methodist Church
Joseph R. Muik	Columbus Public Schools/St. Joseph Cathedral
Christine Natis	Columbus Athenaeum
David Neagley	Design Consultant
Mollie O'Donnell	Columbus Recreation & Parks Department
Maryellen O'Shaughnessy	Columbus City Council
Bill Orosz	Design Group Inc.
Dennis Perkins, P.E.	Columbus Division of Engineering & Construction
Linda Readey	The Pizzuti Companies
Andy Ryan	Egan-Ryan Co.
James Schimmer	Columbus Department of Trade and Development
Richard Sensenbrenner	Columbus City Council
Bob Shook	Columbus State Facilities Manager
Steve Sobel	Councilman Richard Sensenbrenner's Office
Jim Spurrier	School Employees Retirement System
Duane Swartz	Motorist Insurance Company
Daniel Thomas	Columbus Department of Trade and Development
Lynn Wallace	Center of Science and Industry
Lt. David Watkins	Columbus Division of Police - Traffic
Stephen Welk, P.E.	Columbus Division of Traffic Engineering and Parking
Christine Wenger-Hunt	Ohio Department of Transportation
Wes Williams	St. Joseph Cathedral
David A. Wilson	Columbus Public Safety Department - Director
Deborah Young	Columbus Museum of Art
Dave Younger, P.E.	Columbus Division of Traffic Engineering and Parking



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