

Handbook for Private Development and Public Improvements in the Riverfront Corridor

Columbus, Ohio



**Riverfront Commons Corporation with
Kinzelman/Kline, Inc.,
Design Group, Inc.,
Goody Clancy & Associates,
Anne Hamilton & Michael Mercil
and
Davey Resource Group**

City of Columbus

January, 2001

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**City of Columbus
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Introduction

The Columbus Riverfront Vision Plan expresses the community's vision for a nine-mile river corridor that stretches along the Scioto and Olentangy rivers from The Ohio State University to State Route 104. The Plan identifies over 600 acres of potential parkland, 30 miles of mixed-use trails and 150 acres of new development opportunities. Envisioned for the riverfront corridor is an actively used greenway that preserves and enhances the existing natural riparian ecology, strong linkages to the riverfront from future and existing neighborhoods and new development that complements the traditional character of existing neighborhoods. Developed under the auspices of the Riverfront Commons Corporation (RCC) and adopted by Columbus City Council in 1998, the Riverfront Vision plan establishes a framework for the revitalization of the riverfront, identifies desired land uses and outlines open space and development guidelines.

Purpose

The Handbook for Private Development and Public Improvements in the Riverfront Corridor was developed to supplement the Riverfront Vision Plan by providing design and development suggestions that can be used by individuals and organizations seeking to develop within the boundaries of the Vision Plan (see *Figure 1: Riverfront Corridor Boundary Plan*). The design approaches and strategies presented in the Handbook have also been developed as a tool to help Commissions, with powers of review, evaluate proposals made for development and redevelopment within the boundaries of the Riverfront Plan.

The riverfront corridor falls within the jurisdiction of multiple organizations, ranging from local neighborhood civic associations to formal commissions established by city ordinance—each with different powers of review, comment, and approval. In areas where there are pre-existing guidelines or zoning standards, (e.g. Brewery District and Downtown Commission), prospective developers, with the assistance of Commission staff, must work within each Commission's established design review process to secure approvals as required.

Although not mandatory, the concepts of this Handbook are a resource: a reference toolbox of valuable design and development options, which if implemented, will help reinforce a riverfront character that is consistent with the adopted Columbus Riverfront Vision Plan.

Content

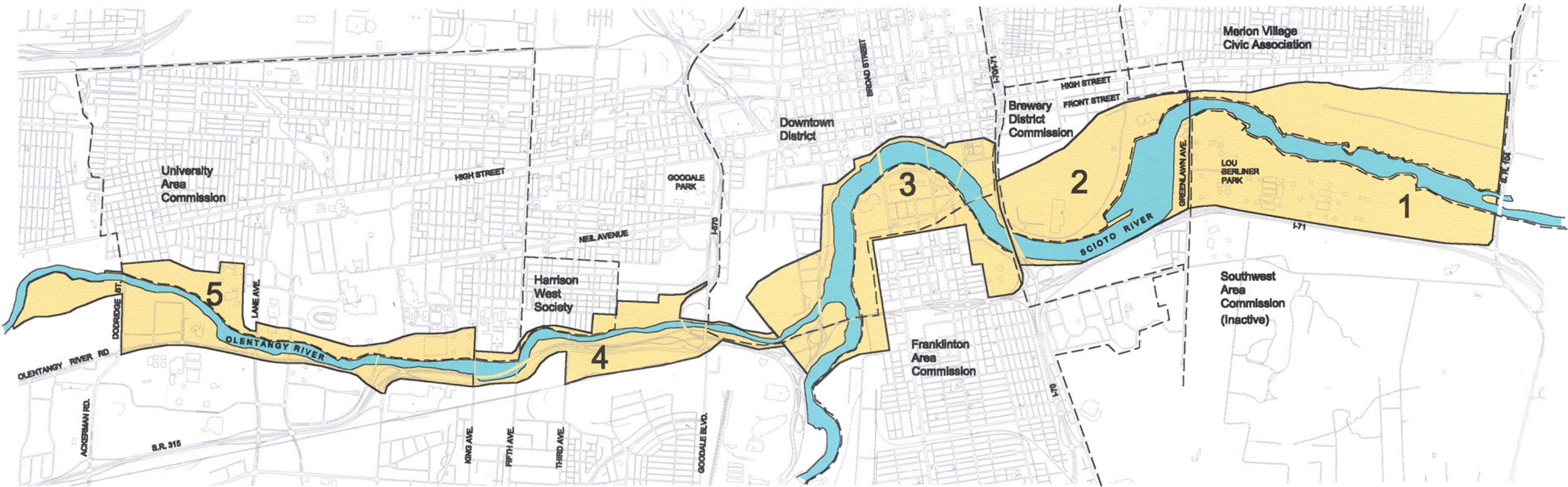
The Handbook makes general design and development suggestions applicable to the nine-mile corridor, as well as specific suggestions tailored to address the unique characteristics of each of the five reach areas identified in the Riverfront Vision Plan, as follows:

- *Merion Village Reach*: State Route 104 to Greenlawn Avenue
- *Whittier Reach*: Greenlawn Avenue to Interstate 70
- *Downtown Reach*: Interstate 70 to Interstate 670
- *Harrison West Reach*: Interstate 670 to King Avenue
- *University Reach*: King Avenue to Dodridge Street

Many of these considerations are a result of the Reach recommendations made in the Riverfront Vision Plan as well as further inventory made in the **Reach Analysis** phase of this project. These observations are outlined in Appendix A of this document.

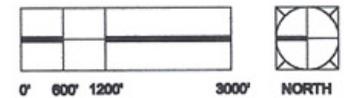
Throughout the Handbook, design and development considerations are illustrated through photographs, diagrams, and sketches. Site specific character sketches found throughout the document are not intended as schematic design solutions. Instead, they are illustrations of possible alternatives that could be implemented within the framework of the adopted Vision Plan.

The design and development considerations of this Handbook are organized into three general categories. **Urban Design Considerations** (Chapter 2) address the planning and design concepts that apply to private development areas within the riverfront corridor. **Open Space Considerations** (Chapter 3) address planning and design concepts that apply to the public open spaces within the riverfront corridor. Finally, the integration of public art in to the river corridor is detailed in the **Public Art Considerations and Opportunities** (Chapter 4). These considerations are based on the "Public Art Policy Recommendations for the Columbus Riverfront" that were endorsed in 1998 by the Riverfront Commons Corporation Board and the Greater Columbus Arts Council Board of Trustees (See Appendix B).



1. MERION VILLAGE REACH
2. WHITTER PENINSULA REACH
3. DOWNTOWN REACH
4. HARRISON WEST REACH
5. UNIVERSITY REACH

FIGURE 1:
RIVERFRONT CORRIDOR
BOUNDARY PLAN



2

Urban Design Considerations

The following considerations represent a variety of concepts, strategies and possibilities that support the Planning and Design Principles established by the Riverfront Vision Plan. The Planning and Design Principles or “broad policies” that relate specifically to the urban environment are stated in Chapter 2 of the Riverfront Vision Plan as follows:

- **New riverfront neighborhoods and districts will be urban in character.**
- **New development will be varied in character.**
- **New riverfront districts will connect to adjacent neighborhoods and districts.**

The following considerations also further articulate and illustrate the Development Guidelines for the Corridor (See Chapter 9 of the Riverfront Vision) and any specific reach guidelines or urban design elements that are stated throughout the Riverfront Vision Plan.

The following considerations are described through bullet statements, photographs, diagrams and character sketches. These concepts are intended to provide guidance and inspiration towards achieving an urban density and character while not dictating design or hindering creative planning and architectural design. These considerations should not be construed as the only means to achieving the above stated Planning and Design Principles. These are examples or strategies, that if implemented, reinforce the goals and principles of the Vision Plan. Nor should any individual idea, such as the treatment of parking or the articulation of building entries, be viewed as a solution to the broader goal of achieving “urban character”. Establishing the desired character requires the careful synthesis of many aspects of planning and design including parking, building composition, mix of uses, streetscape design, building setbacks, signage, etc...

While most of these considerations apply to all four of the new development areas that are outlined in the Riverfront Vision Plan, additional notes follow some topics to address site specific considerations within each development area. Many of these considerations are a result of the Reach recommendations made in the Riverfront Vision Plan as well as further inventory and observations made in the Reach Analysis phase of this project. These observations are outlined in Appendix A of this document.

The following Urban Design Considerations have been organized into 4 general categories:

- 2.1 Neighborhood Planning**
- 2.2 New Building Construction**
- 2.3 Existing Buildings**
- 2.4 Signage**

2.1 NEIGHBORHOOD PLANNING

Proper neighborhood planning is essential to realizing the principles and policies for urban environments established by the Riverfront Vision. The function and design of a street and the location of buildings on their site and in relationship to each other, contribute greatly to the character of a neighborhood. Development density and the connections between existing and newly developed neighborhoods are also critical to the creation of successful urban environments.

The previously stated planning and design principles of the Riverfront Vision Plan (see page 3) are addressed in this chapter through the following neighborhood planning considerations.

2.1-1 The Urban Pattern

2.1-2 Building Setbacks and Private Frontages

2.1-3 Public Streetscapes

2.1-4 Building Program and Massing

2.1-5 Entrances

2.1-6 Parking

These six categories of neighborhood planning considerations address the three previously stated design principles in varying degrees. For instance, Urban Pattern considerations primarily support the principle of connectivity to adjacent neighborhoods and districts, while the Building Program and Massing

considerations have more influence on development areas being varied and urban in character. It is the careful synthesis of all of the following categories that will help a new development area achieve the goals and principles established by the Riverfront Vision Plan.



Proper neighborhood planning can help create neighborhoods that are varied and urban in character and connected to adjacent districts and neighborhoods.

2.1-1 THE URBAN PATTERN

The network of streets and the developable blocks created by these streets form the basic layout and geography of any neighborhood. The width of the street influences the volume, speed and type of vehicular traffic. The layout of the street network determines the connectivity within and between neighborhoods and districts. The length and width of the resultant development blocks affects the flexibility of development types within a neighborhood. The hierarchy of streets and the block sizes in the development areas of the riverfront corridor should be compatible with the land use recommendations of the Riverfront Vision Plan.

General Design Considerations:

- Streets should be planned as part of a greater network of streets allowing for multiple access options and dispersing of traffic.
 - When a main collector street is required within a development area, it should be centrally located and connect to existing arterial(s).
 - When a collector street is required within a development area, the street should be designed as a parkside drive or broad boulevard. (see **Public Streetscapes** for more on Parkside Drives and Boulevards).
 - Connect local streets to each other and main collector streets.
 - Plan initial street and block development to foster future street and block development with multiple points of connection.
 - Discourage reliance on the automobile for short trips by placing retail, civic, and recreational land uses within 1/4 mile of residential areas, thus encouraging walking.
 - Consider existing mass transit and future mass transit routes in the planning of streets, blocks and major public open spaces.
- Utilize street and block development to form distinct public spaces, enhance architectural vistas, and create compact development that yields urban densities.
 - Encourage alley development in order to add architectural complexity to the neighborhood, provide another level of scale, mix service functions with garage parking, and potentially add intimately scaled “carriage house” work or living units.
 - Encourage the use of alleys to minimize curb cuts on public streets.

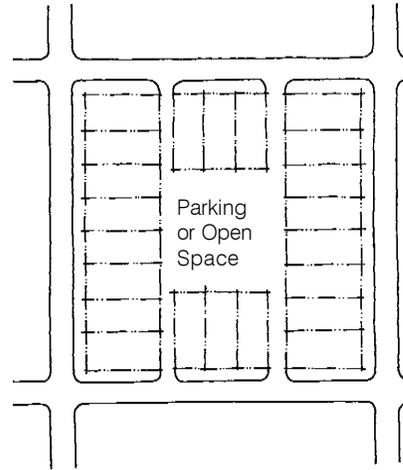


*A residential alley with living units above garages (left).
A typical mixed use urban block with alleys (below).*

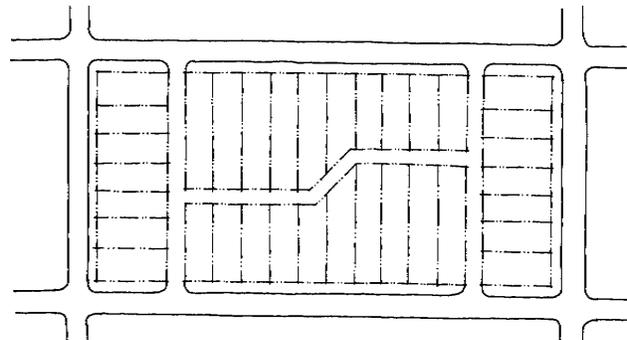


General Design Considerations (cont.):

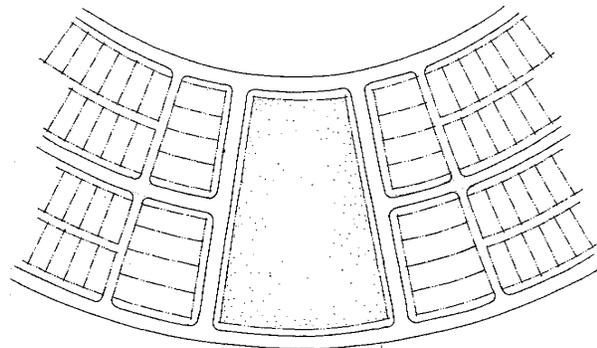
- **Encourage Square Blocks** when an open center is required for high parking requirements or for a concealed open space. Square Blocks are often difficult to subdivide for small lot landuses such as single family detached residential.
- **Provide Rectangular Elongated Blocks** to maximize efficiency and flexibility of developable property. Double loaded alleys can be used to control lot depths as needed. The shorter frontage should be oriented toward the higher traffic collector streets.
- **Modify the regularity of the rigid urban grid** where appropriate to respond to topography, vistas and existing adjacent street patterns.



The Square Block



The Rectangular Elongated Block



Deviations from the rigid urban grid

Urban Pattern Reach Considerations:

Whittier Peninsula:

- Vehicular and pedestrian connections over active freight rail lines to either or both Liberty and Sycamore Streets should be a clear priority. Currently only Whittier Street on far south end of the peninsula connects the peninsula with German Village and the rest of the city.

- Integrate convenient, safe and attractive pedestrian zones into the design of the primary linkage from the Brewery District. Consider improving the Whittier Street Bridge to enhance the pedestrian connection to German Village.

- Connections to the Front Street and High Street commercial districts should be strengthened through streetscape improvements and signage.

- Consider a secondary vehicular connection to the north side of the peninsula from Mound Street. This connection will require further study in relationship to a below grade crossing of the rail lines and functional road geometry.

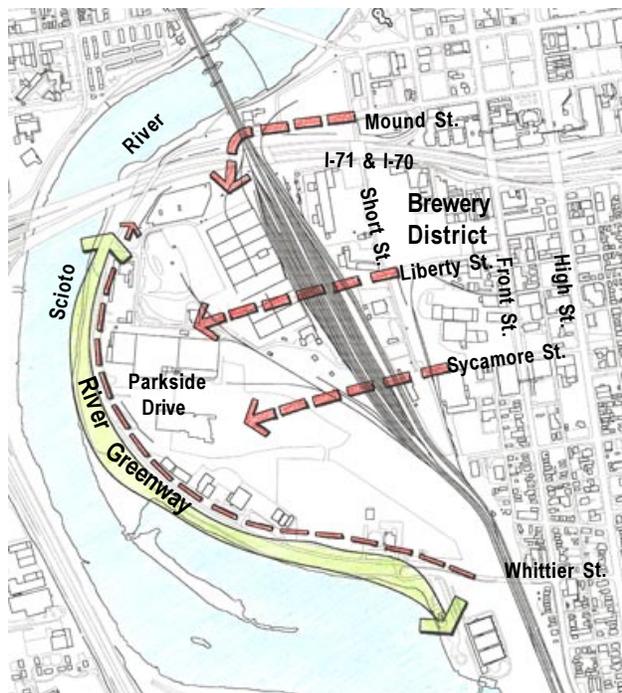
- Whittier Street should be developed as a Parkside Drive along the River Greenway, as recommended in the Vision Plan.

- The primary connection from the east (i.e. Liberty Street or Sycamore Street) should be developed as a collector boulevard. The resulting green space should provide physical and visual pedestrian connection to the River Greenway.

- Several prominent sites should be reserved for civic buildings (meeting, education, religious or cultural). These sites should be located at the terminating vistas or fronting public open space.

- There should be a discernible center created within the new development. This could be a public square or green or memorable intersection.

- Consider small block sizes that are consistent with the Brewery District's urban context. The consistency of block form and orientation is not as critical because of the separation of the Whittier Peninsula from existing developed areas resulting from topography and the rail lines. Block form and orientation in this area should respond strongly to vistas to the river, the Greenlawn Dam Basin, or the downtown skyline. Clearing of the vegetated bank along the Greenlawn Dam Basin to establish view corridors should not be permitted.



Whittier Peninsula Site Diagram.



Locate civic buildings on prominent sites.

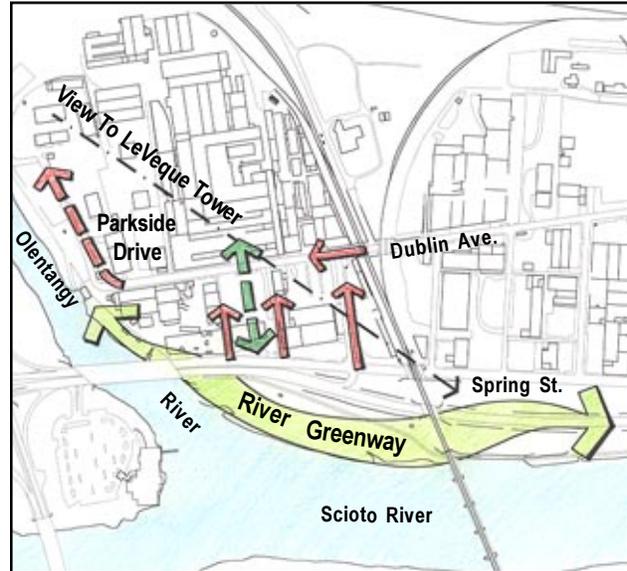


View of the downtown skyline from the Whittier Peninsula

Urban Pattern Reach Considerations (cont.):

Pen West:

- Consider multiple access options from Spring Street and utilize Dublin Avenue as an additional access point.
- Provide a Parkside Drive along the west edge of the development area that fronts the River Greenway as recommended in the Vision Plan. (See Public Streetscapes for more on Parkside Drives.)
- Consider strengthening the physical and visual green connection to the River Greenway by establishing a Collector Boulevard as the primary access from Spring Street. (See Public Streetscapes for more on Collector Boulevards.)
- Provide convenient, safe and attractive pedestrian crossings across Spring Street to the River Greenway.
- Strengthen the river's edge pedestrian connection under Spring Street to improve access to the future riverfront park south of Spring Street.
- Block form, size and orientation in this area may be dictated by the existing street network and the preservation of some of the large industrial buildings in the area. See 2.3 - *Existing Buildings* for more on the buildings in this area.
- If a large portion of Pen West is completely cleared, master planned and redeveloped, consider the vista to the LeVeque Tower and the rest of the downtown skyline in the orientation of streets, blocks, public open space and/or building orientation.



Pen West Site Diagram



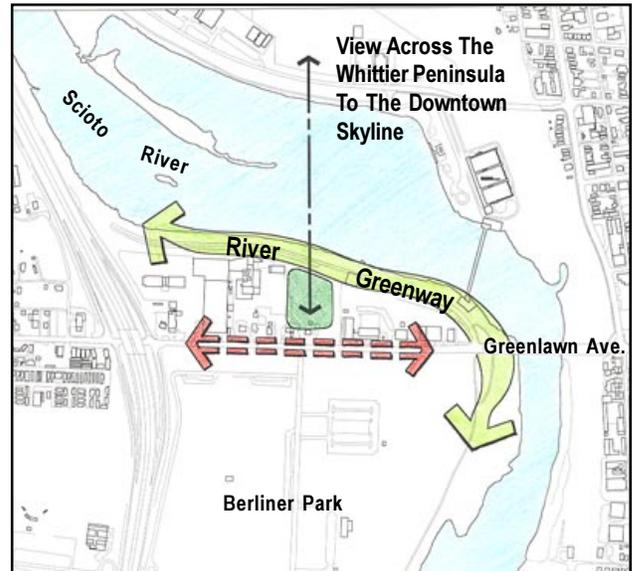
View of the downtown skyline from Pen West

Urban Pattern Reach Considerations (cont.):

Greenlawn Avenue:

- Consider strengthening the visual and physical connection to the River Greenway by improving Greenlawn Avenue as a collector street. Improvements should include pedestrian zones along both sides of the street with sidewalks and street trees and a possible median to strengthen the green visual connection to the river greenway. This would provide a strong pedestrian and vehicular linkage for this development parcel which is quite isolated from the urban fabric by roadway infrastructure.

- Consider a physical and visual connection to the north of Greenlawn Avenue through the development area. Align this north/south connection with the access road to Berliner Park to the south and the view across the Whittier Peninsula to the skyline to the north. Clearing of the vegetated bank along the Greenlawn Dam Basin to establish view corridors should not be permitted.



Greenlawn Avenue Site Diagram

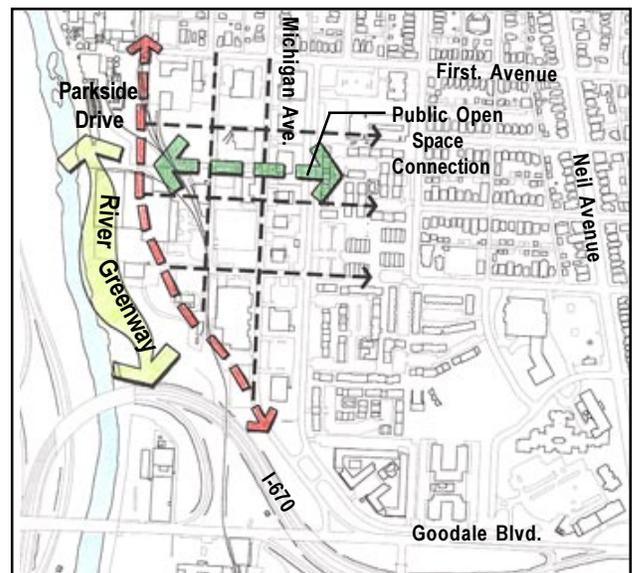
Harrison West:

- Future street patterns and block development should continue the historic residential network of streets and blocks to the north and east. The reinforcement of this pattern may, over time, encourage the retrofitting of some of the 1960's era development blocks to the south.

- Connections to the east to High Street should be strengthened through streetscape improvements and signage.

- Front the eventual park space along the River Greenway with a Parkside Drive collector street as recommended in the Vision Plan. (See Public Streetscapes for more on Parkside Drives.)

- Consider utilizing street and block development to create a public open space to the east that reaches into the existing neighborhood and forms a physical and visual connection to the River Greenway.



Harrison West Site Diagram

2.1-2 BUILDING SETBACKS AND PRIVATE FRONTAGES

The relationship of buildings to the street is a critical element in establishing an urban character. Appropriate building setbacks establish a sense of enclosure and define urban street corridors for vehicles and pedestrians. Different private frontage types help establish variety along the urban street corridor which further enhances the urban character of a development area.

SPATIAL DEFINITION OF THE STREET

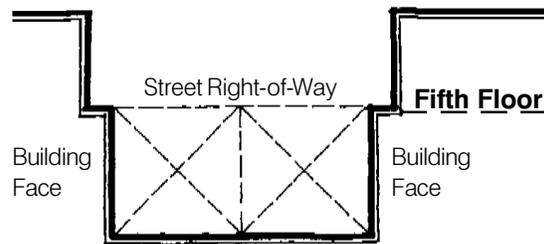
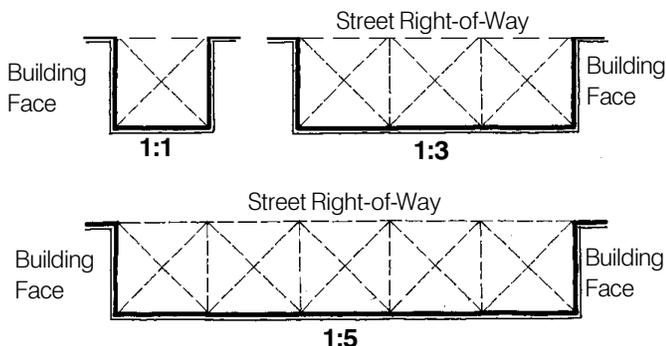
Spatial definition of the urban street is defined by the height-to-width ratio between the perceived building walls on both sides of the street. The public space of the urban street is most clearly defined when building facades are aligned and visually unified as a continuous wall. In contrast, suburban streets with large building setbacks generally rely on the street trees to define the street and public space.

General Design Considerations:

- **The ratio of 1 unit of height to 5 of width is the minimum, with ratios from 1:3 to 1:1 approaching the ideal to forming a sense of spatial enclosure of the street. As a general rule of thumb the tighter the height-to-width ratio the stronger the sense of place.**
- **Where taller buildings are permitted, the floors above the fifth floor level should be set back from the street façade line in order to maintain a comfortable height-to-width ratio.**



The sense of place is stronger when the ratio of building height to street width is minimized.

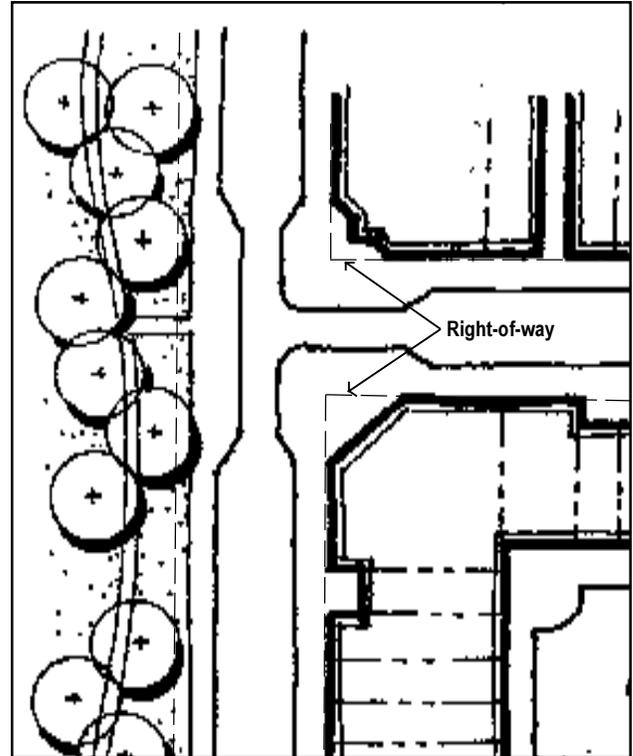


COMMERCIAL/MIXED USE SETBACKS

Conventional suburban developments have typically separated buildings from the street by placing parking areas between the street right-of-way and the building setback. This type of development has encouraged higher automobile speeds and the construction of buildings that are isolated from pedestrians. A consistent placement of buildings at the back of the sidewalk is an urban solution that forms a strong edge to the pedestrian environment, enlivens the streetscape and minimizes conflict between pedestrians and automobiles.

General Design Considerations:

- The distance between a new structure and the right-of-way of a public street shall be zero feet. Buildings or portions of buildings may be set back up to 25 feet from the right-of-way if the setback includes seating, outdoor eating, public art, vest pocket park or other pedestrian amenity approved by the area commission. Vehicular maneuvering areas in the 25' setback area should be discouraged.
- Provide a maximum side yard setback of 10 feet. There shall be no minimum side yards but adjacent structures must comply with applicable building codes.
- Encourage long expanses of appropriately articulated street wall with party wall construction (See *New Building Construction: Building Composition and Fenestration* for more on the articulation of building facades).
- Do not locate surface parking or paved circulation areas in front of buildings.



A building or portion of a building is setback from the zero setback line to accommodate outdoor eating



The Easton Town Center is a recent mixed-use development in suburban Columbus with zero lot line setbacks

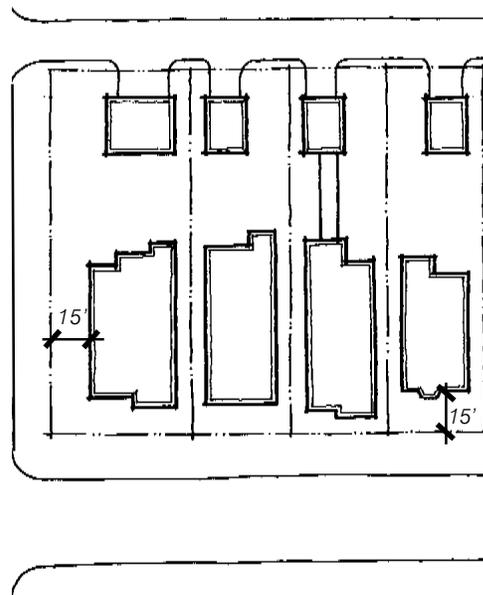
RESIDENTIAL SETBACKS

General Design Considerations:

- Consider the urban residential setbacks of adjacent streets and neighborhoods.
- The distance between a single family detached residence and the right-of-way of a public street should not exceed 15 feet. Consistency of setback in adjacent single family detached structures should be encouraged.
- The width of detached single family lots should be minimized to enhance the urban neighborhood character. A typical lot width should be no greater than 35' wide.
- Conform to the City of Columbus Zoning Code minimum side yard setbacks.
- Rowhouses are encouraged. They require zero sideyard or shared party wall construction between living units.
- Building coverage should not exceed more than one third of the lot square footage, excluding porches, minor projections and detached out buildings.



A typical detached single family residential setback.



Typical Single Family Detached Lots.



Rowhouses with party wall construction

PRIVATE FRONTAGES

The street is primarily for the circulation of vehicles, while the sidewalk is primarily for pedestrians. The fronts of individual buildings can engage the pedestrian environment and the street in a variety of ways. The collection of these different approaches creates a variety of different urban experiences.

Common lawn

On residential streets with houses and apartment buildings set back from the sidewalk 10-15 feet, an effort should be made to align structures with adjacent structures. This will form a visually continuous front lawn and a consistent street edge.



A visually continuous common lawn formed by a consistent building setback.

Porches

On residential streets with common lawns, front porches may be appropriate. A habitable front porch may encroach the building line, and are traditionally elevated to one step (7") below the first floor level of the house. To be a useful "outdoor room" the front porch should be no less than 8 feet wide. Porches are to be encouraged as they are a device that allows for casual neighborhood socializing, strengthening the sense of community.



Front porches encourage socialization and strengthen the sense of community.

Fences and Retaining Walls

A fence or low retaining wall at the sidewalk edge demarcates and formalizes the yard. If front yard fencing is to be most effective it should be utilized consistently along the length of the block, otherwise it can become visually jarring rather than unifying. Different styles of wall and fence should be encouraged to create a mix that complements a similar diversity of architecture. The fence should not be higher than 36" above the sidewalk.

The retaining wall at sidewalk edge forms an elevated garden or terrace. This change in elevation can buffer both the private yard and residential living areas beyond from the public sidewalk. The raised terrace (which could be covered with an awning or roof) is ideal for cafes as the eye level of the sitting patron is level with the standing pedestrian.



A fence or retaining wall at the sidewalk edge separates the private yard from the public sidewalk without creating a visual screen.



Forecourt

Buildings set back from the street/ sidewalk edge may have a low wall at the frontage line. A forecourt formed between the building and the wall can be used for gardens, vehicular drop-offs or café courts. To prevent unsafe conditions and visual boredom, uninterrupted blind walls should be used sparingly.

Stoop

When the residential building facade is directly on the sidewalk edge, the first floor traditionally is elevated to secure privacy for living areas on that level. Thus a front stoop becomes the transition between the sidewalk and the building's entry. Stoop entries work well interspersed in between storefronts. Easements should be recommended as needed for encroachments into right of way. Secondary entrances should provide access that conforms with ADA guidelines.



Stoops are required on buildings with first floor living areas.

Storefront

When buildings are built to sidewalk edge and the first level is at grade, retail storefronts are typically the most appropriate use. It is generally not appropriate for residential at street level (see *Stoop*). Residential should be encouraged on floors above the storefront. The sidewalk can be covered by awning or colonnade.



Traditional storefront retail with residential or office above.

2.1-3 PUBLIC STREETSCAPES

A variety of public streetscapes will exist in each development area based on the hierarchy of the street network. Streetscape elements include not only the travel lanes, but parking lanes, curbs, sidewalks, landscaping and lighting. The proper street design helps to control vehicular speeds and define the pedestrian zones along building frontages. Additional elements such as street trees and lighting can provide functional comforts while also reinforcing the urban character. The street types examined in this section include:

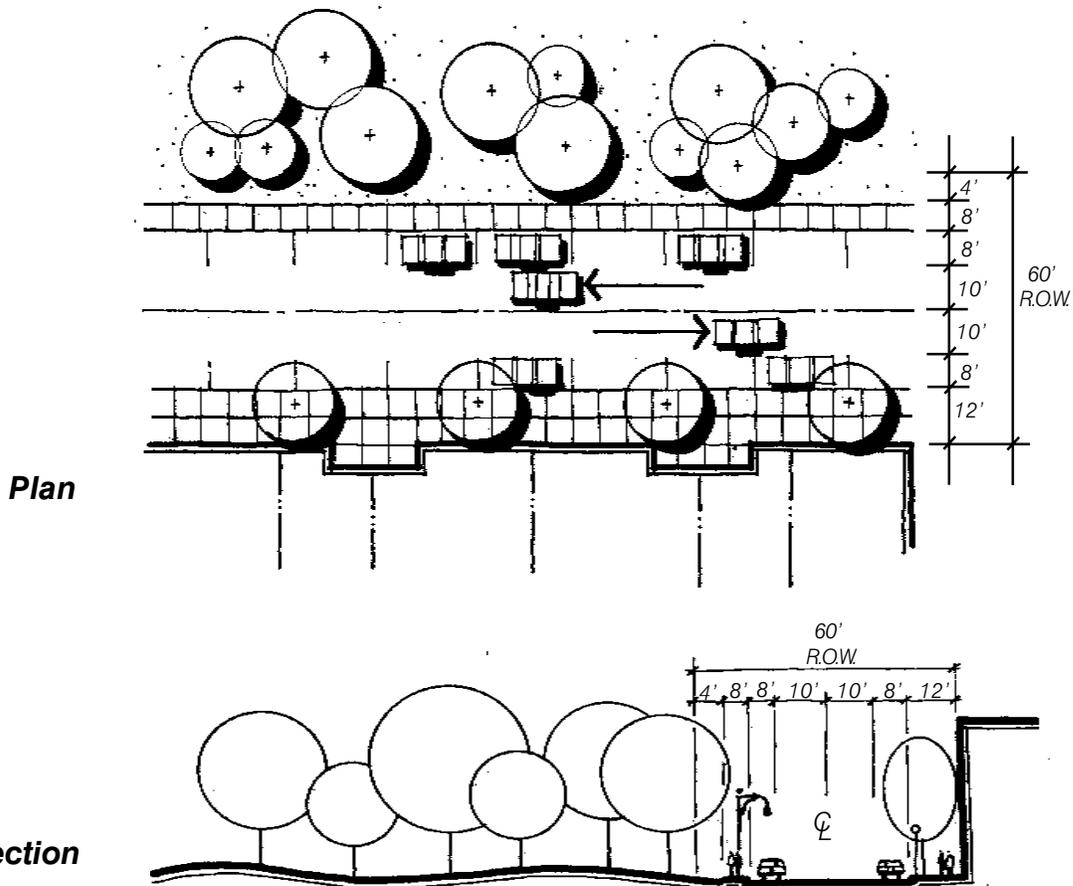
- Parkside Drives
- Collector Boulevards
- Local Street
- Local Boulevard
- Commercial Alley
- Residential Alley

PARKSIDE DRIVE COLLECTOR

General Design Considerations:

Primary streets that front the Riverfront Greenway or other major open spaces should be developed as Parkside Drives in order to reinforce the public nature of the riverfront corridor and facilitate public access. Under most circumstances, within a 60' right-of-way, a 36' wide street should be established consisting of two 10' wide drive lanes and two 8' wide parallel parking lanes. An 8' wide sidewalk should be established on the park side while a 12' wide pedestrian zone should

be established along the building frontage. The street should be lit primarily by ornamental street lights located along the park side. Ornamental pedestrian scale lighting can then be used along the developed edge of the street. Street trees along the developed edge should be large, long-lived shade trees formally placed at 35' to 45' on center. Their form should be upright and formal to minimize conflicts with pedestrians and buildings. Trees along the park side should be of various forms and types and be placed informally as a contrast to the urban edge on the opposite side of the street.

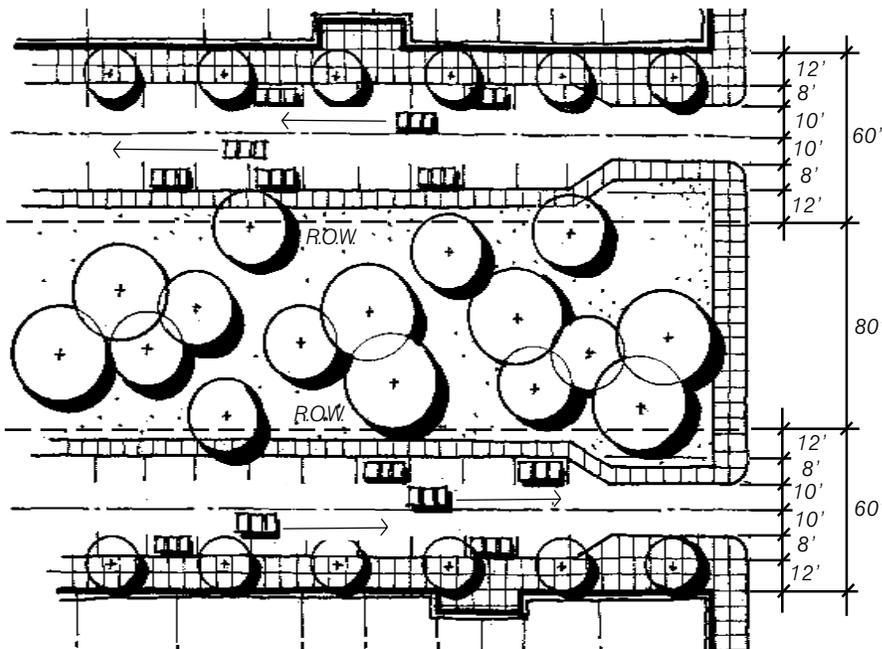


COLLECTOR BOULEVARD

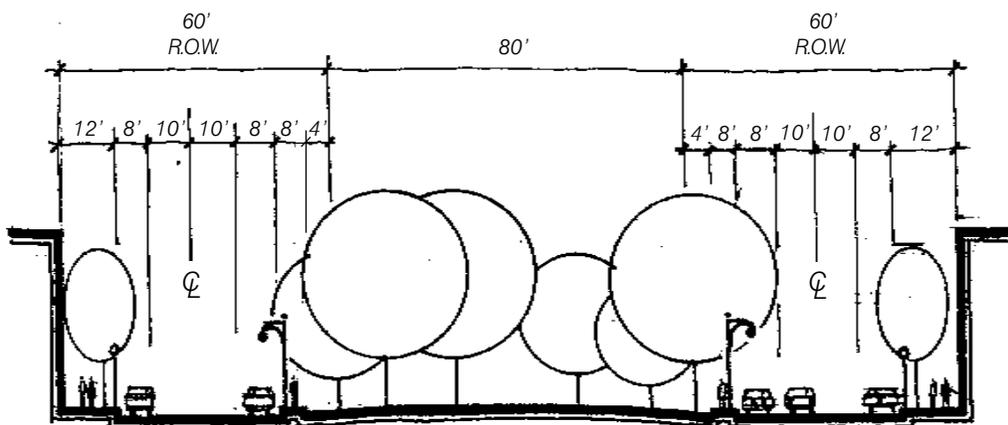
General Design Considerations:

Collector streets typically provide the primary access to a development area and may be used to frame the primary neighborhood green space. The boulevard median or neighborhood green space should have a minimum width of 80' to ensure its use for a variety of activities. Under most circumstances, the streets on either side of the large median or park should be treated as Parkside Drives with 60' right-of-ways and 36' street sections with one-way traffic and parallel parking along both sides. An 8' wide sidewalk should

be established on the median side while a 12' wide pedestrian zone should be established along the building frontage. The street should be lit primarily by ornamental street lights located along the median side. Ornamental pedestrian scale lighting can then be used along the developed edge of the street. Street trees along the developed edge should be large, long-lived shade trees formally placed at 35' to 45' on center. Their form should be upright and formal to minimize conflicts with pedestrians and buildings. Trees along the park side should be of various forms and types and be placed informally as a contrast to the urban edge across the street.



Plan



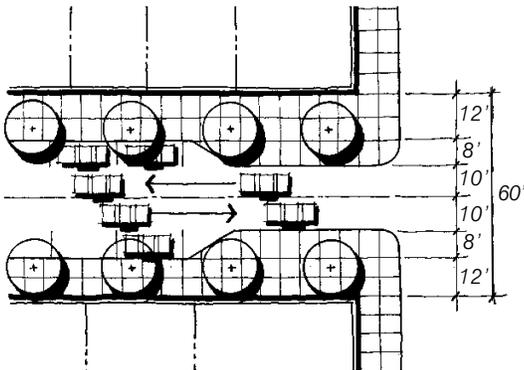
Section

LOCAL STREET

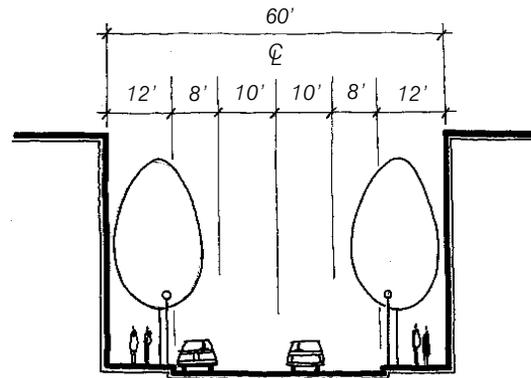
General Design Considerations:

The majority of public streets in development areas will be Local Streets that connect to each other and to the main Collector Boulevard or Parkside Drive. Under most circumstances, within a 60' right-of-way, a 36' wide street should be established consisting of two 10'

wide drive lanes and two 8' wide parallel parking lanes. 12' wide pedestrian zones should be established along both sides of the street. The street and pedestrian zones should be lit by ornamental street lights located along both sides of the street. Street trees should be large, long-lived shade trees formally placed at 35' to 45' on center. Their form should be upright and formal to minimize conflicts with pedestrians and buildings.



Plan



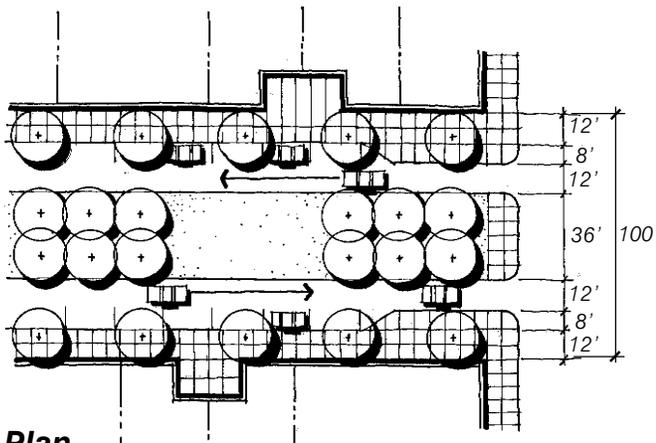
Section

LOCAL BOULEVARD

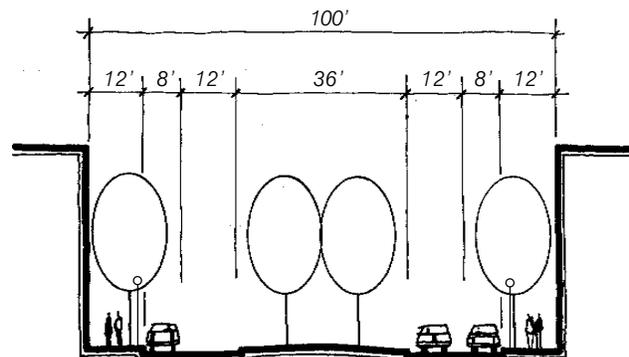
General Design Considerations:

Some Local Streets should be designed as Local Boulevards in order to create direct green connections to the central Neighborhood Green. Under most circumstances, within a 100' right-of-way should be two, one-way traffic lanes that are 12' wide with 8' wide parallel parking lanes. 12' wide pedestrian zones

should be established along the building frontages. The remaining median should be 36' wide. The street should be lit by ornamental street lights located in the median while pedestrian scale lights will be used along the developed edge of the street. Street trees along the developed edge of the street should be large, long-lived shade trees formally placed at 35' to 45' on center. The intimately scaled median should be treated with formally placed pedestrian scale plantings such as ornamental trees.



Plan



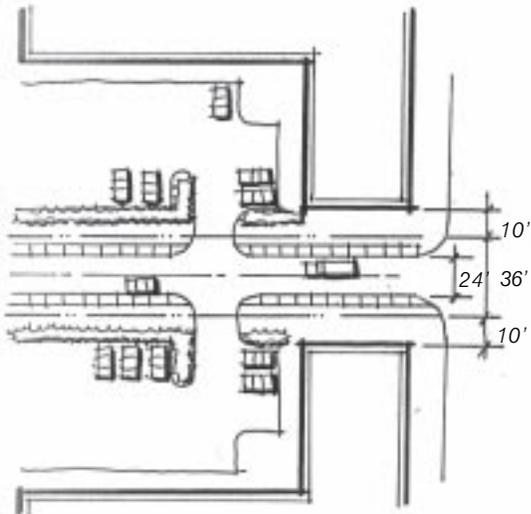
Section

COMMERCIAL ALLEY

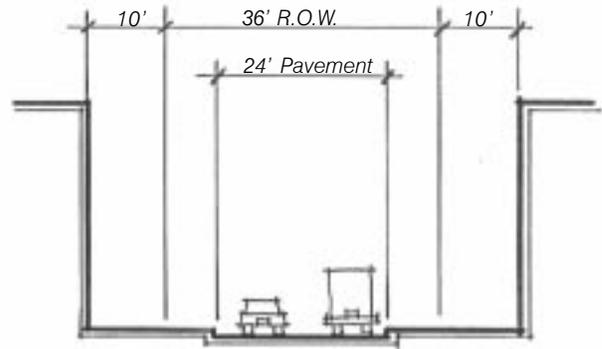
General Design Considerations:

Commercial Alleys should accommodate large numbers of automobiles accessing surface parking lots and garages as well as service and emergency vehicles. Under most circumstances, within a 36' wide

right-of-way, a 24' wide pavement section should be established consisting of two 12' traffic lanes. A 10' minimum building and parking setback will establish significant room for sidewalks and landscaping. While street trees are not required, a 3' high continuous parking lot screen should be established with ever-green shrubs and/or a masonry wall that compliments adjacent architecture.



Plan



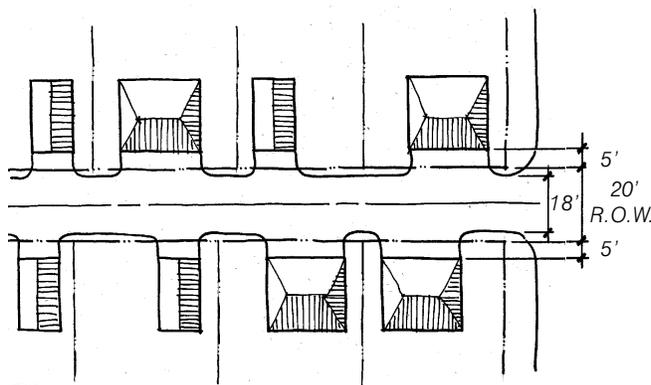
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RESIDENTIAL ALLEY

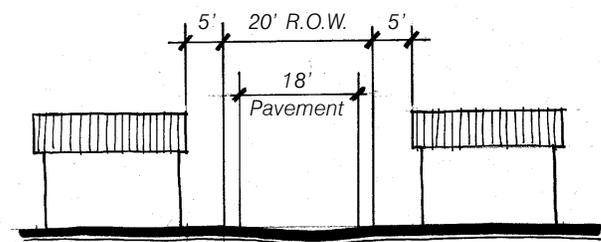
General Design Considerations:

While residential alleys will have considerably less use than a commercial alley, they must still accommodate service and emergency vehicles. Under most circum-

stances, within a 20' right-of-way, an 18' wide pavement section will accommodate emergency and service vehicles and still allow two-way automobile traffic. Garages and outbuildings should be setback a minimum of 5' to ensure clearances for larger vehicles and allow better visibility and maneuverability for automobiles.



Plan



Section

Public Streetscapes

Reach Considerations:

(see *Urban Pattern Reach Considerations* for site diagrams)

Whittier Peninsula:

- Whittier Street should be developed as a Parkside Drive along the River Greenway as recommended in the Vision Plan.
- The primary connection from the east (i.e. Liberty Street or Sycamore Street) should be developed as a collector boulevard. The resulting green space should provide physical and visual pedestrian connection to the River Greenway.
- Provide Local Boulevards where appropriate to create a green connection from development areas to the Collector Boulevard and/or the Parkside Drive.

Pen West:

- Provide a Parkside Drive along the west edge of the development area that fronts the River Greenway as recommended in the Vision Plan.
- Consider strengthening the physical and visual green connection to the River Greenway by establishing a Collector Boulevard as the primary access from Spring Street.

Harrison West:

- Front the eventual park space along the River Greenway with a Parkside Drive collector street.
- Provide Local Streets as connections to the Parkside Drive and the existing system of neighborhood streets to the north and east.

Greenlawn Avenue:

- Consider strengthening the visual and physical connection to the River Greenway by improving Greenlawn Avenue as a collector street. Improvements should include pedestrian zones along both sides of the street with sidewalks and street trees and a possible median to strengthen the green visual connection to the river greenway. This would provide a strong pedestrian and vehicular linkage for this development parcel which is quite isolated from the urban fabric by roadway infrastructure.

2.1-4 BUILDING PROGRAM AND MASSING

BUILDING PROGRAM

Within a neighborhood there should be a mix of residences, shops, workplaces and civic buildings. A proper mix of uses and building types promotes activity and street life during the day and evening which adds to the continual surveillance and safety of a neighborhood. A variety of uses also limits dependence on the automobile and encourages walking to many destinations. This type of variety in building program and mass is a fundamental component of the urban neighborhood developments identified in the Riverfront Vision Plan.

General Design Considerations:

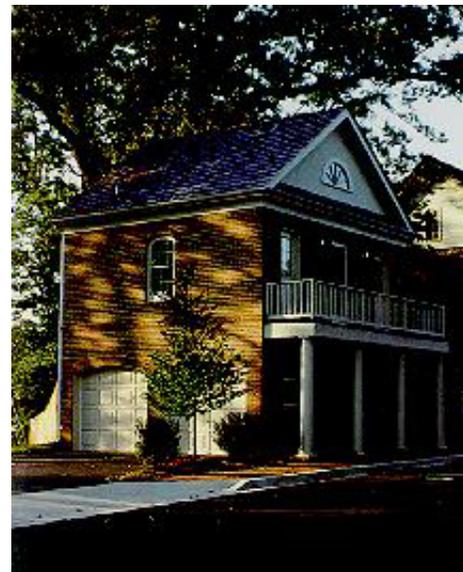
- **All retail uses shall have a primary entrance on the first floor.**
- **Rental residential units above commercial floors are encouraged. These units are likely to create a supply of affordable housing options.**
- **Encourage rental “Carriage House” residential units in the rear yard on the same lot as a single-family residence. These rental units can provide economically integrated and individually supervised affordable housing, as well as providing supplemental income for homeowners.**



A mix of retail, office, residential and civic uses encourages walking and enlivens neighborhood streets.



A typical building program in the Short North District consists of first floor retail with residential living above.



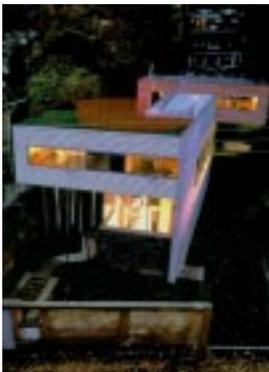
Carriage Houses can provide an affordable housing alternative in new development areas.

BUILDING MASSING

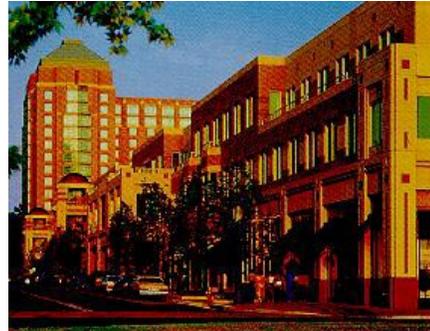
A fairly consistent building height within a neighborhood or district contributes to a cohesive visual environment. When combined with a requirement of building at the sidewalk edge, building height forms the street wall, encloses the urban space and improves the pedestrian environment. A minimum building height, or minimum parapet height for the first floor of buildings, protects the urban character of districts and enhances the visual quality of the street environment. Different zones and streets within a district may have different building height requirements, in recognition of their differing character and context. The following considerations restate the Building Size and Massing Development Guidelines found in Chapter 9 of the Riverfront Vision.

General Design Considerations:

- **The height of the buildings should be proportional to the width of the street, so that higher buildings typically face onto the wider boulevards and the major public open spaces.**
- **Buildings should be designed to provide view corridors and public access to the riverfront and to avoid the creation of impenetrable walls that block movement and sight.**
- **Residential housing stock should be varied and offer a variety of living arrangements including townhouses, two- and three-family houses on small lots, and low-, mid-, and in some cases high-rise apartment or mixed-use buildings. All residential structures should be a minimum of two stories in height.**



A variety of housing types should be encouraged in all development areas.



Building Program and Massing Reach Considerations:

Greenlawn Avenue:

- Significantly taller buildings could be considered for the entire development. In order to preserve view corridors, avoid large areas of shadows and overpowering the adjacent streetscape and the river greenway corridor, these taller buildings should step their floor plates back a minimum of 5' at the 5th floor. Additionally, building floor plates above the 5th floor should be no larger than 20,000 square feet and no longer than 150 ft in any dimension.

- Limited retail could be provided to serve primarily the Greenlawn development and the Berliner Park users.

- Retail should front an internal central courtyard or plaza.

- Office use is permitted on all floors, but a mix of office, retail and residential is encouraged.

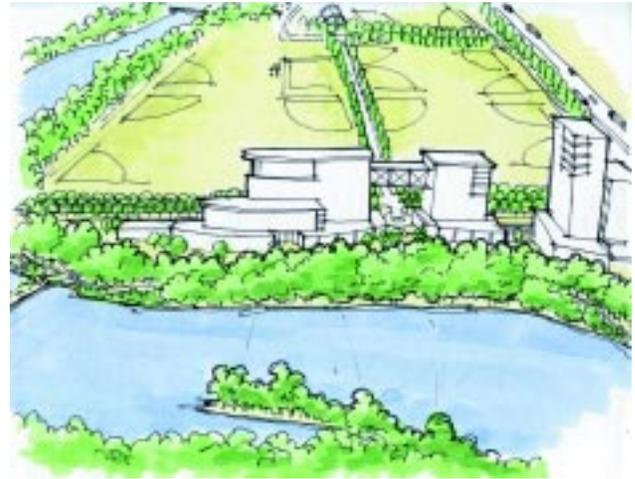
- Manufacturing and warehouse/distribution uses should be discouraged. Existing businesses and buildings are exempt.

Whittier Peninsula:

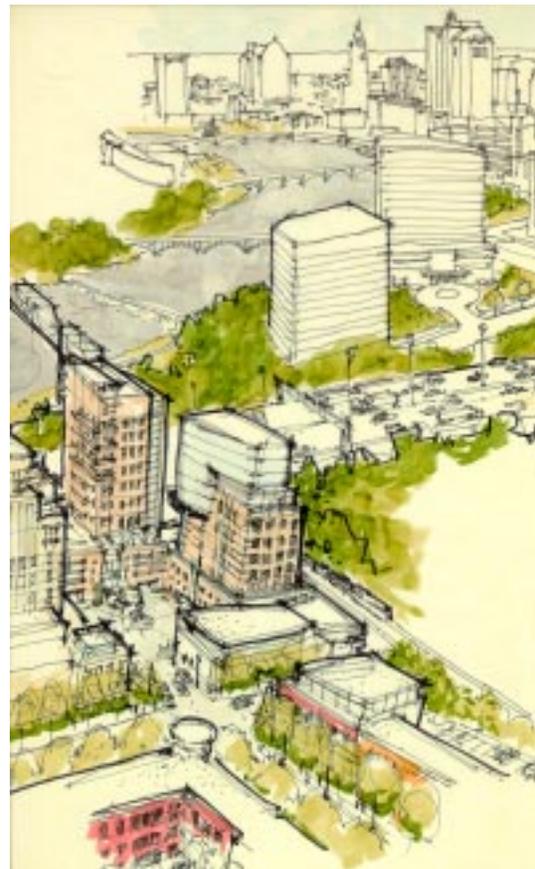
- Significantly taller buildings could be considered in the far north area of the peninsula bordering the inner belt. In order to preserve view corridors, avoid large areas of shadows and overpowering the surrounding neighborhood, these taller buildings need to step their floor plates back a minimum of 5' at the 5th floor. Additionally, building floor plates above the 5th floor should be no larger than 20,000 square feet and no longer than 150 ft in any dimension.

- The balance of the Whittier Peninsula should consist primarily of 2 to 3 story residential buildings and 3 to 5 story mixed use buildings.

- Retail uses should be limited in size and scale to serve primarily the immediate neighborhood in order to encourage continued redevelopment of the South High Street and South Front Street commercial corridor within the Brewery District.



A concept sketch of possible building massing that could be developed along Greenlawn Avenue.



A concept sketch depicting taller building masses along I-70 with more typical 3 to 5 story masses in the foreground.

- Retail should front a public street. Enclosed “atrium” or enclosed “arcade” retail space should be discouraged.
- Food service establishments should be limited in size and scale to serve primarily the immediate neighborhood in order to encourage continued redevelopment of the South High Street and South Front Street commercial corridor within the Brewery District.
- Office use should generally be limited to the first through third floors of buildings, with the exception of the northern third of the Peninsula adjacent to the innerbelt.

Pen West:

- The existing context of architecturally significant 3 to 6 floor industrial buildings should be considered with any infill development. Significantly taller buildings could be considered along Spring Street. In order to preserve view corridors, avoid large areas of shadows and overpowering the surrounding neighborhood, these taller buildings need to step their floor plates back a minimum of 5’ at the 5th floor. Additionally, building floor plates above the 5th floor should be no larger than 22,000 square feet and no longer than 150 ft in any dimension.
- Limited retail could be provided to serve primarily the immediate neighborhood in order to focus continued redevelopment of the Arena District to the east.
- Retail should front a public street. Enclosed “atrium” or enclosed “arcade” retail space should be discouraged.
- Office use should generally be limited to the first through third floors of buildings, with the exception of any buildings in the block contained by Dublin Avenue on the north and Spring Street on the south.
- Manufacturing and warehouse/distribution uses should be discouraged. Existing businesses and buildings are exempt.



Taller buildings could occur along the Spring Street frontage to take advantage of the dramatic views to the downtown skyline and down the Scioto River.

Building Program and Massing Reach Considerations (cont.):

Harrison West:

- The existing context of 2-3 floor detached single family housing stock to the north and east should be considered with any redevelopment. A possible exception to this low-rise building mass would be a future reuse of the AC Humko factory (see Contributing Buildings and Facade Improvement).
- Limited retail could be provided to serve primarily the immediate neighborhood in order to focus continued redevelopment of the North High Street (Short North) and the Fifth Avenue/Grandview Avenue commercial corridors.
- Retail should front a public street. Enclosed “atrium” or enclosed “arcade” retail space should be discouraged.
- Food service establishments should be limited in size and scale to serve primarily the immediate neighborhood in order to focus continued redevelopment of the North High Street (Short North) and the Fifth Avenue/Grandview Avenue commercial corridors.
- Office use should generally be limited to the first through third floors of buildings.
- Manufacturing and warehouse/distribution uses should be discouraged. Existing businesses and buildings are exempt.



Typical Harrison West housing stock.



General:

The height of taller, high-rise structures should complement the existing massing of surrounding buildings. Outside the Capital Square core, Broad Street and High Street spines, the established ceiling for high rise construction in Columbus does not far exceed 20 floors. Examples include: Waterford Tower, Miranova, Thurber Tower, Summit Chase, 500 S. Front street and Grange Insurance.



2.1-5 ENTRANCES

The orientation of building entrances is critical to the vitality of an urban street. The consistent orientation of all primary entries to the main street creates continuous visibility from the sidewalk to the storefronts. In turn, continuous surveillance of the sidewalk and the street from stores, offices or residences adds to the sense of security in the neighborhood.

General Design Considerations:

- **Locate the main entrance of all commercial and residential buildings on the primary street frontage.**
- **At major intersections, orient the main entrance toward the intersection.**
- **On corner properties, locate the main entrance of buildings on the more heavily traveled street or toward the intersection. Provide secondary public entrances on the secondary side street or at the rear of the building.**
- **Locate service and employee entrances at the rear of the buildings.**
- **Treat the backs of buildings facing their associated parking as a “second front” with glazed façade treatment and signage similar to the building front.**



A restaurant entrance oriented toward the intersection



Rear entrances from parking lots treated with windows, signage and lighting

2.1-6 PARKING

The parking needs of these urban districts should recognize the overlapping use of parking and the multiple destinations of each user of a parking space in a densely built, mixed-use district. In addition, great efforts should be made to share parking areas based on day and night use in areas of mixed uses. The concepts of overlapping use, shared spaces, and on street parking on all public streets should allow for parking requirements that are less than what is typically required by Columbus City Code. Note: the City of Columbus currently considers reductions in off street parking requirements for land uses located within an Urban Commercial Overlay District.

General Design Considerations:

- In order to evaluate the parking needs of development proposals, commissions could consider requesting a transportation management plan from the applicant that describes vehicular access including service and emergency vehicle access and parking space provisions. Parking space calculations should consider shared

parking agreements, overlapping day/night use and on street parking.

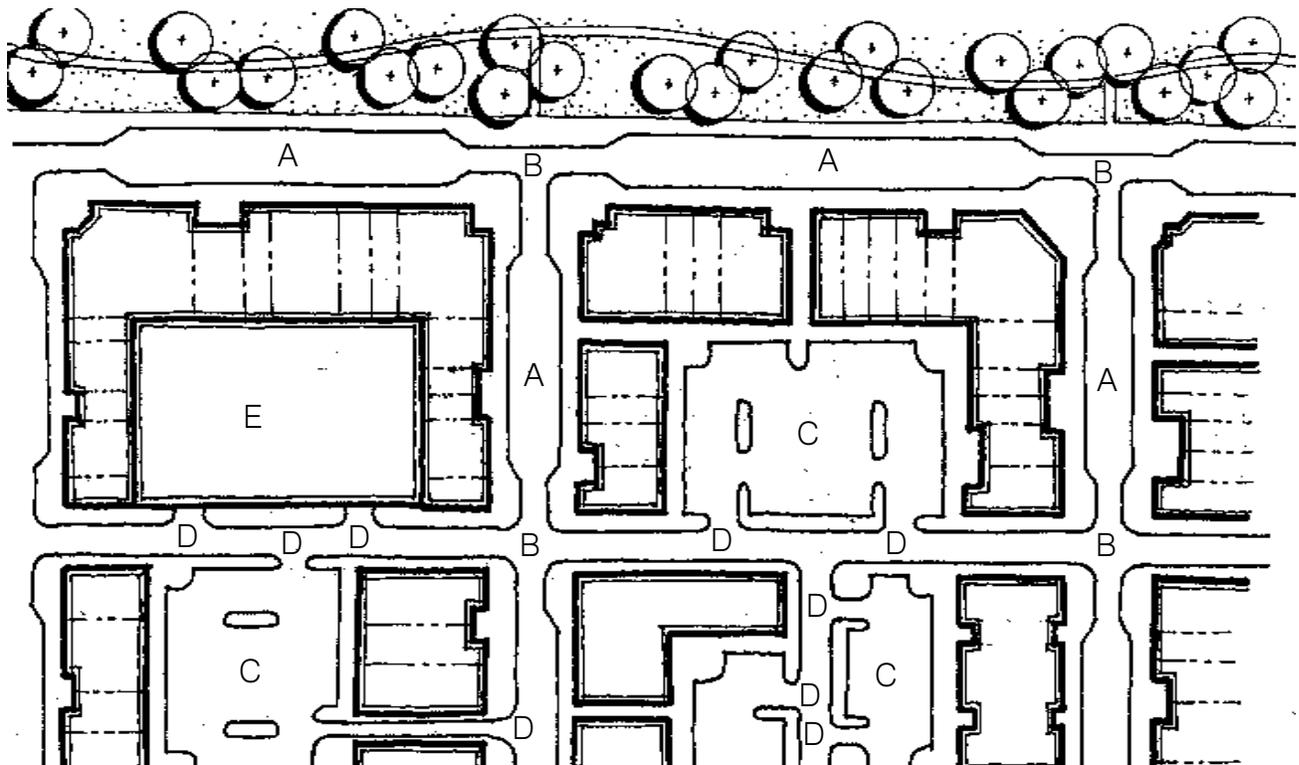
- Consider any comprehensive parking strategies or plans that have been completed within certain districts.

- Provide parallel parking on both sides of all public streets to provide convenient access to commercial and residential buildings as well as public open spaces. (A)

- Interrupt on-street parallel parking in selected areas to enhance views and reinforce pedestrian crossings. (B)

- Conceal all new surface parking lots from public streets by locating behind buildings. (C)

- Provide entrance and exit driveways to surface parking lots and parking structures from local streets and alleys. Avoid curb cuts to parking areas along major collector streets. (D)



General Design Considerations (cont.):

- Conceal parking garages from collector streets with occupied structures. (E)
- If occupied structures cannot be used to conceal garages on local streets, then treat the main facades of parking garages as building facades with articulated bays within expressed structural piers, main entrances on the street and glass openings at street level.
- Do not build parking garages with blank walls at the street level: provide 70% of the street level of main facades of parking garages with transparent openings.
- Provide a landscaped buffer zone of 10' minimum between parking garages and residential properties.
- Parking structures are permitted. The facades of parking structures that front on public streets, excluding alleys, shall be clad in a material architecturally compatible with the other occupied floors of the building and/or compatible with the material used to cover the exterior of the abutting building. Such material shall effectively and attractively obscure the view to the interior of all parking decks. Stand-alone parking structures, parking structures that are not abutting an adjacent building, shall be clad in a material which is appropriate to the surrounding area. Parking structures are subject to the standards contained in Section 3359.25, Transparency Overlay.



A parking area behind a rowhouse development is visually screened from public streets.



Parking structures can be partially concealed by occupied space (top) and treated to compliment adjacent architecture in terms of scale and materials.



2.2 NEW BUILDING CONSTRUCTION

New construction includes new buildings as well as additions and garages. The design and detailing of new construction can add greatly to the urban character of a development area. New construction should look new and reflect contemporary design standards while using design elements that relate to the existing urban fabric near the development zones. New construction should not only compliment nearby historic structures, but also be contemporary in design. Accomplishing this delicate balance can be difficult and takes a willingness to look at alternatives. A varied mix of contemporary design should be evident in all development areas. Considerations for the design of new buildings are organized as follows.

2.2-1 Building Composition and Fenestration

2.2-2 Garages and Outbuildings

2.2-3 Building Materials

Note: **Building Program and Massing** as well as **Parking Structures** are also components of New Building Construction. These general and reach specific design considerations are found in section 2.1-Neighborhood Planning.

2.2-1 BUILDING COMPOSITION AND FENESTRATION

The articulation of new building facades can reinforce the urban character of a neighborhood and blend new development with existing neighborhoods. Building transparency along the street edge can enhance the pedestrian experience by providing visual surveillance into and out of the buildings.

General Design Considerations:

When Designing a New Building Façade:

- **Express traditional lot widths (30'-40') in the building structure when the building is wider than one lot by maintaining a rhythm of narrow bays.**
- **Distinguish between street level and upper story windows.**
- **Building facades should employ similar regulating lines as those of adjacent buildings.**
- **Articulate buildings with such means as expressed structure, piers and columns, recessed and projecting bays, and building setback above established or maximum cornice line. Also consider signs, awnings and any three-dimensional elements of architectural details.**
- **Provide windows on the upper floors, opening a minimum of 30% of the upper floor facade.**



General Design Considerations (cont.):

When Designing a New Storefront:

- Divide the storefront facade into narrow bays.
- The majority (+/- 70%) of the street level façade should be visually open through glass windows and doors.
- Recessing entryways from the façade line is encouraged.
- Locate storefront window sills, or the top of bulkheads, at a maximum height of 30" above the sidewalk grade.
- Locate window tops at a minimum height of 8' above the sidewalk. Transom windows above this 8' minimum are encouraged.



Storefronts along High Street in the Short North District and at the recently completed Easton Town Center.

When Designing a New Residential Building:

- Vary the shape of residential buildings by using a series of smaller pieces such as roofs, dormers, bay windows, porches and other projections.
- Use larger windows or groups of windows sparingly. Use only as accents to identify formal or public rooms.



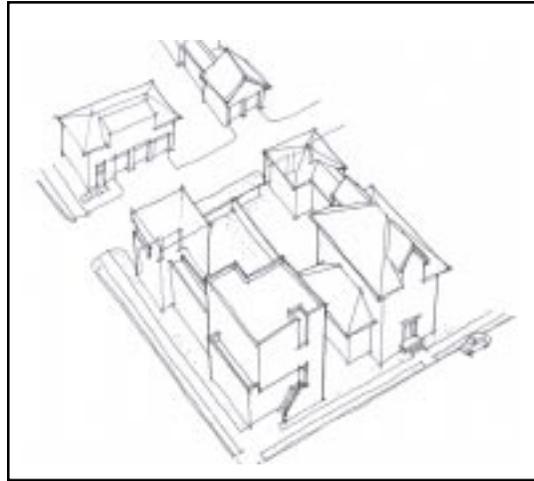
New residential infill in German Village (left), Harrison West (middle) and a new rowhouse infill in Victorian Village (right).

2.2-2 GARAGES AND OUTBUILDINGS

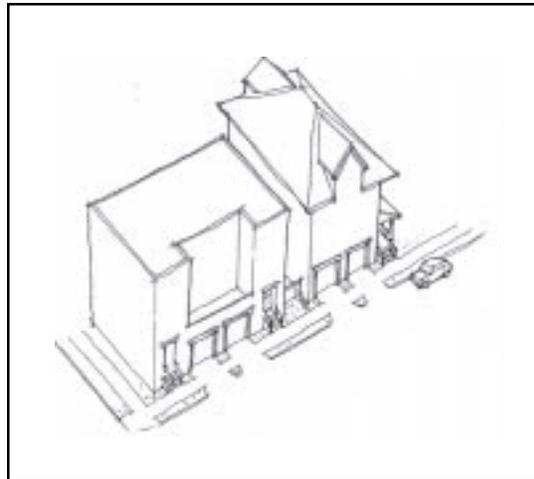
Garages and outbuildings are generally small in scale and simple in detail. When these structures are properly sited, scaled and detailed, they can enhance the urban character of a development zone and blend the development with the existing neighborhoods.

General Design Considerations:

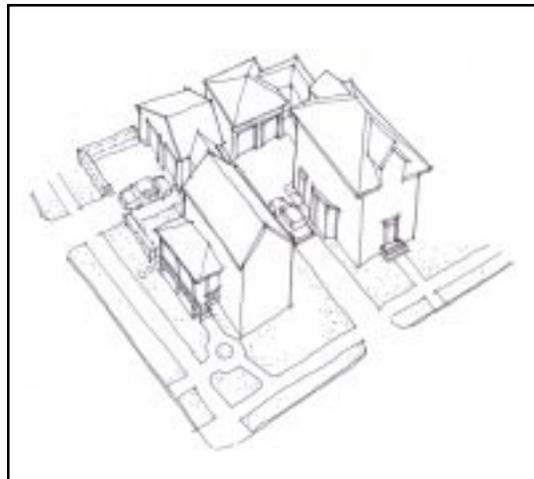
- **Do not make the scale of a new garage or out building larger than the primary structure or nearby buildings.**
 - **In order to keep the scale smaller, all garage doors should be single car width.**
 - **Multi family garages should be no longer than 6 single car garage doors.**
 - **Garages can be attached or detached to the primary structure.**
 - **It is strongly encouraged that garage orientation and curb cuts be from alleys to minimize the number of curb cuts on public streets. If garage orientation and curb cut is toward a street:**
 1. The garage and primary structure should be no more than 10' from the back edge of the sidewalk, in order to prevent cars from parking in the drive in front of the garage.
- OR**
2. The garage is set back from the primary structure and street build to line by a minimum of 20', in order to allow a car to park in the drive without being in front of the street's building line.
- **Curb cuts off of streets should be no wider than 12' and should not occur with a greater frequency than 3 every 60'.**



Alley Garages



Street Garages



Garage and Driveway

2.2-3 BUILDING MATERIALS

In order to encourage a variety of contemporary design solutions in the development areas along the corridor, few restrictions should be made on building materials. The proper scaling, proportion and detailing of these materials will influence the urban qualities of any new construction.

General Design Considerations:

When designing a new commercial or residential building:

- **Use clear or lightly tinted glass. Very dark, reflective, or opaque glass should be discouraged on the first floor of any building type.**

When designing a residential building:

- **Build the foundation of poured concrete, concrete block or stone.**
- **Expose the foundation from 2' to 3'-6" above the ground.**
- **Use of natural materials such as brick, stone and wood are encouraged for all building construction. Use imitation finish materials, such as vinyl siding and cultured stone, only when properly detailed as to width, profile, grain, vertical joints (building corners) and horizontal joints (lintel and sill trim).**

2.3 EXISTING BUILDINGS

Existing buildings within the development zones offer many clues for establishing the character of a new development project. The architectural style and building massing of all new development should consider the existing context of structures. In addition, existing architecture within adjacent neighborhoods should also influence new building compositions. The following sections identify the contributing buildings within each development reach and describe review procedures for demolition.

2.3-1 Contributing Buildings and Facade Improvements

2.3-2 Demolition

2.3-1 CONTRIBUTING BUILDINGS & FACADE IMPROVEMENTS

The built environment of each development reach has been preliminarily inventoried for contributing buildings. Buildings deemed contributing are catalogued here. They are grouped by reach and preceded by descriptive narrative, and diagrammatic area plan. The tone for each development reach should be seen as being set by not only these buildings which lie within the development reach, but also by the neighborhoods that abut each reach or zone.

Though development reaches are to be overseen by different city appointed review commissions, any proposed exterior building alteration shall comply with Columbus City Code Chapter 3116 Historic Preservation and Architectural Review C.C. 3116.11 Standards for Alteration. The goal of rehabilitation is to infuse new life into older buildings. Creative new designs should preserve or reconstruct significant original features of the building while adding sensitive contemporary elements that enrich the original building. These multiple built layers add an urban dynamic dialogue that is impossible to fabricate from scratch.

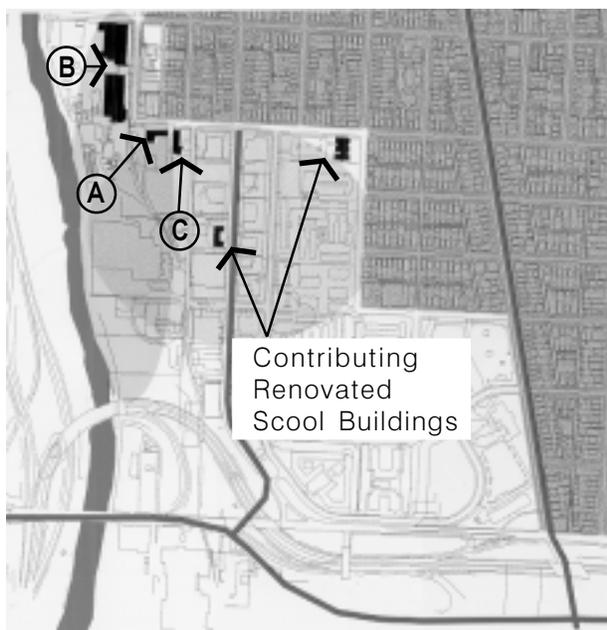


The preservation of contributing buildings such as the AC Humko factory in Harrison West (top) and the City of Columbus Electric Plant in Pen West (left), will add significant value and character to these new development areas.



Harrison West:

Contributing buildings within this reach are a small collection of industrial and commercial buildings dating from the late nineteenth century through the early part of the twentieth century. Non-contributing buildings consist of several nondescript block buildings that are part of the AC Humko campus as well as a large metal sided distribution facility dating from the late 1960's urban renewal project that cleared much of the area immediately east and southeast of the Harrison West development zone. Two large school buildings of note have survived that "renewal" and have been converted to contributing offices. The turn of the century elementary school at First and Pennsylvania Avenues and the school building on Michigan Avenue are the only contributing buildings within an enlarged redevelopment area east of the area on the river's east bank. Adjoining the reach to the northwest is the historic "Harrison West" residential neighborhood. The area is made up of primarily working class frame and masonry single and multi-family two and three story buildings, with neighborhood commercial buildings dotting Third Avenue. Further north toward Fifth Avenue and west towards Neil Avenue the neighborhood's building stock is larger and primarily masonry residences.



(A) • 525 West First

- Brick 2-1/2 story office building, residential in scale and detailing. Circa 1930's.



(B) • AC HUMKO Factory (Perry Street)

- Series of brick factory buildings directly along east bank of Olentangy River. Buildings range in age from turn of the century to mid-century, 2 to 5 stories in height.



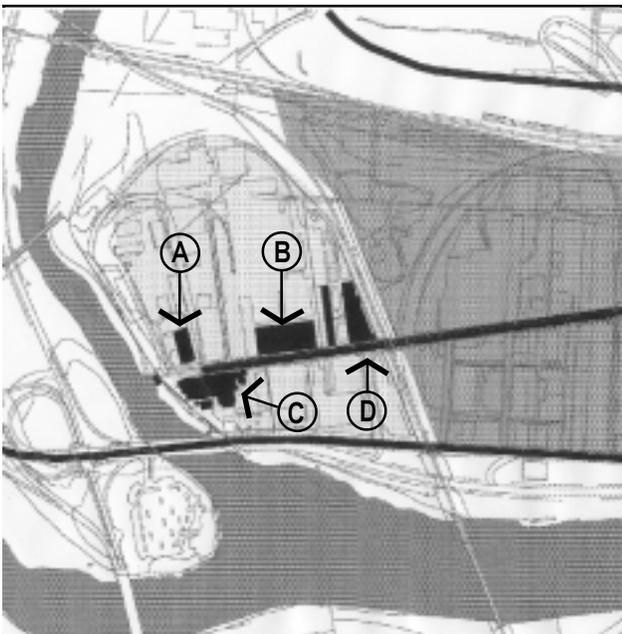
(C) • First Avenue and Oregon Avenue Building

- 1 and 2 story turn of the century painted brick factory building being used as offices. Southwest corner of First Avenue and Oregon Avenue.



Pen West:

Pen West contains the largest group of contributing buildings. Built as a manufacturing and warehouse area many buildings in the area continue to currently operate as originally constructed, while others in the area have been converted to artist studios and offices. Most of the significant or contributing buildings were constructed at the turn of the century and are concrete frame and masonry exterior skin. An exception to this is the unique collection of late nineteenth century and early twentieth century buildings and steel coal loading structures that make up the City of Columbus Electric Plant. The entire Pen West district is generally thought of as extending from the east bank of the Olentangy River on the west to Neil Avenue on the east, and Spring Street/ Scioto River on the south and interstate 670 / Goodale Street to the north. Directly east of Neil Avenue, the site of the former Ohio Penitentiary (hence the name of "Pen West") is being developed for Nationwide Arena and the surrounding "Arena District". This entire new development is being designed to compliment and blend with the existing contributing fabric of the "Pen West" district. The boundaries of the Riverfront Vision Plan and this Handbook only include the western portion of Pen West from the Olentangy River to the railroad tracks.



(A) • City of Columbus Building (Dublin Avenue)

– Brick 2 story early 20th century building being used for offices and storage.



(B) • Multi-press Building (Dublin Avenue)

– Brick 2 story, turn of the century factory building.



(C) • City of Columbus Electric Plant (Dublin Avenue)

–Collection of turn of the century to mid-century brick and concrete buildings, associated steel coal conveyance systems and other out buildings.



(D) • Union Tool Buildings (Dublin Avenue)

– Brick 2-1/2 and 3 story factory buildings dating from turn of the century to mid-century.



Whittier Peninsula:

The proposed Whittier Peninsula development area west of the railroad tracks does not contain any buildings that should be retained. New construction should compliment adjoining contributing Brewery District buildings along Front Street.

Greenlawn Avenue:

This small “peninsula” of land for potential redevelopment is physically isolated from surrounding neighborhoods by interstate 71 on the west, the Scioto River north and east, and Berliner Park to the south. While there are several marginally contributing buildings, only one, a turn of the century meat packing building, appears worthy of strong consideration for retaining within a large scale redevelopment of the area.



- ① • Falter Packing Company (Greenlawn Avenue)
 - Brick 1 and 2 story turn of the century buildings serving as a meat packing plant.



2.3-2 DEMOLITION

The demolition of existing buildings in any of the development reaches typically requires review and approval of the appropriate review board. The purpose of the review is to first determine whether or not the existing building is architecturally significant and contributing to the character of the surrounding area. If the building is deemed non-contributing, no immediate plans should be required for what will replace it. If the building is significant, the proposed new buildings should be more consistent with the goals of the development zone than those they replace. Every effort should be made by the owner/developer to retain and reuse the existing contributing buildings.

In order to receive approval for the demolition of an existing contributing building, a property owner should have in place a plan for the building and or other uses that will replace it.

The number of buildings individual review boards are likely to find architecturally significant varies between development zones. There are several significant buildings within the Pen West Development Zone, while the Whittier Peninsula west of the rail yards has none.

2.4 SIGNAGE

Signs within urban districts are an effective way to enhance storefronts. Through high quality design and placement, signage can help add an additional level of scale, character and visual excitement to the streetscape. The following design suggestions address general signage considerations and specific considerations for different sign types.

2.4-1 General Signage Considerations

2.4-2 Sign Types

- **Sign Band**
- **Wall Signs**
- **Projecting Signs**
- **Awning/Canopy Sign**
- **Window Signs**
- **Ground Signs**
- **Banners**

2.4-3 Materials

2.4-4 Color

2.4-5 Lighting

2.4-1 GENERAL SIGNAGE CONSIDERATIONS

- All signs should conform to the Columbus Graphics Code, and are subject to additional review by the Downtown Commission and the Brewery District Commission where applicable.
- Signs should not obscure significant architectural features of the building
- The design, size, style, scale, proportion, color, and material of signs and lettering should relate to the architectural qualities of the building to which it is attached and to the signage qualities of the surrounding neighborhood.
- Sign information should be restricted to the name, address, function and logo of the establishment. Too much information can overwhelm the viewer. Simple and direct signs in combination with the storefront and the window display is the most effective way to communicate the intended message.
- One primary sign should be provided at the primary entrance and one secondary sign should be provided at the secondary entrance.

2.4-2 SIGN TYPES

SIGN BAND

When multiple storefronts share the same building, sign bands can be integrated with architecture to provide a common area for businesses to identify themselves. The band can be created with a change in building color, material or relief. The band can be further articulated to respond to the width of the individual storefronts.

General Design Considerations:

- When one building has multiple storefronts, use signs of similar size, proportion and material for each store.
- Vary colors in continuous sign bands within a coordinated range.



WALL SIGNS

Wall signs should be carefully considered in relationship to a building's facade design. This is particularly challenging in the development areas where new signage must be integrated with existing buildings. Wall signs can take the form of mounted board signs, individual mounted letters or micro-tube neon signs.

General Design Considerations:

- Avoid obscuring important architectural features including cornices, piers and pilasters, doorway pediments and upper floor window sills.
- Locate wall signs within the sign band when one exists.
- Locate wall signs between the first floor transom and the second floor window sill when no sign band exists.
- Provide one primary wall sign and a secondary wall sign, if necessary.
- Sign board square footage should not exceed two-thirds of the storefront width and one-third of the height of the space between the transom and the second floor window sill.
- Avoid obstructing views to storefront display areas in the placement of the sign.
- Internally illuminated sign boxes should be predominantly opaque with the exception of the letters and logo.



PROJECTING SIGNS

Projecting signs can be used to further describe a business in a more unique and visual way. These signs are typically smaller than wall signs and oriented toward the pedestrian. Projecting signs can be used in conjunction with the wall sign as a secondary sign.

General Design Considerations:

- Use a projecting sign to complement or to replace the principal wall sign. In a building with multiple storefronts, coordinate with other business owners for a consistent approach to using one or both types of signs.
- In a building with multiple storefronts, coordinate the use of similar brackets, sign size and height.
- Mount projecting signs between the transom and the second floor window sills.
- Space projecting signs along storefronts so that they do not obstruct each other in the pedestrian line of vision.



- Internally illuminated sign boxes should be predominantly opaque with the exception of the letters and logo.
- Locate projecting signs so that they do not extend more than 6' from the building façade and a minimum of 8' above grade.
- Use the projecting sign to add to the message of the primary sign in a more visual way without duplicating the information on the primary sign.

AWNING/CANOPY SIGNS

In addition to the functional and aesthetic characteristics of awnings, they can serve as attractive and visible wall signs.

General Design Considerations:

- Create more, smaller signs on each awning, canopy, or bay width to add to the message of the primary sign.
- Use awnings or canopies as opportunities to introduce an accent color to the building facade.



WINDOW SIGNS

Window signs are an effective way to provide detailed information about the business and complement the window display. Window signs are oriented toward pedestrians as they are most visible from close range.

General Design Considerations:

- Apply lettering by hand painting directly on glass, etching in glass or applying vinyl, die-cut letters.
- Use colors and lighting appropriate to the building and neighborhood.
- Illuminate painted signs with exterior lighting. Avoid internally-illuminated signs.
- Consider neon signs for business names and accent borders. Mount neon signs on a clear backing, such as glass or plexiglass. Neon tubes may be used on larger signs as an accent and to outline significant building features.
- Consider the importance and amount of information, the design of the window display area and the design of the storefront in determining the height of the letters.



GROUND SIGNS

Free-standing ground signs are most often needed for buildings with no sign band or display window. A common use of this type of sign is for residential buildings or houses that have been converted to commercial uses.

General Design Considerations:

- Utilize materials and colors in the sign or in the base of the sign that complement the associated building.
- Ground signs that announce parking areas should not exceed 4 feet in



BANNERS

Banners can be used as a permanent sign or to announce a special event or seasonal theme. Bold, simple and colorful designs can enliven the streetscape.

General Design Considerations:

- **Use banners as opportunities to introduce an accent color to the building facade.**
- **Use a temporary banner as an on premise temporary sign for a period not to exceed 30 days.**



2.4-3 MATERIALS

A variety of material types can be used in the design of signs. Creative use of a material or a combination of materials is highly encouraged.

Wood

Use wood for backing or lettering. Use wood that allows the grain to contribute to the design. Wood is particularly useful for a sign that has carved, recessed or dimensional lettering.

Metal

Metal can be used for backing or lettering. Stainless steel, bronze, copper and brass are attractive and durable materials. Gold and silver leaf should be considered as a durable accent material.

Glass

Glass is useful as a sign to allow viewers to see beyond the sign to a window display or activity within the business. Glass can be etched, sand blasted or painted and creatively illuminated for dramatic effect.

Plastic

Plastic should be used primarily for lettering. Plastic used for backing should be rigid or placed in a frame of high quality material. Vacuum-formed plastic faces in metal frames are generally inappropriate.



A creative use of sign materials is highly encouraged

2.4-4 COLOR

General Design Considerations:

- **Complement building colors with the sign color(s).**
- **Limit the number of primary colors to 4 per sign. Additional colors should be used sparingly as accents.**
- **Create contrast between background colors and lettering colors. Typically, lighter letters on dark backgrounds are more legible than dark letters on a light background.**
- **Unify background colors and lettering colors on buildings with multiple storefronts. Consistent use of either dark backgrounds and light lettering or light lettering and dark backgrounds across multiple store fronts unifies the building facade.**

2.4-5 LIGHTING

General Design Considerations:

- Use incandescent light in spot or flood lights attached to the building facade and spaced at intervals to illuminate the full area of a sign. Decorative fixtures are encouraged and should complement the building facade.
- Consider the use of fluorescent lights, properly shielded with hoods, in order to light signs more uniformly than incandescent spots.
- Provide a valence to conceal fluorescent light fixtures used on historic building facades.
- Use micro-fluorescent tubes or neon to back light solid letters or signs.
- Coordinate the lamp type and fixtures for multiple storefronts within a single building.
- Shield all lighting to prevent glare. Bare bulbs should be discouraged



Decorative flood lights can be used to illuminate the sign face and the building facade.

3

Open Space Considerations

The following considerations for public open space within the riverfront corridor represent a variety of concepts, strategies and possibilities that support the Planning and Design Principles for open space established by the Riverfront Vision Plan. The policies that relate specifically to open space are stated in Chapter 2 of the Riverfront Vision Plan as follows:

The River Environment

- **The natural riparian edge will be preserved and enhanced.**
- **The dynamics of the existing river hydrology will be respected.**
- **Improvements in water quality will require watershed management.**

Parks and Recreation

- **Small boating will promote appreciation and exploration of the river environment.**
- **More than thirty miles of continuous non-motorized trails will parallel the flow of the river and connect the different reaches.**
- **The river corridor will connect 1300 acres of environmental exploration, active recreation and cultural celebration.**

In addition, the Vision Plan policies relating to circulation along public right of ways are as follows:

Circulation

- **Bridges should be replaced or renovated, preserving architectural character and details and improving pedestrian access.**
- **Roadways that cross the river should be redesigned to narrow vehicular travel ways, provide landscape medians, and add cross walks and signals to facilitate pedestrian crossings.**

- **Circulation corridors that parallel the river should be enhanced to improve riverfront access and use.**

The following considerations also further articulate and illustrate the Development Guidelines for the Corridor (See Chapter 9 of the Riverfront Vision) and any specific reach guidelines or open space elements that are stated throughout the Riverfront Vision Plan.

The following considerations are described through bullet statements, photographs, diagrams and character sketches. These concepts are intended to provide guidance and inspiration towards achieving a unified open space system while not dictating design or hindering creative planning and architectural design. These considerations should not be construed as the only means to achieving the above stated Planning and Design Principles. These are examples or strategies, that if implemented, reinforce the open space principles of the Vision Plan.

These considerations are a result of the recommendations made in the Riverfront Vision Plan as well as further inventory and observations made in the Reach Analysis phase of this project. These observations are outlined in Appendix A of this document.

The following Open Space Considerations have been organized into 3 general categories:

3.1 The Open Space System

3.2 Elements of the Greenway

3.3 Unifying Elements of the Corridor

3.1 THE OPEN SPACE SYSTEM

The River Greenway will become an important open space spine through downtown Columbus as well as a number of other existing and future neighborhoods. In order to ensure connectivity to this greenway, an open space system should be established which penetrates into each of the urbanized areas along the riverfront. Open space in an urban setting is quite valuable as an organizing element. This organization is strengthened when one space is visually connected to the next open space in the system. The sense of a neighborhood and its connectivity to a larger community is enhanced through a well connected open space system.

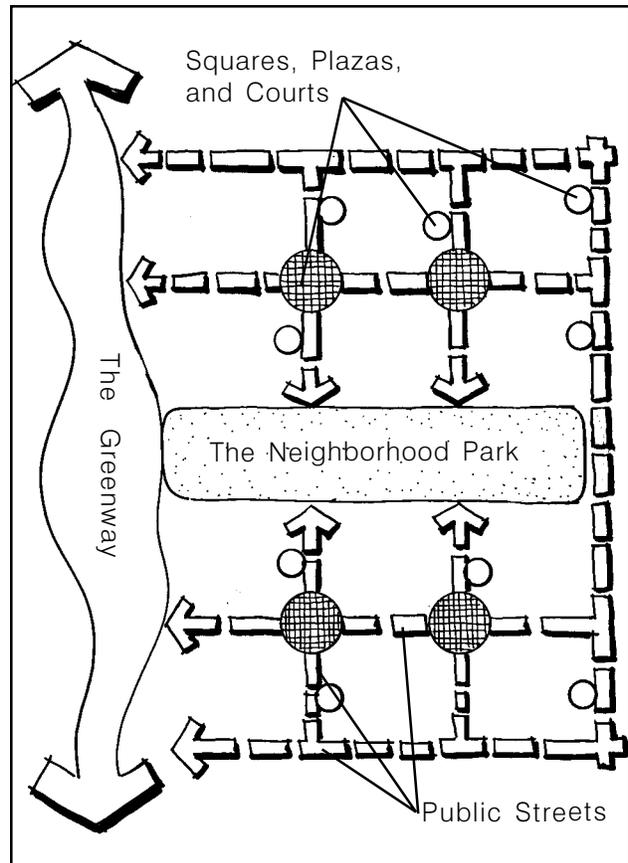
The following open space considerations describe the following four types of open space which collectively create an open space system.

3.1-1 The Greenway

3.1-2 The Neighborhood Park

3.1-3 Public Streets

3.1-4 Squares, Plaza, and Courts



Hierarchy of the Open Space System

In the design of any development project or public open space:

- **Provide physical and visual connection to the greater open space system in the design of all public open space.**
- **The design of all new development projects should contribute to the hierarchy of the open space system through the creation of new squares, plazas, courts and/or public streets.**

3.1-1 THE GREENWAY

The Riverfront Greenway represents the main corridor in the open space system. The pedestrian and bicycle trails within the greenway must lead to a number of meaningful destinations in order to maximize its use. The corridor is comprised of a variety of landscapes from the natural riparian edge to the urban plazas of downtown Columbus. In addition to the general considerations listed below, more detailed considerations are located in **3.2 Elements of the Greenway** and **3.3 Unifying Elements**.

General Design Considerations:

- **Park uses and development along the greenway must comply with the watercourse protection/scenic byways zoning overlay.**
- **Provide visual supervision of the greenway from adjacent public streets and buildings that front the greenway. Long stretches of uninterrupted vegetative screening may increase opportunities for crime.**
- **Locate rest stops so that they are visible from neighborhoods for surveillance.**



Development should front the river corridor yet be buffered with streambank vegetation and park land.

3.1-2 THE NEIGHBORHOOD PARK

The primary open space connection to the greenway from existing and future neighborhoods is the Neighborhood Park. These parks should be unique in character and respond to the open space needs of their respective neighborhoods. See **2.1-1: The Urban Pattern** for recommendations on neighborhood park locations within individual development areas.

General Design Considerations:

- **Neighborhood Parks should be established in all development areas to provide direct visual and physical connection to the greenway.**
- **Orient the Neighborhood Park to maximize views to the river, the city skyline and other landmarks.**
- **The Neighborhood Park should provide the primary pedestrian linkage to the river from existing adjacent neighborhoods.**
- **Provide active recreation fields as necessary based on neighborhood population, demographics and existing facilities.**
- **Front the Neighborhood Park with public streets and buildings to maximize surveillance and limit crime.**
- **Provide parking for Neighborhood Parks along fronting streets to eliminate the need for additional surface parking lots within the parks.**



Residences fronting a neighborhood park

3.1-3 PUBLIC STREETS

Walkable public streets provide the connection from small open spaces (i.e. squares, plazas and courts) to the Neighborhood Park. These streets should be oriented to provide direct connection to the Neighborhood Park, and consequently, the river greenway. Parallel parking along public streets that front parks should provide sufficient parking capacity and eliminate the need for additional surface parking lots within the park. See **2.1-3: Public Streetscapes** for characteristics of individual street types.

General Design Considerations:

- **Maximize the walkability of public streets with sidewalks, street trees, pedestrian lighting, on-street parking, and minimized curb cuts (see 2.1-3: Public Streetscapes).**
- **Primary streets that connect other secondary streets to the neighborhood park may be developed as local boulevards to reinforce the identity of the street as a critical linkage in the open space system.**



A public street providing direct connection to a neighborhood park

3.1-4 SQUARES, PLAZAS AND COURTYARDS

A variety of smaller scale spaces should be encouraged throughout the development areas that are defined by building masses or public streets. These spaces will be significantly smaller than the neighborhood parks and possess a more intimate spatial quality. These spaces should be varied in character as some may be treated as quiet courtyards or greens within residential areas while others may be more active squares or plazas at major street intersections.

The character and details of these small urban spaces should respond to the use of the space and express the unique qualities of the adjacent architecture. The use of specialty paving, pedestrian scale planting, flowering color, water features, and art can add to the unique character of each space. The collection of these diverse, intimately scaled spaces enriches the overall character of the individual neighborhood.



A residential courtyard (top left), a public plaza (top right) and a neighborhood green space (left) are small scale open spaces that contribute to the greater open space system

3.2 ELEMENTS OF THE GREENWAY

The greenway corridor is a collection of diverse landscapes that abut the river. It is the experience of these diverse landscapes that creates a unique Columbus Riverfront Greenway. The following considerations seek to strengthen the qualities of the four basic types of landscapes found along the corridor.

3.2-1 Riparian Edges

3.2-2 Environmental Parks

3.2-3 Active Recreational Areas

3.2-4 Urban Parks and Plazas

3.2-1 RIPARIAN EDGES

Preserving, protecting and reestablishing the riparian edge of the river corridor should be a priority in all public or private development along the riverfront. The Watercourse Protection Zoning Overlay produced by the Mid-Ohio Regional Planning Commission (MORPC) should be consulted in the design of all riverfront improvements. The urban riverfront that is the focus of this study has very few stretches that possess a satisfactory natural buffer. The few natural areas that exist should be preserved while other areas should be improved to maximize watercourse protection and create wildlife habitat. In some areas within the downtown reach, maximizing public access to the riverfront may preclude the restoration of a natural edge.

In areas where woody vegetation has reclaimed disturbed areas, non-native species and species generally having poor qualities have thrived. Mono cultures of one or a few species are not only poor from an ecological standpoint, but may also increase the probabilities of an opportunistic pathogen or pest establishing itself. Trees quick to reestablish in disturbed urban areas may have characteristics that could become a problem to adjacent land use, such as messy fruits or poor branch structure prone to failure.

General Design Considerations:

When a narrow, steep slope exists that is vegetated with non-native plants:

- **Acquire property, if possible, to extend the buffer to a minimum of 50' or the dimension specified in the Watercourse Protection Zoning Overlay.**
- **Selectively remove alien species and plant native trees with characteristics that compliment adjoining land uses.**
- **Plant a variety of riparian species to avoid susceptibility to a pathogen or pest.**
- **Stagger the age composition of new plantings to insure the uninterrupted replacement of older declining plant material and provide for the perpetual existence of a wooded riparian corridor.**



Typical disturbed riparian edges reclaimed with a variety of non-native invasive plant material.

General Design Considerations (cont.):

When lawn areas provide the buffer to the river at The Ohio State University and Battelle Memorial Institute:

- Provide a narrow zone of wetland vegetation along the bank to stabilize the river edge and establish wetland ecologies. (See the Water-course Protection Zoning Overlay to determine the width of the streambank buffer.)
- Plant long-lived, high-canopy shade trees at the periphery of lawn areas to provide shaded respite areas along pathways while maintaining larger open lawn areas for recreation.
- Select tree species appropriate for flood prone areas.
- Stagger the age composition of new tree plantings to insure the uninterrupted replacement of older declining trees and provide for the perpetual existence of mature specimens.

When a generous portion of natural streambank buffer exists:

- Preserve the buffer in its natural state.
- Selectively remove invasive alien species if they exist.
- Add native specimens as necessary to encourage specific habitat development.
- Allow successful natural streambank buffers to regenerate themselves through natural succession or maintain through a controlled management strategy. Examples of existing successful natural streambanks include the riverbanks throughout the Merion Reach, the Whittier Peninsula riverbank, and portions north of Lane Avenue in the University Reach.



Mature shade trees in the open lawn floodplain at The Ohio State University (top) and Battelle Memorial Institute (left).



A successful natural streambank buffer at the Whittier Peninsula.

3.2-2 ENVIRONMENTAL PARKS

Several environmental parks currently exist or are being proposed by the Riverfront Vision Plan. The Wetland Research Park, north of Dodridge Street, is managed by The Ohio State University, while the Greenlawn Dam Basin is currently managed by the city for wildlife habitat. A third park is proposed by the Vision Plan to the east of the Scioto River in the Merion Village Reach. A potential fourth environmental park could be developed at the Confluence Park South Parklands due to its relatively large size and limited adjacent development. Each of these parks will develop programmatic needs based on their individual missions.

General Design Considerations:

- **Development within the parks including nature centers, restrooms, parking and picnic areas should be grouped together and located at the periphery of the park to minimize impacts on undisturbed areas. Minimize the acreage required for these uses.**
- **Establish only native, indigenous plant materials in all areas of the park including developed areas.**
- **Trails that are part of the greater river corridor system should be located at the periphery of the park to minimize impacts on undisturbed areas.**
- **Prohibit night lighting and night use within environmental parks.**
- **When possible, provide parking for environmental parks along parkside drives, thus eliminating the need for additional paved surface lots within the park itself. This could be accomplished in the Whittier Peninsula along the Whittier Street parkside drive.**



Environmental Parks along the riverfront greenway will include the Whittier Parklands (top), The Ohio State University Wetland Research Park (left), the Merion Village environmental park and the Confluence Park South parklands.

3.2-3 ACTIVE RECREATIONAL AREAS

Several active recreational areas are found along the river corridor. Berliner Park and the intramural fields at The Ohio State University are facilities for organized field games. Other potential future field areas include the Harrison West Parklands and Gowdy Field west of State Route 315 in the Harrison West Reach. These sites were identified for active recreation in the Riverfront Vision Plan.

General Design Considerations:

- **Maintain the ground plane as open lawn for recreational fields and to accommodate the wide range of active and passive activities that will occur in these areas.**
- **Provide high canopy, deciduous trees informally placed to channel views and maximize open recreation areas.**
- **Provide recreational field lighting with standard fixtures and light levels as determined by City Recreation and Parks Department or the Ohio State University based on jurisdictional location.**
- **Locate standard Riverfront or The Ohio State University site furniture including benches tables and trash receptacles at the periphery of larger open spaces in order to maintain a space that is free of obstacles for active recreation.**



Gowdy Field represents a potential active recreation area in the Harrison West Reach.

3.2-4

URBAN PARKS

The variety of spaces along the greenway from the railroad bridge north of Veterans Memorial Auditorium to the railroad bridge south of Miranova are all considered urban parks. Great efforts are currently being made through new projects on the Scioto Peninsula to unify these urban portions of the greenway. Similar efforts along the east bank should become a priority. The character of these urban park spaces will be dramatically different from other more natural stretches of the riverfront as they accommodate large groups of pedestrians in this most urban segment of the riverfront.

General Design Considerations:

- **Treat ground plane with a balance of hardscape and open lawn to accommodate the variety of intense uses.**
- **Continue the established site details of the Scioto Peninsula Riverfront as other riverfront improvements occur on the west side of the river.**
- **Introduce more formalized plantings and more diversity of plant species in this man-made environment.**
- **Reflect the river edge as well as adjacent architecture and civic structure in the design of all urban park spaces.**
- **Light urban parks at an average level of one footcandle to maximize surveillance and safety in this more populated area.**



Civic Center Drive should become a dynamic pedestrian space along the downtown riverfront.

- **Establish a unique set of site elements for the Civic Center drive parklands including furniture, lighting and pavements.**
- **Provide a river level walkway connecting the two stairways/landings at the Broad Street and Town Street bridges.**
- **Energize the riverfront along Civic Center Drive with a variety of new uses and attract pedestrians from the urban core to the east. Possible uses or activities may include: a water park, interactive fountains, water taxis and boating, seasonal boat restaurants, retail shops, vendors, ice/roller rink.**

3.3 UNIFYING ELEMENTS

In order to create a riverfront corridor that is unique to the city of Columbus, an original collection of landscape elements that are consistent throughout the publicly accessible riverfront greenway must be established. This collection of unifying elements should seek to:

- 1) visually unify the nine-mile corridor
- 2) differentiate this riverfront from all other riverfronts
- 3) educate users of the greenway through interpretive learning opportunities.

These elements should not be restricted to the greenway itself, but take advantage of public streets and parklands to extend laterally into adjacent neighborhoods.

This handbook sets the design criteria for the unifying elements of the Riverfront Greenway. The actual design of these elements should be considered a unique art opportunity and developed through a city administered competition or request for proposals. Design criteria have been developed for the following unifying elements:

3.3-1 Signs

3.3-2 Hardscape

3.3-3 Walls

3.3-4 Railings and Guardrails

3.3-5 Structures

3.3-6 Lighting

3.3-7 Furniture

3.3-8 Landscaping

3.3-9 Community Connections

3.3-1 SIGNS

Develop a truly unique theme for the sign system that:

- unifies the river corridor greenway.
- is of high quality design and “timeless” in style in order to avoid becoming outdated in the future.
- attempts to define the unique “Columbus Riverfront” in terms of its comprehensive nature and its interconnectedness to the city and region
- utilizes colors and materials that are highly visible in contrast to the naturalized edge of the river. A wide range of colors and materials are available to the designer.
- considers variations of the theme based on sign type or location within certain neighborhoods or districts.

Address several different types of Riverfront trail signage including, but not limited to:

- *Informational Signs* that announce the riverfront greenway system for users entering from neighborhoods.
- *Directional Signs* along the trail pointing out points of interest on and off the trail.
- *Traffic Signs* along the trail (Stop, speed limit, yield, etc.)
- *Mile Marker Signs* along the trail. Potentially marking decimal miles north or south of the center which might be located at the center of the Scioto Peninsula or at Broad Street.

In order to insure functionality and durability of the sign system, without sacrificing aesthetic quality, all signs must:

- be vandal resistant
- be permanently installed
- have replaceable components
- be maintainable

3.3-2 HARDSCAPE

• **All pedestrian paths should conform to the City of Columbus Recreation and Parks Trail Maintenance Standards.**

• **Design primary pedestrian paths to be emergency and maintenance vehicle safe.**

• **Pave other hardscape areas along the trail including overlooks, plazas, restroom areas and entry gateways to the trail system with cast-in-place concrete.**

• **Utilize stone and brick as ancillary materials or accents where appropriate relative to the surroundings or context.**

• **Utilize wood decks sparingly due to maintenance requirements. Wood structures will be necessary in natural areas to minimize the impact on existing vegetation and wetlands.**

3.3-3 WALLS

- Establish a civic quality in the design and construction of all walls.
- Utilize cast-in-place concrete, brick (not pre-cast or concrete masonry units), or stone.
- Avoid the use of railroad ties. Timber wall construction could be considered in unique environmental park settings.
- Relate walls to adjacent elements including architecture and bridges in the design, material selection and detailing.

3.3-4 RAILINGS AND GUARDRAILS

- Use painted cast or tube metal railings. Consider no paint stainless steel to minimize maintenance.
- Avoid wood railings due to maintenance and durability.

3.3-5 STRUCTURES

- Develop a “family” of structures including, but not limited to, restrooms, shelters, and kiosks.
- Express a civic quality, permanence, and a sense of special or unique place in the design of all structures.
- Provide a consistent style throughout the open space system, but utilize details and materials to be expressive of the structures unique surroundings or context.

3.3-6 LIGHTING

Location Criteria:

- Light all trail entry points from the adjacent community.
- Light areas of safety concern including street crossings, restrooms and bridge underpasses.
- Discourage night use of the trail system away from the downtown reach by not lighting the path in these areas.
- Minimize impacts on habitat along natural streambank buffers and in environmental parks by not lighting the path in these areas.
- Light major nodes including plazas, over-looks, and important structures.

Fixture Design Criteria:

- Design light fixtures to be part of the “family” of site elements.
- Provide consistent lamp types from a concealed, vandal-safe source. Mercury vapor lamps should be avoided. The lamp type may be selected to match existing lamps being used on city streets or as a contrasting element to accent the river corridor.
- Develop a unique Riverfront fixture that is not a City of Columbus standard. Componentry (lamp, ballast, etc...) consistent with city standards is encouraged for ease of maintenance.

3.3-7 FURNITURE

Location Criteria:

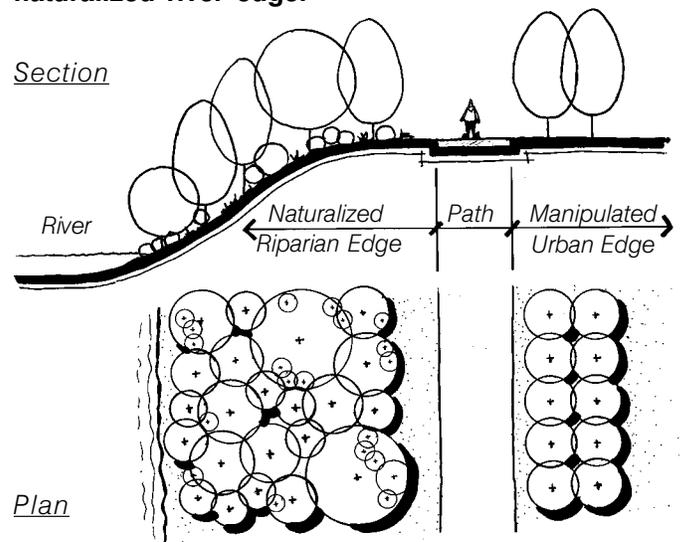
- Place furniture at logical resting points including overlooks, plazas, and restrooms.
- Between resting points, place trash receptacles at an interval of 500'
- Place benches a minimum distance of 5 feet from the edge of the trail to avoid conflicts with the primary flow of pedestrians.
- Locate trash receptacles in a location that is accessible for trucks or small carts.

Furniture Design Criteria:

- Develop a “family” of furniture including benches, tables, trash receptacles, bike racks and lighting. Consider relationship to other “families” of furniture in the Downtown Reach including the Scioto Peninsula, the Arena District, Broad Street and the downtown streetscape standards.
- The furniture should be of high quality design and “timeless” in style in order to avoid becoming outdated in the future.
- Insure functionality and durability of the furniture system. The furniture should be vandal resistant, be permanently installed, have replaceable components and be maintainable.

3.3-8 LANDSCAPING

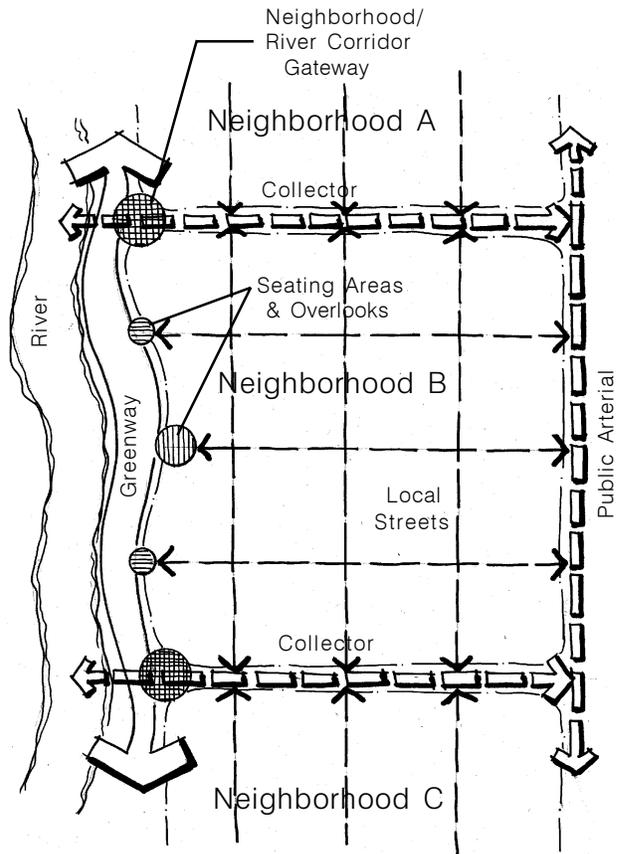
- Establish a predominant native tree type along the riparian edge for different stretches of the river while respecting and enhancing the natural streambank corridor. For example, consider utilizing cottonwoods along the Harrison West corridor and transitioning to sycamores along the Pen West corridor.
- Establish identifiable plant types for each type of space along the corridor including entry gateways, plazas, overlooks, and restrooms.
- Plant a mix of upland tree species that reflect the dominant species of the neighborhood or district. Care should be taken to avoid planting monocultures of trees that could be susceptible to a common disease or pest.
- Consider establishing a consistent tree type along the entire length of the corridor to further unify the riverfront greenway. The tree may possess recognizable qualities in terms of form, leaf color or flower color.
- Create a contrast between the naturalized riparian edge and the manipulated man-made edge or the “natural” and the “urban”. Introduce more formalized groupings of trees on the urban side of the trail as a contrast to the naturalized river edge.



3.3-9 COMMUNITY CONNECTIONS

Lateral connections to the riverfront corridor are critical to the success of the greenway. A heightened awareness of the corridor and its importance to the greater community can be created at a variety of places along the corridor.

- Create more pedestrian friendly streetscapes along public right-of-ways that are perpendicular to the river corridor. Utilize sidewalks, street trees, ornamental light fixtures and traffic calming devices such as parallel parking to enhance the pedestrian environment.
- Establish open space connections to the river corridor where possible. These open spaces may range from a new community park that penetrates into a neighborhood to a small pathway connection at the terminus of



Bridges and primary collector streets are major opportunities to create gateways that announce the riverfront corridor and introduce neighborhoods. Gateways are entry points to the trail system as well as entry points to a neighborhood.

Neighborhood/River Corridor Gateways:

- Provide information about destinations north and south along the river corridor.
- Express the unique character of the neighborhood including destinations, history and culture.
- Express the north/south transition along the river corridor from one reach or district to the next.
- Provide seating areas and overlooks at secondary entry points along the corridor. Secondary entry points may occur at the terminus of secondary streets.



Directional riverfront signage has recently been installed along some of the major arterials that parallel the river corridor.

4

Public Art

4.1 Public Art Considerations and Opportunities

4.1 PUBLIC ART CONSIDERATIONS & OPPORTUNITIES

In 1998, the Riverfront Commons Corporation Board and the Greater Columbus Arts Council Board of Trustees endorsed the “Public Art Policy Recommendations for the Columbus Riverfront” (see Appendix B). This policy suggests the integration of art and artistic involvement in all development, public and private, along the riverfront. The following considerations further articulate these recommendations in light of the unifying themes of the riverfront corridor. These considerations are listed in bullet form under the restated policy statements.

4.1-1 CONSIDERATIONS

All major public improvements along the river corridor should utilize an integrated approach to urban design.

- Artist involvement in all public works projects along the riverfront should be ensured through involvement of the artist in programming and project design.
- Encourage artist involvement in all privately funded development projects. Area commissions, community organizations and public agencies should encourage and facilitate that involvement with the development community.
- An administrative entity should be established that is responsible for developing and implementing a public art plan/ procedure and act as a proactive advocacy organization to assist both public and private development processes. This entity should solicit input from existing organizations and entities as to purpose, structure and function. This group should research other existing entities (i.e., Metro Dade County, Boston, Phoenix, San Francisco, Dallas, etc.) to act as models for organization and operations and establish services and procedures including the following: artist/ project selection, funding sources and methods, distributions of funds, education, public participation and administration of arts projects/ artist involvement.

The river corridor should be divided into zones with guidelines for the character of public art that would be appropriate within each zone.

- A comprehensive public art policy should be established utilizing the recommendations of the Riverfront Vision Plan and the detailed information of this Handbook to direct the process of art placement and artistic expression in the built environment along the riverfront.
- Consider the varied urban and open space character (i.e. civic, neighborhood, natural) and boundaries established by this Handbook as the guide for the appropriate character of public art along the riverfront.
- Utilize unifying elements (see 3.3 - *Unifying Elements*) to reinforce the riverfront as an artistic expression. Create a venue for the display of art objects, and most importantly, define the civic identity or signature for the City of Columbus as it develops over time.

The river corridor could serve as a location for temporary as well as permanent works of art.

- Consistent with the public art policy, identify specific locations and immediately implement as many placements as possible to set the tone for the riverfront as an art experience.
- Immediately engage existing art organizations, individuals and entities associated with or having access to collections (i.e. Greater Columbus Arts Council, The Ohio State University, etc.) to source existing significant and high quality works for possible utilization in an initial installation effort.

Public education should accompany any implementation of public art policies.

- Immediately encourage the individual area commissions, neighborhood groups and civic organizations that hold stake in specific areas of the riverfront to assist in articulating the history of place (cultural, natural, social) to be showcased as an art and education expression along the riverfront. This effort will provide a learning experience for all users and elevate these rich histories to a more perceivable form.

- Physical public connection to this art corridor is critical to its success as a significant civic place and experience (see 3.3-9 *Community Connections*).

Safety and maintenance plans should accompany any implementation of a public art project.

- An important element of a truly integrated design process is the sharing/ pooling of talents among artists, landscape architects, architects, engineers, designers and other specialty team members on any given project. Technical expertise and artistic expression of the team as a whole must be coupled equally and should be brought to bear in all public art projects to ensure its constructability, maintainability, attractiveness/ structural soundness over time and its safe existence within the public environment.
- As part of the public art policy and its administration, establish periodic maintenance and safety check procedures and funding. Department of Recreation and Parks Trail Maintenance Standards are to be considered in these new procedures for the joint benefit of both systems.
- Ensure accessibility to art objects that does not compromise the surrounding environment.

4.1-2 OPPORTUNITIES

Merion Village

Environmental Park

- Environmental education center
design team project with potential to develop program of temporary individual artist projects
- Interpretive trails and boardwalks
design team project and/ or individual artist projects; permanent and temporary
- Observation tower
permanent individual artist project
- Parking areas
permanent and/or temporary individual artist projects
- Boat landing
permanent individual artist project

Berliner Park Lands

- Pedestrian bridge
permanent individual artist or design team project
- Industrial heritage interpretive center
design team project with potential to develop program of temporary individual artist projects

Greenlawn Avenue Corridor

- Greenlawn Dam overlook
permanent individual artistic project

Whittier Peninsula Reach

- Open space along river's edge
design team project with potential to develop program of temporary individual artist projects
- New Liberty or Sycamore Street Bridge
design team project
- Whittier Street relocation
potential to develop program of temporary and/or permanent individual artist projects
- Viewing station
permanent individual artist project
- Water features
permanent individual artist project
- Small parks and landscaped medians
permanent design team/or individual artist projects
- I-70 pedestrian connection
permanent design team project
- West bank interchange gateway
permanent design team project
- West bank trail
potential design team project and/or individual artist projects; permanent and temporary

Downtown Reach

Scioto Peninsula (West Bank)

This location provides a variety of potential permanent design team and individual artist projects including work on the floodwalls; handrails, stairways, open trellises, surface paving and park furnishings. While the Veterans Memorial river frontage and the Riverfront

Amphitheatre are complete, the segment south of Town Street will need to be redeveloped in the near future.

Civic Center (East Bank)

This location again provides a wide variety of potential design team and individual artist projects including work on the floodwalls; handrails, stairways, open trellises, surface paving and park furnishings.

- Civic Center Drive parkway
potential design team project and/or individual artist projects; permanent and temporary
- Glass pavilions
design team and/or individual artist projects
- Terraces and seat walls
design team project
- Water taxis
permanent and/or temporary individual artist projects
- Landscaped medians
design team project and/or individual artist projects; permanent and temporary
- Huntington Building/State Street Alley enhancements
design team project and/or individual artist projects; permanent and temporary
- Boat landing/ portage route/ hand operated lock
design team or individual artist project

Confluence Park

This location provides a wide variety of potential design team and individual artist projects both permanent and temporary, to develop historical and environmental themes for interpretive routes throughout the site

Harrison West Reach

East Bank

- Playgrounds, court games, sports fields, shelters
permanent design team or individual artist projects
- Trail stairs, ramps and landings at water's edge
permanent individual artist projects

West Bank

This location provides a variety of potential design team and individual artist projects both permanent and temporary, including public art works for trails, crossings and overlooks

University Reach

The majority of river frontage within this zone falls under the jurisdiction of The Ohio State University. Therefore, most public art projects here will be selected and administered within existing OSU campus public art and design programs. Other areas exist within this reach that are outside of the University boundaries. Public art within these areas will require the input of the University Area Commission, Columbus Recreation and Parks, and other private property owners.

Appendix A

Reach Analysis: Redevelopment and Development Alternatives

The Vision Plan identifies five reaches or districts along the nine mile river corridor and establishes a program and concept design for each. As part of the process of developing this handbook, it was necessary to analyze the existing physical, political and economic constraints and opportunities within the individual reaches in more detail and explore the numerous development alternatives that might exist within the framework of the Vision. These analysis and alternative generating sessions were conducted by the design team with input from representatives of the Riverfront Commons Corporation, the Columbus Recreation and Parks Department and the Austin E. Knowlton School of Architecture. In addition, several other brainstorming sessions were conducted with various community officials, city departments, commission members and private developers.

The analysis provided the basis for establishing considerations that address a large variety of improvement proposals in private development areas as well as within the public open space system. Analysis summaries are provided for the five reaches as well as a general analysis of public open space and public art.

Merion Village Reach

Environmental Park:

- Consider utilizing the public parcel north of Anderson Concrete, along the east bank, as an access point to the river and the initial phase of new park development in the Merion Village Reach. Pedestrian access could be created across the river to Berliner Park. Announce this new riverfront access along High Street with signage.
- Explore opportunities along the east side of the tracks to create overlooks, park spaces and parking. Strengthen neighborhood connections to the park from the east with new vehicular connections, streetscape improvements and signage along High Street.
- Consider selective clearing along river edge to create windows of viewing without impacting habitat.
- Provide lateral east/west connections to the river.
- Consider creative ways to manipulate the levee to reinforce the lateral connections. Consider creating wetlands as lateral connections.
- Locate interpretive overlooks at the western terminus of streets west of High Street.

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- Begin discussions with Anderson Concrete to establish an incremental phasing and reclamation plan. Some park development could begin in the short term in areas that are not being utilized for the concrete company's operations. (e.g. the west quarry lake)

Greenlawn Avenue:

- Market the desirable commercial qualities of the Greenlawn Avenue development area. Recognize the great freeway access and dramatic views to the skyline, Whittier Peninsula and the river basin.
- Encourage mid to high-rise building masses to take advantage of the views to the downtown skyline. Adjacent neighborhoods are buffered by the river, parkland and roadways.
- Reinforce strong view corridor from the Berliner Park access road and provide strong, formal connection through the center of the development parcel to the public river edge.
- Consider establishing Greenlawn Avenue as a parkway or boulevard to continue the sense of the green park to the building edge on the north side of Greenlawn Avenue.
- Establish a Central Plaza at the heart of the development. Provide ground level retail uses that are casual or informal to attract Berliner users.
- Develop the river edge as a formal promenade to create a contrast with the natural edge along the Whittier Peninsula.
- Consider a public art opportunity that announces Berliner Park as a major softball facility at I-71 and Greenlawn Avenue.
- If relocation space can be identified for the Recreation and Parks Department, a quality public park space could be created at that location in the short term. This park would overlook the Greenlawn Basin and could become a catalyst for public and private improvements in this zone.

Berliner Parklands:

- Consider relocation options for the overhead electric lines along I-71 given their impact on the dramatic views of the skyline as one travels north
- Consider a vegetative buffer to soften the visual and noise impacts of I-71 on the park without obstructing views to the skyline from the highway.
- Explore the condition of the historic pump house and consider renovating for use as an interpretive center.
- Encourage future extension of the trail system south of State Route. 104.
- Consider selective clearing along river edge to create windows of viewing without impacting habitat.
- Provide lateral east/west connections to the river.
- Consider creative ways to manipulate the levee to reinforce the lateral connections. Consider creating wetlands as lateral connections.
- Coordinate acquisition and reclamation plans with existing commercial/industrial uses at the south end of the park to expedite park expansion.

Whittier Peninsula Reach

- Consider multiple access options from the Brewery District to the Whittier Peninsula. The extension of Liberty Street or Sycamore Street should be initially developed as the primary access.
- Strengthen the connections to the Brewery District and High Street commercial districts by improving both Liberty Street and Sycamore Street with enhanced streetscapes and signage.
- Establish 1000 to 1300 residential units as a minimum requirement on the Peninsula to offset infrastructure costs. Consider increasing density if road and utility infrastructure can support a larger population.

- Consider view sheds in the alignment of streets, blocks and major park spaces. Existing topography creates a dramatic view north to the downtown skyline and south to the Greenlawn Basin.
- High-rise massing should only be considered in the northern portion of the Whittier Peninsula along I-70.
- Retail/commercial uses should support Whittier Peninsula neighborhood and not compete with the Brewery District or High Street commercial zones.
- Integrate convenient, safe and attractive pedestrian circulation into the primary linkage from the Brewery District to the Whittier Peninsula. Consider improving the Whittier Street bridge in the future to improve pedestrian connection to German Village.
- Consider a secondary connection from Mound Street under I-70 and the railroad tracks to the Whittier Peninsula.
- Four sets of railroad tracks currently create a barrier to the Whittier Peninsula. Explore the possibility of minimizing the separation between the rail lines to shorten the access bridge span and maximize the developable area.
- Prohibit underdevelopment and overdevelopment. Low rise residential might not compensate for infrastructure improvements while over development of mid to high-rise commercial would compete with downtown development and destroy any sense of neighborhood.
- Encourage a variety of housing types and incomes.
- Explore pedestrian access options from Miranova. Provide a destination to draw pedestrians south of I-70.
- Consider providing all parking for the Whittier Peninsula Park with parallel parking along Whittier Street, thus eliminating need for surface parking lots within the park.
- Improve the riparian edge by eliminating invasive species and encouraging quality native species.

Downtown Reach

Civic Center Parklands:

- Site elements established for initial projects along the Scioto Peninsula should continue along the Scioto Peninsula riverfront. A unique set of elements should be considered for the Civic Center Parklands along the east bank.
- Improve all connections to the river with streetscape improvements that extend laterally to the east and west.
- Explore a variety of alternatives to animate Civic Center Drive and create a destination to draw people downtown. Ideas include: ice rink, water taxis, temporary barges, water parks, large civic fountain, vendors and seasonal restaurants.
- Establish a water level promenade that connects the existing landings at the Broad Street and Town Street bridges.

Pen West:

- Consider mid to high-rise office and retail opportunities along the Spring Street frontage while establishing a predominantly residential land use north of Dublin Avenue.
- Consider views of the river to the west and south as well as views to the LeVeque Tower and the downtown skyline in the orientation of streets and public open spaces.
- Establish a green space or urban plaza at the west end of the power plant to create a terminus for Dublin Avenue.
- Consider the reuse of several existing buildings.
- Encourage an industrial/warehouse architectural character based on the existing contributing buildings that will remain.

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- Avant garde character of this district should contrast with the Arena District.
 - Provide safe, convenient and attractive pedestrian crossings along Spring Street at Neil Avenue and any future major intersections.
 - Improve the existing boat ramp to improve safety and usability.

Confluence Parks:

- Consider attaching any future pedestrian crossings to railroad bridges to avoid any additional structures in the foreground of the view to the skyline from the confluence.
- Program the uses for Confluence Parks North and South to avoid potential conflicts of use.
- Explore short term path alternatives that could be implemented around the restaurant at the confluence.

Harrison West Reach

- Pursue riverfront access easements with private landowners to establish a continuous path connection from Third Avenue to Pen West.
- Identify landing and overlook opportunities along the riverfront.
- Provide signage or other visual cues along Neil Avenue to identify the riverfront parklands to the west.
- Provide a trail connection from Third Avenue to King Avenue along the east side of Olentangy River Road.
- Strengthen the lateral linkages to the river by enhancing streetscapes, providing landings or overlooks at the terminus of streets and expanding public park space into the neighborhood.

- Consider short term public access solutions through this narrow stretch of the riverfront corridor including a boardwalk access at river edge or clearly delineated bike routes along surface roads.
- Consider a neighborhood park linkage between the margarine factory and the beer distributor reaching east into the neighborhood.
- Encourage redevelopment of single story office blocks the south and east of the Harrison West Development area.

University Reach

- Consult The Ohio State University Master Plan documents for recommendations throughout this reach.
- Allow the University standard site elements to be used throughout this section of the river corridor, yet identify the larger system with the use of riverfront signage as appropriate.
- Consider alternatives for the future State Route 315 ramp to the medical campus that only require one bridge crossing, thus reducing cost and the visual impact on the riverfront.
- Identify which earth berms serve a flood control purpose.
- Selectively clear along the river edge to open views without negatively impacting habitat.
- Safely and efficiently accommodate vehicular and pedestrian traffic at all bridge crossings. Provide continuous path alternatives below all bridges.
- Negotiate riverfront access easements with private landowners north of Lane Avenue.

Public Open Space

- Establish the variety of spaces that make up the open space system.
- Consult the *Recreation and Parks Trail Maintenance Guidelines* in the design of all trails.
- Consult the *Watercourse Protection/Scenic Byways Zoning Overlay* in the creation of all streambank buffers.
- Provide a variety of path alternatives for both active and passive use. Create loops of varying distances.
- Establish common riverfront site elements from north to south including furniture, lighting, planting and signage.
- Establish common elements from east to west into adjacent neighborhoods.
- Establish the elements that are part of the system and establish the design criteria for all elements.
- Tell stories of historical, cultural, ecological and geological significance in the design of the riverfront site elements. Tell “the story” with consistent intensity.
- Utilize site elements and signage to articulate the threshold between neighborhoods or districts along the riverfront corridor.
- Encourage activities in parklands by making provisions for food set up and special events, except in ecologically sensitive areas.
- Locate rest stops along the greenway in areas that are visible from neighborhoods for surveillance.
- Consider designing the system through a City administered competition.

Public Art Policy

- Art must be integrated into the corridor. Art should not be static – but should be interactive, involve the public, and continually change over time.
- Include artists in Requests for Proposals. Public art should be an integral piece of the design process and not just part of the review process.
- City disruptions (e.g. construction projects) could become opportunities for community involvement. Potentially temporary exhibits.
- Establish existing and proposed major and minor art opportunities along the riverfront.

Appendix B

Public Art Policy Recommendations

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“The river will become a cultural spine for the city.”

The Riverfront Vision, March, 1998

Introduction

The Riverfront Commons Corporation recently completed a multiyear planning project culminating in the publication of *The Riverfront Vision* in March, 1998. That publication makes several references to opportunities for the placement of public art along the river corridor. As a result, the Greater Columbus Arts Council initiated this public art policy paper to complement and expand upon the ideas included in *The Riverfront Vision*. This paper contains both general policy recommendations as well as specific guidance on how public art projects might be undertaken as the riverfront is developed in the future.

The Riverfront Vision clearly describes how “...the river corridor will connect 1,300 acres of environmental exploration, active recreation, and cultural celebration.”

It is within the context of this statement that this public art policy is articulated.

The Columbus river corridor is a precious and irreplaceable public asset. It provides the physical linkage that can unite historic neighborhoods, the downtown area, The Ohio State University campus, recreational areas, are areas of extraordinary natural beauty. It also provides the opportunity to enhance the physical environment with public and private improvements of the highest-quality urban design. Public art can play a crucial role in this corridor in both public and private improvements.

Policy Recommendations

All major public improvements along the river corridor should utilize an integrated approach to urban design.

Many communities are moving away from the notion that public art only results from the commissioning of discrete works of art. Rather, they are recognizing that artists can contribute to the entire realm of urban design. As participants on a design team composed of architects, engineers and landscape architects, artists can transform functional and utilitarian infrastructure improvements into urban design elements that create and reinforce a special sense of place. Drawing upon history, nature or other distinguishing factors, urban design elements such as bridges, railings, benches, light fixtures, parks, fountains, stairs, trellises, street paving patterns and small structures can become works of art if approached in a creative and collaborative environment.

While it may seem unusual to include artists so early in the design process, in fact this approach to civic design has been practiced for centuries. One need look no further than the Ohio Departments Building, located at 65 South Front Street in the heart of the Columbus Civic Center, to see an example of how art and architecture can be combined into an integrated whole. In this important public building, ten nationally recognized artists collaborated with the architects and interpreted a variety of themes related to Ohio's rich history. The building is filled with stone carvings, bronzework, mosaics, and murals, all of which are integrated into the exterior and interior public spaces.

A bibliography of selected articles and publications is included as an appendix to this policy to demonstrate the creative ways in which other cities are utilizing this approach to urban design, with outstanding results.

The Columbus river corridor provides an exceptional opportunity for the City of Columbus to demonstrate its commitment to this integrated approach to urban design. With this approach to urban design, consideration of theme and intent is appropriate.

The river corridor should be divided into zones with guidelines for the character of public art that would be appropriate within each zone.

The nine-mile river corridor, which extends from Ohio State University through downtown to State Route 104, changes dramatically in character along its length. It abuts established historic neighborhoods; it passes through an early 20th century civic center in the heart of a densely developed downtown; and along its southernmost course it provides a largely undeveloped natural environment with a rich wildlife habitat.

The integration of public art, both through infrastructure improvements and individual works of art, should respect the character of each of the five zones (or reaches) described in the Riverfront Vision. General guidelines could provide a framework within which public art can be designed so that it reinforces the special physical character of each of the zones. For example, the Environmental Park proposed for the Merion Village reach could include an environmental sculpture that helps interpret the river valley environment. The downtown area may be an appropriate location for commemorative works. In

historic residential neighborhoods, the guidelines may call for works that are responsive to the historic character of the area either in terms of works' content or their physical appearance. In such neighborhoods, discrete "perceptual markers" may be more cerebral than physical in essence. These might be as simple as bronze plaques with text, images or symbols, which refer to a defining aspect of the community. Markers tend to be historical in nature but usually address something that is not necessarily obvious or evident in the physical environment. An artist should be involved in developing the general guidelines for each of these zones.

The river corridor could serve as a location for temporary as well as permanent works of art.

There are a number of ways that the river corridor could serve as an "outdoor museum," with the installation of temporary art an exciting possibility.

Based upon the "Urban Paradise" project undertaken in New York City, artists could be engaged to work with community groups and public agencies responsible for different aspects of the river corridor to create a range of proposed installations along the corridor. All proposals could be exhibited and documented in a catalogue that would be distributed to elected officials and planners. A wide range of proposals could be included from the easily realized to the visionary, from those that could be implemented by a group of volunteers working with the artist, to those which would require sophisticated fabrication techniques. The main benefit is to stimulate the public's imagination about what is possible. Projects are implemented when the community or neighborhood's commitment is secured. A number of possible cultural, historic and environmental themes were identified in *The Riverfront Vision*.

Another approach would be to organize a limited competition for several pieces with modest budgets (no more than \$5,000 each) for specific sites along the riverfront. A competition could expose the public to a diversity of approaches and issues that might be explored in an established public art program.

Generally, temporary public art projects remain on site from six months to one year or, if in the case of environmental works, until nature reclaims the site.

Public education should accompany any implementation of public art policies.

Public art requires public education, which can be achieved in a variety of ways, including on-site signage; project brochures distributed to local libraries, schools and other community organizations within the surrounding area; and curricula developed for local schools. Public education might also be accomplished through collaboration with organizations and institutions. For example, an environmental work might be undertaken in collaboration with COSI or works that address historical themes might involve historical societies and preservation and neighborhood organizations.

A program of ongoing public education also encompasses working with local, county and state public agencies to expand their knowledge about how public art can be incorporated into their mandated responsibilities.

Safety and maintenance plans should accompany any implementation of a public art project.

When undertaking a public art project, whether it is part of an integrated design program or the result of commissioning a specific work of art, it is important to plan for both safety and maintenance. The riverfront corridor will be used by a number of people, most often in unsupervised situations, so it is imperative for artists to consider safety and maintenance issues in the design of any public art. The artist should also be required to provide a maintenance plan to the agency responsible for ongoing maintenance of the site to ensure that it is properly maintained.

The above recommendations are general in nature. Their implementation will ultimately depend on the agency or city department that is charged with the overall coordination of future development along the riverfront. It is likely that at some point either a public or a private entity will want to commission a major work of public art for installation along the riverfront. In anticipation of that possibility, this public

art policy paper includes recommendations for how such a project might be undertaken in the appendix.

APPENDIX

- **Public Art Process**
- **Bibliography**
- **Information about the Visual Artists Right Act of 1990**

Public Art Process

Artist Selection

Careful selection of an artist for a commissioned work of art is the critical first step for a successful project. The artist selection might be made by an individual, a developer, a public entity or a committee. Regardless of who is responsible for making the selection, a number of issues should be considered in evaluating potential artists. Among these considerations are the following:

- **The artist has public art experience.**
Although there are some notable exceptions to this consideration, such as Maya Lin's design for the Vietnam War Memorial in Washington, D.C., an artist with previous public art experience is desirable. This will give the person or entity making the selection some way to evaluate whether or not the artist is suited to the proposed project.
- **The artist has previous experience working with architect, landscape architects or engineers.**
Any artwork located along the riverfront should respect and complement the natural and built environment and will undoubtedly involve a setting that will include at least one of the disciplines will better understand any limitations of the site, fabrication techniques and how the art will be integrated into the larger environment.
- **The artist produces work of high aesthetic merit.**

This is certainly a subjective evaluation, but there are a number of qualified people who can help with this evaluation. Museum and gallery directors, curators, public art administrators, art historians and others could be contacted for input if necessary.

- **The artist has a track record of successfully completing projects within budget.**

Since most public art projects have a fixed budget, this is an important consideration. Completion of a project within budget also demonstrates that the artist is familiar with fabrication techniques and costs.

Identifying and generating interest among artists is also an important component of a successful public art project. There are several methods that can be used to identify artists:

- Artists' names can be culled from artists' slide registries (the Columbus Metropolitan Library maintains a registry for central Ohio artists and the Ohio Arts Council maintains a statewide registry);
- Arts professionals (arts administrators, art historians, museum and gallery directors) can be contacted for recommendations;
- The project architect or designer may be familiar with artists;
- A "call for artists" can be issued (either locally or nationally) through local arts organizations, newspapers, and arts publications.

Artists Eligibility

All artists who are generally recognized by critics and peers as professionals of serious intent could be considered as long as the artist qualifies in terms of residential requirements (if any). Academic training, exhibition, and public art experience should also be considered.

Generally, students (of all ages) under instruction are not considered eligible for public art projects, as well as those who are related to people associated with the project (at any level).

Timing of Artist Selection

The artist selection should take place far enough in advance of the creation of construction documents to facilitate a greater interaction between the artist, the architect and other design professionals on the project.

Contracts

Before commissioning a work of art, a contract should be negotiated with the artist. Keep in mind that this type of binding agreement may be a first for the artist. A representative of the commissioning entity should take the time to "walk" the artist through the contract so that all rights and responsibilities are clear to all parties.

Contracts with artists vary from place to place. Some contract stipulate that the artist is responsible for design, fabrication, installation and a maintenance plan, while other contracts separate the design phase from implementation. The latter approach is recommended since it provides greater latitude to the commissioning entity if the proposed design is not acceptable.

Due to controversies regarding the removal and alteration of public artworks, the contract should address the possibility of such circumstances and the procedures that will be employed by the responsible entity in such instances. Such clauses should reference the Visual Artists Rights Act of 1990 (included in the Appendix).

Fabrication and Installation

No two public art projects are alike, so the overall guidelines for fabrication and installation are necessarily vague. Basic points, which need to be addressed by the artist, include the following:

- durability (quality of materials);
- public safety standards;
- anti-graffiti coatings or other measures to protect the surface of the artwork;
- superior construction standards (reputation of foundry or other fabricators);
- construction and installation procedures approved by a licensed structural engineer.

Depending on the nature and complexity of the project,

it may be wise to develop specific guidelines that are incorporated into the artist's contract. In addition, the sponsoring entity should provide its specific construction and installation guidelines.

Maintenance and Conservation

The passage of the Visual Artists Rights Act of 1990 has placed greater emphasis on the importance of proper conservation of artwork as an integral part of any public art project.

Although some public art programs set aside up to 20% of the artwork construction budgets for maintenance, expert assessments and conservation, others have made no provision for such activities. In some instances, private initiatives such as the Municipal Arts Society's (New York City) Adopt-a-Monument Program have helped with existing artwork.

Proper care for public art begins during construction. complete documentation should include:

- architectural and mechanical drawings;
- artist's drawings;
- detailed list of materials with alternatives, if possible;
- landscaping requirements;
- lighting requirements;
- photographs of the finished work;
- list of fabricators and installers.

The more complete the information, the easier it will be to determine the best methods of conservation.

Evaluation

Annual monitoring of the public art is an important way to avoid major problems both in terms of conservation and public safety. The City of Chicago provides an excellent model because it utilizes staff and trained volunteers to conduct an annual inspection of its entire public art collections.

Standardized evaluation surveys will facilitate the collection of the most meaningful data and will help volunteers collect relevant information. Over 60 trained volunteers conducted the Save Outdoor Sculpture (SOS!) inventory in central Ohio several years ago. They identified and recorded over 140 works of art and

demonstrated the effectiveness of trained volunteers.

Deaccessioning

The development of deaccessioning policies has only recently been addressed by public art administrators. The response to this issue has arisen out of public controversies and an aging public art collection.

There is not a great deal of consensus among administrators as to the best approach to dealing with public outcries against public artworks. In most instances, the peculiarities of each case and resolutions are far too specific to be of help in other jurisdictions.

Another variance among public art programs is the role of the artist in determining whether or not a piece should be removed, altered, relocated, or destroyed. Again, the Visual Artists Rights Act of 1990, and the artist's contract with the sponsoring entity will provide some guidelines.

Regardless of the situation, which provokes the consideration of deaccessioning public art, the sponsoring entities must be cognizant of the broader implications of their actions. Among the issues to consider are: contractual obligations, the artists' legal rights, ethical considerations public trust, freedom of expression, the appearance of censorship, and wasting public money (if applicable).

To avoid hasty decision-making, many cities do not permit a work to be deaccessioned (unless for public safety reasons) until it has remained in place for a specified number of years. Seattle and Dallas have set a minimum of ten years, in Phoenix it is five years.

Possible reasons for the consideration of deaccessioning include:

- changes in use and character of the site where the artwork is located;
- the artwork is fraudulent or otherwise not authentic (purchased works);
- the artwork is deemed inferior relative to the rest of the collection;
- public safety; and,

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- the artwork requires excessive maintenance or conservation, which exceeds the value of the piece.

If the issue of deaccessioning arises, the responsible entity may wish to consult qualified professionals in considering this sensitive matter. And, if possible, the artist should be included in the discussions.

In addition to deaccessioning, the sponsoring entity might want to consider some of the following options:

- relocate the artwork;
- cover the artwork for a period of time.

If a sponsoring entity decides to deaccession a work of art, it might wish to consider the following:

- sell the artwork;
- loan or trade the artwork to another public entity or institution.

Bibliography

The following publications and articles may be valuable resources for Riverfront Commons Corporation as it considers a public art policy for the Columbus Riverfront. This is not meant to be a comprehensive bibliography on the subject of public art, but a sampling of how public art projects are being undertaken in some other cities.

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