

GROVE CITY TOWN CENTER PLAN

October 2008

Prepared for the City of Grove City

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BACKGROUND

Lincoln Street Studio, along with consultants Chris Boring of Boulevard Strategies, Judith Williams Historic Preservation Consultant, and EMH&T began investigations concerning Grove City's Town Center in February 2008, over 20 years after the area's last revitalization plan.

The resulting studies were presented over the course of the planning process:

Market Analysis

- Demographic and Business Trends
- Real Estate Market Trends
- Merchant Interviews
- Shopper Surveys

Land Use Assessment

- Trends Affecting Community Development & How We Live in America
- Physical Constraints Assessment
- Regulatory Barriers Assessment
- Land Use Inventory
- Parking Inventory

Town Center Assets & Issues

Case Studies

Special Studies

The studies are available, in full, as a set of appendices. A listing of these appendices can be found on page 51 of this document.

The following pages organize key findings from these studies by:

- **Strengths** - Existing assets of the Town Center to build upon
- **Weaknesses** - Current issues within the Town Center
- **Opportunities** - External trends positively affecting the Town Center
- **Threats** - External trends and conditions negatively affecting the Town Center

Much of the data and analysis for the land use assessments focused on the area bounded by Front Street, Kingston, Arbutus and Cleveland Avenues.

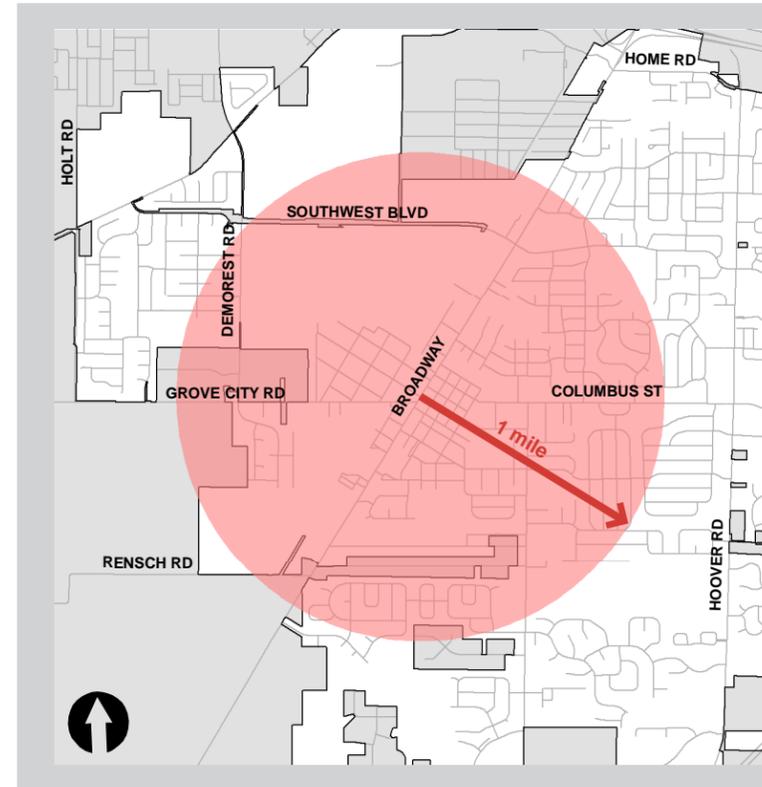


The resulting plan (see pages 13-23) is not limited to the above boundaries, but focuses on the area within a quarter-mile of the Town Center.

(Note that much of the demographic and business-related data focuses on the area within one mile of Park Street and Broadway, as shown on the next page.)

BACKGROUND: STRENGTHS

- Within one mile of the intersection of Park Street and Broadway, the population is dense and growing. (Market Analysis)
- Within one mile of the intersection of Park Street and Broadway, income levels are above county benchmarks. (Market Analysis)
- Town Center events, such as the Farmers Market and Arts in the Alley, help make up the gap between advertising and promotional expenditures by Town Center merchants and their average shopping center peers. They are important in reaching Grove City's family-oriented market. (Market Analysis, Asset List)
- Merchants recognize that the Town Center's quaint, small town atmosphere is the greatest area asset. (Market Analysis)
- The library is the Town Center's biggest draw. (Market Analysis, Asset List)
- Shoppers perceive the Town Center to be clean and safe. (Market Analysis) The presence of the Municipal Safety Complex reinforces this perception. (Asset List)
- The Town Center remains the seat of city government. The Municipal Safety Complex and Public Library also help add to the Town Center's civic character. (Asset List)
- Shopper survey respondents are proud of the Town Center's appearance and heritage. (Market Analysis) The Town Center contains the city's greatest concentration of historic commercial buildings. Gas lamps, brick walks, and street trees give Broadway a distinct character. (Asset List, Special Study)
- The Town Center Commercial Revitalization grant program can match building investment within the Historic Preservation Area with city funding of up to \$1,000. (Development Department)
- A pre-1994 Community Reinvestment Area (CRA) covers a portion of the Town Center. Property owners can apply for property tax exemptions for new construction and property improvements, such as a building addition. Pre-1994 CRAs have procedural and regulatory advantages over those permitted in state code today. (Development Department)



Within one mile of the intersection of Park Street and Broadway, the population is dense and growing. Income levels are above county benchmarks.



A pre-1994 Community Reinvestment Area (CRA) covers a portion of the Town Center. Property owners can apply for property tax exemptions for new construction and property improvements, such as a building addition.



The City of Grove City maintains off-street public parking in and near the Town Center.



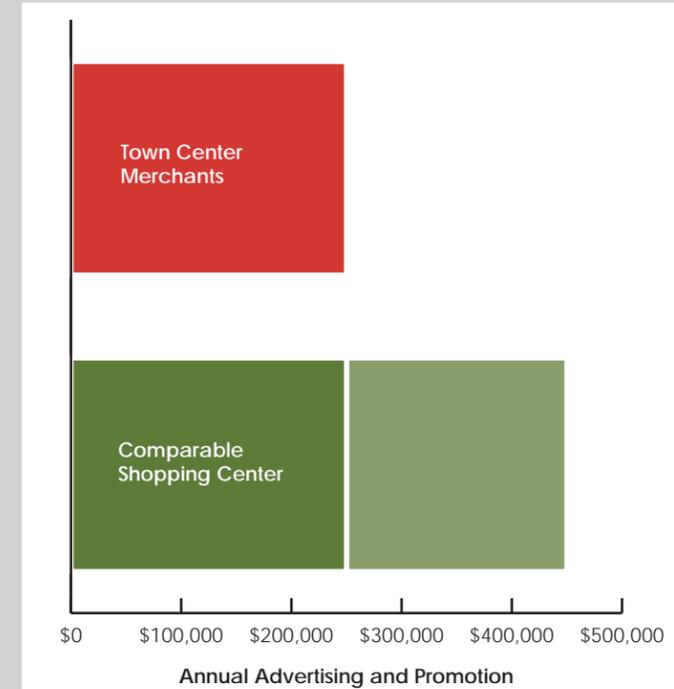
Developers are creating new shopping centers that mimic the assets of historic town centers like Grove City's.

The library is the Town Center's biggest draw.

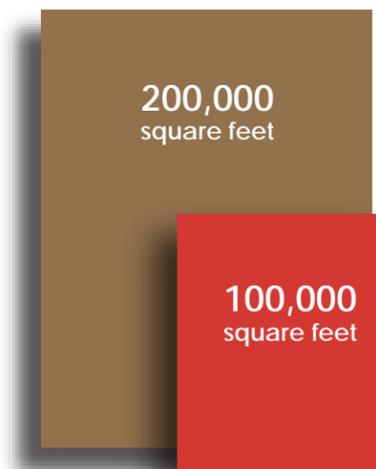
- Shopper survey respondents believe the Town Center's revitalization should be a priority for city officials and favorably rate the city's support of the Town Center. (Market Analysis)
- Respondents to the shopper survey counter the merchants' claim that parking is a major challenge in the Town Center. (Market Analysis) The City of Grove City maintains off-street public parking in and near the Town Center. On-street parking is also available.
- Broadway and Columbus Street/Stringtown Road provide direct access to Interstate 270 and 71. (Asset List) Just over a third of the merchants interviewed draw a majority of their customers from beyond the boundaries of Grove City, including several small gifts and crafts businesses that draw female customers from Central and Southwestern Ohio despite limited promotion. (Market Analysis)
- Windsor Park, one of Grove City's oldest and most active parks, and the E.L. Evans Center are within walking distance of the Town Center. (Special Study, Parks and Recreation Master Plan)
- Local churches, a grocery, a pharmacy, and other personal services are available in or within walking distance of the Town Center. (Asset List, Land Use Inventory)
- Developers are creating new shopping centers that mimic the assets of historic town centers like Grove City's. (Trends)

BACKGROUND: WEAKNESSES

- Within one mile of the intersection of Park Street and Broadway, income levels are below those found elsewhere in Grove City. (Market Analysis)
- The Town Center captures a very low market share, only 3 to 4 percent, of the retail spending of residents and workers within one mile of the intersection of Park Street and Broadway. (Market Analysis)
- The Town Center's overall sales performance is distressing. A significant portion of its retailers are showing signs of eventual failure. Long term growth of retail in the Town Center is unlikely. (Market Analysis)
- Town Center merchants collectively spend about \$250,000 per year to advertise and promote their businesses. A comparable shopping center would spend about \$450,000 per year. (Market Analysis)
- Much of the 55,000 square feet of occupied office space between Front Street, Cleveland, Arbutus, and Kingston Avenues is located in converted residences. These spaces are small and not well-suited for many businesses. Businesses that grow out of these spaces have limited relocation options within the Town Center. (Market Analysis, Land Use Inventory)
- The total extent of commercial development in and around the Town Center is small. The Town Center cannot compete on the same basis as larger shopping centers. (Issues List) The area between Front Street, Cleveland, Arbutus, and Kingston Avenues has a total of about 100,000 square feet of occupied retail space. This could fit within a single Wal-Mart, Target, or other similar store. (Market Analysis, Land Use Inventory)
- The housing stock within a mile of the intersection of Broadway and Park Street is twice as old as the housing available in the rest of Grove City. Housing preferences and demographics have changed in the intervening time. (Market Analysis)
- The library is not well-integrated with other Town Center uses. (Market Analysis)



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The Town Center has a total of about 100,000 square feet of occupied retail space. This could fit within a single Wal-Mart.



Remnant parcels of small and irregular shape hinder private land assembly and redevelopment, such as that caused by the old rail spur.

The Town Center's overall sales performance is distressing



The roadways connecting Windsor Park to the Town Center and other adjacent neighborhoods also lack sidewalks. The yellow arrows show opportunities for new vehicle access. The orange arrows show the needed pedestrian access.

- Merchants have a less favorable impression of the Town Center than the surveyed shoppers. They offer a lower average rating for the city's support of the Town Center (5.3 out of 10 versus the shoppers' 6.9). (Market Analysis)
- An inadequate mix of businesses and limited store hours impede shoppers' patronage of Town Center businesses. (Market Analysis)
- Functionally obsolete industrial buildings mix in with nonconforming houses between Broadway and the railroad tracks. Current zoning discourages adaptive reuse or reinvestment. Some perceive the elements of blight. (Issue List, Physical Constraints, Regulatory Barriers, Market Analysis)
- Within a quarter mile, or five minute walk, from the intersection of Jackson Street and Broadway, over five miles of roadways lack sidewalks. The roadways connecting Windsor Park to the Town Center and other adjacent neighborhoods also lack sidewalks. (Special Study) The Parks and Recreation Master plan has identified deficiencies in Grove City's trail network and its connections to the Town Center.
- Remnant parcels of small and irregular shape hinder private land assembly and redevelopment, such as that caused by the old rail spur. (Physical Constraints)
- Conflicting zoning regulations, such as the Historic Preservation Area, with unclear purpose and intent add barriers to redevelopment instead of additional control. (Regulatory Barriers)
- Much of the property in and near the Town Center was built before the zoning code. Consequently, much of the Town Center does not conform to the zoning code. These nonconformities are allowed to persist. Absent reconstruction, rehabilitation, or a combination of demolition and new construction, there is little control the code exercises on these properties. (Regulatory Barriers)

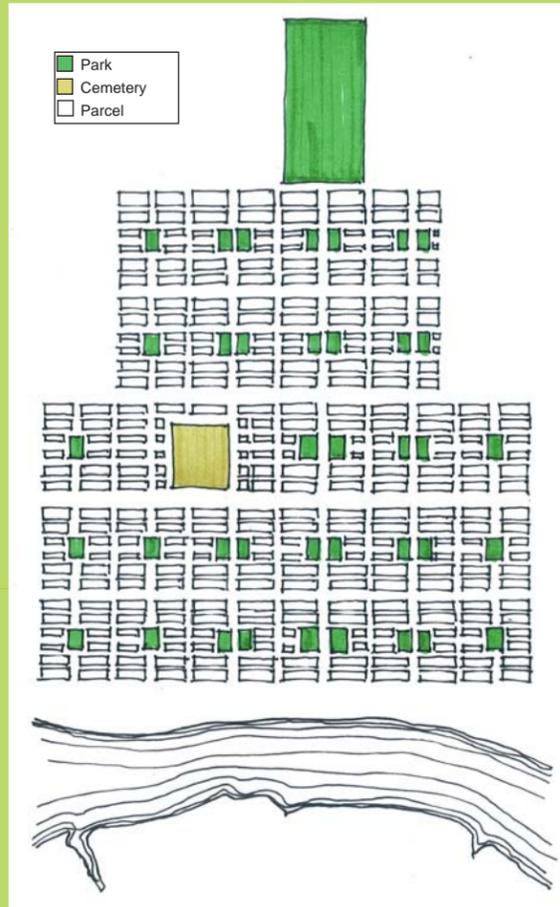
BACKGROUND: OPPORTUNITIES

- Grove City is a middle class suburb that has experienced significant growth over the past 20 years. (Market Analysis)
- With the loss of some existing retail business, the growth of other retail sectors will change the Town Center retail mix. Merchants and shoppers suggest more sit-down restaurants, a bakery, more arts and crafts businesses similar to those operating at Mill Street Market, and a bookstore. (Market Analysis)
- Home-grown entrepreneurs thrive on niche markets overlooked by national and retail chains. They seek affordable space in high visibility, lively, mixed-use settings. To maintain adequate revenue a significant portion of business will shift toward e-commerce and home delivery. (Market Analysis)
- Demand for office space in Grove City is increasing by 15,000 square feet per year. The employment base is increasingly comprised of white collar jobs. As of the first quarter of 2008, all 104,000 square feet of Class B office space was occupied. No new construction was underway. (Market Analysis)
- The sharing of space and pooling of office resources in office suites or business incubators allows small businesses to focus limited resources efficiently. (Trends, Case Study)
- Office condos allow small businesses and professionals, such as physicians, the opportunity to invest in their own space without having to become landlords. Many prefer the tax and investment implications of this arrangement to leasing. (Trends, Market Analysis)
- Generation Y, those born between 1977 and 1990, enjoy flexible workplace options such as telecommuting and freelancing. Downtown areas are their preference for where to work and where to live. Companies seeking more efficient use of floor space are also driving this trend. (Trends)
- Only 1.7 percent of those living within one mile of the intersection of Park Street and Broadway work from home. As countywide levels are 4.2 percent, this area would support, at minimum, another 100 people working from home. (Market Analysis) Users of such work/live spaces seek out coffee shops, libraries, and other “third places” to escape the freelance isolation and the distractions of home, hold meetings, and do work and research. (Trends)

The sharing of space and pooling of office resources in office suites or business incubators allows small businesses to focus limited resources efficiently.



The Town Center contains the city's greatest concentration of historic commercial buildings. This historic core is potentially eligible for listing on the National Register of Historic Places.



The plan of the old quarter of Savannah is an example of how great streets and parks can combine to establish an extraordinary urban pattern.

“Urban parks attract economic development, increase the desirability of living downtown, and enhance environmental sustainability.”

-Professor Mark Gillem



The Town Center’s historic rail connection to Columbus is gone, but the corridor remains. This may become a rail transit link.

- The nation’s most significant demographic trend is the growing proportion of those reaching retirement age. The generation of Baby Boomers, born between 1946 and 1964, will be entering this life stage between 2010 and 2030. Active downtown and urban environments can provide robust opportunities for seniors to stay active and connected to their communities after retirement. (Trends)
- The Town Center is the ideal place to create alternative housing choices that retain older empty nesters and attract young professionals. More and better residential options will support other Town Center uses. (Market Analysis) The Town Center is already a mixed-use setting, attractive to these markets. (Asset List) In turn, close-in housing will build in support for Town Center retail and restaurant offerings. (Trends)
- The Town Center contains the city’s greatest concentration of historic commercial buildings. This historic core is potentially eligible for listing on the National Register of Historic Places. This listing makes federal and state historic tax credits available to property owners. (Special Study, Asset List)
- The city has acquired the former lumberyard site and has made it available for redevelopment through a public/private partnership. (Asset List)
- The Town Center’s historic rail connection to Columbus is gone, but the corridor remains. This may become a rail transit link. (Asset List)
- Park Street has the potential to become a civic feature, providing frontage for new urban housing, and as the main pedestrian link from the Town Center to the neighborhoods to the east and west. (Asset List) Future extensions could link neighborhoods west of Demorest Road. (Special Study)
- The new Park Street Intermediate School is just outside the Town Center. (Asset List) The new building’s orientation places passive green space on Park Street. Grove City Parks and Recreation Department continues to promote the joint use of school sites and facilities for neighborhood recreation uses. (Parks and Recreation Master Plan)
- Between Front Street, Cleveland, Arbutus, and Kingston Avenues, 13 private landowners have assembled land holdings greater than half an acre. (Asset List, Physical Constraints, Land Use Inventory)
- The Town Center can be a vital part of Grove City’s park system, integrated through trails and new activity-generating civic spaces. (Parks and Recreation Master Plan)
- According to Professor Mark Gillem, “Urban parks attract economic development, increase the desirability of living downtown, and enhance environmental sustainability.” (Case Study)
- Technology has rendered job insecurity to all who would ignore it. Creativity and knowledge create more economic value through innovation than is generated through labor and mass production. Education has become a K-through life curriculum. (Trends) Just under half of all shoppers surveyed in the Town Center have interest in taking a class at a community college branch if located in the Town Center, despite the relatively high median age of respondents at 48. (Market Analysis)
- Movements toward simpler living and saving the environment are moving mainstream. Gasoline prices and construction cost increases are changing American lifestyles. Traditional suburban pattern land use and transportation patterns are less sustainable. Living in and near the Town Center offers an alternative. (Trends)

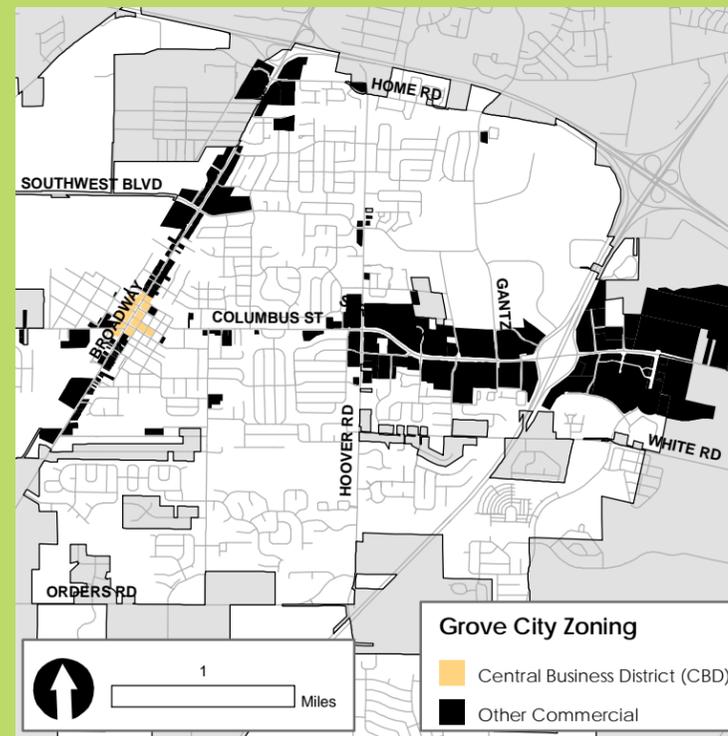
BACKGROUND: THREATS

- The Town Center does not resonate with all newcomers. Some are barely aware of it. (Market Analysis)
- Grove City's growth has not been concentric, but along transportation corridors, such as Interstate 71. The Town Center now finds itself on the west edge of the community. (Issue List) The Central Business District zoning category no longer contains Grove City's primary business district. (Regulatory Barriers)
- Households with school age children, of which Grove City has many, are consumed with school and extracurricular activities. This will always be a difficult market for the Town Center to attract. (Market Analysis)
- Retail competition from Stringtown Road businesses is overwhelming. (Market Analysis)
- Retail vacancies in southwestern Franklin County are the highest in Central Ohio. Competition for retailers will continue to place pressure on the Town Center's commercial vacancy rate and limit achievable rents. (Market Analysis)
- The Broadway (Hadler) Center places additional pressure on the Town Center's commercial vacancy rate and achievable rents, offering a

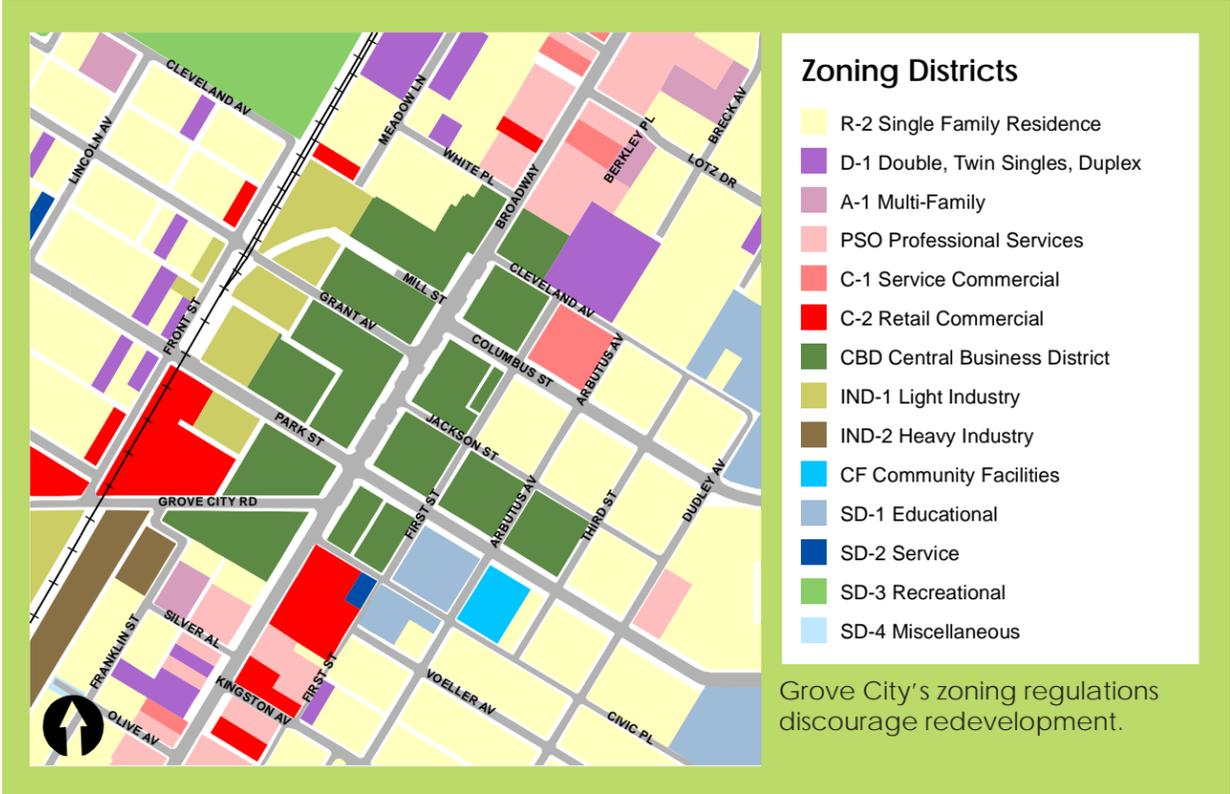
low price alternative to Town Center space for businesses valuing abundant parking higher than a town center setting. (Special Study) Commercially zoned property along Broadway also contributes to this threat. (Regulatory Barriers)

- The library's facilities are inadequate. 58 percent of shoppers surveyed support the idea of getting the library a larger location within the Town Center. (Market Analysis) The library lacks district-wide support to expand or improve its facilities. (Issue List)
- Nationally, the growth rate for internet sales continues to outpace that of all retail. (Trends)
- The zoning code limits the allowed home occupations to a narrow list. (Regulatory Barriers)
- Adaptive use redevelopment proposals for historic buildings will encounter onerous mixed-use building code requirements requiring special fire separation improvements. (Issue List, Regulatory Barriers)
- Grove City's zoning regulations discourage redevelopment. (Regulatory Barriers)

The library's facilities are inadequate. The library lacks district-wide support to expand or improve its facilities.



Grove City's growth has not been concentric, but along transportation corridors, such as Interstate 71. The Town Center now finds itself on the west edge of the community. The Central Business District zoning category no longer contains Grove City's primary business district.



Retail competition from Stringtown Road businesses is overwhelming.

Allowed Accessory Offices
Grove City Code §1135.11(b)

The zoning code limits the allowed home offices to those related to a narrow list of occupations.

- Architect
- Attorney
- Clergyman
- Dentist
- Engineer
- Insurance Representative
- Physician
- Real Estate Broker
- Surgeon
- Accountant

- Grove City's commercial zoning districts focus on retail and service; industrial zoning districts focus on manufacturing and distribution. (Regulatory Barriers) Growth of these types of jobs is declining regionally and nationally. The strategic analyst, knowledge-based, creative economy jobs are not allowed by right, despite the potential value and growth in this sector. (Trends)
- Grove City zoning regulations limit the amount of residential development that can be mixed in a building with ground floor commercial uses. No district allows densities greater than eight dwelling units per acre. These restrictions arbitrarily limit the types of town center housing formats developers can build by right, despite potential market demand. (Regulatory Barriers) Zoning ordinances that set housing density limits actually limit opportunity for redevelopment. (Case Study)
- Small scale redevelopment and reinvestment remains restricted. Private land assembly is lengthy and risky, since little is allowed without negotiation. Even with adequate market motivation, regulatory barriers freeze the area in and around the Town Center in place, making it unable to adapt to market trends. (Regulatory Barriers)

VISION & GOALS

The plan's goals and vision are based on the Town Center's strengths, weaknesses, opportunities, and threats. They seek to maintain and develop the area's competitive advantage.

No other place in Grove City offers the same connection to the past; few places in Central Ohio can. The vision embraces this authentic heritage while aspiring to new spaces and places for people. In turn, people bring added vibrancy, where the experience of the Town Center is not just a memory, but a part of our daily lives.

PLAN VISION

Grove City's old Town Center, the nostalgic heart of the community, is one of the great urban neighborhoods in Central Ohio, a walkable, mixed-use and vibrant place with a civic flavor, where people live, work, shop and play—a place that is a draw for people from far and wide to visit and experience.

PLAN GOALS

1. Maintain Historic Town Center character

- Walkable urbanism
 - Pedestrian friendly
 - Mix of uses
 - Moderate density
- Civic/social destinations
- Historic preservation

2. Enhance economic vitality

- Strengthen retail/service environment
 - Foot traffic/captive market
- More town center residents
- More town center jobs
- Capitalize on civic/social destinations & tourism
 - Provide a walkable network which links all development
 - Squeeze retail: intensify nodes
 - Follow niche business strategy
- Maximize return on public and private investment
- Remove barriers to private development and redevelopment

3. Address changing context

- Embrace and capitalize on changing market
 - Develop local and regional competitive advantage: A new brand
 - Capture new demographics/population
- New medium density housing formats
- Structural shifts in the economy require shifts in development regulations
 - Mix uses in single buildings
 - Development density/intensity must increase for walkability
 - Educational focus on new careers: allow work at home and live/work mix
 - Parking requirements decrease in mixed-use development
 - Replace use-based zoning; add incentives

GREEN FRAME

The old Town Center remains as the nostalgic heart of Grove City. The character of the old buildings, along with the brick pattern streets and crosswalks, and the street trees and gas lamps along Broadway establish a unique place within the community. The grid pattern of the streets of the old plat adds to the small, pedestrian scale of the place. The City Hall, Municipal Safety Complex, and Public Library punctuate the district with an overall civic character. Of all Grove City, this place has the potential to become a character-rich, urban, mixed-use walkable district.

The district is not completely walkable. Some streets do not have walkways and street trees. The existing street network is incomplete. There are no urban parks, even though vacant land seems available. Some street lighting is provided, but night lighting is inadequate. The existing walkway system does not connect all places of work, shopping, and parking. There is almost no moderate-density urban housing to keep residents close-in.

The Green Frame concept proposes a complete network of tree-lined walkways that:

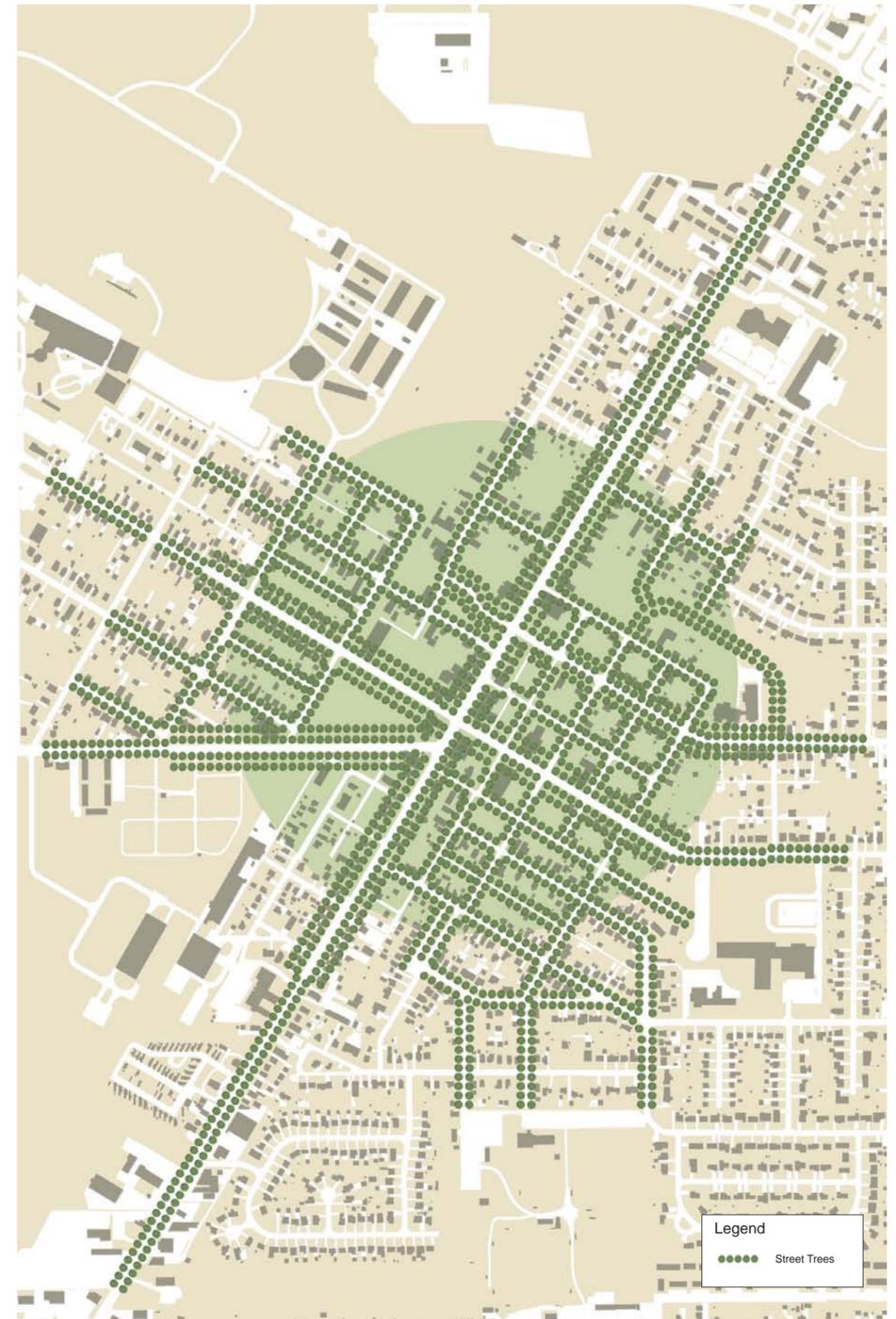
1. Surrounds sites suitable for new housing development;
2. Connects all development sites to all workplaces, stores, and public facilities; and
3. Builds short but strategic street connections to existing neighborhoods.

When new housing units are developed, the mixed-use district will be complete, helping support new and existing Town Center businesses.

As shown on the right, the Green Frame extends along Broadway from Southwest Boulevard on the north to the proposed entrance to Windsor Park at the south. The primary focus of the Green Frame network is within a quarter-mile (five-minute walk) of the intersection of Jackson Street and Broadway.

The following series of maps and graphics will show the elements of the Green Frame in and near this quarter-mile focus related to:

- Streets and Parks
- Parking
- Redevelopment Opportunities



GREEN FRAME: STREETS AND PARKS

Parks alone constitute only a fraction of the public realm. Streets and the public rights-of-way along them make up a larger portion of the land area held and maintained as part of the public realm. Investments in streetscape improvements turn this space into linear parks.

Urban living shifts the lifestyle of residents to the public realm. Residents need a walkway network to connect where they live to work places, stores, restaurants, coffee shops, and public places. Residents in urban areas also need parks, where they can relax. They need places to walk their dogs. Much of their life becomes actively enjoyed in public.

The infrastructure required to support this activity is civic in nature, and consists of tree-lined sidewalks, parks, plazas, storefront streetscape, strategic street and alley extensions/improvements, street lighting, and supplemental landscaping. The installation of this infrastructure also offers the opportunity for practical environmental improvements. Planning and engineering will allow for additional stormwater management and utility relocation.

New Streets and Alleys

- Columbus Street extends from Broadway to Meadow Lane, providing new access to land without street frontage. Mill Street is replaced by this connection.
- Meadow Lane extends south to Grant Avenue, also providing new access to land without street frontage.
- Franklin Street closes at Grove City Road to prevent traffic conflicts with development at the former lumberyard. A new street replaces that access off Broadway, located

between Grove City Road and Silver Alley.

- New alleys between Columbus and Park Streets provide service and parking access to buildings fronting Broadway, replacing the need for curb cuts on Broadway.

Other New Paths

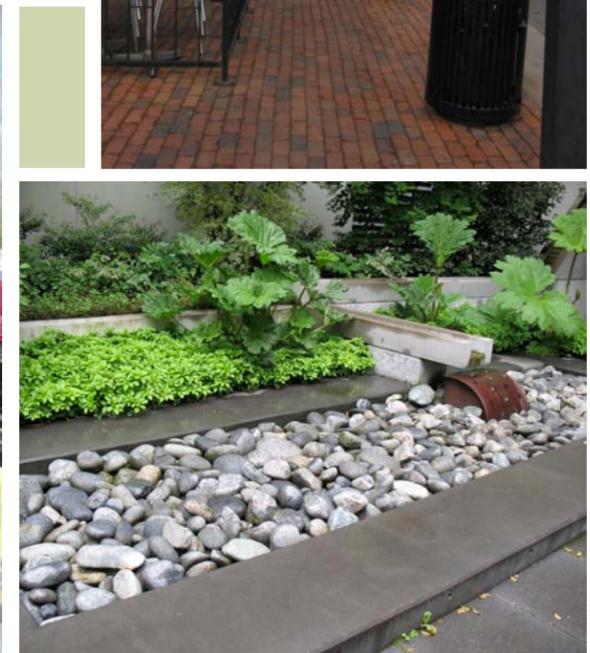
- Pedestrian paths along drainage area north of Cleveland Avenue connect the neighborhoods to the north and east to the Town Center.
- New and improved sidewalks along existing streets and through new parks add more walkability throughout the area.

New Parks

- A park adjacent to current library building complements area redevelopment opportunities.
- Another park across Park Street from the proposed library location on the former lumberyard site emphasizes its civic importance.
- Another park along Grove City Road, west of Broadway, compliments the proposed plaza on the former lumberyard site.

Project	Estimate*
Bike Path North of Cleveland Ave	\$205,592
Parks	\$650,000
	\$855,592

* does not include land acquisition costs



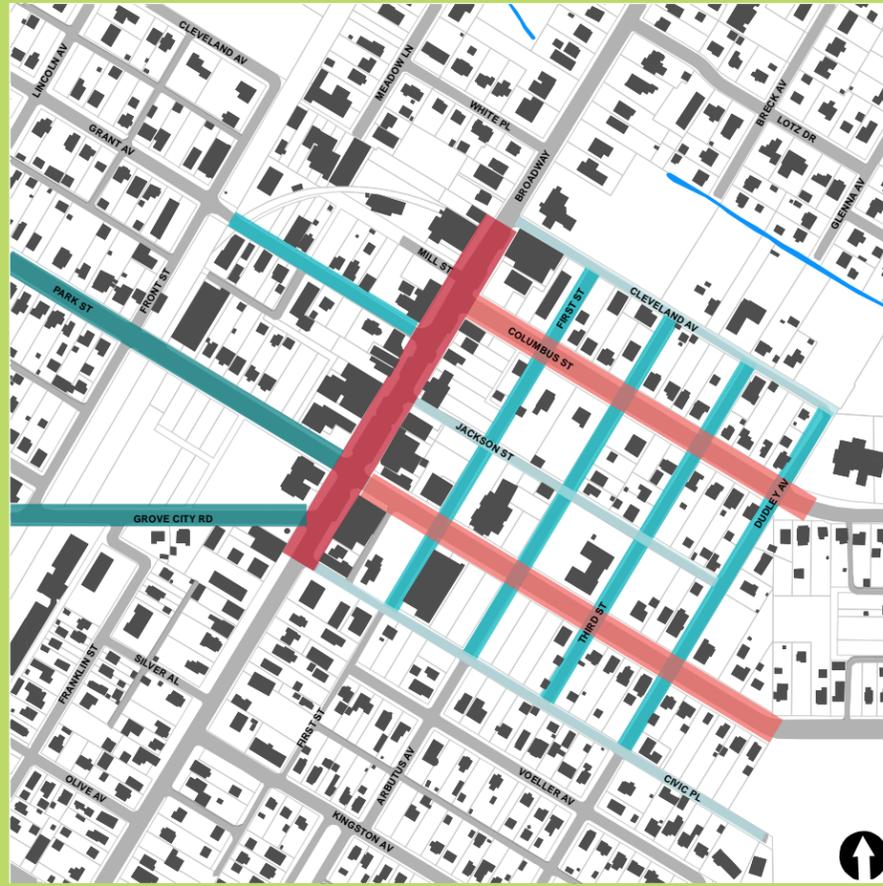
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Streets and Parks





Legend

- Buildings
- Roads
- Water
- Parcels
- Median Identity Improvements
- Park and Columbus Improvements
- 50 to 60-foot Right-of-Way
- 40-foot Right-of-Way
- 35-foot Right-of-Way

While all streets within the Green Frame should see additional sidewalks, street trees, and lighting, the highlighted streets should receive special treatment.

Median identity improvements can be added to Broadway without disrupting the existing streetscape enhancements behind the curb. Wide tree aprons in the right-of-way will accommodate an additional allée of trees along Park and Columbus Streets, east of Broadway.

The narrow street grid throughout the original plat can be improved through creative approaches that combine parking lanes and space for street trees and street lights.

Identity improvements, or gateways, can mark the entrance into special districts. The above examples mark the entry into Victorian Village and Dennison Place on Neil Avenue.



Columbus Street

GREEN FRAME: STREETS AND PARKS

STREETSCAPE IMPROVEMENTS

The conceptual streetscape improvements shown here on facing pages illustrate the range of conditions found near the Town Center.

Broadway, through the Town Center, has the widest right-of-way at 100 feet. All 100 feet are used in the streetscape for sidewalks, landscaping, parking, and four lanes of traffic.

The Broadway traffic lanes are 12 feet wide, suitable for a high-speed arterial. At a lower speed through the Town Center, 10-foot wide lanes are adequate. This frees up eight feet for median treatments, such as the identity improvements shown on the previous page, without changing the cartway width. These improvements can also include signage and incorporate areas for pedestrian refuge when crossing Broadway. Engineering of these improvements should also use the extra space to address turning lane issues at Broadway's intersections with Grove City Road and Columbus Street (see next page).

Columbus and Park Streets have 80-foot wide rights-of-way. The Columbus Street example on the previous page mostly reflects current conditions. The only major modifications include a wider sidewalk and additional allée of trees.

Other streets in the original plat, as well as several

other streets in the vicinity such as Grant Avenue, have rights-of-way less than half as wide as those found on Broadway, Columbus, and Park Street. The narrowest are found on Cleveland Avenue, Jackson Street, and Civic Place at 35 feet wide.

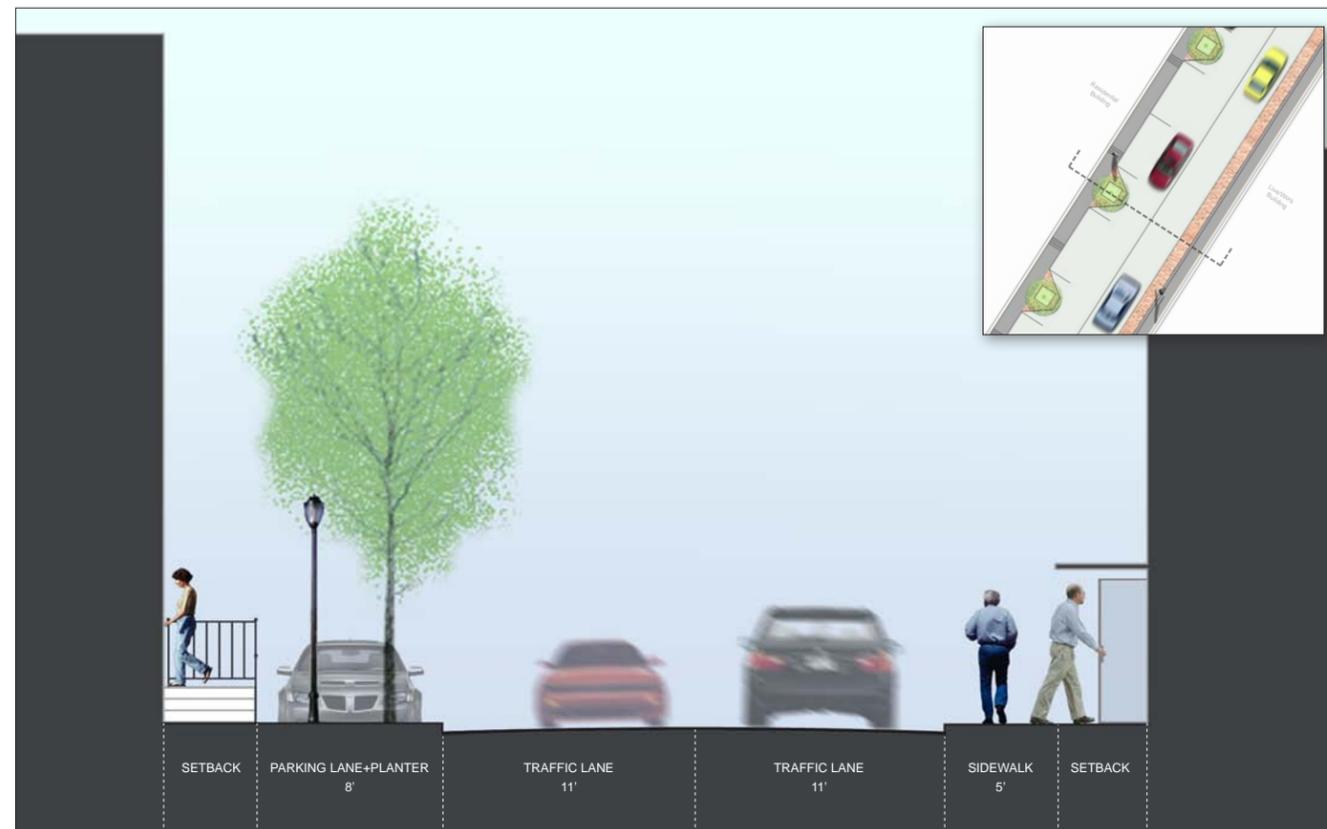
A narrow right-of-way requires creative approaches, such as those that combine parking lanes and planting areas. This is accomplished by extending the curb to create space for trees and lighting between parallel parking spaces. The two-way option (above, right) can only accommodate a sidewalk on one side of the street. Slightly wider rights-of-way of 40 feet along First and Third Streets, Arbutus and Dudley Avenues leave room for walks on both sides.

SIDEWALK INFILL

Approximately 5.4 miles of sidewalk are missing along streets throughout the Green Frame. To make this a truly walkable place, the area around the Town Center must be connected to the Town Center.

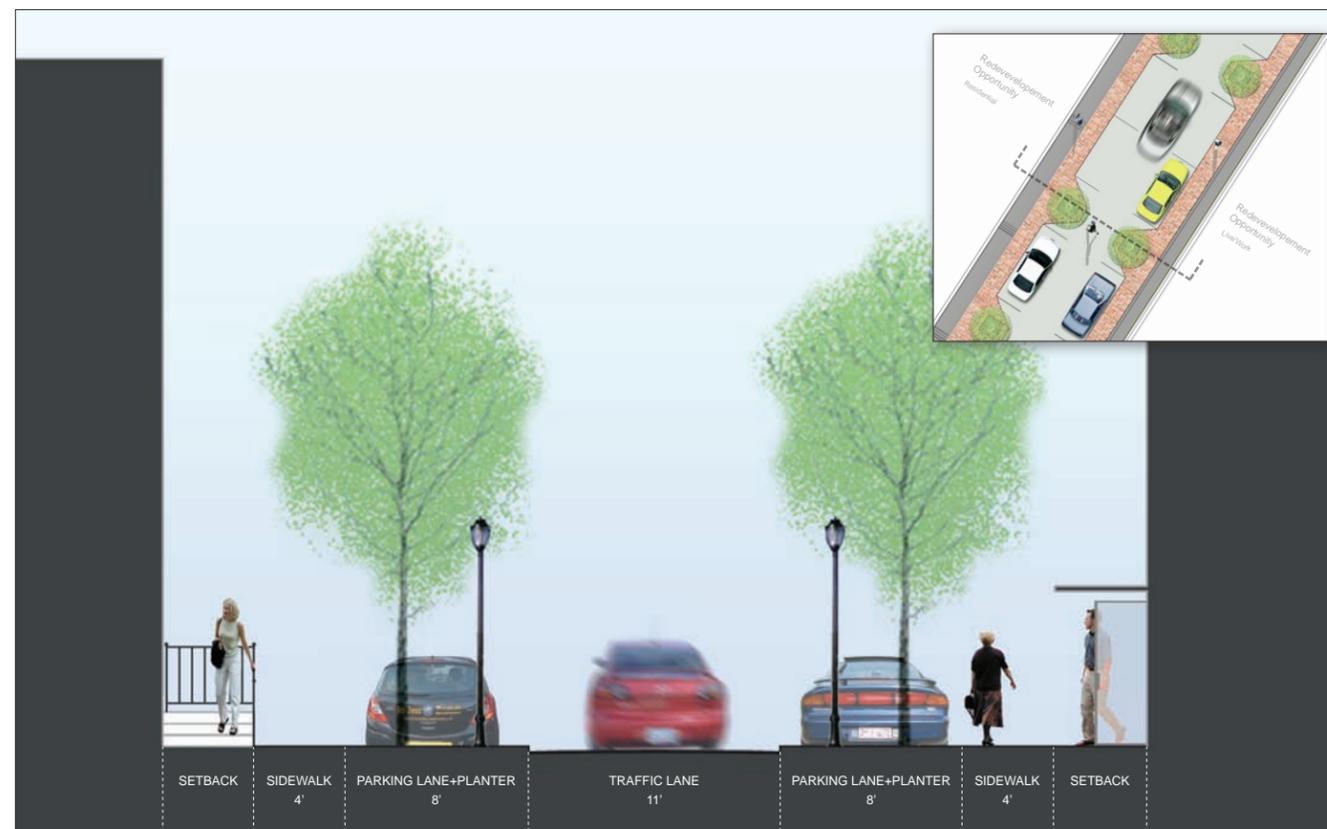
Project	Estimate*
Sidewalk Infill	\$1,959,066
Streetscape Improvements	\$1,659,375
	\$3,618,441

* does not include land acquisition costs



35-foot Right-of-Way, Two-Way Traffic

0 2 4 8 Feet



35-foot Right-of-Way, One-Way Traffic

0 2 4 8 Feet

GREEN FRAME: STREETS AND PARKS

TRAFFIC OPERATIONS

The Green Frame’s new roadway connections enhance the grid street pattern that already exists in the Town Center, offering flexible access to parking and reducing the focus on Broadway. The improvements provide opportunities to correct intersections and lane alignment deficiencies along Broadway. Design concepts that address these strengths and opportunities are as follows.

The proposed relocation of Mill Street as an extension of Columbus Street west of Broadway, together with redevelopment associated with the street extension, create northbound left turn volume where there is no left turn lane on Broadway. By narrowing Broadway’s through lanes from 12 to 10 feet wide as a part of the median additions to Broadway, there is room for a northbound left turn lane at the Columbus Street intersection.

In narrowing the lane width on Broadway, the design speed more closely matches the posted speed limit. Existing lane alignment issues at Broadway’s intersections with Grove City Road and Columbus Street are avoided in this new lane configuration.

The relocation of Mill Street as an extension of Columbus Street and the extension of Meadow Lane improve pedestrian and auto access west of Broadway. These new roadways provide 32 feet of cartway, or pavement width to accommodate three lanes where needed for turn lanes approaching intersections. Where only the two through

lanes are necessary, the roadways can accommodate a parking lane.

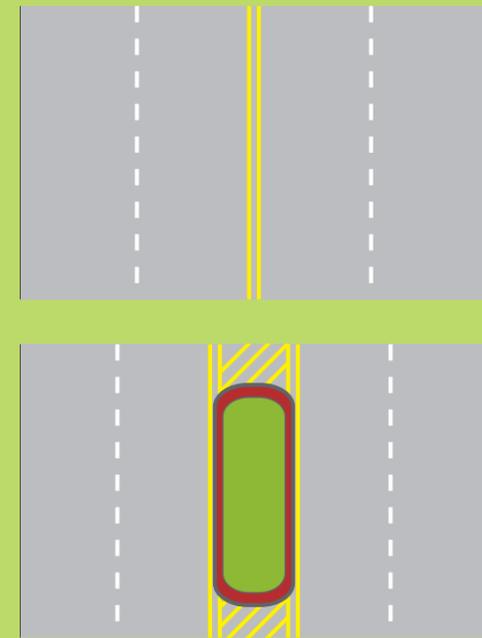
The closure of Franklin Street at Grove City Road takes truck traffic off the alley the Franklin Street residences and the former 3M properties at 3515 Grove City Road share. Alternate access points to 3515 Grove City Road can still be found on a private drive off Grove City Road and via Sunshine Park Place to the south. Truck access to the only other industrial property using Franklin Street at 4071 is less convenient. Primary site access comes in off a new street intersecting with Broadway. In the long run, the Green Frame encourages adaptive reuse of these properties for non-industrial purposes. Thus, improved accommodation for truck access is not a priority.

The access change may increase truck volumes at the Broadway/Grove City Road intersection. This intersection is currently skewed, making turn movements more difficult for larger vehicles. The preliminary proposal for the redevelopment of the former lumberyard site seeks a realignment of this intersection through the existing park to meet Broadway at a right angle to accommodate a valet parking turnout adjacent to City Hall. While the realignment improves one truck turning movement, the costs of this adjustment may exceed the benefits.

Portions of Civic Place, Cleveland and Arbutus Avenues, Jackson, First, and Third Streets can accommodate two-way traffic. This improves wayfinding and legibility. Some on-street parking is lost. Turns off Broadway, some currently restricted

by one-way traffic, can be restricted or encouraged through the median improvements (see previous page) by either blocking turns or accommodating them. This minimizes disruptions for the through lanes.

By reducing the through lanes on Broadway from 12 to 10 feet, 8 feet of pavement width becomes available for median treatments and turning lanes.



Project	Estimate*
Realignment of Mill Street	\$288,288
Franklin Street and Alley	\$357,729
Extension of Meadow Lane	<u>\$314,806</u>
	\$960,823

* does not include land acquisition costs



Streets and Parks



GREEN FRAME: PARKING

The expanded public parking areas (see page 23) provide approximately 416 spaces—an increase of 215 spaces. Prominent signage on Broadway can add information on the number of spaces, in addition to their location.

The 120-foot wide expanded lots leave room for two bays of perpendicular parking, which is the most understandable and navigable by visitors searching for parking. It is also the most efficient in terms of area. Existing public and private off-street parking between the railroad tracks on the west, Arbutus Avenue on the east, Cleveland Avenue on the north, and Kingston Avenue on the south, only provides one space for over 500 square feet of parking surface. This includes the parking space, the aisles and other access to the parking spaces. A more efficient parking layout should provide one space for every 320 to 350 square feet.

Parking requirements tie the amount necessary for new development to a building's floor area. Different uses in these buildings have varying intensities, with the zoning code requiring more or less parking spaces per square foot. For example, restaurants require more spaces per square foot than office or retail.

The Planning Commission already allows new Town Center development to count access to existing shared parking against their required parking. This preserves the original character of the Town Center, which had no cars to park on site in the nineteenth century. Even with all 1142 spaces of on- and off-street parking between the railroad tracks on the west, Arbutus Avenue on the east, Cleveland Avenue on

the north, and Kingston Avenue on the south—including the city-controlled public, shared parking—there is an overall “deficit” of 647 spaces in the parking supply, according to the parking requirements of the Grove City Zoning Code.

Parking requirements are not a science. The regulatory barriers assessment (see Appendix B) identified that the Grove City Zoning Code already exceeds typical parking requirements for retail, office, industrial, and multi-family residential uses.

However, the Town Center does not need to meet typical parking requirements. Walkable districts in moderate density, mixed-use settings with on-street parking options require far fewer spaces than suburban, auto-oriented shopping centers. Providing shared, public parking creates additional efficiencies, as people park once for visits to multiple locations in the Town Center.

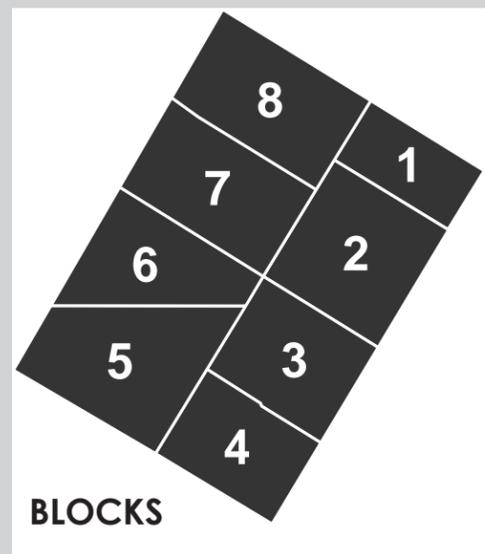
Most Town Center visitors are not experiencing a parking deficit. The market analysis (see Appendix A) finds that the Town Center merchants rate the district's parking options poorly. At the same time, they estimate that only 11 percent of their customers are forced to park more than one block away from their businesses during busy periods. 83 percent of the shoppers surveyed agreed that it is usually easy to find a convenient parking spot when they visit the Town Center.

Some districts with similar attributes to the Town Center discount their standard zoning code parking requirements by as much as half. Under this discount, the Town Center



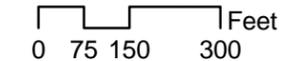
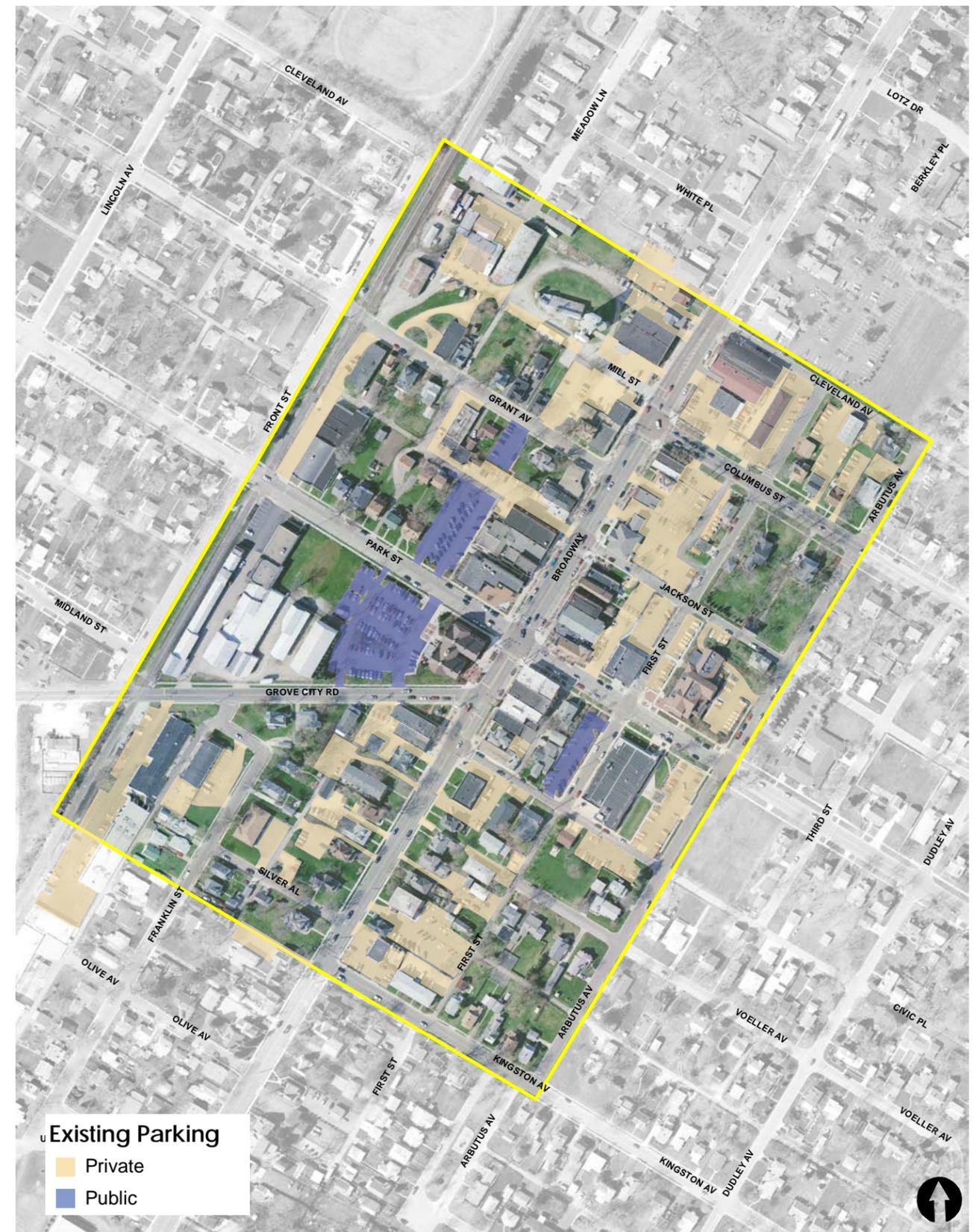
	On-Street	Off-Street	All Parking	Required by Zoning	Surplus/ Deficit
Block 1	55	72	127	171	(44)
Block 2	68	124	192	433	(241)
Block 3	62	117	179	290	(111)
Block 4	31	81	112	168	(56)
Block 5	17	163	180	191	(11)
Block 6	15	86	101	77	24
Block 7	34	107	141	288	(147)
Block 8	0	110	110	171	(61)
Total	282	860	1142	1789	(647)

	On-Street	Off-Street	All Parking	Half Required by Zoning	Surplus/ Deficit
Block 1	55	72	127	86	41
Block 2	68	124	192	217	(25)
Block 3	62	117	179	145	34
Block 4	31	81	112	84	28
Block 5	17	163	180	96	84
Block 6	15	86	101	39	62
Block 7	34	107	141	144	(3)
Block 8	0	110	110	86	24
Total	282	860	1142	897	245



Block by block, the parking supply between the railroad tracks on the west, Arbutus Avenue on the east, Cleveland Avenue on the north, and Kingston Avenue on the south falls short of what the zoning code demands. Most Town Center visitors are not experiencing this “deficit.”

Some municipalities discount their typical parking standards by as much as half for areas with attributes similar to the Town Center. With this discount, the Town Center has a parking surplus.



GREEN FRAME: PARKING

has a surplus of 245 spaces. There is still a deficit of 37 spaces if on-street parking does not figure in. However, much of this parking is not public or shared.

Current parking problems are limited. The Green Frame parking layouts expand and improve public parking for more than just the convenience of existing businesses and their patrons. It removes barriers to future redevelopment.

A general rule-of-thumb suggests four parking spaces for every 1,000 commercial square feet of floor area in suburban, auto-oriented settings. At half of that suggestion, two spaces per 1,000 square feet, one can trace the ratio backwards. As a simple illustration the 215 new spaces could provide opportunities for 107,500 square feet of new commercial development. That total increases with a mix of residential, which may require fewer spaces per square feet, depending on the size of the dwelling units.

Parking is most efficiently and easily shared between high turnover uses, which are typically those with more visitors than employees or residents. Developers may still require some on-site parking to make residential and office development marketable. Developers should be encouraged to seek less on-site parking to maximize development opportunities on constrained sites.

Construction costs for structured parking can easily exceed the value of the cars that park there. Consequently, the feasibility of structured parking is a function of land price. Where land acquisition for parking is well above \$1 million

per acre, structured parking is cheaper than surface parking because surface parking requires more land. According to the Franklin County Auditor, property values between the railroad tracks on the west, Arbutus Avenue on the east, Cleveland Avenue on the north, and Kingston Avenue on the south, are only \$657,448.60 per acre on average. Surface parking will frequently be more feasible than structured parking throughout the Town Center.

City Hall currently has 86 parking spaces. Most are public and shared, but they are not shown in the Green Frame's 416 spaces. Preliminary plans for the lumberyard propose replacing these spaces with a 239 space parking structure along the railroad tracks—600 feet off Broadway. City Hall and the proposed development combine for over 164,000 square feet of floor area. The parking structure provides less than one and a half spaces per 1,000 square feet of floor area. Because of this, and the structure's location, it will primarily serve the new development, not the entire Town Center.

Parking for festivals and events will still exceed what the Green Frame can provide. To provide all parking for this type of peak demand immediately adjacent to the Town Center would disrupt its walkable character and disconnect it from the neighborhood. Signs directing event visitors to other parking options nearby, such as Park Street Intermediate School and Windsor Park can help accommodate this overflow. If necessary, a shuttle service can minimize the additional five to ten minute walk this requires.

Project	Estimate*	
	Low	High
Parking Lot 1	\$257,400	\$411,840
Parking Lot 2	\$193,050	\$308,880
Parking Lot 3	\$277,512	\$444,015
Parking Lot 4	\$559,488	\$852,280
Parking Lot 5	\$214,055	\$342,485
	\$1,501,504	\$2,359,500

* does not include land acquisition costs



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Parking



GREEN FRAME: REDEVELOPMENT OPPORTUNITIES

The Green Frame improvements improve the area redevelopment opportunities by providing the infrastructure for a great urban neighborhood.

The highlighted properties (see page 27) have access issues or nonconformities, or cover land that is underutilized or vacant. Exceptions to these rules occur where the proposed Green Frame improvements encourage new adjacent uses, such as new residential uses near a proposed park. Please note that this strategy remains flexible and incremental as the goals of individual property owners are dealt with, market conditions change, and public improvements are constructed.

The proposed land use strategy for these parcels includes:

- A changing retail mix;
- The addition of over 160 residential dwelling units;
- New office opportunities, including office condominiums, medical offices, and live/work units; and
- Fewer auto-oriented and industrial uses.

CHANGING RETAIL MIX

The market analysis (see Appendix A) states that "Retail Alone Is Not the Answer for the Future of the Town Center." The market analysis predicts that retail in the Town Center will, at best, maintain current levels. The retail mix will change as

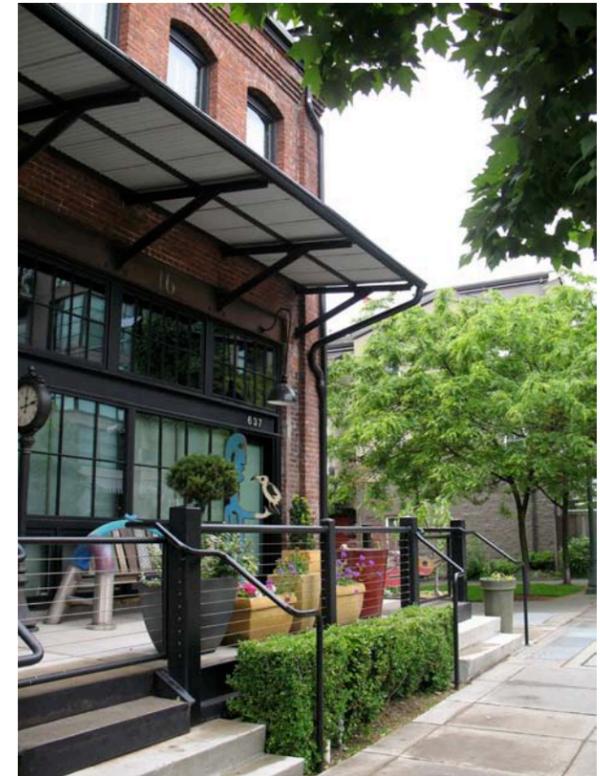
some stores close and other sectors grow. Merchants and shoppers suggest more sit-down restaurants, a bakery, more arts and crafts businesses similar to those operating at Mill Street Market, and a used bookstore.

160 NEW DWELLING UNITS

The Green Frame plan seeks to build in a market for new and existing businesses through the development of at least 160 new dwelling units at densities higher than Grove City has seen.

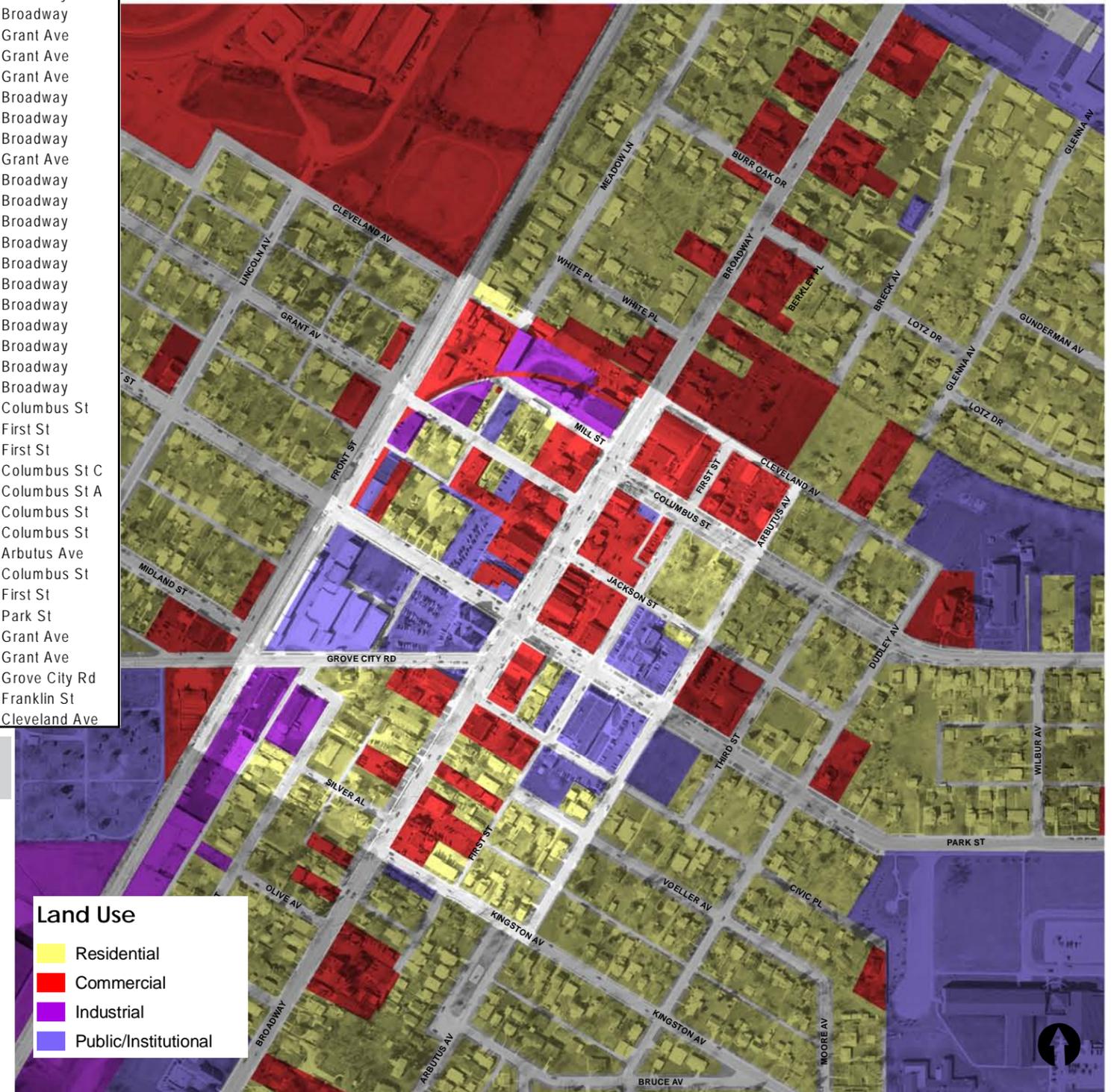
There are 346 dwelling units within a quarter mile of Jackson Street and Broadway. Based on the household size from the demographic data in the market analysis and assuming full capacity, the estimated population in this quarter-mile radius at 868 residents. Residential density is at 2.8 dwelling units per acre in this quarter-mile radius. Without vacancy, population density is 6.6 residents per acre.

The proposed addition of 160 dwelling units within this radius represents a 46 percent increase, adding 400 more residents in this walkable area. Residential density rises to 4.03 dwelling units per acre. Population density rises to 10 residents per acre. Assuming full capacity and average household income in line with the data from the market analysis, the new dwelling units could bring \$8.1 million to the area income to help support Town Center merchants.



Business Name	Address	Business Name	Address
Grove City Lanes	3940 Broadway	SM Bennett Insurance Agency	3999 Broadway C
iForce	3946 Broadway	Peaceful Moment Massage	3999 Broadway A
De's Auto Service	3952 Broadway	Kenstar Pharmacy	3995 Broadway
Red Hat Box	3968 Broadway	Josiah's: Dine-In, Carryout, Catering	3985 Broadway
White's Barbershop	3974 Broadway	Little Theatre off Broadway	3981 Broadway
Chris Roach Real Estate / Roach Enterprises	3980 Broadway	Grove City Jewelers	3975 Broadway
Tammy's Pizza on Broadway	3984 Broadway	Machine Shop	3451 Grant Ave
Fifth Third Bank	3990 Broadway	Custom Embroidery	3401 Grant Ave
Parker's Tavern	3998 Broadway	Heartwood Nursery	3407 Grant Ave
Mary Jane's Deli & Catering	4002 Broadway	Coultter Photography	3963 Broadway
Lilly's Kitchen Table	4008 Broadway	Grove City Kids Association	3959 Broadway
Sharp Image Salon	4018 Broadway	City Bike Repair	3957 Broadway
Plank's on Broadway	4022 Broadway	Cut n' Buzz	3394 Grant Ave
Country Hearth Primitives & Antiques	4026 Broadway	Allstate	3955 Broadway
Law Offices - Edwards & Bowshear	4030 Broadway	Grove City Computer	3951 Broadway
Grandstand Pizza Shop	4034 Broadway	NP&CT Soy Candles	3937 Broadway
Sommer House Gallery	4038 Broadway	Close to Mom	3937 Broadway
Grove City Record	4048 Broadway	Red Letter Journals	3937 Broadway
Action Specialtees	4050 Broadway	Always in Stitches	3937 Broadway
Grove City Area Visitors & Convention Bureau	4052 Broadway	Act 2 Style	3937 Broadway
Broadway Cleaners	4056 Broadway	The Hair Gallery	3937 Broadway
Evans Floral	4060 Broadway	Mill Street Yoga	3937 Broadway
Hairworks	4070 Broadway	Broadway Design Group (Salon)	3929 Broadway
Mollie's Tea House	4086 Broadway	MetLife	3915 Broadway
Andrews Bay Photography	4086 Broadway	Concrete Contracting Solutions	3338 Columbus St
Dental Offices	4104 Broadway	NewTech Enterprises (Computer Sales and Service)	3965 First St
Lucas Designs (Hair & Nails)	4108 Broadway	Dogs n Sudz	3966 First St
John's Auto Service	4122 Broadway	Preferred Staffing	3318 Columbus St C
D.B. Gansl Family Dentistry	4097 Broadway	Destiny Cleaning Systems	3318 Columbus St A
MCS Title LLC	4093 Broadway	A Total Image Hair & Nails	3312 Columbus St
Faith Believing Word Church	4087 Broadway	Tristano's Pizzeria	3306 Columbus St
Grove City Area Chamber of Commerce	4069 Broadway	Recording Studio	3975 Arbutus Ave
Total Platinum Salon	4063 Broadway	The Hair Shoppe	3343 Columbus St
A Classic Touch	4057 Broadway	Barber Shop (Leroy Tonsor)	4011 First St
Nora's Coffee Corner	4057 Broadway	Sound Communications	3440 Park St
Massaro Heating & Cooling	3449 Grove City Rd	Star Electric	3442 Grant Ave
Graeters	4009 Broadway	Smitty's Body Shop	3454 Grant Ave
ReMax	3999 Broadway	New Beginnings Wedding Services Chapel	3455 Grove City Rd
Ethical Mortgage Lending	3999 Broadway	Hannigan Memorial Company	4071 Franklin St
Allen R. Houk CPA	3999 Broadway B	Studio in the Village Hair Salon	3323 Cleveland Ave

As of April 2008, there were 80 businesses located between the railroad tracks on the west, Arbutus Avenue on the east, Cleveland Avenue on the north, and Kingston Avenue on the south.



0 100 200 400 Feet

GREEN FRAME: REDEVELOPMENT OPPORTUNITIES

NEW OFFICE SPACE

According to the market analysis, demand for office space in Grove City is increasing by 15,000 square feet per year. The Town Center can capture some of this demand. Specifically, office condominiums, especially those for medical uses, are a potential niche. Many small businesses and professionals prefer the tax and investment benefits of purchasing their own space.

Live/work units, which adjoin spaces for business and living, combine the possible redevelopment opportunities of residential and office uses. Space for receiving clients and conducting business meets the street the same way that solely commercial structures do. Entrances are at grade. Such structures can also have storefront glazing. Adjoining spaces allow the owner-occupant to live on-site, typically above the commercial space, paying a single mortgage to cover housing and business space needs.

FEWER AUTO-ORIENTED AND INDUSTRIAL USES

Activity deadening and space-taking industrial and auto-oriented uses do not represent the highest and best uses for land in and around the Town Center. New uses should create intensity, activity, and value by bringing more residents and employees to the Town Center. For example, offices typically have an employee for every 225 to 250 square feet of floor area. Manufacturing and retail uses typically require twice as much floor area per employee. Warehousing requires four times as much.

Auto-oriented uses, such as those with drive-thru windows, disrupt the pedestrian experience with frequent curb cuts to accommodate entry and exit. Such uses typically have low amounts of building floor area for the land they occupy (floor area ratio, or FAR). This is out of context with the historic Town Center FAR and limits area intensity, activity, and value.

The industrial sites along the railroad tracks are small or irregularly shaped. Few can provide the buffer yards or meet the other setback and area requirements of the zoning code. Intersection radii make road access inconvenient for large trucks. Improving these intersections disrupts the walkable character of the Town Center by increasing the distance across roadways.

See the following section on implementation describing the areas in and around the Town Center for more discussion of these redevelopment opportunities.

Type	Address	Square Feet	Update
Garage	3946 Broadway	3,400	
Office	4010 Broadway	2,300	
Retail/Office	4014 Broadway	4,900	
Restaurant	4086 Broadway	3,900	Filled since survey
Restaurant	4009 Broadway	3,200	Reopened
Office	4011 Broadway	3,200	
Retail	3989 Broadway	8,800	
Warehouse	Mill Street	10,500	
Retail/Office	3919 Broadway	800	
Office	3318 Columbus St D	900	
Office	3318 Columbus St B	1,000	
Warehouse	3474-76 Park St	13,900	
Warehouse/Manufacturing	3515 Grove City Rd	32,100	
Restaurant	3985 Broadway	1,500	Vacant since survey
Garage	3952 Broadway	2,800	Vacant since survey
Retail/Office	4026 Broadway	1,700	Moved since survey
		94,900	

The land use inventory documented the above vacancies in April 2008.



Redevelopment Opportunities



GREEN FRAME STRATEGY

As a strategic approach, the Green Frame is flexible, incremental, and green. It is green through environmental and economic improvements.

Most improvements take place in the city-controlled public realm. While some of the proposed street extensions and parking lot expansions require land acquisition, many of these improvements can occur in the near term. For example, work is already underway to address the wear and tear on the Broadway streetscape.

Flexible

The redevelopment opportunities are not prescriptive. The goals of individual property owners, changing market conditions, and the rate at which the public improvements are constructed will all affect redevelopment. The Green Frame remains flexible.

Incremental

The Green Frame is not an “all or nothing” proposition. The improvements can occur over time as capital improvement funding is made available.

Being both flexible and incremental, funding for the public improvements can be timed to coincide with private development. However, in other cases the public investment should precede private redevelopment as an incentive. It may also precede private redevelopment where the efficiencies of combining capital improvement projects are

significant. Other projects that of immediate general benefit may also precede private development.

Environmental

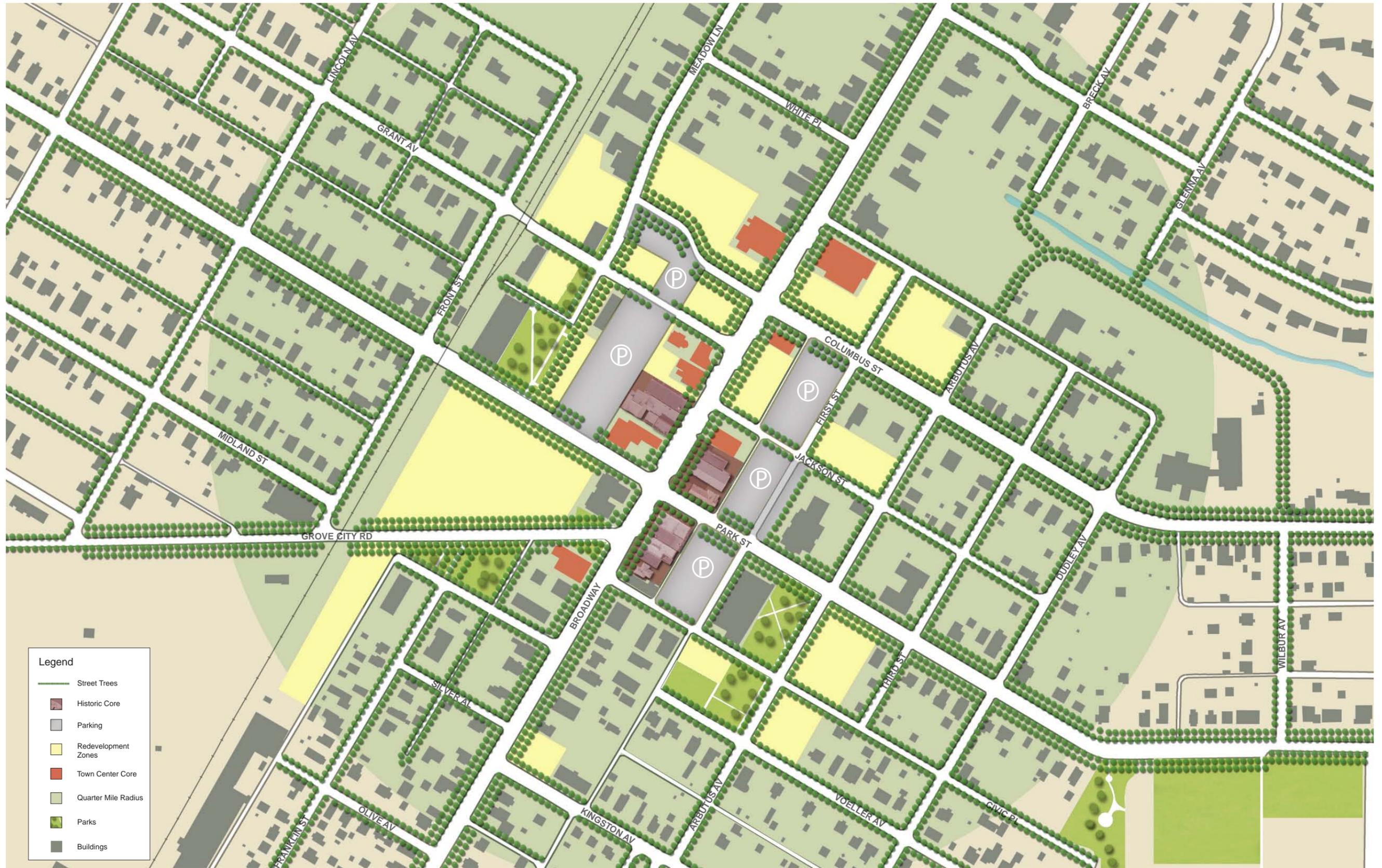
The environmental benefits of the Green Frame are aesthetic and ecological. The improvements are more than surface treatments. The public can enjoy the public realm in the Green Frame. This makes for a great urban neighborhood. In turn, these improvements enhance environmental sustainability (see Appendix C).

Economic

Civic improvements should be provided by the City. As case studies have shown (see Appendix C) the Green Frame will prove to be of economic value, as the return on investment will be in the form of private sector redevelopment, one project at a time.

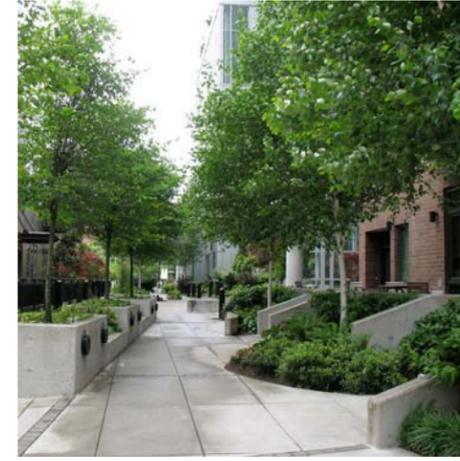
THE GREEN FRAME IS

1. Flexible
2. Incremental
3. Environmental
4. Economic



The Green Frame





IMPLEMENTING THE GREEN FRAME: The incremental strategy builds on the Town Center's assets, creating active streets and parks, efficient parking areas, and redevelopment opportunities throughout the Town Center.

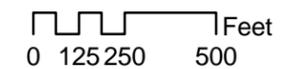
The Green Frame sets the stage for the Town Center to become one of the great urban neighborhoods in Central Ohio. New housing will help support new and existing businesses. New activity and vibrancy will draw people in to live, work, shop, and play in the Town Center.

IMPLEMENTATION

The present context of the Town Center planning area contains a great variety of circumstance. The following block by block assessment examines the context of each of these sub-areas, as well as the applicable regulatory changes and incentives. Each assessment also includes a partial list of Green Frame improvements and possible redevelopment opportunities. The sub-areas examined are:

1. The Commercial Core
2. West of Core
3. The Former Lumberyard
4. South of Grove City Road
5. South of Civic Place
6. East of Core
7. Original Plat
8. Broadway Corridor, North

Special studies of other areas near the Town Center are available in Appendix D.



IMPLEMENTATION: COMMERCIAL CORE

Present Context

- The area carries the “Grove City Town Center” lamplighter brand.
- Also, the area contains the historic core of Grove City (potential National Register listing).
- Interstate 71 has replaced Broadway’s role as a regional and interregional thoroughfare. Interstate-connected thoroughfares have higher traffic counts.
- Buildings front Broadway between Cleveland Avenue and Civic Place—the portion of the corridor that received the 1987 streetscape improvements. Buildings have piecemeal alley access at best.
- Some signage directs visitors to public parking outside core; marked, time-restricted spaces are available on Broadway. Both help maintain contextual density as original nineteenth and early twentieth century context required no parking ratio.

Proposed Regulation Changes

- Rezone the parcels in the area. The new district focuses less on land use and more on form. This allows mixed-use commercial and residential development.
- Manage use of on-street parking differently than that off-street through time restrictions and/or parking meters. Encourage employees and other long-term visitors to park outside the core.

Proposed Incentives

- Market the property tax exemption available in the pre-1994 Community Reinvestment Area (CRA), available for new construction and renovation.
- The National Register listing for the Historic Core opens the pathway for building owners’ use of federal and state historic tax credits to help offset construction costs.
- Use Town Center Commercial Revitalization (TCCR) grant program on the core instead of HPA. Simplify process through design and approval support for rounds of targeted improvements (i.e. signage).
- Green Frame infrastructure improves site redevelopment opportunities. Funding may be available through Franklin County as CDBG priority census block group covers area north of Park Street: tract 96, block group 2.
- Regulation changes allow new redevelopment opportunities.
- Consider policy to give partial municipal income tax repayment agreements to business locating in area given payroll size and nature or duration of investment in area. This works similarly to the CRA, but as applied to the municipal income tax rather than property tax.

Proposed Green Frame

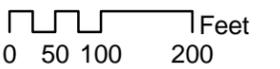
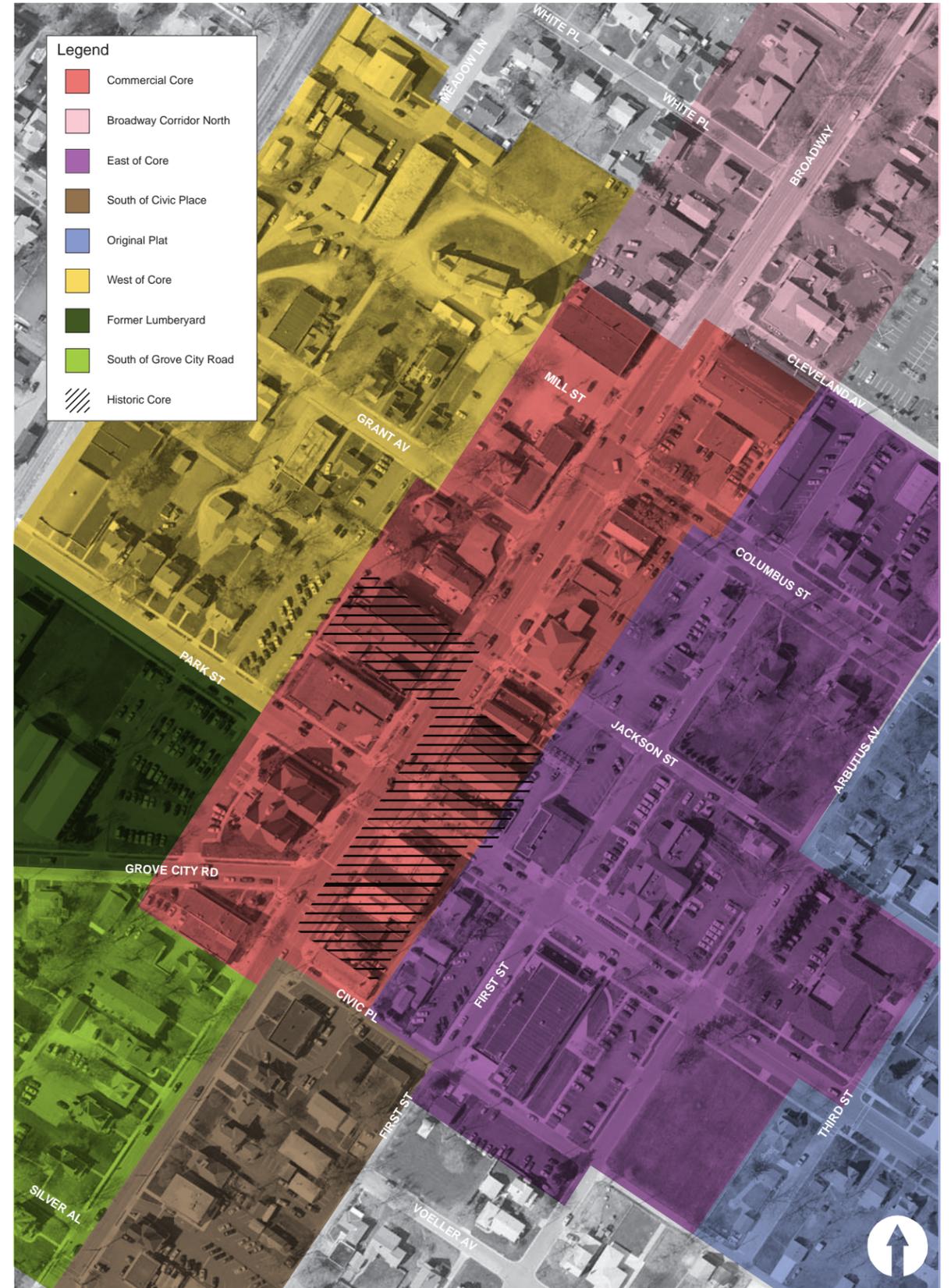
- Address wear and tear on 1987 streetscape improvements.
- Add lighting to compliment gas streetlamps.
- Improve intersection of Columbus Street and Broadway with Columbus extension.
- Add alley access east of Broadway for two blocks between Columbus and Park Streets (and possibly relocate power lines to new alleys).
- Close informal alley access across Broadway from Jackson Street. Refigure for pedestrian access to public parking.
- Expand public parking adjacent to the core. 120-foot wide bays allow for perpendicular parking, which is more efficient and visitor-friendly.
- Program new and existing pocket parks for public use, stormwater diversion, and landmark features.

Possible Redevelopment Opportunities

- The weakest block face stretches from 3980 to 3990 Broadway (the east side of Broadway between Columbus and Jackson Streets, minus the historic building at 3968-74 Broadway) under two owners. The opportunity could include a vacant parcel, 3998 Broadway and a vacated Jackson Street (sanitary main under Jackson would require easement or relocation).
- 3952 Broadway—recently an auto-oriented use on prime corner—could be redeveloped, possibly in concert with redevelopment or adaptive reuse of properties on the blocks bounded by Broadway, Columbus Street, Cleveland and Arbutus Avenues. A mid-block sewer main may need to be removed or abandoned.
- The vacant structures at 3985 and 3989 Broadway (formerly Josiah’s and Grove City Hardware) offer a joint opportunity if the sewer under the informal alley is relocated.
- The Columbus Street extension makes a new, highly visible corner adjacent to 3937 Broadway (Mill Street Market).



Existing Conditions



Commercial Core

This aerial perspective above Columbus Street and Broadway, looking west shows the new street extension and redevelopment possibilities west of the core.



IMPLEMENTATION: WEST OF CORE

Present Context

- The area contains light industrial buildings mixed with non-conforming single family residences.
- The historic area advantage near freight and passenger rail is now perceived as a nuisance with multiple at-grade rail crossings; area businesses report only a couple trains per day.
- A former rail spur through several properties in this area continues to create access and frontage issues. It also leaves irregularly shaped parcels.
- Access from Broadway is piecemeal and illegible. Mill Street functions like a private driveway; Grant Avenue is narrower than other streets off Broadway, such as Columbus and Park Streets, leaving little room for front yards, tree aprons, sidewalks, streetlights, or on-street parking lanes.
- Park Street provides access from Broadway at the south of this area, but cannot provide a clear public route north before the railroad tracks.
- Limited on-street parking opportunities are supplemented by 66 off-street public parking spaces, used in support of commercial core.

Proposed Regulation Changes

- Rezone the parcels in the area. The new district focuses less on land use and more on form. This allows mixed-use commercial and residential development.

Proposed Incentives

- The area may be eligible for blight designation, which allows: 1) an alternative path to Incentive District Tax Increment Financing (TIF) of infrastructure improvements, or 2) the use of a local Community Redevelopment Corporation in implementation. (Note that “blight” and “blighted area” definitions were changed by Substitute Senate Bill 7 in June 2007. The finding of “blight” requires specific study.)
- Green Frame infrastructure improves site redevelopment opportunities. CDBG priority census block group covers area.
- Regulation changes allow new redevelopment opportunities.
- Expand the Community Reinvestment Area (CRA) to cover all of this area.
- Consider policy to give partial municipal income tax repayment agreements to business locating in area given payroll size and nature or duration of investment in area.

Proposed Green Frame Improvements

- Extend Meadow Lane to Grant Street. Extend Columbus Street west to Meadow Lane. Required land acquisitions include abandoned rail spur off old Baltimore & Ohio line from CSX.
- Provide public shared parking adjacent to core. 120-foot wide parking lots allow for efficient and legible perpendicular parking. The lots include approximately 176 spaces—an increase of 110 spaces
- For Grant Avenue, move parking lane to north side and add bumpouts and curb extensions into parking lane for street trees, street lamps, and mid-block crossings.
- A linear park along Meadow Lane axis leads up to proposed library site across Park Street.
- The clean up and redistribution of abandoned rail spur off old Baltimore & Ohio line improves frontage issues and lot configuration. The project may be a candidate for Clean Ohio Revitalization Funds (CORF) in addition to CDBG.

Possible Redevelopment Opportunities

- Street extensions provide new frontage for the parcels used by Smitty’s Body Shop (3420 Mill St), land behind Mill Street Market (3937 Broadway), and land immediately adjacent to Star Electric (3442 Grant Ave).
- The currently non-conforming uses (all single-family dwellings) can be redeveloped over time. Nearby Green Frame improvements of parks and parking provide off-site amenities that allow more intense development on these sites through greater building coverage.
- The buildings hosting or recently hosting currently conforming uses can remain (Bimco Building at 3474-76 Park Street, Star Electric at 3442 Grant Ave, and 3451 Grant Ave) or be adapted for new uses. Nearby Green Frame improvements of parks and parking provide off-site amenities that allow more intense use on-site.



Existing Conditions



West of Core

IMPLEMENTATION: FORMER LUMBERYARD

Present Context

- Area has been cleared and assembled for redevelopment.
- City Hall occupies the only portion of the block suitable for retail with its Broadway frontage and visibility, as identified in the 1987 plan.
- Unlike several other areas adjacent to the core, this area has good access to Broadway via Park Street and Grove City Road.

Proposed Regulation Changes

- Rezone the parcels in the area. The new district focuses less on land use and more on form. This allows mixed-use commercial and residential development.
- The new district also allows civic buildings, bringing City Hall into use conformance.

Proposed Incentives

- The land has been preassembled for a developer.
- Use of Tax Increment Financing (TIF) or Community Reinvestment Area (CRA) to be determined in public/private partnership agreement
 - TIF is available under Ohio Revised Code (ORC) §5709.40 or §5709.41.
 - Existing Community Reinvestment Area does not extend past City Hall. Expand the Community Reinvestment Area (CRA) to cover all of this area.

Proposed Green Frame Improvements

- Improve the streetscape along Park Street and Grove City Road.
- The park across Park Street emphasizes the proposed library location.
- The closure of Franklin Street at Grove City Road removes potential traffic conflicts with the access point for future development. It also removes an odd-angled intersection.

Possible Redevelopment Opportunities

- The entire area, minus City Hall, is part of a public/private partnership. Preliminary plans include just under 125,000 square feet of floor area and a 239 space parking garage.



Existing Conditions



Preliminary plans by Bird Houk Collaborative and The Stonehenge Company for the lumberyard project include just under 125,000 square feet of floor area and 239 parking spaces.

Image courtesy of Bird Houk Collaborative



Former Lumberyard

IMPLEMENTATION: SOUTH OF GROVE CITY ROAD

Present Context

- The area has an awkward internal traffic flow, discouraging cut through traffic.
- The area offers few opportunities for on-street parking and very limited access to public or shared parking.
- Industrial uses (zoned for heavy industry) are immediately adjacent to residential uses.
- Along Broadway, commercial uses mix with residential uses, though most of the structures were originally single family dwellings.
- Other than the two industrial uses, the area is primarily residential in character.

Proposed Regulation Changes

- Rezone the parcels in the area north of Silver Alley (as it would continue through to the railroad tracks). The new district focuses less on land use and more on form. This allows mixed-use commercial and residential development.
- Allow on-street parking on Broadway, except during evening peak, beginning 40 feet south of Civic Place intersection (after street narrows from 4+1 turning lane to 4 lanes).
- Allow two-way traffic on Silver Alley after Franklin Street/Grove City Road intersection closure.

Proposed Incentives

- Green Frame infrastructure improves site redevelopment opportunities.
- Regulation changes allow new redevelopment opportunities.
- The area's industrial parcels may be eligible for blight designation, and thus incentive district TIF. Property may also be a candidate for Clean Ohio Revitalization Funds (CORF).
- Expand the Community Reinvestment Area (CRA) to cover the rezoned area.

Proposed Green Frame Improvements

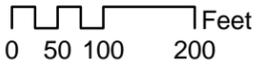
- Improve the streetscapes.
- The closure of Franklin Street at Grove City Road removes potential traffic conflicts with the access point for future development. It also removes an odd-angled intersection.
- The new street off Broadway replaces Franklin Street access off Grove City Road. The required land acquisition is under single ownership.
- A new park complements the proposed plaza across Grove City Road on the former lumberyard site. Pedestrian paths through the park continue the Franklin Street sidewalks and can connect with the proposed atrium through the lumberyard redevelopment building.
- The reclaimed alley between the new park and Broadway-fronting properties between new road and Grove City Road provides access to parking without curb cuts on Broadway.

Possible Redevelopment Opportunities

- Nearby Green Frame improvements of parks and parking provide off-site amenities that allow more intense, adaptive reuse of the former 3M site at 3515 Grove City Road and memorial company at 4071 Franklin Street.
- The regulation and access changes allow new redevelopment opportunities along Broadway. The new roadway creates two visible corners for new development.



Existing Conditions



South of Grove City Road

IMPLEMENTATION: SOUTH OF CIVIC PLACE

Present Context

- Along Broadway commercial uses mix with residential uses. Some commercial uses are in structures originally built as single-family dwellings. Three others commercial uses are in commercial structures.
- Parking lots for the commercial structures borrow land area from adjacent parcels.
- Contiguous commercial redevelopment of this frontage, as indicated in the existing zoning, is unlikely without parking and lot coverage variances.
- The only convenient public parking is in the curb lane, restricted during the morning peak between 7 and 9am.
- First Street narrows to the size of other Grove City alleys, hosting a mix of 1) multi-family housing, 2) accessory buildings to Broadway-fronting buildings with commercial uses, and 3) alley access for Broadway-fronting properties.
- One-way travel on Civic Place and First Street requires drivers to seek inconvenient and illegible access via Park Street or looping around via Kingston and Arbutus Avenues. Also requires that the Broadway frontage provide curb cuts for all uses, which is out of character with the core.

Proposed Regulation Changes

- Rezone the parcels in the area. The new district focuses less on land use and more on form. This allows mixed-use commercial and residential development.

Proposed Incentives

- Green Frame infrastructure improves site redevelopment opportunities.
- Regulation changes allow new redevelopment opportunities.
- Expand the Community Reinvestment Area (CRA) to cover the area.

Proposed Green Frame Improvements

- Improve streetscape along Broadway, Civic Place, and Kingston Avenue—street trees and furniture, and signs clearly identifying legal parking along Broadway after the morning traffic peak.
- Open Civic Place between Broadway and First Street to two-way traffic to improve access to First Street (alley).

Possible Redevelopment Opportunities

- An auto-oriented use with low improvement to land value ratio at 4122 Broadway (John's Auto Service) is adjacent to 3432-48 Kingston Ave (10 multi-family dwelling units), which has condition issues. The properties could be redeveloped jointly or independently as multi-family housing or live/work units.

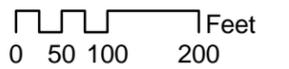


Existing Conditions



Legend

- Commercial Core
- Broadway Corridor North
- East of Core
- South of Civic Place
- Original Plat
- West of Core
- Former Lumberyard
- South of Grove City Road
- Historic Core



South of Civic Place

The unused roadway frontage of the original street grid can be reactivated under the Green Frame streetscape concepts, improving walkability, parkability, and develop-ability.



IMPLEMENTATION: EAST OF CORE

Present Context

- Unlike area west of the core, this area benefits from visibility and traffic volumes along Columbus Street. Park Street receives additional traffic attracted to the library and school.
- Both Park and Columbus are sufficiently wide for parking and driving lanes. Combined with large tree aprons, this separates pedestrians from street traffic.
- Arbutus Avenue, Jackson and First Streets provide additional access and on street parking, though the circulation patterns on these narrow, one-way routes is difficult for visitors to navigate. These streets add redundant frontages for area properties, but also on-street parking (185 spaces inventoried between Broadway and Arbutus Avenue, Cleveland to Voeller Avenues; only 97 on-street available in other inventoried areas).
- The area hosts a combination of civic and commercial uses, as well as parking to support the commercial core. The civic presence of the Municipal Safety Complex and Library at Arbutus and Park represents half of the “Civic Center” concept put forward in the 1969 comprehensive plan.
- There are still several single family dwellings, some hosting commercial uses.

Proposed Regulation Changes

- Rezone the parcels in the area. The new district focuses less on land use and more on form. This allows mixed-use commercial and residential development.

Proposed Incentives

- Green Frame infrastructure improves site redevelopment opportunities. CDBG priority census block group covers the area north of Park Street.
- Regulation changes allow new redevelopment opportunities.
- Expand the Community Reinvestment Area (CRA) to cover all of this area.

Proposed Green Frame Improvements

- Provide public shared parking adjacent to core. 120-foot wide bays allow for efficient and legible perpendicular parking amounting to approximately 240 spaces. This replaces 135 spaces (less than 40 currently public), a net gain of 105 spaces.
- Add alley access east of Broadway for two blocks between Columbus and Park Streets to support the core and provide access to public parking.
- Close portions of First Street between Civic Place and Jackson Street to make room for expanded parking. Pedestrian and vehicle access continues through parking area.
- Add a park along the west side of Arbutus Avenue between Park Street and Voeller Avenue. Parking for 3359 Park Street (current library parking of 56 spaces is replaced by public shared parking adjacent to core).
- Improve streetscape along Park and Columbus Streets—supplement street trees with an additional allée, additional street lamps and other furniture.
- Improve streetscape along Cleveland Avenue, Jackson Street, Civic Place, First Street, and Arbutus Avenue. Add street trees, sidewalks, and clearly demarcate on-street parking. Most one-way routes can be converted to two-way to improve wayfinding.

Possible Redevelopment Opportunities

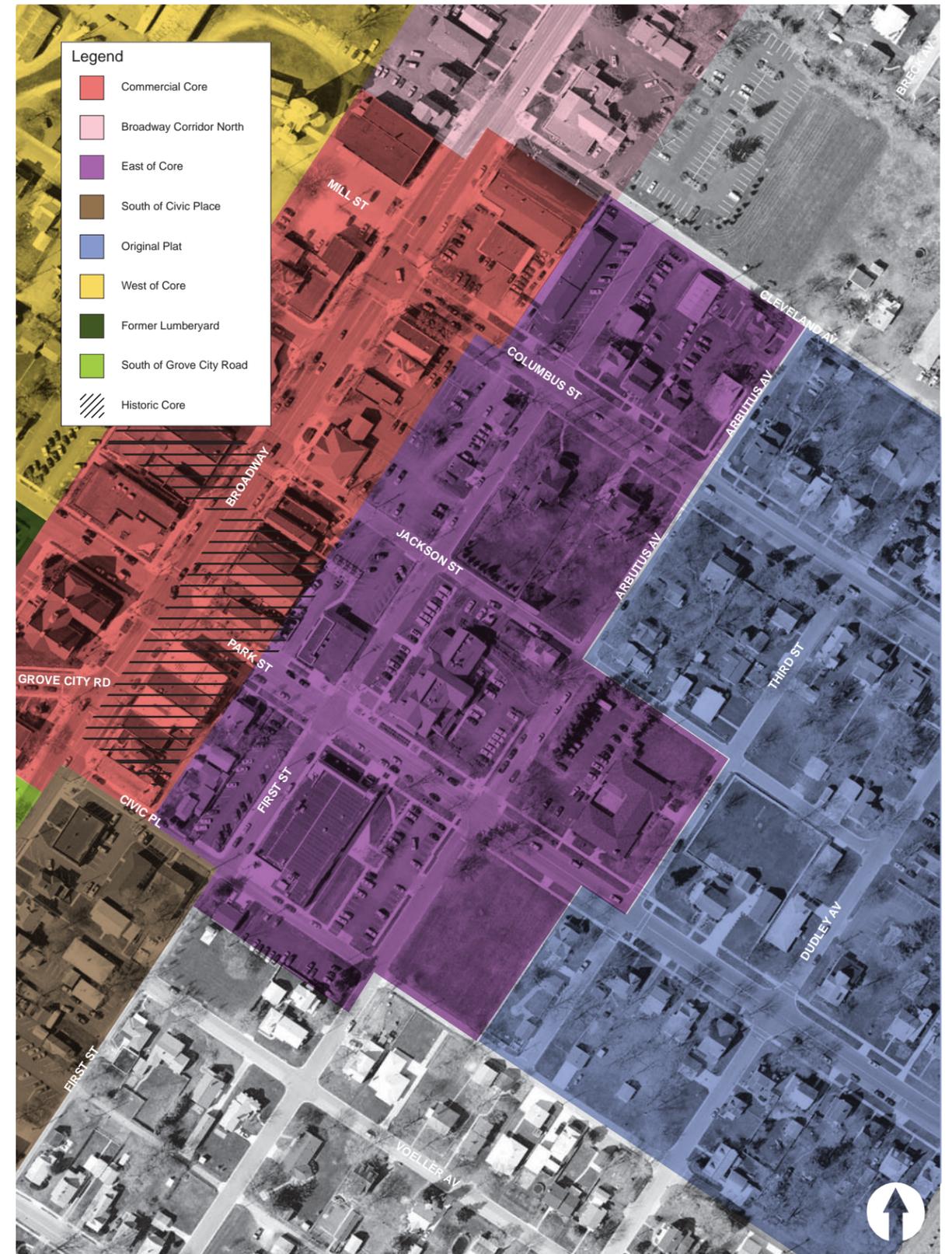
- Nearby Green Frame improvements of parks and parking provide off-site amenities that allow more intense redevelopment or adaptive reuse of properties on the blocks bounded by Broadway, Columbus Street, Cleveland and Arbutus Avenues, possibly in concert with redevelopment of 3952 Broadway in the core (mostly under single owner). The mid-block sanitary main may need to be removed or abandoned.
- Opportunities for carriage house, mews, live/work, or other suitable shared wall, multi-family housing exist along Jackson Street behind 3315 and 3327 Columbus Street.
- Multi-family housing on the vacant parcels along Park Street, east of Arbutus Avenue can take advantage of the proposed park along Arbutus between Park Street and Voeller Avenue.



Other neighborhoods platted before the automobile retain narrow streets similar to those found in the original plat of Grove City. Later additions of housing line this street in the Federal Hill neighborhood of Baltimore.



Existing Conditions



East of Core

IMPLEMENTATION: ORIGINAL PLAT

Present Context

- The area consists of the original residential lots platted for Grove City roughly between Dudley and Arbutus Avenues, from Cleveland Avenue to Civic Place.
- The one-acre blocks are unique in Central Ohio.
- Park and Columbus Streets were platted for primary frontage, with additional access from the other roads (originally alleys). Rights-of-way on Park and Columbus Streets are twice as wide as those on the other area streets. This helps contribute to the on-street parking options available east of Broadway.
- The original quarter-acre lots have been joined to make larger lots or subdivided to create additional parcels (before the zoning code disallowed such subdivisions).

Proposed Regulation Changes

- Rezone the parcels in the area. The new district focuses less on land use and more on form. This allows mixed-use commercial and residential development.

Proposed Incentives

- Green Frame infrastructure improves site redevelopment opportunities. CDBG priority census block group covers the area north of Park Street.

- Regulation changes allow new redevelopment opportunities.
- Expand the Community Reinvestment Area (CRA) to cover all of this area.

Proposed Green Frame Improvements

- Improve streetscape along Cleveland Avenue, Jackson Street, Civic Place, First Street, Arbutus Avenue, Third Street, and Dudley Avenue add street trees, sidewalks, and clearly demarcate on-street parking. Most one-way routes converted to two-way to improve wayfinding.
- Improve streetscape along Park and Columbus Streets—supplement street trees with an additional allée, additional street lamps and other furniture.

Possible Redevelopment Opportunities

- Take advantage of the deep lots and excess frontage to add carriage house, mews, live/work, or other suitable shared wall, multi-family housing along Cleveland Avenue, Jackson Street, and Civic Place.
- Other multi-family residential redevelopment should also be encouraged.



0 50 100 200 Feet

Original Plat

© Lincoln Street Studio

IMPLEMENTATION: BROADWAY CORRIDOR, NORTH

Present Context

- The corridor contains a mix of dwellings hosting commercial uses, single-family residences in commercial zoning districts (nonconforming uses) and other later commercial infill.
- The land closer to Southwest Boulevard holds several apartment buildings and commercial structures, including the new CVS.
- The corridor provides alternative business locations to those in the commercial core.
- The Historic Preservation Area (HPA) overlay requires additional signage and review requirements.
- Almost no on-street or off-street public parking is available.
- Access to on-site parking for commercial uses requires curbs cuts; parking requires significant lot coverage.

Proposed Regulation Changes

- Purpose statement and guidelines of the Historic Preservation Area (HPA) are altered to focus on sign and site plan review to limit commercial use impact on residential/gateway corridors.
- Allow portions of the corridor to revert to residential use (downzone to R-2) as property owners elect to do so.

- Rezone the parcels closest to the core. The new district focuses less on land use and more on form. This allows mixed-use commercial and residential development.

Proposed Incentives

- Green Frame infrastructure improves site redevelopment opportunities. CDBG priority census block group covers the area.
- Regulation changes allow new redevelopment opportunities.
- Expand the Community Reinvestment Area (CRA) to cover the rezoned area adjacent to the core.

Proposed Green Frame Improvements

- Improve streetscape along Broadway—street trees and furniture.

Possible Redevelopment Opportunities

- Redevelopment opportunities may persist on sites with commercial structures and those closer to Southwest Boulevard. The focus of redevelopment should remain in and around the core.



Broadway Corridor, North

IMPLEMENTATION NOTES: ABOUT REGULATION CHANGES

Reconfigure the Historic Preservation Area (HPA)

Chapter 1138 of the City Code establishes a Historic Preservation Area over portions of the Broadway, Park Street and Columbus Street corridors well outside the Town Center. There is no single historic period or character represented on these corridors, as there is in the much smaller historic core. This area requires extra review under a purpose that may conflict with the underlying zoning.

- Continue to protect these corridors outside the new zoning district under the HPA sign code (§1138.20 through 1138.31). Rewrite the purpose statement to focus on the sign code and other measures to limit commercial use impact on residential/gateway corridors. Eliminate the rest of the chapter.
- Review exterior building alterations or modifications under Chapter 1143.

Adopt a New Form-Based Zoning District

The Town Center's existing zoning is a mix of 12 different zoning districts. The regulations governing the existing districts restrict the mixing of uses and residential density.

The new form-based district:

- Focuses less on land use and more on how commercial, residential, and civic buildings

meet the primary public right-of-way

- Signage
- Lighting
- Façade
- Outdoor seating
- Setbacks
- Height
- Requires less on-site, private parking
- Requires no dwelling unit density restriction (height and lot coverage restrictions regulate density of all buildings)
- Explicitly restricts auto-oriented uses
- Allows commercial uses beyond retail/service to allow for new knowledge-based and creative economy jobs

The proposed new district covers the area shown to the right.

Manage Shared Public Parking

On-street parking is a valuable asset. The Broadway, on-street parking spaces are the most visible and accessible spaces in the Town Center.

- Encourage employees and other long-term visitors to the Town Center to park off-street through more stringent time restrictions or parking meters.
- Provide consistent time restrictions across the off-street shared public parking lots.



Other Zoning Changes

- Change the focus of §1135.11(b) from a narrow list of allowed home occupations to performance and permitting standards for home-based business and live/work arrangements.
- Develop accessory building regulations that permit accessory dwelling units.

IMPLEMENTATION NOTES: ABOUT INCENTIVES

Incentives cannot take the place of physical and regulatory barrier removal. As the accompanying market analysis (Appendix A) notes, it is a lack of large contiguous pieces of office space that has a growing Town Center company evaluating alternative locations. Incentives only hope to solve this type of problem indirectly.

REDEVELOPMENT INCENTIVES

Community Reinvestment Areas (CRA) and Tax Increment Financing (TIF)

When buildings are renovated, rebuilt, added on to, or improved in any way, this improvement is seen in an incremental increase in property value. Investment in area infrastructure or other proximal redevelopment can also create an incremental increase in property value.

TIF and CRA operate on the same incremental increase in property value. Under TIF, taxes collected on this incremental increase in property value pay down a public project improvement. Under a CRA, the taxes are not collected on this increment. After a set number of years the increment is taxed.

Changes to the state code governing both tools have required more input from the local school district, which relies on property taxes for operation.

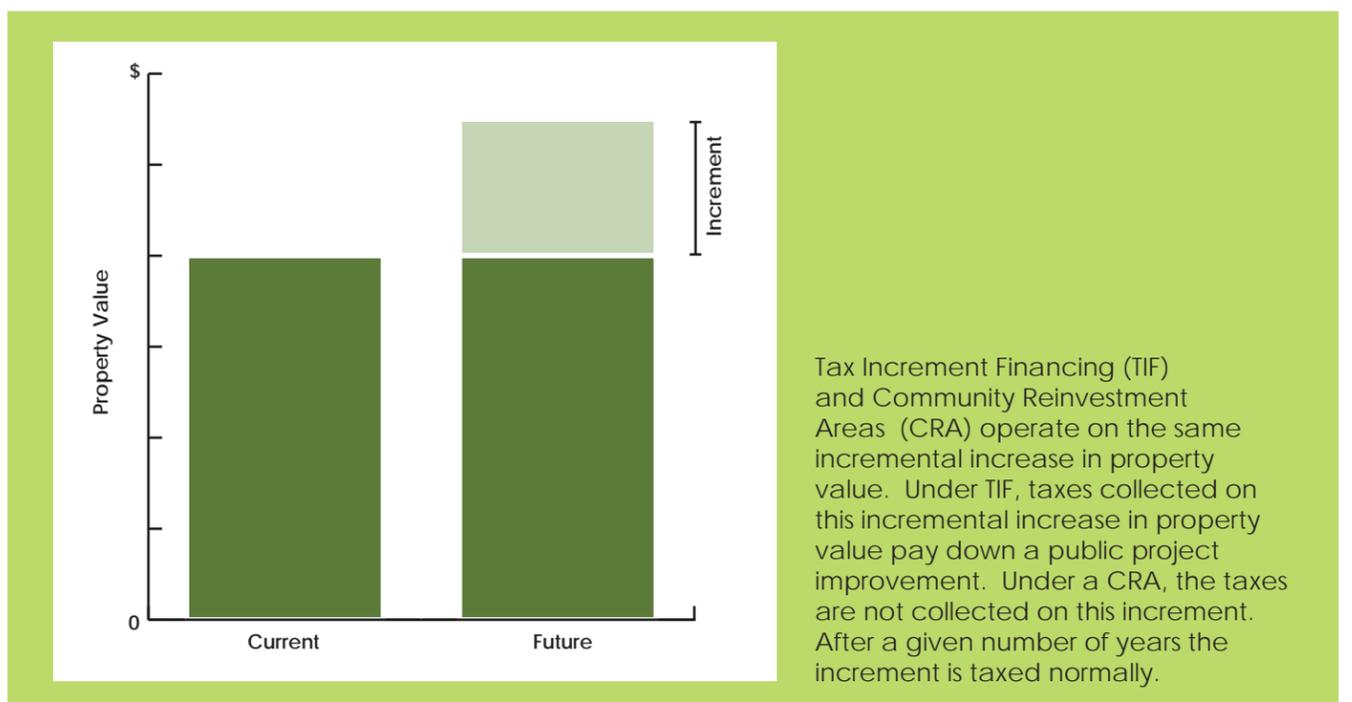
Designating “blight” and “blighted area” has also been made more difficult in state code, which is sometimes required for TIF.

Fortunately, the Town Center CRA predates the 1994 changes to state code. It can be expanded twice without a supplemental agreement with the school district. Preserving the pre-1994 status is important as it makes the incentive faster to manage and easier to market.

As the CRA is a tool to encourage redevelopment, the boundaries should be expanded to match the new zoning district boundaries. This will ensure that the development partially exempted will meet the desired form. It also focuses development near the Town Center core. This helps achieve a critical mass while making the most of the close-in Green Frame improvements.

Income Tax Repayment

Several area communities are experimenting with a device similar to TIF, but as applied to the municipal income tax instead of the property tax. This type of incentive agreement is directly tied to a different increment: job creation. Companies receive a partial repayment of the income tax generated by such jobs through agreements directly with the City.



Federal Rehabilitation Tax Credits

By listing the historic core on the National Register of Historic Places, owners of income-producing properties are eligible to receive a 20 percent Investment Tax Credit. Unlike a deduction, which decreases taxable income, a tax credit reduces the amount due. Credits can be syndicated up front to help generate capital for construction.

To qualify for the credit, the building must be a Certified Historic Structure and the work must be certified as meeting the Secretary of the Interior's *Standards for Rehabilitation*. The Ohio Historic Preservation Office reviews applications under this program.

Ohio has recently finished reviewing applications for a state program providing a 25 percent tax credit. The program limited applications under a two year trial. The General Assembly may make additional credits available at a future date.

COMPETITIVE GRANTS FOR PUBLIC IMPROVEMENTS

Community Development Block Grants (CDBG)

Grove City is in an entitlement county, meaning that Franklin County is responsible for disbursing the CDBG funds from the federal government. The county's Department of Economic Development and Planning identifies priority funding goals in line with those published by the Department of Housing and Urban Development (HUD). As a part of these priorities,

they have identified census block groups to receive priority consideration. One of these block groups covers a portion of the Town Center north of Park Street. These funds would be an ideal compliment to local funding to implement the Green Frame.

Federal Highway Administration (FHWA) Transportation Enhancements

The Federal Highway Administration has money available for transportation enhancements. These enhancements must be related to surface transportation, but can cover a variety of activities (listed right). Again, these funds would be an ideal complement to local funding to implement the Green Frame.

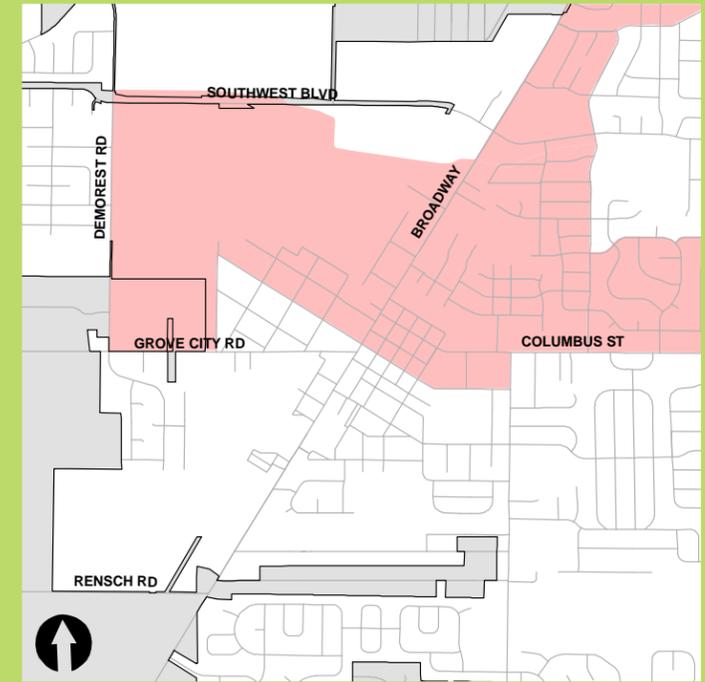
Clean Ohio Revitalization Funds (CORF)

Grove City is not among the Ohio Department of Development designated eligible areas for use of the Clean Ohio Assistance Funds (COAF), used to fund environmental reviews to investigate the need for CORF. CORF is available on a competitive basis for brownfield remediation. Whether there are any Town Center properties eligible for CORF requires further investigation.

Other Competitive Grants

Like CDBG and CORF, other funds are available on a competitive basis. The Ohio Public Works Commission (OPWC) and the Ohio Department of Development's Job

Franklin County Department of Economic Development and Planning has identified census block groups for priority consideration for Community Development Block Grants.



FHWA Transportation Enhancements 12 Qualifying Activities

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs.
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities.
8. Preservation of abandoned railway corridors.
9. Inventory, control, and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation
 - (i) to address water pollution due to highway runoff; or
 - (ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.



The Town Center Commercial Revitalization grant program funds exterior improvements, such as outdoor lighting.

Ready Sites (JRS) program offer funds for infrastructure improvements contingent on the project conditions, goals, and availability of matching funds.

GRANTS FOR PRIVATE IMPROVEMENTS

Both Clean Ohio Revitalization Funds and Job Ready Sites grants can be used for private improvements. Typically a non-profit entity, such as a community development corporation or community improvement corporation initiates the grant process, though there are some provisions for for-profit enterprises to obtain the state's funding.

Town Center Commercial Revitalization Grants

The Town Center Commercial Revitalization (TCCR) program currently funds projects within the Historic Preservation Area (HPA). Grove City provides 50 percent matching funds of up to \$1,000 to property owners for a variety of façade improvements. Few town centers offer similar ongoing programs through the general fund.

The TCCR should refocus on the commercial core along Broadway, not the current extent of the HPA.

For the amount of money offered, applicants still must spend significant time and/or money seeking the proper approvals and permits. Grove City's Development Department or the Merchants' Association could arrange to work with specific contractors or designers for a specific round of improvements

targeted at lighting, signage, etc. This would simplify the communications, and thus time necessary to approve the estimates, permits, and the work itself. Waiving the permit or approval fees may also add additional incentive to use the program.

Consider expanding the program to cover Phase I and Phase II Environmental Review where the property owner or potential buyer has a plan for more intensive adaptive reuse of a potentially contaminated property in and around the commercial core.

TCCR Eligible Improvements

- Facade painting
- Signage (new or replacement)
- Awning and canopy (new, replacement or cleaning)
- Window replacement or repair
- Entryway enhancements
- Exterior lighting
- Parking lot (replacement, additions, or striping)
- Dumpster enclosures
- Structure repairs
- Permanent landscaping
- Other exterior maintenance

**IMPLEMENTATION NOTES:
ABOUT THE GREEN FRAME**

The Green Frame represents opportunities Grove City has to overcome physical barriers to redevelopment and improve the public realm through public investment, as discussed in earlier sections of this plan. The construction cost, based on second quarter 2008 data, ranges from \$6.9 to \$7.8 million, not counting the cost of land acquisition. These improvements can take place over a number of years, as the city can make money available.

Project	Estimate*	
	Low	High
Realignment of Mill Street	\$288,288	
Bike Path North of Cleveland Ave	\$205,592	
Franklin Street and Alley	\$357,729	
Extension of Meadow Lane	\$314,806	
Parking Lot 1	\$257,400	\$411,840
Parking Lot 2	\$193,050	\$308,880
Parking Lot 3	\$277,512	\$444,015
Parking Lot 4	\$559,488	\$852,280
Parking Lot 5	<u>\$214,055</u>	<u>\$342,485</u>
	\$2,667,919	\$3,525,915
Sidewalk Infill	\$1,959,066	
Streetscape Improvements	<u>\$1,659,375</u>	
	\$3,618,441	
Parks	\$650,000	
Total	<u>\$6,936,360</u>	<u>\$7,794,356</u>

* does not include land acquisition costs

**IMPLEMENTATION NOTES:
ABOUT REDEVELOPMENT OPPORTUNITIES**

Redevelopment opportunities largely remain a matter of private decision-making. The opportunities highlighted in this section emerge from the regulatory and Green Frame infrastructure changes. The possibilities are meant to be illustrative, not predictive or prescriptive, as private property owners have their own goals and motives. Overall, the plan is designed to increase the range of possibilities available to them.

Beyond the regulation changes, Green Frame infrastructure improvements, and financial incentives, the City can take a role in other activities to encourage redevelopment, such as land assembly and marketing. The City may also delegate these activities to the Grove City Community Improvement Corporation.

ACTION STEPS

Adopt the plan.

Adopt the new zoning ordinance.

Change and expand the limits of the CRA.

Acquire the old rail spur from CSX.

Make the Bimco building trade with Sound Communications.

Develop a Capital Improvements Program to implement the Green Frame over five years. Seek CDBG funding for some improvements north of Park Street, as well as other public funding where projects qualify.

Seek developer interest in housing development projects.

APPENDICES

The discussions, analyses, assessments, and studies generated in support of the Grove City Town Center Plan are appended for reference material.

Appendix A: Market Analysis

- Executive Summary
- Demographic and Business Trends
- Real Estate Market Trends
- Results of Merchant Interviews
- Results of Shopper Surveys

Appendix B: Identification of Area Assets and Issues

- Town Center Assets
- Trends Affecting Community Development and How We Live In America
- Physical Constraints Assessment
- Regulatory Barriers Assessment

Appendix C: Case Studies

- 1200 Grandview Avenue
- Redevelopment Housing Density as a Planning Tool
- Incubators
- TechColumbus-The Business Technology Center
- Great Parks and Streets Can Spur Redevelopment

Appendix D: Special Studies

- National Register of Historic Places Evaluation
- Park Street Extension
- Windsor Park
- The Hadler Center

Appendix E: Land Use Inventory