

# THE WEST END NEIGHBORHOOD PLAN

MANSFIELD, OHIO

OCTOBER 2020



PREPARED FOR:  
THE CITY OF MANSFIELD  
RICHLAND COUNTY LAND BANK  
RICHLAND COUNTY DEVELOPMENT GROUP

PREPARED BY:

**EDGE**



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# INTRODUCTION

The West End neighborhood of Mansfield is located south and west of the downtown core and includes a diverse pattern of streets and land uses. While predominantly a residential neighborhood, many other land uses can be found along major corridors including significant institutions such as Ohio Health Mansfield Hospital and the St. Peter's School. Like many aging districts, the neighborhood has suffered in the past from disinvestment and abandonment. As such, the neighborhood has become a high priority for the City of Mansfield in terms of strategic investments and partnerships.

This plan represents a significant step forward by preparing a "blueprint" to guide neighborhood investment for the long-term while focusing on near-term action steps. The plan establishes standards for public streets throughout the neighborhood while focusing on specific improvements to one of its most critical corridors – Glessner Avenue.

## PROJECT LIMITS

The limits of this plan are generally Marion Avenue/Park Avenue West to the west and north, South Main Street to the east, and Glessner Avenue to the south. This plan focuses specifically on the public right-of-way of the streets found within the West End neighborhood. This allows the City to align and prioritize potential funding opportunities toward the most impactful improvement projects.



### LEGEND

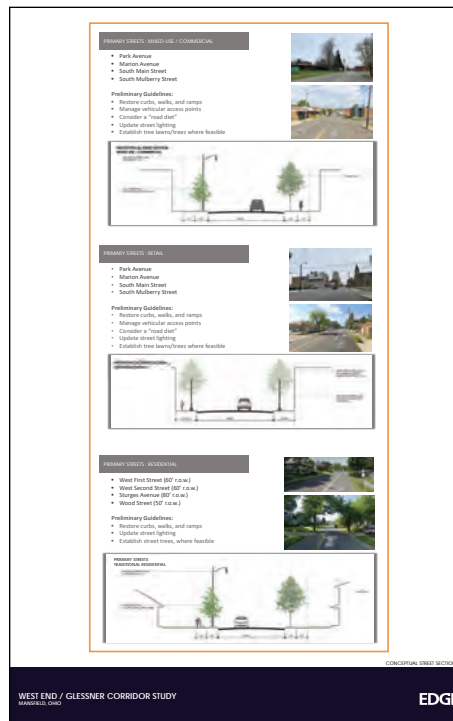
— PROJECT LIMITS

## PLANNING PROCESS

The West End Neighborhood Plan was initiated in April of 2020. An Advisory Group was established with representatives from the City of Mansfield, the Richland County Land Bank, and the Richland County Development Group. Several video conferences were held to review the analysis of the existing conditions of the neighborhood and potential recommendations for improvements. In July of 2020, a stakeholder meeting was held to review and comment on the preliminary recommendations. Based on this input, a final plan was developed with preliminary budgets for the near-term improvements.

The Advisory Group provided key input that led to the following principles that would guide the recommendations for improvements to the public realm and specifically, to Glessner Avenue.

1. Create a **SAFE + ACCESSIBLE** public streetscape
2. Establish a neighborhood **IMAGE + IDENTITY**
3. Provide solutions that are **DURABLE + MAINTAINABLE**





# NEIGHBORHOOD RECOMMENDATIONS

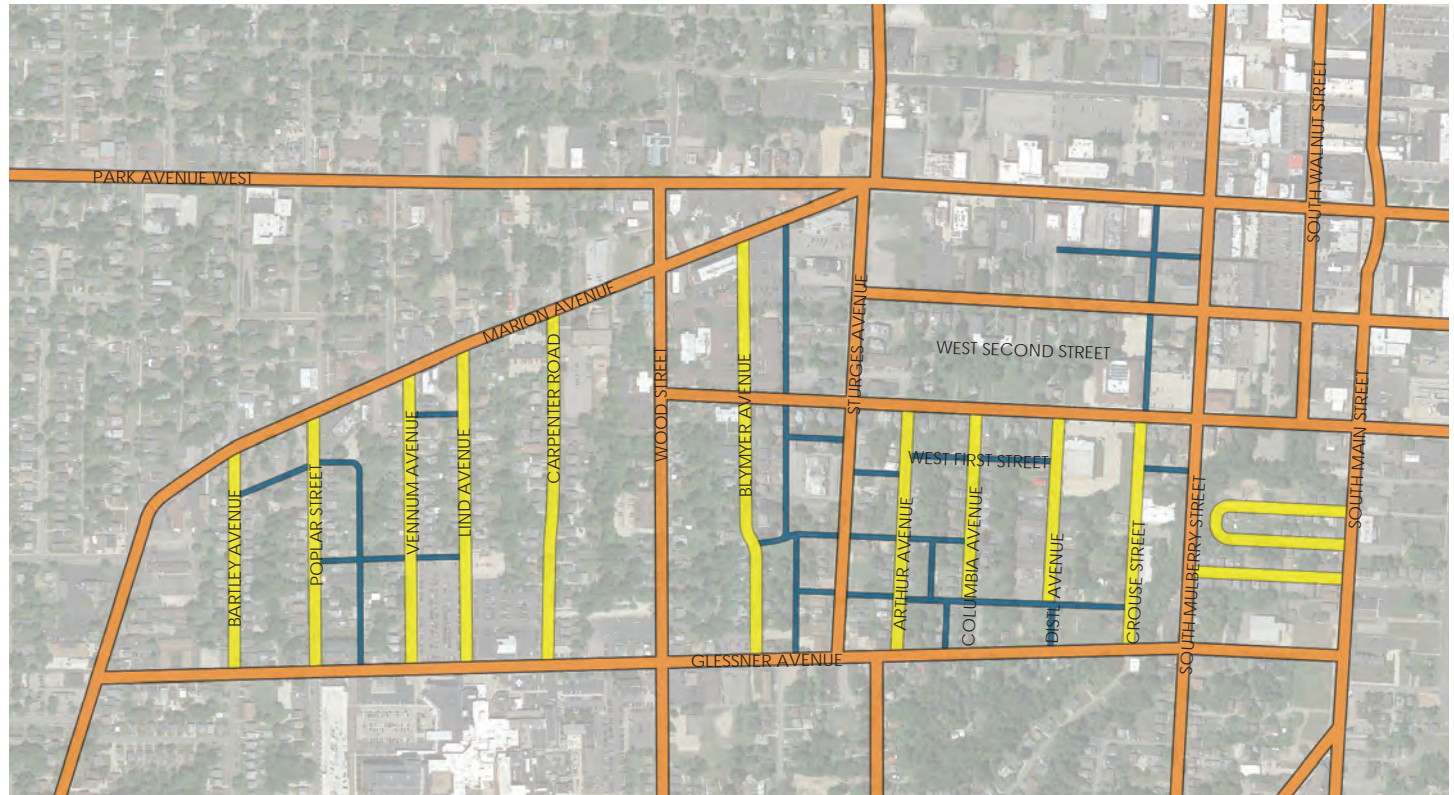
Over time, public roadway and streetscape improvements will be prioritized throughout the City and within the specific neighborhood of the West End. As funding becomes available for these projects, it is important that the West End neighborhood has a shared vision for how each specific street should be improved.

## STREET TYPOLOGIES

The neighborhood consists of a wide variety of street types. Some streets such as Marion Avenue and Park Avenue West consist of commercial land uses and high volumes of traffic while many other streets are dominated by residential land uses with on-street parking and tree lawns with sidewalks. With a variety of street types, there is also inconsistency in how similar streets are treated. Curbs, sidewalks, streetlights, and street trees are all elements of the typical street but may be applied differently based on the function of the street. The following exhibit categorizes the streets of the West End into distinct types. Guidelines and typical cross-sections are then provided for each street type.

### LEGEND

- PRIMARY STREETS
- SECONDARY STREETS
- ALLEYS



## PRIMARY STREETS: MIXED USE / COMMERCIAL

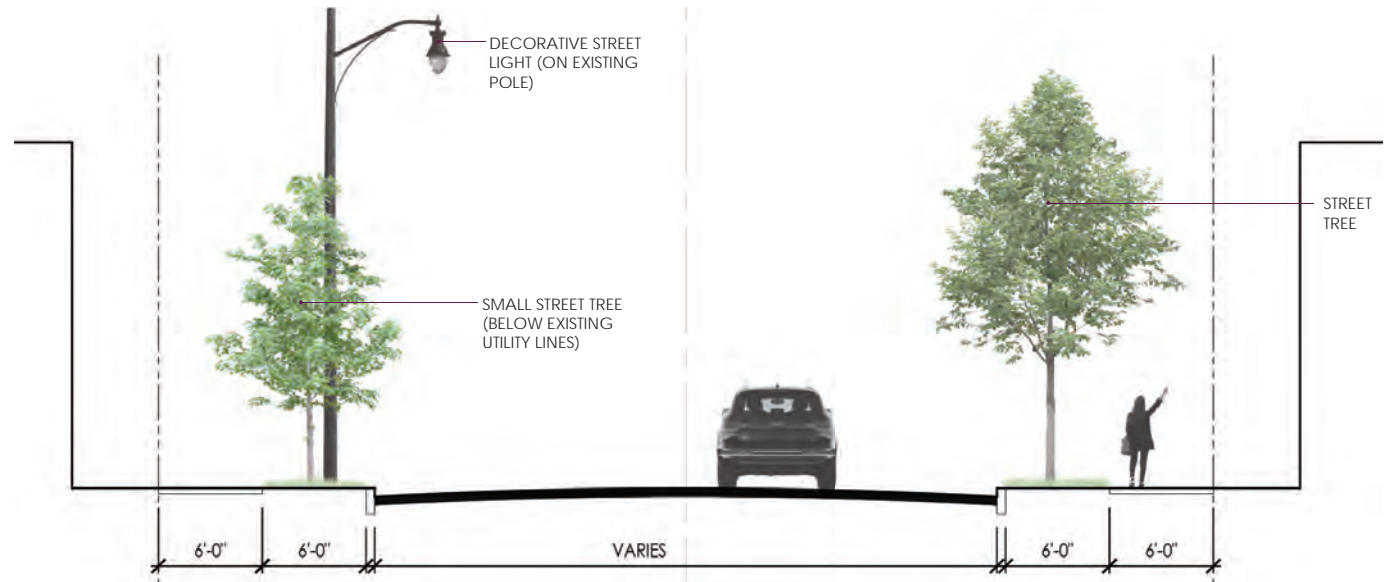
### CLASSIFIED STREETS

PARK AVENUE  
MARION AVENUE  
SOUTH MAIN STREET  
SOUTH MULBERRY STREET

### GUIDELINES

- RESTORE CURBS, WALKS AND RAMPS
- MANAGE VEHICULAR ACCESS POINTS
- CONSIDER A "ROAD DIET"
- UPDATE STREET LIGHTING
- ESTABLISH TREE LAWNS / TREES WHERE FEASIBLE

### PROTOTYPICAL STREET SECTION



### CONSIDERATION OF A "ROAD DIET"

Many communities have been transforming corridors that once had much larger volumes of traffic through the use of a "road diet". Before making improvements to any of the Primary Streets within the West End, consideration should be given to how the street could best function in the future for both vehicles and pedestrians. Is the road wider than necessary based on current and anticipated traffic volumes? If so, consider opportunities to relocate the curb(s) to enhance the pedestrian streetscape and/or add dedicated bike lane(s) within the street.





# PRIMARY STREETS: RETAIL

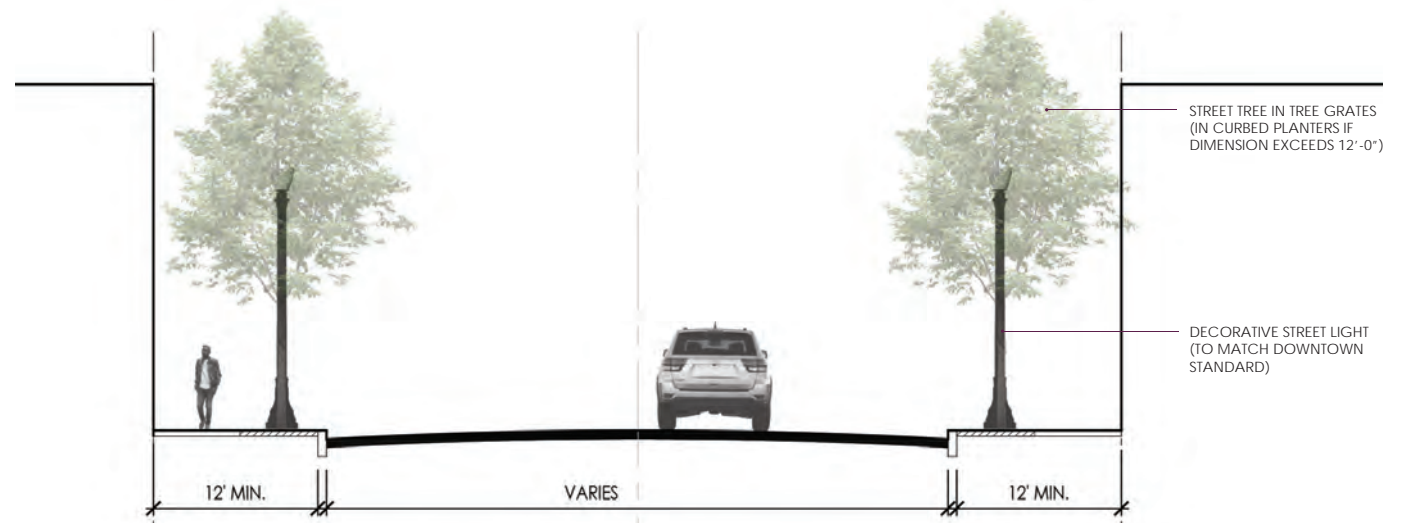
## CLASSIFIED STREETS

PARK AVENUE  
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## PROTOTYPICAL STREET SECTION



# PRIMARY STREETS: RESIDENTIAL

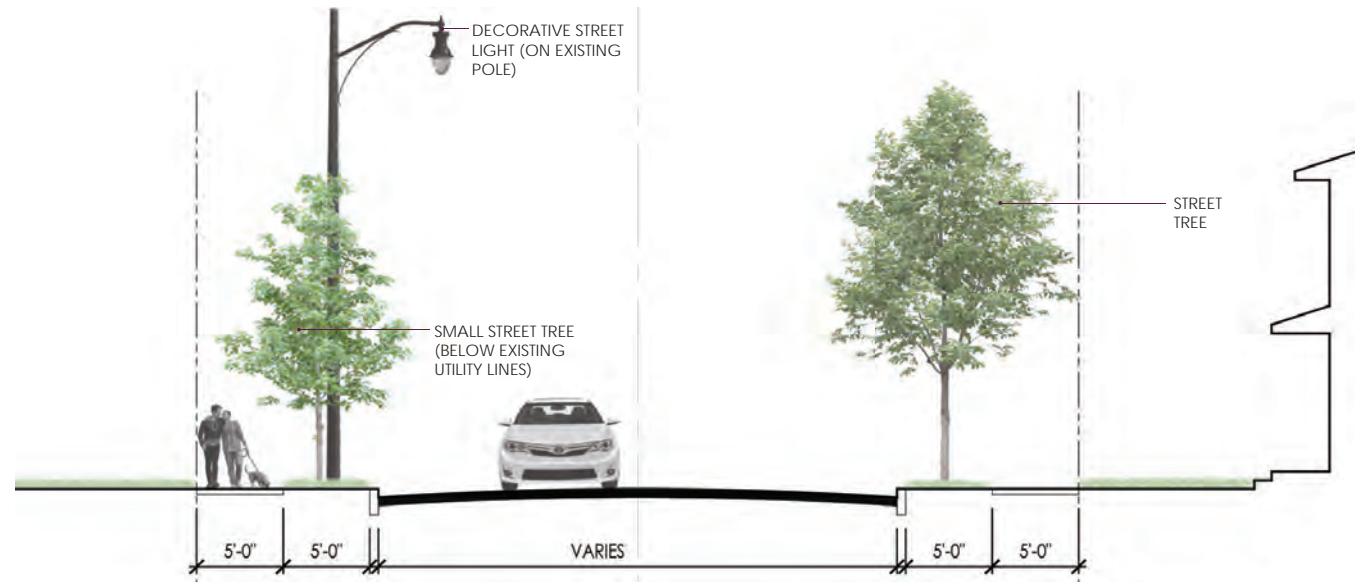
## CLASSIFIED STREETS

WEST FIRST STREET (60' r.o.w.)  
WEST SECOND STREET (60' r.o.w.)  
STURGES AVENUE (80' r.o.w.)  
WOOD STREET (50' r.o.w.)

## GUIDELINES

- RESTORE CURBS, WALKS AND RAMPS
- UPDATE STREET LIGHTING
- ESTABLISH TREE LAWNS / TREES WHERE FEASIBLE

## PROTOTYPICAL STREET SECTION





## SECONDARY STREETS: TRADITIONAL RESIDENTIAL

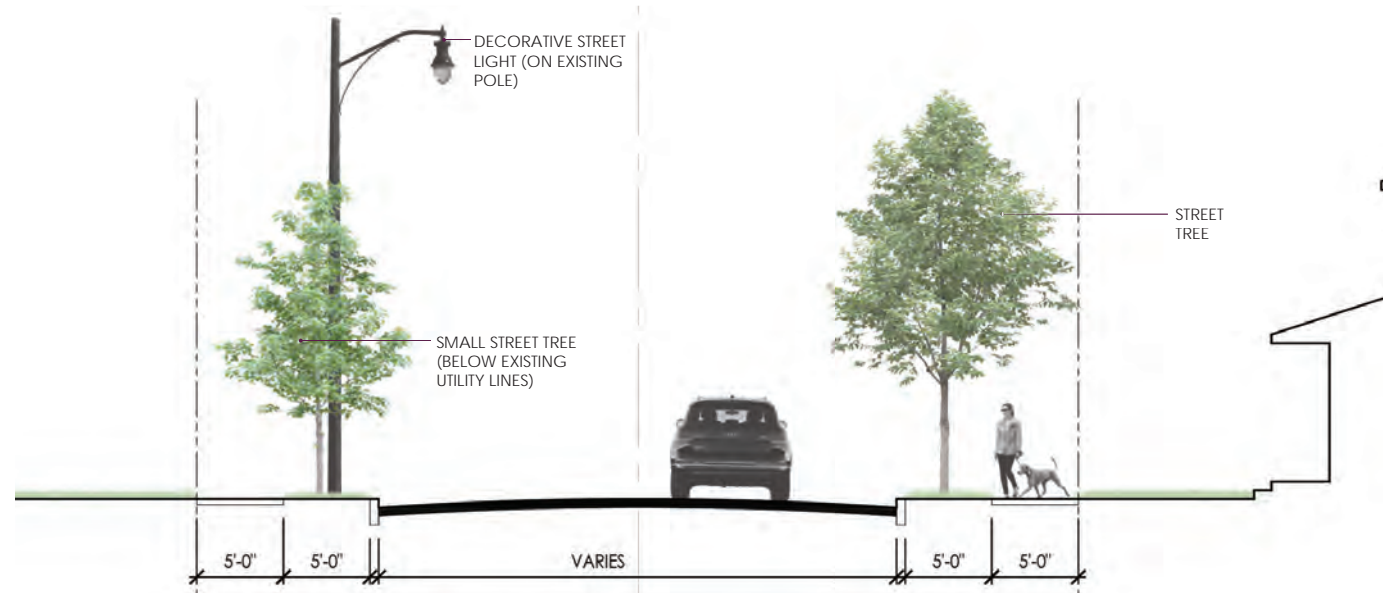
### CLASSIFIED STREETS

POPLAR STREET (50' r.o.w.)  
VENNUM AVENUE (60' r.o.w.)  
CARPENTER ROAD (60' r.o.w.)  
BLYMYER AVENUE (50' r.o.w.)  
COLUMBIA AVENUE (60' r.o.w.)  
CROUSE STREET (60' r.o.w.)

### GUIDELINES

- RESTORE CURBS, WALKS AND RAMPS
- UPDATE STREET LIGHTING
- ESTABLISH TREE LAWNS / TREES WHERE FEASIBLE

### PROTOTYPICAL STREET SECTION





## SECONDARY STREETS: NON-TRADITIONAL RESIDENTIAL

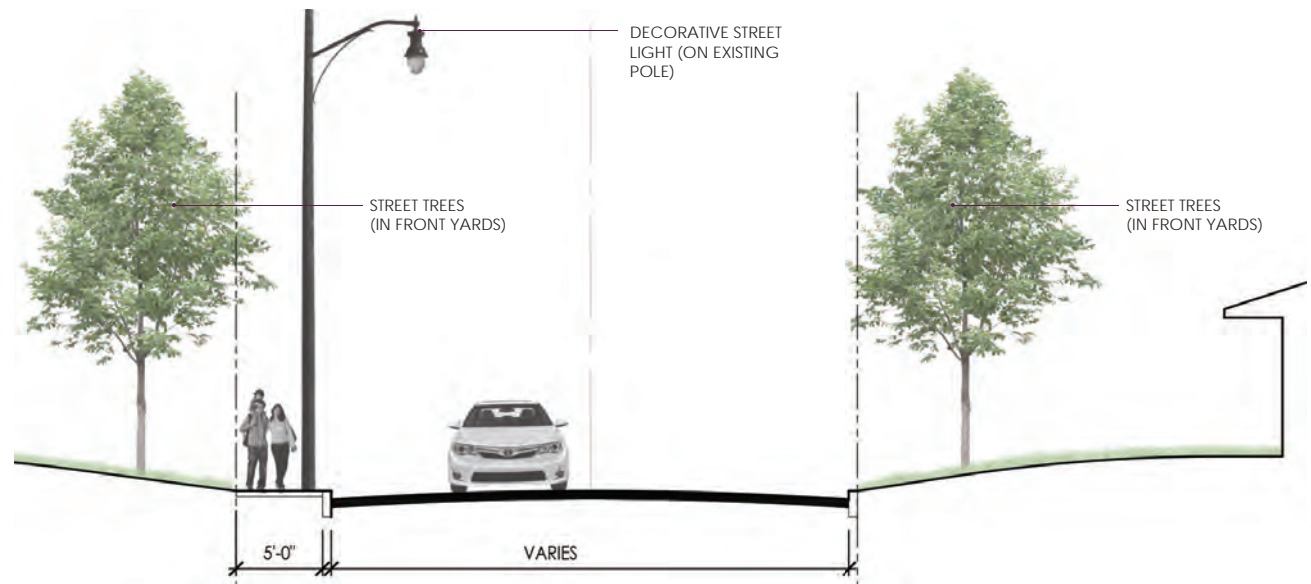
### CLASSIFIED STREETS

LIND AVENUE (35' r.o.w.)  
ARTHUR AVENUE (40' r.o.w.)  
DISTL AVENUE (30' r.o.w.)  
AUGUSTINE AVENUE (18' r.o.w.)  
WILLIAMS AVENUE (18' r.o.w.)  
WEST ARCH STREET (16' r.o.w.)

### GUIDELINES

- UPDATE STREET LIGHTING
- ESTABLISH PEDESTRIAN WALK ON ONE SIDE OF THE STREET
- ENCOURAGE SHADE TREE PLANTING IN PRIVATE FRONT YARDS

### PROTOTYPICAL STREET SECTION



# ALLEY

## CLASSIFIED STREETS

FULLER COURT  
SPRUCE STREET  
ADDITIONAL UNNAMED PUBLIC  
RIGHT-OF-WAYS

## GUIDELINES

- MAINTAIN VEGETATION TO ESTABLISH VISUAL SURVEILLANCE
- UPDATE OR ESTABLISH LIGHTING FOR SECURITY

## TYPICAL CHARACTERISTICS

- LIMITED RIGHT-OF-WAY
- LOW TRAFFIC VOLUMES / SPEEDS
- LOW VISIBILITY (TYPICALLY)
- INCONSISTENT MAINTENANCE







# GLESSNER AVENUE RECOMMENDATIONS

## GLESSNER AVENUE INFLUENCES

Early in the planning process for the West End neighborhood, the Advisory Group identified several factors that established Glessner Avenue as a high priority corridor. First, Glessner Avenue provides the most direct route to the neighborhood's largest employer and destination – Ohio Health Mansfield Hospital. For many visitors to the neighborhood, Glessner Avenue is their primary experience as they approach from the east (Main Street) or from the west (Marion Avenue). Residents of the West End neighborhood also utilize Glessner Avenue to access health services, commercial uses, and mass transit.

Another observation that was made by the planning team and Advisory Group was the general lack of accessible public open space within the neighborhood. The following Open Space exhibit illustrates the existing parks within the area and a five-minute walk ring from each of them. Ritter's Run Park is just south of the neighborhood, but it lacks visibility and flexible open areas. With Glessner Avenue being the primary neighborhood corridor, the need to identify a potential public open space for community gathering and recreation became a goal for the Glessner Avenue corridor.



### LEGEND

- GATEWAYS / DESTINATIONS
- PRIMARY STREETS
- SIGNALIZED INTERSECTIONS



### LEGEND

- 5 MINUTE WALK RING (1/4 MILE)

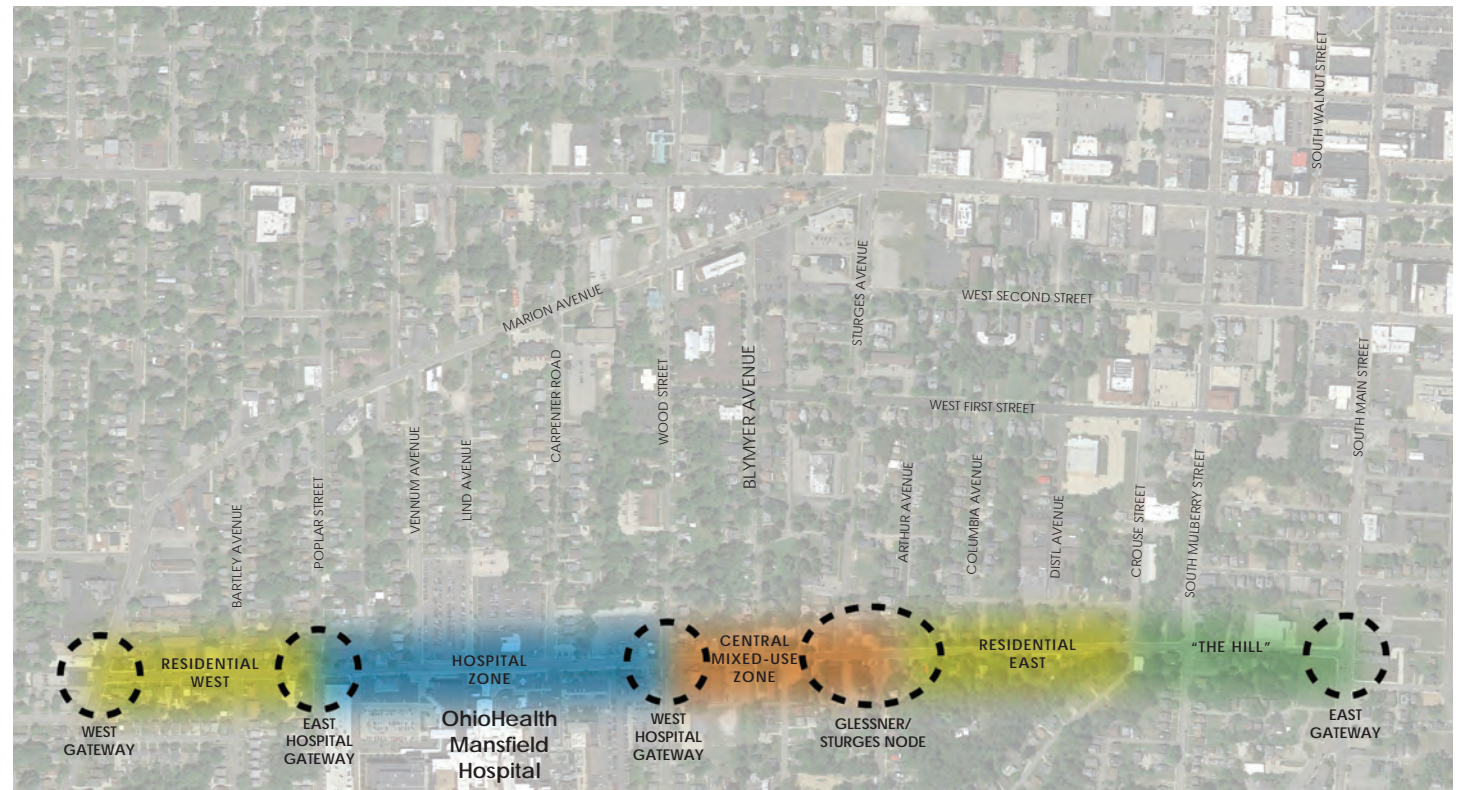


# GLESSNER AVENUE FRAMEWORK

Through input from the Advisory Group and field observations by the planning team, a basic framework was established to organize recommended improvements for the Glessner Avenue corridor. The corridor has been compartmentalized into the following segments.

1. **The Hill.** This area includes the east gateway into the neighborhood at South Main Street. In the near term, the right-of-way dimension of Glessner Avenue, between South Main Street and South Mulberry Street, is constrained to forty feet. In addition, walls and slopes border this right-of-way which creates additional physical barriers to improving the safety and aesthetics of the corridor in this area. In this zone, efforts should be made to acquire properties that front the Glessner Avenue corridor and/or collaborate with adjacent property owners to acquire additional right-of-way. This could also occur through a coordinated effort to redevelop properties in this area.
2. **Residential East and West.** These two zones have primarily single-family homes along both sides of the street. Parallel parking is permitted along one side of the street. Pedestrian zones represent the biggest opportunity for improvements in the form of wider tree lawns, street trees, and decorative streetlights. See the before and after images on this page for these potential improvements within the Residential East zone.
3. **The Hospital Zone.** Between Wood Street and Poplar Street is the zone that is largely defined by Ohio Health Mansfield Hospital. The healthcare land uses and the treatment and maintenance of the streetscape reinforces this area as a distinct zone and destination.

4. **Central Mixed-use Zone/Glessner & Sturges.** Finally, this area to the east of the hospital zone represents the highest priority area for near-term improvements. The north/south intersection of Sturges Avenue with Glessner Avenue introduces additional traffic and pedestrian conflicts which can be improved with streetscape enhancements. Neighborhood destinations including the laundromat, a day care, a church, and the Dairy Queen are also located within this zone.



# PHASE 1 IMPROVEMENTS

The area from Sturges Avenue to Wood Street represents a near term opportunity to significantly enhance the safety, accessibility, and the aesthetics of the Glessner Avenue corridor. The following preliminary site plan and recommendations are followed by a series of before and after images to illustrate the proposed improvements.

## RECOMMENDATIONS:

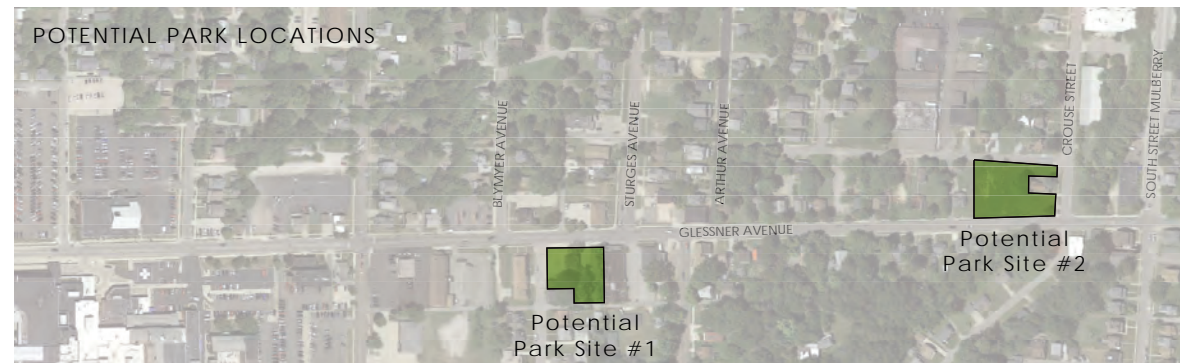
- Repair and/or replace existing vehicular curbs, drive aprons, pedestrian sidewalks, and ramps.
- Locate pedestrian sidewalks to maximize tree lawn areas. Establish street trees between the vehicular curb and the pedestrian sidewalks.
- Reinforce critical pedestrian crossings with decorative crosswalks.
- Provide additional pedestrian lighting with decorative streetlights located in the tree lawn. Add decorative banners to the light posts to reinforce corridor branding and identity.
- Where surface parking lots exist along the corridor, provide low (3' to 4' high) vegetative screens or decorative fences to diminish the view of the automobiles and improve the pedestrian environment.
- Utilize low retaining walls where possible to reduce slopes behind the pedestrian sidewalks. These walls can improve the aesthetics of the corridor while reducing the maintenance challenges of these steep slopes.

## GLESSNER PARK CONSIDERATIONS:

- Identify a highly visible location along the Glessner Avenue corridor to create a community recreation space.
- Consider a fitness/wellness themed park that provides recreational opportunities for a wide range of abilities.
- Incorporate quality lighting and maintain views through the park to enhance safety and security.
- During the preparation of this study, several parcels were identified along the Glessner corridor as potential park opportunities. The City and other local partners should continue to evaluate these sites based on cost, availability, visibility, and access to the West End neighborhood.



## POTENTIAL PARK LOCATIONS





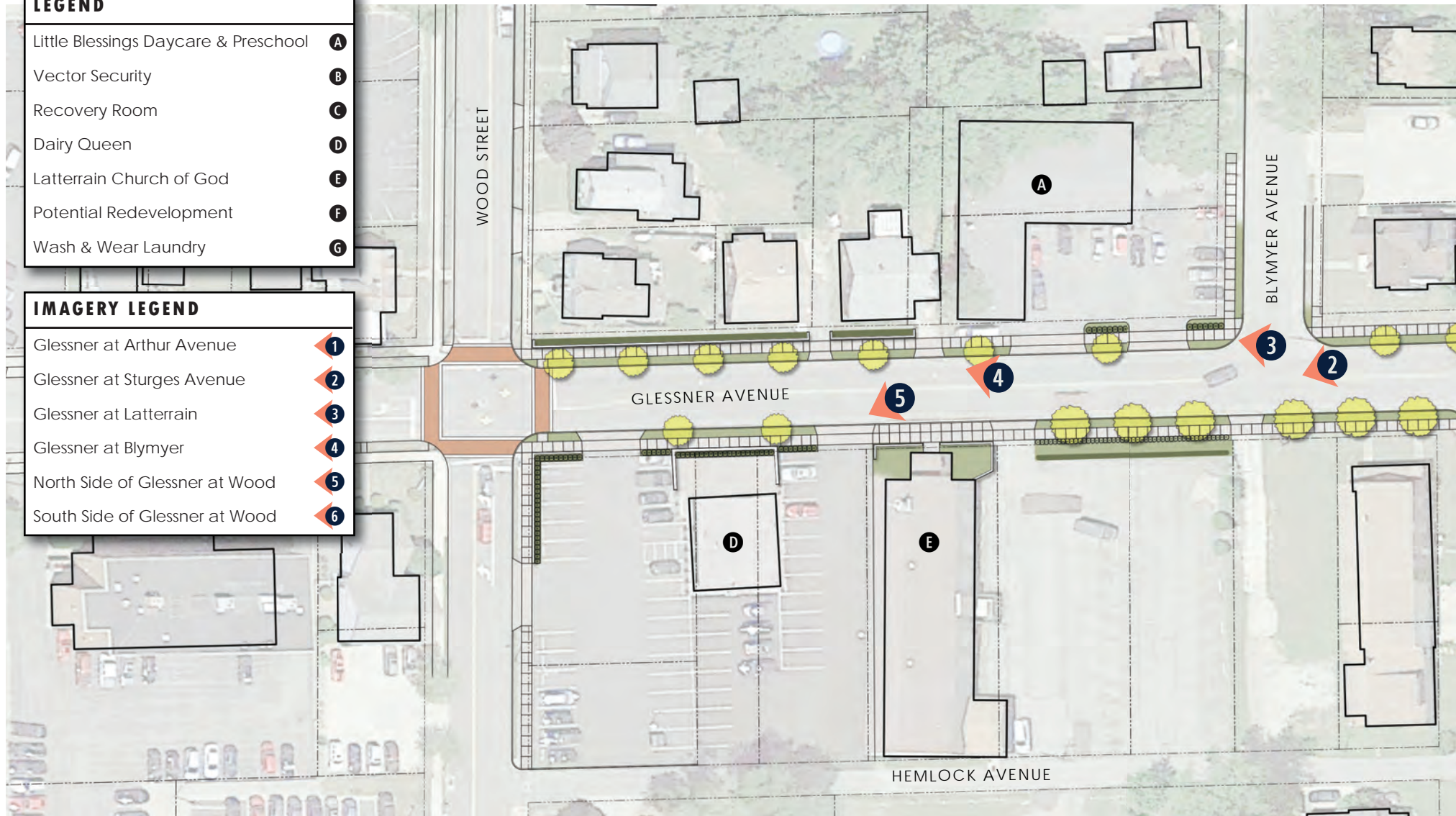
# CONCEPTUAL SITE PLAN

## LEGEND

- Little Blessings Daycare & Preschool (A)
- Vector Security (B)
- Recovery Room (C)
- Dairy Queen (D)
- Latterrain Church of God (E)
- Potential Redevelopment (F)
- Wash & Wear Laundry (G)

## IMAGERY LEGEND

- Glessner at Arthur Avenue (1)
- Glessner at Sturges Avenue (2)
- Glessner at Latterrain (3)
- Glessner at Blymyer (4)
- North Side of Glessner at Wood (5)
- South Side of Glessner at Wood (6)







## GLESSNER AT ARTHUR AVENUE 1





GLESSNER AT LATTERRAIN ◀ 2



## GLESSNER AT BLYMYER ③





**NORTH SIDE OF GLESSNER AT WOOD** 4





## SOUTH SIDE OF GLESSNER AT WOOD 5





## IMPLEMENTATION PLAN

As part of the creation of this vision for the Glessner Avenue corridor, the project team prepared a preliminary implementation budget. The following budget ranges represent the cost to provide final design/ engineering and construction of the Phase 1 improvements described in this plan from Arthur Avenue to Wood Street.

<b>Glessner Avenue Streetscape</b> (Arthur Avenue to Wood Street)	<b>\$650,000 - \$700,000</b>
<b>Glessner Park</b> (Location to be determined. Final site selection may impact construction cost)	<b>\$275,000 - \$300,000</b>