

ALEXANDER WOOLEDGE



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ABOUT ME

I am a Bachelor of Science in City and Regional Planning student, graduating magna cum laude in May 2018. I was raised in a small Rust Belt city outside of Cleveland (Lorain, Ohio, specifically) where I learned the impacts of land use and transportation systems at a young age. My childhood in a diverse, deindustrialized community has prepared me to be open and communicative with anyone and everyone in the planning process. I began planning as a child without even realizing what planning was; the built environment has always fascinated (and frustrated) me, and I've always had a genuine interest in how the world works.

My studies at The Ohio State University focus primarily on land use and transportation, in addition to understanding the public participation process. More specifically, I am interested in understanding urban shrinkage and how shrinkage processes relate to global cities, especially as global economic shifts continue to make sensitive places, like Detroit or Cleveland, more vulnerable to decline or growth.

My technical skills are lean more towards graphic design, particularly in using the Adobe Creative Suite. I have experience using Microsoft Office (Excel in most instances) to process data in ArcMap or Illustrator/InDesign to convey information in an easily digestible format. I really enjoy using Illustrator, and sometimes I make graphics just for fun! (like those that can be found in the "Skills - Adobe Creative Suite" section) I also enjoy reaching out to stakeholders in planning processes and conducting interviews, similar to my work with the Lorain Historical Society, where I interviewed varying people to understand demographic history and process information to be displayed in museum exhibits.



Thank you for taking the time to review my work!

If you would like to discuss anything you find in my portfolio or talk about planning in general, my additional contact information is the last section of this book and I'm always willing to converse in-person, via email, or over the phone.

JOHNSTOWN PARK & GREENWAY MASTERPLAN

In my Spring 2017 semester, I worked with Dr. Kim Burton's studio as part of the outreach team on the Johnstown Park and Greenway Masterplan. Our duties for outreach involved connecting with stakeholders and producing graphics for social media, in addition to informational deliverables for public meetings.

JOHNSTOWN PARK AND GREENWAY MASTERPLAN



SUMMARY

Community health through various programs that engage people in walking, hiking, bicycling, and other outdoor or indoor activities. Studies show that parks offer a range of medical benefits, including lower blood pressure and cholesterol levels, more rapid recovery from surgery, fewer minor medical complaints, and lower self-reported stress.

DID YOU KNOW...

75 percent of adults believe parks and recreation must play an important role in addressing America's obesity crisis American Public Health Association telephone survey.

In a study published by the CDC, creation of, or enhanced access to, places for physical activity led to 25.6 percent increase in the percentage of people exercising on three or more days per week.³³

Community health focuses on creating and improving existing opportunities that encourage safe outdoor activities, community interaction, and a general sense of place for the community.



Deliverables for the village included informational fact sheets and brochures that the local planner and city council are able to use at future meetings to distribute information about park planning processes. They are designed to be easy to print in an office and assembled with minimal effort.



Johnstown, Ohio
Park & Greenway
Master Plan

Preservation:
Maintain the rural and natural character of the area by providing the recreational needs that enhance the social, cultural, and historical heritage of the community.

Diversity
Provide a variety of park and open space programming that can appeal to the wide range of age groups that call this community home.

Connectivity:
Create a network of greenways that tie the parks and recreational facilities together, provide financial opportunity for the community, and promote the use of non-motorized movement.

Community Health:
Creating and improving existing opportunities that encourage safe outdoor activities, community interaction, and a general sense of place for the community.



JOHNSTOWN, OHIO
PARK & GREENWAY
MASTER PLAN





AUTONOMOUS VEHICLE PLANNING IN DOWNTOWN COLUMBUS

"What will downtown Columbus look like in 35 years with the implementation of autonomous vehicles?"

Over the course of several months, we made some key findings; mostly, everything is speculative right now. In the compiled reports, we did find that the most common year for a shift from conventional to autonomous vehicles (AVs) was 2035. We normalized data in the research to determine a conservative estimate that, if technology continues as it presently is progressing, nearly **one quarter of all American vehicles will be autonomous by the year 2035**. My role in the studio was to map changes in downtown Columbus relevant to the shift and to help focus on different policies that would be necessary to mitigate the negative impacts of AVs on the urban core and suburban periphery.

DOWNTOWN COLUMBUS AV PLANNING

LIKELIHOOD OF REDEVELOPMENT

The Traffic Analysis Zone (TAZ) map scores city blocks based on four categories: historical value, street frontage and plan, height and building mass, and condition/age. Our group included an additional category we call "specialty use" to identify land/buildings that are particularly immune to future redevelopment. These scores were derived based on the research conducted of susceptibility to change with adoption of autonomous vehicles. The scores are useful for visually displaying what sections of downtown will change based on the aforementioned categories within the upcoming 15 to 20 years. The downtown TAZs are overlaid with each city block's respective building footprint, with the darker footprints being more susceptible to change and the lighter footprints less susceptible to change.

(Ranked on a scale from 1 to 5, 1 being the least likely to change and 5 being the most likely):

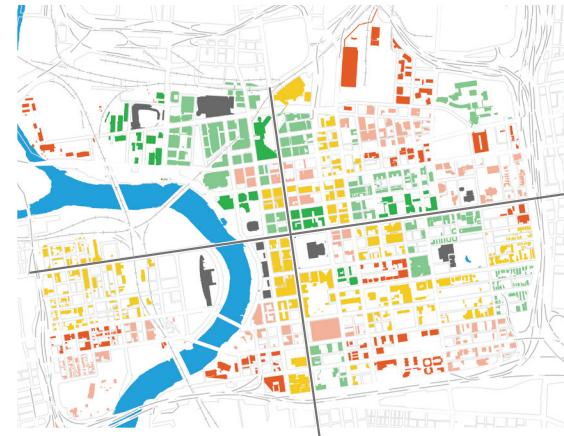
HISTORICAL
1 - Indispensible "cultural treasures" (ex: LeVeque Tower)
2 - More indispensible than disposable
3 - Right in between
4 - More disposable than indispensible
5 - Disposable (ex: Ohio Chamber of Commerce building)

MASS/HEIGHT
1 - Tall, highly utilized, taking up multiple blocks
2 - Taller and wider
3 - Mid-rise, taking up about one block
4 - Shorter and narrower
5 - One to two stories, only taking up part of a block

SITE PLAN
1 - Pedestrian-oriented design that encourages use
2 - More pedestrian-oriented than car-oriented
3 - Right in between
4 - More car-oriented than pedestrian-oriented
5 - Car-oriented, parking dominated, suburban character

SPECIALTY USE
1 - Highly specialized and highly demanded
2 - More specialized and more highly demanded
3 - Common/mixed use
4 - Less specialized or less highly demanded
5 - Highly specialized use that is becoming obsolete

CONDITION
1 - Newly constructed or renovated, almost no wear and tear
2 - Newer and less worn down
3 - Right in between
4 - Older and more worn down
5 - Old, abandoned, obvious dilapidation



TAZ SCORE KEY
Sum of 5 criteria scores

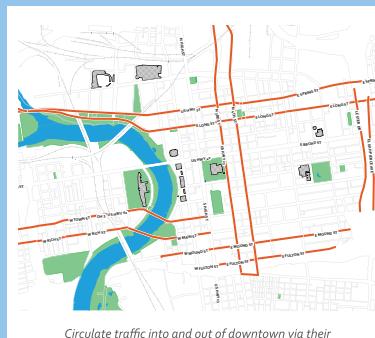
5-7	[Unlikely to Change]
8-11	
12-16	
17-21	
22-25	[Likely to Change]
Specialty Use	
Traditional Thoroughfares	

LIKELIHOOD OF REDEVELOPMENT MAP

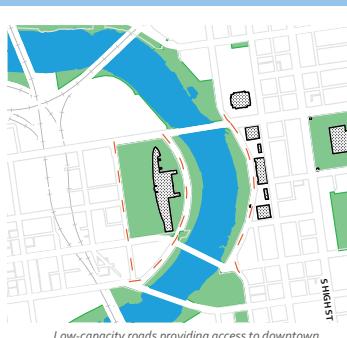
ROAD HIERARCHY

In order to identify how downtown Columbus' road network might change in the next several years with the adoption of autonomous vehicles, the team developed a road hierarchy which categorizes different thoroughfares into a series of classifications.

ONE-WAY HIGHWAY CONNECTORS



RECREATIONAL THOROUGHFARES



TRADITIONAL THOROUGHFARES



SECONDARY THOROUGHFARES



SUSTAINABILITY

LEED & STORMWATER MANAGEMENT



My coursework at The Ohio State University has had a significant focus on sustainability and resiliency, from stormwater management and best management practices to implementing LEED standards into planning practices and assessing existing conditions relevant to site contexts.

Columbus offers a varied palette of policies reflecting the city's commitment to sustainability through stormwater management, public health and safety, and land-use and transit-oriented development. I have analyzed many of the city initiatives and policies to better understand how they can be implemented at various neighborhood and regional scales.

PLANNING FOR SUSTAINABILITY



SITE ANALYSIS

Our vision includes an ecological overhaul of West Campus at The Ohio State University to effectively manage and redirect urban runoff through best management practices to filter out pollutants and slow the flow of water into Columbus' combined sewer systems. The overarching goal of the city and university is to design an innovative green infrastructure plan that effectively manages stormwater runoff while benefitting the OSU community and nearby environment. The study site experiences both a humid and temperate climate with an average annual rainfall of 39 inches and average annual snowfall of 25 inches. In addition to common pollutants from cars, rock salt used during the winter in response to ice washes into the waterbodies, disrupting the equilibrium. By reducing impervious pavements, centralizing and increasing vegetation near highly polluted areas, and increasing our urban tree canopy, we can effectively redirect stormwater from the sewers to the ground, naturally filtering and slowing the rate of polluted runoff.

LEGEND

- Red hexagon: New Roads per Framework 2.0
- Yellow hexagon: Tree and Foliage Cover
- Purple hexagon: New parking structure per Framework 2.0
- Grey hexagon: Remaining surface parking per Framework 2.0
- Green hexagon: New bioswales
- Teal hexagon: New bioretention area



UNIVERSITY GOAL:
Double the overall campus tree canopy from 12.3% in 2016 to 24.6% in 2025.

FRAMEWORK 2.0:

In order to ensure a cleaner Olentangy River, the Riverbank North and South surface lots will be removed - a total of 332 parking spaces.

RETENTION POND

A new retention pond will have a volume of 103,000-foot³ for runoff stormwater. The positioning of the 8-foot retention pond will allow for 80-90% of polluted runoff to enter the pond instead of the Olentangy River. Ultimately, drains will lead directly to the pond where water can be processed before infiltrating groundwater and the river.

RAIN GARDEN

With a similar goal as the retention pond, the bioretention rain garden will help to treat rainwater at the source as well as reducing standing water in the area during heavy precipitation seasons.

GREEN ROOF GARAGE

With the removal of the 332 spaces from the riverbank surface lots, the new parking garage will have a green roof to help reduce riverbank erosion by slowing down the speed of stormwater by 65%. Additionally, the green roof will provide an educational experience for students to compliment the Howlett Rooftop Garden.

OUTCOMES

- Reduce impervious surface area by 5%
- Reduce stormwater runoff into the Olentangy River
- Reduce total maximum daily load (TMDL) for the Olentangy River
- Increase educational value
- Increase aesthetic value of West Campus

United States EPA Campus Rainworks Challenge, 2016

Kyle Depperman, Christopher Donohue, Jerry Chamberlain, Alaina Parrish, Taylor Price, Alexander Woledge

LORAIN HISTORICAL SOCIETY

A wide-angle photograph of a street parade in Lorain, Ohio. In the foreground, a marching band in dark uniforms plays brass instruments. To the right, a group of cheerleaders in white shirts and dark shorts march with pom-poms. Spectators line the street, some sitting on the sidewalk and others standing. In the background, a large crowd of people is gathered on a hillside, and a street sign for "PARKING" is visible on the left. The scene is filled with the energy of a community event.

In 2016, I walked into my local historical society and had an experience I will never forget; I asked if I could volunteer my time to work with them and understand my hometown better, and I was offered a paid internship with some of the kindest, most caring people I have ever met.

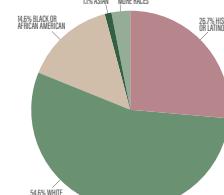
LORAIN HISTORICAL SOCIETY

I worked on creating a lot of graphic deliverables, like informational brochures and pamphlets, in addition to planning exhibit layouts and designing banners, posters, and presentations that went with those exhibits. I gained a lot of insight in how historical preservation functions, how to find sources of information that aren't available online, and how to interact with community members of varying demographics and interests.

My time with the Lorain Historical Society helped me to develop my skills in reaching out to stakeholders in person, over the phone, and through email. Additionally, I was able to learn more conversational ways to interview people and understand demographic differences in a historical context and in forward-looking development. Illustrated to the right is an example of working with various people (including city councilors that spoke Spanish) to help translate graphics and make information more appealing to a broad audience.

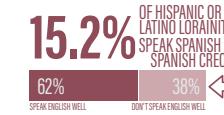
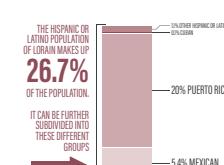
The next few pages include work from my time with the historical society; I cherish the work I was able to do with them, and feel that some of this work is my own art that I really appreciated being given the opportunity to create.

DEMOGRAPHICS OF LORAIN CITY



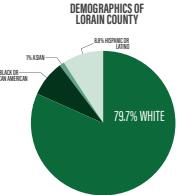
LORAIN CITY HAS A POPULATION OF ROUGHLY 63,885.

LORAINITES MAKE UP 21% OF THE COUNTY POPULATION.



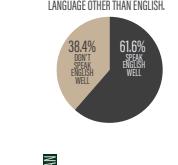
DATA RETRIEVED FROM 2014 U.S. CENSUS ESTIMATES. PRODUCED FOR THE LORAIN HISTORICAL SOCIETY.

DEMOGRÁFICOS DE LA CIUDAD DE LORAIN



LORAIN COUNTY HAS A POPULATION OF ROUGHLY 302,465.

PEOPLES IN LORAIN COUNTY MAKE UP APPROXIMATELY 2.6% OF THE POPULATION OF OHIO.



LOS HISPANOS O LOS LATINOS SON 26.7% DE LA POBLACIÓN.

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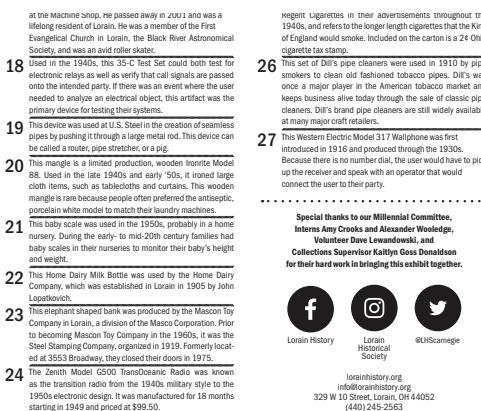
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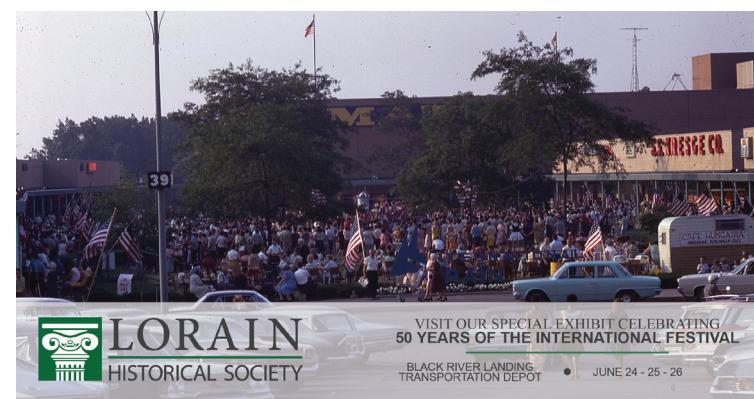
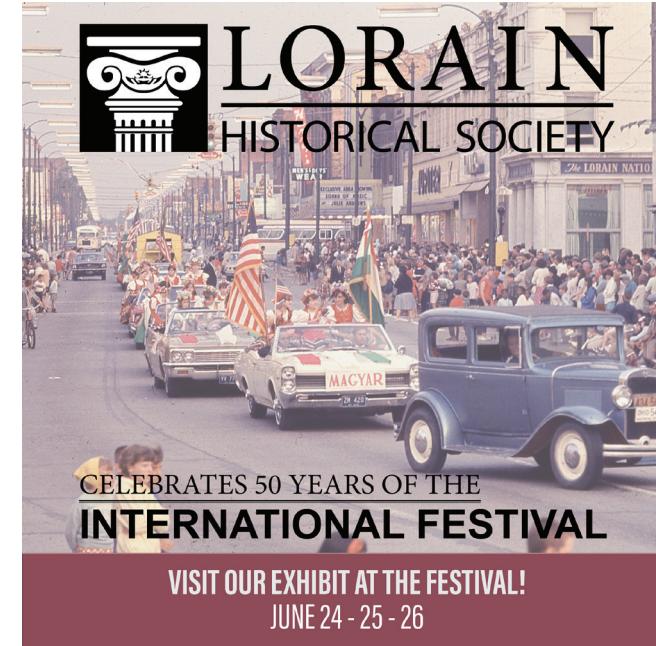
LHS - BROCHURES



ODD BALI

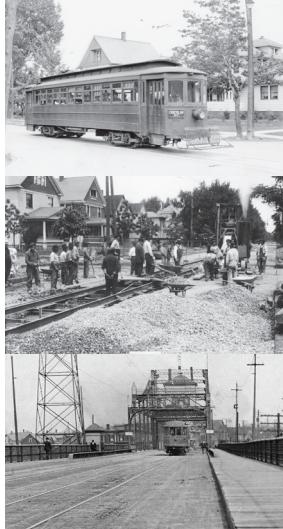


LHS - LOGOS AND SOCIAL MEDIA

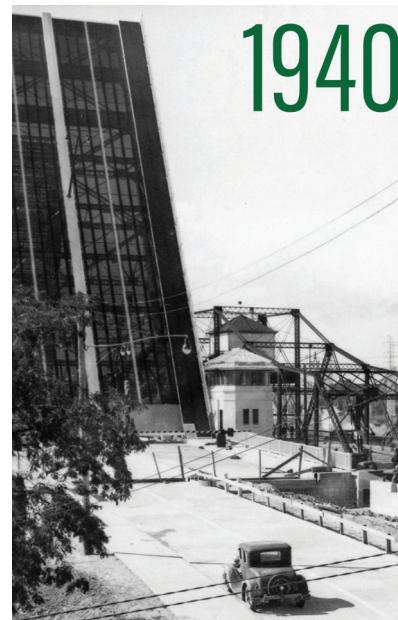


LHS - BANNERS

STREETCARS



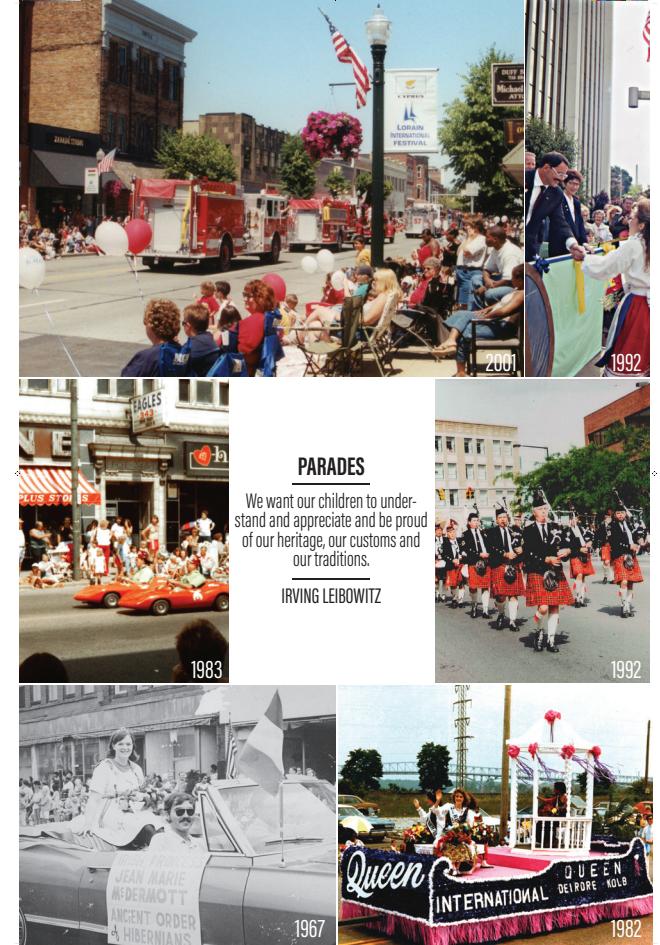
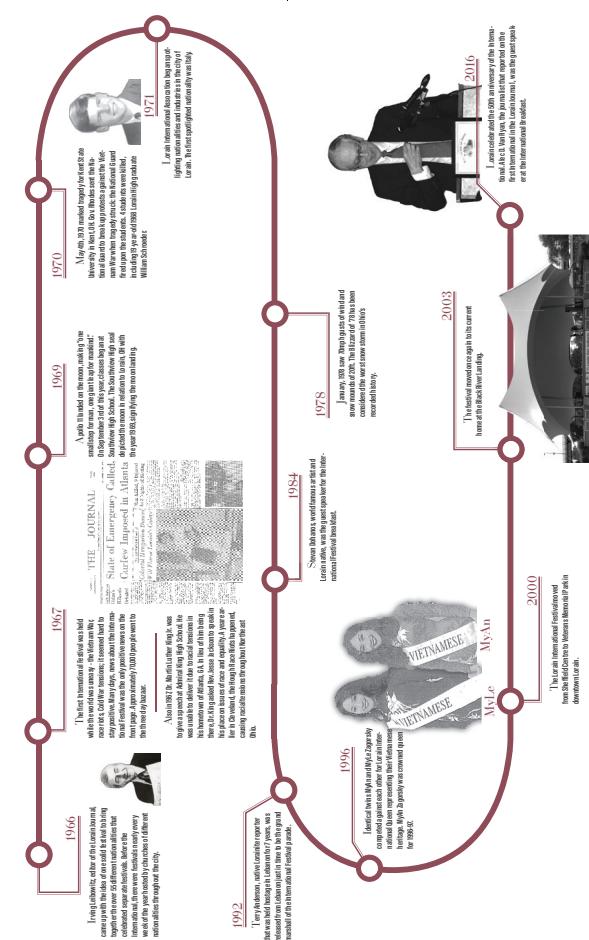
Historic neighborhoods, like the one that Leonard M. Moore lived in, were built around streetcar lines in Lorain.



On September 24th, 1940, both the Charles Berry Bascule and Henderson Memorial Bridges were dedicated. They are known as the "Twin Bridges."



LHS - POSTERS



PARADES

We want our children to understand and appreciate and be proud of our heritage, our customs and our traditions.

IRVING LEIBOWITZ

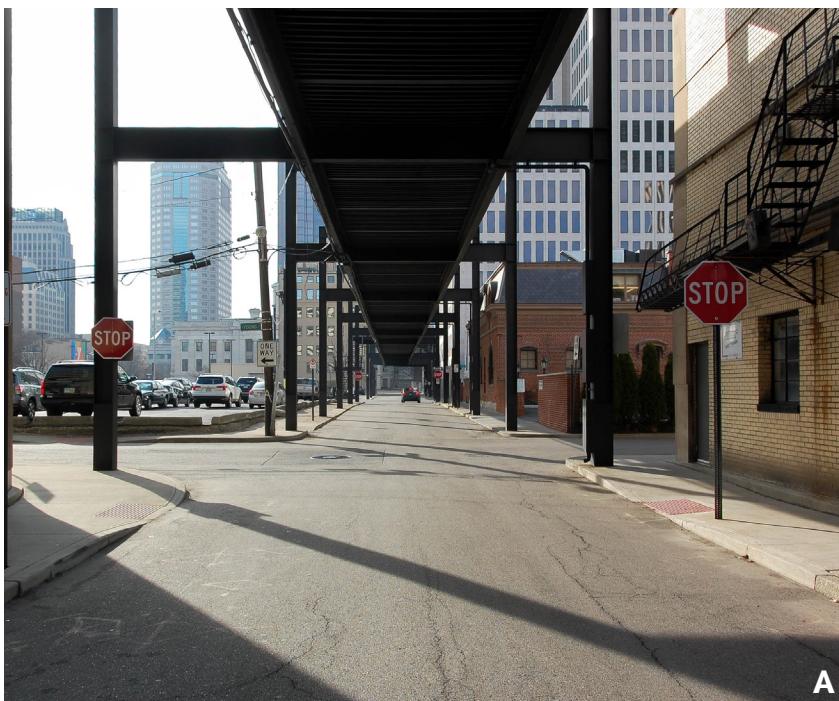
PHOTOC

COLUMBUS, OHIO
DETROIT, MICHIGAN
LORAIN, OHIO
NEW YORK, NEW YORK
CLEVELAND, OHIO

PHOTOGRAPHY

I have had an interest in photography for as long as I can remember; I remember taking my family photos on our vacations and being fascinated with being able to save memories forever. Since then, I have taken thousands of photos of various events, places, and people. As a planner, I use photography to communicate places to people rather than trying to describe what I am looking at. I see photography and planning as being closely related - if you can see what makes a place special as a planner, you can photograph it.

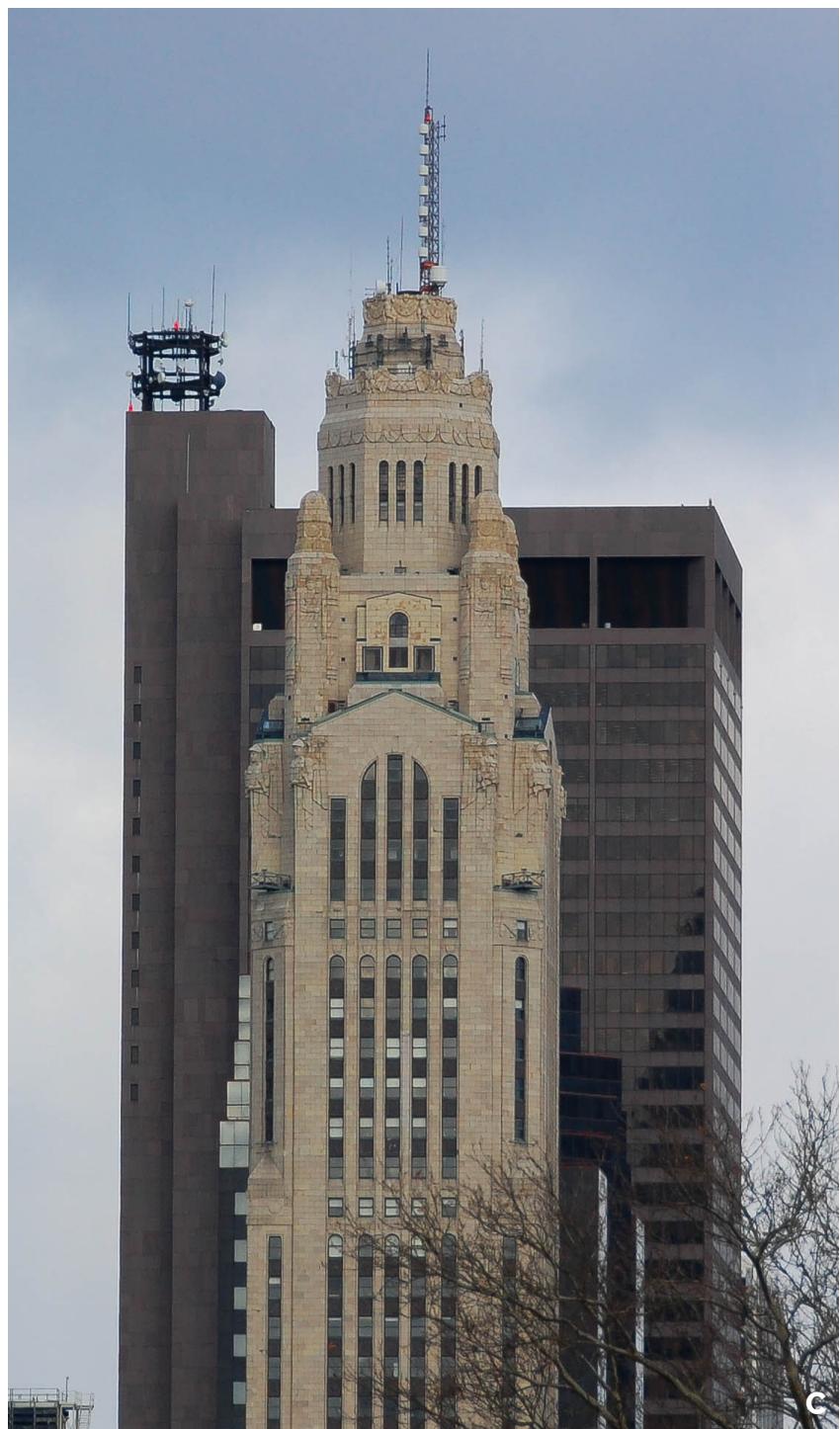
The next ten pages are spreads of five cities that I selected to highlight my photography: Columbus, OH, Detroit, MI, Lorain, OH, New York, NY, and Cleveland, OH. Each photo is lettered with the location of each photo on page 28.



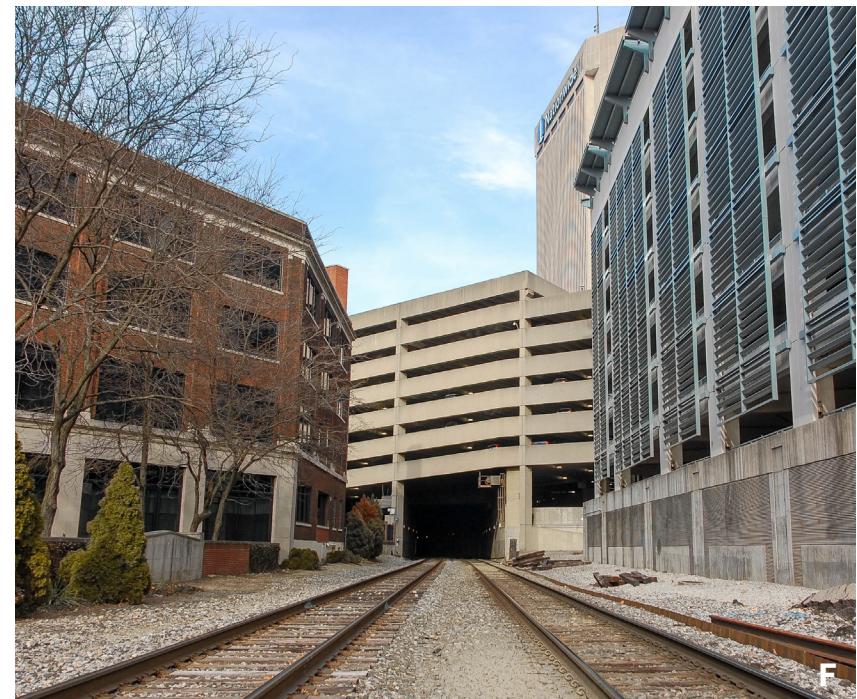
A



B



C

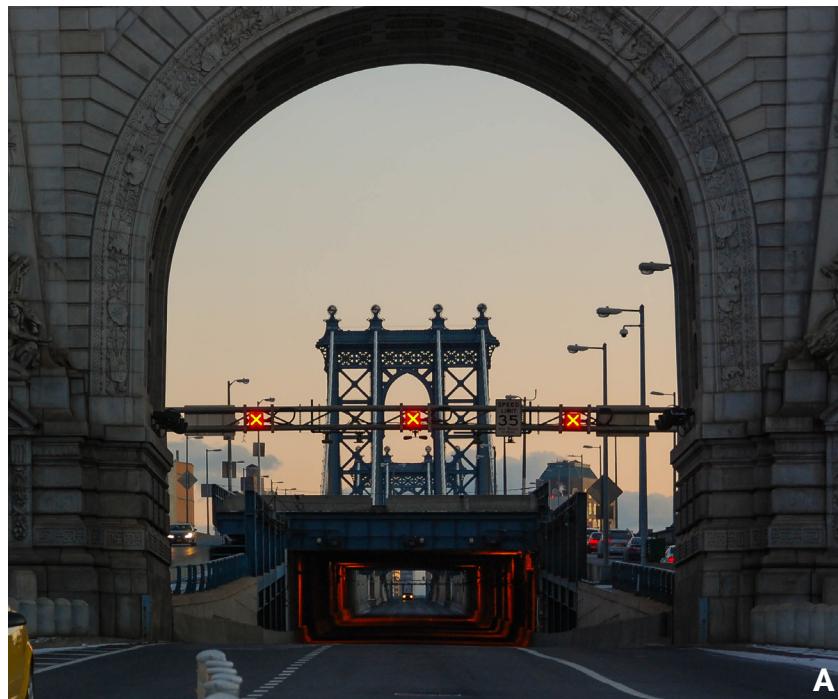


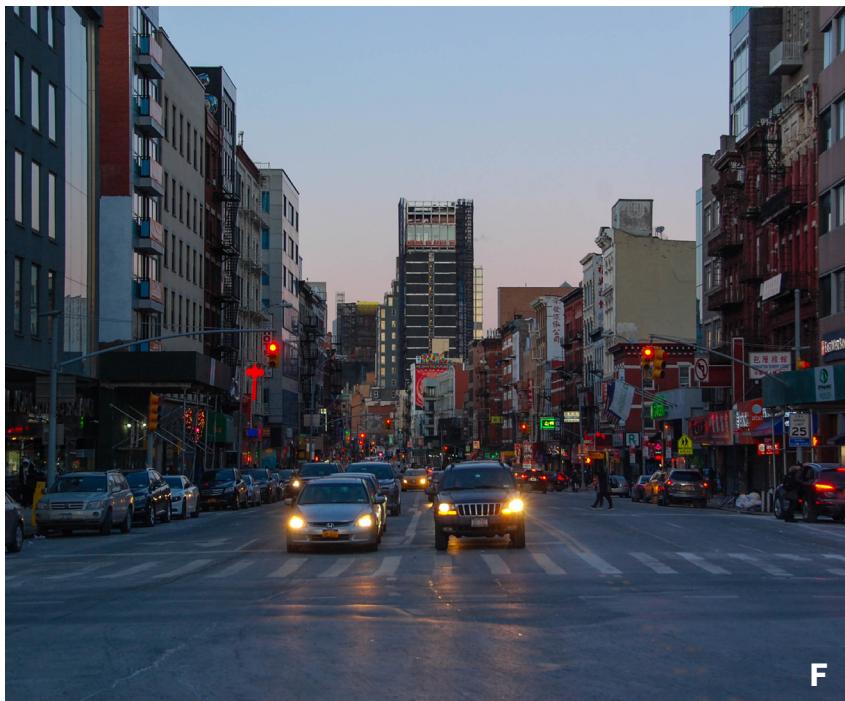
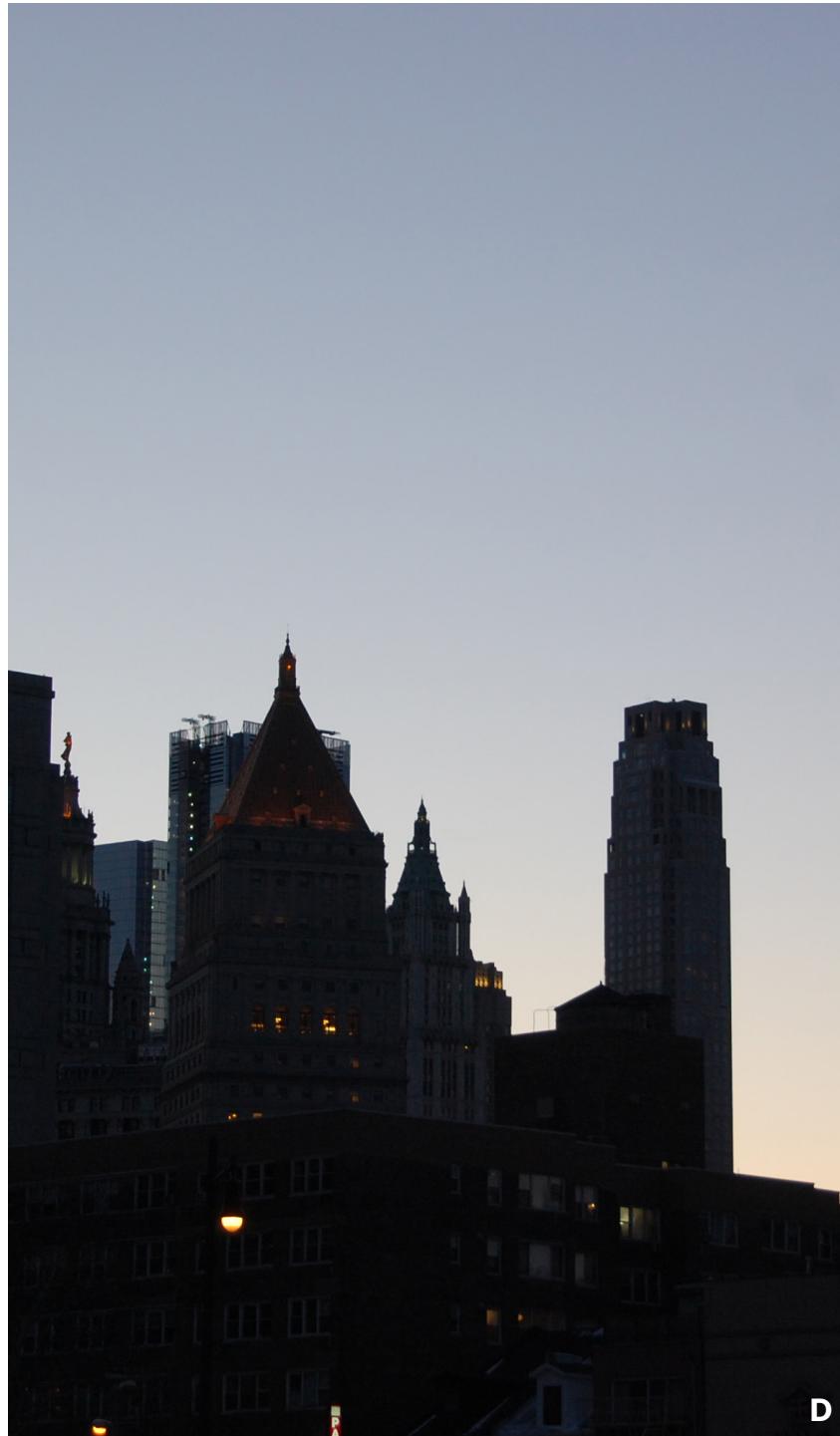














A



B



C



COLUMBUS, OHIO pp. 18-19

- A Pedestrian bridge above E. Capital St. & S. Young St.
- B 540 W. Broad St.
- C LeVeque Tower from the Arena District
- D Broad Street from above Capital Square
- E German Village
- F CSX Tracks in the Arena District

DETROIT, MICHIGAN pp. 20-21

- A Penobscot Building, 600-664 Griswold St.
- B Shelby Street, looking northwest
- C Looking downtown above John R St.
- D Ste. Anne de Detroit Catholic Church
- E Looking downtown above Brush St.
- F Michigan Central Station

LORAIN, OHIO pp. 22-23

- A Lorain Lighthouse, from Lake Erie
- B Former U.S. Steel, from Black River
- C Former U.S. Steel, from Black River
- D Norfolk Southern mainline, behind Ford Assembly
- E Eagle's Building, floor 3
- F Eagle's Building, floor 2

NEW YORK, NEW YORK pp. 24-25

- A Manhattan Bridge
- B Little Italy
- C Chrystie Street, looking to midtown
- D New York City Hall
- E Canal Street and Walker Street
- F Canal Street

CLEVELAND, OHIO pp. 26-27

- A View from Terminal Tower, looking east
- B Cuyahoga County Court House
- C Terminal Tower, from above Euclid Ave.
- D Fountain of Eternal Life, Cleveland Mall
- E Downtown skyline, from W 117 St. rapid station
- F E 4 St. retail alley in downtown

CONTACT INFORMATION

PREFERRED

Email alexanderwooledge@gmail.com

ADDITIONAL

Website alexanderwooledge.com

LinkedIn [linkedin.com/in/alexander-wooledge](https://www.linkedin.com/in/alexander-wooledge)

Twitter twitter.com/alexwooledge

Facebook facebook.com/alexander.wooledge

Instagram instagram.com/alexanderwooledge