

Riverfront Task Force agenda





# Riverfront



# PROPOSED RIVERFRONT SCHEDULE

February	March	April	May
6	27	19	30
		9	7

## MARKET ASSESSMENT

- regional economic outlook
- central city market potential
- down town market
- convention / visitor market
- land ownership map

<u>data summary</u> x		<u>analysis &amp; summary</u> x
	<u>data</u> x	<u>analysis &amp; summary</u> x
	<u>data</u> x	<u>analysis &amp; summary</u> x
	<u>data</u> x	<u>analysis &amp; summary</u> x
<u>mapping</u> x		

## PLAN DEVELOPMENT

- riverfront development objectives
- riverfront development strategy
- riverfront infrastructure placement
- riverfront CIP needs

<u>draft</u> x	<u>draft</u> x	<u>review &amp; final decision</u> x
<u>maps</u> x	<u>analytic problems</u> x	<u>final summary</u> x
<u>from City Documents</u>		<u>final summary</u> x

## ACTION PLANNING

- project coordination
- development history
- planning history
- roughout concepts of staging
- roughout open space bank park improvement coordination
- response to development prospects
- creative funding sources
- financiele packaging

<u>Team leader</u>		
x		<u>final graphics</u> x
x		<u>final graphics</u> x
		x as opportunities arise

## MARKETING

- promotion activities

## SUPPORT SERVICES

- base maps
- graphics
- layout
- printing

<u>map</u> x		<u>riverfront graphics</u> x
		<u>report layout</u> x
		<u>printing</u> x



3/19/84-jes

MAYOR RINEHART'S RIVERFRONT DEVELOPMENT TASK FORCE COMMITTEE

**MAYOR DANA G. RINEHART**

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90 West Broad Street  
Columbus, Ohio 43215

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Sec. Virginia Petretti 223-1502



RIVERFRONT DEVELOPMENT STRATEGY  
Expanded Outline

February 27, 1984

CONTEXT

FROM AN OVERALL COMMUNITY STANDPOINT, THERE ARE TWO PRINCIPAL GOALS IN THE DEVELOPMENT PROCESS: 1) TO INSURE LIVABILITY OF DEVELOPING AREAS WHILE PROMOTING A PREDICTABLE AND NON-DISRUPTIVE PROCESS OF CHANGE, 2) TO STRENGTHEN THE FINANCIAL BASE THAT ENABLES CITY GOVERNMENT TO PROVIDE SERVICES AND FACILITIES. It is clear that the downtown area is important in moving Columbus toward both these goals and particularly significant with regard to financial base development. A key objective designed to strengthen the City's financial base is to promote a positive image and maintain the competitive position of Columbus with regard to other larger cities and within the Central Ohio Region. The image, identity or character of a large city is almost always associated with its downtown. FOR COLUMBUS TO MAINTAIN AND IMPROVE ITS COMPETITIVE POSITION AND ABILITY TO ATTRACT INVESTMENT WHICH STRENGTHENS THE FINANCIAL BASE, DOWNTOWN MUST BE A MAJOR ACTIVITY CENTER. IT MUST PROJECT THE DESIRED CITY IMAGE. In its role as a major activity center the downtown area also impacts on livability by providing entertainment and cultural opportunities unavailable in areas outside the metropolitan area.

The segment of the Scioto from the confluence with the Olentangy south to the innerbelt bridge is not a unique section of waterway. Several watercourses transverse Columbus from north to south providing many miles of waterfront land. What is unique about this segment of the river is its relationship to downtown. It is the only waterway in the downtown area and as such is a unique part of downtown. Waterfront areas in many cities mark the birthplace of those communities. Construction began and spread from the waters edge. The transportation corridors connecting settlements were waterways not highways. The waterfronts link to community history and the connections to the past found in these areas provide the theme for renewal in many communities. Although the river played a similar role in Columbus, the river's contribution to the City's prosperity was not significant. Columbus emerged and grew as a great city after the river had lost its pre-eminence as a transportation link. Rather than achieving a special status because of its links to the City's past, this riverfront is special simply because of the water and the environment it creates. IN THE MIDST OF THE INTENSE URBAN DEVELOPMENT OF THE DOWNTOWN, THE RIVER PROVIDES A REFRESHING OPEN AREA. THE ENVIRONMENT AT THE WATERS EDGE OR ON THE WATER IS A BREAK FROM THE CITYSCAPE. THE SURFACE, SOUNDS AND SIGHTS OF THE RIVER PROVIDE A CHANGE FROM THE NORM IN DOWNTOWN AND ACT AS AN ATTRACTION FOR PEOPLE. FUTURE DEVELOPMENT ALONG THE RIVER CORRIDOR MUST RECOGNIZE, RESPECT AND ENHANCE THIS UNIQUE DOWNTOWN RESOURCE.



DIRECTION

Downtown Columbus, the area defined by the innerbelt, is a large area with many sections under-utilized or supporting uses which although at one time vital are now marginal. The area has been subject to many studies over the years and a variety of recommendations and plans have been prepared with regard to its future. From these efforts consensus on a future direction for several portions of the downtown has been established. IT IS CLEAR THAT THE DOWNTOWN IS AND SHOULD REMAIN A MAJOR CENTER FOR OFFICE USES, BOTH CORPORATE HEADQUARTERS, AND GOVERNMENT OPERATIONS. IT ALSO IS CLEAR THAT RETAIL COMMERCIAL USES ARE IMPORTANT TO DOWNTOWN AND MUST BE MAINTAINED AND SUPPLEMENTED. THE HIGH STREET CORRIDOR WHICH CENTERS ON BROAD AND HIGH STREETS IS RECOGNIZED AS THE APPROPRIATE LOCATION FOR THESE ACTIVITIES.

What is the role of the riverfront? In light of the previously identified goals and objectives, and the relationship of the riverfront to other downtown proposals, three directions are recommended for the future of the area. These three directions will work together and support each other. First, RIVERFRONT DEVELOPMENT SHOULD TAKE ADVANTAGE OF THE OPEN SPACE AND PEOPLE ATTRACTION QUALITIES ASSOCIATED WITH THE RIVER TO SUPPORT AN EXISTING TREND TOWARD ENTERTAINMENT AND SPECIAL EVENTS IN THE RIVERFRONT CORRIDOR. The pattern of public ownership along the waters edge and the existing park developments have proved to be excellent resources for regional special events. The July 4th celebration and the Columbus Arts Festival are examples of the types of people attractions that should be encouraged and supported by future development in the corridor. In addition permanent attractions such as the Cultural Arts Center, Veterans Memorial Auditorium and the City Amphitheater should also be used as a base to attract other regional people attractors and entertainment uses.

Second, EXISTING RECREATIONAL ACTIVITIES AND FACILITIES ALONG THE RIVER SHOULD BE SUPPLEMENTED WITH FACILITIES DESIGNED TO COMPLIMENT PRIVATE SECTOR DEVELOPMENT PROPOSALS. PUBLIC ACCESS TO THE RIVERBANK SHOULD BE MAINTAINED AS DEVELOPMENT PROCEEDS. BARRIERS SEPARATING PEOPLE FROM THE WATER SHOULD BE REMOVED. Existing parks, paddle boats and pontoon boats provide an excellent base to build on.

Third, and certainly not last in priority, THE LOCATION AND UNIQUE ENVIRONMENT CREATED BY THE RIVER, ENTERTAINMENT USES, PUBLIC ATTRACTIONS AND RECREATIONAL FACILITIES SHOULD BE USED TO MARKET DOWNTOWN RIVERFRONT HOUSING. Demographic changes in the form of increased numbers of smaller households with two working adults should make it possible to market this unique housing opportunity. The overall housing market in Columbus is projected to shrink in the future due to slower growth rates and declines in recent high levels of household formation. However, the market as defined by household characteristics is also changing. The income group that would provide the market for downtown housing has a variety of choices in Columbus'



housing market. Costs in comparison to other cities are reasonable and travel in the Central Ohio area is not a restriction. Under these circumstances for downtown housing to be successful a package of amenities must be present that is unique in the Central Ohio housing market.

LEADERSHIP

NOT EVERY DOWNTOWN DEVELOPMENT PROJECT WORKS. WHAT MAKES THE DIFFERENCE? WHAT ARE THE KEY INGREDIENTS? ACCORDING TO MATHIAS J. DeVITO, CHIEF EXECUTIVE OFFICER AND PRESIDENT OF THE ROUSE COMPANY, CITY GOVERNMENT'S ATTITUDE RANKS FIRST. "THE CITY HAS TO BE MORE THAN A PARTNER - IT HAS TO BE THE DRIVING FORCE."(1)

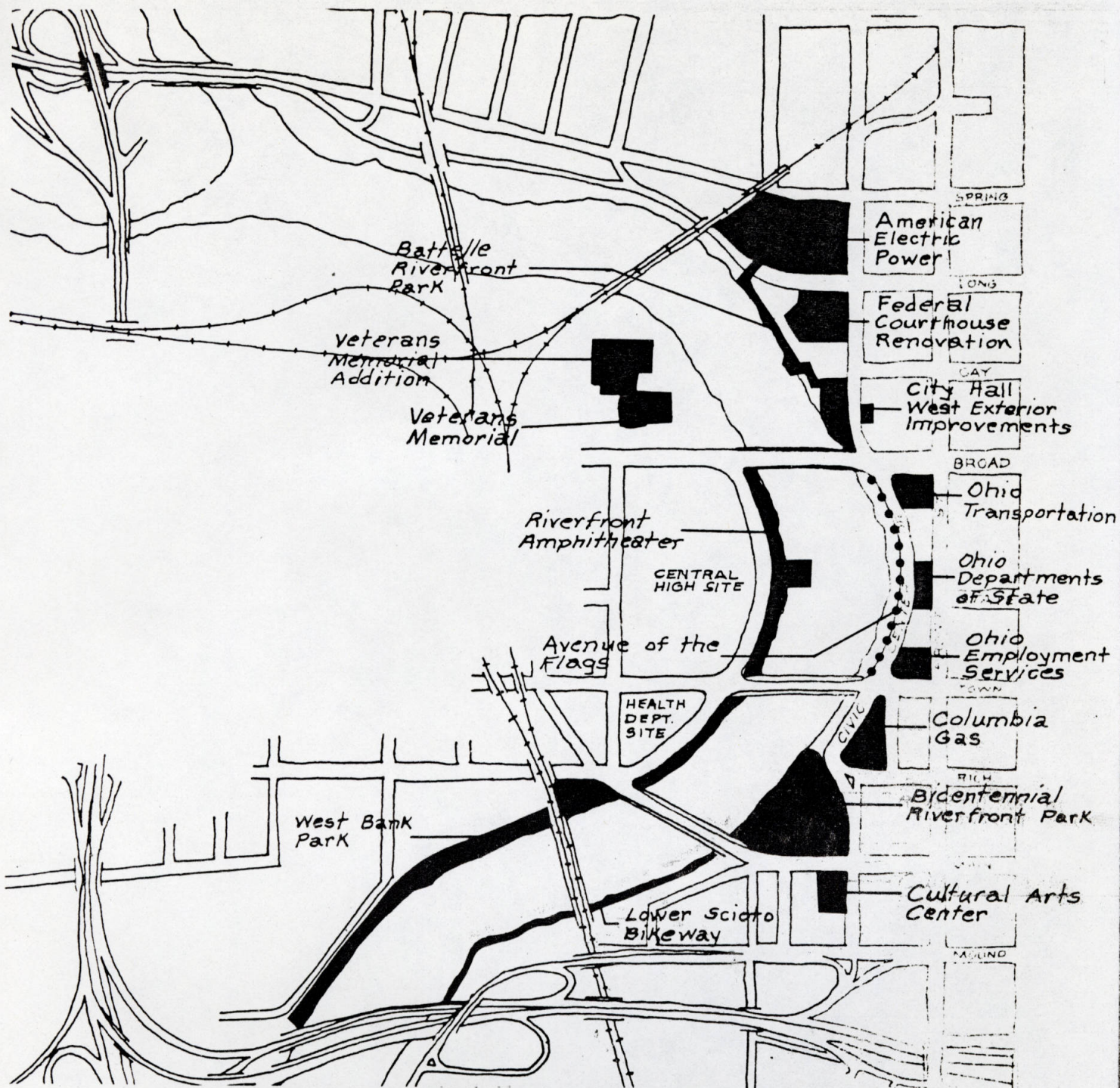
COLUMBUS CITY GOVERNMENT SHOULD PROVIDE THE LEADERSHIP FOR RIVERFRONT DEVELOPMENT. The City is the force that can condemn properties, close streets, add parking, relocate access routes, relocate tenants, etc. The City also has to provide the security that makes a project safe, and safety is a key an issue as parking when it comes to luring people from the suburbs. City participation also provides some security for the developer's investment. The City should share in the risk and the profits.

The implementation of a key theme in the riverfront development strategy - public access to and use of the land along the waters edge-will test City government's ability to regulate and control a consistent concept. Development of the river banks either by the private sector based on some uniform standards or by the public sector based on a commitment for adjacent private sector development, will be a major factor in the ultimate success of the riverfront area. Concern with the impacts of development on views of the river and maintenance of construction along the water, given the effects of water action and flood hazards, will also be areas of public involvement.

(1) Builder Magazine, February 1984, pg. 91

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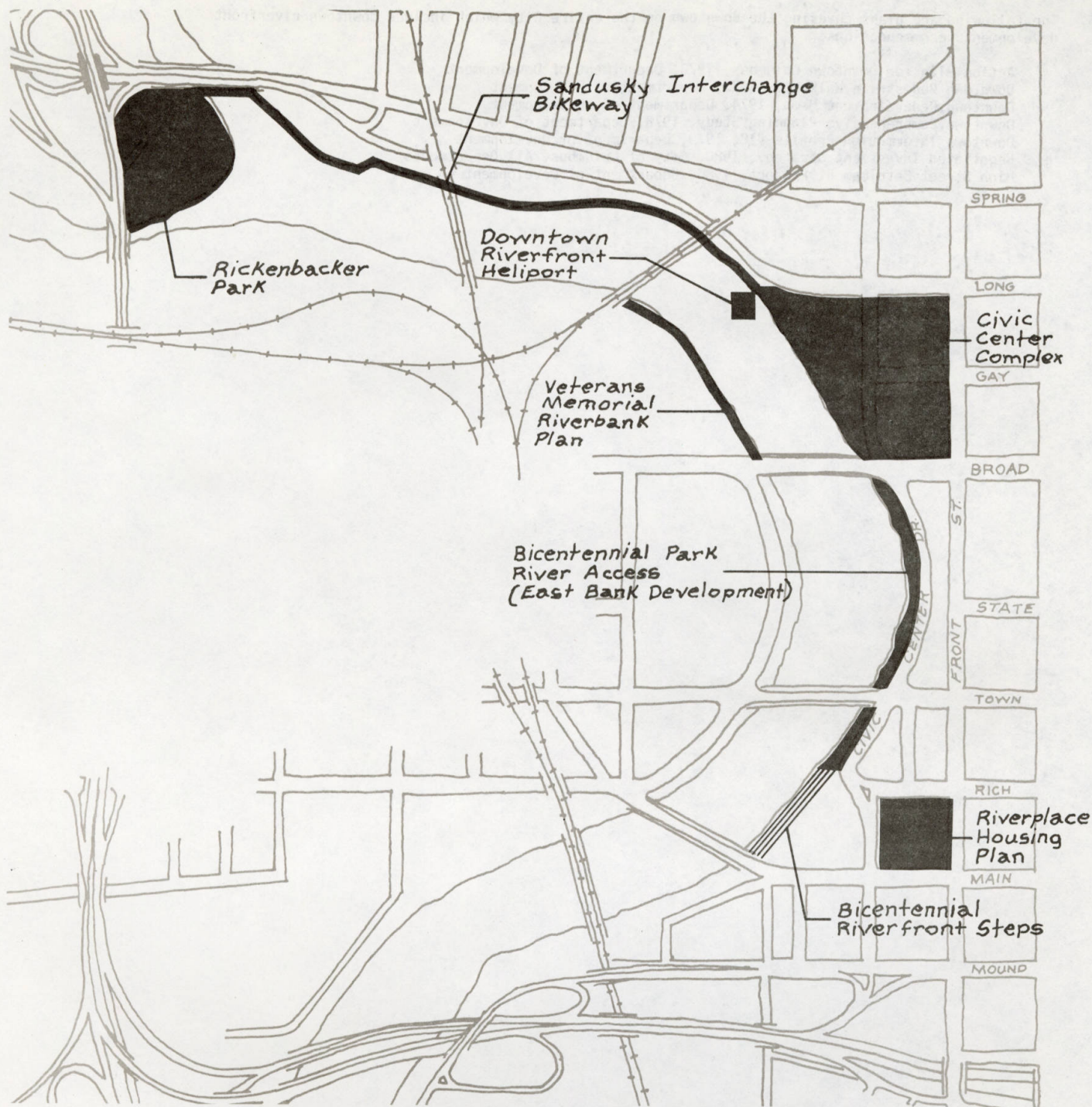




## Downtown Riverfront Development History

Project	Date Completed	Participants	Cost
Ohio Department of States Bldg.	1932	State of Ohio	Not Avail.
Veterans Memorial Auditorium	1955	Franklin County	5.75m
Ohio Employment Services Bldg.	1964	State of Ohio	4.8 m
Ohio Transportation Dept. Bldg.	1964	State of Ohio	5.3 m
Avenue of the Flags	1967	City of Columbus	.6 m
Riverfront Amphitheater	1974	City of Columbus/Partial Federal Funding	.59m
Lower Scioto Bikeway	1974	City of Columbus	.60m
Bicentennial Riverfront Park	1976	City of Columbus/Partial Federal Funding	1.60m
Cultural Arts Center	1978	City of Columbus/Partial Federal Funding	1.74m
Federal Courthouse Renovation	1978	U.S. General Services Administration	2.5 m
Westbank Park	1982	City of Columbus/Partial Federal & Private Funding	1.19m
Veterans Memorial Addition	1982	Franklin County	6.6 m
City Hall West Exterior Improvements	1983	City of Columbus	.23m
Battelle Riverfront Park	1983	City of Columbus/Battelle	1.54m
American Electric Power Bldg.	1983	American Electric Power Co.	105.59m
Columbia Gas Building	1983	Columbia Gas of Ohio	23.8 m





## Downtown Riverfront Planning

Riverfront Plans	Planning Initiated	Participants	Estimated Cost	Action Status
Rickenbacher Park (site preparation only)	1973	City of Columbus	2.0 m	Hold
Sandusky Interchange Bikeway	1973	City of Columbus	.8 m	Hold
*Columbus Downtown Riverfront Case Study	1973	City of Columbus/Labrenz Reimer, INC.	None	Hold
Civic Center Complex	1974	City of Columbus/BOHM NBBJ	50.0 m	Hold
Bicentennial Park River Access Plan	1977	City of Columbus	1.95m	Hold
Bicentennial Riverfront Steps	1977	City of Columbus	.25m	Hold
Veterans Memorial Riverbank Plan	1979	City of Columbus	2.2 m	Hold
*Downtown Riverfront Development Plan	1979	City of Columbus/BOHM NBBJ	None	Master Plan
Riverplace Housing Plan	1980	City of Columbus/Bernard Schottenstein	69.2 m	Hold
Downtown Riverfront Heliport	1983	City of Columbus/FAA	2.0 m	Planning under way

\*A comprehensive plan covering the entire riverfront area.

(over)






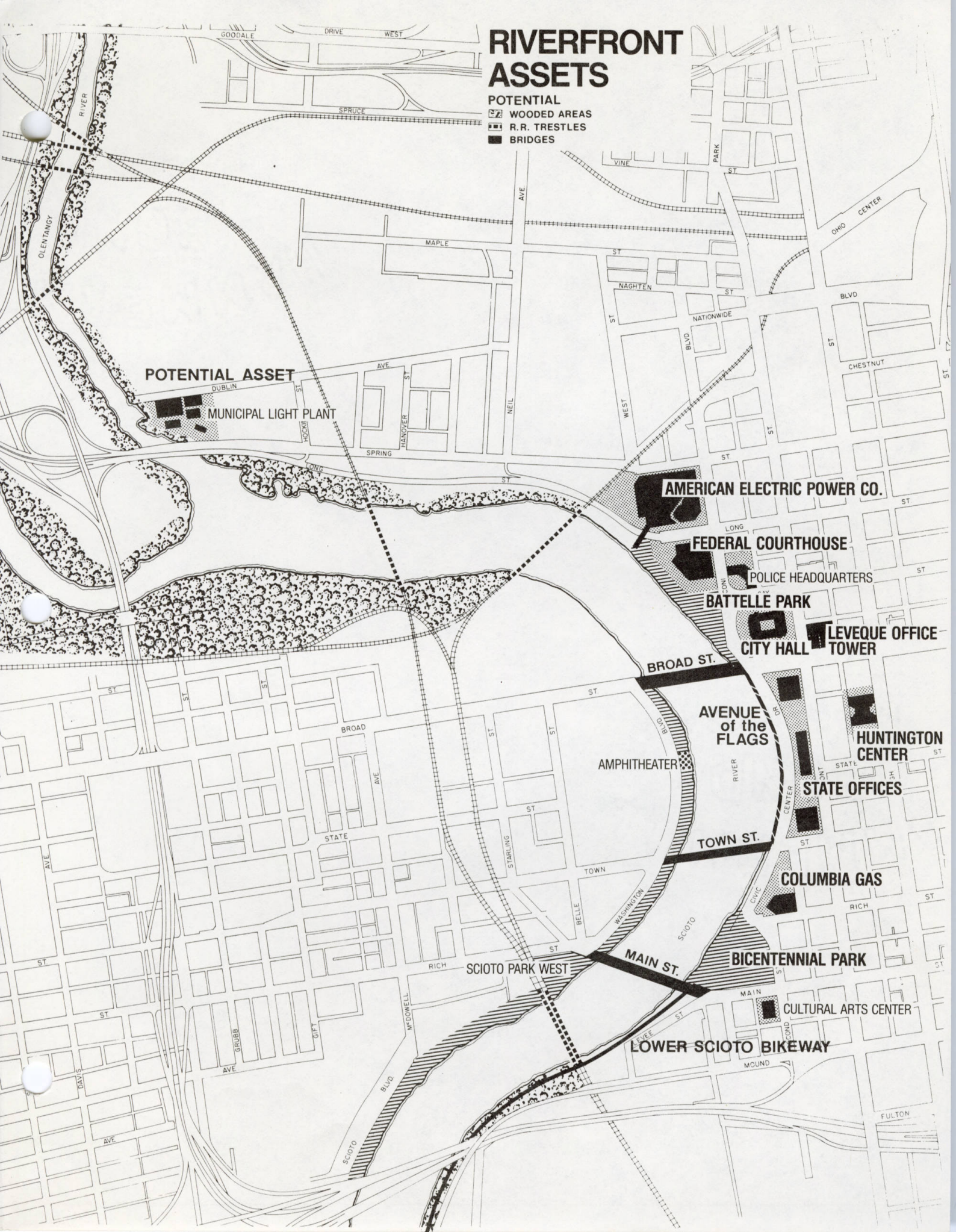
The following are plans covering the downtown or the entire City which include downtown riverfront development recommendations:

Action Plan for Downtown Columbus, 1973, Department of Development  
Downtown Pedestrian Walkways, 1973, Department of Development  
Downtown Redevelopment Memo, 1974, Department of Development  
Downtown Comprehensive Planning Study, 1976, Department of Development  
Downtown Information Profile #18, 1979, Department of Development  
Negotiated Investment Strategy, 1980, City of Columbus, All Departments  
High Street Development Project, 1980, Department of Development



# RIVERFRONT ASSETS

- POTENTIAL**
-  WOODED AREAS
  -  R. R. TRESTLES
  -  BRIDGES



**POTENTIAL ASSET**  
**MUNICIPAL LIGHT PLANT**

**AMERICAN ELECTRIC POWER CO.**

**FEDERAL COURTHOUSE**

**POLICE HEADQUARTERS**

**BATTELLE PARK**

**CITY HALL**  
**LEVEQUE OFFICE TOWER**

**AMPHITHEATER**

**AVENUE of the FLAGS**

**HUNTINGTON CENTER**

**STATE OFFICES**

**COLUMBIA GAS**

**BICENTENNIAL PARK**

**CULTURAL ARTS CENTER**











**LOWER SCIOTO BIKEWAY**







# LAND USE

-  COMMERCIAL
-  HOTEL
-  COMMERCIAL/OFFICE
-  OFFICE
-  INDUSTRIAL
-  INSTITUTIONAL
-  RESIDENTIAL
-  PARKING (G) GARAGE
-  PARKS
-  (V) VACANT








# ZONING

- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- RESIDENTIAL/OFFICE
- RESIDENTIAL





# FLOOD PLAIN

-  FLOODWAY FRINGE
-  100 YEAR FLOOD
-  RECOMMENDED INCREASE IN LEVY HEIGHT







City of Columbus  
Mayor Dana G. Rinehart

## Office of the Mayor

City Hall  
Columbus, Ohio 43215-4184  
(614) 222-7671

March 14, 1984

Colonel John W. Devens  
District Engineer  
U.S. Army Corps of Engineers  
Huntington District  
502 Eighth Street  
Huntington, West Virginia 25701

Dear Colonel Devens:

The City of Columbus, Ohio, is interested in obtaining assistance in providing recreational boating on the Scioto and Olentangy Rivers in the vicinity of Columbus. In this regard, I request that the Corps of Engineers proceed with a study to determine the practicability and current economic feasibility of obtaining such assistance under Section 107 of the River and Harbor Act of 1960 as amended.

The City of Columbus is aware that its responsibility in project participation includes the following:

- a. Provide without cost to the United States all lands, easements, right-of-ways, access routes, and relocations necessary for project construction and subsequent operation and maintenance of the project including diked disposal areas;
- b. Provide and maintain necessary access roads, parking areas, launching ramps, berthing or mooring facilities, available to all on equal terms;
- c. Regulate the development of boating and related on-shore facilities so as not to interfere with the proper functioning of the Federal project;
- d. Be responsible for 50 percent of the first cost of recreational navigation facilities such as channels and anchorage areas and 100 percent of all related berthing and on-shore facilities contingent upon authorization by Columbus City Council for appropriate funding.

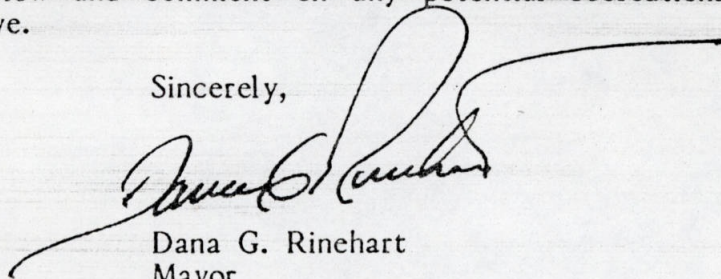
The City of Columbus has authority to tax income with a total 1983 collection of \$128,867,051.46 and the income tax rate presently levied on said income is two (2) percent per annum upon all salaries, wages, commissions, and other compensation of eligible city taxpayers. This information is provided to demonstrate our financial capability to act as the non-Federal sponsor of the project under consideration. However, at this time we do not anticipate that the total project cost will exceed the Federal cost limitation of \$2,000,000.



Colonel John W. Devens  
March 14, 1984  
Page Two

It is the intention of the City of Columbus to use the authority vested in it as a duly constituted charter municipality in the County of Franklin, State of Ohio and to fulfill the above-listed measures of local cooperation. It is understood that the purpose of this letter is to establish our intent and does not committ us or the Corps of Engineers to a contractual obligation. It is further understood that we will be afforded an opportunity to review and comment on any potential recreational navigation plan which may evolve.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dana G. Rinehart', with a long, sweeping horizontal line extending to the right.

Dana G. Rinehart  
Mayor

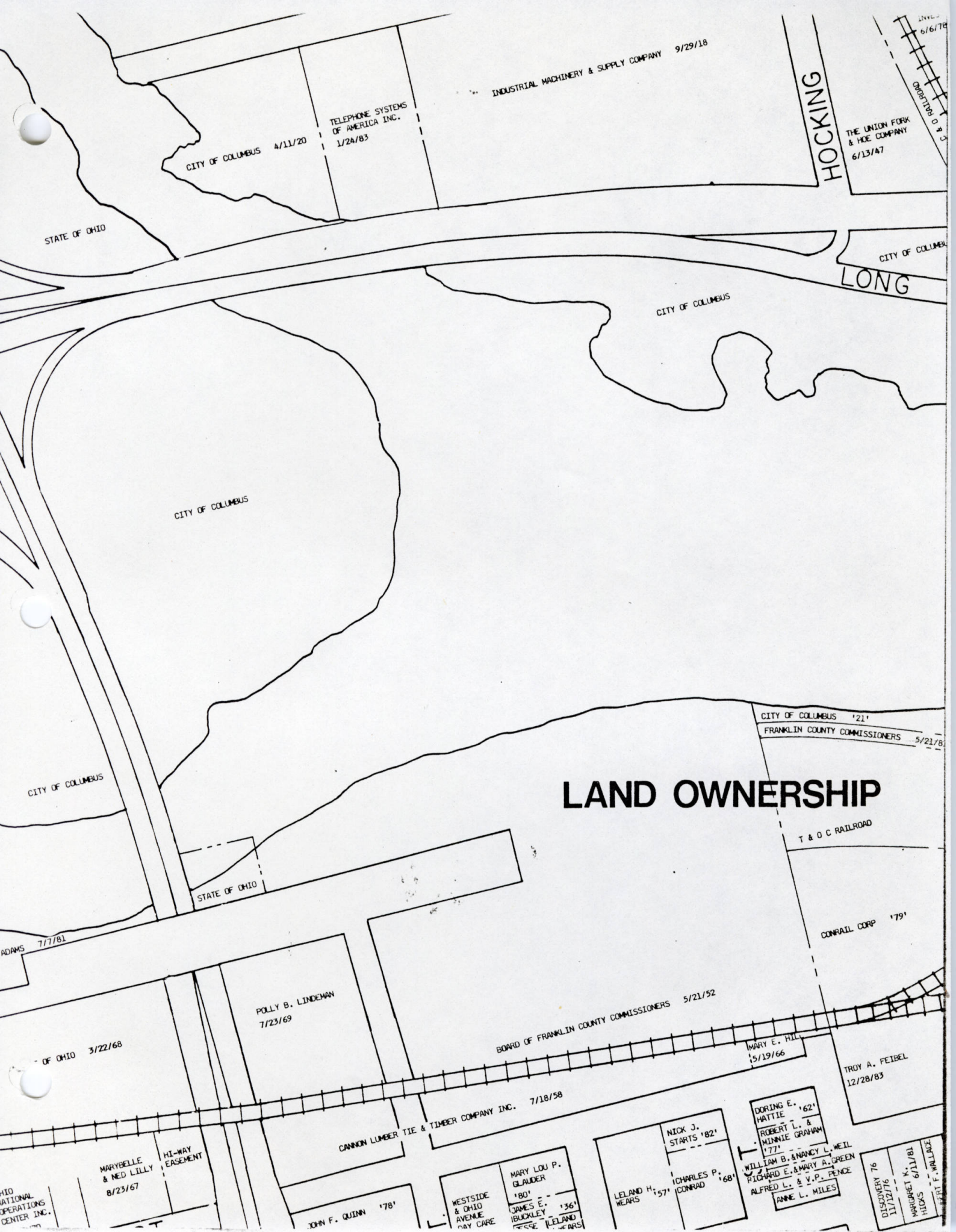
DGR/mbd



## SAMPLE SITE/PROPERTY INFORMATION

The following site/property information maps are representative sample sections taken from our permanent file copy (1"=200') base maps. Information for any site(s) or the entire riverfront area will be made available upon request.





STATE OF OHIO

CITY OF COLUMBUS 4/11/20

TELEPHONE SYSTEMS OF AMERICA INC. 1/28/83

INDUSTRIAL MACHINERY & SUPPLY COMPANY 9/29/18

HOCKING

THE UNION FORK & HOE COMPANY 6/13/47

CITY OF COLUMBUS

LONG

CITY OF COLUMBUS

CITY OF COLUMBUS

CITY OF COLUMBUS

CITY OF COLUMBUS '21'

FRANKLIN COUNTY COMMISSIONERS 5/21/78

# LAND OWNERSHIP

T & O C RAILROAD

CONRAIL CORP '79'

STATE OF OHIO

ADAMS 7/7/81

POLLY B. LINDEMAN 7/23/69

BOARD OF FRANKLIN COUNTY COMMISSIONERS 5/21/52

MARY E. HILL 5/19/66

TROY A. FEIBEL 12/28/83

OF OHIO 3/22/68

CANNON LUMBER TIE & TIMBER COMPANY INC. 7/18/58

MARYBELLE & NED LILLY 8/23/67

HI-WAY EASEMENT

JOHN F. QUINN '78'

WESTSIDE & OHIO AVENUE DAY CARE  
MARY LOU P. GLAUDER '80'  
JAMES E. BUCKLEY '36'  
LELAND WEARS

LELAND H. WEARS '57'

NICK J. STARTS '82'

CHARLES P. CONRAD '68'

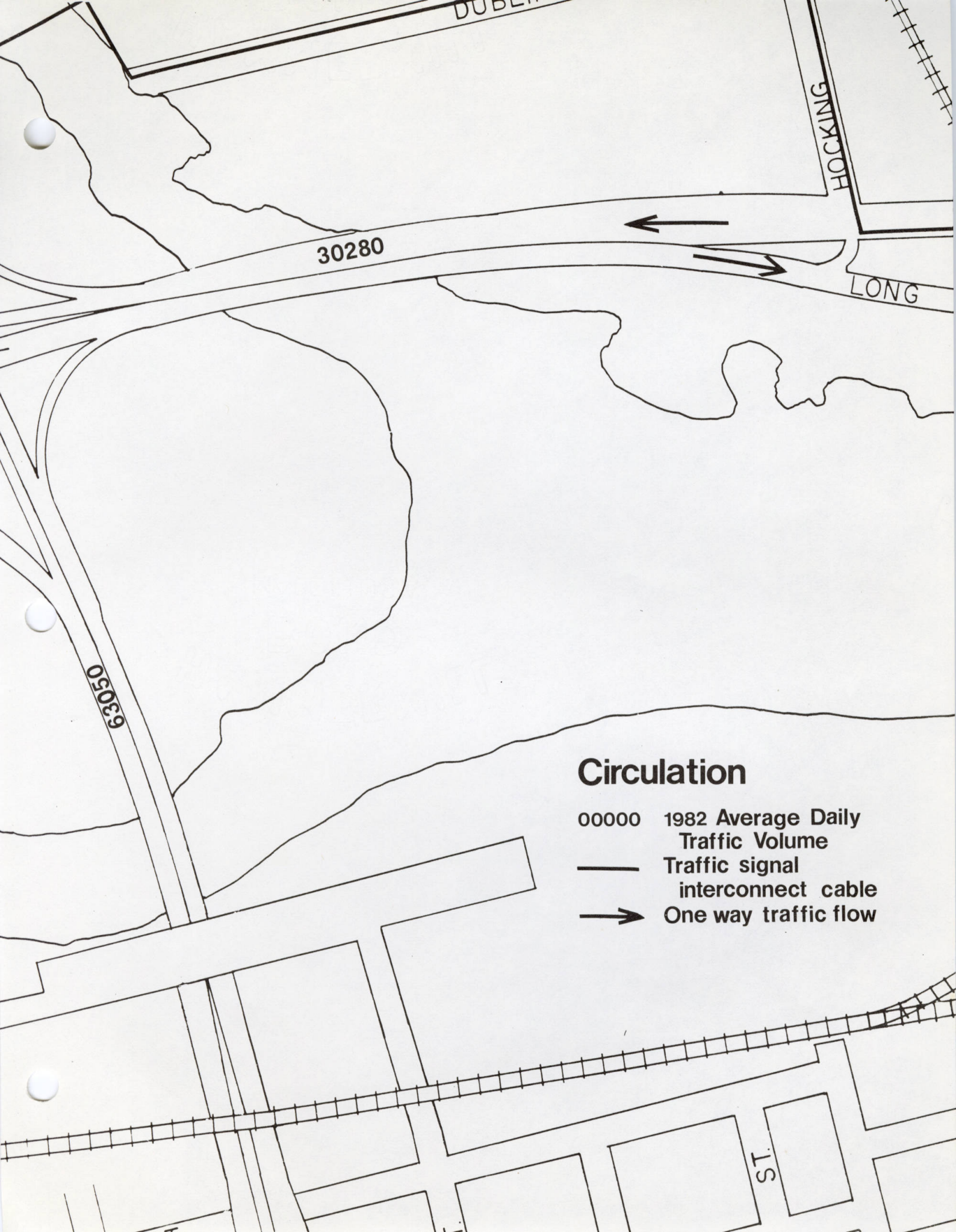
DORING E. HATTIE '62'  
ROBERT L. & MINNIE GRAHAM '77'

WILLIAM B. & NANCY L. WEIL  
RICHARD E. & MARY A. GREEN  
ALFRED L. & V.P. PENCE  
ANNE L. MILES

DISCOVERY 76 11/12/76

MARGARET K. HICKS 6/11/81  
F. WALLACE





DUBLIN

HOCKING

LONG

30280

63050

### Circulation

- 00000 1982 Average Daily Traffic Volume
- | Traffic signal interconnect cable
- One way traffic flow

ST.

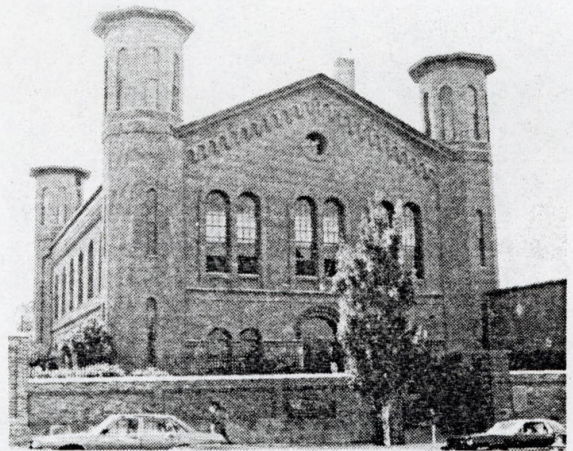
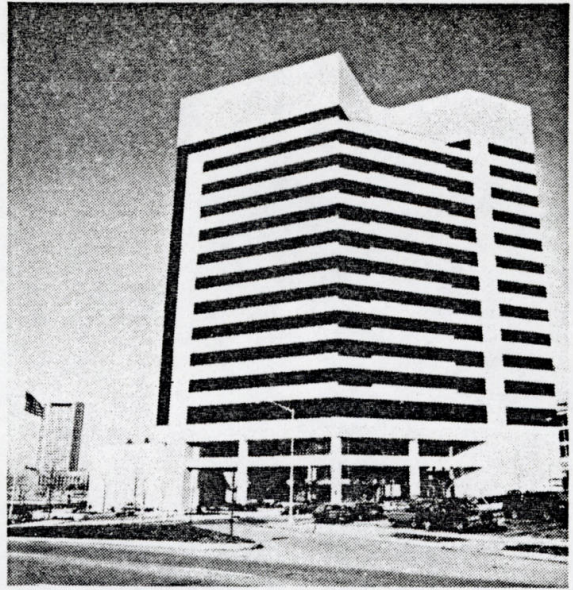
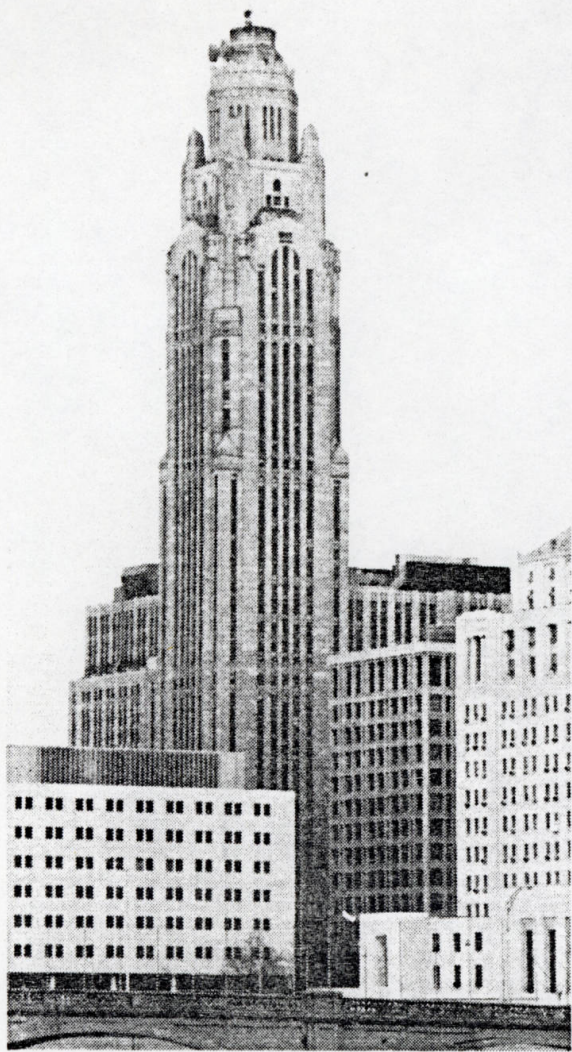


## PHOTO SURVEY

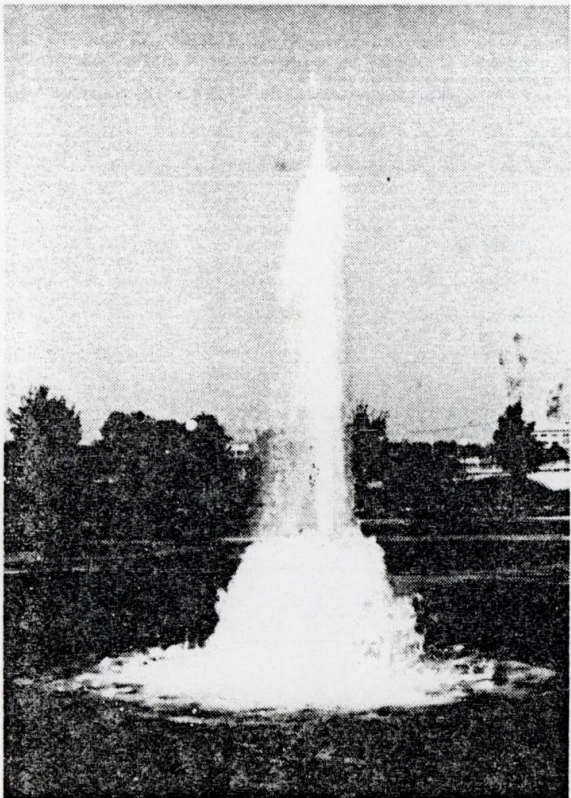
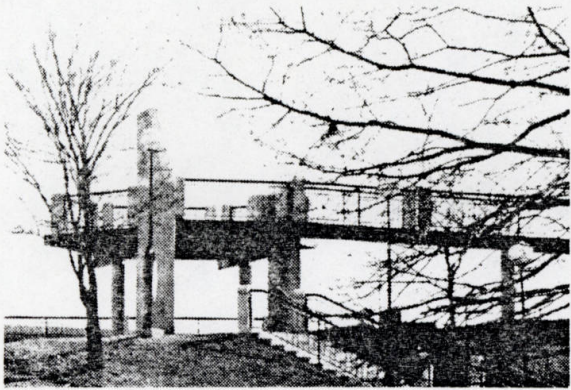
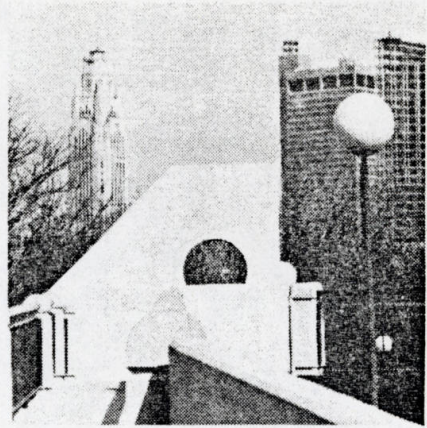
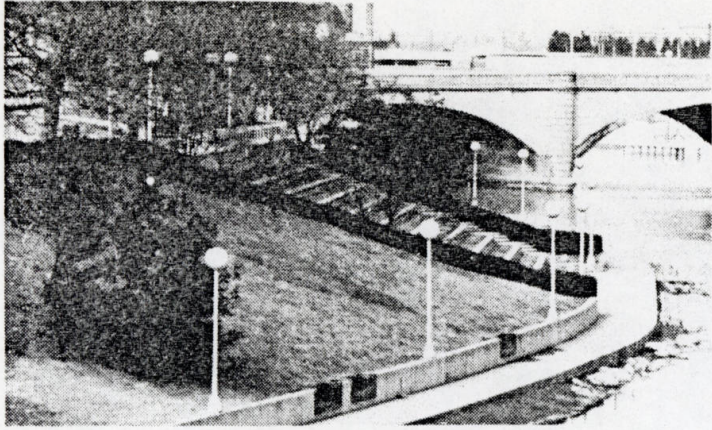
The following photo pages represent a sampling from our stock of black and white prints and slides covering the riverfront area. All photographic stock is available for reproduction, either for Task Force members or potential developers use. Our photo survey is organized and maintained in the following manner:

- Buildings (Assests)
- Buildings (Potential Assests)
- Public Improvements (Assests)
- Vacant Development Sites
- Bridges and Railroad Trestles
- Structural Problems/Deterioration
- Blighted Conditions/Site Problems

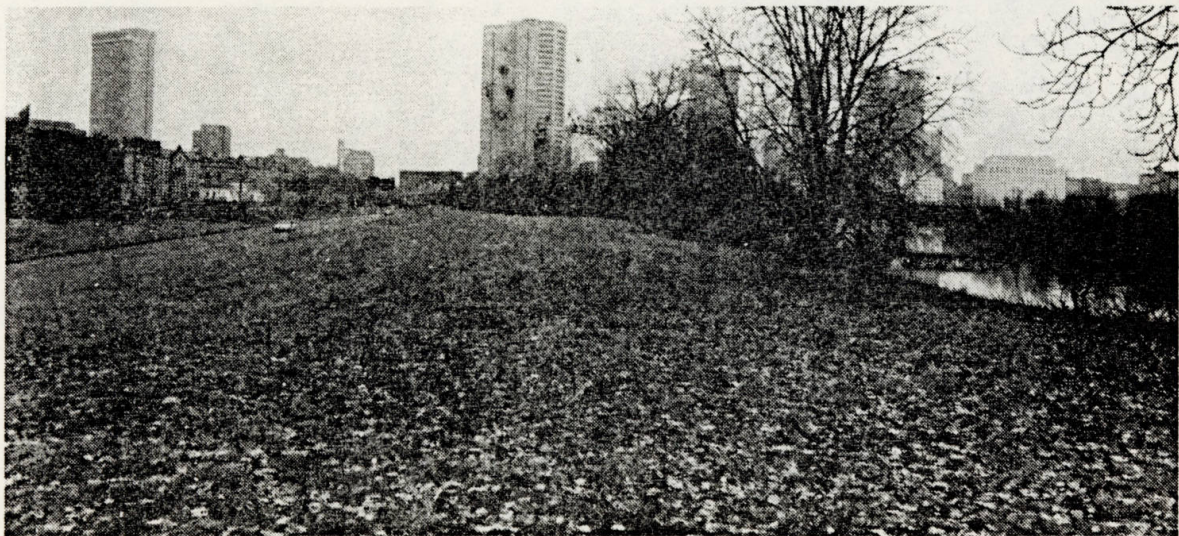
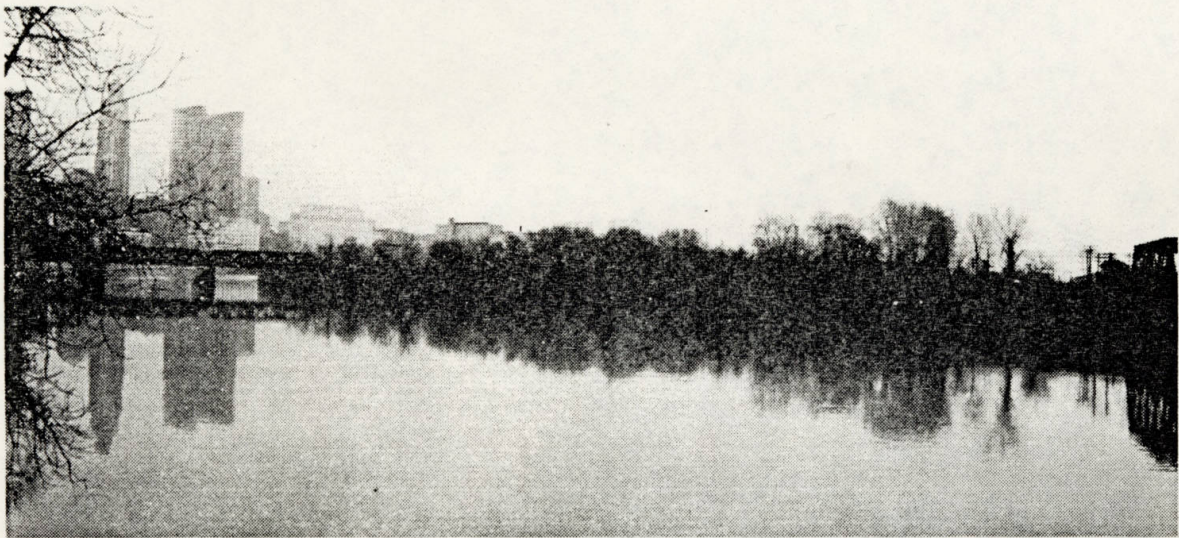
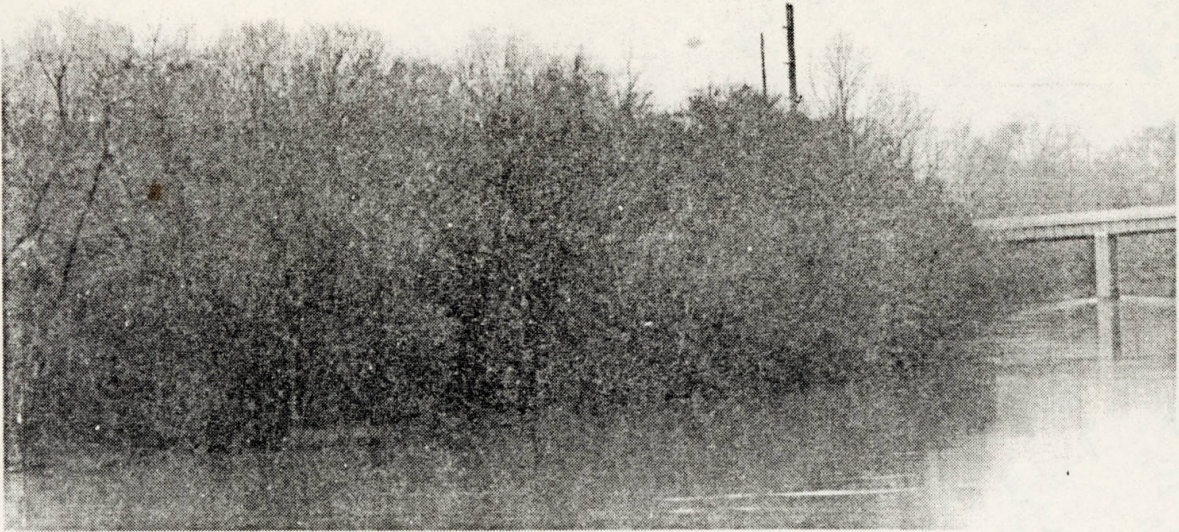




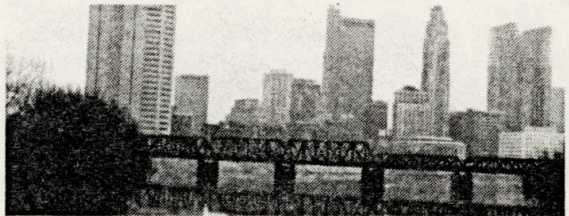
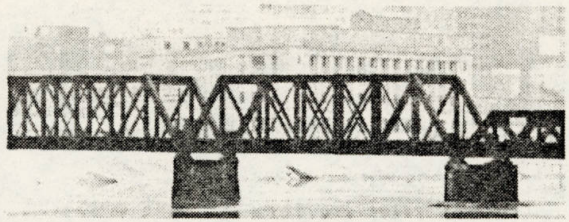
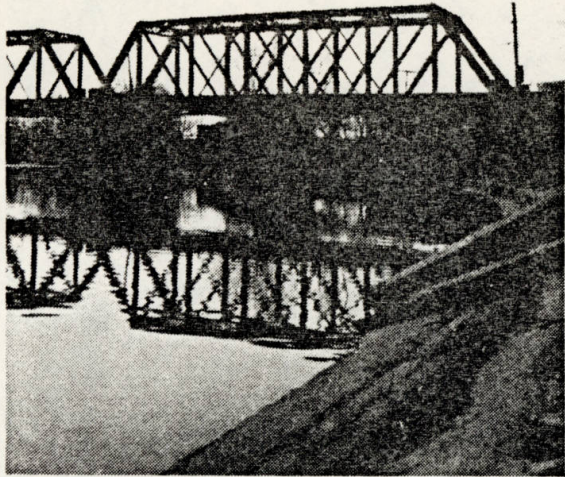




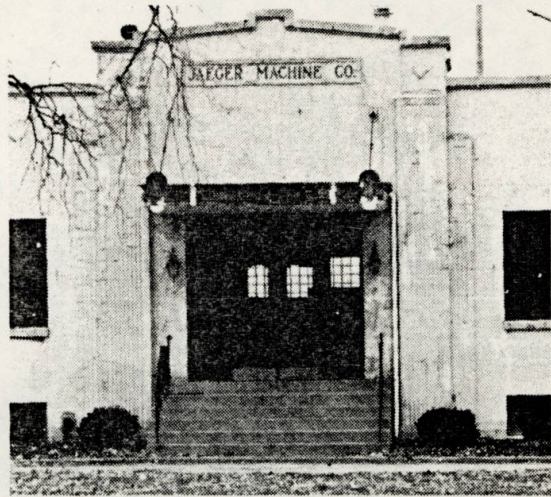




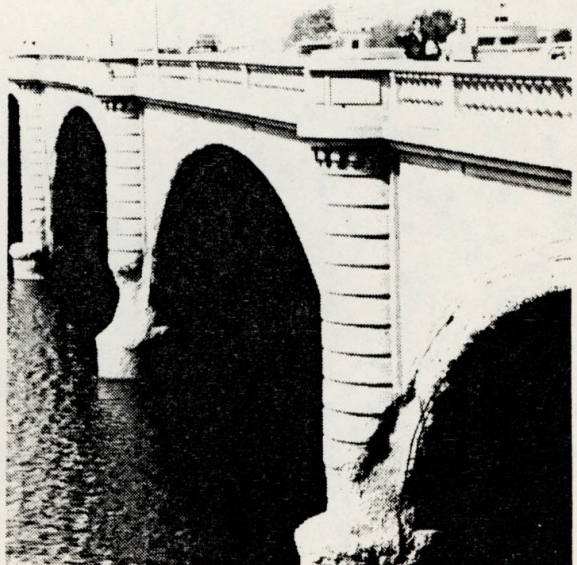
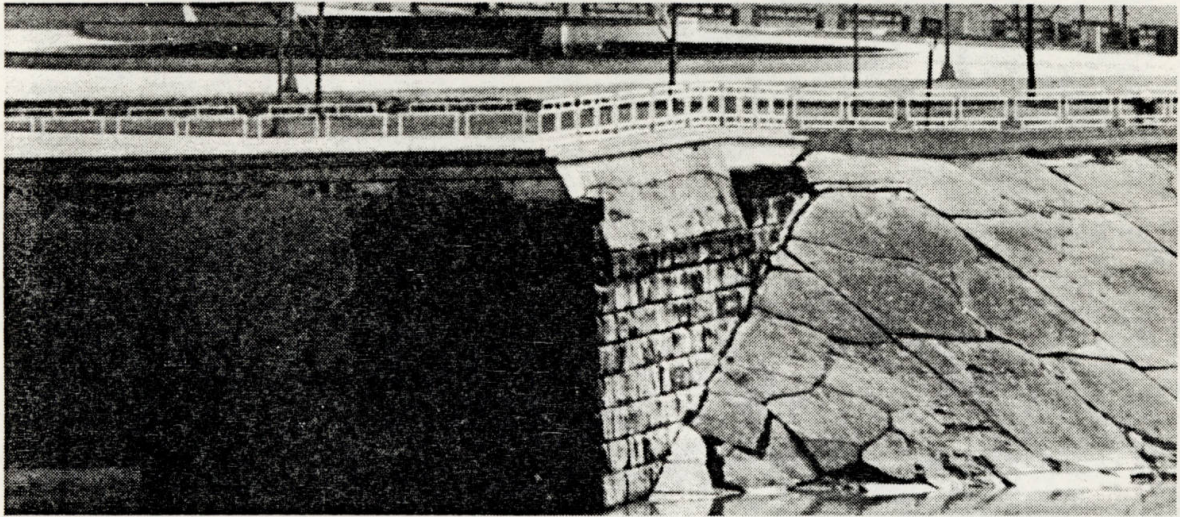
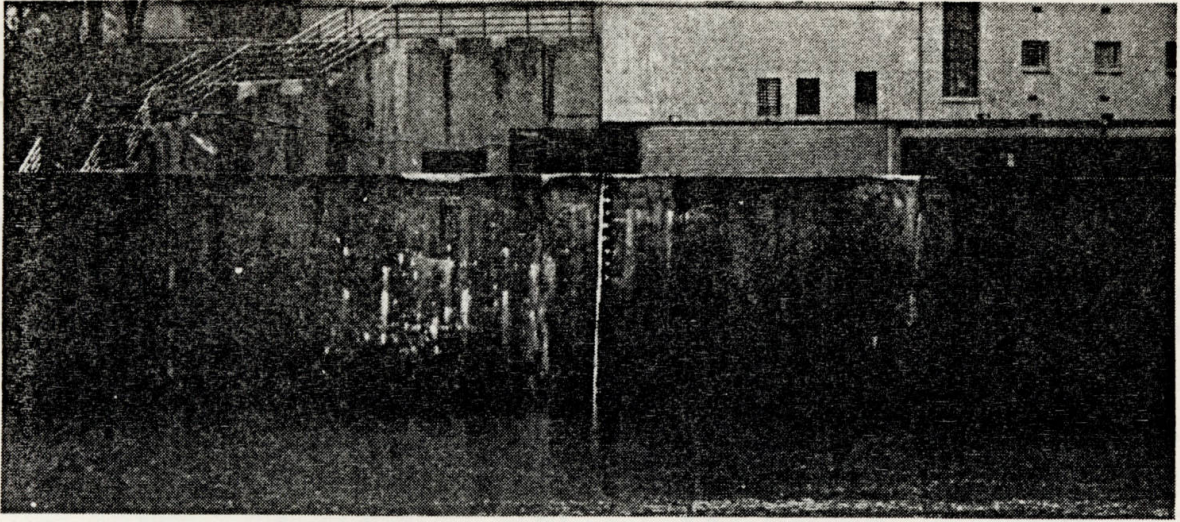




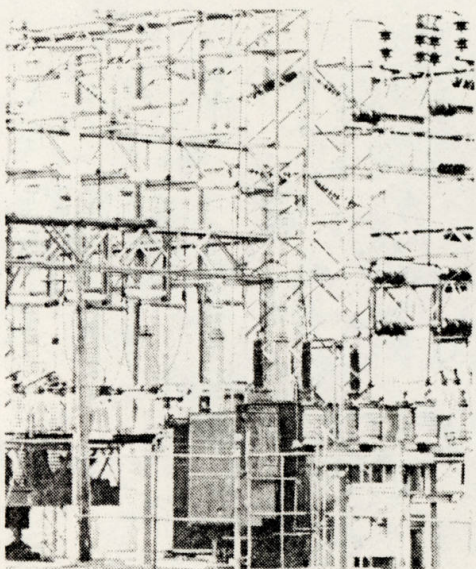
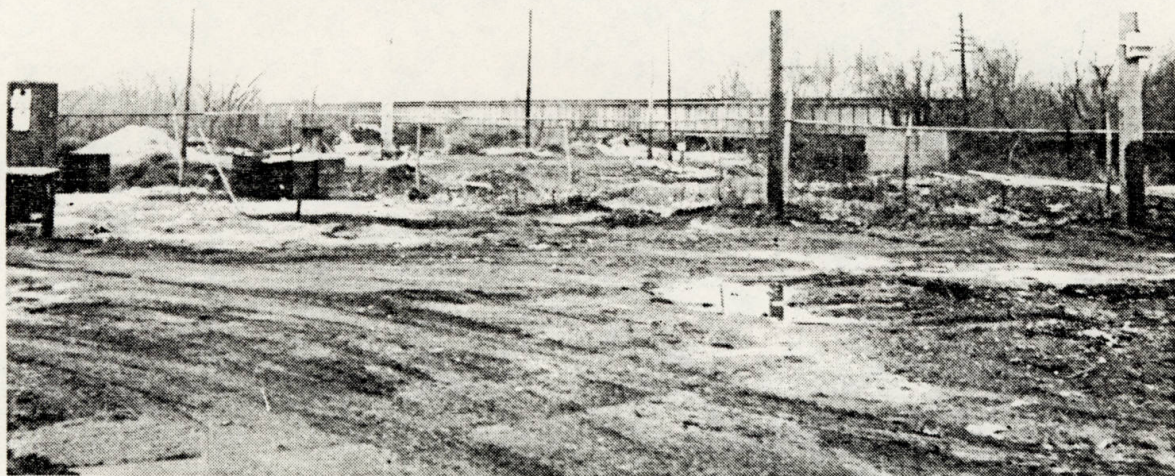














## SLIDE KEY

The following slides are provided for your use as an additional aide in reviewing the Riverfront planning process. Most of the information displayed on slides has also been made available to you, in this information notebook, in an 8½ x 11 inch black and white format.

<u>SLIDE #</u>	<u>TITLE/SUBJECT</u>
	Site Information:
1.	Land Use
2.	Zoning
3.	Circulation
4.	Flood Plain
5.	Potential Sites
6.	Assests



## INFRASTRUCTURE INFORMATION

The following infrastructure information maps are representative sample sections taken from our permanent file copy (1"=200') base maps. Information for any site(s) or the entire riverfront area will be made available upon request.

Available reproducible information:

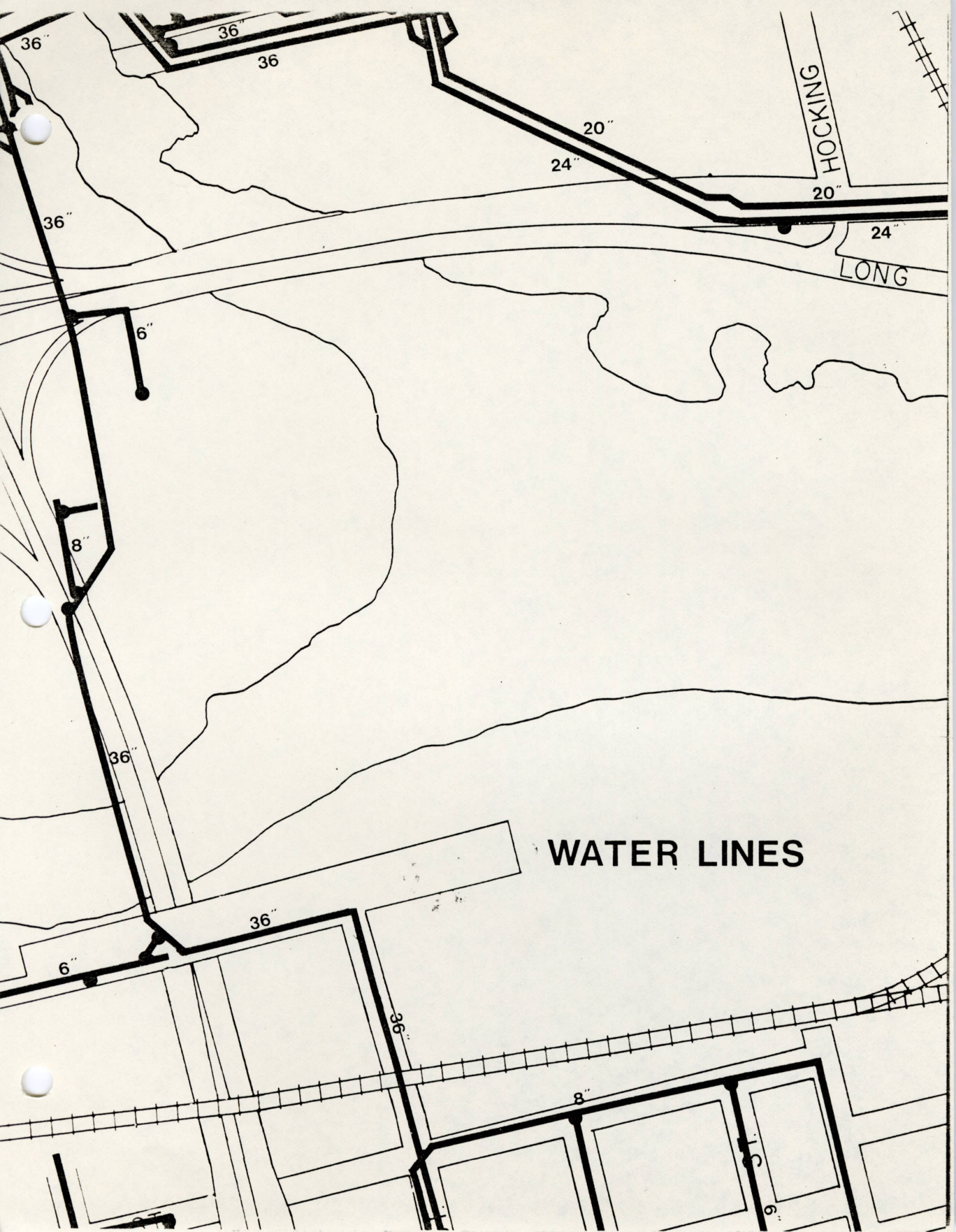
Water Lines

Sewer Lines

Columbus Electricity Facilities

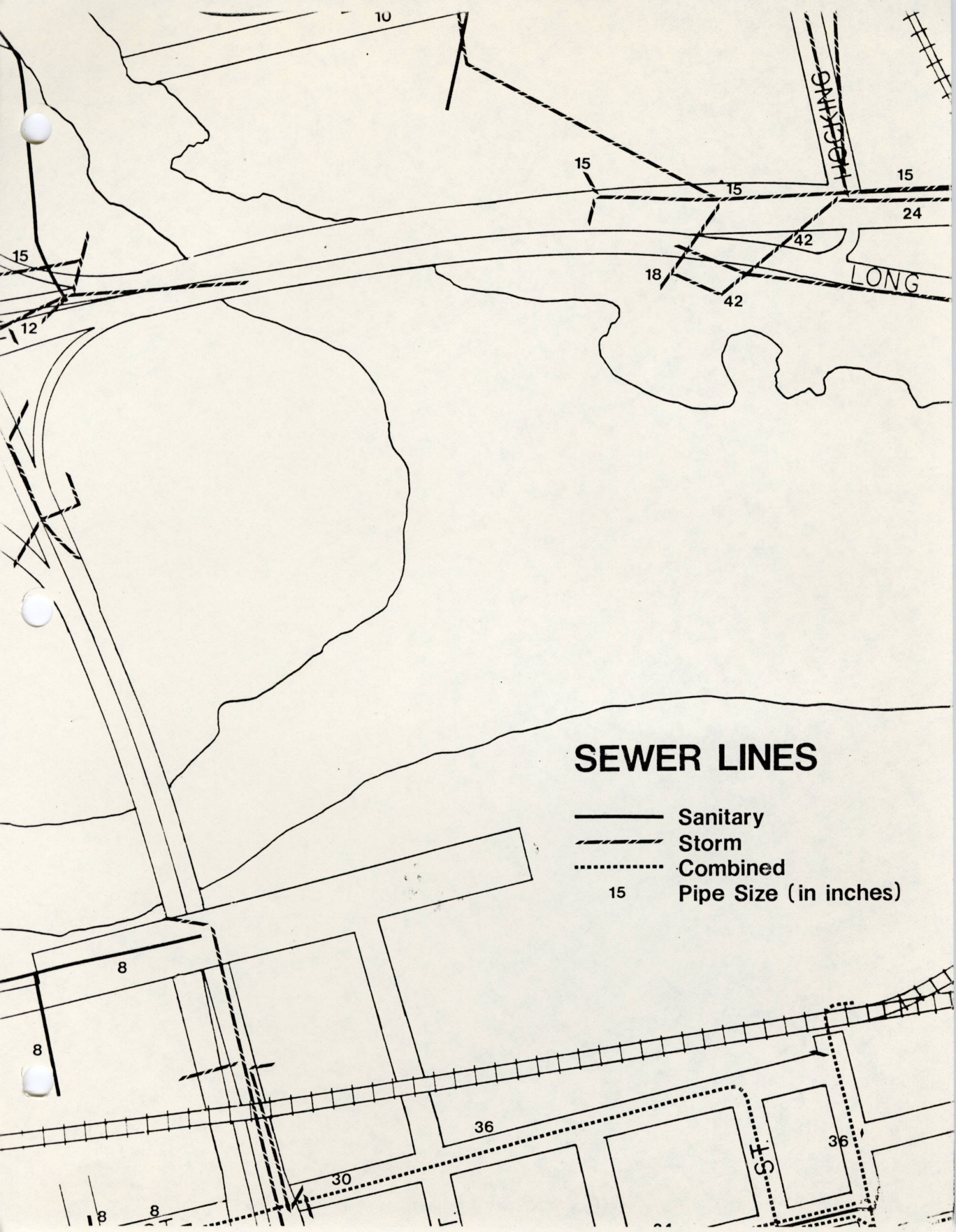
Columbia Gas Lines





**WATER LINES**

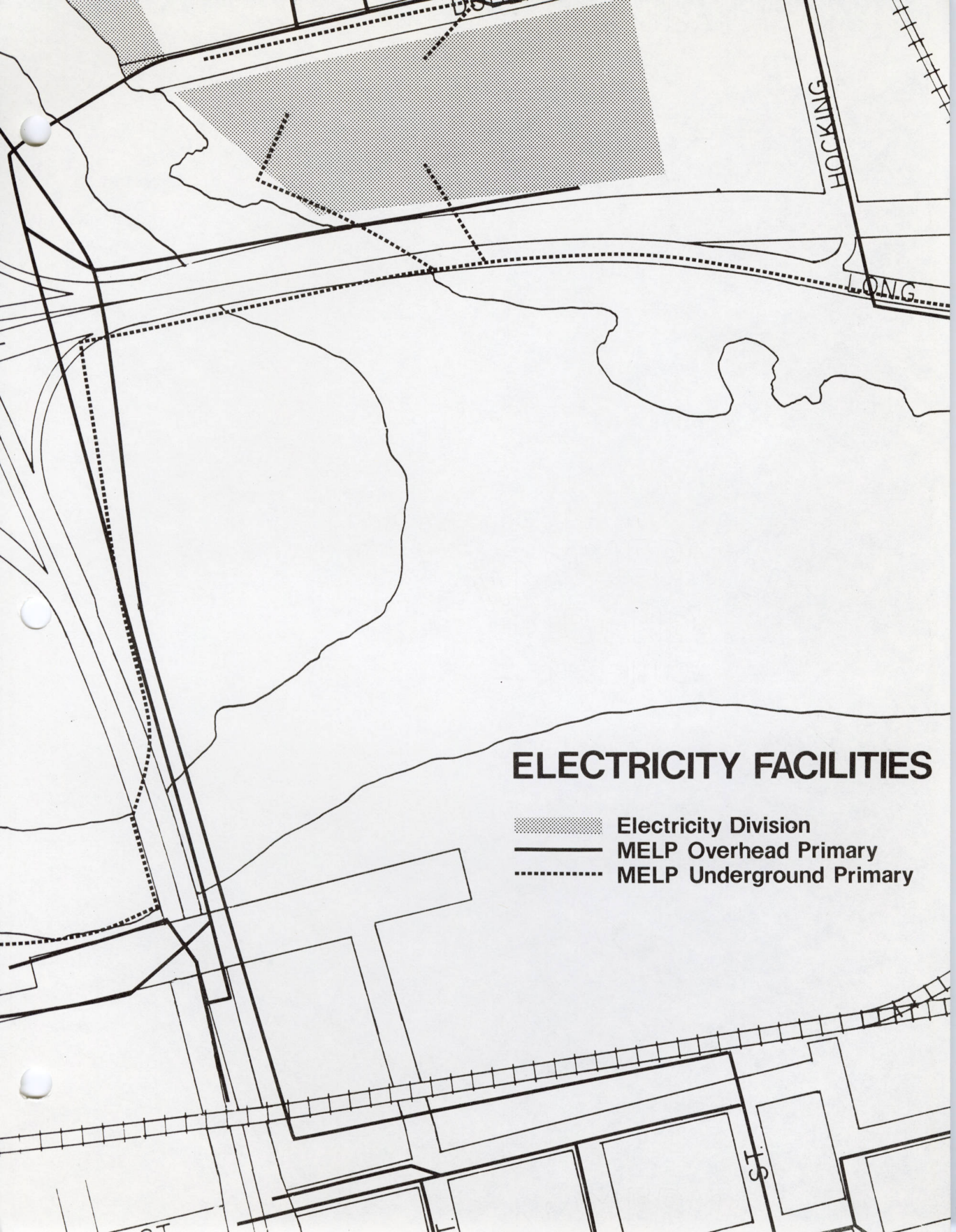







# SEWER LINES

- Sanitary
- - - Storm
- ..... Combined
- 15 Pipe Size (in inches)





# ELECTRICITY FACILITIES

-  Electricity Division
-  MELP Overhead Primary
-  MELP Underground Primary



FLOATING RESTAURANT PROPOSAL





---

768 S. FRONT ST.  
COLUMBUS, OHIO  
444-1175

#### RIVERFRONT FLOATING RESTAURANT PROPOSAL

The purpose of this narrative is to verbalize the concept and design features of the attached schematic diagram. As the proposed project is unique in the Columbus area, it requires both the cooperation and input of the City of Columbus and the private sector.

The final design of the restaurant facility will be coordinated with the City's Strategic Planning Division and will be architecturally sensitive to the area.

Of primary concern in locating this facility in downtown Columbus is site access and code required parking for restaurant patrons. In addition, the site must provide visual access to the downtown skyline and accommodate the security requirements necessary to satisfy the critical mass of human activity created by the operation of the facility. As the proposed facility is the first of its kind in Columbus, it is beneficial to identify its site location with well known landmarks such as the Amphitheater, Veterans Memorial, Central High School, and the Broad Street bridge.

In addressing site access for the facility, it becomes obvious that City controlled land must be utilized. The questions arise as to how much land is necessary to facilitate access, what are the mechanics of the required easement or lease agreement, and what impact will this have on the surrounding area. As the schematic shows, only a small area of land is necessary to accommodate facility access. The present usage of this area requires that a sensitive approach be used in the design of the access walkway. The redevelopment of this area is designed to "blend in" with its surroundings.

Controlling traffic at the entrance of the walkway requires that a drop-off zone be created. This is accomplished by the removal of several parking meters on either side of Washington Boulevard. The drop-off zone will be accented by low-level lighting and landscaping. As Washington Boulevard is a widened street, traffic control maintenance can be minimized via utilization of the proposed configuration.

Code required parking for the facility is accomplished by the utilization of Central High School's north parking lot. Discussions with the Columbus Board of Education indicate that a long-term lease agreement can be negotiated. It has been stated that private parking can be phased out on a timely basis to coordinate with the opening of the facility.



The required easement or lease agreement of City controlled land for site access represents a unique situation. As the redevelopment of this access area encompasses the construction of some permanent structures on land, it must be noted that the restaurant facility is free floating and is capable of being moved to other site locations. Should it become desirable or necessary to re-locate the restaurant, the City would then be left with a usable structure at the initial site. It is therefore felt that the monetary value placed on the easement or lease agreement should be considered a token amount necessary only to legalize the agreement.

The final consideration of this narrative is the projected impact that the proposed facility will have on the area. Simply stated, it will bring in excess of 100,000 people to the west bank of the Scioto River on an annual basis. Existing concessions in the immediate area will benefit from this draw, and civic programs, such as Music in the Air, will be heard by many instead of a few.

For further information and/or discussion please contact Larry Lamp or Pat Twomey at 768 South Front Street, Columbus, Ohio 43206 - (614) 444-1175.



CONFLUENCE SITE PROPOSAL



April 10, 1984

The following is a revised City Engineer's cost estimate to construct site access and parking facilities to serve the Confluence Site:

1. Broad Street Entrance (Skidmore Street)

Construction	\$100,000	
Plans	\$ 15,000	
Inspection & Layout	\$ 15,000	
Total		\$130,000

2. At Grade Railroad Crossing

Construction	\$500,000	
Plans	\$ 75,000	
Inspection & Layout	\$ 75,000	
Total		\$650,000

3. Parking Lot (Scioto Bank)

Construction	\$200,000	
Plans	\$ 15,000	
Inspection	\$ 15,000	
Total		\$230,000

4. Scioto Auto/Pedestrian Bridge (15 foot wide)

Construction	\$900,000	
Plans	\$135,000	
Inspection & Layout	\$135,000	
Total		\$1,170,000

Total Project Cost		\$2,180,000
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The proceeding estimated construction information is based on 1984 construction dollars and should be used for study purposes only.



## Riverbuildin'

The \$1.15 million that business leaders have pledged to the new Columbus Capital Corp. for Civic Improvement could be used to encourage development along the Scioto River north of Broad Street.

Mayor Dana G. Rinehart announced the formation of the private non-profit corporation last week. He hopes it will be able to attract state and federal funding to aid private development, as similar organizations have done in other cities.

Within a day or so, there was news in the C-J of plans to build a restaurant resembling a riverboat on pilings in the Scioto near downtown.

Earlier, we heard of proposals to build a pair of restaurants and a marina, a little farther upstream. And Recreation and Parks Director Mel Dodge has suggested holding

an international flower show along the banks of the river.

All of those ideas have promise, we think, and all of them would make good use of what may be Columbus's most neglected resource — its rivers.

Cities such as Cincinnati, Covington, San Antonio, Louisville, St. Louis and, of course, New Orleans have taken greater advantage of their riverfronts to encourage tourism. There is no reason why Columbus should not do the same.

With so many ideas in the air and plans in the making, with a new administration in City Hall, and the Columbus Capital Corp. for Civic Improvement setting up shop, there could be a lot of building going on along the Scioto. We hope so.

*Citizen Journal*  
Jan. 16, 1984



# The Columbus Dispatch

An Independent Newspaper  
Serving Ohio Since July 1, 1871.

## EDITORIALS

Monday, January 23, 1984

### Let's star the Scioto

We hope our new mayor's enthusiasm is infectious. We believe it will be.

In his recent luncheon talk to the Columbus Metropolitan Club, less a state-of-the-city address than a stream-of-consciousness recital of his hopes and dreams for Columbus, Mayor Dana G. Rinehart pictured a Downtown bustling with things to do and Columbusites who want to do them and a Scioto River elevated to focal point and star attraction.

We do take our river — or rivers — for granted. Most of us have encountered visitors unprepared for the beauty the Scioto adds to the Downtown scene — even as a static vista of buildings and open spaces. Many of us recall the surprise turnout of Columbusites for the dedication, some years ago, of the Christopher Columbus statue at City Hall.

Why NOT, after the successful relocation of the Arts Festival, a succession of other events year-around along the riverfront? Why NOT a dredged-out river to accom-

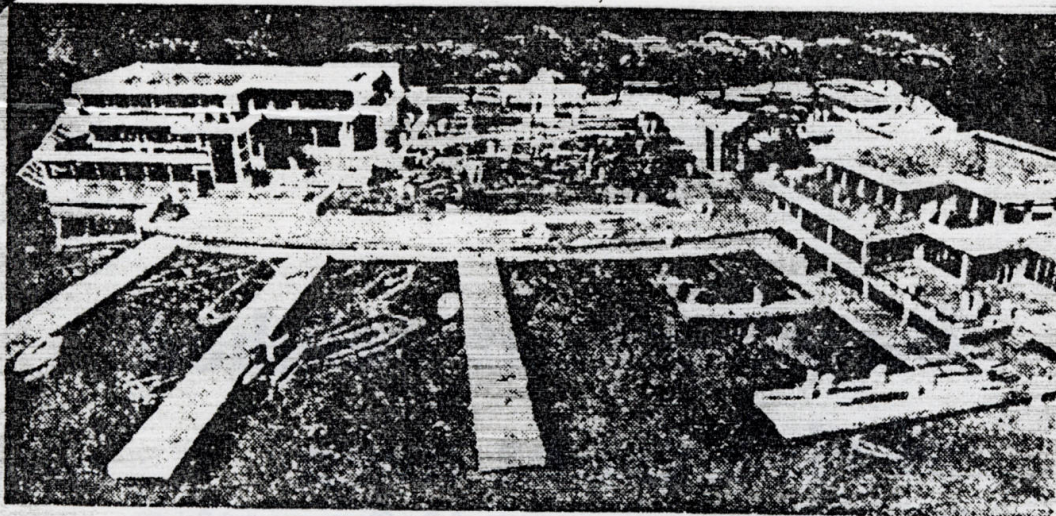
modate water craft? Why NOT, as the mayor urged, an all-out civic celebration of the 500th anniversary of Columbus's discovery of America in the largest city bearing his name — and why NOT a replica of the *Santa Maria* to skim down the Scioto and dip its sails to Chris's statue? Why NOT boat marinas and marina apartments and restaurants?

Already, the new parks and the lovely metamorphosis of the Cultural Arts Center, the tall new buildings anchoring the scene, have enhanced the riverfront. What we need now, as the mayor said, are people and the kinds of attractions that make people want to come and enjoy one of our greatest civic assets.

The mayor had much more to say about the city and its needs and about his conviction that Columbus has already made it as a great city and only needs to realize it.

We believe that, too, and that the new administration is engendering the kind of excitement and support to make the right things happen.





**DINING TREATS** — The concept of dining in two restaurants (one formal and one casual), wading in the central fountain or tying up at the proposed Rickenbacker Park marina was created by OSU architectural graduate

student Timothy Rhode, with assistance from the city's Recreation and Parks Department. A third proposed restaurant, to resemble an Ohio riverboat, would be built closer to downtown. A model hasn't been constructed.



*Larrilyn*

## 'Riverboat' eatery proposed for Scioto

By LARRILYN EDWARDS

A third restaurant — this one not on the riverbank but over the Scioto River — probably will be developed before the two exciting restaurants proposed this week for Rickenbacker Park by OSU graduate student Timothy Rhode.

Recreation and Parks Director Mel Dodge disclosed yesterday that he has received a serious proposal for a large, stationary restaurant that will resemble an Ohio riverboat and be built on pilings in the Scioto River near downtown.

The site hasn't been selected, but Dodge expects it to be adjacent to either Bicentennial or Battelle Park.

The restaurant would seat hundreds of diners and would cost several million dollars.

"There's a lot of work to be done," says Dodge. "Nothing has been done on parking, leasing and so forth. But, it's more than an idea. The company is capable of developing the restaurant."

Citizens Journal Jan. 31, 1984



# Development weighed of riverfront area

By James Breiner  
*Dispatch City Hall Reporter*

Mayor Dana G. Rinehart and his Cabinet got a graphic look today at the potential for riverfront development north of Downtown.

Recreation and Parks Director Melvin B. Dodge showed Cabinet members a riverfront map indicating ownership of the property from Broad St. northwest to Grandview Ave.

The state, city and county own the bulk of the land, most of it undeveloped, while a number of private owners hold other parcels.

Rinehart made riverfront development a campaign issue last year, and he has city employees working on it from several angles.

Rinehart plans to name a 10-member task force next week to study the possibilities of dredging

parts of the Olentangy and Scioto rivers and of developing city-owned riverfront land.

A number of riverfront projects have been in the works for years, including the construction of restaurants, a marina and bikeways on the 7-acre parcel of city-owned land at the confluence of the Scioto and Olentangy rivers west of Downtown.

Dodge also is trying to attract federal money for construction of a heliport on the Downtown riverfront.

Another project involves lighting the arches of the three Downtown bridges over the Scioto. The Columbus Foundation has made a grant to the city to light the Broad St. bridge, and Dodge expects to find money to put lights on the others.

*Dispatch Feb. 2, 1984*



# City views riverfront potential

By James Breiner

*Dispatch City Hall Reporter*

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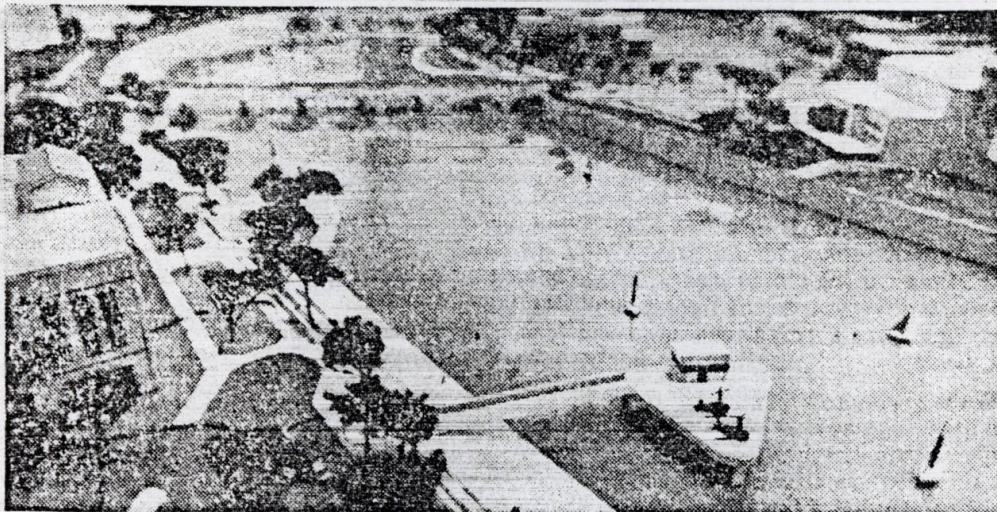
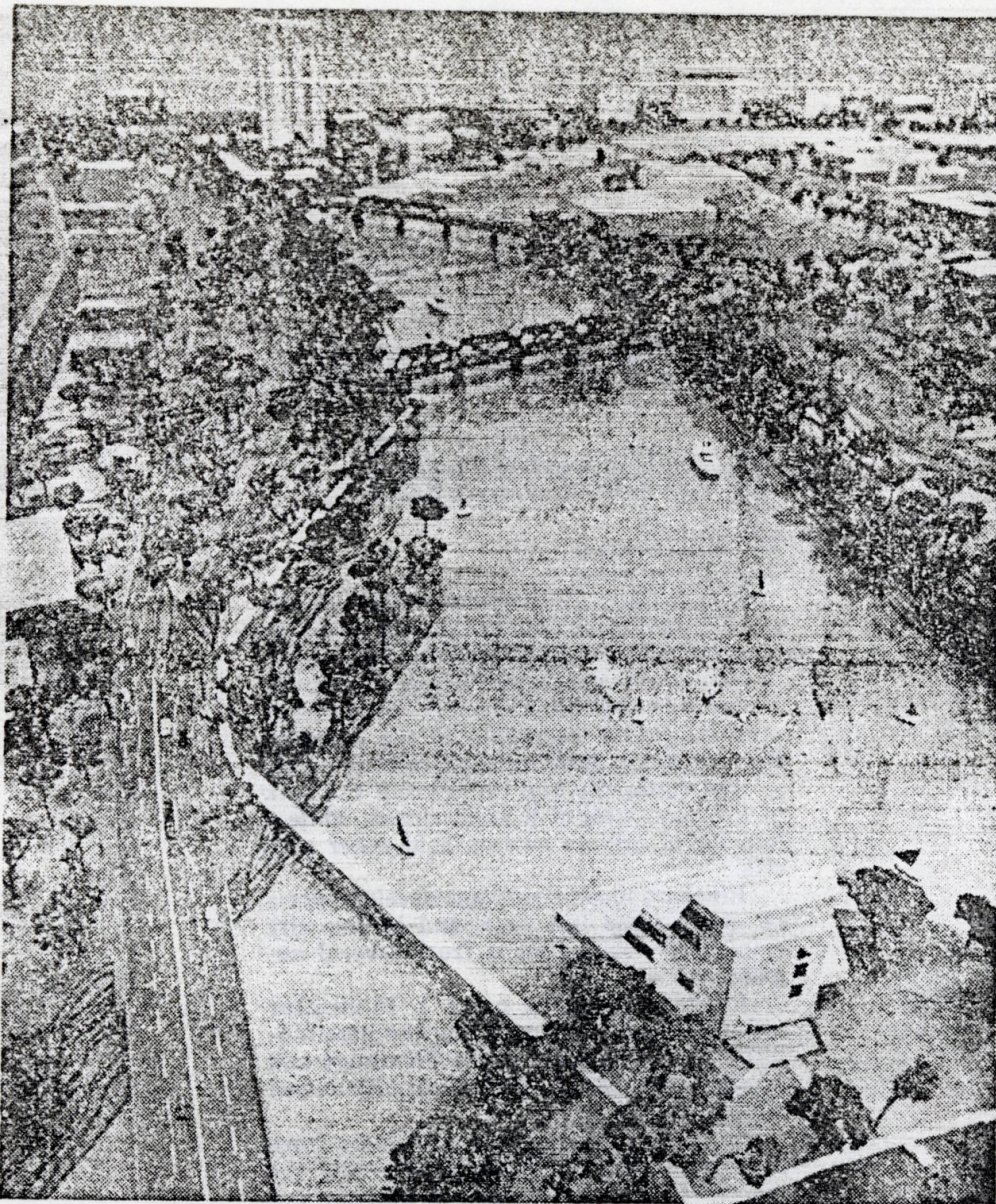
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Dodge long has been an advocate of incorporating the river into the life of the Downtown.

"Our ancestors considered it a barrier," Dodge said. "They turned their backs on the river." He explained that older buildings were built facing away from the river.

*Dispatch Feb. 2, 1984*





Dispatch photos by Craig Holman

## Trying to make the riverfront great

Community leaders met with Mayor Dana G. Rinehart today and viewed a model of the Columbus riverfront and what it could become. At top is a proposed restaurant and cross-river

bike path at the confluence of the Scioto and Olentangy rivers. Lower photo shows a proposed heliport off the Scioto's eastern bank. Story on Page D1. Dispatch 4/6/84



# Mayor requests riverfront help

By James Breiner

Dispatch City Hall Reporter

Mayor Dana G. Rinehart today invited business leaders to help plan development of the Downtown riverfront.

Rinehart said he wants them to provide short-term and long-term plans for the use of riverfront land, much of which the city already owns.

"I told them I wanted it done yesterday," Rinehart said after showing the group a scale model of the riverfront.

"We have no formal structure yet, but we first of all need their energy and commitment," Rinehart said. "People like water, and we don't need a hodgepodge development on our water Downtown.

"We need a cohesive, well-thought-out plan that will provide not only the business growth but the playground activities that will be good for the whole city."

The group saw a model of what the riverfront could look like if a restaurant is built in Rickenbacker Park. It also shows a proposed bikeway connecting Rickenbacker and Battelle parks.

Those who attended the meeting today in Rinehart's office were Friedrich Bohm, presi-

dent of the architectural firm of Bohm NBBJ; Gene D'Angelo, president and general manager of WBNS-TV; Katherine S. LeVeque, chief executive officer of LeVeque Enterprises; Marvin E. White, chairman of Columbus Gas Distribution Co.; Arthur Handsby, president of F&R Lazarus & Co.; Richard Disbrow, president of American Electric Power; and Melvin B. Dodge, director of the Columbus Division of Recreation and Parks.

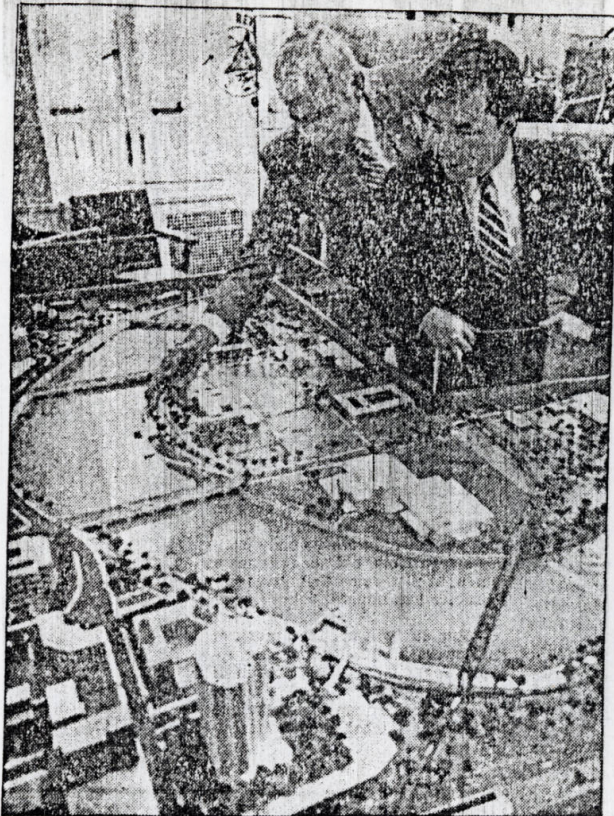
All of the businesses have offices on or near the riverfront. Rinehart's press secretary said others who have expressed an interest in serving on the commission are Leslie H. Wexner, president of the Limited, and Jack Wallick, president of Wallick Construction Co.

Rinehart said the city owns a large parcel of land on the south side of the Scioto River from Veterans Memorial northwest to the Innerbelt. He would like to see a park on this land, which is vacant.

The commission will make recommendations on how to use other publicly owned riverfront land, Rinehart said.

*Dispatch*  
Related photos on Page A1 *2/6/54*





**RIVER PLANS** — Melvin B. Dodge, city recreation and parks director, and Mayor Dana G. Rinehart look over a model of the city that includes proposals for developing the Scioto River downtown.

(C-J Photo by Dick Garrett)

## Deepening has first priority <sup>2/7/84 CT</sup> in waterfront development

By JUDY RAKOWSKY

Deepening the Scioto and Olentangy rivers downtown will be the first phase of developing the city's riverfront, Mayor Dana G. Rinehart said yesterday.

Rinehart appointed a riverfront development commission — most of the members are leaders of businesses with office buildings near the riverfront — and took eight of them on a tour of the area yesterday morning.

"You people have a major investment in downtown; I'll just be here for a few years," Rinehart told them.

Immediate plans call for finding a way to deepen the rivers, Rinehart said.

If gates were installed on the Main Street dam on the Scioto, they could keep in enough water to raise the river two feet in the downtown area, said Melvin B. Dodge, city director of recreation and parks.

A dredging operation, which the U.S. Army Corps of Engineers could perform, would achieve the same goal. Rinehart will meet with Corps officials in Washington, D.C., March 5 to discuss dredging.

William R. Murden, the corps' chief of dredging in Washington, said yesterday that 10 to 15 years could pass before a dredging operation is finished. He said a feasibility study could take one to two years, and the project could be tied up for another two years in receiving congressional approval.

Installing gates on the dam would be less expensive than dredging, Dodge said.

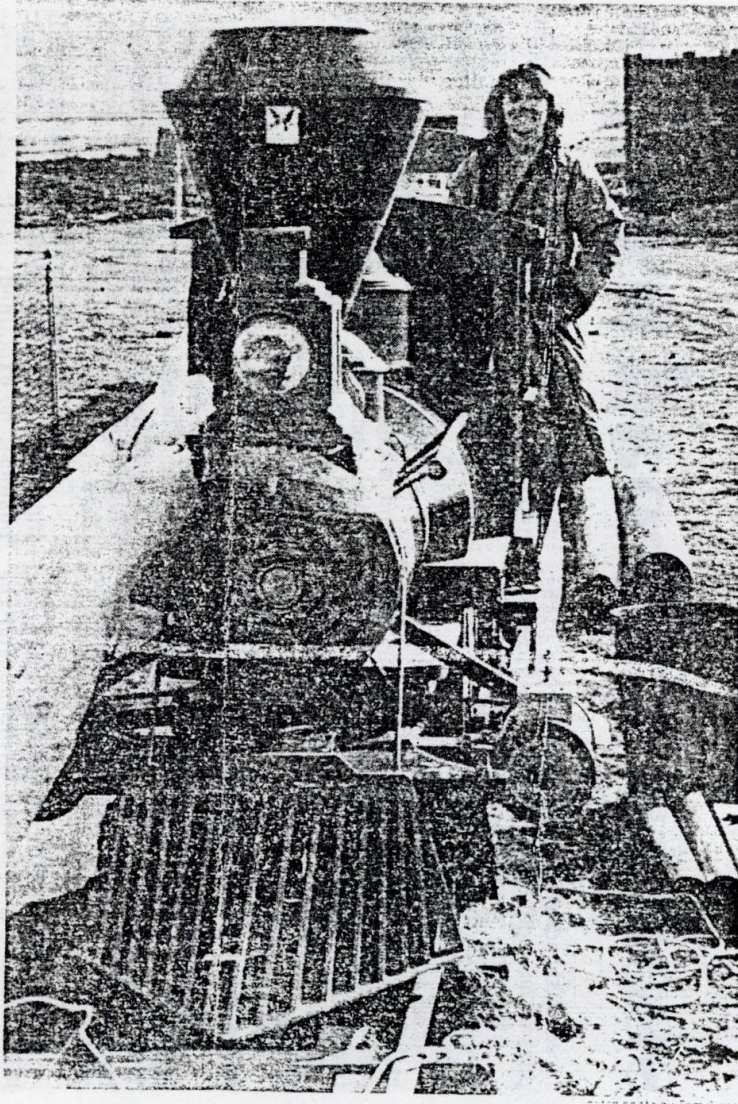
Members of Rinehart's commission include: Friedrich Bohm, managing partner of the architectural firm of Bohm NBBJ; Gene D'Angelo, president and general manager of WBNS-TV; Katherine S. LeVeque, chief executive officer of LeVeque Engerprises; Leslie H. Wexner, president of The Limited; Jack Wallick, president of Wallick Construction Co.; Marvin E. White, chairman of Columbia Gas of Ohio Inc.; Arthur Handshy, president of F&R Lazarus & Co.; Richard Disbrow, president of the American Electric Power Co.; and Dodge.

Included in the plans are a heliport at Battelle Riverfront Park, a restaurant at Rickenbacker Park, and bike paths linking Battelle and Rickenbacker parks.



# LOCAL

THE COLUMBUS DISPATCH/Tuesday, Feb. 21, 1984



## Mini-train will toot

A scale-model steam locomotive will be giving rides Downtown near the Scioto River this summer, Columbus Recreation and Parks Director Melvin B. Dodge said today.

A scale model of an 1862 locomotive, three passenger cars and 5,000 feet of track were purchased with \$30,000 donated by a private contributor.

The gasoline-fueled engine and the rest of the equipment are now stored at the Columbus Zoo Amusement Park. They were purchased from a steam railroad enthusiast who had completely reconditioned the used amusement ride, Dodge said.

It fits in with Mayor Dana Rinehart's plans to develop the riverfront into a tourist attraction, he said.

Dodge said the engine is smaller than the automobile-sized train used for tours through the Columbus Zoo. Each of the passenger cars will carry 20 people.

Dodge is looking for a suitable Downtown location near the Scioto River but said the riverbank itself won't safely support the weight of the train and 60 passengers.

"We expect to have it running this summer," he said.



# Scenic plus seen in railroad trestles

By Robert Ruth

Dispatch Development Reporter

Some people might look upon the eight Downtown railroad bridges that cross the Scioto and Olentangy rivers as aging eyesores.

But Philip D. DeVore, Columbus' deputy director for strategic planning, believes they are potential pluses for the city's riverfront environment.

"Some of them probably have historic significance," DeVore said. "As we clean up the riverfront, they could become real assets."

DeVore is in charge of coordinating Mayor Dana G. Rinehart's campaign to continue refurbishing the Downtown riverfront. DeVore is gathering data on owners of property along the two rivers.

Administration officials envision the entire Downtown riverfront as someday being

laced with scenic bicycle and hiking paths, parks and modern commercial buildings.

And the riverfront's eight railroad bridges will become part of this development, DeVore predicted.

Most interesting are two abandoned Conrail bridges that span the Olentangy River just north of Dublin Ave., DeVore said. The two bridges — one built in 1914, the other in 1937 — could be converted into pedestrian bridges, he said.

The other trestles under study by DeVore and a nine-member citizens' task force are:

- A double bridge that crosses the Scioto downstream from the W. Main St. bridge. The Conrail portion of the double span was built in 1909; the Chessie System portion in 1919.

- A Conrail trestle across the Scioto just upstream from Veterans Memorial and the

Battelle Riverfront Park that was built in 1903.

- A Chessie System span built in 1920 that crosses the Scioto just west of the old Ohio Penitentiary.

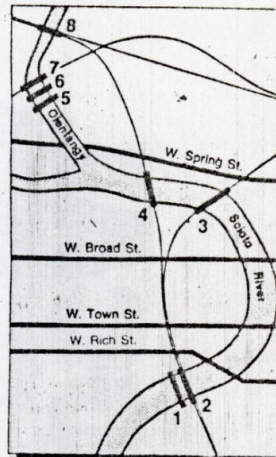
- A Chessie System bridge, built in 1900, and a Conrail bridge, built in 1911, both of which span the Olentangy between Dublin Ave. and Goodale Blvd.

All six bridges carry only freight trains. Passenger train service to Columbus was canceled several years ago.

Stanley Pendleton, chief Chessie train dispatcher for Ohio and Kentucky, said each of the Chessie bridges handles about 25 trains daily, most of them running through Columbus between southern and northern Ohio.

The severe slump in Ohio's steel and coal industries has affected Columbus' railroad business, he explained.

Dispatch 2/19/64



These eight railroad bridges may become part of the riverfront development.





WTVN-TV

**-editorial-**

**610  
WTVN  
RADIO**

THE RINEHART EXPRESS Wednesday, February 22, 1984

Now the Mayor and Mel Dodge are talking about putting a railroad downtown. It's a replica of an 1800's Iron Horse and would run somewhere along the riverbank. The Mayor says he's lined up private financing to bring the train to downtown Columbus.

It sounds like an interesting idea, along with the mounted patrols, the paddle boats, the bike paths, and the rest of the riverfront development. But we have a question.

Are these ideas part of a well thought out plan? Toledo is just now opening "portside" - a festival marketplace into which the Rouse Development Company has invested lots of money. It's taken years of planning and development.

Columbus and its new administration are bursting with ideas. Let's be sure they're good ones before breaking ground.



# Ideas rising for riverfront

By James Breiner  
Dispatch City Hall Reporter

The Downtown riverfront needs something to draw crowds, such as a sports arena, planetarium, science center or art museum, says Philip D. DeVore, Columbus' head of strategic planning.

One prime spot for such an attraction might be the Central High School site, DeVore said.

So far, the city's riverfront planners have just been juggling some ideas. They don't know how much the ideas would cost or how they would be financed. Also, the city does not own the 16.7-acre Central High site.

"We're into a conceptual exercise," said Kenneth J. Ferrell, the city's chief riverfront planner. "I'm proposing some things now that might not even be feasible, like moving major roads."

Mayor Dana C. Rinehart gave a boost to riverfront planning shortly after he took office. He made it a high priority and publicly owned, either by Frank-

Dodge, Recreation and Parks director, as well as DeVore's staff. Ferrell is proposing some of the railroad tracks in the area be moved.

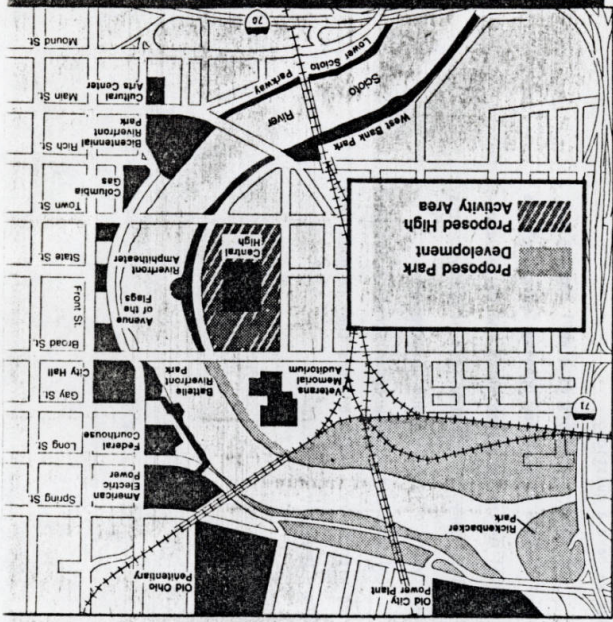
DeVore said the ideas will be reviewed by Rinehart and his Riverfront Task Force.

Ultimately DeVore's aim is to get orderly development of the land in the area and have the public improvements encourage developments.

Some cities have allowed skyscrapers to line their entire riverfront, DeVore said, but he doesn't want that to happen here.

"You don't want to wall in your riverfront," he said. "We have to be sensitive to having 'living room.'"

"I think the lower structures should be closer to the river. When you step the architecture back, you allow the other buildings behind to have a view of the river and be just as valuable."



Dispatch map by Ken Marsha

Dispatch  
March 18, 1984



# 21-story condo complex set

By Robert Ruth

Dispatch Development Reporter

Construction of a \$10 million, 21-story apartment-condominium building on the southeast corner of W. Main St. and Civic Center Dr. is scheduled to begin this fall.

The high-rise, to be built by the Wallick Cos., 6880 Tussing Rd., will be just west of the Columbus Cultural Arts Center and will overlook Bicentennial Park and the Scioto River.

Sanford Goldston, the company's executive vice president, said today that construction will begin in late fall and should take about 18 months.

## Downtown's potential, Page D2

Financing is nearly wrapped up, Goldston said.

BUCKEYE SERVICE Corp., a subsidiary of Buckeye Federal Savings and Loan Association, will help finance the project, dubbed The Waterford.

Mayor Dana G. Rinehart's administration has pledged to seek a \$2 million Urban Development Action Grant loan from the federal govern-

ment to aid in the financing, Goldston added.

The Waterford will include a two-story parking garage for 90 cars; three stories of commercial space housing a gourmet grocery store, restaurant and other shops; and 16 stories of apartments and condominiums.

Proposed prices are \$500 a month and up for the apartments and \$85,000 and up for the condominium units.

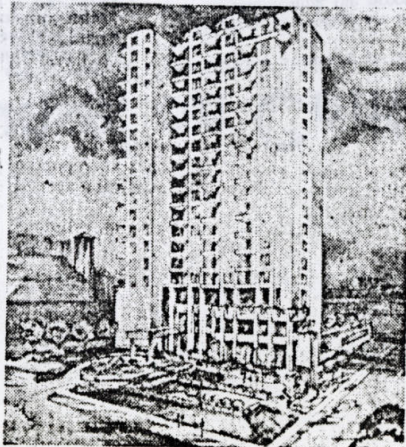
The proposed 200,000-square-foot Waterford is just south of a similar high-rise proposed by developers Bernard Schottenstein and Richard H. Smith. However, the Schottenstein-

Smith project has been stalled for two years because of lack of financing.

THE WALLICK firm manages about 5,000 apartment units in central Ohio.

Rinehart and other city officials announced their support of the project today during a press conference.

Goldston acknowledged that his company's proposal has been kept under wraps for months. "We didn't want to go off half-cocked," he said. "We wanted to make sure we had the financing before we made any announcements."



Sketch of proposed complex

Dispatch  
4/4/84



# Board seeks counsel on Central's future

By DAN PAGE

C-J Staff Writer

Columbus Public Schools officials have placed advertisements in at least two national newspapers in an effort to find a consultant to help decide what to do with Central High School.

The Columbus Board of Education, which closed the downtown high

school in 1982, is asking planning and development companies to submit their qualifications and histories by April 20, board members Carole Williams and James R. Ebright said yesterday.

An ad appeared Sunday in some editions of the New York Times and will run in the Wall Street Journal. It mentions a 20-plus-acre site and two large buildings — the high

school and a structure on Starling Street.

"What we're looking for is guidance in establishing the process (of deciding what to do with the property)," said Mrs. Williams, who chairs the school board's business, finance and non-instructional committee.

"This is extremely important for the entire Columbus community, and the process is important. . . . There

will be a lot of people with a lot of ideas, and eventually we will have to eliminate most of them.

"I want them (consultants) to set up the process to evaluate the ideas that we will be getting."

Mrs. Williams said the board must be certain it is aware of the potential uses of the downtown site and how those uses fit in with overall downtown development.

The two board members said the ad calls only for the companies' credentials — not specific proposals for use of the property.

They said the board plans to review responses, notify the most qualified applicants and supply them with more information.

Those companies then would be asked to submit proposals on how the board can best decide what to do with the property.

Mrs. Williams said she doubts the consultant who helps establish the decision-making process will offer a proposal for the site.

Mrs. Williams and Ebright said the three-member committee decided to invite consultants from across the nation to offer their services.

"We want to make sure that the person giving us advice is giving us that advice in the best interest of the Columbus school district and make sure they know that the school district is their client," said Ebright.

CJ 4/4/84



# \$1 billion 'Tivoli' for Central High?

A wildly imaginative plan to turn the Central High School building and adjoining lands along the Scioto River into Tivoli-type gardens is beginning to receive serious consideration from key community leaders in Columbus despite a possible billion — yes, billion — dollar price tag.

Preliminary ideas for "Columbiana Gardens," a cultural, entertainment and amusement complex similar to the 22-acre Tivoli in the heart of Copenhagen, are close to being pie-in-the-sky.

But, the expansiveness of the concept is exactly what is attracting support from some of the city's most effective leaders.

Contacts are already being made for commitments to fund a \$900,000 comprehensive pre-feasibility study — with a third coming from foundations, a third from business and a third from government.

The Columbiana Gardens proposal includes 18 to 21 gourmet restaurants, stages, platforms and a concert hall for continuous musical and theatrical performances, a six-acre lake with ducks, fish, children's paddleboats and a Japanese tea house.

There also would be landscaped flower gardens, a sculpture garden, a small-scale children's amusement park, areas for major exhibits on



*Larrilyn*

Larrilyn Edwards

different nations, studios and workshops for visual artists and branches of the Columbus Zoo and the Museum of Art — for visiting animals and art.

Also envisioned are gondola boats for cruising and eating box lunches and dinners) on the Scioto, fireworks five nights a week and barge restaurants on the riverfront at the Town Street and Broad Street bridges.

The plan calls for reusing Central High School by adding a large glass atrium at the front of the

building. Six balcony restaurants in the enclosed space would overlook the river and other restaurants would be added at the sides and on top of Central.

David Jehnsen, a 40-year-old with academic credentials from Harvard who has spent months developing the plan and personally interviewing more than 60 community leaders, would like to be study director for the project.

He describes himself as "a generalist specializing in the broader issues of education and community organization" and has provided education, training and action research services for more than 250 private and public sector organizations and projects.

Several of the chamber's officials and board members find Jehnsen and his ideas so impressive they have helped him refine and distribute the plan.

Jehnsen proposes a three-month organization period (to secure commitments and funding) followed by a 15-month planning process that would

involve the whole community — setting up a planning center in Central High School and using prime-time TV to share study findings and get reactions from Columbus residents.

He also hopes to look at how major cultural events and other projects like the reuse of the Ohio Pen, housing in East Franklinton, hosting the proposed 1992 International Flower Show and completion of Capitol South can coordinate with the development of the gardens.

The Columbiana Gardens may not be as impossible a goal as it seems at first glance — with much of the billion dollars being business investment.

Timing could be right: City leaders have been struggling to get round-the-clock activity and dramatic redevelopment going in the downtown.

They just may be willing to plan carefully for coordinated large-scale future development. And, as Jehnsen points out, a real plus is the spirited (and youthful) new leadership in city and state government and at the Chamber of Commerce.



# Downtown potential rated

By James Breiner

Dispatch City Hall Reporter

Downtown Columbus has a potential for 230 new housing units a year, a city planner said today.

Increases in one- and two-person households as well as the number of people in the 25-44 age range create a prime market for future urban housing, said William F. Hoyt, planning supervisor for the city.

Hoyt said a study shows the market for Downtown housing, particularly along the riverfront, is "conservatively" 230 units annually.

"The support for this estimate, however conservative, comes from evidence of changing tastes in housing," Hoyt said. Younger people, especially those without children or with very young children, are seeking al-

ternatives to the suburban tract home.

"THE MARKET for housing in the Downtown area probably is stronger now than at any other time in the recent past. Changing living patterns ... make the Downtown and the riverfront area an attractive market for residential construction," Hoyt's report said.

The new housing could come in the form of new construction or conversion of older buildings to residential use.

Between 1970 and 1980, the number of one- and two-family households in Franklin County increased by 52 percent to 184,000. In the same period, the number of people in the 25-44 age range increased by 60,000. Hoyt described the changes as "dramatic."

TO ATTRACT that age group, developers will have to offer more than just a building full of apartments and condominiums, he continued. Amenities such as an athletic club, convenience shopping or a restaurant will have to be a part of a development.

One barrier to Downtown housing in the past has been a lack of receptivity in the market, Hoyt said. That is changing, as evidenced by revitalization of central-city neighborhoods such as German Village, Victorian Village and Italian Village.

"If somebody can capture the imagination of the age group we're talking about, there is the possibility for housing Downtown," the city planner said. "But you have to have more than just housing."

Dispatch  
4/4/84





DICK GARRETT/C-J

Jack L. Wallick of Wallick Associates shows a rendering of a 21-story apartment and condominium building planned for downtown.

## Other developers welcome downtown residential plan

By JIM MACAK  
C-J Staff Writer

Two developers with designs for residential projects downtown said they welcomed news yesterday that Jack Wallick, a partner in Wallick Associates, plans to build a \$10.2 million apartment and condominium building downtown.

Wallick's development will not endanger an \$88 million apartment, YMCA and parking garage project proposed for the third and southernmost block of Capitol South, said developer Donald Kelley. Kelley presented his plans with developer Robert Weiler last month to the Capitol South Community Urban Redevelopment Corp. board.

"Our market study shows a tremendous demand for downtown living," Kelley said. The study showed 85,000 people come downtown daily who could choose to live downtown.

And Bernard Schottenstein said he is undaunted in his hopes to build residences at the Lazarus Annex building site at Town and Front streets and on a riverfront parcel on the northwest corner of Civic Center Drive and Rich Street, just north of the Wallick project.

"There's something for everyone, and it's all good for the city," said Schottenstein.

Wallick announced plans for a 21-story apartment and condominium building during a press conference yesterday morning. The complex, owned by The Waterford Ltd., will be built on West Main Street at Civic Center Drive south of Bicentennial Park and next to the Columbus Cultural Arts Center.

Construction of 139 apartment and condominium units will begin this fall or early winter and will be

ready for occupancy in late 1985, Wallick said.

Studios, one- and two-bedroom dwellings and specially designed penthouse suites comprise the project, Wallick said. Apartments will rent for \$500 to \$800, and the average condominium will sell for about \$85,000.

Extensive market research preceded the project, Wallick said, adding that the research, conducted by Ken Danter for Danter and Associates, is not finished.

"But from all the preliminary data we have, it was an absolute go (with the project), and that's why we're here," he said.

"The results (of the research) are superb. People want to move here. The results so far indicate a strong demand for downtown living in the rent and price ranges we're talking about. So we think we're absolutely on target," he said.

The T-shaped building will include two levels of enclosed parking, plus open parking at the rear of the building, Wallick said there will be three floors of commercial space with small shops, offices and a restaurant capable of seating 220.

Buckeye Service Corp., a subsidiary of the Buckeye Federal Savings & Loan Association, will help finance the project. The architect is Jane Shapiro.

Bruce Miller, director of the city's Jobs Development Department, said the city will request a \$2 million federal loan for the project under the Urban Development Action Grant program. He said the application will be submitted before April 30.

He said he is optimistic the loan will be granted. "It's a very competitive project," he said.

Colts CJ  
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Larrilyn

# New bike path plan rolls into high gear

By LARRILYN EDWARDS

C-J Columnist

Columbus is going full speed ahead with plans and paperwork for a bike path and walkway along the Scioto River in downtown.

The design includes building part of the path over the river on concrete footings and two bridges along the sloped, concrete-covered river banks.

Starting at Battelle Park — in front of Columbus City Hall — the almost half-mile-long bike path will run along the Scioto River's north bank past the Ohio Pen to the confluence of the rivers at the Sandusky Interchange.

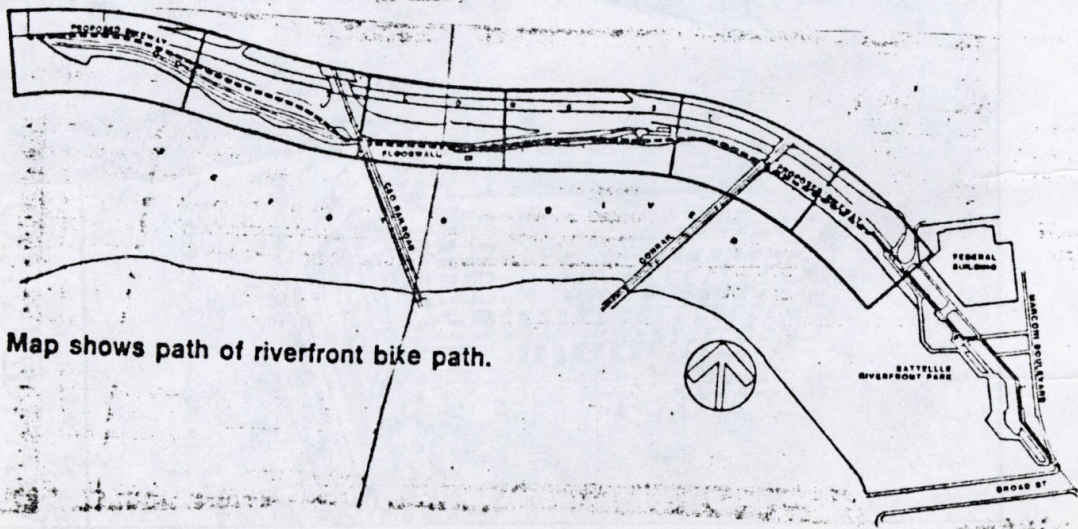
Access to Rickenbacker Park by a third bridge is planned as part of an additional development project.

The \$600,000 bikeway proposal, being readied for a September funding round at the Ohio Department of Transportation, goes to the state in the next two weeks.

Roger Wells, who directs the city's parks division, says funding isn't guaranteed because other governmental agencies will have to move quickly to help the city meet the September deadline.

But, according to Wells, it is possible to have everything in place to qualify for monies the state has set aside in 1984 for bikeway construction.

City crews are cleaning up along the route of the bike path this week, but Wells said the summer of 1985 is the earliest the project can be completed.



Map shows path of riverfront bike path.

Citizen Journal  
4/4/84



## Focus on the Scioto

It does seem that finally we're beginning to appreciate our river.

Mayor Dana G. Rinehart's enthusiasm for riverfront development has struck a responsive spark among scores of citizens who have long believed we've never really made our finest natural asset an integral part of Downtown activity.

Already quite a few ideas are being advanced — some good, some probably not so good, but all indicative of an interest that should be encouraged and sustained.

We thought Kenneth J. Ferrell, the city's chief riverfront planner, made some particularly good points in a week end interview in

stressing orderly progress, a meshing of public improvement and private development, and a building plan that complements, integrates but does not encroach upon the open vista the river affords.

Some day, we hope, the whole lovely sweep of the Scioto will be flanked by areas and facilities people will use and enjoy, from Greenlawn Ave. north to its linkup with the equally lovely Olentangy.

We've been a long time in the talking stage on developing our riverfront potential. Now that the action stage seems to be at hand, we can afford the time and thought and effort to do it well.

*Columbus Dispatch*



## Gauging the Market for Riverfront Development

One of the first steps towards the realization of a development strategy for the Riverfront area is an assessment of the opportunities that a strategy might hope to capture. This section of the report attempts to provide that assessment by carefully analyzing demographic and economic indicators of housing demand and retail spending. When a choice was possible a more conservative trend was favored.

The market for downtown development in general and specifically for the riverfront area is really a composite of several different markets. The downtown housing market, for example, can draw support from growth and mobility in the Franklin County Housing Market. The downtown commercial sector can expect to take advantage of Regional and City-Wide household spending patterns as well as the demands from downtown workers, convention delegates and business visitors.

## Projections of Long-Term Growth

In spite of the sharp decline in annual population growth experienced by Franklin County and the City of Columbus over the last decade, population projections show steady, albeit lower, growth over the next twenty to twenty-five years. Projections published by the State of Ohio, Department of Development assume that population growth in Franklin County to the year 2005 will average 2,430 persons per year, about a 0.3 percent increase per year. The seven-county Columbus Metropolitan Statistical Area (CMSA) is predicted to reach 1,410,200 people by the year 2005 (See Table 1), an average increase of 6,650 persons per year. These projections provide an optimistic outlook for continued long-term stability in the Central Ohio Area.

The impact of these projections and changing rates of household formation can be seen in the forecasts of household growth. Over the period between 1980 and 2005, Franklin County is expected to add an average of 1,590 new households each year. The Metropolitan statistical area should average about 3,150 new households each year (See Table 2).

These forecasts show that the inflated rates of household growth experienced between 1970 and 1980 from high rates of household formation among the baby boom age group will not be a major factor in future household growth. Rather, household growth will be more in line with population growth and the rapid decline in average household size should slow considerably. In Franklin County household size should decline no further than 2.5 persons per household by the year 2005.



## Projecting Housing Needs

In order to estimate housing needs, household growth projections have been translated into a profile of unmet needs and potential demand for new housing. As Table 3 indicates the estimates for new construction based on household growth projections would indicate an average annual demand for 2,371 new housing units. This is a somewhat conservative estimate that forecasts demand to respond to growth and available housing vacancies. Missing from this equation is the demand for new construction from households leaving the central city.

Between 1970 and 1980 the central area of the City lost about 60,600 people while the City as a whole gained 25,200 people. Simple arithmetic shows that the fringe areas of the City gained some 85,800 people. These people helped to maintain the demand for about 5,000 new dwelling units each year in Franklin County between 1974 and 1980, while new household growth during the same period averaged only 4,240 households each year.

The excess of housing construction over household growth can be seen in the very high count of vacant units, unavailable-for-use reported in 1980. As many as 4,268 housing units were identified as vacant but not in the housing inventory in 1980. In 1970 only 2,617 units were so identified (See Table 4).

## New Construction Trends

Trends in new construction have already begun to exceed, by a substantial margin, the projected demand for new housing. Housing units authorized by building permit (Table 5) since the beginning of 1980 total about 16,250 new units. Total demand projected for this four-year period is about 9,500 new units. The obvious discrepancy could, of course, exist because of errors in the projected rate of household growth, errors in the reporting of building permits, and/or the fact that many building permits may not be exercised. It is more likely, however, that much of the discrepancy is due to the demand created by the geographic mobility of families, families who are choosing to live in the newer areas of Columbus and Franklin County.

If the projections of population and household growth are accurate, then there will likely be a reaction in the housing market, to adjust to this short-run overbuilding and the increase in vacant, available units. The reaction can go in one of two directions. Should the desire to live in the newer areas of the county continue despite increasing vacancies, then the stability of several older neighborhoods might be jeopardized. Should the lure of good housing in established neighborhoods or of new housing opportunities in redeveloping areas continue to grow, then the older areas will retain their population base and new, fringe-area construction should slow down.

## The Market for Downtown Housing

The market for housing in the downtown area is probably stronger now than at any other time in the recent past. Changing demographics and living patterns combined with unusual siting and development opportunities make the downtown and the riverfront area an attractive market for residential construction. In



this regard, there are no trends to follow and no past history on which to project future demands. A conservative estimate that might be used as a guideline would suggest that downtown residential development might aim to capture ten percent of the net demand for new construction. A ten percent market penetration would amount to about 230 new units annually. These units could be supplied through new construction and the innovative reuse or conversion of older structures. The potential success of residential projects in the downtown must, in the end, be judged on the uniqueness of individual projects and how well they respond to changing tastes.

### Changing Household Sizes

Of the demographic changes affecting the local housing market none would seem to have as strong an effect as the dramatic increase in one-person households. Between 1970 and 1980 one-person households increased by 82 percent (See Table 6). In 1980 one-person households constituted 26 percent of all households. There seems to be some stability in the proportion of two- to four-person households and a decline in larger five-or-more-person households.

The increase in one-person households and smaller household size in general has resulted from: 1) more people choosing to live alone; 2) fewer children being born into each family; and 3) high divorce rates that split one household into two. Smaller households are generally more mobile, more flexible and in need of less space than larger households. Depending upon the age of the individuals, housing opportunities for one- and two-person households would represent a strong market for downtown housing. Between 1970 and 1980, 63,094 new one- and two-person households were formed in Franklin County.

By 1985 one-person households should account for 27.87 percent of all households, an increase of almost 11 percent or 9,309 households since 1980. The number of two-person households will increase by 3,472 in the same period, while all households will increase by 11,195. Together one- and two-person households will account for 59 percent of all households by 1985. It is easy to see, therefore, that one- and two-person households will continue to be a focal point for any new housing construction.

Projections of households by size can be translated into a guide for new construction if it can be assumed that there is a relationship between family size and the demand for different housing unit sizes. Given the assumption of a relationship as shown in Table 7, projected housing demand should consist of 88 percent zero- and one-bedroom units and 12 percent two-bedroom units (see Table 8). For the estimated annual demand for downtown housing (230 units), this would breakout as about 200 zero- and one-bedroom units and 30 two-bedroom units.

### Age Specific Markets

A second demographic factor which will have a significant impact on the local housing market is the changing age structure of the population. The period between 1970 and 1980 saw some important shifts in the proportion of population in different age cohorts (Table 9). Significantly, the proportion



of the population aged 5-14 years declined by 22.8 percent and the proportion aged 15-34 years increased by 17.3 percent. The increases in young adults and elderly persons has had the greatest impact on the housing market by creating a strong demand for housing that caters to young, single adults; young married couples; young couples with one or two children; and the elderly.

By 1985 the elderly over age 60 should account for 13.3 percent of the population, an increase of 9,377 persons since 1980 (see Table 10). The population aged 25 to 44 is expected to increase by 41,484 persons or 16.2 percent in the same period, while the total population will increase by 12,945 persons or 1.5 percent. These two age groups should be primary targets for any new or reuse residential construction. Those specific cohorts with the highest growth rates between 1980 and 1985 include ages 30-34 with a 21.2 percent increase; ages 35-39 with a 32.0 percent increase; and ages 60-64 and 70-74 each with about a 12 percent increase. Noticeable declines will be evident in the 45-54 age cohort.

#### Downtown/Riverfront Housing Market Summary

There would seem to be no better time in recent history than now to create unique opportunities for downtown housing. Based on a conservative approach to estimating market demand on an annual basis, it has been suggested that the downtown housing market might seek to capture 10 percent of the projected county housing demand: 230 housing units annually. The support for this estimate, however conservative, comes from evidence of changing tastes in housing and changing demographics affecting demand.

Changing tastes in housing can be seen in the successful revitalization of central city neighborhoods on the edges of downtown. These include German Village and the area around it, Italian Village, Victorian Village, Renaissance, Dennison Place and Olde Towne East. To one extent or another these areas have experienced new life as adventurous households remodel and restore older housing in search of an alternative to suburban tract-house living. It does not seem to be out-of-line, therefore, to suggest that these "revitalization sub-markets" could extend their influence into the downtown area itself.

Changing demographics includes the dramatic increases projected for one- and two-person households, housing for young singles, young couples and young couples with children, and housing for the elderly. As noted, 88 percent of the demand (200 units annually) should consist of zero and one bedroom units and 12 percent (30 units annually) of two-bedroom units.

Also mentioned was the need for unique, creative housing opportunities to capture the imagination of consumers. Since much of the demand comes from new household formations, can projects be designed to capture this market with entry-level housing opportunities? Can projects respond to the growing market for active elderly households? Can projects provide the building styles and on-site amenities to appeal to young singles or couples or even to couples with young children? If the answer to these questions is a strong yes, then downtown housing should prove to be a strong submarket.



TABLE 1: Population in the Columbus Metropolitan Statistical Area, 1970  
- 2005

	1970	1980	1985	1995	2005
Franklin County	833,249	869,126	882,071	907,698	929,909
City of Columbus	540,025	564,826	573,000	590,000	604,000
Delaware County	42,908	53,840	59,777	69,305	74,363
Fairfield County	73,301	93,678	104,100	120,978	130,144
Licking County	107,799	120,981	127,144	139,340	144,585
Madison County	28,318	33,004	35,060	38,550	40,770
Pickaway County	40,071	43,662	45,063	47,638	49,445
Union County	23,786	29,536	32,489	37,589	40,984
Columbus MSA TOTAL	1,149,432	1,243,827	1,285,704	1,360,098	1,410,200

SOURCE: Population Projections, Ohio and Counties by Age and Sex:  
1980-2005;  
Ohio Department of Development, Ohio Data Users Center, 1983.



TABLE 2: Households in the Columbus Metropolitan Statistical Area, 1980-2005

	1980	1985	1995	2005
Franklin County	322,810	334,012	350,876	362,614
City of Columbus	(217,135)	(255,400)	(237,200)	(245,100)
Delaware County	18,381	19,926	23,493	25,380
Fairfield County	33,221	35,897	42,448	45,987
Licking County	43,128	45,735	50,674	53,352
Madison County	10,959	11,533	12,893	13,727
Pickaway County	14,492	14,872	15,986	16,704
Union County	10,395	11,203	13,189	14,482
Columbus MSA TOTAL	453,386	473,178	509,559	532,246

SOURCE: City of Columbus, Office of Management and Budget, Strategic Planning, 1984 estimates.



TABLE 3: Basic Factors in Estimating New Housing Production Requirements  
Franklin County, Ohio 1980 -- 1990

	Total	Owner	Renter
Household Growth (new units to accomodate new households)	22,024		
Tenure Split			
based on 1980 tenure	22,024	12,554	9,470
adjustment for shift to renter <sup>1</sup>		- 2,470	+ 2,470
net tenure split		<u>10,084</u>	<u>1,940</u>
Subtotal: Gross Demand	22,024	10,084	11,940
Replacement for loss to inventory based on 1970-1980 rate <sup>2</sup>	2,590	1,093	1,497
Housing Vacancies			
Vacant, available	17,044	4,541	12,503
Vacant required <sup>3</sup>	<u>16,139</u>	<u>5,690</u>	<u>10,449</u>
Excess vacant units	- 905	+ 1,149	- 2,054
Net Quantitative Demand 1980 to 1990	<u>23,709</u>	<u>12,326</u>	<u>11,383</u>
Average annual demand	2,371	1,233	1,138

SOURCE: City of Columbus, Office of Management and Budget, Strategic Planning, 1984 estimates.

- 1 Forecast at 1/4 the 1970 to 1980 shift rate
- 2 Losses to the inventory from disaster or abandonment were split between renter and owner based on units authorized by permit.
- 3 Single-family at 3 percent and multi-family at 7 percent



TABLE 4: Housing Vacancies - Franklin County 1970 - 1980

	1970	1980	Percent Increase
Housing Units	271,253	347,237	28.0%
Vacant Units	11,851	24,207	104.3%
For Sale	1,463	4,541	210.4%
For Rent	7,771	12,503	60.9%
Rented or Sold <sup>1</sup>	N/A	2,244	
Held of Occasional Use	81	651	703.7%
Other Vacant	2,617	4,268	63.1%

SOURCE: U.S. Census Publications PHC (1)-50 (1970) and PHC-80-2-128 (1980).

<sup>1</sup>Awaiting occupancy



TABLE 5: Housing Units authorized by Building Permit

Year	Franklin County		
	Total Units	Single Unit Structure	Multiple-Unit Structures
1979	6,164	3,344	2,820
1980	4,835	2,319	2,516
1981	3,091	1,489	1,602
1982	2,793	1,546	1,247
1983 <sup>1</sup>	5,532	2,758	2,774

SOURCE: U.S. Census Publication: C40-83-6, Construction Reports.

<sup>1</sup>First 11 months



TABLE 6: Persons per Household - Franklin County 1980 - 1985

	Actual 1970	Actual 1980	Change 70 - 80	Projected 1985	Change 80 -85
All Occupied Housing Units	259,321	322,817	63,496	334,012	11,195
1 person	45,987	83,780	37,793	93,089	9,309
2 person	75,539	100,840	25,301	104,312	3,472
3 person	45,435	55,278	9,843	55,112	- 166
4 person	41,330	46,859	5,529	48,332	1,473
5+ person	51,030	36,060	- 14,970	33,167	- 2,893

SOURCE: U.S. Census Publications PHC (1)-50 and PHC-80-2-128 and estimates of 1985 household size by the Office of Management and Budget, Strategic Planning.



TABLE 8: Household Growth, Persons by Housing Size 1980-1985

	0-1 Bedroom	2 Bedroom	3 Bedroom	4+ Bedroom	Total
1 person	9,309				9,309
2 person	2,778	694			3,472
3 person		- 133	- 33		-166
4 person		1,031	442		1,473
5+ person			<u>-2,025</u>	<u>-868</u>	<u>-2,893</u>
TOTAL	12,078	1,592	-1,616	-868	11,195
Recommended Breakdown <sup>1</sup>	12,078	1,592			13,670
Percent	88%	12%			100%

SOURCE: Office of Management and Budget, Strategic Planning estimates.

<sup>1</sup> Recommended breakdown of net demand for housing to accommodate projected household growth.



TABLE 9: Population Age Structure - Franklin County: 1970 - 1980

	<u>1970</u> <u>Population</u>	<u>1970</u> <u>Percent</u> <u>Distribution</u>	<u>1980</u> <u>Population</u>	<u>1980</u> <u>Percent</u> <u>Distribution</u>	<u>Change</u> <u>1970-1980</u>
0 - 4	74,105	9.0%	63,228	7.3%	-14.7%
5 - 9	82,281	9.9%	63,300	7.3%	-23.1%
10 - 14	84,792	10.1%	65,699	7.6%	-22.5%
15 - 19	80,715	9.7%	82,886	9.5%	2.7%
20 - 24	85,977	10.3%	103,833	12.0%	20.8%
25 - 29	64,178	7.7%	87,412	10.1%	36.2%
30 - 34	51,100	6.1%	73,284	8.4%	43.4%
35 - 39	46,933	5.6%	52,424	6.0%	11.7%
40 - 44	49,478	5.9%	43,162	5.0%	-12.8%
45 - 49	47,087	5.6%	42,092	4.8%	-10.6%
50 - 54	40,029	4.8%	43,549	5.0%	8.8%
55 - 59	33,769	4.1%	40,652	4.7%	20.4%
60 - 64	28,691	3.4%	32,373	3.7%	12.8%
65 - 69	22,352	2.7%	26,196	3.0%	17.2%
70 - 74	17,204	2.1%	19,251	2.2%	11.9%
75+	24,558	3.0%	29,785	3.4%	21.3%
TOTAL	<u>833,249</u>	<u>100.0%</u>	<u>869,126</u>	<u>100.0%</u>	<u>4.3%</u>

SOURCE: U.S. Census PHC-80-2-128 and PC(1)-B 37 Ohio.