
**BRICE/TUSSING
AREA PLAN**

November 1990

This plan is intended as a reference document for the City of Columbus, residents, the business community and developers. It provides guidelines for decision-making concerning the Brice/Tussing area. If there are any questions regarding the content or interpretation of the information in this plan, please contact the Planning Division, 99 North Front Street, Columbus, Ohio 43215 or call 645-8502.

*Adopted by City Council on
November 5, 1990 as the official
plan for the Brice/Tussing area.*

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The plan is intended as a
reference document for the City
of Columbus residents, the
business community and
developer. It provides guidelines
for decision-making concerning
the bicycling area. Where one
has any questions regarding the
content or interpretation of the
information in this plan, please
contact the Planning Division,
99 North Front Street, Columbus,
Ohio 43215 or call 645-5303.

Adopted by City Council on
November 8, 1990 at the official
meeting for the bicycling area

BRICKYARD
AREA PLAN
November 1990



City of Columbus
Mayor Dana G. Rinehart

Development Department
Jane A. Schoedinger, Director

November 1990


Dear Citizen:

On November 5, 1990, City Council adopted this plan as an official guide for development in the Brice/Tussing area. The Brice/Tussing Area Plan is one of a series of neighborhood plans that has been prepared to safeguard and enhance the quality of life for Columbus residents.

Our city has experienced exceptional growth, an increasing tax base, expanding employment market and many other positive changes during the last decade. The Brice/Tussing area experienced a substantial amount of that growth and will continue to do so given the existing economic climate of the city.

To meet the challenges of the future, the Planning Division has developed this plan with the assistance and input from neighborhood organizations, area residents, business and development interests and government agencies. It is our goal that this document be used by the private and public sectors as a land use planning guide for the Brice/Tussing area.

Very Truly Yours,


Jane A. Schoedinger
Director

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Planning Division staff wishes to thank the Brice/Tussing business and residential community for their participation with the Brice/Tussing Area Plan planning process. Special recognition goes to J.C. Penney's Distribution Center for providing meeting space for the planning committee. Although many residents provided input and reviewed the plan, special thanks goes to the Brice/Tussing planning committee who unselfishly devoted time to work with staff for the duration of the planning process.

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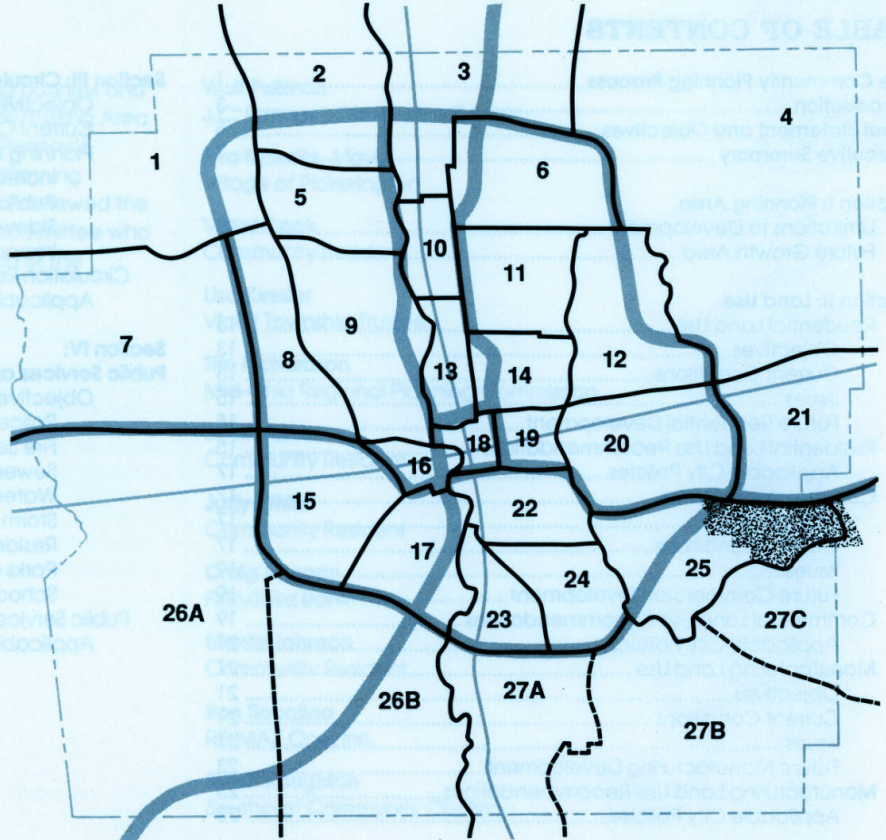
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COMMUNITY PLANNING AREAS

ACKNOWLEDGEMENTS



THE COMMUNITY PLANNING PROCESS

The community planning process involves the preparation of area planning studies to address growth pressure or special area development problems. The process is conducted by staff of the Planning Division in cooperation with citizens and public or private agencies. These studies are designed to bring the planning process to the community level and deal with physical problems and opportunities of the respective planning areas.

The planning process has been designed for implementation in three phases. Each phase is tailored to reflect the particular nature and characteristics of the community planning area. Based upon existing information, resources and community support, the timetable for completion of a community plan varies with the complexity of the

issues and the priority of need relative to other community planning areas.

Phase I: Information

This activity provides a planning information base for each of the city's community planning areas. The original information phase was begun in September of 1975 and was completed in November 1979. The studies consist of a collection of all readily-available planning information, ranging from zoning patterns to housing conditions. Information profiles are updated by the Planning Division when it is determined that there is a need to undertake the complete three-phase community planning area process.

Phase II: Analysis

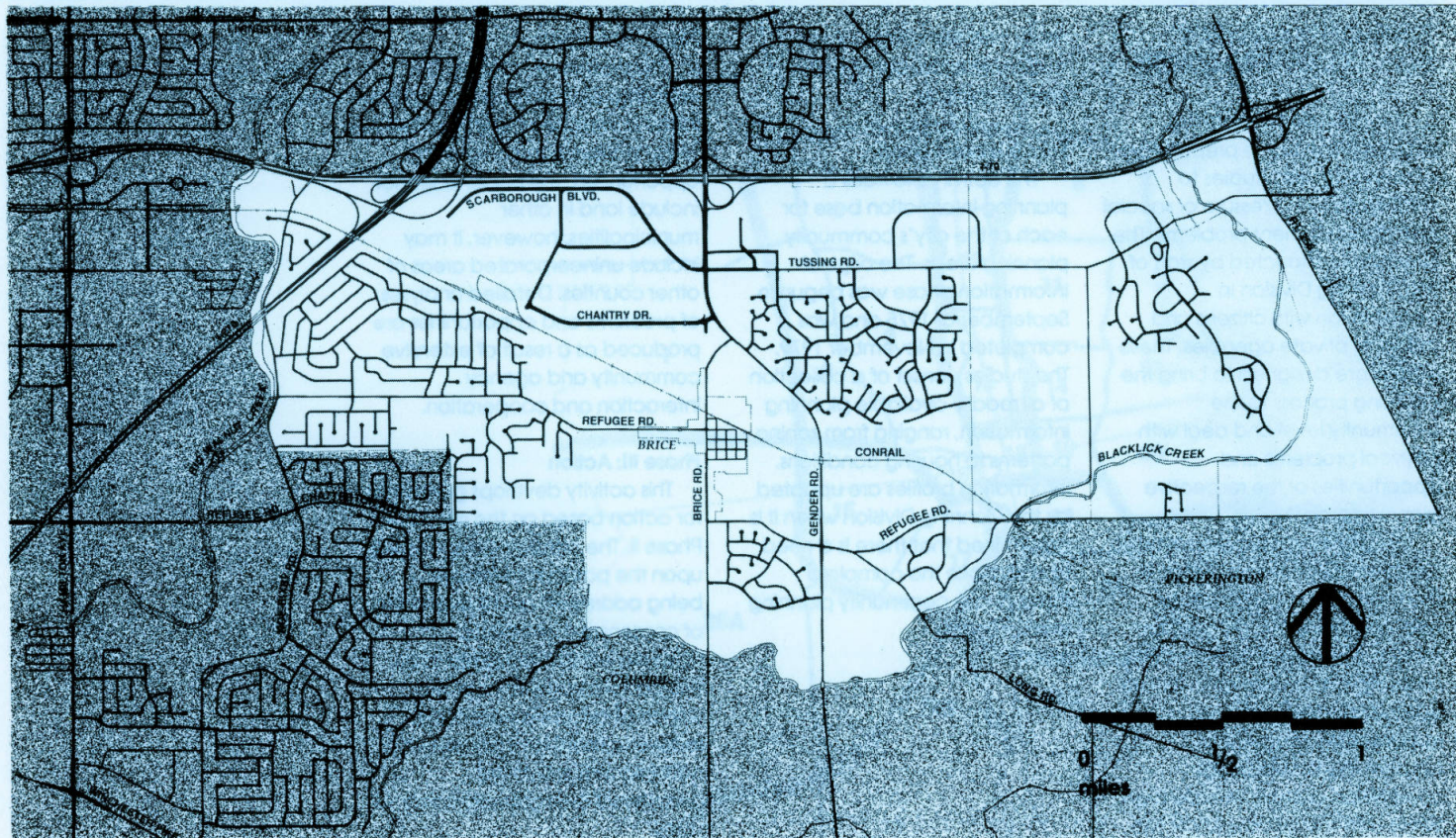
This portion of the program examines all available information in the community planning area in order to identify problems and opportunities. This phase does not include land in other municipalities; however, it may include unincorporated areas of other counties. Detailed analyses of problems and opportunities are produced as a result of extensive community and agency interaction and cooperation.

Phase III: Action

This activity develops guidelines for action based on the results of Phase II. The content is dependent upon the particular element being addressed and the degree of consensus that can be reached within the subject area. The guidelines are concerned with all physical development, redevelopment and preservation activities that should be considered over approximately 15 years.

The results of Phase II and Phase III are produced as a single document.

THE BRICE/TUSSING AREA



INTRODUCTION

Phenomenal commercial and residential development in the southeast side of Columbus has resulted in significant increases in traffic congestion and demands for additional police, fire and other public facilities. In response to this rapid growth and development, Planning Division staff have initiated a major planning effort for the Brice/Tussing area.

The planning process occurred in two phases over a two-year period. Phase I, the data gathering phase, resulted in the Brice/Tussing Profile, published November 1988. The profile

contains general information about existing land use, public services and facilities and more detailed information about the demographics of the community. Phase II, the community input phase, began in January 1988 and resulted in the publication of the Brice/Tussing Area Plan. A committee of representatives from the business, political, educational and residential interests in the area met regularly over an extended period of time to identify and discuss area planning issues. Planning related concerns garnered from the committee along with issues identified by planning staff were incorporated into an area plan.

The Plan presents issues dealing with land use, circulation and public services and community facilities. A set of recommendations addressing these issues is included for each chapter. Also included are applicable citywide policies, published in June 1989, as "Physical Development Policies Inventory...a Guide to City of Columbus Policies Affecting Neighborhoods". (These policies are indicated by an asterisk, "*".) A land use map displaying the recommended land use pattern is on page 9.

The Plan was prepared based upon the following known conditions and assumptions:

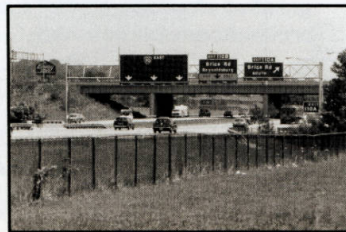
(a) The planning area is ripe for development. Local economic factors indicate that rapid urban growth will continue to occur.

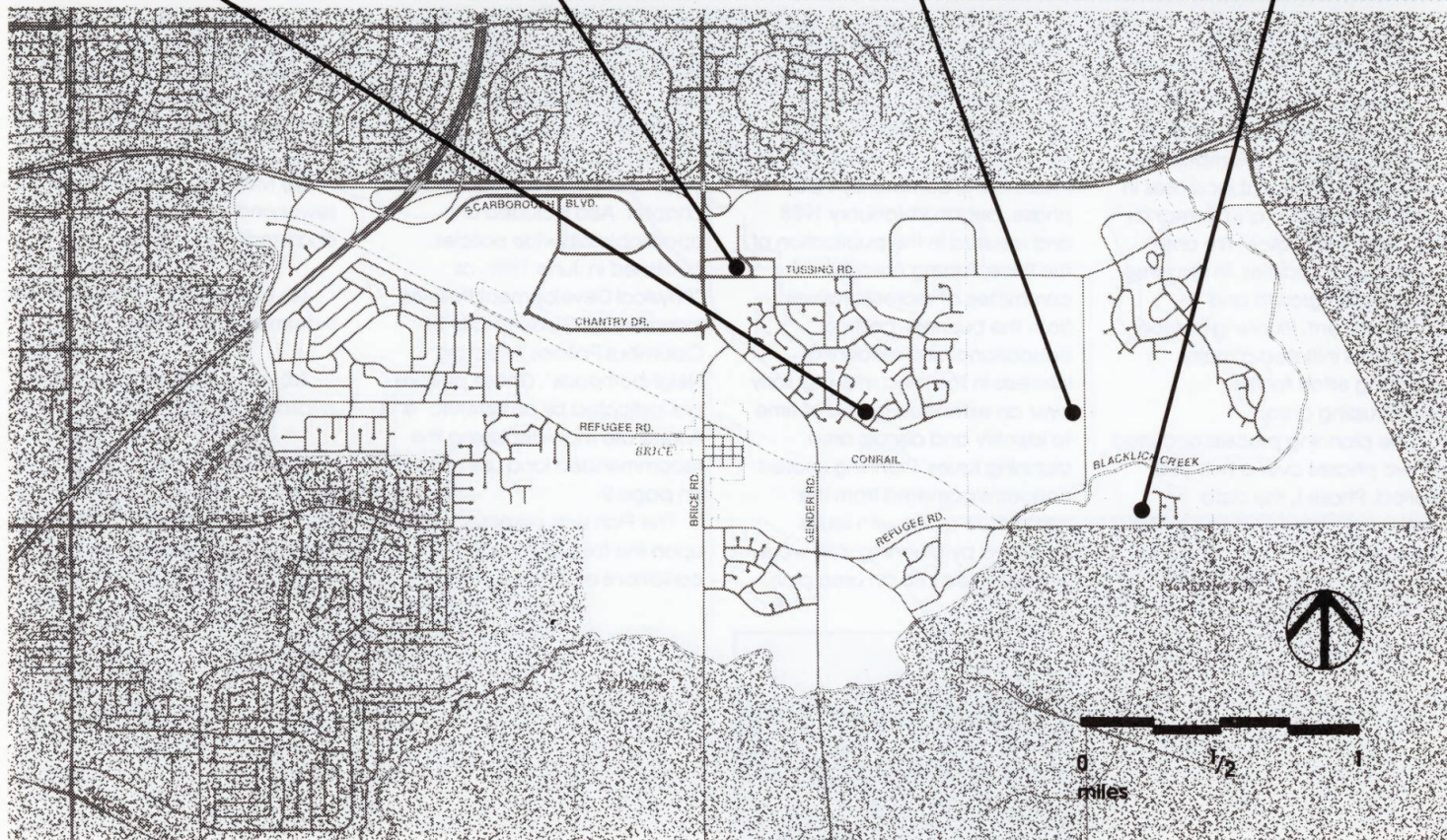
(b) Major infrastructure such as sewer and water lines are in place and readily accessible.

(c) Existing urban development is permanently planted.

(d) An abundance of land is available for development.

The Plan is intended as a decision-making guide for local community residents, developers, City staff, the Development Commission and City Council.





GOAL STATEMENT AND OBJECTIVES

Goal Statement: To safeguard and enhance the quality of life for Brice/Tussing residents, while preserving opportunities for viable commercial and industrial uses and providing adequate open space and recreational facilities, appropriate community facilities, efficient traffic circulation and safe pedestrian movement.

To achieve this goal, the following objectives have been endorsed.

LAND USE

- Prohibit the intrusion of commercial and industrial uses into existing and future residential areas.
- Encourage high quality commercial, industrial and office park development.
- Designate specific areas for regional commercial and office uses; limit retail uses within neighborhoods to those that are neighborhood-oriented, located at the intersections of major roadways.
- Designate specific locations for industrial uses that enhance their development and separate them from incompatible uses.
- Provide adequate buffering between incompatible land uses.
- Provide adequate open space and active and passive recreation areas for the community.

HOUSING

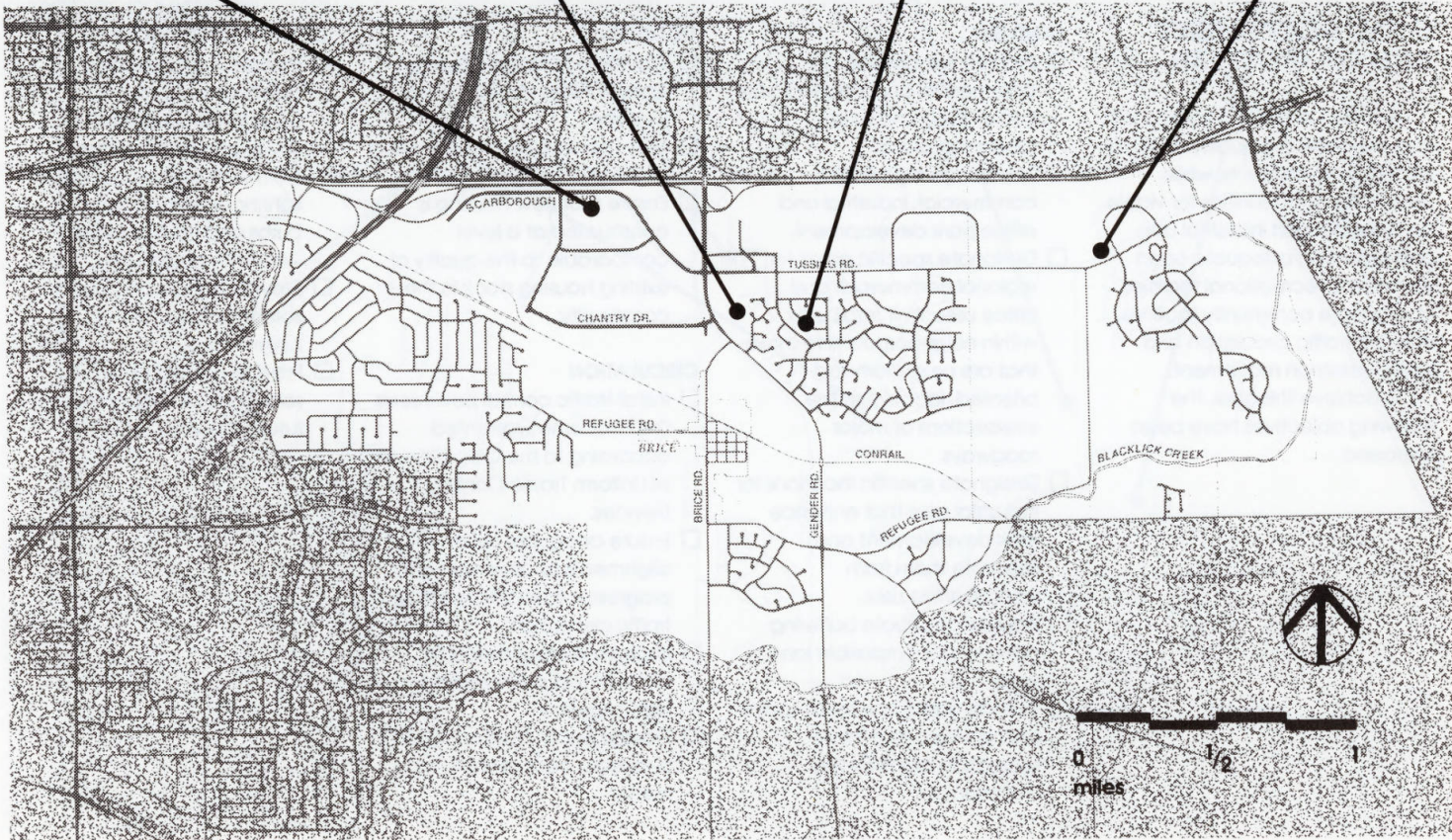
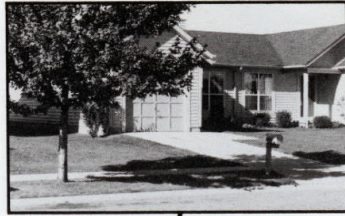
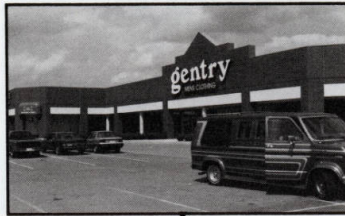
- Provide a range of housing opportunities for a variety of lifestyles.
- Maintain stability of the existing housing in the community.
- Ensure that new housing is constructed at a level comparable to the quality of existing housing stock in the community.

CIRCULATION

- Install traffic control devices as they become warranted according to the Ohio Manual of Uniform Traffic Control Devices.
- Ensure adequate street alignments as development progresses to facilitate efficient traffic circulation.
- Improve existing streets to accommodate increased traffic volume.
- Provide public transportation between areas of work and home.

COMMUNITY SERVICES

- Provide and maintain adequate city services such as fire and police protection, sewer and water service, stormwater drainage, street lighting, street paving and curbs and trash collection within the community.
- Provide adequate public library facilities for the community.
- Provide adequate public school sites to accommodate future growth.



EXECUTIVE SUMMARY

The Brice/Tussing Planning Area has undergone a transformation from an agricultural community to a developed suburban community. Statistical indicators such as population projections, annexation rates, subdivision platting and building permit activity predict continued growth and development well into the 1990s.

Currently, development is occurring without the benefit of a plan. Development pressures result in land use patterns that often do not enhance the area. Incorporating land use recommendations in a plan can guide growth and development in a more orderly fashion.

Building upon the area's current pattern of development, the following plan concept provides guidance for appropriate and compatible land use development.

A large commercial node is developing in the northern sector of the Brice/Tussing area. All new large scale commercial uses should locate in the existing node, north of the Conrail Railroad. Restricting commercial uses to this node lessens the impact of traffic on surrounding residential uses.

Neighborhood scale commercial development should occur at intersections of major streets, while office development becomes the transitional use



buffering residential areas from industrial uses.

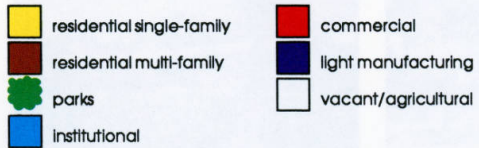
Industrial uses in the area are locating on the north side of Tussing Road. Industrial uses are appropriate in this area; vacant land abutting Interstate 70 is available and desirable for future development of this type. The location provides good access to the interstate as well as high visibility.

The majority of the undeveloped land south of the commercial node and east of

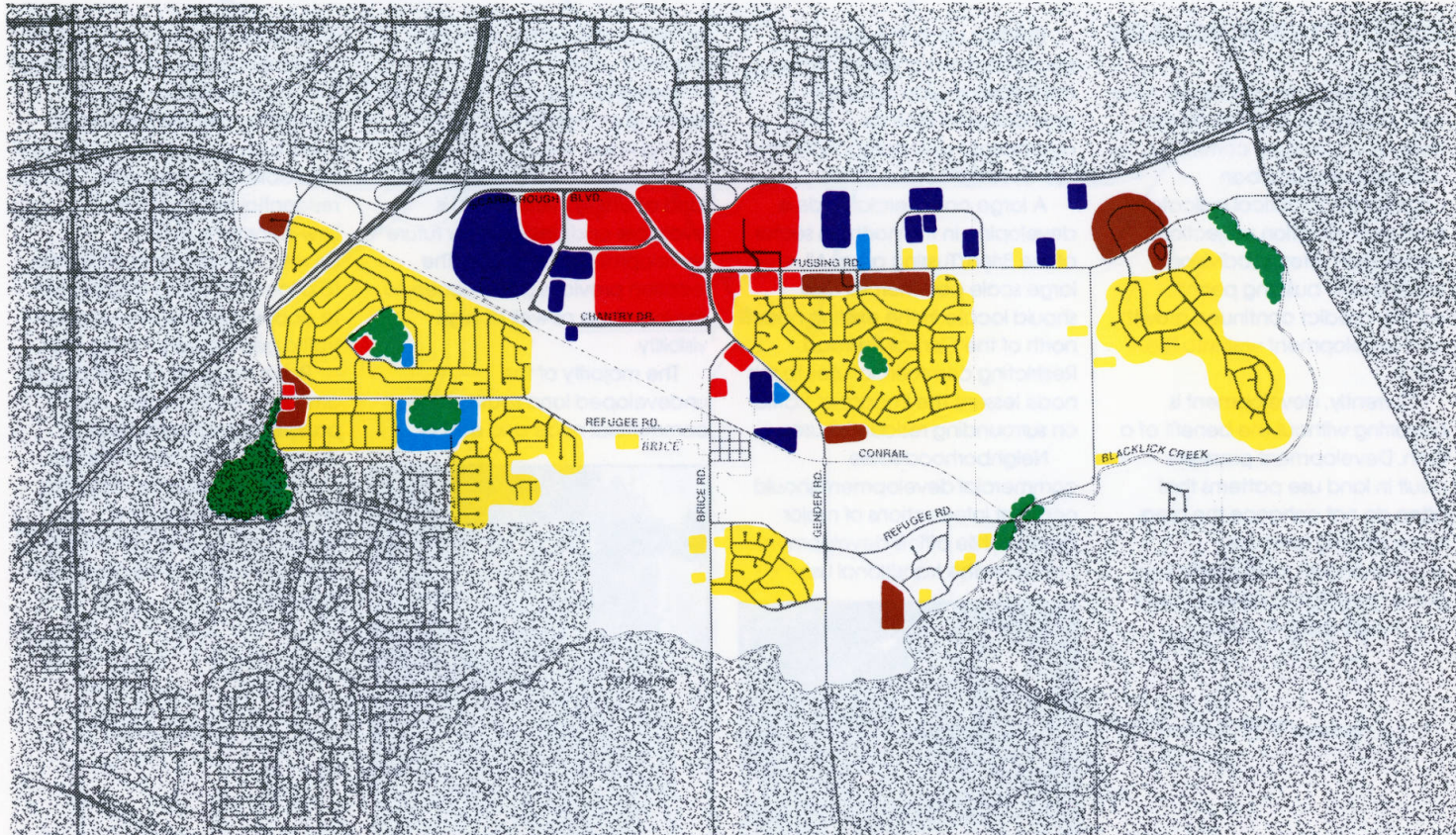


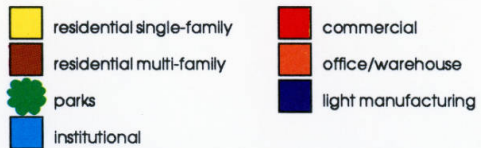
Brice Road should be reserved for residential developments. Single family construction currently dominates the area; however, there is an abundance of land still available for low-density residential development. Low-density multi-family developments should be limited to a location along major streets to accommodate the increased traffic generated by these uses.

Parks are an important part of any community. Active and passive recreational areas enhance the quality of life for community residents. Therefore, an adequate number of neighborhood and community scale parks should be developed in the area.

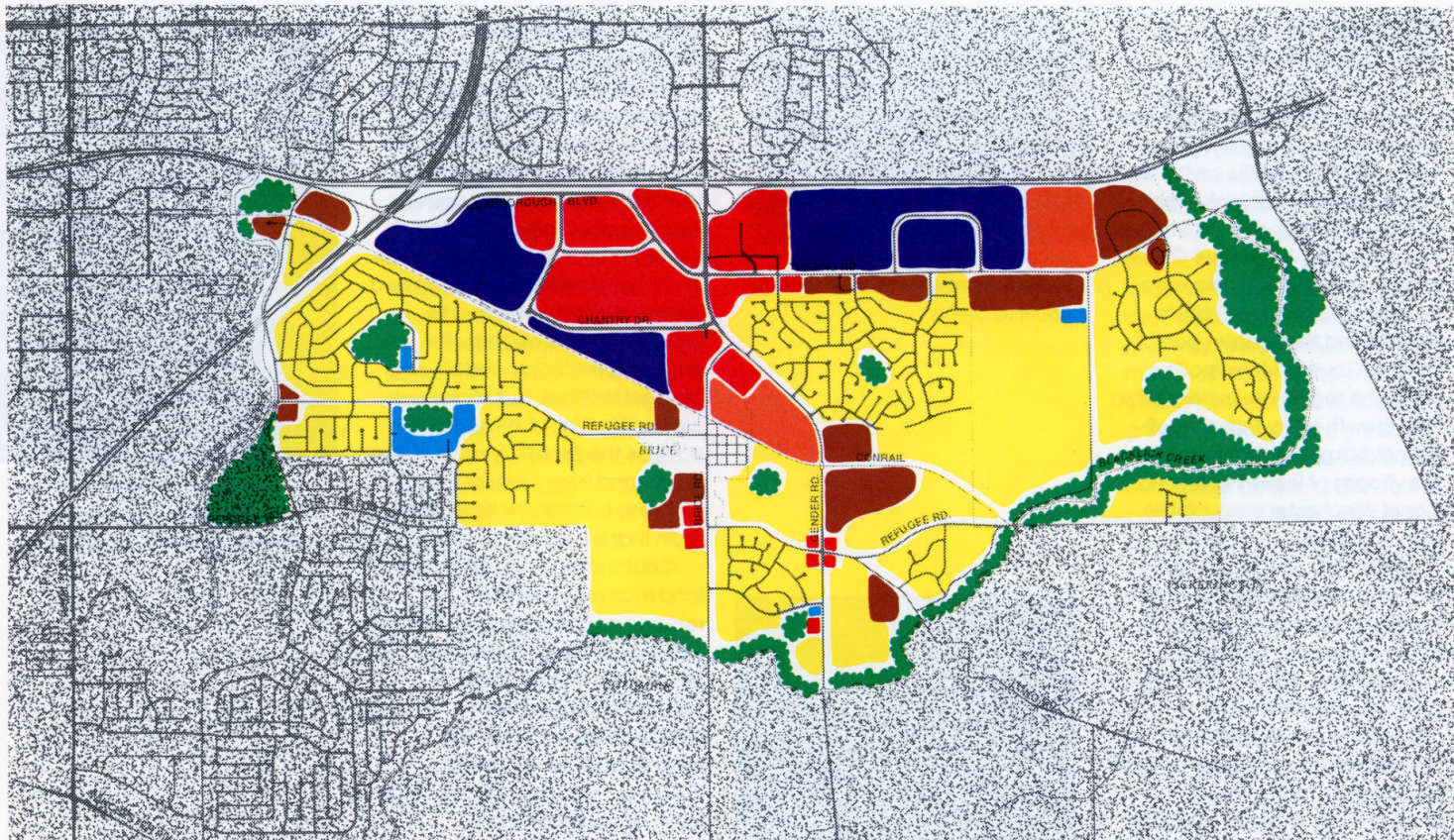


EXISTING LAND USE





PROPOSED LAND USE



SECTION I: PLANNING AREA

The Brice/Tussing planning area is bounded by Interstate 70 on the north; State Route 256 on the east; Refugee Road, Blacklick Creek and municipal corporate limits on the south; and Big Walnut Creek on the west. The planning area includes southeastern Franklin County and the western part of Fairfield County. Municipalities within the region are experiencing high growth rates. The cities of Reynoldsburg and Whitehall and the villages of Pickerington and Canal Winchester surround the planning area.

Since 1970, the Brice/Tussing planning area has experienced rapid and substantial growth in commercial and residential development. Prior to 1970, the area was predominantly agricultural, characterized by an abundance of undeveloped land and large-lot, single-family housing. Most of the land east of

Brice Road was annexed to the City of Columbus after 1974. Since 1980, the largest parcel of land annexed to the City of Columbus was a 300 acre parcel in Fairfield County.

In spite of some major physical limitations to development, Brice/Tussing is expected to remain a growth area for several years to come.



LIMITATIONS TO DEVELOPMENT

This region, as reported in the Big Walnut-Blacklick Area Plan, published November 1971 by the City of Columbus, is inundated with flat land, poor drainage, impermeable soils and a high water table. Soils of this type result in added costs for developers and potential health problems to individual home owners with on-site water supply and sewage disposal facilities. Two major creeks, Big Walnut and Blacklick, traverse the Brice/Tussing planning area. Land lying south of the planning boundaries has a flood plain that is quite expansive.

Construction on flood-prone land must meet certain requirements specified by the Columbus Zoning Code and federal regulations. These regulations require the floodproofing of water and sanitary facilities, as well as buildings. Land must also be filled to an acceptable flood



protection elevation. Additional technical requirements must be met prior to developing land designated as a flood plain. Given the economics of this circumstance, developers are more likely to build on land outside of a flood plain area.

Many hundreds of acres, lying outside of the designated flood plain area, are still available for development within the Brice/Tussing planning boundaries. The most northern portion of the planning area, due to its proximity to freeway access, availability of sewer and water services, developable vacant land and proximity to a major commercial



center is attractive for development. Similar conditions exist at the intersection of US 33 and Gender Road. The area is now undeveloped; however, it also has good access to the freeway, sewer and water services and is not located in a flood-prone area. This location will probably be the next area to develop. Land that falls between the two locations will most likely be last to develop because of its flood plain status. If development continues at its current pace, complete urbanization of the region will probably occur within ten to fifteen years.

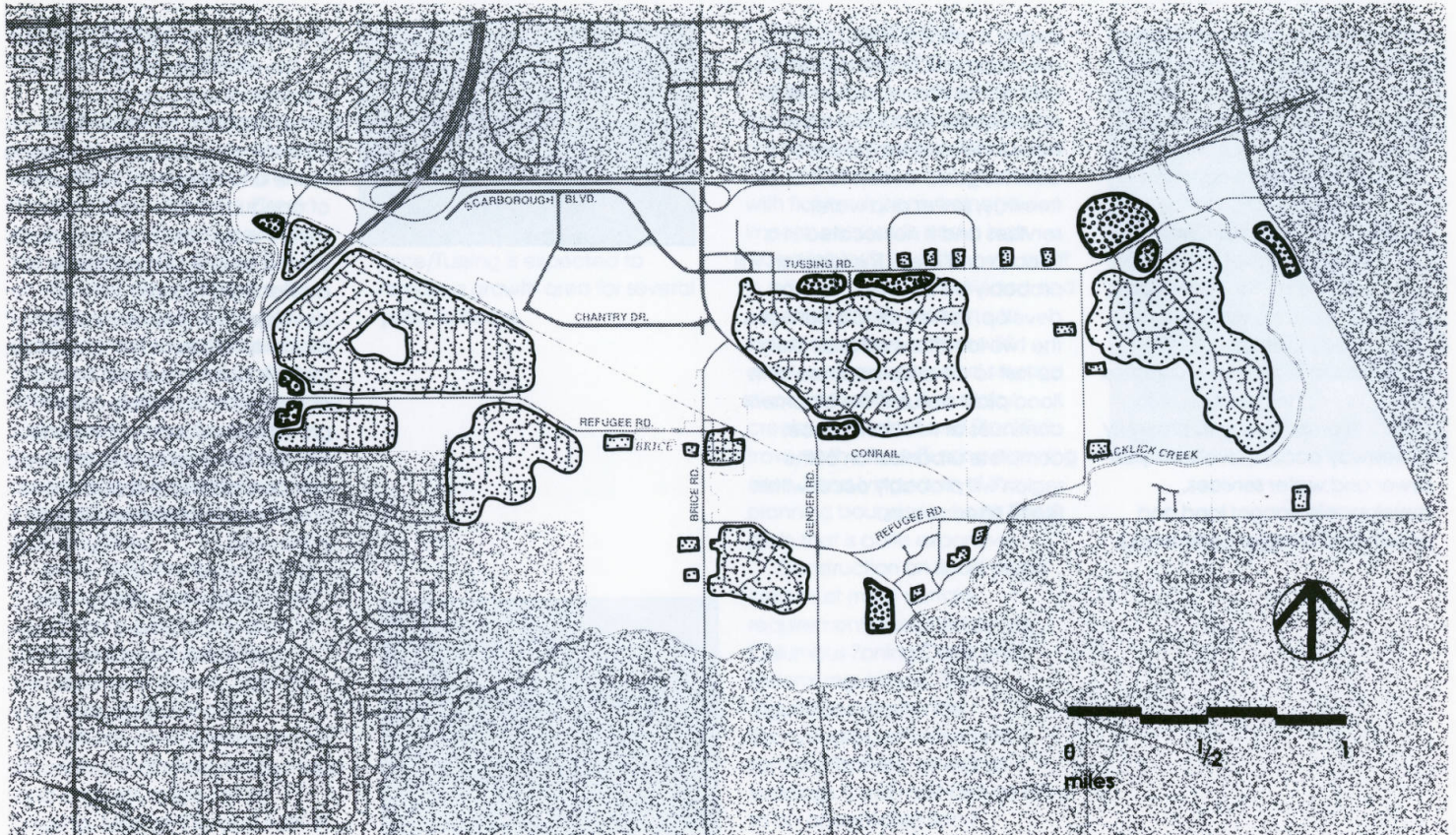


FUTURE GROWTH AREA

The planning area is experiencing a growth boom. Amenities such as proximity to the freeway; proposed improvements to the arterial system; availability of adequate sewer and water lines; the ownership of large tracts of land by one person/family; availability of vacant developable land; and close proximity to downtown and other major suburban areas in the county, will continue to foster growth. Development pressures will also continue due to the large numbers of people drawn to the commercial outlet stores located in the area.

**EXISTING
RESIDENTIAL LAND USE**

-  existing single-family (low-density)
-  existing multi-family



SECTION II: LAND USE

The Land Use Section is divided into three subparts: residential land use, commercial land use and industrial land use. Each subpart describes current land use in detail, including patterns of growth, problems and opportunities. Recommended land uses are shown on maps throughout this chapter.

RESIDENTIAL LAND USE OBJECTIVES

- Reserve areas for residential development.
- Provide a range of housing opportunities for a variety of lifestyles.
- Maintain stability of existing housing stock.
- Ensure that new housing is constructed at a level comparable to the quality of existing housing stock in the community.

CURRENT CONDITIONS

Independence Village is a large subdivision located on the east side of Gender Road, several hundred feet south of Tussing Road. Housing stock is characteristically 3-4 bedrooms and predominantly single-family units. Smaller areas within the subdivision include two-family units. Medium-density apartments, 14 to 17 dwelling units per acre, are located abutting Tussing Road and new units now being built.



Independence Village contains structures that were built as early as 1976, but the development continues to expand. Housing is also located farther east along Tussing Road abutting Blacklick Creek. This development, Park Place, consists of newly constructed homes on a slightly larger scale than those located in Independence Village. Upon completion, this subdivision will house close to 700 single and multi-family units. Both subdivisions contain homes that offer 3-4 bedroom, moderately priced, single-family units. In addition, City Council recently approved a request to rezone an 80 acre site located at the southeast corner of Tussing and Hines Roads to permit predominantly single-family construction.

The Countryview Village subdivision is located on the west side of Gender Road south of Refugee Road. The housing stock is similar to housing in Independence Village. Newly



constructed homes are moderately priced 3-4 bedroom units.



Construction is underway on low-density, multi-family units on the southeast side of Gender and Refugee roads. A recently approved rezoning will permit several hundred residential units at the northeast corner of Gender and Refugee roads. This development proposal includes one and two-family housing units.

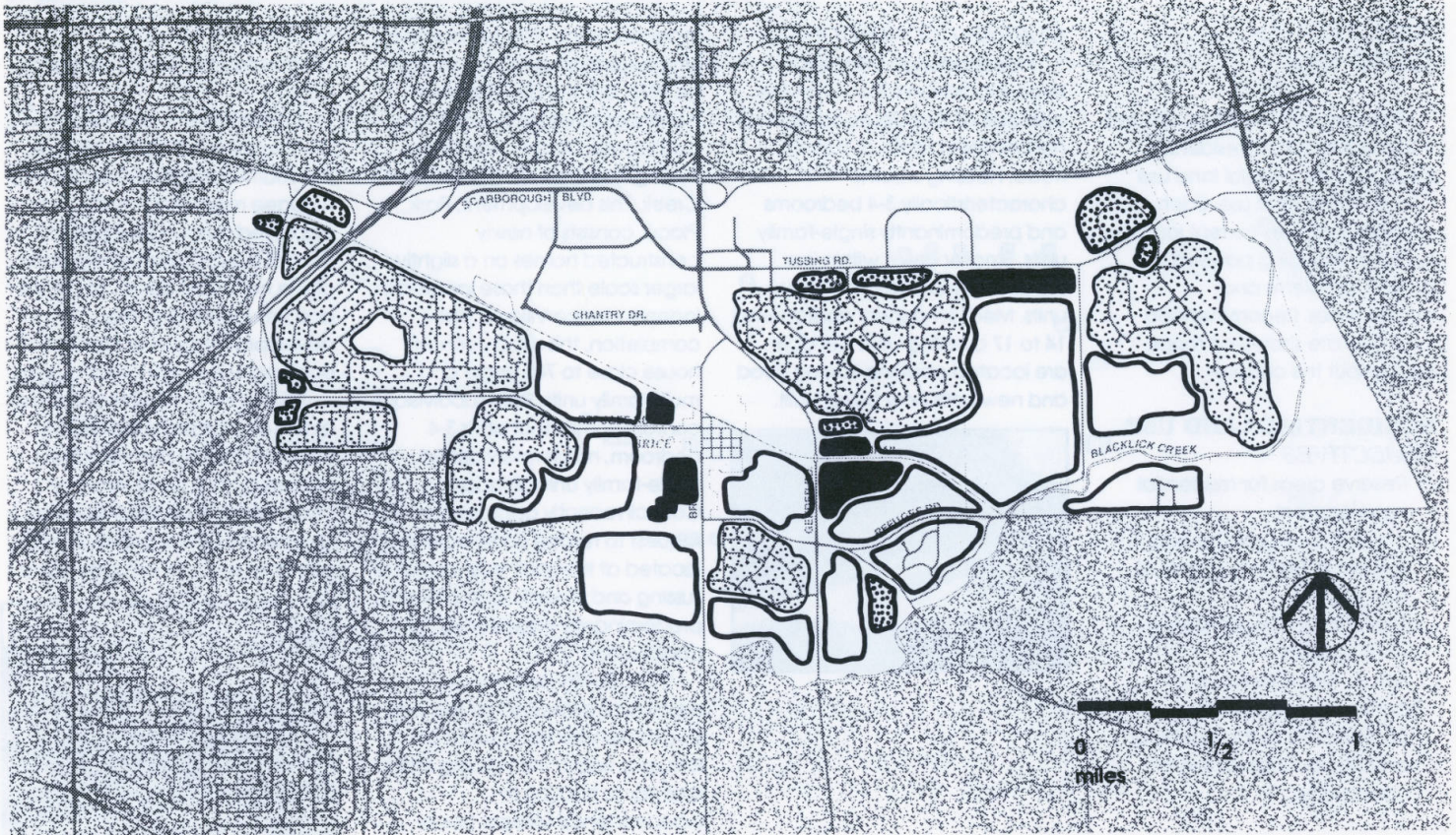
Walnut Heights, containing the oldest and largest subdivision in the Brice/Tussing planning area, borders both sides of Refugee Road east of Noe-Bixby Road. Expansion of the subdivision has occurred south of Refugee Road.



**PROPOSED
RESIDENTIAL LAND USE**

 existing single-family (low-density)
 existing multi-family

 proposed single-family
 proposed multi-family



The homes are 3-4 bedroom, moderately priced single-family units and appear to be in good condition. Medium-density apartments are located near the intersection of Noe-Bixby and Refugee roads.

ISSUES

Existing residential land uses include farm homes that were once part of a predominantly agricultural community, located in a light manufacturing district. Eventually, residents living in these homes may sell their property due to the pressures of growth and urbanization. Many "For Sale" signs are standing in the yards of the homes located along the north side of Tussing Road. There are approximately ten homes located here; several are surrounded on three sides by industrial and office development. In addition, a large residential development was recently constructed with low-density garden apartments in the same

general area. Located farther east on the north side of Tussing Road, this development of approximately 250 units abuts manufacturing and commercially zoned districts. The housing is new and moderately priced.

It is inappropriate and undesirable to build additional housing on the north side of Tussing Road. Due to current development patterns and zoning, as well as freeway exposure, land in this area should be reserved for light manufacturing, office and commercial uses. The new housing already there must be adequately protected from incompatible or inappropriate



land uses. When manufacturing and commercial development expand easterly, careful buffering will be required to ensure adequate protection for residents.

FUTURE RESIDENTIAL DEVELOPMENT


Given the rate of growth in Brice/Tussing, much of the existing undeveloped land will be sought for large scale residential development. New development should tie into existing subdivisions to create an organized comprehensive circulation plan. All development should be examined to ensure compatibility to neighboring subdivisions. The density of development should not exceed levels capable of being supported by the existing infrastructure. Density should not exceed 12-17.4 dwelling units per acre; these higher density developments should locate in close proximity to major highways, for ease of traffic flow. Residential areas must be protected from

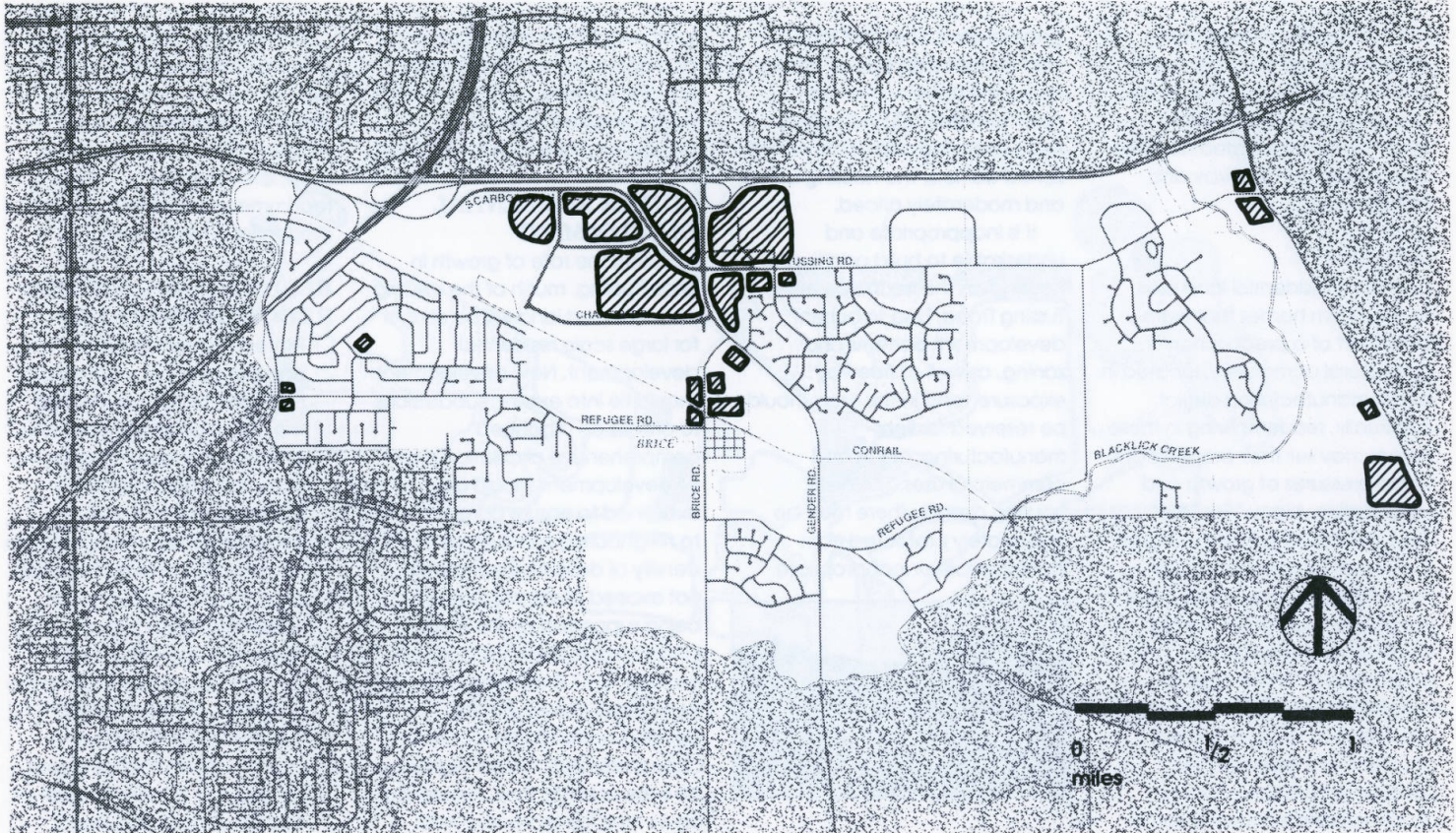
commercial and industrial uses, and future residential development should occur in areas so designated. The Proposed Residential Land Use map, left, identifies recommended areas for future residential development.

RESIDENTIAL LAND USE RECOMMENDATIONS

- Protect residential areas from encroaching commercial and manufacturing uses through the use of buffering standards and transitional zonings. Do not allow the intrusion of large scale commercial uses, commercial uses that generate heavy traffic or manufacturing uses into areas planned for residential development.
- As redevelopment occurs, avoid residential uses along the north side of Tussing Road. These sites are more appropriate for manufacturing uses.
- Provide office development as an appropriate transitional

**EXISTING
COMMERCIAL LAND USE**

 existing commercial



land use between manufacturing and residential uses.

- Provide office or apartment development as transitional uses between commercial and single-family uses.
- Protect residential units on the south side of Tussing Road from the manufacturing and commercial uses located on the north side of Tussing Road by sensitive design and adequate buffering.
- Do not develop retail centers south of the Conrail railroad tracks.
- Discourage the construction of apartment densities greater than 17.4 dwelling units/acre.
- Locate multi-family units along major thoroughfares and near major intersections.

APPLICABLE CITY POLICIES

- * Encourage multi-family development on collector and arterial streets, not on local residential streets.
- * Protect established single-family areas by discouraging spot multi-family or commercial zonings.
- * Discourage any development that overextends the city's existing infrastructure and/or ability to provide basic city services.



COMMERCIAL LAND USE OBJECTIVES

- Locate regional commercial uses within specifically designated areas.
- Do not locate large scale or heavy traffic generating commercial uses in existing or future residential areas.
- Limit commercial uses within neighborhoods to those that are neighborhood-oriented, located at the intersections of major roadways.

CURRENT CONDITIONS

A large commercial district abuts the intersection of Brice and Tussing Roads. It now encompasses more than 300 acres and offers more than one million square feet of retail shopping.

In the area east of Brice Road and north of Tussing Road, existing land uses include a regional commercial center, fast food restaurants, warehouses, an industrial office park, undeveloped parcels, small farm homes, a church, an


excavation company and a recently completed apartment complex adjacent to commercially zoned land near State Route 256.


Recently, ground was broken for another retail center located at the southeast corner of Brice and Tussing Roads. This new shopping center will provide an additional 100,000 plus square feet of commercial space.

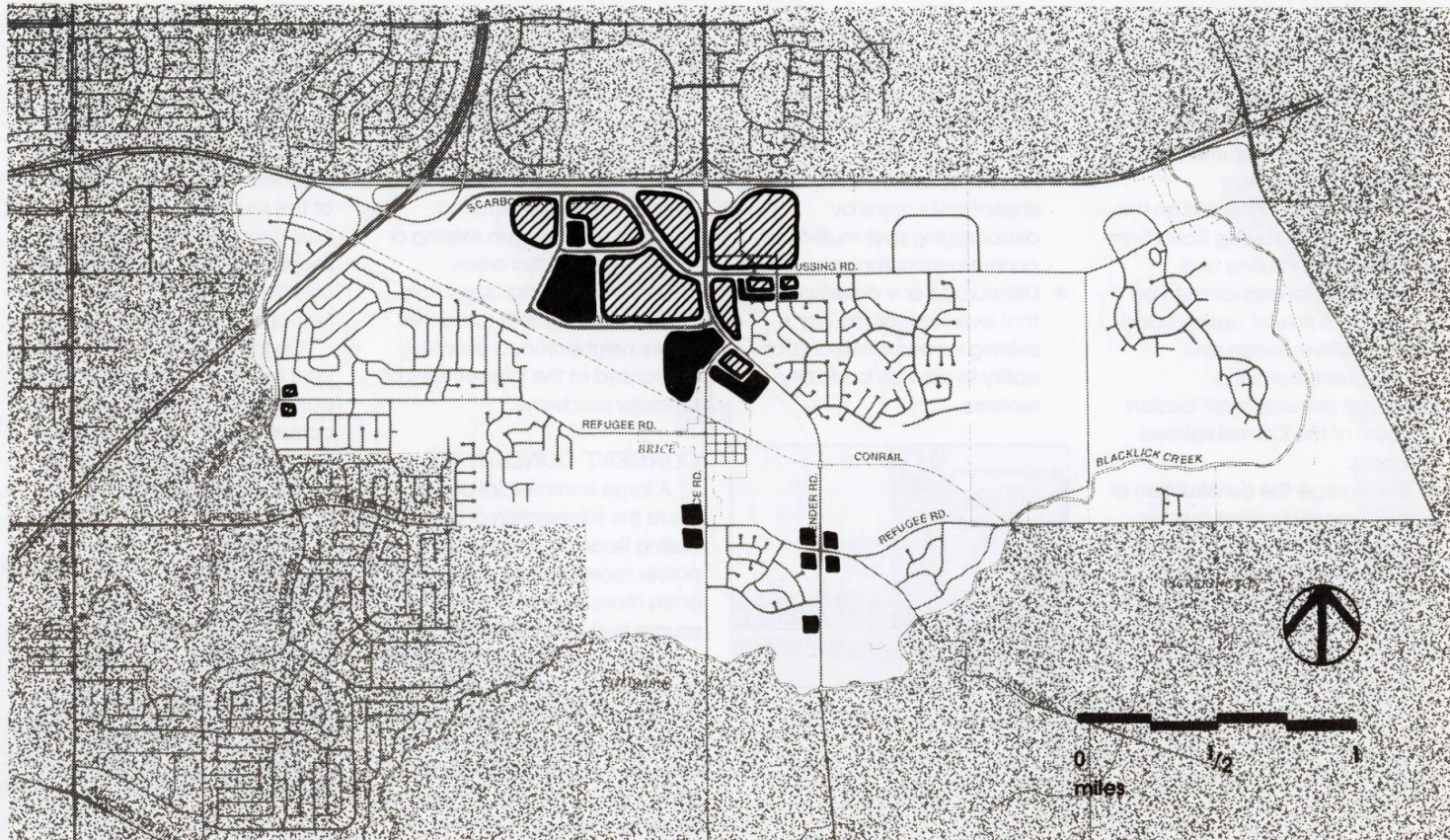
On the west side of Brice Road, land uses include two large retail stores, an outlet store, a recently completed shopping mall, new car lots, the largest distribution center in this region of the country, a day care center and vacant land.



**PROPOSED
COMMERCIAL LAND USE**

 existing commercial

 proposed commercial



ISSUES

The amount of land used for commercial purposes in Brice/Tussing is increasing rapidly. Large retail stores such as Meijer and The Andersons draw shoppers from the east side of Columbus and Franklin County. The J.C. Penney Catalog Outlet store draws shoppers regularly from all over the state. Although major commercial development continues to grow at a rapid pace, existing commercial lease space is available. The area may eventually become overbuilt.

To ensure compatibility in land use, it is necessary to contain the large amounts of commercial development located north of Refugee Road within that general location. The vast retail node surrounding the intersection of Brice and Tussing Roads should not be allowed to encroach upon the predominantly residential area south of the railroad tracks.

C4 Commercial zoning districts permit uses that may generate

high volumes of traffic. Undeveloped C4 parcels located on three sides of the intersection of Refugee and Gender Roads could allow commercial development too large for the desired neighborhood commercial scale. In addition, there are "spot" C4 parcels in residential areas that could be problematic, permitting commercial uses too intense for residential areas. Zoning on these parcels should allow neighborhood scale commercial development that is also compatible with and sensitive to surrounding land uses. Any commercial use on these parcels must be carefully buffered from the surrounding single-family residences.



FUTURE COMMERCIAL DEVELOPMENT

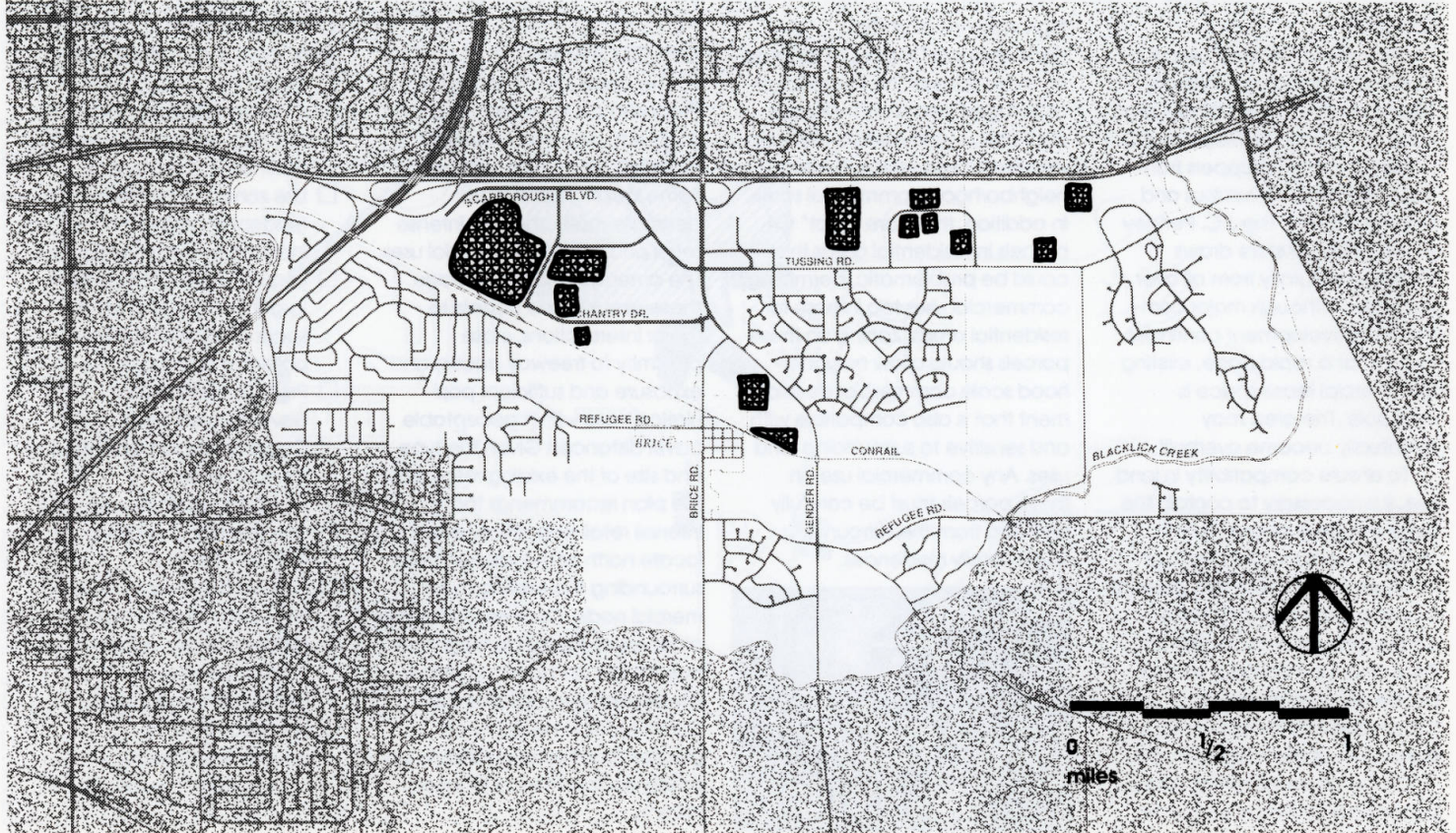
The areas identified on the Proposed Commercial Land Use map, left, are recommended locations for commercial uses. Some locations are more desirable than others for intense retail and office commercial uses. The amenities that encourage these uses include access to major intersections, close proximity to freeway access and exposure and sufficient population base within acceptable travel distances. Given the type and size of the existing retail uses, the plan recommends that intense retail and office uses locate north of the railroad tracks surrounding the existing commercial node. Commercial uses in other areas should be neighborhood scale and located at the intersection of major arterials. Commercial developments greater than five acres should be zoned as Commercial Planned Districts.

COMMERCIAL LAND USE RECOMMENDATIONS

- Maintain the area north of the Conrail Railroad tracks as the regional commercial node for Southeast Columbus.
- Use zoning to protect residential neighborhoods from intrusion by commercial uses.
- Locate commercial uses no larger than neighborhood scale at intersections of collector and major streets.
- Prohibit intense retail development south of the Conrail railroad tracks west of Gender Road.
- Prohibit the stripping of commercial uses along Gender Road.
- Provide adequate buffering between commercial and residential uses, either with transitional uses or development standards.
- Encourage office development as an appropriate transitional use

**EXISTING
MANUFACTURING LAND USE**

 existing light industrial and office/warehouse uses



between residential and commercial development.

- Designate a route for truck traffic that minimally impacts traffic circulation, entering the commercial node on the west side of Brice Road.

APPLICABLE CITY POLICIES

- * Zone major commercial developments of five or more acres in planned or limited districts to ensure that development meets proper standards.
- * Encourage location of retail commercial development at major intersections rather than along arterial roads.



MANUFACTURING LAND USE OBJECTIVES

- Locate industrial uses within specifically designated areas.
- Provide adequate buffering between manufacturing uses and neighboring land uses.
- Discourage intrusion of industrial uses into existing and future residential and commercial areas.
- Encourage high quality industrial development by establishing development standards.
- Utilize freeway orientation.

CURRENT CONDITIONS

Much of the land north of the railroad tracks is zoned for manufacturing uses. J.C. Penney's Distribution Center, the oldest and largest industrial site in the area, is located on the west side of Brice Road abutting the expansive commercial uses to the east. Close proximity to Interstate 70 and the railroad make this site

ideal for its current use. Another area, east of Brice Road and north of Tussing Road, is also developing as a light manufacturing district. Several warehouses and an industrial office park are located there. Sites located along this corridor benefit from close access to Interstate 70 and deep large lot development potential.





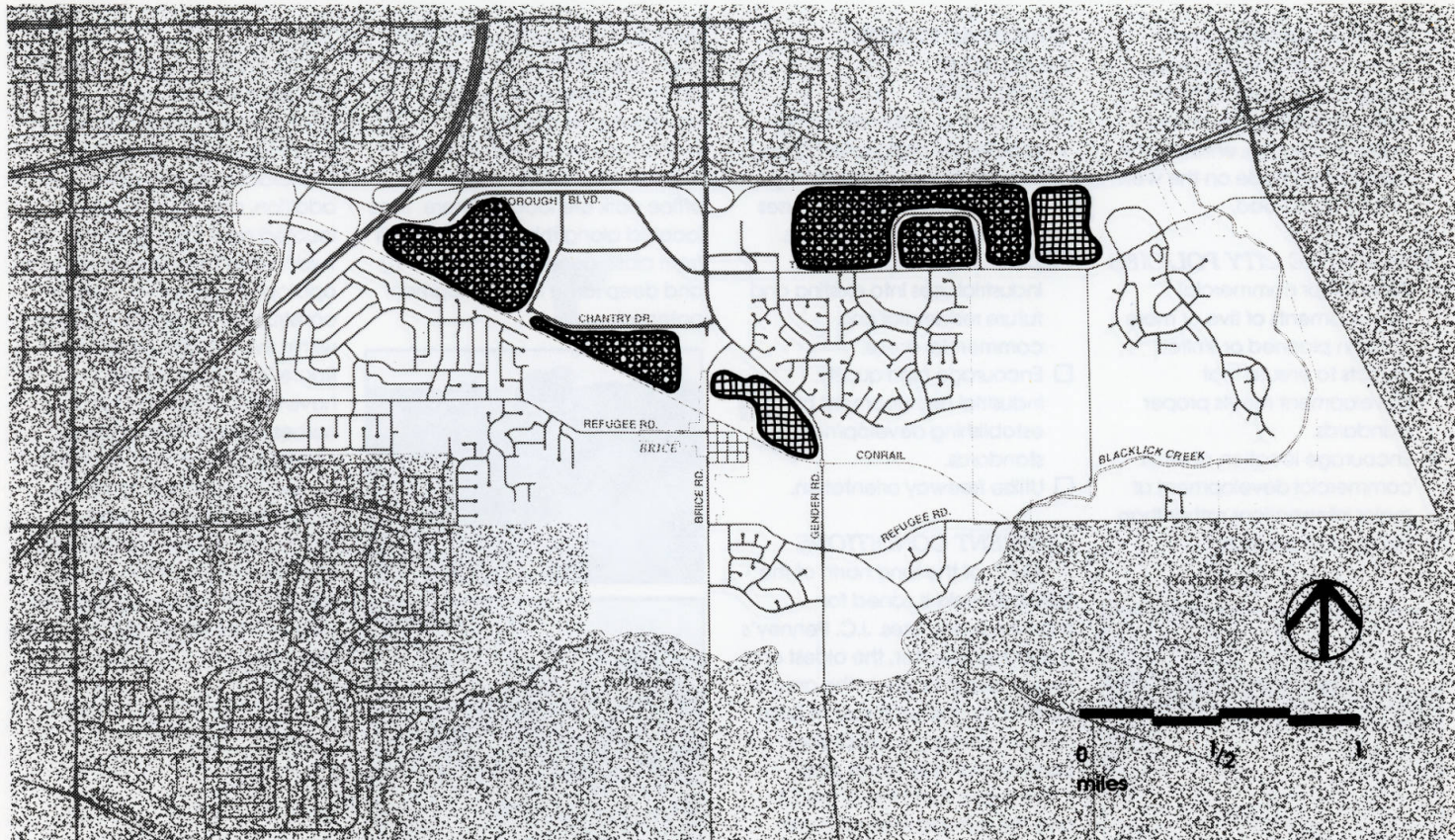
ISSUES

The area along the north side of Tussing Road is most appropriately designated as an industrial corridor for light manufacturing and office uses. In addition, commercial uses located near the intersection of Tussing and Brice Roads would be appropriate. However, newly constructed housing is located within this corridor, near State Route 256. Several small areas have non-conforming farm homes, remnants from the previous agricultural community.

As development continues eastward along this corridor, meticulous buffering of industrial sites, locating near the newly constructed residential complex west of State Route 256, should be required.

**PROPOSED
MANUFACTURING LAND USE**

-  proposed light manufacturing
-  proposed office/warehouse



FUTURE MANUFACTURING DEVELOPMENT

Undeveloped and appropriately zoned land is available for manufacturing development. Freeway access and railroad spurs attract these types of uses. Light manufacturing should be encouraged to locate in areas designated for manufacturing uses, providing the community with a sound economic base and jobs.

The location of these uses in areas other than those specifically identified for manufacturing uses should be discouraged. At the

same time, high quality development through the establishment of development standards, particularly for freeway-oriented uses, should be encouraged.



MANUFACTURING LAND USE RECOMMENDATIONS

- Designate the area between Interstate 70 and Tussing Road as a manufacturing corridor. This corridor will provide prime industrial sites that generate jobs.
- Encourage high quality industrial development utilizing freeway orientation. (Development standards.)
- Provide adequate buffering between manufacturing uses and neighboring residential uses to the east.
- Provide office development as an appropriate transitional use between manufacturing and residential uses.

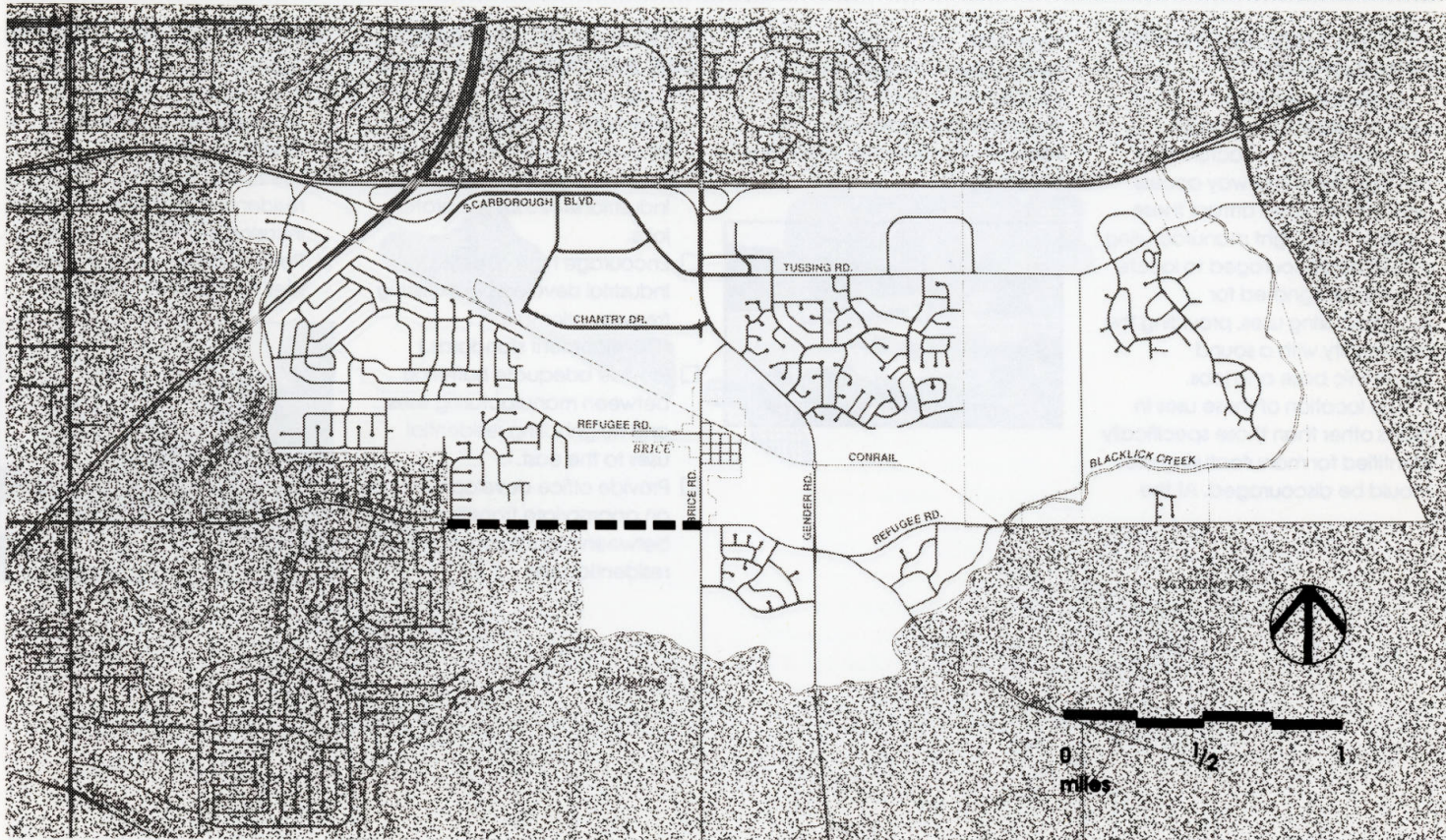
APPLICABLE CITY POLICIES

- * Encourage a pleasing view from the highway when development occurs along the Interstate system.
- * Use zoning to protect residential neighborhoods from intrusion by manufacturing uses.
- * Reserve prime manufacturing sites for manufacturing uses.



**PROPOSED
STREET NETWORK**

■ ■ proposed streets



SECTION III: CIRCULATION

USE OF INFORMATION RESTRICTED

Pursuant to Section 409, Title 23, U.S. Code, the information set forth in this section of the Brice/Tussing Plan shall not be admitted into evidence in Federal or State court or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed herein.

Within any community there are different types of streets planned and constructed to serve different purposes. On one end of the scale, the multi-lane divided highway is designed to carry large volumes of traffic at high speeds over relatively long distances. Virtually no direct access between these highways and the land which abuts them is allowed. On the other end of the scale is

the cul-de-sac, providing access to and from the property abutting it. The cul-de-sac provides the first link between a property and the entire roadway network. Its traffic volume is typically very low, limited only to the activity of the residents who live on the street. There are several street designs and functions that fall between these two extremes.

Conflicts occur when the level of service for which a roadway is designed continually falls below a certain standard. These conflicts are common in rapidly urbanizing areas where the street network is often insufficient to accommodate increased volumes of traffic and provide safe pedestrian movement.

Increased traffic will naturally occur as an area develops. In fact, growth can be measured by increases in traffic volume. Brice/Tussing has recorded substantial increases in traffic since 1980. Typically, suburban development, which is

characteristic of this area, brings at least two cars per residential unit. However, substantial growth can also be measured by the number of cars that frequent the area during non-peak hours. This can be attributed to the availability of attractive, unique or convenient shopping.

Efficient traffic circulation has been greatly impeded by the

rapid urbanization of the Brice/Tussing planning area. One of the objectives of this plan is to encourage a roadway improvements strategy that will anticipate growth in the area and ensure that streets will serve increased traffic volumes.

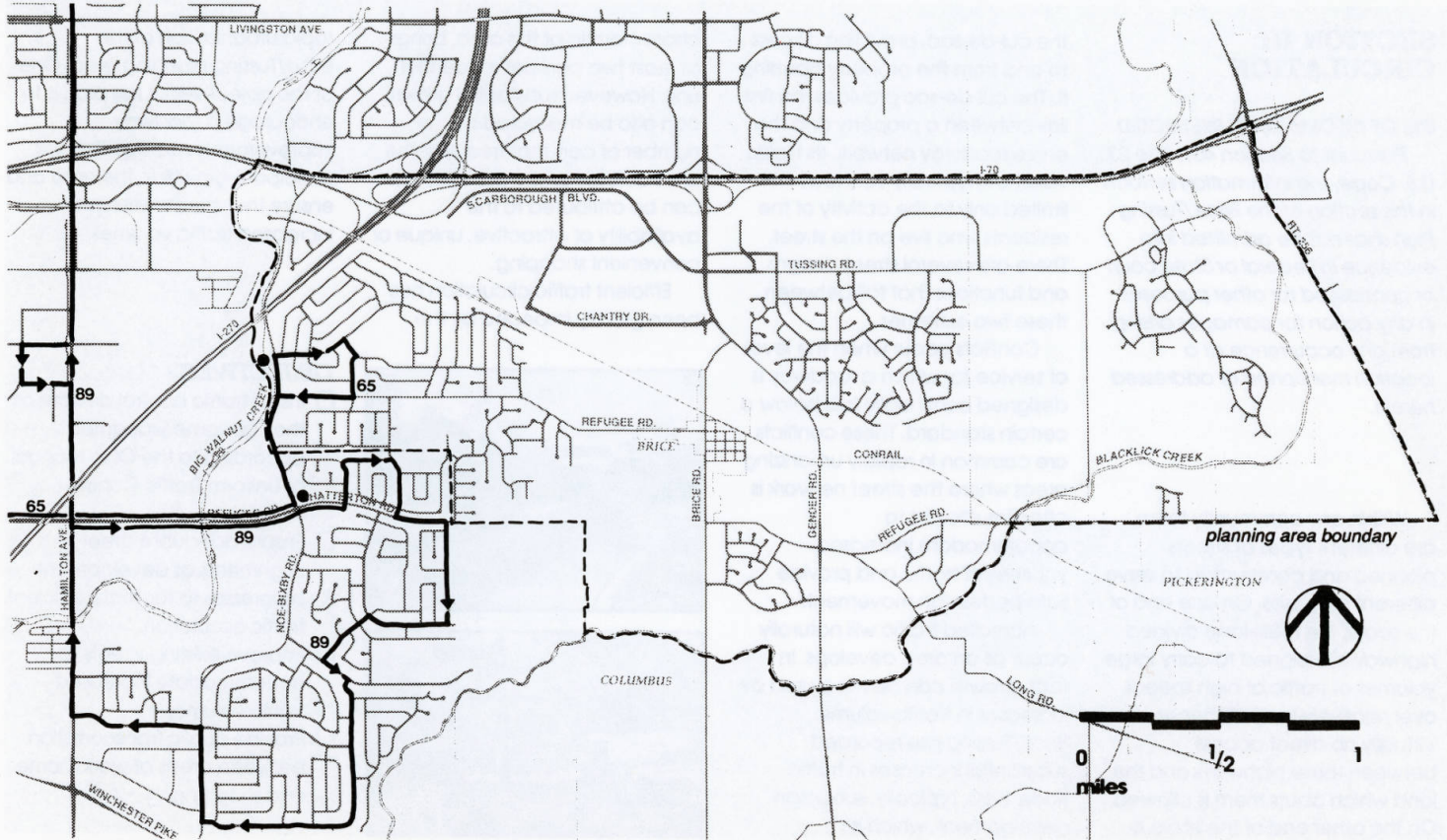
OBJECTIVES

- Install traffic control devices as they become warranted according to the Ohio Manual of Uniform Traffic Control Devices.
- Ensure adequate street alignments as development progresses to facilitate efficient traffic circulation.
- Improve existing streets to accommodate increased traffic volumes.
- Provide public transportation between areas of work, home and shopping.



- 65 Berwick Express
- 89 Hamilton Crosstown
- express stop

BUS ROUTES



CURRENT CONDITIONS

Major arterials in the area include Brice Road, Gender Road, Tussing Road, Refugee Road, Noe-Bixby Road, State Route 256 and Interstate 70.

Gender Road, a major north/south arterial, begins south of Canal Winchester and merges north with Brice Road several hundred feet south of Interstate 70. This road collects traffic from areas north and south of the planning area. Noe-Bixby Road traverses the planning area on its western border and is a major two lane north/south arterial heavily used by residents living in the far east side of Columbus and Franklin County. It collects traffic from the subdivisions bordering it, providing access to Livingston Avenue, E. Main Street at the outerbelt and E. Broad Street. State Route 256 is a north/south arterial that traverses the far east portion of the planning area. Most of the traffic on this highway comes from areas further east, south and north of Brice/Tussing.

Interstate 70 forms the northern boundary of the area, dumping large amounts of traffic onto Brice Road and State Route 256. A major railroad intersects the area and has three at grade railroad crossings. The crossings are located at Brice Road north of Refugee, Refugee Road at Hines Road and Noe-Bixby at Majestic Drive North. Access to the interstate and the availability of railroad spurs are obvious economic incentives for siting industry as well as regional commercial facilities.

Refugee Road is the only major east/west corridor that traverses the planning area. This road is currently insufficient to handle the volume of traffic that uses it. It also breaks up into several segments within the planning area resulting in inefficient traffic movement. Refugee Road is slated for widening and straightening according to the City Thoroughfare Plan. Once this happens, Refugee Road will

become the major east/west alternative route to Interstate 70 for the entire southeast side of Columbus and Franklin County.

PLANNING ISSUES INCREASED TRAFFIC/ROADWAY CIRCULATION

It has become increasingly cumbersome for area residents to move around efficiently and safely in the Brice/Tussing area. Peak traffic periods occur during morning and evening rush hour. This crush of vehicles belongs to residents commuting to work, many in downtown Columbus. Other peak and difficult periods occur on weekends caused by traffic from shoppers visiting stores



and fast food restaurants. It has become necessary for the City to alleviate or reduce the severe traffic problems in the area through roadway and intersection widenings and signalization changes.

State Route 256 and Interstate 70 are state and federal highways. Interchanges at Interstate 70 and Brice Road and Interstate 70 and State Route 256 are suffering major traffic congestion problems at peak hours. Bottlenecks occur at these interchanges and at various intersections throughout the area. Daily bottlenecks indicate that the streets are over capacity. These problems are further exacerbated by increased development if traffic increases are not addressed at time of impact. Commercial and industrial uses have substantially increased in square footage since 1980; additional commercial growth is anticipated. In addition, truck traffic will increase with new

commercial and industrial development, which may further compound the problem of inefficient traffic movement.

PUBLIC TRANSIT

As reported in the Brice/Tussing Area Profile, the public transit system in Columbus and Franklin County does not completely serve the planning area. Several COTA park and ride locations are within close proximity; however, none are located within the area's boundaries. The west side of the planning area has mass transit stops in and around the subdivision there. However, the high growth residential areas east of Brice Road are currently



without public transit stops within walking distance.

There is community interest in having public transit serve the Brice/Tussing planning area. Given the current rate of development, increased demand for public transportation service will continue.

The Central Ohio Transit Authority (COTA) is currently planning to provide additional services to Brice/Tussing residents contingent upon adequate funding.

SIDEWALKS

Efficient and safe pedestrian movement is important to the community. City policies are currently being established for citywide sidewalk requirements. Sidewalks exist within subdivisions as required by the subdivision code. However there are no sidewalks or pedestrian pathways along major arterials, impeding pedestrian access to shopping centers, employment centers,

restaurants and recreation facilities.

IMPACTS OF PROPOSED IMPROVEMENTS

Implementation of the planned arterial improvements shown on the *Columbus Thoroughfare Plan and Arterial Construction Types* map will greatly improve traffic circulation and accommodate the growing traffic demand. The Refugee Road expansion and connection to existing Chatterton Road will become the alternate east/west route for the southeast side of Franklin County. Completion of the widening of Refugee Road will result in development along this arterial. In addition, Tussing Road will be widened to alleviate congestion. Gender and Brice roads are also slated for road improvements and widening to relieve traffic congestion.

Interchange improvements at Interstate 70 and Brice Road and Interstate 70 and State Route 256

are needed to alleviate congested traffic. Improvements to interstate highways must be coordinated with the Federal Highway Administration and Ohio Department of Transportation (ODOT).

Many improvements are completed as development occurs. It is the policy of the City of Columbus to have developers contribute to the cost of road widenings if it is determined that their proposed development will further impact the circulation system. The city's policy is to ensure that sufficient right-of-way is available for street widenings. Developers are providing the right-of-way for streets slated to be widened and are sharing in the costs to widen designated arterials. In addition, the City seeks capital improvement funds for street widenings.

Current conditions suggest that alternative circulation modes may be beneficial in the Brice/Tussing planning area. Given the extent

of the traffic congestion, public transit may ease some of the traffic woes. As previously reported, more pedestrians are walking along the berms of major highways traversing the planning area; this activity will increase as the population increases. In addition, pedestrian flow will substantially increase with the advent of public transit stops. Sidewalks are necessary to provide safe pedestrian movement.

CIRCULATION RECOMMENDATIONS

- Implement roadway improvements as recommended in the *Columbus Thoroughfare Plan and Arterial Construction Types* ordinance.
- Design for future growth by providing street widths that will accommodate expected growth.
- Provide sidewalks or other safe pedestrian walkways on major streets.

- Increase public transportation service.
- Upgrade interchanges on Interstate 70 at Brice Road and State Route 256 to improve traffic flow.
- Require developers to financially contribute to street improvements as identified in the *Columbus Thoroughfare Plan and Arterial Construction Types* ordinance.
- Provide crossing gates and warning lights for at grade railroad crossings.
- Designate truck routes for the commercial area on the west side of Brice Road that minimally impede auto movement.
- Require designated truck routes in commercial and industrial development site plans.

APPLICABLE CITY POLICIES

- * Encourage new subdivision developments to tie into existing subdivision developments, so an organized

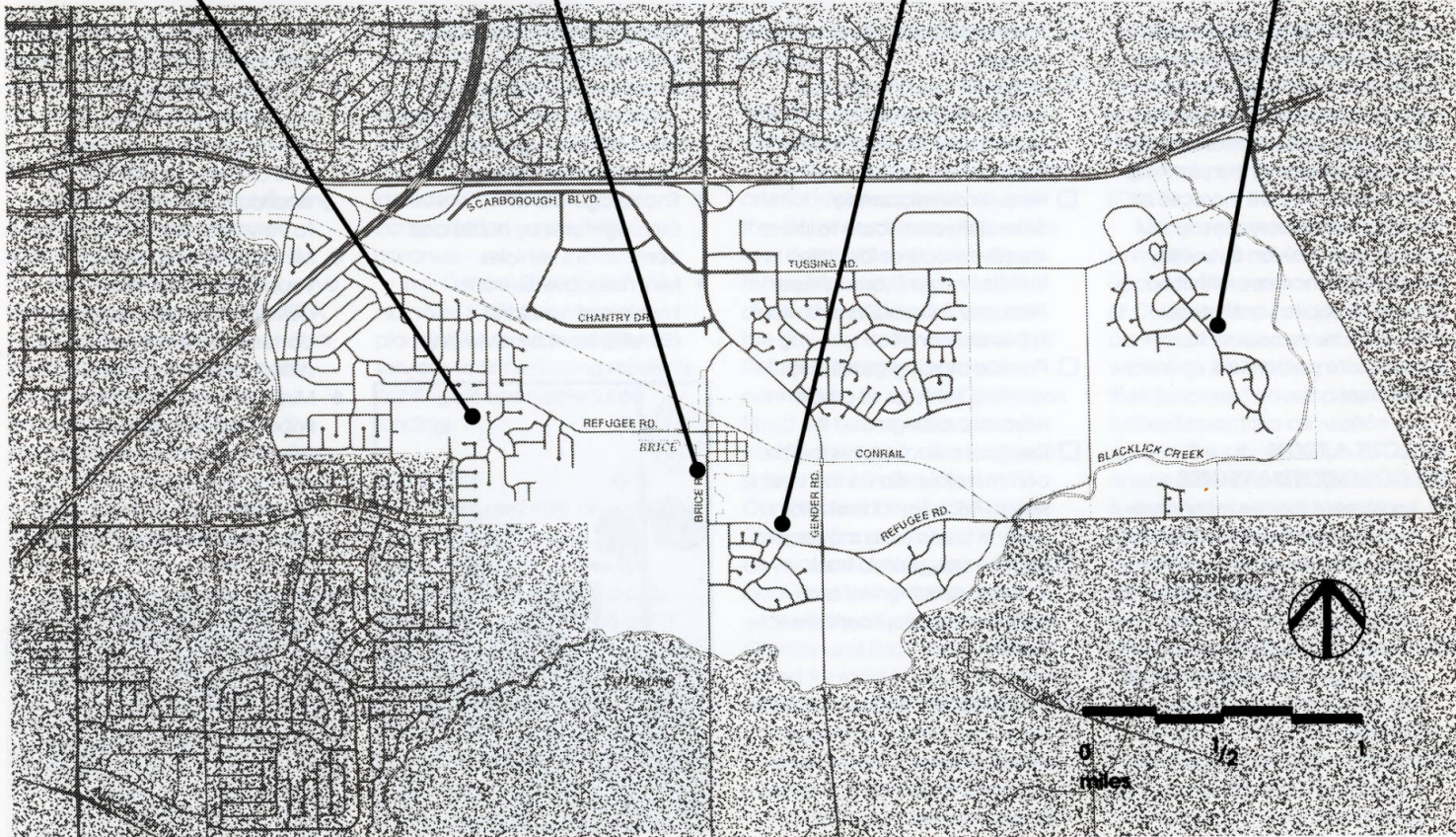
comprehensive circulation plan will result.

- * Preserve the integrity of residential areas by reducing truck and through traffic on neighborhood streets.
- * Encourage use of thoroughfares by trucks and commercial vehicles.
- * Minimize adverse traffic impacts of new land development by reviewing



and approving driveway and parking lot permits.

- * Minimize adverse traffic impacts of new land development by reviewing and commenting on applications to rezone land or to vary from the zoning code.
- * Minimize adverse traffic impacts of new land development by regulating the pattern and design of new streets and/or driveways.
- * Minimize adverse traffic impacts of new land development by coordinating among developers, community groups and other agencies involved with land development.
- * Require developers, through zoning, to limit access or modify the adjacent public street to safely and efficiently accommodate the expected traffic increase.
- * Study any request for installation or removal of a traffic signal.



SECTION IV: PUBLIC SERVICES AND COMMUNITY FACILITIES

The quality of life in an urban setting is largely dependent upon the provision of adequate public services and availability of community facilities. The City of Columbus is responsible for providing adequate police, fire and sewer and water services to its residents. Community facilities such as parks and recreation facilities are also provided and maintained by the City of Columbus.

This section of the Plan includes a description of existing public services and community facilities and a series of recommendations addressing problem areas and land use concerns.

OBJECTIVES

- Provide and maintain adequate city services such as police and fire, sewer and water, storm drainage and street lighting as growth occurs.
- Provide adequate parks and recreation facilities for community residents.

POLICE SERVICES

The Brice/Tussing planning area is served by the Columbus Division of Police, Fairfield and Franklin County Sheriff Departments as well as the Village of Pickerington. The implementation of 911 has alleviated jurisdictional confusion for the residents in emergency situations.

The cruiser district in the Brice/Tussing planning area is extraordinarily large. Large districts generally connote lower population densities and lower crime rates compared to smaller, more compact districts. In rapidly developing areas, it is necessary to reevaluate cruiser districts

frequently to insure that service needs are being met.

The planning area's population density is changing because of increases in commercial and residential developments. However, research and development staff in the Police Division will review service demands in the area quarterly.

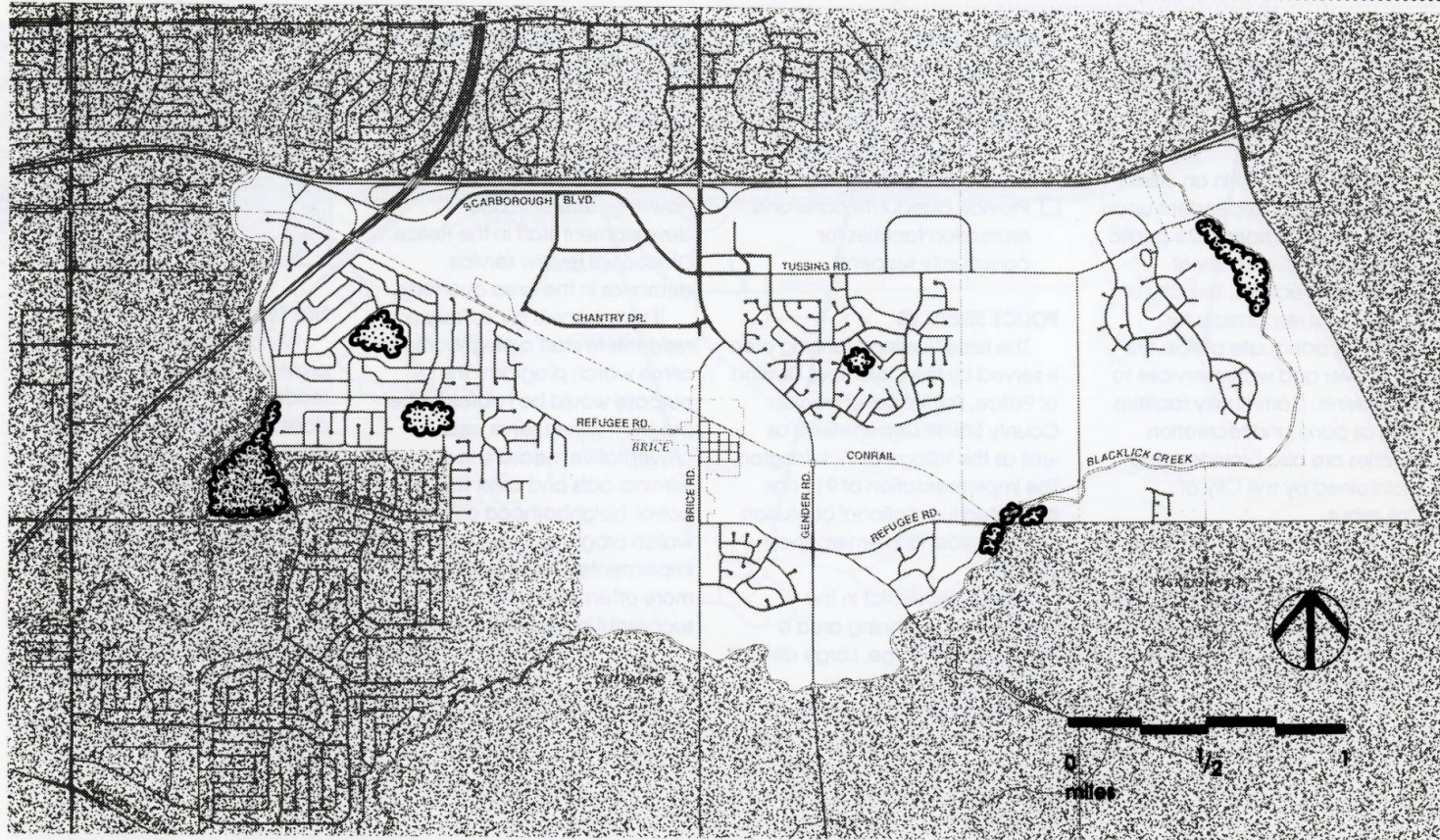
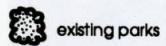
It may benefit Brice/Tussing residents to start a neighborhood crime watch program. The purpose would be twofold—the program would serve as a preventative measure in deterring criminal acts and assist the district patrol. Neighborhood crime watch programs have been implemented nationwide and, more often than not, are successful in lowering crime rates.



FIRE SERVICES

Although nearby fire stations provide fire service to area residents, the City of Columbus does not currently have a fire station located within the Brice/Tussing area. Given the vast growth in the area during the previous six to seven years, a fire station is needed. The City of Columbus has negotiated a Gender Road location for the site of a new station, which will be in operation by late spring 1991.

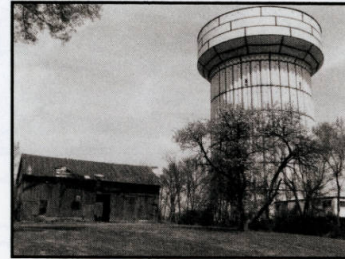
EXISTING PARKS





SEWER CAPACITY

The City of Columbus serves the Brice/Tussing area with the Blacklick trunk sewer line. Subtrunks, connections and extensions are easily accessible for ongoing development. There are a few backyard septic systems still located in unincorporated areas. The Village of Brice contracts with Columbus for their service. Fairfield County treats the sewerage for the Village of Pickerington and Violet Township residents.



WATER CAPACITY

The City of Columbus provides water to most of the Brice/Tussing community. A new two-million gallon water tank is planned to be installed along Tussing Road to keep up with area growth. Water pressure and capacity should be adequate for years to come. Violet Township and the Village of Pickerington receive water from the Village of Pickerington and Fairfield County.

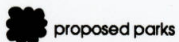
STORM DRAINAGE

Brice/Tussing has a major storm drainage ditch crossing the area. As previously mentioned, the land in the planning area is poorly drained, flat with slow permeability and a high water table. Hard, impervious surfaces such as parking lots, roofs and building foundations exacerbate poor drainage areas. Therefore, special attention should be given to the design and density of new development. Caution must be taken to reduce the amount of storm water runoff from hard surfaces. Improper or inadequate drainage of runoff following heavy rains or melting snow promotes standing water and potential flooding from swollen streams.

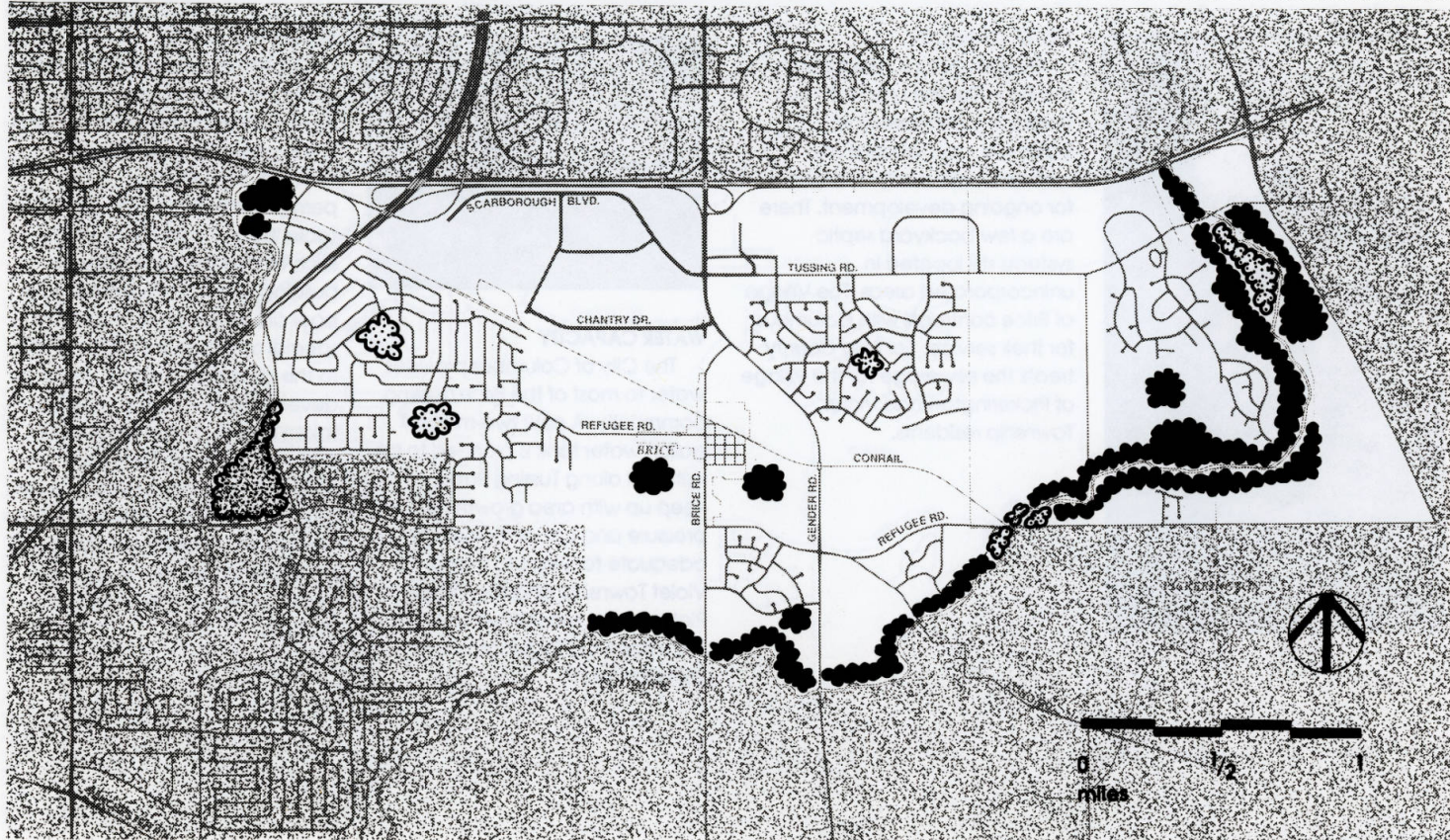
**EXISTING AND
PROPOSED PARKS**



existing parks



proposed parks



RESIDENTIAL STREET LIGHTING

Condition: There are no street lights located in two of the three residential subdivisions in the Brice/Tussing Planning area. Street lights were recently installed in a large section of the Walnut Heights residential area. These lights cover the area north of Refugee Road, east of Noe-Bixby and west of Millvale Road. Independence Village and Countryview Village subdivisions do not have street lights. The Independence Village Civic Association pays for private service to operate five entryway lights located at various entrance points in the subdivision. A request was made to the City to provide entrance lights in this subdivision. The Division of Electricity will pay for the two entryway lights located on Tussing Road. The remaining entryway light fixtures failed to comply with the Division's product requirements.

Problem: With the vast amount of growth occurring in the area,

including expansions to existing subdivisions and development of new residential areas, residents have mixed feelings about street lighting. A survey was conducted by representative civic associations to determine interest in having street lights throughout neighborhood areas. This resulted in one neighborhood requesting that street lights be installed in their area and another area



voting against having street lights installed within their subdivision.

The perception of some community residents is that crime has increased in their areas. Many feel that additional street lights would deter crime.

PARKS AND OPEN SPACE

Condition: The Brice/Tussing planning area has several parks located within its boundaries. The most recent is Portman Park, dedicated in 1988 and located on the north side of Refugee Road abutting Blacklick Creek.

The municipal golf course, currently under construction, abuts the west side of Blacklick Creek between Interstate 270 and Refugee Road near State Route 256. Sandwiched between Columbus and the Village of Pickerington, this golf course will serve residents in southeast Franklin County and the western portion of Fairfield County. It is scheduled to open the summer of 1990.

Blacklick Woods Metropolitan Park, located north of Interstate 70 just west of State Route 256, is the only regional park near the planning area. This park serves a much larger geographic area but is easily accessible to Brice/Tussing residents.

The only neighborhood park located east of Brice Road is located in the Independence Village subdivision.

Problem: Several areas of Brice/Tussing are in need of neighborhood parks. Proposed parks are listed in the Brice/Tussing Area Profile. These proposed parks will primarily be located east of Brice Road, where the majority of growth is occurring. However, more park development is needed. Countryview Village is an example of a subdivision that does not have a neighborhood park located within reasonable walking distance. There is also a need for a recreation center in the area.

Future Park Development:

Based upon national standards for park development, the goal of the Department of Recreation and Parks is to provide a minimum 5.5 acres of neighborhood parkland per 1,000 population. Given that the Brice/Tussing area is experiencing rapid growth, the department will need to identify and acquire sites for future parks. In addition, much of the land south of Blacklick Creek is located in the flood plain which could be ideal for park development.

The Existing and Proposed Parks map, left, indicate general locations recommended for new park development. Ideally, neighborhood parks should be centrally located within subdivisions. The area is adequately served by the regional park system. However, a unique opportunity to develop additional parks in this area involves the potential use of flood plain areas. Given that much of the land lying south of Blacklick



Creek is flood plain, the potential exists for another metropolitan park, located on the east side of Franklin County. The map showing proposed land use recommendations, on page 10, identifies much of the designated flood plain as park and open space.

SCHOOLS

Condition: The Brice/Tussing planning area falls within four public school districts: Reynoldsburg, Pickerington, Groveport Madison and Columbus Public Schools. Suburban public schools are attractive to young families; many move to an area for that very reason. However, the City of Columbus also has jurisdiction over land lying in many suburban school districts. Anxiety is expressed by many suburban school districts accommodating City of Columbus residents, particularly those districts faced with placing levies on the ballot to increase taxes for their school district.

Problem: Impacts of growth in Columbus and Pickerington are affecting the Pickerington-Local School District. Their schools are overcrowded and faced with schedule changes. As a way to accommodate increased enrollment, students are reporting

in shifts. No mechanism exists to allow input into rezoning requests that affect school enrollment.

The Village of Pickerington is encouraging commercial, office and industrial growth within the village as a way to increase their current tax base, hence relieving some of the burden from the residential sector.



PUBLIC SERVICES AND COMMUNITY FACILITIES RECOMMENDATIONS

- Monitor growth and plan for expanded services.
- Provide at a minimum 5.5 acres of neighborhood park land per 1,000 population for existing and future neighborhoods.
- Provide a scenic bike/foot path linking the golf course and other park facilities with Big Walnut and Blacklick Creeks.
- Develop community parks utilizing the scenic terrain, waterways and flood-prone land.
- Require residential developments to donate a portion of their land for neighborhood parks.
- Encourage input from impacted school districts on rezoning requests for large subdivisions.
- Provide adequate recreation facilities in the planning area.



- Maintain storm drainage ditches to ensure proper drainage.
- Respond to increased growth by providing additional cruiser districts as the need warrants.
- Install street lights within subdivisions.
- Require developers to provide adequate storm drainage at the time of development to minimize flooding.

APPLICABLE CITY POLICIES

- * Provide residents with close to home, safe, well-maintained and accessible recreation and park facilities.
- * Provide a neighborhood park within a half-mile radius or 10-15 minute walking distance of residents.
- * Work with developers to provide development on parkland when such development is fiscally responsible and when a recreation service not otherwise available is provided.
- * Work closely with developers of new residential areas by requesting the donation of new parkland to serve recreation needs of the new community.
- * Protect major waterways through dedication of land, scenic walkways, easements and development of parks.
- * Operate the storm water drainage system throughout the city and conduct repairs on a priority basis as problems are reported.
- * Locate police substations and fire stations after considering the number and type of runs to a given area, number of runs performed by each existing facility, average response times, geographic area covered, number of personnel using existing facilities, availability and cost of real estate and input from community organizations.
- * Provide residential neighborhoods with special street lighting options to be paid for through assessment.
- * Allow developers to furnish street lights in subdivisions according to City specifications and retain City operation and maintenance responsibility.