

Downtown Comprehensive Planning Study

Technical Report No. 5

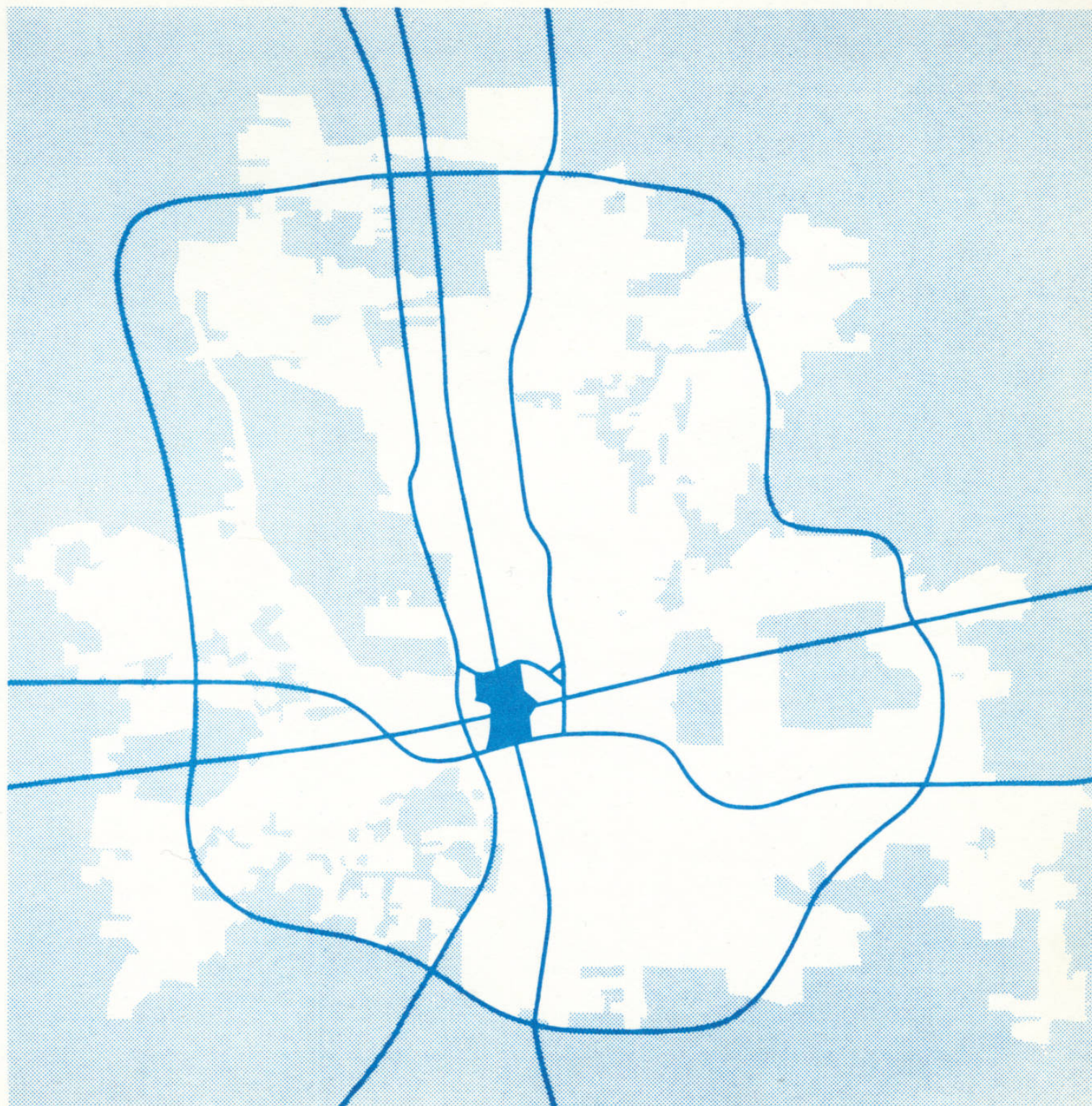
Proposed Activities Schedule

Report Series

1. Goals and Objectives
2. Functional Plans
3. Economic Development
4. Development Strategies
5. Activities Schedule
6. Development Procedures

City of Columbus
Department of Development
Division of Planning

August 1976





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August 30, 1976

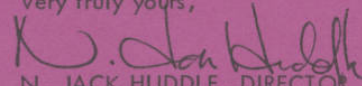
Dear Citizens:

The report entitled Proposed Activities Schedule is the fifth in a series of reports produced by Department of Development staff and consultants as part of a comprehensive planning study of the most dense portion of Downtown. The report contains an analysis of previously proposed Downtown projects, a statement of existing conditions, and recommendations for projects currently identified through 1991.

The intent of the Downtown Comprehensive Planning Study is to provide general guidelines for the future of Downtown Columbus. Continued interaction with the Columbus community is essential, for this report is a part of an ongoing planning process Downtown and in all neighborhoods of Columbus. These reports, as most Development Department reports, should not be construed as the final word or official position of the City. The reports represent the most current information available and the most complete thinking of staff and consultants at this time. The next steps will focus on review and refinement of the recommendations with the community. The purpose will be to develop understanding, consensus, commitment and action toward the continued quality improvement of the Downtown in context with the Columbus Metropolitan Area.

An Executive Summary will be produced as soon as possible to assist this process and condense the six technical reports into one package. If you have any questions or suggestions regarding this report, others in the series, or the planning process itself, please contact the Department of Development. The Downtown Planning Coordinator may be reached by calling 461-8172.

Very truly yours,


N. JACK HUDDLE, DIRECTOR
DEPARTMENT OF DEVELOPMENT





DOWNTOWN COMPREHENSIVE PLANNING STUDY

Technical Report No. 5

PROPOSED ACTIVITIES SCHEDULE

August, 1976

A 70+ page report prepared by the City of Columbus, Department of Development, Division of Planning as part of a federally funded study of the most dense portion of Downtown Columbus. It presents the results of the analysis of Downtown projects, including a statement of current conditions and recommendations for future projects.

The Activities Schedule document is Report #5 of the Downtown Comprehensive Planning Study conducted primarily between May and August, 1976. All reports in this study are intended to interrelate recommendations while focusing on particular elements of the planning process such as generation of goals, formulation of land use, transportation and urban design patterns, project development and scheduling, and implementation strategies. The entire study includes the following reports:

1. Goals and Objectives
2. Functional Plans
3. Economic Development
4. Development Strategies
5. Activities Schedule
6. Development Procedures

A copy of this report may be obtained by writing the Department of Development, Planning Information Center, LeVeque-Lincoln Tower, 50 West Broad Street, Suite 401, Columbus, Ohio 43215.

Copies are also on file with the National Technical Information Service, 2285 Port Royal Road, Springfield, Virginia 22151. Refer to HUD Project No. CPA-OH-05-16-0347.

REPORT SUMMARY

The last twenty years has been a period of consistent growth for the City of Columbus. Columbus has far surpassed the development experienced by most cities in this part of the country. The growth of the City is dramatically illustrated in the Downtown Area, where over 120 projects have been constructed since 1960.

In response to the growth of Downtown Columbus, several planning efforts have been carried out. Project proposals generated by these studies are reviewed in this Activities Schedule report with particular concern for scheduling. Following an update of these previous recommendations, all projects currently under consideration are examined and information is presented relative to: status, timing, cost, participants, and administrative needs.

This study has provided the opportunity to recommend scheduling and participation of recommended projects. It should be noted that this approach is a new element for downtown planning in Columbus. Future plans are anticipated to follow up and update the findings of this report.



DOWNTOWN COMPREHENSIVE PLANNING STUDY
Technical Report No. 5
PROPOSED ACTIVITIES SCHEDULE

August, 1976

Prepared by:

City of Columbus
Department of Development
Division of Planning

Financed by:

The preparation of this report was financed through the Columbus Community Planning Program with funds made available in part from an amended Comprehensive Planning Grant from the Federal Department of Housing & Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended; in part through First Year Local Option Funds made available by Columbus City Council from the Community Development Block Grant Program of the Federal Department of Housing & Urban Development under provisions of the Housing and Community Development Act of 1974, as amended; and in part from the Capitol South Community Urban Redevelopment Corporation, a not for profit corporation established, with recommendation by resolution of the City of Columbus, under the provisions of Chapter 1728 of the Ohio Revised Codes.



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I introduction



I. INTRODUCTION

Scheduling of projects and related activities is an important element of any planning process. Planning studies in the 1950's and 60's emphasized projects or implementation programs, with only secondary consideration given to timing, prioritizing, relationships and scheduling of specific public and private redevelopment projects. Public concern of the late 1960's and early 70's over unimplemented plans has produced a reorientation of planning from what might be termed "blue sky" planning to an emphasis on "action planning." In an action planning process a major focus must be given to interrelating the construction of projects, and to insuring that funding and administrative activities are properly considered during the generation of plan concepts and objectives. Projects are generally defined as those specific public and private investments that produce the built environment, in the case of this study; The Columbus Downtown. This report is primarily concerned with projects within the defined Study Area, but identifies and discuss those projects outside the study area as they relate.

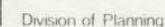
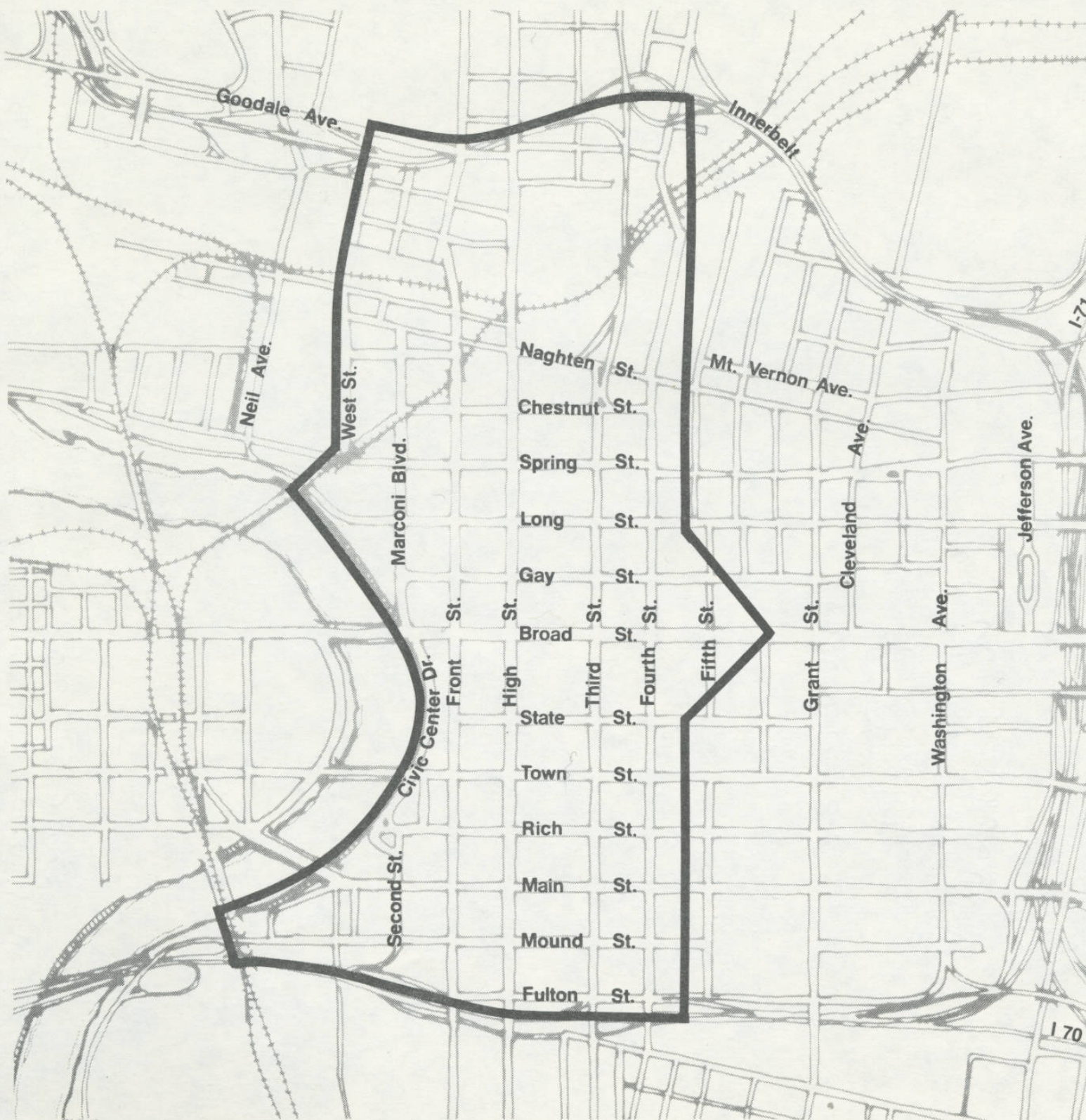
The Analysis and Evaluation Section of this report is intended to provide a general review of the Downtown project planning process at it has developed in Columbus. Attention will focus on how projects and other activities have been scheduled within the more general process. Research indicated that current practices have been building and improving on past experiences. Project scheduled in previous planning programs are examined, and then the current approaches are reviewed.

Additional insight into the scheduling of downtown activities may also be gained by examining the other reports in this Comprehensive Planning Study. Particular consid-

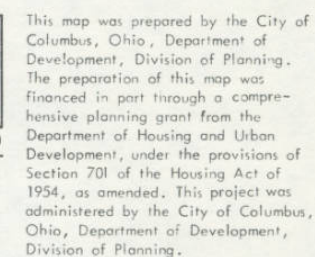
eration should be given to Reports Nos. 2, 4 and 6. The Functional Plans, Report #2, includes an update of many of the proposals generated by the Action Planning Program in 1973. Development Strategies and Development Procedures, Reports Nos. 4 and 6, contain recommendations for improvements in the general downtown planning process and the project development process. All of these findings impact the scheduling of downtown projects and activities, and the updated schedule included in this report reflects these recommendations.

It is the intent of the Department of Development to update the Downtown Activities Schedule on an ongoing basis. This process was initiated in 1972. A more extensive review of the entire process should take place frequently, possibly every year. The review should be phased with other Downtown Planning activities in a comprehensive approach.

This document should provide reference guide to ongoing project implementation and coordination activities. It represents one implementation component of the Comprehensive Planning Study of technical reports.



Study Area



Study Area

August 1976



II summary of conclusions and recommendations



II. SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

The Analysis Section of this Report includes an examination of previous studies, current conditions, and regional considerations. This analysis together with the most recent input from the community and public agencies provides the base for generation of conclusions and recommendations on activities schedule. Following is a summary of these findings:

A. Conclusions

- Commitment, planning, funding, and other physical and financial constraints and changes have permitted realization of about 10% of projects recommended in planning studies since 1955.
- No continuous planning process was in operation prior to the early 1970's and specifically none oriented to project and "action" approaches.
- There is a significant need for a continuous monitoring and guiding force (public and private) in organizing, funding, scheduling, and implementing the complex system of interrelated Downtown projects.
- The Department of Development in cooperation with other City Departments has developed an ongoing process for scheduling, monitoring and coordinating Downtown projects. Further refinement and commitment is required. (See Development Strategies, Report #4.)
- Such coordinating activities will likely proceed, as in the past, in a manner and at a pace deemed appropriate by the general community. Generally, this provides response to the changing forces in project development, but takes an active role in generating organization and commitment as necessary for specific projects which impact the total community.
- Several key projects appear vital or "critical" in the social, economic, cultural, and physical development of Downtown.
- A few previously recommended projects, along with two or three which have developed outside any formal planning process or document, appear to be implementable within the next 5 years.
- At least half of the projects which can be called currently viable are lacking in funds and commitment, and are thus classified as pending and programming is recommended in the 5-15 year timeframe.
- Aside from several currently underway projects like Capitl South, which is progressing steadily, the only major, multi-use project which could potentially involve massive public and private planning and investment within the next 15 years is the 1992 World's Fair and Summer Olympics. The magnitude of this project, assuming commitment for it can be achieved, will require funds and resources to such an extent that only those public and private activities necessary to facilitate its existence can be expected to be undertaken



during the period of its planning and construction. Since all of the critical and short range projects will be completed by the mid 1980's little danger appears to exist for funds and resources to be "spread too thin".

- Compansions between original cost estimates and current cost projections for uncompleted projects, indicate that a 200-300% increase is not uncommon as projects pass from the conceptual to the implementation phases. Examples are:

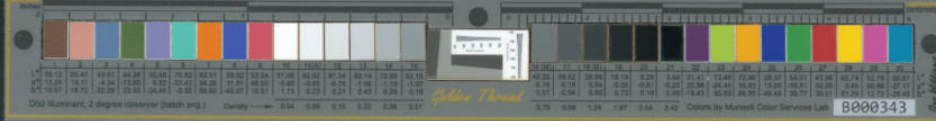
B. Recommendations

- The public and private elements of the Columbus community should concentrate substantial efforts toward completion of 10 "critical" projects due to their major impact on Downtown and the community.
- In line with Goals and Objectives in Report #1, groups such as the Capitol Square Commission, the Downtown Action Committee of the Chamber of Commerce, and others involved in the Downtown Area, should encourage cooperative actions by the State, County, and City, directed toward short and long-range scheduling of public plans for continued expansion and construction Downtown.

- The City agencies should meet regularly over the next few years to insure coordinated efforts toward completion of critical and short-range projects by the mid 1980's.
- This Activities Schedule document should be used as a tool to insure that projects are organized, committed, funded, and constructed in an organized, cohesive, and rational manner. Continuous monitoring and updating of the data and recommendations contained in this document should be a significant ongoing planning process.
- Consultants should be used for project-scale details such as funding and design, generating new project proposals only as necessary to insure currently established project schedules, which fulfill stated objectives, and lead toward desired goals.
- Aside from commitment, funding is the most important single factor in a project development, and research and monitoring of past, present, and future funding sources should remain a high priority function in all coordination activities.



III analysis and evaluation



III. ANALYSIS AND EVALUATION

A. Previous Recommendations

In preparing a schedule for coordinating future development, it is first necessary to review previous recommendations. Planning studies over the past 20 years have proposed hundreds of projects and activities, involving millions of public and private investment dollars. Both the consistency with which some projects have been suggested, and the irrationality expressed in other proposals, provide an historic framework for an analysis of current recommendations.

This analysis and evaluation section consists of three elements. First, previous planning efforts and recommendations are examined and discussed in a general fashion. Secondly, a thorough review is made of the current conditions, the projects proposed, and the process of scheduling these activities. Finally, regional considerations which impact downtown activities scheduling are noted. Charts are provided outlining all project proposals made for the Downtown Area between 1955 and 1976. Charts and exhibits regarding current scheduling and regional planning are also included.

An extensive review of previous plans was undertaken as part of this Comprehensive Planning Study. A general list of documents reviewed maybe found in the Appendix. Several documents had particular application to activities scheduling including:

1. The Central Business District, Columbus Urban Area, Harland Batholomew and Associates, April 1955.
2. Innerbelt Area Studies, Urban Land Institute, 1959.
3. Regional Center Plan and Program, Marcou O'Leary & Associates, April 1968.
4. Downtown Area Plan, Department of Development, December 1971.
5. Downtown Parking & Circulation Study, De Leuw Cather & Company, November 1973.
6. Action Program for Downtown Columbus, Vincent Ponte, Warren Travers, Nitschke, Godwin, Bohm, 1973.
7. The Columbus Civic Center 1975/1995, Downtown Action Committee of the Columbus Area Chamber of Commerce, December 1974.
8. Watercourse Plan for Columbus & Franklin County, Labrenz, Reimer, Inc., March 1975.
9. Downtown Area Transportation Policy Analysis & Recommendations, Department of Development, April 1975.
10. Preliminary Engineering Report, Naghten/Dublin Expressway, Alden Stilson & Associates, November 1975.
11. Capital Improvements Program, 1976-80, Department of Development, April 1976.



The past 20 years have certainly been significant in contributing to the form and fabric of the Downtown Area. Over 200 proposals have surfaced in City reports and consultant-prepared documents. Roughly, 150 physical projects (often coinciding with recommendations generated in various planning documents) occurred since 1955. At least 100 of these were implemented during the last 15 years.

The majority of the proposals in previous planning studies have focused on public-oriented projects although sensitivity has been increasing in public planning to project relationships that are necessary and beneficial with the private sector. Today, serious attempts are underway to relate public and private investments if not combine projects into catalytic redevelopment of various areas of Downtown. The Market-Mohawk Urban Renewal Project was the first of this type in Downtown during the 1960's. The High/Naghten Redevelopment Area is a current example of coordinated public/private projects and investment and the proposed Capital South Project is following the same course of coordinated efforts.

Before analysis of projects identified in previous planning studies is completely undertaken, it is helpful to deflect on what actually has been built. The Department of Development published a report in April, 1976 entitled Downtown Area Development Activities. It contains a history of development since 1961 that has been updated and refined as part of the Downtown Comprehensive Planning Study. Updated analysis indicates that from 1961 to December 1976 there will have been a total of approximately \$516 million invested in the Downtown Area through a total of 118 projects. These investments are broken down and depicted on the following graph entitled Approximate Downtown Area Capital Investment. This information is

approximate due to lack of total information from areas other than the City of Columbus, but the information is useful in discussing trends and the relationships of planning studies to actual implementation.

The Market-Mohawk Urban Renewal Project had a significant impact on Downtown Redevelopment. With the assistance of a 2/3 share federal grant, the City invested over \$15 million for capital expenditures in more than half the city investment in Downtown in the last 15 years. This investment took the form of property acquisition, preparation for redevelopment and public improvements. This action provided the basis for 42 projects by the private sector totaling in excess of \$54 million over the 12 year period since 1964. One parcel currently remains to be developed. These projects represent $\frac{1}{2}$ the total projects implemented by the private sector over the past 15 years and represent approximately 16% of the total private investment dollars.

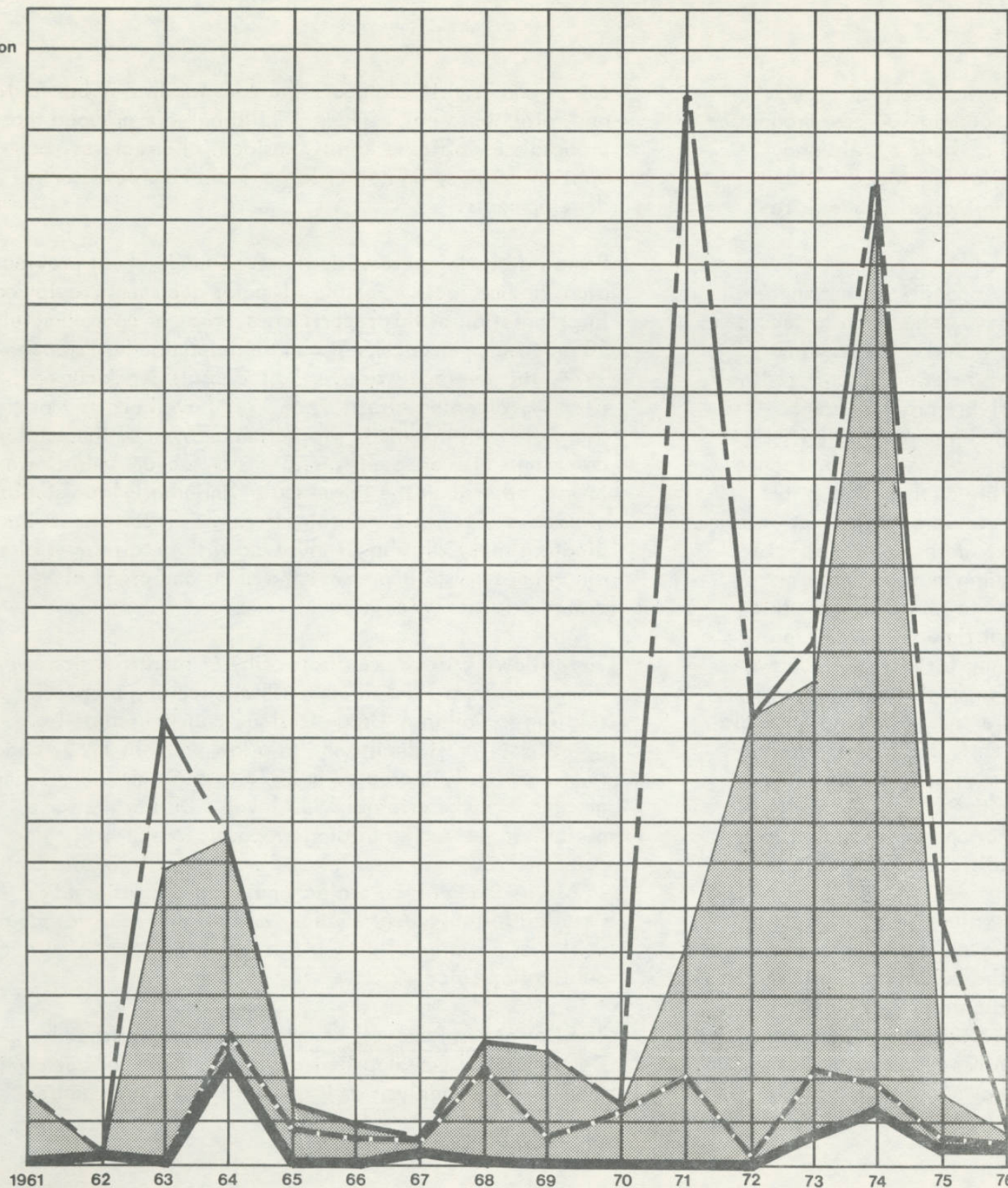
The City of Columbus has implemented 22 projects (7 related to Market-Mohawk) since 1961. This is equivalent to over \$28 million or 5.5% of the \$516 million investments. Significant projects include Market-Mohawk, the Riverfront Amphitheater and walkways, a signalization system, Broad Street landscaping and the Bicentennial Riverfront Park.

Federal, state and county agencies have implemented 12 projects accounting for over \$143 million or 27.5% of total investment since 1961. Significant projects include the State House Underground Garage, State Office Buildings, on Front and Broad Streets, Columbus Technical Institute expansion, the County Complex and Federal Office Building.

The private sector has implemented 84 major projects since 1961. This investment is equivalent to over \$344 million or 2/3 of the total Downtown Area Capital Investment over the



\$130 Million



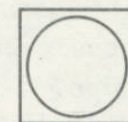
Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of

City
County-Federal-State
Private
Market Mohawk

Note: Investments are Approximate and
Depicted at Year Construction
Started

Source: Development Activities Report,
Department of Development,
1976.



Downtown
Comprehensive
Planning
Study

Approximate
Downtown Area
Capital Investment

August 1976



last 15 years. Significant projects, to name just a few, include Sheraton, Christopher Inn, 88 and 100 East Broad, Huntington Trust, Nationwide, Ohio Theater, Midland, Motorists, Ohio Bell, Borden, Capitol Plaza and Buckeye Parking Garages, and BancOhio and Market-Mohawk related projects.

These past projects (please see the Appendix for a complete listing and general location map) have done much to secure the image of Downtown as it is known today. The primary pattern of private redevelopment has been on a scattered, single site basis. These types of private projects can be assimilated in public project-oriented planning activities if close coordination and cooperation procedures of recent years are maintained. This is possible as there is a 2 to 5 year normal period of time between private identification of a project and its implementation. Joint public/private area redevelopment programs involving multiple projects normally take longer periods of time to realize. The state of the art has been improving so that time is reduced into a more desirable parameter. Planning for Market-Mohawk was initiated in the mid-50's. Major implementation began in 1964 and has continued to the present. Planning for Ohio Center really got underway in the early 1970's, construction is scheduled to commence in 1977 with built out of Phase I by 1981. The proposed Capital South Project began planning with the city in 1974, construction is anticipated to commence in 1977 with a 7 year built out timeframe.

In order to facilitate analysis and evaluation of projects recommended in previous plans, they have been grouped into 4 categories and depicted on the adjoining chart. "Parking" refers to surface lots, structures, curb parking, controls, restrictions, etc. "Urban Design" includes parks, landscaping, lighting, graphics, walkways, and similar pedestrian-scale improvements. The "Vehicular Transpor-

tation and Transit" category includes roadways, bus routes, and related projects. Under "Building" are grouped those proposals for offices, hotels, residential structures, convention centers, and other large-scale complexes or redevelopments.

Some interesting observations can be made about previous plans and projects. For the 11 major documents reviewed in preparation of this report, an average of approximately 18 proposals per document can be determined. Prior to 1974, this average was over 26 proposals per document. Clearly, planning efforts since 1973 have become more associated with realistic projections. Most of these later documents are for specific projects or sub-areas in Downtown, rather than the large-scale, Innerbelt-wide studies of 1955-1973. This fact reinforces recent statements indicating that Columbus is involved with detail-level planning necessary to implement the plans and proposals generated prior to 1974.

The following items are also worthy of identification. In the period from 1955 through 1973, planning proposals relating to Parking, Urban Design, and Vehicular Transportation/Transit diminished to a low point in 1968, and then drastically increased in 1973 to approximately 3 times greater than the original 1955 level. During the same period, large-scale building proposals rose steadily to a peak in 1968, and then fell off dramatically to zero by 1973. Although such projects have been mentioned or detailed in subsequent studies, no new proposals for major public or private buildings have surfaced in any planning publication since 1973.

The Downtown Redevelopment Memo was published by the Department of Development in 1974 and has not been included in this analysis as it did not specifically address



PREVIOUS PROJECTS RECOMMENDATIONS ANALYSIS

	1955	1959	1968	1971	1973			1974	1975			1976	
	C.B.D.	Innerbelt Study	Regional Center Plan	Down town Area Plan	Ponte	DeLeuw Cather	Sub Totals	Civic Center Plan	Tran. Policy	Water course Plan	N/D Engin.	CIP	Totals
Parking	8	7	1	4	8	14	42 26%	1	0	0	0	0	43 22%
Urban Design	4	2	2	10	13	2	33 21%	1	3	11	0	4	52 27%
Vehicular Transportation	8	5	2	12	17	8	52 33%	2	2	0	5	3	64 33%
Major Buildings	4	9	15	4	0	0	32 21%	2	0	0	0	1	35 18%
Total	24	23	20	30	38	24	159 100%	6	5	11	5	8	194 100%



projects. It did identify general land use potentials in the northern sector of Downtown, the Capital South and Town East Areas with an orientation to potential application of State redevelopment tools.

Specifically, regarding "activities scheduling" it is notable that out of approximately 100 projects proposed between 1955 and 1972, only 5 were assigned any cost figure. Only 24 projects out of this total had any timing constraint or projection. Clearly, the predominant activity of previous efforts has been "to propose" rather than to "resolve" or to "implement". At least partially resulting from this lack of specificity at the time of proposal, roughly 40 previously recommended projects are currently felt to be "inactive".

No continuous planning process is evident in these early documents. No community review or implementation mechanisms are suggested. Seldom were projects phased or timed in relation to one another. Only within the past 15 years was there a formal mechanism to organize or plan City projects and funds. The Capitol Improvements Program proposed in 1957, took until 1961 to actually become the City's official tool for 5-year implementation planning. Planning studies such as the current comprehensive effort are considered as preparatory actions to the more formal Capital Improvement Program and seek to coordinate it with private investment potentials.

Actions such as approvals, reviews, legislation, etc., so common to the current planning process, were absent from the plans of the 50's and 60's. Piecemeal project planning and sweeping urban renewal programs were the state of the art.

As the Downtown grew in scale and complexity, proposed projects grew in number. The early 70's brought a new emphasis in project planning -- realistic, short-range, high priority, action projects.

As indicated in the Analysis Section, the Action Planning Program of 1973 involving planning consultants Vincent Ponte, Warren Travers, Nitschke, Godwin and Bohm, and the transportation planning studies of De Leuw, Cather and Company gave particular consideration to scheduling of downtown planning and development activities. The Department of Development in conjunction with other City agencies has worked to maintain scheduling activity on a continuing basis. Several reports have been issued as a result of this monitoring and updating effort. The most recent undertaking, the Downtown Area Development Activities report, was released in April and has provided a data base for the Downtown Comprehensive Planning Study. (See sample page in Appendix).

The following charts have been included to summarize specific reports used in preparation of this document. It should be noted that in only a small number of instances does a final project evolve exactly as recommended in any planning study or proposal. Therefore, if a current project has accomplished the proposed task or fulfilled the perceived need which a previous recommendation identified, that previous recommendation is treated in the positive sense, i.e., it is not considered "technically inactive", but rather continued or absorbed into the progress of the current project.



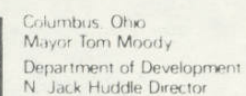
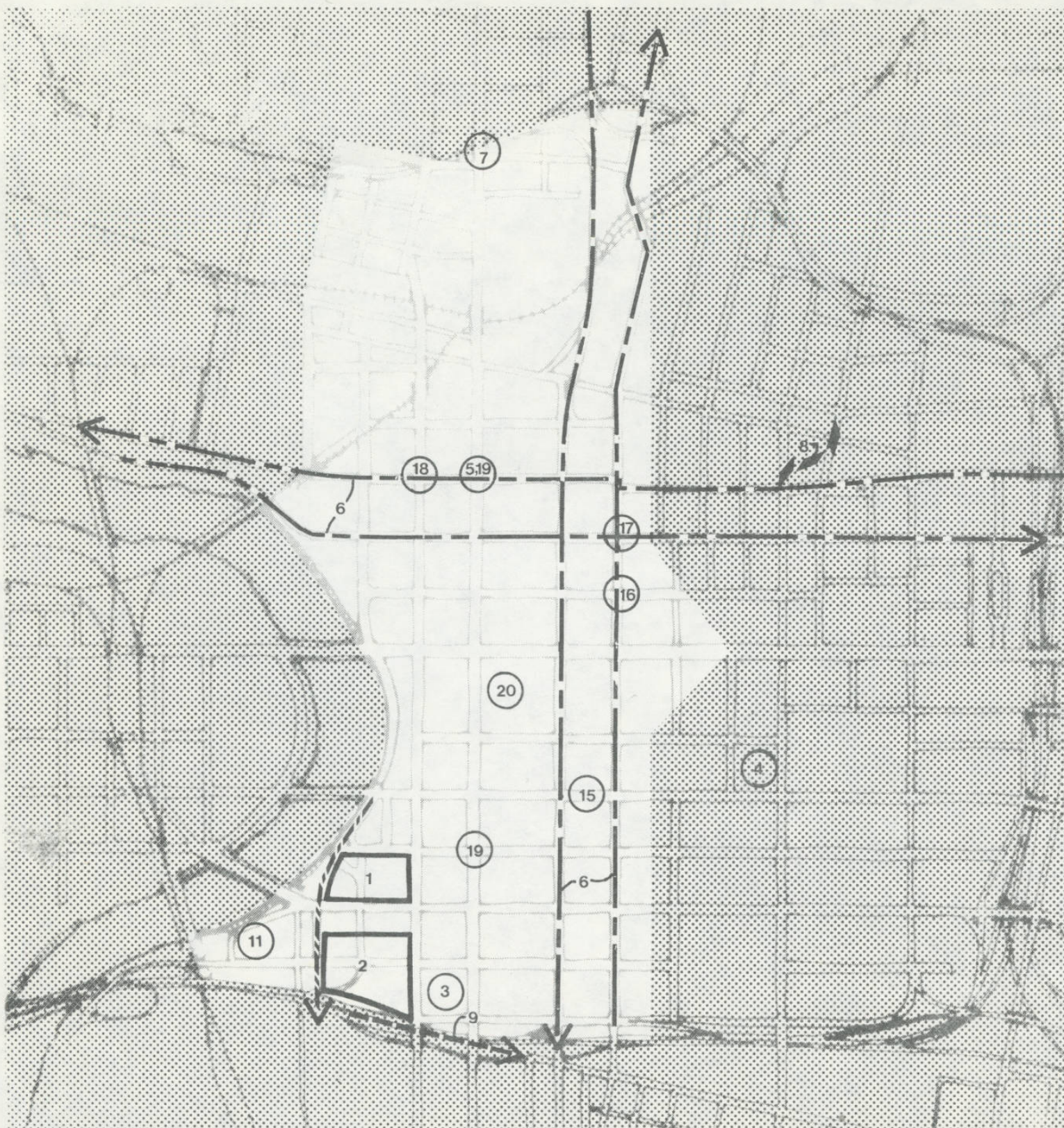
In an effort to organize projects and thereby simplify the process of identifying those which are no longer under consideration, each previous recommendation is categorized as one of the following: INACTIVE, PENDING, ACTIVE, or COMPLETED. Definitions of each category are as follows:

INACTIVE: While generally referring to those projects and activities which are discontinued or eliminated, this category is also intended to include projects which are clearly not actively researched, analyzed, studied, or considered for the foreseeable future.

PENDING: This category broadly assembles those projects which are being investigated at the conceptual level. The intention is to include any project which can be called feasible, viable, or desirable, but for which no substantial action and/or commitment can be generated.

ACTIVE: If a project is actually "underway" or "ongoing" and specifically if design or engineering studies, preliminary planning, funding, or implementation procedures are being pursued, the project is referred to under this category.

COMPLETED: Any project finished at the date of this publication is referred to as completed.



Not Mapped: 12

13
14
21
22
23
24



This map was prepared by the City of Columbus, Ohio, Department of Development, Division of Planning. The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended. This project was administered by the City of Columbus, Ohio, Department of Development, Division of Planning.

Central Business District, the Columbus Urban Area

April 1955

August 1976



Previous Recommendations

DOCUMENT: The Central Business District, Columbus Urban Area, April, 1955

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
1. Public buildings and open space (Front/Main/River/Rich)	-	-	INACTIVE: Riverfront Park completed 1976. No plans currently exist for public buildings in that area.
2. All day parking lot (Noble/Fulton)	-	-	COMPLETED: Several surface lots have been provided in the immediate area as obsolete buildings were demolished by private enterprise.
3. New Courthouse and County Administration Center (east of existing County buildings)	-	-	ACTIVE: Projects currently underway as part of Master Plan for County Complex.
4. Medical Center around Grant and St. Francis Hospitals	-	-	INACTIVE: Hospitals and supportive medical facilities continue normal expansion through private enterprise.
5. New Post Office (on High Street at north edge of CBD)	-	-	COMPLETED: Postal facilities to be included in new Federal Building at Spring and High. "New" Post Office constructed northwest of Downtown Area.
6. One-way conversion of 3rd/4th and Spring/Long	-	-	COMPLETED: By Division of Traffic Engineering and Parking.
7. Innerbelt ramps to and from High Street south of Goodale	-	-	INACTIVE: Spatial constraints preclude proposals. See Ohio Center Project for current approach to Innerbelt connectors.
8. Cleveland/Grant Connector	-	-	INACTIVE: City currently considering conversion of Grant and Washington into one-way pairs which would eliminate need for connector.
9. Eastbound Innerbelt exit ramp to High Street, south of Fulton Street	-	-	COMPLETED: By Division of Engineering and Construction.



Previous Recommendations

DOCUMENT: The Central Business District, Columbus Urban Area, April, 1955

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
10. Widen Civic Center (south of Town Street) to Innerbelt ramp.	-	-	COMPLETED: Riverfront Park included street improvements meeting this need with a temporary alignment.
11. Heliport (extreme southwest edge of CBD)	-	-	INACTIVE: Facility constructed at 3rd and Olentangy for use by Police helicopters. No public heliport constructed Downtown.
12. Left turn restrictions within Core	-	-	ACTIVE: Implemented by Division of Traffic Engineering and Parking. Additional restrictions under consideration.
13. Traffic signal synchronization in CBD	-	-	COMPLETED: 1976 by Division of Traffic Engineering and Parking.
14. Rerouting some northbound transit vehicles from High Street to Front Street in CBD	-	-	INACTIVE: High Street's primary role is emerging as a transit and pedestrian oriented facility.
15. Parking garage (1000 cars) Town Street between 3rd and 4th	-	-	PENDING
16. Parking garage (500 cars) 4th/Gay	-	-	PENDING
17. Parking garage (500 cars) 4th/Long	-	-	INACTIVE: Buckeye Garage (770 cars) now constructed on Long between High and 3rd.
18. Parking garages (500 and 450 cars) Spring/Front	-	-	COMPLETED: APCOA garage and surface lots meet this need.



Previous Recommendations

DOCUMENT: The Central Business District, Columbus Urban Area, April, 1955

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
19. Double-deck parking garages High/Spring and High/Rich	-	-	INACTIVE: Federal Office Building at northeast corner of High and Spring has parking for 500 cars. Lazarus garages now in Rich Street area.
20. Statehouse underground garage (1200 cars)	-	-	COMPLETED: By State House Underground Parking Commission.
21. Reduced on-street parking (nor more than 2000 curb spaces)	-	-	ACTIVE: Restrictions made by Division of Traffic Engineering and Parking when appropriate.
22. Street trees, open space development, river-front improvements	-	-	ACTIVE: Trees planted on Broad Street, bikeways, Riverfront Park, and Riverfront Amphitheatre by Department of Recreation and Parks.
23. Sidewalk canopies	-	-	INACTIVE: Individual canopies are installed by property owners as desired and feasible.
24. Improvement and beautification of parking lots	-	-	ACTIVE: Guidelines prepared in 1976 by Department of Development. No legislative action taken at this time.



Division of Planning

Not Mapped: 10

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Urban Land Institute Innerbelt – Area Panel Study

November 1959

August 1976



Previous Recommendations

DOCUMENT: Urban Land Institute, Innerbelt-Area Panel Study, November, 1959

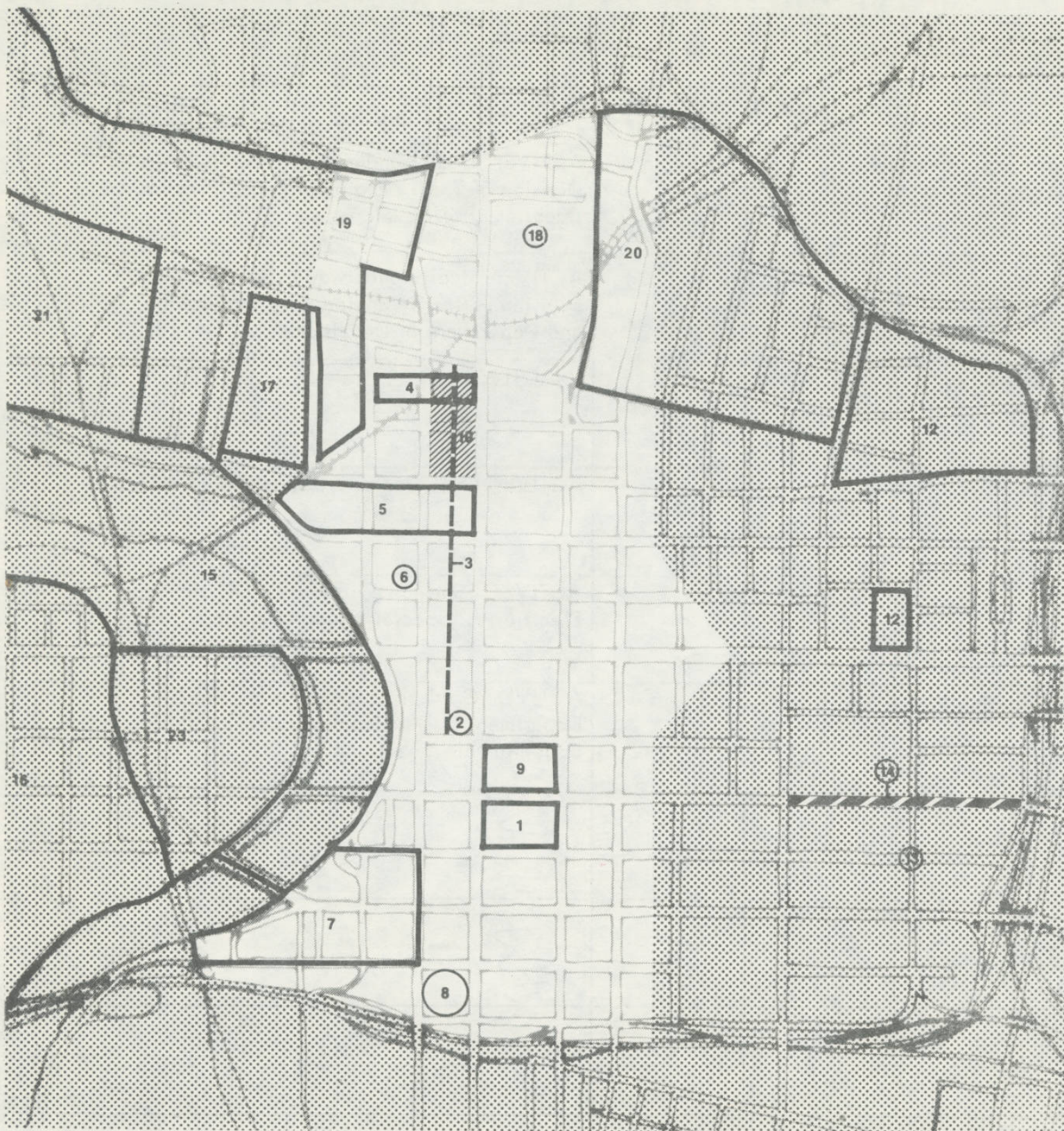
Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
1. State Office Building State/3rd/4th area	-	-	COMPLETED: 1971 by Ohio Building Authority at different site.
2. County Court House (housing all County needs, southwest of Rich and Front Streets)	-	-	COMPLETED: 1971 by Franklin County at different site.
3. Sports Coliseum (Near West Side)	-	-	PENDING
4. Produce Terminal (Naghten/4th Area)	-	-	INACTIVE
5. Bulk Main Handling Facility (west of High Street, southwest of Union Station)	-	-	INACTIVE
6. Intown Motel: Long/Marconi/Spring/River	-	-	PENDING
7. Intown Motel: Main/Short/Mound/River	-	-	PENDING
8. Intown Motel: Northwest corner Naghten & High	-	-	ACTIVE: Part of Ohio Center Complex at different site
9. Grant (s) and Washington (n) one-way pair	-	-	PENDING



Previous Recommendations

DOCUMENT: Urban Land Institute, Innerbelt-Area Panel Study, November, 1959

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
10. Special Transit Lanes (curb lane) on High Street from Main to Goodale, 3rd from Long to Town, Long and Town from 3rd to High, Long and Spring Streets	-	-	ACTIVE: Studies underway by COTA, MORPC, Division of Traffic Engineering and Parking, and Department of Development.
11. Fringe parking/shuttle bus system	-	-	ACTIVE: Studies underway by COTA, MORPC, Division of Traffic Engineering and Parking, and Department of Development.
12. Abandon Penn RR "Little Miami" bridge	-	-	INACTIVE:
13. Unified Passenger Terminal (rail/bus/helicopter) (Union Station area)	-	-	ACTIVE: Ohio Center Transportation Center.
14. New Core area street lighting	-	-	ACTIVE: Continuing actions by Division of Electricity. Special Projects pending.
15. Improvement and beautification of parking lots	-	-	ACTIVE: Guidelines prepared in 1976 by Department of Development. No legislative action at this time.



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

Not Mapped: 11
22



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Regional Center Plan and Program August 1968

August 1976



Previous Recommendations

DOCUMENT: Regional Center Plan and Program, August, 1968,

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
1. Columbus Convention Center High/Town/3rd/Rich 120,000 s.f. exhibition, 50,000 s.f. retail 800 room hotel, 1200 parking spaces	-	-	ACTIVE: Design and engineering studies underway. Alternate site committed at Union Station.
2. New State Office Building northwest corner High and State 1.4 million s.f., 1000 parking spaces	10 yrs.	-	COMPLETED: by Ohio Building Authority. Alternate site selected on Broad Street. 80 Parking spaces.
3. Elevated Transit Line Wall Alley from State to Naghten two-line minirail system	10 yrs.	-	INACTIVE
4. Long Term Fringe Parking Marconi to High Streets along Naghten 2000 spaces initially, 4000 total	2000 spaces by 1975	-	ACTIVE: Refer to Fringe Parking Facilities proposed as part of Ohio Center project.
5. High-River Terrace Spring/Long/High/River 175,000 s.f. retail, 700,000 s.f. office, 400 apts., 250 hotel rooms, 1500 parking spaces	by 1975	-	INACTIVE
6. New City Office Building and Plaza northwest corner Gay and Front Streets 100,000 s.f. offices, 2 parking levels, landscaped plaza with fountain	by 1975	-	ACTIVE: Initial space needs study conducted and site confirmed in 1975. No preliminary planning underway at this time.
7. Riverfront South Front/Rich/Mound/River 900 low and mod-income housing units	by 1975	-	PENDING: Now site of Bicentennial Riverfront Park. Two elderly high-rise public housing units built just across Scioto River. Area potential for housing.
8. Expanded County Complex 100,000 s.f. jail, 251,000 s.f. Hall of Justice	by 1975	-	COMPLETED: 1975 by County of Franklin including Portal Park and plaza.
9. Statehouse Square South State/Town/High/3rd 200 room hotel, retail/entertainment center, parking	by 1975	-	ACTIVE: Preliminary planning underway as part of proposed Capitol South Project.



Previous Recommendations

DOCUMENT: Regional Center Plan and Program, August, 1968

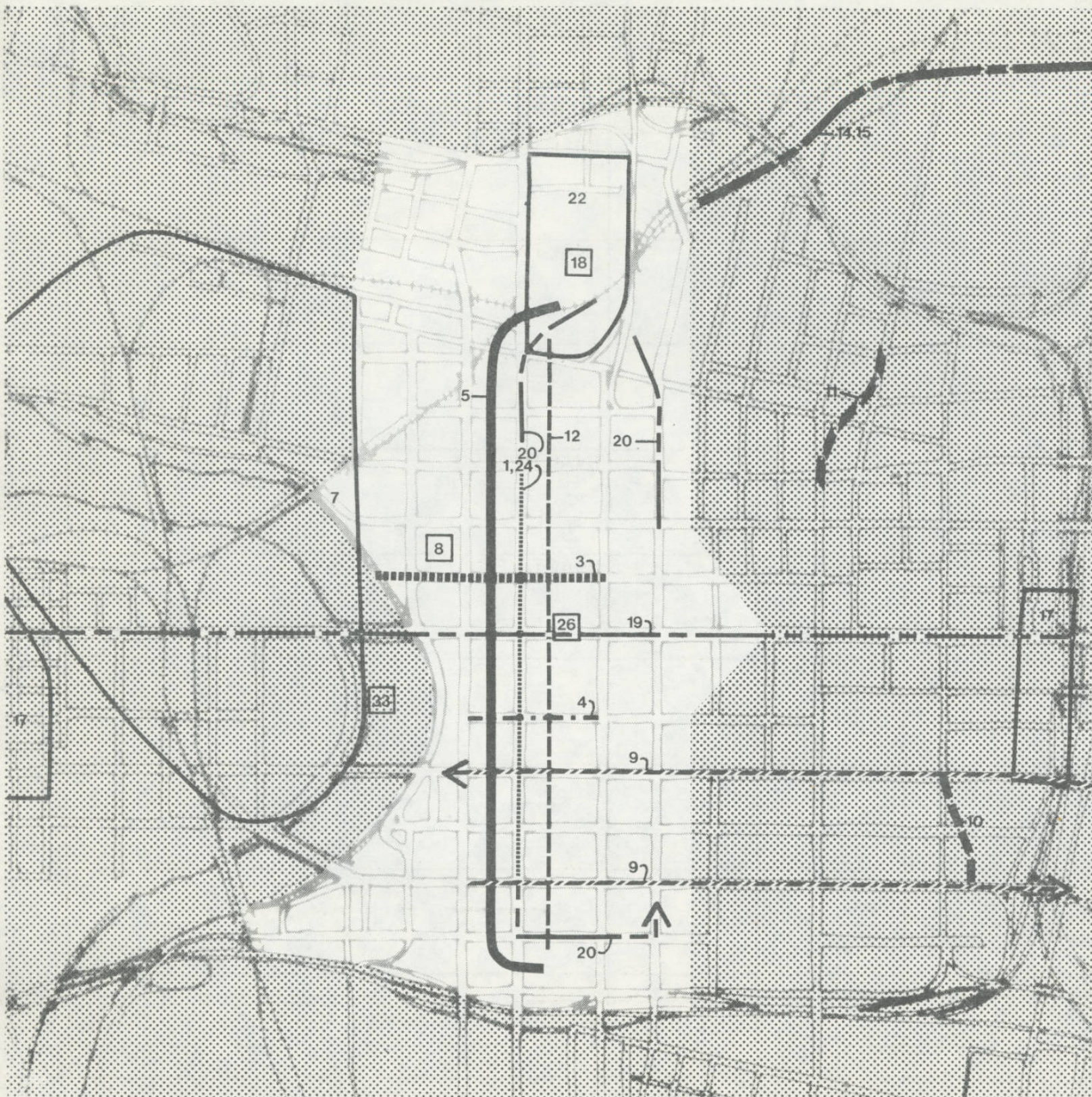
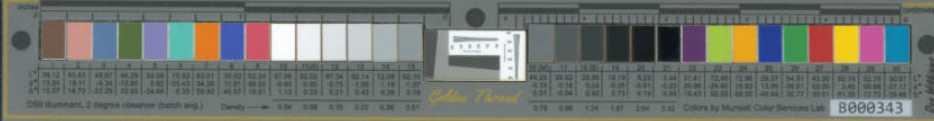
Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
10. High Street Center High/Front/Spring/Naghten two 12-story office buildings, 100,000 s.f. retail, 300 parking spaces	by 1975	-	COMPLETED: Replaced by Nationwide Plaza development. (40 story office tower, retail, 200 car parking garage.)
11. Open Space Network Parks, plazas, and pedestrian walkways, widened sidewalks, landscaping, street closings, linear parks	by 1975	-	ACTIVE
12. Expansion of Art Gallery and Columbus Technical Institute	1985	-	ACTIVE
13. Redevelopment of residential uses in Town East	1985	-	ACTIVE: Area generally continues to deteriorate. Spot improvements underway by private enterprise.
14. Historic preservation along East Town Street	1985	-	ACTIVE: Historic Preservation District established 1976 by Ohio Historical Society.
15. Intensified public/recreation use of riverfront	1985	-	ACTIVE: By Department of Recreation and Parks.
16. Major redevelopment of Near West Side of anticipation of 1992 World's Fair and Olympics.	1992	-	PENDING: Area and nature undetermined. Feasibility study proposed.
17. Redevelopment of Penitentiary into Museum Complex	1992	-	INACTIVE
18. Sports Arena at Union Station site	1992	-	INACTIVE: Reference: Ohio Center Project.



Previous Recommendations

DOCUMENT: Regional Center Plan and Program, August, 1968

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
19. Science and Technology Park Front Street to Spring/Sandusky Interchange	1992	-	INACTIVE
20. Central Distribution Center 3rd/Cleveland/Naghten/Innerbelt	1992	-	INACTIVE
21. VTOL & STOL airport and Heliport west of Penitentiary to River	1992	-	INACTIVE
22. Expanded Elevated Transit System Connecting major projects to the Core	1992	-	INACTIVE
23. State Office Campus Starling/Broad/River	1985+	-	INACTIVE



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

Not Mapped:	1
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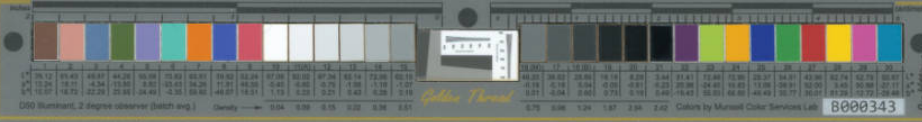
Downtown Area Plan 1971

August 1976

Previous Recommendations

DOCUMENT: Downtown Area Plan, 1971

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
1. 10,000 housing units for all incomes	2000	-	INACTIVE
2. Special transit arterial (High Street from Spring to Main)	-	-	ACTIVE
3. Gay Street Mall and Landscaping (River to 3rd Street)	-	-	PENDING
4. State Street Mall and Landscaping (Front to 3rd Streets)	-	-	PENDING: Could be partly reactivated as Capitol South Project progresses.
5. Second-level circulation system, and height ordinance (Wall Alley, Ohio Center to County areas)	-	\$1,000,000	ACTIVE: Portions as appropriate to major redevelopment projects.
6. Major offices and short-term parking development (Ring concept)	-	-	INACTIVE: No city policy or program. Private developments continue to fill perceived needs.
7. 1992 World's Fair and Summer Olympic Games (Near West Side)	1992	-	PENDING:
8. Municipal Government Center (generally north of City Hall)	-	-	ACTIVE: See Columbus Civic Center Report.
9. Main/Town one-way pair extension (Front to Parsons Streets)	-	-	PENDING: Part of preliminary actions necessary prior to Grant/Washington one-way pair development



Previous Recommendations

DOCUMENT: Downtown Area Plan, 1971

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
10. Realigned Washington Street (Main/I-71 Ramp to Town Street)	-	-	PENDING: See Downtown Action Program Document.
11. Cleveland/Grant Connector (at Naghten Street)			INACTIVE:
12. Pearl Street "people mover" from Ohio Center to County area	1985	-	INACTIVE
13. Freeway express buses (314, I-70 West and East, I-71 South)	1985	-	ACTIVE: By COTA/MORPC, some routes implemented.
14. Busways along RR property (paralleling I-71 North)	1985	-	PENDING: By COTA/MORPC and Department of Recreation and Parks.
15. Rapid Transit lines (I-71 North and South, I-70 East and West, I-71 to I-270 link just south of 5th Avenue)	1985	-	PENDING: By COTA/MORPC
16. High Street subway (entire length of Innerbelt)	1985	-	INACTIVE
17. Fringe Parking (Broad Street at east and west Innerbelt)	-	-	ACTIVE
18. 3000 parking spaces at Ohio Center	-	-	ACTIVE: By Battelle Commons Co.

Previous Recommendations

DOCUMENT: Downtown Area Plan, 1971

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
19. Shuttle bus (east and west on Broad Street to Innerbelt)	-	-	ACTIVE: By COTA/MORPC
20. Loop feeder bus to Ohio Center (south on High Street, north on 4th)	-	-	ACTIVE: By COTA/MORPC
21. 20,000 new parking spaces downtown	1990	-	PENDING: No City policy or program. Private development continuing to fill perceived needs.
22. Ohio Center	1974	-	ACTIVE: By Battelle Commons Company.
23. Computerized signal control	-	-	COMPLETED: 1976 by Division of Traffic Engineering and Parking.
24. Widen High Street sidewalks	-	-	ACTIVE: Part of High Street Transitway project.
25. Core area overhead canopies, sidewalk widenings, lighting, and landscaping	-	\$400,000 per block	ACTIVE: (except canopies)
26. Tunnel under Broad Street (between State Office Tower and Underground Garage)	-	-	COMPLETED: 1974 by Ohio Building Authority.
27. Moving Sidewalks	-	-	INACTIVE

Previous Recommendations

DOCUMENT: Downtown Area Plan, 1971

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
28. Freight Terminals (3) (principally in northwest fringe area)	1974+	-	INACTIVE
29. Town East Urban Renewal Project	1972	-	INACTIVE
30. Franklinton Urban Renewal Project	1978	-	INACTIVE: Refer to Community Development Block Grant Program, Area 5
31. Physical improvements to aid the aged or disabled	-	-	ACTIVE: Curb ramps installed 1975-76 by Division of Engineering and Construction.
32. Beautification and improvement of Ohio Center area, Capitol Square and Riverfront areas, High and Broad Streets, Franklinton and Town East	-	-	ACTIVE:
33. Bandshell on river at Central High School site	-	-	COMPLETED: 1975 by Department of Recreation and Parks.
34. Weather protected and heated transit stops	-	-	ACTIVE: by COTA.
35. Heated sidewalks	-	-	ACTIVE: State Office Tower, and other projects have constructed heated sidewalks; others possible as future development continues.



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

— Short-range Improvements
- - - Long-range Improvements
= Transitway

A	Civic Center Drive/Marconi	✱✱
B	Civic Center Drive/Second	✱✱
C	Marconi/Front	✱✱
D	Front/Second	✱
E	Town/Main	✱
F	Naghten/Dublin Boulevard	✱✱
G	Grant/Washington Distributor	✱
H	Mound Street Boulevard	✱
J	Franklinton Link to Downtown	✱
K	Olentangy Connector	✱
L	Interstate-71 Connector	✱
M	Broad Street	✱
N	High Street	✱✱
O	Cleveland/Grant	✱
✱	Ponte	
✱	DeLeuw, Cather	



0 800

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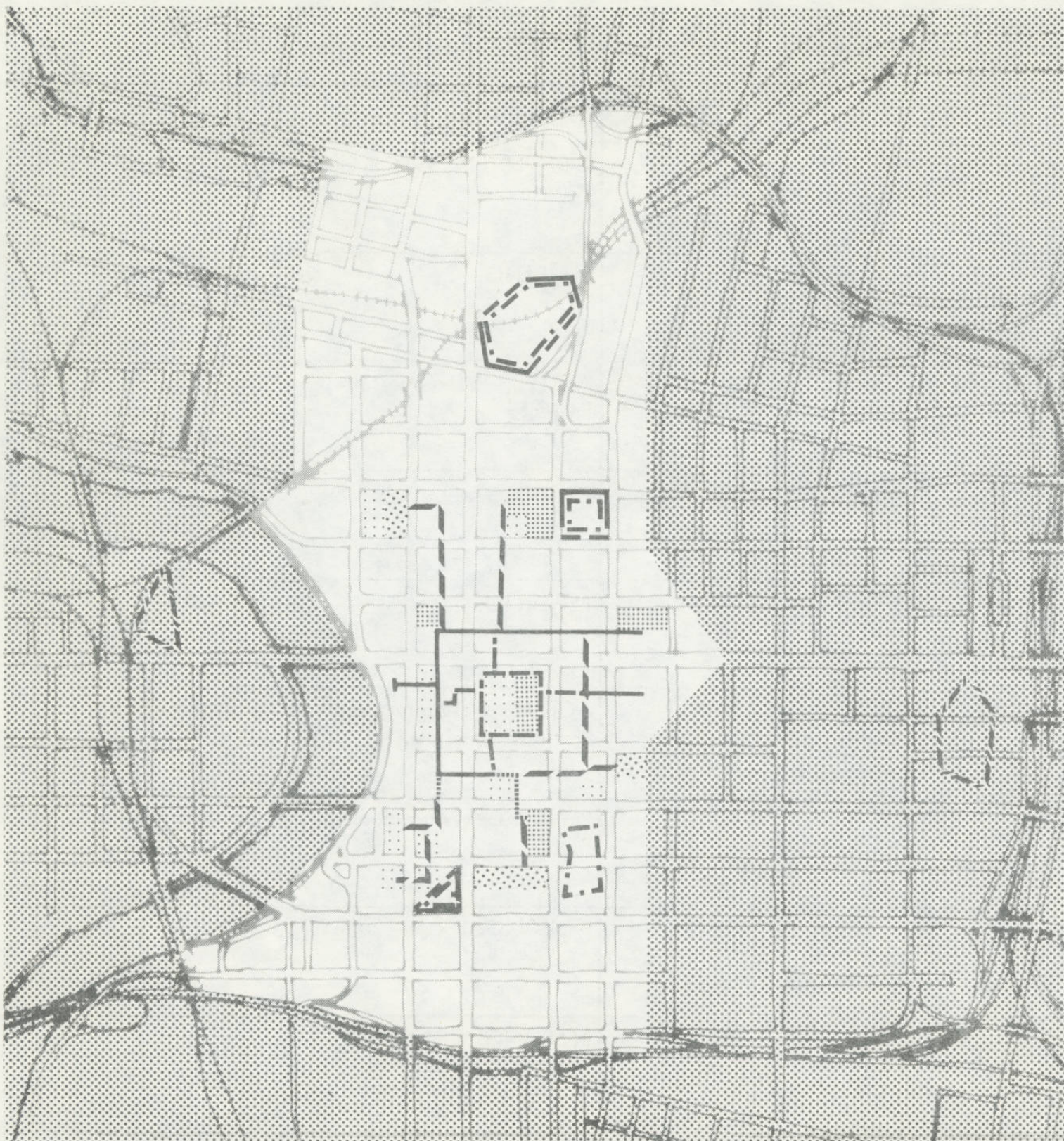
Downtown Consultants Summary of Recommendations Vehicular Access & Circulation

August 1976

Previous Recommendations

DOCUMENT: Action Program for Downtown Columbus, Vincent Ponte, Warren Travers, Nitschke-Godwin-Bohm, 1973

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
Expanded garage (southwest corner Spring and 3rd Streets) 1100 cars	by 1978	-	COMPLETED: 1976 Buckeye Parking Garage, 770 cars.
Expand Statehouse underground garage 800 cars	by 1978	-	PENDING:
Parking garage (southwest corner Rich and 3rd Sts.) 1500 cars	79-85	-	ACTIVE: Reference: proposed Capitol South Project.
Parking garage (southwest corner Spring and Front Sts.)	79-85	-	PENDING:
Complete Front/Marconi-Civic Center-Second One-Way Pair	79-85	-	PENDING:
Extend Main/Town One-Way Pair from 4th Street to Parsons.	1976	-	ACTIVE: Design and engineering studies underway Portions complete.
Grant/Washington One-Way Pair	-	-	PENDING: Freeway ramp improvements required first.
Franklinton Loop Bridge	-	-	PENDING:
	-	-	PENDING:



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

1974-1978 Ponte	
Elevated Walkways	
Below-grade Connections	
Existing Parking Garages	
1978-1980 Ponte	
Elevated Walkways	
Proposed Garages	
1985-1990	
Elevated Walkways	
Proposed Garages	
1973-1978 DeLeuw, Cather	
Proposed Parking Garage	
Proposed Parking Lot	
1979-1985 DeLeuw, Cather	
Proposed Parking Garage	
Proposed Parking Lot	



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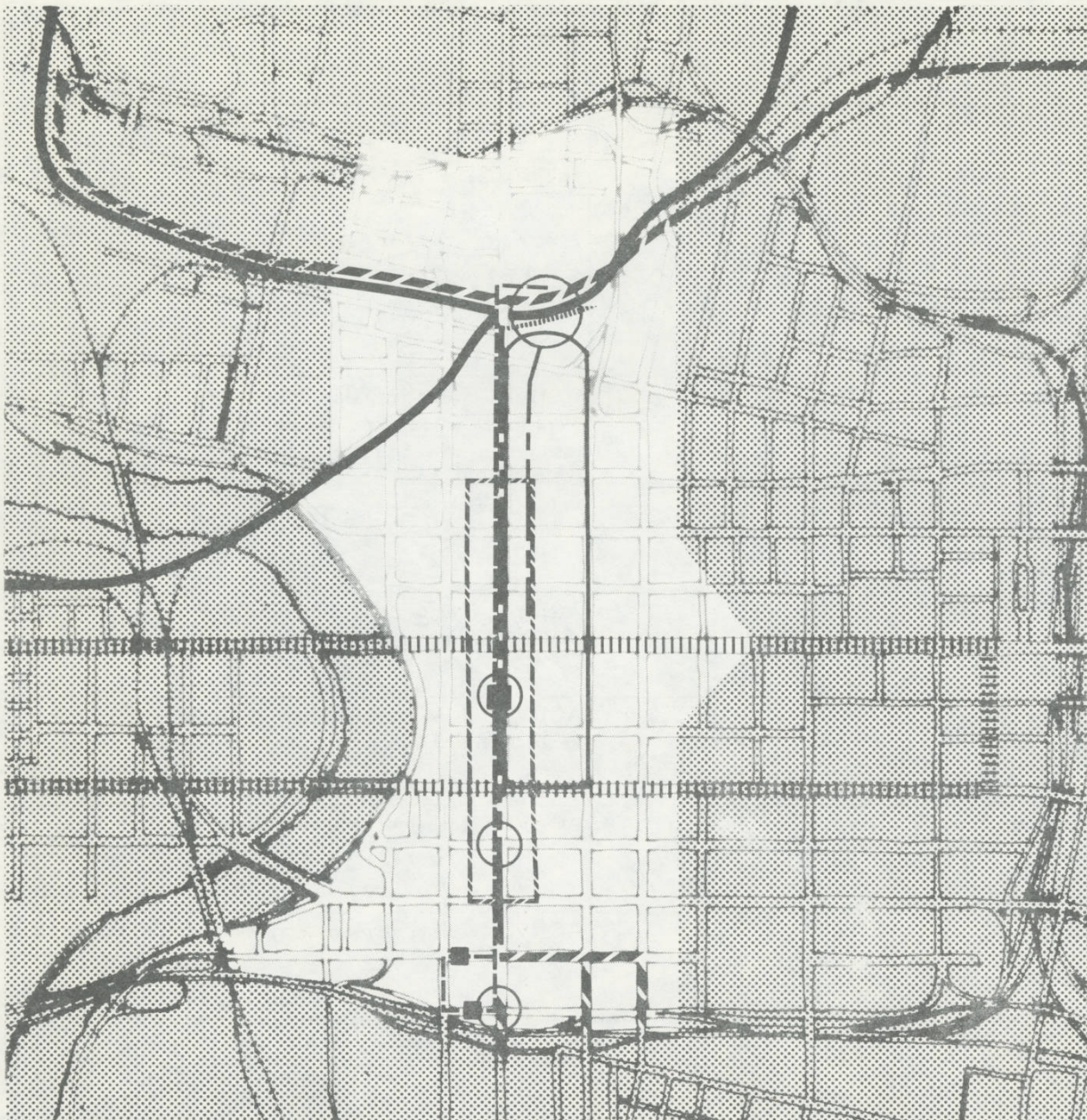
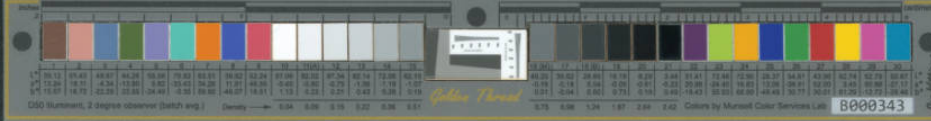
Downtown Consultants Summary of Recommendations Pedestrian Circulation and Parking

August 1976

Previous Recommendations

DOCUMENT: Action Program for Downtown Columbus, Vincent Ponte, Warren Travers, Nitschke-Godwin-Bohm, 1973

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
Vacate Washington Blvd. from Broad to Rich Sts.	-	-	PENDING:
Construct Naghten Boulevard	1976	-	ACTIVE: Phase I PENDING: Phases II & III
Portal parks at Naghten and High Streets	-	-	ACTIVE: Preliminary design underway by Departments of Development, Recreation and Parks, in association with Battelle Commons Co. and Nationwide Insurance Co.
Create Mound Boulevard (landscaped edges and median)	-	-	PENDING:
Develop portal parks at Mound and High, Broad and Belle, Broad and Cleveland	-	-	ACTIVE: County park at Mound/High being completed. Other parks pending.
Create landscaped boulevard along Broad Street (from Scioto River to Innerbelt)	1976	\$375,000	ACTIVE: Street trees in place by Department of Recreation and Parks.
Reserve curb lanes (on High Street) for buses and right turning vehicles during rush hours	1974	-	ACTIVE: Preliminary planning underway.
Convert High Street to a public transitway	1980	-	ACTIVE: Preliminary planning underway.
Build High Street subway and connect with regional rapid transit system	-	-	INACTIVE:



Columbus Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

1974-1979	
	Shuttle Bus Route
	Express Shuttle Bus
	I-670 and Express Bus
	Express Bus Stop
	Transitway
1980-2000	
	Shuttle Bus Route
	Rail Mass Transit
	Peplemover
	Subway
	Subway Extension
	Subway Stop
	Ponte
	DeLeuw, Cather



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High Street Transitway & Related Improvements

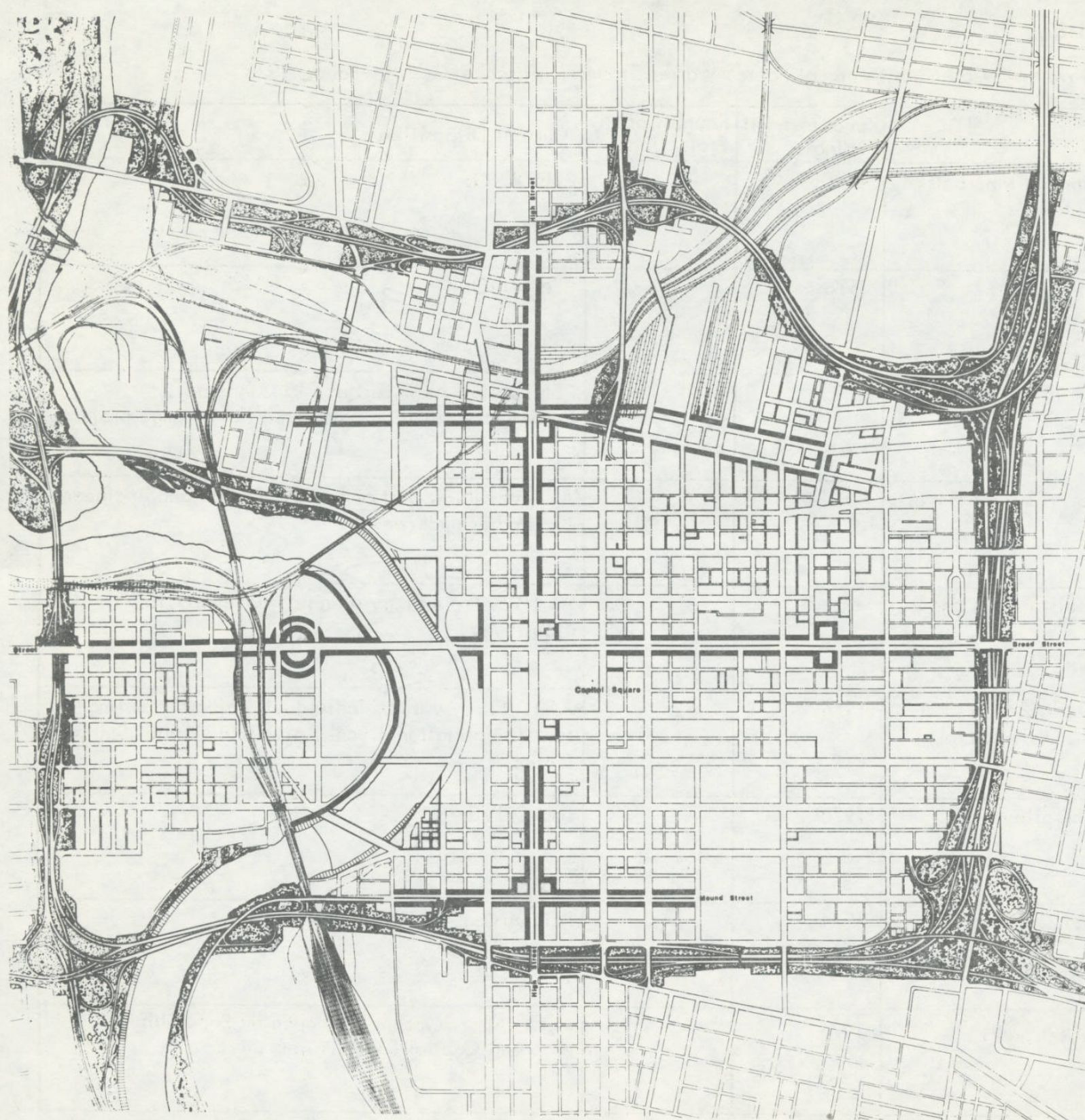
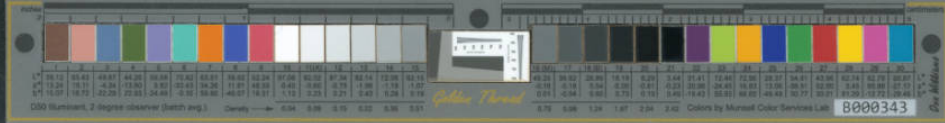
August 1976



Previous Recommendations

DOCUMENT: Action Program for Downtown Columbus, Vincent Ponte, Warren Travers, Nitschke-Godwin-Bohm, 1973

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
Improve Town/Main ramp connections to Innerbelt	-	-	PENDING:
Construct ramp from Fulton St. to I-70 West	1976	-	PENDING:
Connect Marconi/Front Streets west to Olentangy Freeway	-	-	PENDING: Now part of 315 Connector. Preliminary planning completed (long-range project).
Connect 3rd and 4th Streets east to I-71 (Fort Hayes)	-	-	ACTIVE: Now part of I-670. Design and engineering studies underway.
Widen High Street sidewalks (Chapel to Main and Spring to Lynn Streets)	-	-	ACTIVE: Preliminary planning underway for Transitway.
Extend below-grade pedestrian system, centered on the Statehouse Underground garage, under State Street to Pearl/State "pocket park"	1976	-	ACTIVE: By various individual projects (Huntington, Ohio National Bank, proposed Capitol South Project).
Construct walkways along mid-block alleys	1978+	-	INACTIVE:
Pearl Street "pocket park" (at Broad Street)	1974	-	PENDING: By State of Ohio.
Capital/Third and Pearl/State "pocket parks"	1976	-	PENDING: Option kept open by BancOhio and proposed Capitol South Project.



Columbus, Ohio
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Department of Development
N. Jack Huddle Director

Division of Planning

	Park
	Street Trees
	Landscaped Median
	Pocket Parks



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Downtown Consultants Summary of Recommendations Parks & Landscaping

August 1976

Previous Recommendations

DOCUMENT: Action Program for Downtown Columbus, Vincent Ponte, Warren Travers, Nitschke-Godwin-Bohm, 1973

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
Capital/High "pocket park"	-	-	PENDING:
Pedestrian tunnel from Statehouse underground garage to Capital/Third "pocket park"	1978	-	ACTIVE: Reference: proposed Capitol South Project.
Walkway from Ohio National Plaza to Capitol Plaza parking garage	1976	-	COMPLETED: 1976 by BancOhio Corporation.
Walkways from Borden to LeVeque-Lincoln to Lazarus	78-83	-	INACTIVE: Reference: Grade and below grade walkways in Capitol Square.
Expand walkways to loop Capitol Square, linking recommended parking garages	78-90	-	INACTIVE:
Curb set-backs along Broad Street to improve bus stops and turns	-	-	PENDING: Reference: Broad Street Improvements Project.
Convert High Street to a public transitway between Spring and Main Streets	by 1980	-	ACTIVE: Preliminary planning underway.
Express shuttle bus between County and Ohio Center (one stop at Capitol Square)	-	-	ACTIVE:
Major transportation terminus within Ohio Center	-	-	ACTIVE: Design and engineering studies underway.

Previous Recommendations

DOCUMENT: Action Program for Downtown Columbus, Vincent Ponte, Warren Travers, Nitschke-Godwin-Bohm, 1973

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
Develop two riverfront parks	1976	-	ACTIVE: South Park completed. North park pending action on proposed Civic Center.
Parking garage (southeast corner 3rd and 4th Streets) 1500 cars	by 1978	-	PENDING:
Parking garage (southeast corner Gay and Front Sts.) 1300 cars	by 1978	-	PENDING: Private Enterprise
Parking garage (southwest corner Town and 3rd Sts.) 2000 cars	by 1978	-	ACTIVE: Reference: proposed Capitol South Project.

Previous Recommendations

DOCUMENT: Downtown Area Parking and Circulation Study, DeLeuw, Cather & Company, November, 1973
(see maps from Previous Study)

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
Private expansion of Long Street Garage (1100 cars)	by 1978	-	INACTIVE:
Expand Statehouse Underground Garage by 600-800 spaces	by 1978	-	PENDING: Proposal contingent on demolition of State House Annex and redevelopment of grounds.
Provide 725 car parking lot at 450 E. Town (temporary)	by 1978	-	PENDING:
Provide fringe parking at Ohio Center (1500-1700 cars)	by 1978	-	ACTIVE: Design and engineering studies underway.
Northwest-frame area garage (1000-1200 cars)	by 1978	-	PENDING:
Northeast-frame area garage (600-800 cars)	by 1978	-	COMPLETED: Buckeye Parking Garage, 770 cars, completed 1976.
Southwest-frame area temporary lot (200-300 cars)	by 1978	-	COMPLETED: County area demolition provided much parking.
Ohio Center new or expanded parking garage (800-1000 cars)	79-85	-	ACTIVE: Design and engineering studies underway by Battelle Commons Company.
Veterans Memorial lot expansion (400-600 cars)	79-85	-	COMPLETED: 1975.

Previous Recommendations

DOCUMENT: Downtown Area Parking and Circulation Study, DeLeuw, Cather & Company, November, 1973

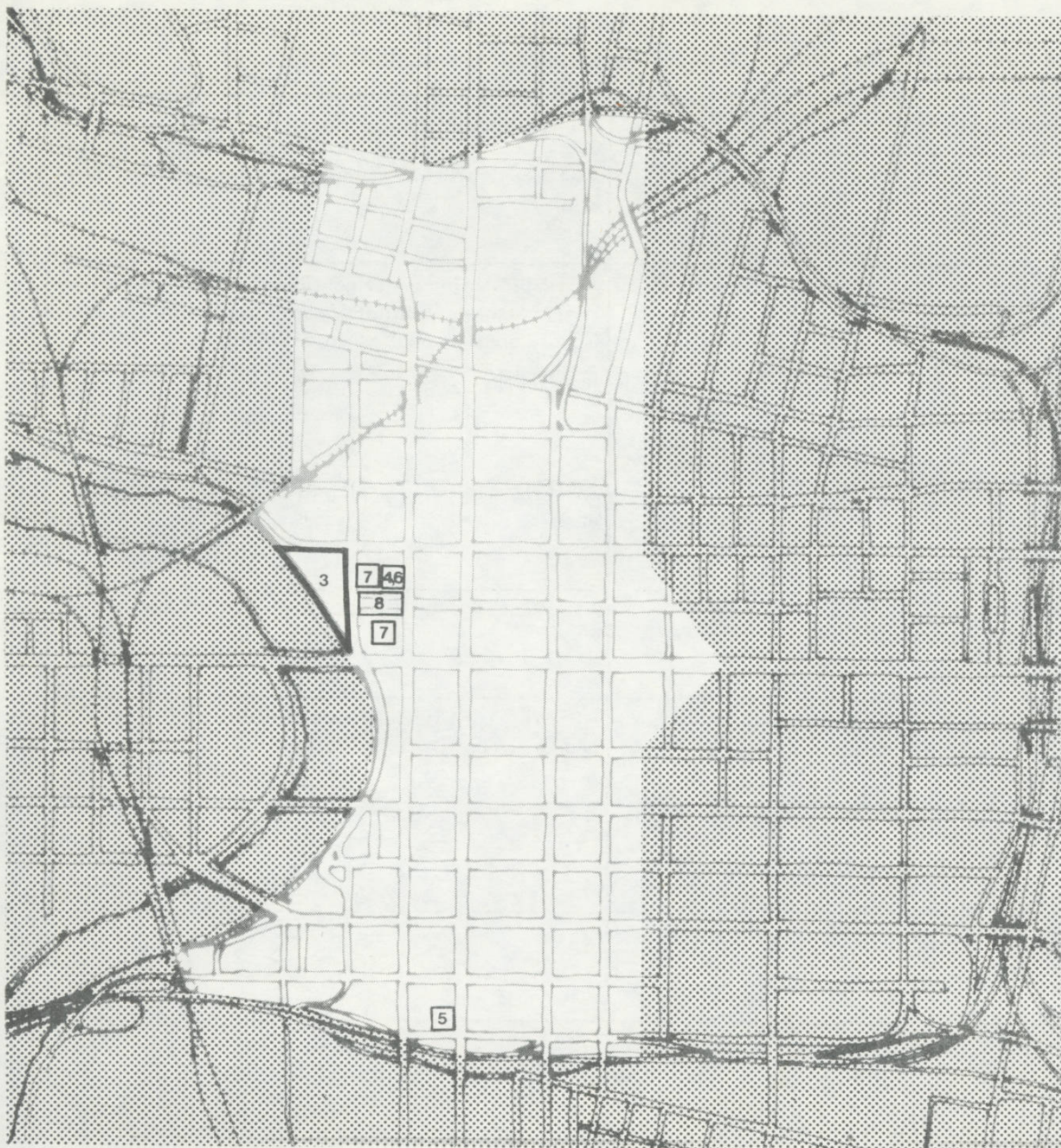
Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
Northeast-frame area garage expansion (400-600 cars)	79-85	-	INACTIVE.
Southwest-frame area garage (replacing lot) (400-600)	79-85	-	INACTIVE.
Southeast-frame area garage (400-600 cars)	79-85	-	ACTIVE: See proposed Capitol South Project.
West fringe of Ohio Center parking lot (800-1000 cars)	79-85	-	COMPLETED: Area demolition resulted in large surface lot.
East-fringe of Ohio Center parking lot (800-1000 cars)	79-85	-	COMPLETED: Abandoned RR facilities have provided some surface lots.
Improve Grant, Cleveland, and Washington Streets	73-85	-	PENDING:
Develop Naghten Boulevard and the Front/Marconi-Civic Center-Second One Way Pair	73-85	-	ACTIVE: By Divisions of Engineering and Construction, Traffic Engineering and Parking, Planning, and Department of Law.
Convert High Street to transit/taxi facility	73-85	-	ACTIVE: Preliminary planning underway by Department of Development.
Widen High Street sidewalks between Mound and Naghten	73-85	-	ACTIVE: Preliminary planning underway by Department of Development (part of above project).



Previous Recommendations

DOCUMENT: Downtown Area Parking and Circulation Study, DeLeuw, Cather & Company, November, 1973

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
Ohio Center loop bus service	73-85	-	ACTIVE: Preliminary planning underway by COTA, et al.
Grade-separated pedestrianways	73-85	-	ACTIVE: Action under consideration or underway in High/Naghten, Capitol Square, Capitol South, and County areas through various projects.
Elevated "People-Mover" between Capitol Square and Ohio Center	79-85	-	INACTIVE:
Provide shuttle bus/loop service between Capitol Square and Ohio Center	by 1978	-	ACTIVE: Preliminary planning underway by COTA, et al.
Develop bus link between Ohio Center, the east fringe parking facility, and the west fringe parking facility	by 1985	-	ACTIVE:
Implement a regional rapid transit system radiating from the Regional Center	86-2000	-	ACTIVE: Long range transit planning by MORPC and COTA.



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

Not Mapped: 1

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Columbus Civic Center
1975/1995

December 1974

August 1976

Previous Recommendations

DOCUMENT: Columbus Civic Center 1975/1995, December, 1974

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
1. Close Civic Center from Long to Broad	1975	-	ACTIVE: Preliminary planning completed underway. Implementation expected to commence in 1977 as part of conversion of Marconi to one-way.
2. Close Gay Street from Front to Marconi	1975	-	ACTIVE: Preliminary planning completed. Implementation expected in 1977.
3. Develop North Riverfront Park as integral part of Civic Center	1976	-	PENDING:
4. Build 4 levels parking and 2 levels offices north of existing police station.	1976	-	PENDING
5. Relocate Municipal Courts services to new building in the County offices area	1978	-	ACTIVE: Design and engineering studies nearing completion. Implementation expected in 1978.
6. Raze City Hall Annex	1978	-	ACTIVE: Timing dependent on relocating existing uses within the building when Municipal Courts are moved to new facility.
7. Begin renovation of City Hall and Police Headquarters.	1978	-	PENDING:
8. Build new office building on site of existing annex and plazas to the Center together (including 500 car garage	1980	-	PENDING:

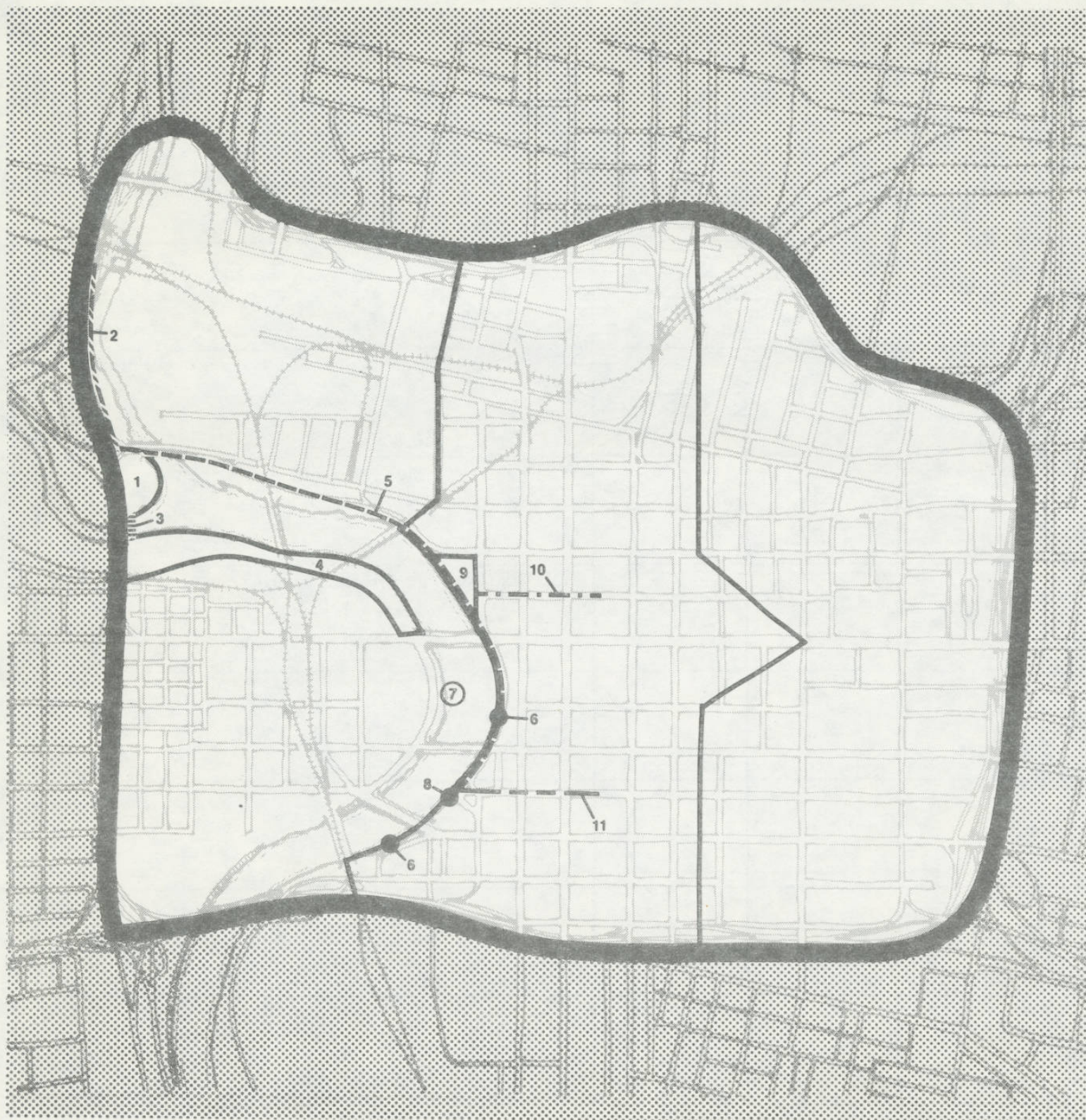
August 1976



Previous Recommendations

DOCUMENT: Downtown Transportation Policy Analysis and Recommendations, March, 1975
(Process/Policy Oriented, Not Project Oriented)

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
1. Develop the remaining sections of the one-way street system	-	-	ACTIVE:
2. Identify and develop boulevards	-	-	ACTIVE:
3. Implement the Bikeway Plan	-	-	ACTIVE: By Department of Recreation and Parks
4. Implement proposed grade-separated walkways as appropriate	-	-	ACTIVE: As major redevelopment occurs
5. Implement Transportation Center	-	-	ACTIVE: As part of Ohio Center



Columbus, Ohio
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Department of Development
N. Jack Huddle Director

Division of Planning



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Watercourse Plan for Columbus and Franklin County

March 1975

August 1976



Previous Recommendations

DOCUMENT: Watercourse Plan for Columbus and Franklin County, March, 1975, Labrenz-Reimer, Inc., for Dept. of Recreation and Parks

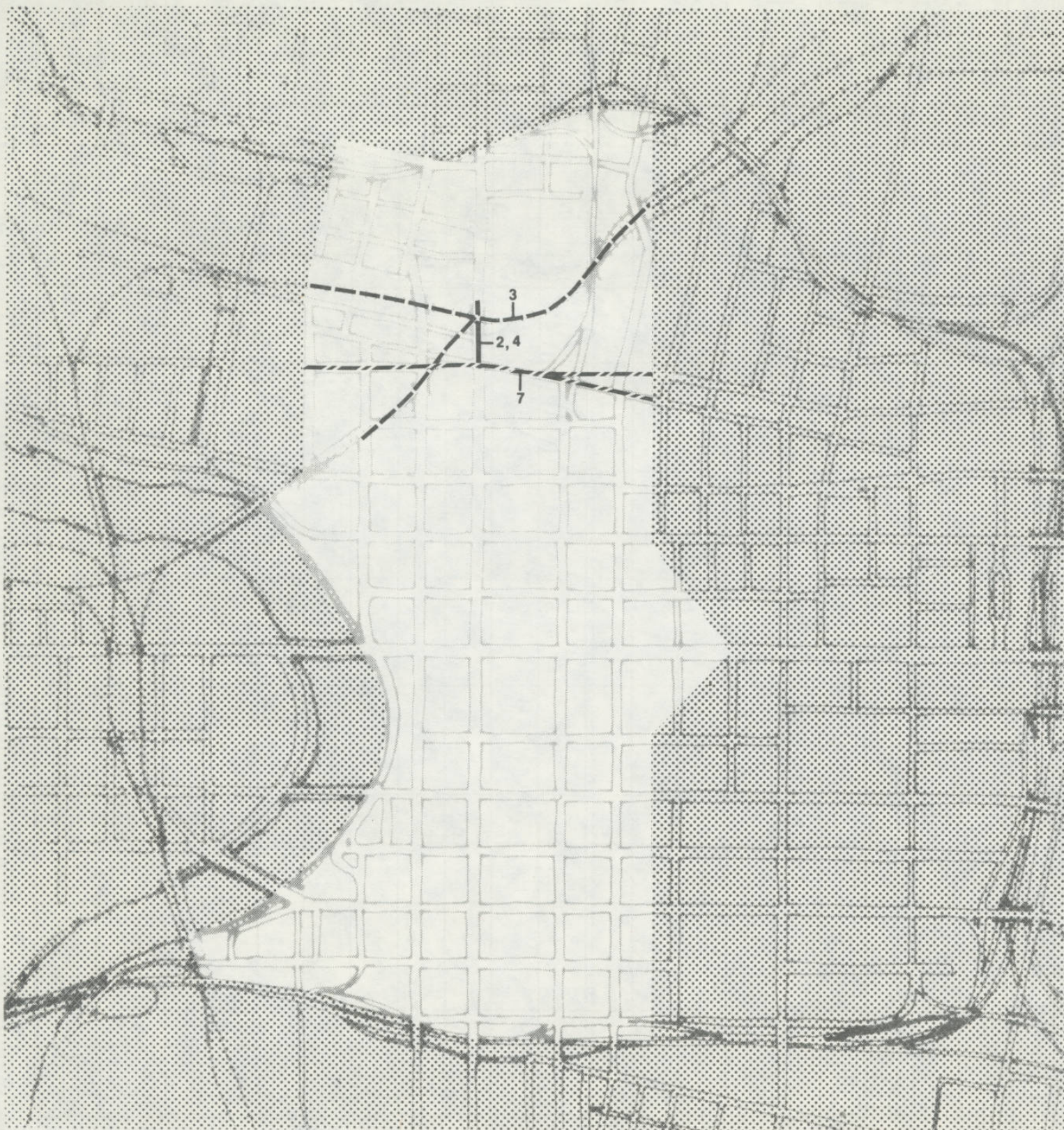
Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
1. Rickenbacher Park	-	-	PENDING:
2. Bike walkway (over Spring Street)	-	-	PENDING:
3. Bike footbridge (over Olentangy River)	-	-	PENDING:
4. Marina/Veterans Memorial Park	-	-	PENDING:
5. Quay bike walkway	-	-	PENDING:
6. River Observation Decks	-	-	PENDING:
7. Jet Fountains	-	-	PENDING:
8. Canoe Livery	-	-	PENDING:
9. Riverfront Park North	-	-	PENDING:



Previous Recommendations

DOCUMENT: Watercourse Plan for Columbus and Franklin County, March, 1975 Labrenz-Reimer, Inc., for Dept. of Recreation and Parks

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
10. Gay Street Landscaping	-	-	PENDING:
11. Rich Street Landscaping	-	-	PENDING:



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

Not Mapped: 1

5

6



This map was prepared by the City of Columbus, Ohio, Department of Development, Division of Planning. The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended. This project was administered by the City of Columbus, Ohio, Department of Development, Division of Planning.

Preliminary Engineering Report, Naghten/Dublin Expressway

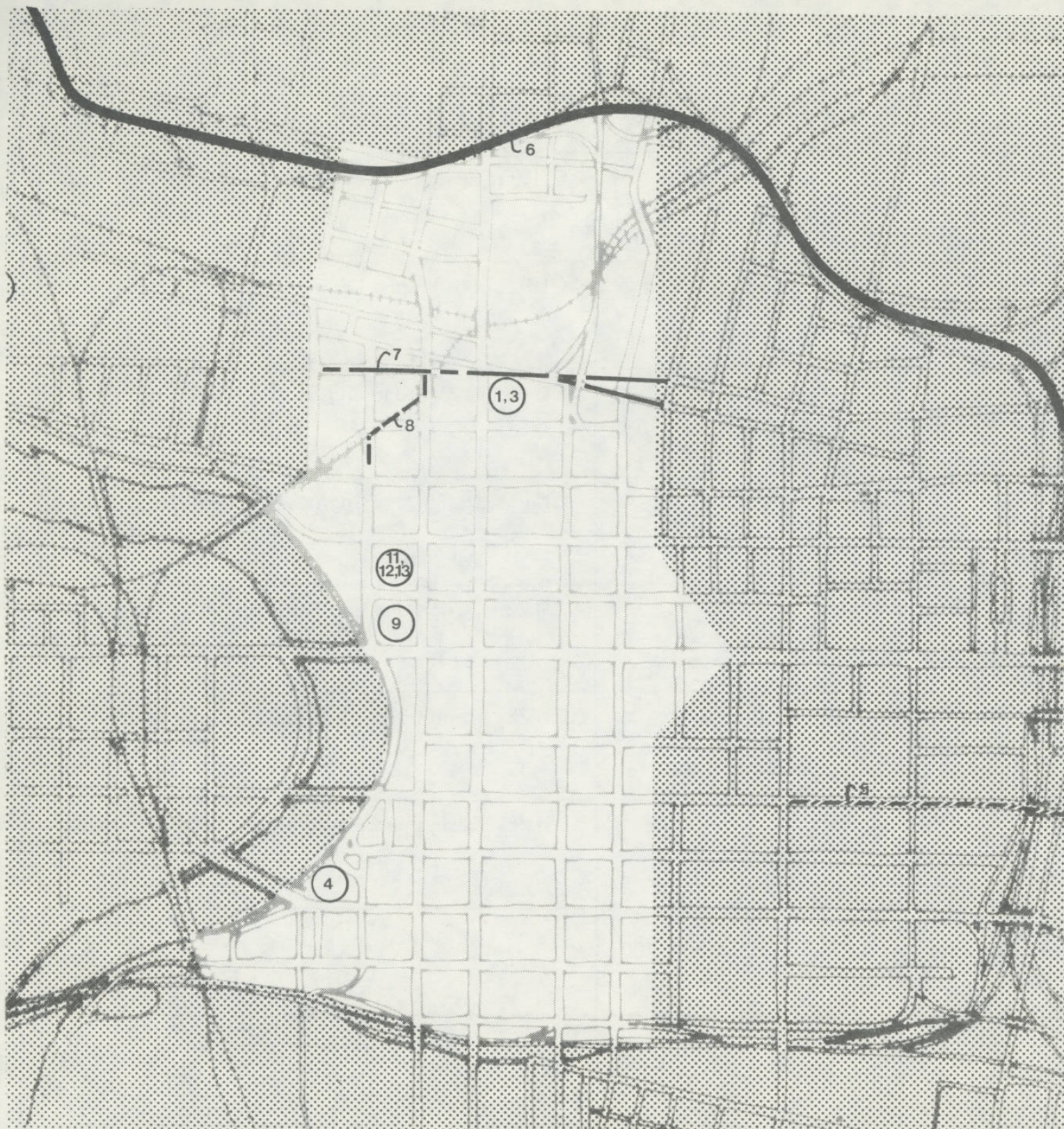
November 1975

August 1976

Previous Recommendations

DOCUMENT: Preliminary Engineering Report, Naghten/Dublin Expressway, November, 1975

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
1. Close High Street and Naghten to through-traffic	1 (sequential)	-	ACTIVE: Design and engineering studies underway.
2. Dismantle existing High Street viaduct and Naghten Street Bridge.	2	-	ACTIVE: Design and engineering studies underway.
3. Construct RR relocations	3	-	ACTIVE: Design and engineering studies underway.
4. Construct new bridge and adjoining pavements on High Street	4	-	ACTIVE: Design and engineering studies underway.
5. Open High Street and Naghten (Marconi to High) to through-traffic	5	-	ACTIVE: Design and engineering studies underway.
6. Construct 3rd Street bridge (1/2 at a time)	6	-	ACTIVE: Design and engineering studies underway.
7. Construct remaining portions of Naghten Blvd. (Phase I)	7	-	ACTIVE: Design and engineering studies underway.
8. Completed project requires 3.64 acres of acquisition, 29,725 s.f. of buildings razed	-	\$6,611,700	



Columbus, Ohio
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Not Mapped: 2
10



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1976-1980 Capital Improvements Program

August 1976



Previous Recommendations

DOCUMENT: 1976-80 Capital Improvements Program April 1976

*Not including future or previous funds.

Proposed Project	Recommended Timing	Rough Cost Projections*	Current Disposition
1. Park acquisition (property acquisition includes core area)	1976	\$325,000	COMPLETED: 1976, North Portal Park Land acquired by Department of Recreation and Parks.
2. Downtown Tree-planting	1976	29,000	ACTIVE: By Department of Recreation and Parks.
3. Convention Center Park (North Portal Park) Acquisition and demolition only	1976	40,000	COMPLETED: By Department of Recreation and Parks. Site now serving as temporary parking lot.
4. Bicentennial Riverfront Park (development of fountain, seating, lighting, etc.)	1976	4,000	COMPLETED: By Department of Recreation and Parks.
5. Town Street water line (Grant Avenue to Innerbelt, 2000' of 12" water line)	1976	10,000	ACTIVE: Construction anticipated 1976-77 by Division of Water.
6. North Innerbelt Safety-upgrade (reconstruction of guard rails, signs, lights, etc.)	1981	2,000,000	ACTIVE: By Division of Engineering and Construction.
7. Naghten/Dublin Expressway Phase I (4 lane divided highway from West Street to 5th Street including new bridge on High Street)	1976	6,399,000	ACTIVE: Construction anticipated 1976 by Division of Engineering and Construction.
8. Front/Marconi Connector (at Chestnut Street)	1976	250,000	ACTIVE: Construction expected during 1976 by Division of Engineering and Construction.
9. City Hall Garage improvements (ceiling repairs)	1976	50,000	ACTIVE: Design and engineering studies underway by Division of Lands and Buildings.

Previous Recommendations

DOCUMENT: 1976-80 Capital Improvements Program April 1976

*Not including future or previous funds.

Proposed Project	Recommended Timing	Rough Cost Projections	Current Disposition
10. Relocation of Fire Stations #1 and #9 (new construction, 8-bay, 15,000 s.f. one-acre site)	1979	800,000	ACTIVE: Site selection process underway by Division of Fire.
11. Central Police Headquarters renovation (maintenance and repair)	1977	73,000	ACTIVE:
12. Police Garage renovation	1977	20,000	ACTIVE:
13. Police Headquarters North Wing Renovation	1976	75,000	ACTIVE: Construction anticipated 1976.
14. Dublin Avenue (Electric) Substation (new construction, 150 x 200', near Municipal Plant)	1976	125,000	ACTIVE: Construction anticipated 1976 by Division of Electricity.
15. EPA (electric) improvements to Municipal Light Plant (new equipment)	1976	354,000	ACTIVE: Construction anticipated 1976 by Division of Electricity.



B. Current Conditions

In considering current efforts at activities scheduling it is necessary to examine downtown planning activity since 1972. It was at that time that the Action Planning Program was initiated, and current efforts at scheduling focus on proposals made in those studies.

Review of the Action Planning Program and other recent planning efforts since 1973 indicates particular concern for the timing of project and administrative actions. Consultants Vincent Ponte, Warren Travers, Nitschke, Godwin, Bohm, and Deleuw, Cather generated a large number of short range proposals. Because of the emphasis on immediate action, these consultants gave particular attention to project timing, phasing, and project interrelationships. At the same time, the Department of Development was working to establish an ongoing planning process. Department of Development staff were assigned to work with other public agencies and community organizations such as the Downtown Action Committee to pursue project planning and implementation on a daily basis. It is also important to note that the Action Planning Program was geared to obtaining public and private support for immediate implementation of a number of the project proposals. Proper scheduling of projects was an important part of this effort. Since several of the projects have moved ahead rather smoothly it appears that these efforts of the City and consultants were relatively successful.

Since the initiation of the ongoing planning process attention has been given to updating the scheduling of downtown planning and development activities. In April 1975, the Department of Development prepared a chart entitled Downtown Area Project Relationships. (See Appendix). At the

same time, transportation planning efforts generated up-to-date information on project costs/benefits, sequencing, timing, and current status. Both of these planning tools were intended to provide information necessary to insure proper City coordination of public and private project activities. In addition, attention of community leaders and City administrators was refocused on project implementation. Steps were taken to proceed as proposed with the Lynn Pearl Mall, the 315 Connector, Naghten Boulevard, the North Portal Park, and the High Street Transitway. Continuing attention to "activities scheduling" helped to insure that these projects proceed in a rational manner.

Much of the recent effort in activities scheduling has centered on project design and planning for projects related to High/Naghten Area, Capitol South and High Street as a major downtown linkage. Analysis indicated that less attention has been given to scheduling and carrying out various administrative actions. Parking policy proposals made by De Leuw Cather Company in 1973 have not been acted upon as originally recommended. The process which generated the Capitol South Project identified the need to phase redevelopment procedures with project planning. The Department of Development carried out several transportation and redevelopment studies in 1974-75 (Downtown Redevelopment Memo, Transportation Policy Analysis), and while some progress was made, no detailed scheduling of joint-administrative activities was achieved.

Analysis also suggests that additional attention may be necessary on the day to day project coordination level. The High/Naghten Area Coordinating Group has been working regularly on project coordination in the Ohio



Center/Nationwide area. Project scheduling has been an important part of this process. However, project developments have changed often enough that some coordination difficulties have taken place. Report #4, Development Strategies will examine various methods for improving this process.

Downtown projects, both public and private, have mushroomed in recent years. Critical projects have not been plagued with disastrous delays or hurdles. Community leaders have insured that activities essential to the future of downtown have been planned, scheduled, and built according to a rational, ongoing planning process. Other cities often cite Columbus as an example of noteworthy downtown progress. These facts support the need for cooperative public/private planning on a continuing basis.

C. Regional Perspective

Many of the projects and plans described in this document have significant impact on the metropolitan region. Major offices, commercial, recreational, and other facilities which locate Downtown, have both direct as well as indirect influence on the type and extent of development in outlying areas. The location of State offices, sports facilities, major retail developments, insurance company headquarters, convention structures, and other large scale projects have a definite region-wide relationship on housing development, public improvements, parks, roadways, utilities service areas, etc.

All public projects scheduled for construction within the Downtown Area must be coordinated with projects of a city-wide and regional nature. At the city scale, the coordination mechanism is the Capital Improvements process. All City of Columbus agencies participate in the

process of prioritizing and scheduling projects according to a five year program and a one year budget. In addition, projects of a longer range nature are included in the CIP "needs inventory." The program and budget require formal action on the part of City Council while the needs inventory is an informal planning tool.

At the regional scale, project and planning coordination are processed through the Mid Ohio Regional Planning Commission. The activity of MORPC is particularly important relative to the scheduling of highway and other transportation projects. The Transportation Improvement Program provides a process of coordination and scheduling projects. When Federal and State funds are involved a set criteria is applied to the transportation proposal in order to determine priority and scheduling.

The A-95 review process is another method of coordinating downtown development projects in relation to the region. When Federal monies involved in a project, MORPC is the clearinghouse for funding application and disbursement. Projects required to pass through this process receive the appropriate review and coordination with similar projects throughout the Mid-Ohio Region.



IV recommendations



IV. RECOMMENDATIONS

This portion of the Activities Schedule report presents a comprehensive overview of high priority projects within or affecting the Study Area. The purpose is to provide an overview of project oriented activities and a framework within which specific project planning and implementation can occur.

Reference should be made to Report No. 2, "Functional Plans", for analysis of these projects as they specifically relate to a series of identified "Action Areas". In that report the analysis focuses on the direct relationship of these projects to their environment and the means by which planning and implementation can proceed with an action orientation. That analysis is in contrast with this section of Report No. 5 which focuses on the overview of all projects considered as a group.

An attempt has been made to present projects in a manner in which they can easily be understood and compared. These projects express themselves in many different ways that cannot easily be summarized. Therefore, it must be remembered that the information in this section is but a summary of a series of complicated activities. In addition, many projects have not yet been developed to the level wherein all the relevant information can be identified. It is the attempt herein to summarize as much information as is currently available.

This recommendation section, then, depicts both those projects and activities which are easily grouped and ordered, as well as those which must be arranged with the benefit of only partial information, perception, and professional estimation. The information contained in this section should

be anticipated to change as further study continues and as specific project decisions and actions are taken.

After considerable analysis and evaluation of previous recommendations and after the previous recommendations were analyzed in conjunction with current conditions, 29 general projects are being emphasized in this section of the Activities Schedule report. Many individual projects that have been formally identified, herein have been grouped under broader, more general titles. These groupings are explained in the second section of this report. This has been done in order to better obtain an overview where a series of small projects really constitute an overall improvement project. An example of this would be the Capitol Square improvements. Previously many small projects including alley conversion to plazas, lighting, street furniture, and improvements to the State House Grounds were identified separately. This report categorizes these projects under one heading.

An effort has been made to disregard those projects clearly outside the Study Area especially when such projects have no obvious or direct impact on the form, function or economy of the most dense portion of Downtown. Projects which affect, abut, or penetrate the Study Area are included, whether singly or as part of a larger project.

Three categories have been used to organize the 29 general projects into a Recommended Project Activities Schedule.

The Critical category is comprised of projects that have a catalytic impact on the form, function and economy of the Study Area. They may also have crucial chronological pre-



cedence in a sequence of major projects. They are also projects that require substantial planning or implementation activities necessary in order to ensure their desired realization within an identified time frame. Critical projects are usually active; their timing and costs are usually identified.

The Short Range category recommends projects which should be completed within the next five years. This category excludes projects which might be desired within the next five years but, due to needing major public funding, are not considered as realistic within that time frame. There is normally a four to five year period between capital bond packages developed for voter approval by the City of Columbus.

The Mid Range category identifies potential project activities which should be considered during the next 5-15 years. Generally, these projects are categorized as pending and their scope, timing and cost are yet to be determined. Projects in this category usually have substantial needs ranging from organization through funding.

The 29 projects are identified on the Recommended Project Activities Schedule chart and accompanying maps. The chart is followed by descriptions of each project.

In addition, projects are categorized as to whether they are active or pending. Active projects are classified as those which are proceeding with planning, design development or implementation. Pending projects are those which are either conceptual at this point in time or for which no planning, design development, or implementation is being undertaken at this time.

The Recommended Project Activities Schedule also identifies participation in the projects by various classifications of government and the community. Depending on the nature of the project, participation is identified as either providing major or minor involvement in the planning, decision-making and implementation of the project.

In addition, a portion of the Activities Schedule identifies general requirements of the project that must be met in order for implementation to occur. The organization column identifies full or partial need for formal, public, and/or private relationships that currently do not exist and are necessary to proceed with the project. The commitment column indicates whether a project has received full or partial commitment necessary for implementation through a project's decision-making process. The funding column identifies whether a project has full or partial funding, considering all phases of these general project classifications.

Brief next steps are identified to indicate generally what should occur in order to proceed with an active project or move a pending project into the active category.

Project completion, timing and rough cost projections are identified when such information is available. The Recommended Project Activities Schedule is intended to give a general overview of the status of projects currently underway and staff recommendations for other projects in the conceptual or preliminary planning stages.

Following is a series of narratives explaining the major features of the 29 general projects.

RECOMMENDED PROJECT ACTIVITIES SCHEDULE

August 1976

CRITICAL

0-5 YRS.

5-15 YRS.

DESCRIPTION			PARTICIPATION								NEEDS						
A-Active			P-Pending										Full				
													Partial				
Current Disposition (Aug. 1976)	Projected Timing (Completion)	Rough Cost Projections (Millions)	Federal	State	County	City	COTA	Commun. Leaders	Private Developer	Land Owners, Operators	Organization	Commitment	Funding	Next Step			
A	1987	250	○	○	○	●		●	●	○		▲	■	Negotiate Agreements			
A	1977+	.70				●			○	○		▲	▲	Build Phase II			
A	1982	40			○	●		○					■	Develop Plans			
P	1981+	5	○	●	●	●	●	●	○	●	■	■	■	Deter. Scope & Feasibility			
A	1983	105	●	●		●	○	●		●		■		Finalize Plans			
A	1977	.6	●	○		●		●		●		▲	▲	Obtain Funding			
A	1979+	7.5+		○		●		○	○			▲	▲	Build Phase I			
A	1977+	80				○	○		●				▲	Complete Phase I			
A	1979+	110	●	○	○	●	●	○	●	○		▲	▲	Finalize Plans			
P	1992		●	●	●	●		●	●	○	■	■	■	Deter. Scope & Feasibility			
P	1977+	.5+		○		●	○	●		●		▲	▲	Develop Consensus			
A	1978+	30+			●	○							▲	Build Mun. Court Bldg.			
P	1981	2	●	○		●								Implement			
A	1980	1.5				●		○	●	○		▲		Finalize Plans			
P	1978+				○	○		●	●	○	■	■	■	Rezone Area			
P	1981+		○	●		●		●	○	●	■	▲	■	Deter. Scope & Feasibility			
A	1981+	.8				●							▲	Select Site			
P	1981+					●		●		●	■	■	■	Deter. Scope & Feasibility			
P	1990+		○			●		○	●	●	▲	▲	■	Rezone Area			
P	1981+				●	●		●		●	■	■	■	Deter. Scope & Feasibility			
P				○		○		●	●	●	■	■	■	Deter. Scope & Feasibility			
P	1981+					●		●		●	■	■	■	Deter. Scope & Feasibility			
P	1981+		○	○		●		●				▲	■	Identify Funding			
A	1983	50	●	●		●								Implement			
P					○	○		●	○	○	■	■	■	Deter. Scope & Feasibility			
P				●		○		○	○	○		■	■	Deter. Scope & Feasibility			
P	1981+			●		●		●		●	■	■	■	Develop Plans			
P	1985+	12		●		●		○	●	○		▲	■	Identify Funding			
P	1985+		●	○		●	○	○	○	●		■	■	Develop Plans			

August 1976



A. PROJECT RECOMMENDATIONS: CRITICAL

1. Capitol South Redevelopment Project

The Capitol South Community Urban Redevelopment Corporation was created in 1974 to carry out redevelopment of three city blocks south of the State House. This not-for-profit organization incorporated under the Articles of Chapter 1728 of the Ohio Revised Code with the support of City government for this redevelopment effort.

The 15 acre redevelopment area between High/State/Third/Main was once considered a prime location for a Convention Complex as described in the Regional Center Plan, 1968. With the initiation of this complex in the High/Naghten area, Capitol South is currently planned to be a multi-use interrelated project with significant retail, office, entertainment and expanded cultural facilities. The complex is further planned to tie directly into Lazarus and Capitol Square through a system of plazas and walkways. An urban park with a skating rink has been identified as a main feature of the project. Market rate residential units are anticipated in later phases of the project.

Land acquisition (\$18,000,000) is intended to commence in 1977. Groundbreaking is desired by mid-1977 with complete "build-out" of the project anticipated in seven to ten years. City participation in the project is anticipated through assistance in land acquisition and provision of tax abatement on the increased value of redevelopment, for a specific period of time, as appropriate.

This project is considered critical due to its major impact on the form and function of the heart of the most dense portion of Downtown. When considered in conjunction with the Ohio Center, these projects are absolutely key to continued

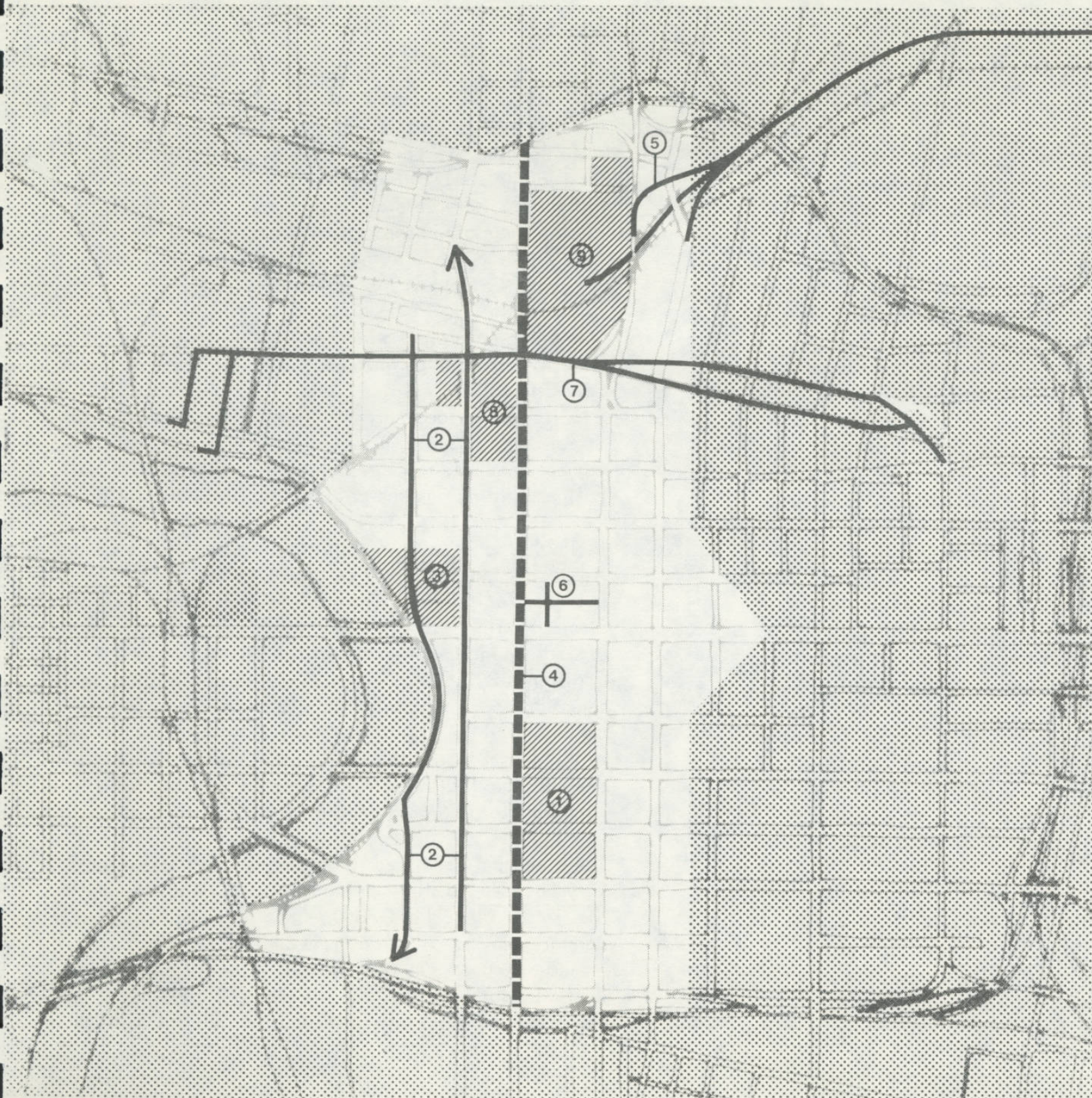
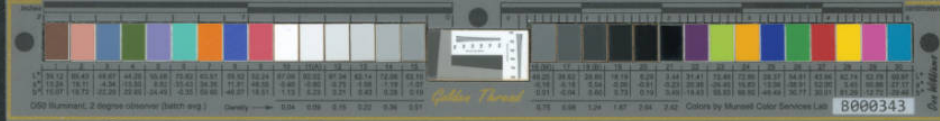
Downtown revitalization and growth. Initial planning for the Capitol South Project requires completion and agreements between City government and the corporation should process through final negotiations.

2. Civic Center/Front One Way Pair

This critical project involves the realignment of Front, Marconi, Civic Center and Second Streets into a north/south one way pair from the new Naghten Boulevard south to the innerbelt. Realization of this project will provide a complete system of one way pairs within the most dense portion of Downtown.

Phase I of the project has been completed with the realignment of Civic Center and Second Streets at the intersection of Rich Street. This has provided direct access from Second Street to the Interstate system and provided the site upon which the Bicentennial Riverfront Park was constructed by the Department of Recreation and Parks.

Phase II of the project should be well underway during the Fall of 1976. It involves construction of a temporary roadway from Front Street along the railroad tracks at Chestnut Street to Marconi. Marconi Street would then be converted from two way operation to one way south to Broad Street. This would provide for the closing of Civic Center from Long to Broad whereupon the North Riverfront Park could be constructed as part of the proposed Columbus Civic Center. Intersection improvements would have to be made at Long and Marconi to provide ease of movement for incoming traffic to turn south into the new one way pair.



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

Not Mapped: 10

Note: Map depicts conceptual location
rather than engineering alignment
of projects



0 300

This map was prepared by the City of Columbus, Ohio, Department of Development, Division of Planning. The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended. This project was administered by the City of Columbus, Ohio, Department of Development, Division of Planning.

Project Recommendations Critical

August 1976



Phase III is expensive and would not be required until such time as the 315 Connector was constructed. This connector is perceived as providing a new portal to Downtown from State Route 315 to the northern extremities of the Civic Center/Front one way pair at its intersection with the proposed Naghten Boulevard. Phase III of the project would involve construction of a grade separated facility at the intersection of Marconi and Chestnut and to provide for uninterrupted traffic at the railroad crossing. This would permit elimination of the Front/Marconi Connector identified in Phase II and allow Marconi to function one way south from the proposed Naghten Boulevard.

Phase IV would allow straightening of the temporary realignment of Civic Center and Second Streets at their intersection with Rich Street. This phase should be constructed at such time as the land to the northeast of this intersection is prime for redevelopment. At that time, potentially unnecessary public streets in the immediate area should be considered for vacation in order to provide adequate sites for redevelopment. This phase would also permit expansion of the Bicentennial Riverfront Park west of Second Street on land that is vacated by the realignment.

Phase V would involve a new west-bound freeway ramp from the intersection of Front and Fulton Streets to the current on-ramp coming off Second and Mound Streets. This would permit one way operation of Front Street north from its intersection at Fulton Street.

With the completion of Phase II of this one way pair, successive phases need not proceed in sequence but should be implemented as opportunities to do so arise. Marconi Boulevard and Second Street should be renamed to Civic Center Drive reflecting their functional exten-

sion and public image of this primary roadway. Implementation of Phase II should proceed as rapidly as possible because this permits initial functioning of the roadway pair. It also provides an alternate traffic system necessary before proposed traffic improvements can be made along the Downtown High Street corridor.

3. Columbus Civic Center

This proposed project would provide a focal development for the administration of City government and public access to its services and operations. It would be located on City owned land north of Broad Street between Front Street and the Scioto River. It would be developed as a complex of buildings integrated with existing City Hall, Police Building and the proposed North Riverfront Park.

In 1974, the Downtown Action Committee of the Columbus Area Chamber of Commerce recommended this site for the proposed facilities. This followed extensive review of alternate sites with City Administration at the request of City Council. Their report identified the need for additional 300,000 to 400,000 of square feet of office space and approximately 100 to 200 parking spaces to be constructed within the complex. A series of implementation phases were identified in their report to provide one scenario that demonstrates the feasibility of the complex building program that would be required.

The base document used to determine space needs was Cityspace 75, a study conducted for City government by the firm of Nitschke-Godwin-Bohm. It was published in January, 1975. The study revealed that in 75 the City owned or leased 354,000 net square feet of office space in the Downtown area. Of the total, 21,500 net square feet was located in City Hall and the Police Building.



The study projected that by 1980 the City will require an additional 100,000 net square feet of office space. A 1995 requirement was identified of 566,000 net square feet, or between 300 and 400,000 net square feet more than the City had available in 1975.

The DAC's report identified several next steps. The first was acceptance of the report and reactions by City government after normal review was conducted. This was done by Council Resolution in August, 1975. At that time the Development Department was requested to identify a planning, approval and implementation process as recommended by the DAC. At the time of this writing that request was being executed in conjunction with key City departments. When this process is put in place, the next steps of developing a specific building and construction program, including time schedules and financing, may commence.

4. High Street Improvements

This project potentially includes improvements to lighting, landscaping, graphics, sidewalks, and site furnishings and is directed toward general upgrading of both the pedestrian and vehicular environments from Goodale to Fulton Streets. High Street provides a vital link among Downtown projects and nearby residential centers in Victorian, Italian, and German Villages.

Improvements to High Street have been recommended several times over the past 20 years, most recently in 1973. Following the proposal by the Action Planning Program for primarily transit-oriented improvements, detailed planning studies have been initiated through the Development Department. Legislation is currently pending City Council action which would fund a pre-schematic urban

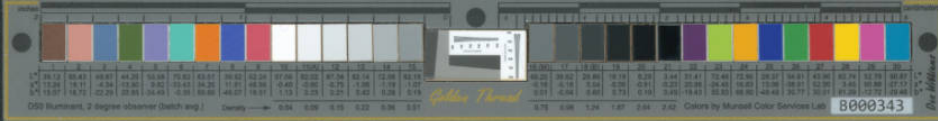
design and feasibility study of High Street from Goodale to Fulton Streets. Such a study is vital to determining the feasibility, desirability and economics of physical improvements to the pedestrian, auto, and transit environments along High Street.

The impact of this project could have a significant role in shaping the future of such tentative proposals as redevelopment of the Broad/High corner, future State office expansion, expansion of the Statehouse underground parking facility, and virtually any other projects which either abut or intersect High Street at any point between Goodale and Fulton Streets. The importance of this project is obvious, and its realization would undoubtedly strengthen the linkages between several emerging Downtown activity centers. It is therefore recommended as "critical". Studies should proceed immediately.

5. Interstate 670

This major new expressway would be an extension off the north leg of the innerbelt somewhere in the vicinity of its intersection with I-71. The proposed roadway would then be aligned east and north, generally along railroad rights-of-way, to connect with the outerbelt in the vicinity of State Route 62. This regional facility has a strong impact on the functioning of Downtown for several reasons.

First, at the northeastern end of the facility, an extension is proposed to connect directly with Columbus International Airport. This would improve access between the Downtown and the Airport. Secondly, an extension of I-670 at the innerbelt has been proposed to connect the freeway directly into the Third and Fourth Street one-way pair.



This would provide a new portal for traffic entering and exiting the most dense portion of Downtown. Thirdly, an extension of this portal connector has been proposed which would provide direct access to Ohio Center for buses, taxis and vehicles attempting to park on the site. Further, the I-670 facility is anticipated to have special provisions for buses that would connect directly into the transportation center to be located within the first phase of the Ohio Center project.

If properly designed and located, the proposed I-670 should provide improved access between neighborhoods and to commercial centers. Preliminary alignment and design alternatives are being developed and reviewed with neighborhood groups and public/private agencies. Construction of the initial phases of the 5 to 6 mile, 6-lane project is anticipated to begin in 1979.

6. Lynn/Pearl Mall

This proposed project was developed in 1972 by Development Department staff in association with related City agencies and in response to community pressures for improvement of the area. With the opening of the State Office Tower a special condition began to emerge along the secondary streets of Lynn and Pearl just north of Capitol Square. This was evidenced by extensive redevelopment activity within the private sector through the opening of stores and restaurants upon these secondary streets and a general exterior renovation of related building facades. These secondary streets also provide primary access to site for service delivery and such emergency operations as fire protection. Accordingly, a proposal

was developed to allow the secondary streets to function more efficiently with increased pedestrian traffic while still maintaining vehicle access as required. The proposal involves removing all existing sidewalks and pavement and replacing them with brick within the public right-of-way. This requires extensive adjustment of utility access, sub-basements, drainage and street sub-surfaces. The new surface would then be landscaped and various pedestrian amenities provided along with a unified public graphics system.

Current projections indicate that the total project cost will be approximately \$600,000. Agreements were developed between the City and adjacent property owners for them to participate in approximately 30% of the funding of this project through a normal special assessments procedure. Funding for the City's 70% share of the project is currently being reviewed by the Federal Department of Commerce, Economic Development Administration, to which application has been made for a construction grant.

Within this approach, the State of Ohio would reconstruct the portion of Lynn Street from Pearl to Broad Streets. This portion of the project was originally identified as part of the State Office Tower project. The intent of the City and the State would be to coordinate design and implementation of the two segments of the overall project. Potential exists for future expansion of this street concept north along Lynn Street. At the present time, no such plans have been developed for such an expansion.

This project is identified as critical for the following



reasons: First, there continues to be strong desire by the private sector, under the leadership of the Chamber of Commerce's Downtown Action Committee, to implement this public project in response to private redevelopment activity through a joint partnership approach. Funding and implementation of the project has been on and off for the last several years due to difficulties identifying public funding sources for the project. Secondly, the project is perceived by the private sector as having a dramatic impact on the potential of improving the High Street Corridor within the innerbelt. This project requires finalization of public funding commitment and implementation as soon as possible.

7. Naghten/Dublin Expressway

This project provides a new east-west roadway across the northern portion of the Downtown Area. It is expected to provide increased traffic circulation to the area as major redevelopment occurs from Columbus Technical Institute to Nationwide Plaza and Ohio Center. It is being designed as a landscaped boulevard to provide a proper setting for major Downtown development now underway, and to act over a longer period of time as a "front door" setting for new land development projects that would be attracted to the area.

Phase I of Naghten/Dublin Expressway involves construction of a new landscaped roadway, using portions of existing Naghten and Randolph Streets, from Marconi to Fifth Streets. Rebuilding of the High Street viaduct just north of Naghten Street is included in this complex project and is required to to its deteriorated condition and railroad realignments necessary in conjunction with Ohio Center. Sewer, landscaping, traffic signalization, and street lighting improvements are included in the \$7.5 million budgeted

for this first phase of the project. Construction documents are being finalized for Phase I and completion of construction is scheduled for 1979. Phase II (Marconi/Front Connector) of the Civic Center/Front One-Way Pair must be completed before Phase I of the Naghten/Dublin Expressway can be started, so that alternate traffic routes can be maintained during construction.

Phase II of the project involves street resurfacing and traffic resignalization of Mt. Vernon and Naghten Streets from 5th Street to Cleveland Avenue. Mt. Vernon and Naghten Streets would be converted into one-way pairs. Phase II is recommended to be completed in conjunction with Phase I and include a one-way roadway connection northwesterly from the intersections of Washington and Spring Streets to Mt. Vernon and Cleveland Avenues. This would provide a smooth means of access to the Naghten/Dublin Expressway from the Spring/Long one-way pair and assist with access to Columbus Technical Institute (CTI) which is undergoing major expansion and has become a major educational institution in the Downtown Area. The design and alignment of this connection is currently being negotiated between CTI and the City in order to provide a facility that both respects the nature of a major urban campus, its increasing traffic problems, and the functioning of an overall Downtown street system. Grant Avenue would be encouraged as the southbound connection from the Naghten/Dublin Expressway to the Spring/Long one-way pair. Based on current traffic projections and the expansion of CTI, Grant and Washington Streets are anticipated to then be converted to one-way pairs from the Naghten/Dublin Expressway south to I-70. This conversion is in part dependent on ramp improvements to I-70 which are considered long-range and conceptual at this time. They are discussed under the Town/Main one-way pair project.

Phase III of the Naghten/Dublin Expressway would extend



westward from Marconi Street to Dublin Avenue and two streets paralleling the west side of Neil Avenue. These parallel streets would be converted to one-way pairs in order to access the Spring/Long one-way pair. This phase aligns the roadway from Dublin Avenue to Randolph Street and passes through the State Penitentiary. As such, its implementation is dependent upon redevelopment of the State site and is considered as a long-range phase of the project. Its design is also dependent on the configuration and connection of the State Route 315 Connector at its termination at the Naghten/Dublin Expressway with Marconi and Front Streets.

Phase IV is also considered long-range. As private redevelopment occurs, the intent is to extend the boulevard effect through landscaping and pedestrian amenities along Mt. Vernon and Naghten Streets from Fifth Street to Cleveland Avenue at which point a major park-like entrance to the CTI campus should be considered.

The Naghten/Dublin Expressway project, in its present form, was proposed by the City's Action Planning Team of Vincent Ponte, Warren Travers and Nitschke-Godwin-Bohm in 1973. Its design and implementation is being coordinated by the Columbus Division of Engineering and Construction. Related projects include: Columbus Technical Institute, Front/Marconi One-way Pair, High Street Improvements, Nationwide, the North Portal Park, the Ohio Center, and the State Route 315 Connector.

8. Nationwide Plaza

This catalytic, private redevelopment project represents a major commitment to Downtown redevelopment and cooperation between public and private sectors. With the City recommending location of the Federal office building in

the High-Naghten Area and with plans proceeding for the Ohio Center, the Nationwide Insurance Company decided to develop a major project in a blighted, fringe sector of Downtown. This decision was made in lieu of suburban relocation of home office facilities and has provided a major catalytic action to revitalization and an extension of the most dense portion of Downtown. The entire project is expected to represent in excess of \$150 million in investment. It is identified as critical due to its impact on redirecting the functioning of the Downtown Core to the north and its extensive addition of major new facilities over a long period of time. The Nationwide Plaza has been planned to include two major phases.

Phase I is under construction. It focuses on a 40 story office complex of approximately 1.3 million gross square feet of floor area to house the home offices of Nationwide Insurance Company. It will include supportive commercial activities, a pavillion, auditorium and park-like plaza along the west side of High Street from Naghten Boulevard to Chestnut Street. Company parking for approximately 200 cars is located beneath the complex. In addition, a parking structure is to be constructed across Front Street directly west of the complex. The structure is planned for approximately 1350 parking spaces and will eventually tie directly to the Phase I complex with a second level walkway system that is being built integral to the complex. The garage is scheduled for completion in mid 1978 with the rest of Phase I to be occupied in 1977.

Phase I also includes a newly completed below grade walkway under High Street to facilitate office operations with the existing Nationwide office facility. The second level pedestrian walkway system threads through the entire Phase I complex and is designed to be extended southward during Phase II. It is also designed, as part of the Portal Park pro-



ject, to be extended across High Street to the North Portal Park and then across Naghten to the Ohio Center complex.

A significant feature of Phase I is the agreement entered into between the City of Columbus and Nationwide, under the provisions of Chapter 1728 of the Ohio Revised Code (see Report No. 6, "Redevelopment Procedures"). Under this agreement, Nationwide would continue to pay full property taxes on Phase I. Property taxes normally paid are frozen for 20 years at their 1974 rate. The increased valuation of property taxes will be paid into a special capital improvements fund of the City over the same period of time. These monies will be utilized by the City to construct several projects in the area that are necessary for its proper functioning and to provide a setting for new private sector investment. After 20 years, Nationwide would pay total property taxes in the normal method. Projects for which this fund is intended to assist paying for include: Naghten/Dublin Expressway (Phase I), the North Portal Park and connecting walkways, High Street Landscaping, Marconi/Front One-way Pair (Phase II) and the I-670 connection to Third/Fourth Streets including the connection to Ohio Center.

Phase II of Nationwide Plaza is not included in this agreement. Surrounding properties are expected to dramatically increase in tax value during this period of property tax diversion and the City has been provided with the financial capability to execute a significant number of necessary projects for which funding was previously not identified.

Phase II of Nationwide Plaza expands the project south to Spring Street and is conceptual at this time. With the completion of Phase I, Nationwide's plans call for the extension of the plaza south of Chestnut with the potential for new office, retail, hotel/motel and parking facilities. These facilities would be organized around a second-level

pedestrian walkway system extended from Phase I. The system would be designed to permit future extension south of Spring Street and across High Street to connect with the existing Nationwide building and the new Federal office building and parking facility which has been designed accordingly.

Although not a part of the Nationwide Plaza, several properties in the immediate vicinity of High and Naghten Streets are controlled by the Nationwide organization. With the completion of Ohio Center (Phase I) and the North Portal Park, they are considered as prime sites for private redevelopment. For planning purposes, these sites are identified as part of the High/Naghten Area Redevelopment section of this report.

9. Ohio Center

The Ohio Center project involves constructing a multi-use activity center that would include the primary facilities for convention activity in Columbus, Ohio. Approximately 27.5 acres of land for this facility has been purchased by the City at the current location of Union Terminal. Ohio Center is the most complex project undertaken as a joint public-private redevelopment project in decades. Together with Nationwide Plaza, Ohio Center will provide the nucleus for redevelopment activities in the High-Naghten area for years to come.

Ohio Center development is being undertaken by the Battelle Commons Company, a subsidiary of Battelle Memorial Institute, who initiated detailed planning of the project in 1974 with a \$36.5 million grant from the Battelle Foundation. The project is being planned in two major phases.



Ohio Center, Phase I, involves approximately half the site, is the most complicated of the two phases, and is projected to be completed by 1979 at an investment of public and private funds in excess of \$110 million. Federal funds for portions of the project are currently being sought jointly by the City and the Battelle Commons Company.

Phase I is being designed for primary convention facilities including an exhibition hall, ballroom, meeting rooms, supportive retail space and both surface and structured parking facilities for approximately 1300 cars. A 17 story hotel with in excess of 700 rooms is being developed as part of this phase.

Also included will be relocation of utilities and railroad facilities. The rebuilt site will provide for relocated freight lines and, eventually, new facilities for Columbus' Amtrak Station. This facility will also house ODOT and COTA offices. It will be designed to accommodate future mass transit systems and roadway connectors to I-670 and State Route 315. Facilities to handle COTA's current line-haul buses will also be provided. New roadway access and egress facilities will be provided on High, Third and Naghten Streets.

An integral pedestrian system will be provided throughout Phase I that will be designed to extend south across Naghten to the North Portal Park.

A temporary Amtrak facility will be provided by the City to permit continued operation of passenger systems during Phase I construction. Construction is being closely coordinated between Battelle Commons Company, the City Engineer and project-related agencies both public and private. Related projects include Naghten/Dublin Expressway (Phase I), Nationwide Plaza, North Portal Park and Walkways, High Street Improvements, I-670, and the State Route 315 Con-

nector.

Ohio Center, Phase II, is conceptual at this time. It is intended to include additional parking, office, residential, and recreation facilities to be implemented as Phase I development is completed.

Battelle Commons Company incorporated under Chapter 1728 of the Ohio Revised Code (see Report #6, "Redevelopment Procedures") and has subsequently entered into an agreement with the City of Columbus as provided by that State Law. Consequently, Battelle Commons Company will provide development as required and the City will make available the site and abate the increased property tax valuation on the entire site for the maximum period allowed by law. This is being done to further assist project financing and because the primary effect of Ohio Center is the provision of public facilities and improvements.

10. 1992 World's Fair and Summer Olympics

This project has been discussed at various times in the Columbus community over the last decade. The proposal involves Columbus hosting a World's Fair and summer olympics in 1992, the Quincentennial Celebration of Christopher Columbus' discovery of America. The proposed scope and nature of the project has not yet clearly emerged in the community discussions. Its location, amount of land required, financing, and supportive elements are also open at this time.

Such a project, irregardless of scope and location, would have a major impact on Downtown and its functioning. It would require major commitment in the community and all levels of government in order to be implemented. 15 years is a short period of time to plan and implement such a project.



With the Bicentennial year of the United States fresh in everyone's mind, a joint public-private study should be undertaken to identify problems, opportunities and the scope and feasibility of such a World's Fair and summer olympics in Columbus. After such a study, both the Columbus community and related levels of government should decide if such a project will be attempted. A great deal of planning and implementation would then require initiation in order to provide necessary facilities and services if so desired by 1992.



B. PROJECT RECOMMENDATIONS: SHORT RANGE (0-5 Years)

11. Broad Street Improvements

Extensive improvements along Broad Street were recommended in 1973 as part of the Action Planning Program. These recommendations involve improving the traffic control capabilities of Broad Street and its role as a major access boulevard to the downtown. Proposals including planting of street trees in the sidewalk along its length and eventual construction of a landscaped median that would better organize the vehicle turning movements and reduce the awesome width of paving on Broad Street from the pedestrian standpoint.

These proposals have received extensive support from the various city agencies concerned with planning and implementation in the downtown. The Department of Recreation and Parks has implemented the sidewalk trees from Third Street east to the Innerbelt. Several community meetings were held with impacted property owners shortly after recommendations were made in 1973. Property owners were concerned with the impact of controlling vehicle turning movement as they affected specific properties. As a result of these concerns, the project has not moved into additional implementation phases.

Inasmuch as this project has a positive impact on downtown traffic and does produce significant visual and functional benefits to the overall pedestrian and traffic systems, it is recommended that discussions be revived in the community in order that implementation can proceed in a phased manner.

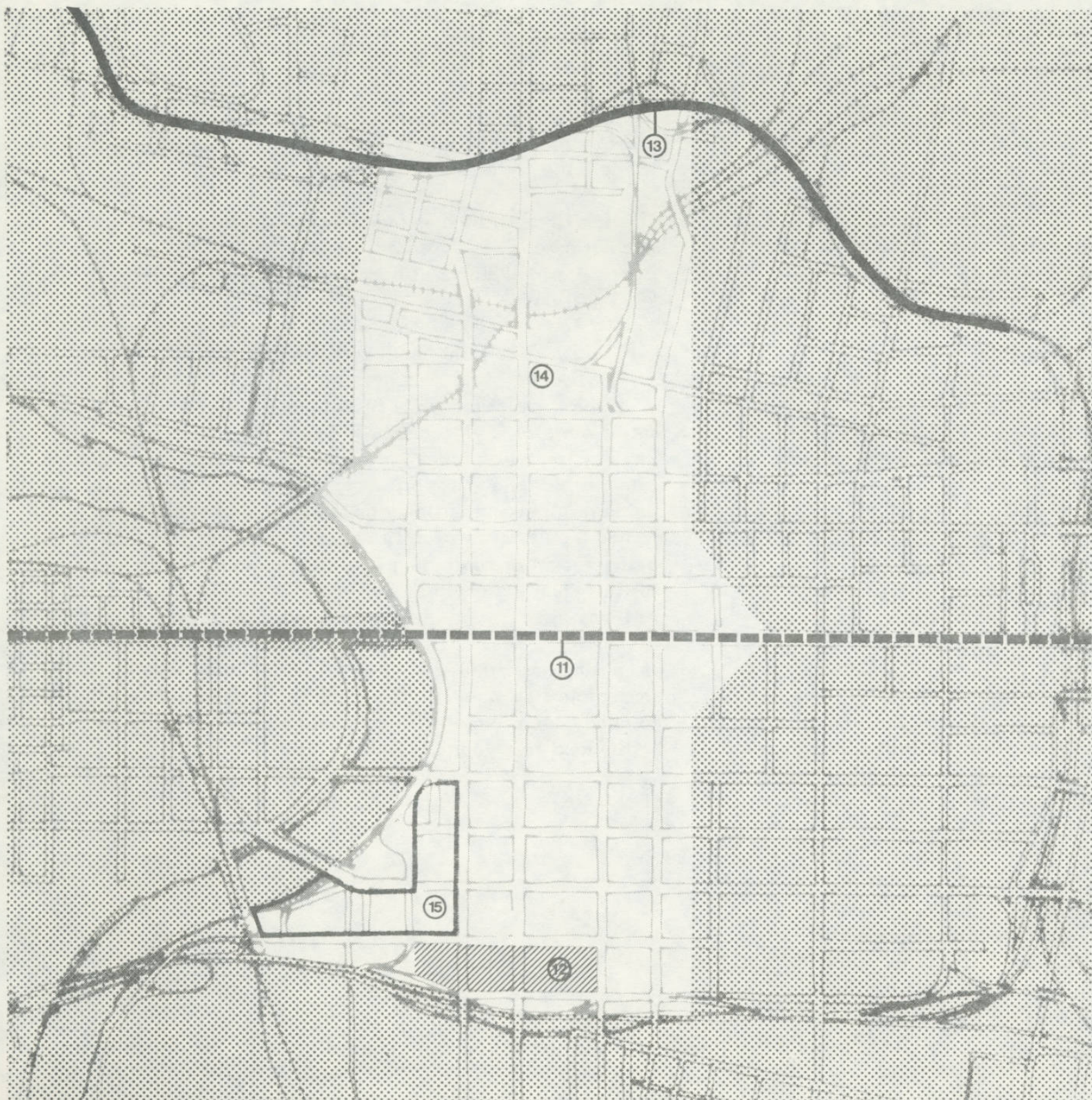
Implementation of the median could be tested in a one or two block segment of Broad Street; in addition, the traffic changes could be implemented by repainting traffic lines along Broad Street. Then, at a later date when funds become available, the actual landscaped median and crosswalk improvements could be built.

12. Franklin County Complex

The County of Franklin has been proceeding for several years in the development of county facilities in the south part of the Study Area. To date, the Franklin County Justice Center and a related plaza have been completed. In addition, the Annex Building has been remodeled and a new office building constructed at Third and Fulton Streets. The County has also implemented the South Portal Park as originally recommended in 1973 by the Action Planning Team.

The next phase of the Franklin County Complex involves the construction of a Municipal Courts Building at the northwest intersection of High and Fulton Streets. This 19-story facility is planned to include 325,000 gross square feet of floor area at approximate investment of \$23 million.

The Municipal Courts Building will have a direct impact on the Columbus Civic Center. Currently, municipal court space is provided in several existing buildings of the Civic Center Complex. These will be moved into the Municipal Courts Building upon its completion, thereby providing



Columbus, Ohio
Mayor Tom Moody
Department of Development
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Division of Planning

Note: Map depicts conceptual location rather than engineering alignment of projects



This map was prepared by the City of Columbus, Ohio, Department of Development, Division of Planning. The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended. This project was administered by the City of Columbus, Ohio, Department of Development, Division of Planning.

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flexibility in existing space that should provide the ability for the City to implement the first phase of its complex without relying on additional rented space.

Future phases of the Franklin County Complex are conceptual at this time and would involve parking and office facilities. As new facilities are added to the complex, the County is attempting to link them together with a pedestrian walkway system.

13. North Innerbelt Safety Upgrade

This project consists of reconstructing guardrails, signs, light standards and ramp facilities to meet current freeway design criteria. This project has been included in the City's Capital Improvement Program. The project is scheduled to begin in 1981 at a cost projection of \$2 million. It generally involves that section of the north innerbelt from the Spring/Sandusky to Fort Hayes interchanges.

14. North Portal Park

This park was originally proposed in 1973 by the Action Planning Team. It is intended as one of several open space and recreation facilities that are strategically located in redevelopment areas at the entry points to downtown along Broad and High Streets.

The proposed park has a key location at the southeast corner of High and Naghten Streets. The park is identified as a major public open space, complementing adjacent Nationwide Plaza and Ohio Center. This water-featured development would include constructing overhead walkways to both Nationwide Plaza and Ohio Center,

and small scale concessions. The park is also intended as providing a "front door" for future private redevelopment to the south and east of the site.

This facility will be developed by the Department of Recreation and Parks. Construction is scheduled to commence in 1980 and is budgeted at approximately \$1.5 million.

15. Riverfront South Redevelopment Area

With the completion of the Bicentennial Riverfront Park in the areas of Civic Center, Rich and Main Streets, a key environment has been provided for housing redevelopment within adjacent blocks. The old Armory is currently being restored by the Department of Recreation and Parks to house cultural arts facilities. With much of the land being vacant or containing small scale, deteriorated facilities, housing could be developed over a long period of time.

If housing has a realistic potential in this area, an immediate step would be to rezone the land for that use to encourage private housing development to begin within the next five years.



C. Project Recommendations: Mid-Range
(5-15 Years)

16. Capitol Square Improvements

Over the past 20 years, several projects have been identified as necessary to preserve and enhance the historic and symbolic significance of the State Capitol area including the State House building and grounds. Other proposals have been directed toward taking advantage of the unique physical attributes and pivotal location of the site as a primary focal point and pedestrian traffic area. Since the various projects proposed for the Capitol Square area have significant interdependencies of timing, funding, and design, they are grouped together rather than isolated as separate projects with confusing overlaps and interrelationships.

Specifically, these projects include lighting, landscaping, street furniture, graphics, increased pedestrian use of Statehouse grounds, and development of "mini parks" in Pearl Street (just north and south of the Statehouse) and in Capital Street (just east and west of the Statehouse). Also included under this general project title is the potential construction of tunnels from the Statehouse Underground Parking Facility to the alleys perpendicular to the streets bordering the Capitol Grounds, i.e., Capital Street between the Dispatch and Ohio National Plaza, Pearl Street alongside the State Office Tower, and Pearl Street next to the Ohio Theater. Potential improvements may involve provision for a pedestrian "path" through the garage and increased use of existing tunnels to the Neil House and State Office Tower. Close cooperation with the State of Ohio, the Ohio National Bank, the Capitol South Project, the Dispatch Printing Company, the

Capitol Square Commission, and the Huntington National Bank is required if these projects are to achieve organization, commitment, funding, and completion.

Also grouped under Capitol Square Improvements are the demolition of Statehouse Annex, excavation below Annex, construction of several levels of underground parking, modifications to ingress/egress ramps, and final surface-level landscaping. Organization and commitment on the part of the State are crucial.

In order to advance from a "pending" status, the scope and feasibility of desired improvements must be determined so that individual and collective projects can obtain appropriate commitment and funding necessary for implementation.

17. Fire Station

The Downtown Area has expanded outward and upward, particularly in the past decade. In order to keep pace with this rapid growth, the Division of Fire has initiated a process for consolidation and updating of fire protection equipment and services for Downtown and other areas. Approximately \$800,000 is available in the Fire Division's Capital Improvements Program in 1981. If a major portion of this money is used for site acquisition in 1981, physical construction might be completed shortly thereafter, as timing and funding permit.

The project is envisioned as a one-floor, 8-bay fire station, of approximately 15,000 square feet on a one-acre site, housing two engine companies, one ladder company, one heavy rescue company, one squad company, and one squirt



apparatus. These would replace existing stations at Chestnut/4th and Fulton/4th. The Division of Fire is attempting to identify a site for these facilities at this time.

18. Gay Street Improvements

The description of this project is similar to the High Street project (critical) and the Broad Street project (short-range), in that potential improvements include general upgrading of the pedestrian environment through lighting, landscaping, and other urban design features.

With support from community leaders and in cooperation with the owners and operators of those establishments bordering Gay Street, a reduced vehicular emphasis could lead to widened sidewalks, improved graphics, and the installation of plantings, pedestrian-scale lighting, and site furnishings. These streetscape improvements would most likely follow as a logical extension of the physical and visual axis which Gay Street provides to the Civic Center and Riverfront Park projects.

As with the three other "street improvements" projects in this mid-range section, Gay Street will require considerable study prior to achievement of a design consensus, and like most of the mid-range recommendations, funding and commitment are significant needs. Studies should commence to determine the specific scope, design and feasibility of this conceptual proposal.

19. High/Naghten Area Redevelopment

This proposal comprises an area generally bounded by Marconi, 4th, Innerbelt, and Spring. Specific action areas include the northwest corner of Naghten and High Streets, air rights over the west side of the High Street

viaduct, and the properties immediately east and south of the proposed Portal Park.

This project title has been established to identify and address the potential redevelopment of the areas immediately surrounding the general area of Ohio Center, Nationwide Plaza, and the North Portal Park. Speculative property transactions have accompanied public planning efforts. An area rezoning has been discussed. Large-scale public and private improvements are scheduled over the next 2-4 years. A regular series of public meetings has been established in order to monitor and guide the interrelated efforts of various agencies.

All these indicators point up the inevitable "spin-off" of parking, retail, dining, and entertainment facilities around the Ohio Center and Nationwide projects. Due to timing and funding considerations, these spin off projects will most likely occur in the 5-15 year timeframe. Planning and coordination efforts should continue on a regular basis. Development Department staff will be initiating a review, in the near future, of the adequacy of existing zoning in the area and would be developing recommendations accordingly.

20. Mound Street Improvements

This project potentially includes improvements to lighting, landscaping, graphics, sidewalks, and site furnishings, directed toward general upgrading of the pedestrian environment, in response to a reduced vehicular emphasis. Organization, commitment, and funding need to be developed.

This project is very similar to the Gay Street, Rich Street, and State Street improvements projects in description and

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status. County plans in the area will undoubtedly foster continual redevelopment along Mound Street between 2nd Street and the Market Mohawk Area developments along 5th Street. A "boulevard" designation was recommended in consultant activities during 1973. A "portal park" was recommended for the corner of Mound and High and the County has just completed such a project on the southeast corner. The Municipal Courts Building will be started during 1977 on the northwest corner of Fulton and High Streets. A group called Downtown South has been established among property owners in the general area from the Scioto River to I-71 North, south of Town Street. Through regular meetings and long-range planning, this group will provide direction and impetus for improvements within the large area of its concern, and these efforts are anticipated to address the conceptual Mound Street project.

21. North High Street Area Redevelopment

While several proposals have been directed toward each of the Ohio Center, Capitol Square, Capitol South, and County areas, the obvious deletion is the area between Front, 3rd, Spring, and Broad Streets. Other than a few parking garage proposals and High Street related transportation improvements, there have been few large-scale redevelopment proposals recommended or announced for the North High Street Area.

This mid-range process would potentially include the renovation, remodeling, and redevelopment of the under-utilized parcels and structures along the major transit/pedestrian spine in Downtown. Possible elements in this redevelopment include elimination of direct access to parking facilities from High Street by encouraging parking structures to be built closer to 3rd and Front Streets,

construction of second-level walkways linking major projects, and the development of canopies or arcades for street-level pedestrian weather protection.

It is anticipated that private initiative and funding will accomplish the revitalization of this area. Such revitalization is required in order to provide a continuous high-quality urban environment, paralleling High Street, between Ohio Center and the County Complex, and in essence, between Victorian and Italian Village on the north, and German Village on the south. The efforts of property owners and developers should be encouraged and supported.

22. Rich Street Improvements

Most of the impetus for this project will come from the Capitol South project. In fact, Rich Street is intended to be significantly improved as it passes through Capitol South. Streetscape improvements will most likely be funded as part of the large-scale redevelopment which will border the right-of-way. In general, the realm of possible physical upgrading for this and the 3 other similar projects (18, 20, and 27) in this mid-range section includes improvements to lighting, landscaping, graphics, sidewalks, and site furnishings, directed toward general upgrading of the pedestrian environment, in response to a reduced vehicular emphasis. Organization, commitment, and funding are not identified.

The disposition of this particular project will emerge as the Capitol South activities begin to regenerate the south central portion of Downtown. Another related project area is located just east of the Bicentennial Riverfront Park, where future residential developments may reshape the riverfront environment and further support the physical and visual role of Rich Street.



Rich Street is anticipated to function in the future as a pedestrian-oriented, access-to-site roadway with a potential focus of housing along its length in the Downtown Area.

23. Riverfront Improvements

The Watercourse Plan for Columbus and Franklin County cited several recommendations for enhancement of the riverfront environment. Included are vegetation management, trail development, and construction of observation decks. Streetscape landscaping along Marconi, Civic Center and Second Streets could include expansion of flag poles to link both riverfront parks. Similar to the amphitheater/bandshell area, modifications to the east bank revetment would permit pedestrian access to water's edge.

Development of the North Riverfront Park, as part of the Civic Center project, should greatly enhance the on-going improvement process of Columbus' urban waterfront. Mid-river fountains, increased utilization of small recreational craft, and bikeways development would provide an exciting, high-quality environment, which could showcase future redevelopment along the west bank. Restaurants and other specialty entertainment facilities might draw visitors and sightseers from conventions in Veterans Memorial, the Ohio Center, the Downtown Area, and the community in general.

At present, lack of funding has hampered full-scale riverfront improvements that are desired by the Department of Recreation and Parks. Individuals, agencies, and organizations concerned with Downtown development should encourage continual upgrading of the riverfront. Downtown plans have recommended various improvements over the last decade. Funds should be identified in a phased program for development within the 5-15 year timeframe.

24. Spring/Sandusky Interchange Improvements

While this project may not fall within the Study Area, its impact on access and egress for Downtown visitors and employees is unquestionably obvious. Recent plans for the State Route 315 Connector indicate that major portions of that project could be constructed along with the interchange, thus saving significant overlap of time and funds.

Implementation of this project consists of major modifications and new construction designed to improve safety, capacity, and efficiency of traffic movement between I-670, I-70, I-71, SR 315, and Spring and Long Streets. Now that the \$17 million Mound/Sandusky Interchange has been completed, the path is clear for proceeding with the \$50 million Spring/Sandusky project, which is partially underway, and scheduled for completion in 1983 by the Columbus Division of Engineering and Construction.

25. Sports Arena

A sports coliseum was suggested for the Franklinton area in a 1959 study. An arena was recommended for the Union Station grounds in a 1968 study. A Jesse Owens Memorial Stadium was proposed in 1974 for the south Columbus area. A 5,000 seat facility for skating shows, basketball, tennis, hockey and track was announced as part of the early concepts for Ohio Center in 1975. A sports complex scheme was identified in 1976 for the Penitentiary site.

There is clearly a continuing controversy over the feasibility, desirability, and potential location for such a facility. If for no other reason than repeated interest by public and private leaders, a Sports Arena continues to be a valid mid-range project, without specific cost or timing information.



Obviously, many individuals and agencies would play a part in the eventual development of such a facility, but support and commitment from community leaders is perceived to be the single most significant element in the overall process of implementing a Sports Arena. A World's Fair and/or Olympics would certainly fulfill the need for this project.

At this point, no timing or funding information is determinable, and the list of "needs" is substantial. But with appropriate dedication of resources, this proposal could be completed within 15 years, and provide a major activity center within, or related to, the Downtown Area.

26. State Office Facilities

This project generally refers to overall expansion plans by the State of Ohio, including relocation and/or centralization of State employees in newly constructed or leased buildings bordering the Capitol grounds.

It has long been the aim of community interests to promote the consolidation and centralization of State offices within the Capitol Square Area. In essence, the State is a large developer, and as such, is considered to be a logical participant in continual stabilization and strengthening of the heart of the Capital City.

Technicalities and complications of funding indicate that State office space will be leased rather than built in the near future. Although timing and cost information are unavailable at this time, it is notable that within surrounding redevelopment areas, space could be provided for major State Office expansion in the Downtown Area.

27. State Street Improvements

This project potentially includes improvements to lighting, landscaping, graphics, sidewalks, and site furnishings, directed toward general upgrading of the pedestrian environment, in response to a reduced vehicular emphasis. Organization, commitment and funding are not identified.

State Street, like Gay Street, is not now, nor is it anticipated to be, a major arterial street in the Study Area. Past proposals include conversion of both streets into pedestrian malls or similar pedestrian-dominant environments. The ownership and structural integrity of both streets is stable. State Street will be an important link between Capitol South and Capitol Square, since it falls within both areas. It is expected that the City will work with community leaders, land owners and operators, and the State, to develop plans for improvements to State Street within the 5-15 year period referred to as "mid range" in this report.

28. State Route 315 Connector

Originally referred to as the Olentangy Connector, this roadway links the Marconi/Front One-Way Pair with the existing State Route 315 at approximately Third Avenue. Much of the work could be accomplished as part of reconstruction activities for the Spring/Sandusky Interchange.

From the Connector, southbound traffic would directly access Marconi. A grade-separated intersection at the existing RR tracks along Chestnut would be required to insure unrestricted traffic flow. Improvements would also



be necessary at the vicinity of the existing Front Street bridge just north of Maple, to provide direct linkage to the Connector from northbound Front Street.

An "extension" to this Connector would enable access to, and egress from, the Ohio Center parking area just east of High Street and north of the COTA/ODOT Building. Rough cost projections indicate \$10 million for the Connector and \$2 million for the Extension.

A Maintenance and Storage Facility for COTA buses was recently contemplated for the railroad area just northwest of the Penitentiary between Harrison and Neil, but this facility is now planned for an alternate location. A rail welding yard has been expanded within this same general area, but if and/or when 315 is extended into the Ohio Center, the welding activity will be relocated or removed. Potential redevelopers in this area, who would directly benefit from the roadway, could be requested to participate in funding.

29. Town/Main One-Way Pair Extension

This project involves the conversion to a one-way pair of Town and Main Streets from 4th Street east to the Inner-belt. Implementation of this project requires improvements to the ramp system connecting with I-70 and I-71 in the southeast corner of Downtown. These improvements would also consider the circulation requirements of the proposed conversion of Grant and Washington to a one-way pair

This project is only partially within the Study Area, but its impact directly affects development and traffic capacities in the southern half of the most dense portion of Downtown. A "Downtown circulator" bus route might be considered to shuttle patrons from fringe parking facilities located east and west of the Study Area into the area of Capitol South.

This project is conceptual at this time. Studies should proceed to determine design and feasibility so that implementation could begin in the mid-range timeframe.



D. Next Steps

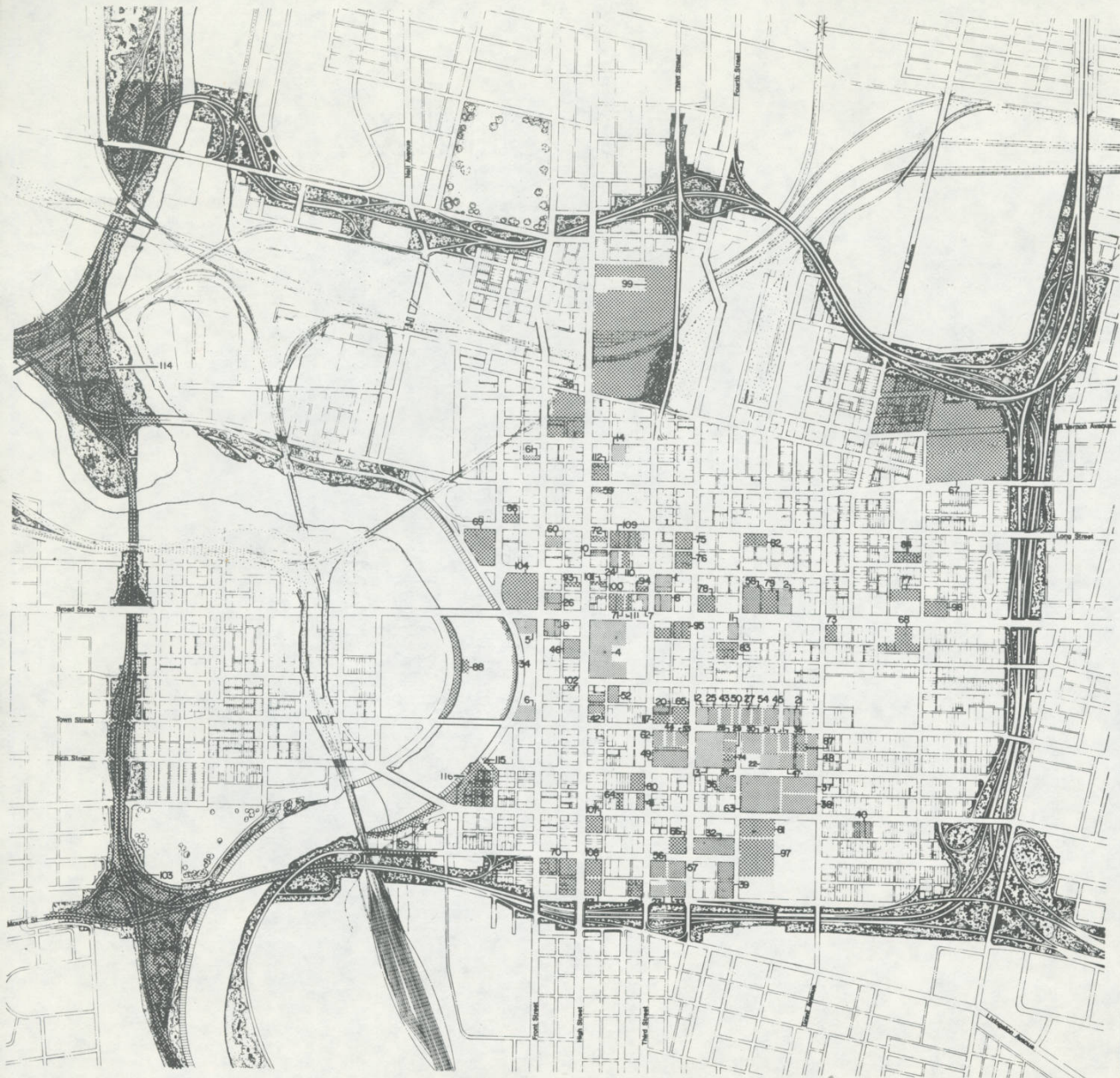
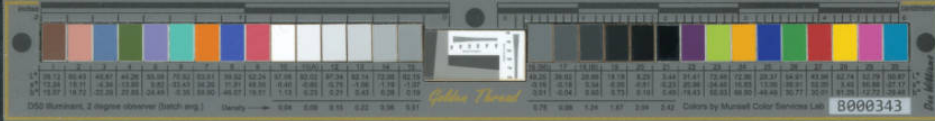
This Comprehensive Planning Study is not intended to provide extensive, detailed information and recommendations regarding the series of projects identified in the Activities Schedule. Its intent, through this report, is to provide an overview and framework for ongoing and future project development and coordination activities of the City. Additional detailed information regarding scheduling, budgets, and design development activities is available from staff of the Development Department or the specific group concerned with a given project.

An example is the projects contained in the High/Naghten Redevelopment Area. Several major projects including Nationwide Plaza, North Portal Park and Walkways, and the Ohio Center are being closely developed and coordinated between City government and the respective organizations involved with specific projects. As such, detailed design and the coordination of implementation schedules is ongoing.

Based on the Recommended Project Activities Schedule as a general framework, Department staff will continue working with respective groups on the clarification and coordination of specific projects contained in this schedule. The lead for this activity is dependent upon the specific project and varies between the public and private sectors. Staff will participate in this process accordingly. City government with the input of the community should proceed in working with the private sector to ensure an orderly progression of the organization, commitment, funding and implementation of these projects. This should be done within an ongoing planning process that recognizes the impact and relationships of the most dense portion of Downtown to the entire metropolitan area and the benefits that can be derived for the entire community.



V appendix



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director

Division of Planning

	1961-1965
	1966-1970
	1971-1975



Downtown Area Development Activities History 1961-1975

December 1975

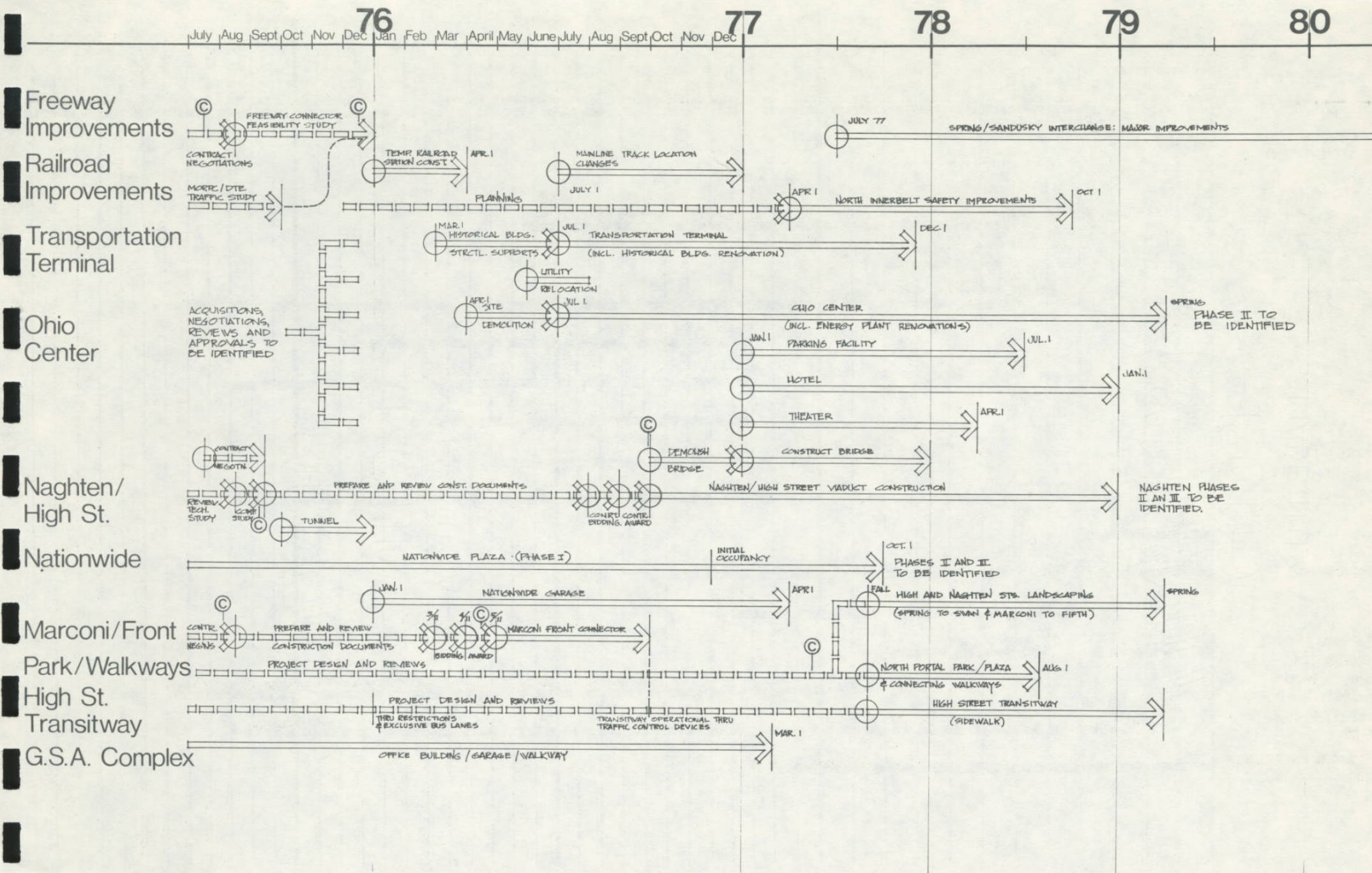
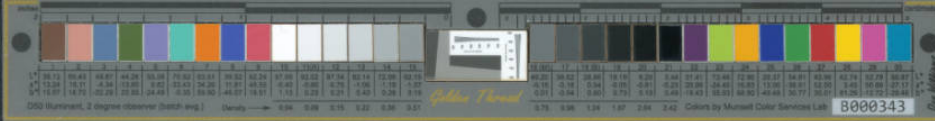
LEGEND

Downtown Projects - History

1. Columbus Sheraton	1961	41. I.R.S. Building Remodeling	1968	81. Blue Cross Building	1973
2. Christopher Inn	1961	42. Union Department Store	1968	82. Ohio Bell Parking Lot	1973
3. Market-Mohawk Lighting*	1962	43. Tully & Hobbs Architects	1968	83. Capitol Plaza Parking Garage	1973
4. State Underground Garage	1962	44. Greyhound Mall	1968	84. Columbus College of Art & Design	1973
5. Ohio Department of Transportation	1963	45. Grant Hospital Parking	1968	85. Columbus Technical Institute*	1973
6. Bureau of Employment Services	1963	46. Neil House Motor Hotel Remod.	1968	86. Long-Marconi Building Renovation	1973
7. 88 East Broad Street	1963	47. Nazareth Apartments	1968	87. Grant South Addition	1973
8. Columbus Center	1963	48. Franklin University	1968	88. Riverfront Amphitheatre	1973
9. Huntington Trust Building	1964	49. Greyhound Terminal	1968	89. Mound Street Bridge	1973
10. Ohio Federal Savings & Loan	1964	50. Office Development Inc.	1968	90. Downtown Signalization System*	1973
11. OEA Building	1964	51. PERS Building	1968	91. Southeast Riverfront Walkway	1973
12. Credit Bureau of Columbus	1964	52. Ohio Theatre Restoration	1969	92. County Services Building	1974
13. Holiday Inn	1964	53. John Hancock Insurance	1969	93. Central Savings & Loan	1974
14. Nationwide Insurance Addition	1964	54. Market-Mohawk Center	1969	94. 33 N. Third Street Renovation	1974
15. Market-Mohawk Sewer Improvements*	1964	55. C. V. Perry Company	1969	95. Ohio National Plaza	1974
16. Market-Mohawk Land Purchase*	1964	56. Citizen's Financial Corp.	1969	96. Nationwide Plaza	1974
17. Market-Mohawk Waterlines*	1964	57. C.M.E. Federal Credit Union	1969	97. The Americana	1974
18. Market-Mohawk Streets & Sidewalks*	1964	58. Midland Building	1969	98. State Automobile Mutual	1974
19. Market-Mohawk Urban Relocation*	1964	59. Lums Restaurant	1969	99. Convention Center Land Acquisition	1974
20. Central Presbyterian Church	1965	60. Byers Hertz Garage Remod.	1970	100. Wendy's	1974
21. Grant Hospital School of Nursing	1965	61. Waterworks Restaurant Remod.	1970	101. Burger Chef	1974
22. Towne Square Apartments	1965	62. Galbreath Mortgage Company	1970	102. Burger King	1974
23. Trinity Lutheran Church	1965	63. Jaycee Arms Apartment	1970	103. Mound/Sandusky Interchange	1974
24. Buckeye Federal Savings & Loan Remod.	1965	64. H.U.D. Building Remodeling	1971	104. City Hall Remodeling*	1974
25. Columbus Board of Realtors	1966	65. I.B.M. Building	1971	105. Waste Receptacle Program*	1974
26. LeVeque-Lincoln Tower Remod.	1966	66. Fourth-Mound LTD	1971	106. Broad Street Tree Planting	1974
27. Town/Sixth Building	1966	67. Columbus Technical Institute	1971	107. Southern Hotel	1974
28. Lawyers Title Insurance Co.	1966	68. Motorist Mutual Insurance	1971	108. County Park	1975
29. T. B. Society of Columbus	1966	69. Federal Building Remodeling	1971	109. Buckeye Parking Garage	1975
30. Gilberts Shoe Company	1966	70. County Hall of Justice	1971	110. Vorys, Sater, Seymour & Pease	1975
31. Medco Company	1966	71. State Office Tower	1971	111. Railroad Savings & Loan	1975
32. A & P Store	1966	72. 106 N. High St. Renovation	1972	112. G.S.A. Building	1975
33. Fire Station	1967	73. Seneca Towers	1972	113. County Courthouse Annex Expansion	1975
34. Avenue of the Flags Walkway	1967	74. Market-Mohawk Medical Center	1972	114. Spring/Sandusky Interchange	1975
35. Grant South	1967	75. Ohio Bell Equipment Building	1972	115. Civic Center/Second Improvements	1975
36. Gulf Oil Company	1967	76. Ohio Bell Complex	1972	116. Bicentennial Riverfront Park	1975
37. St. Joseph's Complex Remod.	1967	77. Art Gallery Expansion	1972	117. Galbreath Memorial Park	1975
38. St. Joseph's Elementary School Remod.	1967	78. Borden Building	1973		
39. National Graphics Parking Lot	1967	79. C.O.S.I. Building Renovation	1973		
40. Jack Schmidt Oldsmobile Inc.	1968	80. Yerke Mortgage Company	1973		

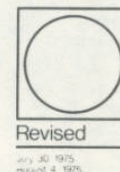
* Projects not shown

April 25



Columbus, Ohio
Mayor Tom Moody
Department of Development
N. Jack Huddle Director
Division of Planning

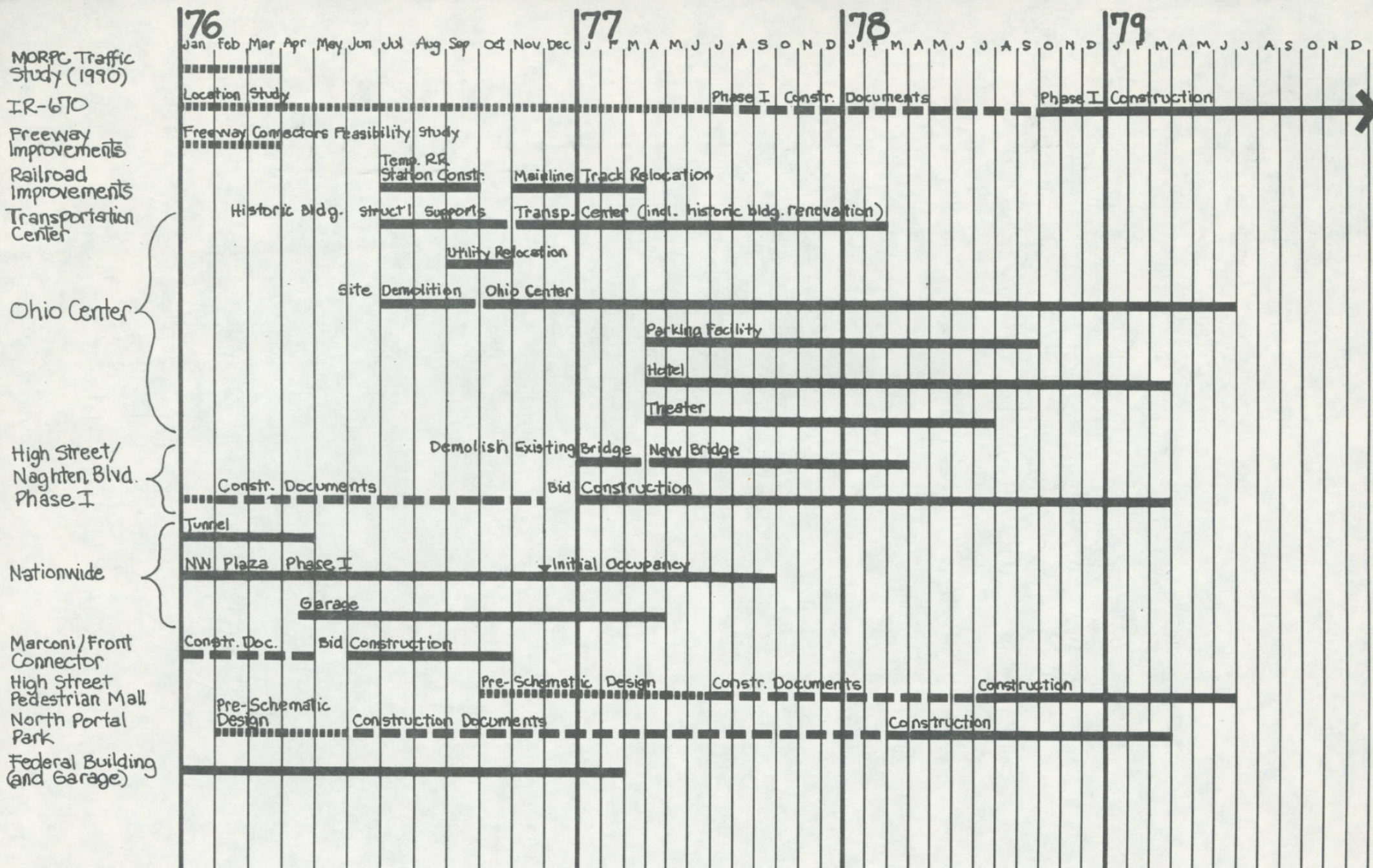
	Ohio Center
	Railroad
	Nationwide
	Public Projects
	Other
	Planning
	Construction
	Council Action



High / Naghten Redevelopment Area Preliminary Project Scheduling

For Coordination and Discussion Purposes Only

July 24, 1975



Columbus, Ohio
 Mayor Tom Moody
 Department of Development
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Division of Planning

High / Naghten Area

Project Scheduling

For Coordination and Discussion Purposes Only



APPENDIX

A. Definitions

An infinite number of definitions come to mind when words such as goals, objectives, and policies are used. Not only do the meanings of these terms vary between disciplines, but also between individuals within the same profession. Ambiguity as such necessitates a clarification of terminology. The following is a set of agreed upon definitions which the Department of Development staff has formulated. They are the foundation upon which the goals, objectives, and strategies for the Downtown Study Area have been formulated and are presented as an appendix to these reports.

1. Community Goal

A goal is the end result or ultimate accomplishment toward which an effort is directed; an intention or desire whose nature is so general and indefinite that it is not quantifiable. Goals establish the guidelines toward which planning objectives are oriented. Ideally, goals are developed with and accepted by the community.

2. Operational Goal

An operational goal is the professional interpretation by public officials charged with implementation adopted community goals, as to what are the intentions and desires of the community. This goal is stated in quantifiable terms, at least to the degree of being able to proceed to the next level of stating principles of the profession.

3. Objective

An objective is an end obtained through the implementation of a plan of action; a point which will be reached either immediately or ultimately. "Objective" is often used synonymously with "goal". An objective, however, should be sufficiently specific to be used as a quantifiable measure of organizational performance.

4. Principle

A principle is the fundamental basis on which a plan, strategy or program is formulated. It is the source or cause from which an act proceeds; an established mode of action. Thus, a principle may be a concept, tool, or a procedure that is common to a particular profession and is now being utilized in the City of Columbus.

5. Plan

A plan is an arrangement of procedures; a process for attaining some objective; a mode of action undertaken to solve some problem.

6. Strategy

A strategy is the method of management directed toward the attainment of certain ends. It is a course or plan of action, often a matter of expediency.



7. Program

A program is a pre-arranged course of proceedings designed for orderly achievement of specific ends that may be part of an overall plan.

8. Project

A project sets forth a careful ordering of details for a specific undertaking within a course of action, plan or program.

9. Activities Schedule

A comprehensive schedule of public and private projects, of critical, short, and mid-range priority, including costs, current disposition, timing, participants, needs, and next steps includes analysis and evaluation of previous recommendations, discussion of current conditions, and identification of regional perspective.

10. Redevelopment Procedures

A set of guidelines for application of development tools intended to assist redevelopment of blighted areas by means of mixed or multi-use projects.

11. Functional Plans

The physical systems which constitute the operational elements of an area. The following functional system categories are examined in the Downtown Comprehensive Planning Study:

- Vehicular access and circulation
- Mass transit
- Service and delivery
- Parking
- Pedestrian access and circulation
- Land use and activity distribution
- Urban design



Columbus, Ohio
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Department of Development
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Division of Planning

	Planning Area 18
	Downtown Action Committee
	Capitol Square Area
	(Commission Jurisdictional Boundary)
	Capitol South Area
	(Blighting Legislation Boundary)
	Downtown South
	Town East
	Jefferson Center
	Downtown Redevelopment Area
	(Study Area)

Source: Department of Development
Information



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This map was prepared by the City of Columbus, Ohio, Department of Development, Division of Planning. The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended. This project was administered by the City of Columbus, Ohio, Department of Development, Division of Planning.

Map 1.1

Community Organization Boundaries

July 1976



B. Downtown Sub Areas/Jurisdictional Boundaries

1. Map 1.1

a. Downtown Study Area¹

Area bounded by I-71 innerbelt on the north; the I-70 innerbelt on the south; by Neil Avenue and the Scioto River on the west; and by the area between Fourth and Fifth Streets on the east.

b. Downtown Action Committee boundaries are formed by the innerbelt

c. Capitol Square Area (Jurisdictional Boundaries)

Bounded on the north by Long Street (from the Scioto River to Marconi Blvd.) and Elm Street (from Marconi Blvd. to Fifth Street); on the south by Rich Street (from the Scioto River to Front Street), by Walnut Street (from Front Street to Third Street), and between State and Town Streets (from Third Street to Young Street); by the Scioto River on the west; and by Young Street (from Elm Street to State Street) and by Third Street (from between State Street and Town Street to Walnut Street) on the east.

d. Capitol South Area

Bounded by State Street on the north; by Main Street on the south; by Front Street on the west; and by Third Street on the east.

e. Downtown South

Bounded on the north by Town Street; on the south by the I-70 innerbelt; on the west by the Scioto River; and on the east by the I-71 innerbelt.

f. Town East

Bounded by the area between Oak Street and Broad Street, and Town Street on the north; by the I-70 innerbelt on the south; by Grant Street on the west; and by I-71 innerbelt on the east.

g. Jefferson Center

Area bounded by Boone Street on the north; by the area between Hutton Place and Broad Street on the south; by Washington Avenue on the west; and by the I-71 innerbelt on the east.

2. Map 1.2

a. Core Area

Bounded by Spring Street on the north; by Main Street on the south; by the Scioto River on the west; and by Fourth Street on the east.

b. Frame Area

Bounded by Naghten Blvd. on the north; by the I-70 innerbelt on the south; by Front Street and the Core Area on the west; and by Washington Avenue on the east. Another section of the Frame Area is found in East Franklinton. This area is bounded on the north by Spring Street and the Scioto River; by Main Street

¹ Focus of the reports in this Comprehensive Planning Study.



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	Core
	Frame
	Fringe
	Downtown Area (Regional Center)
	Central Business District
	Action Triangle

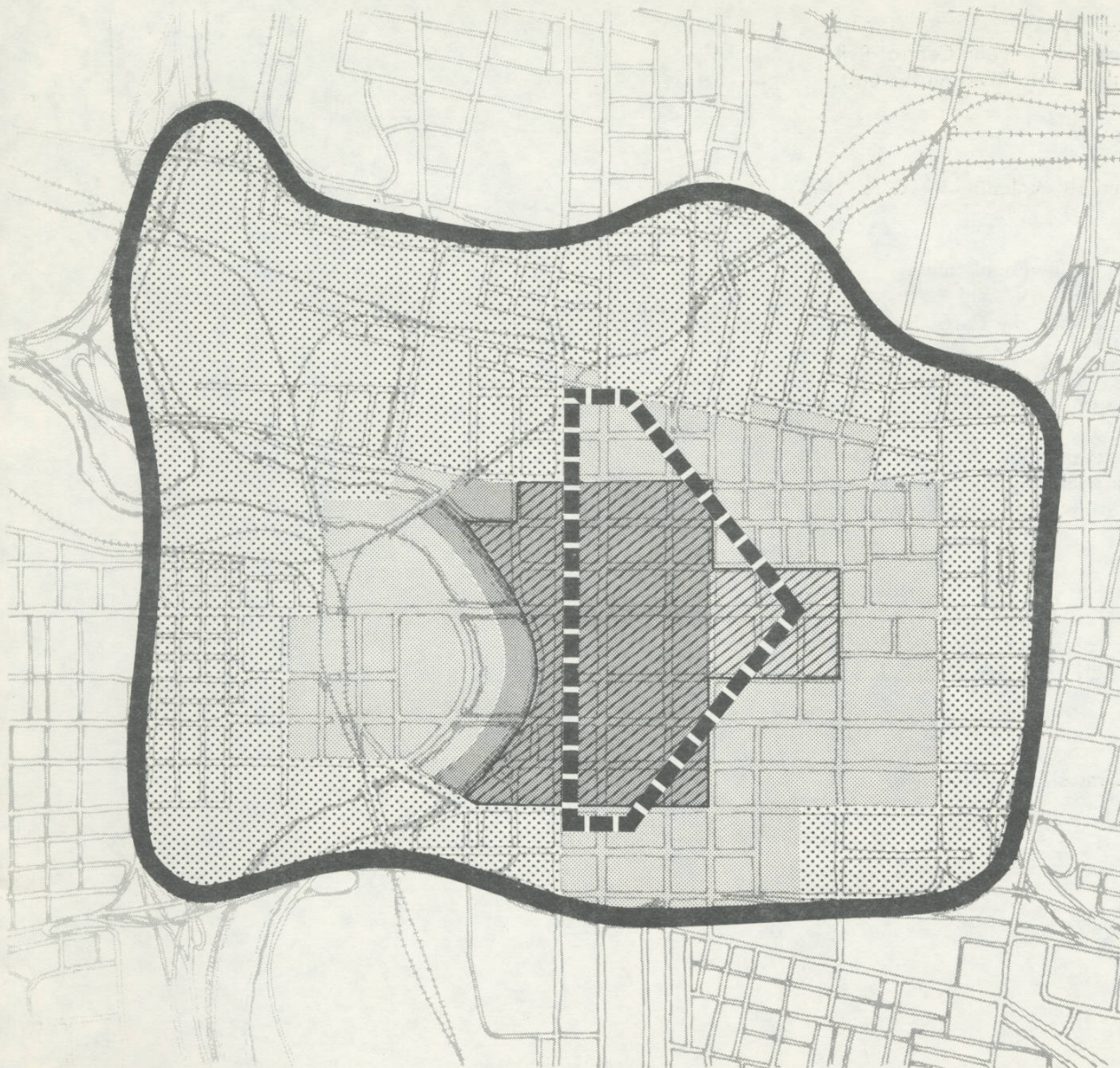


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Map 1.2

Previously Identified Area Boundaries

July 1976





on the south; by Lucas Street and the Penn Central R.R. tracks on the west; and by the Scioto River on the east.

c. Fringe Area

All the area within the innerbelt excluding the Core Area and the Frame Area.

d. Downtown Area (Regional Center)

Area within the innerbelt including the Core, Frame, and Fringe Areas.

e. Central Business District (CBD)

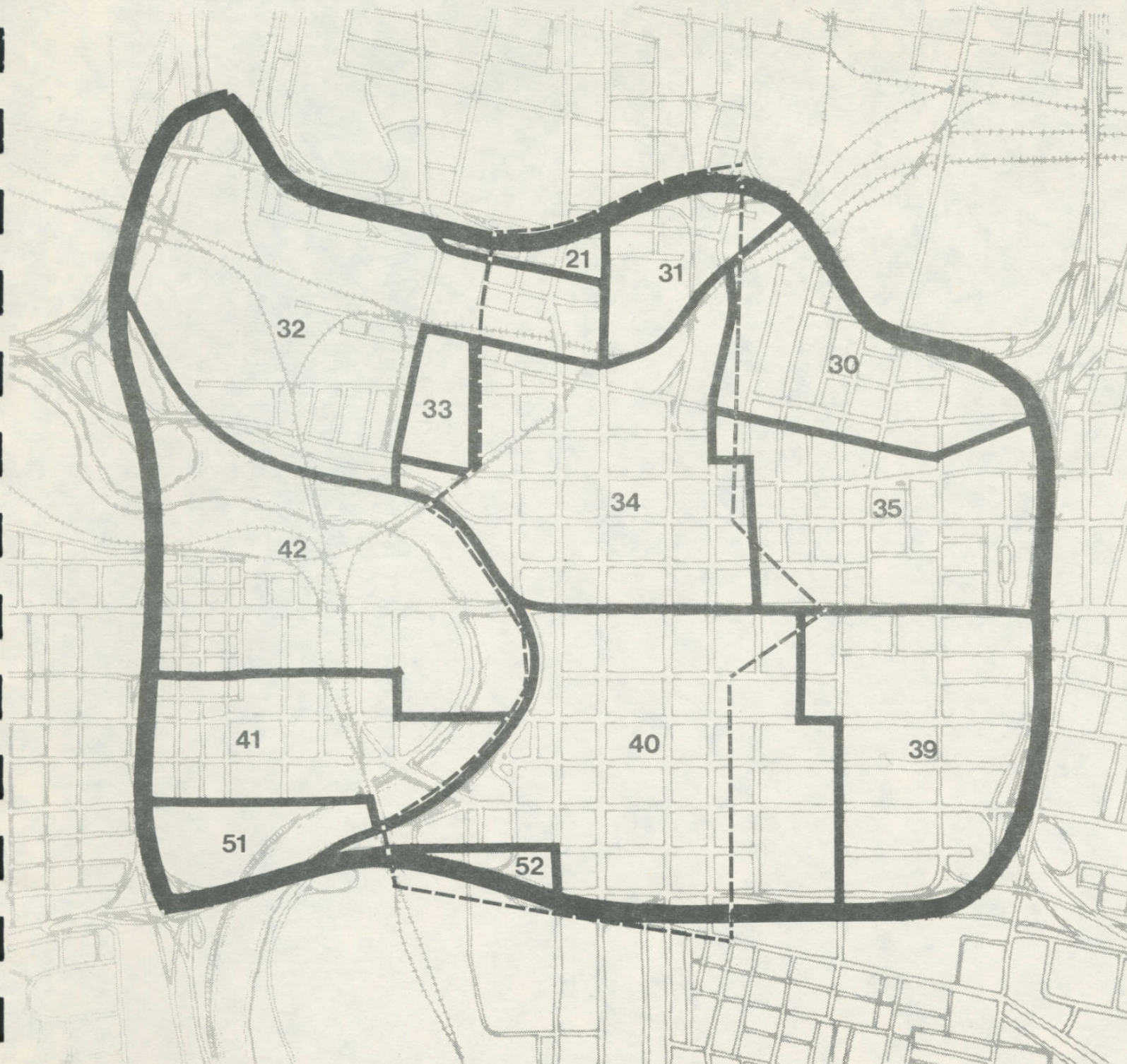
Area bounded by Spring Street and Gay Street on the north; by Main Street on the south; by the Scioto River on the west; and by Fourth Street and Grant Avenue on the east.

f. Action Triangle

Area delineated by Vincent Ponte in 1973 as an area of concentrated Downtown Activity. See Map 1.2.

3. Map 1.3

g. Downtown Census Tract Boundaries



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- Downtown Area (Regional Center)
- Census Tract Boundaries
- Downtown Redevelopment Area (Study Area)



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Map 1.3

Census Tract Boundaries

July 1976



DOWNTOWN COMPREHENSIVE PLANNING STUDY
Technical Report No. 5
ACTIVITIES SCHEDULE

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