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Area Plan 8

**SOUTHERN
TRIPLE R
AREA PLAN**

Columbus Plan: 1970-1990

The Area Plan Series Constitutes Part II

Section B Of The Columbus Plan Outlined

On The Green Page Inside.

SOUTHERN TRIPLE R AREA PLAN

The Columbus Plan: 1970-1990

Area Plan Number Eight

August, 1970

Prepared by the
Planning Division
Department of Development
City of Columbus

M. E. Sensenbrenner, Mayor
City of Columbus

G. Phillip Dolan, Director
Department of Development

The Area Plan series constitutes
Part II, Section B of the Columbus Plan
outlined on the following green page

Outline of the Columbus Plan

The Columbus Plan comprises three groups of reports identifying the requirements for giving order and purpose to the City's form and change. Ranging from broad values to specific programs, the reports are grouped according to three levels of consideration: objectives and policies, plans, and implementation methods.

Part I - Objectives and Policies

One report states the objectives and policies that will guide the growth and redevelopment of the City of Columbus. These objectives and policies provide the framework for preparing all other Columbus Plan reports. To keep pace with both physical changes and shifts in the community's consensus, this report will be updated every two or three years.

Part II - Plans

Part II comprises two types of plans: function plans and area plans.

Section A - Function Plans

Each report in this section provides a city-wide plan for one of these major urban functions: land use, community facilities, redevelopment, water-related facilities, highway transportation, nonhighway transportation, natural resources, and economic development.

Section B - Area Plans

In a series of brief reports intended for wide public distribution, the plans of this section discuss the full range of urban functions for each of about thirty areas of four to eight square miles. In all, the thirty areas cover the entire City and vicinities where the City may expand.

Part III - Implementation Studies

Three types of reports identify the methods for implementing the objectives and policies of Part I and the plans of Part II.

Section A - Human Resources

These propose specific alternatives for solving urban problems in housing, welfare, education, cultural development, pollution control, and other areas not necessarily or directly related to physical development.

Section B - Physical Resources

These propose alternatives in the three-dimensional organization of space, building materials and technology, and architectural image for specific projects.

Section C - Administrative Resources

These are detailed, highly technical studies of the budgeting, scheduling, organization of people, and revision or addition of ordinances necessary to carry out particular recommendations of the function or area plans.

Preface

Purpose Of The Reports. This report is the eighth of a series summarizing analysis and recommendations for zoning, land development, and transportation facilities for neighborhoods throughout the City of Columbus and nearby areas within which the City will grow in the next twenty years. The reports are not intended to be exact, definitive, or "final" predictions of what will happen; rather, they are intended to outline the municipal planning staff's thinking about what the future holds for these areas. The staff encourages the public's comments on these reports, furnished in writing or at public meetings. From these comments, local area plans can be revised, whenever feasible, to fit special needs and desires of the community. Other reports in this series include:

1. Josephinum College And
Spring Hollow Park Area Study
2. Clime-Demorest Area Study
3. Penn Central West Area Plan
4. Northern Triple R Area Plan
5. Bolton Field Area Plan
6. Clintonville Area Plan
7. North Mifflin Area Plan

Study Area Boundaries. The Southern Triple R study area is bounded by Main Street on the north; Brice Road, Interstate 70, and the Franklin-Fairfield county line on the east; Penn Central railroad on the south; and Big Walnut Creek on the west. The study area is irregularly shaped, ranging in width from 1.2 miles to 2.8 miles and in length from 1.5 miles to 2.4 miles. It encompasses an area of over 2,800 acres, or more than 4.3 square miles. Of this, about 1,985 acres is incorporated by the City of Columbus, about 105 acres by the City of Reynoldsburg, and about 10 acres by the Village of Brice. The remaining acreage is under the jurisdiction of Franklin County. Since the portion incorporated by Reynoldsburg and Brice represents only a small percentage of the total area and since a complete view of land use is desirable, the recommendations of this report cover the physical development of the entire area.

Acknowledgments. Some of the data for preparing this study was obtained from the Mid-Ohio Regional Planning Commission, as well as from the Department of Development's research files. The author, Mr. Thomas L. Kipp, gratefully acknowledges information and advice given by Mr. Charles Laird, Service Director for the City of Reynoldsburg, and various staff members of the Department of Development. The recommendations of this plan accord with related portions of the Comprehensive Regional Plan as prepared to date, and the most recent draft of the Objectives and Policies report of The Columbus Plan: 1970-1990.

SOUTHERN TRIPLE R AREA

Location Map

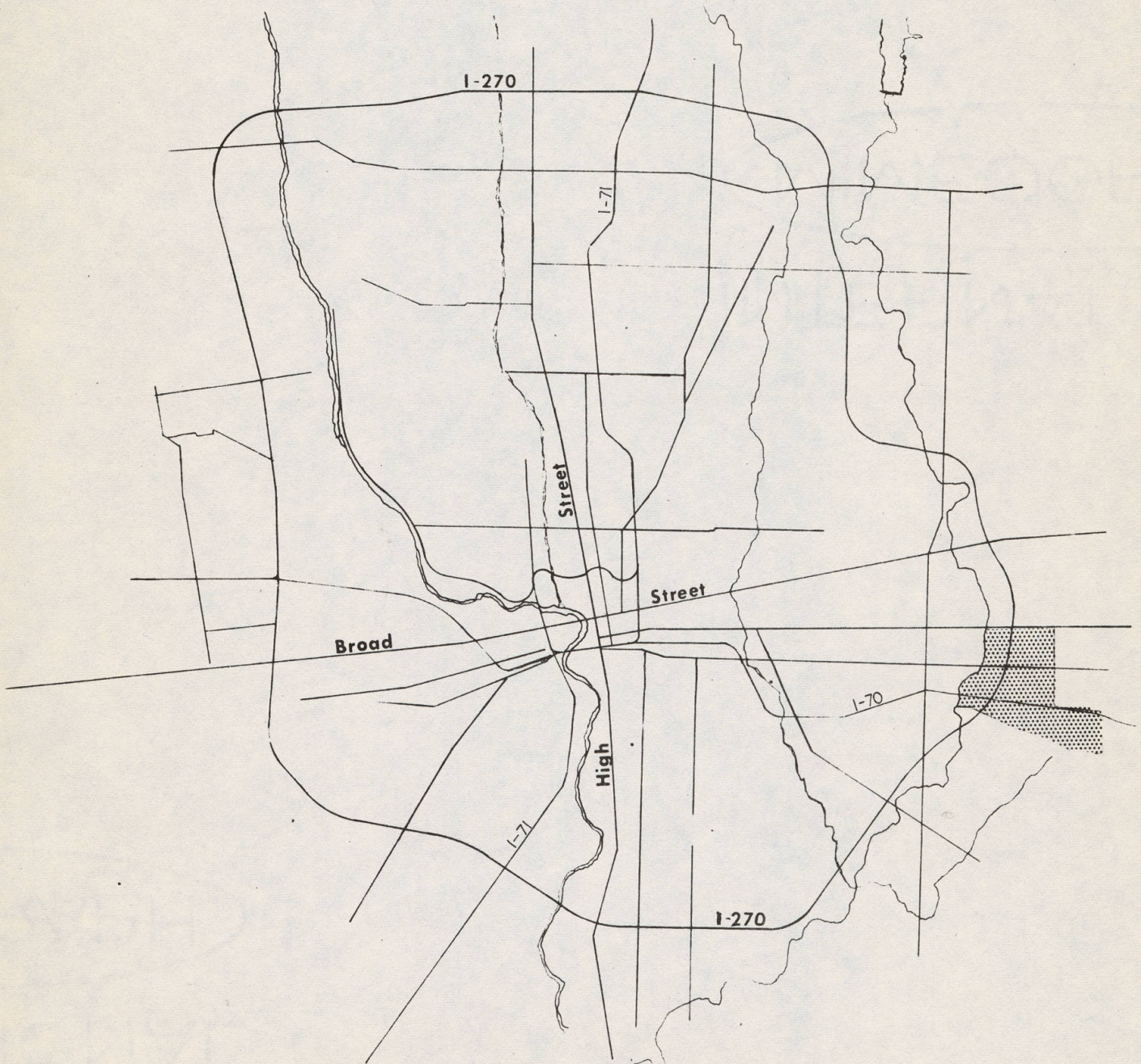


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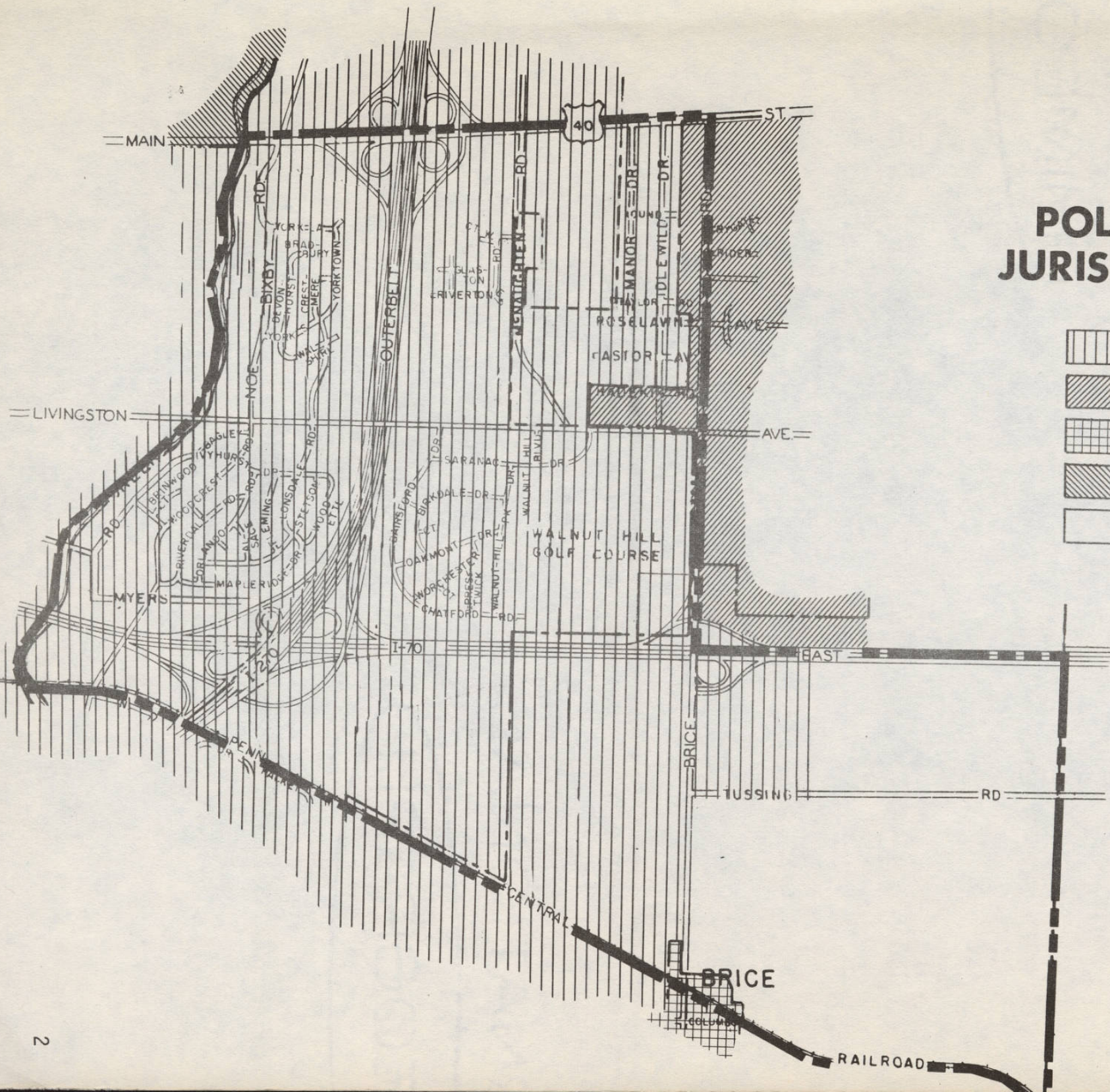
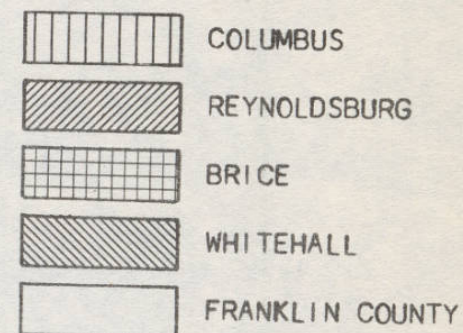
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Background

The Southern Triple R area is on the edge of metropolitan growth and can expect fairly rapid urban development over the next few years. The northern and western portions of the study area have developed or are presently developing to urban densities, while the eastern portion of the study area is yet rural. Nearly all of the Columbus portion of the study area north of Interstate 70 is already developed and definite plans exist for the development of most of the land incorporated by Columbus south of Interstate 70. In an area undergoing rapid transformation, the opportunities open to good planning are many. Likewise, failure to plan judiciously may be particularly detrimental to such an area.

In general, development in the area is diversified. In addition to the middle-income subdivisions and apartment developments which predominate, there is one small pocket of low-income homes. Nonresidential development consists of strip commercial establishments, a small shopping center, a private golf course, several churches, other institutions, and a few small industrial concerns.

POLITICAL JURISDICTION



SCALE 1"=2000'

AUGUST, 1970

LAND USE

Residential Uses Will Predominate

Existing Residential Development. The Southern Triple R area now contains five separate subdivisions and three distinct apartment complexes. Homes are valued from \$50,000 or more down to less than \$10,000 for older deteriorated structures. The apartment units rent from well over \$200 per month down to slightly over \$100 per month. There are also several farm dwellings in the rural portion of the study area.

The only critical problem presented by existing residential areas is the poor condition of the recently annexed neighborhood around Manor and Idlewild Drives. A significant number of structures in this area are rapidly deteriorating or are already beyond repair. This area qualifies for urban renewal clearance and should receive strong consideration in any long-range renewal plans.

Planned Residential Development. In addition to the existing residential development, there are construction plans for some of the less well developed portions of the study area. Apartments are planned for a 41.3-acre tract located on the north side of Livingston Avenue just west of McNaughten Road and south of the Yorkshire East subdivision. Additional apartments are planned for the area immediately north of Yorkshire East.

Plans have been made to turn the eastern half of the Walnut Hill golf course into a commercial-office-apartment complex. Some of the office and commercial structures are already under construction and it appears that work will soon begin on the remainder of this project.

A large triangular section of rural land, bounded by I-70, Brice Road, and the Penn Central railroad, is scheduled to be developed into a very large commercial and multifamily residential complex containing over 5,000 dwelling units. Proper zoning has been obtained for this development, although no definite construction date has yet been set. This development should be delayed until adequate sewerage is available, the necessary improvements to Brice Road and its interchange with I-70 have been provided, and proper internal circulation within the development has been assured.

Future Residential Development. Most of the remaining undeveloped land in the study area will soon feel the pressure of urban growth. Development will first occur in rural areas which can be served by the Big Walnut trunk sewer and, after the Blacklick trunk sewer has been constructed, will spread through the remainder of the study area.

Only one large parcel of land remains in the Big Walnut drainage basin for which no major development is proposed. Roughly, the land is bounded by McNaughten Road on the west, Main Street on the north, Manor Drive on the east, and Livingston Avenue on the south. The best development for this tract would be commercial frontage along Livingston and Main Street, medium density apartments behind the commercial establishments, and low density residential uses through the center of the tract. A small park could also be established on a portion of this tract. An existing gas pumping station and a proposed electric substation could cause some site design problems in this area.

A very large portion of the area drained by Blacklick Creek is undeveloped and unincorporated. In particular, there is a 700-acre tract extending over both sides of Tussing Road east of Brice Road. When and only when the Blacklick trunk sewer is completed and only if it is annexed to the City of Columbus, should this area be allowed to develop. When development is feasible, this tract will be ideal as a Planned Unit Development containing

commercial, multifamily, and single-family uses. Single-family uses should predominate, however, because the large number of apartment units proposed on the other side of Brice Road will seriously tax existing facilities, making single-family development of adjacent land necessary to balance the high-density apartments.

Study Area Residents Will Have Adequate Shopping Facilities

Existing Commercial Development. The study area presently contains and is adjacent to a wide range of commercial establishments. There are strip commercial developments along portions of both Main Street and Livingston Avenue. A small neighborhood shopping center is located north of Livingston Avenue and west of I-270. The area also contains several service stations at the Brice Road and I-270 interchange and a few scattered commercial establishments in Brice.

In addition to the commercial development within the study area, there is a considerable amount of commercial activity in nearby areas. The Eastland regional shopping center, at the corner of Refugee and Hamilton Roads, is within ten minutes' driving time of the study area; the Hamilton Road-Main Street commercial complex is quite close; and the Reynoldsburg shopping center is less than a mile from the northern portion of the study area.

Planned Commercial Development. Several plans for commercial development within the study area are now in existence. Some offices and commercial uses, including a motel, are planned along with the residential development on the east half of Walnut Hill golf course; a fairly large commercial development is included in the proposed development south of I-70 and west of Brice Road; and a tract of land just southeast of the interchange of Brice Road and I-70 is now zoned commercially.

Future Commercial Development. A large part of the commercial development on the south side of Main Street and on the north side of Livingston Avenue is older and beginning to deteriorate. Hopefully, this will be replaced with modern commercial structures. Commercial uses should however be restricted to the frontage on Main and Livingston and should not extend along connecting streets or to the interior of the blocks. As new commercial uses replace the old, they should provide controlled access to Main and Livingston.

As previously mentioned, no new development should take place east of Brice Road until the completion of the Blacklick trunk sewer. After that, residential development should be of a planned community type, with nearby commercial uses appropriately designed and located.

Several Portions Of The Study
Area Are Suitable For Industry

Existing Industrial Development. There are at present only three industrial uses in this study area. A very small machine shop is located on the west side of Brice Road, just south of Main Street; a grain elevator just north of the railroad in Brice; and a natural gas pumping station just east of McNaughten Road between Livingston and Main.

Planned Industrial Development. The Columbus and Southern Ohio Electric Company is considering the possibility of locating a substation near the western end of Astor Road within the next five years. If constructed, this facility would occupy approximately 160,000 square feet.

Future Industrial Development. With the Penn Central railroad line passing through the study area, the proximity of two interstate freeways, and the relatively favorable topography of the area, some portions of the study area may be well suited for industrial development. Most of the land along the

railroad line west of Brice is presently committed to residential uses and thus unsuitable for industry. However, land along the railroad east of Brice is not committed and could be developed for industrial purposes, provided that the Blacklick trunk sewer is completed and that no major residential developments occur in this area before industrial development.

Sites Should Be Reserved Now
For Future Institutional Uses

Although portions of the study area fall within the Reynoldsburg and Madison Local School Districts, the only schools located in the study area are operated by the Columbus School Board. The Columbus schools in this area are located on the northeast corner of Livingston and I-270, on the south side of Livingston Avenue between Woodcrest and Lonsdale Road, and just north of the intersection of Oakmont and Worchester Drives. There are also plans for an elementary school to be built between Yorkshire East and the proposed apartment complex at the corner of McNaughten Road and Livingston Avenue. In addition to schools, the study area contains a scattering of churches, a modern rest home located between Yorkshire East and I-270, and Nightingale Cottage located on the northwest corner of Brice Road and I-70.

As development spreads through the rural portions of the study area, additional schools, churches, and other institutional facilities will be needed to serve increasing numbers of residents. Provision should be made to insure that ample and well-situated locations are reserved for these uses in future development plans for the area.

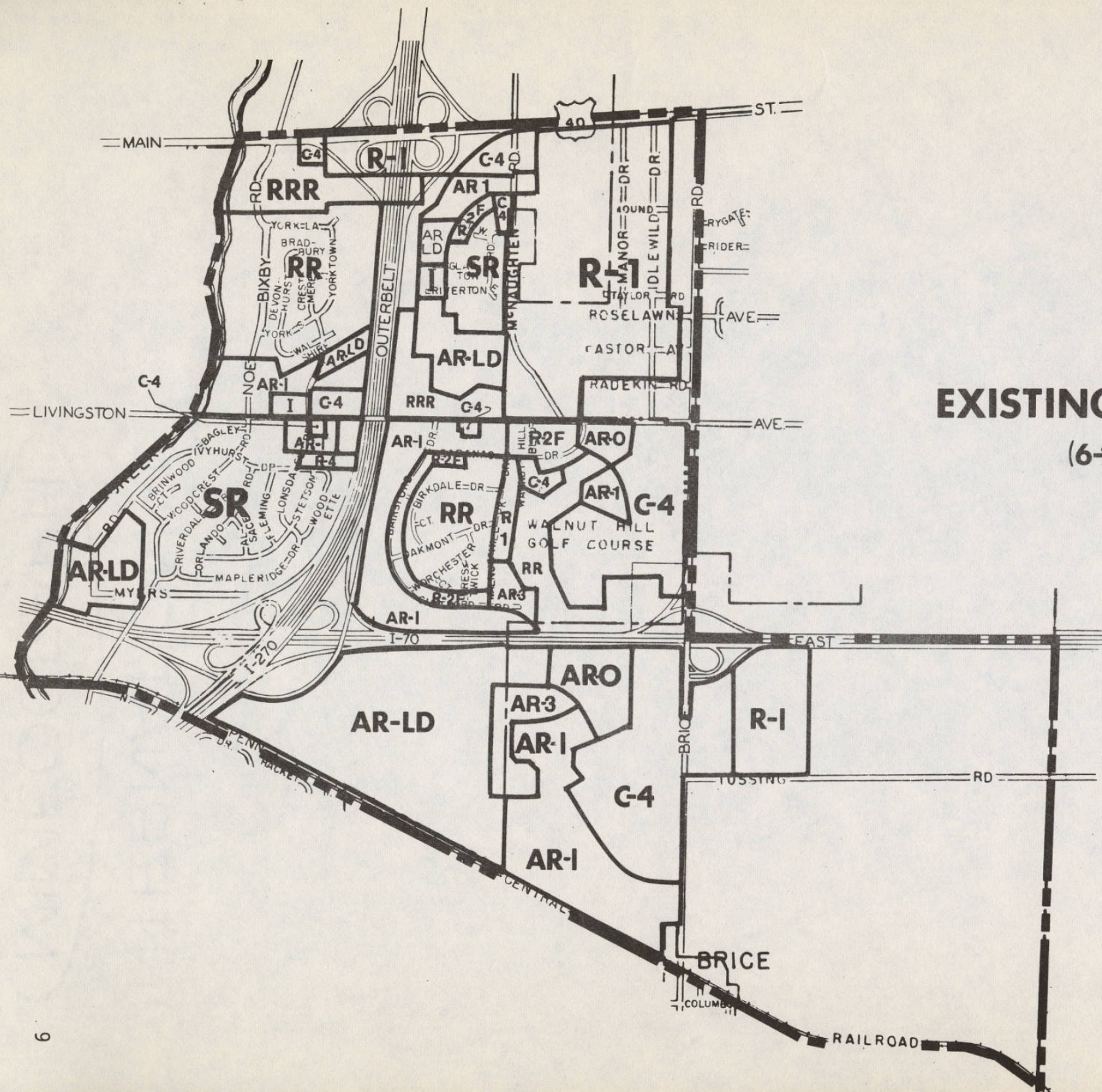
New Developments Should Reserve Space For Recreation
Since Recreational Facilities Are Few

With the exception of school playgrounds, a private golf course, and some private facilities in apartment complexes, there are no recreational

facilities in the study area. However, immediately adjacent to the study area is Columbus's Big Walnut Park. When complete, this park will provide excellent facilities for the western portion of the study area. In addition, the Blacklick Woods Metropolitan Park is very close to the area and is used by many of its residents.

All schools and apartment complexes should be developed with accompanying recreation facilities. As other types of residential areas develop, they too should set aside space for recreation. The plans for the development south of I-70 and west of Brice Road call for a small golf course for the use of the residents. In addition, a neighborhood park containing ball field and playground facilities for tots should be built in conjunction with the elementary school needed for this development.

To ensure that sufficient open space is retained in this rapidly growing study area, all of the land along Big Walnut Creek should be purchased or scenic easements should be obtained. It is particularly essential that the banks opposite the Big Walnut Park be thus safeguarded. All of the frontage along Big Walnut Creek should be preserved in its natural state.

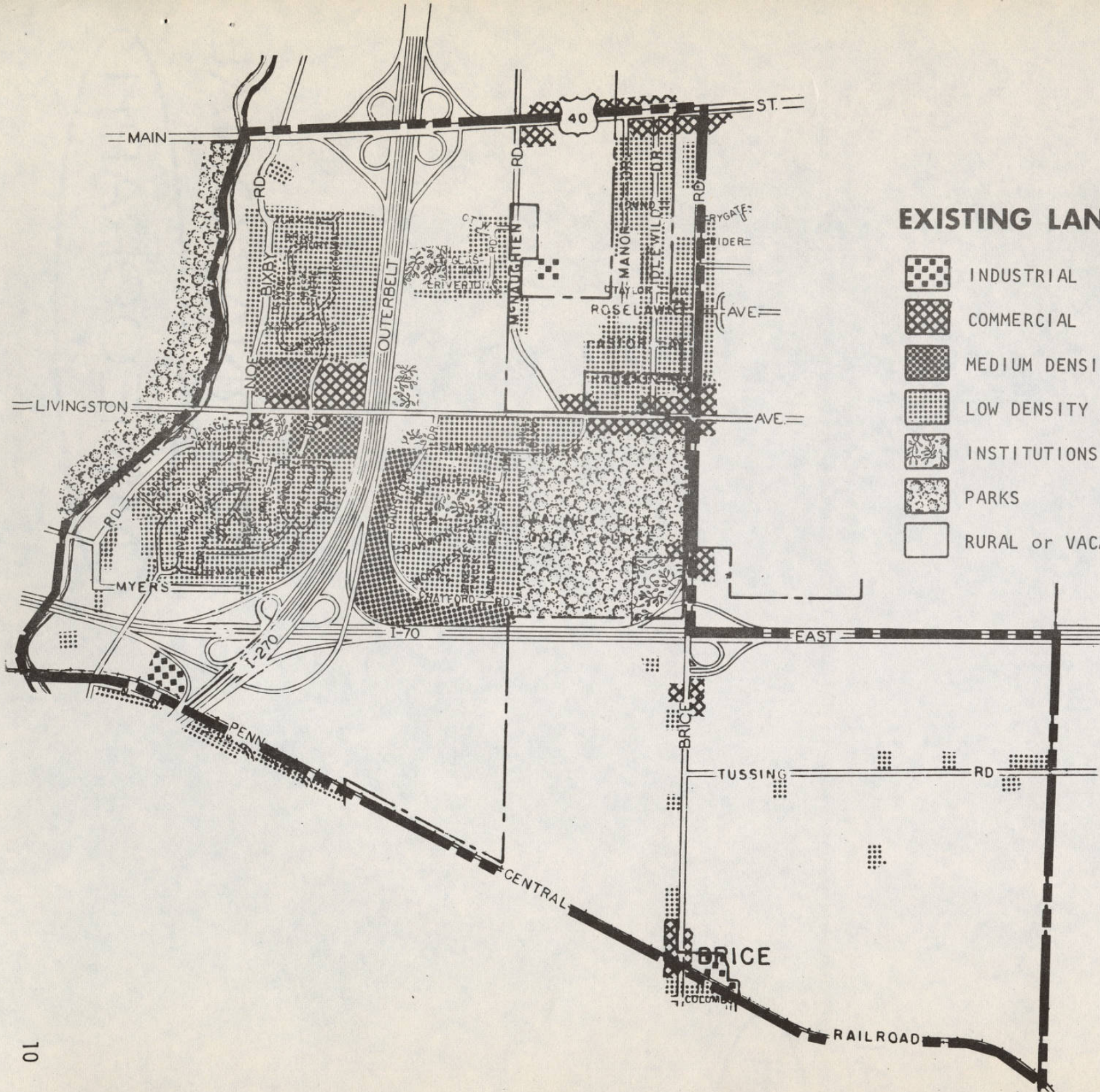


EXISTING ZONING








(6-22-70)

SCALE 1"=2000'

AUGUST, 1970



EXISTING LAND USE

-  INDUSTRIAL
-  COMMERCIAL
-  MEDIUM DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  INSTITUTIONS
-  PARKS
-  RURAL or VACANT

N
SCALE 1"=2000'

AUGUST, 1970

TRANSPORTATION

The Area Has Excellent Connections With Interstate Freeway System

The east freeway, Interstate 70, passes through the study area and provides the major mode of transportation to downtown Columbus. Within the study area, I-70 now has an interchange at Brice Road and is soon to have an interchange with the outerbelt, Interstate 270. Also being built in the area is an interchange between the outerbelt and Main Street. The outerbelt, already under construction and scheduled for completion by late 1971, will provide the study area with easy access to other outlying areas and with rapid movement around the City.

Except For Parts Of Brice Road, Arterials Need Only Slight Improvement

Brice Road extends north and south, forming part of the eastern boundary of the study area. It is presently a two-lane road lacking sidewalks, curbs, and storm drains. The Interim Thorofare Plan calls for all of this road to be widened and for the portion south of I-70 to be realigned. ^{OK} The improvement north of I-70 is needed immediately to help relieve the congestion occurring during rush hours and to serve the developing commercial area at the southwest corner of Brice Road and Livingston Avenue. After the realignment south of I-70, Brice Road will lie a half mile farther east and will bypass the Village of Brice. 1971-19
4 Lanes

The I-70 overpass at Brice Road was designed and constructed to accommodate the improvements planned for Brice Road. However, it may also be

necessary to add two more ramps¹ to that interchange as the traffic anticipated from new developments south of the expressway grows heavier.

NOT
SHOWS

Noe-Bixby Road extending north and south through the western portion of the study area. Although depicted as a major corridor on the Interim Thorofare Plan map, Noe-Bixby should not be widened for the following reasons:

MINOR
S.O.F. MAP

1. if McNaughten Road is improved to meet minor arterial standards, the close proximity of other north-south corridors including I-270 will make widening Noe-Bixby to four lanes unnecessary;
2. the bridge across I-70 is only two lanes wide and would be exorbitantly expensive to replace;
3. expenditures have recently been made to bring parts of the two-lane road up to urban standards and replacing them would be an unnecessary expense;
4. some parts of this road are the most scenic in Franklin County, and widening the road would ruin their scenic value.

Main Street extends east and west, forming the northern boundary of the study area. It is presently a four-lane arterial carrying U.S. Route 40. The major interchange with Interstate 270 now being built will require the reconstruction of all of Main Street between Noe-Bixby and McNaughten Roads. The remaining portions of Main Street within the study area need some minor improvements.

Livingston Avenue is an east-west arterial, carrying significant volumes of local traffic through the study area. Since the eastern portion has recently been widened to four lanes, and the western portion has been a four-lane road for several years, Livingston Avenue is in excellent condition needing no additional improvement in the near future.

McNaughten Road is presently a north-south collector street running from Broad to Livingston. Improving this street to meet minor arterial standards

NORTH RAIL
STUDY
AT VARIOUS

¹Division of Traffic Engineering and Parking, the City of Columbus, "Effects Upon Transportation Network of Proposed Land Development in Area of Brice Road and I-70," 1969.

and realigning its southern terminus at Livingston Avenue would increase its traffic-carrying capacity and help relieve congestion on Noe-Bixby Road.

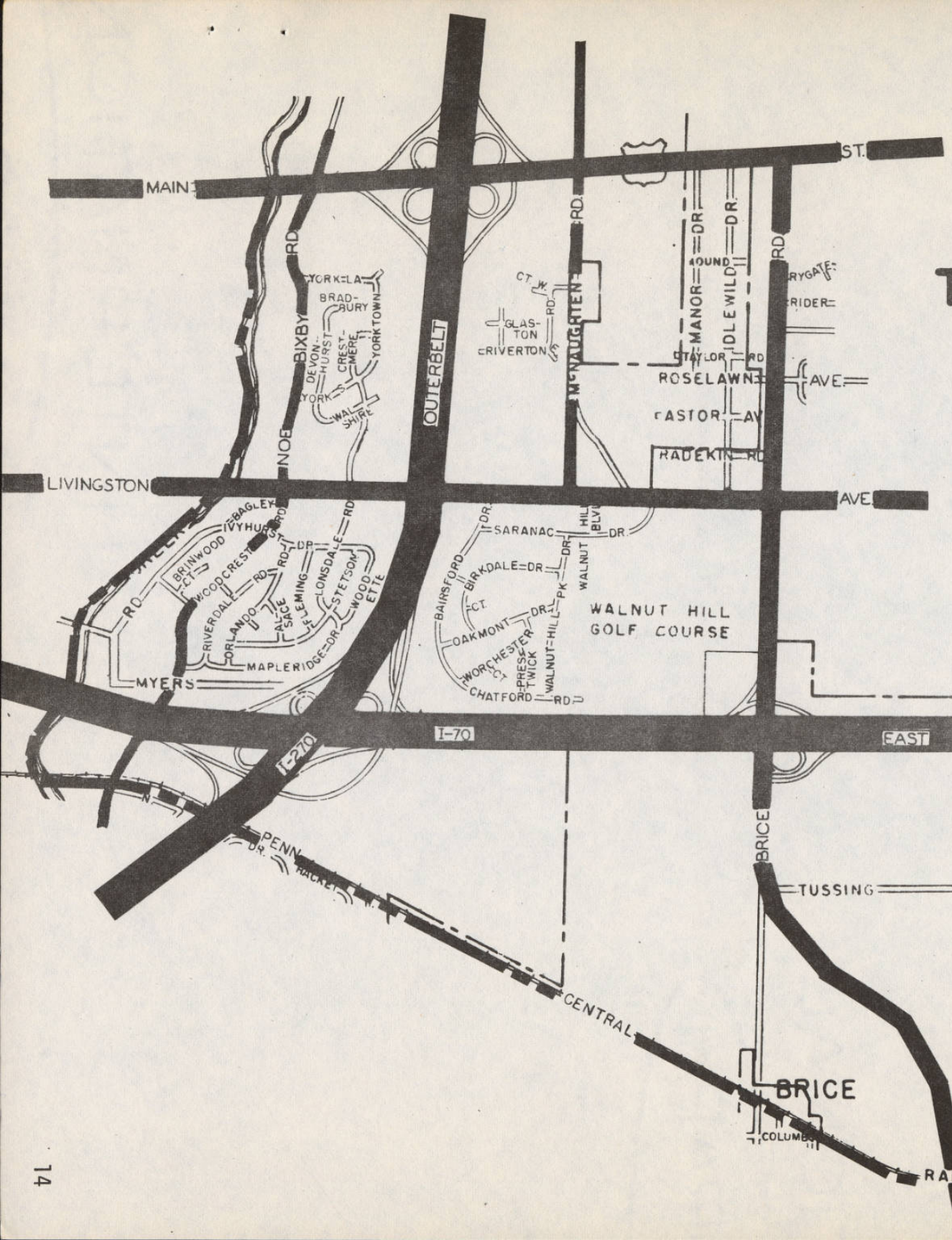
*Mention
REALIGNMENT
SHOWN ON MAP
NOT CIP*

Local and collector streets make up the remaining streets in the study area. Most of them are streets within urban subdivisions containing curbs, gutters, and, in many cases, sidewalks. The few streets that do not already meet urban standards should eventually be upgraded.

Non-highway Transportation May Be Possible

If Columbus develops a rapid transit system, service to this area could be easily provided. One recent "Blue Plan" transportation report¹ has indicated that the Penn Central railroad which passes along the lower edge of the study area could be used for rapid transit to downtown Columbus. However, such a system will probably not be feasible earlier than 1985.

¹The Mid-Ohio Regional Planning Commission, "A Long Range Plan For Transit," 1970, Figure V-3, between pages 38 and 39.



Transportation Plan

INTERSTATE

MAJOR ARTERIAL

120ft R-O-W; 4 or more
Lanes of moving traffic
with median

MINOR ARTERIAL

80ft R-O-W, not more than
4 lanes of moving traffic



SCALE 1"=2000'

AUGUST, 1970

UTILITIES

Water And Sewage Facilities Are Inadequate In Some Places

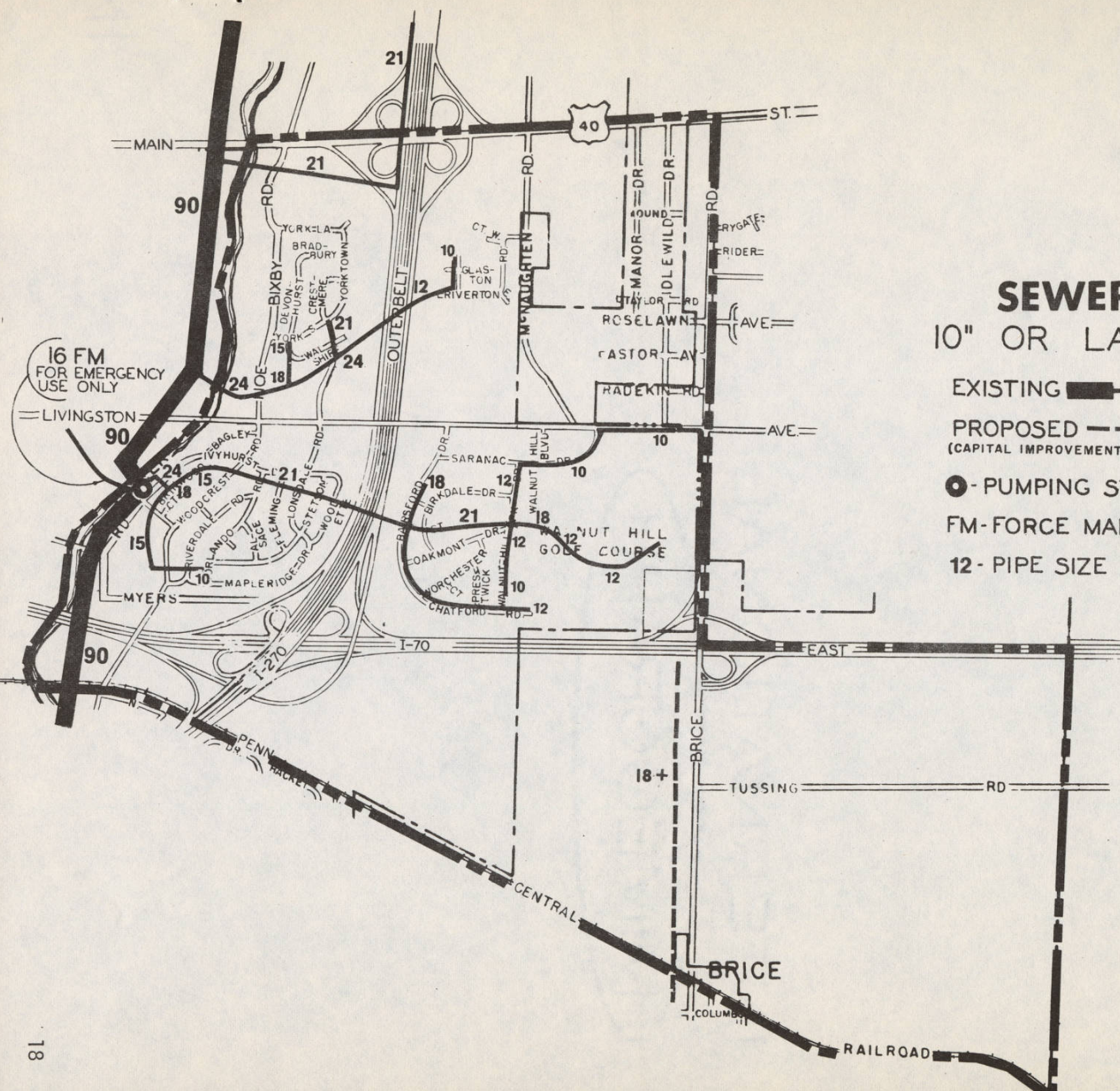
Water is supplied to different portions of the study area by the City of Columbus, the City of Reynoldsburg, and by individual wells and cisterns. Columbus provides water service to most of the developed portion of the area within its corporation limits and is prepared to provide service for the undeveloped portion as the need arises. The City of Reynoldsburg provides water service to most of the development within its corporate limits and to a small portion of land just recently annexed to the City of Columbus. Reynoldsburg water is drawn from a well field which is adequate for the existing development within its City limits, but which could not serve an area much larger than the one it now serves. The remainder of the study area depends upon wells or cisterns for its water. Such means are adequate for farm houses in the rural portions of the study area, but highly undesirable in more densely developed areas.

Sewage disposal is provided only by the City of Columbus. Although Columbus services most of the area within its corporation limits, the remainder of the study area relies on septic systems, cess pools, or other means. Most of the area west of Brice Road could be served by the existing Big Walnut trunk sewer. Developed areas which are not now serviced would be assessed for the installation of proper sewerage, while in undeveloped areas it will be the responsibility of the developer to provide connecting sewer facilities. Drainage of land east of Brice Road in the study area is toward Blacklick Creek and should be allowed to flow to the Blacklick trunk sewer

which is expected to be completed in 1973. This sewer should be designed to accommodate the proposed residential development of 5,000 units in that area, as well as moderate development throughout the remainder of the basin. This and all other development in the Blacklick drainage basin should be delayed until the trunk sewer is completed and then should be carefully controlled so that sewers and other public utilities are not overloaded.

Flood Plain Regulations
Should Be Observed


Storm drainage in the study area is handled by Big Walnut and Blacklick Creeks, both of which are subject to flooding during periods of heavy rainfall. However, flooding is not a problem within the study area itself since all of the creek frontage is on the high bank of Big Walnut Creek. Nevertheless, to prevent future problems and to maintain the natural flow of storm drainage, development should comply with all City and County regulations governing the use of flood plains.




SEWERS

10" OR LARGER


EXISTING 

PROPOSED 
(CAPITAL IMPROVEMENT PROGRAM 1970=1975)

 - PUMPING STATION

FM-FORCE MAIN

12- PIPE SIZE


SCALE 1"=2000'
AUGUST, 1970

Summary Of Recommendations

1. The undeveloped portion of the study area should be developed as residential and related uses, with the exception of some land along the railroad east of Brice which may be developed industrially.
2. All development in the Blacklick drainage basin should wait until the Blacklick trunk sewer is installed, and that area should be developed as a planned community with carefully related single-family, multifamily, and commercial uses.
3. All future development, as it occurs, should be annexed to the City of Columbus so that necessary urban facilities can be provided.
4. Park and scenic easements should be obtained along Big Walnut Creek.
5. Existing rural roads should be upgraded to urban standards as the need arises.
6. Brice Road should be immediately widened to four lanes north of I-70.
7. McNaughten Road should be improved to meet minor arterial standards.
8. Noe-Bixby should remain a two-lane road, and an attempt should be made to preserve its scenic value.

