

# 2010 DOWNTOWN COLUMBUS STRATEGIC PLAN

## 12 IDEAS

*Through the comprehensive public involvement process, 12 Ideas were developed to help take Downtown Columbus to the next level. These 12 Ideas are intended to inspire Columbus to think big and to bring people together around common goals and projects. This section outlines all 12 Ideas and identifies the needed next steps to put these ideas into action.*



# 12 IDEAS

## INTRODUCTION

One of the primary goals of the 2010 Downtown Columbus Strategic Plan is to identify the innovative, energizing projects that will set Downtown Columbus apart from the competition. Building off the successful implementation of the 2002 Downtown Business Plan and armed with creative input from the public, the planning team drafted the following **12 Ideas** for Downtown Columbus.

From transit and mobility improvements, to sustainability, to creating new downtown neighborhoods these **12 Ideas**:

- Build on current momentum;
- Harness the synergies between existing uses, institutions and planned projects;
- Identify catalytic projects that will take Downtown Columbus to the next level.

For the purposes of organizing these **12 Ideas**, Downtown Columbus has been divided into three planning areas (see diagram at right). These planning areas are described by the overarching influences that have shaped their image and milieu.

### Discovery District

This area of downtown east of Fourth Street is dominated by education, arts, and medical and office uses. These uses include: Columbus State Community College, Columbus College of Art and Design, Franklin University, Grant Hospital, the Columbus Museum of Art, and the Main Branch of the Columbus Metropolitan Library. Collectively, this portion of downtown has been referred to as the “Discovery District.”



### High Street Core

High Street is the central spine of Columbus, connecting downtown with the rest of the City. It is the organizing force downtown that ties the Central Business District together to the Arena District and Convention Center to the north, and the Franklin County Government Complex to the south. It is the center of commerce, government and transportation within downtown and the City of Columbus, yet fails to feel consistently vibrant along its length.



### Riverfront

The Scioto River is the dominant influence in this portion of downtown. The eastern side of the Scioto is lined with government buildings and civic open space. The western side of the Scioto has often been referred to as the “Cultural Peninsula.” This area is home to the Center of Science and Industry (COSI), Veterans Memorial Hall and acres of vacant land.





THESE IDEAS ARE DESIGNED TO CHALLENGE CONVENTION IN ORDER TO GENERATE NEW SOLUTIONS AND ENCOURAGE INNOVATION

Turning Ideas Into Action

These 12 Ideas are just that—ideas. These ideas are designed to challenge convention in order to generate new solutions and encourage innovation. At this stage of the process, these ideas are a work in progress. All of the details have not been sorted out, they will require further study. It will take hard work and community support to turn these ideas into plans with budgets, schedules and funding sources. But that is not the point of this planning process. These 12 Ideas are intended to inspire Columbus to think big and to bring people together around common goals and projects. And that is exactly what they have done. With more than 1,000 public comments gathered across the past few months, the community has rallied around these 12 Ideas and has embraced them as part of a common vision for the future of Downtown Columbus.

This section examines each planning area, from the present opportunities and constraints to the ideas that have been developed as part of the public process. Following each idea, specific next steps are recommended. In the implementation section at the end of this report, all of these next steps will be assigned to potential leaders who will be responsible for making each idea a reality.

12 IDEAS

DISCOVERY DISTRICT

- 1. Southeast Downtown Gateway Opportunity
- 2. Infill Housing around Topiary Park
- 3. The Creative Campus

HIGH STREET CORE

- 4. Redefine Broad Street as the civic spine of the City
- 5. Restore High Street as downtown’s commercial corridor
- 6. Develop a Downtown Transit Center to replace the High Street Transit Mall
- 7. 3-C Multi-Modal Station
- 8. Develop a Downtown Bike Station
- 9. Develop a Downtown Field House

RIVERFRONT

- 10. Pedestrian Bridge connecting Arena District to Scioto Peninsula
- 11. Continue the Development of the Scioto Peninsula
- 12. Scioto-Olentangy Greenway Corridor



Figure 13 - Downtown Planning Areas - 1"=1200'



# 12 IDEAS

## DISCOVERY DISTRICT

### Introduction

Located east of Fourth Street, the Discovery District is dominated by education and arts and cultural institutions. These uses include: Columbus State Community College, Columbus College of Art and Design, Franklin University, the Columbus Museum of Art, the Main Branch of the Columbus Metropolitan Library, and Topiary Park. In addition to these education and arts and cultural institutions, there are also major office and medical employers in this portion of downtown, including State Auto, Motorists Insurance and Grant Hospital. East of Fourth Street, downtown transitions into more of a neighborhood character. This part of downtown is home to several unique neighborhoods including, the Warehouse District, Jefferson Center, Town-Franklin, Market Exchange and the Red Brick District.

Despite the Discovery District moniker and the seemingly compatible uses, this area of downtown has not yet fully taken advantage of the synergies that exist. This is due, in part, to the automobile-oriented nature of this part of downtown. The District is flanked by I-70/I-71 on the south and east, I-670 on the north and the wide Fourth Street arterial on the west. Hemmed in by major automobile traffic on the edges, the Discovery District is also bisected by Long and Spring, and Rich and Main streets, which are major east-west one-way pairs connecting to I-71. Broad Street also runs across the district, connecting to I-71 and the major neighborhoods to the east. In addition to these major thoroughfares, the institutional and office uses in the Discovery District create a massive demand for parking. As a result, there is an over-abundance of surface parking lots in this portion of downtown. Combined with an overall lack of green space and dispersed residential density, this district is characterized by large areas of harsh, desolate urban spaces.

### Embracing the Urban Fabric

Over the past several years, however, the Discovery District has begun to change as major institutions have expanded and begun to embrace the urban fabric that surrounds them. CCAD turned a parking lot into a new quad, built a new dormitory at Gay Street and Cleveland Avenue, opened the Crane Center for Design, and created new design studios on Broad Street at the old Byers building. Columbus State Community College built new buildings along Cleveland Avenue, including a new bookstore and workforce development center. The Columbus Museum of Art is also undergoing expansion and State Auto has added jobs to its downtown headquarters. Grant Hospital completed a major expansion and Franklin University bought and renovated the old MORPC building on Main Street. New housing was added throughout the district including the Commons on Grant, Rich Street Walk and the renovated Seneca Hotel. More residential is planned as Neighborhood Launch continues to expand along Gay Street and as Daimler plans new residential at Grant and Gay streets.

There are also numerous changes planned for the Discovery District over the next several years. The I-70/I-71 improvements will create new urban avenues on the edges of the district and consolidate the entrance and exit ramps that exist today. Primary access points will be at the north and south ends of I-71, eliminating ramps and Spring, Long, Broad, Main and Rich. This will significantly calm traffic, alleviate the auto-oriented feel of the streets within the district and create new downtown and neighborhood gateway opportunities. Along with this work on urban avenues, all of the bridge crossings will be rebuilt creating new opportunities to reconnect the surrounding urban neighborhoods with the Discovery District.

The three ideas for the Discovery District seek to build upon these recent and planned improvements to better integrate this portion of downtown into the surrounding urban fabric.

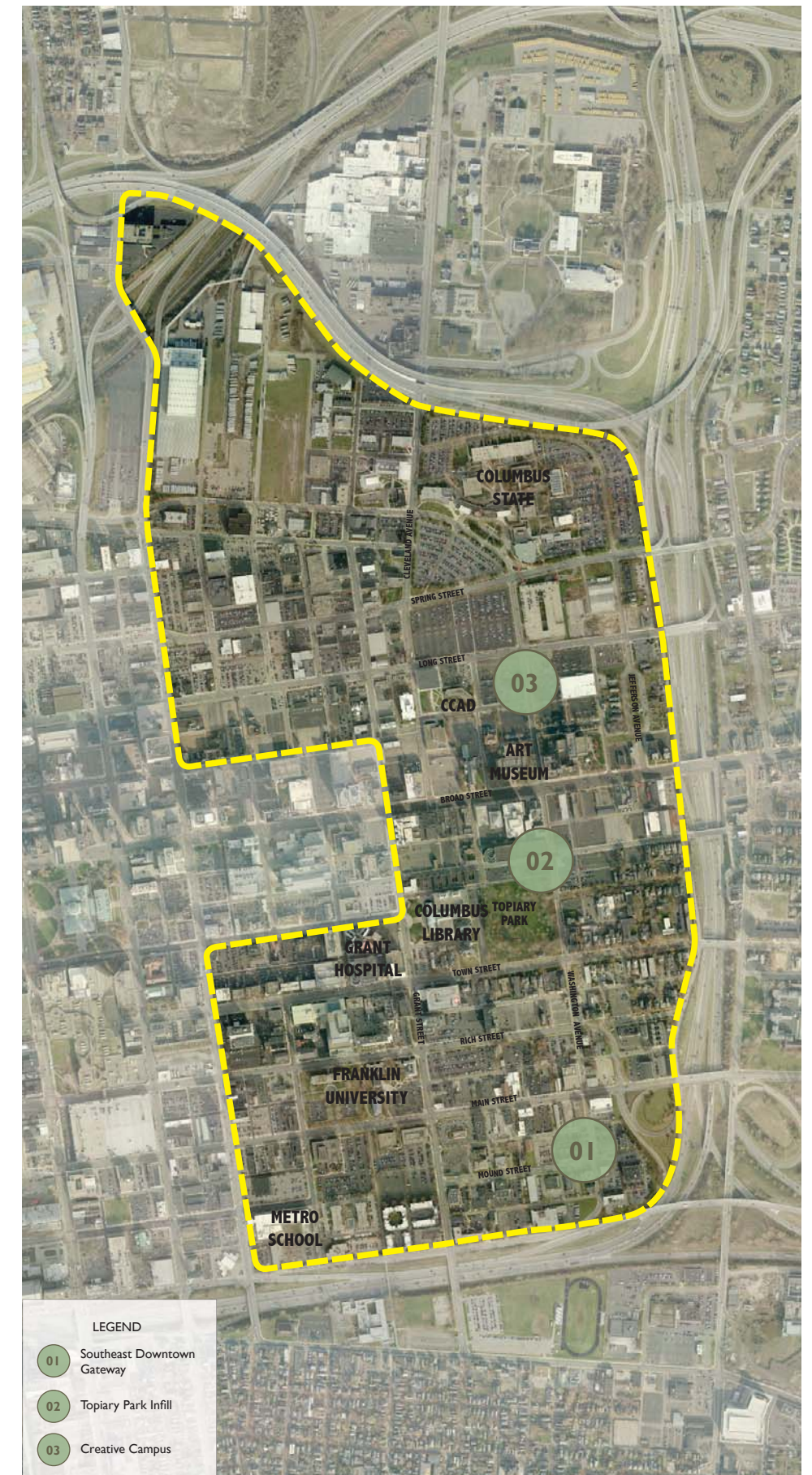


Figure 14 - Discovery District Planning Area



THERE ARE **NUMEROUS CHANGES PLANNED** FOR THE DISCOVERY DISTRICT OVER THE NEXT SEVERAL YEARS

CURRENT CHALLENGES



From the north end to the south end of the Discovery District there is ample vacant and underutilized land.



CURRENT ASSETS



The new CCAD dorm on and the Topiary Park represent the diversity of the assets in the Discovery District



The Discovery District is dominated by surface parking lots.

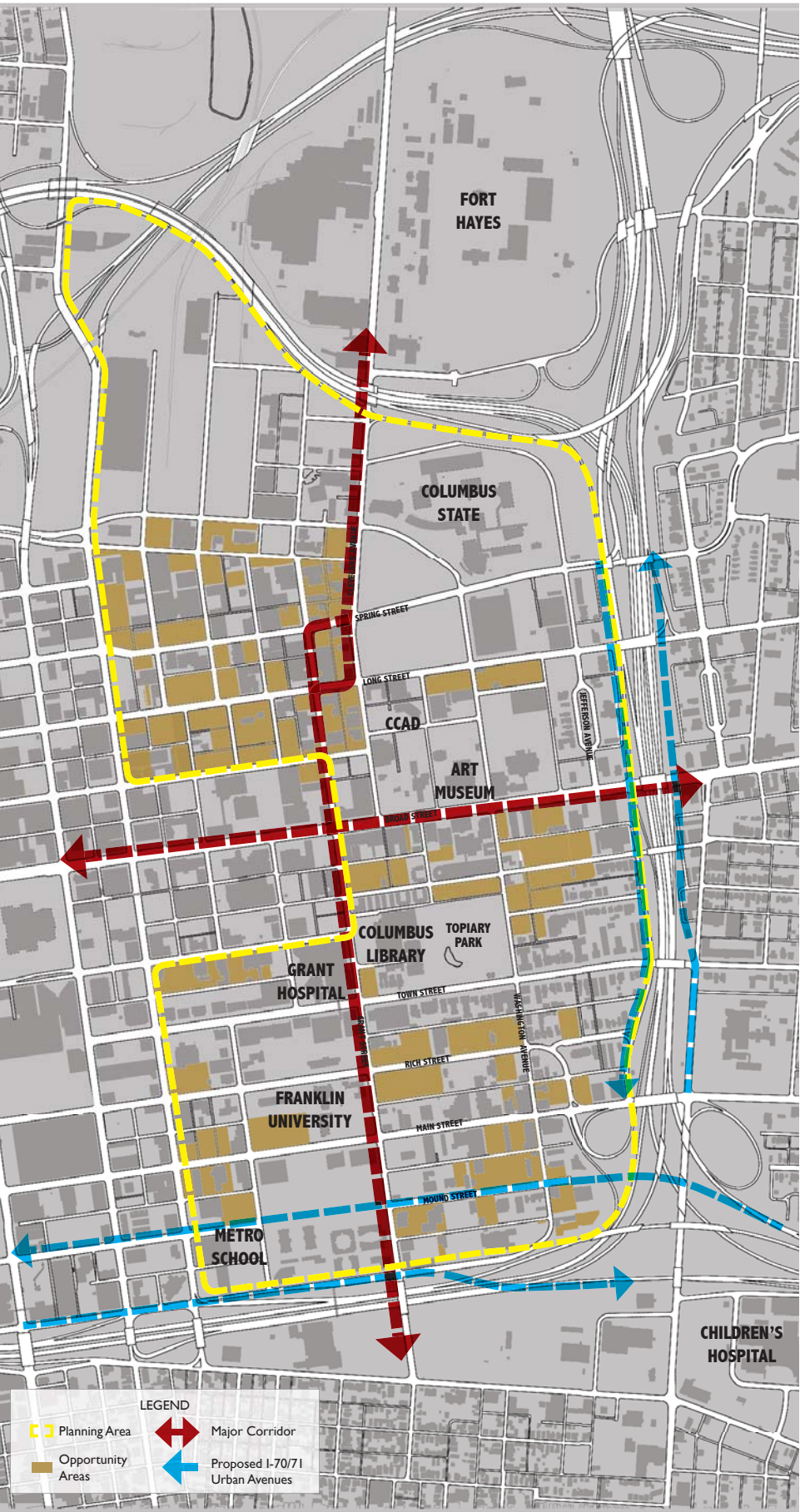


Figure 15 - Discovery District Opportunity Areas



# 12 IDEAS

## 01. SOUTHEAST DOWNTOWN GATEWAY OPPORTUNITY

This largely under-utilized area of Downtown Columbus south of Main Street between Fourth Street and I-71 will see significant change as a result of the improvements to I-70/I-71. Mound and Fulton streets will be rebuilt as urban avenues connecting the east side of Downtown Columbus to I-70/I-71. Additionally, the Grant Avenue bridge will be rebuilt as part of the I-70/I-71 project. This will create an opportunity for a new downtown gateway on Mound Street and a new neighborhood gateway on Grant Avenue. As a result, this area will become more accessible, visible and attractive for mixed-use redevelopment.

Given the proximity to Children’s Hospital, which is in the midst of a \$1 billion campus expansion, Grant Hospital’s recent expansion, and Franklin University’s bustling campus, there are strong existing synergies in this area of Downtown Columbus. In addition to these influential institutions, the Southeast Area is also close to the Parsons’ Avenue Business District and German Village. Taken together with the improvements planned for the Mound, Fulton and Grant corridors, this area represents a significant economic development opportunity for office and residential infill. A 2006 study by Bay Area Economics estimated that the office redevelopment potential of ground adjacent to these corridors could result in significant new office and residential development that could generate an additional \$9 million of annual tax revenues to the City of Columbus.

The design of the downtown and neighborhood gateways and the new urban avenues will be critical to the success of the redevelopment potential of the Southeast Downtown Gateway. While Mound and Fulton will be designed as one-way streets, these three-lane urban avenues are planned to have bump outs, on-street parking and a high quality streetscape. It is essential that these streets are designed as “Complete Streets” and function on a more neighborhood scale and not as high speed arterials that characterize the streets that currently connect downtown to I-70/I-71.

The gateways are also important. Mound Street will be the major gateway into Downtown Columbus from the east, and as such there is an opportunity to use green space, public art and other innovative architectural features to announce the entry into downtown. There is also an opportunity to create a new neighborhood gateway at Grant Avenue. This bridge crossing should be rebuilt to enhance the pedestrian and visual connection between downtown and German Village.

### GATEWAY EXAMPLES



### OFFICE/RESIDENTIAL MIXED-USE



### NEXT STEPS

- CDDC and the City should work with major property owners and other investors to explore development possibilities within this new growth area for downtown.
- The City should continue to work with ODOT to ensure the new urban avenues that are part of the I-70/I-71 project meet its “Complete Streets” standards and provide a suitable context to attract new private investment.





THERE IS AN OPPORTUNITY FOR A NEW DOWNTOWN GATEWAY ON MOUND STREET AND A NEW NEIGHBORHOOD GATEWAY ON GRANT AVENUE

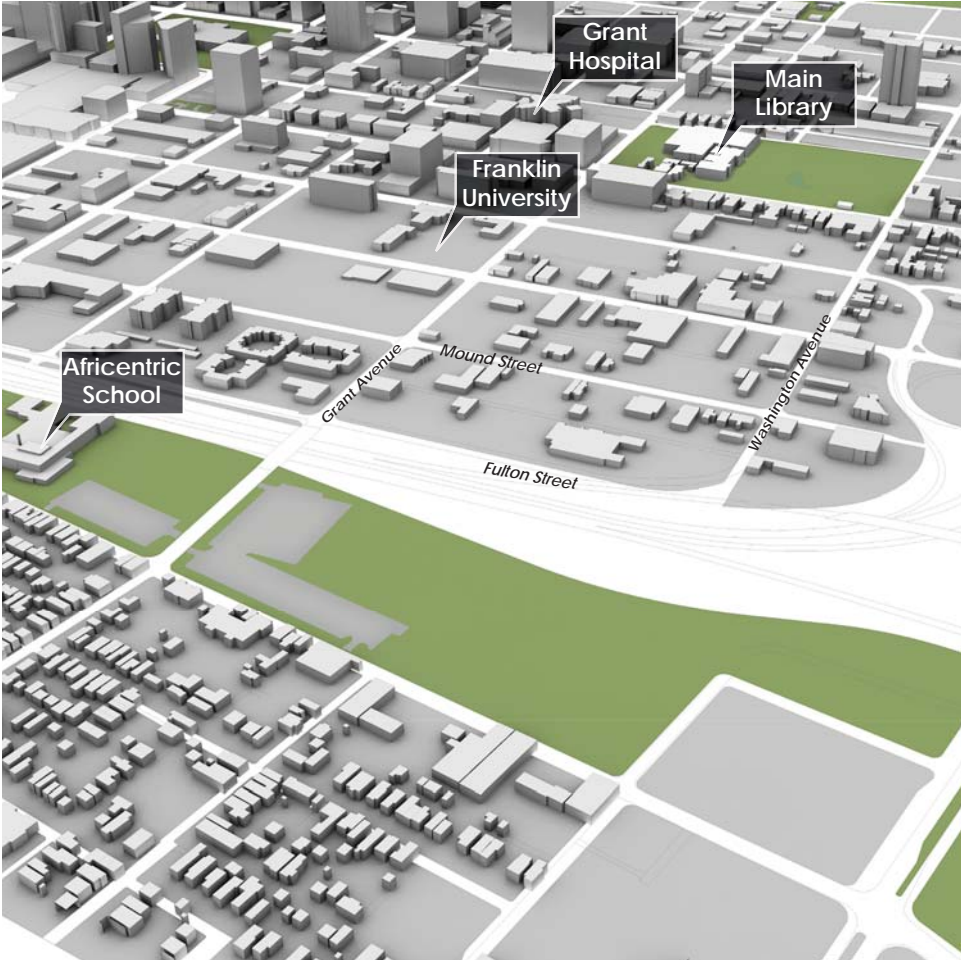


Figure 16 - Existing Southeast Downtown Area



Figure 17 - Proposed Southeast Downtown Gateway



# 12 IDEAS

## 02. INFILL HOUSING AROUND TOPIARY PARK

Topiary Park has the potential to be a catalyst for residential infill. While the surrounding neighborhood has several excellent residential streets, the northern and eastern edges of the park are underdeveloped and occupied by surface parking lots. To create a true neighborhood around this unique green asset, resident development should be encouraged through existing city incentive programs and the City working with major property owners should provide a parking solution. This will require a new parking structure as part of the new development or on another nearby site. An influx of residents would help to enliven the existing neighborhood and strengthen the market for retail uses and other amenities that are currently lacking.

### INFILL RESIDENTIAL & ACTIVATION OF FIRST FLOOR USES



**NEXT STEPS**

- CDDC and stakeholders should work with key property owners to develop the identified multi-story residential development.
- The City should continue to maintain and enhance this unique and outstanding public park as the anchor for continued residential investment, while also working to solve parking needs within this key neighborhood.
- The City should continue to work with property owners in the adjacent neighborhoods, including the East Town Street Historic District to facilitate appropriate reinvestment.





TOPIARY PARK HAS THE POTENTIAL TO BE A CATALYST FOR RESIDENTIAL INFILL



Figure 18 - Existing Topiary Park Area

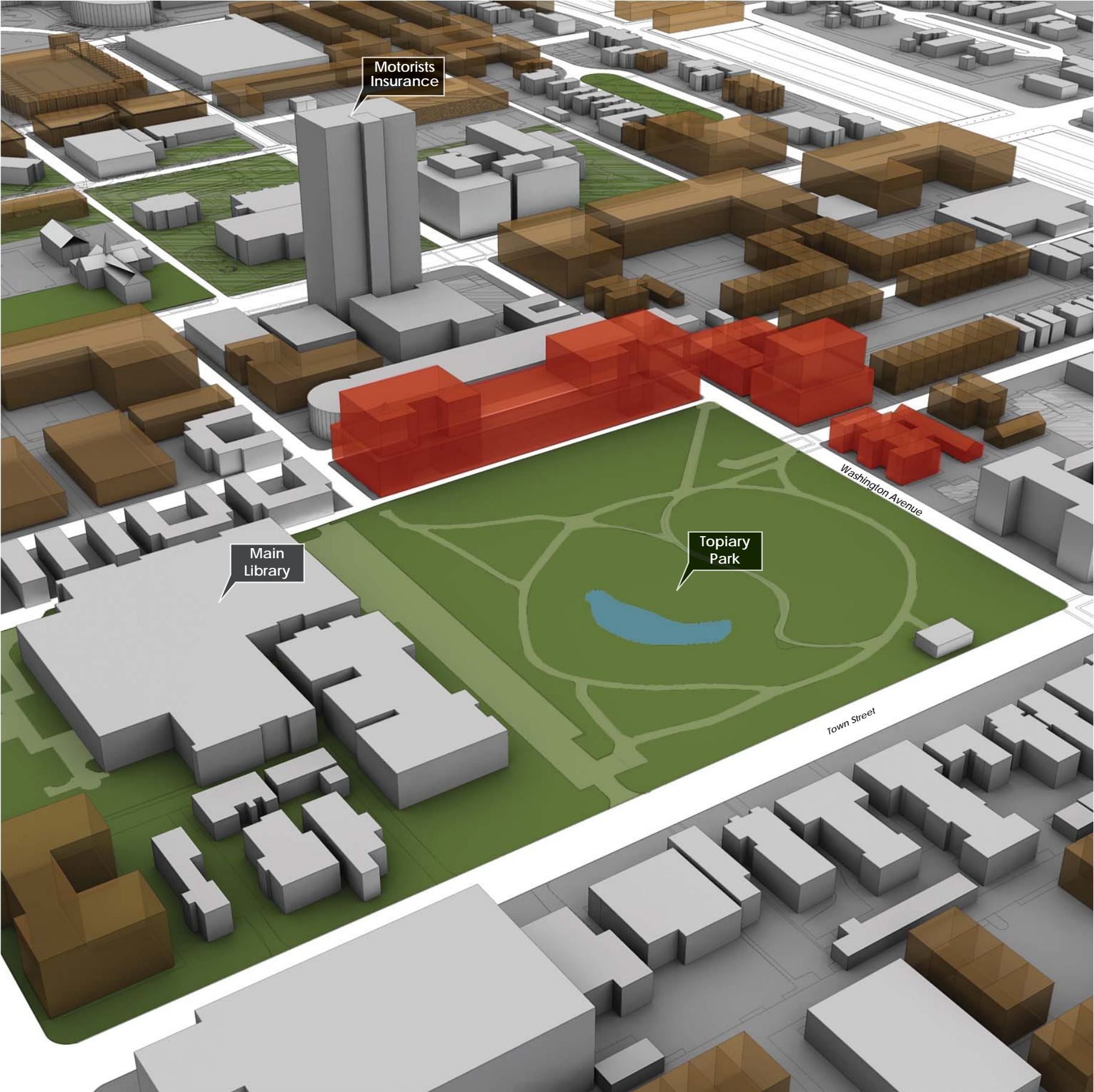


Figure 19 - Proposed Topiary Park Infill



# 12 IDEAS

## 03. THE CREATIVE CAMPUS

The expansion of the Columbus Museum of Art and recent additions to the CCAD campus has sparked renewed discussion about the creation of a Creative Campus. Building on recent projects by CCAD and Columbus State and planned expansion by the Columbus Museum of Art, this concept proposes open space, new streetscapes, mixed-use infill and a parking garage to create an interconnected and active Creative Campus.

While this concept has many components, one of the first is the construction of a shared parking garage that would help to eliminate surface parking lots and allow for redevelopment. Gay Street is reimagined as a shared use street that calms traffic and welcomes pedestrian activity. This spine is the heart of the Creative Campus, pulling the energy of Gay Street east through CCAD's campus, the Museum of Art and connecting to Jefferson Center across the State Auto campus.

New green space is also central to the creation of the Creative Campus. Working together with the First Congregational Church, it may be possible to extend the Columbus Museum's green to the west, replacing surface parking with high quality park space. There is also a new green space proposed for the block between Cleveland and Grant avenues and Long and Spring streets. Identified in the 2002 North Discovery District Plan, this needed green space joins the campus edges of Columbus State and CCAD and connects to the new residential proposed for Gay Street. Adding this green space provides a framework for the redevelopment of the adjoining properties and creates a key neighborhood amenity for future residents and workers. It also better defines the connection between Grant Avenue and Cleveland Avenue by formalizing this north-south connection.

### OPEN SPACE + PUBLIC ART

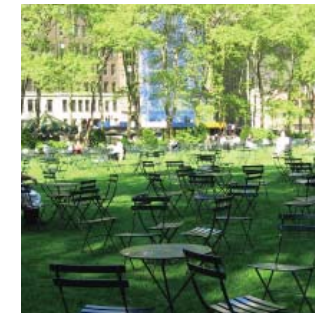
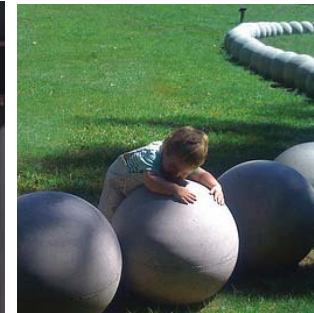
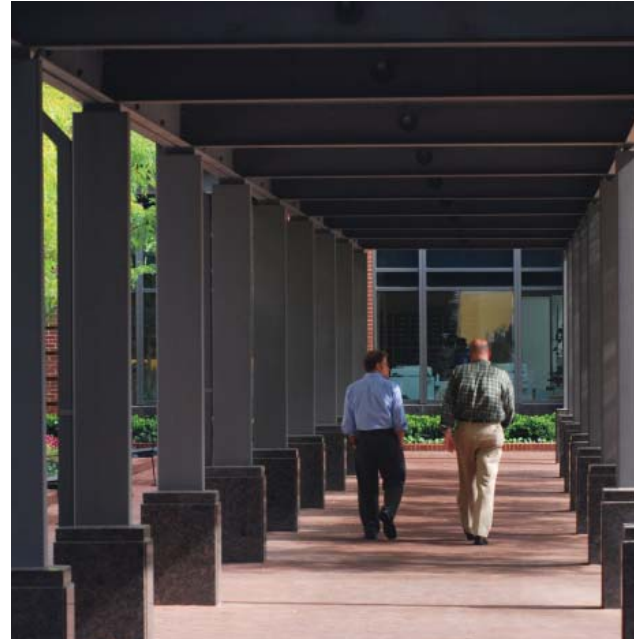






Figure 20 - Existing Museum Area

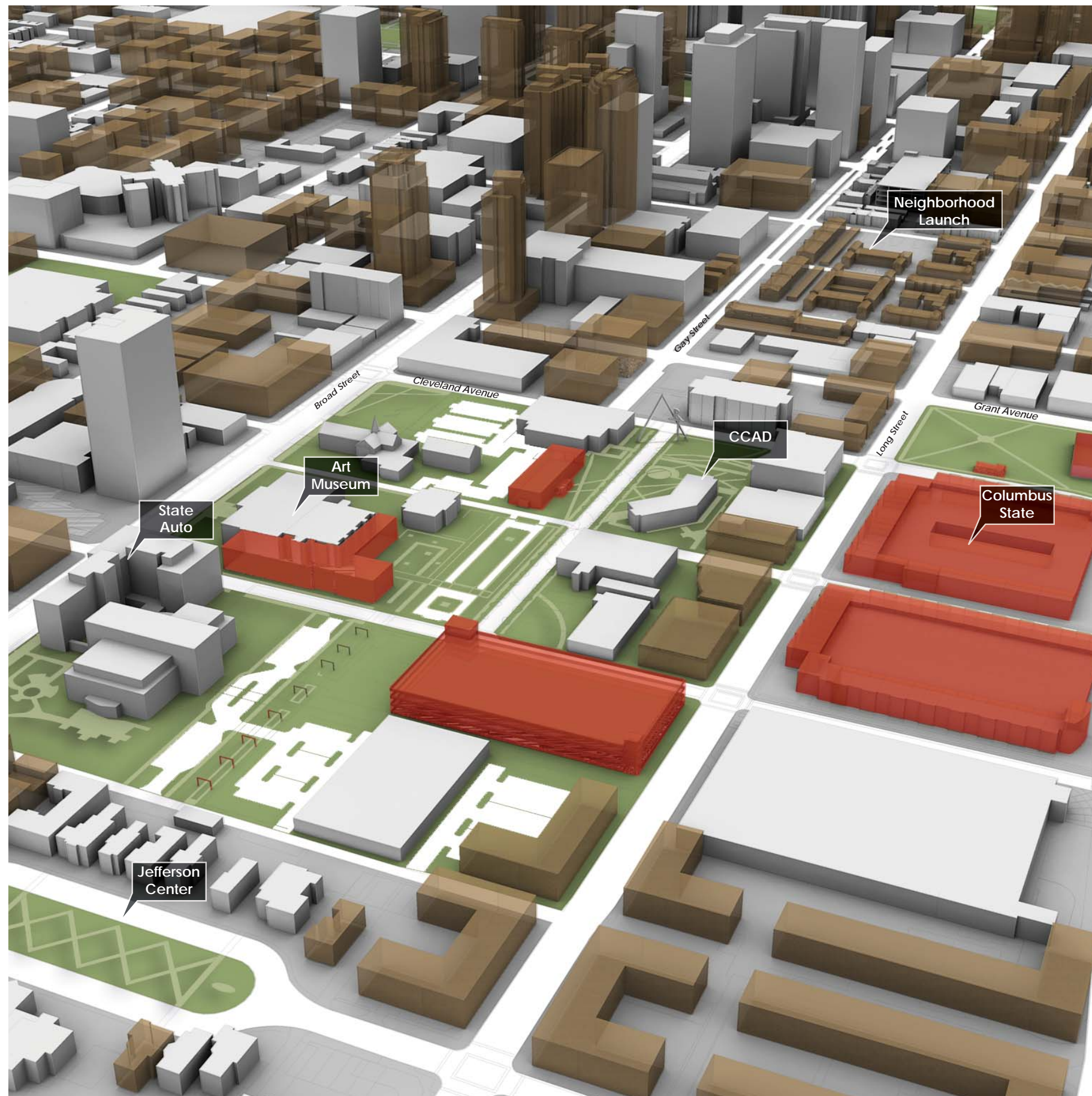


Figure 21 - Proposed Creative Campus



# 12 IDEAS

## 03. THE CREATIVE CAMPUS - CONTINUED

Filling in the surface parking lots along the Long Street edge of the Columbus State campus is another critical component. The two large surface parking lots east of the proposed open space along Long Street interrupt the continuity of the street making it unfriendly to pedestrians. The challenge here will be to accommodate Columbus State’s parking needs, while also injecting vibrancy into the streetscape. This concept proposes two new parking garages that are fronted by residential and retail uses to screen the garages and provide more street-level activity.

Bridging these significant gaps with open space and residential and retail redevelopment is essential to improving the east-west connections within the Discovery District and to the neighborhoods at its edges. Infill development along Long Street will help to draw the energy of the Creative Campus east toward the Long Street Cap over I-71 and into the King Lincoln District. Taken together, the Creative Campus will create a new cultural neighborhood that is interconnected and vibrant.

### SHARED USE STREETS + MIXED USE



### GARAGES WITH FIRST FLOOR USES



### NEXT STEPS

- The institutional, corporate and cultural anchors of the Creative Campus should continue to work toward their own master plans, while coordinating investments and improvements – in particular, working with the CDDC on a new parking garage.
- The City, the Discovery District SID and other area stakeholders should investigate signage and other streetscape enhancements that identify and celebrate the Creative Campus, including traffic calming and other measures to ensure a safe, walkable environment.
- The CDDC, along with Columbus State, CCAD and other neighborhood stakeholders, should lead the effort to develop new residential housing in this neighborhood and to establish additional public green space.
- The City should continue to work with ODOT relative to I-70/I-71 reconstruction and promote development of a great bridge connector where Long Street crosses the highway.

### HIGHWAY CAPS + NEIGHBORHOOD CONNECTIONS





THE CREATIVE CAMPUS WILL CREATE A NEW CULTURAL NEIGHBORHOOD THAT IS INTERCONNECTED AND VIBRANT

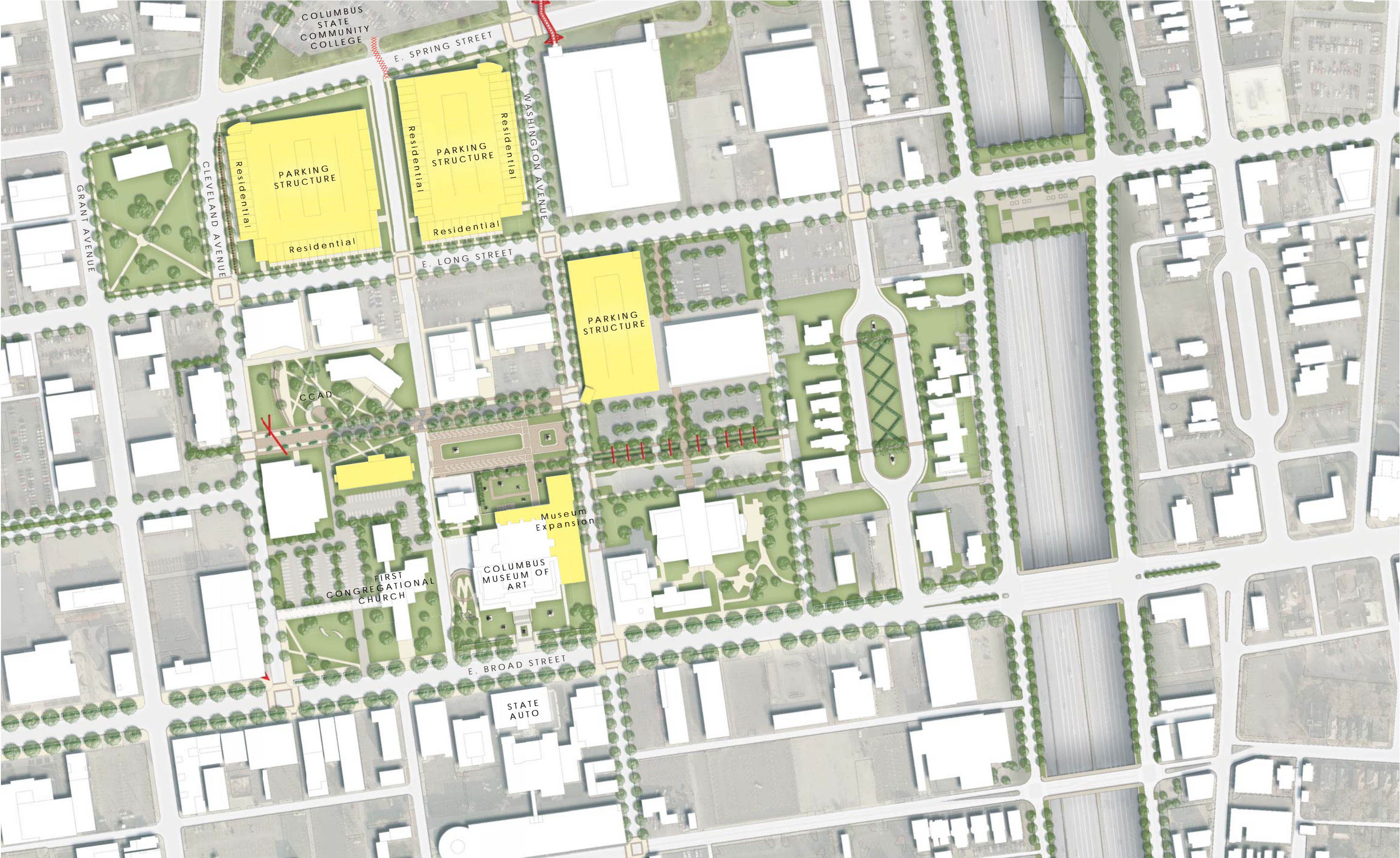


Figure 22 - Proposed Creative Campus



# 12 IDEAS

## HIGH STREET CORE

### Introduction

High Street is the physical and psychological front door for both downtown and the City of Columbus. As the central spine of Columbus, High Street connects downtown not only to The Ohio State University but also to many of the exceptional neighborhoods and inner-ring suburbs that make Columbus great. In Downtown, High Street is the hub of government, commercial and entertainment activity. It is the common thread that links the Convention Center, the Arena District, the State House, office skyscrapers, numerous theaters and the Franklin County Government Complex together.

Since 2002, the core of Downtown Columbus has seen dramatic reinvestment. The development at Broad and High streets reintroduced retail and street level activity to the center of the city. Numerous condominium and apartments are repopulating the downtown core. Dozens of new restaurants, retail storefronts and a bustling bi-weekly farmer’s market are making downtown a more vibrant and exciting destination. New parks are under construction at the Scioto Mile and Columbus Commons. The CDDC-renovated Lazarus department store is now a premier LEED-certified office building with ground floor retail spaces. Two new parking garages have been built. On the south end of High Street the Franklin County Courthouse is nearing completion. A new full-service convention center hotel is also planned for north High Street.

The City is also focusing efforts on improving retail storefronts with its Mile On High incentive program that provides tax abatements, grants, tax credits and loans to assist existing businesses and encourage new ventures. Building on this effort, the Capital Crossroads Special Improvement District (CCSID) is implementing a public realm enhancement plan to improve the downtown core. The CCSID will begin these efforts by installing improved bike infrastructure in downtown, including bike shelters and other secure bike parking. Other planned improvements include revamping Lynn/Pearl Alleys and implementing various streetscape improvements.

### Achieving High Street’s Potential

Despite these significant attributes and reinvestment, High Street fails to feel vibrant through the entire length of downtown because of several stretches of underutilized properties, vacant lots and buildings, and surface parking lots. These blocks that are devoid of activity are a liability today, but represent a significant future redevelopment opportunity if planned for correctly.

While the recent and planned improvements address current needs throughout the High Street Core, more needs to be done for Downtown Columbus to achieve its full potential. The following concepts build on the success of the last decade by completely rethinking the downtown streetscape, proposing new solutions to connectivity and transportation issues, and identifying catalytic projects.



Figure 23 -High Street Core Planning Area



HIGH STREET IS THE FRONT DOOR FOR BOTH DOWNTOWN AND THE CITY OF COLUMBUS

CURRENT CHALLENGES



Bus congestion along High Street is one issue that hampers successful retail.

CURRENT ASSETS



The center of downtown is at Broad and High streets.



The Convention Center will soon have a new full-service hotel, but there are more opportunities to explore.

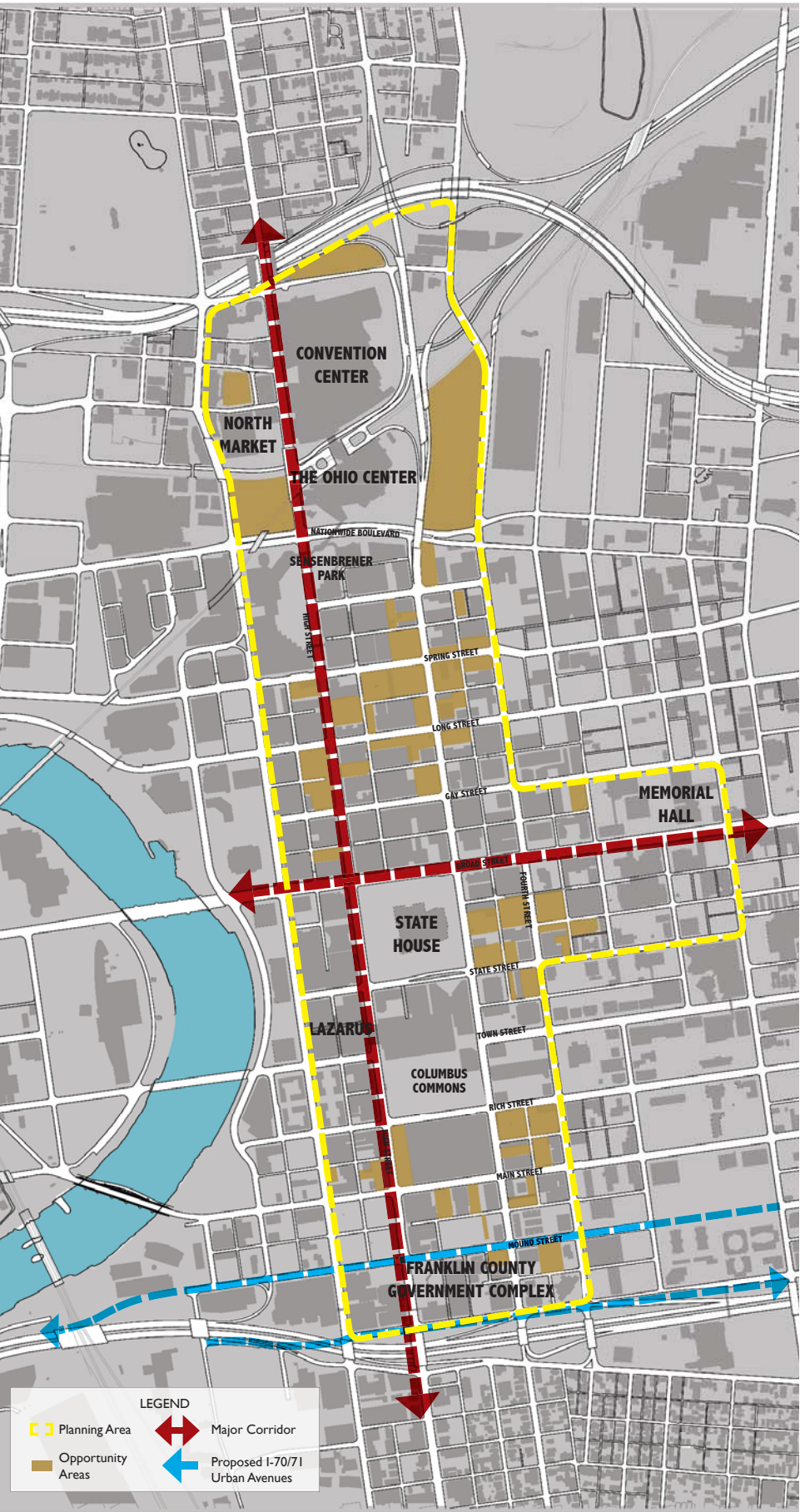


Figure 24 -High Street Core Opportunity Area



# 12 IDEAS

## 04. REDEFINE BROAD STREET

Historically, Broad Street has acted as the civic spine for the City of Columbus. As such, Broad Street used to have a streetscape that reflected its importance. Today, Broad Street at eight lanes across is comparable in width to SR 315. While the mansions have been replaced by office towers, there is still an opportunity to restore the grandeur to this once majestic street.

It is no longer necessary for Broad Street to be eight lanes wide through Downtown Columbus. The I-70/I-71 improvements will remove ramp access to and from Broad Street, lessening its importance as an access corridor to those entering and leaving Downtown Columbus from the highway. Even before this change, Broad Street has been carrying fewer and fewer cars on a daily basis. In 1994 Broad Street served a daily average of 36,320 trips. In 2006 that number was 22,500. As a point of comparison, that is roughly the same amount of traffic that is served by the five lane section of Indianola Avenue near East North Broadway. While Broad Street will continue to be an important east-west connection, it is clearly time to put it on a “road diet.”

Broad Street was originally designed with an esplanade and carriageway that reduced the width of the street to a more human scale. Previous proposals have suggested that Broad Street be retrofitted with medians to improve its civic presence. However, it may be possible to revisit the historic intent of Broad Street and, instead of creating a median that no one can use, develop a new linear system of green space that brings life back to the street and encourages reinvestment.

Utilizing the same right-of-way that is available today, this concept for Broad Street removes travel lanes to create additional space for pedestrians, bicyclists and landscaping on both sides of the street. This is more than a street, it is a linear park of usable green space that activates the streetscape, engages people, provides an amenity for nearby residential development, and enhances adjacent property values. Running from the Scioto River to the Near East Side, this is an essential east-west connection. By widening the sidewalk and adding landscaping, this new streetscape can accommodate not only pedestrians, but also bicyclists. Added trees and green space could also be designed to manage stormwater runoff, making Broad Street the most sustainable street in the Midwest.



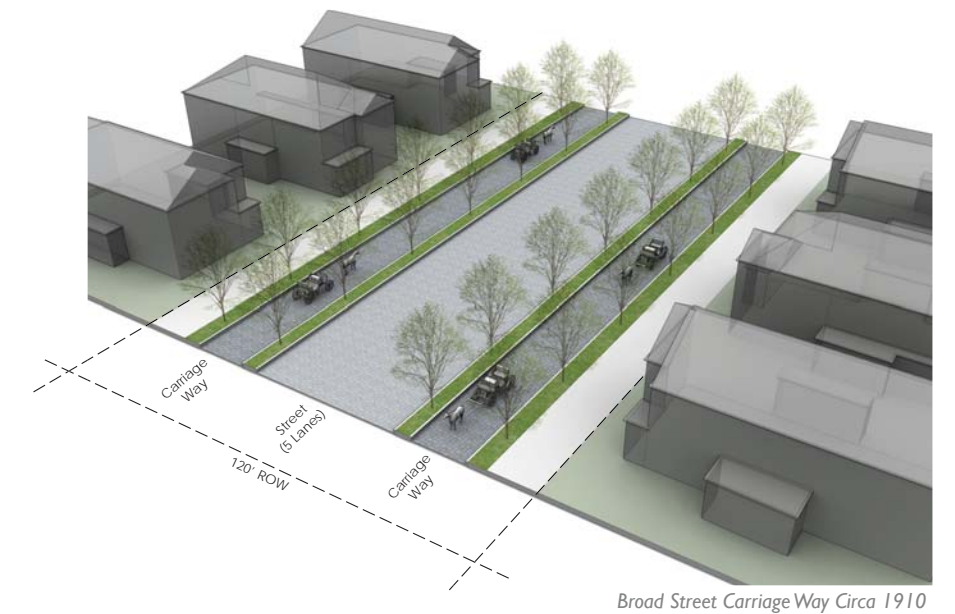
Broad Street Carriage Way Circa 1910

Public improvement went hand and hand with private enterprise; our principal streets and leading thoroughfares began to assume that character of evenly-graded, well-paved, and spacious avenues which makes them the admiration of visitors. On Broad Street, for instance, had been set out four rows of trees, which now give it the appearance of a long and beautiful grove, through which is a rounded roadway in the center, forty-three feet wide; a carriage-way on each side, twenty feet wide; and neatly paved sidewalks-making the street an handsome avenue, one hundred and twenty feet wide.

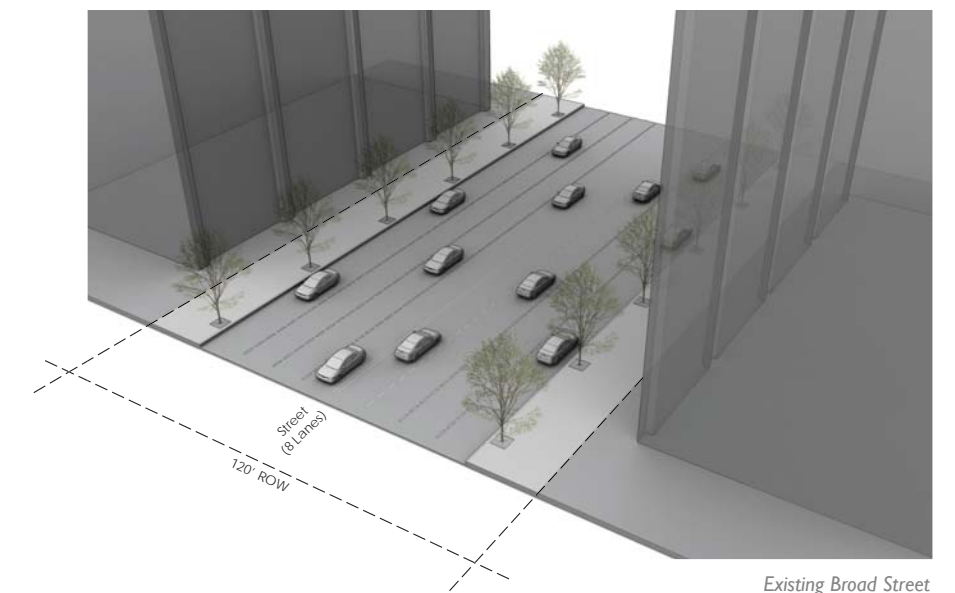
Columbus, Ohio: Its history, resources, and progress  
Jacob Henry Studer  
1873

### NEXT STEPS

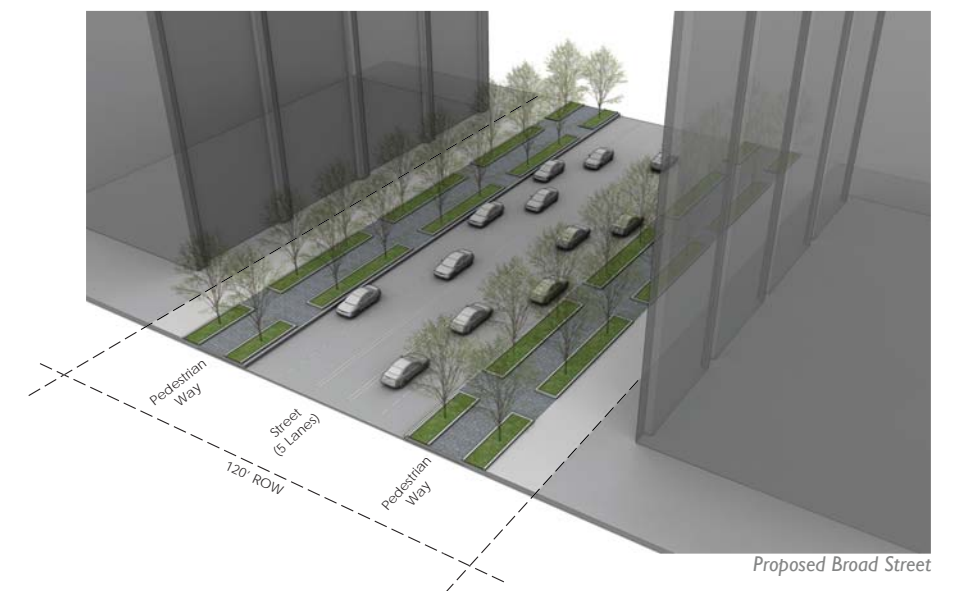
- The City should conduct a traffic study to provide a strategy to construct this idea without adversely impacting the larger road network. The study should take into account the loss of the Broad/I-71 interchange and the development implications of this Plan.
- The City and CDDC should explore funding options for constructing and maintaining these improvements, including benefit districts, tax increment financing, federal sources and corporate sponsorship.



Broad Street Carriage Way Circa 1910



Existing Broad Street



Proposed Broad Street

IT IS TIME TO PUT **BROAD STREET** ON A “ROAD DIET”





Existing Broad Street



Proposed Broad Street



# 12 IDEAS

## 05. RESTORE HIGH STREET

High Street has always been a primary commercial corridor of Downtown Columbus, and the City as a whole. High Street is the hub of government, commercial and entertainment activity, however it faces numerous challenges. Despite recent reinvestment and redevelopment, High Street has tens of thousands of square feet of vacant storefronts and is pock-marked with surface parking lots. The bus transit mall that occupies High Street increases bus congestion, blocks storefronts and prevents on-street parking. The streetscape is aging and new street trees and street furnishings are badly needed.

The concept for restoring High Street as downtown's commercial corridor builds on the City's Mile On High incentive program by proposing an improved corridor that offers on-street parking and a revitalized streetscape, while still accommodating transit and traffic demands. This also includes new streetlights and mast arms, street trees, sidewalk paving, and revamped intersection treatments. These changes will enable ground floor retail storefronts to be more successful, attract infill development and bring more people to High Street.

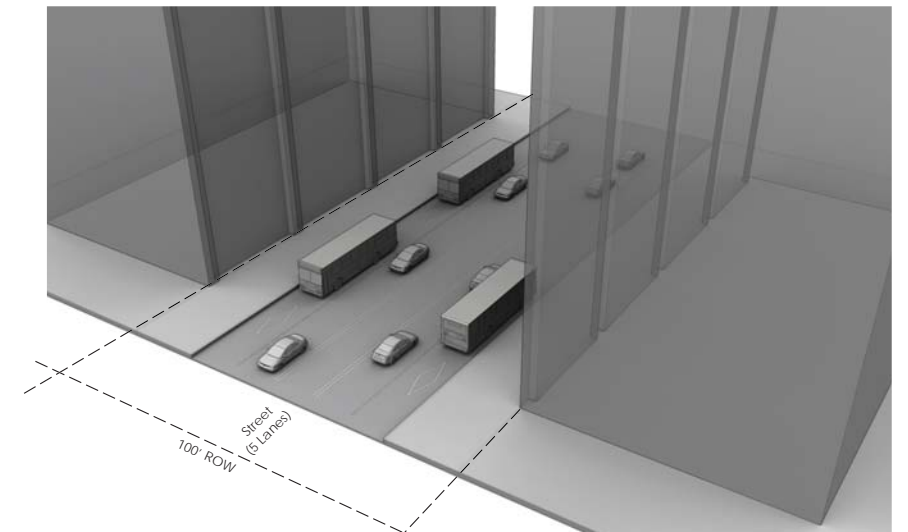


Historic High Street Circa 1910

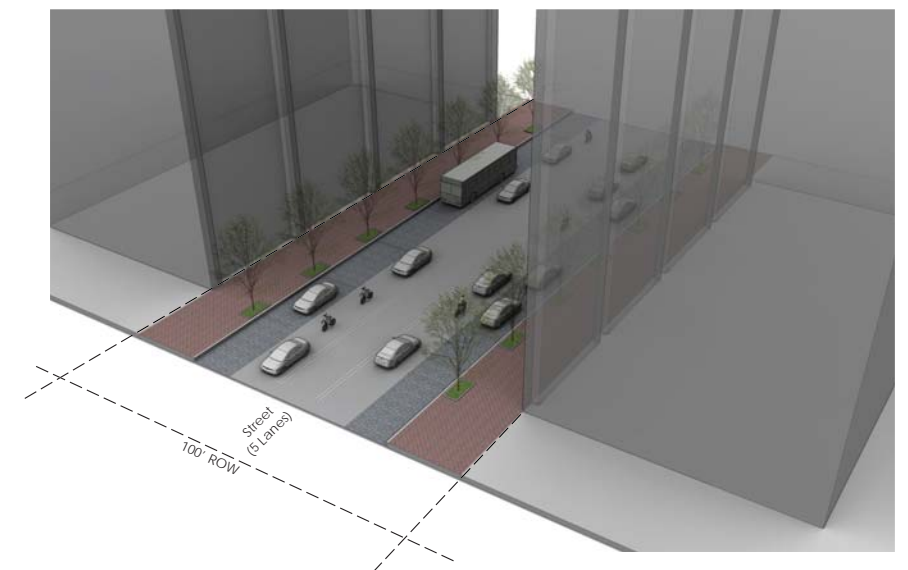
### NEXT STEPS

- The Downtown District should be revised by the City to better direct high density development to the Mile on High (as well as reflect the density recommendations of this Plan).
- The City, Capital Crossroads SID and CDDC should continue to promote retail incentives to attract new investment to the core.
- The City, along with the CDDC and Capital Crossroads SID and other stakeholders, should undertake a streetscape study of the Mile on High to recommend enhancements to the streetscape consistent with recent investments on Gay and Front Streets. This should include the addition of on-street parking and the reduction of bus congestion along High Street.

**THESE CHANGES WILL ENABLE RETAIL STOREFRONTS TO BE MORE SUCCESSFUL, ATTRACT INFILL DEVELOPMENT AND BRING MORE PEOPLE TO HIGH STREET**



Existing High Street



Proposed High Street





Existing High Street



Proposed High Street



# 12 IDEAS

## 06. DEVELOP A DOWNTOWN TRANSIT CENTER TO REPLACE THE HIGH STREET TRANSIT MALL

In the past few years, dozens of U.S. cities have opened new, state-of-the-art bus transit centers to better serve riders. From Charlotte, North Carolina to Nashville, Tennessee, these new transit centers have been developed to improve the level of service by providing a secure, efficient and attractive environment for transit customers. These cities decided to move replace existing transit malls with new transit centers to reduce bus congestion on downtown streets, simplify routes and stops, and give passengers a defined location for transfers. Far more than just indoor waiting areas, these new successful transit centers offer ticket and bus pass services, retail and office space, and community meeting rooms. Many of these new downtown transit centers make strong architectural statements, directly contributing to the positive image of both downtown and the transit authority.

Today, COTA uses High Street and Broad Street as its primary downtown transit spines. Forty-six bus lines serve Downtown Columbus and dozens of buses converge on the corner of Broad and High streets and at the facility in the City Center garage. While the garage location offers weather protection, the transfer point at the corner of Broad and High streets offers little to no cover to bus riders. This problem could be solved with a dedicated facility that provides riders with a much improved transit experience. This site needs to be located within the core of downtown, providing both bus access and proximity to employment centers for riders. For those transferring buses in downtown and heading elsewhere, this facility would provide a more efficient, pleasant transit experience and protection from inclement weather.

This new downtown transit center could have numerous positive spin-off effects. Reducing the bus congestion on High Street will allow for the proposed streetscape improvements and the return of on-street parking. To more efficiently serve the downtown area, cities such as Nashville have also instituted free, aggressively marketed and branded downtown circulator buses. With the advent of a transit center, there is an opportunity to revive COTA’s “Link” service within Downtown Columbus and between its adjacent neighborhoods. There is also an opportunity to build a parking garage associated with the transit center that could both serve the center and adjacent commercial development within the core of Downtown. Designed properly, the transit center could become an icon that contributes to the image of Downtown and spurs the economic revitalization of Downtown Columbus.

### EXISTING CONDITIONS



COTA's existing transit center at the City Center parking garage is dark and uninviting. At Broad and High streets bus riders must wait outside to transfer buses.

### NEXT STEPS

- The City, CDDC and COTA should jointly undertake a locational, feasibility and financing study of the transit center. Opportunities for Federal funding should be fully explored.
- Following supportive findings and a plan, undertake design, construction and operation of the transit center.

THE TRANSIT CENTER COULD BECOME AN ICON THAT CONTRIBUTES TO THE IMAGE OF DOWNTOWN AND SPURS THE ECONOMIC REVITALIZATION OF DOWNTOWN COLUMBUS



TRANSIT CENTERS



CHARLOTTESVILLE, VA – Downtown Transit Station  
Opened: 2007  
Sq. Ft.: 11,200  
Serves: City buses, UVA trolley, bike station, adjacent to Amtrak station



CHARLOTTE, NC – Charlotte Transportation Center  
Opened: 1995  
Serves: City/regional buses, adjacent to Lynx Light Rail  
Other: Retail, office



DURHAM, NC – Durham Station  
Opened: 2010  
Sq. Ft.: 10,000  
Serves: City buses, Greyhound, bike lockers, adjacent to Amtrak Station



NASHVILLE, TN – Music City Central  
Opened: 2008  
Sq. Ft.: 428,000  
Serves: City/regional buses  
Other: 432-car garage, retail, office



DOWNTOWN CIRCULATORS



Nashville



Washington, DC



12 IDEAS

07. 3-C MULTI-MODAL STATION

Now is the time to begin planning for a permanent and iconic Multi-Modal Station that takes full advantage of its location in Downtown Columbus to be a hub for not only transportation, but also activity. Located in the midst of the Greater Columbus Convention Center, the multi-modal station would be a draw for conventioners from around the state and daily commuter traffic would help to stimulate not only street level activity, but also enliven the existing retail that is part of the Ohio Center.

Planned properly, a Multi-Modal Station would provide Columbus with access to not only national and regional rail systems, but it could also act as the hub for commuter rail. With the implementation of the 3-C corridor, the community conversation about light rail and streetcars should be revived. This location would be highly utilized by commuters, visitors, OSU students and downtown residents. Improving local, regional and national connectivity, and embracing alternative transportation will be essential to the future success of both downtown and the region.

NEXT STEPS

- The City should continue to work with ODOT and the FCCFA in the implementation of the 3-C rail station at the Convention Center to serve initial service.
- Once service is established and when it is proposed for expansion, the City should work with ODOT and the FCCFA to explore a larger, iconic rail station. Plans should accommodate future light rail and streetcar service through and/or adjacent to this facility.
- COTA should work with ODOT to ensure supporting bus service is timed and routed to support the rail schedule. FCCFA should work with taxi service providers as well.

MULTIPLE RAIL MODES



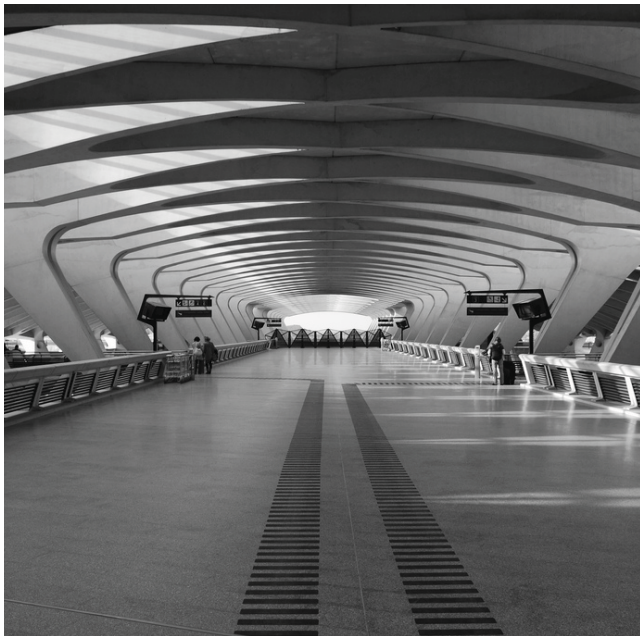
High Speed Regional Rail



Light Rail



Streetcars



Station Platforms

IMPROVING LOCAL, REGIONAL AND NATIONAL RAIL CONNECTIVITY IS ESSENTIAL TO THE FUTURE OF DOWNTOWN AND THE REGION AS A WHOLE

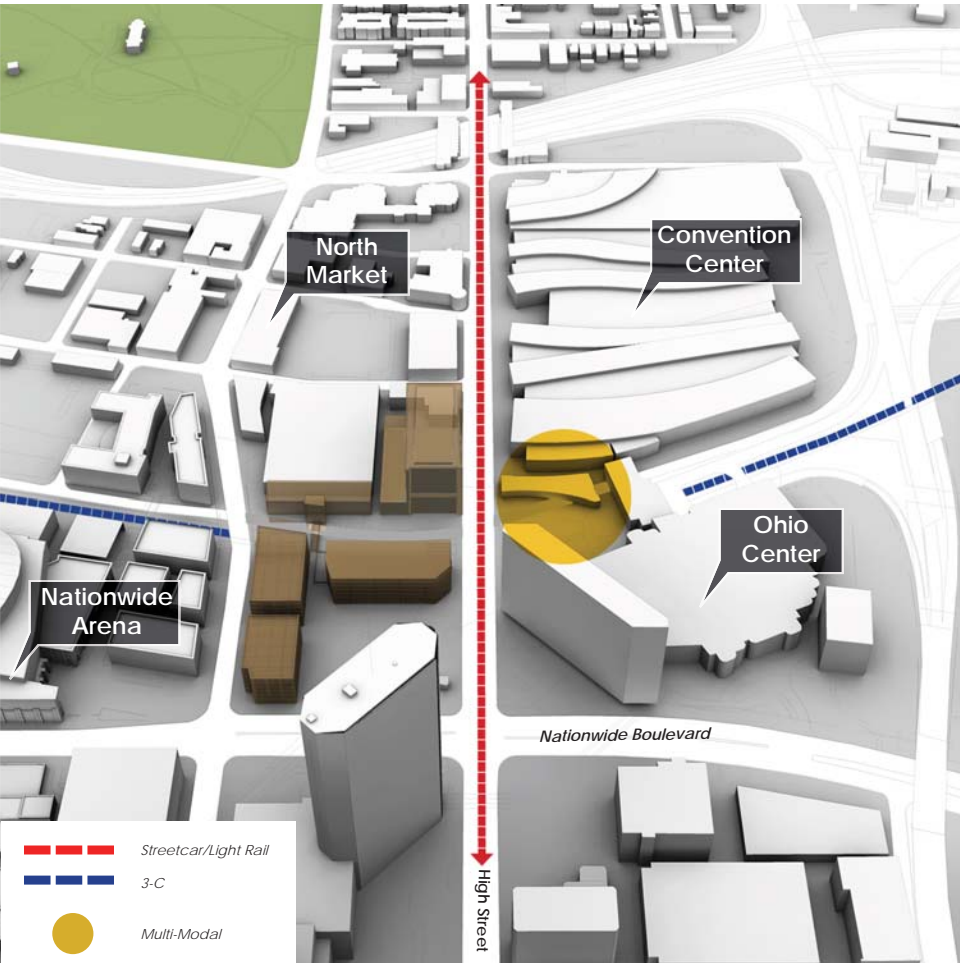
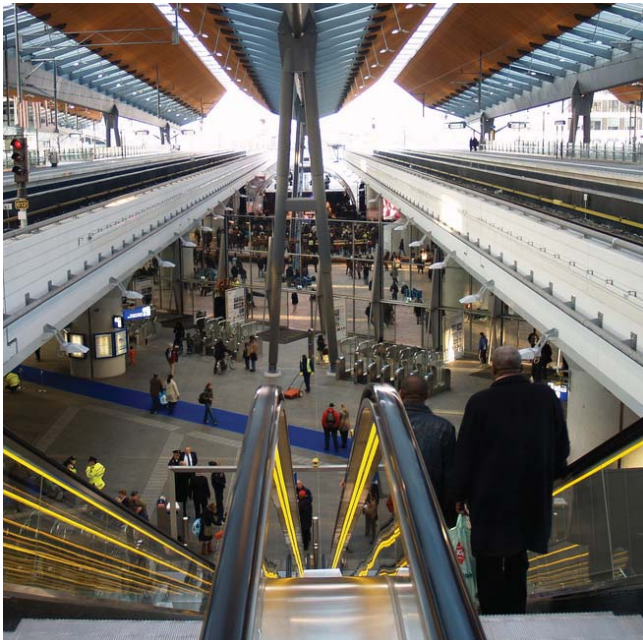


Figure 25 - Proposed Multi Modal Station





A BIKE STATION WOULD FURTHER **ENCOURAGE AND PROMOTE CYCLING AS AN ALTERNATIVE TO AUTOMOBILE TRANSPORTATION** FOR BOTH RESIDENTS AND VISITORS

08. DEVELOP A DOWNTOWN BIKE STATION

Numerous bike infrastructure investments are currently planned to take place Downtown. The City is working to implement its Bicentennial Bikeways Plan by installing sharrow markings on High Street and constructing new bike lanes. The Capital Crossroads Special Improvement District recently was awarded federal funding to build end-of-ride facilities such as bike shelters, garage parking and bike lockers. As recommended in the City's Bicentennial Bike Plan, the next step is a Bike Station that combines storage facilities, lockers and showers for commuters, in addition to bike rentals and repairs. Bike stations could be built as stand-alone structures or be co-located with other transit facilities. Cities from Chicago to Washington, DC have built these facilities as a way to further encourage and promote cycling as an alternative to automobile transportation for both residents and visitors.

BIKE STATIONS



NEXT STEPS

- The City and the Capital Crossroads SID should undertake a feasibility and financing study to determine the best location and funding for construction and operation.
- Following supportive findings and a plan, undertake design, construction and operation.



Chicago's McDonald's Cycle Center features secure bike parking, showers and lockers, and bike rental and repair services.

Bikestation Washington, DC features secure bike parking, changing rooms and lockers, bike rental, repair and retail services.



# 12 IDEAS

## 09. DEVELOP A DOWNTOWN FIELD HOUSE

The Greater Columbus Convention Center (GCCC) has had great success in recent years attracting sports events to Columbus. The GCCC hosted 34 sports events in 2009, leading to 53,500 hotel rooms being booked and \$104.6 million in economic impact. Even in a down economy, the GCCC will grow this segment of its business in 2010 with 42 events scheduled to take place.

The new Downtown Field House, located on the Convention Facilities Authority's parking lot east of the Ohio Center, would allow the GCCC to expand its sports event capacity and boost the downtown and local economy. A dedicated facility, designed especially for sports activities and events, would be a significant upgrade over current facilities that were designed for trade shows and other business events. With the sports events moved to a new facility, space would free up in the Convention Center to add to its convention business. In addition to sports events, this facility could also have gym space for downtown residents and office workers—providing a needed downtown amenity, as well as provide opportunity for programming by other downtown institutions and colleges.

### INDOOR SPORTS FACILITIES



### NEXT STEPS

- FCCFA and the Greater Columbus Sports Commission should undertake a feasibility and financing study to fully understand the capital and operating needs of the field house.
- Following supportive findings and a plan, FCCFA should undertake a design study and financing plan to construct the facility. Corporate sponsorship could be helpful in financing the facility.

THE GCCC WILL GROW THIS SEGMENT OF ITS BUSINESS IN 2010 WITH 42 EVENTS SCHEDULED





Figure 26 - Existing Area between 3rd and 4th streets

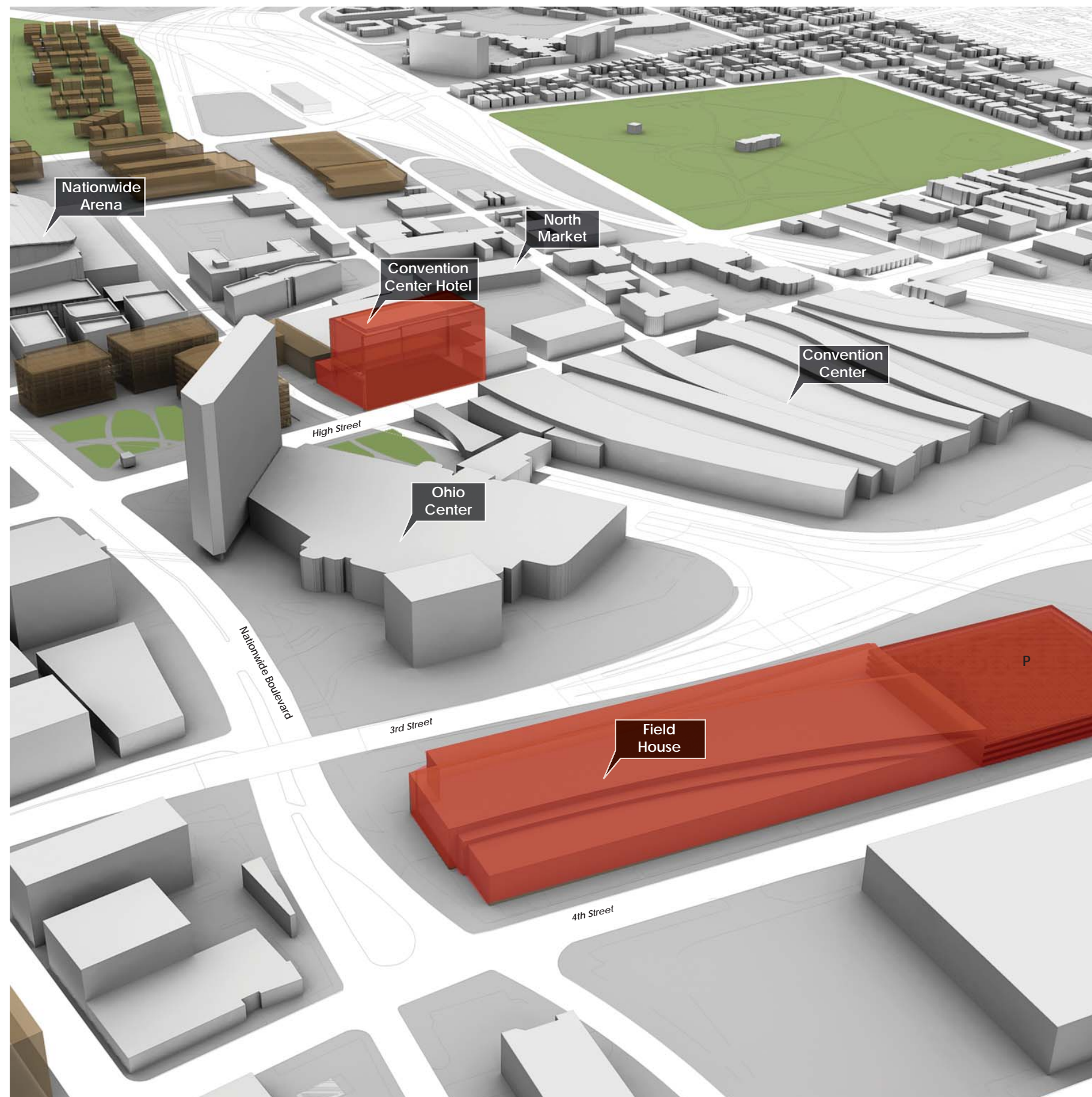


Figure 27 - Proposed Field House



# 12 IDEAS

## RIVERFRONT

### Introduction

Columbus’ riverfront has been the subject of many plans over the last 100 years. The most prominent was the 1908 Plan that conceived of a civic center that extended from the State House across the Scioto River. This civic complex was never built, largely due to financial constraints and the devastating flood of 1913. While the 1908 Plan was never realized, the idea of a set of civic buildings along the riverfront came to fruition in the 1920s. This resulted in several buildings over the years including Central High School, Veterans Memorial Hall, City Hall, the U.S. Courthouse and the State Office Buildings. Instead of the east-west alignment of the civic mall envisioned in the 1908 Plan, the riverfront has developed in a north-south orientation that frames both sides of the Scioto River.

More recently, plans have focused on the Scioto Peninsula, which has been branded as the City’s “Cultural Peninsula.” This vision resulted in the new Center of Science and Industry (COSI) museum along with a new system of parks and trails. Connectivity across the Scioto River is also being addressed with the new Main Street and Rich Street bridges, but the Scioto Peninsula is far from complete.

### Substantial Opportunity

There are approximately 31 acres of City-owned ground on the Scioto Peninsula that are vacant or taken up by surface parking lots. Another approximately 15.5 acres is occupied by Veterans Memorial, which is owned by Franklin County. While many argue that the focus for redevelopment within downtown should be in the downtown core, having this amount of urban acreage already assembled and in public hands is a unique opportunity. Developing the Scioto Peninsula could also encourage the revitalization of the adjacent Franklinton neighborhood that has suffered from disinvestment.

On the eastern side of the river, the Scioto Mile project is under construction. This linear park system will connect North Bank Park on the north with the Whittier Peninsula on the south. This series of new parks, plazas, open spaces and bikeways has the potential re-energize the riverfront.

The concepts for the Riverfront build upon the new park projects by proposing a new mixed-use sustainable neighborhood, additional cultural institutions and civic open space, new connections, and a completely re-imagined river corridor.

THERE ARE APPROXIMATELY 31 ACRES OF CITY-OWNED GROUND ON THE SCIOTO PENINSULA THAT ARE VACANT OR TAKEN UP BY SURFACE PARKING LOTS.



The 1908 Plan envisioned an east-west civic center that terminated on the Scioto Peninsula



LEGEND

10

Pedestrian Bridge

11

Scioto Peninsula

12

Scioto-Olentangy Greenway

Figure 28 - Riverfront Planning Area



CURRENT CHALLENGES

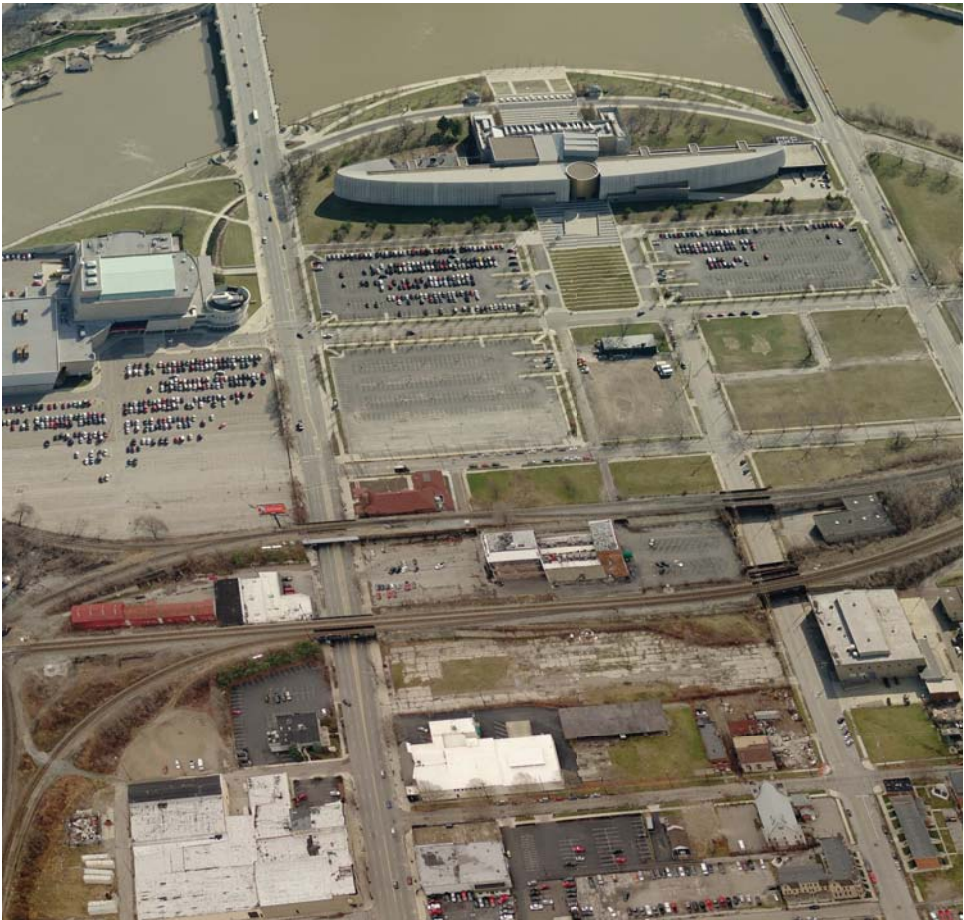


There are more than 30 acres of City-owned land on the Scioto Peninsula, much of it vacant.

CURRENT ASSETS



Nationwide Arena and COSI are strong anchors along the riverfront



This large amount of contiguous development ground in downtown is a unique opportunity.

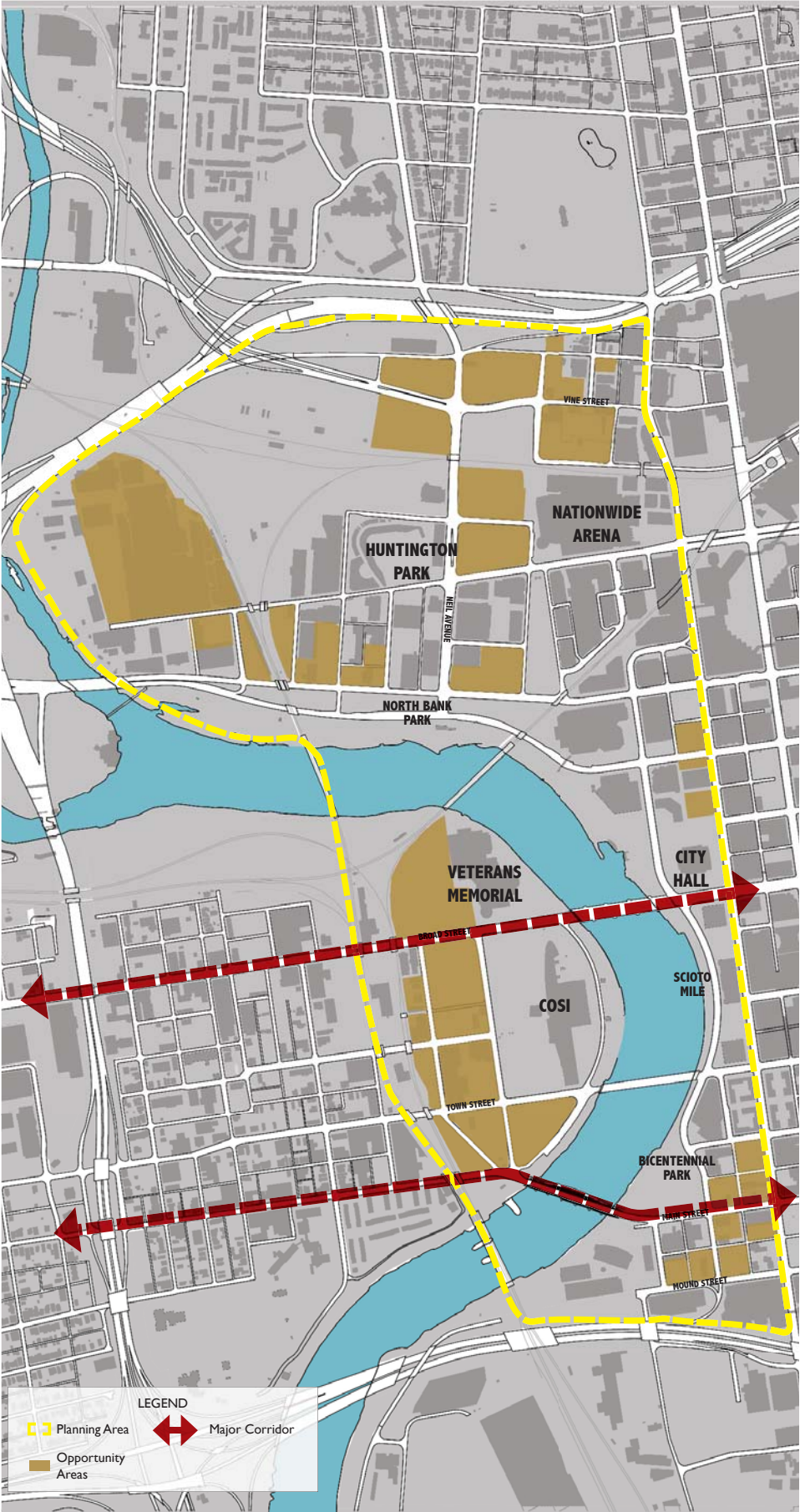


Figure 29 - Riverfront Opportunity Areas



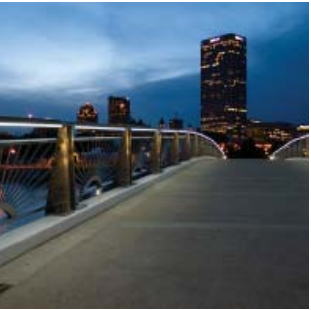
# 12 IDEAS

## 10. PEDESTRIAN BRIDGE CONNECTING ARENA DISTRICT TO SCIOTO PENINSULA

Activity centers are often times not well-linked throughout Downtown Columbus. Such is the case with the Arena District and COSI. To better link these two important attractions in downtown, a pedestrian bridge could be built across the Scioto River that connects North Bank Park on the east side of the river and Veterans Memorial/COSI on the west side of the river. While the exact location still needs to be determined, this bridge would allow for pedestrians and bicyclists to easily and quickly access activity centers on both sides of the river. This bridge also provides an opportunity to enhance downtown’s skyline by creating a unique, iconic structure.

THE PEDESTRIAN BRIDGE PROVIDES AN OPPORTUNITY TO ENHANCE DOWNTOWN’S SKYLINE BY CREATING A UNIQUE, ICONIC STRUCTURE

### ICONIC BRIDGE EXAMPLES



### NEXT STEPS

- As the City undertakes the design of the pedestrian bridge, the process and final product should result in a structure that is of international caliber, celebrating the riverfront and engaging pedestrians and cyclists. The capital and operational costs should be a consideration.
- Capital funding to construct the bridge would then be identified, including the potential of corporate sponsorship and federal grants.
- Once funds are secured, construction should be undertaken.





Figure 30 - Existing Area between the Arena District and COSI



Figure 31 - Proposed Pedestrian Bridge



# 12 IDEAS

## 11. CONTINUE THE DEVELOPMENT OF THE SCIOTO PENINSULA

### Introduction

The Scioto Peninsula represents an opportunity because nearly all of the land is owned by the City of Columbus. The approximately 31-acre contiguous development site has outstanding views of Downtown and access to cultural and civic amenities. While COSI and the riverfront are strong anchors for the Scioto Peninsula, more can be done to maximize their potential. The following are components of the Scioto Peninsula conceptual plan.

### COSI

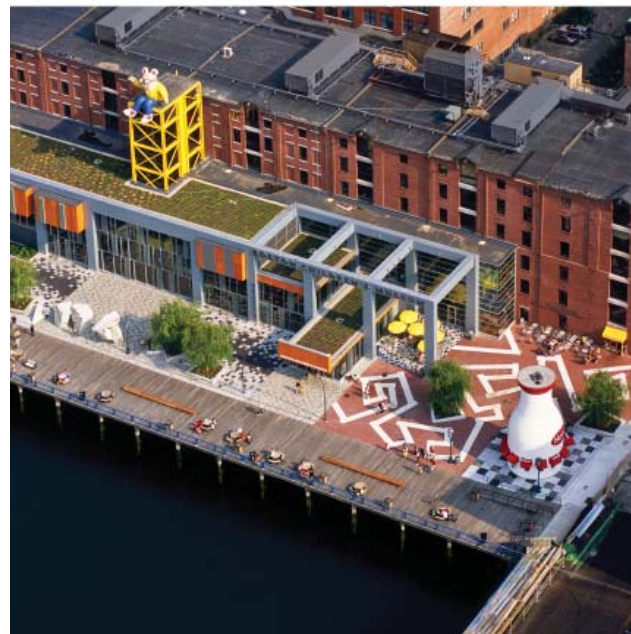
Turning COSI inside out by creating a new science and nature park on the riverfront side of the museum will provide a new front door for the museum and activate the riverfront. These improvements should also include a ground level and publicly accessible outdoor café that takes advantage of the outstanding views of the downtown skyline, while also introducing the museum to an expanded audience.

### Cultural Promenade/Museum Center

A new cultural promenade could provide a showcase for public art in downtown, establish new public green spaces, and create a new edge along the Scioto River. The proposed Pedestrian Bridge would provide access from the promenade to North Bank Park and would serve as part of the Scioto River bikeway.

Further, directly west of COSI, there is ample land available for other smaller museum structures. These could be performance art spaces, art gardens or local history museums. If this land is redeveloped, current parking would be placed underground to replace the surface parking lots. This consolidates the original Cultural Peninsula idea into a more manageable project, while still providing a multi-faceted Museum Center that would build off the success of COSI.

### KIDS' PARK



### CULTURAL PROMENADE







Figure 32 - Proposed Scioto Peninsula



# 12 IDEAS

## 11. CONTINUE THE DEVELOPMENT OF THE SCIOTO PENINSULA - CONTINUED

### Mixed-Use Sustainable Neighborhood

The largely vacant ground between COSI and the railroad tracks is ideal for new cultural, residential and office/research development that takes advantage of the impressive views of the downtown skyline, while stepping down on the west side to protect the neighborhood scale of Franklinton. Parking would be provided in garages internal to development blocks that could service demand for both residential and office uses, and overflow parking from the High Street Core. This new mixed-use neighborhood of townhomes and residential towers could showcase the latest in sustainable technology including energy efficiency, green roofs, green stormwater infrastructure and solar power – an “off the grid” Midwest model.

When taken together with the Main Street and Rich Street bridges, a revitalized Scioto Peninsula could become a new gateway to Downtown and help to catalyze redevelopment in Franklinton.



### MIXED-USE SUSTAINABLE NEIGHBORHOOD



### NEXT STEPS

#### COSI

- COSI should undertake design and financing studies to implement this recommendation, including corporate sponsorship opportunities.
- Improvements should be prioritized based on funding availability with at least one major improvement undertaken by 2012.

#### Cultural Promenade

- Construction of the promenade should be programmed into the City’s capital improvement plan and budget, with the initial phase completed by 2012.
- A public art master plan for the Scioto River should be undertaken in 2011 with the goal that the first piece of permanent artwork be constructed on the Promenade in 2012.

#### Mixed-Use Sustainable Neighborhood

- The CDDC should undertake a real estate market, conceptual design, infrastructure and financing study to fully explore this recommendation of a mixed-use neighborhood that includes cultural institutions, office and research, and residential uses.
- Based upon its findings, the CDDC should undertake the first phase of this project.





A REVITALIZED SCIOTO PENINSULA COULD BECOME A NEW GATEWAY TO DOWNTOWN AND HELP TO CATALYZE REDEVELOPMENT IN FRANKLINTON

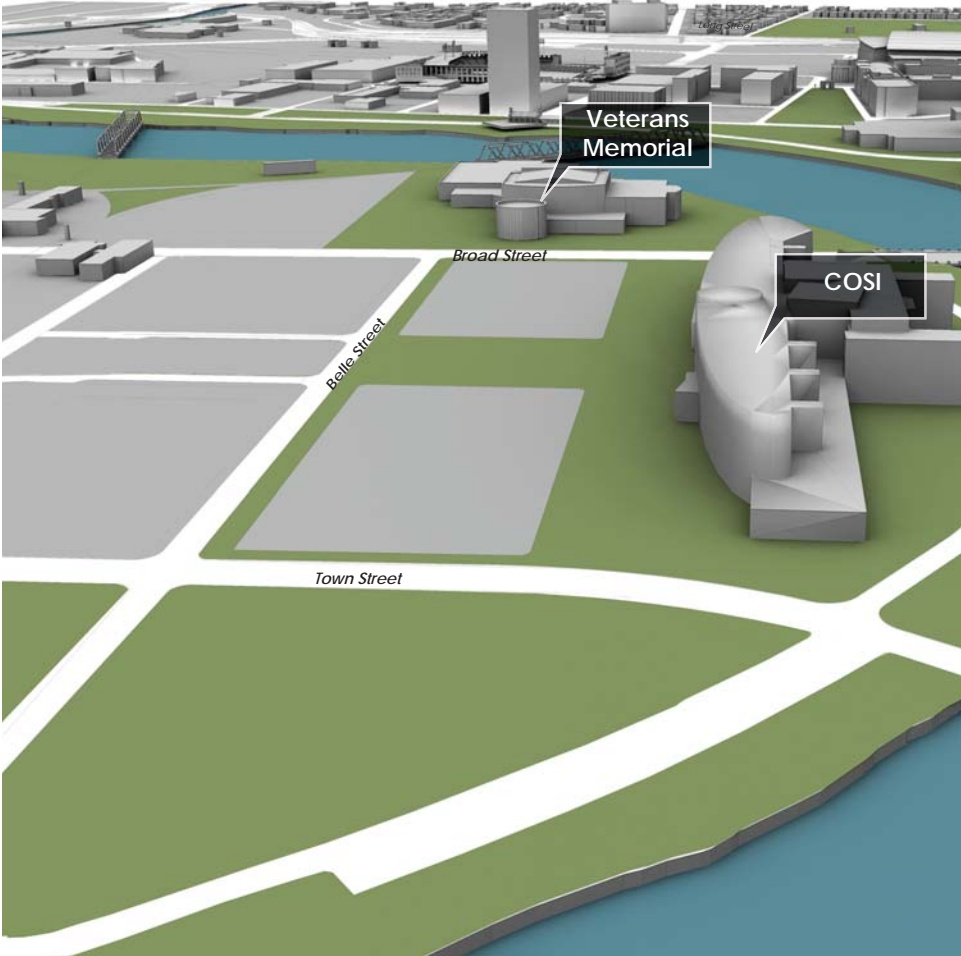


Figure 33 - Existing Scioto Peninsula

OFFICE + RESEARCH



Figure 34 - Proposed Scioto Peninsula



# 12 IDEAS

## 12. SCIOTO-OLENTANGY GREENWAY CORRIDOR

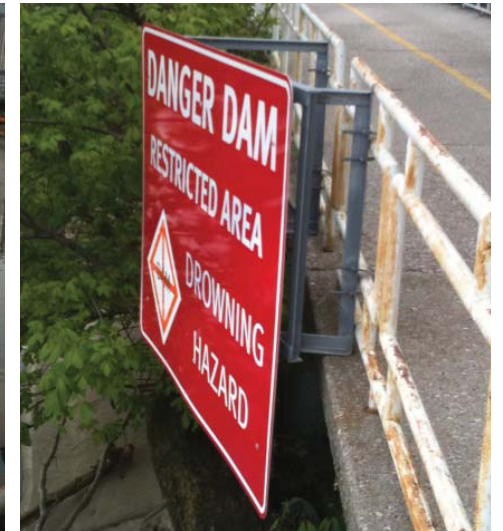
### Introduction

Cities around the world are rediscovering riverfronts as unique natural amenities that add vibrancy and life to the urban environment. With the creation of three new riverfront parks, the City of Columbus is already at the forefront of this return to the river. Starting at North Bank Park, along the Scioto Mile that is currently under construction, and ending at the recently-opened Grange Insurance Audubon Center, the Scioto River now has three world-class park destinations within downtown.

While we have been successful in building beautiful new parks that are distinctive urban amenities, we have not yet taken the steps necessary to actually clean our rivers, repair environmental damage, or make them usable for recreation. The first step in restoring the river's health is already underway. The City's \$2.5 billion Wet Weather Management Program will reduce the potential for Combined Sewer Overflows that impact the Scioto and Olentangy Rivers. With this process underway, the next logical step in restoring the river ecosystem is to return both rivers to their natural watercourses. This can be accomplished by removing the low-head dams that unnaturally widen both the Scioto and Olentangy Rivers, impede river flow, inhibit river habitat and create safety hazards. Cleaning the rivers and removing low-head dams would restore the natural river course, reintroduce river habitat as a tranquil amenity, and create more green space and recreational opportunities.

### Main Street Dam Removal

The Scioto-Olentangy Greenway Corridor begins with the removal of the Main Street dam. Currently the Main Street dam creates a lake condition downtown and is designated as a Modified Warm Water Habitat by the Ohio EPA due to the lower expectations for aquatic habitat and biological success in this area. The Scioto River can attain a higher aquatic habitat use if the physical impairments are addressed. This dam carries no utilities and offers no flood control protection. By removing the Main Street dam, the river width would drop from 600 feet today to a new width of between 200 to 300 feet. This could allow for the creation of approximately 45 acres of green space in Downtown Columbus. Surrounding this revitalized river and additional green space is nearly 100 acres of vacant and underutilized land that is primed for redevelopment.



The Main Street dam creates an unnaturally-wide, lake-like condition in downtown and poses a serious drowning hazard.

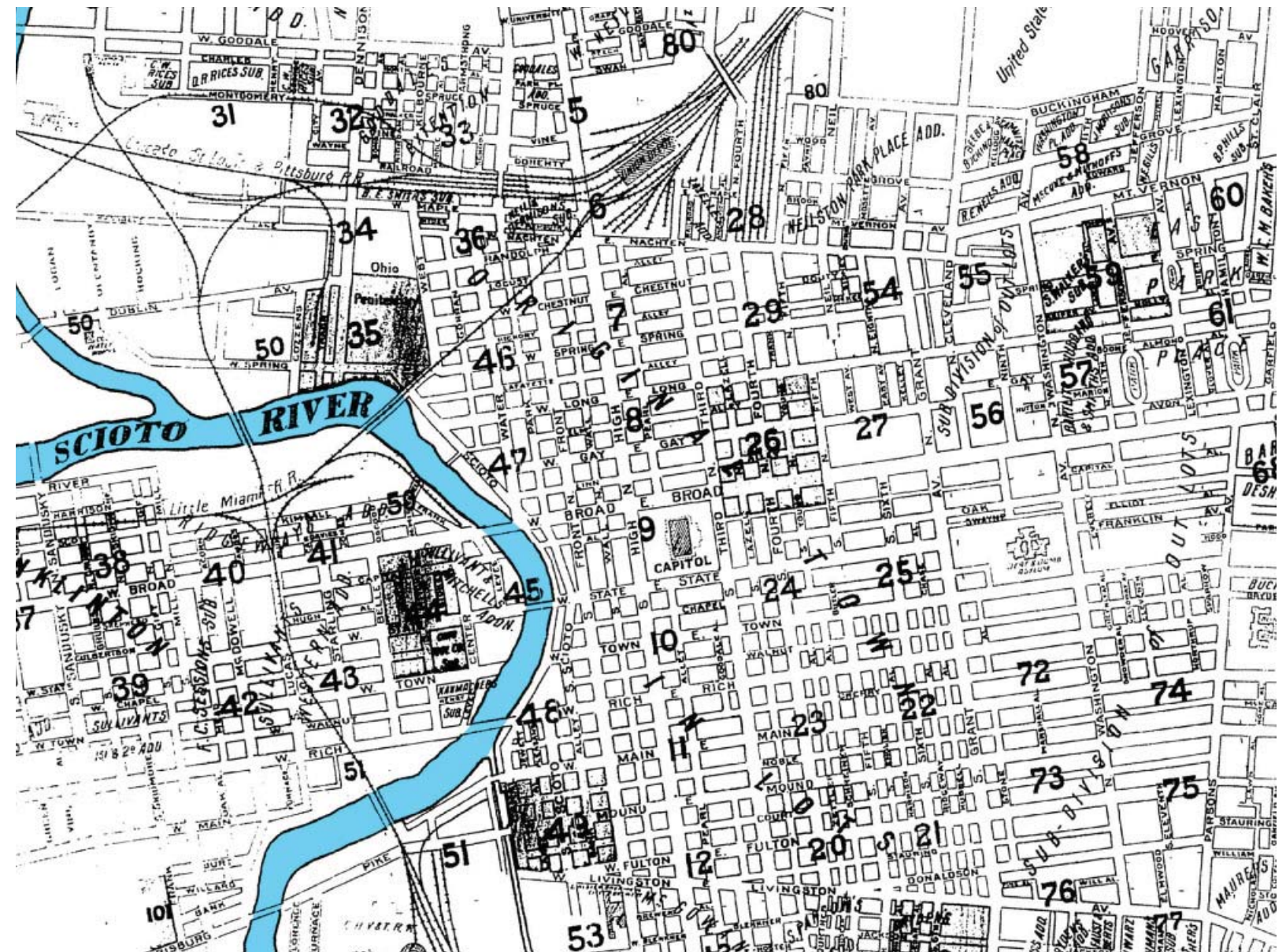


Figure 35 - Scioto River 1877 when the Scioto River was 200 to 300 feet wide. (Sanborn Fire Insurance Map)



WE HAVE NOT YET TAKEN THE STEPS NECESSARY TO **CLEAN OUR RIVERS, REPAIR ENVIRONMENTAL DAMAGE, OR MAKE THEM USABLE FOR RECREATION.**

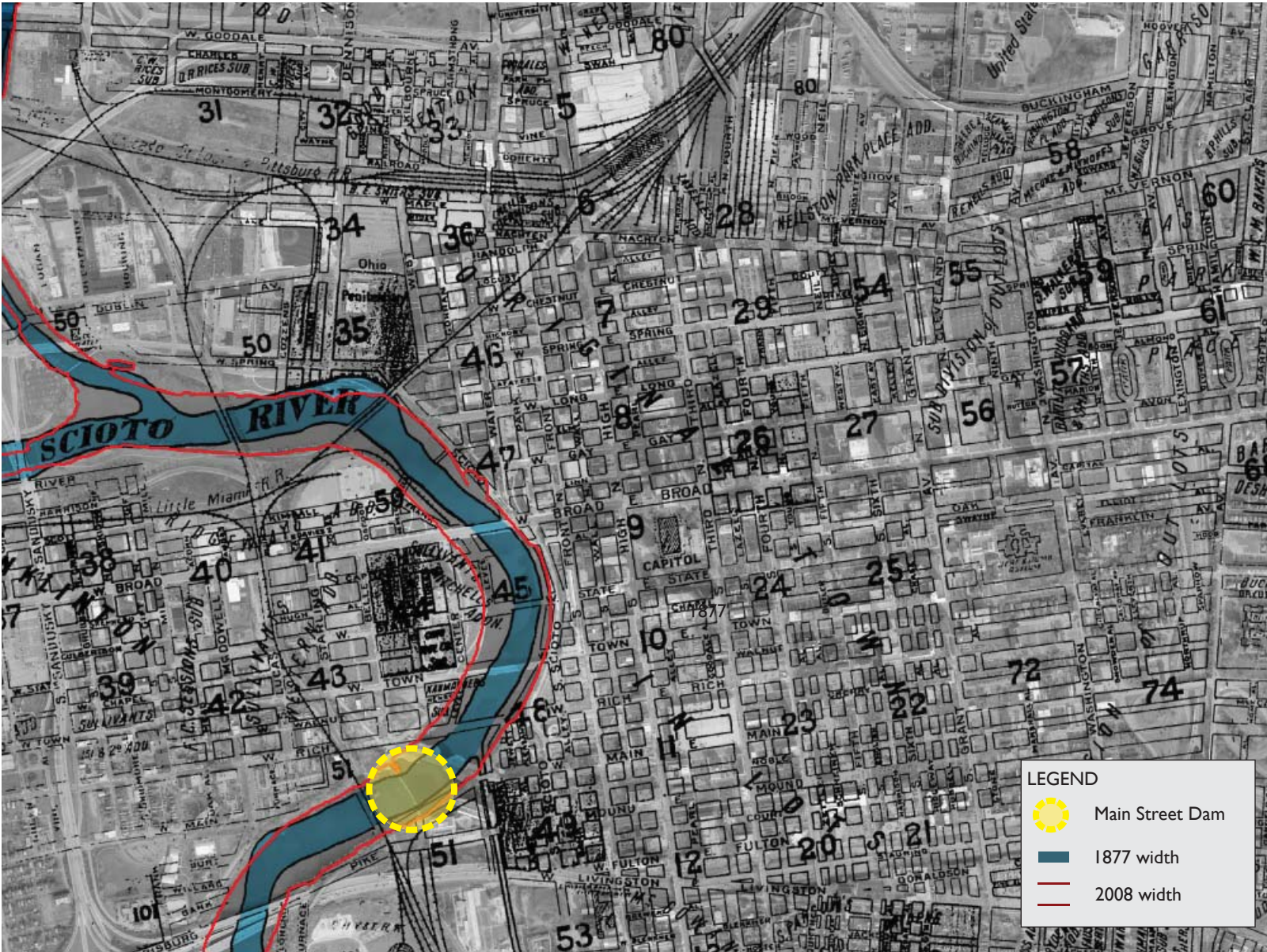


Figure 36 - Scioto River 1877 overlayed with 2008 aerial. Main Street Dam creates a 600-foot-wide river in Downtown Columbus.

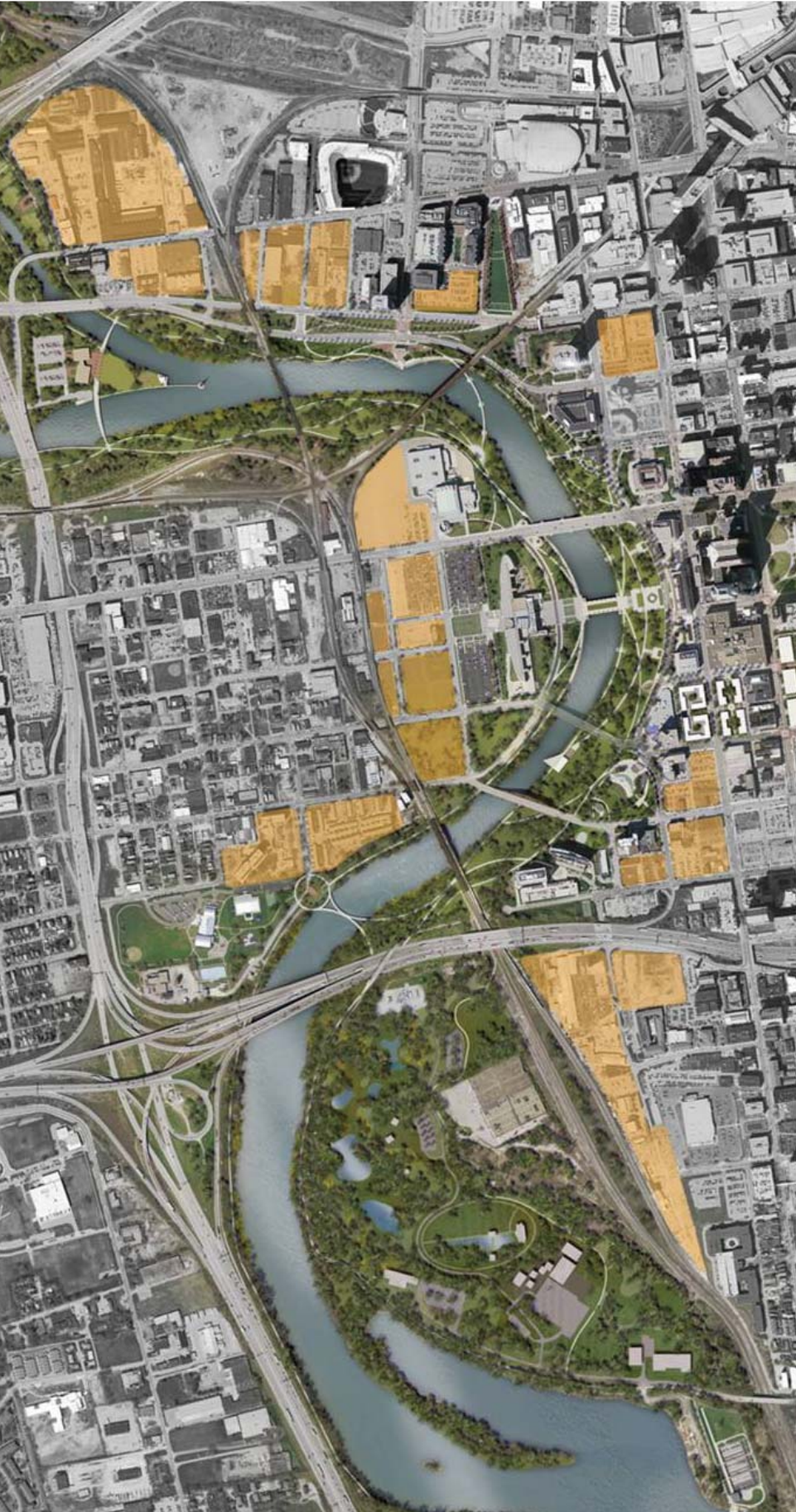


Figure 37 - Proposed removal of the Main Street dam creates 45 acres of new green space Downtown and influences almost 100 acres of under developed and vacant land.



# 12 IDEAS

## 12. SCIOTO-OLENTANGY GREENWAY CORRIDOR - CONTINUED

### A New Urban Riverfront

Today, we have the opportunity to create an unparalleled green river corridor that runs through the heart of the Downtown Columbus. Building on the Scioto Mile, this new urban riverfront downtown could be expanded with 45 acres of new green space and pathways that encourage interaction at the river level. This park space could also be used to enhance the environmental sustainability of the river by treating stormwater runoff and handling flood events.

A narrower river downtown would also enhance connectivity. A new pedestrian bridge could link COSI with the Scioto Mile Promenade, shortening the distance between the downtown core and the Scioto Peninsula and creating a new downtown destination. The narrower river could also allow pedestrian bridges that link Dodge Park to the Scioto Audubon Metro Park, McFerson Commons to the Scioto Peninsula, and Franklinton to the Arena District.



Existing Scioto River Downtown



Proposed Scioto River Downtown





Figure 38 - Proposed Scioto-Olentangy Corridor, Downtown Reach



# 12 IDEAS

## 12. SCIOTO-OLENTANGY GREENWAY CORRIDOR - CONTINUED

### Strengthen the OSU to Downtown Connection

In Central Ohio, we have already successfully removed two low-head dams on Alum Creek. On the Olentangy River, plans to remove the 5th Avenue low head dam are well underway. With the 5th Avenue dam and the Main Street dam removed, a seamless, navigable linkage from OSU through downtown would be created. A narrower river channel would also create a more robust green corridor that could have enhanced pedestrian and bicycle pathways and allow access for other recreational activities such as canoeing or kayaking. This will further strengthen and expand the existing Olentangy Greenway Trail and solidify the linkage between OSU and Downtown Columbus.



Existing Olentangy River at 5th Avenue



Proposed Olentangy River at 5th Avenue







Figure 39 - Proposed Scioto-Olentangy Greenway Downtown to OSU Reach



# 12 IDEAS

## 12. SCIOTO-OLENTANGY GREENWAY CORRIDOR - CONTINUED

### The Highbanks to Scioto Audubon Connection

The Scioto and Olentangy River corridors touch dozens of Columbus neighborhoods and inner-ring suburbs. While the Olentangy Greenway Trail provides connectivity today, if the entire river corridor was restored to its natural condition and new parkland developed along its edges, it could become a world-class green connection through the City's core. With the City's Wet Weather Management Plan underway to reduce the potential for Combined Sewer Overflows and the planned removal of the 5th Avenue Dam, the stage is now set to link Highbanks Metro Park to the Scioto Audubon Metro Park. This unrivaled 16.5 mile green river corridor would integrate parks, neighborhoods, OSU, downtown, and cultural attractions and create a vibrant, active spine through the City. While the removal of the dams above 5th Avenue is inherently more difficult due to sewer lines and other utilities, it would build upon the 45 acres of additional green space in Downtown Columbus by creating approximately 125 acres of additional green space along the entire corridor.

If we are to truly embrace our rivers and take our environmental responsibilities seriously, we, as a community, need to do everything in our power to reverse the environmental damage that has besotted our waterways. In the context of a \$2.5 billion plan to separate storm and sanitary sewers, the potential cost of removing these low-head dams is far outweighed by the environmental and community benefits that would result. Improving the health of the river increases its value to the community, creating a more prosperous, competitive metropolis for the 21st century.

### NEXT STEPS

- CDDC and the City of Columbus should undertake an engineering feasibility study to understand the implications of demolishing the Main Street dam with a clearly delineated implementation plan
- CDDC and the City should undertake a design study to understand the potential for new park space relative to demolishing the Main Street dam, including capital and operational costs and financing
- Given the feasibility and funding considerations, implementation of this recommendation should be initiated.
- CDDC and the City should conduct a feasibility study to develop design solutions that allow for the removal of the five additional low-head dams above 5th Avenue, connecting Highbanks Metro Park and the Scioto Audubon Metro Park.
- All facets of the project should take advantage of all available Federal funding opportunities, environmental grants, corporate sponsorship, and other outside funding sources.





THE POTENTIAL COST OF REMOVING THE LOW-HEAD DAMS IS FAR OUTWEIGHED BY THE ENVIRONMENTAL AND COMMUNITY BENEFITS



Figure 40 - Existing Scioto-Olentangy Greenway Downtown to Highbanks Metro Park