EXECUTIVE SUMMARY

In the Fall of 2002, a study was concluded by NBBJ for the City involving a number of options/recommendations to improve traffic flows on South State Street (State Route 3). The plan outlined alternatives to improve both the appearance and function along the 1 1/3 mile corridor between I-270 north to Walnut Street and Uptown Westerville.

Suggestions included development of an access management plan to consolidate driveways/curb cuts and better control turning movements on and off of South State Street, creation of a gateway at I-270, modifications to existing traffic signal timing and upgrading traffic control signage and pavement markings. Suggested methods to ameliorate traffic on South State Street are currently under study and include the following:

- On the west side of South State Street: A secondary vehicular access for service vehicles is proposed west of the Westerville Center. This vehicular access would divert considerable traffic off of South State Street and is proposed to connect to the signalized traffic light at Cherier Park Square and Cherrington Road.

- The Ohio Department of Transportation's (ODOT) project at I-270 involves the removal of the I-270 westbound slip ramp to northbound State Route 3 along with the removal of the southbound State Route 3 slip ramp to I-270 westbound along with better defined vehicular lanes entering and exiting the City. Final construction documents were submitted to ODOT in January of this year. Sale of the project by ODOT is expected in 2010.

- On the west side of South State Street south of Westerville Plaza: Designation of a portion of the abandoned railroad right-of-way as a secondary means of vehicular access to Heatherdown Drive/South State Street from the southern end of Camelot. This public street improvement could reduce vehicular turning movement conflicts on South State Street, close to the I-270 interchange, by channeling vehicles onto Heatherdown Drive and through the existing signalized intersection at Heatherdown Drive/Huber Village Boulevard/South State Street. It should be noted the abandoned railroad right-of-way is not presently owned by the City of Westerville.

- On the east side of South State Street: Designation and upgrade of Hilsdowne Road between Huber Village Boulevard and Schrock Road. The plan includes public street improvements to Hilsdowne Road involving the acquisition of right-of-way and street widening at the intersection of Hilsdowne and Schrock Road to accommodate left and right turning lanes. One (1) structure east of the Thomas Office complex is proposed to be acquired by the City to permit the widening of Hilsdowne Road between the Guernsey Bank development and Huber Village Boulevard to a two (2) way public street. Vehicular traffic from Hilsdowne Road to Daleview Drive and Fairdale Avenue is proposed to be eliminated with the creation of cul-de-sacs for those streets. Engineering is well underway for this improvement.

The South State Street Corridor Streetscape Plan is a detailed urban design plan on the creation of guiding principles to better define one of the major entrances to Westerville. The plan addresses the visual urban design character for the corridor, but through the creation of the access management plan, also addresses means of improving vehicular and pedestrian safety. The ensuing recommendations are to develop a "complete street," or a street which is designed for all users, including the motorist, public transit riders, pedestrians and bicyclists.

PURPOSE OF THE STUDY

As City officials looked at improving traffic flows and public safety, the following goals were established, building on the original 2002 study.

- Establish a "gateway" to the City at I-270.
- Redefine street intersections/pedestrian crossings.
- Promote a pedestrian friendly "walkable community."

THE SOUTH STATE STREET CORRIDOR STREETSCAPE PLAN
21 SOUTH STATE STREET
CITY OF WESTERVILLE, OHIO 43081
EDSALL & ASSOCIATES LLC

LANDSCAPE ARCHITECTS
704 NEIL AVENUE, COLUMBUS, OHIO 43219
614-321-0080
• Improve vehicular traffic flows on South State Street.
• To encourage public and private reinvestment in the area.
• Better define vehicular use areas and pedestrian use areas.
• Improve signage to better guide vehicles along the corridor.
• Establish a "Green Street" and create an image of a "City in a park."
• Mitigate the visual impact of large parking areas adjacent to the corridor.
• Protect and enhance public and private investments/reinvestments.
• Reinforce the visual character and identity for Westerville and reinforce the establishment of place.
• Create an access management plan by consolidating curb cuts and reduce turning movement conflicts.
• Develop a vehicle to communicate with the development community and property owners the design standards for the corridor and facilitate the review process.
• Establish an urban design theme, minimum guiding principles and standards which visually connect Westerville's existing downtown. Such guiding principles shall include improvements within the existing and proposed right-of-way as well as the area between the right-of-way line and the buildings of private development.

THE CORRIDOR TODAY

South State Street today is characterized by a lack of greenery/shade trees, numerous utility poles, a proliferation of overhead/unorganized wires, poor night lighting, an unkempt/disparaging tree lawn and innumerable drives and curb cuts of varying widths often close together or close to major street intersections. This could be anywhere U.S.A.

• Overhead wires along with the proliferation of utility poles and strand wires for traffic control signage, particularly at street intersections, add to the visual chaos.
• The long, narrow tree lawn area is insufficient to create any significant greenway to the City. In fact, the narrow tree lawn often turns brown by summer and into the fall.
• Ideally wooden utility poles should be eliminated. However, if this becomes fiscally impossible, the removal and consolidation of utility poles at street intersections could drastically improve the physical appearance of the corridor.
• A photographic survey of the corridor depicts the sea of asphalt of State Street interrupted by wide expanses of excessively wide asphalt drives and a plethora of parking areas. Such parking areas are seldom visually screened from view from the motorist or pedestrian.
• Pedestrian walkways with ADA accessible ramps and clearly defined crosswalks are non-existent. Existing walks are also narrow. This condition only discourages people coming into the area and walking from one business to another or from an office to a restaurant or from the nearby neighborhoods.
• Very few street trees even exist from I-270 to Walnut Street. Those that do occur along the corridor are typically in very poor condition and are recommended to be removed and replaced. The most significant shade trees are the Plane Trees along the west side of South State Street near Wendy’s. These trees are recommended to be preserved.
• South State Street is very dark at night. The level of illumination is uneven and does not meet the National Illuminating Engineer's standard in terms of footcandles for the arterial. As such, it does not convey to the consumer an invitation as a place to work and shop. All cobra head fixtures should be replaced with the recommended street lighting standard.
• While bus service has declined in the past two (2) years, due to Central Ohio Transit Authority's (COTA) funding, transit service is anticipated to improve in April, 2008.
Currently there exists one (1) bus shelter at 589 South State Street on the west side of the street near Wendy's and the Westerville Center. There are no other bus shelters along the corridor. The need for bus shelters is determined by COTA based on the volume of ridership. Existing bus stops currently occur at the following locations on the west and east sides of South State Street.

- **Bus stops on the west side:** 5 Stops
  - 807 Fazolis
  - 589 Wendy's
  - 465 Great Harvest Bread Co.
  - 359 NAPA Auto Parts
  - 167 SEM Architects

- **Bus stops on the east side:** 5 Stops
  - 796 BP Gas Station
  - 520 Cook's Balloonery
  - 480 Dentist Office
  - 300 Dentist Office
  - 240 Old Armoury

- Adding to not only the visual clutter along the street, but also hindering vehicular traffic flows is the proliferation of free-standing mail boxes located within the right-of-way, often at the street curb. The U.S. Postal Service has adopted a policy of no longer delivering mail door to door. Free-standing rural-style mail boxes are presently located at the following locations.

- **East side:** 18 Boxes
  - 796 BP Gas Station
  - 772 Tim Hortons
  - 780 Carquest
  - 680 Arbys
  - 662 McDonald's
  - 578 Ron's Car Wash
  - 502 Instant Oil Change
  - 490 Expeditent Title Office
  - 480 Residence
  - 476 Residence
  - 470 Residence
  - 466 Residence
  - 450 Heartland Bank
  - 4 Boxes at North Side of Lee Terrace
  - Huber Village Boulevard Thomas Offices

- **West side:** 15 Boxes
  - 807 Fazolis
  - 777 Firestone Auto Care
  - 769 Sew-n-Save
  - 759 AT&T
  - 651 Pizza Hut
  - 641 Chipotle
  - 589 Wendy's
  - 579 Steak Escape
  - 533 Starbucks
  - 525 KFC
  - 503 Papa John's Pizza
  - 496 Subway
  - 467 American Family Insurance
  - 475 Yogi's Hoagies
  - 465 Verizon Wireless

- Based on information provided by the City of Westerville, tree lawn widths, walk widths and right-of-way widths vary north of the Heatherdown Drive/Huber Village Boulevard intersection and south of Walnut Street on both the east and west side of South State Street as noted below.

<table>
<thead>
<tr>
<th>Location</th>
<th>Tree Widths</th>
<th>Walk Widths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Huber Village Boulevard</td>
<td>5'4/7</td>
<td>4'7/6</td>
</tr>
<tr>
<td>Schrock Road to Bishop Drive</td>
<td>4'10</td>
<td>4'10</td>
</tr>
<tr>
<td>Schrock Road to Cherryton Road</td>
<td>4'5</td>
<td>4'5</td>
</tr>
<tr>
<td>Cherryton Road to Bishop Drive</td>
<td>5'4/7</td>
<td>6'4/4</td>
</tr>
<tr>
<td>Bishop Drive to Walnut Street</td>
<td>5'4</td>
<td>4'6</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Location</th>
<th>Tree Widths</th>
<th>Walk Widths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heatherdown Drive</td>
<td>3'4/7</td>
<td>3'4/7</td>
</tr>
<tr>
<td>Schrock Road to Bishop Drive</td>
<td>5'4/7</td>
<td>4'7/6</td>
</tr>
<tr>
<td>Schrock Road to Cherryton Road</td>
<td>Thru Cut</td>
<td>10'14/1</td>
</tr>
<tr>
<td>Cherryton Road to Bishop Drive</td>
<td>4'5/7</td>
<td>4'5/7</td>
</tr>
<tr>
<td>Bishop Drive to Walnut Street</td>
<td>5'4/7</td>
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**THE SOUTH STATE STREET CORRIDOR STREETSCAPE PLAN**
**CITY OF WESTERVILLE, OHIO 43081**

**EDSALL & ASSOCIATES LLC**

**LANDSCAPE ARCHITECTS**
754 NEIL AVENUE
COLUMBUS, OHIO 43215
814-221-0580
- The right-of-way is primarily 100'-0" wide with a 65'-0" street width with the following exceptions:

- At the northeast corner of South State Street and Huber Village Boulevard, the right-of-way widens from 100'-0" to 120.5'.

- On the east side of South State Street at 760 South State Street, the right-of-way widens to 114.6', spays to 102'-0" before returning to 100'-0".

- On the east side of South State Street, the right-of-way narrows to 90'-0" at 600 South State Street and then widens again to 100'-0" at 578 South State Street.

- Just north of Electric Avenue and south of Parkview Avenue on the west side of South State Street, the right-of-way from the street centerline narrows from 80'-0" to 40'-0". In the same area on the east side, the right-of-way widens from the street centerline to 62.9' before it spays back to 40'-0".

- Just north of Parkview Avenue on the west side, the right-of-way from the street centerline narrows from 30'-0" and widens just south of Central Avenue to 32.7'. The right-of-way remains 40'-0" on the east side of South State Street in this area. The street pavement width also narrows in this section from 65'-0" to 53'-0".

- The street pavement width remains 53'-0" wide from Central Avenue north to Walnut Street. The street right-of-way remains consistently 80'-0" wide from Central Avenue north to Walnut Street, leaving on both the east and west sides of the street 13'-6" from face of curb to the right-of-way line.

**REDEVELOPMENT GUIDING PRINCIPLES**

- **Gateway Development:** Uptown Westerville is one of only a few communities in Central Ohio which has retained its distinctive character and charm. The challenge for the study was how to extend this character
in a cost effective manner along the one and one-third (1 1/3) mile corridor. Furthermore, it was important as a motorist/visitor entering Westerville from the south or I-270 to have a strong sense of identity that you were in Westerville. The intent of the gateway guidelines is to complement, but not copy, the Uptown Westerville urban design elements. To accomplish this goal a number of improvements have been suggested including the following:

- **Tree alley:** Establish a strong alley of shade trees from I-270 to Heatherdown Drive/Huber Village Boulevard.

- **Street lights:** The inclusion of the proposed street light on a fluted pole with decorative clamshell, banner arms and esplanade lamp.

- **Irrigation:** At a minimum, it is recommended all lawn areas and planting beds be irrigated between I-270 and Heatherdown Drive/Huber Village Boulevard.

- **Ornamental iron fencing:** The replacement of the Ohio Department of Transportation’s galvanized chain link right-of-way fencing with brick piers and ornamental iron picket fencing.

- **Entrance signage:** The introduction of brick and limestone entrance signs immediately north of the new entrance/exit slip ramps at I-270 on the east and west sides of South State Street.

- **Brick median:** The introduction of brick pavers in a running bond pattern in the South State Street median immediately north of the proposed ramps at I-270 between the on-off ramps at I-270 and Heatherdown Drive/Huber Village Boulevard.

- **Additional landscaping:** The addition of landscape plantings consisting of evergreen and flowering shrubs along with ornamental grasses and perennials between I-270 and Heatherdown Drive/Huber Village Boulevard within the right-of-way, creating a green gateway.