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CITY PLAN
COLUMBUS
GEORGIA

JOHN NOLEN
CITY PLANNER

HALE J. WALKER · JUSTIN R. HARTZOG
ASSOCIATES

1926

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Columbus, Georgia 31902



Official Photograph by U. S. Army Air Service

Columbus today. The city is shown here as the outcome of the Act of the State Legislature in 1827 establishing an industrial and agricultural center in Western Georgia

CITY PLAN
COLUMBUS, GEORGIA

JOHN NOLEN, *City Planner*

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Associates

HARVARD SQUARE
CAMBRIDGE, MASSACHUSETTS

1926

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Statement by Planning Board

THE Planning Board wishes to present herewith its report upon the Comprehensive Plan of the City of Columbus, Georgia, and its environs.

¶ This report is based upon an intensive study of the existing conditions and our future requirements so that the two might be correlated to secure the orderly development of our community.

¶ This study has covered a period of two years and has been made by every municipal agency under the guidance of John Nolen, one of the foremost experts in City Planning.

¶ We hope that it will be read and studied by every one interested in a Greater Columbus.

PLANNING BOARD
CITY OF COLUMBUS, GEORGIA

PLANNING PROPOSALS *for* COLUMBUS, GEORGIA

TABLE OF CONTENTS

	PAGE
Statement by the Planning Board	4
Introduction	7
Thoroughfares	8
Parks and Parkways	14
Schools and Playgrounds	16
Civic Center	19
Downtown District	20
Industry and Transportation	21
Special Features	24
Conclusion	34
Résumé of Progress	35

LIST OF PLANS

General Plan of Major Streets and Highways	<i>Facing page</i> 10
General Scheme for Parks and Recreation Areas	<i>Facing page</i> 16
General Plan for Civic Center	18
General Plan for Development of Golden Park	27
General Plan for Development of High School and Athletic Field	31
Existing Conditions Map	<i>At end</i>
Comprehensive City Plan	<i>At end</i>

PRINCIPAL RECOMMENDATIONS
of
THE CITY PLAN *of* COLUMBUS

- (1) Development of a Main Thoroughfare System based on traffic requirements within the city, and connection with regional roads to the north, east, south, and west.
- (2) Development of a Park and Parkway System suggested by the distribution of population and topographical features.
- (3) Expansion of School and Playground Facilities by enlargements to existing grounds and the acquisition of new locations.
- (4) Establishment of a Civic Center between Second and Fourth Avenues, 11th and 13th Streets to include sites for a City Hall, Auditorium, Library, and Museum.
- (5) Improvement in the Downtown District of the approaches to the 14th Street and Dillingham Street Bridges; unification of railroad tracks in the Commercial section; program to raise the architectural standard of structures.
- (6) Better coordination between Industrial Development and the development of the city in general.
- (7) Development of decentralized and self-contained Industrial Communities in the Police District.
- (8) Separation of railroad rights-of-way from public streets in Residential and Retail Business Districts.
- (9) Continuation of the Program of Grade Separation.
- (10) Development of area within Sixth and Tenth Avenues, Linwood Drive, 4th Street, and Colored Cemetery for industrial and railroad use.
- (11) Future additional railroad yards to be developed beyond city limits.
- (12) Location of Union Station on axis of 12th Street at Sixth Avenue, when conditions warrant a new building.
- (13) Improvement of River Transportation Facilities.
- (14) Development of a Municipal Aviation Field.
- (15) Establishment of a new location for a Colored Cemetery.
- (16) Early development of grounds of the new High School Site.
- (17) Continuation of the development started in Golden Park section.
- (18) Preparation and adoption of a Zone Plan and Ordinance.

Report on Planning Proposals
COLUMBUS, GEORGIA

1. INTRODUCTION

Fortunate, indeed, is the city which has had the advantage at its founding of a definite and fitting plan, both in purpose and in physical form. The establishment of Columbus, on the Chattahoochee River at the foot of the falls, by Act of the State of Georgia, in 1827, places it in the select list of such fortunate cities. The purpose in founding the town was to open the western section of the state to civilization by creating an agricultural center, by utilizing the water power of the river for industrial purposes, and lastly by taking advantage of the river for transportation.

*Founding
Columbus*

From the beginning by statute the town has found its place agriculturally and industrially among the southern cities. Breadth and foresight prevailed in the layout of the original town, providing generous proportions to the streets, a favorable relation to the river and broad commons so that the present City of Columbus has escaped many of the vexatious problems of the central downtown areas so general, after years of growth, to a large number of our older cities.

Diversion from this spacious arrangement, which we are pleased to call southern in character, the expansion beyond the original town limits without the guidance of a similarly meritorious plan and the gradual disposal of a large part of the po-

tential park lands has brought on problems such as the need of space for recreation, proper selection and designation of major traffic routes, and the development of land for its most appropriate use.

With the city entering on another stage in its industrial development, due to greater utilization of power facilities in the region, *Purpose of City Plan* it is imperative that all physical improvements be coordinated and advanced by some definite agency. This can best be obtained by the City Plan which considers the interests of the city as a unit, the specific problems, and the means of preventing economic waste. The period of effectiveness of the plan is determined entirely by local conditions and the plan should be subject to amendment from time to time.

(a) The preliminary step in the formulation of the City Plan was a thorough survey of existing conditions. This survey included physical, economic, and social investigation. The facts so obtained were analyzed and correlated and the result was the production of the Existing Conditions Map, prepared in the office of the City Engineer, showing graphically the City of Columbus at the beginning of the city planning work. This map was incorporated as a part of the Planning Survey and already has been submitted (January, 1925).

Preparation of Plan

PLANNING PROPOSALS for COLUMBUS, GEORGIA



A residential street of Columbus, with wide park strips and stately trees marred by telephone and lighting poles



Main thoroughfare of good design handicapped in a similar manner

(b) Planning studies and the Comprehensive City Plan were based on the study of the Existing Conditions Map, public opinion in Columbus, and the application of the fundamental principles of city planning to secure development on the following lines.

THOROUGHFARES
PARKS AND PARKWAYS
SCHOOLS AND PLAYGROUNDS
CIVIC CENTER
DOWNTOWN DISTRICT
INDUSTRY AND TRANSPORTATION
SPECIAL FEATURES

2. THOROUGHFARES

The basic principle in the development of a city is the proper distribution of the areas of different uses and their connection with one another. This inter-communication is performed by the street system in its ramification throughout the entire city area. Without the means of public communication there can be no sound growth in housing, recreation or industry.

General

The street system is composed, in general, of three types of streets.

(a) Main Thoroughfares are the traffic routes connecting the central business area, the industrial and residential areas and the region beyond. These arteries should have a minimum width of 80 feet to provide for all types of traffic.

(b) Secondary Thoroughfares are the auxiliary and intermediate connecting routes to the Main Thoroughfares. The minimum width for this type should be 60 feet.

(c) Minor Streets. Those streets which do not function as either Main or Secondary Thoroughfares are classified as Minor Streets. Their purpose is to provide access from the thoroughfares to the residential areas and the traffic is entirely local in its character. The width of this class of street would be based on a minimum of 40 feet.

The design and location of the thoroughfares determine in a large measure the character and civic appearance of the com-

PLANNING PROPOSALS for COLUMBUS, GEORGIA

munity. Main Thoroughfares should have continuity, directness, and appropriate width. In addition, the convenience of the city is best served if thoroughfares are not more than one-half mile apart. Within more built up areas parallel secondary thoroughfares may be necessary to relieve main thoroughfares, and in the business districts a sufficient number of streets must be designated as Main Thoroughfares to take care of the needs of the areas. In this connection it must be recognized that not all streets in the central business district are Main Thoroughfares.

The town layout of 1827, the result of legislative enactment, had a rectangular or gridiron street system. The *Existing Main Thoroughfares* area covered by this layout is the district now included within 17th Street, Tenth Avenue, and the Chattahoochee River, wherein streets were laid off parallel to the river at widths ranging from 99 feet to 164 feet, and at right angles with a general width of 99 feet. The arrangement functioned very well for the "trading town," as it was then known, for it was limited in size and occupied a level area. The expansion of the area of the town of the frontier days to the city of today has been accomplished largely by pushing out, in piecemeal fashion, along the regional roads and extending the city limits to include the intervening territory. These radial regional roads have naturally remained as the main thoroughfares of the enlarged city, although often of insufficient width.

The following streets form the backbone

of the present or existing thoroughfare system.

CHART 3

North and South

Broad Street — 8th Street to 15th Street
First Avenue — 15th Street to 17th Street
Second Avenue — 17th Street to Bibb City
Hamilton Avenue — 17th Street through city limits
River Road — Hamilton Avenue through city limits
Sixth Avenue — 8th Street to Linwood Drive
Tenth Avenue — 6th Street to 8th Street
Twelfth Avenue — Linwood Drive to Hamilton Avenue
Wildwood Drive, Chatham Drive — Macon Road to Lovers Lane, thence to 17th Street
Wildwood Boulevard — Lovers Lane to Talbotton Road
Lovers Lane — Wildwood Drive to Wildwood Boulevard
Brown Street — Macon Road to Cusseta Road
Lawyers Lane — Macon Road to Third Avenue (Brooksville)
Morris Road — Buena Vista Road to County Farm Road
Lumpkin Road — Cusseta Road southward

East and West

8th Street — Broad Street to Tenth Avenue
Dillingham Street — Broad Street to Dillingham Bridge
11th Street — Broad Street to Tenth Avenue
14th Street — Broad Street to Bridge
15th Street — Broad Street to Sixth Avenue
Linwood Drive — Sixth Avenue to 13th Avenue
17th Street — First Avenue to Hamilton Avenue and 13th Avenue to Wildwood Drive
31st Street — Second Avenue to River Road
Duncan Street — River Road to Hamilton Avenue
Talbot Avenue, Talbotton Road — Hamilton Avenue through city limits
Wynnton Road, Macon Road — Tenth Avenue through city limits
County Farm Road — Macon Road eastward
Buena Vista Road — Wynnton Road eastward
Glade Road, Cusseta Road — Tenth Avenue eastward
Muscogee Junction Road — Cusseta Road to Buena Vista

PLANNING PROPOSALS for COLUMBUS, GEORGIA

PROPOSED MAIN THOROUGHFARES

North and South ● ● ● *Traffic Arteries*

Front Street — 8th Street to 14th Street
Broad Street — 4th Street to 15th Street
Second Avenue — Lumpkin Boulevard through
Bibb City
Clapp Hill Road — Duncan Street to River Road
Third Avenue — Eighth Street to 19th Street
Fourth Avenue — 4th Street to Hamilton Avenue
Sixth Avenue — 4th Street to Linwood Drive and
29th Street to 32nd Street
Tenth Avenue — Lumpkin Boulevard to Gunby
Road
Johnson Road — 32nd Street and Sixth Avenue to
River Road and northward along west side
of Central of Georgia Railroad
Beallwood Road — Duncan Street northward along
east side of Central of Georgia Railroad
Hamilton Avenue — 17th Street and Third Ave-
nue through city limits
River Road — Hamilton Avenue to Nances Boule-
vard and beyond
Twelfth Avenue — Linwood Drive to Hamilton
Avenue
Thirteenth Avenue — Munro Road to Gunby Road
Nineteenth Avenue — Gunby Road to Duncan
Street
Hilton Avenue — Macon Road to Duncan Street
Melton Street — Duncan Street to Nances Boule-
vard
Muscogee Road — Border Road to Buena Vista
Road
Pine Grove Road — Seventeenth Street to Spencer
Boulevard
Brown Street — Macon Road to Cusseta Road
Lawyers Lane — Macon Road to Central Avenue
Halfway Road, Scott Road — Sibley Road to
Wheeler Boulevard
Lumpkin Road — south from Cusseta Road

Pleasure Drives ● ● ● ● ●

Cook's Branch Parkway — Third Avenue to 33rd
Street
Wynnton Drive, Harding Drive — Macon Road
to Central Avenue
Midway Drive, Eighteenth Avenue, Nineteenth
Avenue — Wynnton Road to Gunby Road
Munro Road, Lovers Lane — Wynnton Road to
Spencer Boulevard
Wildwood Drive — Wynnton Road to Lovers Lane
to 17th Street

Lindsay Creek Parkway East — Bull Creek
Parkway West to Wheeler Boulevard
Lindsay Creek Parkway West — Central Avenue
to Talbotton Road
Berkeley Road — Lindsay Creek Parkway West
to Macon Road
Cooper Creek Parkway East — Bull Creek Park-
way West to Wheeler Boulevard
Cooper Creek Parkway West — Bull Creek Park-
way West to Talbotton Road

East and West

Traffic Arteries ● ● ●

4th Street — Broad Street to Sixth Avenue
Glade Road, Border Road — Tenth Avenue to
Bull Creek Parkway West
Cusseta Road — southeast from Glade Road
8th Street — Front Street to Tenth Avenue
Dillingham Street — Broad Street to Dillingham
Bridge
Macon Street, Central Avenue — Tenth Avenue
to Lindsay Creek Parkway West
10th Street — Front Street to Sixth Avenue
11th Street — Front Street to Sixth Avenue
Wynnton Road, Macon Road — Tenth Avenue
through city limits
Buena Vista Road — Munro Road to Wynnton
Road and southeast through city limits
Ada Avenue, Bellada Boulevard — Macon Road to
Lindsay Creek Parkway West
Sibley Road — Lindsay Creek Parkway East to
Cooper Creek Parkway West
12th Street — Front Street to Sixth Avenue
18th Street — Front Street to Midway Drive
14th Street — Bridge to Sixth Avenue
15th Street — Broad Street to Sixth Avenue
Linwood Drive — Sixth Avenue to Thirteenth
Avenue
17th Street — First Avenue to Fourth Avenue and
Thirteenth Avenue to Macon Road
19th Street — Second Avenue to Wildwood Drive
Gunby Road — 19th Street to Lovers Lane
Talbot Avenue, Talbotton Road — Hamilton Ave-
nue through city limits
22nd Street — Gunby Road to Nineteenth Ave-
nue
27th Street — Hamilton Avenue to Talbotton
Road and Gunby Road to Nineteenth Avenue
Country Club Road — Lovers Lane to Cooper
Creek Parkway West
29th Street — Second Avenue to Hamilton Avenue
31st Street — Second Avenue to River Road



Official Photograph by U. S. Army Air Service

This aerial view shows the unusual amount of foliage in the downtown section, the general openness of blocks and the harmony of building heights.
This condition if preserved in the future will make Columbus a distinctive city

PLANNING PROPOSALS *for* COLUMBUS, GEORGIA

Midway Drive — south from present end of drive to Wynnton Road

Munro Road — continuation of Munro Road on east side of Werecoba Creek to Wynnton Road

Munro Road — 17th Street to Lovers Lane through High School property

Beallwood Road — 2nd Street (Beallwood Heights) to Duncan Street

Beallwood Road — north from North Street

Seventeenth Avenue — Golf Lane to Talbotton Road

Seventeenth Avenue — 33rd Street to 43rd Street

Nineteenth Avenue — 27th Street to Duncan Street (extended)

Hilton Avenue — Garrard Drive to Duncan Street (extended)

Brown Street — extension northward from Schaul Street to avoid offset

Brown Street — Central Avenue (extended) to Cusseta Road

Lawyers Lane — Third Avenue (Brooksville) and Buena Vista Road to Central Avenue (extended)

Lawyers Lane — Schaul Street to Tate Drive

Wynnton Drive — north to D Street (Brooksville)

Wynnton Drive — north from D Street (Brooksville) to Macon Road

Cook's Branch Parkway — Third Avenue to 33rd Street over course of Cook's Branch

Clapp Hill Road — Duncan Street to Nances Boulevard

Johnson Road — 32nd Street and Sixth Avenue northward along Central of Georgia Railroad

Meritas Road — 32nd Street to Duncan Street along west side of Central of Georgia Railroad to River Road

Pine Grove Road — 17th Street to Spencer Boulevard (new)

Berkeley Road — Macon Road to Lindsay Creek Parkway West (new)

Bozeman Parkway — Lumpkin Boulevard to Lumpkin Road

Coweta Boulevard — Bull Creek Parkway West (new) to Border Road

Lindsay Creek Parkway West — Buena Vista Road to Nances Boulevard (extended)

Lindsay Creek Parkway East — Bull Creek Parkway West (new) to Wheeler Boulevard (new)

Scott Road — Halfway Road to Wheeler Boulevard (new)

Cooper Creek Parkway East — Bull Creek Parkway West to Wheeler Boulevard (new)

Cooper Creek Parkway West — Bull Creek Parkway West to Wheeler Boulevard (new)

Table "B" — Extensions, East and West

Border Road — Muscogee Junction Road to Glade Road

4th Street — Sixth Avenue to Seventh Avenue

Central Avenue — west to Russell Street

Buena Vista Road — Wynnton Road to Munro Road (extended)

17th Street — Hilton Avenue to Macon Road

Wildwood Avenue — Hilton Avenue to Pine Grove Road (new)

Country Club Road — Wildwood Boulevard to Cooper Creek Parkway West (new)

Talbotton Road — Lindsay Creek to Gentian

Duncan Street — Seventeenth Avenue to Nineteenth Avenue (extended)

Nances Boulevard — River Road to Lindsay Creek Parkway West (new)

Table "C" — New Streets, North and South

Bay Street — a relocation from 7th Street to 8th Street to obtain space for ramp to wharf

Table "C" — New Streets, East and West

Bull Creek Parkway West — Bozeman Parkway (new) along west side of the course of Bull Creek

Bull Creek Parkway East — Lumpkin Road along east side of the course of Bull Creek

Lumpkin Boulevard — Broad Street to Tenth Avenue

Lumpkin Boulevard — Tenth Avenue to Coweta Boulevard (new)

Avondale Road — Tenth Avenue to Tenth Avenue (Avondale)

Bellada Boulevard — Lawyers Lane to Lindsay Creek Parkway West (new)

Sibley Road — Lindsay Creek Parkway East (new) to Cooper Creek Parkway East (new)

Wynnton Road — relocation of street from Tenth Avenue to Dry Street

Warwick Road — Pine Grove Road (new) to Lindsay Creek Parkway West (new)

Gunby Road — 19th Street to Fourteenth Avenue

PLANNING PROPOSALS for COLUMBUS, GEORGIA

Gunby Road — from old railroad crossing on Talbotton Road to Spencer Boulevard (new)
Spencer Boulevard — Hilton Avenue (extended) to Lindsay Creek Parkway West (new)
Wheeler Boulevard — Lindsay Creek Parkway East (new) to Cooper Creek Parkway West (new) partly over old road alignment
Melton Street — Duncan Street (extended) to Nances Boulevard (new)

Note: Arbitrary names have been given to unnamed streets for convenience of description.

It is very important that streets be designed to fulfill their individual purpose.

Street Sections A particular street may have different uses depending upon its location in the city and the stage of its development; for example, a main thoroughfare may be residential in character near the city boundary and entirely business further in toward the center of the city; consequently, the street sections should be so designed that walks and roadways may be widened as the business extends outward without displacement of property lines, destruction of trees, or abandonment of the existing improvements. These street sections should be predetermined so that as streets are widened or extended there will finally result unity of design with economy of construction.

In the rectangular system of street layout there is a tendency to monotony and a menace to the safety of traffic in the repetition of similar street crossings. To obviate this condition certain points have been selected, especially on main thoroughfares, at intersections with secondary thoroughfares and boulevards, for special treatment in design for both beautification and traffic control.

This form of public structure presents a great opportunity for the city to add materially to its physical appearance. The combination of the factors concerned in a bridge, the space to be spanned, the highway, and the material of construction, develop an outstanding point in the city composition, either convenient and beautiful or awkward and unattractive or even ugly. The minimum roadway over bridges should not be less than the actual traffic width of the roadway of the street which forms its approach. This will allow traffic from the street having parked vehicles to continue over the bridge without dangerous constriction of the traffic flow.

3. PARKS AND PARKWAYS

Columbus does not at present possess the recreational facilities commensurate with the needs of its population and natural opportunities. *Existing Parks* The original layout provided commons lands about the town borders and would have satisfied most of the park requirements through the ensuing years had it been followed. Of these lands there is now available 138 acres, south of 4th Street along the Chattahoochee River, known as Golden Park. In this area approximately 40 acres are used for recreation, containing the Race Track with stands and the Oglethorpe Playground, neither of which is very highly developed. The remainder of the area is used for farming. The playgrounds are scattered about the city as requirements call for them, usually in connection with the school buildings. In these playgrounds

PLANNING PROPOSALS for COLUMBUS, GEORGIA

there is, generally, organized and directed play under the supervision of the Department of Recreation.

The provision of recreational facilities for the inhabitants of the city is the primary function of the parks. It is essential that these parks be developed along lines appropriate to the needs of the population. Due to the industrial character of Columbus the use of parks is, predominately, by all-year-round residents and not to any great extent by winter visitors. For this reason the larger park developments should be near the residential areas in contrast to the concentration of amusement and parks about the hotel and apartment districts as in the resort city.

The parks of a city should offer recreation amid wholesome and attractive surroundings. The facilities should be carefully designed to meet the demands of the different types and ages of the population, for it is a well-known characteristic of human beings that congeniality of circumstances brings out latent qualities.

The recreational provisions of the city should be varied in form and use as shown by the following types of park development.

- Playgrounds
- Community Parks
- Large Parks or Country Parks
- Connecting Parkways and Boulevards
- Parked Streets
- Small Open Spaces
- River Front

(a) *Playgrounds.* The playgrounds have to take care of the children, the greater proportion of whom are of school age. The

best results, therefore, are obtained usually when the playgrounds are combined with the school properties. For this reason playgrounds will be discussed under the section dealing with Schools and Playgrounds.

(b) *Community Parks.* Of this type there are the following proposed parks.

- Linwood Park
- Muscogee Park
- St. Elmo Park
- Pine Grove Park
- Golden Park

Golden Park, while composed of existing park lands, has been included in the list of proposed Community Parks in view of the special study made of the area in which a portion of the lands is set aside for this purpose. The proposals for the development of the entire area of Golden Park are presented under the section of Special Features.

The purpose of these parks is to place a recreational area within walking distance of all residential sections of the city. In some cases parkways of sufficient width provide the recreational space necessary for such sections.

(c) *Large Parks.* One large park, designated Up River Park, has been shown on the plan near the section occupied most generally by the industrial residents, for they are in most need of this type of facility. This area should be developed in a naturalistic manner and made available for all-day outings, barbecues, and similar forms of recreation. Other such areas of natural beauty, as has been shown on the plans, along the streams or the river should be

PLANNING PROPOSALS for COLUMBUS, GEORGIA

obtained and preserved in this form of public reservation.

(d) *Connecting Parkways and Boulevards.* The creek valleys and river banks should be acquired and preserved for the public. When left to the usual course of events they invariably become the public refuse dump and sites of unhealthy and unsanitary shack towns. The streams offering this possibility are the Chattahoochee River, Bull Creek, Werecocha Creek, Lindsay Creek, Cooper Creek, and the former Cook's Branch now drained. The layout of these in the form of parkways has given rise to the following proposed pleasure drives.

Lumpkin Boulevard
Bull Creek Parkway
Lindsay Creek Parkway
Werecocha Parkway
Cooper Creek Parkway
Chattahoochee Boulevard

The development of these parkways in width and detail will vary according to the natural conditions, but has been shown in general as a suggestion for the detail planning of the future.

(e) *Parked Streets.* In addition to the parkways and boulevards certain thoroughfares should be developed as parked streets to form links in the park system, thus continuing the pleasure drives about the city where it is physically or economically impossible to develop parkways.

The great width of the older streets gives an immeasurable sense of breadth in the city, and every effort should be made to retain this condition by protecting the parked strips, by the planting of trees, and

by the elimination of unsightly telephone and electric light poles.

(f) *Small Open Spaces.* Scattered about the city are numerous small open spaces and squares which should be developed in an attractive manner to carry the feeling of freedom and openness throughout the city.

(g) *River Front.* It is proposed that the Georgia side of the Chattahoochee River be parked wherever physically possible, and to include driveways and pathways wherever it is feasible. This would make the right bank of the river a park from the Up River Park (proposed) down to Bibb City, including the island in the river, and south from Rock Island on the Bibb City south boundary to the Public Library at 15th Street. This parking would in most cases be the planting of the banks and possibly laying out of a path at the top. The bank of the river through the city from 13th Street, south to 7th Street, is occupied by industrial plants and must be improved mainly by sanitary measures and controlled industrial and commercial development. The parking may begin again south of 7th Street and carry along unbroken past the end of Broad Street, Golden Park, and Riverdale Cemetery to Bull Creek. South of Bull Creek the parking should include the immediate area that lies between the river and the creek.

4. SCHOOLS AND PLAYGROUNDS

The close relation that exists in the activities of the schools and playgrounds

PLANNING PROPOSALS *for* COLUMBUS, GEORGIA

makes it logical to consider them together. It is economical of land and funds and more efficient in operation that where physically practical they be combined.

The schools and playgrounds should be so located that they will not be beyond a half mile from any part of the district which they serve. Dangerous crossings over trolley and railroad tracks and streams should be considered in selecting the sites and these hazards made boundaries rather than being included within a school area. The present schools as a rule are very well located in this respect.

The grounds should be as far as possible separated from adjacent property by a

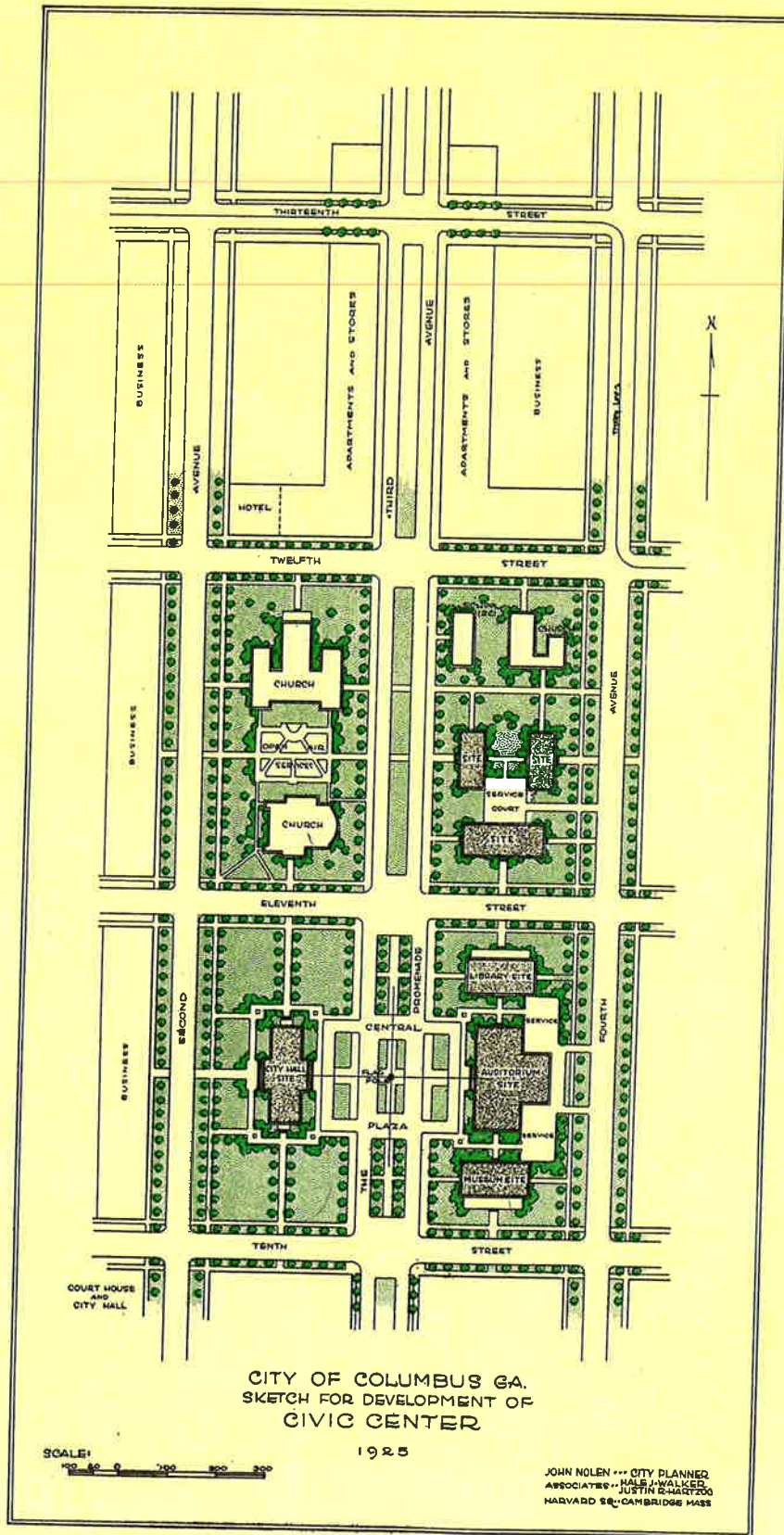
public way. In area there will be considerable range depending upon conditions, but a good minimum standard is four acres. This will allow for use during evenings for community interests. Sites for the schools and playgrounds are absolute necessities to the public and must be acquired regardless of cost. For this reason suitable sites should be selected and acquired at the time of the projected development of a district before the price of the land has advanced.

The development of the new grounds of the Academic High School and Athletic Field has been made the subject of a special study which is incorporated in the Special Features section.

The following table shows the existing and proposed schools and playgrounds with areas in acres.

<i>Public School</i>	<i>Existing Area</i>	<i>Proposed Additions</i>
7th Street	.5 acres	Double present area
10th Street	.5 "	No addition
16th Street	1. "	" "
Rose Hill	.88 "	Addition approximately 80' x 180'
East Highlands	2.1 "	No addition
McIlhenney	1.3 "	Addition approximately 130' x 160'
Waverly Terrace	1.72 "	No addition, adjacent to Industrial High
North Highlands	1.54 "	190' x 280'
Linwood	2.34 "	No addition
Fifth Avenue (colored)	.5 "	70' x 148' and 148' x 148'
Claffin (colored)	1.0 "	100' x 220'
Claffin Annex (colored)	.46 "	No addition
City View	1.8 "	" "
Wynnton	5.59 "	" "
Academic High	.7 "	To be moved to Wildwood site
Industrial High	4.13 "	No addition
River School		4.13 acres
Beallwood Heights		2.9 "
Duncan		6.85 "
North		4.13 "
Northeast		4.3 "
Country Club		4.54 "
New Academic High (Wildwood site)		35.9 "
Lindsay Creek		4. "
Bull Creek		4. "
Cusseta		5.8 "
Dunbar		2. "
Meeler		2. "

(These areas and dimensions are approximate only)



PLANNING PROPOSALS for COLUMBUS, GEORGIA



The County Court House and Municipal Offices. An entire block has been reserved as a setting, giving a sense of spaciousness which is becoming more and more rare in modern cities



St. Elmo, the historic old mansion, is an admirable precedent for this type of domestic architecture and landscape setting

5. CIVIC CENTER

The function of the Civic Center in the city's organization and physical layout is to establish an Administrative Center wherein municipal buildings are grouped, and to correlate the activities of those institutions which through their nature must be distributed over the city. Also, it provides a common meeting ground for all citizens in the discharge of their municipal duties and a means of arousing civic pride and consciousness.

It is proposed to establish such a center in Columbus in the blocks bounded by Second and Fourth Avenues, and by 10th and 13th Streets. This area lies within the older part of the city adjacent to the business district, easily accessible from all parts of the city and near enough to the railroad entrance to Columbus to make it a factor in crystallizing a favorable opinion in the minds of visitors.

In the proposed area for the Civic Center there exists a nucleus of public and semi-public property, consisting of three large church buildings with considerable open space about them and three school buildings.

Also adjoining this site is the County Court House, occupying a full block. It has not been included within the Civic Center because of its proximity to the business district, but it will count in the continuance of open space through the central part of the city.

The proposal is to make a special development of Third Avenue from 13th Street as an approach to the Civic Group occupying the two blocks between 10th and 11th Streets. It is proposed to develop Third Avenue, beginning at 13th Street, a business thoroughfare and lead to the new viaduct and as far as 12th Street, as high-class business, hotel, and apartment frontage. From 12th Street to 11th Street the

PLANNING PROPOSALS for COLUMBUS, GEORGIA

property is largely semi-public and the avenue would take on a more formal character with a central park panel and a planting of trees on either side. At 11th Street the avenue would lead into the Civic Group with a wide Central Plaza and Promenade. About this Plaza are suggested sites for the city hall, an auditorium, a library, and a museum, with a planting arrangement of trees and shrubs and a system of connecting walks.

In addition to the proposed sites of the Civic Group three additional building sites have been suggested in the block north of the library site, selected for their relation to existing and proposed buildings. In the block north of the city hall site, the space between the two churches has been suggested as a suitable area for open air services, enclosed with planting and so arranged as to act as a part of the walk system when not in use for services. These four blocks with that of the Court House definitely establish a central open space in the down-

town section, and the character of this development makes a considerable part of it available for park use. The owners of property facing on these blocks should be encouraged to develop their frontages in harmony with the Civic Center so that this area will be the most attractive and inspiring area of the city.

6. DOWNTOWN DISTRICT

As Columbus exists today there is no outstanding center in this district except that of the intersection of Broad and 12th Streets which is not due to physical qualities and adaptability but to the proximity of several important buildings and the location of the central station of the street railway transportation system. This lack of a center in the downtown district can be remedied by the adoption of a program to create a civic center such as has been proposed in a previous section.

*Lack of
Dominant Center*



Broad Street. The trees still stand on this portion of the wide street although taken over by business. Compare with next photograph



Broad Street. The trees have unfortunately disappeared from this portion of the street, with the growth of business. The street is sufficiently wide to permit trees

PLANNING PROPOSALS for COLUMBUS, GEORGIA

Another feature of this district of the city which should receive attention is that of the bridges over the Chattahoochee River. These bridges in themselves may meet the demands for transportation over the river, but they do not act as embellishments to the city, a function which bridges should perform in a capacity similar to public buildings. The approaches to both bridges should be widened so that the structures may have an adequate setting. In the case of the Dillingham Bridge a park has been shown at the Columbus head of the bridge which will provide a very suitable approach. The upper bridge at 14th Street presents a difficult situation on account of the character of large mills on either side of the street at the bridge head. This bridge undoubtedly will be the first to require widening and at that time detailed studies should be prepared and strenuous efforts made to secure an appropriate approach.

Railroads The question of railroads in the streets of the downtown district will always be before the city as the commercial needs of the city require the railroad tracks in the Bay and Front Streets section. When traffic from the yards of the railroads reaches a point where it is economical, all tracks should be unified and only one connection from the yards to the commercial district would be necessary. Tracks could then be put in a right-of-way or permitted on one street with definite separation from the street traffic.

The question of the character of the busi-

ness section should receive attention and property owners urged to improve the general architectural standard of all structures. The establishment of a Civic Center will in itself prove a great stimulus in this direction. This should not be construed to mean the encouragement of tall buildings, for the area of the district is large enough to meet the demands of business without the introduction of tall structures.

7. INDUSTRY AND TRANSPORTATION

The growth and progress of industry in Columbus has centered about the development of cotton manufacturing, which today employs 71 per cent of the industrial population, and in which the city ranks second among southern cities. Closely allied to this industry are the textile machinery plants and foundries which furnish employment for 11½ per cent of the industrial workers. In addition to these outstanding industries there are a great variety of manufacturing enterprises including woodworking and millwork, clay products and clothing.

Existing Industries The early industries were located along the river so that advantage could be taken of the water for power, each industrial plant developing its own power. The later plants, both cotton mills and other industries, deriving their power from steam or electric current, have not always located on the river, but have selected sites scattered about the city so that no well-defined industrial

PLANNING PROPOSALS for COLUMBUS, GEORGIA

districts exist. The Existing Conditions Map indicates the industrial areas as existing at the beginning of the planning and the following sections outline in a broad way the industrial areas of the city.

(a) *River Front Section*

Second Avenue at Gordon Boulevard
City Mills Dam to Central of Georgia Railroad Bridge
5th Street to 14th Street and west of Front Street

(b) *Northern Section*

Area at 32nd Street, Seventh Avenue and Central of Georgia Railroad
Second Avenue to Third Avenue, 30th and 31st Streets
Area at 30th Street, Fifth Avenue and spur railroad to Bibb City
Area on Twelfth Avenue between Talbotton Road and 29th Street

(c) *Central Section*

Sixth Avenue to Tenth Avenue between the Colored Cemetery and Linwood Cemetery, occupied largely by the railroads and their accessories.

(d) *Southern Section*

East of Tenth Avenue from 18th Street south to Riverdale Cemetery and generally south of Central Avenue to the proposed Aviation Field

The future, industrially, of Columbus lies in a balanced development of a varied range of industries. Situated in the cotton section of the country with a plentiful supply of labor, an abundance of electric power, and with practically all conditions favorable, its advantages and opportunities as a cotton manufacturing center may logically be urged but not to the exclusion of other lines of manufacturing.

Industrial Future

RECOMMENDATIONS FOR THE SELECTION OF INDUSTRIAL SITES

1. In the selection of sites for future industries more care should be exercised to secure the proper location of industries in relation to the city as a whole, considering such features as the thoroughfares, railroads, and the residential areas.

2. Development of decentralized industrial centers in the surrounding region to be separated from the main part of the city by the park system, such as the area north of Duncan Street between the Central of Georgia Railroad and River Road.

3. Several areas favorable to industrial development in the near future have been indicated on the plan.

Note: In general, the conclusions reached as the result of the Industrial Survey, made for the Chamber of Commerce, in 1924, by a prominent firm of engineers, are concurred in.

The city of Columbus has very favorable railroad transportation facilities, including the Central of Georgia Railroad, the Southern Railway, and the Seaboard Air Line Railway. These lines offer exceedingly good connection to all parts of the country, a very important factor in the building up of Columbus commercially and industrially.

The entrances of some of the lines, however, present unfortunate situations to the city. The Central of Georgia Railroad from the north passes over First Avenue from 19th Street to 17th Street and then crosses over several north and south streets to get to the railroad district between Sixth



General view of central portion of city showing typical industrial waterfront development

and Tenth Avenues. A start on grade elimination has been made by the construction of underpasses at Second Avenue and Linwood Drive. Detailed studies should be made to separate this line from the

The Southern Railway from Seventeenth Avenue to 17th Street is also undesirable, particularly the crossing of Talbot and Twelfth Avenues. Suggestions for improving this right-of-way are shown on the plan and detailed study is urged.

The Central of Georgia Railroad passes out over 9th Street with its Andulasia Branch, which is also used to reach the commercial district. Study should be made to combine this track with the Southern Railway's track over 6th Street to reduce the amount of cross trackage in this section of the city.

The yards of all railroads are concentrated in the area bounded by South and Tenth Avenues, Linwood Drive, 4th Street, and the Colored Cemetery. This entire area should be given over to railroad and industrial use and all residence use discontinued. When expansion for yards beyond the capacity of this area is required they should be located beyond the city limits, such as the districts north of Duncan Street, and east in the vicinity of the present Central of Georgia Railroad holdings near Central Avenue.

The city and railroads are fortunate in having a Union Station and one so well located. When conditions warrant it the construction of a new Union Station on the axis of 12th Street will make a per-

Development of Golden Park
In the plan for development of Golden Park the following general boundaries have been understood to include the area under consideration.

Fourth Street, south side line of street from Chattahoochee River to the Colored Cemetery.

Property line of Colored Cemetery south and east from Fourth Street to Tenth Street.

Tenth Avenue, west side line of avenue south from Colored Cemetery to the Chattahoochee River.

Chatthahoochee River northward to Fourth Street.

(b) *Controlling Features.* There are certain existing conditions that must be

PLANNING PROPOSALS for COLUMBUS, GEORGIA

taken into consideration and which will influence the design of the area.

The high water level of the Chattahoochee River at 317.0 ft. elevation

Colored Cemetery

Colored residential block between Second and Third Avenues south of Fourth Street

The width of the Lumpkin Boulevard

Allotment of space to specific purposes

(c) *Playground.* The Department of Recreation has as an assignment, for use as a playground, the northwest portion of Golden Park between Broad Street and Second Avenue. The area bears an axial relation to First Avenue and advantage is taken of the opportunity to place the Field House as a termination to the Avenue and to be the central feature of the playground. The various small play fields and courts are grouped about the outer parts of the area, leaving the center field open for football and baseball, which games require the greatest number of players and attract the largest number of spectators.

Following is a list of the features, games, and sports for which sites have been provided.

- 1 Field House
- 1 Football Field
- 1 Baseball Field
- 2 Playground Baseball Fields
- 4 Tennis Courts
- 4 Horseshoe Courts
- 1 Basketball Court
- 2 Volleyball Courts
- 1 Gymnasium Set
- 1 Wading Pool and Sand Pit
- 1 Baby Swing Set
- 2 Giant Strides
- 1 Playground Slide
- 1 Girls' Playground

These games and sports are grouped to serve most satisfactorily the different ages

of the playground users and to avoid the confusion resulting from unnecessary passing through game areas. The spaces adjoining the Field House are assigned to uses which need the facility of such a building. The path system serves all unit spaces without interfering with play and permits access and circulation about the entire playground. The planting of trees and shrubs is confined to the borders and a few selected spots so that there will be no interference with play. A fence with gates at the Field House should enclose the area to protect it from vandalism.

(d) *Fairgrounds.* The area designed as the Fairgrounds to supersede the block on Fourth Street between Sixth and Seventh Avenues and Fifth Street includes the land south of Fourth Street between Second Avenue and the Municipal Athletic Field and the Lumpkin Boulevard. The area so bounded also includes the block now occupied by colored residents. This block should be included to prevent its being used for purposes detrimental to the Fairground and the park in general.

The main entrance will be on a large plaza at the southern end of Fourth Avenue. This square, which is designated on the plan as the Entrance Plaza, will be approximately 200 feet by 300 feet. These dimensions may seem large but with traffic approaching it from two directions on a 99 foot street (Fourth Street) and a third direction on a 182 foot avenue (Fourth Avenue) it must have ample proportions to avoid congestion at the entrance and exit gates. The actual entrance to the grounds

PLANNING PROPOSALS *for* COLUMBUS, GEORGIA

should be such as to fittingly terminate the long thoroughfare, Fourth Avenue.

Within the Entrance Gates is the broad Promenade passing the full length of the grounds to the south, being two broad walks with a tree planted area down the center to reduce the glare and barrenness of a broad, smooth, walking surface. Midway on this Promenade is the Central Court, about 300 feet wide and 400 feet long, with a Bandstand on the axis of the central planted area. Around the outer border of this Court are planting spaces in which may be planted native shrubs and flowers, furnishing color and setting for the buildings. The Promenade at the southern end is terminated by a large building, the central feature of the Amusement Center. Facing on the Central Court is the Agriculture Building, looking across the Court and eastward through the broad Mall to the Stadium of the Municipal Athletic Field. The Mall and the Promenade form the two important approaches to all group centers.

The scheme of organization is based on a system of groups. These groups are Machinery, Arts, Agriculture, Stock, Model Farm and Amusement, and each center combines all the exhibits of the same character so that development may be planned to heighten the interest of those particular exhibits.

The Machinery Group is located at the left of the entrance and composed of two buildings for machinery and one for manufacturers' exhibits. In the center of this group is a court, to be used as a demonstra-

tion area for the various types of farm implements and machinery.

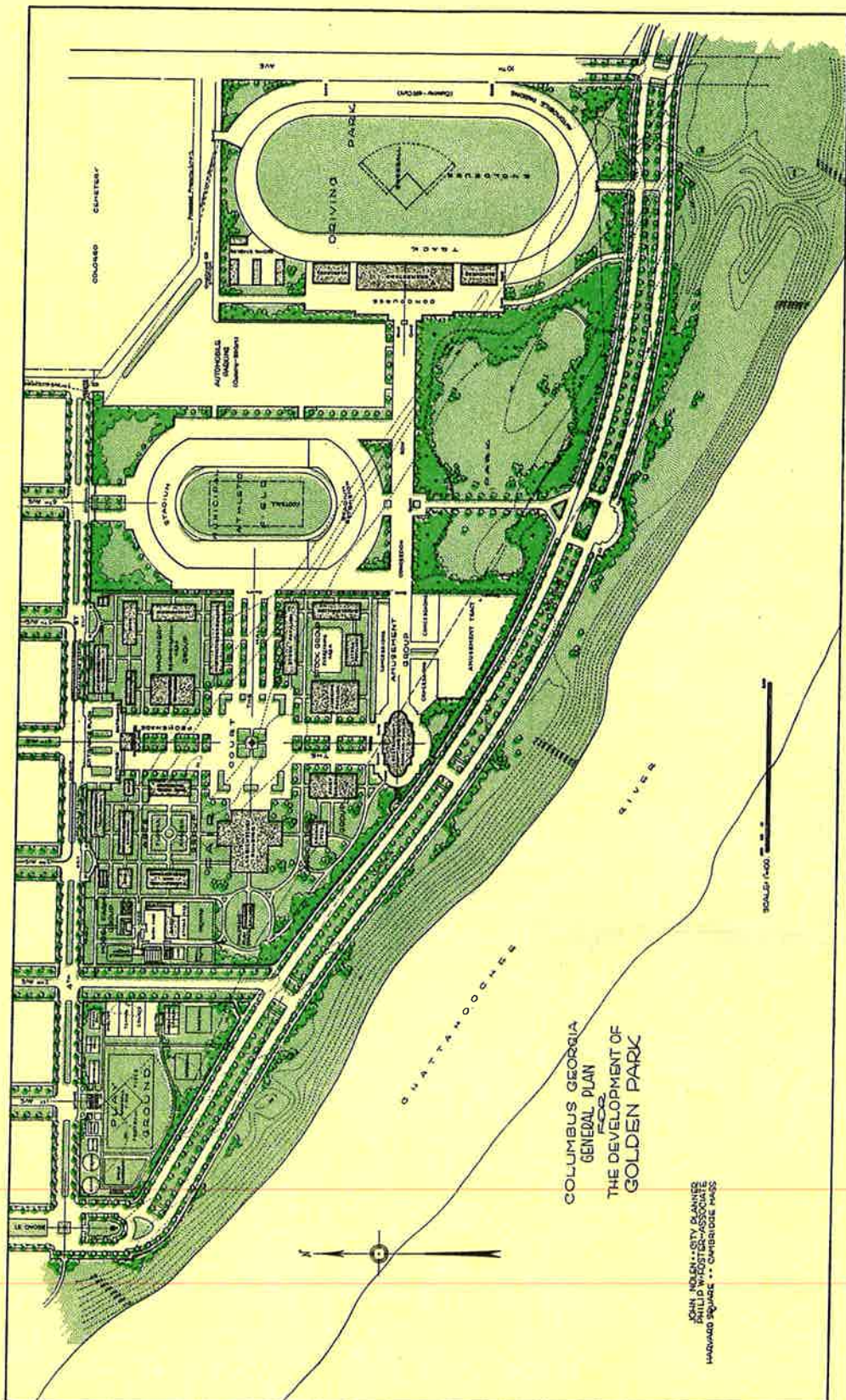
On the right of the Entrance is the Arts Group formed by the Fine Arts Building, Floriculture and Horticulture Building, and the Domestic Science Building. Within the court of these buildings is a Flower Garden to demonstrate the different types that may be grown in the region. This garden will add greatly to the general attractiveness of the group.

The Agriculture Group has as its central building the large Agriculture Building just mentioned as facing on the Central Court, the Dairy Building and Exhibit Building for Pets.

The southeast quadrangle of the grounds will be occupied by the Stock Group of four buildings, the Judging Pavilion and three Stock Exhibition Pavilions. Within the enclosure is the Exercising Area.

The portion of the grounds south of the Stock Group is given over entirely to the Amusement Group, consisting of the Restaurant and Dancing Pavilion, which stands on the axis terminating the Promenade and overlooking the River; the Concession Row and the Amusement Tract. In this latter area, the Amusement Tract, may be located those amusements which the Fair Association may desire to install permanently. This group will have several exits which may be converted into entrances in case the group is used independently when the Fair is not being held.

The Model Farm Group is located on the block now occupied by the colored residents and has been designed as an in-



COLUMBUS GEORGIA
 GENERAL PLAN
 FOR
 THE DEVELOPMENT OF
 GOLDEN PARK

JOHN NOLAN-CITY PLANNER
 PHILIP WIDSTOR-ASSOCIATE
 HARVARD SQUARE - CAMBRIDGE MASS

PLANNING PROPOSALS for COLUMBUS, GEORGIA

dependent unit. It consists of the house, barn, stable, sheds, yards, gardens, and other farm facilities. There are two entrances from the Fairground and one from Second Avenue, and it is entirely enclosed by a fence.

In addition to these group buildings there are others of special nature, such as the Administration Building at the left of the Main Entrance Gates with entrance from the Entrance Plaza or from the Fairground. Adjacent to this Administration Building is the Check Room on the Promenade, and the Men's Building near the Fifth Avenue Exit. On the left of the Entrance Plaza is the Organization Building, situated in a similar way as the Administration Building, with exterior and interior entrances so that it may be used without access to the Fairground. This building would house various farm and allied organizations which should have a central headquarters. Close to the Domestic Science Building is a Women's Building. In this vicinity are indicated two sites for additional small buildings. In the rear of the Agriculture Building, a Children's Building is situated, surrounded by a playground where children may be left while the parents, if they should so desire, visit the various groups. A small grove of trees is indicated where people may go for rest or find a change from the round of the exhibits.

The entire Fairground is shown enclosed with a fence as a means of protection and administration. Entrances and exits are indicated at points which seem to be logical

in relation to the adjoining streets or other sections of the Park.

The circulation system of the Fairground is designed entirely for foot traffic, owing to the compactness of the area and as a means of avoiding the congestion and dust incident to vehicular traffic.

The three ways of reaching the Fairground have been recognized with partial separation of traffic to these routes. Under the organization of routes Fourth Avenue is the main pedestrian artery; Third and Fifth Avenues, trolley routes with loading and unloading stations near the Entrance Plaza; Sixth Avenue, the pedestrian route to the Stadium; and Seventh Avenue, the motor route direct to the Parking Area. These routes indicate the predominant use of streets and not exclusive occupation.

(e) *Driving Park.* The Concession Row of the Amusement Group leads eastward out of the Fairground area directly to the Driving Park, opening up before the Grandstand in a wide Concourse. The Race Track of one-half mile is oriented north and south with the Grandstand and Bleachers facing the east. In the enclosure of the track is a regulation Baseball Field, so located that the Grandstand may be utilized for the spectators. To the north of the Grandstand are the Racing Stables within an enclosure opening on the track. About the outside of the track on the east side and south end is space for automobile parking, with entrances from Tenth Avenue and the Lumpkin Boulevard. This space should accommodate about 400 cars.

PLANNING PROPOSALS for COLUMBUS, GEORGIA

The Driving Park has been so located that it will have—

- Good orientation
- Traffic circulation in connection with the other features of the Golden Park development
- Direct entrances from Tenth Avenue and Fourth Street
- Ample area about it for large crowds
- Adequate automobile parking space
- Attractive relation to Park as a whole

(f) *Municipal Athletic Field and Automobile Parking Area.* The area is devoted entirely to the huge Stadium now under construction, and the design is based on furnishing logical and adequate approach to the entrances. The Stadium, standing on the axis of Sixth Avenue as it does, should have a fitting entrance from Fourth Street at the end of Sixth Avenue. This has been provided for in an entrance of large proportions for people entering on foot. From the entrance two wide walks pass around the Stadium on either side, leading to the numerous entrances to the seats. These walks also connect with the broad walk from Concession Row and these join with an entrance walk from the Lumpkin Boulevard. Also, the Stadium is reached directly from the Fairground by the Mall.

Adjacent to the Stadium is the large Automobile Parking area supplying space for 900 cars. This parking area is reached directly from Fourth Street to Seventh Avenue and from Tenth Avenue. Checking stations could be located at these two entrances so that full control could be exercised over all cars entering or leaving, thus providing protection.

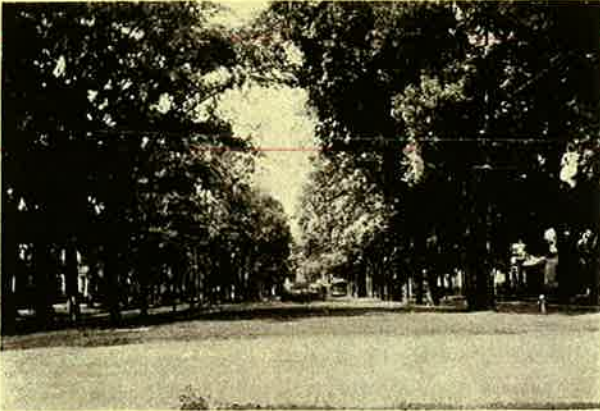
(g) *Park Area.* In addition to the assignment of areas for Playground, Fairground, Municipal Athletic Field, Automobile Parking Area, and Driving Park, there remains a section of Golden Park, between the Fairground and Driving Park, which has been developed for strictly park purposes, where people may congregate and seek recreation as they may desire. This area has a central open space surrounded by groves of trees and a circumferential path system which can be used for picnics, barbecues, and similar occasions.

(h) *Lumpkin Boulevard.* This parkway forms the connecting link between the downtown section of the city and the proposed park system along Bull Creek and the Chattahoochee River. Its width has been made the same as Broad Street and the central park panel has been continued to Tenth Avenue. At the end of Broad Street a feature has been designed to mark the end of the city street and the beginning of the Boulevard. This feature is a small formal open space wherein might be erected a monument connected with some prominent person or incident in the history of the City of Columbus.

The Boulevard should be planted with at least two rows of trees and more fittingly with four. These, if of some flowering type such as the Flowering Cherry, would mark Columbus with a feature that would soon be as noted as is the Basin in Potomac Park in the Capital City of the Nation.

Cross-overs in the Boulevard should be made at Second Avenue, at the lead to the

PLANNING PROPOSALS for COLUMBUS, GEORGIA



Wide streets, ninety-nine feet to one hundred and sixty-four feet, and appropriate tree planting were wise provisions of the founders of Columbus



An excellent type of industrial housing to be found in Columbus and Bibb City

Stadium, at the road entrance to the Driving Park, and at Tenth Avenue. Near the Stadium Walk an Overlook could be provided where cars might stop and people might view the river and get a splendid vista up and down the Boulevard. The bank of the river along the Boulevard should be thickly planted with a dense shrub and tree growth to secure it against the ravages of flood and to make it harmonious with the development of the park in general. This Boulevard would also provide a more suitable and appropriate entrance road to those institutional and municipal properties situated in this section of the city.

(a) *Location of Site.* The tract acquired by the City of Columbus for the new high school site is approximately 36 acres, or about three-fourths of the Wildwood Park. It is bounded on the south by 17th Street, and

Development of Site of New Academic High School

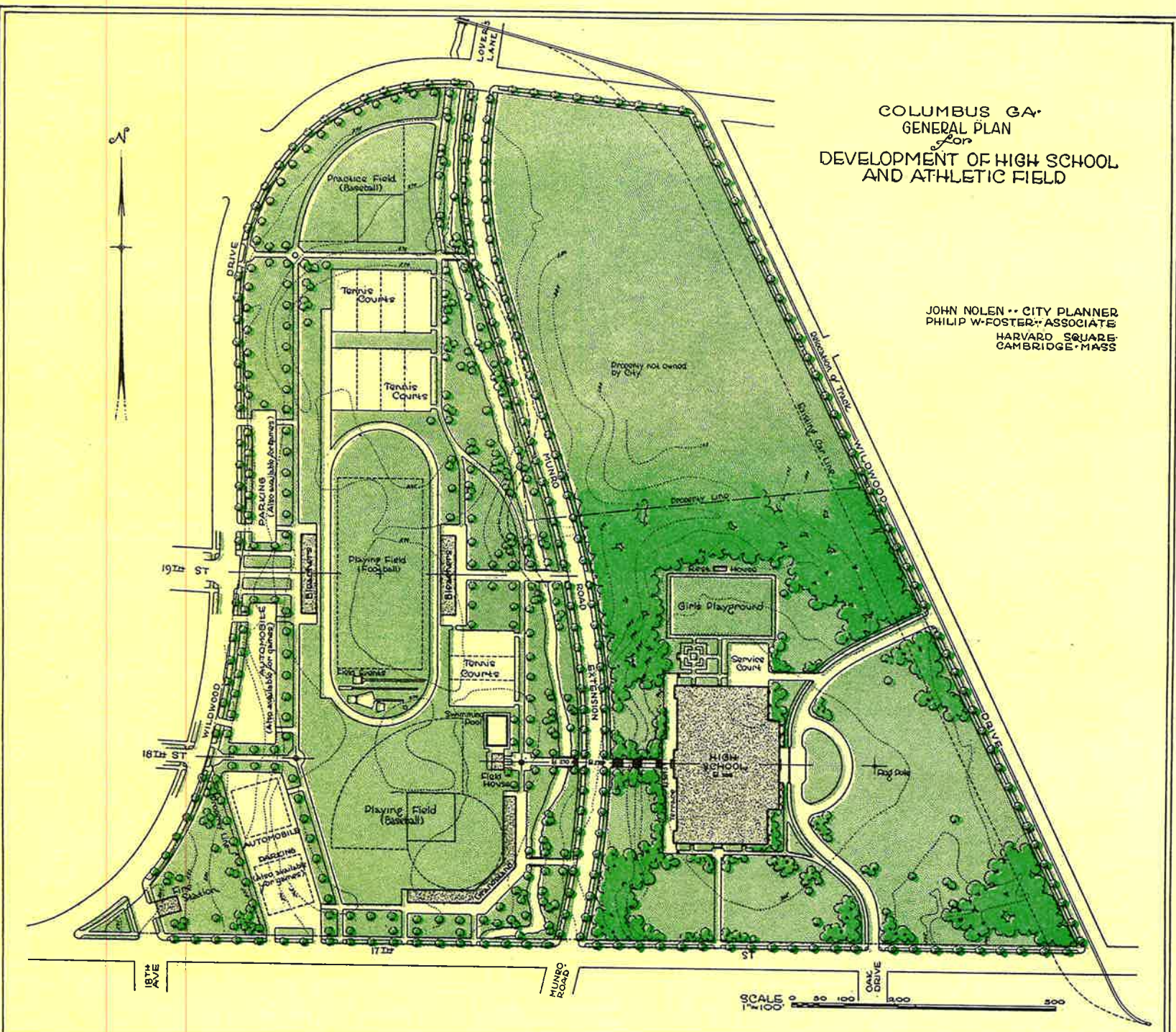
on the east, west, and north by Wildwood Drive. It is also approached by 18th, 19th, and 20th Streets, Lovers Lane, Eighteenth Avenue, Carter and Sonora Streets, Forest Avenue, Oak Drive, and Munro Road. The site lies in the direction of the growth of the larger residential sections of the city and should eventually provide a central location for the school population.

(b) *Development of Site.* The topography of the site is of two types, the high land of the southeast corner and the lowland of the remainder of the area. This latter section is occupied at present almost entirely by the lake and Werecoba Creek.

Munro Road Extension. The extension of Munro Road from 17th Street through the area northward to Lovers Lane at a width of 60 feet will complete a parkway and main thoroughfare connection from the north into the central part of the city.

COLUMBUS GA.
 GENERAL PLAN
 for
 DEVELOPMENT OF HIGH SCHOOL
 AND ATHLETIC FIELD

JOHN NOLEN ** CITY PLANNER
 PHILIP W. FOSTER ** ASSOCIATE
 HARVARD SQUARE
 CAMBRIDGE MASS



PLANNING PROPOSALS for COLUMBUS, GEORGIA

Also, it will be valuable in developing the property of the new high school.

Building Site. The school building has been located in a prominent position on the brow of the slope leading down to the Munro Road Extension, in compliance with the request of the School Board. It commands a view across the proposed athletic field up 18th Street, and is set 185 feet north of 17th Street and approximately 400 feet west of Wildwood Drive. Main entrances to the building are suggested from three streets. On the east side a 20 foot driveway leads to the building from Wildwood Drive and 17th Street at Oak Drive with a turn around at the entrance and a short service way to the service court at the northeast corner of the building. Entrance on the south is by a broad walk directly from 17th Street. On the west a series of steps lead up from Munro Road Extension to a terrace which extends across that side of the school building.

The areas about the three sides just mentioned should be developed as a setting for the building by proper grading and planting. The level land to the north of the building where it is not in direct view of the streets should be developed as a playground space for girls. All of this area, aside from the part needed for the service court, can be used for girls' recreation. In addition to the play space a small rest house and flower garden are suggested.

In connection with this part of the high school property it is suggested that the street car tracks be removed from their present location and placed either in Wild-

wood Drive as shown, or at one side of the street. The present location will injure the development of the high school grounds, and will be a constant menace to public safety in the approach to the building from the east. The latter is especially true in case this portion of the grounds is used temporarily as an athletic field.

No extensive parking space is provided in connection with the building, as the spaces below in the athletic field are quite ample and should have more intensive use than only during the periods when crowds are attending games and sports.

Athletic Field. The area now occupied by the Werecoeba Creek and the lake, which it is proposed to fill in, has been developed as the athletic field. The course of Werecoeba Creek, the main feature of the Werecoeba Parkway, has been, in part, diverted to closely parallel Munro Road Extension. By so doing the central portion of this area is made available for use as the athletic field.

The outstanding features of the athletic field are the track, football field, and baseball field. To obtain the best orientation and utilization of the land the track has been shown with its long axis lying north and south at the foot of 19th Street. Midway on either side of this track are shown the stands, approximately on the axis of 19th Street. A wide entrance and approach gives an adequate setting and simplifies traffic circulation. On either side of this entrance, easily accessible from the stand, are automobile parking spaces. From Munro Road Extension there is also a

PLANNING PROPOSALS for COLUMBUS, GEORGIA

direct entrance to the stand on the east side of the track.

Within this quarter-mile track is the football field, so centered that the same stands may be utilized. The areas within the curves at the ends of the track furnish the necessary space for the minor field sports, such as the jumps and pole vault.

The baseball field and grandstand are located in the wider space near 17th Street and Munro Road Extension, with entrances from both streets. Automobile parking is also conveniently provided here. Another baseball field, which may be used as a practice field, is located north of the running track.

Adjacent to the baseball field and on the axis of the steps leading to the high school is a field house which will serve all the sports on the field and as dressing room for the swimming pool suggested, adjoining. The tennis courts have been grouped in two locations to secure economy in construction and maintenance. The designation of certain areas as parking spaces need not preclude their use for other purposes, such as playground baseball, basket ball and volley ball.

Paths have been kept near the borders of the grounds as far as possible and cross walks are placed only where they will not interfere with playfield layouts. Several small bridges will be necessary to connect the grounds with Munro Road Extension. These should be simple but well designed. Planting of trees and shrubs should follow Werecoba Creek, the boundaries of the grounds and the paths so keeping the cen-

tral areas of the field open for their designed purposes.

The advance in aerial navigation with its ever increasing adaptation to commercial requirements and the growth of Columbus as a business and industrial center warrants the development of a commercial aviation field in the city. A site of 153 acres has been shown on Lumpkin Boulevard immediately east of the Riverdale Cemetery. This site has the advantage of being in a very favorable topographical condition, on proposed thoroughfares to the center of the city and to Fort Benning, and feasible railroad connections can be made to Central of Georgia Railroad, north of Glade Road.

The present Colored Cemetery on Tenth Avenue will soon reach a congested condition which will make a new location or addition necessary. To meet this contingency a suitable site has been shown southeast of Bull Creek Parkway East, near the Lumpkin Road, of approximately 42 acres. This tract is about $3\frac{1}{2}$ miles from the Court House, will not obstruct the development of the city in this direction, and is always assured of favorable surroundings because of the close proximity to the Bull Creek Parkway.

The State Act and City Ordinance providing a City Planning Board for Columbus charges the said Board with the duty of examining and passing upon the subdivision of land within the city and in the police district surrounding it, which extends three miles beyond the city limits.

PLANNING PROPOSALS for COLUMBUS, GEORGIA

Approval of a plat should be based upon the fulfillment of the following requirements.

(a) *General.* The conformity of the addition to the main thoroughfare system, park and recreational system, and the other factors of the city plan which concern the city at large.

(b) *Local.* The suitability of the land for the use proposed, the securing of good local street arrangement, including circulation within the property, and the orderly connection with the existing street layout. The obtaining of blocks of sufficient size and shape to prevent an unnecessary number of street intersections, and the division of blocks in lots of adequate size and shape, and of appropriate approach.

The interpretation of the regulations covering the sub-division of land should encourage individuality in development, so long as they conform in principle to the city plan and the requirements of the local section.

9. CONCLUSION

The growth of Columbus has been quite striking, as indicated by the population increase of 50 per cent in the ten year period ending 1920. Even to a casual observer it is apparent that such rapid increase in population brings physical problems which cannot be isolated from each other. The city plan is the means of obtaining co-

ordination in the study of these problems. It must be understood that the proposals suggested in this report and plan are general in character and that each must be followed up by detailed study, accomplished most economically by trained planners, before they can be executed.

The execution of these proposals in an ordered sequence based on principles of urgency, efficiency and economy will insure the most satisfactory results. The establishment of this program indicating a definite policy in respect to improvements will also tend to encourage the gift of lands to the city for municipal purposes such as sites for public buildings, parks and playgrounds. The period over which the work should be spread is variable, but in general the time of the program should not exceed one generation. During this period there should be accomplished a full cycle of development, composed of education of the public in the principles of City Planning and Zoning, the preparation of project plans and the execution of the selected projects. Surveys of conditions made periodically will be advantageous in checking up progress and maintaining an adequate standard of accomplishment.

It is desired to make cordial acknowledgment at this time of the assistance and courtesy extended by the City Manager, City Engineer, City Planning Board, and other officials and citizens.

PLANNING PROPOSALS *for* COLUMBUS, GEORGIA

A RESUME OF PROGRESS

Since the adoption of the Comprehensive City Plan of Columbus, very definite progress has been made toward its fulfillment.

It should be remembered, that, in the main, a city plan is a guide rather than a definite layout. Roads and parkways are suggested, but in actual practice for the location may vary considerably from the original plan.

The plan for Columbus, as outlined, should cover the period of one generation and its execution spread over this span of years.

It should be modified from time to time to meet changed conditions and also be extended as the city expands.

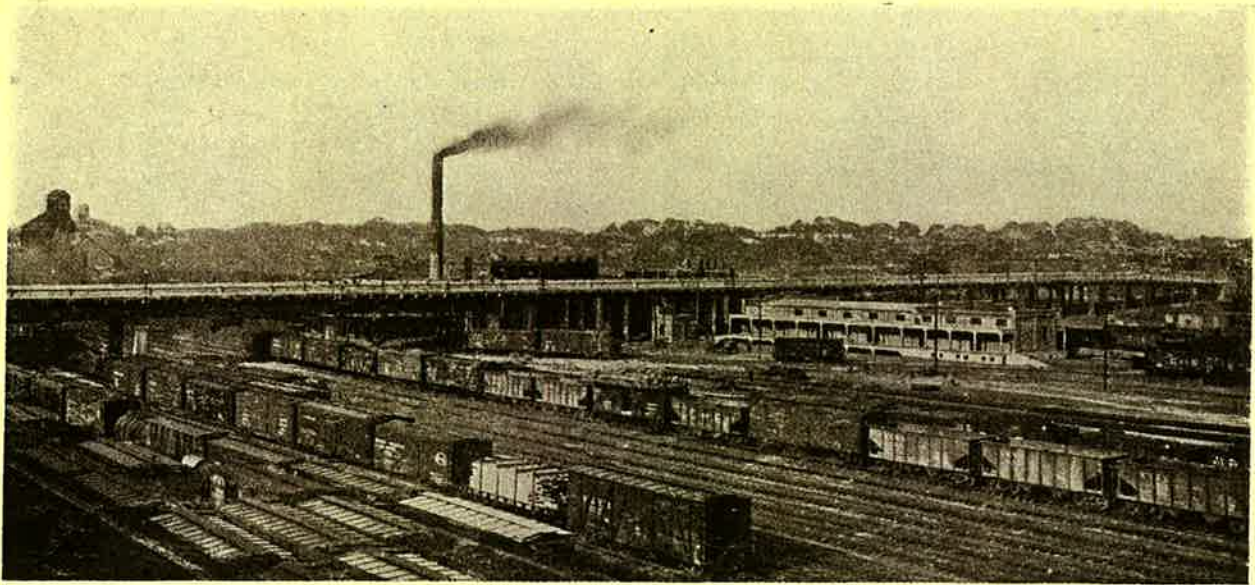
Parks are being acquired, and roads extended in conformity with the established plan. School sites are being acquired in proper locations, before areas become congested and valuable.

Probably the greatest accomplishment of the Planning Board has been through its influence upon subdivisions. Those engaged in developing new property have displayed a splendid spirit of coöperation with the Board, and by having fixed standards to work to, these subdivisions are of an excellent character and conform well to our general scheme of development.

During the span of years that this plan is effective probably millions of dollars will be saved by looking ahead and the utility and beauty of our city will be materially increased.

PLANNING BOARD,
City of Columbus, Georgia.

*Symbolically
the last
ID*



Columbus has made progressive steps in railroad grade crossing elimination. The Thirteenth Street viaduct, here shown, is a notable example