

CLINTONVILLE AREA COMMISSION

NORTH BROADWAY, WEST OF HIGH STREET

A LOOK TO THE FUTURE



As part of an on-going inventory and analysis of zoning / land use in the entire Clintonville Area, this report presents a review of the past, inspects the present, and takes . . . .

## A Look to the Future . . . . NORTH BROADWAY, West of High Street

### HISTORY AND DESCRIPTION

West North Broadway from High Street to 600 feet west of Milton Avenue (almost to the Olentangy River) was platted as a part of John R. Dunlap's North Broadway Extension, a subdivision of 95 lots, in 1893. Right-of-way width is 100 feet. Lots 1 through 6 and 45 through 49 front on High Street front on either side of North Broadway, interrupted in turn by an alley, across North Broadway, an alley, and by Milton Avenue, all running north-south for irregularities at each end, these rights-of-way divide the lots into blocks of ten lots. Two alleys, running east-west behind the lots, complete the subdivision.

All of the lots fronting on North Broadway are 40 feet in width excepting several irregular lots affected by the highly skewed westerly line of the subdivision. The westmost lot of both the north and south tiers has been further subdivided in connection with adjacent lands into three parcels each. These irregular lots and parcels generally have frontages in excess of 40 feet.

The depth of the south tier of lots varies from approximately 160 feet near High Street to 129 feet at the river. The depth of the north tier of lots is 206 feet except for the irregular lots which gradually diminish to 112 feet at the west end. A shallow undeveloped tract of over 300 feet frontage extends on to the river. This tract is a part of a large estate at the west end of Kenworth Road.

Exclusive of this tract there are then forty lots or parcels, in four blocks, fronting along the north side of the street. Forty-eight lots or parcels, in five blocks, front along the south side.

While the resident ownership character of the street has probably decreased somewhat through the years, residents now own 57% of the properties. This is in close comparison with West Lakeview Avenue, a non-arterial street, where 54% of the properties are resident owned. Single-family structures are 64% resident owned along the street as a whole. Two-family structures, inherently investment oriented, are 23% resident owned. About 42% of the properties have been held by the current owners for five years or less. A check of nearby streets, however, yielded similar percentages of turnover: East North Broadway (to Calumet) at 40%, Clinton Heights (to Calumet) at 29%, and West Lakeview at 44%. Focusing again at resident owned properties, over 68% of the current owners have held their property for more than five years.

Properties advertised as "For Sale" at the time of physical inventory for this study (May 1979) were two in number -- not unlike any other street of similar length in the Clintonville Area.

#### TRAFFIC

Growth of the city and increased dependence on the automobile have had great impact on the street. Subsequent urban development east of the Clintonville Area, the I-71 interchange, urban development west of the river, and the extension of North Broadway to Kenny Road, have each contributed to the current volume of through traffic. Further impact from SR 315 construction should not be significant as this new highway does not change any access points. Some increase in cross traffic from SR 315 to destinations on High Street by vehicles that formerly used High Street may occur. Some traffic from within the community may go west to SR 315 rather than east to I-71, but corresponding traffic from the west will be intercepted by the new freeway and not enter the community.

The impact of through east-west traffic, with some strengthening and shortening of the peak load, will continue unabated. Any increase in traffic, intrinsically, will be due to further city development, particularly to the northwest. Two factors which could have an abating effect are decreased use of the automobile due to energy costs and/or construction of an additional crossing of the Olentangy River, like at Morse Road. One reason, perhaps, why residents are able to live with the heavy traffic, and vice versa, is that there are so few driveways. Only twenty in number, they are concentrated in the blocks west of Milton where there is no rear alley. Most of the other properties gain vehicular access from the alleys.

theme for the community as a whole. The basic grid pattern of streets with separately "zoned" areas of residential and business sectors is detected. This commercialized intersection implies that this point is either a "node" or a portion of a "spine" of business oriented interests.

By inspection it can be seen that West North Broadway is basically in stable condition. The appearance of the single-family houses and doubles ranges from fair to excellent. Commercial structures should be considered as only fair in appearance -- in need of exterior improvements.

The only other major problems apparent are a series of contiguous vacant lots located west of Hennepin on the north side of the street. It appears that a single buyer is attempting to acquire this entire block of lots for future purposes not yet known. Regardless of these weaknesses, the whole of West North Broadway is stable. As mentioned earlier, the trend and frequency of lots changing hands on this street is not different from any of the surrounding streets.

This stability as tempered by the weaknesses noted is expressly the reason why it is imperative to investigate future planning alternatives for West North Broadway at this time. Any further deterioration or disruption of the stable quality of this street would certainly have adverse consequences for the entire area. Not only would the image of Clintonville suffer but more directly, the immediate surrounding residential area would feel a negative impact. The interface between business and residential districts must be heavily considered when viewing future planning. If not handled properly, a negative impact can quickly spread.

One must also carefully view the composition of a residential area to achieve a healthy balance of density, owner occupied houses, and so on. A consistency of the types of housing in this area should be used as a guideline when considering such alternatives. This will assist to prevent segmenting of areas which are currently tightly interwoven.

Many of these considerations can be focused into a common issue. The fact that we exist in a capitalistic economic system provides the opportunity for anyone to invest their money. This, of course, is the basis for our economic prosperity. But all too often the profit motive far outweighs considerations for those in close proximity to an investment area. Both business and residents must accept constructive limitations regarding the profit yield potential of an individual piece of land in order to insure a beneficial result for all concerned.

fore the potential of nearly doubling the density of residents on the street. In view of the already crowded parking conditions on the street and the needs of the street or the community. This is further reinforced by the fact that there is no trend toward this zoning in the immediate area -- with only one such rezoning granted since the original code was adopted.

By necessity, a structure of the R-4 classification containing four families would require the incorporation of two adjacent lots. While also somewhat increasing density, the major problem with R-4 is the lack of community control over the design and arrangement of such a structure on a lot. There exists the possibility of off-street parking being situated in what is now the front yards of single-family houses. This would certainly tend to disrupt the character of West North Broadway as previously described. The four-family structures themselves would not be consistent in scale with the rest of the houses on the street.

This thinking should also be applied to the existing block of lots zoned R-4 located on the south side of the street just west of High Street. This block was zoned R-4 in 1946 and in 33 years it has never been developed to its potential land use. It now contains only singles and doubles. We feel that this is just cause to bring it back into alignment with the majority of West North Broadway.

Very little consideration has been afforded to residential zoning districts with densities higher than R-4. It is quite apparent that larger apartment buildings and high-rise residential structures would be in great conflict with both the residential and commercial scale of the area. Such structures would obviously bring about a negative impact on the arterial flow of North Broadway as well as increased congestion within the immediate neighborhood.

In the block east of Hennepin on the north side of the street a commercial land use has already eroded the residential character of the street. While the existing commercial district cannot easily be retracted, it should not be allowed to cross the present buffer of Hennepin Avenue. Further inroads of commercial development along North Broadway would result in serious conflict with surrounding residential areas.

One important point that should be understood is that at this time almost every lot on West North Broadway is of substandard width and therefore non-conforming with the existing code. This is the result of the

to integrate the proposal with the existing conditions to form a functioning overall environment.

The objective, it would appear, is to create a situation in which a CPD District could be mapped in the area. It must be realized, though, that if participation in a CPD effort is to proceed then there must be an incentive to the developer. The community will have to decide whether it wants to pay the price of pushing for planning influence; certain costs are attached.

While all uses permitted in commercial districts are permitted in the CPD classification, a developer would not likely be willing to go from permissive C-4, where he can do much as he pleases, to CPD classification, where a site plan is negotiated as a condition for receiving the zoning classification. He does not stand to gain materially. Therefore, the community should consider options or ways to entice the developer to want the CPD classification.

There would be a decided advantage to the developer to seek the CPD zoning if he could thereby throw off the "shackles" of the R-3 zoning that surrounds the existing C-4 site. If the developer were to control property beyond the immediate holdings of the C-4 zoned property, he could then seek a rezoning to permit more intensive development of the overall site. The developer would have essentially two directions in which he could expand -- north toward Kenworth or west beyond Hennepin.

As previously stressed, extension of the commercial "arm" westward along North Broadway would seriously segment the residential environment between High Street and the river.

In the northerly direction the interface with residential areas would be less extended. The commercial area could be squared off at Hennepin Avenue. This would allow greater flexibility in site planning and the opportunity for improved traffic circulation with decreased penetration of the remaining residential areas by commercially oriented traffic. Buffering would be accomplished by the existing public rights-of-way. The expansion suggested here is essential to effectively mitigate potential uncontrolled redevelopment under the existing C-4 zoning.

It would seem that there are several uses that could be considered in the area as an alternative to the present one. These should be studied. The recommendations of the Economic Development Study for High Street should be weighed carefully.

have sufficiently wide curb lawns to properly contain low-growing ornamental trees such as exist along North Broadway.

- Encourage up-grading of the appearance of the existing commercial properties.
- Commence more intensive study of the interface between commercial and residential land use and zoning in the community -- utilizing concepts set forth in the Economic Development Study.

While we are at the threshold of a new age of energy conservation which conceivably may involve drastic physical change to vast numbers of older neighborhoods, such planning concepts have not yet adequately evolved and are not even appropriate to this discussion of a single street.

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