



Also worthy of consideration is mixed-use development -- adding a residential component. Perhaps there is opportunity to regain residential land use in the northwest quadrant. While there is an abundance of types of housing in the Clintonville Area. There is a pronounced shortage of housing for the elderly and the single person. The success of Olentangy Village and its long waiting list suggest that additional apartment complexes would be readily marketable in the area. Terraced housing above shops, for example, would be a possibility. Such development could be an extremely attractive investment.

SUMMATION

The existing single-family residential district is most responsive to the needs of the area. Inroads of commercial and multi-family structures west of Hennepin Avenue should be avoided. The existing "pocket" R-2F and R-4 Districts should be down-zoned to R-3 so as to conform with the general area. This will strengthen the residential character and best promote the stability of West North Broadway and its surroundings.

The existing commercial district should be contained east of Hennepin Avenue. Perhaps it could be squared off along High Street -- allowing greater flexibility in site planning and improved traffic circulation. This "squaring off" should only be accomplished in conjunction with the establishment of a CPD District in place of the existing and overly permissive C-4 District. A CPD District would offer increased community voice in any redevelopment and increased incentive to the developer.

Actions which, if taken, would enhance the neighborhood, and therefore the community, and which would ameliorate the interface between arterial and neighborhood uses and movement, are:

- Seek down-zoning of existing R-4 and R-2F "pockets".
- Discourage use of on-street parking by having the city improve rear alleys for better vehicular access.
- Invoke code enforcement in a cleanup of private property along alleys.
- Encourage private owners to provide better parking facilities at the rear of their property.
- Consider eliminating parking on West North Broadway in favor of bike lanes to promote movement and safety of vehicular traffic.
- Seek upgrading of the existing street tree plantings. Few streets

zoning code enactment coming many years after these lots were initially laid out. As substandard lots are common in older neighborhoods throughout the City of Columbus, provision has been made for this situation. This provision or "grandfather clause" states that any lot under a residential zoning classification and of substandard frontage or area is capable of having only a single-family house built on it. This stipulation further reinforces the fact that in such neighborhoods a single-family house is the most appropriate structure.

ZONING RECOMMENDATIONS: EXISTING COMMERCIAL DISTRICT

The intersection of High Street and North Broadway is a point of maximum accessibility in Clintonville and at the heart of a commercial node along High Street. Of particular concern in this report is the northwest quadrant. Here an arm of commercial zoning extends westward across the alley and is surrounded by residential use on the south, west, and north.

The existing use of this "arm" for open-air new car warehousing has exposed to view the rear of many lots on Kenworth which were not intended to be "seen", and thus it detracts, as currently landscaped, from the appearance of North Broadway. While this use can be looked on as less than desirable, other commercial uses allowable within the current C-4 zoning classification could offer even less desirable characteristics.

Accordingly, in the eventuality that the car dealership property becomes available for redevelopment, the community should be ready to voice its opinions regarding a desirable development pattern for the site. At this point the community has, frankly speaking, very little opportunity to exert any influence in those areas that are commercially zoned. The C-4 classification is the most liberal of the commercial zoning classifications. It does not, for instance, impose any limit on density. It does not provide a means for the community to participate effectively in design and planning deliberations.

The community aspirations can best be met through the process of negotiated site design. A Commercial Planned Development District (CPD) would allow these opportunities. the purposes of the CPD District are indeed commendable: they are to encourage development of an overall design concept for commercial development, designed to be integrated into, and be compatible with, surrounding environment; to encourage an internal environment which will provide for the typical behaviors of the expected users;

We are fortunate to have as planning tools the articles of the Columbus Zoning Code. By appropriately assigning zoning restrictions we can provide the means for a future development of a West North Broadway with the best community interests in mind. These interests have been somewhat defined here and thus the rationale for applying zoning restrictions.

ZONING RECOMMENDATIONS: EXISTING RESIDENTIAL DISTRICTS

When considering the previously mentioned desires to maintain stability and strengthen residential character, it appears obvious that a continuation of the present R-3 Residential District for the majority of West North Broadway is the only correct path to take. There is no indication that the new SR 315 interchange will have an appreciable impact on the Clintonville side and thus no radical mood change by the current residents of North Broadway is expected.

Any change to a particular lot under the R-3 classification would, at the most, involve the rebuilding of a single-family structure to replace one which had been torn down. If a two-family house were removed it could only be replaced by a single-family house. The R-3 classification lessens incentive for an investor to acquire a series of lots in order to realign lot lines and build a more dense residential structure or a commercial type building. We have seen this process of lot acquisition for another land use on the north side of the street, east of Hennepin.

This type of change has been deemed undesirable and can easily be prevented by maintaining the R-3 District. This is not to say that a proper interface between residential and commercial areas cannot be achieved but rather that the R-3 zoning prevents any such venture to occur without the cooperation of the community. This issue is later addressed.

In viewing the alternative zoning possibilities, it becomes more evident that R-3 is the most suitable of the residential classifications. An R-2 District allows for all that R-3 does, but places a minimum restriction on the square footage of living space necessary in a single-family unit. This is unduly restrictive compared to the variety of size in the existing structures.

The R-1 classification calls for an even larger amount of living space with an increased size of lot and is therefore impractical. Some might be more interested in the possibilities of either R-2F or R-4 Limited Medium Density Residential Districts for this area. The R-2F classification allows for the building of two-family structures and there-

It should be noted that the Regional Bikeway Plan calls for an east-west route within the North Broadway corridor. Such a bikeway could best be accommodated as on-street bike lanes. The Olentangy Freeway interchange and the heavy urban buildup within Clintonville will block any feasible separate bike path. Bike lanes would lessen the interface with motor vehicles and offer access to the Olentangy Bikeway at Milton Avenue, to Riverside Methodist Hospital, and to the commercial areas along River Road.

PLANNING GOALS

Any effort of community planning must have as its basic goal a beneficial result for the community as a whole. Attempts to effect radical change or to strengthen existing conditions must be based on and responsive to community needs. These needs include providing adequate access throughout a given area, protecting and enhancing a residential environment, allowing for a prosperous business sector, and so on. The issue of planning for the future development of West North Broadway encompasses all of these considerations.

West North Broadway offers Clintonville perhaps more than one might initially perceive. Obviously, it is a major traffic artery carrying travelers into and out of the community, crossing the prominent boundary of the Olentangy River. It is also a residential strip providing approximately 82 housing units and a few business establishments. But with a more in depth view, North Broadway is a major gateway into the Clintonville Area from the west.

With the transition over the bridge, a traveler becomes aware of a radical change in surroundings. One is provided a glimpse of the environmental structure of the community -- a suggestion of what lies beyond on the less traveled side streets. A sense of great change of scale is felt when leaving the expansive and highly commercialized character west of the river. Lending to this perception is the consistent pattern and type of structures visible in addition to the fairly regular placement of the thriving flowering crab apple trees along the street. It is a more humanistic and sensitive scale. This image, which is one of the most important attributes of the Clintonville Area as a whole, is thus partially revealed. While traveling east, just past Hennepin Avenue, one detects a character change of the street. With the intersection of High Street directly ahead, the more commercial influence of High Street becomes visible. At this point the viewer is further supplied with impressions of a unifying

ORIGINAL ZONING

The subdivision was annexed to the city in 1910. By 1923, when the first Zoning Code was established, North Broadway was almost entirely built-up and was solidly residential with an 80%-20% mix of single- and double-family residences. An R-3 Residential District was established for the entire street -- taking the least intense and majority use. Existing doubles became a non-conforming use and only one double has been added since -- on lot 17, rezoned R-2F in 1965. Several post-1923 singles were added to the street to virtually fill every lot.

PUBLIC RIGHT-OF-WAY

West North Broadway was originally then a quiet residential street dead-ending short of the river. The brick pavement was 30 feet wide. Only its 100 feet extra wide right-of-way set it off from other adjacent streets having 50 or 60 feet of right-of-way.

Transformation to arterial status occurred in 1939 when the existing pavement was widened, with brick, to 48 feet and both right-of-way and Olentangy River Road.

While the bridge over the river will be rebuilt as a part of the Olentangy Freeway (SR 315) project, the widened bridge will contain the same number of lanes as the existing bridge.

ZONING CHANGES

The first block of the south tier of lots (from the alley west of High Street) was rezoned to an R-4 Residential District in 1946. No use of this zoning has occurred, however, as all structures are still one- and two-family. At least two contiguous lots would be required for an R-4 use. All lots in this block are singly owned.

In 1965, the first block of the north tier was rezoned for commercial use -- to a C-4 District. The houses were removed and the land is used for open-air new car warehousing.

Houses were also removed in the recent past from Lots 15, 20, 21, 22, 23, and 24 (from within the remaining R-3 District) in the second block, north tier.

OWNERSHIP PATTERNS

Indicators examined for the most part do not reflect serious signs of stress or change. Residents seem to take the increasing impact of traffic in stride.

