

**APARTMENT  
LOCATION**

**AND**

**NEIGHBORHOOD  
IMPROVEMENT**

**RECOMMENDATIONS      REPORT**

**BEXLEY  
OHIO**

RECOMMENDATIONS REPORT  
APARTMENT LOCATION AND NEIGHBORHOOD IMPROVEMENT STUDY

FOR

BEXLEY, OHIO

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TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION.....	i
APARTMENT LOCATION.....	1
Housing Types and Densities.....	2
Apartment Location Recommendations.....	4
Zoning.....	13
NEIGHBORHOOD IMPROVEMENT.....	15
Recommended Improvements.....	17
Implementation.....	25

LIST OF TABLES

	<u>Page</u>
HOUSING TYPES AND DESIRABLE DENSITIES.....	3

LIST OF MAPS

	<u>Page</u>
APARTMENT LOCATION PROPOSALS MAP.....	5
NEIGHBORHOOD IMPROVEMENT PROPOSALS MAP.....	19

## INTRODUCTION

Although Bexley is over 60 years old and at least 95% of its land is developed, important changes are occurring and will continue to occur, virtually forever. Housing is getting older, new residents are moving in, auto ownership and traffic are increasing, space is becoming more valuable, and many other changes are taking place which should be of concern. Public decisions are continuously being made to adjust to these changes: for example, in building or improving schools, expanding recreation facilities, repairing streets, rezoning land, issuing building permits, and conducting the business of the city. Important private decisions are even much more extensive. These decisions often have long lasting and far reaching effects on the residential and business environment of the community and should be given serious consideration based on all available information.

It is the purpose of this report and the background studies leading to this report to aid the city in making decisions concerning apartment location and neighborhood improvement in Bexley. Available information considered most significant in these decisions has been presented and analysed in the Background Report, published separately. In this report an attempt is made to recommend useful guidelines and standards for apartment location and neighborhood improvement based on the background studies, on reports and plans of the Regional Planning Commission, and on generally accepted planning principles and policies throughout the country. Additional planning studies and ordinance revisions (specifically: zoning) are also recommended. It is hoped that these recommendations will provide a coordinated framework for attacking many community problems, both as they exist now and as they can be expected to occur in the near future. In some cases, the recommendations will coincide and hopefully reinforce existing policies of the city and in other cases they will offer some new ideas for the city's consideration.

Recommendations in this report will be presented in two separate sections: "Apartment Location", and "Neighborhood Improvement". Neither section is mutually exclusive: for example, new multi-family development can often be a major need for neighborhood improvement, and neighborhood improvement is often needed to assure a high quality of new multi-family development. Both sections are fundamentally concerned with planning for future development and redevelopment in Bexley, and in preserving and improving Bexley's high quality residential environment.

## APARTMENT LOCATION

Now that Bexley is over 95% developed and new residential growth has spread far out into suburbia, existing vacant land and potential redevelopment sites in Bexley are desired for apartment development. Few areas in Franklin County provide such high quality residential environment within five or ten minutes of both downtown Columbus and major suburban industrial and commercial centers. Additional multiple family dwellings in Bexley could be an asset to the community and its residents if their development is carefully located and controlled according to a general plan and policy statement strongly enforced by the city.

Bexley has 629 dwelling units in multi-family structures, which is 14% of its total 4,477 dwelling units. (These figures do not include institutional housing, such as at Capital University.) By comparison Franklin County as a whole has 34% of its total dwelling units in multi-family structures. Thus, Bexley is well below the apparent normal demand for multi-family units and this lack of such units seriously limits the housing opportunities for certain age and income groups. For example, young adults who grew up in Bexley have few attractive opportunities to live here until they have families of their own and a considerable income. Likewise, their parents, as they grow older and wish to find a smaller, more economical or convenient dwelling, have few attractive opportunities for housing in Bexley. Desirable multi-family dwellings offer opportunities for both these groups and for local businessmen, teachers, and other workers in Bexley who do not desire or cannot afford a single family home. Multi-family dwellings also offer desirable housing to new residents in a neighborhood or community which might later become their permanent home. As it is expressed by the Urban Land Institute:

"A well balanced community plan providing for a variation of housing accommodations will help materially in stabilizing values and in preventing decline by allowing the individual family to adjust its housing requirement to its size, age grouping, and income status at any given time, and still remain within the community of its choice." (1)

Like single family housing, multi-family dwellings may be either an asset or a liability to a community depending on the quality of units in demand and controls of their development. Certainly in Bexley, high quality multi-family units are in great demand. Strong controls on the development of multi-family units can assure a continued high quality environment. Multi-family dwellings have often received a poor reputation because of low quality

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(1) Urban Land Institute, the Community Builders Handbook, 1968, page 111.



development and consequent problems with the residents. Recent studies have shown that most new multi-family dwellings actually produce a more favorable benefit to cost ratio on public expenditures than do most single family homes. Multi-family units have fewer school age children and automobiles, and require less streets, utility lines, parks and other community facilities per unit than do single-family units. In fact, the benefit-cost ratio is more favorable with higher density apartments, up to a certain point, than with low density multi-family developments, such as two-family units. Doubles usually house the same family type as in nearby single-family units but with a lower tax base per unit than comparable single-family units. However, four or more family apartments and townhouses appeal primarily to different, smaller family types: young adults with no or few pre-school children, or elderly couples and individuals, depending on their location and design.

Even with the advantages of allowing multi-family developments of high quality and reasonable density, such developments must be carefully located and designed so as not to damage the quality and the single-family residential environment of Bexley. Bexley's major asset is and should continue to be its high quality single-family residential neighborhoods. Likewise, new apartment development should be harmonious with other developments in Bexley: offices, shops, schools, churches, parks, and so forth. Apartments should be located with convenient access to the thoroughfare system without passing through low density residential neighborhoods. Apartments should not separate related land uses such as mutually beneficial commercial areas and public and semi-public facilities. Apartments should be allowed only on sites large enough to provide effective buffer areas and space for ample off-street parking and recreation areas. Apartment design should stress its relationship to the scale and architecture of surrounding land uses, complementing or improving on existing development, or providing a visual focal point at a strategic location.

### Housing Types and Densities

Certain primary types of housing units can be identified as a basis for making apartment location recommendations for Bexley. Each type also has a corresponding desirable density range based on economy of development and desirable open space and parking standards. The following classification system is presented based on a review of several land development publications.

## HOUSING TYPES AND DESIRABLE DENSITIES

<u>Type</u>	<u>Net Density</u> <u>Dwelling Units per Acre</u>
Single-family	1 - 5
Two-family	6 - 10
Townhouse	6 - 14
Garden Apartment (2 or 3 story)	<del>15 - 35</del>
Multi-story Apartment	25 or more

Although single family units often are built at densities of 6 dwelling units (d.u.'s) per acre or greater, they tend to lose their advantages of privacy, individuality, noise control, and open space. At a density of six or above, multi-family developments usually provide the most efficient and desirable residential use of land. Two-family units are very similar in scale and appearance to a single family unit and offer opportunities for individual ownership or small scale investment. However, they sacrifice privacy for only a small gain in density. Few new doubles are being built in most areas. The townhouse is the modern and more attractive version of the row house, and provides much more efficiency than the double while still retaining (potentially) the small scale of single family development. Townhouse developments are becoming very popular both in large scale developments and in small areas integrated with other residential development. They also have the advantage of being very adaptable to a strip of shallow lots. Garden apartments, of 2 or 3 stories and 4 to 12 or more units per structure provide opportunities for much higher densities while still retaining a small to medium size scale. However, they do not usually mix well with low density residential development and the units suffer from lack of direct access to the ground. Maximum density and minimum lot size usually reflect community standards for off-street parking, recreation areas, and open space buffers from surrounding uses. Very high densities can only be obtained from multi-story apartments with elevators. Maximum density is virtually unlimited if the parking problem can be solved. Multi-story parking garages are often needed. The scale of most multi-story apartments is incompatible with low density residential neighborhoods and communities.

There are many possible exceptions to the above general description of standard housing types, scales, and densities, especially in higher cost development or with innovative design. Densities can be increased without damage to an intimate scale, or seemingly incompatible housing types can be grouped into desirable arrangements by quality design. Such variations and innovations should be encouraged to enhance the housing environment



and stimulate better answers to our housing problems. The following recommendations for apartment locations in Bexley are meant to provide general guidelines for standard types of multi-family dwellings while allowing opportunities for individual creativity.



#### Apartment Location Recommendations

Two general areas in Bexley present the most extensive opportunities for multi-family development: the far north east and the far south west. Two other areas deserve special consideration: along Broad Street and along Main Street with some apartment development possibilities for both. Multiple-family development should be prohibited in all other areas with several minor exceptions. Using two recommended average density patterns - 12 d.u.'s/acre for low density multi-family units, and 24 d.u.'s/acre for medium density apartment units - near term future multi-family dwelling development (using vacant land only) could result in 362 more multi-family dwelling units. This would produce a total of 991 multi-family dwellings or 20% of the total dwelling units in Bexley. Longer term future multi-family dwelling development (primarily redevelopment) could add many more units, following the guidelines of this report, but still remain under 30 - 35% of the total housing units in the city. As proposed, such development would allow a larger variety of housing opportunities for Bexley residents, a more balanced population, and a stronger tax base while still preserving the quality and character of Bexley as a predominantly single-family residential community.



The two recommended average density classifications are based on the new Zoning Ordinance for Franklin County as prepared by the Regional Planning Commission. Most ordinances contain apartment districts with similar densities plus one district with much higher densities for the central business district and other special locations. A low multi-family density of 12 d.u.'s per acre would allow 2 to 4 family units and townhouses at an efficient density while preserving an open space and development scale very compatible with existing single-family development. The medium multi-family density of 24 d.u.'s/acre would allow garden apartment type dwellings at strategic locations while setting aside sufficient space for parking, recreation, and landscape areas. Somewhat higher densities could be allowed in exceptional cases, e.g., where a minimum of open space is needed or parking is provided within or under the apartment structure. Specific apartment location recommendations are made by several general areas of Bexley. Recommendations are also illustrated on the Apartment Location Proposals map.

# APARTMENT LOCATION PROPOSALS

**NEW DEVELOPMENT TO BE ENCOURAGED (ON PRIMARILY VACANT LAND)**

-  **LOW DENSITY**  
12 D.U.'s/ACRE
-  **MEDIUM DENSITY**  
24 D.U.'s/ACRE

**REDEVELOPMENT TO BE ENCOURAGED (REPLACING EXISTING DEVELOPMENT WITH NEW DEVELOPMENT)**

-  **LOW DENSITY**  
12 D.U.'s/ACRE
-  **MEDIUM DENSITY**  
24 D.U.'s/ACRE

**REDEVELOPMENT OR NEW DEVELOPMENT COULD BE ALLOWED (FOR LONG-RANGE CONSIDERATION)**

-  **LOW DENSITY**  
12 D.U.'s/ACRE
-  **MEDIUM DENSITY**  
24 D.U.'s/ACRE

 **NEEDS FURTHER STUDY**

 **NEW STREET**

 **FLOOD PLAIN PARK**

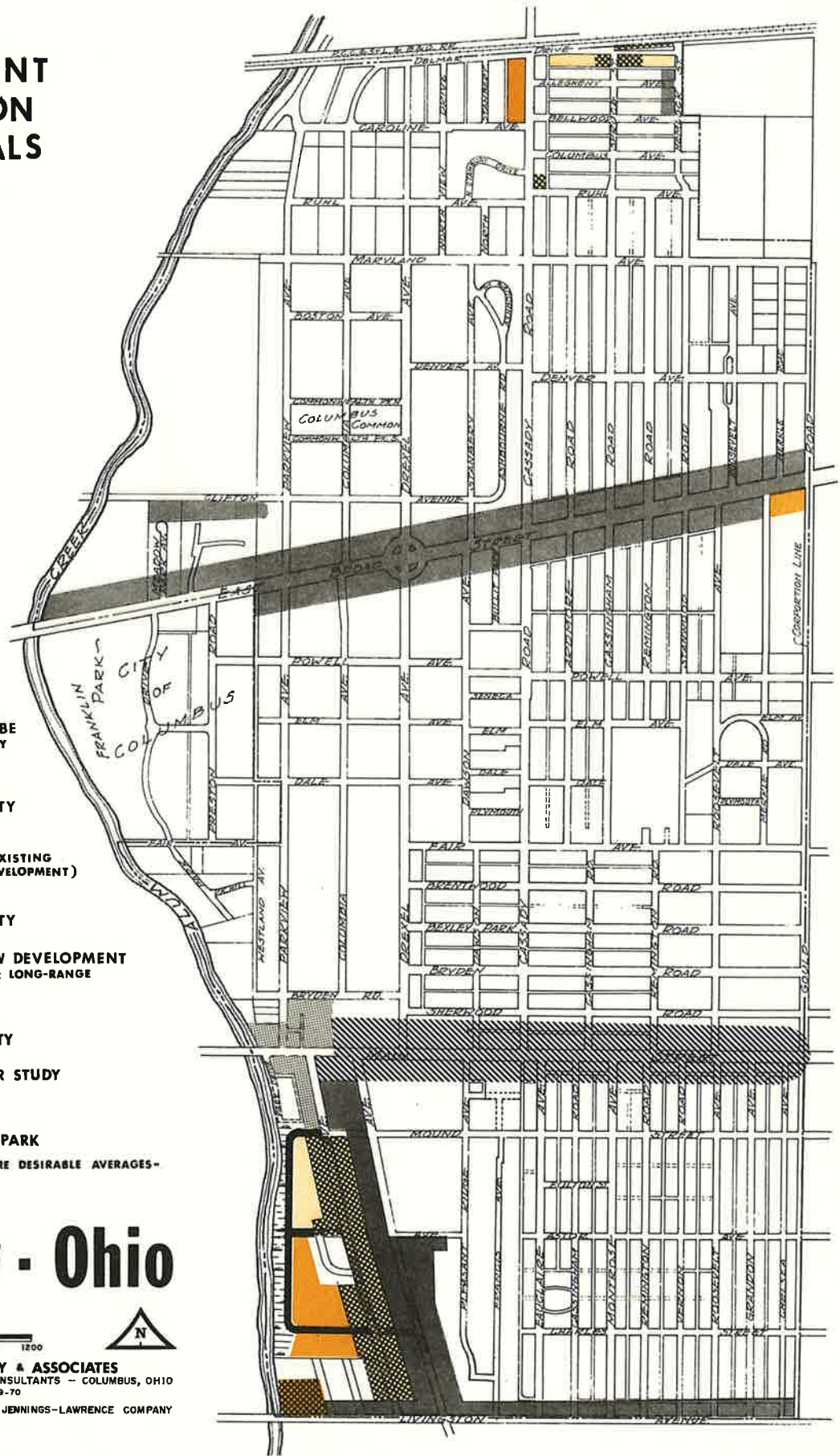
**NOTE: DENSITIES INDICATED ARE DESIRABLE AVERAGES - NOT UPPER LIMITS**

# Bexley - Ohio



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1969-70

BASE MAP PREPARED BY THE JENNINGS-LAWRENCE COMPANY





North East. In the far northeast corner of Bexley are several sites of vacant land suitable for apartment development. This includes 4 sites ranging from 1/3 of an acre to 2.6 acres plus some existing development ranging up to 1.6 acres, which could be redeveloped for apartments. Those sites which should be considered are on the east side of Cassady Road between Delmar Drive and Caroline Avenue and on both sides of Delmar east of Cassady Road. Several smaller sites nearby might also be considered.

As was discussed in the Background Report, this general area has several characteristics which suggest the desirability of apartment development. Multi-family dwellings already exist at several locations scattered throughout the area and there is a new large apartment complex just east of Stanwood Road in the City of Columbus. Some convenience commercial uses are present along Cassady within walking distance of the vacant sites. The rail lines and industry to the north and north east, in Columbus, make this area undesirable for medium-high priced single family residential development but would be much less objectionable to multi-family development, with few children and special provisions for noise control. Access to the area is generally good although not excellent. Cassady Road provides the primary link from the area, north to Fifth Avenue or south to Broad Street.

The neighborhood is adequately served with public sewer and water lines for limited apartment development. Local sanitary sewer lines are 8" and there is a main at Cassady 12", and at Gould, 8" but increasing to 18" not far to the south. Loop water lines are available, at least 6" in size, with a water main along Maryland Avenue of 20". No soil bearing problems are known although for any very large structures, such as the proposed apartment development along the west side of Cassady north of Caroline, detailed soil tests should be conducted. The predominate soil type in this and all other areas of Bexley except along Alum Creek is an association of three specific types: Bennington, Pewamo, and Cardington. This association contains a wide variety of possible characteristics from one site to another.

The existing residential development in the area east of Cassady and roughly north of Ruhl seems to be declining, many homes needing cleanup or repair, some problems with property maintenance, traffic from the apartments and industry to the east in Columbus, and noise and unattractiveness of the rail lines to the north. However, most homes in this area are structurally sound and suitable for neighborhood improvement, as will be discussed in a later section. The construction of several high quality apartment developments, if carefully controlled and designed, would greatly increase the neighborhood environment and

the desirability of the single family homes. It is especially important that the properties along Delmar east of Cassady be developed or redeveloped into attractive residential use. Commercial development along Delmar will only contribute to further decline or deterioration of the residential neighborhood to the south.

It is recommended that low density multi-family residential development be allowed and encouraged along Delmar Drive east of Cassady, including the redevelopment for this use of all existing development (excluding the apartment at the corner of Delmar and Cassady). This involves about 1 acre of developed land and 3½ acres of vacant land, including Front Street which should be vacated. At 12 d.u.'s/acre, new development could produce 54 dwelling units while replacing 9 units. Density should be kept low because of some access limitations, e.g. the conflict of through traffic on Delmar and its intersection at Cassady adjacent to an at-grade rail crossing, the limited depth of the properties, and for a more harmonious relationship to the single family area to the south. Townhouse development would be the most appropriate and desirable although small two to four unit dwellings could also be allowed. The city and other appropriate groups should aid the encouragement of this development in any way feasible, e.g. by street improvements, (including possible vacations), landscape buffer from the rail line, and efforts to upgrade existing development until it is available for redevelopment.

The vacant property (2.6 acres) on the west side of Cassady has recently been approved for multi-family development at a medium high density, somewhat over the 24 d.u.'s/acre recommended for medium density apartment developments. This location is quite appropriate for at least medium density apartments because of its access, proximity to commerce, industrial, apartment, and rail, land use, and reasonable depth (especially with the alley vacated) and good width. Justification for its slightly higher than medium density is based on its orientation to elderly residents. An appropriate alternative use for this site would be for commercial use because of its size, access, relation to existing commerce, and lack of sufficient commercial development in northern Bexley.

Two other sites in this area should allow multi-family development of a low density type. Both contain some existing development but should or could be redeveloped. At the north east corner of Cassady and Ruhl Avenue is a vacant commercial structure which should be redeveloped. Apartment development would provide an appropriate transition between the surrounding single family development and the commercial strip along the east side of Cassady to the north of this site. With approximately 1/3

of an acre, a four unit apartment or townhouse would be a beneficial improvement to the general neighborhood. Commercial development of this property would have difficulty relating to the other commercial development in this area, especially as it is bordered on the north by a service station and would only contribute to reduce the quality of the nearby residential environment.

Between Allegheny Avenue and Bellwood Avenue next to Stanwood Road there are several single family homes and several vacant lots, about .8 acre. To the east is the large new apartment complex in Columbus with one of its two major access points, and to the north is a small multi-family unit. Because of the nearby traffic and scale of development, this site has an appropriate potential for redevelopment into multi-family use. If requested, this site should be allowed to be developed for low density apartments, at a scale in keeping with nearby single family use. Its redevelopment into attractive apartments would be more beneficial than for it to seriously decline or deteriorate in single family use.

All other land in this general area, including a few isolated vacant lots, and with the exception of the existing commercial development along Cassady should be restricted to single family residential use. Present zoning in the area which allows two family, and with special permit four family, development detracts from the confidence of local homeowners to maintain and improve their homes. Without simultaneous wholesale redevelopment of the area, multi-family development should be allowed only in certain specified locations, on the periphery of this basically sound single-family residential neighborhood.

Broad Street. Land along Broad Street is almost completely developed and only presents one immediate opportunity for apartment development. However, pressures for redevelopment along Broad Street are likely to greatly increase in the future, and some agreement is needed ahead of time on how these pressures will be met. Most homes along Broad Street are in good condition and with substantial set backs they do not appear to be seriously suffering from Broad Street traffic. As mentioned before, this street front is a great asset and helps set the quality residential image of Bexley.

The one vacant site, about 1.9 acres, is located on the south side of Broad Street between Gould and Merkle Roads. Proposed multi-family development has been approved for a density higher than 24 d.u.'s/acre recommended for medium density apartment development. At least medium density apartment development is appropriate for the site because of its size, access, and proximity to a small nearby shopping center. Utilities are quite adequate. Higher densities were justified because of under-



ground parking, its probable orientation to elderly residents and the allowance of four stories for apartment units. Special care was attempted in its design in relationship to nearby single-family homes. Its location on the edge of Bexley also minimizes the impact of its bulk and density on the community image.

It is recommended that the remainder of Broad Street frontage be encouraged to remain in single family (or institutional) use for as long as is reasonable. Redevelopment for multi-family use should be allowed only when reasonable large tracts of frontage become available at one time, rather than on a single property basis. Average apartment densities should be held low, on the order of 12 d.u.'s/acre, with exceptions of medium apartment density allowed at strategic locations within large redevelopment proposals. Strategic locations might include at the intersection of Broad with major north-south streets when low density multi-family units can be placed to buffer the medium density apartments from surrounding single family neighborhoods. As a general rule, it is suggested no redevelopment be considered which does not involve a full block face, i.e. all property along one side of Broad from one intersection to another. It is believed these policies will prevent premature redevelopment of existing sound housing, while allowing some redevelopment in the future in stages and at densities which will not be detrimental to the nearby single-family homes and the community in general.

Main Street. On the basis of existing information and planning activities, no new multi-family developments are recommended along Main Street at this time, with one possible exception to be discussed later. It is recommended that Main Street be the subject of additional planning studies, concentrating primarily on commercial development, but including the possibility of identifying apartment development locations.

In general the development along Main Street is a confused mixture of commerce, office, single family or apartment residential, and public and semi-public uses. Its primary orientation is toward commercial uses and most redevelopment has been for more commercial development. A recent study prepared for the Bexley Professional and Business Association,<sup>1</sup> discusses the needs and problems of the area, projects opportunity for additional commercial development, and proposes a preliminary redevelopment plan and program for Main Street. While this study makes a valuable contribution to redevelopment planning for the Main Street area, it is recommended that additional planning studies be conducted and alternative preliminary recommendations be made before

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<sup>1</sup> Main Street, Action Program for Improvement, Bexley, Ohio, prepared for the Bexley Professional and Business Association, by Planning Incorporated, Columbus, Ohio, August, 1969.

a final plan be accepted. The preliminary recommendations contained in the above report concerning apartment locations and residential redevelopment are not considered justifiable by this consultant as a basis for present action. Although existing sites of redevelopable property have been identified, their use as apartments can not be recommended until the functional relationship between different existing and proposed types of commerce are explicitly identified. In other words, apartments should not be encouraged on Main Street unless it can be shown that their location separates or in some other way helps develop a stronger commercial structure. Likewise, the encroachment of commercial uses on the residential neighborhoods to the north and south of Main Street frontage should not be allowed until all alternatives are explored and effective controls are established to protect the residential environment.

There is one area which can be identified now as an appropriate location for apartment redevelopment. This site is along the east side of Parkview Avenue between Main Street and Bryden Road, including several properties along Main Street. This area is somewhat isolated from the remaining strip of commercial development along Main Street, is adjacent to several existing apartment developments, and has excellent access to I-70. Its density could be 24 d.u.'s/acre or higher with a large deep site and adequate provisions for parking and open space. Other redevelopment in the block bounded by Main, Parkview, Bryden, and Drexel might also be considered but there are many problems involved: mixed land uses, land acquisition, nearby low density housing, and limited access possibilities. It is recommended that any such redevelopment only be allowed if based on a detailed study and plan for the whole block, with special emphasis on protecting adjacent housing areas and preventing congestion on adjacent streets. Spot redevelopment should not be considered.

Apartment redevelopment along Main Street west of Parkview or west of Sheridan would also be appropriate, but unlikely because of existing development and small sites.

Southwest. The far south west corner of Bexley offers the largest amount of vacant land suitable for multi-family residential development. It also presents some opportunities for redevelopment to apartment use. The area generally west of College Avenue and between Main and Livingston has been identified in the background studies as containing many housing problems, mixed uses, vacant land, flooding along Alum Creek, and generally a lack of direction. New, high quality multi-family development and redevelopment in selected locations, and carefully controlled, should greatly aid the residential environment while offering needed apartment opportunities for Bexley.

About 18 acres of vacant land are located along Alum Creek but separated from the nearby streets, Main, Sheridan, and Livingston, by a strip of existing development. Most of this vacant land was covered by the 1959 flood. However, with a new reservoir planned on Alum Creek, carefully controlled fill of certain portions, and a new local street serving this area, substantial multi-family development is both possible and desirable.

It is recommended that a flood plain park be established along Alum Creek, ranging approximately from 50 to 130 feet wide, to the eastern edge of the existing trunk sewer right-of-way, to allow for the smooth flow of flood waters. The park should be attractively landscaped and could include some undamageable facilities for leisure time enjoyment, e.g. concrete benches, picnic tables, and walks. A residential street should be provided to city specifications generally parallel to Alum Creek along the edge of the flood plain park, at an elevation above the expected high flood stage, and tying into Sheridan Avenue only, at Charles Street, Astor Avenue, and Mound Street. This street should not connect directly with Main or Livingston as this would seriously deter from an attractive and private residential environment for the area. Access at Charles and Mound will require the removal of several houses but is necessary to provide a direct route to College Avenue, a minor arterial with signalized access to Main Street and Livingston Avenue.

All other vacant land in this area, approximately 12.2 acres, should be encouraged for multi-family development, if filled (where necessary) to an elevation completely safe from possible flooding (or otherwise flood proofed to a high degree of protection). The average net density should be restricted to approximately 12 d.u.'s/acre except in the far south portion where up to 24 d.u.'s/acre could be allowed if adequately buffered from existing lower density development. Careful control of scale, access, utility connections, drainage, space for parking, recreation, and landscaping, and of the fill and adequacy of the foundation are critical to the success of this development and its relationship to the community. Soils in the flood plain are relatively unstable and any fill needs proper treatment, compression and time for settlement, as well as quality materials to assure adequate foundations. Continuation of a loop water system from nearby lines plus the availability of a 15" trunk sewer along the creek should assure adequate sanitary sewer and water service.

Redevelopment of some properties along both sides of Sheridan Avenue for multi-family development is also possible and desirable. Generally south of Mound Street the character of Sheridan Avenue is that of low density multi-family development. Redevelopment to two-family units will be of little benefit to the

neighborhood or community. However, townhouses or four-family apartments would still be in scale with a generally low density environment while offering more advantages for redevelopment. Several adjacent properties should be acquired so that scale and open spaces may be reasonably designed. Redevelopment of small individual properties to two-family structures should be prohibited except in cases of special hardships.

Along Sheridan Avenue generally north of Mound Street the development is predominantly single-family, with the major exception of the seminary. Spot redevelopment should not be allowed. Redevelopment to low density multi-family units should be encouraged only if a large section or all of this frontage becomes available simultaneously. Similarly, College Avenue is predominantly single-family residential development but may experience some pressures for isolated redevelopment. Redevelopment to low density multi-family units should only be allowed in progressive stages of large blocks of frontage, beginning at either end, near Main Street or Livingston Avenue.

Along Livingston Avenue, west of Mayfield Place is a significantly large site, about 2 acres, which could be redeveloped for apartment use if all the property became available. The two existing uses, a filling station and car wash are making somewhat inefficient use of such a large tract of very accessible land. Additional commercial use would be acceptable but so would redevelopment to multi-family use at a medium density, approximately 24 d.u.'s/acre. This site also has excellent access to convenient commercial uses nearby. Its development should be carefully controlled to up-grade the image of Bexley on the south side. Special concern should also be given to its possibilities of flooding.

Other Areas. With a few possible exceptions, all other areas should be retained as single-family residential neighborhoods. Spot redevelopment to higher densities in these neighborhoods is unwarranted as all properties have continued medium to high values for single family use. A substantial change in the density or scale of any property within these neighborhoods will contribute to a lack of confidence in the desirability of that area for single family residences and stimulate decline and redevelopment nearby.

Any exceptions should follow the type of apartment location criteria used in the earlier recommendations of this section. Locations with direct access to the thoroughfare system, reasonably large sites, access to nearby commerce or recreation space, and a minimum of contact with single-family homes could be considered for multi-family development or redevelopment. Density



should be kept low, and ample space preserved for landscaping, leisure use, and off-street parking.

Several examples where exceptions might be allowed if single-family development is not economical are along the south side of Clifton west of Parkview, and along Livingston Avenue. The same policies recommended for Broad Street frontage should be applied to the presently single family development along Livingston. The Clifton Avenue site is unique in its relationship to the park, to Saint Charles, and direct access to Nelson Road in Columbus. Again, special care would have to be taken to ensure compatibility with existing single family homes nearby.

### Zoning

The primary tool for controlling the location and site design for multi-family development is zoning. As mentioned in the background section on zoning, the existing ordinance in Bexley is very old and provides few specific guidelines for apartment development. While some flexibility is needed in an ordinance and its administration to achieve the best possible development for each individual site, certain standardized guidelines are also needed to coordinate different types of development into a cohesive pattern and to inform developers more specifically as to what is allowable and what is not.

In this report, two multi-family density types have been recommended and used in identifying apartment locations. Density criteria provide a means for estimating the number of new dwellings in Bexley from apartment development, and for specific sites they provide some measure of intensity of land use, traffic generation, and so forth. Perhaps more important are other standards for development control which result in feasible and desirable densities. For example, the number of off-street parking spaces per apartment unit, usually set at 2 spaces per unit, greatly restricts the possible density of development, especially if combined with a maximum height limitation for any structure. Minimum yard limitations are very important to the compatibility of developments with surrounding land uses, while they further restrict density. These limitations should be flexible, based on the nature of surrounding development and the height and bulk of the development proposed. Off-street parking should have setback limitations or other buffers required. Development may also be controlled by establishing a maximum lot coverage for all buildings and site improvements in line with the general character of the neighborhood and community. Such standards as these and others are critical to controlling the quality of new development and its impact on surrounding land use. Variances should



be allowed under certain circumstances, but only in comparison with established standards toward which the community is striving.

It is recommended that the existing Bexley zoning ordinance be revised, incorporating new standards, policies, and procedures as have been generally discussed in this report to carry out the recommendations of this report. Additional study is needed to define the specific standards and procedures needed, based on current zoning practices in nearby areas and generally accepted national standards as well as the experiences and desires of local city officials, residents, and developers. It is also recommended that revisions in the zoning ordinance be made with respect to commercial districts and their standards for development, as discussed concerning development along Main Street. This should also involve additional planning studies for the redevelopment of the Main Street area.

It is recommended that until a zoning ordinance revision is completed, rezonings to multi-family residential use be confined to only those applications already pending and that these applications be required to follow the general recommendations of this report. Once the zoning ordinance is revised it is recommended that the zoning map also be revised to include the apartment locations recommended in this report. For example, those vacant areas suitable for apartment development should be rezoned to the appropriate multi-family residential district with all the appropriate standards and guidelines for that district, so interested developers will know what is expected from any development. Existing development should not be rezoned to a more intensive use until petitioned by the owners and all recommended conditions are met. Certain areas should be rezoned to a less intensive use; specifically the primarily single-family residential area in the far northeast should be rezoned to allow only single family development, as discussed earlier in this report. It is also recommended that no new development in commercial areas be allowed unless applications are pending until further commercial studies are completed and the zoning ordinance and map are revised relative to commercial zoning.

## NEIGHBORHOOD IMPROVEMENT

In the background studies for this report it is concluded that Bexley has a high quality residential environment with most homes in fine structural condition and maintenance. It was also noted that many homes are fairly old, a few homes were identified as deteriorating, more as needing clean-up or minor repair, and several other problems exist which should be of concern to local officials and residents. Bexley is in a good position to attack these problems as they exist or occur. Failure to do so could allow increasing and spreading decline of a more serious nature.

Certain neighborhoods or small areas can be identified where there seems to be a concentration of neighborhood problems especially problems with housing deterioration, clean-up, and/or repair. Efforts for improvement should be concentrated in these areas as well as where other specific problems can be identified. Following is an identification of the five neighborhoods showing some indications of housing problems and a brief summary of their other identified characteristics. Boundaries usually follow major streets or breaks in residential density. The first names given these neighborhoods indicate in which one third of the city they are located, i.e. North (north of Broad), Central, and South (south of Main); and the second names indicate their relative position within these one third sections.

North, North-East. The area of Bexley east of Cassady and north of Ruhl Avenue contains 5 deteriorating houses and 37 houses needing clean-up or minor repair according to the consultant's field survey in late 1969. It is an area of mixed land uses: commercial, single-family and multi-family residential, vacant, near a major rail line, several industries, and several large apartment complexes. Residential density is high, over 6 dwelling units (d.u.'s) per acre for all blocks and about one-half of these are 10 to 15 d.u.'s per acre. Housing values are very low for Bexley. Other environmental problems include 13 cases of poor property maintenance, three streets lacking curbs, and some concentration of parked cars along the side streets near Cassady.

North, South-East. This neighborhood is east of Cassady and generally south of Maryland Avenue to Broad Street. It also includes the strip of Bexley north of Maryland and East of Stanwood. There are 33 houses classified as needing clean-up or minor repair but none as deteriorating. This area is almost totally single family residential land use with a density mix of from 2 to 10 d.u.'s per acre by block. Housing values are

medium to medium high. Few additional problems are noted other than housing maintenance with the exception of some through traffic using the local streets as short-cuts.

Central, North-East. This area lies between Dawson and Roosevelt south of Broad Street with an irregular southern boundary including Plymouth, Dale, Elm, and Powell (from west to east). Forty one houses were classified as needing clean-up or minor repair; none were classified as deteriorating. Land use is almost exclusively single family residential with most blocks averaging over 6 d.u.'s per acre. Housing values are medium to medium-high. These are 6 instances of poor property maintenance recorded. The proximity of the elementary, junior, and senior high schools to the immediate south is probably more of a liability to this area than an asset because of their traffic and limited space for recreation and parking.

South, East. The large area east of Francis Avenue and between Main and Livingston contains 2 deteriorating houses and 73 houses classified as needing clean-up or repair. The neighborhood is mostly single family residential land use with average densities of over 6 d.u.'s per acre. Housing values are low for Bexley but about average for the county as a whole. There were 6 cases observed of poor property maintenance. Main Street commercial development has a strong influence on at least the northern section of this neighborhood, especially with concern to parking and traffic. One important neighborhood street, Charles, has no curbs along most of its length.

South, West. This neighborhood of concern is located generally west of College and between Main and Livingston. It has 4 houses inventoried as deteriorating and 34 as needing clean-up or minor repair. Commercial development borders the area on the north and south, considerable vacant land stretches along Alum Creek mostly in the flood plain, with the remainder in mixed single family and multi-family uses. Capital University borders it on the north east. All the residential blocks average over 6 d.u.'s per acre with at least one half of these over 10 d.u.'s per acre. Housing values are rather low. Poor property maintenance is identified in more than 15 locations, concentrated in the far south west portion. Only Charles Street needs curbs while parked cars on the streets (and in bays) are a nuisance throughout the neighborhood. Sheridan Avenue seems to carry some through traffic between Main and Livingston.

Other Areas. There are few problem housing conditions noted in other areas not identified above. The only blocks with more than an occasional unit needing clean-up or minor repair are: north of Ruhl just west of Cassady, just north of Main Street

west of Dawson, and around Capital University. Higher density single family housing (over 6 d.u.'s per acre) which has been noted as often related to housing condition problem areas, are identified only in a few other areas: between Ruhl and Caroline west of Cassady, and between Dawson and Cassady south of Fair (2 out of the first 3 blocks). Property maintenance problems were also noted in north west Bexley and along Westland Avenue.

Some other transportation related problems are noted which should be of concern. Several streets are in rather poor condition because of no curbs: several in northwest Bexley, plus Clifton and Westland. On-street parking is heavy around the high school, Capital University, and north and south of the Main Street commercial strip. The at-grade rail crossing on Cassady is a safety hazard, ties up traffic, and endangers fire protection from a Columbus station to the north on Fifth Avenue. Through traffic filters through many Bexley streets besides Broad and Main. The routing of two federal highways, U. S. 40 on Drexel and U. S. 33 on College, is a very disruptive influence on the adjacent low density neighborhoods, especially with College Road's limited pavement width of 24 feet.

Development along Main Street of randomly mixed land uses and commercial types, lack of off-street parking, and poor aesthetics has a harmful effect on the entire city and especially those residential areas nearby. It is the commercial center for the city as well as the location for important public and semi-public facilities and some residential uses.

Flooding along Alum Creek is another city-wide problem although especially important to adjacent properties. The new Alum Creek reservoir, when constructed, should alleviate some of this problem, but not completely. Existing parks along the Creek are a good use of the land and a fine asset to the city. Some filling has occurred at other locations which could have a dangerous effect on future flooding.

#### Recommended Improvements

Neighborhood improvement and especially housing improvement are primarily the responsibility of the individual home owners in each neighborhood. Each resident should strive to maintain and increase his personal and economic benefits in taking care of his home, property, and neighborhood. Many individual housing problems develop which should remain primarily the responsibility of the owner or occupant to resolve. However, when housing problems are identified in some concentration, the danger of further spread or decline should be recognized. It should be the concern of the city, school district, civic organizations, and all residents



to maintain the neighborhood housing and environment in the best possible condition by whatever means reasonably feasible.

From background studies and analysis of certain Bexley characteristics, recommendations are made for neighborhood improvement. These recommendations are organized and discussed by the 5 neighborhoods identified above as having symptoms of decline and for all other areas and Bexley in general. Recommendations are also illustrated on the Neighborhood Improvement Proposals Map.











North, North-East. Low density apartment or townhouse development along Delmar Drive, including the redevelopment of existing structures for this use, is recommended which would remove the blighting influence of poorly maintained vacant land, commercial structures, and deteriorating houses. It would act as a buffer between the single family homes and the rail lines with adjacent industry. Landscape screening is also needed along the rail right-of-way and Stanwood Road properties north of Bellwood. Several other low density apartment or townhouse locations should be allowed, as identified in the apartment location recommendations, while the remainder should be rezoned as a single family residential district. Although most homes are of relatively low value, they are structurally sound and quite adequate for smaller families of only moderate income. Eventual redevelopment may be desirable, say 10-20 years in the future, but it should not occur on a property by property basis, over a long time span. Any redevelopment, when it becomes appropriate, should occur in a carefully staged sequence with a minimum disruption of nearby properties and on a scale allowing property consolidation into much larger units.

All efforts possible should be made to maintain and up-grade this area. Major street improvement with curbs should be made to Delmar Drive, Stanwood Road, and Cassingham Road. If these improvements are not initiated by the residents, they should be initiated by the city, with financing arranged as fair as possible to the local residents. Through traffic, especially on the east-west streets should be discouraged or prevented by appropriate means, especially on Allegheny and Bellwood Avenues. Appropriate means might include the arrangement of stop signs, forced speed reductions, or vacating certain portions of the streets and using them for play areas.

Expected family types of young adults with young children should be encouraged. A neighborhood park or recreation area is needed. The Maryland Avenue school site is quite small and there are no parks or suitable vacant land for park development. It is recommended that an expansion program of the school site be seriously considered for a multi-purpose neighborhood park and school play



# NEIGHBORHOOD IMPROVEMENT PROPOSALS

-  GRADE SEPARATION
-  EXISTING SCHOOL
-  ALTERNATE SCHOOL SITE  
GENERAL LOCATION
-  EXISTING SCHOOL OR PARK
-  SCHOOL OR PARK EXPANSION  
AND CREEK BANK IMPROVEMENT
-  CONCENTRATED NEIGHBORHOOD  
IMPROVEMENT PROGRAMS
-  NEW RESIDENTIAL DEVELOPMENT
-  COMMERCIAL IMPROVEMENT PROGRAM
-  STRONG LANDSCAPE BUFFER
-  NEW STREET
-  MAJOR STREET IMPROVEMENT

# Bexley - Ohio

SCALE IN FEET  
0 600 1200



EDWARD R. HURLEY & ASSOCIATES  
COMMUNITY DEVELOPMENT CONSULTANTS - COLUMBUS, OHIO  
1969-70  
BASE MAP PREPARED BY THE JENNINGS-LAWRENCE COMPANY



ground. Expansion should be considered to include the properties along Cassingham and Ruhl, adjacent to the school and including the street rights-of-way. Most properties could be acquired as they become available for sale and leased for occupancy until the park development is feasible. A complete recreation area should provide most of the following features:

- section for pre-school children
- apparatus area for older children
- open space for informal play
- surfaced area for court games
- field for soft ball and group games
- shelter house
- wading pool
- table games and quiet area
- landscaping

Other improvements recommended include strong pressure on the owners and/or City of Columbus for the complete clean-up of the small industrial plant on the east side of Stanwood opposite Delmar Drive. Improvement efforts are also needed for the small commercial strip along Cassady. This commercial area could be a desirable convenience center for nearby residents if landscaping were provided, store fronts and signs improved, and off-street parking expanded.

North, South-East. An enlarged Maryland school site and park development would also benefit this neighborhood, just to the south. This area contains mostly average or larger size homes and with average or higher housing values it can be expected to attract mostly middle age adults with young and middle age children. Additional play space is needed for these children. Few improvements are needed in this neighborhood other than better upkeep of the homes. It is realized that housing maintenance and repair often take secondary importance for many families, especially those with many children or on very restricted incomes, such as the elderly. However, a small trend toward poor maintenance has a way of "snowballing" into the beginnings of structural deterioration and a loss of neighborhood confidence.

One problem which can be alleviated is the use of neighborhood streets for through traffic. This presents a dangerous situation for children, noise, and other problems. Traffic coming from or going to the large apartment areas to the north-east, especially on Stanwood and Gould, may be greatest. Gould Road has adequate pavement width for some through traffic but none of the others do. Through traffic should be encouraged to use Gould, Maryland, and Cassady by the location of stop signs and other traffic controls.

Central, North-East. This area is very similiar to the North, South-East neighborhood discussed above, and its treatment for improvement is very limited. Traffic from the high school and other through traffic is troublesome. Streets in this neighborhood do not have pavement width desirable for through traffic and such traffic should be encouraged to use only the larger streets, e.g. Gould and Drexel. More off-street parking, preferably with direct access to Fair Avenue (the only through east-west street nearby), should be provided at the high school. This is needed to reduce traffic, congestion, and safety hazards on residential streets. Limited recreation space is available behind the elementary-junior high school. Its expansion would be desirable but very difficult.

South, East. With many homes of only average size and housing value, this area depends on attracting and keeping young and middle age families, including pre-school and elementary age children. A great improvement for the neighborhood could be achieved with the relocation of the elementary school onto a larger site closer to the center of this large area. Presently, many children must walk well over  $\frac{1}{2}$  mile and cross many streets to reach the school. The school is almost 50 years old, originally designed as a small high school, and has limited space. Its site could be quite valuable for commercial development, especially if adjacent houses along Montrose and Remington could be acquired and these sections of streets vacated.

An alternative school replacement and site expansion plan is to redevelop the Main Street frontage of the existing site for commercial use while expanding the school site both east and west across Montrose and Remington, and building a new school closer to Mound Street. With this alternative it would also be desirable to expand Beech Park at Havenwood Drive to provide another recreation area.

Traffic flow in the neighborhood should be improved. Most north-south streets provide through routes for traffic from Main to Livingston but none are large enough to carry such traffic and it is damaging to the quiet residential character of the neighborhood. Traffic signs and controls should be used to strongly discourage through traffic. East-west traffic is limited to Mound Street as the only through route, which unfortunately passes by the elementary school site. Curbs and paving improvements should be made to Charles Street as it is a neighborhood liability in its present condition. Parking along residential streets near the Main Street commercial area should be reduced by providing more off-street parking. A positive program of commercial improvement for Main Street would provide additional incentive for neighborhood residential improvement. Wherever possible, landscape screening should be used to buffer Main Street commercial development from the single-family residential development.



Local residents must be encouraged to take strong initiative to keep up housing and property maintenance and to make desirable improvements. In this and other neighborhoods, owners should be allowed and encouraged to improve their competitive position with much newer homes. This may require additions of family rooms, bedrooms, 2 car garages, extensive remodeling, and so forth. Variances should be allowed in some zoning requirements with good design of improvements planned. However, improvements should not infringe on the rights of neighbors and the loss of usable open space should be held to a minimum.

South, West. The improvement of this neighborhood depends on its development and redevelopment for multi-family dwellings, especially along Sheridan Avenue and to the west. Multi-family development is discussed in the apartment location section of this report. Two family units with middle size families and elementary school age children should be discouraged in this neighborhood because of a lack of recreation space and the distance to the elementary school. Small multi-family units for young marrieds or older adults should be encouraged in an attractive and convenient environment. Off-street parking should be required as well as small spaces and facilities for recreation, other leisure time use, and landscaping. Existing lots should be combined into sites large enough to efficiently meet these needs.

Multi-family housing development is proposed for the vacant land west of Sheridan Avenue. However, because of flooding hazards, a flood plain park is recommended along Alum Creek preferably to be owned and maintained by the city. Public access to this park should be convenient to nearby residents but discouraged to outsiders because of its limited size. Its primary attraction should be its landscaping and scenic features of Alum Creek and it should include flood damage resistant improvements such as concrete benches, tables, walks, and so forth. Additional vacant land of significant size in this area which for any reason does not prove feasible for residential development should be acquired for additional recreation space. This might involve the vacant land behind existing development north of Astor.

A new street is needed to open up the vacant land between Sheridan and Alum Creek and to provide access to the flood plain park. It should connect directly with Astor Avenue, and Mound and Charles Streets with no direct access to Main or Livingston. Charles Street should be widened and curbs provided.

Large blocks of single family homes should be saved from spot redevelopment or encroachment by multi-family developments until much of the entire block is available for redevelopment.

Home owners should be encouraged to make needed improvements and keep up good maintenance. Through traffic should be discouraged or slowed on all streets except College. College Avenue should be widened if through traffic remains heavy from its designation as a U. S. route. Planning for the improvement of this street or relocation of the U. S. route should be conducted in close cooperation with the Regional Planning Commission. Commercial development along Livingston, especially west of Sheridan, should be cleaned-up, rehabilitated, or replaced. Attractive landscaping should be provided both to improve the frontage and provide a buffer along the back.

Other Areas and Bexley in General. Schools, parks, and recreation facilities need to be progressively upgraded and expanded, especially in those areas of Bexley where the young people live. Elementary school site expansions to include neighborhood parks were recommended in the neighborhood discussions. New improvements are presently being made to the junior and senior high schools which are much needed. Site expansion is also needed for the high school, at least to include the properties to the immediate south, for off-street parking, future building expansion, and more recreation space. The city recreation program and its facilities at Jeffry Mansion and Park are very important to the community and should be expanded as rapidly as possible. New facilities might include more playfields, court areas, and an auditorium. Land expansion should include the acquisition of more lowland strips along Alum Creek to control flood flows and provide scenic and leisure time use areas. Bicycle and pedestrian paths would be enjoyable as well as attractive overlooks and picnic areas. The creek bank throughout Bexley should be a focus of community pride and beauty rather than an area of dumping, overgrowth, and unsafe urban development.

Streets, traffic, and parking, while providing a valuable asset in terms of convenience to local and areawide destinations, should not be allowed to destroy the attractive, peaceful character of the community and its opportunities for pedestrian enjoyment. Zoning standards for all districts should require adequate size off-street parking space according to the type of land use. Parking set-backs and screening should also be required to reduce the nuisance effects of autos. Small public lots may be needed along Main Street to reduce on-street parking and parking in set-back areas. Traffic signs, controls, and other measures should be used to discourage or prevent through traffic on small residential streets while moving traffic smoothly through on more appropriate routes. Street improvements should be made to those streets lacking curbs. In addition to those identified by neighborhoods, these streets include Delmar, Caroline, Westland, Clifton, and parts of Ruhl, Boston,



Commonwealth Park South, and Fair Avenue (west of Westland). Also, a grade separation is seriously needed at Cassady and the railroad on the north side.

↳ Bexley and its residents should cooperate with Capital University and the several other large institutions here to accommodate needed expansions without harm to the residential neighborhoods nearby. Parking should be provided off the streets, nuisances screened from public and neighborhood view, accesses oriented to major streets, and expansion limits planned and development designed to provide buffers between the institution and adjacent low density residential areas." For example, a local street by itself does not make an effective buffer between two incompatible uses. If Capital University expands to its planned limits, consideration should be given to vacating Mound Street and Pleasant Ridge Avenue within the campus boundaries. ↷ If vacated, however, provisions should be made to open up Astor Avenue through from Sheridan to Euclaire. This would require the acquisition and removal of 4 houses. The Lutheran Theological Seminary should be encouraged to expand south to Mound Street and perhaps across Sheridan Avenue, vacating this portion of the street. The seminary site is quite crowded and encroaches on the residential uses nearby without adequate buffering. Expansion on the north side of Main Street should be discouraged. This side could be redeveloped eventually into a more appropriate use.

It is strongly recommended that efforts be continued and increased to improve the condition of the Main Street commercial area. An immediate need is for expanding the number of commercial zoning districts and preparing a new zoning map setting forth the boundaries for these commercial districts (and for apartment development) in the Main Street and other areas. For example, commercial districts could include an office district, shopping district, and an auto oriented service district (drive-in restaurants, service stations, etc.). Each type could be allowed along Main Street but in three distinct groupings, perhaps with apartments or institutional uses encouraged in-between. Each district would have standards of development or redevelopment suited for the respective land use type.

Landscaping and remodeling efforts should be stressed as another immediate improvement for the area to build confidence and pride in a new trend for Main Street. Landscaping should be used to screen off parking areas and buffer the commercial uses from surrounding low density residential development, as well as to improve the beauty along the street. Plans for larger scale redevelopment projects should be continued to build a stronger base of commercial types in appropriate locations.

Bexley needs a local downtown in keeping with her high quality image and as a convenience to her residents.

### Implementation

Some of the most valuable contributions for community and neighborhood improvement should come from civic groups, clubs, religious institutions, and related organizations vitally interested in their community's future. Such organizations have a large and strong base of citizen support and can contribute many ideas and many hours of talented work. Their efforts should be coordinated and stimulated on a community wide basis by a group such as the Bexley Professional and Business Association (now changed to the Association for Bexley Civic Development) but be capable of concentrating and involving citizen support in specific neighborhoods or projects. General activities which these groups should initiate, guide, and strongly support include Main Street improvement, continued up-grading and expansion of the schools, parks, and recreation opportunities, and working with the City of Bexley officials to offer suggestions and support for municipal improvements, services, and controls.

Citizen groups and organizations should also play a direct role in the improvement of housing and the neighborhood environment. It is recommended that they initiate neighborhood housing improvement programs by individual areas, beginning with the North, North-East and the South, East areas, and later including the three other specific areas identified in this report. Residents should be called together in neighborhood meetings to discuss their mutual problems, renew their confidence in the desirability of their neighborhood, and work out joint solutions to common problems. Seminars should be sponsored and conducted by local business and professional men and city officials to educate and encourage the residents to make desirable improvements. For example, local real estate men could discuss the effect of housing additions, rehabilitation, and landscaping on property values in today's housing market. Architects and landscape architects could illustrate how attractive and valuable improvements can be made at a minimum of cost. City officials could discuss codes and ordinances controlling such improvements and city's plans and policies on street and sidewalk repairs, refuse collection, zoning, and so forth. Mortgage and lending institutions could suggest appropriate financing alternatives which might best fit limited family budgets. These programs could also include joint purchasing of plantings and materials, cooperative decisions on landscaping and other improvements, and joint work projects to aid those unable to help themselves. In other words, a total package of information and encouragement could be delivered to the residents, but the responsibility

of doing something with this package would still remain with each resident.

Responsibility for neighborhood and community improvement also strongly depends on the Bexley Public Schools, the Bexley Parks and Recreation Departments, and cultural institutions such as the Bexley Public Library. Bexley was originally developed with high quality schools, parks, community facilities, and an attractive residential environment. As the community grew older, the residents grew older and there were fewer young children. Recently, there is an increasing trend of new families moving in or desiring to move in, again with many children. In addition, our increasing standards of living and leisure time are generating rapidly increasing standards for education, recreation, and other community activities which need more space and facilities. Failure to provide for these increasing needs will result in a serious loss of the community's desirability for new medium-high income families who can afford to maintain the many large, moderately old homes. School and municipal officials and others must cooperate in joint projects and programs to make the best use of land and facilities as possible. Expansion of school sites, as recommended in this report, should be a joint venture of the city and the school district.

Many municipal improvements have been suggested in this report and a complete revision of the zoning ordinance has been recommended. The city must continue a program of active leadership in attacking neighborhood housing problems as well as reacting to the requests of local citizens and businessmen. For example, although it is primarily the responsibility of local property owners to petition for major street improvements, rezonings, alley vacations, and so forth, the city itself can propose such actions. If necessary compromises on necessary financing should be made. The city should use the identification of problem neighborhoods in this report as locations to concentrate its programs of city services. Police protection, street maintenance and resurfacing, street lighting, refuse collection, sidewalk improvement, tree planting and replacement, utility maintenance and improvement, and other services are vital to the maintenance and improvement of all neighborhoods in Bexley as desirable places to live.

The City of Bexley has the authority to use many controls for the maintenance and improvement of the community. In addition to zoning, other controls include health regulations, building codes, fire protection ordinances, weed control, and so forth. Often, these codes or ordinances were written for rather limited purposes, but with flexible administration they can be expanded to meet many changing needs. While many controls have previously been oriented to aesthetic quality, they should now be used

also to allow and guide limited redevelopment, expansions, and other adaptations desirable to meet a changing housing market. Revisions of these codes or ordinances and new legislation, such as a comprehensive housing code, may also be needed.

This report does not attempt to present the final word on Bexley's problems with housing or neighborhood environment. Rather it attempts to present some ideas based on some observations. Many communities, probably most communities, which have faced similar problems have failed to prevent further decline of their neighborhoods, often at an increasing rate. Neighborhood improvement has seldom suffered from a lack of good ideas. However, it often suffers severely from a lack of constructive action. Action is needed in Bexley now, by an alliance of residents, businessmen, city officials, civic leaders, and others, to reverse the beginning downward trends and keep Bexley a fine residential community for many more generations.